

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, October 15, 2024
1:49 p.m.

PRESENT:

COUNCILMAN JEFFREY YOUNG, JR., CHAIR
COUNCILMAN MARK SQUILLA, VICE-CHAIR
COUNCILWOMAN CINDY BASS

ALSO PRESENT:

COUNCILMAN NICOLAS O'ROURKE

BILLS: 240613, 240657, 240748, 240749,
240812, 240813, 240814, 240815,
240816, 240118, 240819, 240820,
240821, 240822, 240824

Proposed Amendments to Bill No. 240812

Matter to be added by amendment in **Bold**
Matter to be deleted by amendment in ~~Strikethrough~~

An Ordinance

Amending Section 9-213 of The Philadelphia Code, entitled "Farmers' Markets," by adding a permissible location on Point Breeze Avenue, all under certain terms and conditions.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. Section 9-213 of The Philadelphia Code is hereby amended to read as follows:

§ 9-213. Farmers' Markets.

(7) Permissible Locations. Farmers' Markets at the following locations shall be permitted:

(sss) The roadway and the sidewalks and adjoining curb lanes on both sides of Point Breeze Avenue between Reed Street and ~~Dickinson~~ Wharton Street, the roadway and the sidewalks and adjoining curb lanes on both sides of South 21st Street between Reed Street and Wharton Street, and the triangle located on Point Breeze Avenue between Reed Street and Earp Street.

SECTION 2. This Ordinance shall take effect immediately.

Italics indicate new matter added.

Testimony to Council Tuesday, October 15, 2024

Good Day Council;

My name is **Lester Emerson, Deputy Manager**, for the Philadelphia Parking Authority.

Thank you for allowing me to testify before council regarding ordinances, **240821 and 240822 introduced by Councilman Young** establishing parking regulations.

The Philadelphia Parking Authority has no objection to the ordinances previously read before council and recommends favorable consideration.

Thank you again for your time. I would be happy to respond to questions, at this time.

Testimony to Council Tuesday, October 15, 2024

Good Day Council;

My name is **Lester Emerson, Deputy Manager**, for the Philadelphia Parking Authority.

Thank you for allowing me to testify before council regarding ordinances, **240820 and 240819 introduced by Councilman Jones** establishing parking regulations.

The Philadelphia Parking Authority has no objection to the ordinances previously read before council and recommends favorable consideration.

Thank you again for your time. I would be happy to respond to questions, at this time.

**Testimony of Noelle Marconi
Department of Streets
Bill Number 240748**

**Streets & Services Committee
October 15, 2024**

Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi, and I am the Director of Legislative Affairs for the Department of Streets. I am here to offer testimony on Bill Number 240748 introduced by Councilmember Thomas on behalf of Council President Johnson.

This bill authorizes 2400 MARKET VII LP ("Owner"), to own and maintain an existing flood wall encroachment at 2400 Market Street, all under certain terms and conditions.

An existing flood wall is located along the property of 2400 Market Street and encroaches a distance of five feet (5'-0") towards the south under the north footway of Chestnut Street starting from a point approximately one hundred seventy-three feet six inches (173'-6") west of the South 24th Street west curbline to a point approximately thirty feet (30'-0") farther west.

The Department of Streets is not opposed to legalizing this existing encroachment as it will maintain a minimum of eight feet six inches (8'-6") of clear unobstructed footway.

This concludes my testimony. I am pleased to answer any questions you may have. Thank you.

Testimony to Council Tuesday, October 15, 2024

Good Day Council;

My name is **Lester Emerson, Deputy Manager**, for the Philadelphia Parking Authority.

Thank you for allowing me to testify before council regarding ordinances, 240814, **240815, and 240816 introduced by Councilwoman Gauthier** establishing parking regulations.

The Philadelphia Parking Authority has no objection to the ordinances previously read before council and recommends favorable consideration.

Thank you again for your time. I would be happy to respond to questions, at this time.

**Testimony of Noelle Marconi
Department of Streets
Bill Number 240824**

**Streets & Services Committee
October 15, 2024**

Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi, and I am the Director of Legislative Affairs for the Department of Streets. I am here to offer testimony on Bill Number 240824 introduced by Councilmember Squilla.

This is not an administration ordinance, but an ordinance requested by Ronald J. Patterson, Esq., of Klehr Harrison Harvey Branzburg LLP, 1835 Market Street, Suite 1400, Philadelphia, PA 19103, representing Broad and Pine Associates, LP.

This proposed ordinance will authorize the relocation of the curblines of Watts Street, from Pine Street to approximately 72 feet northwardly therefrom, and the establishment of an area for public pedestrian use along the westerly side of said Watts Street. These actions will widen the roadway of said Watts Street while ensuring that sufficient sidewalk width is maintained for pedestrian traffic through the widened area. The purpose of these changes is to provide more suitable access to a new below grade parking garage to be constructed as part of a proposed residential building on the adjacent property at #337-41 South Broad Street.

The Department of Streets has no objection to this proposed ordinance and recommends it to your Committee for favorable action. I thank you for the opportunity to testify before you today and would be pleased to answer any questions you may have.

This concludes my testimony. I am pleased to answer any questions you may have. Thank you.

**Testimony of Noelle Marconi
Department of Streets
Bill Number 240818**

**Streets & Services Committee
October 15, 2024**

Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi, and I am the Director of Legislative Affairs for the Department of Streets. I am here to offer testimony on Bill Number 240818 introduced by Councilmember Jones.

This bill adds a no parking anytime, tow away zone on North 50th Street, from Wynnefield Avenue to its terminus further northwardly therefrom.

The Department of Streets is not opposed to this parking regulation and signs can be posted within 60 days.

This concludes my testimony. I am pleased to answer any questions you may have. Thank you.

TESTIMONY OF
SARAH CHIU
PHILADELPHIA CITY PLANNING COMMISSION
BEFORE THE CITY COUNCIL
COMMITTEE ON STREETS AND SERVICES
BILL NUMBER 240824
October 15, 2024

Good afternoon, Chair member Young and members of the Committee on Streets and Services. I am Sarah Chiu, a city planner manager with the Philadelphia City Planning Commission. I am here to testify on Bill Number 240824 introduced by Councilmember Squilla on September 26, 2024.

This bill will widen the cartway of Watts Street near Pine Street from 6 feet 6 inches to 12 feet, for about 80 feet in length, and plot a 2-foot and 8-inch-wide pedestrian walkway along the west side of Watts Street's footway. This action will accommodate vehicular accessing the proposed underground garage at 337-341 S Broad Street and provide adequate sidewalks for pedestrians on Watts Street.

The City Planning Commission is scheduled to hear this bill at its meeting on October 17, 2024, with a staff recommendation for approval.

I will be happy to answer any questions at this time.

Mica Root, Philadelphia Department of Public Health, Division of Chronic Disease and Injury Prevention, Nutrition and Physical Activity Program Manager

Provided for Committee on Streets and Services

October 15, 2024

Testimony on Bill No. 240812

Good afternoon, Chairman Young, Vice-Chairman Squilla, and members of the Committee on Streets and Services. I am Mica Root, Program Manager for Nutrition and Physical Activity for the Philadelphia Department of Public Health (PDPH), Division of Chronic Disease and Injury Prevention. Thank you for allowing the Health Department to testify on Bill No. 240812, sponsored by Majority Leader Gilmore Richardson for Council President Johnson, which would allow a permissible location for a farmers' market on the roadway, sidewalks and adjoining curb lanes on both sides of Point Breeze Avenue between Reed Street and Dickinson Street, and the triangle located on Point Breeze Avenue located between Reed Street and Earp Street.

The Department of Public Health's Division of Chronic Disease and Injury Prevention is dedicated to creating a healthy, just, livable community for all residents and supports community-driven solutions to promote food justice in areas where access to healthier food is needed. Farmers' markets are a great example of improving access to healthy food in neighborhoods that may be inundated with unhealthy choices. They connect urban communities to local and rural agriculture, provide access to fresh fruits, vegetables, and other locally grown products and support the local and regional farming economy. This past season, 32 farmers' markets operated in Philadelphia, most of which accepted SNAP/ACCESS cards and Farmer's Market Nutrition Program (FMNP) vouchers, which ensures that there is more equitable access to fresh, local, whole foods.

The Point Breeze Business Association (PBBA) is coordinating the Point Breeze Community Market as part of their broader community revitalization efforts. The PBBA was formed in September 2018 to help organize, support, and advocate for local businesses in Point Breeze. The PBBA received a Corridor Enhancement Grant from the Department of Commerce, which supports community-serving non-profit organizations dedicated to enhancing the appearance, safety, and livability of business districts in the neighborhoods they serve. The goal is to increase foot traffic, attract new businesses, promote available commercial real estate and foster a sense of community. The market on Point Breeze Avenue will not only provide more business opportunities in the neighborhood, but it will increase access to fresh produce in an area that sorely lacks healthy food options, which residents have been requesting. The Health Department welcomes opportunities such as these to create a more sustainable local food system and enhance community resilience and well-being. PDPH supports this bill and efforts to promote and expand the network of farmers' markets throughout the city, especially in those communities that could benefit from increased healthy food options.

I thank Majority Leader Gilmore Richardson and Council President Johnson for introducing this bill and appreciate the opportunity to provide testimony today. I am happy to respond to questions.

**Testimony of
Nicholas "Cole" Appelman
Office of Transportation and Infrastructure Systems
Streets and Services Committee
Bill No. 240813
October 25, 2024**

Good afternoon, Chairperson Young and Members of the Streets and Services Committee, thank you for the opportunity to appear before you today. My name is Nicholas Appelman, and I am a Policy Analyst at the Office of Transportation and Infrastructure Systems (OTIS). I am here today to offer testimony on Bill No. 240813, sponsored by Councilmember Gauthier.

This Bill amends Title 12-701 of the Philadelphia Code, entitled "Designation of Bicycle Lanes" to authorize a bicycle lane on Woodland Avenue from Chester Avenue to South 42nd Street and make associated changes to parking regulations within the same limits, all under certain terms and conditions.

The Woodland Avenue Complete Streets Project, which this bill is associated with, will extend the City's High-Quality Bike Network from University City to other Southwest and West Philadelphia neighborhoods, serving as a critical multimodal connection to jobs, recreation, and opportunity for Philadelphians. Through four rounds of public engagement from 2022 to 2023, public feedback was enthusiastically supportive of a dedicated two-way bikeway on the south side of Woodland Avenue, including from Chester Avenue to 42nd Street, which replaces the parking lane. The parking usage has been studied, and we expect drivers to instead use nearby institutional parking facilities for work.

Thank you for the opportunity to appear before you today. I would be happy to answer any questions you may have at this time.

TESTIMONY OF
SARAH CHIU
PHILADELPHIA CITY PLANNING COMMISSION
BEFORE THE CITY COUNCIL
COMMITTEE ON STREETS AND SERVICES
ON BILL NUMBER 240748

October 15, 2024

Good afternoon, Chair member Young and members of the Committee on Streets and Services. I am Sarah Chiu, a city planner manager with the Philadelphia City Planning Commission. I am here to testify on Bill Number 240748 introduced by Councilmember Thomas for Council President Johnson on September 12, 2024.

This bill will legalize an existing flood wall at the southern side of the property at 2400 Market Street. The flood wall encroaches on the footway of Chestnut Street for 5 feet in width and 30 feet in length and is about 173 feet west of S 24th Street. This encroachment leaves a minimum of 8 feet and 6 inches of clear and unobstructed footway on Chestnut Street.

The City Planning Commission is scheduled to hear this bill at its meeting on October 17, 2024, with a staff recommendation for approval.

I will be happy to answer any questions at this time.

**Testimony of Noelle Marconi
Department of Streets
Bill Number 240749**

**Streets & Services Committee
October 15, 2024**

Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi, and I am the Director of Legislative Affairs for the Department of Streets. I am here to offer testimony on Bill Number 240749 introduced by Chairperson Young.

This bill amends the Title 12 of the Philadelphia Code, the traffic code, by adding a new section under parking regulations and penalties by prohibiting stopping or standing in the travel lane within 20 feet of an open adjacent space in the parking lane or a designated loading zone.

The bill also adds a penalty of \$150 for double parking within 20 feet of an open parking space or loading zone.

The Department of Streets is not opposed to this bill as it will maintain the safety of drivers, bikers and pedestrians.

This concludes my testimony. I am pleased to answer any questions you may have. Thank you.

**Testimony of Noelle Marconi
Department of Streets
Bill Number 240812**

**Streets & Services Committee
October 15, 2024**

Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi, and I am the Director of Legislative Affairs for the Department of Streets. I am here to offer testimony on Bill Number 240812 introduced by Councilmember Gilmore Richardson on behalf of Council President Johnson.

This bill adds a permissible location of a farmers' market on the roadway and the sidewalks and adjoining curb lanes on both sides of Point Breeze Avenue between Reed Street and Dickinson Street, and the triangle located on Point Breeze Avenue between Reed Street and Earp Street.

The Department of Streets is not opposed to this proposed farmer's market so long as it will maintain 6 feet (6') of clear unobstructed footway.

This concludes my testimony. I am pleased to answer any questions you may have. Thank you.

Philadelphia City Council Streets Committee

Public Comment 10/15/2024

Pine & Spruce Bike Lanes

Lloyd E. Brotman, PhD

My name is Lloyd Brotman. Thank you to Chairperson Young and members of the Streets Committee for allowing this public comment. I have lived in the 2100 block of Pine Street for 39 years and in the neighborhood for 50 years. I was an early adopter - urban biker in the 1970's when I routinely rode from 23rd and Spruce to Temple U. Pine Street neighbors applaud your effort to make the bike corridor safer for cyclists but let me add that we'd like safer streets for bikers and pedestrians and, we'd also like to preserve quality of life for residents.

Following the tragic Spruce Street accident, bike advocacy groups petitioned for barriers. The Mayor asked OTIS for a proposal to *Redesign Pine and Spruce Streets*. OTIS responded with a plan that includes installation of curbs and barriers and made it clear that the change in parking rules, you are considering, constitutes the first contingent step toward implementation of their redesign. I, along with my neighbors, feel frustrated that OTIS did not seek community input on this proposal which will instantly and inequitably degrade quality of life for city residents and ignores a more common sense, inclusive approach that could easily be enacted today.

OTIS's proposal will create a divided highway with restricted curb access and inefficient, dangerous conditions. Traffic will be unable to yield to emergency vehicles. Emergency responders' access to properties will be delayed. Sanitation workers will be blocked from crossing side to side. *Cattle chute lanes* will cause *slinky-style* traffic jams on adjacent streets.

Many properties on Spruce and Pine are exclusively accessed via their curb-front doors and do not have rear access. Inhabitants - some with mobility limitations - will be unable to drop off children, elderly relatives and groceries. Disabled or injured residents will be unable to navigate in and out of their homes. Moving vans will be unable to get into position. Furniture and large appliances will be impossible to deliver. Property maintenance from painting to construction will also be impacted. If forced to use loading zones, far from mid-block and often unavailable, people with limited mobility and caregivers will be unable to function independently.

It is unclear whether this legislation makes any accommodation for *resident-attended vehicles*. We are law abiding citizens who do not want to become law breakers to drop groceries even if the PPA is *winking at us to go ahead* by redefining *NO STOPPING* as *UNATTENDED*. Bad enough that, despite our present right to stop, we get heckled, cursed at and spit upon by angry bikers. Instead of *No Stopping*, *why* not post signs that say *UNATTENDED VEHICLES WILL BE TICKETED? And ticket them!*

We agree that we have a street safety problem but, we do not agree that by eliminating stopping or installing barriers, streets will be safer. It is hard to live in an urban area for many reasons. If you make these corridors *resident-unfriendly*, diminish quality of life, and destroy the historically certified streetscape, residents will exit the city, property values will plummet and our tax base will be eroded.

We see no need for new laws when existing *speed limits and parking restrictions* have not been enforced. Proven traffic control methods such as *speed cushions and bumps* have never been tried on these streets. Bump installation could slow traffic to 20 MPH which would reduce crashes and improve Center City quality of life. And finally, it is fiscally irresponsible to spend our limited resources on any city blocks other than those documented on your *high injury network map*.

Again, I thank you for this chance to comment and would welcome the opportunity to collaborate with you on solutions.

October 12, 2024

Mayor Cherelle L. Parker
City Hall, Office 215
Philadelphia, PA 19107

Adam Thiel
Managing Director
Via e-mail: ATMDO@phila.gov

Council President Kenyatta Johnson
By e-mail to: kenyatta.johnson@phila.gov

Councilman Mark Squilla
By e-mail to: mark.squilla@phila.gov

Jeannette Brugger, AICP
Bicycle & Pedestrian Coordinator
By e-mail to: jeannette.brugger@phila.gov

Michael Carroll, P.E.
Deputy Managing Director
By e-mail to: michael.a.carroll@phila.gov

Re: Spruce & Pine Street Bicycle Lane Proposals & Additional Solutions

I am writing to address the proposals related to the bike lanes on Spruce and Pine Streets. I am the president of the Center City One Condominium Association, a 182-unit condominium at 1326 Spruce Street, with more than 225 residents of the building in addition to a restaurant, dry cleaner, nail salon and convenience store.

Cyclists, pedestrians, and motorists have the right to safely navigate our City rights-of-way and as such we applaud the City's many efforts to improve overall safety. Cyclists should be able to ride in our city without fear of being run down by a reckless driver. We have no objection to the proposed installation of enhanced cement curbing to go with the plastic markers within the current protected bike lanes near intersections.

However, there are additional proposals that should be considered, studied, and publicly responded to prior to initiating these changes on Spruce and Pine Street. I believe these proposals would provide far more safety to cyclists than the current proposals:

1. **Relocate the bike lanes to Sansom Street and close it to vehicular traffic, creating a river-to-river cycling and walking corridor.** Over the past five years, many sections of Sansom Street have been closed to vehicular traffic due to multi-year construction projects – the most recent between 16th and 17th Streets. Closing Sansom to vehicular traffic and installing east and west bound bike lanes along with a pedestrian walking/jogging/running corridor would bring cyclists closer to their center city destinations, provide the greatest possible safety, and build upon the success of the recent test closure days on Walnut Street. The businesses on Sansom Street are already primarily serviced by delivery trucks parked on the adjacent numbered streets because Sansom is not wide enough to accommodate the unloading of commercial vehicles. The Sansom Street Corridor could become a beautiful outdoor opportunity for dining, shopping, and recreation along with safe travel the width of our City. The bike lanes on Spruce and Pine would be removed.
2. **Slow down traffic on Spruce and Pine Streets with additional traffic calming measures such as speed humps.** While the Sansom Street bike corridor is being created, Spruce and Pine Streets can be made safer for all concerned with additional traffic calming measures. Speed humps should be installed at least every-other block to slow vehicular traffic. The

vehicle that struck Dr. Friedes in July could not have been traveling at such a high rate of speed had this simple traffic calming measure been in place. As a specific example, this type of traffic calming measure is very much needed at the intersection of Juniper and Spruce Streets where cars race to beat the light at Broad Street.

We strongly oppose Council President Johnson's proposed ordinance banning any stopping in any bike lane anywhere in the City. This proposal ignores the realities of the residential and commercial uses of Spruce and Pine Streets. It imposes significant harm on the residents and businesses located in buildings like the Center City One Condominium who rely on the ability to briefly stop in front of the building, not to mention those who live in townhomes and smaller buildings on these streets. The thousands of residents of Spruce and Pine Streets depend upon the ability to load and unload vehicles within a reasonable distance of their homes; receive package, food and grocery deliveries; and utilize cabs and shared-ride services. Commercial establishments in many sections of these streets have no viable alternative for the unloading of commercial trucks necessary to operate and restock the businesses.

The City's promise to consider additional loading zones on the north side of Spruce Street is inadequate. Center City One Condominium has been denied loading zones on the north side of Spruce Street to replace the ones lost by the relocation of the bike lane to the south side years ago. Even if the loading zones were made available across the street, residents including several who are handicapped and elderly, must risk life and limb trying to cross Spruce Street in the marked crosswalk at Juniper Street while dodging the cars speeding to beat the light at Broad Street and the cyclists in the bike lane who refuse to yield to pedestrians in the crosswalk.

Spruce and Pine Streets should be excluded from the ordinance and reasonable loading and unloading activity allowed. The PPA already fairly and reasonably times vehicles temporarily parked in these areas. Even shortening the allowable time limit to ten minutes would provide adequate accommodation for the realities of what the residents and businesses on these streets need for daily life.

Notably absent from the current proposals are any requirements or contributions to the effort on the part of the cyclists. The advocacy to date creates the impression that the cycling community believes it is uniquely entitled to unencumbered travel the full width of the city – never having to slow, yield or share the streets with pedestrians or motorists. There has been no proposal to increase and enforce responsible cycling behavior in exchange for the significant taxpayer-funded benefits the cyclists now demand.

Council President Johnson's ordinance should be amended to add these additional requirements and enforcement mechanisms related to cyclist behavior in the City:

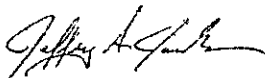
1. **Adult cyclists riding on sidewalks should be subject to a fine of \$200, and an adult cyclist who strikes a pedestrian should be subject to a fine of \$500.** I have been struck in the back by cyclists on the sidewalks twice in the past two years. And most recently, on October 10th at 8pm, my grocery bag was knocked from my arm by a cyclist rounding the corner on the sidewalk at a high rate of speed at 10th and South Streets.
2. **Within 30 yards of an intersection, cyclists must be prohibited from passing on the turning-side of a vehicle that has its turn signals on and is already in that protected 30-**

yard zone. On more than one occasion I have watched as cyclists knowingly and intentionally put themselves into the turning danger zone by ignoring the turn signal of a vehicle far up ahead. I have seen a cyclist stand up on the pedals to accelerate into a conflict with a turning car at the intersection of Spruce and 15th Street. Despite the vehicle being far ahead with the signal on, the cyclists in all three incidents I witnessed pedaled faster to inject themselves into the turn zone even as a vehicle commenced its turn. Each cyclist then berated the driver and kicked at the sides of the vehicle. Each of these conflicts was entirely avoidable by the cyclist being willing to share the road and take turns at intersections. Passing a vehicle with its turn signals on within 30 yards of an intersection should also be subject to a \$200 fine. We also support enhanced fines on drivers who strike cyclists in these zones.

3. **Cyclists blocking crosswalks at red lights, failing to yield to pedestrians in crosswalks, and running stop signs should be subject to fines.** PPA should be able to not only enforce motor vehicle issues, they should have the authority to ticket cyclists engaging in unlawful and unsafe behavior. Pedestrian crosswalks at intersections are frequently blocked by cyclists lined up three and four wide in the middle of the crosswalk.
4. **Electric bikes and scooters are a growing danger due to the higher speeds they can achieve and poor operator behavior.** Incidents involving these motorized bikes and scooters should entail enhanced penalties. Heavily used by commercial delivery people, the City should consider implementing a registration system requiring these commercial uses to have clearly displayed identification numbers and the identification of the services for which they are working. As it is presently, these operators of motorized bikes and scooters can injure pedestrians and damage vehicles with impunity. Because of their high rate of speed, they close distances on unsuspecting motorists without warning. These operators have refused to regulate their own behavior, and it is time for the City to step in to do it for them.

We hope the Sanom Street proposal along with the other ideas described above will be given serious consideration so that the residents and businesses on Spruce and Pine Streets can have the reasonable use of the streets in front of our homes restored while providing cyclists a safe corridor for use.

As a closing note, we express our appreciation for the significant streets repaving work taking place throughout center city over the past several weeks. Thank you for the ongoing investment in safe streets and our city infrastructure.



Jeff Jacobs
President, Center City One Condominium Association
1326 Spruce Street
Philadelphia, PA 19107

**Testimony of
Nicholas "Cole" Appelman
Transportation Policy Analyst
Office of Transportation and Infrastructure Systems
Bill No. 240657
October 15, 2024**

Good afternoon, Chairperson Young and Members of the Streets and Services Committee, thank you for the opportunity to appear before you today. My name is Nicholas Appelman, I am a Policy Analyst with the Office of Transportation and Infrastructure Systems (OTIS). I am here today to offer testimony on Bill 240657, sponsored by Councilmember Gauthier on behalf of Council President Johnson.

This Bill amends Title 12 of the Philadelphia Code, entitled "Traffic Code" to prohibit stopping, standing, or parking a vehicle in a bicycle lane and to increase monetary penalties for illegally stopping, standing, or parking a vehicle in a bicycle lane, all under certain terms and conditions.

Philadelphia's transportation diversity is reflected in the different ways residents get around and everyone deserves to travel safely on our City's streets. If this legislation were to pass, more than 35 miles of curbside bike lanes in the City with No Parking or no regulation would be converted to No Stopping Anytime.

This legislation will significantly improve the safety of City streets and reduce the occurrence of vehicles obstructing bike lanes, making our transportation system safer for all users. Drivers who park or stop in the bike lane create dangerous conflict for all travelers. An obstacle-free bike lane encourages predictable location and safe behavior from all users. When a driver stops or parks in a bike lane, people riding bikes are forced out of the bike lane, often suddenly, and enter the vehicle lane to mix with trucks, cars, buses, and other motorized vehicles, increasing the risk of a crash. Often, bike lanes are not wide enough for the vehicle, so the vehicle ends up, partly in the bike lane and partly in the vehicle lane or on the sidewalk.

"Bike" projects are not just about improving safety for cyclists but for all road users. The Chestnut Street traffic safety project implemented in 2017 reduced speeding by 43%, improving safety for people walking and in cars in addition to people biking. Overall, separated bike lanes reduced total crashes by 17%. That is all traffic crashes, not just crashes for cyclists. OTIS will work in partnership with the Philadelphia Parking Authority to implement this legislation throughout the City.

Thank you for the opportunity to appear before you today. I would be happy to answer any questions you may have at this time.

Executive Director Rich Lazer, Philadelphia Parking Authority
Testimony Regarding Legislation to Prohibit Stopping or Standing in Bike Lanes

October 15th, 2024

Good afternoon, Chair Young, and Members of the Streets and Services Committee. My name is Rich Lazer, and I am the Executive Director of the Philadelphia Parking Authority. I would like to thank you for the opportunity to testify today on this critical matter of enhancing the safety and accessibility of our streets, specifically regarding proposed Bill #240657 that would prohibit vehicles from stopping or standing in designated bike lanes throughout the City of Philadelphia and raising fines for such offenses.

The Philadelphia Parking Authority (PPA) manages parking resources across the city, ensuring the efficient flow of traffic, and maintaining safety for all road users, including drivers, pedestrians, and cyclists. Over the years, we have worked closely with various stakeholders to advance initiatives that improve transportation equity and safety, and this legislation aligns with the Authority's goals of promoting a safe and accessible transportation network.

Philadelphia has made significant strides in promoting cycling as a viable mode of transportation. However, despite increased bike lane infrastructure, unsafe conditions still persist due to vehicles stopping or standing in these designated lanes. Blocking bike lanes forces cyclists to merge into general traffic, significantly increasing the risk of accidents, injuries, and fatalities.

When bike lanes are obstructed, the risk to cyclists and other road users grows substantially. Thanks to Council President Johnson this legislation presents an opportunity to address these issues head-on, fostering a safer environment for all road users, particularly the most vulnerable, such as cyclists and pedestrians. By prohibiting the stopping or standing of vehicles in bike lanes, we can reduce preventable crashes, protect lives, and promote sustainable transportation.

The authority has also created a new PEO Bike Patrol to specifically focus on enforcement of bike lanes. Currently we have twenty-two officers in that unit an increase from the original eight.

While I fully support the intent of this legislation, it is important to acknowledge the challenges associated with enforcement. The PPA is prepared to work closely with the Philadelphia Police Department, the Streets Department, and community stakeholders to implement a comprehensive enforcement strategy.

Enhanced education and communication with the public will also be necessary to ensure widespread awareness of the new restrictions and their importance. This will not only help with compliance but will also foster a culture of respect for bike lanes and the individuals who use them.

The Philadelphia Parking Authority is also exploring innovative solutions to aid enforcement. Utilizing technology, such as camera systems that can automatically identify and ticket vehicles obstructing bike lanes, could significantly enhance our ability to monitor and enforce these violations efficiently. Implementing pilot programs to test these technologies could be an effective way to boost compliance while minimizing the need for manual enforcement in every case.

The PPA is committed to partnering with stakeholders to ensure a smooth transition to these new rules. We recognize that while safety must remain a top priority, there must also be considerations for loading zones, emergency vehicles. We are confident that through collaboration, we can find balanced solutions that promote safety without unduly burdening residents and businesses.

In conclusion, the Philadelphia Parking Authority supports this legislation as a critical step toward making our streets safer for all users. By implementing a city-wide prohibition on vehicles stopping or standing in bike lanes, we can safeguard the progress we've made in cycling infrastructure and continue building a transportation network that reflects the needs and values of all Philadelphians.

The PPA is committed to enforcing this legislation effectively, working with the necessary agencies to ensure its success, and remaining flexible to adapt to any unforeseen challenges that may arise. Thank you for your time and attention to this important issue. I am happy to answer any questions you may have.

Statement Before Streets Committee of Philadelphia City Council

William K. West

Hearing Date: October 15, 2024

Good morning. My name is Bill West, and I am the chair of the streets committee of the Center City Residents' Association. CCRA looks after the part of Center City west of Broad, between South Street and JFK Boulevard. The Pine and Spruce bike lanes run east-west through the middle of this area, from Broad to 22nd.

All the comments and queries about our streets that local residents send to CCRA come to me, and I answer them. When it comes to the proposed changes to the bike lanes on Pine and Spruce, residents have asked me: Where will Uber and Lyft go for pick-ups and drop-offs? How will my contractor unload his tools and materials? How will I unload my groceries?

Here's the answer: loading zones. In June, the City and the Parking Authority installed loading zones at or near the beginning of each block on Pine and Spruce, from Broad to 22nd Street. They're working well, although not perfectly. They're so popular, I think we're going to need to add some more.

I do think loading zones are the correct answer for Society Hill and Washington Square West. As chair of the CCRA streets committee, I have had a hand in getting those loading zones on Pine and Spruce, west of Broad. They were inspired by the earlier expansion of loading zones on Chestnut Street, which of course is a commercial rather than a residential area. Chestnut continues to have challenges, and I think the answer there, too, will be to add more loading zones.

The basic mission of the CCRA streets committee is to help make our streets safe, useful, and pleasant for everybody. I hope you will agree that we have a distance to go before we actually get there, but I do think loading zones are a step in the right direction.

#

My name is Amanda Parezo and I am a wheelchair user living in Philadelphia. I rely on my wheelchair to navigate the city and access all that it has to offer. Unfortunately, my experience has been significantly marred by the frequent and dangerous practice of vehicles stopping in bike lanes.

As someone with limited mobility, I am particularly vulnerable to the hazards created when vehicles block bike lanes. These lanes often provide the safest and most accessible path for wheelchair users like myself. When vehicles obstruct these lanes, I am forced to make a difficult choice:

1. **Maneuver into traffic:** This exposes me to significant danger, as cars may not see me or anticipate my movements. The risk of an accident is very real.
2. **Travel onto the sidewalk:** This is often impossible due to curbs or other obstacles. Even when sidewalks are accessible, they may be crowded or uneven, making travel difficult and uncomfortable.
3. **Wait for the vehicle to move:** This can cause significant delays, disrupting my schedule and limiting my ability to participate in daily life.

I have personally experienced numerous instances where vehicles blocking bike lanes have put me in dangerous situations. For example, when I commute to and from my office in Center City at Thomas Jefferson University, I often encounter cars that are blocking curb cuts and parts of the roadway making it difficult for me to maneuver and safely get to where I need to go.

This is not just an inconvenience; it is a serious safety issue. The current law, which only prohibits parking in bike lanes, is insufficient to protect vulnerable road users like myself. Vehicles stopping for even a short time create the same hazards as parked vehicles. I urge you to support this new legislation that will prohibit vehicles from stopping or standing in bike lanes throughout Philadelphia. This will make our streets safer and more accessible for everyone, including wheelchair users, cyclists, and pedestrians. Thank you for your time and consideration.



Hello, my name is Chris Gale and I am the executive director of the Bicycle Coalition of Greater Philadelphia. We appreciate Chairperson Young and members of the Streets and Services committee giving time for this issue. I am here to speak in support of Bill 240657.

An overview:

- 2009: BCGP suggests bike lanes on Spruce and Pine as best cross-connector, river to river
 - After NYC built their first bike lanes
- Original street design was 2 travel lanes and 1 parking
 - Curbside travel lane had "No Parking" signs, allowing short term loading (20 mins)
- Despite our best effort to encourage protected bike lanes, a compromise was reached to allow neighbors and houses of worship to continue using the new bike lane as loading space
 - This compromise prioritized convenience for drivers to load and unload over the safety of vulnerable road users
- 2017: Emily Fredricks was killed at 11th and Spruce when a private trash truck made a right-hook turn. 3 days later, a cyclist was hit and was seriously injured by a vehicle while they were riding in the bike lane.
 - City responded by moving bike lane to left and adding flex-posts
 - Flex-posts are made to be driven over and are seen by industry standards as temporary measures
- Spruce and Pine have become two of the most utilized routes in the city for active mobility users but are consistently forced to enter the vehicle lane due to cars stopping. This has caused conflict with drivers which has resulted in numerous close calls and crashes.
- Since 2017, the City has prioritized "No Stopping" regulation to be the standard for bike lanes across the city
 - Despite this practice, Spruce and Pine remained compromised
- On July 17 of this year, Barbara Friedes was killed on the 1800 of Spruce while she was riding in the bike lane, doing everything a cyclist should to be safe, when a drunk driver drove over the flex-posts and through the bike lane at a high rate of speed, striking her from behind and throwing her over 20 feet
- Compromising convenience over safety has reinforced the priority of drivers' needs over the safety of vulnerable road users

We support this legislation because a bike lane shouldn't be for parking or driving but to ensure that cyclists get to their destination safely.

Hearing on Bill No. 240657: ...An Ordinance to prohibit stopping, standing, or parking a vehicle in a bicycle lane...

Good afternoon Mr. Chair, and my own Councilman, Councilman Squilla, and members of the Committee:

My name is Linda Skale and **I oppose the bill being considered today.** I have lived on the 500 block of Pine Street for more than 41 years.

I am here today to ask **that** you, the City Council, the Streets Department, and the Mayor think carefully about the adverse effects of the City's current proposal to prohibit stopping in bike lanes on Pine and Spruce Streets. I speak for many of my neighbors on these two streets and **more particularly in the residential neighborhood east of Seventh Street** when I say that such a blanket provision would seriously impact the quality of life on these streets.

Most residences on Pine and Spruce have no rear access. Due to this fact and as a result of the installation of bike lanes, I can tell you from my firsthand observation that delivery trucks, contractors, taxis, Ubers and others, including emergency vehicles, **have no choice** but to use the bike lanes to **safely** load and unload passengers and supplies. Often, the bike lanes are used by parents of young children to **safely** get their children out of or into their car seats. Elderly and disabled residents likewise depend upon the bike lanes to **safely** get in and out of transport vehicles.

When the bike lanes were installed 15 years ago, the City told us there would be short-term stopping. That was the bargain, and now the City is threatening not to hold up their end of that bargain.

Rather than prohibiting short-term stopping in the bike lanes, we feel strongly that the City should **focus on enforcement of existing laws to protect the safety** of pedestrians, motorists and bikers alike. We suggest that the City add clear signage indicating that vehicles stopping to drop-off or load passengers and materials in the bike lanes are strictly limited to 20 minutes. We also suggest new signs reminding bikers that they too are subject to traffic rules and to the same 25 MPH speed limit as motorists.

Please do not vote this bill out of Committee. Please hold it until more engagement can occur. Some are pushing you to rush this bill – please resist doing that.



Testimony of Job Itzkowitz
Executive Director, Old City Special Services District
City Council Committee on Streets and Services
Bill 240657

October 15, 2024

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Job Itzkowitz
Executive Director

Good morning, Chair Young and all members of the Committee on Streets and Services. My name is Job Itzkowitz, and I am the Executive Director of the Old City Special Services District. I am here today to express strong support for Bill No. 240657, which is crucial for improving cyclist safety. Others have testified, or will testify, about the lives that can be saved from better protection and enforcement for Philadelphia's bike lanes and I give a full-throated endorsement of that testimony. But in my work, I am frequently asked about the unintended consequences of such changes. Accordingly, I want to emphasize how safer bike lanes will benefit—not harm—local businesses.

A look at national trends regarding bike infrastructure and retail success is informative:

- A 2021 report titled "Economic Impacts on Local Businesses of Investments in Bicycle and Pedestrian Infrastructure" reviewed 23 studies from cities like San Francisco, Toronto, New York City, Portland, and Minneapolis. The findings consistently showed that adding or improving bike and pedestrian facilities had positive effects on retail and food service businesses and no negative impact. Even when parking or motorized traffic lanes were reduced, businesses did not see a drop in revenue.
- A striking example comes from New York City, where retail sales along 9th Avenue increased by 49% after a protected bike lane was installed, compared to just a 3% increase on other streets without bike lanes. Additionally, cyclists were found to spend more per trip at local businesses than drivers, further underscoring the economic benefits of bike infrastructure (*New York City Department of Transportation's report Measuring the Street: New Metrics for 21st Century Streets, 2012*).
- Concerns that bike lanes might negatively impact businesses by reducing parking have been consistently disproven. Recent headlines



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Job Itzkowitz
Executive Director

in San Francisco include "San Francisco Merchants Say New Bike Lanes Kill Business. That's Not What Studies Show" and "Valencia Street Bike Lane Didn't Hurt Businesses, Report Finds." Valencia Street in San Francisco, saw a 60% rise in revenue, with no significant decline in business due to new bike lanes.

- Testimony from a business owner in Providence, Rhode Island, illustrates the transformative power of bike infrastructure. As they explained: "We urge you to consider the bike lane not only as a lane of traffic but also in the way it has transformed the neighborhood, making it safer and more inviting to the [...] clientele we ultimately want and need to survive. ... Bike lanes have helped our neighborhood to become more than a speedway to the highway" (*Providence Streets Coalition*).

This research, and the sentiment expressed by that Providence business owner, is reflected in data and research conducted in Old City. Old City businessowners have long understood, and even advocated for, the creation of safe bike infrastructure in the neighborhood. A 2015 *Philadelphia Business Journal* article showcased the impact of the Indego bike share program. A docking station installed in front of a women's clothing boutique replaced two on-street parking spaces. The boutique owners welcomed this change, predicting that it would increase foot traffic and visibility. These business owners understood that cycling infrastructure, even when it replaces parking, can bring more customers to businesses. When asked if they were willing to have a dock installed in front of their shop, the owners said, "It's an amazing opportunity to have it in front our business. ... We were excited about it because it's so great for the environment and it's a great initiative for the city...[t]here will be a lot of people taking part in it and [they will] be in front of the store."

In creating Old City District's Vision2026 plan, we surveyed businessowners about how to improve Old City. In the 2015 Old City Vision 2026 survey, nearly 75% of businessowners felt the neighborhood would improve if more people traveled to, from, or through the neighborhood via bicycle. A similar number thought the neighborhood would get worse if more people traveled to, from, or through the neighborhood by car. Further, more than half of survey respondents stated they would be more likely to bike to, from, and through Old City if there were safer bike lanes.



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Executive Director

In line with these preferences, the Old City District Vision2026 Framework, published in 2016, emphasizes the role of bike lanes and pedestrian-friendly measures in creating a safer, more accessible, and attractive environment for both residents, visitors, and businessowners and workers alike. For example, the planned Market St. Transformation Project, originally proposed in the Vision2026 Framework and studied in greater detail since 2017, will include a shared-space plaza at 2nd and Market Streets and a "road diet" to accommodate new bike lanes from 2nd to 6th Streets. Work is set to begin imminently and will be complete for the events in 2026.

Additional interventions included extending the bike lane on N. 2nd St. from Race to Market Streets, which was recently completed, and creating a new bike lane on S. 3rd St. from South to Market Streets, which is expected to be completed shortly. Traffic studies show that these streets can accommodate protected bike lanes with minimal impact on car traffic, ensuring safe spaces for cyclists while maintaining efficient vehicle flow.

Bike lanes benefit both cyclists and local businesses. By making our streets safer and more accessible for cyclists and pedestrians, we foster a more vibrant and welcoming environment that draws in more customers, not fewer.

On a personal note, every day I bike my five-year-old daughter to school, then I bike to my office, then bike to pick up my daughter at aftercare, then we bike home together. I use the bike lanes on Spruce St., Pine St., 22nd St., and Washington Ave. So, beyond the laudable and important policy goals of regulation, protection, and enforcement in Philadelphia's bike lanes, this bill is particularly important to me, personally.

I would like to thank Council President Johnson and Councilmember Gauthier for introducing this important bill.

Thank you for the opportunity to testify today, and I am happy to answer any questions you may have.

Testimony: Bill # 240657 - "Get Out The Bike Lane"

Submitted by:

Titania Markland

Transportation Outreach Coordinator

1617 JFK Blvd

Suite # 1130

Philadelphia, PA 19103

October 14, 2024

Members of the Streets and Services Committee,

My name is Titania Markland, and I am a Transportation Outreach Coordinator at Clean Air Council, Philadelphia's oldest environmental non-profit dedicated to protecting everyone's right to a healthy environment, which includes clear and safe bike lanes. I am also a pedestrian advocate and work with Clean Air Council's pedestrian advocacy group Feet First Philly, the only advocacy group in Philadelphia dedicated to protecting pedestrian rights.

Traffic violence in Philadelphia is alarming and avoidable. In 2023, there were a total of 126 traffic fatalities. 57 of those were pedestrians and 10 were bicyclists. How can Philadelphia claim to be one of the most walkable cities but continue to experience such fatalities annually? Bill #240657, known as the "Get out the Bike Lane" legislation, adds another layer of protection for our bicyclists and pedestrians. This bill will increase the fines for violations and install "No Stopping" signs along bike lanes throughout the city. This bill will help to keep bike lanes clear, creating a safer and more predictable environment for pedestrians. Clean Air Council and Feet First Philly strongly support this bill and urge you to pass it immediately.

Prohibiting cars from stopping, standing, or parking in bike lanes will keep the sight line for pedestrians clear, making it easier to see traffic and to be seen by drivers as they cross the street. According to [Philadelphia's Vision Zero Annual Report conducted in 2023](#), bike lanes separated from the street with a clear barrier shorten crossing distances, reducing the distance pedestrians have to interact with vehicles while crossing the street. Intersections with shorter crossing distances protect vulnerable pedestrians. Older pedestrians and those using assistive devices or pedestrians pushing a stroller can cross the street faster and safer. Absent physical barriers to prevent cars from being in the bike lane, stronger rules that prevent this unsafe behavior, paired with enforcement, will give added protection for pedestrians and other vulnerable road users, which is why we fully support this bill.

My sincere gratitude to Council President Johnson and all Council members who sponsored this bill. Thank you all for reading this testimony. Your action on this matter is greatly appreciated.

October 11, 2024

Council President Kenyatta Johnson
Council President's Office
City Hall, Room 494
Philadelphia, PA 19107

Dear Council President Johnson:

Children's Hospital of Philadelphia (CHOP) is pleased to support the "Get Out of the Bike Lane" legislation.

For the first time, if this legislation passes, Philadelphia ordinance will ban motorists from stopping, standing or parking a vehicle within a designated bike lane. Currently, different bike lanes have different prohibitions: some, despite being posted as "No Parking" zones, allow drivers a 20-minute grace period plus a 5-minute courtesy. In practice, this means that these zones allow for short term parking.

Any parking —or stopping, or standing — in a bike lane puts cyclists at risk. The maneuvers necessary to avoid a parked car or truck are among the most difficult and dangerous that a cyclist can make. Parked vehicles require cyclists to veer suddenly into traffic, confounding the expectations of drivers on a road with bike lanes. As a pediatric institution and advocate for children in the city, CHOP encourages safe cycling practices for young people and adults, but parked (or stopped) cars and trucks threaten even the safest, most well-trained cyclists.

This legislation adopts clear, consistent rules banning vehicles in bike lanes, along with reasonable fines for violations, a necessary step to promote adherence. Our CHOP family mourns the death this summer of Barbara Friedes, our chief resident, killed by a motorist while practicing safe cycling. While her tragic death would not have been averted by this law, we honor her memory in supporting its passage.

Thank you for sponsoring this legislation and for your support for safer roads for pedestrians and cyclists.

Sincerely,



Peter Grollman

Senior Vice President, External Affairs

Proposed Amendments to Bill No. 240657

Matter to be added by amendment in **Bold**

Matter to be deleted by amendment in ~~Strikethrough~~

AN ORDINANCE

Amending Title 12 of The Philadelphia Code, entitled "Traffic Code," to prohibit stopping, standing, or parking a vehicle in a bicycle lane and to increase monetary penalties for illegally stopping, standing, or parking a vehicle in a bicycle lane, all under certain terms and conditions.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

Section 1. Chapter 12-900 of The Philadelphia Code is hereby amended to read as follows:

§ 12-913. Prohibitions in Specified Places.

(1) Except when necessary to avoid conflict with other traffic or to protect the safety of any person or vehicle or in compliance with law or the directions of a police officer or official traffic-control device, no person shall:

(a) Stop, stand or park a vehicle:

(.1) On the roadway side of any vehicle stopped or parked at the edge or curb of a street.

(.2) On a sidewalk except that a bicycle may be parked as provided in Section 12-807.

(.3) Within an intersection.

(.4) On a crosswalk.

(.5) Between a safety zone and the adjacent curb ~~***~~ **within thirty (30) feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by official traffic-control devices.**

(.6) Alongside or opposite any street excavation or obstruction ~~***~~ **when stopping, standing or parking would obstruct traffic.**

(.7) On any railroad tracks.

(.8) In the area between roadways of a divided highway, including crossovers.

(.9) At any place where official signs prohibit stopping.

(.10) Where any part of the vehicle would block any part of a curb cut or handicapped ramp.

(.11) *Within a designated bicycle lane.*

(b) Stand or park a vehicle:

* * *

(c) Park a vehicle:

(.1) Within fifty (50) feet of the nearest rail of a railroad crossing.

(.2) For more than 20 minutes at any place where official signs prohibit parking.

[(.3) Within a designated bicycle lane.]

* * *

Section 2. Chapter 12-2800 of The Philadelphia Code is hereby amended to read as follows:

§ 12-2809. Civil Penalties and Costs.

* * *

(2) Basic Penalties.

(a) Any person violating the following provisions of Title 12 shall, upon a final finding of liability pursuant to this Chapter 12-2800, be liable for payment of the civil penalty indicated, in addition to the costs and fees set forth in subsection 12-2809(1):

Code Provision	Violation Description	Penalty
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* * *

12-913(1)(a)	Stopping, Standing, Parking - Prohib Place	
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* * *

(.11) <i>Within a designated bicycle lane.</i>	\$75
--	------

* * *

12-913(1)(c)	Parking - Prohib Place	
	(.1) Near Railroad Crossing	\$30
	(.2) Disobey Signs - Prohib Parking	\$40
	[(.3) Block Bicycle Lane	\$50]

* * *

(b) Any person violating the following provisions of Title 12 in the Center City area, bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River, or in the University City area, bounded by the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north, shall, upon a final finding of liability pursuant to this Chapter 12-2800, be liable for the payment of the civil penalty indicated, in addition to the costs and fees set forth in subsection 12-2809(1):

Code Provision	Violation Description	Penalty
	* * *	
12-913(1)(a)	Stopping, Standing, Parking - Prohib Place	
	* * *	
	(.11) <i>Within a designated bicycle lane.</i>	\$125
	* * *	

12-913(1)(c)	Parking - Prohib Place	
	(.1) Near Railroad Crossing	\$30
	(.2) Disobey Signs - Prohib Parking	\$40
	[(.3) Block Bicycle Lane	\$75]
	* * *	

Section 3. This Ordinance shall become effective immediately.

Test Drive Our New Site! We have some improvements in the works that we're excited for you to experience. [Click here](#) to try our new, faster, mobile friendly beta site. We will be maintaining our current version of the site thru the end of 2024, so you can switch back as our improvements continue.

Pennsylvania House of Representatives

<https://www.legis.state.pa.us/cfdocs/Legis/CSM/showMemoPublic.cfm?chamber=H&SPick=20230&cosponId=43232>

10/09/2024 10:45 AM

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House Co-Sponsorship Memoranda

House of Representatives Session of 2023 - 2024 Regular Session

MEMORANDUM

Posted: October 2, 2024 11:43 AM
From: [Representative Tim Brennan](#)
To: All House members
Subject: Preventing Parking and Stopping in Bicycle Lanes

Currently, in Pennsylvania, cars and other non-bicycle vehicles can stop, stand, or park in a bicycle lane. This creates a dangerous situation for bicyclists who are just trying to get to work, the store, to exercise or who are riding for leisure. When a vehicle is blocking the bicycle lane, bicyclists often have to go around and onto the main vehicle lanes. This puts them more at risk to an accident and injury rather than if they were able to continue in the bicycle lane.

I will be introducing legislation to address this issue. My bill would allow stopping, standing or blocking a bicycle lane when there is an emergency. This bill will save lives and provide added protections and help keep bicycle riders safe and hopefully decrease collisions.

Join me and co-sponsor this incredibly important legislation to improve the safety of bicycle lanes. Bicycle lanes should be for bicyclists, not another parking spot



Introduced as [HB2623](#)

Testimony of Jessie Amadio
Vice-Chair of the Board, Philly Bike Action
Testimony on Bill No. 24065700
October 15, 2024

Philly Bike Action, a registered 501(c)4 nonprofit focusing on improving bicycle infrastructure in the City of Philadelphia, fully recommends Bill No. 24065700. We thank Council President and the bill's fifteen co-sponsors for introducing this important piece of legislation that begins to address a pervasive safety issue on our streets: bike lanes blocked by dangerously parked vehicles.

Bike lanes are really micro-mobility lanes. In addition to people on bicycles, the lanes are often used by Philadelphians who rely on mobility scooters and wheelchairs to navigate our city, the sidewalks of which are in a widespread state of disrepair and frequently obstructed by construction, garbage, and parked cars. Philadelphia has over 30,000¹ wheelchair users, a group that has a 36% higher mortality rate from road crashes² than the overall population. Forced into the road, people using mobility aids seek safety in the bike lane, only to find the lanes are unprotected and blocked by cars, forcing a vulnerable group further into harm's way.

The harm is not theoretical. In June 2022 Lily Shambrook, 3, was riding on the back of her mother's bicycle in a bike lane in Chicago. A ComEd trucker had illegally parked in the bikeway near the intersection, forcing Lily's mom to merge from the bike lane into the travel lane. During this move, a semi truck driver clipped the bike and Lily was thrown under the wheels and killed.

Weaving increases risk. When a car blocks a bike lane, it forces people using bikes and wheelchairs to weave into the main travel lane, which increases the cognitive load on everyone, including the driver. It introduces an immeasurable number of micro-judgements by all parties that statistically lead to mistakes. And almost always, those mistakes hurt or kill the person who is not in a car.

Blocked bike lanes make people afraid to bike. 60% of people are interested in biking but chose not to because it feels scary or they don't have the skills to navigate obstacles confidently.³ If even a fraction of those people chose to bike, car congestion and parking demand would reduce dramatically.

This legislation will bring conformity to a system. Bike lanes all over Philadelphia have different signage. Many are already marked "No Stopping" while others allow up over 20 mins of parking. When the system is inconsistent, it leaves drivers confused about what the rules are, and ultimately normalizes the idea that *it's okay to park in a bike lane* and that *bike lanes are for cars*.

This bill is an essential building block of Vision Zero. It sends a strong message from City Leaders that bike lanes and the people who use them deserve respect and safe travels, not to be infringed upon by an individual's sense of entitlement to park dangerously. Furthermore, this bill removes an additional legislative barrier to upgrading our current bikeway network with protective separation—the critical next step in achieving our Vision Zero goals.

¹ Philly Bike Action estimate based on data from Appendix of the Vision Zero Studies and Data

² Kraemer JD, Benton CS *Disparities in road crash mortality among pedestrians using wheelchairs in the USA: results of a capture-recapture analysis* BMJ Open 2015;5:e008396. doi: 10.1136/bmjopen-2015-008396

³ <https://www.portland.gov/transportation/walking-biking-transit-safety/documents/four-types-cyclists/download>

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL
No. 2623 Session of
2024

INTRODUCED BY BRENNAN, WAXMAN, GIRAL, HOHENSTEIN, KENYATTA AND
PARKER, OCTOBER 7, 2024

REFERRED TO COMMITTEE ON TRANSPORTATION, OCTOBER 7, 2024

AN ACT

1 Amending Title 75 (Vehicles) of the Pennsylvania Consolidated
2 Statutes, in rules of the road in general, further providing
3 for prohibitions in specified places.

4 The General Assembly of the Commonwealth of Pennsylvania
5 hereby enacts as follows:

6 Section 1. Section 3353(a)(1) of Title 75 of the
7 Pennsylvania Consolidated Statutes is amended by adding a
8 subparagraph to read:

9 § 3353. Prohibitions in specified places.

10 (a) General rule.--Except when necessary to avoid conflict
11 with other traffic or to protect the safety of any person or
12 vehicle or in compliance with law or the directions of a police
13 officer or official traffic-control device, no person shall:

14 (1) Stop, stand or park a vehicle:

15 * * *

16 (xi) Upon any lane designed for pedalcycles. A
17 vehicle may temporarily stop on a pedalcycle lane to
18 avoid an emergency vehicle.

Nicole D Galli
2127 Pine St
c (215) 704-1982
ndgalli@ndgallilaw.com

Council Committee Remarks

I live on Pine Street where I am a homeowner and a business owner. My neighbors and I are concerned about the safety and well-being of *all* Philadelphia residents. We are deeply concerned that this proposed law, like the other initiatives proposed recently by the Office of Multi Modal Transit, unfairly and unreasonably burdens Pine-Spruce Street residents without providing adequate traffic safety for *all* residents, including both pedestrians and bikers.

The city's planning for the Spruce-Pine bike lanes, including the proposed law, have not even considered reasonable and proven alternatives that would be both less burdensome on the residents and more effective for traffic safety, such as speed cushions, raised crosswalks, speed cameras, and enforcement of existing laws. Although typically ten pedestrians are killed in traffic for every cyclist killed, traffic planning on these blocks has only narrowly focused on enhancing existing bike lanes.

Neither stopped vehicles in the bike lane – nor the absence of physical barriers – caused of the crash that killed Dr. Friedes' this year or Ms. Fredericks' in 2017. Dr. Friedes was killed by a speeding and drunk driver. Speeding and impaired drivers are two of the leading causes of traffic deaths. Preventing vehicles from stopping in the bike lane – or even from moving into the lane through physical barriers – would not have *prevented an* accident. Had these measures been in place, it is highly likely that the victim instead would have been a pedestrian. Measures like those we are proposing, however, could have prevented the entire incident, or at least dramatically reduced its impact for all.

The City's plans to enhance the bike lanes address the perceived safety needs of only one group of Philadelphia residents. Not only do these measures fail to adequately address the safety needs of *all* residents, they also severely negatively impact the quality of life for residents who live along these corridors. Yet, residents who oppose these proposals and ask instead for alternative measures are unfairly portrayed as the enemy of bikers and their safety. To be clear – we *are not* the enemy of the bikers – indeed, many residents who oppose these changes are, themselves, bikers. Were the proposed measures to enhance bike lanes the most effective or only options to ensure traffic safety, placing additional burdens on residents might be reasonable. But they are not.

Thus, I implore City Council and other city officials to stop moving ahead with this bill and other bike lane enhancement measures and instead focus on identifying and implementing reasonable alternative and more effective methods for ensuring street safety for *all* residents, and less burdensome on the residents of the Pine-Spruce Street corridor.

Comprehensive speed control is necessary throughout Philadelphia to save the lives of the 50 or more pedestrians and 5 cyclists typically killed each year in Philadelphia traffic. The current proposal fails to control speed and I am worried about its unintended consequences.

A few years back, when the bike lanes were being moved from the right-hand side of the street to the left, I asked the bicycle person in the transit office whether it was better, for bike safety, for me to load from the traffic lane or at curb in the bike lane. She told me that it was better to load from the bike lane because if I stopped in traffic, cars would swerve around me and strike people in the bike lane, which is more of a threat to bike safety than having bicyclists going around a loading car.

I bike almost daily on the Pine/Spruce corridor. There are almost always vehicles in the bike lane. When I come to one, I stop, look over my shoulder to check the traffic and then ride around the vehicle. It's annoying but I don't feel endangered. In contrast, when traffic approaches someone stopped in the roadway, drivers swerve into the bike lane to avoid the stopped vehicle. Most times, I don't think drivers look to see if there is anyone in the bike lane.

A drunk driver going 57 mph murdered Dr. Friedes when he swerved into the bike lane to avoid a car stopped in the traffic lane. The proposal to end loading on the bike lines will recreate the conditions that led to Dr. Friedes' death and will lead to further deaths and injuries in almost identical circumstances.

Banning curbside loading will cause law-abiding people to stop in the traffic lane to drop off passengers, deliver food and packages, carry groceries into their houses and so on.

Traffic behind the stopped vehicle – and there is lots of traffic on Spruce and Pine Streets – will go into the bike lane to get around the stopped cars, even if there are low-rise barriers. Inevitably, someone in the bike lane – whether on a bike, scooter, motorbike, or foot – will be sideswiped or rear-ended.

We all know how people here ignore parking signs. There will still be loading in the bike lanes. This means that cyclists and drivers will both be slaloming down Pine and Spruce, cyclists trying to avoid cars at the curb and drivers trying to avoid cars in the street.

Seven years ago, a garbage truck crushed Emily Fredericks to death at 11th and Spruce. The response to that accident was moving the bike lane from the right side of street to the left side, on logic involving blind spots. I don't remember if I was President of Center City Residents Association or if it was just after. After checking it out carefully and skeptically, I remember encouraging that move. It seemed harmless and the transit people had a reasonable explanation why it was a good idea.

What nobody thought about at the time was that in America, the left-hand lane is the passing lane, the high-speed lane. I never thought of that until a week ago when a friend pointed it out. I don't know if that change made things worse in terms of cars veering into the bike lane because people are used to pulling into the left-hand lane to get around things. But I do wish we'd thought about it more carefully back then.

I am gravely concerned the present proposal is just setting up the next terrible crash.

Good morning, Chair and members of the committee! My name is Xiaoxia Dong. I am an Assistant Professor in the Department of City and Regional Planning at the University of Pennsylvania. I am here to testify BILL NO. 240657 introduced by Council President Johnson. This bill amends Title 12 of The Philadelphia Code to prohibit stopping, standing, or parking a vehicle in a bicycle lane.

I am a transportation scholar doing research on traffic safety, including safety of vulnerable road users such as cyclists. The proposed bill is a necessary measure to advance the city's Vision Zero goals and a crucial step towards a multimodal transportation system that is safe, efficient, and equitable.

Biking takes cars off the road, which helps to mitigate congestion in places like Center City (Fan & Harper, 2022), reduces demand for parking, and improves air quality (World Health Organization, 2022). The research is clear, better bike lanes create safer environments for cyclists and encourage more people to bike (Reynolds et al., 2009). Parked cars make bike lanes unusable, jeopardize cyclists' safety, and create an unpleasant biking experience. Research has shown that parked cars in bike lanes significantly increase cyclists' risks of crashing and falling (Cicchino et al., 2020). They also make biking less appealing, and cyclists will choose not to bike if they do not feel safe while biking (Conway et al., 2013). Having fewer cyclists means the benefits of the city's investment in bike lanes may not be fully realized. Furthermore, cars stopping in bike lanes forces cyclists to swerve into the vehicle lane, which disrupts traffic flow.

The proposed bill, if complemented with adequate enforcement, will provide the city with an additional tool to enhance biking safety. It will also place Philadelphia among several forward-looking peer cities that have banned stopping in bike lanes, including Boston (City of Boston, 2022), Chicago, Washington, DC (District of Columbia, 2017), San Francisco (State of California, 2001), to name a few. In Chicago, for example, stopping in bike lanes is illegal and could incur a \$250 fine (City of Chicago, 2024).

In conclusion, the proposed bill aligns with the city's Vision Zero goals and represents a crucial step towards a safe, efficient, and equitable multimodal transportation system in Philadelphia. Thank you for the opportunity to testify. I am happy to answer any questions.

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Testimony for 10/15/24 - City Council, Streets & Services Committee

Chair Young and members of City Council, My name is Will Tung, I work as a Fire Captain, but am here in my capacity as a private citizen living in Southwest Philadelphia and as a volunteer with 5th Square. Most importantly, I'm here as a father raising a child in this City and as a personal victim of traffic violence.

5th Square is in favor of Bill # 240657. This bill will make our city safer not only for folks who travel by bike, but also for people who walk.

In 2023, Philadelphia saw 126 traffic deaths. 57 of those were people walking, nearly half. The effects of car crashes also have an excess impact on low-income households and people of color. Serious crashes are triple the rate in low-income areas of Philadelphia.

These losses are unacceptable and preventable.

[SLIDE 1]

In 2020, my family and I nearly joined this statistic as pedestrians. While crossing 48th street at Springfield Ave – in a marked crosswalk – my entire family, including myself, my wife and our then 6-year-old daughter, was struck by a careless driver.

[SLIDE 2]

My daughter suffered the worst, losing 5 teeth and fracturing her jaw. We are all physically recovered now, but the psychological trauma is lasting. I still worry for her every day as she now travels home from middle school by herself, crossing multiple busy streets.

[SLIDE 3]

As pedestrians, we don't have protective equipment like seat belts or helmets – we are reliant on the City to design safer streets – with physical protection, open sight-lines, and most importantly, slower vehicles. A person hit by a driver at 40 MPH is 90% likely to die, at 20 MPH this number drops to 10%.

[SLIDE 4]

Since our incident, the City Administration worked with my District Councilmember, Jamie Gauthier, to reconfigure 48th street with a parking-protected bike lane – moving the bike lane behind parked cars.

As a pedestrian, this new configuration makes crossing much safer. It shortens the distance we are exposed to moving vehicles, and with the narrower roadway, cars drive slower. Also, there are flexible posts at the corners to ensure people crossing the street are visible to drivers.

This bill also enjoys the support of our City's only dedicated pedestrian advocacy group, Feet First Philly. To read from their statement:

This bill will help to keep bike lanes clear, creating a safer and more predictable environment for pedestrians. Clean Air Council and Feet First Philly strongly support this bill and urge you to pass it immediately.

Prohibiting cars from stopping, standing, or parking in bike lanes will keep the sight line for pedestrians clear, making it easier to see traffic and to be seen by drivers as they cross the street.

According to Philadelphia's Vision Zero Annual Report conducted in 2023, bike lanes separated from the street with a clear barrier shorten crossing distances, reducing the distance pedestrians have to interact with vehicles while crossing the street. Intersections with shorter crossing distances protect vulnerable pedestrians. Older pedestrians and those using assistive devices or pedestrians pushing a stroller can cross the street faster and safer.

Absent physical barriers to prevent cars from being in the bike lane, stronger rules that prevent this unsafe behavior, paired with enforcement, will give added protection for pedestrians and other vulnerable road users, which is why we fully support this bill.

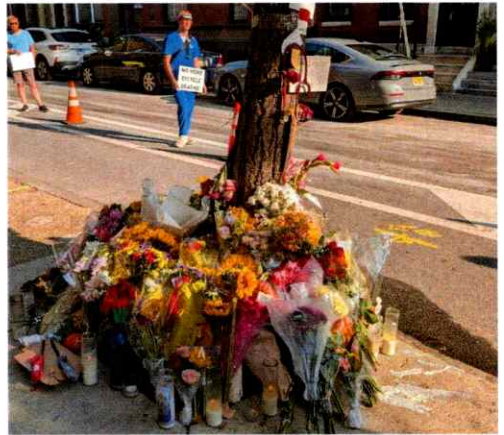
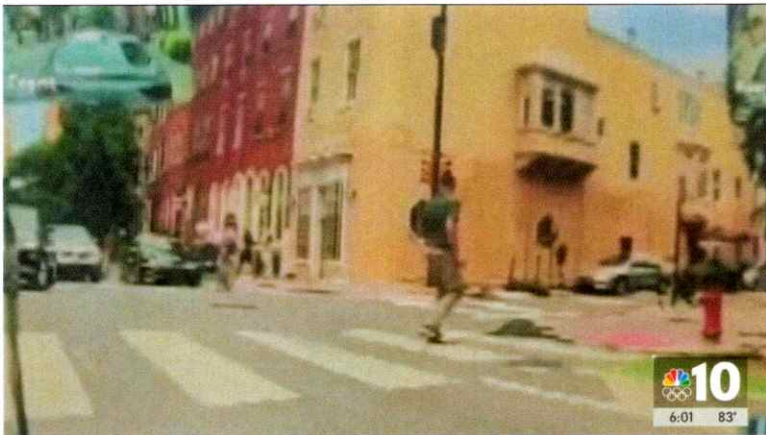
[SLIDE 5]

To bring it back to recent events – In the video of the crash that killed Dr Friedes, you can see a pedestrian jumping out of the way of the speeding car after it struck the doctor. That same day, Chris Cabrera was killed by a car while waiting to cross the street on Allegheny Ave.

[SLIDE 6]

Dr. Friedes and Mr. Cabrera would both be with us today with real physical protection of bike lanes – This bill is a vital component for this protection.

Thank you for your time.



1 - - -

2 COUNCILMAN YOUNG: Good
3 afternoon, everyone. Sorry for the
4 delay. We're going to get started
5 on today's Streets and Services
6 hearing. Just for the record, I
7 note that Councilmember Nicolas
8 O'Rourke has been temporarily
9 appointed to this Committee by the
10 Council President.

11 Mr. Pullin, would you
12 please call the roll.

13 THE CLERK: Councilmember
14 Bass.

15 COUNCILWOMAN BASS:
16 Present.

17 THE CLERK: Councilmember
18 O'Rourke.

19 COUNCILMAN O'ROURKE:
20 Present.

21 THE CLERK: Vice-Chair
22 Squilla.

23 COUNCILMAN SQUILLA:
24 Present.

25 THE CLERK: Chair Young.

1 COUNCILMAN YOUNG: Present.

2 I note for the record that a quorum

3 of this Committee is present and

4 this hearing is called to order.

5 This is a public hearing on the

6 Committee on Streets and Services

7 considering testimony on Bill Nos.

8 240613, 240657, 240748, 240749,

9 240812, 240813, 240814, 240815,

10 240816, 240118, 240819, 240820,

11 240821, 240822 and 240824.

12 Mr. Pullin, would you

13 please read the titles of the first

14 bills, Bill Nos. 240814, 240815,

15 240816, 240819, 240820, 240821 and

16 240822.

17 THE CLERK: Bill No.

18 240814, titled Establishing a

19 parking regulation on Hadfield

20 Street between South 54th Street

21 and South 53rd Street; South 58th

22 Street between Chestnut Street and

23 Ludlow Street; Carpenter Street

24 between South 60th Street and South

25 61st Street; Lindbergh Boulevard

- 1 between Grays Street and South 54th
- 2 Street; Ludlow Street between South
- 3 44th Street and South 43rd Street;
- 4 South 59th Street between Market
- 5 Street and Chestnut Street;
- 6 Melville Street between Kingsessing
- 7 Avenue and Woodland Avenue; Chester
- 8 Avenue between South 51st Street
- 9 and St. Bernard Place; Rodman
- 10 Street between South 58th Street
- 11 and South 57th Street; Chancellor
- 12 Street between South 53rd Street
- 13 and South 52nd Street; and
- 14 Also, Bill No. 240815
- 15 titled, Establishing a parking
- 16 regulation on North 42nd Street
- 17 between Market Street and Powelton
- 18 Avenue; North 42nd Street between
- 19 Powelton Avenue and Baring Street;
- 20 Brandywine Street between North
- 21 42nd Street and North 43rd Street;
- 22 Poplar Street between North 43rd
- 23 Street and Cambridge Street;
- 24 Cambridge Street between North 40th
- 25 Street and North 43rd Street; North

- 1 34th Street between Fairmount
- 2 Avenue and Wallace Street; Mantua
- 3 Avenue between Fairmount Avenue and
- 4 North 34th Street; Spruce Street
- 5 between South 63rd Street and South
- 6 62nd Street; Markoe Street between
- 7 Linmore Street and Woodland Avenue;
- 8 and
- 9 Also Bill No. 240816
- 10 titled, Establishing a parking
- 11 regulation on Sloan Street between
- 12 Powelton Avenue and Baring Street;
- 13 Mount Vernon Street between North
- 14 37th Street and North 38th Street;
- 15 North 42nd Street between Spring
- 16 Garden Street and Brandywine
- 17 Street; North 37th between
- 18 Brandywine Street and Spring Garden
- 19 Street; North 37th between
- 20 Fairmount Avenue and Mount Vernon
- 21 Street; Spring Garden between North
- 22 41st Street and North 42nd Street;
- 23 Lindenwood Street between Arch
- 24 Street and Race Street; Sansom
- 25 Street between South 59th Street

1 and South 60th Street; Wallace
2 Street between North 34th Street
3 and North 35th Street; and
4 Also Bill No. 240818,
5 titled Establishing parking
6 regulations on the vicinity of
7 North 50th Street and Wynnfield
8 Avenue, under certain terms and
9 conditions; and
10 Also Bill No. 240819
11 titled, Establishing a parking
12 regulation on Conarro Street
13 between Lawton Street and Ridge
14 Avenue; Lauriston Street between
15 Salignac Street and Ridge Avenue;
16 Maris Street between Jannette
17 Street and Henry Avenue; Cresson
18 Street between Dawson Street and
19 Salignac Street; Terrace Street
20 between Dawson Street and Salignac
21 Street; Terrace Street between
22 Roxborough Avenue and Lofty Street;
23 Manor Street between East Street
24 and Hermit Street; Jamestown Street
25 between Manayunk Avenue and Terrace

1 Street; Hermit Street between
2 Terrace Street and Cresson Street;
3 Lofty Street between Terrace Street
4 and Boone Street; and
5 Also Bill No. 240820
6 titled, Establishing a parking
7 regulation on Bryn Mawr Avenue
8 between Parkside Avenue and Gainor
9 Road; Overbrook Avenue between
10 Lancaster Avenue and South 63rd
11 Street; Robinson Street between
12 Market Street and Arch Street;
13 Robinson Street between Master
14 Street and Haverford Avenue;
15 Edgewood Street between Race Street
16 and Vine Street; Bryn Mawr Avenue
17 between Wynnefield Avenue and
18 Gainor Road; South 62nd Street
19 between Market Street and Arch
20 Street; Dupont Street between
21 Silverwood Street and Wilde Street;
22 Smick Street between Dupont and
23 Green Lane; Manor Street between
24 Hermit Street and Salignac Street;
25 and

1 Also Bill No. 240821
2 titled, Establishing parking
3 regulations of the vicinity of:
4 Wylie Street between Perkiomen
5 Street and Cameron Street; Cecil B.
6 Moore Avenue between North 29th
7 Street and North 30th Street;
8 Vineyard Street between Ridge
9 Avenue and Leland Street; Vineyard
10 Street between Leland Street and
11 Poplar Street; Thompson Street
12 between North 27th Street and North
13 26th Street; Dover Street between
14 Oxford Avenue and Cecil B. Moore
15 Avenue; Perkiomen Street between
16 North Wylie Street and Vineyard
17 Street; Master Street between North
18 20th Street and North 19th Street;
19 Ingersoll Street between North 23rd
20 Street and North 22nd Street;
21 Ingersoll Street between 26th
22 Street and Taney Street; and
23 Also Bill No. 240822
24 titled, Establishing parking
25 regulations of the vicinity of

1 Richmond Street between Marlborough
2 Street and Columbia Avenue;
3 Montgomery Avenue between Girard
4 Avenue and Wylie Street; Ogden
5 Street between Camac Street and
6 North 12th Street; Leithgow Street
7 between George Street and Cambridge
8 Street; 12th Street between
9 Allegheny Street and Sedgley
10 Avenue, Diamond Street between
11 Marvine Street and North 11th
12 Street; Valley Forge Place and
13 Flora Street, (Cul-de-sac); North
14 19th Street between Montgomery
15 Avenue and Berks Street, H Street
16 between Westmoreland Street and
17 Ontario Street.

18 COUNCILMAN YOUNG: Thank
19 you, Mr. Pullin. Would you please
20 call the first witness to testify
21 on these bills.

22 THE CLERK: The first
23 witness to testify is Lester
24 Emerson, Deputy Parking Manager for
25 the Philadelphia Parking Authority.

1 (Witness approached Witness
2 table.)

3 COUNCILMAN YOUNG: Good
4 afternoon, Mr. Emerson. Please
5 state your name and give your
6 testimony.

7 MR. EMERSON: Good
8 afternoon. Good Day, Council. My
9 name is Lester Emerson, Deputy
10 Manager for the Philadelphia
11 Parking Authority. Thank you for
12 allowing me to testify before
13 Council regarding Ordinances
14 240814, 240815, 240816, 240820,
15 240819, 240821 and 240822.

16 The Philadelphia Parking
17 Authority has no objection to the
18 ordinances previously read before
19 Council and recommends favorable
20 consideration. Thank you again for
21 your time. I'll be happy to
22 respond to any questions at this
23 time.

24 COUNCILMAN YOUNG: Thank
25 you, Mr. Emerson.

1 Are there any questions of
2 this witness by members of the
3 Committee?

4 (No response.)

5 COUNCILMAN YOUNG: Seeing
6 none, thank you for your testimony,
7 Mr. Emerson.

8 MR. EMERSON: Thank you.
9 Have a good one.

10 COUNCILMAN YOUNG: Is there
11 anyone else in the chambers today
12 wishing to testify on Bill Nos.
13 240814, 240815, 240816, 240819,
14 240820, 240821 or 240822?

15 (No response.)

16 COUNCILMAN YOUNG: Seeing
17 none, thank you.

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

21 THE CLERK: Bill No. 240812
22 titled, Amending Section 9-213 of
23 The Philadelphia Code, entitled
24 "Farmers' Markets," by adding a
25 permissible location on Point

1 Breeze Avenue, all under certain
2 terms and conditions.

3 COUNCILMAN YOUNG: Thank
4 you, Mr. Pullin. Can you please
5 call the witnesses to testify on
6 Bill No. 240812.

7 THE CLERK: The next
8 witnesses to testify are Noelle
9 Marconi, Legislative Affairs
10 Director for the Department of
11 Streets and Micah Root, Program
12 Manager at the Department of Public
13 Health.

14 (Witnesses approached
15 Witness table.)

16 COUNCILMAN YOUNG: Thank
17 you. Good afternoon, Ms. Marconi.
18 Please proceed with your testimony.

19 MS. MARCONI: Good
20 afternoon, Chairperson Young and
21 members of the Streets and Services
22 Committee. My name is Noelle
23 Marconi and I'm the Director of
24 Legislative Affairs for the
25 Department of Streets. I'm here

1 today to offer testimony on Bill
2 No. 240812, introduced by
3 Councilmember Gilmore Richardson on
4 behalf of Council President
5 Johnson.

6 This bill adds a
7 permissible location of a Farmers'
8 Market on the roadway and sidewalks
9 and adjoining curblines on both
10 sides of Point Breeze Avenue
11 between Reed Street and Dickenson
12 Street and the triangle located on
13 Point Breeze Avenue between Reed
14 Street and Earp Street.

15 The Department of Streets
16 is not opposed to this proposed
17 Farmers' Market so long as it will
18 maintain 6 feet of clear
19 unobstructed footway. This
20 concludes my testimony. I'm
21 pleased to answer any questions you
22 may have.

23 COUNCILMAN YOUNG: Thank
24 you so much for your testimony.

25 Ms. Root, please.

1 MS. ROOT: Good afternoon,
2 Chairman Young, Vice-Chairman
3 Squilla and members of the
4 Committee on Streets and Services.
5 I am Mica Root, Program Manager for
6 Nutrition and Physical Activity at
7 the Philadelphia Department of
8 Public Health in the Division of
9 Chronic Disease and Injury
10 Prevention. Thank you for allowing
11 the Health Department to testify on
12 Bill No. 240812, sponsored by
13 Majority Leader Gilmore Richardson
14 for Council President Johnson,
15 which would allow a permissible
16 location for a Farmers' Market on
17 the roadway, sidewalks and
18 adjoining curblines on both sides
19 of Point Breeze Avenue.

20 As my colleague just
21 described, the Health Department's
22 Division of Chronic Disease and
23 Injury Prevention is dedicated to
24 creating a healthy, just, livable
25 community for all residents,

1 including through supporting
2 community-driven solutions to
3 promote food justice in areas where
4 access to healthier food is needed.

5 Farmers' Markets are a
6 great example of improving access
7 to healthy food. They connect our
8 communities to our own local and
9 rural agriculture, provide access
10 to fresh fruits, vegetables and
11 other locally-grown products and
12 support the local and regional
13 farming economy.

14 This past season 32
15 Farmers' Markets operated in
16 Philadelphia, most of which
17 accepted SNAP, ACCESS Cards and
18 Farmers' Market nutrition program
19 vouchers to ensure more equitable
20 access to fresh, local whole foods.

21 The Point Breeze Business
22 Association is coordinating the
23 Point Breeze Community Market as
24 part of their broader community
25 efforts.

1 The PBBA was formed in
2 September 2018 to help, organize,
3 support and advocate for local
4 businesses in Point Breeze. The
5 Association received a corridor
6 enhancement grant from the Commerce
7 Department which supports
8 community-serving nonprofit
9 organizations dedicated to
10 enhancing the appearance, safety
11 and livability of business
12 districts in the neighborhoods they
13 serve.

14 The goal is to increase
15 foot traffic, attract new
16 businesses, promote available
17 commercial real estate and foster a
18 sense of community. An improved
19 market on Point Breeze Avenue will
20 not only provide more business
21 opportunities in the neighborhood
22 but also increase access to fresh
23 produce in an area where residents
24 have been requesting it.

25 The Health Department

1 welcomes opportunities such as
2 these to create a more sustainable
3 local food system and enhance
4 community resilience and well-
5 being. We support this bill and
6 efforts to promote and expand the
7 network of Farmers' Markets
8 throughout the city. Thank you for
9 the opportunity to provide
10 testimony today. Happy to respond
11 to questions.

12 COUNCILMAN YOUNG: Thank
13 you so much for your testimony.

14 Are there any questions for
15 these witnesses?

16 Chair recognizes
17 Councilmember Bass.

18 COUNCILWOMAN BASS: Thank
19 you. I don't have a question, but
20 I just wanted to really shout-out
21 to Council President and the Health
22 Department and of course Streets
23 for working to make sure that
24 there's more access to Farmers'
25 Markets and food venues and

1 particularly in underserved
2 community. So I look forward to
3 getting my turn in the 8th
4 District. So thank you so much for
5 all work that you do. Appreciate
6 it.

7 COUNCILMAN YOUNG: Thank
8 you, Member Bass.

9 Are there any other
10 questions of these witnesses?

11 (No response.)

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

14 Mr. Pullin, would you
15 please read the next bill to be
16 heard.

17 THE CLERK: Bill No.
18 240818, titled Amending Section
19 9-213 of The Philadelphia Code;
20 entitled -- one second.

21 Bill No. 240749, titled
22 Amending Title 12 of The
23 Philadelphia Code, entitled
24 "Traffic Code," to add provisions
25 relating to parking prohibitions in

1 specific places and to change
2 certain penalties related thereto,
3 all under certain terms and
4 conditions.

5 COUNCILMAN YOUNG: Thank
6 you, Mr. Pullin. Could you please
7 call the next witness to testify on
8 Bill No. 240749.

9 THE CLERK: The next
10 witness to testify is Noelle
11 Marconi, Legislative Affairs
12 Director for the Department of
13 Streets.

14 COUNCILMAN YOUNG: Thank
15 you, Ms. Marconi. Please proceed
16 with your testimony.

17 MS. MARCONI: Good
18 afternoon, Chairperson Young and
19 members of the Streets and Services
20 Committee. My name is Noelle
21 Marconi and I'm the Director of
22 Legislative Affairs for the
23 Department of Streets. I'm here
24 today to offer testimony on Bill
25 No. 240749, introduced by

1 Chairperson Young.

2 This bill amends Title 12
3 of The Philadelphia Code, the
4 Traffic Code, by adding a new
5 section under parking regulations
6 and penalties by prohibiting
7 stopping or standing in the travel
8 lane within 20 feet of an open
9 adjacent space in the parking lane
10 or designated loading zone.

11 This bill adds a penalty of
12 \$150 for double parking within 20
13 feet of an open parking space or
14 loading zone. The Department of
15 Streets is not opposed to this bill
16 as it will maintain the safety of
17 drivers, bikers and pedestrians.
18 This concludes my testimony. I'm
19 pleased to answer any questions you
20 may have.

21 COUNCILMAN YOUNG: Thank
22 you, Ms. Marconi.

23 Are there any questions of
24 this witness regarding Bill No.
25 240749?

1 (No response.)
2 COUNCILMAN YOUNG: So I
3 just want to make one comment on
4 this bill. I believe this is --
5 this is our bill, correct -- so I
6 introduced this bill and modeled it
7 after what Allentown calls the Lazy
8 Parker bill essentially because
9 people double-park in front of
10 legally open parking spots and that
11 creates safety issues and safety
12 hazards in communities.

13 And so, what we are
14 intending to do with this bill is
15 to increase the penalties for folks
16 who don't want to take that
17 additional 15 to 30 seconds that it
18 would take to park in a legally
19 available parking spot. And so,
20 hopefully we can use this to change
21 behaviors so we can continue to
22 make our city safer.

23 As I drove around all
24 summer, I've seen it in every part
25 of the city, from North

1 Philadelphia to West Philly to
2 South Philly. It happens all over.
3 And this is just one bill that --
4 one thing we're trying to do to
5 change motorist behavior to make
6 our streets a little bit more safe.
7 So thank you for your testimony,
8 Ms. Marconi.

9 Mr. Pullin, could you
10 please read the title of the next
11 bill, 240812.

12 THE CLERK: Bill No. 240 --

13 COUNCILMAN YOUNG: Excuse
14 me. 240818, excuse me.

15 THE CLERK: (Inaudible).

16 COUNCILMAN YOUNG: We did
17 that one. All right. Sorry about
18 that. So our next bill is 240824.

19 THE CLERK: Bill No. 240824
20 titled, Authorizing the relocation
21 of the curblines of Watts Street
22 from Pine Street to a point
23 northwardly therefrom, on City Plan
24 No. 308, and the plotting on said
25 City Plan of an area for public

1 pedestrian use, extending along the
2 westerly side of said Watts Street
3 and authorizing acceptance of the
4 grant to the City of the said area
5 for public pedestrian use, all
6 under certain terms and conditions.

7 COUNCILMAN YOUNG: Thank
8 you, Mr. Pullin. Please call the
9 witnesses to testify on this bill.

10 THE CLERK: The next
11 witnesses to testify are Noelle
12 Marconi, Legislative Affairs
13 Director for the Department of
14 Streets and Sarah Chiu, Development
15 Director for the City Planning
16 Commission.

17 COUNCILMAN YOUNG: Thank
18 you, Ms. Marconi. Please proceed
19 with your testimony.

20 MS. MARCONI: Good
21 afternoon, Chairperson Young and
22 members of the Streets and Services
23 Committee. My name is Noelle
24 Marconi and I'm the Director of
25 Legislative Affairs for the

1 Department of Streets. I'm here
2 today to offer testimony on Bill
3 No. 240824, introduced by
4 Councilmember Squilla.

5 This is not an
6 Administration ordinance, but an
7 ordinance requested by Ronald
8 Patterson of Klehr Harrison Harvey
9 Branzburg LLP representing Broad
10 and Pine Associates, L.P. This
11 proposed ordinance will authorize
12 the relocation of curblines of
13 Watts Street from Pine Street to
14 approximately 72 feet northwesterly
15 therefrom and the establishment of
16 an area for public pedestrian use
17 along the westerly side of said
18 Watts Street.

19 These actions will widen
20 the roadway of said Watts Street
21 while ensuring the sufficient
22 sidewalk width is maintained for
23 pedestrian traffic through the
24 widened area. The purpose of these
25 changes is to provide more suitable

1 access to a new below-grade parking
2 garage to be constructed as part of
3 the proposed residential building
4 on the adjacent property at 33 --
5 excuse me, 337-41 South Broad
6 Street.

7 The Department of Streets
8 has no objections to this proposed
9 ordinance and recommends it to the
10 Committee for favorable action. I
11 thank you for the opportunity to
12 appear before you today. I'll be
13 pleased to answer any questions.

14 COUNCILMAN YOUNG: Thank
15 you, Ms. Marconi.

16 Ms. Chiu, please proceed
17 with your testimony.

18 MS. CHIU: Good afternoon,
19 Chairmember Young and members of
20 the Committee on Streets and
21 Services. I'm Sarah Chiu, City
22 Planner Manager with the
23 Philadelphia City Planning
24 Commission. I'm here to testify on
25 Bill No. 240824, introduced by

1 Councilmember Squilla on September
2 26, 2024.

3 This bill will widen the
4 cartway of Watts Street near Pine
5 from 6 feet 6 inches to 12 feet for
6 about 80 feet in length and plotted
7 2 feet and 8 inches wide pedestrian
8 walkway along the western side of
9 Watts Street's footway. This
10 action will accommodate vehicular
11 accessing the proposed underground
12 garage at 337-41 South Broad Street
13 and provide adequate sidewalk for
14 pedestrians on Watts Street.

15 The Planning Commission
16 staff recommended approval for this
17 bill. I'll be happy to answer any
18 questions at this time.

19 COUNCILMAN YOUNG: Thank
20 you, Ms. Chiu, for your testimony.

21 Are there any questions of
22 these witnesses by members of the
23 Committee?

24 (No response.)

25 COUNCILMAN YOUNG: Seeing

1 none, thank you.

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

5 THE CLERK: Bill No. 240748
6 titled, Legalizing an existing
7 flood wall encroachment at of 2400
8 Market Street, Philadelphia,
9 Pennsylvania 19103, under certain
10 terms and conditions.

11 COUNCILMAN YOUNG: Thank
12 you, Mr. Pullin. Please call the
13 next witnesses to testify on this
14 bill.

15 THE CLERK: The next
16 witnesses testifying are Noelle
17 Marconi, Legislative Affairs
18 Director for the Department of
19 Streets and Sarah Chiu, Development
20 Director for the City Planning
21 Commission.

22 COUNCILMAN YOUNG: Thank
23 you.

24 Ms. Marconi, please proceed
25 with your testimony.

1 MS. MARCONI: Good
2 afternoon, Chairperson Young and
3 members of the Streets and Services
4 Committee. My name is Noelle
5 Marconi and I'm the Director of
6 Legislative Affairs for the
7 Department of Streets. I'm here
8 today to offer testimony on Bill
9 No. 240748, introduced by
10 Councilmember Thomas on behalf of
11 Council President Johnson.

12 This bill authorizes 2400
13 Market LP, owner, to own and
14 maintain an existing flood wall
15 encroachment at 2400 Market Street,
16 all under certain terms and
17 conditions. An existing flood wall
18 is located along the property of
19 2400 Market Street and encroaches a
20 distance of 5 feet towards the
21 south, under the north footway of
22 Chestnut Street starting from a
23 point approximately 173 feet west
24 of the south 24th Street curblin,
25 west curblin, to a point

1 approximately 30 feet further west.
2 The Department of Streets is not
3 opposed to legalizing this existing
4 encroachment as it will maintain a
5 minimum of 8 feet 6 inches of clear
6 unobstructed footway. This
7 concludes my testimony. I'm
8 pleased to answer any questions you
9 may have.

10 COUNCILMAN YOUNG: Thank
11 you, Ms. Marconi.

12 Ms. Chiu, would you please
13 proceed with your testimony on this
14 bill.

15 MS. CHIU: Good afternoon,
16 Chairmember Young and members of
17 the Committee on Streets and
18 Services. I'm Sarah Chiu, City
19 Planner Manager with the
20 Philadelphia City Planning
21 Commission. I'm here to testify on
22 Bill No. 240748, introduced by
23 Councilmember Thomas for Council
24 President Johnson on September 12,
25 2024.

1 This bill will legalize an
2 existing flood wall at the southern
3 end of the property at 2400 Market
4 Street. The flood wall encroaches
5 on the footway of Chestnut Street
6 for 5 feet in width and 30 feet in
7 length and is about 173 feet west
8 of South 24th Street.

9 This encroachment leaves a
10 minimum of 8 feet and 6 inches of a
11 clear and unobstructed footway on
12 Chestnut Street. The Planning
13 Commission staff recommended
14 approval for this bill. I'll be
15 happy to answer any questions at
16 this time.

17 COUNCILMAN YOUNG: Thank
18 you, Ms. Chiu, for your testimony.

19 Are there any questions of
20 these witnesses by members of the
21 Committee?

22 (No response.)

23 COUNCILMAN YOUNG: Seeing
24 none, Mr. Pullin, please read the
25 title of the next bill please.

1 THE CLERK: Bill No.
2 240613, titled Amending Chapter
3 12-1100 ("Miscellaneous Regulations
4 and Penalties") and Chapter 12-2800
5 ("Administrative Adjudication of
6 Parking Violations") of The
7 Philadelphia Code, making revisions
8 to disability parking space
9 standards and procedures, creating
10 an application for residential
11 disability parking spaces limited
12 for use by a specific person with
13 disability, creating a new
14 administrative hearing process and
15 amending applicable penalties.

16 COUNCILMAN YOUNG: Thank
17 you, Mr. Pullin.

18 Could you please call the
19 next witness to testify on Bill No.
20 240613.

21 THE CLERK: The next
22 witness to testify is Rich Lazer,
23 Executive Director of the
24 Philadelphia Parking Authority.

25 (Witness approached Witness

1 table.)

2 COUNCILMAN YOUNG: Good
3 afternoon, Mr. Lazer. Please state
4 your name and begin with your
5 testimony.

6 MR. LAZER: Good afternoon,
7 Chair Young and members of the
8 Streets and Services Committee. My
9 name is Rich Lazer. I'm Executive
10 Director of the Philadelphia
11 Parking Authority. We had worked
12 with the bill's sponsor
13 Councilmember Squilla on this and
14 we support this change and we're
15 also working on some additional
16 changes through the amendment
17 process. This bill changes the
18 disability parking space standards
19 and procedures and how to work
20 through those spots on residential
21 streets. I'm here for any
22 questions.

23 COUNCILMAN YOUNG: Thank
24 you, Mr. Lazer.

25 The Chair recognizes Vice-

1 Chair Squilla.

2 COUNCILMAN SQUILLA: Thank

3 you. Thank you, Mr. Chair.

4 And thank you, Mr. Lazer.

5 More than willing to continue

6 working with the Parking Authority

7 to address any of their concerns or

8 added amendments to this.

9 Appreciate it.

10 COUNCILMAN YOUNG: Thank

11 you, Mr. Lazer. One question:

12 Does this or will this legislation

13 help with the process of

14 essentially allowing specific

15 people with the poles to parking

16 spots, not just anyone with a

17 handicapped license plate?

18 MR. LAZER: So how the

19 process works now is when you apply

20 for the space in front of your

21 house when you fill out the

22 application for us, you get the

23 doctor to sign off on the form,

24 fill out medical information and

25 then you have to have a plate

1 that's issued by the Department of

2 Transportation on the vehicle.

3 What this bill will do is

4 we will now -- once you register

5 and are approved for the space, it

6 will put either the placard number

7 or the space plate number on the

8 sign so that the person that

9 registered for that spot is the

10 only person that will be allowed to

11 park in the spot.

12 COUNCILMAN YOUNG: Is there

13 a fee for this?

14 MR. LAZER: There's a \$50

15 processing fee just because we --

16 once we process the information, we

17 send it out to the Medical Board of

18 Doctors to review the medical

19 documentation, but we also have a

20 low-income form as well if someone

21 can't afford to pay the \$50 for the

22 processing fee.

23 COUNCILMAN YOUNG: Is there

24 a limited amount of spaces that can

25 be on each block?

1 MR. LAZER: We do four
2 spaces permitted on a block at
3 once.

4 COUNCILMAN YOUNG: Okay.
5 Thank you.

6 MR. LAZER: Yep.

7 COUNCILMAN YOUNG: Are
8 there any other questions of this
9 witness?

10 (No response.)

11 COUNCILMAN YOUNG: Seeing
12 none, thank you, Mr. Lazer, for
13 your testimony.

14 Mr. Pullin, could you
15 please read the title of the next
16 bill.

17 Bill No. 240813, titled
18 Amending Section 12-701 of The
19 Philadelphia Code, entitled
20 "Designation of Bicycle Lanes," to
21 authorize a bicycle lane on
22 Woodland Avenue from Chester Avenue
23 to South 42nd Street and make
24 associated changes parking
25 regulations within the same limits,

1 all under certain terms of
2 conditions.

3 COUNCILMAN YOUNG: Thank
4 you, Mr. Pullin. Could you please
5 call the next witness to testify on
6 Bill No. 240813.

7 THE CLERK: The next
8 witness to testify is Nicholas
9 Appleman, Policy Analyst for the
10 Office of Transportation and
11 Infrastructure Systems.

12 (Witness approached Witness
13 table.)

14 COUNCILMAN YOUNG: Good
15 afternoon. Please state your name
16 for the record and begin with your
17 testimony.

18 MR. APPLEMAN: My name is
19 Nicholas Appleman. I am a
20 Transportation Policy Analyst with
21 the Office of Transportation and
22 Infrastructure Systems. Okay.
23 Good afternoon, Chairperson Young
24 and the members of the Streets and
25 Services Committee. Thank you for

1 the opportunity to appear before

2 you today.

3 My name is Nicholas

4 Appleman, but please do refer to me

5 as Cole. I am a Policy Analyst

6 with the Office of Transportation

7 and Infrastructure Systems. You

8 probably know us better as OTIS.

9 I'm here today to offer testimony

10 on Bill No. 240813 sponsored by

11 Councilmember Gauthier.

12 The bill amends Title

13 12-701 of The Philadelphia Code,

14 entitled "Designation of Bicycle

15 Lanes," to authorize a bike lane on

16 Woodland Avenue from Chester Ave to

17 South 42nd Street and make the

18 associated changes to parking

19 regulations within the same limits,

20 all under certain terms and

21 conditions.

22 The Woodland Avenue

23 Complete Streets project, which

24 this will be associated with, will

25 extend the City's High-Quality Bike

1 Network from University City to the
2 West Philadelphia and Southwest
3 Philadelphia neighborhoods, serving
4 as a critical multi-modal
5 connection to jobs, recreation and
6 opportunity for Philadelphians.

7 Through four rounds of
8 public engagement from 2022 to
9 2023, public feedback was
10 enthusiastically supportive of a
11 dedicated two-way bikeway on the
12 south side of Woodland Avenue,
13 including from Chester Ave to 42nd
14 Street, which replaces the parking
15 lane there.

16 The parking usage has been
17 studied and we expect drivers to
18 instead use nearby institutional
19 parking facilities for work. Thank
20 you very much for the opportunity
21 to appear before you today. I
22 would be happy to answer any
23 questions you have at this time.

24 COUNCILMAN YOUNG: Thank
25 you so much.

1 Are there any questions of
2 this witness by members of the
3 Committee?

4 (No response.)

5 COUNCILMAN YOUNG: Seeing
6 none, thank you so much for your
7 testimony, Mr. Appleman.

8 MR. APPLEMAN: Absolutely.

9 COUNCILMAN YOUNG:
10 Mr. Pullin, could you please call
11 the title of Bill No. 240818.

12 THE CLERK: Bill No.
13 240818, titled Establishing parking
14 regulations in the vicinity of
15 North 50th Street and Wynnefield
16 Avenue, under certain terms and
17 conditions.

18 COUNCILMAN YOUNG: Thank
19 you, Mr. Pullin. Could you please
20 call the witness to testify.

21 THE CLERK: The next
22 witness to testify is Noelle
23 Marconi, Legislative Affairs
24 Director for the Department of
25 Streets.

1 (Witness approached Witness
2 table.)

3 COUNCILMAN YOUNG: Thank
4 you.

5 Ms. Marconi, please proceed
6 with your testimony.

7 MS. MARCONI: Good
8 afternoon, Chairperson Young and
9 members of the Streets and Services
10 Committee. My name is Noelle
11 Marconi and I'm the Director of
12 Legislative Affairs for the
13 Department of Streets. I'm here
14 today to offer testimony on Bill
15 No. 240818, introduced by
16 Councilmember Jones.

17 This bill adds a no-parking
18 anytime tow-away zone on North 50th
19 Street from Wynnefield Avenue to
20 its terminus further northwesterly
21 therefrom. Department of Streets
22 is not opposed to this parking
23 regulation and signs can be posted
24 within 60 days. This concludes my
25 testimony. I'm pleased to answer

1 any questions you may have.

2 COUNCILMAN YOUNG: Thank

3 you, Ms. Marconi.

4 Are there any questions of

5 this witness on this bill?

6 (No response.)

7 COUNCILMAN YOUNG: Seeing

8 none, Mr. Pullin, please read the

9 title of the bill everyone's

10 waiting for.

11 THE CLERK: Bill No.

12 240657, titled Amending Title 12 of

13 The Philadelphia Code, entitled

14 "Traffic Code," to prohibit

15 stopping, standing or parking a

16 vehicle in a bicycle lane and to

17 increase monetary penalties for

18 illegally stopping, standing or

19 parking a vehicle in a bicycle

20 lane, all under certain terms and

21 conditions.

22 COUNCILMAN YOUNG: Thank

23 you, Mr. Pullin. Would you please

24 call the names of the first

25 witnesses to testify on this bill.

1 THE CLERK: The first
2 witnesses to testify are Nicholas
3 Appleman, Policy Analyst for the
4 Office of Transportation and
5 Infrastructure Systems, and Rich
6 Lazer, Executive Director of the
7 Philadelphia Parking Authority.

8 (Witnesses approached
9 Witness table.)

10 COUNCILMAN YOUNG: Thank
11 you, Mr. Appleman. Please state
12 your name and present your
13 testimony on this bill.

14 MR. APPLEMAN: Absolutely.
15 Doesn't sound -- there we go.
16 Nicholas Appleman, Transportation
17 Policy Analyst with the Office of
18 Transportation and Infrastructure
19 Systems. Good afternoon, everyone,
20 Chairperson Young and members of
21 the Streets and Services Committee.
22 Thank you very much for the
23 opportunity to appear before you
24 today.

25 My name is Nicholas

1 Appleman, but please feel free to
2 call me Cole. I'm a Policy Analyst
3 with the Office of Transportation
4 and Infrastructure Systems. You
5 may know us better as OTIS. I am
6 here today to offer testimony on
7 Bill 240657, sponsored by
8 Councilmember Gauthier on behalf of
9 Council President Johnson.

10 This bill amends Title 12
11 of The Philadelphia Code, the
12 Traffic Code, to prohibit stopping,
13 standing or parking a vehicle in a
14 bicycle lane and to increase
15 monetary penalties for illegally
16 stopping, standing or parking a
17 vehicle in a bicycle lane, all
18 under certain terms and conditions.

19 One of the many ways
20 Philadelphia's diversity is
21 reflected is in the myriad of ways
22 residents get around town.
23 Everyone deserves to travel safely
24 on our city streets regardless of
25 how they choose to do so. If this

1 legislation is to pass, more than
2 35 miles of curbside bike lanes
3 with no parking or other form of
4 regulation will be converted to a
5 no-stopping-anytime policy.

6 This legislation will
7 significantly improve the safety of
8 our city streets. It will reduce
9 the occurrence of vehicles
10 obstructing bike lanes and make our
11 transportation system safer for all
12 users. Drivers who park or stop in
13 the bike lane create a dangerous
14 conflict for all travelers. An
15 obstacle-free bike lane encourages
16 predictable and safe behavior from
17 all users.

18 When a driver stops or
19 parks in a bike lane, people riding
20 bikes are forced out of the bike
21 lane often very suddenly and forced
22 to enter traffic with a mix of
23 trucks, cars, buses and other
24 motorized vehicles, greatly
25 increasing the risk of a crash.

1 On top of all that, often
2 bike lanes are not wide enough for
3 many of the vehicles we do see
4 parking in bike lanes such as box
5 trucks, utility vehicles,
6 construction vehicles, so on and so
7 forth. So the vehicle ends up not
8 only blocking the bike lane but
9 also partially blocking the vehicle
10 lane and maybe even the sidewalk.

11 If there is one thing I
12 would like for this Committee and
13 the public to take away from my
14 testimony today, it's that bike
15 projects are not just about
16 improving the safety for cyclists;
17 they're about improving the safety
18 for all road users. The Chestnut
19 Street Safety project implemented
20 in 2017 reduced speeding by 43
21 percent, improving safety for
22 people walking and in cars as well
23 as people biking. Overall
24 separated bike lanes reduce total
25 crashes by 17 percent. Once again

1 that's not just crashes involving
2 bicycles. That is all crashes.
3 OTIS will work in
4 partnership with the Philadelphia
5 Parking Authority to implement this
6 legislation throughout the City.

7 Thank you very much for the
8 opportunity to appear before you
9 today. I'd be happy to answer any
10 questions you have at this time.

11 COUNCILMAN YOUNG: Thank
12 you for your testimony.

13 Mr. Lazer, please proceed
14 with your testimony.

15 MR. LAZER: Good afternoon,
16 Chair Young and members of the
17 Streets and Services Committee. My
18 name is Rich Lazer and I'm the
19 Executive Director of the
20 Philadelphia Parking Authority.
21 I'd like to thank you for the
22 opportunity to testify today for
23 this critical matter of enhancing
24 the safety and accessibility of our
25 streets, specifically regarding

1 Bill No. 240657 that will prohibit
2 vehicles from stopping or standing
3 in designated bike lanes throughout
4 the City of Philadelphia and
5 raising fines for such offenses.
6 The Philadelphia Parking
7 Authority manages parking resources
8 across the city, ensuring the
9 efficient flow of traffic and
10 maintaining safety for all road
11 users, including drivers,
12 pedestrians and cyclists. Over the
13 years we have worked closely with
14 various stakeholders to advance
15 initiatives that improve
16 transportation, equity and safety
17 and this legislation aligns with
18 the Authority's goals of promoting
19 a safe and accessible
20 transportation network.
21 Philadelphia has made
22 significant strides in promoting
23 cycling as a viable mode of
24 transportation. However, despite
25 increased bike lane infrastructure,

1 unsafe conditions still persist due
2 to vehicle stopping or standing in
3 these designated lanes. Blocking
4 bike lanes forces cyclists to merge
5 in the general traffic,
6 significantly increasing the risk
7 of accidents, injuries and
8 fatalities.

9 When bike lanes are
10 obstructed, the risk to cyclists
11 and other road users grow
12 substantially. Thanks to Council
13 President Johnson this legislation
14 presents an opportunity to address
15 these issues head-on, fostering a
16 safer environment for all road
17 users, particularly the most
18 vulnerable such as cyclists and
19 pedestrians.

20 By prohibiting the stopping
21 or standing of vehicles in bike
22 lanes, we can reduce preventable
23 crashes, protect lives and promote
24 sustainable transportation. The
25 Authority has recently created a

1 new PEO Bike Patrol Unit to
2 specifically focus on enforcement
3 of bike lanes. Currently we are up
4 to 22 officers in this unit to
5 increase from the original amount
6 of 8 when we first rolled this out.

7 Enhanced education and
8 communication with the public will
9 also be necessary to ensure
10 widespread awareness of the new
11 restrictions and their importance.
12 This will not only help with the
13 compliance but will also foster
14 culture of respect for bike lanes
15 and for the individuals who use
16 them.

17 In conclusion, the
18 Philadelphia Parking Authority
19 supports this legislation as a
20 critical next step towards making
21 our streets safer for all. By
22 implementing a citywide prohibition
23 on vehicles stopping or standing in
24 bike lanes, we can safeguard the
25 progress we made in cycling

1 infrastructure and continuing
2 building a transportation network
3 that reflects the needs and values
4 of all Philadelphians.

5 The PPA is committed to
6 enforcing this legislation
7 effectively while working with the
8 necessary agencies to ensure this
9 success and remaining flexible to
10 adapt to any unforeseen challenges
11 that may arise. Thank you for your
12 time and attention on this
13 important issue and I'm happy to
14 answer any questions at this time.

15 COUNCILMAN YOUNG: Thank
16 you, Mr. Lazer, for your testimony.
17 I do have one question for you.

18 MR. LAZER: Yeah.

19 COUNCILMAN YOUNG: The Bike
20 Lane Enforcement Unit of the PPA,
21 is there a specific geographical
22 boundary or are they out in the
23 entire city?

24 MR. LAZER: So majority of
25 them are focused in Center City,

1 University City and South
2 Philadelphia where the heaviest
3 bike lane infrastructure is. And
4 as we continue to increase, they'll
5 branch out to different areas.

6 COUNCILMAN YOUNG: Okay.
7 Thank you.

8 Are there any questions of
9 members of the Committee?

10 (No response.)

11 COUNCILMAN YOUNG: Seeing
12 none, thank you for your
13 testimonies.

14 Mr. Pullin, would you
15 please read the names of the next
16 witnesses to testify on this bill.

17 THE CLERK: The next
18 witnesses to testify are Chris
19 Gale, Executive Director of The
20 Bicycle Coalition of Greater
21 Philadelphia and Aliza Yousey,
22 Secretary of Philly Bike Action.

23 (Witnesses approached
24 Witness table.)

25 COUNCILMAN YOUNG: Thank

1 you, Mr. Gale. Please state your
2 name and proceed with your
3 testimony.

4 MR. GALE: Sure. Hi. My
5 name is Chris Gale. I'm the
6 Executive Director of the Bicycle
7 Coalition of Greater Philadelphia.
8 Appreciate Chairperson Young and
9 members of the Streets and Services
10 Committee for giving time to this
11 issue. I'm here to speak in
12 support of Bill 240657.

13 As a quick overview, in
14 2009 bike lanes -- the Bicycle
15 Coalition suggested bike lanes on
16 Spruce and Pine as the best
17 possible cross-connector river-to-
18 river lanes in the city and these
19 were after New York City built
20 theirs. The original street design
21 was two travel lanes and one
22 parking lane.

23 Curbside travel lane had no
24 parking signs allowing short-term
25 loading of 20 minutes. Despite our

1 best effort to encourage bike
2 lanes, a compromise was reached to
3 allow neighbors and houses of
4 worship to continue using the new
5 bike lane as a loading space. This
6 compromised -- prioritized
7 convenience for drivers to load and
8 unload over the safety of
9 vulnerable road users.

10 In 2017 Emily Fredricks was
11 killed at 11th and Spruce when a
12 private trash truck made a right
13 hook turn. Three days later
14 another cyclist was hit and
15 seriously injured by a vehicle
16 while they were riding in the bike
17 lane. The City responded by moving
18 the bike lane to the left and
19 adding flex posts. Flex posts are
20 made to be driven over and are seen
21 as industry standards as a
22 temporary measure.

23 Spruce and Pine have become
24 two of the most utilized routes in
25 the city for active mobility users,

1 but they are consistently forced to
2 enter the vehicle lane due to car
3 stopping. This has caused conflict
4 with drivers, which has resulted in
5 numerous close calls and crashes.
6 Since 2017 the City has prioritized
7 no-stopping regulation to be the
8 standard for bike lines across the
9 city.

10 Despite this practice,
11 Spruce and Pine remain compromised.
12 On July 17th of this year,
13 Dr. Barbara Friedes was killed on
14 the 1800 block of Spruce while she
15 was riding in the bike lane, doing
16 everything that a cyclist should do
17 to be safe when a drunk driver
18 drove over the flex post and
19 through the bike lane at a high
20 rate of speed, striking her from
21 behind and throwing her over 20
22 feet. This is a stark reminder
23 that compromising convenience over
24 safety has reinforced the priority
25 of driver needs over the safety of

1 vulnerable road users.

2 We support this legislation
3 because a bike lane shouldn't be
4 for parking or driving but to
5 ensure that cyclists get to their
6 destination safely. Thank you.

7 COUNCILMAN YOUNG: Thank
8 you for your testimony, Mr. Gale.

9 Ms. Yousey, please proceed
10 with your testimony.

11 MS. YOUSEY: My name is
12 Aliza Yousey. I am a research lab
13 specialist at Children's Hospital
14 of Philadelphia and the secretary
15 for Philly Bike Action. I am
16 speaking today in enthusiastic
17 support of the Get Out Bike Lane
18 bill. This bill is going to make a
19 positive impact in people's
20 everyday lives.

21 In May of 2023, I got a
22 bike and started using it to get
23 around Philly. Eventually I
24 started commuting from Old City to
25 CHOP. It took 35 minutes off my

1 one-hour commute and it made the
2 city instantly more accessible to
3 me. It really improved my quality
4 of life in multiple ways.

5 In October of the same
6 year, I was on my way to work in
7 the Spruce Street bike lane. I was
8 passing 17th Street as I had done
9 many times already that day, I had
10 to maneuver around a parked car in
11 the bike lane. On my commute I
12 will have to do this 10 to 15 times
13 each way. I looked over my right
14 shoulder to check that the car
15 behind me was going to let me in
16 and I took my right hand off the
17 handlebars to signal that I was
18 moving into the lane.

19 While my head was turned, I
20 hit something in the road and my
21 tire slipped and the next thing I
22 knew my front tire was
23 perpendicular to my bike and I went
24 over the handlebars and slid
25 several feet on the pavement in the

1 middle of the road. I work with my
2 hands so I had to take time off of
3 my work. When I returned to work,
4 my manager had to shift some of my
5 responsibilities to my coworkers
6 while I healed from my injuries.

7 Looking back, I see that
8 this accident was inevitable in the
9 current conditions. With cars
10 parked in the bike lane on almost
11 every other block, you have bikes
12 merging constantly in and out of
13 traffic and drivers who expect them
14 to be in the bike lane. Everyone
15 is in a rush on their way to work.
16 The current infrastructure is
17 setting up conditions for people to
18 get hurt.

19 This accident did not leave
20 me with a permanent disability.
21 Others have not been so lucky. I
22 walked away from this accident with
23 my life. Others have not been so
24 lucky. That is why I am here today
25 to thank Council for the

1 consideration of this bill, to
2 thank Council President Johnson who
3 introduced this bill.

4 Ending temporary parking in
5 the bike lane is a critical step to
6 making them functional and safe.
7 There is so much excitement for
8 this bill, not just among cyclists.
9 Business owner Patty Brett, owner
10 of longtime Center City bar
11 Doobies, which is situated on two
12 bike lanes, has submitted written
13 testimony for this bill. Not to
14 mention the 6,000 Philadelphians
15 who signed a petition to protect
16 the bike lanes on Spruce, Pine and
17 Allegheny with concrete.

18 This is going to make a
19 real difference in people's lives.
20 When we protect the bike lanes, we
21 see more kids using the bike lanes,
22 more families, elderly people,
23 people who are new to riding a bike
24 around the city like I was and
25 essential workers who commute by

1 bike. And people who use bikes do
2 their jobs, like bike messengers,
3 are safer.

4 I think that day is around
5 the corner and a sincere thank you
6 to Council President Johnson for
7 introducing this bill. And thank
8 you to Council as a whole for your
9 support and consideration.

10 COUNCILMAN YOUNG: Thank
11 you so much for your testimony.

12 Are there any questions of
13 these witnesses?

14 (No response.)

15 COUNCILMAN YOUNG: Seeing
16 none, thank you again.

17 Mr. Pullin, would you
18 please call the next panel of
19 witnesses to testify on this bill.

20 THE CLERK: The next
21 witnesses to testify are Prema
22 Gupta, Executive Director of Center
23 City District, and Job Itzkowitz,
24 Executive Director of Old City
25 District.

1 (Witnesses approached

2 Witness table.)

3 COUNCILMAN YOUNG: Good

4 afternoon, Ms. Gupta. Please

5 proceed with your testimony.

6 MS. KATARI GUPTA: Great.

7 Good afternoon. My name is Prema

8 Katari Gupta and I'm CEO of Center

9 City District. Center City

10 District is an independent private

11 sector-directed authority organized

12 under the Commonwealth's Municipal

13 Authorities Act.

14 Within our boundaries are

15 42 percent of the City's jobs and

16 these workers come downtown from

17 every corner of the city and

18 region. And while the perception

19 of the downtown worker may be, say,

20 a partner to a law firm, our

21 downtown workforce is, in fact, a

22 diverse and interdependent

23 ecosystem. Nearly two-thirds of

24 jobs downtown do not require a

25 college degree, janitor, baristas,

1 hotel concierges, medical
2 technicians. You get the picture.
3 At CCD we have spent the
4 last 33 years keeping Center City
5 clean and safe with cleaning crews,
6 community service representatives,
7 homeless Outreach professionals, a
8 relatively new bike public safety
9 patrol, a unique partnership with
10 the Philadelphia Police Department
11 that includes a substation house
12 within our offices and managing
13 four downtown parks.

14 Since the 1990s, we have
15 invested more than \$156 million in
16 capital projects across our
17 downtown and many of these projects
18 have centered safety, including the
19 pedestrian lighting poles that you
20 see, throughout our downtown today.
21 We also maintain more than 350
22 planters, many of which create a
23 buffer between cyclists and traffic
24 along bike lanes on JFK Boulevard
25 and West Market Street in our

1 Office District.

2 We are very happy to be
3 here today to participate in a
4 conversation about safety on
5 streets, specifically as it relates
6 to bike lanes. We applaud this
7 measure and we think it's an
8 important starting point for the
9 discussion about how we can create
10 safer conditions for cyclists
11 citywide.

12 Recent tragedies in
13 Philadelphia have brought the
14 cycling conversation to the
15 forefront. In Center City alone,
16 traffic crashes have killed one
17 cyclist and two pedestrians in the
18 last year and seriously injured 13
19 others. Since 2019, there have
20 been more than 800 crashes just
21 within the CCD boundaries. And
22 while many of these involve minor
23 injuries, it's a fact that moving
24 around our streets can be
25 dangerous.

1 So I want to be clear
2 personally that -- and I realize
3 that admitting this may be a little
4 bit of a personal liability. I'm
5 not a cyclist. I'm not a
6 Philadelphia cyclist, I should say.
7 And it's not because I don't love
8 cycling. I've been really
9 fortunate enough to cycle in a few
10 different cities throughout the
11 world, Copenhagen, Amsterdam,
12 Mexico City, but I will not bike in
13 Center City, Philadelphia.
14 I'm scared. I'm scared of
15 distracted drivers and I'm scared
16 of the correlation between growing
17 American cars and cycling
18 fatalities. Last month The
19 Economist had a really great
20 article called What To Do With
21 America's Killer Cars, and it
22 pointed out that American roads are
23 twice as dangerous per mile than
24 other similarly wealthy countries
25 because of the size of our cars.

1 Today the Toyota Camry is
2 21 percent bigger than the 1980s
3 version I drove in high school in
4 the late 1990s. My husband's RAV4
5 is 34 percent larger than when the
6 model debuted in 1994. Looking at
7 7.5 million crashes in 14 American
8 states between 2013 and 2023, The
9 Economist found that for every
10 10,000 crashes the heaviest
11 vehicles kill 37 people in the
12 other car compared to 5.7 for
13 middleweight cars and just 2.6 for
14 the lightest.

15 And I will say that this is
16 the second time I've referenced
17 these statistics. The first was
18 last month when my husband and I
19 were discussing whether or not it
20 was appropriate for our 12-year-old
21 son to be biking around our
22 Northwest Philadelphia neighborhood
23 with his buddies. I lost that
24 discussion and I have become the
25 wacky mom that tracks his air tag

1 movements obsessively when he's out
2 with his friends, but it's a
3 freedom and comfort all of our
4 children should have.

5 So since we can't do
6 anything about the size of cars, it
7 is imperative to leverage proven
8 strategies that can help to reduce
9 crashes and improve the safety for
10 cyclists and pedestrians in our
11 streets. Part of that is
12 enforcement of traffic laws and
13 encouraging everyone to follow the
14 rules of the road.

15 While motorists and
16 delivery drivers block -- when
17 motorists and delivery drivers
18 block bike lanes, cyclists must
19 dart into car traffic or come to a
20 halt, creating uncertainty for
21 everyone on the street. Part of it
22 is also looking at our streets and
23 sidewalks themselves to see what's
24 historically been done and what's
25 right for evolution.

1 For example, we have the
2 opportunity to establish better
3 loading zones and other tactics
4 that manage how people use the
5 space along the curb. We can find
6 more guided ways for rideshare to
7 idle without disrupting cyclists.
8 Our cyclists deserve more durable
9 infrastructure.

10 I'm struck by the example
11 of Mexico City where sturdy curb
12 delineators have been deployed
13 throughout the city to quickly and
14 inexpensively create a network of
15 several hundred miles of bike
16 lanes. Mobility enthusiasts love
17 Copenhagen, they love Amsterdam,
18 but it is really great to see
19 extensive improvement movements
20 implemented in a far less wealthy
21 city.

22 Despite our conditions,
23 Center City Philadelphia and South
24 Philadelphia have among the highest
25 rates of bike commuting in the

1 nation. Since 2019 bike trips into
2 Center City have grown by 67
3 percent to more than 18,000 on a
4 typical weekday, and that is more
5 than the amount of people who take
6 Lyft and Uber combined.

7 Fundamentally, our downtown
8 only thrives when a mix of options
9 to move around the city are
10 employed. But to encourage people
11 to make the choice to walk, bike or
12 use public transportation, we need
13 to demonstrate that it is safe,
14 comfortable and convenient to do
15 so.

16 At Center City District, we
17 believe that our downtown is the
18 heart of opportunity, commerce,
19 culture and joy for the entire city
20 and region. The diverse
21 interdependent downtown workforce
22 deserves safe and varied ways of
23 moving about the city. Thank you
24 all for shining a light on this
25 issue through the proposed

1 legislation. Thank you for your
2 time and consideration.

3 (Applause.)

4 COUNCILMAN YOUNG: Thank
5 you so much for your testimony,
6 Ms. Gupta.

7 Mr. Itzkowitz, please
8 proceed with your testimony.

9 MR. ITZKOWITZ: Thank you.

10 Good afternoon, Chair Young and all
11 members of the Committee on Streets
12 and Services. My name is Job
13 Itzkowitz and I'm the Executive
14 Director of the Old City Special
15 Services District. I'm here to
16 testify to express strong support
17 for Bill No. 240657, which is
18 crucial for improving cyclist
19 safety.

20 Others have testified or
21 will testify about the lives that
22 can be saved from better protection
23 and enforcement for Philadelphia's
24 bike lanes, and I give a full-
25 throated endorsement of that

1 testimony. But my work I'm
2 frequently asked about the
3 unintended consequences of such
4 changes.

5 Accordingly, I want to
6 emphasize how safer bike lanes will
7 benefit and not harm local
8 businesses. A look at national
9 trends regarding bike
10 infrastructure and retail success
11 is informative. A 2021 report
12 entitled Economic Impacts on Local
13 Businesses of Investments in
14 Bicycle and Pedestrian
15 Infrastructure reviewed 23 studies
16 from cities like San Francisco,
17 Toronto, New York City, Portland
18 and Minneapolis.

19 The findings consistently
20 showed that adding or improving
21 bike and pedestrian facilities had
22 positive effects on retail and food
23 service businesses and no negative
24 impact. Even when parking or
25 motorized traffic lanes were

1 reduced, businesses did not see a
2 drop in revenue.

3 A striking example, and
4 this is a famous one in this work,
5 comes from New York City where
6 retail sales along 9th Avenue
7 increased by 49 percent after a
8 protected bike lane was installed
9 compared to just a 3 percent
10 increase on other streets without
11 bike lanes. Additionally, cyclists
12 were found to spend more per trip
13 at local businesses than drivers,
14 further underscoring the economic
15 benefits of bike infrastructure.

16 Concerns that bike lanes
17 might negatively impact businesses
18 by reducing parking have been
19 consistently disproven. Recent
20 headlines in San Francisco include
21 San Francisco merchants saying new
22 bike lanes kill business. That's
23 not what studies show. And
24 Valencia Street bike lane didn't
25 hurt businesses report finds.

1 Valencia Street in San Francisco
2 saw a 60 percent rise in revenue
3 with no significant decline in
4 business due to new bike lanes.

5 Testimony from a business
6 owner in Providence, Rhode Island
7 illustrates the transformative
8 power of bike infrastructure. As
9 they explained, we urge you to
10 consider the bike lane -- and this
11 is in a hearing. We urge you to
12 consider the bike lane not only as
13 a lane of traffic but also in the
14 way it has transformed the
15 neighborhood, making it safer and
16 more inviting to the clientele we
17 ultimately want and need to
18 survive. Bike lanes have helped
19 our neighborhood become more than a
20 speedway to the highway.

21 This research and the
22 sentiments expressed by that
23 Providence business owner is
24 reflected in data and research
25 conducted in Old City. Old City

1 business owners have long
2 understood and even advocated for
3 the creation of safe bike
4 infrastructure in the neighborhood.

5 A 2015 Philadelphia
6 Business Journal article showcased
7 the impact of the Indigo Bike Share
8 Program, a docking station
9 installed in front of a women's
10 clothing boutique replaced two
11 on-street parking spaces. That was
12 the first Indigo station to replace
13 on-street parking. The boutique
14 owners welcomed this change,
15 predicting that it would increase
16 foot traffic and visibility. These
17 business owners understood that
18 cycling infrastructure, even when
19 it replaces parking, can bring more
20 customers to businesses.

21 When asked if they were
22 willing to have a dock installed in
23 front of their shop, the owner said
24 quote, "It's an amazing opportunity
25 to have it in front of our

1 business." In creating Old City
2 District's Vision 2026 plan, we
3 surveyed business owners about how
4 to improve Old City.

5 In the 2015 Old City Vision
6 2026 survey, nearly 75 percent of
7 business owners felt the
8 neighborhood would improve if more
9 people traveled to, from or through
10 Old City via bicycle. A similar
11 number thought the neighborhood
12 would get worse if more people
13 traveled to, from or through Old
14 City by car. Further, more than
15 half of survey respondents stated
16 that they would be more likely to
17 bike to, from, through Old City if
18 there were safer bike lanes.

19 In line with these
20 preferences, the Old City District
21 Vision 2026 Framework published the
22 following year in 2016, the
23 following year after the survey
24 emphasizes the role of bike lanes
25 and pedestrian-friendly measures in

1 creating a safer, more accessible
2 and attractive environment for
3 residents, visitors and business
4 owners alike. For example, the
5 planned Market Street
6 Transformation Project originally
7 proposed in the Vision 2026
8 Framework and studied in greater
9 detail since 2017 will include a
10 shared space plaza at 2nd and
11 Market Streets and a road diet to
12 accommodate new bike lanes from 2nd
13 to 6th Streets. Work is set to
14 begin imminently and will be
15 completed for the events in 2026.
16 Additional interventions
17 include extending the bike lane on
18 North 2nd Street from Race to
19 Market Streets, which was recently
20 completed and creating a new bike
21 lane on South 3rd Street from South
22 to Market Streets, which is
23 expected to be completed shortly.
24 Traffic studies show that
25 these streets can accommodate

1 protected bike lanes with minimal
2 impact on car traffic, ensuring
3 safe spaces for cyclists while
4 maintaining efficient vehicle flow.
5 Bike lanes benefit both cyclists
6 and local businesses. By making
7 our streets safer and more
8 accessible for cyclists and
9 pedestrians, we foster a more
10 vibrant and welcoming environment
11 that draws in more customers, not
12 fewer.

13 On a personal note, every
14 day I bike my 5-year-old daughter
15 to school and then I bike to my
16 office, then bike to pick her up at
17 aftercare and we bike home
18 together. I use the bike lanes on
19 Spruce Street, Pine Street, 22nd
20 Street and Washington Avenue. So
21 beyond the laudable and important
22 policy goals of regulation,
23 protection and enforcement in
24 Philadelphia's bike lanes, this
25 bill is particularly important to

1 me personally.

2 I'd like to thank Council

3 President Johnson and Councilmember

4 Gauthier for introducing this

5 important bill. Thank you for the

6 opportunity to testify today and

7 I'm happy to answer any questions

8 you may have.

9 COUNCILMAN YOUNG: Thank

10 you, Mr. Itzkowitz.

11 Are there questions of this

12 panel by members of this Committee?

13 (No response.)

14 COUNCILMAN YOUNG: Seeing

15 none, thank you for your testimony.

16 Mr. Pullin, will you please

17 read all the names of the next

18 witnesses to testify on this bill.

19 THE CLERK: The next

20 witnesses to testify are Louis

21 Bartholomew, Executive Director of

22 Queen Village Neighbors

23 Association; Bill West, Board

24 Director of the Center City

25 Residence association; Xiaoxia

1 Dong, Assistant Professor at the
2 University of Pennsylvania; and
3 Will Tung, member of 5th Square.

4 (Witnesses approached
5 Witness table.)

6 COUNCILMAN YOUNG: Good
7 afternoon. Thank you. Please
8 state your name for the record and
9 proceed with your testimony.

10 MR. BARTHOLOMEW: Good
11 afternoon, Chairman Young, Vice-
12 Chair Squilla and members of City
13 Council. My name is Louis
14 Bartholomew and I'm the Executive
15 Director for the Queen Village
16 Neighbors Association. I'm here
17 today to speak in support of
18 Council President Johnson's No
19 Stopping in the Bike Lane bill.

20 This bill serves several
21 purposes. It promotes safety for
22 all road users by ensuring that
23 bike lanes remain clear and
24 cyclists don't weave in and out of
25 traffic. It will promote safe

1 cycling for work and play, an
2 essential goal to get more cars off
3 of our streets and reduce city
4 pollution. And finally, it
5 provides an opportunity for
6 neighbors to use existing on-street
7 parking more efficiently.

8 Blocking bike lanes can
9 have dire consequences to people
10 walking, cycling and driving. When
11 a car or truck is blocking a bike
12 lane, it forces people cycling to
13 merge with faster car traffic,
14 increasing the risk of injury. We
15 should not be asking folks who are
16 cycling with their kids in a bike
17 seat to be risking their lives and
18 mixing with traffic on our busy
19 streets.

20 Keeping the bike lane clear
21 of stopped vehicles will be a huge
22 benefit to everyone, including
23 drivers who will no longer have to
24 deal with people cycling into and
25 out of car lanes. Clear and safe

1 bike lanes also encourage more
2 people to cycle rather than drive
3 freeing up space and decreasing car
4 congestion.

5 In other cities like
6 Montreal or Minneapolis where
7 dedicated bike lanes are being
8 built and enforced diligently,
9 there's been a large increase in
10 the number of people cycling which
11 has correspondingly decreased the
12 number of cars on the road. This
13 means the folks who still need to
14 drive have fewer cars to contend
15 with on the roads.

16 Promoting cycling in
17 Philadelphia is a crucial goal for
18 the city as it will decrease
19 pollution, decrease auto crashes
20 and increase resident health.
21 Enforcing no stopping in our bike
22 lanes will also allow us to have a
23 productive conversation with
24 communities about more efficient
25 ways to use our existing street

1 parking.

2 Many folks here today will
3 speak and have spoken about the
4 desire to unload groceries, perhaps
5 luggage, furniture and for folks
6 who are elderly or disabled to use
7 the bike lane temporarily. I share
8 many of those concerns raised
9 today, which is why I support the
10 creation of additional passenger
11 loading zones on each block where
12 bike lanes are present on the other
13 side of the street, along with more
14 loading zones generally on those
15 streets.

16 On the west side of Broad
17 Street, for instance, where loading
18 zones have been added along the
19 Pine and Spruce Street bike lane
20 corridors, OTIS is looking at
21 expanding them possibly in the
22 future since there have already
23 been so many people using those
24 zones showing that people clearly
25 demand these types of flexible

1 stopping areas and need more of
2 them. By simply converting a few
3 existing parking spaces on our
4 streets to short-term loading
5 zones, we would meet the currently
6 unmet demand that folks have for
7 these activities while also
8 protecting people using the bike
9 lane.

10 At the end of the day,
11 safety for everyone needs to be the
12 number one priority, which is why
13 stopping in the bike lane needs to
14 stop. Thank you.

15 COUNCILMAN YOUNG: Thank
16 you so much for your testimony.

17 Mr. West, please proceed
18 with your testimony.

19 MR. WEST: I'm here to
20 reinforce Louie. Good morning --
21 no, hold on. That's wrong. Good
22 afternoon. My name is Bill West.
23 I am the Chair of the Streets
24 Committee of the Center City
25 Residents Association and I am

1 speaking to you in that capacity.
2 CCRA looks after the part of Center
3 City west of Broad between South
4 Street and JFK Boulevard.
5 The Pine and Spruce bike
6 lanes run east, west through the
7 middle of this area from Broad to
8 22nd. All the comments and queries
9 about our streets that local
10 residents send to CCRA come to me
11 and I answer them. When it comes
12 to the proposed changes to the bike
13 lanes on Pine and Spruce, residents
14 have asked me where will Uber and
15 Lyft go for pickups and drop-offs,
16 how will my contractor unload tools
17 and materials, how will I unload my
18 groceries.
19 Here's the answer: Loading
20 zones. In June, the City and the
21 Parking Authority installed loading
22 zones at or near the beginning of
23 each block on Pine and Spruce from
24 Broad to 22nd Street. They're
25 working well although not

1 perfectly. They're so popular I
2 think we're going to need to add
3 some more. I do think loading
4 zones are the correct answer for
5 Society Hill and Washington Square
6 West.

7 As Chair of the CCRA
8 Streets Committee, I have had a
9 hand in getting those loading zones
10 on Pine and Spruce west of Broad.
11 They were inspired by the earlier
12 expansion of loading zones on
13 Chestnut Street, which of course is
14 a commercial rather than a
15 residential area. Chestnut
16 continues to have challenges and I
17 think the answer there too will be
18 to add more loading zones.

19 The basic mission of the
20 CCRA Streets Committee is to help
21 make our streets, safe, useful and
22 pleasant for everybody. I hope you
23 will agree that we have a distance
24 to go before we actually get there,
25 but I do think loading zones are a

1 step in the right direction.

2 COUNCILMAN YOUNG: Thank

3 you so much for your testimony,

4 Mr. West.

5 Please anyone, state your

6 name and proceed with your

7 testimony.

8 MR. DONG: Good afternoon,

9 Chairman Young and members of the

10 Streets and Services Committee. My

11 name is Xiaoxia Dong. You may

12 refer to me as Summer. I am an

13 Assistant Professor in the

14 Department of City and Regional

15 Planning at the University of

16 Pennsylvania. I am here to testify

17 on my own behalf, Bill No. 240657,

18 introduced by Council President

19 Johnson.

20 This bill amends Title 12

21 of The Philadelphia Code to

22 prohibit stopping, standing or

23 parking a vehicle in the bike lane,

24 under certain terms and conditions.

25 I am a transportation scholar

1 studying traffic safety, including
2 safety of cyclists. The proposed
3 bill is a necessary measure to
4 advance the City's Vision Zero
5 goals and a crucial step towards a
6 multi-modal transportation system
7 that is safe, efficient and
8 equitable.

9 Biking takes cars off the
10 road, which helps to mitigate
11 congestions in places like Center
12 City, reduces demand for parking
13 and improves air quality. The
14 research is clear, better bike
15 lanes create safer environments for
16 cyclists and encourage more people
17 to bike. Parked cars jeopardize
18 cyclist safety by making bike lanes
19 unusable.

20 Research has shown that
21 parked cars in bike lanes
22 significantly increase cyclists'
23 risks of crashing and falling.
24 Cyclists will choose not to bike if
25 they do not feel safe while biking.

1 Having fewer cyclists means the
2 benefits of the City's investments
3 in bike lanes may not be fully
4 realized. Car stopping in bike
5 lanes also forces cyclists to
6 swerve into the vehicle lane which
7 disrupts traffic flow.

8 The proposed bill, if
9 complemented with adequate
10 enforcement, will provide the City
11 with an additional tool to enhance
12 biking safety. It will place
13 Philadelphia among several forward-
14 looking peer cities that have
15 banned stopping bike lanes,
16 including Boston, Chicago,
17 Washington D.C., and San Francisco.

18 In Chicago, stopping in
19 bike lanes could incur a \$250 fine.
20 In conclusion, the proposed bill
21 aligns with the City's Vision Zero
22 goals and represents a crucial step
23 towards a safe, efficient and
24 equitable multi-modal
25 transportation system in

1 Philadelphia. Thank you for the
2 opportunity to testify. I'm happy
3 to answer any questions.

4 COUNCILMAN YOUNG: Thank
5 you so much, Professor, for your
6 testimony.

7 Mr. Tung.

8 MR. TUNG: Hi. Good
9 afternoon, Chair Young, members of
10 City Council. My name is Will
11 Tung. I am not an Ivy League
12 professor. I work as a fire
13 captain in the city of
14 Philadelphia. I'm here in my
15 capacity as a private citizen
16 living in Southwest Philadelphia as
17 a volunteer with 5th Square, and
18 more importantly, I'm here as a
19 father raising a small child in the
20 city and as a personal victim of
21 traffic violence. I brought some
22 slides to go with my chat here.
23 5th Square is in favor of
24 Bill No. 240657. This bill will
25 make our city safer not only for

1 folks who travel by bike but also
2 for people who walk. In 2023
3 Philly saw 126 traffic deaths.
4 About half of them, 57 of them were
5 people walking. The effects of car
6 crashes also have an excess impact
7 on low-income households and people
8 of color. Serious crashes are
9 triple the rate in low-income areas
10 of Philadelphia and these losses
11 are unacceptable and preventable.

12 Looking at the slide, in
13 2020 my family and I nearly joined
14 this statistic of pedestrian deaths
15 while crossing 48th Street at
16 Springfield Avenue in a marked
17 crosswalk. My entire family,
18 including myself, my wife and our
19 then 6-year-old daughter was struck
20 by a careless driver.

21 So next slide. My daughter
22 suffered the worst. She lost five
23 teeth there. She fractured her
24 jaw. We're all physically
25 recovered now, but the

1 psychological trauma is lasting. I
2 still worry for her every day as
3 she now travels from home from
4 middle school by herself crossing
5 multiple busy streets. As
6 pedestrians, we don't have
7 protective equipment like seat
8 belts or helmets. We are reliant
9 on the City to design safer streets
10 with physical protection, open
11 sight lines and more importantly
12 slower vehicles.

13 A person hit by a driver at
14 40 mph is 90 percent likely to die.
15 At 20 miles per hour, this number
16 drops to 10 percent. If you go
17 back one slide there. Since our
18 incident, the City Administration
19 worked with my District
20 Councilmember Jamie Gauthier -- so
21 this is that same intersection,
22 that same picture -- to reconfigure
23 48th Street with a parking-
24 protected bike lane. So that red X
25 is where we were struck, and you

1 can see the roadway is reconfigured
2 now. The bike lane has moved
3 behind parked cars. And as a
4 pedestrian, this configuration
5 makes crossing the street so much
6 safer. It shortens the distance
7 we're exposed to moving vehicles
8 and with the narrower roadway, cars
9 drive slower. Also, there are
10 flexible posts at the corners to
11 make sure that people crossing the
12 street are visible to drivers.

13 This bill also enjoys the
14 support of the City's only
15 dedicated pedestrian advocacy group
16 Feet First Philly. To read a
17 little bit from their statement,
18 this bill will help keep bike lanes
19 clear, creating a safer and more
20 predictable environment for
21 pedestrians. Clean Air Council and
22 Feet First Philly strongly support
23 this bill and urge you to pass it
24 immediately. Prohibiting cars from
25 stopping, standing or parking in

1 bike lanes will keep the sight line
2 for pedestrians clear making it
3 easier to see traffic and to be
4 seen by drivers as they cross the
5 street.

6 Absent physical barriers to
7 prevent cars from being in the bike
8 lane, stronger rules that prevent
9 this unsafe behavior paired with
10 enforcement will give added
11 protection for pedestrians and
12 other vulnerable road users which
13 is why we fully support this bill.

14 So let's bring it back to
15 recent events. In the video of the
16 crash that killed Dr. Friedes, so
17 this is a still image from that,
18 you can see a pedestrian in the
19 bottom on the right side of the
20 screen jumping out of the way of
21 the speeding car after it struck
22 the doctor.

23 That same day Chris Cabrera
24 was killed by a car waiting to
25 cross the street at Allegheny

1 Avenue. Both Dr. Freides and
2 Mr. Cabrera would both be with us
3 today with real physical protection
4 of bike lanes. And this bill is a
5 vital component for this
6 protection. As a last note, I
7 thank Councilmember Gauthier and
8 Council President Johnson for
9 introducing this life-saving bill.

10 COUNCILMAN YOUNG: Thank
11 you. Thank you so much for your
12 testimony.

13 Are there any questions of
14 members of this Committee?

15 (No response.)

16 COUNCILMAN YOUNG: I have
17 one question regarding I guess the
18 installation of that protective
19 bike lane for you, Mr. Tung. At
20 that particular time or have you
21 seen a reduction in bicyclists
22 using the travel lanes when a
23 protected bike lane has been
24 installed?

25 MR. TUNG: Yes, definitely.

1 So 48th Street is a few blocks from
2 my house. I don't see it every
3 day. It's just one of the many
4 streets we cross. I ride a bike
5 occasionally myself and I prefer to
6 use the protected bike lane on 48th
7 Street. Right now we're waiting
8 for a southbound pair to go with
9 that. So that bike lane only goes
10 northbound. So folks who ride
11 south on 48th Street they still
12 ride in the street. But I have
13 noticed that bicycles -- if you're
14 riding a bike on 48th Street,
15 you're going to use that protected
16 bike lane over the vehicle lane.
17 Well, I will use it every single
18 time and I've noticed a lot of
19 cyclists using it.

20 COUNCILMAN YOUNG: Okay.
21 Thank you so much. Thank you both
22 for your testimony.

23 Mr. Pullin, would you
24 please call the name of the next
25 witnesses to testify on this bill.

1 THE CLERK: No more
2 witnesses to testify on the bill.

3 COUNCILMAN YOUNG: Thank
4 you, Mr. Pullin.

5 Now, we will transition
6 into our public comment session.
7 Mr. Pullin, would you please call
8 the first speaker for public
9 comment.

10 THE CLERK: Can we get
11 Amanda Perezo, Kieno Johnson and
12 Ben Schenerman.

13 (Witnesses approached
14 Witness table.)

15 COUNCILMAN YOUNG: Thank
16 you. Please state your name for
17 the record. You're going to
18 proceed with your testimony from I
19 guess right to left please.

20 MS. PEREZO: Hi. My name
21 is Amanda Perezo and I'm a
22 wheelchair user living in
23 Philadelphia. I rely on my
24 wheelchair to navigate this city
25 and access all that it has to

1 offer. Unfortunately, my
2 experience has been significantly
3 marred by the frequent and
4 dangerous practice of vehicles
5 stopping in bike lanes.

6 As someone with limited
7 mobility, I'm particularly
8 vulnerable to the hazards created
9 when vehicles block bike lanes.
10 These lanes often provide the
11 safest and most accessible path for
12 wheelchair users like myself,
13 especially when sidewalks and
14 construction areas are blocked off,
15 which is often the case.

16 When vehicles obstruct
17 these lanes, I am forced to make a
18 difficult choice, either, one,
19 maneuver into traffic. This
20 exposes me to significant danger as
21 cars may not see me or anticipate
22 my movements. The risk of an
23 accident is very real. Two, travel
24 onto the sidewalk. This is often
25 impossible due to curbs or other

1 obstacles. Even when sidewalks are
2 accessible, they may be crowded or
3 uneven, making travel difficult and
4 uncomfortable or, three, wait for
5 the vehicle to move. This can
6 cause significant delays disrupting
7 my schedule and limiting my ability
8 to participate in my daily life.

9 I have personally
10 experienced numerous instances
11 where vehicles blocking bike lanes
12 have put me in dangerous
13 situations. For example, when I
14 commute from my condo in Old City
15 to my office in Center City where I
16 work as a professor at Thomas
17 Jefferson University, I often
18 encounter cars that are blocking
19 curbcuts and parts of the roadway
20 making it difficult for me to
21 maneuver and safely get to where I
22 need to go. This is not just an
23 inconvenience. It's a serious
24 safety issue.

25 The current law, which only

1 prohibits parking on bike lanes, is
2 insufficient to protect roamable
3 road users like myself. Vehicles
4 stopping for even a short time
5 create the same hazards as parked
6 vehicles. I urge you to support
7 the new legislation that will
8 prohibit vehicles from stopping or
9 standing in bike lanes throughout
10 Philadelphia, and this will make
11 our streets safer and more
12 accessible for everyone, including
13 wheelchair users, cyclists and
14 pedestrians. Thank you for your
15 consideration.

16 COUNCILMAN YOUNG: Thank
17 you so much for your testimony.

18 Please, sir, proceed with
19 your testimony.

20 MR. JOHNSON: My name is
21 Kieno Christopher Jamal Johnson. I
22 used to live in West Philly. I'm
23 in Upper Darby now, and there's a
24 lot of sentiments today that I
25 didn't know that was around really,

1 a little bit ignorant to it even
2 though I'm in a wheelchair. But a
3 lot of times I will ride the bike
4 lane because I don't want to hurt
5 nobody on the sidewalk and it's a
6 good way to just get where I need
7 to go quicker.
8 You got to watch out for
9 swinging doors all the time. You
10 could get hit by an Amazon package
11 and it's always that swerve into
12 the street or swerve into the car
13 thing that comes into your mind
14 because whatever obstacle's in
15 front of you, you try to take the
16 path least -- that thing, you know,
17 you're trying to reduce the hurt on
18 everyone's case because there could
19 be somebody right in front of you
20 in your face standing there or
21 there's a bike following me close
22 or however this is behind me and I
23 got to stop suddenly.
24 I don't have stoplights on
25 the back of this thing. I have

1 lights but it don't say stop, when
2 not to stop. So it creates a lot
3 of swinging out in traffic. And
4 then say I'm held up behind someone
5 delivering a package, I'm sitting
6 there going back and forth waiting
7 for a chance to go in and, say, I
8 get a chance, there is always the
9 chance that a car will still pull
10 into my lane while I'm turning
11 because they don't see. So there's
12 a lot of intricacies to it.

13 And it's not just that.
14 Bicycles, wheelchairs, skateboards,
15 roller blades, you know, if you got
16 wheels, you kind of see each other
17 as brothers. That's what I think
18 anyway at least for right now the
19 way the city is, you know, besides
20 other brotherly love stuff that we
21 don't really see. I guess that's
22 it.

23 COUNCILMAN YOUNG: Thank
24 you so much, Mr. Johnson, for your
25 testimony.

1 Sir, please.

2 MR. SCHENERMAN: Hello. My
3 name is Ben Schenerman. I've lived
4 in Philadelphia for a decade and
5 currently live on West Rittenhouse
6 Square. I'm here today to ask City
7 Council to pass the no stopping and
8 bike lanes bill so we can have
9 safer streets for everyone.

10 July 5th of last year
11 around 7:30 p.m., warm and sunny,
12 I'm on my bike heading down Pine
13 Street to meet my girlfriend for
14 dinner at a jazz club. I'm about
15 halfway down the 1700 block and
16 ahead of me is a van parked
17 squarely in the bike lane. I check
18 over my right shoulder and see an
19 SUV way back at the intersection at
20 18th Street. It seems like I have
21 plenty of time to pass the van so I
22 signal my merge, pass the van and
23 merge back into the bike lane.
24 Now, the SUV must have
25 flown through the intersection

1 because as I'm slowing towards the
2 stoplight at 17th Street, the
3 driver pulls up to me, rolls down
4 his window and shouts, hey, man, I
5 could have killed you, as if he
6 didn't have all the visibility and
7 time in the world to let that pass
8 happen.

9 I want to note here for
10 those of you who don't regularly
11 use bike lanes in the city, when
12 the wind is in your ears, you can't
13 always hear cars coming up behind
14 you, especially with electric
15 vehicles. So even if you check
16 over your shoulder before passing a
17 stopped vehicle, your information
18 is necessarily out of date by a few
19 seconds while you're passing. Even
20 at the speed limit, a car can catch
21 up to you within seconds. But if
22 we remove the possibility for cars
23 to stop in bike lanes, this public
24 safety issue ceases to exist.

25 So at this point I could

1 tell the driver had been distracted
2 and yet he was blaming me for my
3 theoretical death. I expressed my
4 frustration at his behavior. In
5 response he screams, oh, hell no.
6 Then swerves his SUV into the bike
7 lane and stops on a dime forcing me
8 onto the sidewalk. He throws open
9 his door, jumps out and punches me
10 in my right ear. SUV guy's fleeing
11 the scene. I'm scrambling to a
12 cobblestone alley, now crying on
13 the phone that I'm not going to
14 make the date and we need to go to
15 the ER instead.

16 My point is this, had the
17 van never been permitted to stop in
18 the bike lane I never would have
19 had to enter the driving lane and
20 this entire fiasco would have been
21 averted. Thank you for passing
22 this bill and thank you for your
23 time.

24 COUNCILMAN YOUNG: Thank
25 you so much for your testimony and

1 for describing your experiences to
2 us. We really appreciate your
3 testimony today.

4 Mr. Pullin, could you
5 please call the names of anyone
6 else wishing to comment on this
7 bill.

8 THE CLERK: Can we get Stu
9 Bykofsky, Maria Vickers and Nicole
10 Galli.

11 (Witnesses approached
12 Witness table.)

13 MS. GALLI: Dropping like
14 flies.

15 COUNCILMAN YOUNG: Please
16 state your name for the record and
17 begin with your testimony.

18 MS. GALLI: Yes. Good
19 afternoon. Thank you, Council
20 Chair. My name is Nicole Galli and
21 I am a longtime resident of Pine
22 Street in Philadelphia. I'm a
23 homeowner and I'm also a proud
24 business owner in this city. My
25 neighbors and I are concerned about

1 the safety and well-being of all
2 Philadelphia residents.
3 We are deeply concerned
4 that this proposed law like the
5 other initiatives recently proposed
6 by the Office of Multi-Modal
7 Transit unfairly and unreasonably
8 burdens Pine/Spruce Street
9 residents without providing
10 adequate traffic safety for all
11 residents, including pedestrians
12 and bikers.

13 The City's planning for the
14 Spruce/Pine bike lanes, including
15 the proposed law, have not even
16 considered reasonable and proven
17 alternatives that would be less
18 burdensome on the residents and
19 more effective for traffic safety.
20 This includes options such as speed
21 cushions, raised crosswalks, speed
22 cameras and enforcement of existing
23 laws. Although typically 10
24 pedestrians are killed in traffic
25 for every cyclist killed in

1 Philadelphia, traffic planning on
2 these blocks has only narrowly
3 focused on enhancing existing bike
4 lanes. Neither stopped vehicles in
5 the bike lane nor the absence of
6 physical barriers caused the crash
7 that killed Dr. Friedes this year
8 or Ms. Fredrick's in 2017.

9 Dr. Friedes was killed by a
10 speeding and drunk driver.
11 Speeding and impaired drivers are
12 two of the leading causes of
13 traffic deaths. Preventing
14 vehicles from stopping in the bike
15 lane or even from moving into the
16 lane through physical barriers
17 would not have prevented an
18 accident.

19 Had these measures been in
20 place, it is highly likely that
21 that victim would have instead been
22 a pedestrian. Measures like those
23 we are proposing, however, could
24 have prevented the entire incident
25 or at least dramatically reduced

1 its impact for all. The City's
2 plans to enhance bike lanes address
3 the perceived safety needs of only
4 one group of Philadelphia
5 residents. Not only do these
6 measures fail to adequately address
7 the safety needs of all residents,
8 they also severely negatively
9 impact the quality of life for
10 residents who live along these
11 corridors, notwithstanding the
12 loading zones. Yet residents who
13 oppose these proposals and ask
14 instead for alternative measures
15 are unfairly portrayed as the enemy
16 of bikers and their safety.
17 To be clear, we are not the
18 enemy of bikers. Indeed many
19 residents who oppose these changes
20 are themselves active bikers in the
21 city. Were the proposed measures
22 to enhance bike lanes the most
23 effective or only options to ensure
24 traffic safety, placing additional
25 burdens on these residents might be

1 reasonable, but they are not.

2 Thus, I implore City

3 Council and other City officials to

4 stop moving ahead with this bill

5 and with the other proposed bike

6 lane enhancement measures and

7 instead focus on identifying and

8 implementing reasonable

9 alternatives and more effective

10 measures for ensuring street safety

11 for all residents that are less

12 burdensome on the residents of the

13 Pine/Spruce corridor. Thank you

14 for allowing me to make these

15 remarks.

16 COUNCILMAN YOUNG: Thank

17 you so much for your testimony.

18 (Applause.)

19 Mr. Bykofsky.

20 MR. BYKOFSKY: I am Stu

21 Bykofsky, the CEO of Byko Media

22 LLC. Dear Councilmembers --

23 Councilmember, this is a sincere

24 invitation for you to visit me at

25 my Spruce Street home. Today you

1 can arrive by Uber, by car, by
2 taxi. You can pull up to the curb
3 which is a no-parking zone to exit
4 the vehicle. If Bill 240657 is
5 passed however, you will be unable
6 to exit your vehicle without
7 risking a \$125 fine. And if you
8 want to send me a nice fruit basket
9 for appearing here today, the
10 driver will have to chuck it out
11 the window because the van will not
12 be able to stop in front of my
13 residence.

14 Think about that. I wonder
15 if the cosponsors really thought
16 this through or did it just sound
17 like a good idea like having bike
18 lanes installed on the right-hand
19 side of Spruce and Pine Street.
20 The experts said that was the thing
21 to do. Less than a decade later,
22 the bike lanes were moved to the
23 left-hand side of the street,
24 whoops.

25 Most of the testimony I've

1 heard today was about bike lanes
2 and had nothing to do with the
3 specific issue of no stopping in
4 bike lanes. Current law allows
5 temporary stopping for discharge of
6 passengers, for instance, in
7 no-parking zones. Those exist on
8 almost every block of Spruce and
9 Pine and present an extremely minor
10 obstacle for cyclists.

11 Safety has been raised
12 several times. If this bill
13 passes, how will my elderly and
14 infirm neighbors safely exit or
15 enter a taxi or Uber in front of
16 their home. Stopping in the
17 operating lane is unsafe and it's
18 also illegal. How can FedEx, UPS,
19 Amazon, DoorDash and other services
20 complete deliveries.

21 The bill as written makes
22 no mention of loading zones. It
23 does not request curb carve-outs as
24 are found on South Broad Street,
25 Market Street East and elsewhere.

1 If exceptions such as loading zones
2 are not written into the bill, then
3 they do not exist. As written,
4 Bill 240657 is worse than the
5 Phillies post-season performance.
6 It is a solution in search of a
7 problem but can be saved.

8 On my short block between
9 Juniper and Broad there are two
10 restaurants, one dry cleaner and
11 one convenience store, all of which
12 receive commercial deliveries. You
13 could add language to require
14 loading zones close enough and
15 large enough to handle the volume.
16 That's pretty much what we already
17 have. Why change it. Change isn't
18 always progress and this is change
19 without purpose. Thank you.

20 (Applause.)

21 COUNCILMAN YOUNG: Thank
22 you so much for your testimony.

23 Ms. Vickers.

24 (Witness approached Witness
25 table.)

1 MS. VICKERS: Good
2 afternoon. My name is Maria Perez
3 Vickers and I live at 1326 Spruce
4 Street in Center City Condominium
5 with 182 condos and approximately
6 325 people living there. I'm here
7 today in response to the Mayor's
8 promise to listen to all
9 stakeholders as you consider
10 Council President Johnson's
11 proposal to the ordinance, which
12 would ban any stopping in any bike
13 lane anywhere in the city.

14 And I echo Stu's comments
15 that for someone living in Center
16 City Philadelphia in a highly dense
17 area where loading and unloading is
18 a crucial part of our everyday life
19 not only for the residents who must
20 take transportation, live their
21 lives, buying groceries and
22 delivering them home and unloading
23 them, taking a taxi, going to the
24 doctors when they're incapacitated,
25 the businesses, the small

1 businesses under our building and
2 are part of Center City One which
3 constantly receive deliveries and
4 customers crossing the street to
5 the loading zones that are there
6 now temporarily which are also
7 inadequate, poses its own threats.
8 People get run over.
9 People get scared with traffic
10 coming on and not stopping. We
11 don't have a traffic sign at
12 Juniper and Spruce. We have no
13 regulated speed limit, no traffic
14 calming strategies like speed
15 bumps. So I think one of the
16 things that we really hope that you
17 will do as you progress with taking
18 testimony and considering
19 amendments to this ordinance is to
20 see what you can do about thinking
21 about the everyday life of a couple
22 hundred people who live there, who
23 don't have one parking space in
24 front of their home that is
25 convenient for them to a light

1 without worrying about oncoming
2 traffic.

3 You've heard a lot about
4 traffic violence and, yes, we want
5 what is fair for everyone. But we
6 seem to have been forgotten. We're
7 in Center City Philadelphia. We
8 put up with high traffic and a lot
9 of other insults. We put up with
10 bikes on the sidewalks, which is
11 another issue that is not addressed
12 here.

13 We would like to have a
14 more holistic ordinance which
15 addresses the problems that come
16 with bike riding in every form. I
17 have seen cyclists jump from the
18 bike lane onto the sidewalk to
19 continue in the flow of traffic
20 because they had to stop for
21 signals. So I think that there has
22 to be a more targeted view of these
23 issues and take a look at all the
24 problems that we're encountering.

25 In the spirit of having a

1 peaceful and safe environment for
2 everyone, we recognize that we need
3 to accommodate people who want to
4 ride bikes, we need to accommodate
5 pedestrians, we need to accommodate
6 automobile drivers. Please
7 consider all of these stakeholders
8 as you listen to the testimony and
9 make your decisions.

10 I am authorized today to
11 offer a letter which was written by
12 the President of our Condominium
13 Association Jeff Jacobs. He sent
14 it to the Mayor on October 12th and
15 I would like to move it into the
16 record if I may at this point. In
17 it, it covers many of the issues we
18 have already discussed here. But
19 he makes a visionary proposal which
20 I hope Council will take a look at.
21 And, that is, to relocate the bike
22 lanes to Sansom Street and close it
23 to vehicle or traffic, creating a
24 river-to-river cycling and walking
25 corridor.

1 This is a long-range plan
2 in the next five years perhaps, but
3 it's something that may really help
4 to solve the problem that we all
5 seem to have with bike lanes which
6 disrupt certain functions right now
7 and create dangers for bikers and
8 others who are disabled. So I
9 would urge you to take a look at
10 that. This represents the view of
11 several hundred people and I thank
12 you for your attention.

13 (Applause.)

14 COUNCILMAN YOUNG: Thank
15 you so much, Ms. Vickers, for your
16 testimony. The Chair notes that
17 the letter of Mr. Jeff Jacobs,
18 President of Center City One
19 Condominium Association, will be
20 made part of the record.

21 Mr. Pullin, could you
22 please call the names of those
23 wishing to give public comment.

24 THE CLERK: Can we get
25 Alexander Roederer, Sam Mink,

1 Justin DeLoatch and can Will Tung

2 come back up.

3 (Witnesses approached

4 Witness table.)

5 COUNCILMAN YOUNG: Thank

6 you. We're going to go from I

7 guess your right to left.

8 MR. ROEDERER: Good

9 afternoon, Councilmembers. My name

10 is Alexander Roederer. I live in

11 Center City near Broad and Pine,

12 just a few hundred feet from the

13 Pine Street bike lane. I'm here to

14 testify in strong support of Bill

15 240657 banning stopping and parking

16 in the bike lane.

17 I frequently use the Spruce

18 and Pine bike lanes to get around

19 the city to doctors' appointments

20 in Old City, to get groceries on

21 South Street, to get to Rittenhouse

22 Hardware, to see my friends in West

23 Philly via the South Street Bridge

24 or up to the Art Museum via the

25 Schuylkill River Trail.

1 Every time I use these bike
2 lanes I inevitably encounter people
3 stopped or parked in the bike lane
4 on nearly every block. Each time I
5 have to merge into traffic to get
6 around them, and I know I'm taking
7 my life at risk to provide that
8 convenience to other people. If
9 you're on a bike, you're very aware
10 of that fact. Every time I have to
11 be worried that a driver will not
12 see me, cause a crash in which I
13 could be injured or die.

14 Much of the criticism I've
15 heard around this bill centers on
16 people's desire to stop in the bike
17 lane so that they can unload their
18 vehicle directly in front of their
19 house or to have their taxi pull up
20 at their doorstep. I would remind
21 these critics that for many in the
22 city this is a luxury that they
23 cannot enjoy. Most streets in the
24 city have parking on both sides and
25 the rest of us somehow get by.

1 Regardless the city can, and I am
2 heartened to hear, is proactively
3 improving the situation by
4 continuing to designate more
5 loading zones on each block, which
6 would provide loading and unloading
7 access to everyone, not just people
8 lucky enough to live directly on a
9 bike lane.

10 As I understand it, over
11 45,000 people a week use the Spruce
12 and Pine bike lanes. That's just
13 those two bike lanes, let alone the
14 22nd Street one, the 13th Street
15 one. Our safety matters, and
16 making people feel safe when using
17 bike lanes encourages folks to use
18 their bikes, which makes Philly
19 cleaner and greener and reduces
20 traffic for those who really do
21 need to use their car.

22 So please help make these
23 bike lanes safer by keeping them
24 clear and pass this bill. Thank
25 you to Councilmember Gauthier for

1 introducing this bill, and thank
2 you for hearing my testimony today.
3 COUNCILMAN YOUNG: Thank
4 you so much. Please proceed with
5 your testimony.

6 MR. MINK: Thank you. Good
7 afternoon. My name is Sam Mink. I
8 am a business owner in Center City
9 as well as a parent of a 10-year-
10 old. I'm here to speak in support
11 of Bill No. 240657. We live in
12 Bell Vista and I ride my bike with
13 my son. He rides his bike, he's 10
14 years old, to school every morning.

15 We live at 10th and
16 Bainbridge. So in order to get to
17 Spruce Street, we've got to go
18 north on 11th Street. We go down
19 to 25th. His school is at 25th and
20 Lombard. And every day that we're
21 riding down Spruce Street, there's
22 at least three to five either cars
23 or delivery trucks parked in the
24 bike lane that we have to swerve
25 around. And while this is

1 disconcerting for me as an adult
2 riding my bike, it is very scary
3 for my son who is a good bike rider
4 but still has to merge into traffic
5 that is going 20, 25 miles an hour.
6 And soon he'd like to be riding his
7 bike on his own to school and we
8 don't feel very comfortable that
9 it's a safe environment for him to
10 do that.
11 Not only do I live in
12 Center City, but I'm also a
13 business owner. I have about 120
14 employees that work in Center City.
15 And about 40 percent of those
16 employees ride their bikes to work
17 every single day. So it's about
18 almost 45 to 50 of my employees
19 that ride their bikes to work and
20 at least two to three times a year,
21 we have employees that have crashed
22 on their way to work. And a lot of
23 times that's because people are
24 parked in the bike lanes and
25 they've got to swerve around.

1 Sometimes they unfortunately get
2 hit by other cars. So I am very
3 much in support of 240657 to make
4 biking in Philadelphia much safer.
5 Thank you.

6 COUNCILMAN YOUNG: Thank
7 you so much.

8 Mr. DeLoatch.

9 MR. DELOATCH: Good
10 afternoon, Chair Young. My name is
11 Justin DeLoatch. I am here as a
12 moving business owner to address
13 Bill No. 240657 Get Out of the Bike
14 Lane introduced by Council. I am
15 strongly in support of this bill
16 discouraging parking in bike lanes.
17 As a moving business owner,
18 I assure Council that no business
19 owner wants to jeopardize the lives
20 of anyone much less -- no business
21 owner wants to jeopardize the lives
22 of anyone in passing this bill --
23 will not jeopardize the health of
24 anyone much less end our industry.
25 All of Council -- I'm

1 sorry. All these concerns of this
2 bill can be dealt with by loading
3 and unloading zones. Parking in
4 the bike lanes jeopardizes the
5 thousands of bike riders that
6 commute daily in our great city by
7 forcing them into travel lanes used
8 by moving vehicles weighing
9 thousands of pounds. All the
10 concerns -- I support the creation
11 of moving loading zones with any
12 roadway redesign so that moving and
13 delivery businesses like mine have
14 the ability to operate lawfully
15 without jeopardizing lives.

16 I'm sorry. There is a lot
17 of stuff that bikers have to go
18 through. I'm just going to talk to
19 you bluntly and plainly. We face a
20 lot of putting our lives on the
21 line. When people park in the bike
22 lanes, we have to go out into
23 traffic. And people are like why
24 are you in the travel lanes. We
25 are in the travel lanes because

1 people park in the bike lanes.
2 When we are biking into the
3 travel lanes, we don't want to
4 upset other drivers, but we have to
5 do that. If someone opens their
6 door and we're in the bike lane, we
7 will fall off our bikes, possibly
8 fall on the ground and get run
9 over. People don't realize the
10 many different challenges that
11 bikers face along with pedestrians
12 and wheelchair users. Wheelchair
13 users also ride in the bike lanes.
14 I know that I'm supposed to
15 say what I wrote down here, but
16 there's so much stuff that we have
17 to deal with. And like I said,
18 we're not the only ones that use
19 the bike lanes. Because of
20 impassible sidewalks, people that
21 use wheelchairs are also in the
22 bike lanes. But first things
23 first, there's a precedent that
24 gets set when we don't enforce the
25 laws that are already on the books

1 much less not protect the people

2 that -- just protect lives of

3 people that use these bike lanes.

4 But, yeah, as a small

5 business owner of a moving company

6 I am in strong support of not

7 allowing parking in the bike lanes.

8 And once this has passed, I believe

9 that loading zones will also be

10 next on the docket which would

11 address what some of the other

12 people that oppose this bill would

13 like as well. Yeah, so thank you

14 for hearing me.

15 (Applause.)

16 COUNCILMAN YOUNG: Thank

17 you for your testimony. And you're

18 not limited to what you wrote down.

19 This is your opportunity to comment

20 on how you feel about this

21 particular bill so however you

22 feel. So anyone in the audience,

23 please just let us know. That's

24 why we have this hearing. So thank

25 you.

1 Chair recognizes Mr. Tung

2 again.

3 MR. TUNG: Yes. Thank you

4 so much for -- I'll be quick since

5 this is public comment. But I do

6 want to note we had 126 people

7 killed in our streets in 2023.

8 Nearly half of them were

9 pedestrians and this doesn't have

10 to happen. There are other

11 cities -- not only overseas, but

12 here in America there are other

13 cities, Hoboken and Jersey City,

14 have achieved Vision Zero. They've

15 achieved zero roadway deaths. And

16 a lot of these measures are well

17 within the powers of this building

18 of the Mayor's Administration and

19 City Council and we rely on you to

20 keep us safe.

21 I want to thank the other

22 folks who testified in support and

23 we heard from people, from

24 wheelchair users, from business

25 owners, from residents

1 associations, from victims of
2 traffic violence like myself,
3 bicycle advocacy and pedestrian
4 advocacy groups all in support of
5 this bill.

6 And I also want to push
7 back a little bit on some of the
8 comments said about not having a
9 say in how safe your city is if you
10 don't live on the block that you
11 travel through, right, that your
12 concerns aren't legitimate because
13 you're not a resident of that very
14 block that the roadway is getting
15 designed. Especially if you live
16 in a high-use corridor like I do in
17 Southwest Philadelphia, thousands
18 of people travel on that street and
19 I feel like the folks who travel on
20 the street who want to be safe
21 should also have a voice too. So
22 thank you so much for your time.

23 (Applause.)

24 COUNCILMAN YOUNG: Thank
25 you so much.

1 Mr. Pullin, could you
2 please call the name of the next
3 person to comment, public comment.

4 THE CLERK: Can we get
5 Michael Seidman, Gale Hearn and
6 Linda Skale.

7 (Witnesses approached
8 Witness table.)

9 MR. SEIDMAN: Good
10 afternoon. I appreciate the
11 opportunity to appear before you
12 today. You're in a very unique
13 situation. You have to do what
14 King Solomon did after hearing all
15 this testimony. I live at 1326
16 Spruce Street Center City One. It
17 is probably the most unique block
18 on Spruce Street when it comes to
19 bike lanes.

20 COUNCILMAN YOUNG: Could
21 you please state your name for the
22 record, sir.

23 MR. SEIDMAN: Michael
24 Seidman, S-e-i-d-m-a-n.

25 COUNCILMAN YOUNG: Thank

1 you.

2 MR. SEIDMAN: On my side of
3 the street where Center City One is
4 going west, you have stores in the
5 arcade, you have the entrance to
6 our garage, you have a humongous
7 loading dock for the Art House and
8 the Loch Bar on the southeast
9 corners of Broad and Spruce.

10 Across the street from our building
11 are three apartment buildings and
12 meter and parking places controlled
13 by a kiosk.

14 Right now if this bill is
15 passed as it's read, we can't stop
16 anywhere to load or unload
17 anything, to get into or out of a
18 cab or an Uber or a Lyft. You
19 really -- to appreciate our
20 problem, you should come to see it
21 in person. It's only a few blocks
22 south of here. We have no space to
23 put anything. We need a place to
24 unload. We need a place to load.
25 There's no place to do it,

1 Especially you look at our
2 block with what's to our left, the
3 garage and the loading dock, and
4 what's across the street from us,
5 apartment buildings and parking
6 places, there's no place for us to
7 be able to stop and unload
8 groceries or luggage or get into or
9 out of an Uber or a Lyft or a
10 yellow cab. You have a decision to
11 make and you have to be very
12 Solomonic in doing it because you
13 have to appreciate everybody's
14 position, including the bikers.
15 I don't have a problem with
16 the bike lane. What I have a
17 problem with is not being able to
18 get groceries into my home or
19 luggage into my home. We have a
20 lot of elderly people in our
21 building and we don't move as fast
22 as everybody else. We don't want
23 to stop in the traffic lane. But
24 unless you give us a position and a
25 situation where we can do what we

1 need to do to exist, then you're
2 doing us a disservice in favor of
3 the bikers.

4 And I think you have to
5 appreciate the situation and help
6 everybody because we all are
7 citizens of this city and we need
8 the help and you're the only one in
9 a position to do that for us. I'm
10 hoping you will. Thank you very
11 much for the opportunity.

12 (Applause.)

13 COUNCILMAN YOUNG: Thank
14 you so much for your testimony.

15 MS. SKALE: Good afternoon,
16 Mr. Chair.

17 COUNCILMAN YOUNG: Can you
18 please speak into the mic.

19 MS. SKALE: Oh. Good
20 afternoon, Mr. Chair, my own
21 Councilmember Councilman Squilla,
22 whom I don't see at the moment, but
23 members of the Committee. My name
24 is Linda Skale and I oppose the
25 bill being considered today. I

1 have lived on the 500 block of Pine
2 Street for more than 41 years.
3 I am here today to ask that
4 you, the City Council, the Streets
5 Department and the Mayor think
6 carefully about the adverse effects
7 of the City's current proposal to
8 prohibit stopping in bike lanes on
9 Pine and Spruce Streets. I speak
10 for many of my neighbors on these
11 two streets, but more particularly
12 in the residential neighborhood
13 east of 7th Street. When I say
14 that, such a blanket provision
15 would seriously impact the quality
16 of life on these streets.

17 Most residences on Pine and
18 Spruce have no rear access. Due to
19 this fact and as a result of the
20 installation of bike lanes, I can
21 tell you from my first-hand
22 observation that delivery trucks,
23 contractors, taxis, Ubers and
24 others, including emergency
25 vehicles, have no choice but to use

1 the bike lanes to safely load and
2 unload passengers and supplies.
3 Often the bike lanes are
4 used by parents of young children
5 to safely get their children out of
6 or into their car seats. Elderly
7 and disabled residents likewise
8 depend upon the bike lanes to
9 safely get in and out of transport
10 vehicles. When the bike lanes were
11 installed 15 years ago, the City
12 told us that there would be short-
13 term stopping. That was the
14 bargain. And now, the City is
15 threatening not to hold up their
16 end of that bargain.

17 Rather than prohibiting
18 short-term stopping in the bike
19 lanes, we feel strongly that the
20 City should focus on enforcement of
21 existing laws to protect the safety
22 of pedestrians, motorists and
23 bikers alike. We suggest that the
24 City add clear signage indicating
25 that vehicles stopping to drop off

1 or load passengers and materials in
2 the bike lane are strictly limited
3 to 20 minutes or less.

4 We also suggest new signs
5 reminding bikers that they too are
6 subject to traffic rules and to the
7 same 25 mile per hour speed limit
8 as motorists. Therefore, please do
9 not vote this bill out of
10 Committee. Please hold it until
11 more engagement can occur. Some
12 are pushing you to rush this bill.
13 Please resist doing that. Thank
14 you.

15 (Applause.)

16 COUNCILMAN YOUNG: Thank
17 you so much.

18 Please proceed with your
19 testimony, ma'am.

20 MS. HEARN: Good afternoon.

21 COUNCILMAN YOUNG:
22 Afternoon.

23 MS. HEARN: My name is Gale
24 Hearn and I also oppose the bill
25 being considered today. I have

1 lived on the 500 block of Pine,
2 like my neighbor Linda, for more
3 than 44 years and in the
4 neighborhood for 56 years. I've
5 seen a lot of neighborhood
6 controversy and I know the
7 importance of realtime information.

8 So I went out this morning
9 and collected some data. It
10 happens that my usual morning walk
11 is down on Penn's Landing, and that
12 means that I access that by going
13 from 6th down Spruce and then I
14 return along Front Street and then
15 Pine, so that's the easternmost
16 part of the Spruce and Pine bicycle
17 lane, and I walk immediately beside
18 the bicycle lane.

19 Now, here's what I saw this
20 morning: Along the seven blocks of
21 Spruce at around 8:00 a.m. as I
22 walked eastward beside the bicycle
23 lane, I saw no vehicles at all in
24 the bicycle lane and five bicycles
25 passed me going westward in the

1 bicycle lane. I returned -- that
2 was about 8:00 a.m. rush hour. I
3 returned about an hour later and I
4 went along the 100 block or one
5 block of Front Street around
6 9:00 a.m. between Spruce and Pine
7 and I saw one bicycle that
8 partially used the bike line.

9 And then I headed across up
10 the six blocks up Pine Street
11 getting home around a little after
12 9:00. What did I see in that
13 section? Again, as in the other
14 two, no vehicles in the bicycle
15 lane. I saw three cyclists headed
16 eastward. So that was more than a
17 mile and something of walking
18 alongside the bike lane this
19 morning collecting data. I saw a
20 total of no vehicles at all in the
21 bike lane and nine cyclists.

22 I have some conclusions
23 from that. I do this every day so
24 there was only one thing that was
25 unusual, and that was the no

1 vehicles at all at rush hour. You
2 would expect at least a few
3 construction crews or something
4 unloading. And I think what I'm
5 seeing is the effectiveness of the
6 enforcement of the present
7 regulation. We heard earlier that
8 it's being enforced now. Now,
9 where it says no parking, they're
10 not parking anymore. Those bicycle
11 lanes are basically clear.

12 The other thing that I was
13 sort of surprised by was the fact
14 that there were, in fact, at rush
15 hour fewer bicycles than I would
16 have predicted. So when I look at
17 these two things together, I have
18 to ask can't we share this space,
19 is it impossible to share this
20 space. It just seems to me we can
21 do better and we can share it.

22 And that brings me to the
23 thought that there are people in
24 the neighborhood who really need to
25 get to their front door by vehicle,

1 and I'm thinking of folks with
2 small children and I'm thinking of
3 course obviously of the elderly.
4 Many of us elderly folk, some can't
5 function without drop-off and pick-
6 up at the front door. Just to get
7 out of the house they have to get
8 an Uber or something and they have
9 to get it at their front door,
10 medical appointments, many things.
11 They need to have vehicles stop
12 where they can reach the vehicle.
13 Just to get to the corner
14 from my house is more than 50
15 yards. Just asks the Eagles how
16 hard it is to go 50 yards. If you
17 don't know, you weren't at the
18 game. Okay. But that aside, I
19 really feel that -- well, there's
20 one other thing I just have to
21 share. I'm sorry. But this really
22 upset me this morning and I want to
23 share it with all of you.
24 I did see nine cyclists,
25 right. Five of those cyclists were

1 not wearing helmets. I cannot
2 believe that disregard for personal
3 safety. I can't believe we are not
4 emphasizing more in this city the
5 importance of wearing a helmet.
6 These were regular cyclists. They
7 all look like people going to work.
8 I just don't understand that and I
9 hope people will work harder to get
10 them to wear helmets. That's a
11 real safety issue in my mind, but
12 that's neither here nor there.

13 The final observation, that
14 comment aside, I want to reiterate
15 that as of this morning the present
16 laws are working fine. They are
17 being enforced and people are
18 responding. The no-parking in the
19 bike Lanes has, if enforced, keeps
20 people out of the bike lanes, keeps
21 cars out unless presumably they
22 really, really need them and that
23 changes, I think, the picture
24 entirely. That's basically why I
25 oppose this new, more restrictive

1 legislation.

2 And I hope that you will
3 not vote it out of Committee or not
4 move it forward until there has
5 been more engagement with the
6 community, more consideration of
7 all the people involved so that it
8 can be safer for everyone. Don't
9 be rushed into premature action
10 please. Thank you.

11 (Applause.)

12 COUNCILMAN YOUNG: Thank
13 you so much for your testimony.

14 Are there any questions of
15 these witnesses?

16 (No response.)

17 COUNCILMAN YOUNG: Seeing
18 none, thank you.

19 Mr. Pullin, would you
20 please call the next witnesses to
21 testify.

22 THE CLERK: Can we get Alex
23 Malone, Mason Carter and Arunie
24 Jayatilleke.

25 (Witnesses approached

1 Witness table.)

2 COUNCILMAN YOUNG: Thank
3 you. Can you please begin with
4 your testimony. If you have any
5 written testimony, could you please
6 supply that to us so that you'll be
7 able to summarize what your
8 testimony is. Thank you.

9 MR. CARTER: Thank you.
10 Yes, my name is Mason Carter and I
11 am here today in support of Bill
12 240657. I am someone who is a very
13 multi-modal person. I ride my bike
14 a lot. I drive. I take transit.
15 I walk. And what I'll say is that
16 for me I kind of come from somebody
17 that has used in the past when I
18 lived on 7th and Pine, I've had
19 experience, a lot of experience, on
20 the bike lanes having to load
21 things. And I am an amputee, so I
22 do need to be close to do this,
23 especially when I was living on a
24 third-floor walkup.

25 And I think that honestly

1 it'll be better this way for
2 bikers, for if you have the loading
3 zones and they're really working
4 well and they're well-enforced.
5 This will actually be a better
6 system than kind of what's
7 happening right now which is
8 chaotic. I mean, it's
9 unpredictable as a biker. It's
10 unpredictable as a driver, really
11 for anybody.
12 And so, I think that as
13 long as we're getting those loading
14 zones in, we'll actually improve
15 the way that we're doing this. And
16 I also just wanted to mention too
17 that today from 7:30 to 9:00 a.m. I
18 volunteered for the Bicycle
19 Coalition to do bike counts
20 specifically on 21st and Pine. And
21 in the span of 15 minutes, I
22 counted 40 bikes that passed me by.
23 And so, there is a lot of people
24 that are using these lanes and a
25 real spectrum of people that are

1 using it. It was wonderful to see.

2 And I saw with my eyes what

3 happens when people are using --

4 usually I'm on my bike when this is

5 happening. But when I actually see

6 just standing there and having to

7 really observe this, having cars

8 going in and out of the bike lanes,

9 it slows car traffic, it's really

10 dangerous for bicyclists. I've

11 witnessed numerous conflicts and

12 it's really just not working.

13 And so, I think that this

14 is going to be a really good first

15 step and I strongly encourage this.

16 There will be people that are going

17 to object to this. But ultimately,

18 I think that this is something that

19 is really, really worth trying and

20 let's see if it works. I have a

21 very good feeling that it will work

22 well for everyone. Thank you.

23 COUNCILMAN YOUNG: Thank

24 you so much, Mr. Carter, for your

25 testimony.

1 Mr. Pullin, could you

2 please call the names of folks

3 wishing to testify on this bill.

4 THE CLERK: Can we get

5 Charles Goodwin, Lloyd Brotman,

6 Niara Lezema and Claudia Carabelli

7 and Kimberly Model.

8 (Witnesses approached

9 Witness table.)

10 COUNCILMAN YOUNG: Thank

11 you. Mr. Goodwin, please proceed

12 with your testimony. State your

13 name for the record.

14 MR. GOODWIN: Can you hear

15 me? Hello. Okay, that's working.

16 Thank you. My name is Charles

17 Goodwin. I live at 22nd and Pine

18 on the bike lane. I am a past

19 President of the Center City

20 Residents Association and the

21 current Treasurer of the 8th Ward

22 Democratic Committee, and I want to

23 be clear that I'm speaking through

24 neither of those organizations when

25 I am testifying here today, just in

1 case there's any confusion about
2 that.

3 I'm also a cyclist. I bike
4 almost daily on the Spruce-Pine
5 corridors. I've been biking on
6 those streets for the 25 years I've
7 lived in the house we live in now,
8 and I've been biking for almost 35
9 years in Philadelphia when I first
10 came to town. And I'm actually
11 really troubled by the current
12 proposal because it does nothing to
13 control speed. And I think it's
14 actually going to induce more bad
15 behavior and chaos on our streets
16 than the present situation, which
17 is kind of bad enough.

18 What we need is some speed
19 control to save the lives of the 50
20 pedestrians and 5 cyclists
21 typically killed every year on the
22 streets of Philadelphia, and we're
23 not really doing anything for
24 speed. But a number of years ago
25 or a few years ago I asked the

1 bicycle person at OTIS, since I
2 have a bike lane in front of my
3 house, whether I got to load in
4 front of my house, I got 42-pound
5 bags of kitty litter to carry in
6 from the car when we come back from
7 BJ's. It's not easy to bring those
8 in the house, but I asked the
9 bicycle person at OTIS whether I
10 should load from the traffic lane
11 or from the bicycle lane. And what
12 she told me was the bicycle lane
13 and literally with an eye-roll,
14 like how could you be so stupid to
15 ask this question.

16 And the logic here is if I
17 stop in traffic, motorists behind
18 me will swerve into the bike line
19 to go around me. And those
20 motorists are not going to stop to
21 do it. They're going to just
22 proceed. They're not going to look
23 in their blind spot where there
24 could be a bicyclist or knowing our
25 bike lines, a bicyclist, a scooter

1 rider, a jogger, someone on a
2 moped, like a Vespa scooter,
3 because let's be real about who
4 uses bike lanes, and sideswipe that
5 person or rear-end them, which will
6 produce terrible results. That's
7 exactly the accident that brings us
8 here today, is someone swerved out
9 of a traffic, someone driving
10 almost twice the speed limit or
11 more than twice the speed limit
12 double-drunk over the limit, came
13 up to a car stopped in the street,
14 I don't know whether it was parking
15 or loading, but came to a car
16 parked in the street and
17 automatically swerved the wheel to
18 the left to go into the bike lane
19 to go around that car and we're
20 just setting this up to happen
21 again.

22 What happens in the present
23 situation, yeah, I'm biking on Pine
24 Street. There's almost always a
25 car or several cars a block. I

1 come up behind the stopped vehicle,
2 I curse because I'm annoyed. Then
3 I stop and I look over my shoulder
4 and I proceed cautiously.
5 Motorists aren't going to do this
6 when they see stopped cars in the
7 traffic lane. The behavior is just
8 different.

9 So what we really need is
10 something that controls speed.
11 It's really kind of a bit of a Wild
12 Wild West on our streets here. I
13 don't think anybody would disagree
14 with that. Can we just slow it
15 down. We saw the slide earlier and
16 someone presented if there's an
17 accident at 20 miles an hour,
18 there's a 90 percent chance of
19 survival of the pedestrian. If
20 there's an accident at 40 miles an
21 hour, there's a 90 percent chance
22 of death of the pedestrian.

23 So what can we do to get
24 traffic down to 20 miles an hour so
25 that literally bicyclists and

1 motorists can all enjoy the street
2 together, have a city that's so
3 safe that a toddler stumbles off
4 the curb into traffic and cars will
5 stop and the kid will be okay.
6 This just imposes costs on
7 residents and it's going to make
8 the streets more chaotic because
9 you're going to have people still
10 parking in the bike lane because,
11 well, we know how people take the
12 street safety laws or the parking
13 laws in Philadelphia. And you'll
14 have people stopping in the traffic
15 lane, all of them loading.
16 So we will have bicyclists
17 slaloming around cars in the bike
18 lane and we'll have motorists
19 slaloming around cars that are
20 stopped in the parking lane. We
21 will be back here in three to five
22 years with another horrible tragedy
23 discussing how did this ever
24 happen.
25 So really it's like let's

1 just think this one through please
2 before we actually make this -- I
3 mean, I know how annoying it is to
4 have these cars in the bike lane
5 park. Yeah, it's very frustrating.
6 But when I stop and I look over my
7 shoulder and I proceed into
8 traffic, I don't swerve into
9 traffic. I wait, I'm not
10 threatened, but I can't control the
11 driver swerving in the street to
12 avoid a car -- using the bike lane
13 to go around a car parked in
14 traffic. And we're going to just
15 have more cars parked in traffic.
16 I had this with an Uber
17 driver just the other day. He
18 wouldn't pull up to the curb
19 because he'd been confronted by
20 cyclists and didn't want to get
21 them angry, so he's letting me off
22 in the bicycle lane basically so I
23 step into the bike lane. That's
24 not safe at all for me. It's not
25 safe for the bicyclists either as I

1 open my door to get in the bike

2 lane.

3 I mean, this is just not

4 the solution. I mean the solution

5 is speed control and it needs to be

6 done with physical measures so that

7 people can't drive too fast in

8 Center City. I don't know how

9 anyone was ever driving 57 miles an

10 hour on Spruce Street at what was

11 it 6:30 in the evening. I mean,

12 that's insane. How can that

13 happen. And I mean, we have all

14 sorts of technologies, whether it's

15 speed bumps, rumble strips,

16 elevated crosswalks, speed cams to

17 just slow it down.

18 And so, we really need to

19 stop, think. Let's not make these

20 streets more chaotic. Let's figure

21 out how to make these streets safer

22 for everyone.

23 (Applause.)

24 COUNCILMAN YOUNG: Thank

25 you so much, Mr. Goodwin, for your

1 testimony.

2 Please state your name and

3 proceed with your testimony, sir.

4 MR. BROTMAN: My name is

5 Lloyd Brotman. Thank you,

6 Chairperson Young and Councilwoman

7 Bass for being here and giving us

8 this opportunity to not only speak

9 to you but to hear one another

10 because there's far too little

11 dialogue to solve these problems.

12 And I think sometimes if you put us

13 all in a room and let us talk to

14 one another, we'd probably figure

15 it out and you wouldn't have to

16 take action.

17 I've lived in the 2100

18 block of Pine Street for 39 years

19 and been in the neighborhood for

20 over 50 years. I was an early

21 adopter urban biker in the 1970s

22 when I routinely road from 23rd and

23 Spruce to Temple University for

24 graduate school. Pine Street

25 neighbors applaud your effort to

1 make the bike corridor safer for
2 cyclists, but let me add that we'd
3 also like safer streets for bikers
4 and pedestrians and we'd also like
5 to preserve quality of life for
6 residents. We hear far too little
7 about the quality of life for the
8 people who live on those streets.

9 Following the tragic Spruce
10 Street accident, bike advocacy
11 groups petitioned for barriers.
12 The Mayor asked OTIS for a proposal
13 to redesign Pine and Spruce
14 Streets. OTIS responded with a
15 plan that includes installation of
16 curbs and barriers and they made it
17 very clear that the change in
18 parking rules you are considering
19 constitutes the first contingent
20 step toward implementation of their
21 design.

22 I along with my neighbors
23 feel frustrated that OTIS did not
24 seek community input on this
25 proposal, which will instantly and

1 inequitably degrade quality of life
2 for city residents and ignores a
3 more commonsense inclusive approach
4 that could easily be enacted today.

5 OTIS's proposal will create
6 a divided highway with restricted
7 curb access and inefficient
8 dangerous conditions. Traffic will
9 be unable to yield to emergency
10 vehicles. Emergency responders
11 access to properties will be
12 delayed. Sanitation workers will
13 be blocked from crossing side-to-
14 side. Cattle-shoot lanes will
15 cause slinky-style traffic jams on
16 adjacent streets. Many properties
17 on Spruce and Pine are exclusively
18 accessed via their curbed front
19 doors and do not have rear access.

20 Inhabitants, some with
21 mobility limitations, will be
22 unable to drop off children,
23 elderly relatives and groceries.
24 Disabled or injured residents will
25 be unable to navigate in and out of

1 their homes. Moving vans will be
2 unable to get into position.
3 Furniture large appliances will be
4 impossible to deliver. Property
5 maintenance from painting to
6 construction will also be impacted.
7 If forced to use loading zones far
8 from midblock and often
9 unavailable, people with limited
10 mobility and caregivers will be
11 unable to function independently.
12 It's unclear whether this
13 legislation makes any accommodation
14 for resident-attended vehicles. We
15 are law abiding citizens who do not
16 want to become law breakers just to
17 drop off groceries even if the PPA
18 is winking at us to go ahead by
19 redefining no stopping as
20 unattended.
21 Bad enough that despite our
22 present right to stop, we get
23 heckled, cursed at and spit upon by
24 angry bikers. Instead of no
25 stopping, why not post signs that

1 say unattended vehicles will be
2 ticketed and ticket them and tow
3 them. We agree that we have a
4 street safety problem, but we don't
5 agree that by eliminating stopping
6 or installing barriers, streets
7 will be safer. It's hard to live
8 in an urban area for many reasons.
9 If you make these corridors
10 resident-unfriendly and diminish
11 quality of life and destroy the
12 historically certified landscape,
13 which is a whole other issue,
14 residents will exit the city,
15 property values will plummet and
16 our tax base will be eroded. We
17 see no need for new laws when
18 existing speed limits and parking
19 restrictions have not even been
20 enforced. Proven traffic control
21 methods such as speed cushions and
22 bumps have never been tried on
23 these streets. Bump installation
24 could slow traffic to 20 miles per
25 hour which would reduce crashes and

1 improve Center City quality of
2 life.
3 And finally, it is fiscally
4 irresponsible to spend our limited
5 resources on any City blocks other
6 than those documented on your own
7 High Injury Network map. Again, I
8 thank you for this chance to
9 comment and would welcome the
10 opportunity to collaborate with you
11 on solutions.

12 (Applause.)

13 COUNCILMAN YOUNG: Thank
14 you. Thank you so much for your
15 testimony.

16 Mr. Pullin, please call the
17 names of those wishing to testify
18 on public comment.

19 THE CLERK: Do we have a
20 Niara Lezema and Ylanah Sloan and
21 Claudia Carabelli.

22 (Witnesses approached
23 Witness table.)

24 COUNCILMAN YOUNG: Thank
25 you. Please state your name for

1 the record and proceed with your
2 testimony.

3 MS. LEZEMA: Hi. My name
4 is Niara Lezema and I am speaking
5 today in support of Bill 240657.
6 Unlike many of the other people who
7 have spoken today, I'm a relatively
8 new resident to Philadelphia. I
9 moved to 1326 Spruce Street earlier
10 this year from New York City where
11 I was an avid biker. And one of
12 the reasons I was excited to move
13 to Spruce Street was because of the
14 bike lane.

15 I was used to biking around
16 Midtown Manhattan without fear of
17 being hit by a car because no cars
18 were ever impeding my way in the
19 bike lane. I have not been able to
20 bike the way that I thought I would
21 be able to since moving to
22 Philadelphia because even walking
23 around the city it's easy to notice
24 on the streets that cars are often
25 in the bike lane impeding traffic

1 for who the bike lane is met for.
2 On my first week of work in
3 Philadelphia, two of my new
4 coworkers got into bike accidents,
5 which it continued to chill my
6 desire to bike in this lovely city.
7 When I finally did have the courage
8 to go on my first bike ride, a car
9 swerved into the bike lane on
10 Spruce Street and the person biking
11 next to me told the driver, please
12 watch where you're going someone
13 died further down the street, as we
14 all know the tragic accident
15 earlier this year killed
16 Dr. Barbara Friedes in the bike
17 lane on Spruce Street because it is
18 too easy for cars to move in and
19 out of the bike lane, forcing
20 bikers to try to react when they
21 are not surrounded by steel and do
22 not have airbags at their disposal
23 to keep themselves safe.
24 The safety of those who the
25 bike lanes are intended for I

1 believe is paramount. It is hard
2 to bike through a city when you do
3 not know where danger is coming
4 from and how you're going to
5 maneuver. Each day, each route is
6 a new challenge. Thank you for
7 hearing my testimony.

8 COUNCILMAN YOUNG: Thank
9 you so much for your testimony.

10 Could you please proceed
11 with your testimony.

12 MS. SLOAN: Yes. My name
13 is Ylanah Sloan and I live at 1326
14 Spruce Street. I'll try to be
15 brief because people have pretty
16 much said everything that I was
17 interested in saying. But I will
18 say that I really oppose the
19 current legislation. For one thing
20 there are no loading zones required
21 in the legislation. And I want to
22 impress on you how important that
23 is.

24 I am visually impaired. I
25 was born with cataracts and had

1 surgeries early in life, but I
2 don't see normally. And I also
3 have some neurological challenges
4 to walking. Now, that means I need
5 to have often times groceries
6 delivered and it's very perplexing
7 to me under your current
8 legislation how delivery trucks
9 would be able to be stopped in
10 order to deliver the groceries.
11 There is a woman in my
12 building as far as disabilities go
13 who is both blind and missing a leg
14 due to a truck accident, and how is
15 she supposed to get her needs met.
16 And there's a convenience store. I
17 don't know how people are supposed
18 to load or unload given the current
19 legislation.
20 I also want to register the
21 fact that I haven't been in this
22 chamber since the bike lanes were
23 changed from one side of the street
24 to the other on Spruce Street, and
25 I guess I am shocked to see that

1 while the bicycle lobby is very
2 well-developed, other stakeholders
3 are not either considered or
4 organized. And I would also oppose
5 the legislation to give time to
6 apartment people that live in
7 apartments, people that live in
8 condominiums, people that own
9 stores, all their needs be taken
10 into consideration. That's mainly
11 what I wanted to say. Thank you.

12 (Applause.)

13 COUNCILMAN YOUNG: Thank
14 you so much for your testimony.

15 Is there anyone else
16 wishing to testify on this bill
17 from the public?

18 THE CLERK: Can we get
19 Duncan Atkins and Kimberly Model.

20 (Witnesses approached
21 Witness table.)

22 MS. MODEL: Hello. Thank
23 you, Councilmember Young,
24 Councilmember Squilla,
25 Councilmember Bass and

1 Councilmember O'Rourke. Thank you
2 all for hearing everyone's voices
3 today. My name is Kimberly Model.
4 I'm going to read what I have
5 written and then I'm probably going
6 to speak a little bit to what
7 others have said, if that's okay.

8 COUNCILMAN YOUNG: If you
9 don't mind, I mean because a lot of
10 the testimony has been repetitive,
11 if you can add things that's novel,
12 that would be helpful for us.

13 MS. MODEL: Yes. Yeah, I
14 will do my best. My name's
15 Kimberly Model. I'm in the 2601
16 Parkway Building. I'm testifying
17 in favor of the No Stopping in the
18 Bike Lane bill. I bike as my
19 primary means of transportation.
20 Most of my friends also ride.
21 Perhaps that's self-selectively.
22 But 1 in 4 households in
23 Philadelphia do not have access to
24 a car. Allowing cyclists the space
25 we need on the road just to get

1 around increases the equitability
2 of transportation in the city.
3 This bill is about safety
4 first. It prioritizes vulnerable
5 road users over cars in space
6 that's supposed to be designated
7 for cyclists, for scooters, for
8 wheelchair-users. Parking and
9 stopping puts -- I'm going to skip
10 this because you all have heard how
11 merging makes it dangerous.
12 Making our streets safer
13 for bikes, for scooters will
14 encourage people to ride. It'll
15 reduce cars -- sorry. It'll reduce
16 crashes and traffics and
17 ultimately, no stopping in the bike
18 lane is here to make this city
19 safer, cleaner and greener.
20 As a rider, I hear from so
21 many people that they wish they
22 felt comfortable riding, like
23 seriously I hear that from so many
24 people that I talk to. They wish
25 they felt safer -- if riding in

1 Philly was safer, they would. And
2 I've been riding in Philly since I
3 was a teenager. Most people don't
4 have that. Most people don't have
5 that basis of experience and I
6 still don't feel safe all the time
7 while I'm riding.
8 I wear a helmet all the
9 time, but a helmet only protects
10 about this much of your head. Your
11 neck, that can break in a crash.
12 If it doesn't kill you, it'll put
13 you in a wheelchair for the rest of
14 your life. Most of your torso has
15 a lot of important organs, your
16 lungs, your heart, your stomach,
17 you know, important things you need
18 in order to live. An injury to
19 your torso is probably also just as
20 life-altering as an injury to your
21 head.
22 I hear that a lot of people
23 have concerns that they want more
24 loading zones. And I think that's
25 kind of the obvious thing the City

1 needs to do is put more loading
2 zones in order to put, one, no
3 parking in the bike lane and, two,
4 actual protection so that riders
5 can't be rear-ended so that cars
6 just can't get into the bike lane
7 to make us merge around.

8 And one person said that
9 separation or protection in the
10 bike lane would not have saved
11 Dr. Friedes, and that's just
12 categorically wrong. If there was
13 concrete protection, a car just
14 would not have fit into the bike
15 lane and it would have crashed into
16 a post or into a barrier before it
17 crashed into a person. That's all
18 I'm going to say. Thank you for
19 listening to me.

20 COUNCILMAN YOUNG: Thank
21 you for your testimony.

22 Sir, please state your name
23 and proceed with your testimony.

24 MR. ATKINS: Hi. My name
25 is Duncan Atkins. I live on the

1 1600 block of Walnut Street and I'm
2 here to ask City Council to support
3 safe streets by passing Bill
4 240657, the No Stopping in Bike
5 Lanes bill. I want everyone, not
6 just the Councilmembers but also
7 the people in the audience, to
8 imagine a scenario with me.

9 Imagine you wake up in the
10 morning, you get ready to go to
11 work and when you step outside of
12 your house, there's a car parked on
13 the sidewalk fully blocking the
14 steps down from your house. The
15 only way you can get to work is
16 climbing down the railing, crossing
17 into the street in order to get
18 past this car parked on the
19 sidewalk and get on the sidewalk on
20 the way to work.

21 Imagine if that wasn't the
22 only car blocking the sidewalk
23 forcing you into traffic. Imagine
24 this was every single day for every
25 single errand that you had to run.

1 The City gave you a number to call
2 and report this but the problem
3 never got better because the car in
4 front of your house had a 20-minute
5 grace period before they could be
6 ticketed.

7 Imagine the people blocking
8 your steps outside of your house
9 told you they'd just be a minute,
10 that you could just go around. You
11 would be rightfully frustrated.
12 Now, imagine if you knew someone
13 who was hit and killed by a car
14 because they had to walk into the
15 street to get where the sidewalk
16 should take them.

17 Imagine if there was a
18 history of people getting killed by
19 cars on the street so that people
20 who just need a minute could
21 prioritize their convenience over
22 your safety. We don't have to
23 imagine because that is the reality
24 that people on bikes face every day
25 in this city.

1 I personally use the Spruce
2 and Pine bike lanes for the
3 majority of my commuting and I can
4 count on one hand the number of
5 times that I have ridden them
6 without there being one or more
7 vehicles parked inside the bike
8 lane forcing me out into traffic.
9 Voting yes on this bill will solve
10 this problem. I implore you to
11 close this absurd loophole and give
12 people on bikes the same basic
13 standard of respect we give people
14 on our sidewalks.

15 A couple of things that I
16 wanted to add in. This is just one
17 of a number of other safe streets
18 changes. I am fully in support of
19 other interventions like raised
20 crosswalks, daylighting and other
21 changes, but I believe that this is
22 a necessary component of a entire
23 galaxy of ways to make the streets
24 safer in this city.

25 I heard somebody say that

1 bike lanes are not historic for
2 Philadelphia. Cars aren't historic
3 for Philadelphia. The city has
4 existed since the 1600s. There has
5 only been cars for about 100 years.
6 You can go back and look at
7 Inquirer articles about driving in
8 Fairmount Park and how upset people
9 were back then.

10 And finally, we live in one
11 of the most dense areas in the
12 entire country. It's unreasonable
13 to expect the ability to have
14 deliveries and drop-offs made right
15 in front of your house. I have to
16 walk to multiple different grocery
17 stores to get my groceries. I have
18 to haul any sort of stuff, you
19 know. I use the Indigo bikes, so I
20 have to park at whatever Indigo
21 station is open and walk to my
22 apartment.

23 There's never going to be a
24 reality where you're going to be
25 able to drop stuff off right in

1 front of your house in
2 Philadelphia. That's just
3 impossible. Thank you for your
4 time and attention and please vote
5 yes on the No Parking in Bike Lanes
6 bill.

7 COUNCILMAN YOUNG: Thank
8 you so much for your testimony.

9 Are there any questions of
10 these witnesses?

11 (No response.)

12 COUNCILMAN YOUNG: Seeing
13 none, is there anyone else -- and
14 thank you for your testimony.

15 Is there anyone else in the
16 chambers wishing to testify on this
17 bill?

18 (No response.)

19 COUNCILMAN YOUNG: Seeing
20 none, thank you. We are going to
21 end the public hearing and we're
22 going to take a brief recess to
23 establish a quorum.

24 (Brief recess.)

25 COUNCILMAN YOUNG: We will

1 get back into our public meeting.

2 I would like to thank our witnesses

3 for joining us today.

4 Mr. Pullin, could you

5 please call the roll to establish a

6 quorum for the public meeting.

7 THE CLERK: Councilmember

8 Bass.

9 COUNCILWOMAN BASS: Aye.

10 THE CLERK: Councilman

11 O'Rourke.

12 COUNCILMAN O'ROURKE:

13 Present.

14 THE CLERK: Vice-Chair

15 Squilla.

16 COUNCILMAN SQUILLA:

17 Present.

18 THE CLERK: Chair Young.

19 COUNCILMAN YOUNG: Present.

20 Thank you, Mr. Pullin. A quorum

21 has now been established.

22 The Chair recognizes

23 Councilmember Squilla for a motion

24 on amendment to Bill No. 240812.

25 COUNCILMAN SQUILLA: Thank

1 you, Mr. Chair.

2 I offer an amendment to

3 Bill No. 240812. A copy of the

4 amendment has been circulated to

5 all members of the Committee and I

6 move that the amendment to Bill No.

7 240812 be adopted.

8 (Duly seconded.)

9 COUNCILMAN YOUNG: Thank

10 you. It has been moved and

11 properly seconded that the

12 amendment to Bill No. 240812 be

13 adopted.

14 All those in favor will

15 signify by saying aye.

16 (Aye.)

17 COUNCILMAN YOUNG: Those

18 opposed?

19 (No response.)

20 COUNCILMAN YOUNG: Ayes

21 have it. The motion carries. And

22 the amendment to Bill No. 240812

23 has been adopted.

24 The Chair recognizes

25 Councilmember Squilla for a motion

1 on the amendment to Bill No.

2 240657.

3 COUNCILMAN SQUILLA: Thank

4 you, Mr. Chair.

5 I offer an amendment to

6 Bill No. 240657. A copy of the

7 amendment has been circulated to

8 all members of the Committee. I

9 move that the amendment to Bill No.

10 240657 be adopted.

11 (Duly seconded.)

12 COUNCILMAN YOUNG: Thank

13 you. It has been moved and

14 properly seconded that the

15 amendment to Bill No. 240657 be

16 adopted.

17 All those in favor will

18 signify by saying aye.

19 (Aye.)

20 COUNCILMAN YOUNG: Those

21 opposed?

22 (No response.)

23 COUNCILMAN YOUNG: The ayes

24 have it and the (inaudible) of the

25 Chair of the motion carries.

1 The Chair recognizes
2 Councilmember Squilla for a motion
3 on Bill Nos. 240613, 240657 as
4 amended, 240748, 240749, 240812 as
5 amended, 240813, 240814, 240815,
6 240816, 240118 --

7 THE CLERK: 881.

8 COUNCILMAN YOUNG: Excuse
9 me, 240818, 240819, 240820, 240821,
10 240822 and 240824.

11 COUNCILMAN SQUILLA: Thank
12 you, Mr. Chair.

13 I move that all bills read
14 into the record be reported from
15 this Committee with a favorable
16 recommendation and further move
17 that the rules of Council be
18 suspended as to permit the first
19 reading of this bill at the next
20 session of Council.

21 (Duly seconded.)

22 COUNCILMAN YOUNG: Thank
23 you. It has been moved and
24 properly seconded that all bills
25 read into the record be reported

1 from this Committee with a
2 favorable recommendation and
3 further move that the rules of
4 Council be suspended to permit the
5 first reading of these bills at the
6 next session of Council.

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

9 (Aye.)

10 COUNCILMAN YOUNG: All
11 opposed?

12 (No response.)

13 COUNCILMAN YOUNG: The ayes
14 have it. The motion carries. Bill
15 Nos. 240613, 240657 as amended,
16 240748, 240749, 240812 as amended,
17 240813, 240814, 240815, 240816,
18 240818, 240819, 240820, 240821,
19 240822 and 240824 will be reported
20 from this Committee with a
21 favorable recommendation with a
22 request that the rules of Council
23 be suspended to permit first
24 reading at the next session of
25 Council.

1 Do any members have any

2 remarks?

3 (No response.)

4 COUNCILMAN YOUNG: Seeing

5 none, thank you. This includes the

6 business before the Committee on

7 Streets and Services today.

8 (Committee on Streets and

9 Services concluded at 4:20 p.m.)

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1 CERTIFICATION

2 I, hereby certify that the proceedings
3 and evidence noted are contained fully and
4 accurately in the stenographic notes taken by
5 me in the foregoing matter, and that this is a
6 correct transcript of the same.
7

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12 TANEHA CARROLL
13 Court Reporter - Notary Public

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19 (The foregoing certification of this
20 transcript does not apply to any reproduction
21 of the same by any means, unless under the
22 direct control and/or supervision of the
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24

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