COUNCIL OF THE CITY OF PHILADELPHIA

COMMITTEE ON PUBLIC SAFETY

Remote location using Microsoft® Teams
Wednesday, October 7, 2020
9:30 a.m

PRESENT:

COUNCILMAN CURTIS JONES, JR., CHAIR
COUNCILMAN KENYATTA JOHNSON, CO-CHAIR
COUNCILWOMAN JAMIE GAUTHIER
COUNCILMAN DEREK S. GREEN
COUNCILWOMAN HELEN GYM
COUNCILMAN MARK SQUILLA

ALSO PRESENT:

COUNCILMAN ALLAN DOMB
COUNCILWOMAN KATHERINE GILMORE RICHARDSON

RESOLUTION: 200442

- - -

COUNCILMAN JONES: Good morning, everyone. This is a public hearing of the Committee on Public Safety regarding Resolution No. 200442. And before we start the hearing, I'd like to recognize Ms. Samantha Williams who will read a required announcement.

THE CLERK: Thank you, Mr. Chairman.

I understand that state law currently requires that the following announcement be made at the beginning of every remote public hearing as follows: Due to the current public health emergency, City Council Committees are currently meeting remotely. We are using Microsoft Teams to make these remote hearings possible.

Instructions for how the public may view and offer public testimony at public hearings of Council Committees are included in the public hearings notices that are published in the Daily News, the Inquirer and the Legal

Intelligencer prior to the hearing and can also be found on phlcouncil.com.

Everyone who has been invited to the meeting to testify should be aware that this public hearing is being recorded. Because the hearing is public, participants and viewers have no reasonable expectation of privacy. By continuing to be in the meeting, you are consenting to being recorded. Due to the volume of the requests that we have received, we ask that your testimony remain brief, around three minutes to ensure that all members of the public who wish to testify are able to do so.

Additionally, prior to Councilman Jones recognizing Members for questions or comments they have for witnesses, I will note for the record at this time that we will use the chat feature available in Microsoft Teams to allow to signify that they wish to be recognized. In order to comply with the Sunshine Act, the chat feature must only be used for this purpose. Thank you.

COUNCILMAN JONES: Thank you, Ms. Williams, and you did that so eloquently. Can you now please call the roll.

And, Members, say something briefly so that we can acknowledge your presence and that the camera will also recognize your image.

Ms. Williams.

THE CLERK: Councilmember Johnson.

COUNCILMAN JOHNSON: Present. Good morning, everyone. Good morning, everyone. Justice for Breonna Taylor. Good morning.

THE CLERK: Good morning. Councilmember Thomas.

Councilmember Green.

Councilmember Gauthier.

COUNCILWOMAN GAUTHIER: Good morning, Mr. Chair. Good morning, Samantha. Good morning, colleagues. Happy to be here today.

THE CLERK: Good morning. Nice blazer.

Councilmember Gym.

COUNCILWOMAN GYM: Good morning, Samantha. Good morning, Mr. Chairman. And good morning, colleagues.

THE CLERK: Councilmember Brooks.

Chairman Jones.

COUNCILMAN JONES: Thank you, Ms. Williams. I am present and we have established a quorum and this hearing will now come to order.

Ms. Williams, are there any other Members that are not on the Committee that are in attendance that we need to recognize?

THE CLERK: Yes. We are joined by Councilmember Domb.

COUNCILMAN JONES: Councilmember Domb, welcome.

COUNCILMAN DOMB: Thank you, Chairperson. And good morning, everyone, and thanks for being here.

THE CLERK: We are also joined by Councilmember Gilmore Richardson.

COUNCILWOMAN GILMORE RICHARDSON: Good morning, Mr. Chair. Good morning, Samantha and colleagues. Thank you all so much for being here and for allowing me the opportunity to participate in this very important hearing.

I just wanted to quickly note for the record that I worked on Bill No. 120275A around altering vehicles as a legislative aide in City Council and also worked with some of our witnesses to schedule a tour around ATV facilities, potential facilities for our City. So I truly appreciate the opportunity, Mr. Chair, to join this hearing this morning. Thank you so much.

COUNCILMAN JONES: Gilmore Richardson, we are pleased to have your institutional memory a part of this hearing, so thank you very much.

COUNCILWOMAN GILMORE RICHARDSON: Mr. Chair, and for the record the last ATV hearing was eight

years ago this month.

COUNCILMAN JONES: Time flies when you're making a difference, right.

COUNCILWOMAN GILMORE RICHARDSON: Yes.

COUNCILMAN JOHNSON: For the record it was --

COUNCILMAN JONES: So, Ms. Williams --

COUNCILMAN JOHNSON: -- sponsored by Councilman Kenyatta Johnson and Councilman Curtis Jones.

COUNCILMAN JONES: Yes, that's right, history, yes. So here we are. One of the things that has proven --

COUNCILMAN GREEN: Councilmember Jones?

COUNCILMAN JONES: Yes.

COUNCILMAN GREEN: I just want to state I am here for the record.

COUNCILMAN JONES: Member Green, thank you for joining us. One of the things that --

COUNCILMAN SQUILLA: Councilmember Squilla too also.

COUNCILMAN JONES:
Councilmember Squilla, you have been noted for the record to be in attendance. Thank you.
Is there anyone else that I failed to recognize, speak now.
(No response.)
COUNCILMAN JONES: Hearing none, we're going to move on.
Ms. Williams, will you please read the title of the resolution.
THE CLERK: Resolution No. 200442, a Resolution authorizing the Committee on Public Safety to hold a hearing examining the ongoing safety and noise issue with the use of ATV and other unauthorized vehicles on City streets and the possibility of creating a space for safely riding in Philadelphia.
COUNCILMAN JONES: Thank you, Ms. Williams. At this point, I'd like the author of the resolution to say some words and give us a sense of what this hearing will be about.

COUNCILMAN DOMB: Thank you, Chairperson Jones, and thanks also for co-sponsoring this resolution and for holding this hearing today. We have a lot of really important public safety issues that are currently impacting our residents right now. I think it's important that we tackle each and every one of them.

I want to thank you for your dedication and leadership on these issues, and I know everyone here today, everyone, will agree we must create safe spaces for Philadelphians to live, work and raise families if we want this City to succeed.

I also want to thank the other co-sponsors on this resolution, including Councilmember Squilla who has been working with me diligently on facilitating more conversations between the ATV groups and members of the community and the Administration as well as Councilmember Kenyatta Johnson and Councilmember Majority Leader Cherelle

Parker.

The use of ATVs and dirt bikes on our City streets has been occurring for years as we heard earlier. But as this activity gains more and more popularity for Philadelphians, we really have to talk about what's safe and what's not. We need to talk about how residents have been impacted and there's probably two major issues: One, how we enforce dangerous driving on our City streets and sidewalks, and two, what we're willing all to do to recognize this as a recreational activity, that especially for our young people they want this in our City. So I'm hopeful today we can learn from one another and perhaps uncover what's possible to ensure that everyone is safe. Thank you very much.

COUNCILMAN JONES: Thank you, Councilmember Domb. And I appreciate your willingness to hear from many voices on this issue so that we can have a discussion that hopefully will resolve

after all of these years some of the issues that our City streets face.

So with that, Ms. Williams, can you please read the names of the first panel to testify today.

THE CLERK: Yes. And before I call up the first panel, we would ask that all witness who are not testifying on this panel, please turn off your video and mute your audio.

The first panel of witnesses will be Deputy Commissioner Joel Dales and he is accompanied by Mike Carroll and Richard Montanez from the Streets Department who are available for questions and also Kathryn Ott Lovell from the Parks & Recreation Department who is available for questions.

COUNCILMAN JONES: Thank you. Are the two witnesses teed up and can we hear them? Can we check your mic, sir.

DEPUTY COMMISSIONER DALES: Testing 1, 2, 3. Good morning.

COUNCILMAN JONES: Mr. Modesto, does that sound all right?

COUNCIL TECH SUPPORT: How does that sound, Taneha?

COURT REPORTER: He was clear.

COUNCILMAN JONES: Thank you. Can you state your name for the record and please begin your testimony.

DEPUTY COMMISSIONER DALES: Good morning, Chairperson Jones, Councilmember Domb and members of the Committee on Public Safety. My name is Joel Dales and I'm the Deputy Commissioner Patrol Operations. As such, I oversee the coordination and implementation of the Police Department's efforts to remove illegal ATVs and other unauthorized vehicles from our streets, sidewalks and parks to make our City safer for lawful vehicles and pedestrians alike.

My purpose here today is not to support or object the notion of creating an ATV park, but rather to identify the problems faced by the Philadelphia Police Department in addressing the ATVs and illegal dirt bikes that menace our

City and to outline the regular and consistent efforts we take to permanently remove these hazards and nuisances from our streets, sidewalks and parks.

I have prepared the following presentation that I would like to show at this time that outlines the problem and the efforts taken by the Police Department. I have members of the Commissioner's Executive staff with me here today. And at the conclusion of my presentation, we will be happy to answer any questions the Committee may have of the Police Department relating to ATVs and illegal dirt bikes. Thank you.

COUNCILMAN JONES: Thank you. Ms. Williams, can you enable his screen so we can share it?

THE CLERK: I would ask that Modesto provide --

COUNCILMAN JONES: I'm thinking we're on Zoom. Modesto. I apologize.

COUNCIL TECH SUPPORT: The gentleman's profile should be enabled

for him to share the screen.

COUNCILMAN JONES: Thank you, sir.

COUNCIL TECH SUPPORT: You're welcome.

DEPUTY COMMISSIONER DALES: All right. Next slide, please. So just to let you know during the past few months, the Police Department has been consistent with the implementation of the city-wide ATV and dirt bike detail. As a result of our efforts to crack down on the ATVs and dirt bikes city-wide, the officers assigned to the detail confiscated a total of 263 illegal dirt bikes and ATVs from May 15th to October 3rd, which majority were dirt bikes. As you can see on the slide, we do post the results of the operations on our website which is phillypolice.com.

Next slide, please. The total overtime cost to run the ATV detail and dirt bike detail from May 15th to October 3rd was 149,150.91. So as you can see, it's quite expensive. Next

slide, please. Unfortunately the Police Department, we cannot run the ATV and dirt bike detail on a daily basis and here's why: The first reason is due to the 20-21 budget cuts. The Department's budget for 2021 was reduced by $33 million. And after looking at the prior slide, you can see how costly it is to run the detail. Running the detail requires a sufficient amount of resources and personnel which requires overtime to staff the detail.

Resources and staff are stretched thin. Our Department have to focus on fighting crime and reducing gun violence, but we have to deploy officers in our problematic zones. In addition, we also have to utilize our resources and staff for protests and large gatherings such as pop-up block parties and also drag racing that are occurring throughout our City.

And to make matters even worse, the graduating class from the Academy is smaller because the number of officers

our Department are able to graduate from the Academy has been reduced. And one of the issues we are constantly experiencing is the lack of strict penalties for illegal dirt bike operators. After these vehicles are confiscated and impounded, it's easier for the owner to reclaim a dirt birk than an ATV. And I will go into more details about this in the next slide.

Next slide, please. This slide here shows the total confiscations of ATVs, dirt bikes and other nonstreet vehicles in 2019 and 2020. If you look to the far right of the slide, the slide slows a decrease in ATV confiscations in 2020 in comparison to 2019. It also shows an increase in dirt bike confiscations in 2020 versus 2019, which means that there's a strong possibility that there are more dirt bikes on the street than ATVs.

In both 2019 and 2020, the dirt bike confiscations were significantly greater in comparison to ATV

confiscation. And if you look at the smaller graph that says 54, 59, 54 in 2019 and 59 in 2020, those miscellaneous vehicles are other nonstreet legal vehicles such as mini-bikes and go-carts. If you add up the total of ATV and dirt bike confiscations of 2020, you get a total of 370 confiscations for the year.

The ATV detail was responsible for confiscating 263 vehicles. The remaining 107 were done by the officers who are routine patrol, which goes to show you that we're still confiscating illegal vehicles outside of the ATV detail. If you look to the far right of the chart, the chart showed that more dirt bikes were returned to the owner than the ATVs in 2019 and also in 2020, and I will explain why when we get to the next slide.

The next slide, please. Next slide. This bill here, this is Bill No. 120725A. This bill was passed by City Council on October 26, 2012 and was

signed by the Mayor on November 13th of 2012. On November 13th of 2012, amendments were made to the Philadelphia Traffic Code prohibiting the operation, parking, stopping, standing, placing or maintaining any altering vehicles on any public sidewalk or any public property, including all parks and recreation centers.

So this bill actually gives the Philadelphia Police Department the authority to impound the ATVs and it gives us the authority to issue a $2,000 ticket to the operator who was in violation of the City Code. I believe that Code No. is -- I think 12.1133, I believe.

Next slide, please. So this is the impoundment process for an ATV. Once the ATV is confiscated by the police, the operator is issued a parking violation ticket which is $2,000. Now, the difference is this ticket does not go to the Parking Authority. It goes to the Office of Administrative Review, who

actually sets up a hearing if the owner requests to have their vehicle -- requests to reclaim their vehicle, it must go to the Office of Administrative Review to do so. The police confiscating officer will prepare a 75-48A, which is our vehicle/pedestrian report. Also, the officer will prepare a property receipt and give a copy to the operator and All-Terrain Vehicle Seizure Notice will also be prepared by the officer.

Now, the seizure notice, what that basically is, is it pretty much explains that the ATV will be under the authority of the Office of Administrative Review. It also explains that only the Office of Administrative Review has the authority to release the vehicle. If the owner is seeking to reclaim the ATV, the notice explains how to schedule a hearing with OAR and also the confiscating officer's information will be on that notice as well.

The officer will prepare a

towing report and will also give a copy to the operator. Now, once this is completed, the vehicle is towed to our impound lot. One or two things will occur for the future of the ATV. So if the owner wish to reclaim their ATV, again they must go through a hearing through the Office of Administrative Review. If the outcome allows the owner to claim their vehicle, the Office of Administrative Review will send the impound lot a release order.

Now, once a release order is received, the owner still must produce a title for the vehicle, registration, not just an ordinary registration, it has to be registered through the Department of Conservation Natural Resources. Also, they must produce identification such as a driver's license or an ID, a Pennsylvania ID card and also proof of insurance and all fines and fees must be paid, including that $2,000 ticket. Once that's accomplished, then that vehicle is returned to the owner.

However, if the Office of Administrative Review says that vehicle can be destroyed, they will send a Forfeiture Order to the impound lot. Once the impound lot receives this order, that vehicle can be -- the ATV can be destroyed. But they cannot destroy it -- they have to wait for 45 days before they can actually have that ATV destroyed, and that allows time in the field process if in the event that the owner wish to appeal the outcome.

Next slide, please. Now, the dirt bike impoundment procedure is a little different and this is the challenge that we're facing with the dirt bikes. Next slide, please. So the ATV, we have a City Ordinance in place which I just explained that it allows the Police Department to confiscate the vehicle based on the fact that the ATV was operating in the City of Philadelphia, and also, we can issue a $2,000 ticket for the ATV operator.

Now, the dirt bikes are

different. In order to confiscate a dirt bike, we must follow the Live Stop rule, which falls under Pennsylvania Vehicle Code which is 6309.2, which any vehicle may be impounded if it is determined during a lawful investigation that the operator -- number one, the vehicle is not registered; two, the vehicle is either -- the registration is either suspended and the operator doesn't have a license or the operator's license was suspended or revoked. If that's in place, then we can confiscate that dirt bike.

Next slide, please. Now, once the officer confiscates the dirt bike, the officer will issue a traffic citation which is a moving violation ticket, not that $2,000 ticket, a ticket for whether or not the operator didn't have their license, that the license was suspended, that the registration was suspended or the vehicle wasn't registered. They will get a ticket for that, not the $2,000 ticket.

The officer will also fill out a 75-48A. He will also complete a property receipt and a Live Stop Report and the operator will receive a copy of that. Once that's accomplished, the dirt bike will be towed and dropped off at our impound lot. Either the Police Tow or Parking Authority will tow the dirt bike to our impound lot.

So now the difference between the ATV and dirt bike is the Office of Administrative Review is not involved with dirt bikes. So literally the owner if he or she wish to reclaim their dirt bike, all they have to do is pay their tickets, have the vehicle titled, registered and also produce identification, proof of identification such as a driver's license or a Pennsylvania ID and proof of insurance and they will get that dirt bike back.

Now, if they do not claim their dirt bike, that dirt bike goes unclaimed, then our impound lot can put that dirt bike on our destroy list. But

what the impound lot does if they will mail a letter out to the owner and they will wait for three days. If they don't hear from the owner within three days, they will add it on the destroy list.

Next slide, please. This slide here shows the accidents involving ATVs in 2019 and 2020. As you can see in 2019 -- I'm sorry. Let me back up a little bit. As you can see, I'll start from the right, in 2019 you notice the accidents start to increase in May. Now, May 30th was the start of our civil unrest period which impacted the implementation of the ATV detail. So we couldn't run that detail because we had to use a lot of resources for situations and incidents that were occurring within our City. But before the civil unrest period, we were able to run the detail for two days on May 15th and May 16th, which resulted in a total of 63 confiscations.

The city-wide implementation of the tracks, now if you notice in 2019

March, we started calculating how many ATVs were involved in an accident, but in 2020 we started from January. The reason being we have a new system for the track system where it actually specifies that it was an ATV, not a motorcycle or a vehicle. They were counting ATVs and mixing that in with either a motorcycle or a vehicle accident, so now we have accurate records or tracking for ATVs.

Next slide, please. These are the fatal crashes that involve the motorcycles, ATVs and dirt bikes. I was kind of surprised at the outcome. I thought we would see more fatal crashes involving ATVs and dirt bike operators, but actually it's the total opposite, motorcycle operators who are licensed, vehicles that are actually legal, street legal, they were involved in more accidents than ATV and dirt bike operators.

In 2019 we had 17 motorcycle accidents and 3 ATV or dirt bike

accidents. I believe in 2019, 2 were dirt bikes, 1 was an ATV. And in 2020, 1 was a dirt bike and 1 was an ATV. If you look at the chart on the right-hand side, it shows that the majority of the victims were between the ages of 20 and 39. And just to let you know, the ATV and dirt bike operators in 2019 the ages were 15, 20 and 22. And in 2020, the ages were 24 and 43.

Next slide, please. This slide here shows where the majority of the ATVs and dirt bikes were confiscated throughout the City in 2019 and 2020. If you look at the slide on the left-hand side of the slide, we confiscated the majority of the ATVs in the 24th District, 25th District, the 22nd and 12th. And the slide on the right side we confiscated the ATVs in the 24th, 25th. Again, you can see that the 24th and 25th are pretty much hot when it comes down to illegal ATV operating vehicles, illegal throughout our City, and also the 16th and 39th

Districts.

Next slide, please. So my recommendation to the Committee is to update the current City Traffic Code by adding the nonstreet legal vehicles to the ordinance. I believe that this will help keep the illegal dirt bikes and other nonstreet legal vehicles off the streets by making it harder for the owner to reclaim their vehicles.

Next slide. So we're open for questions if you have any questions.

COUNCILMAN JONES: Thank you so much for your testimony. Before I turn it over to the sponsor of this bill and other members of the Committee, I have a few brief questions. Number one, for the listening audience and members of the Committee, define street legal versus illegal.

DEPUTY COMMISSIONER DALES: So street legal means that the vehicle matches all the Motor Vehicle Code requirements to operate that vehicle on the streets of Philadelphia. Now, let's

use the dirt bikes, for example. Most of these dirt bikes are nonstreet legal, meaning they don't have the proper equipment such as headlights, taillights, turning signals, speedometer, the proper tires to be operating on the highways and streets. So that's the difference between legal and nonstreet legal. Nonstreet legal vehicles cannot be registered in Pennsylvania.

COUNCILMAN JONES: So for ATVs, define legal and illegal.

DEPUTY COMMISSIONER DALES: So ATVs based on our ordinance is illegal period to operate, stop, stand or maintain ATVs in the City of Philadelphia, period. So ATVs are totally illegal in Philadelphia thanks to that ordinance which was a big help. But if they have a legal trailer, they can trail that vehicle to an ATV trail or park where they allow ATV operators to operate their vehicles legally on their privately-owned field or facility.

COUNCILMAN JONES: Second question is of the fatalities, were there any pedestrian fatalities?

DEPUTY COMMISSIONER DALES: The stats that I gave you, they were operators but I can get that information to see if pedestrians were involved, but I'll get back to you on that. But the stats that I received were the actual operators, that was the fatal crash that involved the operator.

COUNCILMAN JONES: Because from my recollection in the last ATV hearing, it was precipitated because of a hit of a lady who actually lost her leg, Katherine Gilmore Richardson can probably provide better details, but that's my recollection.

In the pursuit in confiscation of these vehicles, are they due to vehicles being parked or is there an active chase and what are the rules of engagement by way of operation when they were actually on the vehicle?

DEPUTY COMMISSIONER DALES: So

I do not want to jeopardize our strategy. But I will tell you this, we are not allowed to pursue these vehicles so we have a strategy in place which is very effective. Again, I stress we do not pursue these vehicles. It's a combination of both. Some are actually parked on the sidewalk and some are actually observed being operated by an operator.

COUNCILMAN JONES: So I guess without revealing your apprehension strategy, if you see a group of people riding these vehicles, it is the policy of your unit and/or the police force not to engage in a risky high speed chase?

DEPUTY COMMISSIONER DALES: That is correct. Now, if a person is armed with a weapon or they were involved in a forceful felony and may have committed a crime with a weapon or a gun that could cause seriously bodily injury, then we can pursue that vehicle. But again, the officer as well as the supervisor who's monitoring that pursuit

must definitely use good judgment. We don't want to risk the safety of the public or that operator.

COUNCILMAN JONES: Thank you. Ms. Williams, we're going to recognize Councilmember Domb. And then any Members that have signed up for questions in the chat, will you please recognize them.

Chair recognizes Councilmember Domb.

COUNCILMAN DOMB: Thank you, Chairmember Jones.

And thank you, Deputy Commissioner Dales. That was an excellent testimony you provided and excellent information. I also want to thank you for being so responsive to our community. 24 hours you're available. We can text you and you get back with great information and we all really appreciate that, so thank you very much.

My take-away here is, I have two questions for you: One is we've been noticing there's been more of an

increase, I guess, confiscation of these vehicles. Where do you think we go from here? Are you seeing things scaled down a bit on our streets and are we making headway? What is your recommendation at this point?

DEPUTY COMMISSIONER DALES: I have noticed a decrease in the presence of ATV and dirt bike operators throughout the City based on the information I'm receiving from the officers on the detail, but there are still a lot of dirt bikes and ATVs on the street. The problem is the dirt bikes. I'm sure everyone on the line here on the hearing knows that dirt bikes are everywhere, illegal dirt bikes at that.

Sometimes I notice that members of the community, they see dirt bikes or another vehicle that people are not really familiar with called an autocycle, which is a three-wheel vehicle which is definitely legal to be operated on the streets of Philadelphia.

But overall, I have noticed an improvement. I actually receive feedback from members of the community saying that they have noticed a difference in less ATVs and dirt bikes on the streets of Philadelphia since we implemented the detail. Of course, I heard some people still complain that there's still too many, but I will say that we are making progress with the detail.

COUNCILMAN DOMB: Thank you. The take-away from your testimony that I received was that you would like us to provide similar legislation for dirt bikes currently that we have for ATVs; is that correct?

DEPUTY COMMISSIONER DALES: That's correct.

COUNCILMAN DOMB: Okay. And one last comment, I noticed for me personally you know you're getting old when your age no longer show us up on the chart that you showed, so I guess that's a good thing. Anyway, thanks for

your testimony today.

And thank you, Mr. Chair.

THE CLERK: The next Councilmember to be recognized for questions is Councilwoman Gilmore Richardson.

COUNCILWOMAN GILMORE RICHARDSON: Thank you so much, Samantha. And thank you, Mr. Chair.

Thank you Deputy Commissioner Dales. Truly appreciate all of your work in working with you over the years. Two of my questions were already asked by the Chair of the Committee, just to notate the difference in the street legal vehicles versus illegal so that we can have on the record what vehicles would technically be added if City Council takes up the recommendation you offered in your testimony.

In preparation for this hearing though, I went back to the Committee transcript for the hearing that was held on October 3rd of 2012 around the bill that you referenced in your

presentation. And at that time, the Deputy Mayor of Public Safety testified that tougher restrictions and increased penalties for riding and parking ATVs on public sidewalks or public property would increase safety.

I wanted for the record if you could just notate any data that you have around incidents of confiscating ATV vehicles or incidents in general around ATVs that have happened on public sidewalks or public property since that time. Do you have that data broken down in that way?

DEPUTY COMMISSIONER DALES: I can get that for you. I will get that for you, but we have confiscated ATVs that were parked on sidewalks.

COUNCILWOMAN GILMORE RICHARDSON: Okay. Excellent. And then my next question is again looking back at that transcript from 2012, it stated in 2010 that 3 ATV accidents occurred and that 2 were fatal, and you just gave us the data for the accidents and

fatalities over the last several years.

Looking at that data, is it trending up or down from 2010? And is there anything else you think that we need to consider as it relates to those fatalities in comparison to the PPD policy around nonpursuit of these vehicles?

DEPUTY COMMISSIONER DALES: So the stats that I gave you were from 2019 and 2020. I didn't go back several years, but I can get that information for you. I will make sure you get that information.

COUNCILWOMAN GILMORE RICHARDSON: Okay. Thank you so much, Deputy Commissioner. I'm really just seeking to do an overall analysis so that we can see the effectiveness and impact of the original bill and compare that to what you are recommending in your slide.

DEPUTY COMMISSIONER DALES: Okay.

COUNCILWOMAN GILMORE

RICHARDSON: Okay. All right. Thank you so much.

And thank you, Mr. Chair.

COUNCILMAN JONES: Thank you, Member Richardson.

Before we go to the next Member, I'm going to put you on the spot. Do you think an ATV park would help reduce the number of vehicles that are on our streets today?

DEPUTY COMMISSIONER DALES: Are you asking me that question?

COUNCILMAN JONES: Yes, I am.

DEPUTY COMMISSIONER DALES: I'm not going to answer that. I'll leave that to the Board to talk about that. I just want to share with you what we're doing. I'll leave my comment --

COUNCILMAN JONES: That's fair, but I had to ask you.

DEPUTY COMMISSIONER DALES: I appreciate it.

COUNCILMAN JONES: I know you do. Thank you.

Ms. Williams, who's next?

THE CLERK: Councilmember Squilla.

COUNCILMAN SQUILLA: Thank you, Mr. Chairman.

And thank you, Deputy Dales. I want to echo my colleagues for your responsiveness to this concern. And I know it's something that we've been working on for quite a while and we appreciate the response that we have. And obviously, we're not going to be able to do this through enforcement alone. Enforcement is a key part of it obviously and we need to make sure that there are consequences.

You mentioned the ATV law and the dirt bikes. The ATV law seems to be a little stricter. Dirt bikes seem to be a little more lenient. Do we have a percentage of how many people who had their ATVs confiscated and then were returned and then how many people have dirt bikes confiscated and then were returned?

DEPUTY COMMISSIONER DALES:

Yes.

Can you reverse the slides for me, please? Go back a few slides that has the total confiscation of 2019 and 2020. There you go -- go back, again. Go back. Keep going. Right there. There it is.

So in 2020, the ATVs that were returned in 2020 was very low which was 5, and I believe the ordinance in itself had a big impact in reference to ATVs being returned to the owner. Now, give the dirt bikes in 2019, 56 dirt bikes were returned to the owner, and 18 in 2020. So as you can see dirt bikes, it's easy to reclaim a dirt bike as opposed to an ATV.

COUNCILMAN SQUILLA: So what we're seeing here is that out of 242 confiscated dirt bikes, there were 18 that were returned; is that correct?

DEPUTY COMMISSIONER DALES: That's correct, in 2020.

COUNCILMAN SQUILLA: This current year.

DEPUTY COMMISSIONER DALES:
Yes.
COUNCILMAN SQUILLA: Last year it looks like out of 206, there were 56 returned.
DEPUTY COMMISSIONER DALES:
That's correct.
COUNCILMAN SQUILLA: And ATVs, it looks like there's a lot less confiscated because more people are riding dirt bikes and that's what you had said earlier, correct, it seems like dirt bikes has been more popular?
DEPUTY COMMISSIONER DALES:
Yes.
COUNCILMAN SQUILLA: And Councilmember Jones had mentioned this as far as confiscation, I know we do not chase or follow these vehicles. But I understand the cost associated with these details. And I do want to say that the residents throughout the District, and I represent East along with South and Center City, do appreciate what they see and they do see

that there is activity and confiscation going on. And I think what the message also sends to the users is that, you know what, they are looking at the law and they are going to possibly take our vehicle so we need to make sure either they're legal or we don't ride them on the street and that will get into a later conversation on do you believe by just enforcing these laws will stop ATVs from riding the streets?

DEPUTY COMMISSIONER DALES: That's not going to stop it, no. You have some folks that they just don't care. A lot of these riders they know that it's illegal to operate ATVs on the street, and the thing is it's like a cat and mouse game. If you catch me, you catch me. If I get away, I'll be back out on the streets the next day. So enforcement alone is not the answer. I see that. But it has a big impact on how many ATVs are on the streets today, I will say that. Because you see less ATVs in return to the owner.

COUNCILMAN SQUILLA: And another question is we noticed too the vehicles, it seems like the ones with the major accidents are street legal vehicles, motorcycles and such. We also have been seeing a big uptick in the modifying of the muffler systems on these vehicles. When we see that, does that make that vehicle nonlegal, nonstreet legal?

DEPUTY COMMISSIONER DALES: Let me get this straight. So you're saying if the exhaust pipe is extremely loud, does it make it nonstreet legal you're saying?

COUNCILMAN SQUILLA: Yes.

DEPUTY COMMISSIONER DALES: It's a part of it. That is part of the requirement that the muffler system must not reach a certain decibel. That does not make it completely nonstreet legal, but that is a violation of the Motor Vehicle Code. If it has everything like the headlights, taillights, turn signals, speedometer, the proper tires

that is approved by the DOT, that would more so be a ticket, not a confiscation.

COUNCILMAN SQUILLA: Right, so that would be a vehicle ticket. I know years ago on South Street that they had done similar operations where they saw a lot of these modifications of the muffler systems and they were issuing tickets that seemed to curtail some of that activity, at least knock it down a little bit. So we do see that enforcement does work to a certain extent.

And if we have this noise ordinance in place and it seems like it's hard to enforce, do you have any recommendations on what we can do as Council where if they are modified in a way or right now supposedly there's a sound meter that's necessary, is there something that you would recommend to change to better enforce the illegal behavior by modifying the enforcement?

DEPUTY COMMISSIONER DALES: We have an ordinance in place, if I'm not

mistaken, where they can actually issue a citation for operating a vehicle with loud mufflers. I do know they were enforcing that on South Street. I forgot the code, but there are two tickets they used to issue in reference to those who would either blast their music or they have a loud muffler system, so they were issuing ordinances. In reference to what else can we do, I mean we're going to continue enforcing on our part but things are in place, the tools are in place for us to enforce and we will continue to do so.

COUNCILMAN SQUILLA: Is it possible to get to the Chair, maybe we can get a list of violations or citations that were written because of the real, real loud music or modified muffler systems? And I think that will go a long way to let the folks in the communities know too that this is also being addressed because some of this, they're correlating and relating it to dirt bikes and ATVs, but a lot of it is

illegal operation, some of these vehicles that are just modified or have really, really loud nightclub style music systems in their vehicles.

So if we can see that and then we know that there's an ability for officers to enforce that, again they're not going to chase them down the street and do that but if they're stopped at a light or stopped at a corner, maybe that could be something that is also increased during this process.

DEPUTY COMMISSIONER DALES: Yes.

COUNCILMAN SQUILLA: All right. Thank you very much, Deputy. I really appreciate it.

COUNCILMAN JONES: Thank you, Member Squilla.

Ms. Williams.

THE CLERK: Councilwoman Gilmore Richardson.

COUNCILWOMAN GILMORE RICHARDSON: Thank you so much, Samantha, and thank you, Mr. Chair.

I have just one additional question relative to the slide that notated what happens when an ATV is confiscated and a parking violation report is issued and whether it goes to the impound lot or receives a forfeiture order. Could you just notate are there any vehicles that go to PPA to be auctioned off or has that stopped?

DEPUTY COMMISSIONER DALES: That stopped. They no longer do that. That stopped.

COUNCILWOMAN GILMORE RICHARDSON: Okay. Thank you so much.

COUNCILMAN JONES: Can I elaborate on Member Richardson's question. Why did it stop?

DEPUTY COMMISSIONER DALES: That I don't know. I know it stopped.

COUNCILMAN JONES: Can we prevail upon you to find out and research the history of that because that is a demarcation and I'm probably going to hear the answer from other panelists, but that's an interesting

question.

DEPUTY COMMISSIONER DALES: They will tow the vehicle for us, but the Parking Authority no longer receives the ATVs -- well, they never received the ATVs, but they will not receive the dirt bikes. They never received the ATVs. The ATVs go straight to our impound lot, but the dirt bikes they stopped receiving.

COUNCILMAN JONES: Thank you.

THE CLERK: Councilman, I believe Fran Healy raised his hand and he might be able to answer this question.

COUNCILMAN JONES: Chair recognizes Officer Healy.

INSPECTOR HEALY: Just as a clarification, once the City Ordinance went into effect, the ATVs were no longer being impounded under the Live Stop which is the state law. So they stopped going to the Parking Authority and the Parking Authority also had no interest in recirculating these

vehicles. So as a result of the ordinance that was passed, they no longer are taken under the state law so they're not eligible to be returned to the Live Stop program. That's why Parking Authority no longer handles them.

COUNCILMAN JONES: Thank you for your institutional memory, sir.

INSPECTOR HEALY: Thank you, sir.

COUNCILMAN JONES: Ms. Williams.

THE CLERK: Councilmember Johnson.

COUNCILMAN JOHNSON: Yes, thank you very much. Good morning, everyone.

I just have a question for Deputy Commissioner Dales. What is the total budget of the Philadelphia Police Department? That's the first question. The second question is how much is spent in overtime and if you can give us an idea of what areas of overtime the money is divided up into?

DEPUTY COMMISSIONER DALES: Are you talking about the overtime for the ATV detail or the overtime in general for our Department?

COUNCILMAN JOHNSON: Well, you started off your presentation by saying there's basically limited resources to provide detail around ATVs just based upon the last year budget cuts, and so just want to get an idea from a public safety standpoint the total budget for the record for the Philadelphia Police Department; and then, two, how much money is spent overall as it relates to the Philadelphia Police Department in overtime spending; and then, three, what areas is that overtime spending divided up into?

DEPUTY COMMISSIONER DALES: I'll let Deputy Commissioner Coulter who is the financial expert answer that question.

Deputy Commissioner Coulter.

DEPUTY COMMISSIONER COULTER: Good morning, Councilman, and --

COUNCILMAN JOHNSON: Good morning.

DEPUTY COMMISSIONER COULTER: Just to provide the -- overtime for the Police Department is an entire budget and as the year goes on, we use it in the areas that some are planned and some are unplanned, like some goes to court, some goes to crime plan, some goes to investigative. And in the end, our Class 100 numbers have to match up so we have to not overspend what comes in Class 100.

So every time Deputy Dales needs to run that detail, we find a way to make that happen, but that money could come from another source that we may need later. So our entire overtime budget is mixed with our Class 100. The entire Police budget is over $700 million, so overtime is part of it. In that is also the salary and benefits.

So the allocation just means that we know monthly if we're going to be spending 3 million in overtime or 2

million in overtime or 1 million in overtime. Whatever we have to spend gets divided amongst all of those competing resources. And we have been fortunate this year in one regard that court has not come back full speed yet. So what we normally spend in court overtime has not matched what we've spent over the last 10 years in court overtime. Same with some special events.

Yet investigative overtime, the money that is allocated -- like there's nothing in the Police budget for protests. Yet when we looked four years back from the presidential election, we spent over 5 million in protests and that was an unplanned, unexpected course because there was a lot of election controversy. This year we have to be mindful that may be the same boat because we're now less than a month from elections.

So in the end, we prioritize based on our needs at that moment. But

there's no specific funding source, no grant money, nothing to cover ATV initiatives. Yet they're so important to our citizens that we have to look for ways to stipend it from some other activity that we spend overtime on.

COUNCILMAN JOHNSON: Thank you very much.

COUNCILMAN JONES: Thank you, Member Johnson.

To follow up on his question though, can you provide to the Chair who will provide to the Committee a breakdown of overtime retrospectively over the last four years? I understand your logic that you can't predict what area of overtime will be spent. You did not anticipate a pandemic. You could anticipate the level of protests and therefore that impacted confiscation of ATVs. But what you can do is give us retrospectively how patterns may develop, and court being down this year may be back next year, so we can kind of take a hard look at where those numbers

are spent.

DEPUTY COMMISSIONER COULTER: I'll be happy to do that. And in addition, one of the other factors that I think Deputy Dales alluded to was the problem with when we're running large scale protest details, those same people that he could utilize for the ATV details are detailed to some other either protest, unrest, election-type concerns. So it's both budgetary and staffing-wise. I just wanted to make sure, sometimes an unlimited amount of money doesn't give you the cops you need to get something done.

COUNCILMAN JONES: Yes, it's about math and deployment. But what we can do is get a better picture of ebb and flow of those kinds of activities. Again, you never know when there's going to be a pandemic.

DEPUTY COMMISSIONER COULTER: Exactly. But I can provide to you through the normal channels to Council President back to you guys the four

years of a breakdown of all of our codes and an explanation with all of our overtime.

COUNCILMAN JONES: Thank you.

COUNCILMAN JOHNSON: Mr. Chair, can I have a follow-up question, please?

COUNCILMAN JONES: Please do, Member Johnson.

COUNCILMAN JOHNSON: Yes. This is for Deputy Commissioner Coulter. Just a follow-up question as well, and I'm asking these questions because obviously we take public safety serious here in the City of Philadelphia. We do know there were budgetary cuts. We also want to look at the issue of smart policing as we move forward in the 21st century.

And so, when you talk about staffing and police personnel, and I know it was mentioned that an incoming class was cut, give us an idea of the amount of the budget that goes toward the number of incoming police officers in terms of new class members who are

recruited to become Philadelphia police officers. Give us what those numbers look like. So a class of 50, this is the budget that will cover those individuals that will provide us the opportunity to put more officers on the street.

DEPUTY COMMISSIONER COULTER: Okay. I guess the easiest way to answer it, Councilmember, and thank you for the question because it is important. We have what's considered an authorized strength in our budget and those numbers are paid for in our Police Class 100. Our authorized strength was cut by 195 officers based on the City's fiscal situation along with the pandemic and some of the other challenges.

In addition, we continue to battle attrition with average of 15 to 18 officers leaving every month. So losing any number of our authorized strength is that many that we can hire and because of the pandemic and our inability to get psychological tests and

polygraphs and stuff, no classes have gone in over the summer which would have been our June class, our September class, eliminating the number of people that we have coming out of the Academy.

I guess the biggest factor is unlike other staffing replacement, it takes us from start to finish about a year to get somebody from when they begin the process to come out on the street in a police uniform, so it's not something that can be done quickly. So any loss in our numbers like when someone retires or leaves suddenly, it's not like you can just go to a list and pull somebody off. There's the whole training process.

So we are budgeted right now for 195 police officers less than we were a year ago and we've attrited beyond as well. So our numbers continue to grow in the wrong direction, so to speak. Some of that Class 100 money then gets repurposed into overtime in order to cover some of those gaps, but

it's a real factor because of the time it takes from hiring to training to getting that person back on the street.

COUNCILMAN JOHNSON: Thank you very much.

COUNCILMAN JONES: Thank you, Member Johnson.

Ms. Williams.

THE CLERK: I think we are okay to move on to our next panel of witnesses.

COUNCILMAN JONES: Thank you all for your testimony.

DEPUTY COMMISSIONER DALES: Thank you.

MR. CARROLL: Thank you.

INSPECTOR HEALY: Thank you.

COUNCILMAN JONES: Ms. Williams, who is the next panel to testify.

THE CLERK: I will call up Joey Zaza, Andy Vitek, Mariel Osner and Kareem Walsh, Sr.

COUNCILWOMAN GILMORE RICHARDSON: Mr. Chair, point of

information.

COUNCILMAN JONES: Recognized, Ms. Richardson.

COUNCILWOMAN GILMORE RICHARDSON: Thank you so much. I was wondering if the Commissioner for Parks & Recreation would be available for questions. I saw her listed on the panel after Deputy Commissioner Dales, and I did want to have an opportunity to speak with her regarding some questions that I had.

COUNCILMAN JONES: So, Ms. Williams, can we -- if the other members to testify would not object, can we move Commissioner Ott Lovell up; is that okay?

THE CLERK: She was on the list available for questions. I didn't know anyone had a question for her before we moved on. She's on screen now.

COUNCILMAN JONES: All right. Commissioner, can you state your name for the record and receive the questions from Member Richardson.

COMMISSIONER OTT LOVELL: Sure. My name's Kathryn Ott Lovell. I'm the Commissioner of Philadelphia Parks & Recreation.

COUNCILMAN JONES: Welcome.

COMMISSIONER OTT LOVELL: Good morning.

COUNCILMAN JONES: Member Richardson.

COUNCILWOMAN GILMORE RICHARDSON: Thank you, Mr. Chair.

And thank you, Commissioner Ott Lovell, for your availability this morning. I just wanted to ask you a few questions again and circling back to the transcript from the hearing in 2012 and I know you were not the Commissioner then. But I just want to notate that the Deputy Mayor of Environment and Community Resources and our Commissioner of Parks & Rec stated at that time that public space to accommodate an ATV-style park and the cost to operate such a system will be burdensome here in the City of Philadelphia.

But I just wanted to note for the record because I listened to the testimony from the Police Department and also worked on this bill eight years ago. We have to understand in the City of Philadelphia that this is a culture, bike life is a culture, right. And we know that we want to ensure public safety for our citizens. We understand that ATVs and these types of devices are noisy and are a nuisance. I hear them in my community as well.

But I do think that we have not had a full conversation around figuring out how we can stand up an ATV park in the City of Philadelphia so that the riders have somewhere to go that is a legal place for them to go for this activity. And in completing additional research on this issue over the years since 2012, I've recognized that it is a bike life culture here that we have to deal with. So as the Deputy Commissioner stated that enforcement alone will not get us there. We have to

deal with the culture of this issue as well.

So I wanted to pose the question to you, Commissioner Ott Lovell, what is the feasibility of us looking into establishing an ATV park or ATV-style park here in the City of Philadelphia? And I say that in the context of when we had issues down at City Hall in our quadplex with the young people riding their skateboards, it took eight years, but we figured it out. We figured out how to establish a skateboard park in the City of Philadelphia.

What can we do for our young people who are interested in partaking in this activity so that we can try to encourage them to get off of our streets and out of our small side streets in our communities and put them in a ATV park? Thank you for your indulgence and that's my question to you.

COUNCILMAN JONES: Thank you, Member.

Commissioner.

COMMISSIONER OTT LOVELL: Sure. Thank you, Councilmember. There's some parts of your question that I can answer, Councilmember, and some that I just can't answer. I will say that I do -- in hearing how the former Deputy Mayor and Commissioner responded to this question in 2012, I would say that our position remains unchanged from that point, that I do believe that it would be burdensome to our Department to operate and maintain a public ATV park.

We have 10,000 acres of parkland. We have 140 public parks. We have 160 recreations centers, more rec centers than any city in the country. We have 70 pools, and we received a $13 million budget cut this year. And we are going to do our best to manage and maintain that incredibly vast system with the resources that we have, but it is an incredible challenge. And I never want to underestimate the challenge of maintaining our resources with the

funding that we have as a City and with the difficult decisions we need to make around that funding as a City.

So to think about adding a park like this and maintaining a park like this, I think would be incredibly burdensome on the Department. I also feel, you know, personally I'm fearful about questions I have about how individuals would get to and from that park. My assumption is they would ride their ATVs to the park, wherever it is located, and that would increase the traffic of ATVs in the streets and in the parks.

I'm not sure, I'm not convinced based on what I've heard today that it would limit the amount of ATV traffic and recreation that we have happening in our existing parks, which is a huge public safety issue. I remember 10 years ago when I was working in Hunting Park, a 5-year-old girl was killed by an ATV that was in the park that day. Hunting Park has a prolific problem with

ATVs in that park and she was killed when her mother was taking her to the brand new playground in Hunting Park. So I'm fearful that instead of -- while I think the intent of offering individuals a safe place to use these vehicles is a good one, I'm not sure that a dedicated ATV park will solve the issue of the illicit ATV activity that happens that puts individuals and children in danger.

And lastly, I would say with the limited resources that we have, our number one priority has been to make sure that we support young people, especially young children. As a mom, this is critically important to me. It's painful to go to parks and playgrounds throughout our system in some of our most challenged neighborhoods and not to see them equal of what we see in other neighborhoods, especially in the suburbs.

And I know the Rebuild initiative is working really hard to

change that, but until we've checked that box on children, until we've checked that box on little people and the places they have to play, I'm not sure that our resources should be allocated to adults. I feel the same way about dog parks. Quite frankly when people bring up wanting to allocate resources to dog parks, I understand that that's a culture, that that exists and that people care very deeply about their dogs and want them to have a safe place to run and play, but I just believe that our resources need to be allocated to children first with very limited resources that we have for a City.

COUNCILWOMAN GILMORE RICHARDSON: Mr. Chair, thank you quickly for your indulgence.

I just wanted to say for the record that after the hearing on Bill 120725A, that Councilwoman at that time Blondell Reynolds Brown, committed to arranging a tour of the Egg Harbor

Township Police Athletic League Ready to Ride facility, which we did invite all members of Council to that tour.

Their facility in total has about eight miles of ride area, eight miles of trail. But the way the trail is configured, it's not a lot of space. So I want to say for the record that I think we need to investigate the possibility of bringing a legal ATV park to the City of Philadelphia. That is something that I am very much interested in.

We still have the photos from the tour that happened after the bill was passed, and I do think we need to look into that as an option so that we can provide an alternative so that we don't continue to criminalize this activity for young people who enjoy working with and riding these ATVs. So I will be committed to that. I wanted to put that on the record. Again, enforcement we do have to do that, right. But we also have to figure out

how we help our young people participate in this activity legally.

Thank you, Mr. Chair.

COUNCILMAN JONES: Thank you, Member Richardson.

I'm reminded of a James Baldwin quote, "That everything that is faced often can't be changed, but nothing can be changed until it is faced." We did this hearing in 2012 and we kind of kicked the can down the road and nothing changed. I think we have to look at the fact that left unto its own devices, it won't change and people will complain and "bikers that want to exercise outlaw behavior will do so." But if we confront it, there are solutions that we can come up with. And I don't always mean our public parks.

I have in my District in Hunting Park a giant monument to the old industrial complex of the Bud site. It has indoor, outdoor kinds of connotation for bike rides. I think there are places around the City, whether we're

talking about the Logan area or whether we're talking about the armory or the Frankford area that can be looked at and that we come up with public-private partnerships that do a couple of things, and I'm not trying to get ahead of our hearing here, but that we can look at a work group that says, here's three possible locations, here's what it would take to convert them safely and make sure that a covenant of safe transportation to and from would happen, and that if we did it, I believe there's a private sector interest in doing it and there is a public sector support that could reduce our cost of apprehension. But none of this will happen until we kind of say we need to do something different than we have done.

And having said that, Ms. Williams, who's next?

THE CLERK: We have some additional requests for questions from Councilmember Domb.

COUNCILMAN JONES: Member Domb.

COUNCILMAN DOMB: Thank you, Sam. And thank you, Chairman Jones. And I stand with you, Chair Jones, and Councilmember Gilmore Richardson on this issue.

We're going to have some people testify today I believe on how we can commute the ATVs and bikes to safe locations, so I look forward to their testimony. I don't think it's insurmountable. And I think they would have to look, you know, we own five or six golf courses. I guess we support adults with golf courses.

And as you mentioned, Chairman Jones, the public-private partnership will be the option here. I think that's worked for Paine's Park and First Tee's relationship with golf courses, and maybe this is a way to accomplish this goal of an ATV park.

I guess, Commissioner Ott Lovell, I had a question for you. When this study was done, do you have any

idea what you thought at that time of the amount of acreage that would be required to accomplish this?

COMMISSIONER OTT LOVELL: Unfortunately, Councilmember, I was not a part of that study when that was done. I think that was done in 2012. I didn't start here until 2016. I do want to say for the record that I really appreciate Councilmember Jones' suggestion of a public-private partnership. I think that's a really good idea and I do think that it doesn't need to be a public park, so perhaps that should be considered. Thank you.

COUNCILMAN DOMB: Okay. Well, thank you very much.

Thank you, Chairman Jones.

COUNCILMAN JONES: Thank you, Member Domb.

Ms. Williams, who is next?

THE CLERK: Councilmember Gauthier.

COUNCILMAN JONES: Good morning.

COUNCILWOMAN GAUTHIER: Thank you, Mr. Chair.

Good morning, Commissioner. Thank you for your great and creative leadership of the Department over the time that you've been there. I guess at this point we might be beating a dead horse, but I wanted to offer further support for my colleague's position on the suggestion of creating an ATV park. I think not only do we have to avoid as a City further criminalizing everything that young Black men do, I think we also have to make sure that we're being equitable, right, with our park system and with everything else.

We have many uses in the park that accommodate other populations. Councilmember Domb mentioned golf courses. We have a skate park. We've done a lot to help the rowing community raise money and we've accommodated them through our park system. We have to do the same thing for young Black men. There's already so few things that are

available to them in the City.

And as we're talking about violence, this has to be a key part of the conversation. So I just wanted to be on record saying that this is something we should strongly consider. We figured it out how to get other things done. We can figure out how to get this done.

COUNCILMAN JONES: Thank you, Member Gauthier.

Who do we have next --

COUNCILMAN JOHNSON: I have a comment, Mr. Chair.

COUNCILMAN JONES: Chair recognizes Councilmember Johnson.

COUNCILMAN JOHNSON: Thank you, sir. I couldn't get into the chat feature.

I just wanted to echo the sentiments of my colleagues. And I remember during the skateboard issue, but even as a young man when skateboarding in Center City became a detrimental problem, it revolved around

private property owners' property and the skateboards were totally damaging property all throughout Center City, and that small group of skateboarding panels began to organize.

One of the police officers (inaudible) --

COUNCILMAN JONES: Are you there, Member Johnson? Member Johnson?

Ms. Williams, who else do we have?

THE CLERK: Councilman Squilla.

COUNCILMAN JONES: Councilman Squilla.

We'll come back to you, Member Johnson, once you work out your technical difficulties.

Member Squilla.

COUNCILMAN SQUILLA: Thank you, Mr. Chairman, and I'll relinquish as soon as Councilmember Johnson comes back.

I think as a City we need to look at all aspects of this. And maybe the partnership is that we have

properties somewhere that we could use and that that partnership is having the property and then be able to lease the property to individuals to manage and run this, they can indemnify the City.

I think sometimes we look how hard not to do stuff that we get in the way of ourselves. I think we need to look outside the box and maybe look and see what opportunities that are presented to us today at the hearing, and maybe we look at, all right, yes, we do have property, that property can be used, we can lease it and indemnify us and then move forward. And not so much that we have to manage it, run it, because as a City we're not good at that.

So I think we can do this. I think there's ways to do this and I think we need to look outside the box. I know previous hearings we always say let's not tell us how we can't do things, let's find a way to do things. And I think that's what this hearing is

here today to do and working with all of our colleagues and all of our departments, we can come up with a way to do that.

So hopefully, we'll hear from some of the people that are out there and understand the bike life and how it is progressing and where it's going in the future and we could, you know, it will be a partnership more or less because if it is our property, we will be able to lease it. And if it's not, they can lease it off of other private individuals who have it and then make sure that they follow proper protocols, whether it's hiring additional police or an ambulance at the site during events, stuff like that and we could work with them to do that and do it right.

So it's not a yes or no or we can or we can't. Let's hear this out. Let's look at options and let's come up with creative ideas. And I want everybody just to keep an open mind as we process through the hearing, so thank

you.

COUNCILMAN JONES: Thank you, Member Squilla. That's wise words.

Who do we have next?

THE CLERK: Is Councilmember Johnson back?

COUNCILMAN JOHNSON: Councilman Jones?

COUNCILMAN JONES: Yes, you're back. Member Johnson. Member Johnson?

COUNCILMAN JOHNSON: Yes. I apologize. Somehow I dropped a signal.

But nevertheless, I just want to say I echo the sentiments of my colleagues, any way I can be supportive of these efforts. If there's a working group that's put together, I wouldn't mind participating. And again, we need not criminalize our young people. My grandmother always told me an idle mind is a devil's workshop. And the more young people that have nothing to do, the more they're going to get involved in acts of gun violence and other types of mischief.

And so, I believe where there's a will, there's a way and we can try to figure out in a safe and productive manner all in the effort of public safety, but most importantly, supporting our young people.

Thank you very much, Mr. Chair.

COUNCILMAN JOHNSON: Member Johnson, Grandmom wasn't wrong.

Ms. Williams.

THE CLERK: Before we move on to the next panel, do the Councilmembers have any questions for the representatives from the Streets Department that are present before we move on?

(No response.)

THE CLERK: No, okay.

COUNCILMAN JONES: Seeing none.

THE CLERK: Then we'll move on to the second panel. I will call up Joey Zaza, Andy Vitek, Mariel Osner and Kareem Walsh, Sr. Again, I would just ask that you please keep your comments and remarks brief. We do have 15 other

individuals who need to testify after your testimony is complete and a hard stop at 12:30.

COUNCILMAN JONES: Thank you. Who's first, Mr. Zaza?

MR. ZAZA: Yes, sir. Good morning, Mr. Chair.

COUNCILMAN JONES: Good morning.

MR. ZAZA: Good morning, Councilmembers of City Council. My name is Joey Zaza, Joe Thompson. I'm President of the ATV Coalition. Standing members, we have about 10,000 members in our network right now throughout the tristate. What's been taking place at the beginning of this meeting, I heard some things that was kind of upsetting to me. But then as things -- the process started to move forward, I hear everybody on the same accord, so it is known that we need a place to ride. I brought this to City Council October 3, 2012. And at that time, the next bill came out was Bill

120725A from Ms. Blondell, Councilwoman Blondell, and at that moment things went kind of south.

I was hearing some of the testimony from Commissioner Dales. When ATVs are on sidewalks parked, unmanned, they have been confiscated. They have been confiscated and I think that's a problem. But basically the City of Philadelphia is under attack by ATVs. I will admit that. They have no place. They go to a park. They get chased out of a park.

I saw slides today stating that the manpower must be in place to try to keep this under control. Helicopters, fuel, they're on ATVs themselves, it's a cat and mouse game which is very dangerous. How I see it's done is that it's more of I got you. Like if the guys pull over at the gas station, they kind of converge on them and at that very moment, they disperse out of a parked place and then they just scatter right into the streets. I've seen

people get hit like that. It turns into a panic situation.

And then you got a helicopter chasing these kids on ATVs. That's money wasted from the City of Philadelphia. That's money being wasted. You're using a helicopter to chase children on ATVs. Now, they're riding extra reckless through the City of Philadelphia because now they're being chased, not by a car but by a helicopter. That's a no-win situation.

Third thing, we have locations that we brought up before which was Delaware Avenue and Port Richmond Street. That was one of the locations that we spoke about. Wyoming Avenue and Roosevelt Boulevard, Fairmount Park, 1017 Northeast Avenue, Whitaker Park and also Enterprise Avenue and Fort Mifflin Road in Philadelphia, Pa. These are the locations, and 9th Street on the Boulevard which was the best location, because you have to figure that we're managing dirt, that's what we're doing.

We're managing dirt. We're using a facility to facilitate off-road vehicles.

Doing the off-road vehicles, it's important that we practice safety. Safety is always the most important thing first. How kids ride on the street today is not safe. But you have to understand by us creating this park, will it take kids off the street? No. I'm being very honest. It will not. Will it reduce the numbers? Yes. Will it create more of an activity space for tourism and things like that that come within the City of Philadelphia? Absolutely. It's an $86 million industry.

ATV sales are up 100 percent right now within the City of Philadelphia. So you think about that. ATVs are up 100 percent with no facility to ride, so where are they riding them? In the streets. It's very important that we figure out a way to understand the movement and understand what our

children are doing.

Just like Ms. Gilmore said, Councilwoman Gilmore said, we created a park for skateboarders. We have golf parks. We have basketball parks, swimming pool parks. We need to create an ATV space for these people to enjoy their ATVs without being confiscated or chased throughout the streets of Philadelphia.

I brought Crossroad Powersports in conjunction with Yamaha to testify at City Council, and we put together a ride ourselves that sprung into Councilwoman Blondell's office and we took Councilman Jones, Morgan Cephas the Representative and a few others. We went through a trail ride in Fairmount Park and we went out to Fairmount Park, and then we also went out to Coaltown, Pa and it was the most exciting thing I've seen on Councilman Jones' face, the experience that he had ATV riding, and then he had a chance to identify with the passion that goes along with it.

So I'm not going to take a lot of time up, but I just wanted to say I commend City Council for coming together and I'm willing to work side by side with you to see this happen. It's mandatory this happens in the City of Philadelphia and we will become a model for other cities across the country who has the same problem. Philadelphia should be doing it first. I love our City.

And, Councilman Domb, thank you for bringing this together. And, Councilman Jones, thank you for being the Chair of Safety and making this happen. It's important that we execute this, because like I said, we started in 2012. It's 2020. We're behind the eight ball. Thank you for your time.

COUNCILMAN JONES:

Mr. Thompson, before I let the other witnesses testify, very quickly, who was the bike company that wanted to sponsor an ATV riding park in Philly?

MR. ZAZA: Yamaha. Kevin Day

Cruz and Yamaha and Eric Osner and Mariel Osner from Crossroad Powersports, who is my family. They came together with a few of us and we created this organization and we were really pushing hard for this to happen, but the manufacturer was Yamaha. They came with a blank check and their words were if we write a check for 5 million, would the City of Philadelphia match it, and that's just where we left it at.

COUNCILMAN JONES: I don't know about the numbers today. The Rec Commissioner is right, we're finding corners in the couch to try to make ends meet right now. But do you think there is still an interest in an urban ATV park?

MR. ZAZA: Yes, I do, sir. And it is a very much interest. Yamaha is sort of like Nike. They're putting back into the community. They know everyone is riding their vehicles. They know people are buying their vehicles. Like I said, ATV sales are up 100 percent

more so than street bikes, off-road vehicles, everything.

And then another thing, I wanted to answer something. You can't insure a dirt bike. It's supposed to be rode off road. It has to be registered from a purchase standpoint, but you don't put insurance on it. So it's like when bikes are confiscated, you can't get them back because they're not insured, they're not registered so it's a gamble. And if you take one, they'll go and buy another one. So it's just really running in circles here.

COUNCILMAN JONES: Thank you, Mr. Zaza.

MR. ZAZA: Thank you, sir.

THE CLERK: Councilman, we do have Members who have questions for this witness.

COUNCILMAN JONES: Please call them in the order that you receive them.

THE CLERK: Councilman Domb.

COUNCILMAN DOMB: Thank you, Sam.

Thank you, Chair Jones.

Mr. Zazalino, thank you for your testimony.

MR. ZAZA: Thank you, sir.

COUNCILMAN DOMB: I just want to put on the record and to all my colleagues, I would like to start an informal Council Committee to continue to work on this ATV issue. And I really appreciate your support here and maybe you would like to be part of this work group, Mr. Zazalino, because I think you have really good information.

MR. ZAZA: I accept the invitation, sir. I would love to be part of the group.

COUNCILMAN DOMB: Okay. Great. Let me just ask a few quick questions. You said Yamaha is willing to write a check for $5 million. Have you been in touch with them recently?

MR. ZAZA: No, I have not. We are still in contact, but I haven't personally been in contact with them recently. My contact person was

Mr. Eric Osner. He's the owner of Crossroad Powersports and he's a former ATV motorcross racer, you know. And so, this is his lifestyle. So with this lifestyle, I used his network to get in contact with Yamaha and they pulled everything together for me on their end. Actually, I believe his daughter is on with us today.

COUNCILMAN DOMB: Okay. Great. And so, I will just offer my own -- volunteer my time if it is of help. If you want to get a conversation with Yamaha, I'll be happy to be on that call. Maybe we can convince them not to require us to match the money, but to put up the money because I think it's a good thing for us to have an ATV park here, so I'll be happy to help raise the money for this, a public-private partnership. I think we can do it. So thank you for your testimony.

COUNCILMAN JONES: Thank you, Member Domb.

MR. ZAZA: Councilman Domb,

just for instance just to let you know, in the state of Minnesota, their manufacturing activities was at $30 million. Their ATV-related sales was $8.6 million which generated $86 million in state and local taxes. And that's in Minnesota, so imagine what we can do here in the City of Philadelphia.

COUNCILMAN DOMB: I agree. I also agree with your comment that we should have the best one in the country, because it could become an attraction where we can actually generate revenue from.

MR. ZAZA: Yes. We would have our motorcross events here, supercross, our winter games, X games. We would have a facility to host those types of events.

COUNCILMAN JONES: One of the --

COUNCILMAN DOMB: I will say this, I look forward to being one of the first people to get on an ATV on this new track. I look forward to that.

MR. ZAZA: Well, I wanted to say since Mariel's here before I let you go, I want to organize another trip with City Council for us to go out again with Crossroads because they got side-by-side. So for those who don't ride, they have side-by-side vehicles and we'll go out trail riding. We'll spend a day in the trails and you can get to experience it firsthand.

COUNCILMAN DOMB: All right. Thank you. Thank you very much.

Thank you, Mr. Chair.

COUNCILMAN JONES: Thank you, Member Domb.

Samantha Williams, who do we have next?

THE CLERK: Councilmember Gilmore Richardson.

COUNCILMAN JONES: Member Richardson.

COUNCILWOMAN GILMORE RICHARDSON: Thank you, Mr. Chair.

I just wanted to echo the sentiments of my colleague Councilmember

Domb. Count me in for the Committee and to do further work on this issue. I think it will be vitally important as we move forward.

But I also wanted to thank you, Joey, for your dedication to this issue, for working with us for a very long time on this matter and for going with us to the tour that we facilitated in City Council back in I think 2012 or 2013, where we rode ATVs in the Egg Harbor Township PAL Park. So thank you for your dedication to this issue and I look forward to working with you further.

Thank you, Councilmember.

Thank you, Mr. Chair.

COUNCILMAN JONES: Ride or die, Member Richardson. Thank you so much.

Ms. Williams.

THE CLERK: Mr. Vitek, you're next.

COUNCILMAN JONES: Welcome, Mr. Vitek. State your name for the record and please begin your testimony.

THE CLERK: I think you're on

mute, Mr. Vitek.

COUNCILMAN JONES: How are we doing? Are you still there, sir?

COUNCILMAN SQUILLA: He's on mute.

COUNCILMAN JONES: Wait a minute. I just heard you.

COUNCILMAN SQUILLA: That was me. That was me. I think he's on mute, but I don't think he can --

COUNCILMAN JONES: Okay. Can we move to the next witness and we'll go back to him when he --

THE CLERK: Okay. We'll come back to you. We're going to call up the next witness and we'll come back to you. Just let us know if you're able to unmute.

Mariel Osner.

COUNCILMAN JONES: Ms. Osner, are you there?

MS. OSNER: Hello.

COUNCILMAN JONES: How are you?

MS. OSNER: Good.

COUNCILMAN JONES: State your

name for the record and please begin your testimony.

MS. OSNER: Hi. My name is Mariel Osner from Crossroad Powersports. I just want to thank everybody for coming in today to revisit this project that me and Joey and a whole bunch of other people had been trying to collate since 2012. I do believe that this is a very important issue that I think needs to be resolved or needs to have a solution, because in our area we have a growing population with our bikes and ATVs. And I think it's paramount that we have a place for them to ride.

I say it all the time, about 40 percent of our sales are going into the City of Philadelphia and I really think that it's an educational process as well, that we can create so much revenue, we can create so many jobs, we can create so many futures for these kids and young adults to have somewhere to ride and for us to appreciate them wanting a place to ride and going

forward from there.

The first step, I think, listening to everybody is finding a property. I think the City, first things first, we have to take it in small steps, is finding the property. Once we find the property, I believe that private-partnership is (inaudible). I know the state has really good funding. DCNR also testified back in 2012, if I'm not mistaken, and he had crazy numbers. He was like, if you just find a place to have it, we have funds, we can get it also from private funding, we can get it from manufacturers. Yamaha, Kawasaki, Suzuki, Honda all have educational programs and funding for those programs. So we can get children at younger ages to get into the park, to learn how to ride, to learn how to ride safely and to give them a place to ride at the same time.

It's a lifestyle. It's not going anywhere. Confiscating and putting these rules in place, I know we

have to do it because it's a matter of public safety, but yet we have no solution for it. We can't say, I'm going to take your bike because you didn't go to the park or you have a place to ride. You're taking the bikes because they have no place to ride.

And all it's doing is infuriating the people within the bike life community to just go out to do it. It's not stopping them. You guys have been trying to confiscate ATVs and dirt bikes for years and the numbers haven't gone down in sales. It's not affecting them to take these bikes away because they are just going to get new bikes.

So I'm just here today just to give our support. We're highly involved in the motorcycle community within Philadelphia. I do think it's paramount -- like I was telling Joey the other day, I was like, if a kid wants to play basketball and there's no basketball court, he's going to play basketball in the street. If a kid

wants to play baseball and there's no baseball field, he's going to play it in the park. If the kids want to ride dirt bikes, they're going to ride and they're going to see everybody riding them on the street, then they're going to ride in the street.

And it's also an education. I say education because when you give young adults and children the opportunity to grow into something -- they want to work on bikes. We don't know if the next Travis Pastrana is going to come out of our park. We don't know if a young person might get into working on motorcycles that want to get into our industry. It's creating just more than just a ride on a dirt bike. It's creating a passion for the sport itself, creating passion for the industry itself. I think that's pretty much all I have today.

COUNCILMAN JONES: Well, thank you for your testimony. A couple of things, and I don't recall them from

2012, but back then I think there was an interest where there could have been a sponsorship to do an urban park. Do you think that opportunity still exists?

MS. OSNER: I think it is, but I think that the manufacturers put so much time and effort to it just for it to be shot down (inaudible) --

COUNCILMAN JONES: Are you there?

MS. OSNER: -- in a sense so there is funding available. I know (inaudible) --

COUNCILMAN JONES: You're breaking up.

MS. OSNER: Hello?

COUNCILMAN JONES: I can hear you.

MS. OSNER: (Inaudible).

COUNCILMAN JONES: We're having connection problems.

MS. OSNER Hello?

COUNCILMAN JONES: I hear you.

MS. OSNER: Can you hear me now?

COUNCILMAN JONES: Yes. Are you there?

MS. OSNER: Yes. I believe funding is available through the manufacturers. But like I said (inaudible) -- hello?

COUNCILMAN JONES: We can hear you.

MS. OSNER: Hello?

COUNCILMAN JONES: We can hear you.

MS. OSNER: Sorry about that. There's not really good reception. Hello?

COUNCILMAN JONES: We can hear you.

MS. OSNER: Okay. So can you repeat the question?

COUNCILMAN JONES: So the question was is there private sector interests in a public-private partnership to create an urban bike park? And I guess I should also say that if we were to do this, there has to be more responsibility on the part of

the riders.

If we take a step, they need to take a step. Things like safety training and things like proper operating responsibility and those kinds of things have to be a part of it as well as that could be sponsored by the manufacturers. So for example, thou shalt not pop a wheelie on a public street, kind of commandments of responsible bike riding and you should do it on a park.

So I think it would be important to balance that with opportunity for young people to have recreation, but also young people having responsibility of being legal, learning how to transport these vehicles to a park that they can have fun and often learn safety, so that balance coming from a manufacturer program would be two-prong. Okay. Are you there?

(No response.)

COUNCILMAN JONES: And if not, can we go to the next witness.

THE CLERK: I believe we have Mr. Vitek back.

MR. VITEK: Yes. Sorry about that.

COUNCILMAN JONES: Are you there now, Mr. Vitek?

MR. VITEK: Can you hear me?

COUNCILMAN JONES: Yes, we can hear you.

MR. VITEK: Well, I can ride a motorbike, but I can't find the mute button. Sorry about that.

COUNCILMAN JONES: Different skill sets.

MR. VITEK: Sorry about that, folks. I don't want to get into my bio, but I think my bio is very important to this whole matter. I was classified as the youngest American Motorcycle Association racer at 5 years old back in the early '70s and I've raced for 15 years, and now I race professionally cars. But my day job is I'm a financial advisor with Janney Montgomery Scott in the Philadelphia area. So I was called

upon just to give you my view of how I see this.

Now, let's go back to the late '70s. My brother and I had actually ran a motorcycle program --

MS. OSNER: The manufacturers are very involved with this.

COUNCILMAN JONES: Okay. Can you hold your testimony. Mr. Vitek has the mic now.

MS. OSNER: I'm here.

MR. VITEK: Okay. Thank you. So back in the late '70s, early '80s, my brother and I ran a motorcycle program up in the outskirts of Scranton. Sorry about that. So it was at St. Michael's School for Boys, and it was mainly inner-city children and young adults that had issues and/or, probably 50 to 75. And we ran a motorcycle program for them very successfully.

But it wasn't just teaching them safety and how to ride. Obviously, we had issues. It was more teaching them the mechanical end of it, how to

fix the bikes, how to create a skill, and I was 17 and 18 years old teaching these younger -- younger than I was -- children how to do this. So this is multi-faceted. It's not just bringing kids together, teaching them safety and how to ride and keep them off the streets. That's the main focus here, but it's also teaching them a skill.

How I see this coming together is not a burden on the City. It's going to be the relief valve for keeping them off the street, but more so creating an opportunity for them and bringing in private sector. And what do I mean there. A few of you talked about private-sector funding, Yamaha and so on. That's incredible and that's wonderful.

How about local facilities, the, for instance, garage and building manufacturers. Give them some sort of tax break where they build the building on the facility, their name's on it, but that's donated by them. The excavators

to come in and create the track or riding facility, give them recognition, some sort of tax break, so it's not coming out of the revenue of the City directly. It will in tax dollars, and that's just a suggestion. But this would create more, I think, of a community all around.

Also, having people with mechanical skills helping the children too, helping the kids, teaching them the different skills, how to buy and sell motorcycles, how to maintain them, the mechanical end, track maintenance, excavating, just different things like that. Maybe not make it a free facility, where they have a membership fee. Maybe that membership fee is $50 a year, but something that they're tied into on top of maybe showing their grades in school. So instead of a $50 membership, if they maintain a 75 percent average or an 80 percent average, they get free membership. So now you're rewarding them for that.

Another thing I found not disturbing, but confusing because I looked into this a few years ago, when I toured the facility down by the airport where you confiscated the bikes, the issue is that a lot of these motorcycles they're not new, they're not worth $2,000. So you're fining the individuals $2,000 to get their motorcycle back. It's not worth it. They can go out and buy one for $800, $1,000 and replace it. So that's why I think personally you're seeing less of the motorcycles going back to the people it was confiscated from.

So instead of crushing these and turning them into dirt, why not sell them to a private organization that cannot sell them in Philadelphia, that relieves Philadelphia of all liability on those motorcycles, but turn that into a revenue stream that can support the facility. Just by the numbers that the officer showed at the beginning of this, in 2020 you had -- I just did simple

math with a low retail price on these motorcycles and I came up with about $200,000 in revenue just from the sale of the ones that were being crushed. So that doesn't make sense, but that's something to investigate. But again, you don't want any liability and I think Philadelphia would be relieved of that liability through an as-is transaction type of thing, but that's something to think about.

So my focus would be, the way I'm looking at this is having private organizations come in and donate time and resources to build these and have multiple tracks rather than just one, one site, multiple sites, smaller sites that the children and the younger adults can get to, and that's where I am. If you have any questions, I'm here.

COUNCILMAN JONES: (Inaudible).

THE CLERK: Councilman, you're on mute.

COUNCILMAN JONES: Thank you for your testimony.

Ms. Williams, are there any questions from Members.

THE CLERK: (Inaudible).

COUNCILMAN JONES: You're on mute. Now, you're on mute.

THE CLERK: We are funny today. I do believe Councilmember Squilla has a question.

COUNCILMAN JONES: Member Squilla.

COUNCILMAN SQUILLA: Thank you, Andrew, and thank you for your testimony. And as we hear this, I think it becomes more and more evident that there is a way to work through this if we all put our collective heads together and come up with a way to make it work. Obviously, location is key. Once you find a location and dedicate that location, then I think we could work on all the other parts.

But again, I'm not sure and when we talk about these facilities that if you have them, bikes need to be trailed to those facilities. People

can't just drive up to the City to them and things like that. And that's obviously maybe another opportunity for employment to create these models. But do you see the possibility of -- we know that not everybody is going to go to the track even if there's a membership plan, but they do want to be with the big guys. They want to be with the guys that are stars and the guys that everybody sees.

We'll still need some type of enforcement for the City streets. But I believe by doing this you will then decrease the number of riders on the streets. Do you see it as the same or no?

MR. VITEK: I think just from numbers I think if you make it a rewarded system, you're going to have a good number of young adults going towards the track, going for the education, going for -- not making it a club but more camaraderie. And it's going to be a slow process to wean it

off, but I think you would see a tremendous decrease, because I've ridden bikes my entire life.

I've raced bikes since I was a kid and my parents allowed me to do that. But there's nothing better than not riding on the street. There's something about having a park or a place to go. And we did everything we could to get there and sometimes that was ride there. But if we had a trailer or a truck, we would haul them there. But that's extremely important, to have a dedicated place. You going out and riding up in cold country and seeing the beauty and riding through the woods, that's wonderful, so you understand the experience -- some of you understand the experience and joy of riding. But there's nothing enjoyable about riding on public streets, especially in crowded streets.

So I would see a gradual attrition to this into the parks, but it's going to be a gradual process. But

think about the parents' contribution to this, meaning pushing the children to go to this because it's not just go and ride and you'll learn safety. It's you're going to learn a skill that you can take out in the streets of Philadelphia and teach other kids and people and create businesses, which will create tax revenue and so on.

So I think it's an ongoing process, but it's got to start somewhere. And maybe you start with one small facility and see how it goes and then gradually work your way up just like any other business. But I think private enterprise I think would be very happy to get involved in this and you would see a lot of volunteering as well.

COUNCILMAN SQUILLA: Thank you. Thank you so much and I appreciate your input.

COUNCILMAN JONES: Thank you, Member Squilla.

Ms. Williams.

THE CLERK: Councilmember

Squilla, I do believe that Mr. Thompson has his hand raised and might have an additional comment for your question.

MR. ZAZA: Thank you for your time again.

It was actually for Mr. Vitek. Mr. Vitek, I totally agree with what you're saying as far as the tax aspect of it for the excavation and for people to come in and do sponsorships on garages and things like that. It is more of a bigger thing than just riding, the technical skill of it, the educational skill of it. And it will create more jobs for young men who don't want to attend college or who maybe want to become entrepreneurs. It puts the ball in our court to make decisions for others to help alter their life.

Riding motorcycles has changed my life. I've been riding motorcycles since 1978. I've got an RM80 and I've been a motorcycle rider ever since. It is a difference between riding on a street and on dirt. The bike is made

for dirt. It reacts different on dirt. And then dirt is a controlled environment as well. When you're riding on the street, it's not a controlled environment and anything can happen at any time because the bike is not programmed to be where it is. So to facilitate that is definitely a dope thing. I like the way you put it.

As far as the tax purposes for the City of Philadelphia, we never came with intentions to lean on the City to make something happen for us. We're trying to make it happen for ourselves but with retrospect that the City condones it and works with us to build it. That's what we're really looking for.

COUNCILMAN JONES: So, Ms. Williams, in deference to our hard stop at 12:30, we are going to keep it moving. And so, who do we have teed up?

THE CLERK: We have Kareem Walsh, Sr.

COUNCILMAN JONES: How are you.

Thank you for your patience.

MR. WALSH: No problem. I have --

COUNCILMAN JONES: Can you state your name for the record and begin your testimony.

MR. WALSH: My name is Kareem Walsh. Thank you first off for allowing me to be here to speak on behalf of the entire bike life culture that's not just in Philadelphia, but that's literally worldwide. I have engaged in this culture for the past 8 years, 8 to 10 years. Knowing these guys being in the chases, being at the ride-outs, everything that is involved with this culture I am. And I've heard everything --

COUNCILMAN SQUILLA: Mr. Chair, I can't really hear well.

Kareem, can you speak up a little?

MR. WALSH: Can you hear me now? I'm good?

COUNCILMAN JONES: It's kind of

faint. If you could speak up, it would be better.

MR. WALSH: Can you hear me now?

COUNCILMAN SQUILLA: Yes. Good.

COUNCILMAN JONES: It's much better.

MR. WALSH: All right. There we go. Like I was saying before, I have engaged myself in this culture for the past 10 years. I understand these guys and everything that you guys have been saying, I have a few notes saying that building this park is going to burden the community and make it worse. I have actually already experienced having a park already by bringing riders to it.

There's a space by the highway that I've actually had multiple riders, maybe 200 to 250 riders there for hours throughout the day, riding in a peaceful place, the kids were there, even some of the veterans came in. And I took note that they came here, it wasn't just

wheelies. They come for the park, for the camaraderie of the people that's there.

They don't want to just go on a dirt track and just ride and jump hills. They want to be in a place where they can wheelie, they can learn how to wheelie there and they can be around people who are extremely popular on social media. That's one aspect that everyone I've heard so far has missed. Building a park here is going to be the most biggest thing in the culture, period, worldwide simply because the things that you can generate from this park starts off with social media.

The young people go out and want to ride. They get in accidents because they don't know how to properly ride yet, but they go out there early because they want to be around people like myself with a high following. They want to be around people with 250,000 followers, 300,000, they want to be around them. But if you put them in an

area with people with a high influence that can get them in an area where they can ride safely, they will.

It doesn't matter how much money you have. It doesn't matter what -- even people like rappers, some rappers don't have the say that some of these people on social media have that ride bikes. So the fact that we can get them here and not only have them here, but run the whole park similar to a motorcross track. You have certain days where certain events are going on. You have certain hours throughout the day where only certain riders get to ride. You have your free time. You have your days where young children get a chance to ride and people get a chance to film, they get a chance to create blogs.

I've heard already trying to figure out how to transport these bikes. We are already doing that. This culture is extremely intelligent. They're extremely intelligent guys. It's an extremely unique culture that you guys

don't see because it's so underground. We have guys that do blogs, that create a good amount of money through blogs just from cameras. They don't have to ride their bike. They can just be recording doing mechanical stuff. Like I believe his name was Vick, he had said that.

You have guys who get sponsorships from clothing just from riding your bike or being around doing wheelies in a park, doing how to wheelie or what parts of the bike to fix. You also have sponsors from helmets, gloves, masks. The transportation we have already in the culture, there's at least five people right now that have businesses every weekend just to transport bikes from one place to another. Now, me personally I believe that is a good method and that they were already likely to do.

Now, fast-forward to the negative side. I do believe that it will help the City get the bikes off the

street. But like I said before, you will not get them all off the street. The accidents that have happened in the street, somebody had mentioned in a park that someone was ran over in a park where the bikes meet up at. Now, I know for a fact that that person that ran over that girl was very young and inexperienced. He came out early because he wanted to be around everybody.

These are things -- like all the analytics that you guys showed, I know every reason why things drop or why things got bigger. For one instance, the motorcycles, there are more accidents and more deaths on motorcycles because a lot of these guys have the opportunity to get a legal license to go ride. The guys on the dirt bikes, they learned their things just going. They're not legal, but they learn how to maneuver at a young age. They're highly skilled. So because they're illegal, they know how to move through the

traffic differently. They're less accidents.

But I still tell these guys, you have to ride safely. We get on each other. Stay off the sidewalks, stop running lights, stop doing all of these things. These things are all documented on my page. Now, we have a tremendous amount of respect for the Police Department. We don't wish no harm or we don't want no violence at all. As soon as we ride in peace -- I'll leave it here, I'll leave it here, I noticed the growth in the culture in how disturbing it was to the community so I found ways -- I basically infiltrated a whole structure. I found ways to get in and get a better understanding to connect with the people to find ways to reel them out of it, to make it more positive, to make fun with it. I have it all. I have the recipe for it.

So what I did was I brought all the guys to the place I was talking about earlier, the big parking space,

and we were there in our safe place. And then out of nowhere we got raided. Helicopter came in like an airstrike. Cops came in and they took 52 bikes. Don't matter if we were riding on the streets or not. We were there in a parking lot.

I put tires out there so the guys could go safely one way and the other way. We had a barbecue out there. There were spots for the kids to ride. It was an amazing event. But on top of that, they were so happy because they will be on camera recording, to go somewhere where everybody in the world would see them.

So when those bikes got confiscated, most of those bikes were legal. They had titles, everything for them. They didn't care. They took them. The news did not cover that. I was extremely upset. I have so much footage of cops chasing us, so much footage. But my goal was to not put that out. I do not want to make

officers look bad. My goal was to find peace and to find a common ground and understanding.

I understand the things we do is not safe all the time and I have the influence to change the culture for that. But we have to get ahead of the curve now and try to change. I got chills now thinking about. I'm so passionate about this culture that you guys don't understand. I've been there -- look, I got shot point-blank range here. The bullet came out here. The first thing -- two months later, the first thing I did was go back to ATL to get on a bike because I wanted to be around the family. You guys want to make money from it. I know ways to do it. That's not my motive, but I've got 100 different ways from just being in that park.

There's about three to four different areas of Philly that can easily be used, but you have to have the right person to do it. It hasn't worked

before because you guys don't have someone like me that has experienced the culture --

COUNCILMAN JONES: So I appreciate your --

MR. WALSH: I can't even hear you. I'm sorry. Let me plug this back up.

COUNCILMAN JONES: I appreciate your testimony. We have 15 other witnesses, so I'd like you to continue your input. As we develop a work group, we would love to have your discussions. But thank you for your testimony.

Ms. Williams, who's next?

THE CLERK: So I will call up the next panel of witnesses which is Shalimar Thomas, J. Nathan Bazzel and Rick Piper and Sally Garthoff. I will just ask as a reminder we do have a hard stop at 12:30 and a ton of witnesses left. If you can please keep your remarks brief and under three minutes.

COUNCILMAN JONES: Thank you so much for your patience. State your name

for the record and please begin your testimony.

MS. THOMAS: Hi. This is Shalimar Thomas. I'm with North Broad Renaissance. Thank you so much for allowing me to present today on Resolution 200442. You have my testimony and I do know that we are on a tight time frame, but I do believe we are on the same page.

One of the goals for the North Broad Renaissance and one of our programs is a Clean & Safe North Broad and because North Broad hosts over 30,000 cars daily, 8 subway stations and 112,000 SEPTA riders, you can understand why recklessness of any kind can threaten not only our goals, but the health and safety of those who utilize the corridor. And I myself have witnessed reckless behavior of ATV drivers along North Broad Street.

With that said, I also recognize that this is indeed a part of Philly's culture and it should not be

simply disregarded or written off as a nuisance or a menace. For many of the riders, it serves as recreation. I myself have enjoyed a good ATV ride as I hear other of our Councilmembers have as well, and this can be a multi-million dollar generation -- this can generate millions for the City.

And there's no reason why a city like Philadelphia that's one of the top tourist destinations in the world shouldn't provide this experience for operators, visitors and residents. And so, I do think we have an opportunity here for the City. As I listen to the testimony and the need, I was thinking is there a location on North Broad that can host an indoor park. I'm not sure. Of course, this is a conversation that we will have to include the community. But as we think of this proposed arts and culture district along the corridor, I wonder if there's a location that could house that.

I also wonder in listening to

the last gentleman's testimony, can these indoor parks -- and I listened to the police testimony as well and I hear a lot of reaction to illegal bike riders. But the thing about prevention, I wonder can these indoor parks serve as a prevention method to deter illegal onstreet riding, i.e., if you're caught on the street, you're banned from participating in these indoor ATV activities.

So again, you have my testimony. I know time is of the essence right now. I too have to make myself available to another meeting, so thank you again for allowing me to present. Thank you all for your testimonies and thank you to the Councilpeople for holding this and I'll accept any questions if there are any.

COUNCILMAN JONES: Thank you for brevity. Thank you for your written testimony and thank you for the inclusion of North Broad Street.

Ms. Williams.

THE CLERK: J. Nathan, you're up next.

MR. BAZZEL: Good morning, everyone. Thank you. My name is J. Nathan Bazzel. I am the Chairman of the Midtown Village Merchants Association Outdoor Dining Committee. Recently we have been able to do outdoor dining thanks to the diligent work of the City of Philadelphia in making street closures possible for outdoor dining.

Just to understand the impact of the food economy in Philadelphia, we employ 12 percent of the City workforce. 18 percent of all businesses in Philadelphia are in the food economy, and we account for $66.3 million in wage tax alone. Thanks to the Outdoor Dining initiative, we've been able to reopen 22 restaurants in the 13th Street corridor of Center City and bringing back more than 340 employees to help benefit the economy of the Philadelphia.

The reason I'm here is on September 5th of this year, which was a

Saturday evening about 10:15, we heard motor bikes and ATVs going through Center City and they've often gone around our street closure, we do have the largest street closure in the City.

During that time, we thought we were fine. We've experienced this before. However, several ATVs and motorbikes, dirt bikes went down Walnut Street crossing over 13th Street. We noticed that several of them stopped in the middle of the intersection blocking traffic, not too concerning there. But then they moved on and then we heard them coming back. And they came down the sidewalks on the north side of Walnut Street in front of the Holiday Inn, which is currently being used by the City of Philadelphia as a COVID facility.

They jumped off of the curb onto 13th Street which was closed for pedestrian and dining use. They spun around in the middle of the pedestrian area with diners and pedestrians trying

to get out of their way. It seemed as though one of them wanted to try to take the dirt bikes up our central pedestrian corridor. We're using the center traffic line of 13th Street for pedestrian movement. It looked like he may have, if you will, chickened out of that maneuver and they backed out and they jumped back up and back onto the sidewalk.

They went into the middle of 13th and Walnut and proceeded to do several donuts in the intersection before running off. We did attempt to call 911 to alert them of the situation. We were fortunate that no one was injured. Unfortunately, at that time, September 5th, the Police Department were needed in other parts of the City due to various protest activities and other situations. So we never had any form of response from the Police Department during that occasion.

We don't know what the best solution is, but we do know that this

particular situation causes harm to another revenue stream that is quite large for the City of Philadelphia. When diners do not feel that they can do so safely, especially in our current outdoor dining scenario, they don't come. And 13th Street in Center City is really Philadelphia's main restaurant row. There's no other place that has the density of these businesses.

So we would urge the City Council and City officials to look at all possible options for other outlets and other forms of simply protecting pedestrians and diners during this challenging time for us. We are struggling as it is. We are desperately struggling. And having safety concerns with gun violence is one issue, but this comes right into our backyard, if you will, regularly. So please consider all possible options. Thank you.

COUNCILMAN JONES: Thank you for your testimony, and we are in this together. We are in this together.

MR. BAZZEL: That we very much are, sir. Thank you.

COUNCILMAN JONES: Ms. Williams.

THE CLERK: Rick and Sally are testifying on behalf of the same organization, so I will ask you to choose who goes first out of the two of you.

MR. PIPER: Why don't I start since I signed on first.

MS. GARTHOFF: Go ahead.

MR. PIPER: I just --

THE CLERK: Please state your name.

COUNCILMAN JONES: State your name for the record.

MR. PIPER: Oh, I'm sorry. Okay. This is a bit new to me. I'm just a humble citizen. My name is Rick Piper and I graduated from Georgetown University 51 years ago. I was in love with Center City. I saw it as a village with all the joys of a big city. I moved here. Some of you may know me as

the former owner of the 12th Street Gym.

I've lived in the Broad west -- Broad Street area for 51 years. Together with Sally and a gentleman in (inaudible), we created an organization called STOP, which stands for Safe Travel On Our Philadelphia streets and our mission is to get illegal ATVs and dirt bikes off the streets and sidewalks and median strips of Philadelphia. Some of you may confront this in your daily lives. Some of you may not.

What J. just described happens in our area almost every night. Recently I watched a mother and child, child in the stroller, being driven, literally pushed off the South Street sidewalk, not the street, the sidewalk along the side of the Acme at 10th and South. This is a nearly daily occurrence. We cannot tell you more clearly and passionately as citizens that this is happening on the sidewalks, on the median strips, all over our area

which is the Avenue of the Arts area in general.

Sadly, for those of you who don't know, last night we lost a Philadelphia teenager to a dirt bike death, a dirt bike death in Germantown. This was just reported recently on the news. I don't know how often deaths happen, but the terrified feeling that we who live in this village and these neighborhoods that we're so proud of, we feel all the time. We're afraid.

When we hear the noise starting, we move to the sides of buildings because we don't know what's coming not up the streets, but up the sidewalks. Sometimes at 2:00 in the morning with these modified muffler systems just blaring music -- I have triple windowpanes where I live. Triple windowpanes, a sound machine and earplugs and the building which is Symphony House, it's a pretty good building, vibrates when these guys come by.

So a couple of quick comments. Just one word that's been filtering through all of this is the word off-road. Let us not forget that these are legally off-road vehicles. Every one of them on the streets is illegal. I also want to comment on Councilmember -- forgive me if I say this wrong -- Gauthier, Councilmember Gauthier mentioned frequently the term Black youth. I really think -- because there's always racial tensions in Philadelphia, are we a southern or northern city.

I want to dispel the myth that this is a Black culture issue only. And I dispel this with my observations having walked in this village for 50 years. About 35 percent of the riders are not Black. They are White. It's often hard to tell, but I've learned how to look at their hands because they're wearing helmets and nowadays mask. This is not just a Black youth issue. There are a lot of White folks. And I think

it's unfair to the Black community and to the Black riders that it be labeled just a Black cultural issue. This crosses a lot of demographics. I think that's important.

I had not known much about this other option, a park with a commercial connection. And as a citizen, it's very exciting to think of that. I'm a business person by nature. But to think of the City engaging with some of the commercial interests to make this really a tourist attraction and a safe place for riders to ride is a wonderful idea.

And as you folks, our leaders, may move towards that we would ask something, include a citizen or two in what Allan or I'm sorry, Councilmember Domb called the working group. Let the citizens be part of this. Sometimes I think our leaders, many of whom are on this hearing, lose connection with the daily reality us citizens, voters and taxpayers face out on the street. Let us be part of this solution, please.

My last comment I promise -- I know we're coming up on lunchtime, we all get hungry whether we're on Council or not -- is we often hear the term ride culture. I think it sort of traces back to the movie Creed, to support from people like Meek Mill, et cetera. I want to throw out another term that's really important for everyone to think about and remember, Councilmembers, staff, and that is the walk culture.

When I came here 51 years ago, the reason I came was it was one of the few -- well, love was involved. But other than that, one of the few cities where I judged that you could really live in the big city and yet walk in the -- whether it's Center City or Point Breeze or Fairmount or North Liberties, West Philadelphia, there's a walk culture. And if we don't act with a combination of alternative space, street engineering solutions which have not been mentioned for the last two-plus hours, street engineering solutions like

intersection cameras, rumble strips, speed bumps which are working at Eakins Oval and the 5th Street Bridge, by the way.

We need to look at street engineering solutions. We need to look at enforcing it. And if a park comes to fruition, it must come with strict street enforcement and there are absolutely ways to do that. So please as a citizen, as a resident of 51 years, as a business owner, please, please protect the walk culture also. Thanks for letting me be here today.

THE CLERK: You're on mute, Councilman.

COUNCILMAN JONES: Thank you for your testimony.

Would you please proceed with your testimony. State your name for the record.

MS. GARTHOFF: Sally Garthoff. I live in Center City One near Broad and Spruce near the Kimmel Center. I want to thank everyone for allowing Rick and

me to come to the meeting today. I'm really impressed by everyone's testimony. I've learned a lot. Back in May where it seems that Assistant Commissioner Dales mentioned that back in May looking at his charts, that's when a lot of this activity started on an accelerated basis.

And at that time I off-the-cuff started a petition. People were complaining about it. I started a petition that maybe some of you have signed or seen. And right now there are 2725 signatures on that petition, all residents. Most of them are coming from the side that Rick and I are on, where the residents, it's disturbing. We're waking up in the middle of the night. Some off us have called 911.

And the thing I want to emphasize after -- you know, it's been four months. I've seen articles in the paper. I've read recently there was an article published by WHYY. I know that person isn't here today, where they gave

their side of the story from the biker point of view, which honestly I hadn't really paid too much attention to that because I was so busy listening to people complaining all the time about the noise and the safety. Basically that's where I'm coming from, but I want you to know that I do understand all sides now.

I realize where the bikers are coming from. I don't know if an ATV park of any kind will eliminate the chaos that's going on in the City. Sometimes I think, and the police have also mentioned to me, that some of the riders just really want to create chaos, and I don't think it's going to totally stop. But I think that one of the things you need to do as a group is to let the residents know that you're actually actively working on this issue, because the comments that I receive, and I was going to read some of them today and I know we're short on time, but basically what people are saying is it's

a safety and noise issue. They're on the streets. They're challenged by the bikers. You can't say anything to them. Some of them will come back and challenge you, play chicken with you.

And also, people have said that they feel like their neighborhoods are being decimated with this noise and safety problem. So I think that having heard everyone speak today, I want the Council and the police and so forth to actually try to market these ideas to the public so that they realize that you are doing something. This is not something that's going to happen overnight.

These bike parks aren't going to suddenly materialize by the end of the year or by next summer. But I think people need to know that you're working on them. And I also want to commend the police. Even though people do not agree with the bike confiscation and so forth, I don't know that I totally agree with it either but right now, I don't think

there's a lot of other resources for this.

I think it really has cut down on some of the noise. Sometimes it does not linger into the wee hours in the morning anymore on weekdays and on weekends. You still hear it, but it's just not quite like it was. So I don't know if they're going to other neighborhoods. So I guess basically that's mostly what I want to say.

I'm glad that you brought some people from the bike community to the table. That was something that I thought was missing. And I want to thank everyone for being responsive. When I started this petition, I had absolutely no idea what would happen, if anyone would even do anything, if anyone was listening, but I found out that people all over the City, Northeast Philadelphia, South Philadelphia, everyone is affected by this so I really appreciate your efforts.

And anything I can do to help I

will. I'm on the Board in Center City One. And so, the residents here have been counting on me to try to work on this issue with the community. So thank you very much.

COUNCILMAN JONES: I want to thank you for your testimony and as importantly, an open-minded perspective of listening because what I love about working with colleagues is that, yes, everybody comes to the table with a set of understanding but always are willing, but always are willing to listen to the other side. And if at the end of the discussion we don't agree, at least we understand.

And to your point where we have to do a better job of letting residents know that we are working on issues and some, you know, take priority over others, a pandemic can constantly readjust your agenda and your priorities, but I want you to know that when we settle down from these crises, that those normal neighbor concerns,

normal neighbor concerns are being addressed.

I'll never forget, and if you look at my Facebook, in the beginning of I'll say late March, early April, there was a group of bikers coming down my block and I just couldn't believe it. I took video of it and I posted it and I said some things even a pandemic will not stop. So we are in this together. We are in this together, and the young man Mr. Zaza, I watched grow up to be a fine young man and his passion for it.

I believe with Member Domb's leadership we can find public-private partnerships that won't solve the problem all together, but will address it and in some way move it in the right direction. So I'm really thankful for your testimony today and we are listening.

MS. GARTHOFF: Thank you.

MR. PIPER: Can I express, this is Sally's partner, a great appreciation to Deputy Commissioner Joel Dales. He's

really been very constructive through this whole effort.

COUNCILMAN JONES: Well, thank you for that. Public servants need love too.

Is that Commissioner Outlaw? Did you hear him compliment your deputy?

COMMISSIONER OUTLAW: I did. I've been on the whole time. And I wanted to pop in. I see Mr. Piper's emails all the time and I understand that this is a concern. I just wanted to pop in and say that we appreciate the love and the effort, but also the acknowledgement that this is a holistic effort that we're going to have to address.

COUNCILMAN JONES: Well, thank you, Commissioner. And, yes, it's always good to affirm or get affirmation when your people are doing a good job.

So, Ms. Williams, are there any Members with questions?

THE CLERK: I don't see any questions in the chat. If there are no

questions, we could move on to our public comment list. We do have 12 individuals who signed up to testify.

Harriet Williams, are you still connected?

COUNCILMAN JONES: Ms. Harriet Williams.

MS. WILLIAMS: I am connected.

COUNCILMAN JONES: How are you. Can you state your name for the record and please begin your testimony.

THE CLERK: Ms. Williams, I think you are on mute.

MS. WILLIAMS: Am I off mute now?

THE CLERK: Yes.

COUNCILMAN JONES: Yes.

MS. WILLIAMS: I'm Harriet Williams. I live in a high-rise building overlooking the Art Museum and the Parkway. Thank you for giving me the opportunity about safety and noise issues around Eakins Oval and around the Art Museum. It's hard to watch what is happening on a daily basis in

Philadelphia's most iconic location. Most evenings large numbers of motorcycles, often speeding cars, some ATVs but not a majority of ATVs race around the entire neighborhood. I cannot tell you if there are dirt bikes in the mix, I just can't.

What they do is they race in groups. They ignore traffic lights. They go up the Parkway, circling Eakins Oval in front of the Art Museum continuing up Kelly Drive for a short while. It's incredibly dangerous. In addition to speeding on the street, motorcycles now fly up on the sidewalk in front of the Art Museum coming within inches of pedestrians. We have endless video footage for you, by the way, which I'm happy to share.

They also sometimes drive up and down the Art Museum stairs. There are evenings when we've counted over 60 motorcycles at the same time on the sidewalk in between pedestrians right by the Rocky statue. This is inevitably

going to lead to a serious accident. There have been several crashes, including a fatal accident on the Parkway and other crashes at the start of Kelly Drive. It's motorcycles and speeding cars.

Some neighbors and I have been meeting with members of Streets Department, the local Police Department. So we've agreed two measures are needed really quickly. The first one is we need red light cameras along the Parkway and at Eakins Oval. It would go a long way to calm the problem because the area will become much less appealing to motorcycles and cars. I know it won't get ATVs but the majority vehicles are licensed vehicles.

If they can get tickets, they will stop coming. We hope that City Council can make insulation of these lights a priority. We've not gotten very far otherwise. We also believe that (inaudible) barriers must be installed in the front of the sidewalk

leading up to the steps of the Art Museum in order to avoid a horrible crash between a pedestrian and a motorcycle. Calling 911 is not a solution. Police are stretched as you know by endless crimes and problems. They respond, but not immediately.

The motorcycles have learned that police vehicles do come. They stay only for a short time and the motorcycles come right back. We're hoping that you don't focus this just on ATVs, although that is very serious. But motorcycles and racing cars are not less of a problem for us. And it is ruining the area. Thank you very much for your time. I appreciate being able to testify. And I will send you copies of what I've just said.

COUNCILMAN JONES: Thank you so very much for your testimony and your patience.

Ms. Williams.

THE CLERK: Thank you.

Modesto, the next few individuals on the

list need to be called in. Do you want me to just start with everyone who's connected first or do you want to go in order?

COUNCIL TECH SUPPORT: We can go in order. We can call them in.

THE CLERK: Okay. So the next person to testify is Dawn Willis.

COUNCILMAN JONES: Ms. Willis, are you connected?

THE CLERK: She needs to be called in.

COUNCILMAN JONES: Okay.

Just for the record, we are at 12 noon so we need to be as brief as possible to get everyone that is listed to testify on the record.

COUNCIL TECH SUPPORT: Okay. Dawn is connected.

COUNCILMAN JONES: Hello. Good afternoon. Dawn?

MS. WILLIS: Yes. Can you hear me?

COUNCILMAN JONES: I can now.

MS. WILLIS: Okay. Great.

COUNCILMAN JONES: How are you?
MS. WILLIS: Good. Good.
COUNCILMAN JONES: State your name for the record and please begin your testimony.
MS. WILLIS: Sure. My name is Dawn Willis. I am representing Center City Residents' Association.
COUNCILMAN JONES: All right.
MS. WILLIS: Okay. I live at the southwest corner of Broad and Lombard, and I can state without exception that racing up and down Broad Street for the past six months has significantly impacted my quality of life. We posted a notice about this hearing on the CCRA website and asked our members to comment about this issue and tell us their concerns. The response was overwhelming. We heard from members living in high-rise buildings and in single family homes throughout our attachment. All responded, stated emphatically, that this issue has negatively impacted their

quality of life.

I would like to read some of the responses briefly. One person moving from New York City, I never expected to not be able to enjoy my home indoors. This would never fly in New York. De blasio states publicly, if you ride an ATV, it will be confiscated and crushed. Mayor Kenney seems to turn his head, allowing these troublemakers to terrorize people on the street.

Another one responded, I cannot enjoy eating out in the summer. Seems like the riders have more rights and sympathy from the Mayor than we do, the citizens who pay to live here. A comment from a resident at the Ritz Carlton, if this were happening in any suburban town square, it would not be tolerated. The offenders would be arrested and their vehicles impounded.

Another responded, the City of Philadelphia's policy of tolerance and inability to provide basic public safety has deteriorated the quality of life for

most people and will lead to many deciding to leave, including myself. And finally, if public officials cannot perform their primary duty of public safety for fear of reprisal, then all is lost.

Some additional points, and I know some of these have been mentioned, the ATV park is a fine idea but it's not going to solve the issue. It's not going to improve our quality of life today or tomorrow. Most of these bikes are illegal for street life and again riding to the park will cause the same noise disturbance. And quite honestly, these riders want to make noise. They don't want to go to the park. They want our streets to be their race space.

And also importantly, speed bumps are not the answer. Instead of bikers keeping us up all not, we will be assaulted with the constant thump, thump 24/7 of every car, SUV and truck going over the speed bumps. Unfortunately, the only way to combat these riders is

with manpower, in person on the streets and at the gathering points by either issuing tickets or confiscating bikes.

Without fixing this issue, we are looking at taxpayers moving out of the City, new residents thinking twice about moving to the City and business and tax revenue suffering the consequences. I thank you for your time.

COUNCILMAN JONES: Thank you so much for your patience and thank you for your testimony.

MS. WILLIS: Thank you.

COUNCILMAN JONES: Ms. Williams.

THE CLERK: The next witness is Christine Curry who needs to be connected by phone.

COUNCIL TECH SUPPORT: Okay. She is now connected.

COUNCILMAN JONES: Good afternoon. Can you hear me? We can't hear you. Are you on mute?

THE CLERK: Ms. Curry?

COUNCILMAN JONES: Ms. Curry?
COUNCIL TECH SUPPORT: Please hit star 6 to unmute.
COUNCILMAN JONES: Ms. Curry?
THE CLERK: Okay. While we wait for Ms. Curry, Amanda Cucelli is the next witness who also needs to be connected by phone.
COUNCILMAN JONES: Hello. Hello?
COUNCIL TECH SUPPORT: Okay. It looks like Ms. Curry is in. Ms. Curry, if you could please press star 6 to unmute, please.
COUNCILMAN JONES: Hello. Ms. Curry? Hello?
COUNCIL TECH SUPPORT: It looks like she just dropped off. We have Amanda as well on the line. If you can hit star 6 please to unmute.
COUNCILMAN JONES: Good afternoon, Amanda. Can you hear us?
THE CLERK: If, Ms. Cucelli, we can't get you off mute, we do have other witnesses who are logged in.

Francis Phee, are you on the line? Johanna Cairo?

MS. CAIRO: Yes, I am here. Can you hear me?

COUNCILMAN JONES: Finally. Yes, I hear you. Please state your name for the record and please begin your testimony.

MS. CAIRO: My name is Johanna Cairo and I'm very grateful to have the opportunity to speak. I also have found your hearing very educational and thank you so much. I would like to specifically address the issues of noise and safety that are in the resolution.

My husband and I live in Fairmount and we really see a great deal of ATVs, dirt bikes, motorcycles and hot rod cars from our windows. We are finding this very, very distressful. We cannot shut the noise out of our apartment. It's impossible to sleep on many nights. And since we are semi-quarantined from COVID, we only can walk in the park nearby so we feel

trapped and a little bit helpless and unable to enjoy any peace at all because even in the park along Kelly Drive with the thousands of other Philadelphians who spend time in the park, which by the way has been increasing since COVID tremendously, and we find no peace there either, the noise is deafening day and night into the early hours of morning.

I can see these drivers. Here's what I've seen: They come in groups. They rev their engines and they change gears and race, especially at the traffic lights along Eakins Oval, Kelly Drive, 25th Street and Kelly Drive, Fairmount Avenue and Kelly Drive and Poplar Drive and Kelly Drive. They run the red lights and they're jeopardizing the safety of thousands of pedestrians and bicyclists there.

ATVs and dirt bikes are performing tricks on the roads in front of the art museum. Once I actually saw several doing wheelies in the opposite direction of the oncoming traffic and

the vehicles had to stop themselves in order to wait for these people to get out of the way. Do I support the suggestion for a dedicated place for ATV drivers? Well, I've learned a lot today. But first I would say no, until you provide the solutions for the full noise and safety issues, because the noise is not only from illegal ATVs and dirt bikes, it's also due to illegally altered or installed or possibly missing mufflers on any type of vehicle, whether it's a motorcycle or an automobile.

Wherever a dedicated place is located, how will we be certain that drivers will not be subjecting neighborhoods to their noise just getting to and from that site. And what neighborhood is going to want that noisy arena by the way. Such a facility will probably become a regional attraction as was mentioned by many of its advocates. And won't that increase the traffic of illegal vehicles in Philadelphia.

Funding should be considering

enforcement as well as construction of any facility and ongoing access. Meaning, how can and will the drivers pay for access to this facility. Public funds to develop and maintain such a facility need to be spent on the other recreational needs in Philadelphia's neighborhoods and parks.

And I think that while much has been done with the Police and Streets Department and City Councilmembers collaborating, we're not seeing tangible results yet here. They installed rumble strips and that has not reduced the traffic of loud vehicles and it hasn't slowed them down either. In fact, it's just made more rumbling noises for us.

What do I support? I would support you continuing to enforce the laws against unlicensed vehicles and altered mufflers. This is a city-wide concern. Obviously, we've heard that today and that makes it a priority. So get film and sound recordings for these locations and learn where and when and

how to get your remedies in place.

Identify where and how the vehicles are being sold and altered to help with enforcement. Increase the fines and penalties for illegal vehicles and especially for noise violations for illegal vehicles. Those penalties are not adequate. Thank you so much for the opportunity to speak today.

COUNCILMAN JONES: Thank you so much for your testimony. Thank you for your patience and we have your suggestions.

MS. CAIRO: Thank you, sir.

COUNCILMAN JONES: Ms. Williams.

THE CLERK: Do we have Christine Curry or Amanda Cucelli connected at the moment?

COUNCIL TECH SUPPORT: We tried calling out to them, Samantha, and we're just getting voicemail. Owenda is going to connect with Kevin O'Connor.

THE CLERK: Okay. Great. So while you're connecting with Kevin

O'Connor, I will call Kanina Taylor. Are you still connected?

COUNCILMAN JONES: Ms. Taylor?

MS. TAYLOR: Yes, I am. I would just like to forward --

COUNCILMAN JONES: Can you turn your volume up a little bit.

MS. TAYLOR: Can you hear me now?

COUNCILMAN JONES: Much better.

MS. TAYLOR: Okay. I would like to submit my statement to Samantha because I've been on since 9:30 and I feel very much, much more informed with hearing all of the perspectives of the people that are involved in this. I like Harriet live in the Philadelphian on the Parkway and she did a very good job at capturing the sentiment of all of the residents in the Philadelphian and the public safety issue.

But I would just like to point out that we've had thefts and vandalism in the area too, so the red light camera would be an additional benefit with all

the ATVs and all that stuff. But for me, not to duplicate what Harriet said, the issue for us in District 9 is the mandatory minimum manpower. I've been here six years. My car has been broken into twice and stolen once.

And I found out from this last time this summer that we're supposed to have eight police officers on a shift. And quite frankly, we do not have that amount. And I think that becomes a frustrating aspect of us when we see all the things that are happening in the evening with the motorcycles and ATVs, that we just don't have the manpower coverage. However, because the Police Department had that presentation first thing, I understand a little bit better. But as a City Council, I think we really have to examine how we can reallocate and how we can also have the citizens in our City contribute to help you make it a better quality of life for everyone, public safety-wise to honor the culture, to not decriminalize the men that are

involved.

So I would like to suggest that the people that took the time to stay on this phone on this hearing all this time, that they could be included in future discussions as to the direction you guys are going into with this issue, because when you think back that it hasn't been brought up in eight years and things have escalated, we can only try to work collectively together.

So I don't want to go over. I appreciate the opportunity. Samantha has been extremely patient, Councilman Jones. Your staff has been very nice to me in trying to allow me this opportunity. But I would like to submit my statement, but I think we have to re-examine manpower, cohesive, collective decision-making and improve the quality of life for everyone and improve safety for everyone.

COUNCILMAN JONES: Thank you for your insight and your patience.

MS. TAYLOR: You're welcome.

COUNCILMAN JONES:
Ms. Williams.
THE CLERK: Thank you. I believe we have Kevin O'Connor connected on the phone.
COUNCILMAN JONES: Good afternoon, Mr. O'Connor. Mr. O'Connor, can you hear us?
THE CLERK: I believe you can unmute by pressing star 6 if you're on the phone.
COUNCILMAN JONES: Who else do we have connected?
THE CLERK: Ashlyn Ernst, are you still connected?
Larry Mink, are you still connected?
MR. MINK: Yes, I'm here.
COUNCILMAN JONES: Good afternoon.
MR. MINK: Good afternoon, Councilman. Thanks for the opportunity to speak.
My name is Larry Mink and I represent a group of residents in a development of townhomes located

directly by the Speedway gas station at 615 South Broad. That's one block south of South Street. My neighbors and I have grown increasingly concerned over the past several months about noise and safety issues related to the use of ATVs in Center City.

And when I say ATVs in this case, I'm referring to all nonstreet legal vehicles including dirt bikes. We've observed riders ignore traffic rules, going through red lights, racing, riding against traffic and riding on sidewalks as a number of other people have testified. But in addition to the safety concerns for the riders and other motorists and pedestrians, the noise level from these vehicles is very disruptive, particularly during the late night hours when we're trying to sleep.

The proximity of our development to the Speedway station makes this especially problematic for us since the ATVs come to the station to refuel. In fairness, it's not just

ATVs. There's also street legal motorcycles and automobiles that (inaudible) at the Speedway late at night. The sound of revving engines certainly exceed the decibel limits of the City ordinances. The sound of people (inaudible) and loud music can be heard in the wee hours.

Several of my neighbors have repeatedly called 911 and complained for officers to assist. We realize there's a certain noise level that comes with living in a city, but there are limits, especially at night. There are ordinances in place to limit nuisance noise, but in our opinion they are not being adequately enforced.

With regard to an ATV park, our residents support the idea in concept of creating a place where riders can go to safely enjoy their vehicles. I rode dirt bikes in my younger days so I get the attraction. But as been pointed out, there's several logistical issues that must be addressed. Most

importantly to us, how will the riders get their vehicles to the park. If they're allowed to ride their ATVs to the park, how do we convince riders to abide by the rules of the road.

Riding on the street is an issue, but riding recklessly is the primary problem. I heard the testimony of Mr. Walsh earlier. I think I have a better understanding of the culture and perhaps there are leaders in the culture that can positively influence newer riders when it comes to safety. In any case, we feel strongly strict enforcement should not be contingent on creating a park. But we appreciate the efforts of the Philadelphia Police Department and the attention brought to the issue by this Committee.

Our group is tired and increasingly frustrated by the ongoing problem. Many of us are new to Center City. We were excited to move into the City we love. But to be honest, some of us are now questioning whether it was a

good decision and if we want to stay. Thank you for the opportunity to express these concerns.

COUNCILMAN JONES: Thank you so much for your testimony and thank you for choosing Philadelphia.

Ms. Williams.

THE CLERK: At this time, I'm going to ask do we have anyone, Modesto, connected by phone that needs to testify?

COUNCIL TECH SUPPORT: We're going to try to reach out to GG O'Longo and Lita Cohen.

COUNCILMAN JONES: At this point, I would like to recognize the author of Resolution No. 200442. Councilmember Domb, would you like to say anything as a result of these hearings?

COUNCILMAN DOMB: First of all, I want to thank you, Chairman Jones, and thank everyone who testified today and all of my colleagues who participated. And I think there's a lot of great

information that came out and I'm hopeful we'll be able to move forward with this Working Group. I'm going to do everything possible. I know my colleagues will. I think this idea of an ATV park is a really good idea and we should have one in the City, so I'm committed to seeing that through.

And I appreciate your leadership on this also, Chairman Jones, and also Councilmembers Squilla, Parker and Johnson and all the other colleagues, Councilmember Gilmore Richardson and Councilmember Gauthier. So thank you, everybody. And let's try to make this a reality in the City. Thank you.

COUNCILMAN JONES: Are there any other members of the Committee or any other Councilmembers that wish to speak on this resolution at this time?

COUNCILMAN GREEN: Yes. If I could just jump in very quickly.

COUNCILMAN JONES: Member Green.

COUNCILMAN GREEN: Thank you. I just want to thank everyone for this conversation. This has been a continuation from a period of time. Councilmember Gilmore Richardson brought some historical perspective. I also remember that background, but I think we have to put much more energy on (inaudible) --

COUNCILMAN JONES: We're having a couple of problems with your connectivity, Member Green.

COUNCILMAN GREEN: I want to thank Councilmember Gilmore Richardson for those (inaudible) and I look forward to the Working Group moving forward on this issue.

COUNCILMAN JONES: Thank you, Member Green.

Modesto, are there any others to testify?

COUNCIL TECH SUPPORT: We are still trying to connect with them, Councilman.

I believe Lita Cohen is online,

sir.

COUNCILMAN JONES: Ms. Cohen, can you hear us? Ms. Cohen? Going once. Ms. Cohen, you can take your phone off mute by hitting star 6.

COUNCILMAN JONES: Modesto, is she still there?

COUNCIL TECH SUPPORT: It looks like she has disconnected, Councilman.

COUNCILMAN JONES: Well, I'm going to take this opportunity then to thank everyone that participated and gave testimony. And I want to thank all members of Council. I want to thank Ms. Williams for putting together a solid hearing on this subject matter.

And with that, are there any others to testify?

(No response.)

COUNCILMAN JONES: Hearing none, this concludes the Committee on Public Safety. And thank you all for your participation.

COUNCILMAN SQUILLA: Thank you, Mr. Chairman. Looking forward to more

conversations. Great job.

COUNCILMAN DOMB: Thank you, Mr. Chairman. Thank you, Sam.

COUNCILWOMAN GILMORE RICHARDSON: Thank you, Mr. Chairman.

COUNCILWOMAN GAUTHIER: Thank you, Mr. Chair. Thanks, Samantha.

(Committee on Public Safety concluded at 12:25 p.m.)

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

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

_____
TANEHA C. CARROLL
Court Reporter - Notary Public

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

A
a.m 1:7
abide 163:5
ability 45:6
able 3:15 16:1 24:20 38:12 47:14 74:3 75:12 91:17 124:8 124:19 145:17 148:5 165:2
absolutely 81:16 134:10 138:18
Academy 15:24 16:2 56:5
accelerated 135:8
accept 86:14 123:20
access 155:2 155:4
accident 25:2 25:10 144:1 144:3
accidents 24:7,12 25:22,25 26:1 35:23 35:25 42:4 113:18 116:3,17 117:2
accommod... 59:22 71:18
accommod... 71:22
accompanied 11:13
accomplish 69:21 70:3
accomplish... 20:24 23:5
accord 78:22
account 124:17
accurate 25:10
accurately 169:4
acknowledge 4:6
acknowled... 141:15
Acme 129:20
acreage 70:2
acres 62:14
act 3:24 133:21
active 29:22
actively 136:21
activities 53:19 88:3 123:11 126:20
activity 10:5 10:14 41:1 43:10 52:6 60:19 61:18 64:9 66:20 67:2 81:13 135:7
acts 76:24
actual 29:9
add 17:6 24:5
added 34:18
adding 27:5 63:4
addition 15:17 53:4 55:19 143:14 161:15
additional 46:1 60:19 68:24 75:16 109:3 149:7 157:25
Additionally 3:16
address 140:17 141:17 152:14
addressed 44:23 140:2 162:25
addressing 12:24
adequate 156:8
adequately 162:17
Administra... 9:23
Administra... 18:25 19:4 19:17,18 20:8,11 21:2 23:12
admit 79:11
adults 65:6 69:15 92:23 95:10 100:18 104:18 106:21
advisor 99:24
advocates 154:22
affirm 141:20
affirmation 141:20
afraid 130:12
afternoon 146:21 150:23 151:22 160:7,19,20
age 33:23 116:23
agenda 139:22
ages 26:6,8 26:10 93:19
ago 7:1 43:5 56:20 60:5 63:22 103:3 128:22 133:12
agree 9:13 88:9,10 109:7 137:22,24 139:15
agreed 144:10
ahead 68:6 119:7 128:12
aide 6:11
airport 103:4
airstrike 118:3
alert 126:15
alike 12:19
All-Terrain 19:10
Allan 1:15 132:18
allocate 65:8
allocated 51:13 65:6 65:15
allocation 50:23
allow 3:22 28:23 159:16
allowed 30:3 107:5 163:3
allowing 6:5 111:8 121:6 123:16 134:25 148:10
allows 20:9 21:10,19
alluded 53:5
alter 109:19
altered 154:11 155:21 156:3
altering 6:10 18:6
alternative 66:18 133:22
Amanda 151:6,19,22 156:18
amazing 118:12
ambulance 75:17
amendments 18:3
American 99:19
amount 15:10 53:13 54:23 63:18 70:2 115:3 117:9 158:11
analysis 36:18
analytics 116:13
and/or 30:15 100:19 169:23
Andrew 105:12
Andy 57:22 77:22
announcem... 2:8,13
answer 13:13 37:15 41:21 46:24 47:14 49:21 55:9 62:5,6 85:4 149:20
anticipate 52:18,19
anymore 138:6
Anyway 33:25
apartment 152:22
apologize 13:23 76:12
appeal 21:12
appealing 144:15
apply 169:21
appreciate 6:15 10:22 31:22 34:11 37:22 38:10 40:25 45:17 70:9 86:10 92:24 108:20 120:5,9 138:24 141:13 145:17 159:13 163:16 165:9
appreciation 140:24
apprehensi... 30:12 68:17
approved 43:1
April 140:5
area 52:17 66:5 68:1,3 92:12 99:25 114:1,2 125:25 129:3,15,25 130:1 144:14 145:16 157:24
areas 48:24 49:17 50:7 119:23
arena 154:20
armed 30:19
armory 68:2
arranging 65:25
arrested 148:21
art 142:20,24 143:11,16 143:21 145:1 153:23
article 135:24
articles 135:22
arts 122:21 130:1
as-is 104:9
Ashlyn 160:14
asked 34:13 147:17
asking 37:12 54:12
aspect 109:8 113:10 158:12
aspects 73:24
assaulted 149:22
assigned 14:14
assist 162:11
Assistant 135:4
associated 40:20
Association 99:20 124:6 147:8
assumption 63:11
Athletic 66:1
ATL 119:15
attachment 147:23
attack 79:10
attempt 126:14
attend 109:16
attendance 5:15 8:4
attention 136:3 163:18
attraction 88:12 132:13 154:21 162:23
attrited 56:20
attrition 55:20 107:24
ATV 6:13,25 8:16 9:22 12:22 14:11 14:22 15:2 16:9,16,25 17:7,10,15 18:19,20 19:15,21 20:5,6 21:6 21:10,18,21 21:24 23:11 24:15 25:6 25:22,25 26:2,3,7,23 28:22,23 29:13 32:9 35:9,23 37:8 38:16 38:17 39:17 46:3 49:3 52:2 53:8 60:15 61:6 61:21 62:13 63:18,24 64:8,9 66:10 69:22 71:10 78:13 81:18 82:7 82:23 83:24 84:17,25 86:9 87:3 87:18 88:24 121:21 122:4 123:10 136:11 148:8 149:9 154:4 162:18 165:6
ATV-related 88:4
ATV-style 59:22 61:7
ATVs 10:2 12:16,24 13:15 14:13 14:16 16:13 16:22 17:19 18:12 24:7 25:2,8,11 25:14,17 26:13,17,20 28:12,15,17 28:18 32:13 33:5,16 35:4,11,17 38:21 39:8 39:11 40:8 41:10,16,23 41:25 44:25 47:5,6,8,8 47:20 49:8 52:21 60:10 63:12,14 64:1 66:21 69:9 79:6 79:10,17 80:4,8 81:21 82:8 90:11 92:14 94:12 125:2 125:8 129:8 143:4,4 144:17 145:13 152:18 153:21 154:9 158:1 158:14 161:6,8,24 162:1 163:3
auctioned 46:9
audience 27:18
audio 11:10
author 8:23 164:17
authority

18:12,13,24 19:16,19 23:8 47:4 47:23,24 48:6
authorized 55:12,15,22
authorizing 8:13
autocycle 32:23
automobile 154:13
automobiles 162:2
availability 59:13
available 3:21 11:15 11:18 31:19 58:7,19 72:1 96:12 97:4 123:15
Avenue 80:15 80:17,19,20 130:1 153:16
average 55:20 102:23,24
avoid 71:11 145:2
aware 3:5

B

back 23:21 24:9 29:8 31:20 34:22 35:21 36:11 39:3,5,6 41:19 51:6 51:16 52:24 53:25 57:3 59:15 73:15 73:22 76:6 76:10 84:21 85:10 90:10 91:13,15,16 93:10 96:1 99:2,20 100:3,13 103:10,14 119:15 120:7 124:21 125:15 126:9,9 133:5 135:3 135:5 137:4 145:11 159:8
backed 126:8
background 166:7
backyard 127:20
bad 119:1
balance 98:14,20
Baldwin 67:6
ball 83:19 109:18
banned 123:9
barbecue 118:10
barriers 144:24
baseball 95:1 95:2
based 21:21 28:15 32:10 49:8 51:25 55:16 63:17
basic 148:24
basically 19:14 49:7 79:9 117:16 136:6,25 138:10
basis 15:3 135:8 142:25
basketball 82:5 94:23 94:24,25
battle 55:20
Bazzel 120:18 124:3,5 128:1
beating 71:7
beauty 107:16
began 73:5
beginning 2:13 78:17 103:24 140:4
behalf 111:9 128:6
behavior 43:23 67:16 121:21
believe 18:15 18:17 26:1 27:6 39:10 41:9 47:13 62:11 65:14 68:13 69:8 77:1 87:8 92:9 93:7 97:3 99:1 105:7 106:14 109:1 115:7 115:20,24 121:9 140:7 140:14 144:23 160:4,9 166:25
benefit 124:22 157:25
benefits 50:22
best 62:20 80:23 88:11 126:24
better 29:17 43:22 53:18 107:6 112:2 112:8 117:18 139:18 157:10 158:18,23 163:10
beyond 56:21
bicyclists 153:20
big 28:20 39:11 41:22 42:6 106:8 117:25 128:24 133:17
bigger 109:12 116:15
biggest 56:6 113:13
bike 14:11,23 15:3 16:5 16:18,24 17:7 21:14 22:2,14,16 23:6,9,11 23:15,21,23 23:23,25 25:17,22,25 26:3,8 32:9 39:16 60:7 60:22 67:24 75:7 83:23 85:5 94:4,9 95:18 97:22 98:11 109:25 110:6 111:10 115:5,11,13 119:16 123:4 130:5 130:6 137:17,23 138:13
biker 136:1
bikers 67:15 136:10 137:3 140:6 149:21
bikes 10:2 12:25 13:16 14:13,16,17 16:13,21 17:18 21:17 21:25 23:13 25:14 26:2 26:13 27:7 28:1,2 32:13,15,17 32:17,20 33:5,16 38:17,18,23 39:13,13,15 39:20 40:11 40:13 44:25 47:7,9 69:9 85:1,9 92:13 94:6 94:13,15,16 95:4,12 101:1 103:5 105:24 107:3,4 114:9,21 115:19,25 116:6,20 118:4,17,18 125:2,9 126:3 129:9 143:6 149:12 150:3 152:18 153:21 154:10 161:10 162:22
bill 6:9 17:23 17:23,24 18:10 27:15 34:24 36:20 60:4 65:22 66:15 78:25 78:25
bio 99:16,17
birk 16:8
bit 24:10 32:4 43:11 128:19 153:1 157:7 158:18
Black 71:13 71:24 131:11,16 131:20,24 132:1,2,3
blank 84:8
blaring 130:19
blasio 148:7
blast 44:7
blazer 4:25
block 15:20 140:7 161:2
blocking 125:12
blogs 114:19 115:2,3
Blondell 65:24 79:1 79:2
Blondell's 82:15
Board 37:16 139:1
boat 51:21
bodily 30:22
Boulevard 80:18,23
box 65:2,3 74:9,21
Boys 100:17
brand 64:3
break 101:23 102:3
breakdown 52:14 54:1
breaking 96:15
Breeze 133:19
Breonna 4:14
brevity 123:22
Bridge 134:3
brief 3:13 27:17 77:25 120:23 146:15
briefly 4:6 148:3
bring 65:8
bringing 66:10 83:13 101:5,14 112:18 124:21
Broad 121:4 121:12,13 121:14,22 122:17 123:24 129:2,3 134:23 147:11,13 161:2
broken 35:13 158:5
Brooks 5:7
brother 100:4,14
brought 78:23 80:14 82:11 117:23 138:12 159:9 163:18 166:5
Brown 65:24
Bud 67:22
budget 15:5,6 48:20 49:9 49:11 50:5 50:19,20 51:14 54:23 55:4,13 62:19
budgetary 53:11 54:15
budgeted 56:18
build 101:23 104:15 110:16
building 101:21,23 112:15 113:12 130:22,24 142:20
buildings 130:15 147:22
bullet 119:13
bumps 134:2 149:20,24
bunch 92:7
burden 101:11 112:15
burdensome 59:24 62:12 63:7
business 108:15 132:10 134:12 150:7
businesses 108:8 115:18 124:15 127:10
busy 136:4
button 99:12
buy 85:13 102:12 103:11
buying 84:24

C

C 169:1,1,12
Cairo 152:2,3 152:9,10 156:14
calculating 25:1
call 4:3 11:7 57:21 77:21 85:21 87:15 91:15 120:16 126:15 146:6 157:1
called 32:22 99:25 129:6 132:19 135:19 146:1,12 162:10
calling 145:4 156:21
calm 144:14
camaraderie 106:24 113:2
camera 4:7 118:14 157:24
cameras 115:4 134:1 144:12
capturing 157:19
car 80:11 149:23 158:5
card 20:21
care 41:15 65:11 118:20
Carlton 148:18
Carroll 11:13 57:16 169:12
cars 99:23 121:15 143:3 144:6 144:16 145:14 152:19
case 161:9 163:14
cat 41:17 79:18
catch 41:18 41:19
caught 123:8

149:14
causes 127:1
CCRA 147:17
center 40:24 72:24 73:3 124:21 125:3 126:4 127:7 128:23 133:18 134:23,24 139:1 147:7 161:7 163:22
centers 18:9 62:16,17
central 126:3
century 54:18
Cephas 82:16
certain 42:20 43:12 114:12,13 114:14,15 154:15 162:12
certainly 162:5
certification 169:20
certify 169:2
certifying 169:24
cetera 133:7
Chair 1:10 4:21 6:2,16 6:24 31:10 34:2,9,14 37:3 44:16 45:25 47:16 52:12 54:5 57:25 59:11 65:19 67:3 69:4 71:2 72:14,15 77:7 78:7 83:15 86:1 89:13,23 90:16 111:19 168:7
Chairman 2:10 5:4,8 38:4 69:3 69:16 70:18 73:20 124:5 164:22 165:10 167:25 168:3,5
Chairmem... 31:13
Chairperson 5:22 9:2 12:8
challenge 21:16 62:23 62:24 137:5
challenged 64:20 137:2
challenges 55:18
challenging 127:16
chance 82:24 114:17,18 114:19
change 43:22 65:1 67:14 119:6,8 153:13
changed 67:8 67:9,12 109:20
channels 53:24
chaos 136:13 136:16
chart 17:17 17:17 26:4 33:24
charts 135:6
chase 29:22 30:16 40:19 45:8 80:8
chased 79:12 80:11 82:9
chases 111:15
chasing 80:4 118:23
chat 3:20,24 31:8 72:18 141:25
check 11:21 84:8,9 86:20
checked 65:1 65:3
Cherelle 9:25
chicken 137:5
chickened 126:7
child 129:16 129:17
children 64:11,16 65:2,15 80:8 82:1 93:18 95:10 100:18 101:4 102:10 104:18 108:2 114:17
chills 119:9
choose 128:8
choosing 164:6
Christine 150:18 156:18
circles 85:14
circling 59:15 143:10
citation 22:18 44:2
citations 44:18
cities 83:8 133:15
citizen 128:20 132:8,17 134:11
citizens 52:4 60:9 129:23 132:20,23 148:16 158:21
city 1:1 2:16 6:11,15 8:17 9:15 10:3,11,16 11:2 12:18 13:1 15:22 17:24 18:15 21:18,22 24:19 26:14 26:25 27:4 28:17 32:10 34:18 40:24 47:19 54:14 59:25 60:5 60:16 61:7 61:10,14 62:17 63:1 63:3 65:17 66:11 67:25 71:12 72:1 72:24 73:3 73:23 74:5 74:17 78:11 78:23 79:9 80:5,9 81:15,19 82:13 83:3 83:6,11 84:10 88:8 89:4 90:9 92:18 93:4 101:11 102:4 106:1 106:13 110:11,12 110:15 115:25 122:8,10,15 124:9,14,21 125:3,5,19 126:19 127:3,7,11 127:12 128:23,24 131:14 132:11 133:17,18 134:23 136:13 138:21 139:1 144:20 147:8 148:4 148:22 150:6,7 155:11 158:19,22 161:7 162:6 162:13 163:23,24 165:7,16
City's 55:16
city-wide 14:11,13 24:24 155:21
civil 24:13,19
claim 20:10 23:22
clarification 47:19
class 15:24 50:11,13,19 54:22,25 55:3,14 56:3,4,23
classes 56:1
classified 99:18
Clean 121:13
clear 12:3
clearly 129:23
CLERK 2:9 4:10,16,24 5:6,17,24 8:12 11:6 13:20 34:3 38:1 45:21 47:12 48:14 57:9,21 58:18 68:23 70:22 73:12 76:5 77:11 77:18,20 85:18,23 89:18 90:20 90:25 91:14 99:1 104:22 105:3,6 108:25 110:23 120:16 124:1 128:5 128:14 134:15 141:24 142:12,16 145:24 146:7,11 150:17,25 151:5,23 156:17,24 160:3,9,14 164:8
closed 125:22
closure 125:4 125:5
closures 124:11
clothing 115:10
club 106:24
CO-CHAIR 1:11
co-sponsori... 9:3
co-sponsors 9:18
Coalition 78:13
Coaltown 82:20
code 18:4,15 18:16 22:4 27:4,23 42:23 44:5
codes 54:1
Cohen 164:14 166:25 167:2,3,4
cohesive 159:19
cold 107:15
collaborating 155:12
collate 92:8
colleague 89:25
colleague's 71:9
colleagues 4:22 5:5 6:3 38:6 72:21 75:2 76:15 86:7 139:10 164:24 165:5,13
collective 105:16 159:20
collectively 159:11
college 109:16
combat 149:25
combination 30:7 133:22
come 5:12 50:17 51:6 56:10 67:18 68:4 73:15 75:3,22 81:14 91:14 91:16 95:14 102:1 104:14 105:17 109:10 113:1 127:7 130:24 134:8 135:1 137:4 145:9 145:11 153:11 161:24
comes 26:23 50:12 73:21 127:20 134:7 139:11 162:12 163:13
coming 56:5 83:3 92:6 98:20 101:10 102:4 125:15 130:16 133:2 135:15 136:7,11 140:6 143:16 144:20
command... 98:10
commend 83:3 137:21
comment 33:21 37:18 72:14 88:10 109:3 131:7 133:1 142:2 147:18 148:17
comments 3:18 77:24 131:1 136:22
commercial 132:7,12
Commissio... 11:12,22 12:7,12 14:6 27:21 28:14 29:4 29:25 30:17 31:15 32:7 33:18 34:10 35:15 36:9 36:17,23 37:11,14,21 38:25 39:22 40:1,6,14 41:12 42:11 42:17 43:24 45:13 46:10 46:18 47:2 48:19 49:1 49:19,20,23 49:24 50:3 53:2,22 54:10 55:8 57:14 58:6 58:9,16,23 59:1,3,6,12 59:17,20 60:24 61:4 62:1,2,8 69:23 70:4 71:3 79:5 84:14 135:5 140:25 141:6,8,19
Commissio... 13:11
committed 30:21 65:24 66:22 165:8
Committee 1:2 2:4 5:15 8:14 12:10 13:14 27:3,16,19 34:14,22 52:13 86:8 90:1 124:7 163:19 165:19 167:21 168:8
Committees 2:16,22
common

119:2
communities 44:22 61:21
community 9:23 31:19 32:20 33:3 59:20 60:12 71:21 84:22 94:10,19 102:8 112:16 117:15 122:20 132:1 138:13 139:4
commute 69:9
company 83:23
compare 36:20
comparison 16:17,25 36:6
competing 51:4
complain 33:8 67:14
complained 162:10
complaining 135:11 136:5
complete 23:2 78:2
completed 20:3
completely 42:21
completing 60:19
complex 67:22
compliment 141:7
comply 3:23
concept 162:19
concern 38:7 141:12 155:22
concerned 161:4
concerning 125:13
concerns 53:11 127:18 139:25 140:1 147:19 161:16 164:3
concluded 168:9
concludes 167:21
conclusion 13:12
condones 110:16
configured 66:7
confiscate 21:20 22:1 22:13 94:12
confiscated 14:15 16:7 18:20 26:13 26:17,20 35:17 38:21 38:23 39:20 40:10 46:4 79:7,8 82:8 85:9 103:5 103:15 118:18 148:8
confiscates 22:16
confiscating 17:11,14 19:6,23 35:9 93:24 150:3
confiscation 17:1 29:19 32:1 39:4 40:18 41:1 43:2 52:20 137:23
confiscations 16:12,16,19 16:24 17:7 17:8 24:23
confront 67:17
129:11
confusing 103:2
conjunction 82:12
connect 117:18 156:23 166:23
connected 142:5,8 146:3,10,19 150:19,21 151:8 156:19 157:2 160:4 160:13,15 160:16 164:10
connecting 156:25
connection 96:21 132:8 132:22
connectivity 166:12
connotation 67:23
consenting 3:10
consequenc... 38:15 150:9
Conservation 20:18
consider 36:5 72:6 127:21
considered 55:12 70:15
considering 154:25
consistent 13:2 14:10
constant 149:22
constantly 16:3 139:21
construction 155:1
constructive 141:1
contact 86:23 86:24,25 87:6
contained 169:3
context 61:9
contingent 163:15
continuation 166:4
continue 44:11,14 55:19 56:21 66:19 86:8 120:11
continuing 3:9 143:12 155:19
contribute 158:22
contribution 108:1
control 79:16 169:23
controlled 110:2,4
controversy 51:20
converge 79:22
conversation 41:9 60:14 72:4 87:13 122:19 166:3
conversatio... 9:21 168:1
convert 68:10
convince 87:15 163:4
convinced 63:16
coordination 12:13
copies 145:18
cops 53:14 118:4,23
copy 19:9 20:1 23:4
corner 45:10 147:11
corners 84:15
correct 30:18 33:17,19 39:21,23 40:7,12 169:6
correlating 44:24
corridor 121:20 122:22 124:20 126:4
cost 14:22 40:20 59:23 68:16
costly 15:8
couch 84:15
Coulter 49:20,23,24 50:3 53:2 53:22 54:10 55:8
Council 1:1 2:16,22 6:11 12:1 13:24 14:4 17:25 34:19 43:18 53:24 66:3 78:11 78:24 82:13 83:3 86:8 89:4 90:10 127:12 133:3 137:11 144:21 146:5,18 150:20 151:2,11,17 156:20 158:19 164:12 166:22 167:8,14
Councilman 1:10,11,12 1:13,15 2:2 3:17 4:1,12 5:9,19,21 6:19 7:2,6,8 7:10,11,12 7:13,16,18 7:19,21,24 8:1,8,21 9:1 10:21 11:19 11:24 12:4 13:17,22 14:2 27:13 28:12 29:1 29:12 30:11 31:4,12 33:12,20 37:4,13,19 37:23 38:3 39:18,24 40:3,8,16 42:1,16 43:3 44:15 45:15,18 46:15,20 47:11,12,16 48:8,12,16 49:5,25 50:1 52:7,9 53:16 54:4 54:5,7,9 57:4,6,12 57:18 58:2 58:13,22 59:5,8 61:24 67:4 69:1,2 70:16,19,24 72:10,13,15 72:17 73:8 73:12,13,13 73:19 76:2 76:7,7,9,11 77:8,19 78:4,8 82:15,22 83:12,14,20 84:12 85:15 85:18,21,23 85:24 86:5 86:17 87:10 87:23,25 88:9,20,22 89:11,14,20 90:17,22 91:2,4,6,8 91:11,20,23 91:25 95:23 96:9,14,17 96:20,23 97:1,7,10 97:15,19 98:24 99:5 99:8,13 100:8 104:21,22 104:24 105:4,9,11 108:19,22 110:19,25 111:4,19,25 112:5,7 120:4,9,24 123:21 127:23 128:3,16 134:16,17 139:6 141:3 141:18 142:6,9,17 145:20 146:9,13,20 146:24 147:1,3,9 150:11,15 150:22 151:1,4,9 151:15,21 152:5 156:10,15 157:3,6,10 159:14,23 160:1,6,12 160:18,21 164:4,15,21 165:18,22 165:24 166:1,10,13 166:18,24 167:2,6,9 167:10,20 167:24 168:2
Councilme... 4:10,17,18 4:19 5:1,6 5:18,20,25 7:17,25 8:2 9:19,24,25 10:22 12:9 31:6,10 34:4 38:1 40:17 48:14 55:10 62:3 62:5 68:25 69:5 70:5 70:10,22 71:19 72:16 73:21 76:5 89:18,25 90:15 105:7 108:25 131:8,9 132:18 164:18 165:13,14 166:5,14
Councilme... 77:12 78:11 122:5 133:10 155:11 165:11,20
Councilpeo... 123:19
Councilwo... 1:11,12,16 4:20 5:2 6:1,23 7:4 34:5,7 35:19 36:15 36:25 45:21 45:23 46:13 57:24 58:4 59:10 65:18 65:23 71:1 79:1 82:3 82:14 89:22 168:4,6
Count 90:1
counted 143:22
counting 25:8 139:3
country 62:17 83:8 88:11 107:15
couple 68:5 95:24 131:1 166:11
course 33:7 51:18 122:19
courses 69:14 69:15,20 71:20
court 12:3 50:8 51:6,7 51:9 52:23 94:24 109:18 169:13
covenant 68:11
cover 52:2

118:21
coverage 158:16
COVID 125:19 152:24 153:6
crack 14:12
crash 29:10 145:3
crashes 25:13 25:16 144:2 144:4
crazy 93:12
create 9:13 81:13 82:6 92:20,21,22 97:22 101:1 102:1,7 106:4 108:8 108:9 109:15 114:19 115:2 136:16
created 82:3 84:4 129:5
creating 8:18 12:21 71:10 81:9 95:17 95:19,20 101:13 162:20 163:16
creative 71:4 75:23
Creed 133:6
crime 15:15 30:21 50:9
crimes 145:6
criminalize 66:19 76:19
criminalizing 71:12
crises 139:24
critically 64:17
crosses 132:4
crossing 125:10
Crossroad 82:11 84:2 87:2 92:4
Crossroads 89:5
crowded 107:21
crushed 104:4 148:9
crushing 103:16
Cruz 84:1
Cucelli 151:6 151:23 156:18
cultural 132:3
culture 60:6 60:7,22 61:1 65:10 111:10,13 111:17 112:11 113:13 114:22,25 115:16 117:14 119:6,10 120:3 121:25 122:22 131:16 133:5,11,21 134:13 158:24 163:10,11
curb 125:21
current 2:15 27:4 39:25 127:5
currently 2:12,17 9:6 33:16 125:18
Curry 150:18 150:25 151:1,4,6 151:12,13 151:16 156:18
curtail 43:9
Curtis 1:10 7:12
curve 119:8
cut 54:22 55:15 62:19 138:3
cuts 15:5 49:9 54:15

D

daily 2:24 15:3 121:15 129:12,21 132:23 142:25
Dales 11:12 11:22 12:7 12:11 14:6 27:21 28:14 29:4,25 30:17 31:15 32:7 33:18 34:11 35:15 36:9,23 37:11,14,21 38:5,25 39:22 40:1 40:6,14 41:12 42:11 42:17 43:24 45:13 46:10 46:18 47:2 48:19 49:1 49:19 50:14 53:5 57:14 58:9 79:5 135:5 140:25
damaging 73:2
danger 64:11
dangerous 10:11 79:19 143:13
data 35:8,13 35:25 36:2
daughter 87:8
Dawn 146:8 146:19,21 147:7
day 41:20 63:24 83:25 89:8 94:22 99:23 112:22 114:14 153:8
days 21:9 24:3,4,21 114:12,17 162:22
DCNR 93:10
De 148:7
dead 71:7
deafening 153:8
deal 60:23 61:1 152:17
death 130:6,6
deaths 116:17 130:8
decibel 42:20 162:5
deciding 149:2
decimated 137:8
decision 164:1
decision-m... 159:20
decisions 63:2 109:18
decrease 16:16 32:8 106:15 107:2
decriminali... 158:25
dedicate 105:19
dedicated 64:8 107:14 154:4,14
dedication 9:11 90:6 90:13
deeply 65:11
deference 110:20
define 27:19 28:13
definitely 31:1 32:24 110:8
Delaware 80:15
demarcation 46:23
demograph... 132:4
density 127:10
Department 11:15,17 12:24 13:10 13:15 14:9 15:2,14 16:1 18:11 20:17 21:20 48:21 49:4 49:13,15 50:5 60:3 62:12 63:7 71:5 77:15 117:10 126:18,23 144:9,9 155:11 158:17 163:18
Departmen... 12:15 15:5
departments 75:3
deploy 15:16
deployment 53:17
deputy 11:12 11:22 12:7 12:11 14:6 27:21 28:14 29:4,25 30:17 31:14 32:7 33:18 34:10 35:2 35:15 36:9 36:17,23 37:11,14,21 38:5,25 39:22 40:1 40:6,14 41:12 42:11 42:17 43:24 45:13,16 46:10,18 47:2 48:19 49:1,19,20 49:23,24 50:3,14 53:2,5,22 54:10 55:8 57:14 58:9 59:19 60:23 62:7 140:25 141:7
DEREK 1:12
described 129:14
desperately 127:17
destinations 122:11
destroy 21:8 23:25 24:5
destroyed 21:3,7,10
detail 14:11 14:14,22,23 15:3,9,9,12 17:10,16 24:15,16,20 32:12 33:7 33:11 49:3 49:8 50:15
detailed 53:9
details 16:10 29:17 40:21 53:7,9
deter 123:7
deteriorated 148:25
determined 22:6
detrimental 72:25
develop 52:23 120:12 155:5
development 160:25 161:22
devices 60:10 67:13
devil's 76:21
die 90:17
difference 7:3 18:23 23:10 28:8 33:5 34:15 109:24
different 21:15 22:1 68:19 99:13 102:12,15 110:1 119:20,23
differently 117:1
difficult 63:2
difficulties 73:17
diligent 124:9
diligently 9:20
diners 125:25 127:4,15
dining 124:7 124:8,11,18 125:23 127:6
direct 169:23
direction 56:22 140:19 153:25 159:6
directly 102:5 161:1
dirt 10:2 12:25 13:16 14:11,13,15 14:17,23 15:3 16:5,8 16:13,18,21 16:23 17:7 17:18 21:14 21:17,25 22:2,14,16 23:6,9,11 23:13,14,21 23:23,23,25 25:14,17,22 25:25 26:2 26:3,8,13 27:7 28:1,2 32:9,13,14 32:16,17,20 33:5,15 38:17,18,23 39:13,13,15 39:16,20 40:11,13 44:25 47:7 47:9 80:25 81:1 85:5 94:12 95:3 95:18 103:17 109:25 110:1,1,2 113:5 116:20 125:9 126:3 129:9 130:5 130:6 143:6 152:18 153:21 154:10 161:10 162:22
disconnected 167:9
discussion 10:25 139:15
discussions 120:13 159:6
dispel 131:15 131:17
disperse 79:23
disregarded 122:1
disruptive 161:19
distressful 152:20
district 26:18 26:18 40:23 67:20 122:22 158:3
Districts 27:1
disturbance 149:15
disturbing 103:2 117:14 135:17
divided 48:25 49:17 51:3
documented 117:7
dog 65:7,9
dogs 65:12
doing 37:18 68:14 80:25 81:4 82:1 83:10 91:3 94:8 106:14 114:22 115:6,11,12 117:6 137:14 141:21 153:24

dollar 122:7
dollars 102:5
Domb 1:15 5:18,20,21 9:1 10:22 12:9 31:6 31:11,12 33:12,20 68:25 69:1 69:2 70:16 70:20 71:19 83:12 85:23 85:24 86:5 86:17 87:10 87:24,25 88:9,22 89:11,15 90:1 132:19 164:18,21 168:2
Domb's 140:14
donate 104:14
donated 101:25
donuts 126:13
dope 110:8
DOT 43:1
drag 15:21
drive 106:1 143:12,20 144:5 153:3 153:15,15 153:16,17 153:17
driven 129:17
driver's 20:20 23:19
drivers 121:22 153:10 154:5,16 155:3
driving 10:11
drop 116:14
dropped 23:6 76:12 151:18
due 2:15 3:10 15:4 29:20 126:20 154:10
duplicate 158:2
duty 149:4

E

E 169:1
Eakins 134:2 142:23 143:10 144:13 153:14
earlier 10:4 40:12 117:25 163:9
early 99:21 100:13 113:20 116:9 140:5 153:9
earplugs 130:22
easier 16:7
easiest 55:9
easily 119:24
East 40:23
easy 39:16
eating 148:13
ebb 53:18
echo 38:6 72:20 76:14 89:24
economy 124:13,16 124:23
education 95:8,9 106:23
educational 92:19 93:17 109:14 152:12
effect 47:20
effective 30:5
effectiveness 36:19
effort 77:4 96:7 141:2 141:14,16
efforts 12:15 13:2,9 14:12 76:16 138:24 163:17
Egg 65:25 90:11
eight 6:25 60:4 61:12 66:5,5 83:19 158:9 159:9
either 22:9 22:10 23:7 25:9 41:6 44:7 53:10 137:25 150:2 153:8 155:16
elaborate 46:16
election 51:16,19
election-type 53:10
elections 51:23
eligible 48:4
eliminate 136:12
eliminating 56:4
eloquently 4:3
emails 141:11
emergency 2:16
emphasize 135:21
emphatically 147:24
employ 124:14
employees 124:22
employment 106:4
enable 13:18
enabled 13:25
encourage 61:19
endless 143:17 145:6
ends 84:15
energy 166:8
enforce 10:11 43:16,22 44:13 45:7 155:19
enforced 162:17
enforcement 38:12,13 41:21 43:12 43:23 60:24 66:24 106:13 134:9 155:1 156:4 163:15
enforcing 41:10 44:4 44:11 134:7
engage 30:16
engaged 111:12 112:11
engagement 29:23
engaging 132:11
engineering 133:23,25 134:6
engines 153:12 162:4
enjoy 66:20 82:7 148:5 148:13 153:2 162:21
enjoyable 107:20
enjoyed 122:4
ensure 3:14 10:19 60:8
enterprise 80:20 108:16
entire 50:5 50:18,20 107:3 111:10 143:5
entreprene... 109:17
environment 59:19 110:3 110:5
equal 64:21
equipment 28:4
equitable 71:15
Eric 84:1 87:1
Ernst 160:14
escalated 159:10
especially 10:15 64:16 64:23 107:21 127:5 153:13 156:6 161:23 162:14
essence 123:14
establish 61:13
established 5:11
establishing 61:6
et 133:7
evening 125:1 158:14
evenings 143:2,22
event 21:11 118:12
events 51:11 75:17 88:16 88:19 114:13
everybody 75:24 78:21 92:5 93:3 95:5 106:6 106:11 116:11 118:15 139:11 165:15
everyone's 135:2
evidence 169:3
evident 105:14
Exactly 53:23
examine 158:20
examining 8:15
example 28:1 98:8
excavating 102:15
excavation 109:9
excavators 101:25
exceed 162:5
excellent 31:16,17 35:20
exception 147:13
excited 163:23
exciting 82:21 132:9
execute 83:16
Executive 13:11
exercise 67:15
exhaust 42:13
existing 63:20
exists 65:10 96:4
expectation 3:8
expected 148:5
expensive 14:25
experience 82:22 89:9 107:18,19 122:12
experienced 112:17 120:2 125:7
experiencing 16:4
expert 49:21
explain 17:20
explained 21:19
explains 19:15,17,21
explanation 54:2
express 140:23 164:2
extent 43:13
extra 80:9
extremely 42:13 107:13 113:9 114:23,24 114:25 118:22 159:14

F

F 169:1
face 11:2 82:22 132:24
Facebook 140:4
faced 12:23 67:7,9
facilitate 81:2 110:8
facilitated 90:9
facilitating 9:21
facilities 6:14 6:14 101:20 105:23,25
facility 28:25 66:2,4 81:2 81:21 88:18 101:24 102:2,17 103:4,23 108:13 125:20 154:20 155:2,4,6
facing 21:16
fact 21:21 67:13 114:9 116:7 155:16
factor 56:6 57:1
factors 53:4
failed 8:6
faint 112:1
fair 37:19
Fairmount 80:18 82:18 82:19 133:19 152:17 153:16
fairness 161:25
falls 22:3
familiar 32:22
families 9:15
family 84:3 119:17 147:22
far 16:15 17:16 40:18 109:8 110:10 113:11 144:23
fast-forward 115:23
fatal 25:13,16 29:10 35:24 144:3
fatalities 29:2 29:3 36:1,6
fear 149:5
fearful 63:8 64:4
feasibility 61:5
feature 3:21 3:24 72:19
fee 102:18,18
feedback 33:3
feel 63:8 65:6 127:4 130:12 137:7 152:25 157:14 163:14
feeling 130:9
fees 20:22
felony 30:20
field 21:11 28:25 95:2
fighting

15:15
figure 66:25 72:8 77:3 80:24 81:24 114:21
figured 61:12 61:13 72:7
figuring 60:14
fill 23:1
film 114:18 155:24
filtering 131:2
finally 149:3 152:5
financial 49:21 99:23
find 46:21 50:15 74:24 93:7,13 99:11 105:19 117:19 119:1,2 140:15 153:7
finding 84:14 93:3,6 152:20
fine 125:7 140:13 149:9
fines 20:22 156:5
fining 103:8
finish 56:8
first 11:4,7 11:11 15:4 48:21 65:15 69:19 78:5 81:7 83:10 88:24 93:2 93:4,5 111:8 119:14,15 128:8,11 144:11 146:3 154:6 158:17 164:21
firsthand 89:10
fiscal 55:16
five 69:13 115:17
fix 101:1 115:13
fixing 150:4
flies 7:2
flow 53:19
fly 143:15 148:6
focus 15:15 101:8 104:12 145:12
folks 41:14 44:21 99:16 131:25 132:15
follow 22:2 40:19 52:11 75:15
follow-up 54:6,11
followers 113:24
following 2:12 13:6 113:22
follows 2:14
food 124:13 124:16
footage 118:23,24 143:18
force 30:15
forceful 30:20
foregoing 169:5,20
forfeiture 21:4 46:6
forget 131:4 140:3
forgive 131:8
forgot 44:5
form 126:22
former 62:7 87:2 129:1
forms 127:14
Fort 80:20
forth 137:11 137:23
fortunate 51:5 126:16
forward 54:17 69:10 74:15 78:21 88:23,25 90:4,14 93:1 157:5 165:2 166:15,16 167:25
found 3:2 103:1 117:15,17 138:20 152:11 158:7
four 51:15 52:15 53:25 119:22 135:22
frame 121:9
Fran 47:13
Francis 152:1
Frankford 68:3
frankly 65:7 158:10
free 102:16 102:24 114:16
frequently 131:10
front 125:17 143:11,16 144:25 153:22
fruition 134:8
frustrated 163:21
frustrating 158:12
fuel 79:17
full 51:6 60:14 154:7
fully 169:4
fun 98:19 117:21
funding 52:1 63:1,3 93:10,14,17 96:12 97:4 101:17 154:25
funds 93:13 155:5
funny 105:6
further 71:8 71:12 90:2 90:14
future 20:5 75:9 159:6
futures 92:22

G

gains 10:5
gamble 85:12
game 41:18 79:18
games 88:17 88:17
gaps 56:25
garage 101:21
garages 109:11
Garthoff 120:19 128:12 134:22,22 140:22
gas 79:21 161:1
gathering 150:2
gatherings 15:20
Gauthier 1:11 4:19 4:20 70:23 71:1 72:11 131:9,10 165:14 168:6
gears 153:13
general 35:10 49:3 130:2
generate 88:13 113:15 122:7
generated 88:5
generation 122:7
gentleman 129:4
gentleman's 13:25 123:1
Georgetown 128:21
Germantown 130:6
getting 33:22 57:3 154:18 156:22
GG 164:13
giant 67:21
Gilmore 1:16 5:25 6:1,19 6:23 7:4 29:16 34:5 34:7 35:19 36:15,25 45:22,23 46:13 57:24 58:4 59:10 65:18 69:5 82:2,3 89:19,22 165:13 166:5,14 168:4
girl 63:23 116:8
give 8:24 19:9 20:1 39:12 48:23 52:21 53:14 54:22 55:2 93:21 94:18 95:9 100:1 101:22 102:2
gives 18:10 18:13
giving 142:21
glad 138:12
gloves 115:14
go 16:9 18:24 19:4 20:7 32:2 36:11 37:6 39:3,5 39:5,6 44:21 46:8 47:8 56:15 60:17,18 64:18 79:12 85:13 89:3 89:4,7 91:12 94:5 94:10 98:25 100:3 103:11 106:6 107:9 108:2,3 112:10 113:4,17,20 116:19 118:9,14 119:15 128:12 143:10 144:13 146:3,6 149:17 159:12 162:20
go-carts 17:6
goal 69:22 118:24 119:1
goals 121:11 121:18
goes 17:13 18:24 23:23 46:5 50:6,8 50:9,9 54:23 82:25 108:13 128:8
going 8:9 31:5 37:7 37:15 38:11 39:6 41:2,5 41:13 44:11 45:8 46:24 47:23 50:24 53:20 62:20 69:7 75:8 76:23 83:1 90:8 91:15 92:17,25 93:24 94:4 94:16,24 95:2,4,5,6 95:14 101:11 103:14 106:6,20,21 106:22,23 106:25 107:14,25 108:5 110:21 112:15 113:12 114:13 116:21 125:2 136:13,17 136:23 137:15,17 138:9 141:16 144:1 149:10,11 149:23 154:19 156:22 159:7 161:12 164:9,13 165:3 167:3 167:11
golf 69:14,15 69:20 71:19 82:4
good 2:2 4:13 4:13,15,16 4:20,21,22 4:24 5:2,3,4 5:22 6:2,3 11:23 12:8 31:1 33:25 48:17 49:25 50:1 59:6 64:7 70:12 70:24 71:3 74:17 78:6 78:8,10 86:13 87:18 91:24 93:9 97:13 106:21 111:24 112:6 115:3 115:21 122:4 124:3 130:23 141:20,21 146:20 147:2,2 150:22 151:21 157:18 160:6,18,20 164:1 165:6
gotten 144:22
grades 102:21
gradual 107:23,25
gradually 108:14
graduate 16:1
graduated 128:21
graduating 15:24
Grandmom 77:9
grandmother 76:20
grant 52:2
graph 17:2
grateful 152:10
great 31:21 71:4 86:17 87:10 140:24 146:25 152:17 156:24 164:25 168:1
greater 16:25
Green 1:12 4:18 7:16 7:19,22 165:22,25 166:1,12,13 166:19
ground 119:2
group 30:13 68:8 73:4 76:17 86:12 86:16 120:12 132:19 136:19 140:6 160:24 163:20 165:3 166:16
groups 9:22 143:9 153:12
grow 56:22 95:11 140:12
growing 92:13

grown 161:4
growth 117:14
guess 30:11 32:1 33:24 55:9 56:6 69:14,23 71:6 97:23 138:10
gun 15:15 30:22 76:24 127:19
guys 53:25 79:21 94:11 106:9,9,10 111:14 112:12,13 114:24,25 115:2,9 116:13,18 116:20 117:3,24 118:9 119:11,17 120:1 130:24 159:7
Gym 1:12 5:1 5:2 129:1

H

Hall 61:10
hand 47:13 109:2
handles 48:6
hands 131:22
happen 50:16 68:12,18 83:5,16 84:6 110:5 110:13,14 130:9 137:15 138:18
happened 35:11 66:15 116:3
happening 63:19 129:24 142:25 148:18 158:13
happens 46:3 64:10 83:6 129:14
happy 4:23 13:13 53:3 87:14,19 108:17 118:13 143:19
Harbor 65:25 90:11
hard 43:16 52:25 64:25 74:7 78:2 84:6 110:20 120:20 131:21 142:24
harder 27:9
harm 117:10 127:1
Harriet 142:4 142:6,18 157:17 158:2
haul 107:12
hazards 13:3
head 148:10
headlights 28:4 42:24
heads 105:16
headway 32:5
health 2:15 121:19
Healy 47:13 47:17,18 48:10 57:17
hear 10:23 11:21 24:4 46:24 60:11 75:5,21 78:21 96:17 96:23,24 97:7,10,15 99:7,9 105:13 111:20,23 112:3 120:6 122:5 123:3 130:13 133:4 138:7 141:7 146:22 150:23,24 151:22 152:4,6 157:8 160:8 167:3
heard 10:4 33:8 63:17 78:18 91:7 111:17 113:11 114:20 125:1,14 137:10 147:20 155:22 162:8 163:8
hearing 2:4,6 2:14 3:1,5,6 5:11 6:7,17 6:22,25 8:8 8:15,25 9:4 19:1,22 20:7 29:13 32:16 34:21 34:23 59:16 62:7 65:22 67:10 68:7 74:11,25 75:25 79:4 132:22 147:17 152:12 157:15 159:4 167:16,20
hearings 2:19 2:22,23 74:22 164:20
held 34:23
HELEN 1:12
helicopter 80:3,7,12 118:3
Helicopters 79:16
hello 91:22 96:16,22 97:6,9,14 146:20 151:9,10,15 151:16
helmets 115:14 131:23
help 27:7 28:20 37:9 67:1 71:21 87:12,19 109:19 115:25 124:22 138:25 156:4 158:22
helping 102:10,11
helpless 153:1
Hi 92:3 121:3
high 30:16 113:22 114:1
high-rise 142:19 147:21
highly 94:18 116:23
highway 112:19
highways 28:7
hills 113:5
hire 55:23
hiring 57:2 75:16
historical 166:6
history 7:14 46:22
hit 29:14 80:1 151:3,20
hitting 167:5
hold 8:14 100:9
holding 9:4 123:19
Holiday 125:17
holistic 141:15
home 148:5
homes 147:22
Honda 93:16
honest 81:11 163:24
honestly 136:2 149:15
honor 158:24
hope 144:20
hopeful 10:16 165:2
hopefully 10:25 75:5
hoping 145:12
horrible 145:2
horse 71:8
host 88:18 122:18
hosts 121:14
hot 26:22 152:18
hours 31:19 112:21 114:14 133:25 138:5 153:9 161:20 162:8
house 122:24 130:23
huge 63:20
humble 128:20
hungry 133:3
Hunting 63:22,25 64:3 67:21
husband 152:16

I

i.e 123:8
iconic 143:1
ID 20:20,21 23:20
idea 48:24 49:10 54:22 70:1,12 132:14 138:18 149:9 162:19 165:5,6
ideas 75:23 137:12
identification 20:19 23:18 23:18
identify 12:22 82:24 156:2
idle 76:20
ignore 143:9 161:11
illegal 12:15 12:25 13:16 14:15 16:5 17:15 26:23 26:24 27:7 27:20 28:13 28:15,19 32:17 34:16 41:16 43:22 45:1 116:24 123:4,7 129:8 131:6 149:13 154:9,24 156:5,7
illegally 154:10
illicit 64:9
image 4:8
imagine 88:7
immediately 145:7
impact 36:20 39:11 41:22 124:12
impacted 10:9 24:14 52:20 147:15,25
impacting 9:6
implement... 12:14 14:10 24:15,24
implemented 33:7
important 6:6 9:5,8 52:3 55:11 64:17 81:5 81:6,23 83:16 90:3 92:10 98:14 99:17 107:13 132:5 133:9
importantly 77:5 139:8 149:19 163:1
impossible 152:22
impound 18:12 20:4 20:12 21:4 21:5 23:7,9 23:24 24:1 46:6 47:9
impounded 16:7 22:5 47:21 148:21
impoundm... 18:19 21:14
impressed 135:2
improve 149:11 159:20,22
improvement 33:2
inability 55:25 148:24
inaudible 73:7 93:8 96:8,13,19 97:6 104:21 105:3 129:5 144:24 162:3,7 166:9,15
inches 143:17
incidents 24:18 35:9 35:10
include 122:20 132:17
included 2:23 159:5
including 9:19 18:8 20:23 144:3 149:2 161:10
inclusion 123:24
incoming 54:21,24
increase 16:18 24:12 32:1 35:6 63:13 154:23 156:4
increased 35:3 45:12
increasing 153:6
increasingly 161:4 163:21
incredible 62:23 101:18
incredibly 62:21 63:6 143:13
indemnify 74:5,14
individuals 55:5 63:10 64:6,10 74:4 75:14 78:1 103:9 142:3 145:25
indoor 67:23 122:18 123:2,6,10
indoors 148:6
indulgence 61:22 65:20
industrial 67:22
industry 81:17 95:17 95:21
inevitably 143:25
inexperienc... 116:9
infiltrated 117:16
influence 114:1 119:6 163:12
informal 86:8
information 19:23 29:6 31:17,21 32:11 36:12 36:14 58:1 86:13 165:1
informed 157:14

infuriating 94:9
initiative 64:25 124:19
initiatives 52:3
injured 126:17
injury 30:23
Inn 125:18
inner-city 100:18
input 108:21 120:12
Inquirer 2:25
insight 159:24
INSPECT... 47:18 48:10 57:17
installed 144:25 154:11 155:13
instance 88:1 101:21 116:15
institutional 6:21 48:9
Instructions 2:20
insulation 144:21
insurance 20:22 23:20 85:8
insure 85:5
insured 85:11
insurmoun... 69:12
Intelligencer 3:1
intelligent 114:23,24
intent 64:5
intentions 110:12
interest 47:25 68:14 84:17 84:20 96:2
interested 61:17 66:12
interesting 46:25
interests 97:21 132:12
intersection 125:12 126:13 134:1
investigate 66:9 104:6
investigation 22:6
investigative 50:10 51:12
invitation 86:15
invite 66:2
invited 3:3
involve 25:13
involved 23:12 25:2 25:21 29:7 29:11 30:20 76:23 94:18 100:7 108:17 111:16 133:14 157:16 159:1
involving 24:7 25:17
issue 8:16 10:24 18:13 21:23 22:17 44:1,6 54:16 60:20 61:1 63:21 64:9 69:6 72:22 86:9 90:2,6,13 92:10 103:6 127:19 131:16,24 132:3 136:21 137:1 139:4 147:18,25 149:10 150:4 157:21 158:3 159:7 163:7,19 166:17
issued 18:21 46:5
issues 9:6,12 10:10 11:2 16:3 61:9 100:19,24 139:19 142:23 152:14 154:8 161:6 162:24
issuing 43:8 44:9 150:3

J

J 120:18 124:1,4 129:14
James 67:6
JAMIE 1:11
Janney 99:24
January 25:3
jeopardize 30:1
jeopardizing 153:18
job 99:23 139:18 141:21 157:19 168:1
jobs 92:21 109:15
Joe 78:12
Joel 11:12 12:11 140:25
Joey 57:21 77:22 78:12 90:6 92:7 94:21
Johanna 152:2,9
Johnson 1:11 4:11,12 7:6 7:10,11 9:24 48:15 48:16 49:5 50:1 52:7 52:10 54:5 54:8,9 57:4 57:7 72:13 72:16,17 73:9,9,16 73:21 76:6 76:7,10,10 76:11 77:8 77:9 165:12
join 6:16
joined 5:17 5:24
joining 7:22
Jones 1:10 2:2 3:17 4:1 5:8,9,19 6:19 7:2,8 7:12,13,17 7:18,21 8:1 8:8,21 9:2 10:21 11:19 11:24 12:4 12:8 13:17 13:22 14:2 27:13 28:12 29:1,12 30:11 31:4 31:13 37:4 37:13,19,23 40:17 45:18 46:15,20 47:11,16 48:8,12 52:9 53:16 54:4,7 57:6 57:12,18 58:2,13,22 59:5,8 61:24 67:4 69:1,3,4,17 70:18,19,24 72:10,15 73:8,13 76:2,8,9 77:19 78:4 78:8 82:16 83:14,20 84:12 85:15 85:21 86:1 87:23 88:20 89:14,20 90:17,22 91:2,6,11 91:20,23,25 95:23 96:9 96:14,17,20 96:23 97:1 97:7,10,15 97:19 98:24 99:5,8,13 100:8 104:21,24 105:4,9 108:22 110:19,25 111:4,25 112:7 120:4 120:9,24 123:21 127:23 128:3,16 134:17 139:6 141:3 141:18 142:6,9,17 145:20 146:9,13,20 146:24 147:1,3,9 150:11,15 150:22 151:1,4,9 151:15,21 152:5 156:10,15 157:3,6,10 159:15,23 160:1,6,12 160:18 164:4,15,22 165:10,18 165:24 166:10,18 167:2,6,10 167:20
Jones' 70:10 82:22
joy 107:19
joys 128:24
JR 1:10
judged 133:16
judgment 31:1
jump 113:5 165:23
jumped 125:21 126:9
June 56:3
Justice 4:14

K

Kanina 157:1
Kareem 57:23 77:23 110:23 111:7,21
Katherine 1:16 29:16
Kathryn 11:16 59:2
Kawasaki 93:16
keep 27:7 39:6 75:24 77:24 79:16 101:7 110:21 120:22
keeping 101:12 149:21
Kelly 143:12 144:5 153:3 153:14,15 153:16,17
Kenney 148:9
Kenyatta 1:11 7:11 9:24
Kevin 83:25 156:23,25 160:4
key 38:13 72:3 105:18
kicked 67:11
kid 94:22,25 107:5
kids 80:4 81:7,10 92:23 95:3 101:6 102:11 108:7 112:23 118:11
killed 63:23 64:1
Kimmel 134:24
kind 25:15 52:24 67:10 68:18 78:19 79:3,22 98:10 111:25 121:17 136:12
kinds 53:19 67:23 98:5
knock 43:10
know 9:12 14:8 26:7 33:22 37:23 38:8 40:18 41:4,15 43:4 44:3 44:22 45:6 46:19,19 50:24 53:20 54:15,21 58:19 59:17 60:8 63:8 64:24 69:13 74:22 75:9 84:12,22,23 87:3 88:1 91:17 93:9 93:25 95:13 95:15 96:12 106:5 113:19 116:6,14,25 119:18 121:8 123:13 126:24,25 128:25 130:4,8,15 133:2 135:21,24 136:8,11,20 136:24 137:20,24 138:9 139:19,20 139:23 144:16 145:6 149:8 165:4
Knowing 111:14
known 78:22 132:6
knows 32:16

L

labeled 132:2
lack 16:4
lady 29:15
large 15:19 53:6 127:3 143:2
largest 125:5
Larry 160:16 160:23
lastly 64:12
late 100:3,13 140:5 161:19 162:3
law 2:11 38:16,17 41:4 47:22 48:3
lawful 12:18 22:6
laws 41:10 155:20
lead 144:1 149:1
Leader 9:25
leaders 132:15,21 163:11
leadership 9:11 71:5 140:15 165:10
leading 145:1
League 66:1
lean 110:12
learn 10:17 93:20,20 98:20 108:4 108:5 113:7 116:22 155:25
learned 116:21 131:21 135:3 145:8 154:5
learning 98:17
lease 74:3,14 75:12,13
leave 37:15 37:18 117:12,13 149:2
leaves 56:14
leaving 55:21

left 67:13 84:11 120:22
left-hand 26:16
leg 29:15
legal 2:25 17:4 25:20 25:21 27:5 27:8,19,22 28:2,8,9,9 28:13,21 32:24 34:16 41:7 42:4 42:10,14,21 60:18 66:10 98:17 116:19,22 118:19 161:10 162:1
legally 28:24 67:2 131:5
legislation 33:15
legislative 6:11
lenient 38:19
let's 27:25 74:23,24 75:21,22,22 100:3 165:15
letter 24:2
letting 134:14 139:18
level 52:19 161:18 162:12
liability 103:20 104:7,9
Liberties 133:19
license 20:20 22:11,12,21 22:21 23:19 116:19
licensed 25:19 144:18
life 60:7,22 75:7 94:10 107:3 109:19,21 111:10 147:16 148:1,25 149:11,13 158:23 159:21
lifestyle 87:4 87:5 93:23
light 45:10 144:12 157:24
lights 117:6 143:9 144:22 153:14,18 161:12
limit 63:18 162:15
limited 49:7 64:13 65:16
limits 162:5 162:13
line 32:15 126:5 151:19 152:2
linger 138:5
list 23:25 24:5 44:17 56:15 58:18 142:2 146:1
listed 58:8 146:16
listen 122:15 139:13
listened 60:2 123:2
listening 27:18 93:3 122:25 136:4 138:20 139:9 140:21
Lita 164:14 166:25
literally 23:13 111:11 129:18
little 21:15 24:10 38:18 38:19 43:11 65:3 111:22 153:1 157:7 158:18
live 9:14 22:2 23:3 47:21 48:5 130:10 130:20 133:17 134:23 142:19 147:10 148:16 152:16 157:17
lived 129:2
lives 129:12
living 147:21 162:13
local 88:6 101:20 144:9
located 63:13 154:15 160:25
location 1:6 80:23 105:18,19 105:20 122:17,23 143:1
locations 68:9 69:10 80:13,16,22 155:25
Logan 68:1
logged 151:25
logic 52:16
logistical 162:24
Lombard 147:12
long 44:21 90:7 144:13
longer 33:23 46:11 47:4 47:21 48:3 48:6
look 16:14 17:1,16 26:4,15 52:4,25 54:16 55:3 66:17 67:12 68:7 69:10 69:13 73:24 74:6,9,9,12 74:21 75:22 88:23,25 90:13 119:1 119:12 127:12 131:22 134:5,6 140:4 166:15
looked 51:15 68:3 103:3 126:6
looking 15:7 35:21 36:2 41:4 61:6 104:13 110:17 135:6 150:5 167:25
looks 40:4,9 151:12,17 167:8
lose 132:22
losing 55:22
loss 56:13
lost 29:15 130:4 149:6
lot 9:5 20:4 20:12 21:4 21:5 23:7,9 23:24 24:1 24:17 32:13 40:9 41:15 43:7 44:25 46:6 47:9 51:19 66:7 71:21 83:1 103:6 108:18 116:18 118:7 123:4 131:25 132:4 135:3 135:7 138:1 154:5 164:25
loud 42:13 44:3,8,19 45:3 155:15 162:7
love 83:10 86:15 120:13 128:22 133:14 139:9 141:4 141:14 163:24
Lovell 11:16 58:16 59:1 59:2,6,13 61:5 62:2 69:24 70:4
low 39:9 104:1
lunchtime 133:2

M

machine 130:21
mail 24:2
main 101:8 127:8
maintain 28:17 62:13 62:21 102:13,22 155:5
maintaining 18:6 62:25 63:5
maintenance 102:14
major 10:10 42:4
majority 9:25 14:17 26:5 26:12,17 143:4 144:17
making 7:3 27:9 32:4 33:10 83:15 106:23 124:10
man 72:23 140:12,13
manage 62:20 74:4 74:16
managing 80:25 81:1
mandatory 83:6 158:4
maneuver 116:23 126:8
manner 77:4
manpower 79:15 150:1 158:4,15 159:19
manufactu... 84:7 98:21
manufactu... 93:15 96:6 97:5 98:8 100:6 101:22
manufactu... 88:3
March 25:1 140:5
Mariel 57:22 77:22 84:2 91:19 92:4
Mariel's 89:2
MARK 1:13
market 137:12
mask 131:23
masks 115:15
match 50:11 84:10 87:16
matched 51:8
matches 27:23
materialize 137:18
math 53:17 104:1
matter 90:8 94:1 99:18 114:4,5 118:5 167:16 169:5
matters 15:23
Mayor 18:1 35:2 59:19 62:8 148:9 148:15
mean 44:11 67:19 101:15
meaning 28:3 108:2 155:3
means 16:20 27:22 50:23 169:22
measures 144:10
mechanical 100:25 102:10,14 115:6
media 113:10 113:16 114:8
median 129:10,25
Meek 133:7
meet 84:16 116:6
meeting 2:17 3:4,9 78:18 123:15 135:1 144:8
Member 7:21 37:5,7 45:19 46:16 52:10 54:8 57:7 58:25 59:8 61:25 67:5 69:1 70:20 72:11 73:9,9,15 73:18 76:3 76:10,10 77:8 87:24 89:15,20 90:18 105:9 108:23 140:14 165:24 166:12,19
members 3:14,17 4:5 5:14 9:22 12:9 13:10 27:16,18 31:7 32:19 33:3 54:25 58:15 66:3 78:14,15 85:19 105:2 141:23 144:8 147:18,21 165:19 167:14
membership 102:17,18 102:22,24 106:7
memory 6:21 48:9
men 71:13,24 109:15 158:25
menace 12:25 122:2
mentioned 38:16 40:17 54:21 69:16 71:19 116:4 131:10 133:24 135:5 136:15 149:8 154:22
Merchants 124:6
message 41:2
meter 43:20
method 115:21 123:7
mic 11:21 100:10
Michael's 100:16
Microsoft 1:6 2:18 3:21
middle 125:12,24 126:11 135:18
Midtown 124:6
Mifflin 80:20
Mike 11:13
miles 66:5,6
Mill 133:7
million 15:7 50:21,25 51:1,1,17 62:19 81:16 84:9 86:20 88:4,5,5 124:17
millions 122:8
mind 75:24

76:18,20
mindful 51:21
mini-bikes 17:5
minimum 158:4
Mink 160:16 160:17,20 160:23
Minnesota 88:2,7
minute 91:7
minutes 3:13 120:23
miscellaneo... 17:3
mischief 76:25
missed 113:11
missing 138:15 154:11
mission 129:8
mistaken 44:1 93:11
mix 143:7
mixed 50:19
mixing 25:8
model 83:7
models 106:4
Modesto 11:24 13:21 13:23 145:25 164:9 166:20 167:6
modificatio... 43:7
modified 43:18 44:19 45:2 130:18
modifying 42:7 43:23
mom 64:16
moment 51:25 79:2 79:23 156:19
money 48:24 49:14 50:16 51:13 52:2 53:14 56:23 71:22 80:5 80:6 87:16 87:17,20 114:5 115:3 119:18
monitoring 30:25
Montanez 11:14
Montgomery 99:24
month 7:1 51:22 55:21
monthly 50:24
months 14:8 119:14 135:22 147:14 161:5
monument 67:21
Morgan 82:16
morning 2:3 4:13,13,15 4:16,21,21 4:22,24 5:3 5:3,4,22 6:2 6:3,17 11:23 12:8 48:17 49:25 50:2 59:7 59:14 70:25 71:3 78:7,9 78:10 124:3 130:18 138:6 153:9
mother 64:2 129:16
motive 119:19
motor 27:23 42:22 125:2
motorbike 99:11
motorbikes 125:9
motorcross 87:3 88:16 114:12
motorcycle 25:7,9,19 25:24 94:19 99:19 100:5 100:14,20 103:10 109:23 145:4 154:13
motorcycles 25:14 42:5 95:16 102:13 103:6,14,21 104:2 109:20,21 116:16,17 143:3,15,23 144:5,16 145:8,11,14 152:18 158:14 162:2
motorists 161:17
mouse 41:18 79:18
move 8:9 54:17 57:10 58:16 74:15 77:11,16,20 78:20 90:4 91:12 116:25 130:14 132:16 140:18 142:1 163:23 165:2
moved 58:21 125:14 128:25
movement 81:25 126:6
movie 133:6
moving 22:18 110:22 148:4 150:5 150:7 166:16
muffler 42:7 42:19 43:8 44:8,20 130:18
mufflers 44:3 154:12 155:21
multi-faceted 101:5
multi-million 122:6
multiple 104:16,17 112:20
museum 142:20,24 143:11,16 143:21 145:2 153:23
music 44:8 44:19 45:4 130:19 162:7
mute 11:10 91:1,5,9 99:11 104:23 105:5,5 134:15 142:13,14 150:24 151:24 167:5
myth 131:15

N

N 169:1
name 12:5,10 58:23 78:11 90:23 92:1 92:3 111:5 111:7 115:7 120:25 124:4 128:15,17 128:20 134:20 142:10 147:4,6 152:6,9 160:23
name's 59:2 101:24
names 11:4
Nathan 120:18 124:1,5
Natural 20:18
nature 132:10
near 134:23 134:24
nearby 152:25
nearly 129:21
necessary 43:20
need 5:16 10:8 36:5 38:14 41:6 50:18 53:14 63:2 65:14 66:9,16 68:18 70:13 73:23 74:8 74:21 76:18 78:1,22 82:6 98:2 105:24 106:12 122:16 134:5,6 136:19 137:20 141:4 144:12 146:1,15 155:6
needed 126:19 144:10
needs 50:15 51:25 92:10 92:11 146:11 150:18 151:7 155:7 164:10
negative 115:24
negatively 147:25
neighbor 139:25 140:1
neighborho... 143:5 154:19
neighborho... 64:21,22 130:11 137:7 138:10 154:17 155:8
neighbors 144:7 161:3 162:9
network 78:15 87:5
never 47:5,7 53:20 62:23 110:11 126:21 140:3 148:4 148:6
nevertheless 76:13
new 25:4 54:25 64:3 88:25 94:16 103:7 128:19 148:4,6 150:6 163:22
newer 163:12
news 2:25 118:21 130:8
nice 4:24 159:15
night 129:15 130:4 135:18 153:9 161:20 162:4,14
nightclub 45:3
nights 152:23
Nike 84:21
no-win 80:12
noise 8:16 43:14 130:13 136:6 137:1 137:8 138:4 142:22 149:15,16 152:14,21 153:8 154:8 154:9,17 156:6 161:5 161:17 162:12,16
noises 155:17
noisy 60:11 154:19
nonlegal 42:9
nonpursuit 36:7
nonstreet 16:13 17:4 27:5,8 28:2 28:9,9 42:10,14,21 161:9
noon 146:15
normal 53:24 139:25 140:1
normally 51:7
north 121:4 121:11,13 121:14,22 122:17 123:24 125:16 133:19
Northeast 80:19 138:21
northern 131:14
Notary 169:13
notate 34:15 35:8 46:7 59:18
notated 46:3
note 3:19 6:8 60:1 112:24
noted 8:3 169:3
notes 112:14 169:5
notice 19:11 19:13,21,24 24:11,25 32:19 147:16
noticed 32:8 33:1,4,21 42:2 117:13 125:11
notices 2:24
noticing 31:25
notion 12:21
November 18:1,2
nowadays 131:23
nuisance 60:11 122:2 162:15
nuisances 13:4
number 15:25 22:7 27:17 37:9 54:24 55:22 56:4 64:14 106:15,21 161:14
numbers 50:11 52:25 55:2,13 56:13,21 81:12 84:13 93:12 94:13 103:23 106:19 143:2

O

O 169:1
O'Connor 156:23 157:1 160:4 160:7,7
O'Longo 164:13
OAR 19:22
object 12:21 58:15
observations 131:17
observed 30:9 161:11
obviously 38:11,14 54:13 100:23 105:18 106:3 155:22
occasion 126:23
occur 20:5
occurred

35:23
occurrence 129:22
occurring 10:3 15:21 24:18
October 1:6 14:16,24 17:25 34:24 78:24
off-road 81:2 81:4 85:1 131:4,5
off-the-cuff 135:9
offenders 148:20
offer 2:21 71:8 87:11
offered 34:20
offering 64:5
office 18:25 19:4,16,18 20:8,10 21:1 23:11 82:15
officer 19:6,8 19:12,25 22:16,17 23:1 30:24 47:17 103:24
officer's 19:23
officers 14:14 15:16,25 17:12 32:12 45:7 54:24 55:2,6,16 55:21 56:19 73:6 119:1 158:9 162:11
officials 127:12 149:3
Oh 128:18
okay 33:20 35:20 36:16 36:24 37:1 46:14 55:9 57:9 58:17 70:16 77:18 86:17 87:10 91:11,14 97:17 98:22 100:8,12 128:19 146:7,13,18 146:25 147:10 150:20 151:5,11 156:24 157:11
old 33:22 67:21 99:20 101:2
once 18:20 20:2,13,24 21:5 22:15 23:5 47:19 73:16 93:7 105:18 153:23 158:6 167:4
oncoming 153:25
ones 42:3 104:4
ongoing 8:15 108:10 155:2 163:21
online 166:25
onstreet 123:8
open 27:11 75:24
open-minded 139:8
operate 27:24 28:16,24 41:16 59:23 62:13
operated 30:9 32:25
operating 21:22 26:24 28:7 44:2 98:5
operation 18:4 29:23 45:1
operations 12:12 14:19 43:6
operator 18:14,21 19:10 20:2 21:24 22:7 22:10,20 23:4 29:11 30:10 31:3
operator's 22:11
operators 16:6 25:17 25:19,23 26:8 28:23 29:6,10 32:9 122:13
opinion 162:16
opportunities 74:10
opportunity 6:5,16 55:6 58:10 95:11 96:4 98:15 101:14 106:3 116:19 122:14 142:22 152:11 156:9 159:13,17 160:21 164:2 167:11
opposed 39:17
opposite 25:18 153:24
option 66:17 69:18 132:7
options 75:22 127:13,22
order 3:23 5:12 20:12 20:13 21:4 21:6 22:1 46:7 56:25 85:22 145:2 146:4,6 154:2
ordinance 21:18 27:6 28:15,20 39:10 43:15 43:25 47:19 48:2
ordinances 44:9 162:6 162:15
ordinary 20:16
organization 84:5 103:18 128:7 129:5
organizatio... 104:14
organize 73:5 89:3
original 36:20
Osner 57:22 77:22 84:1 84:2 87:1 91:19,20,22 91:24 92:3 92:4 96:5 96:11,16,19 96:22,24 97:3,9,12 97:17 100:6 100:11
Ott 11:16 58:16 59:1 59:2,6,12 61:4 62:2 69:23 70:4
outcome 20:9 21:12 25:15
outdoor 67:23 124:7 124:8,11,18 127:6
outlaw 67:15 141:6,8
outlets 127:13
outline 13:1
outlines 13:8
outside 17:15 74:9,21
outskirts 100:15
Oval 134:3 142:23 143:11 144:13 153:14
overall 33:1 36:18 49:14
overlooking 142:20
overnight 137:16
oversee 12:13
overspend 50:12
overtime 14:22 15:12 48:23,24 49:2,3,16 49:17 50:4 50:18,21,25 51:1,2,8,10 51:12 52:6 52:14,17 54:3 56:24
overwhelm... 147:20
Owenda 156:22
owner 16:8 17:18 19:1 19:20 20:6 20:9,14,25 21:12 23:13 24:2,4 27:10 39:12 39:14 41:25 87:1 129:1 134:12
owners' 73:1

P

p.m 168:9
Pa 80:21 82:20
page 117:8 121:10
paid 20:23 55:14 136:3
Paine's 69:19
painful 64:18
PAL 90:12
pandemic 52:18 53:21 55:17,24 139:21 140:9
panel 11:5,7 11:9,11 57:10,19 58:9 77:12 77:21 120:17
panelists 46:25
panels 73:4
panic 80:2
paper 135:23
paramount 92:14 94:21
parents 107:5
parents' 108:1
park 12:22 28:23 37:8 59:23 60:15 61:6,7,14 61:21 62:13 63:4,5,11 63:12,23,24 63:25 64:1 64:3,8 66:10 67:21 69:19,22 70:14 71:10 71:15,17,20 71:23 79:12 79:13 80:18 80:19 81:9 82:4,18,19 83:24 84:18 87:18 90:12 93:19 94:5 95:3,14 96:3 97:23 98:12,19 107:8 112:15,18 113:1,12,16 114:11 115:12 116:4,5 119:21 122:18 132:7 134:7 136:12 149:9,14,17 152:25 153:3,5 162:18 163:2,4,16 165:6
parked 29:21 30:8 35:18 79:6,24
Parker 10:1 165:11
parking 18:5 18:21,24 23:8 35:4 46:4 47:4 47:23,24 48:6 117:25 118:7
parkland 62:15
parks 11:17 12:17 13:5 18:8 58:6 59:3,21 62:15 63:15 63:20 64:18 65:7,9 67:19 82:5 82:5,6 107:24 123:2,6 137:17 155:8
Parkway 142:21 143:10 144:4,12 157:18
part 6:21 38:13 42:18 42:18 44:12 50:21 70:6 72:3 86:11 86:16 97:25 98:6 121:24 132:20,25
partaking 61:17
participants 3:7
participate 6:6 67:1
participated 164:24 167:12
participating 76:18 123:10
participation 167:23
particular 127:1
particularly 161:19
parties 15:20
partner 140:24
partnership 69:17 70:11 73:25 74:2 75:10 87:21 97:22
partnerships 68:5 140:16
parts 62:4 105:21 115:13 126:19
passed 17:24 48:2 66:16
passion 82:24 95:19,20 140:13
passionate 119:10
passionately 129:23
Pastrana 95:13
patience 111:1 120:25 145:22 150:12 156:12 159:24
patient 159:14
patrol 12:12 17:13
patterns 52:22
pay 23:15 148:16 155:4
peace 117:12 119:2 153:2 153:7
peaceful 112:22
pedestrian 29:3 125:23 125:24 126:3,6 145:3
pedestrians 12:19 29:7

127:15 143:17,24 153:19 161:17
penalties 16:5 35:4 156:5,7
Pennsylvania 20:21 22:3 23:20 28:11
people 10:15 30:13 32:21 33:8 38:20 38:22 40:10 53:7 56:4 61:11,17 64:15 65:3 65:8,11 66:20 67:1 67:14 69:7 75:6 76:19 76:22 77:6 80:1 82:7 84:24 88:24 92:8 94:9 98:15,16 102:9 103:14 105:25 108:8 109:9 113:2,9,17 113:21,23 114:1,6,8 114:18 115:17 117:19 133:7 135:10 136:5,25 137:6,20,22 138:13,21 141:21 148:11 149:1 154:2 157:16 159:3 161:14 162:7
percent 81:18 81:21 84:25 92:17 102:23,23 124:14,15 131:19
percentage 38:20
perform 149:4
performing 153:22
period 24:14 24:20 28:16 28:18 113:14 166:4
permanently 13:3
person 30:18 57:3 86:25 95:15 116:7 119:25 132:10 135:25 146:8 148:3 150:1
personally 33:22 63:8 86:24 103:13 115:20
personnel 15:11 54:20
perspective 139:8 166:6
perspectives 157:15
petition 135:10,12 135:14 138:17
Phee 152:1
Philadelphia 1:1 8:20 12:23 18:3 18:11 21:23 27:25 28:18 28:19 32:25 33:6 48:20 49:12,15 54:14 55:1 59:3,25 60:6,16 61:8,15 66:11 79:10 80:6,10,21 81:15,20 82:10 83:7 83:9 84:10 88:8 92:18 94:20 99:25 103:19,20 104:8 108:7 110:11 111:11 122:10 124:10,13 124:16,23 125:19 127:3 129:7 129:11 130:5 131:13 133:20 138:22,22 154:24 163:17 164:6
Philadelphi... 127:8 143:1 148:23 155:7
Philadelphi... 157:17,20
Philadelphi... 9:14 10:6 153:4
Philly 83:24 119:23
Philly's 121:25
phillypolice... 14:20
phlcouncil.... 3:2
phone 150:19 151:8 159:4 160:5,11 164:10 167:5
photos 66:14
picture 53:18
pipe 42:13
Piper 120:19 128:10,13 128:18,21 140:23
Piper's 141:10
place 21:18 22:13 30:4 43:15,25 44:12,13 60:18 64:6 65:13 78:17 78:23 79:11 79:15,24 92:15,25 93:13,21,25 94:6,7 107:8,14 112:23 113:6 115:19 117:24 118:1 127:9 132:13 154:4,14 156:1 162:15,20
places 65:4 67:25
placing 18:5
plan 50:9 106:7
planned 50:7
play 65:4,13 94:23,24 95:1,2 137:5
playground 64:3
playgrounds 64:19
please 4:3 8:10 11:4,9 12:6 14:7 14:21 15:1 16:11 17:22 18:18 21:13 21:17 22:15 24:6 25:12 26:11 27:2 31:8 39:3 54:6,7 77:24 85:21 90:24 92:1 120:22 121:1 127:21 128:14 132:25 134:10,12 134:12,19 142:11 147:4 151:2 151:13,14 151:20 152:6,7
pleased 6:20
plug 120:7
point 8:22 32:6 57:25 62:11 71:7 133:18 136:2 139:17 157:22 164:16
point-blank 119:12
pointed 162:23
points 149:7 150:2
police 12:14 12:24 13:9 13:15 14:9 15:1 18:11 18:21 19:5 21:20 23:7 30:15 48:20 49:12,15 50:5,20 51:14 54:20 54:24 55:1 55:14 56:11 56:19 60:3 66:1 73:6 75:16 117:9 123:3 126:18,22 136:14 137:11,22 144:9 145:5 145:9 155:10 158:9,16 163:17
policing 54:17
policy 30:14 36:7 148:23
polygraphs 56:1
pool 82:6
pools 62:18
pop 98:9 141:10,13
pop-up 15:20
Poplar 153:17
popular 40:13 113:9
popularity 10:6
population 92:13
populations 71:18
Port 80:15
pose 61:3
position 62:10 71:9
positive 117:21
positively 163:12
possibility 8:18 16:20 66:10 106:5
possible 2:19 10:18 44:16 68:9 124:11 127:13,22 146:16 165:4
possibly 41:5 154:11
post 14:18
posted 140:8 147:16
potential 6:14
Powersports 82:11 84:2 87:2 92:4
PPA 46:8
PPD 36:6
practice 81:5
precipitated 29:14
predict 52:16
preparation 34:21
prepare 19:6 19:8,25
prepared 13:6 19:11
presence 4:7 32:8
present 1:9 1:14 4:12 5:10 77:15 121:6 123:17 154:21
presentation 13:7,13 35:1 49:6 158:17
presented 74:11
President 53:25 78:13
presidential 51:16
press 151:13
pressing 160:10
pretty 19:14 26:22 95:21 130:23
prevail 46:21
prevention 123:5,7
previous 74:22
price 104:1
primary 149:4 163:8
prior 3:1,16 15:7
priorities 139:23
prioritize 51:24
priority 64:14 139:20 144:22 155:23
privacy 3:8
private 68:14 73:1 75:13 93:14 97:20 101:15 103:18 104:13 108:16
private-par... 93:8
private-sec... 101:17
privately-o... 28:25
probably 10:10 29:17 46:23 100:19
problem 13:8 32:14 53:6 63:25 72:25 79:9 83:9 111:2 137:9 140:17 144:14 145:15 163:8,22
problematic 15:17 161:23
problems 12:23 96:21 145:6 166:11
procedure 21:14
proceed 134:19
proceeded 126:12
proceedings 169:3
process 18:19 21:11 45:12 56:10,17 75:25 78:20 92:19 106:25 107:25 108:11
produce 20:14,19 23:17
productive 77:3
professiona... 99:22
profile 13:25
program 48:5 98:21 100:5,14,20
programmed 110:7
programs 93:17,18 121:13
progress 33:10
progressing 75:8
prohibiting

18:4
project 92:6
prolific 63:25
promise 133:1
proof 20:21 23:18,20
proper 28:3,6 42:25 75:15 98:4
properly 113:19
properties 74:1
property 18:7 19:9 23:3 35:5 35:12 73:1 73:1,3 74:3 74:4,13,13 75:11 93:4 93:6,7
proposed 122:21
protect 134:13
protecting 127:14
protest 53:7 53:10 126:20
protests 15:19 51:15 51:17 52:19
protocols 75:15
proud 130:11
proven 7:15
provide 13:21 29:17 33:15 49:8 50:4 52:12 52:13 53:23 55:5 66:18 122:12 148:24 154:7
provided 31:16
proximity 161:21
psychological 55:25
public 1:2 2:3 2:4,14,15 2:20,21,22 2:23 3:5,7 3:14 8:14 9:5 12:10 18:7,7 31:3 35:2,5,5,11 35:12 49:10 54:13 59:22 60:8 62:13 62:15 63:21 67:19 68:15 70:13 77:4 94:2 98:9 107:21 137:13 141:4 142:2 148:24 149:3,4 155:4 157:21 158:24 167:22 168:8 169:13
public-priv... 68:4 69:17 70:11 87:20 97:21 140:15
publicly 148:7
published 2:24 135:24
pull 56:16 79:21
pulled 87:6
purchase 85:7
purpose 3:25 12:20
purposes 110:10
pursue 30:3,6 30:23
pursuit 29:19 30:25
pushed 129:18
pushing 84:5 108:2
put 23:24 37:7 55:6 61:21 66:23 76:17 82:13 85:8 86:6 87:17 96:6 105:16 110:9 113:25 118:8,24 166:8
puts 64:10 109:17
putting 84:21 93:25 167:15

Q

quadplex 61:10
quality 147:15 148:1,25 149:11 158:23 159:21
question 29:2 35:21 37:12 42:2 46:2 46:17 47:1 47:15 48:18 48:21,22 49:22 52:11 54:6,11 55:11 58:20 61:4,23 62:4,9 69:24 97:18 97:20 105:8 109:3
questioning 163:25
questions 3:18 11:16 11:18 13:14 27:12,12,17 31:8,24 34:5,13 54:12 58:8 58:11,19,24 59:15 63:9 68:24 77:13 85:19 86:18 104:20 105:2 123:20 141:23,25 142:1
quick 86:18 131:1
quickly 6:8 56:12 65:20 83:22 144:11 165:23
quite 14:25 38:9 65:7 127:2 138:8 149:15 158:10
quorum 5:11
quote 67:7

R

R 169:1
race 99:22 143:4,8 149:18 153:13
raced 99:21 107:4
racer 87:3 99:20
racial 131:12
racing 15:21 145:14 147:13 161:12
raided 118:2
raise 9:15 71:22 87:19
raised 47:13 109:2
ran 100:5,14 100:20 116:5,7
range 119:13
rappers 114:6,7
re-examine 159:19
reach 42:20 164:13
reaction 123:4
reacts 110:1
read 2:8 8:11 11:4 135:23 136:23 148:2
readjust 139:22
Ready 66:1
real 44:19,19 57:1
reality 132:23 165:16
realize 136:10 137:13 162:11
reallocate 158:20
really 9:5 10:6 31:21 32:22 36:17 45:3,3,16 64:25 70:9 70:12 84:5 85:14 86:9 86:13 92:18 93:9 97:13 110:17 111:20 127:8 131:11 132:12 133:9,16 135:2 136:3 136:16 138:3,23 140:19 141:1 144:11 152:17 158:19 165:6
reason 15:4 25:4 116:14 122:9 124:24 133:13
reasonable 3:8
Rebuild 64:24
rec 59:21 62:16 84:13
recall 95:25
receipt 19:9 23:3
receive 23:4 33:2 47:6 58:24 85:22 136:22
received 3:12 20:14 29:9 33:14 47:5 47:7 62:18
receives 21:5 46:6 47:4
receiving 32:11 47:10
reception 97:13
recipe 117:22
recirculating 47:25
reckless 80:9 121:21
recklessly 163:7
recklessness 121:17
reclaim 16:8 19:3,21 20:6 23:14 27:10 39:16
recognition 102:2
recognize 2:7 4:8 5:16 8:6 10:13 31:5,9 121:24 164:16
recognized 3:23 34:4 58:2 60:21
recognizes 31:10 47:17 72:16
recognizing 3:17
recollection 29:13,18
recommend 43:21
recommen... 27:3 32:5 34:19
recommen... 43:17
recommen... 36:21
record 3:19 6:9,25 7:7 7:20 8:3 12:5 34:17 35:7 49:12 58:24 60:2 65:22 66:8 66:23 70:9 72:5 86:6 90:24 92:1 111:5 121:1 128:17 134:21 142:10 146:14,17 147:4 152:7
recorded 3:6 3:10
recording 115:6 118:14
recordings 155:24
records 25:11
recreation 11:17 18:8 58:7 59:4 63:19 98:16 122:3
recreational 10:14 155:7
recreations 62:16
recruited 55:1
red 144:12 153:18 157:24 161:12
reduce 37:9 68:16 81:12
reduced 15:6 16:2 155:14
reducing 15:15
reel 117:19
reference 39:11 44:6 44:10
referenced 34:25
referring 161:9
refuel 161:25
regard 51:5 162:18
regarding 2:5 58:11
regional 154:21
registered 20:17 22:8 22:24 23:17 28:10 85:6 85:11
registration 20:15,16 22:9,22
regular 13:1
regularly 127:21
related 161:6
relates 36:5 49:14
relating 13:15 44:24
relationship 69:20
relative 46:2
release 19:19 20:12,13
relief 101:12
relieved 104:8
relieves 103:20
relinquish 73:20
remain 3:13
remaining 17:12
remains 62:10
remarks 77:25 120:23
remedies 156:1
remember 63:21 72:22 133:10 166:7
reminded 67:6
reminder 120:20
remote 1:6 2:14,19
remotely 2:17

remove 12:15 13:3
Renaissance 121:5,12
reopen 124:19
repeat 97:18
repeatedly 162:10
replace 103:12
replacement 56:7
report 19:8 20:1 23:3 46:5
reported 130:7
reporter 12:3 169:13,24
represent 40:23 160:24
Representa... 82:16
representat... 77:14
representing 147:7
reprisal 149:5
reproduction 169:22
repurposed 56:24
requests 3:11 19:2,3 68:24
require 87:16
required 2:8 70:3
requirement 42:19
requirements 27:24
requires 2:12 15:10,11
research 46:22 60:20
resident 134:11 148:17
residents 9:7 10:9 40:22 122:13 135:15,17 136:20 139:2,18 150:6 157:20 160:24 162:19
Residents' 147:8
resolution 1:20 2:5 8:11,12,13 8:23 9:3,18 121:7 152:15 164:17 165:21
resolve 10:25
resolved 92:11
resources 15:11,13,18 20:18 24:17 49:7 51:4 59:20 62:22 62:25 64:13 65:5,9,14 65:16 104:15 138:1
respect 117:9
respond 145:7
responded 62:8 147:24 148:12,22
response 8:7 38:10 77:17 98:23 126:22 147:20 167:19
responses 148:3
responsibili... 97:25 98:5 98:17
responsible 17:10 98:11
responsive 31:18 138:16
responsive... 38:7
restaurant 127:8
restaurants 124:20
restrictions 35:3
result 14:12 48:1 164:19
resulted 24:22
results 14:19 155:13
retail 104:1
retires 56:14
retrospect 110:15
retrospecti... 52:14,22
return 41:25
returned 17:18 20:25 38:22,24 39:9,12,14 39:21 40:5 48:4
rev 153:12
revealing 30:12
revenue 88:13 92:21 102:4 103:22 104:3 108:9 127:2 150:8
reverse 39:2
Review 18:25 19:5,17,19 20:9,11 21:2 23:12
revisit 92:6
revoked 22:12
revolved 72:25
revving 162:4
rewarded 106:20
rewarding 102:25
Reynolds 65:24
Richard 11:14
Richardson 1:16 5:25 6:2,20,24 7:5 29:16 34:6,8 35:20 36:16 37:1,5 45:22,24 46:14 57:25 58:3,5,25 59:9,11 65:19 67:5 69:5 89:19 89:21,23 90:18 165:14 166:5,14 168:5
Richardson's 46:16
Richmond 80:15
Rick 120:19 128:5,20 134:25 135:16
ridden 107:2
ride 41:7 63:11 66:2 66:5 78:23 81:7,22 82:13,18 89:6 90:17 92:15,24,25 93:20,20,21 94:6,7 95:3 95:4,6,18 99:10 100:23 101:7 107:10 108:4 113:5 113:18,20 114:3,9,15 114:18 115:5 116:20 117:4,12 118:11 122:4 132:14 133:4 148:8 163:3
ride-outs 111:15
rider 109:23
riders 41:15 60:17 98:1 106:15 112:18,20 112:21 114:15 121:16 122:3 123:5 131:19 132:2,14 136:16 148:14 149:16,25 161:11,16 162:20 163:1,4,13
rides 67:24
riding 8:19 30:14 35:4 40:11 41:11 61:11 66:21 80:9 81:22 82:23 83:24 84:23 89:8 95:5 98:11 102:2 107:7 107:15,16 107:19,20 109:12,20 109:21,24 110:3 112:22 115:11 118:5 123:8 149:14 161:13,13 163:6,7
right 7:3,14 9:7 11:25 14:7 16:15 17:16 24:11 26:20 37:1 39:6 43:3 43:19 45:15 56:18 58:22 60:7 66:25 71:15 74:12 75:19 78:15 79:25 81:19 84:14,16 89:11 112:9 115:17 119:25 123:14 127:20 135:13 137:25 140:18 143:24 145:11 147:9
right-hand 26:4
rights 148:14
risk 31:2
risky 30:16
Ritz 148:17
RM80 109:22
road 67:11 80:21 85:6 163:5
roads 153:22
Rocky 143:25
rod 152:19
rode 85:6 90:11 162:21
roll 4:4
Roosevelt 80:18
routine 17:13
row 127:9
rowing 71:21
ruining 145:16
rule 22:3
rules 29:22 93:25 161:12 163:5
rumble 134:1 155:13
rumbling 155:17
run 14:22 15:2,9 24:16,20 50:15 65:13 74:5,16 114:11 153:17
running 15:9 53:6 85:14 117:6 126:14

S

S 1:12
Sadly 130:3
safe 9:13 10:7 10:19 64:6 65:12 68:11 69:9 77:3 81:8 118:1 119:5 121:13 129:6 132:13
safely 8:19 68:10 93:21 114:3 117:4 118:9 127:5 162:21
safer 12:18
safety 1:2 2:5 8:14,15 9:5 12:10 31:2 35:2,6 49:11 54:13 60:9 63:21 77:5 81:5,6 83:15 94:2 98:3,20 100:23 101:6 108:4 121:19 127:18 136:6 137:1 137:9 142:22 148:24 149:5 152:15 153:19 154:8 157:21 159:22 161:6,16 163:13 167:22 168:8
safety-wise 158:24
salary 50:22
sale 104:3
sales 81:18 84:25 88:4 92:17 94:14
Sally 120:19 128:5 129:4 134:22
Sally's 140:24
Sam 69:3 85:25 168:3
Samantha 2:7 4:22 5:3 6:3 34:9 45:25 89:16 156:21 157:12 159:13 168:7
Saturday 125:1
saw 43:6 58:8 79:14 128:23 153:23
saying 33:4 42:12,15 49:6 72:5 109:8 112:10,14 112:14 136:25
says 17:2 21:2 68:8
scale 53:7
scaled 32:3
scatter 79:24
scenario 127:6
schedule 6:13 19:22
school 100:17 102:21
Scott 99:24
Scranton 100:15
screen 13:18 14:1 58:21
second 29:1 48:22 77:21
sector 68:14 68:15 97:20 101:15
see 14:18,25 15:8 24:8 24:10 25:16 26:21 29:7 30:13 32:20 36:19 39:15

40:25,25 41:22,24 42:8 43:11 45:5 64:21 64:22 74:10 79:19 83:5 95:5 100:2 101:10 106:5,16 107:1,23 108:13,18 115:1 118:16 141:10,24 152:17 153:10 158:12
seeing 32:3 39:19 42:6 77:19 103:13 107:15 155:12 165:8
seeking 19:20 36:18
seen 79:25 82:21 135:13,22 153:11
sees 106:11
seizure 19:11 19:13
sell 102:12 103:17,19
semi-quara... 152:24
send 20:11 21:3 145:18
sends 41:3
sense 8:24 96:11 104:5
sentiment 157:19
sentiments 72:21 76:14 89:25
SEPTA 121:16
September 56:3 124:25 126:18
serious 54:13 144:1 145:13
seriously 30:22
servants 141:4
serve 123:6
serves 122:3
set 139:11
sets 19:1 99:14
settle 139:24
Shalimar 120:18 121:4
shalt 98:9
share 13:19 14:1 37:17 143:19
shift 158:9
short 136:24 143:12 145:10
shot 96:8 119:12
show 13:7 17:14 33:23
showed 17:17 33:24 103:24 116:13
showing 102:20
shows 16:12 16:18 24:7 26:5,12
shut 152:21
side 26:5,16 26:20 61:20 83:4,4 89:6 115:24 125:16 129:20 135:16 136:1 139:14
side-by- 89:5
side-by-side 89:7
sides 130:14 136:9
sidewalk 18:7 30:8 126:10 129:19,19 143:15,24 144:25
sidewalks 10:12 12:17 13:4 35:5 35:12,18 79:6 117:5 125:16 129:10,24 130:17 161:14
signal 76:12
signals 28:5 42:25
signatures 135:14
signed 18:1 31:7 128:11 135:13 142:3
significantly 16:24 147:15
signify 3:22
similar 33:15 43:6 114:11
simple 103:25
simply 113:14 122:1 127:14
single 147:22
sir 11:21 14:3 48:9,11 72:18 78:6 84:19 85:17 86:4,15 91:3 128:2 156:14 167:1
site 67:22 75:17 104:17 154:18
sites 104:17 104:17
situation 55:17 80:2 80:12 126:15 127:1
situations 24:17 126:21
six 69:14 147:14 158:5
skate 71:20
skateboard 61:14 72:22
skateboard... 82:4
skateboard... 72:24 73:4
skateboards 61:11 73:2
skill 99:14 101:1,9 108:5 109:13,14
skilled 116:24
skills 102:10 102:12
sleep 152:22 161:20
slide 14:7,18 14:21 15:1 15:8 16:10 16:11,11,15 16:15 17:21 17:22,23 18:18 21:13 21:17 22:15 24:6,6 25:12 26:11 26:11,15,16 26:19 27:2 27:11 36:22 46:2
slides 39:2,3 79:14
slow 106:25
slowed 155:16
slows 16:16
small 61:20 73:4 93:6 108:13
smaller 15:25 17:2 104:17
smart 54:16
social 113:10 113:16 114:8
sold 156:3
solid 167:16
solution 92:12 94:3 126:25 132:25 145:5
solutions 67:17 133:23,25 134:6 154:7
solve 64:8 140:16 149:10
somebody 56:9,16 116:4
soon 73:21 117:11
sorry 24:9 97:12 99:3 99:12,15 100:15 120:7 128:18 132:18
sort 84:21 101:22 102:3 133:5
sound 11:25 12:2 43:20 130:21 155:24 162:4,6
source 50:17 52:1
south 40:24 43:5 44:4 79:3 129:18 129:21 138:22 161:2,2,3
southern 131:13
southwest 147:11
space 8:19 59:22 66:7 81:13 82:7 112:19 117:25 133:22 149:18
spaces 9:14
speak 8:6 56:23 58:11 111:9,21 112:1 137:10 152:11 156:9 160:22 165:21
special 51:10
specific 52:1
specifically 152:14
specifies 25:6
speed 30:16 51:6 134:2 149:19,24
speeding 143:3,14 144:6
speedometer 28:6 42:25
Speedway 161:1,22 162:3
spend 51:2,7 52:6 89:8 153:5
spending 49:16,17 50:25
spent 48:22 49:14 51:9 51:17 52:17 53:1 155:6
spoke 80:17
sponsor 27:15 83:23
sponsored 7:11 98:7
sponsors 115:14
sponsorship 96:3
sponsorships 109:10 115:10
sport 95:19
spot 37:8
spots 118:11
Spruce 134:24
sprung 82:14
spun 125:23
square 148:19
Squilla 1:13 7:24,25 8:2 9:19 38:2,3 39:18,24 40:3,8,16 42:1,16 43:3 44:15 45:15,19 73:12,14,18 73:19 76:3 91:4,8 105:7,10,11 108:19,23 109:1 111:19 112:5 165:11 167:24
Sr 57:23 77:23 110:24
St 100:16
staff 13:11 15:12,13,19 133:11 159:15
staffing 54:20 56:7
staffing-wise 53:12
stairs 143:21
stand 28:16 60:15 69:4
standing 18:5 78:14
standpoint 49:11 85:7
stands 129:6
star 151:3,14 151:20 160:10 167:5
stars 106:10
start 2:6 24:10,12,13 56:8 70:8 86:7 108:11 108:12 128:10 144:4 146:2
started 25:1 25:3 49:6 78:20 83:17 135:7,10,11 138:17
starting 130:14
starts 113:16
state 2:11 7:20 12:5 47:22 48:3 58:23 88:2 88:6 90:23 91:25 93:9 111:5 120:25 128:14,16 134:20 142:10 147:3,12 152:6
stated 35:22 59:21 60:24 147:24
statement 157:12 159:18
states 148:7
stating 79:14
station 79:21 161:1,22,24
stations 121:15
stats 29:5,9 36:10
statue 143:25
stay 117:5 145:9 159:3 164:1
stenographic 169:4
step 93:2 98:2,3
steps 93:6 145:1
stipend 52:5
stolen 158:6
stop 22:2 23:3 28:16 41:10,13 46:17 47:22 48:5 78:3 110:21 117:5,6 120:21 129:6 136:18 140:10 144:20

154:1
stopped 45:9 45:10 46:9 46:11,12,19 47:10,23 125:11
stopping 18:5 94:11
story 136:1
straight 42:12 47:8
strategy 30:2 30:4,13
stream 103:22 127:2
street 16:22 25:20 27:19 27:22 32:14 34:15 41:8 41:17 42:4 43:5 44:4 45:8 55:7 56:11 57:3 80:16,22 81:8,10 85:1 94:25 95:6,7 98:10 101:13 107:7 109:25 110:4 116:1 116:2,4 121:22 123:9,24 124:10,20 125:4,5,10 125:10,17 125:22 126:5 127:7 129:1,3,18 129:19 132:24 133:22,25 134:3,5,9 143:14 147:14 148:11 149:13 153:15 161:3 162:1 163:6
streets 8:18
10:3,12 11:2,14 12:17 13:4 27:9,25 28:7 32:4 32:25 33:6 37:10 41:11 41:20,23 61:19,20 63:14 77:14 79:25 81:23 82:9 101:8 106:13,16 107:21,22 108:6 118:6 129:7,9 130:16 131:6 137:2 144:8 149:18 150:1 155:10
strength 55:13,15,23
stress 30:5
stretched 15:14 145:5
strict 16:4 134:8 163:14
stricter 38:18
strips 129:10 129:25 134:1 155:14
stroller 129:17
strong 16:20
strongly 72:6 163:14
structure 117:17
struggling 127:17,18
study 69:25 70:6
stuff 56:1 74:7 75:18 115:6 158:1
style 45:3
subject 167:16
subjecting 154:16
submit 157:12 159:17
suburban 148:19
suburbs 64:23
subway 121:15
succeed 9:16
successfully 100:21
suddenly 56:14 137:18
suffering 150:8
sufficient 15:10
suggest 159:2
suggestion 70:10 71:10 102:6 154:4
suggestions 156:13
summer 56:2 137:19 148:13 158:8
Sunshine 3:24
supercross 88:16
supervision 169:24
supervisor 30:25
support 12:1 12:21 13:24 14:4 64:15 68:15 69:14 71:9 86:10 94:18 103:22 133:6 146:5 146:18 150:20 151:2,11,17 154:3 155:18,19 156:20 162:19 164:12 166:22
167:8
supporting 77:5
supportive 76:15
supposed 85:5 158:8
supposedly 43:19
sure 32:15 36:13 38:14 41:6 53:13 59:1 62:2 63:16 64:7 64:15 65:5 68:11 71:14 75:15 105:22 122:18 147:6
surprised 25:15
suspended 22:10,12,22 22:23
SUV 149:23
Suzuki 93:16
swimming 82:6
sympathy 148:15
Symphony 130:23
system 25:4,5 42:19 44:9 59:24 62:21 64:19 71:15 71:23 106:20
systems 42:7 43:8 44:20 45:4 130:19

T

T 169:1,1
table 138:14 139:11
tackle 9:8
taillights 28:5 42:24
take 13:2 41:5 52:25 54:13 68:10 81:10 83:1 85:12 93:5 94:4,15 98:2,3 108:6 126:2 139:20 167:4,11
take-away 31:23 33:13
taken 13:9 48:3 169:5
takes 34:19 56:8 57:2
talk 10:7,8 37:16 54:19 105:23
talked 101:16
talking 49:2 68:1,2 72:2 117:24
Taneha 12:2 169:12
tangible 155:12
tax 101:23 102:3,5 108:9 109:8 110:10 124:18 150:8
taxes 88:6
taxpayers 132:24 150:5
Taylor 4:14 157:1,3,4,8 157:11 159:25
teach 108:7
teaching 100:22,24 101:2,6,9 102:11
Teams 1:6 2:18 3:21
TECH 12:1 13:24 14:4 146:5,18 150:20 151:2,11,17 156:20 164:12 166:22 167:8
technical 73:17 109:13
technically 34:18
Tee's 69:19
teed 11:20 110:22
teenager 130:5
tell 30:2 74:23 117:3 129:22 131:21 143:6 147:19
telling 94:21
tensions 131:12
term 131:10 133:4,8
terms 54:25
terrified 130:9
terrorize 148:11
testified 35:2 93:10 161:15 164:23
testify 3:4,15 11:5 57:20 58:15 69:8 78:1 82:12 83:22 142:3 145:18 146:8,17 164:11 166:21 167:18
testifying 11:8 128:6
testimonies 123:18
testimony 2:21 3:12 12:6 27:14 31:16 33:13 34:1,20 57:13 60:3 69:11 78:2 79:5 86:3 87:22 90:24 92:2 95:24 100:9 104:25 105:13 111:6 120:10,14 121:2,8 122:16 123:1,3,13 123:23 127:24 134:18,20 135:3 139:7 140:20 142:11 145:21 147:5 150:13 152:8 156:11 163:8 164:5 167:13
Testing 11:23
tests 55:25
text 31:20
thank 2:9 3:25 4:1 5:9,21 6:4 6:17,22 7:22 8:4,21 9:1,10,17 10:19,21 11:19 12:4 13:16,17 14:2 27:13 31:4,12,14 31:18,22 33:12 34:2 34:8,9,10 36:16 37:1 37:3,4,24 38:3,5 45:16,18,24 45:25 46:14 47:11 48:8 48:10,16 52:7,9 54:4 55:10 57:4 57:6,12,15 57:16,17 58:5 59:11 59:12 61:22 61:24 62:3 65:19 67:3 67:4 69:2,3 70:15,17,18 70:19 71:1 71:4 72:10 72:17 73:19 75:25 76:2 77:7 78:4 83:12,14,19 85:15,17,24 86:1,2,4 87:22,23 89:12,12,13 89:14,23 90:5,12,15 90:16,18 92:5 95:23 100:12 104:24 105:11,12 108:19,20 108:22 109:4 111:1 111:8 120:14,24 121:5 123:16,17 123:18,21 123:22,23 124:4 127:22,23 128:2 134:17,25 138:16 139:4,7 140:22 141:3,18 142:21 145:16,20 145:24 150:9,11,12 150:14 152:12 156:8,10,11 156:14 159:23 160:3 164:2 164:4,5,22 164:23 165:15,17 166:1,2,14 166:18 167:12,13 167:14,22 167:24 168:2,3,5,6
thankful

140:19
thanks 5:23 9:2 28:19 33:25 124:9 124:18 134:13 160:21 168:7
thefts 157:23
thin 15:14
thing 33:25 41:17 71:24 80:13 81:7 82:21 85:3 87:18 103:1 104:10 109:12 110:9 113:13 119:14,15 123:5 135:20 158:18
things 7:15 7:23 20:4 32:3 44:12 68:5 71:25 72:8 74:24 74:24 78:18 78:20 79:2 81:14 93:5 95:25 98:3 98:4,6 102:15 106:2 109:11 113:15 116:12,14 116:15,21 117:7,7 119:4 136:19 140:9 158:13 159:10
think 9:7 18:16 32:2 36:4 37:8 41:2 44:20 53:5 57:9 60:13 63:4 63:6 64:5 66:9,16 67:12,24 69:11,12,18 70:7,11,12 71:11,13 73:23 74:6 74:8,19,20 74:21,25 79:8 81:20 84:16 86:12 87:17,21 90:3,10,25 91:9,10 92:10,14,18 93:2,4 94:20 95:21 96:1,4,5,6 98:13 99:17 102:7 103:13 104:7,11 105:13,20 106:18,19 107:1 108:1 108:10,15 108:16 122:14,21 131:11,25 132:4,9,10 132:21 133:5,9 136:14,17 136:18 137:9,19,25 138:3 142:13 155:9 158:11,19 159:8,18 163:9 164:25 165:5 166:7
thinking 13:22 119:9 122:16 150:6
Third 80:13
Thomas 4:17 120:18 121:3,4
Thompson 78:12 83:21 109:1
thou 98:8
thought 25:16 70:1 125:6 138:15
thousands 153:4,19
threaten 121:18
three 3:13 24:3,4 49:16 68:8 119:22 120:23
three-wheel 32:23
throw 133:8
thump 149:22,22
ticket 18:14 18:22,23 20:23 21:24 22:19,19,19 22:24,25 43:2,4
tickets 23:16 43:9 44:6 144:19 150:3
tied 102:19
tight 121:9
time 3:20 7:2 13:8 21:10 35:1,13 50:14 57:1 59:21 65:23 70:1 71:6 78:25 83:2 83:19 87:12 90:7 92:16 93:22 96:7 104:14 109:5 110:6 114:16 119:5 121:9 123:13 125:6 126:17 127:16 130:12 135:9 136:5 136:24 141:9,11 143:23 145:10,17 150:10 153:5 158:8 159:3,5 164:8 165:21 166:4
tired 163:20
tires 28:6 42:25 118:8
title 8:11 20:15
titled 23:16
titles 118:19
today 4:23 9:4,12 10:17 11:5 12:20 13:12 34:1 37:10 41:23 63:17 69:8 74:11 75:1 79:14 81:8 84:13 87:9 92:6 94:17 95:22 105:6 121:6 134:14 135:1,25 136:23 137:10 140:20 149:12 154:6 155:23 156:9 164:23
told 76:20
tolerance 148:23
tolerated 148:20
tomorrow 149:12
ton 120:21
tools 44:13
top 102:20 118:12 122:11
total 14:15,21 16:12 17:6 17:8 24:22 25:18 39:4 48:20 49:11 66:4
totally 28:19 73:2 109:7 136:17 137:24
touch 86:21
tougher 35:3
tour 6:13 65:25 66:3 66:15 90:9
toured 103:4
tourism 81:14
tourist 122:11 132:13
tow 23:8,8 47:3
towed 20:3 23:6
towing 20:1
town 148:19
townhomes 160:25
Township 66:1 90:12
traces 133:5
track 25:5 88:25 102:1 102:14 106:7,22 113:5 114:12
tracking 25:11
tracks 24:25 104:16
traffic 18:4 22:17 27:4 63:14,18 117:1 125:13 126:5 143:9 153:14,25 154:23 155:15 161:11,13
trail 28:22,22 66:6,6 82:18 89:8
trailed 105:25
trailer 28:21 107:11
trails 89:9
training 56:17 57:2 98:4
transaction 104:9
transcript 34:23 35:22 59:16 169:6 169:21
transport 98:18 114:21 115:19
transportat... 68:12 115:15
trapped 153:1
Travel 129:7
Travis 95:13
tremendous 107:2 117:8
tremendou... 153:7
trending 36:3
tricks 153:22
tried 156:20
trip 89:3
triple 130:20 130:20
tristate 78:16
troublema... 148:10
truck 107:12 149:23
truly 6:15 34:11
try 61:18 77:2 79:15 84:15 119:8 126:2 137:12 139:3 159:11 164:13 165:15
trying 68:6 92:8 94:12 110:14 114:20 125:25 159:16 161:20 166:23
turn 11:9 27:14 42:24 103:21 148:9 157:6
turning 28:5 103:17
turns 80:1
twice 150:6 158:6
two 10:10,12 11:20 20:4 22:8 24:21 31:24 34:13 44:5 49:13 119:14 128:8 132:17 144:10
two-plus 133:24
two-prong 98:22
type 104:10 106:12 154:12
types 60:10 76:24 88:18

U

unable 153:2
unauthorized 8:17 12:16
unchanged 62:10
unclaimed 23:24
uncover 10:18
underestim... 62:24
underground 115:1
understand 2:11 40:20 52:15 60:5 60:9 65:9 75:7 81:9 81:24,25 107:17,18 112:12 119:4,11 121:16 124:12 136:8 139:16 141:11 158:18
understand... 117:18 119:3 139:12 163:10
unexpected 51:18
unfair 132:1
Unfortunat... 15:1 70:5 126:17 149:24
uniform 56:11
unique 114:25
unit 30:15
University 128:22
unlicensed 155:20
unlimited 53:13
unmanned 79:6
unmute 91:18 151:3 151:14,20 160:10
unplanned 50:8 51:18
unrest 24:14 24:19 53:10
update 27:4
upset 118:22
upsetting 78:19
uptick 42:6
urban 84:17 96:3 97:22
urge 127:11
use 3:20 8:16 10:2 24:17 28:1 31:1 50:6 64:6 74:1 125:23 161:6
users 41:3
uses 71:17
utilize 15:18 53:8 121:19

V

valve 101:12

157:23
various 126:20
vast 62:21
vehicle 19:2,3 19:10,20 20:3,10,15 20:25 21:2 21:6,21 22:4,5,8,9 22:23 23:16 25:7,9 27:22,23,24 28:22 29:24 30:23 32:21 32:24 41:6 42:9,23 43:4 44:2 47:3 154:12
vehicle/ped... 19:7
vehicles 6:10 8:17 12:16 12:18 16:6 16:14 17:4 17:5,11,15 18:6 25:20 26:24 27:5 27:8,10 28:10,24 29:20,21 30:3,6,14 32:2 34:16 34:17 35:10 36:8 37:9 40:19 42:3 42:5,8 45:2 45:4 46:8 48:1 64:7 81:3,4 84:23,24 85:2 89:7 98:18 131:5 144:17,18 145:9 148:21 154:1,24 155:15,20 156:3,5,7 161:10,18 162:21 163:2
versus 16:19 27:20 34:16
veterans 112:24
vibrates 130:24
Vick 115:7
victims 26:6
video 11:10 140:8 143:18
view 2:21 100:1 136:2
viewers 3:7
village 124:6 128:23 130:10 131:18
violation 18:15,22 22:18 42:22 46:4
violations 44:17 156:6
violence 15:16 72:3 76:24 117:11 127:19
visitors 122:13
vitally 90:3
Vitek 57:22 77:22 90:20 90:23 91:1 99:2,3,6,7 99:10,15 100:9,12 106:18 109:6,7
voicemail 156:22
voices 10:24
volume 3:11 157:7
volunteer 87:12
volunteering 108:18
voters 132:23

W

wage 124:17
wait 21:8 24:3 91:6 151:6 154:2
waking 135:18
walk 133:11 133:17,20 134:13 152:25
walked 131:18
Walnut 125:9 125:17 126:12
Walsh 57:23 77:23 110:24 111:2,7,8 111:23 112:3,9 120:6 163:9
want 7:19 9:10,15,17 10:16 30:1 31:2,17 37:17 38:6 40:21 49:10 54:16 58:10 59:18 60:8 62:24 65:12 66:8 67:15 70:8 75:23 76:13 86:5 87:13 89:3 92:5 95:3 95:12,16 99:16 104:7 106:8,9 109:16,16 113:4,6,18 113:21,23 113:24 117:11 118:25 119:17 131:7,15 133:8 134:24 135:20 136:7,16 137:10,21 138:11,15 139:6,23 146:1,3 149:16,17 149:17 154:19 159:12 164:1,22 166:2,13 167:13,14
wanted 6:8 35:7 53:12 59:14 60:1 61:3 65:21 66:22 71:8 72:4,20 83:2,23 85:4 89:1 89:24 90:5 116:10 119:16 126:2 141:10,12
wanting 65:8 92:25
wants 94:22 95:1
wasn't 22:23 77:9 100:22 112:25
wasted 80:5,7
watch 142:24
watched 129:16 140:12
way 29:23 35:14 43:19 44:21 50:15 55:9 65:7 66:6 69:21 74:8,24 75:3 76:15 77:2 81:24 104:12 105:15,17 108:14 110:9 118:9 118:10 126:1 134:4 140:18 143:18 144:14 149:25 153:6 154:3 154:20
ways 52:5 74:20 117:16,17 117:19 119:18,20 134:10
we'll 73:15 75:5 77:20 89:7,8 91:12,14,16 106:12 165:2
we're 8:9 10:13 13:23 17:14 21:16 27:11 31:5 37:17 38:11 39:19 44:11 50:24 51:22 53:6 67:25 68:2 69:7 71:14 72:2 74:17 80:24 80:25 81:1 81:1 83:18 84:14 91:15 94:18 96:20 110:13,17 126:4 130:11,12 133:2,3 135:17 136:24 141:16 145:11 155:12 156:21 158:8 161:20 164:12 166:10
we've 31:24 38:8 51:8 56:20 65:1 65:2 71:20 71:22 124:19 125:7 143:22 144:10,22 155:22 157:23 161:11
wean 106:25
weapon 30:19,21
wearing 131:23
website 14:19 147:17
Wednesday 1:6
wee 138:5 162:8
weekdays 138:6
weekend 115:18
weekends 138:7
welcome 5:20 14:5 59:5 90:22 159:25
went 34:22 47:20 79:2 82:17,18,20 125:9 126:11
west 129:2 133:20
wheelie 98:9 113:7,8 115:12
wheelies 113:1 115:12 153:24
Whitaker 80:19
White 131:20 131:25
WHYY 135:24
Williams 2:7 4:2,9 5:10 5:13 7:9 8:10,22 11:3 13:18 31:5 37:25 45:20 48:13 57:8,19 58:14 68:22 70:21 73:10 77:10 89:16 90:19 105:1 108:24 110:20 120:15 123:25 128:4 141:22 142:4,7,8 142:12,14 142:18,19 145:23 150:16 156:16 160:2 164:7 167:15
willing 10:13 83:4 86:19 139:12,13
willingness 10:23
Willis 146:8 146:9,22,25 147:2,6,7 147:10 150:14
windowpan... 130:20,21
windows 152:19
winter 88:17
wise 76:3
wish 3:15,22 20:6 21:12 23:14 117:10 165:20
witness 11:8 85:20 91:12 91:16 98:25 150:17 151:7
witnessed 121:21
witnesses 3:19 6:12 11:11,20 57:11 83:22 120:11,17 120:21 151:25
wonder 122:23,25 123:6
wonderful 101:19 107:17 132:14
wondering 58:6
woods 107:16
word 131:2,3
words 8:24 76:3 84:8
work 9:14 34:12 43:12 68:8 73:16 75:18 83:4 86:9,11 90:2 95:12 105:15,17 105:20 108:14 120:12 124:9 139:3 159:11
worked 6:9 6:12 60:4 69:19 119:25
workforce 124:14
working 9:20 34:12 38:9 63:22 64:25 66:21 75:1 76:16 90:7 90:14 95:16 132:19 134:2 136:21 137:20 139:10,19 165:3 166:16
works 110:16
workshop 76:21
world 118:15 122:11
worldwide 111:12 113:14
worse 15:23 112:16
worth 103:7 103:10
wouldn't 76:17
write 84:9 86:19
written 44:18 122:1 123:22
wrong 56:22 77:9 131:9
Wyoming

X

X 88:17

Y

Yamaha 82:12 83:25 84:1,7,20 86:19 87:6 87:14 93:16 101:17
year 17:9 39:25 40:3 49:9 50:6 51:5,20 52:23,24 56:9,20 62:19 102:19 124:25 137:19
years 7:1 10:4 11:1 34:12 36:1 36:12 43:5 51:9,15 52:15 54:1 60:4,20 61:12 63:22 94:13 99:20 99:22 101:2 103:3 111:13,14 112:12 128:22 129:3 131:19 133:12 134:11 158:5 159:9
York 148:4,7
young 10:15 61:10,16 64:15,16 66:20 67:1 71:13,24 72:23 76:19 76:22 77:6 92:23 95:10 95:15 98:15 98:16 100:18 106:21 109:15 113:17 114:17 116:8,23 140:11,13
younger 93:19 101:3 101:3 104:18 162:22
youngest 99:19
youth 131:11 131:24

Z

Zaza 57:22 77:22 78:5 78:6,10,12 83:25 84:19 85:16,17 86:4,14,22 87:25 88:15 89:1 109:4 140:12
Zazalino 86:2 86:12
zones 15:17
Zoom 13:23

0

1

1 11:23 26:2 26:3,3 51:1
1,000 103:12
10 51:9 63:21 111:13 112:12
10,000 62:14 78:14
10:15 125:1
100 50:11,13 50:19 55:14 56:23 81:18 81:21 84:25 119:20
1017 80:19
107 17:12
10th 129:20
112,000 121:16
12 124:14 142:2 146:15
12.1133 18:16
12:25 168:9
12:30 78:3 110:21 120:21
120275A 6:10
120725A 17:24 65:23 79:1
12th 26:19 129:1
13 62:18
13th 18:1,2 124:20 125:10,22 126:5,12 127:7
140 62:15
149,150.91 14:24
15 26:9 55:20 77:25 99:21 120:10
15th 14:16,23 24:21
160 62:16
16th 24:21 26:25
17 25:24 101:2
18 39:14,20 55:21 101:2 124:15
195 55:15 56:19
1978 109:22

2

2 11:23 26:1 35:24 50:25
2,000 18:13 18:22 20:23 21:24 22:19 22:25 103:8 103:9
2:00 130:17
20 26:6,9
20-21 15:5
200 112:21
200,000 104:3
200442 1:20 2:5 8:13 121:7 164:17
2010 35:23 36:3
2012 17:25 18:2,2 34:24 35:22 59:16 60:21 62:9 67:10 70:7 78:24 83:18 90:10 92:9 93:11 96:1
2013 90:10
2016 70:8
2019 16:14 16:17,19,23 17:3,19 24:8,9,11 24:25 25:24 26:1,8,14 36:10 39:4 39:13
2020 1:6 16:14,17,19 16:23 17:3 17:7,19 24:8 25:3 26:2,9,14 36:11 39:5 39:8,9,15 39:23 83:18 103:25
2021 15:6
206 40:4
21st 54:17
22 26:9 124:19
22nd 26:19
24 26:10 31:19
24/7 149:23
242 39:19
24th 26:18,21 26:22
250 112:21
250,000 113:23
25th 26:18,21 26:22 153:15
26 17:25
263 14:15 17:11
2725 135:14

3

3 11:23 25:25 35:23 50:25 78:24
30 88:3
30,000 121:15
300,000 113:24
30th 24:13
33 15:6
340 124:22
35 131:19
370 17:8
39 26:7
39th 26:25
3rd 14:17,24 34:24

4

40 92:16
43 26:10
45 21:8

5

5 39:10 51:17 84:9 86:20 99:20
5-year-old 63:23
50 55:3 100:19 102:18,21 131:18
51 128:22 129:3 133:12 134:11
52 118:4
54 17:2,2
56 39:13 40:4
59 17:2,3
5th 124:25 126:18 134:3

6

6 151:3,14,20 160:10 167:5
60 143:22
615 161:2
63 24:22
6309.2 22:4
66.3 124:17

7

7 1:6
70 62:18
700 50:20
70s 99:21 100:4,13
75 100:20 102:22
75-48A 19:7 23:2

8

8 111:13,13 121:15
8.6 88:5
80 102:23
800 103:11
80s 100:13
86 81:16 88:5

9

9 158:3
9:30 1:7 157:13
911 126:15 135:19 145:4 162:10
9th 80:22