

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Wednesday, October 12, 2016
10:30 a.m.

PRESENT:

COUNCILMAN MARK SQUILLA, CHAIR
COUNCILMAN WILLIAM K. GREENLEE
COUNCILMAN KENYATTA JOHNSON
COUNCILMAN DAVID OH
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ
COUNCILMAN AL TAUBENBERGER

BILLS 160613, 160616, 160672, 160673, 160683,
160684, 160685, 160711, 160714, 160717,
160719, 160721, 160722, 160723, 160724,
160769, 160770, 160771, 160772, 160773,
160777, 160778, 160779, 160780, 160781,
160782, 160783, 160784, 160785, 160807,
160841, and 160842

RESOLUTIONS 160053 and 160656

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1
2 COUNCILMAN SQUILLA: Good
3 morning, everyone. Thank you for
4 attending our Streets and Services
5 hearing.

6 We have a quorum. To my left
7 we have Councilman Taubenberger,
8 Councilman Greenlee. To my right,
9 Councilwoman Sanchez.

10 Mr. McMonagle, before we start,
11 for the record, I'm just going to read
12 off a number of bills that are being held
13 by the call of the Chair. Bill No.
14 160772, 160777, 160778, 160779, 160780,
15 160781, 160782, 160783, 160784, 160785
16 will be held for today's hearing.

17 Mr. McMonagle, please read the
18 title of the first bill.

19 THE CLERK: Bill No. 160673, an
20 ordinance amending Section 9-204 of The
21 Philadelphia Code, entitled "Sidewalk
22 Vendors in Center City," by eliminating
23 previously designated vendor locations in
24 Center City; all under certain terms and
25 conditions.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 (Witness approached witness
3 table.)

4 COUNCILMAN SQUILLA: Thank you.
5 Just state your name for the record and
6 proceed with your testimony.

7 MS. SWANSON: Good morning,
8 Councilman Squilla and members of the
9 Committee on Streets and Services. My
10 name is Rebecca Swanson. I am the
11 Director of Planning for the Department
12 of Licenses and Inspections. I am here
13 to provide testimony on Bill No. 160673,
14 which, if enacted, will amend Section
15 9-204 of The Philadelphia Code, entitled
16 "Sidewalk Vendors in Center City."

17 The bill removes as a permitted
18 vending location the east side of 20th
19 Street between Ludlow Street and Ranstead
20 Street. The Department has no objection
21 to this bill and is prepared to enforce
22 its provisions should it become law.

23 Thank you for the opportunity
24 to provide the Department's testimony.

25 COUNCILMAN SQUILLA: Thank you.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Are there any questions?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, is there anyone else here to

6 testify on Bill No. 160673?

7 (No response.)

8 COUNCILMAN SQUILLA: Thank you

9 for your testimony.

10 MS. SWANSON: Thank you.

11 COUNCILMAN SQUILLA:

12 Mr. McMonagle, please read the title of

13 the next bill.

14 THE CLERK: Bill No. 160770, an

15 ordinance establishing a no truck parking

16 regulation on both sides of Medary Avenue

17 between North 6th Street and North 8th

18 Street.

19 (Witness approached witness

20 table.)

21 COUNCILMAN SQUILLA: Please

22 state your name for the record and

23 proceed with your testimony.

24 MR. CINCIRUK: Good morning,

25 Mr. Chairman and members of the

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Committee. Thank you for the opportunity
3 to appear before you today. My name is
4 Nicholas Cinciruk, District Traffic
5 Engineer for the Department of Streets.
6 I am here today to offer testimony on
7 Bill No. 160770.

8 The Department of Streets has
9 no objections to this bill. We will post
10 signs for this regulation within 30 days.

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

15 COUNCILMAN SQUILLA: Any
16 questions?

17 (No response.)

18 COUNCILMAN SQUILLA: Seeing
19 none, anyone else here to testify on Bill
20 No. 160770?

21 (No response.)

22 COUNCILMAN SQUILLA: Seeing
23 none, Mr. McMonagle, please read the
24 title of the next bill.

25 THE CLERK: Bill No. 160613, an

1 10/12/16 - STREETS - BILL 160613, ETC.
2 ordinance prohibiting thru truck traffic
3 on the 2800 block of Orthodox Street and
4 the 2800 block of Hedley Street from
5 Richmond Street to Bath Street, and
6 establishing a truck route on Lewis
7 Street between Richmond Street and
8 Delaware Avenue, all under certain terms
9 and conditions.

10 COUNCILMAN SQUILLA: Please
11 proceed.

12 MR. CINCIRUK: Good morning,
13 Mr. Chairman and members of the
14 Committee. Thank you for the opportunity
15 to appear before you today. My name is
16 Nicholas Cinciruk, District Traffic
17 Engineer for the Department of Streets.
18 I am here today to offer testimony on
19 Bill No. 160613.

20 The Department of Streets has
21 no objections to this bill. This
22 regulation was posted on March 1st, 2016
23 as a trial. We have received concerns
24 from the residents. However, these
25 concerns were regarding enforcement. The

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Streets Department would like to
3 reiterate that we do not enforce traffic
4 violations, which should be reported to
5 the Philadelphia Police Department.

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

10 COUNCILMAN SQUILLA: Thank you.

11 Any questions?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing
14 none, anybody else here to testify on
15 Bill No. 160613?

16 (No response.)

17 COUNCILMAN SQUILLA: Thank you
18 for your testimony.

19 Mr. McMonagle, please read the
20 title of the next bill.

21 THE CLERK: Bill No. 160714, an
22 ordinance establishing parking
23 regulations in the vicinity of: Brown
24 Street and Front Street; 12th Street and
25 Tasker Street; Annin Street and 11th

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Street; 12th Street and Wolf Street; 11th
3 Street and McKean Street; Jackson Street
4 and 10th Street; Gaul Street and Dauphin
5 Street.

6 (Witness approached witness
7 table.)

8 COUNCILMAN SQUILLA: Thank you.
9 Before we start, I'd just like
10 to recognize Councilman Oh present at the
11 hearing. Thank you.

12 Ms. Bracley, please state your
13 name for the record and proceed with your
14 testimony.

15 MS. BRACLEY: Good morning,
16 Council. My name is Dionne Bracley,
17 Deputy Manager for the Philadelphia
18 Parking Authority. Thank you for
19 allowing me to testify before Council
20 regarding Ordinance 160714 establishing
21 parking regulations.

22 The Philadelphia Parking
23 Authority has no objection to the
24 ordinance previously read before Council
25 and recommends favorable consideration.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Thank you again.

3 COUNCILMAN SQUILLA: Thank you.

4 Any questions?

5 (No response.)

6 COUNCILMAN SQUILLA: Seeing
7 none, anyone else here to testify on Bill
8 No. 160714?

9 (No response.)

10 COUNCILMAN SQUILLA: Seeing
11 none, Mr. McMonagle, please read the
12 title of the next bill.

13 THE CLERK: Bill No. 160841, an
14 ordinance establishing parking
15 regulations in the vicinity of: Smick
16 Street and Dupont Street; Race Street and
17 61st Street; Dupont Street and Fleming
18 Street.

19 COUNCILMAN SQUILLA: Please
20 proceed.

21 MS. BRACLEY: Good morning,
22 Council. My name is Dionne Bracley,
23 Deputy Manager for the Philadelphia
24 Parking Authority. Thank you for
25 allowing me to testify before Council

1 10/12/16 - STREETS - BILL 160613, ETC.
2 regarding Ordinance 160841 establishing
3 parking regulations.

4 The Philadelphia Parking
5 Authority has no objection to the
6 ordinance previously read before Council
7 and recommends favorable consideration.

8 Thank you again.

9 COUNCILMAN SQUILLA: Thank you.

10 Any questions?

11 (No response.)

12 COUNCILMAN SQUILLA: Seeing
13 none, anyone else here to testify on Bill
14 No. 160841?

15 (No response.)

16 COUNCILMAN SQUILLA: Seeing
17 none, thank you for your testimony.

18 Mr. McMonagle, please read the
19 title of the next bill.

20 THE CLERK: Bill No. 160684, an
21 ordinance authorizing the revision of
22 lines and grades on a portion of City
23 Plan No. 195 by striking from the City
24 Plan Webb Street from Huntingdon Street
25 to a point approximately one-hundred feet

1 10/12/16 - STREETS - BILL 160613, ETC.

2 southwestwardly therefrom, under certain
3 terms and conditions.

4 (Witnesses approached witness
5 table.)

6 COUNCILMAN SQUILLA: Thank you.

7 Before we start, I'd just like
8 to recognize Councilman Johnson is
9 present for the hearing.

10 Please proceed. State your
11 name for the record and then proceed with
12 your testimony.

13 MR. MORELLI: Good morning,
14 Mr. Chairman and members of the
15 Committee. My name is Frank Morelli,
16 Survey Bureau Manager for the Department
17 of Streets, and the Department of Streets
18 would like to offer the following
19 testimony on Bill No. 160684.

20 This is not an Administration
21 ordinance, but an ordinance requested by
22 Kyle Dowdy of Ruggiero Plante Land Design
23 on behalf of OCF Realty.

24 The purpose of this ordinance
25 is to authorize the striking from the

1 10/12/16 - STREETS - BILL 160613, ETC.
2 City Plan of Webb Street from Huntingdon
3 Street to a point approximately 100 feet
4 southwestwardly therefrom. The portion
5 of Webb Street proposed to be stricken is
6 not legally open, not paved, and not in
7 use for public traffic, and the
8 Department of Streets is not desirous of
9 constructing a street or maintaining a
10 right-of-way at this location. The
11 purpose of this action is to remove this
12 paper street as an encumbrance and
13 facilitate construction of a residential
14 townhome development on the surrounding
15 property.

16 This ordinance is supported by
17 the Department of Streets and recommended
18 to your Committee for favorable action.

19 COUNCILMAN SQUILLA: Thank you.

20 MS. CHIU: Good morning,
21 Chairman Squilla and members of Streets
22 and Services Committee. I'm Sarah Chiu,
23 City Planner with the Philadelphia City
24 Planning Commission. I'm here to testify
25 on Bill No. 160684, which was introduced

1 10/12/16 - STREETS - BILL 160613, ETC.
2 by Councilmember Squilla on June 16th,
3 2016.

4 The purpose of this action is
5 to remove the paper street as an
6 encumbrance and to facilitate
7 redevelopment of the abutting property.
8 There was a former church building
9 structure located on the paper street for
10 over a century. The proposal is for 11
11 single-family attached dwellings with 11
12 off-street parking spaces that is
13 accessed from Webb Street.

14 At its meeting of July 19th,
15 2016, the Planning Commission recommended
16 Bill No. 160684 for approval.

17 This concludes my testimony. I
18 appreciate the opportunity to testify
19 before you today and would be pleased to
20 answer any questions you may have.

21 COUNCILMAN SQUILLA: Thank you.

22 Are there any questions?

23 (No response.)

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

1 10/12/16 - STREETS - BILL 160613, ETC.

2 testify on Bill No. 160684?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, Mr. McMonagle, please read the

6 title of the next bill.

7 THE CLERK: Bill No. 160769, an

8 ordinance authorizing the revision of

9 lines and grades on a portion of City

10 Plan No. 197 by striking from the City

11 Plan Balfour Street from Ontario Street

12 to Russell Street, under certain terms

13 and conditions.

14 COUNCILMAN SQUILLA: Please

15 proceed.

16 MR. MORELLI: The Department of

17 Streets would like to offer the following

18 testimony on Bill No. 160769.

19 This is not an Administration

20 ordinance, but an ordinance requested by

21 Mr. John Evans.

22 The purpose of this ordinance

23 is to authorize the striking from the

24 City Plan of Balfour from Ontario Street

25 to Russell Street. The portion of

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Balfour Street proposed to be stricken is
3 not legally open and is not paved or in
4 use by public traffic, and the Department
5 of Streets is not desirous of
6 constructing a street at this location.
7 This action has been requested by the
8 owners of the abutting automobile parts
9 and repair business so that they may
10 obtain ownership of the street bed and
11 provide better access to and management
12 of the property.

13 This ordinance is supported by
14 the Department of Streets and recommended
15 to your Committee for favorable action.

16 MS. CHIU: Good morning,
17 Chairman Squilla and members of Streets
18 and Services Committee. I'm Sarah Chiu,
19 City Planner with the Philadelphia City
20 Planning Commission. I am here to
21 testify on Bill No. 160769, which was
22 introduced by Councilmember Henon on
23 September 15th, 2016.

24 The purpose of this action is
25 to remove the paper street as an

1 10/12/16 - STREETS - BILL 160613, ETC.
2 encumbrance and to have better access for
3 the abutting property owners. The
4 adjacent properties have been used for
5 automobile repair business.

6 The Planning Commission is
7 scheduled to consider this bill on
8 October 11th, 2016 with a staff
9 recommendation for approval.

10 COUNCILMAN SQUILLA: Thank you.

11 Any questions?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing
14 none, is there anyone else here to
15 testify on Bill No. 160769?

16 (No response.)

17 COUNCILMAN SQUILLA: Seeing
18 none, Mr. McMonagle, please read the
19 title of the next bill.

20 THE CLERK: Bill No. 160773, an
21 ordinance authorizing the revision of
22 lines and grades on a portion of City
23 Plan No. 327 by striking from the City
24 Plan Herschel Road from Peyton Street to
25 Priestly Street, under certain terms and

1 10/12/16 - STREETS - BILL 160613, ETC.
2 conditions.

3 COUNCILMAN SQUILLA: Please
4 proceed.

5 MR. MORELLI: The Department of
6 Streets would like to offer the following
7 testimony on Bill No. 160773.

8 This is not an Administration
9 ordinance, but an ordinance requested by
10 John and Lisa White.

11 The purpose of this ordinance
12 is to authorize the striking from the
13 City Plan of Herschel Road from Peyton
14 Street to Priestly Street. The portion
15 of Herschel Road proposed to be stricken
16 is not legally open and is not paved or
17 in use by public traffic, and the
18 Department of Streets is not desirous of
19 constructing a street at this location.
20 This action has been requested by one of
21 the abutting property owners in order to
22 remove this paper street as an
23 encumbrance on their property.

24 This ordinance is supported by
25 the Department of Streets and recommended

1 10/12/16 - STREETS - BILL 160613, ETC.
2 to your Committee for favorable action.

3 MS. CHIU: Good morning,
4 Chairman Squilla and members of Streets
5 and Services Committee. I'm Sarah Chiu,
6 City Planner with the Philadelphia City
7 Planning Commission. I'm here to testify
8 on Bill No. 160773, which was introduced
9 by Councilman O'Neill on September 15th,
10 2016.

11 The purpose of this action is
12 to remove the paper street as an
13 encumbrance and is requested by the
14 abutting property owners. The adjacent
15 properties have been using this area as
16 part of their side yards.

17 The Planning Commission is
18 scheduled to consider this bill on
19 October 19th, 2016 with a staff
20 recommendation for approval.

21 This concludes my testimony. I
22 appreciate the opportunity to testify
23 before you today and would be pleased to
24 answer any questions you may have.

25 COUNCILMAN SQUILLA: Thank you.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Any questions?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, is there anyone else here to

6 testify on Bill No. 160773?

7 (No response.)

8 COUNCILMAN SQUILLA: Seeing

9 none, Mr. McMonagle, please read the

10 title of the next bill.

11 THE CLERK: Bill No. 160807, an

12 ordinance authorizing the revision of

13 lines and grades on a portion of City

14 Plan No. 246 by striking from the City

15 Plan and vacating the legally open

16 portion of Saybrook Street from

17 Forty-Fifth Street to Melville Street and

18 striking from the City Plan Forty-Fifth

19 Street from Woodland Avenue to Linmore

20 Street, under certain terms and

21 conditions.

22 COUNCILMAN SQUILLA: Please

23 proceed.

24 MR. MORELLI: The Department of

25 Streets would like to offer the following

1 10/12/16 - STREETS - BILL 160613, ETC.

2 testimony on Bill No. 160807.

3 This is not an Administration
4 ordinance, but an ordinance requested by
5 David L. Forde, Jr., representing the
6 University of the Sciences.

7 The purpose of this ordinance
8 is to authorize the striking from the
9 City Plan and vacating of the legally
10 open portions of Saybrook Street from
11 45th Street to Melville Street and the
12 striking from the City Plan of 45th
13 Street from Woodland Avenue to Linmore
14 Street. The portions of Saybrook and
15 45th Street proposed to be stricken are
16 mostly not legally open and not paved or
17 in use by public traffic, and the
18 Department of Streets is not desirous of
19 constructing or maintaining streets at
20 these locations. The party-in-interest,
21 the University of the Sciences, has
22 requested this action in order to clear
23 land area for the development and
24 construction of a proposed mixed-use
25 facility, which will include student

1 10/12/16 - STREETS - BILL 160613, ETC.

2 living, classrooms, and retail spaces and
3 which will be connected to the
4 University's existing utility plant.

5 This ordinance is supported by
6 the Department of Streets and recommended
7 to your Committee for favorable action.

8 COUNCILMAN SQUILLA: Thank you.

9 Any questions?

10 (No response.)

11 COUNCILMAN SQUILLA: Seeing
12 none, anyone else here to testify on Bill
13 No. 160807?

14 (No response.)

15 COUNCILMAN SQUILLA: Seeing
16 none, Mr. McMonagle, please read the
17 title of the next bill.

18 THE CLERK: Bill No. 160616, an
19 ordinance authorizing John Rybas of South
20 17th Street LLC to construct, own, and
21 maintain metal railing encroachments at
22 1002-16 South 17th Street, Philadelphia,
23 PA 19146, all under certain terms and
24 conditions.

25 (Witnesses approached witness

1 10/12/16 - STREETS - BILL 160613, ETC.
2 table.)

3 COUNCILMAN SQUILLA: Please
4 state your name for the record and
5 proceed when you're ready.

6 MR. TORRENCE: Good morning,
7 Chairman Squilla and members of the
8 Streets and Services Committee. My name
9 is St. Martin Torrence. I'm the Director
10 of Legislative Affairs for the Department
11 of Streets. I'm here to offer testimony
12 on Bill No. 160616.

13 This bill authorizes John Rybas
14 of South 17th Street LLC to construct,
15 own, and maintain metal railing
16 encroachments at 1002 through 16 South
17 17th Street, Philadelphia, PA 19146 as
18 follows:

19 Proposed metal railings 42
20 inches in height surrounding open egress
21 wells at the following locations.

22 There's a few addresses here.
23 I'm just going to summarize at the end.

24 The Streets Department opposes
25 these encroachments. The Philadelphia

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Code specifically states that the
3 areaways/egress wells shall be covered
4 with a fixed iron grate and not enclosed
5 by a railing. Allowing this encroachment
6 will set a precedent for similar
7 construction in the area.

8 Thank you for your time. This
9 concludes my testimony.

10 COUNCILMAN SQUILLA: Thank you
11 for summarizing. I know we have
12 submitted a copy for the record also. So
13 much appreciated.

14 Please proceed.

15 MS. CHIU: Good morning,
16 Chairman Squilla and members of Streets
17 and Services Committee. I'm Sarah Chiu,
18 City Planner with the Philadelphia City
19 Planning Commission. I'm here to testify
20 on Bill No. 160616, which was introduced
21 by Councilmember Bass for Councilmember
22 Johnson on June 9th, 2016.

23 The purpose of this ordinance
24 is to allow the construction of metal
25 railings at 42 inches in height

1 10/12/16 - STREETS - BILL 160613, ETC.
2 surrounding open egress wells at the
3 following locations: from 1002 to 1016
4 South 17th Street. The rails will
5 encroach into the west footway of South
6 17th Street 3 feet, with less than 6 feet
7 of clear, unobstructed walkway remaining.

8 According to the Complete
9 Street Policy, 17th Street at this
10 location is classified as City
11 Neighborhood Street, with the recommended
12 width of 6 feet minimum walking zone
13 width. The proposed encroachment doesn't
14 meet the minimum walking zone width
15 recommendations. Additionally, the open
16 egress well on the public sidewalk is a
17 public safety concern.

18 At its meeting of July 19th,
19 2016, the Planning Commission recommended
20 Bill No. 160616 not be approved and that
21 any egress well at this location should
22 be covered with fixed iron gratings flush
23 to the grade on the sidewalk.

24 This concludes my testimony. I
25 appreciate the opportunity to testify

1 10/12/16 - STREETS - BILL 160613, ETC.

2 before you today and would be pleased to
3 answer any questions you may have.

4 COUNCILMAN SQUILLA: Thank you.

5 Are there any questions?

6 (No response.)

7 COUNCILMAN SQUILLA: Seeing

8 none, is there anyone else here to

9 testify on Bill No. 160616?

10 (No response.)

11 COUNCILMAN SQUILLA: Thank you.

12 Mr. McMonagle, please read the
13 title of the next bill.

14 THE CLERK: Bill No. 160672, an
15 ordinance authorizing Fishtown Arts &
16 Crafts LLC dba Fishtown Social to
17 install, own and maintain an open-air
18 sidewalk cafe at 1523 to 27 Frankford
19 Avenue, Philadelphia, PA 19125, under
20 certain terms and conditions.

21 COUNCILMAN SQUILLA: Please
22 proceed.

23 MR. TORRENCE: Good morning,
24 Chairman and members of the Streets and
25 Services Committee. My name is St.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Martin Torrence and I'm the Director of
3 Legislative Affairs for the Department of
4 Streets. I'm here to offer testimony on
5 Bill No. 160672.

6 This bill authorizes Fishtown
7 Arts & Crafts LLC doing business as
8 Fishtown Social to install, own and
9 maintain an open-air sidewalk cafe at
10 1523 to 27 Frankford Avenue as follows:

11 Encroachment description: A
12 sidewalk cafe at the referenced location
13 consisting of four tables and 16 chairs
14 located along the building line of
15 Frankford Avenue from a point
16 approximately 7 feet north of the south
17 property line of the referenced location
18 to a point approximately 24 feet farther
19 north, encroaching approximately 5 feet
20 onto the east footway of Frankford
21 Avenue, leaving a minimum 5 feet of
22 clear, unobstructed footway. No rails
23 will be used.

24 The Streets Department has no
25 objection to this encroachment.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Thank you for your time. This
3 concludes my testimony.

4 MS. CHIU: Good morning,
5 Chairman Squilla and members of the
6 Streets and Services Committee. I'm
7 Sarah Chiu, City Planner with the
8 Philadelphia City Planning Commission.
9 I'm here to testify on Bill No. 160672,
10 which was introduced by Councilmember
11 Greenlee for Council President Clarke on
12 June 16th, 2016.

13 The purpose of this ordinance
14 is to allow the sidewalk cafe consisting
15 of four tables and 16 chairs located
16 along the building line of Frankford
17 Avenue to encroach approximately 5 feet
18 onto the east footway of Frankford
19 Avenue, leaving approximately 6 feet of
20 clear, unobstructed footway.

21 According to the Complete
22 Street Policy, the proposed encroachment
23 will leave sufficient walking zone space
24 for pedestrians.

25 Therefore, at its meeting on

1 10/12/16 - STREETS - BILL 160613, ETC.
2 July 19th, 2016, the City Planning
3 Commission recommended Bill No. 160672
4 for approval as an item in accord with
5 previous policy.

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

10 COUNCILMAN SQUILLA: Thank you.

11 Any questions?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing
14 none, anyone else here to testify on Bill
15 160672?

16 (No response.)

17 COUNCILMAN SQUILLA: Thank you.

18 Mr. McMonagle, please read the
19 title of the next bill.

20 THE CLERK: Bill No. 160685, an
21 ordinance authorizing Franko Borda to
22 construct, own and maintain an elevated
23 patio encroachment in two parts at 1549
24 South 13th Street, Philadelphia, PA
25 19147, under certain terms and

1 10/12/16 - STREETS - BILL 160613, ETC.
2 conditions.

3 COUNCILMAN SQUILLA: Please
4 proceed.

5 MR. TORRENCE: Good morning,
6 Chairman Squilla and members of the
7 Streets and Services Committee. My name
8 is St. Martin Torrence and I'm the
9 Director of Legislative Affairs with the
10 Department of Streets. I'm here to offer
11 testimony on Bill No. 160685.

12 This bill authorizes Franko
13 Borda to construct, own and maintain an
14 elevated patio encroachment in two parts
15 at 1549 South 13th Street, Philadelphia,
16 PA 19147 as follows:

17 Encroachment description: An
18 elevated patio with 36 inch rails and at
19 1549 South 13th Street in two parts.
20 Part 1: From a point along the 13th
21 Street building line of the referenced
22 location, 15 feet 3 inches north of the
23 north curbline of Tasker Street,
24 extending 29 feet 9 inches further north
25 and encroaching 5 feet 4 inches into the

1 10/12/16 - STREETS - BILL 160613, ETC.
2 easterly footway of South 13th Street,
3 maintaining 6 feet of clear walkable
4 space with two 5 foot pinch points.

5 Part 2: From a point along --
6 sorry. From a point on along the Tasker
7 Street building line of the referenced
8 location, 19 feet 9 inches east of the
9 east curbline of South 13th Street,
10 extending 23 feet 3 inches further east
11 and encroaching 5 feet 2 inches into the
12 northerly footway of Tasker Street,
13 maintaining 6 feet 2 inches of clear
14 walkable space with one 5 foot pinch
15 point.

16 The Streets Department does not
17 support this legislation. The proposed
18 encroachment is permanent in nature and
19 significantly reduces the walking space
20 for pedestrians.

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

23 COUNCILMAN SQUILLA: Please
24 proceed.

25 MS. CHIU: Good morning,

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Chairman Squilla and members of Streets
3 and Services Committee. I'm Sarah Chiu,
4 City Planner with the Philadelphia City
5 Planning Commission. I'm here to testify
6 on Bill No. 160685, which was introduced
7 by Councilmember Squilla on June 16th,
8 2016.

9 The purpose of this action is
10 to allow elevated patios with 36 inch
11 rails at 1549 South 13th Street in two
12 parts. Along the 13th Street building
13 encroaching 5 feet 4 inches into the
14 easterly footway of South 13th Street,
15 maintaining 6 foot of clear walkable
16 space with two 5 foot pinch points.

17 Additionally, along Tasker
18 Street building line, encroaching 5 feet
19 2 inches into the northerly footway of
20 Tasker Street, maintaining 6 feet 2
21 inches clear walkable space with one 5
22 foot pinch point.

23 At its meeting on July 19th,
24 2016, the City Planning Commission
25 recommended Bill No. 160685 not be

1 10/12/16 - STREETS - BILL 160613, ETC.

2 approved because of the following

3 reasons:

4 Number one, the proposed patios
5 with railings are permanent structure on
6 the public sidewalk.

7 Number two, the proposed patios
8 are not ADA compliant.

9 Number three, the SEPTA Broad
10 Street Line's entrance is a block away.
11 Tasker Avenue carries a lot of foot
12 traffic.

13 And number four, there's
14 existing bus stop at the northeast corner
15 of 13th Street and Tasker Avenue. The
16 sidewalk should be kept clear at its
17 entire width to accommodate transit
18 users.

19 This concludes my testimony. I
20 appreciate the opportunity to testify
21 before you today and would be pleased to
22 answer any questions you may have.

23 COUNCILMAN SQUILLA: Thank you.

24 Are there any questions?

25 (No response.)

1 10/12/16 - STREETS - BILL 160613, ETC.

2 COUNCILMAN SQUILLA: Seeing
3 none, anyone else here to testify on Bill
4 No. 160685?

5 (No response.)

6 COUNCILMAN SQUILLA: Thank you.

7 Mr. McMonagle, please read the
8 title of the next bill.

9 THE CLERK: Bill No. 160717, an
10 ordinance amending Section 5 of an
11 ordinance (Bill No. 150413) approved June
12 30, 2015, entitled "An ordinance
13 authorizing Michael Betancourt for AION
14 Partners, to construct, own and maintain
15 structural encroachments at One South
16 Broad Street, Philadelphia, PA 19107, all
17 under certain terms and conditions," by
18 extending the time for compliance with
19 the authorization conditions therein.

20 COUNCILMAN SQUILLA: Please
21 proceed.

22 MR. TORRENCE: Good morning,
23 Chairman Squilla and members of the
24 Streets and Services Committee. My name
25 is St. Martin Torrence and I'm the

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Director of Legislative Affairs for the
3 Department of Streets. I'm here to offer
4 testimony on Bill No. 160717.

5 This bill amends Section 5 of
6 an ordinance (Bill No. 150413) approved
7 June 30th, 2015, entitled "An ordinance
8 authorizing Michael Betancourt for AION
9 Partners, to construct, own and maintain
10 structural encroachments at One South
11 Broad Street," by extending the time for
12 compliance with the authorization
13 conditions therein.

14 The Streets Department has no
15 objections to this bill.

16 Thank you for your time. This
17 concludes my testimony.

18 COUNCILMAN SQUILLA: Thank you.

19 MS. CHIU: Good morning,
20 Chairman Squilla and members of Streets
21 and Services Committee. I'm Sarah Chiu,
22 City Planner for the Philadelphia City
23 Planning Commission. I'm here to testify
24 on Bill No. 160717, which was introduced
25 by Councilmember Squilla on September

1 10/12/16 - STREETS - BILL 160613, ETC.
2 9th, 2016.

3 The purpose of this ordinance
4 is to amend Section 5 of an ordinance
5 (Bill No. 150413) by requesting
6 additional time for compliance with the
7 terms and conditions to authorize the
8 structural encroachments at One South
9 Broad Street. The original Bill 150413
10 was recommended for approval by the
11 Planning Commission on May 19th, 2015.

12 Therefore, at its meeting on
13 September 20th, 2016, the Planning
14 Commission recommended Bill No. 160717 be
15 approved as an item in accord with
16 previous policy.

17 This concludes my testimony. I
18 appreciate the opportunity to testify
19 before you today and would be pleased to
20 answer any questions you may have.

21 COUNCILMAN SQUILLA: Thank you.

22 Any questions?

23 (No response.)

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

1 10/12/16 - STREETS - BILL 160613, ETC.

2 testify on Bill 160717?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, Mr. McMonagle, please read the

6 title of the next bill.

7 THE CLERK: Bill No. 160711, an

8 ordinance authorizing Property Owner to

9 install, own and maintain an open-air

10 sidewalk cafe in two parts, at 3847

11 Terrace Street, Philadelphia, PA 19128,

12 under certain terms and conditions.

13 MR. TORRENCE: Good morning,

14 Chairman Squilla and members of the

15 Streets and Services Committee. My name

16 is St. Martin Torrence and I'm the

17 Director of Legislative Affairs for the

18 Department of Streets. I'm here to offer

19 testimony on Bill No. 160711, as amended.

20 This bill authorizes Property

21 Owner to install, own and maintain an

22 open-air sidewalk cafe in two parts, at

23 3847 Terrace Street as follows:

24 Encroachment description: Part

25 1: Located along the building line on

10/12/16 - STREETS - BILL 160613, ETC.
Terrace Street from a point 15 feet 6
inches south of the south curbline of
Salaignac Street to a point 15 feet
farther south and encroaching 5 feet onto
the east footway of Terrace Street,
leaving a minimum of 5 feet clear,
unobstructed footway. No rails will be
used.

Part 2: Located along the
building line on Salaignac Street from a
point 15 feet 6 inches east of the east
curbline of Terrace Street to a point 21
feet farther east and encroaching 4 feet
onto the south footway of Salaignac
Street, leaving a minimum of 5 feet of
clear, unobstructed footway. No rails
will be used.

The Streets Department has no
objections to this encroachment.

Thank you for your time. This
concludes my testimony.

COUNCILMAN SQUILLA: Thank you.

Please proceed.

MS. CHIU: Good morning,

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Chairman Squilla and members of the
3 Streets and Services Committee. I'm
4 Sarah Chiu, City Planner with the
5 Philadelphia City Planning Commission.
6 I'm here to testify on Bill No. 160711,
7 which was introduced by Councilmember
8 Jones on September 8th, 2016.

9 The purpose of this action is
10 to permit an open-air sidewalk cafe at
11 3847 Terrace Street. This encroachment
12 includes two parts: 5 feet on the east
13 footway of Terrace Street and 4 feet onto
14 the south footway of Salaignac Street.
15 The encroachments will leave a minimum of
16 5 feet of clear and unobstructed footway,
17 which meets the minimum recommended width
18 per the Complete Street Policy.

19 Therefore, at its meeting on
20 September 20th, 2016, the Planning
21 Commission recommended Bill No. 160711 be
22 approved as an item in accord with
23 previous policy.

24 This concludes my testimony. I
25 appreciate the opportunity to testify

1 10/12/16 - STREETS - BILL 160613, ETC.

2 before you today and would be pleased to
3 answer any questions you may have.

4 COUNCILMAN SQUILLA: Thank you.

5 Any questions?

6 (No response.)

7 COUNCILMAN SQUILLA: Seeing
8 none, anyone else here to testify on Bill
9 No. 160711?

10 (No response.)

11 COUNCILMAN SQUILLA: Seeing
12 none, thank you for your testimony.

13 We also note for the record
14 that there's written testimony submitted
15 from Jason Mills on Bill No. 160711.

16 Mr. McMonagle, please read the
17 title of the next bill.

18 THE CLERK: Bill No. 160719, an
19 ordinance amending Section 10-722 of The
20 Philadelphia Code, entitled "Use of
21 Dumpsters," to limit the locations where
22 dumpsters may be licensed in the public
23 right-of-way, all under certain terms and
24 conditions.

25 COUNCILMAN SQUILLA: Please

1 10/12/16 - STREETS - BILL 160613, ETC.
2 proceed.

3 MR. TORRENCE: Good morning,
4 Chairman Squilla and members of the
5 Streets and Services Committee. My name
6 is St. Martin Torrence and I'm the
7 Director of Legislative Affairs for the
8 Department of Streets. I'm here to offer
9 testimony in support of Bill No. 160719.

10 This bill amends Section 10-722
11 of The Philadelphia Code, entitled "Use
12 of Dumpsters, (2) Licensed and Medallion
13 Requirement: Prohibited Locations," to
14 limit the locations where dumpsters may
15 be licensed and thus placed in the public
16 right-of-way. Specifically, this bill
17 prohibits the issuance of a license for
18 any dumpster at any of the locations
19 within the boundaries of Bainbridge
20 Street, Spring Garden Street, the
21 Delaware River and the Schuylkill River
22 where a licensed dumpster was not located
23 before September 7th, 2016.

24 The Streets Department has
25 received many complaints from residential

1 10/12/16 - STREETS - BILL 160613, ETC.
2 communities due to too many dumpsters
3 being placed in the public right-of-way.
4 Streets has long enforced the policy that
5 prohibits dumpsters to be placed along
6 commercial corridors.

7 For the foregoing reasons, the
8 Streets Department supports this bill.

9 Thank you for your time. This
10 concludes my testimony.

11 COUNCILMAN SQUILLA: Thank you.

12 Any questions?

13 (No response.)

14 COUNCILMAN SQUILLA: Seeing
15 none, anyone else here to testify on Bill
16 No. 160719?

17 (No response.)

18 COUNCILMAN SQUILLA: Seeing
19 none, Mr. McMonagle, please read the
20 title of the next bill.

21 THE CLERK: Bill No. 160721, an
22 ordinance establishing a no truck parking
23 regulation on Gorsten Street, between
24 Gorgas Lane and Vernon Road, both sides.

25 MR. TORRENCE: Good morning,

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Chairman Squilla and members of the
3 Streets Committee. Thank you for the
4 opportunity to appear before you today.

5 My name is St. Martin Torrence and I'm
6 the Director of Legislative Affairs for
7 the Department of Streets. I am here to
8 offer testimony on Bill No. 160721.

9 The Department of Streets has
10 no objection to this bill. The parking
11 regulation in question was posted on a
12 trial basis beginning on November 18th,
13 2015.

14 Thank you for the opportunity
15 to appear before you today. That
16 concludes my testimony.

17 COUNCILMAN SQUILLA: Thank you.

18 Any questions?

19 (No response.)

20 COUNCILMAN SQUILLA: Seeing
21 none, anyone else here to testify on Bill
22 No. 160721?

23 (No response.)

24 COUNCILMAN SQUILLA: Seeing
25 none, Mr. McMonagle, please read the

1 10/12/16 - STREETS - BILL 160613, ETC.
2 title of the next bill.

3 THE CLERK: Bill No. 160722, an
4 ordinance establishing a one-way
5 regulation on Carpenter Lane, from Greene
6 Street to Sherman Street, westbound.

7 MR. TORRENCE: Good morning,
8 Chairman Squilla and members of the
9 Streets and Services Committee. My name
10 is St. Martin Torrence. I'm the Director
11 of Legislative Affairs for the Department
12 of Streets. I'm here to offer testimony
13 on Bill No. 160722.

14 The Department of Streets has
15 no objections to this bill. The one-way
16 change occurred beginning on September
17 17th, 2015 on a trial basis.

18 Thank you for the opportunity
19 to testify before you today. This
20 concludes my testimony.

21 COUNCILMAN SQUILLA: Thank you.

22 Any questions?

23 (No response.)

24 COUNCILMAN SQUILLA: Seeing
25 none, anyone else here to testify on Bill

1 10/12/16 - STREETS - BILL 160613, ETC.

2 No. 160722?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, Mr. McMonagle, please read the

6 title of the next bill.

7 THE CLERK: Bill No. 160723, an

8 ordinance establishing a no truck parking

9 regulation on Vernon Road, between

10 Anderson Street and Crittenden Street,

11 both sides.

12 MR. TORRENCE: Good morning,

13 Chairman Squilla and members of the

14 Streets and Services Committee. My name

15 is St. Martin Torrence. I'm the Director

16 of Legislative Affairs for the Department

17 of Streets. I'm here to offer testimony

18 on Bill No. 160723.

19 The Department of Streets has

20 no objection to this bill. The parking

21 regulation in question was posted on a

22 trial basis beginning on November 18th,

23 2015.

24 Thank you for your time. This

25 concludes my testimony.

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1 10/12/16 - STREETS - BILL 160613, ETC.

2 COUNCILMAN SQUILLA: Thank you.

3 Any questions?

4 (No response.)

5 COUNCILMAN SQUILLA: Seeing

6 none, anyone else here to testify on Bill

7 No. 160723?

8 (No response.)

9 COUNCILMAN SQUILLA: Seeing

10 none, Mr. McMonagle, please read the

11 title of the next bill.

12 THE CLERK: Bill No. 160724, an

13 ordinance establishing a no truck parking

14 regulation on Gorgas Lane, between

15 Anderson Street and Crittenden Street,

16 both sides.

17 MR. TORRENCE: Good morning,

18 Chairman Squilla and members of the

19 Streets and Services Committee. My name

20 is St. Martin Torrence. I'm the Director

21 of Legislative Affairs for the Department

22 of Streets. I'm here to offer testimony

23 on Bill No. 160724.

24 The Department of Streets has

25 no objections to this bill. The parking

1 10/12/16 - STREETS - BILL 160613, ETC.
2 regulation in question was posted on a
3 trial basis beginning on November 18th,
4 2015.

5 Thank you for your time. This
6 concludes my testimony.

7 COUNCILMAN SQUILLA: Thank you.

8 Any questions?

9 (No response.)

10 COUNCILMAN SQUILLA: Seeing
11 none, anyone else here to testify on Bill
12 No. 160724?

13 (No response.)

14 COUNCILMAN SQUILLA: Seeing
15 none, Mr. McMonagle, please read the
16 title of the next bill.

17 THE CLERK: Bill No. 160842, an
18 ordinance establishing a no stopping
19 regulation on the 7400 block of Henslow
20 Place.

21 MR. TORRENCE: Good morning,
22 Chairman Squilla and members of the
23 Streets and Services Committee. My name
24 is St. Martin Torrence. I'm the Director
25 of Legislative Affairs for the Department

1 10/12/16 - STREETS - BILL 160613, ETC.
2 of Streets. I'm here to offer testimony
3 on Bill 160842.

4 The Department of Streets has
5 no objections to this bill. The parking
6 regulation in question was posted on a
7 trial basis beginning on May 28th, 2015.

8 Thank you for your time. This
9 concludes my testimony.

10 COUNCILMAN SQUILLA: Any
11 questions?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing
14 none, anyone else here to testify on Bill
15 No. 160842?

16 (No response.)

17 COUNCILMAN SQUILLA: Seeing
18 none, Mr. McMonagle, please read the
19 title of the last bill.

20 THE CLERK: Bill No. 160771, an
21 ordinance establishing a no truck parking
22 regulation on both sides of Pickering
23 Avenue, from East Mount Pleasant Avenue
24 to East Phil Ellena Street.

25 MR. TORRENCE: Good morning,

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Chairman Squilla and members of the
3 Streets and Services Committee. My name
4 is St. Martin Torrence. I'm the Director
5 of Legislative Affairs for the Department
6 of Streets. I'm here to offer testimony
7 on Bill No. 160771.

8 The Department of Streets has
9 no objections to this bill. Regulations
10 can be posted within three weeks of the
11 passage of this bill.

12 Thank you for your time. This
13 concludes my testimony.

14 COUNCILMAN SQUILLA: Any
15 questions?

16 (No response.)

17 COUNCILMAN SQUILLA: Anybody
18 else here to testify on Bill No. 160771?

19 (No response.)

20 COUNCILMAN SQUILLA: Seeing
21 none, Mr. McMonagle, please read the
22 title of the real last bill.

23 THE CLERK: Bill No. 160683, an
24 ordinance establishing a no parking
25 regulation on Spruce Street, between

1 10/12/16 - STREETS - BILL 160613, ETC.
2 Delaware Avenue and the 38th Parallel,
3 both sides, and rescinding a prior
4 parking regulation.

5 COUNCILMAN SQUILLA: Please
6 proceed.

7 MR. TORRENCE: Good morning,
8 Chairman Squilla and members of the
9 Streets and Services Committee. My name
10 is St. Martin Torrence. I'm the Director
11 of Legislative Affairs for the Department
12 of Streets. I'm here to offer testimony
13 on Bill No. 160683.

14 The Streets Department has no
15 objections to this bill. The trial
16 period for the No Parking Anytime signage
17 began on June 23rd, 2016. In
18 coordination with Streets, the
19 Philadelphia Parking Authority removed
20 the three-hour parking regulations and
21 replaced with No Parking Anytime signage.

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

24 COUNCILMAN SQUILLA: Any
25 questions?

1 10/12/16 - STREETS - BILL 160613, ETC.

2 (No response.)

3 COUNCILMAN SQUILLA: Seeing
4 none, anyone else here to testify on Bill
5 No. 160683?

6 (No response.)

7 COUNCILMAN SQUILLA: Seeing
8 none, thank you for your testimony.

9 That will end our hearing. We
10 will now go into -- temporarily end our
11 hearing. We will now go into a public
12 meeting.

13 I'd like to call on Councilman
14 Greenlee to read out the amended bills.

15 COUNCILMAN GREENLEE: Thank
16 you, Mr. Chairman. I move the adoption
17 of the amendments to the following two
18 bills: 160613 and 160711.

19 (Duly seconded.)

20 COUNCILMAN SQUILLA: All in
21 favor?

22 (Aye.)

23 COUNCILMAN SQUILLA: Any
24 opposed?

25 (No response.)

1 10/12/16 - STREETS - BILL 160613, ETC.

2 COUNCILMAN SQUILLA: The ayes
3 have it. The amendments to Bill No.
4 160613 and 160711 have been approved.

5 Councilman Greenlee.

6 COUNCILMAN GREENLEE: Thank
7 you, Mr. Chairman. I move that the
8 following bills be reported out of this
9 Committee with a favorable recommendation
10 and that the rules of Council be
11 suspended to allow for first reading at
12 our next session of Council: Bill Nos.
13 160683, 160673, 160770, 160613 as
14 amended, 160714, 160841, 160684, 160769,
15 160773, 160807, 160616, 160672, 160685,
16 160717, 160711 as amended, 160719,
17 160721, 160722, 160723, 160724, 160842,
18 and 160771.

19 (Duly seconded.)

20 COUNCILMAN SQUILLA: The bills
21 have been read and properly seconded.

22 All those in favor?

23 (Aye.)

24 COUNCILMAN SQUILLA: Any
25 opposed?

1 10/12/16 - STREETS - BILL 160613, ETC.

2 (No response.)

3 COUNCILMAN SQUILLA: All bills

4 have been -- ayes have it. I'm sorry.

5 All bills have been approved with a

6 suspension of the rules to be read at the

7 next meeting of Council.

8 We'd now like to end the

9 meeting and return back to the Streets

10 and Services hearing. We're ready to

11 proceed.

12 We will be starting the hearing

13 now for the resolution authorizing a

14 public hearing on a new infrared pothole

15 repair process for possible future use in

16 the City of Philadelphia.

17 Mr. McMonagle.

18 THE CLERK: Resolution No.

19 160053, resolution authorizing public

20 hearings to evaluate the new Infrared

21 Pothole Repair Process for possible

22 future use in Philadelphia; and

23 Resolution No. 160656, a

24 resolution authorizing Public Hearings to

25 evaluate more cost efficient and

1 10/12/16 - STREETS - BILL 160613, ETC.
2 effective methods for the City of
3 Philadelphia to address its perennial
4 pothole problem.

5 COUNCILMAN SQUILLA: Thank you.
6 Mr. McMonagle, please read the title of
7 the people who will be testifying.

8 THE CLERK: Can we please have
9 Steve Lorenz for our first panel.

10 (Witness approached witness
11 table.)

12 COUNCILMAN SQUILLA: Thank you,
13 Mr. Lorenz. Just state your name again
14 for the record and then proceed with your
15 testimony.

16 MR. LORENZ: Good morning. My
17 name is Steve Lorenz, Chief Highway
18 Engineer for the Streets Department. I'm
19 here to read testimony on Resolutions No.
20 160053 and 160656.

21 Good morning, Chairman Squilla
22 and members of the Streets and Services
23 Committee. My name is Steve Lorenz. I'm
24 the Chief Highway Engineer for the
25 Streets Department. This hearing is

1 10/12/16 - STREETS - BILL 160613, ETC.
2 regarding these resolutions to discuss
3 the use of infrared pothole repair and
4 the City's perennial pothole problem.

5 The Streets Department's
6 mission statement is clean and safe
7 streets. We consider roadway maintenance
8 an essential part of safe streets. There
9 are 2,525 miles of surface street within
10 the City of Philadelphia. The Streets
11 Department is responsible for repairing
12 potholes on 2,215 miles of City street.
13 The remaining 310 are PennDOT's
14 responsibility. In addition, SEPTA is
15 responsible for pothole repair in and
16 around the track area.

17 Potholes are one of the main
18 defects that plague our roadways. In
19 2016 to date, the Streets Department has
20 repaired 27,664 potholes using various
21 methods. These methods include manual
22 repair, the pothole patcher, and our
23 asphalt recycler. The Streets Department
24 owns an asphalt rejuvenator, which is
25 also referred to as infrared, that is 18

1 10/12/16 - STREETS - BILL 160613, ETC.
2 years old. However, some of the parts
3 are obsolete. All of these methods are
4 acceptable industry methods to repairing
5 potholes. These methods of repairing the
6 potholes will last until the roadway is
7 resurfaced.

8 The pothole patcher is our
9 preferred method of repairing potholes.
10 We lease this piece of equipment
11 throughout the year and have the ability
12 in the contract to lease a second
13 patcher, if needed. The patcher is a
14 one-person operation and can fill a
15 pothole in less than a minute. We can
16 also use this when the temperatures are
17 below freezing. The patcher is used to
18 permanently repair potholes, not
19 wear-outs.

20 The rejuvenator, which is also
21 referred to as the infrared, was used
22 when there is a series of potholes or
23 asphalt wear-outs. The equipment heats
24 the existing asphalt on the roadway, we
25 add new assault, and then it is hand

1 10/12/16 - STREETS - BILL 160613, ETC.

2 rolled. This is a quicker method to
3 repair small sections of roadway. The
4 alternative would be to manually cut out
5 the section of street and add new
6 asphalt. The drawback to this piece of
7 equipment is that it cannot fit down
8 smaller streets without removing parking.

9 Our last piece of equipment is
10 the asphalt recycler. This is a trailer
11 that will reheat cold asphalt to allow
12 the Streets Department employees to
13 install hot material in potholes,
14 wear-outs, and temporary repair other
15 defects. This allows us to use fresh
16 asphalt without going to the asphalt
17 plant. We will use this in the winter or
18 early spring when the local asphalt
19 plants are not open. The drawback to the
20 equipment is that -- to our equipment is
21 that it is 20 years old, so it is
22 challenging to keep it operational. Also
23 it requires more labor to operate.

24 We invite anyone interested to
25 our highway yard to observe the equipment

1 10/12/16 - STREETS - BILL 160613, ETC.

2 the Streets Department uses. In
3 addition, the Streets Department has
4 always been willing and happy to meet
5 with any vendor to discuss and view
6 equipment methods and methods of repair.

7 We would be happy to answer any
8 questions that you may have. Thank you.

9 COUNCILMAN SQUILLA: Thank you,
10 Mr. Lorenz. As we hear and potholes, as
11 you know, are a major issue with our
12 constituents, our residents, since I'm
13 sure you receive a ton of e-mails not
14 only from our office, from a lot of other
15 offices.

16 Do you perceive that the
17 pothole repairs now are done in a timely
18 manner and, if so, do you think that
19 additional help could allow us to reach
20 more potholes throughout the City?

21 MR. LORENZ: Our goal is to
22 repair a pothole within three days of
23 receiving a complaint, and I believe our
24 last statistic was we're around the 85 to
25 90 percent range of doing that.

1 10/12/16 - STREETS - BILL 160613, ETC.

2 Twenty-seven thousand potholes is a lot
3 of potholes.

4 Most of the pothole problems we
5 have is coming out of winter from the
6 freeze/thaw of the roadways. So we throw
7 as much folks at this and equipment at
8 the pothole problem coming out of the
9 winter. That's when we have the ability
10 to rent the second pothole patcher, and
11 we usually do that in March, April, maybe
12 into May if we still have the problem
13 before we get into our resurfacing
14 season.

15 The folks that we have
16 resurfacing the street, we turn them into
17 manual pothole repairers. Our Line
18 Striping Unit, we convert them to do
19 manual pothole repair. The trailer that
20 we tag along behind us that will allow us
21 to put hot material down, we use that.
22 So we do have an effective pothole
23 method.

24 COUNCILMAN SQUILLA: Does this
25 also include plumber patches that you're

1 10/12/16 - STREETS - BILL 160613, ETC.

2 in charge of?

3 MR. LORENZ: No. That does not
4 include --

5 COUNCILMAN SQUILLA: That's
6 extra?

7 MR. LORENZ: That's something
8 different. We'll make those safe. In
9 the wintertime and early spring, it's
10 difficult to do permanent repairs to
11 ditches. Okay? Mainly because you need
12 the concrete to do it. We do do
13 temporary repairs to them. So if the
14 asphalt -- the temporary repair fails,
15 we'll go out there with either hot
16 material or what we'll do is we'll use
17 cold patch or cold asphalt that comes in
18 soft and we'll tamp it in and it will
19 harden up over time.

20 COUNCILMAN SQUILLA: All right.
21 Now, you mentioned about some of the age
22 of the equipment.

23 MR. LORENZ: Yes, sir.

24 COUNCILMAN SQUILLA: Obviously
25 it's always an issue with funding for

1 10/12/16 - STREETS - BILL 160613, ETC.

2 certain things, but from your experience
3 there in the Streets Department, it seems
4 like the equipment needs to be replaced.
5 Is that something that would increase the
6 ability to get to more potholes?

7 MR. LORENZ: Yes, it will. We
8 have a ten-year -- we put together a
9 ten-year plan with Fleet Management to
10 replace the vehicle fleet. Obviously the
11 more vehicles we get out there, the more
12 we can do. Part of what's going to be
13 helping us is within the next couple
14 years, we're going to be getting two
15 paving crews out onto the street. Right
16 now we have one paving crew. What we're
17 hoping is once we get that second paving
18 crew out there, that will allow us more
19 personnel to go out and fill potholes.
20 We're hoping in the upcoming years that
21 as our paving increases, the number of
22 potholes will decrease.

23 As you're aware, over the last
24 few years, our paving program has been
25 not paving as many streets as we would

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2 like. We are increasing our paving
3 program, and one of the strategies to
4 picking streets is we're looking at the
5 streets that have the most pothole
6 ridden, so we don't have to constantly
7 come back in the spring and throughout
8 the year and fill those potholes.

9 COUNCILMAN SQUILLA: Now,
10 during your paving process, there's so
11 many miles of streets that you project to
12 do. I know last year -- I think you've
13 increased it for next year.

14 MR. LORENZ: Yes.

15 COUNCILMAN SQUILLA: What is
16 the total number of miles of streets that
17 you do now and what is your projection
18 into the future? Because that also would
19 leave us with hopefully less potholes if
20 the streets are redone in a timely
21 manner.

22 MR. LORENZ: Over the last
23 couple of years we were doing around 30
24 to 35 miles of street. This year we're
25 on task or on goal to get somewhere

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2 between 50 to 55 miles. Next year we're
3 hoping to get up to 75 miles. And it is
4 our vision that within the next three to
5 four years, we might be up to around 125
6 to 130 miles a year.

7 COUNCILMAN SQUILLA: Point of
8 information. Councilwoman Sanchez.

9 COUNCILWOMAN SANCHEZ: Does
10 that include the ones that PennDOT is
11 doing when we speak -- this is the City
12 streets versus --

13 MR. LORENZ: Are you referring
14 to resurfacing?

15 COUNCILWOMAN SANCHEZ: Yes.

16 MR. LORENZ: No. This is
17 strictly what the City of Philadelphia
18 Streets Department does. PennDOT has
19 their own streets that they're
20 responsible for paving.

21 COUNCILWOMAN SANCHEZ: Okay.
22 Do we have that? Because then we'd be
23 doing more miles -- do we have the
24 PennDOT numbers? Because there are state
25 highways and city ones. Do we know how

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2 many miles PennDOT does a year?

3 MR. LORENZ: Of resurfacing?

4 I'm not sure how PennDOT measures how

5 many miles that they do a year. Their

6 budgeting is different than the Streets

7 Department. A lot of their budgeting

8 depends upon how much salt they use

9 across the Commonwealth. But they do

10 have a paving program. We do not get

11 that information as to what streets are

12 going to be paved until maybe mid winter,

13 and that's just a projection of what

14 they're planning on doing the following

15 season.

16 If there are streets that we

17 know of that we feel that PennDOT should

18 prioritize, for lack of a better word,

19 we'll make the recommendation to them.

20 However, the ultimate decision is theirs

21 to decide as to what streets to pave.

22 COUNCILMAN SQUILLA: Thank you.

23 I'm going to go off the subject one

24 second here, because I know we're talking

25 about potholes and paving, but also some

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2 of our streets are historic streets.

3 MR. LORENZ: Yes, sir.

4 COUNCILMAN SQUILLA: And I have
5 a lot in my district. We have some
6 throughout. And there's always concern
7 of, first of all, the cost of repairing a
8 historic street and then the timeline for
9 repairing. I know you recently have done
10 a study of streets and prioritized the
11 streets over there, a priority of what
12 streets to get done first.

13 Are there additional resources?

14 I know you apply for grants and other
15 things, but are there additional
16 resources while we're doing these streets
17 to add additional resources into our
18 historic streets to get them up to snuff?

19 MR. LORENZ: One of the issues
20 that we have is with our capital budget
21 we get -- we ask for so much money a year
22 for historic street restoration. And I'm
23 not referring to as the ditches or
24 cobblestone popping out here and there.
25 I'm talking about full reconstruction.

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2 And traditionally what we have done is
3 saved our nickels and dimes to put a
4 contract out. And to do a typical
5 historic street restoration is around
6 \$500,000 to \$600,000. So that's about
7 two to three years worth of funding we
8 save up and then put one contract out.

9 Unfortunately, we are not
10 allowed to -- and this is just the rules
11 of the capital -- to trans or to convert
12 money from paving to historic streets.
13 So if I'm given so much money for
14 asphalt, I can't go back and say, Well, I
15 want to take so much of that asphalt and
16 put it into a project to do a historic
17 street. It would be nice to have that
18 option. If I'm, you know, short a little
19 bit of money, I don't think it should be
20 a problem to say, Okay, well, I'll
21 sacrifice a little bit of asphalt just to
22 get another historic street.

23 These are treasures in our
24 city, and one of the Streets Department's
25 goals is to try to restore these and keep

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2 these treasures alive for as long as we
3 can into the future.

4 COUNCILMAN SQUILLA: And I
5 agree with you 100 percent. Is there
6 anything that we could do to change that?
7 Is that a policy decision or is this a
8 legislative decision?

9 MR. LORENZ: I guess it comes
10 through the Capital Office.

11 COUNCILMAN SQUILLA: So a
12 budget decision.

13 MR. LORENZ: Yes.

14 COUNCILMAN SQUILLA: Thank you
15 very much. I have some other questions,
16 but I know everybody wants to ask
17 questions. I'll start with Councilman
18 Greenlee and we'll go across.

19 COUNCILMAN GREENLEE: Thank
20 you, Mr. Chairman.

21 Good morning. First, just so
22 I'm clear, when the potholes are
23 repaired, are they City employees that
24 are doing that or is that contract or
25 part of both?

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2 MR. LORENZ: No. The City
3 employees -- we do not contract out the
4 pothole repairs. Maybe I mis-said
5 something. We rent or lease the
6 contract -- the pothole patcher that we
7 use.

8 COUNCILMAN GREENLEE: Okay.

9 MR. LORENZ: And that's -- we
10 have a monthly contract or lease with
11 that, but that's a City employee using
12 that piece of equipment.

13 COUNCILMAN GREENLEE: Okay.
14 But that's not the same as when you
15 resurface, right? That could be private
16 contractors that resurface, right?

17 MR. LORENZ: We resurface our
18 streets.

19 COUNCILMAN GREENLEE: All of
20 them? They're all City employees?

21 MR. LORENZ: Yeah. Except if
22 there's a federal aid contract -- and
23 they come out about once every five years
24 or so. Those are some of the wider
25 streets within the City. That gets

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2 contracted out and at the same time the
3 handicap ramps get done as well.

4 COUNCILMAN GREENLEE: And just
5 one other quick thing. You say Streets
6 Department is willing to meet with
7 vendors. We're going to hear from a
8 couple here. Have you had any contact
9 with them yet and, if so, do you have any
10 comment? Maybe a question should come
11 after they testify, but --

12 MR. LORENZ: No. This is my
13 first time in seeing their presentation.

14 COUNCILMAN GREENLEE: Okay. So
15 you're aware of them at this point.
16 Okay.

17 All right. Thank you.

18 Thank you, Mr. Chairman.

19 COUNCILMAN SQUILLA:
20 Councilwoman Sanchez.

21 COUNCILWOMAN SANCHEZ: Yeah. I
22 have a question. Which one of our
23 offices is responsible for maintaining
24 the list of street surfacing, the City,
25 the State? And then we have a very

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2 aggressive Water and PGW repair going on.

3 Is there anybody who keeps all of those
4 combined lists?

5 MR. LORENZ: The Highway
6 Division keeps track of the streets that
7 we're resurfacing. We also work closely
8 with PennDOT as to what they're
9 resurfacing.

10 With the Water Department, we
11 review their contracts. We're getting
12 better working with them, so that way,
13 not -- we don't resurface a street and
14 then they come back and dig right
15 afterwards. So we've eliminated -- I
16 don't want to say eliminate. We've got
17 that problem well under control. If that
18 does happen, it's very unusual and
19 there's probably a reason behind it.
20 Okay? I've been the Chief Highway
21 Engineer for three years, with the
22 Highway Division for a previous four
23 years, and as far as I recall, we have
24 not opened up a street for a capital
25 improvement project after we resurfaced

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2 it until it was like three or four years
3 down the road. That's not saying that a
4 water break, a gas leak or something, an
5 emergency pops up where you have to dig a
6 ditch, that's just, you know, the price
7 of doing business. That happens. But if
8 there's any planned work, we have that
9 all coordinated out.

10 Also, with PGW we've been
11 working a lot more closely with them over
12 the last couple of years where we do not
13 have that problem. Again, I'm not saying
14 it doesn't happen, but we have belts and
15 suspenders set up where it's very
16 unlikely that does happen. If it does
17 happen, there's usually a reason behind
18 it.

19 COUNCILWOMAN SANCHEZ: So it
20 would be helpful for us if you could
21 share that with the Chair around if those
22 lists exist by district about what is
23 projected to get done over this fiscal
24 year, I'd be very interested to look at
25 that.

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2 MR. LORENZ: Certainly. We're
3 actually putting together right now our
4 paving program for next season. Okay?

5 COUNCILWOMAN SANCHEZ: I'd like
6 to get a list of what's going on in my
7 district.

8 And then another question --

9 MR. LORENZ: Sure.
10 Councilwoman, if I may just add to that.
11 What we do is during our operating budget
12 when the Commissioners sit up and give
13 the presentation, at that point we
14 present to all of City Council this is
15 what we're doing in the upcoming season.
16 That way, everything is vetted through
17 our system, make sure there's no
18 conflicts, no whatnot. So like I said,
19 right now we're putting the list together
20 for next season.

21 COUNCILWOMAN SANCHEZ: So one
22 of the things that when we talk about the
23 budget, we always talk about miles, but
24 we never get direct locations. I've
25 never received -- I get a list a few

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2 weeks before the construction is going to
3 happen, but I don't have a projected list
4 moving forward, like this is this year,
5 this is next year. Maybe we're working
6 on that. That's fine. But I would like
7 to see it.

8 Outside of people calling and
9 complaining for potholes, what steps does
10 the Department take proactively after a
11 heavy season of snow or whatever to go
12 and look at potholes, or is everything
13 complaint driven?

14 MR. LORENZ: No. We are
15 proactive. To give an example, if
16 somebody calls a pothole in, whatever --
17 let's say North 2nd Street. We will not
18 just go to that pothole on North 2nd
19 Street. We'll drive down 2nd Street, and
20 anything we see we'll pick up. So we
21 just don't drive over them. And so when
22 we go from complaint to complaint, we hit
23 everything along the way. Also in that
24 particular block, if we see one pothole
25 here and there's like another half dozen

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2 around them, we will pick them up. Okay?

3 If it's a significant winter
4 and we see a large number of potholes
5 coming in, some of the staff that we
6 would have doing office work, we'll ask
7 them just to go drive a few of the bigger
8 corridors, the bigger roadways, to find
9 potholes for us, and that way, we can aim
10 our crews to that area.

11 COUNCILWOMAN SANCHEZ: So,
12 again, one of the things -- and I don't
13 know if your department -- I believe
14 Rebecca said your department is one of
15 the ones that is going to start doing
16 performance-based budgeting, if I'm not
17 mistaken.

18 MR. LORENZ: Yes.

19 COUNCILWOMAN SANCHEZ: So
20 during the budget cycle, you should be
21 able to tell us an estimated amount of
22 potholes that we have and how many we can
23 fill in a year, right? That is the goal
24 for this year as part of your
25 performance-based?

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2 MR. LORENZ: We are working
3 something along those lines. Again, it's
4 difficult to project how many potholes
5 I'm going to be filling in next year. It
6 all depends on how bad the winter is. If
7 we have a very cold winter, there's going
8 to be a significant increase in potholes
9 from the freeze/thaw. If it's a milder
10 winter, it's going to be less. So it's
11 difficult to project, but we can go off
12 the historic data as to what we have.

13 COUNCILWOMAN SANCHEZ: And
14 then, lastly, when the Water and PGW does
15 the work, the potholes that get filled,
16 those are private contractors, right?
17 Those are not City workers?

18 MR. LORENZ: The projects that
19 they do, the capital projects, like a
20 sewer replacement, water main
21 replacement, for PGW's aspect the gas
22 main replacement, that's all contracted
23 out.

24 COUNCILWOMAN SANCHEZ: And
25 Water Department too?

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2 MR. LORENZ: Yes. Water
3 Department --

4 COUNCILWOMAN SANCHEZ: Because
5 Councilman Greenlee was asking -- I think
6 what he was alluding to, and I just
7 wanted to clarify, is that we do have a
8 lot of contractors doing street surfacing
9 work as a result of PGW and Water.

10 MR. LORENZ: Right, but,
11 however, that's different than what
12 Streets Department does with resurfacing.
13 That's capital improvements where you're
14 installing a water main --

15 COUNCILWOMAN SANCHEZ: But
16 they're the ones out there making all
17 these holes.

18 MR. LORENZ: Yes. Yes, they
19 are, and we're out there telling them
20 that they have to fill the holes back in.
21 But the one thing -- and we do this with
22 private plumbers as well -- is if they
23 fail to, what I'll call, make safe, fill
24 it back in and whatnot, we'll go out
25 there and we'll charge the plumber or in

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2 the cases of utilities, we'll send them a
3 bill, and that's regardless of if it's
4 Water, PGW, you know, Comcast, Verizon,
5 PECO, whoever is out there. If they do
6 not respond in a timely manner, we have a
7 responsibility to keep the streets safe.

8 COUNCILWOMAN SANCHEZ:

9 Councilman Greenlee is being facetious.
10 He said do they actually pay those bills.

11 MR. LORENZ: We make the
12 effort. How does that sound? Whether
13 they pay it or not, it's a different
14 question, but we at least make the effort
15 to make that stuff safe.

16 COUNCILWOMAN SANCHEZ: We'll
17 ask Revenue that question. Thank you.

18 I'll cede my time. I know
19 Councilman Oh has been waiting.

20 MR. LORENZ: Thank you,
21 Councilwoman.

22 COUNCILMAN SQUILLA: Thank you.

23 I'd like to say one other
24 question, but I guess before we move on,
25 the process obviously is potholes and

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2 what we've got in the street repairs

3 also, but I guess if we did the streets

4 more rapidly, there would be less

5 potholes, I think what we're getting at.

6 MR. LORENZ: Yes, sir.

7 COUNCILMAN SQUILLA: So

8 hopefully we would be able to manage

9 that, and I think this hearing too is to

10 look at other ways to fill the potholes

11 and what are the best mechanisms we can

12 use as a city.

13 So I'm going to continue. I'll

14 let Councilman Oh start and then we'll go

15 to Councilman Taubenberger.

16 COUNCILMAN OH: Thank you, Mr.

17 Chairman.

18 MR. LORENZ: Councilman, just

19 to add, I just want to reiterate that

20 part of our paving program, we are

21 looking at the streets that are most

22 pothole-riddled, and that's one of the --

23 that particular street would be a higher

24 priority, so that way, we're not

25 constantly going back to fill potholes on

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2 that street.

3 Some of the challenges that
4 we're facing right now is -- and you may
5 recall the Streets Department's Hot in
6 Place program, and that was a recycling
7 program where we had this big massive
8 piece of equipment come down the street.
9 It recycled it. Basically it milled it
10 up, threw it back into a hopper, added
11 fresh asphalt rejuvenator, and put it
12 back down. Okay? That was supposed to
13 give another five to eight years of life
14 to the streets. Well, we're way past
15 some of those eight years now, and when
16 those streets start to fail, it's not one
17 pothole or whatnot. It's the whole
18 street starts to unravel. Unfortunately,
19 that's some of the wider streets that we
20 have in the City, so it takes a little
21 bit more time and money to repave those
22 streets, but as we're getting those
23 streets taken care of as well, the number
24 of potholes are going down. So that's
25 our eventual plans. Once we have the two

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2 paving programs, we start hitting some of
3 these wide streets, we'll be in better
4 shape.

5 COUNCILMAN SQUILLA: Thank you.

6 Councilman Oh.

7 COUNCILMAN OH: Thank you,
8 Mr. Chairman.

9 Thank you for coming and
10 testifying. What I've gotten from you is
11 that the Streets Department has -- you
12 have the various equipment and they are
13 approved, acceptable industry methods of
14 filling potholes and other type of
15 deficiencies in the road.

16 MR. LORENZ: Yes, sir.

17 COUNCILMAN OH: That is the
18 rejuvenator or the infrared, the patcher
19 or otherwise spray injection, and the
20 asphalt recycler; is that correct?

21 MR. LORENZ: Yes, sir.

22 COUNCILMAN OH: So any of the
23 above technologies or methods work fine,
24 and, in fact, you do employ them to some
25 extent, except your infrared rejuvenator

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2 is broken and you do lease one truck in
3 terms of spray injection patches; is that
4 correct?

5 MR. LORENZ: Correct, with the
6 ability in our contract to rent a second
7 or lease a second one, if needed. And we
8 do take advantage of that contract in the
9 spring. Again, that's when the most
10 potholes start to spring up.

11 COUNCILMAN OH: Okay. Are you
12 aware of a television news investigation
13 regarding the Streets Department records
14 regarding potholes?

15 MR. LORENZ: Yes.

16 COUNCILMAN OH: Okay. And I'm
17 just going to read you a portion of the
18 resolution which refers to that.

19 Streets Department records
20 found potholes which had been unrepaired
21 for weeks, months, and in some cases
22 nearly a year. The report discovered a
23 problem in the Department's
24 record-keeping. For example, the City's
25 2015 records show a pothole on Richmond

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2 Street which was first reported on
3 January 22nd, 2015, but wasn't marked as
4 closed until January 12th, 2016, 354 days
5 later.

6 Investigators reviewed more
7 than 8,000 requests for pothole repairs
8 submitted by drivers and residents
9 through the City's 311 system last year
10 and found the Department was often
11 missing its own three-day deadline. More
12 than half of the pothole requests weren't
13 addressed for at least five days, and
14 well over 1,000 repairs were listed as
15 taking more than 200 days.

16 That's what the television news
17 investigation reported. Does that seem
18 accurate to you, inaccurate or you can't
19 tell?

20 MR. LORENZ: It is inaccurate,
21 Councilman. What was referred to in that
22 news report on Richmond Street was not a
23 pothole, but it was a wear-out where the
24 asphalt was just, you know, running with
25 regards to the traffic running over it.

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2 That should not be counted against as a
3 pothole towards the City.

4 Secondly, Richmond Street is
5 also a state highway. So PennDOT needs
6 to share some of that responsibility of
7 doing the repairs. The Streets
8 Department's responsibility is to notify
9 PennDOT that there is a problem out
10 there, and we do do that.

11 COUNCILMAN OH: Okay. So --

12 MR. LORENZ: Now, also in that
13 report, a number of the potholes -- they
14 were just looking at the service
15 requests. Okay? The public and just
16 generally sometimes there's confusion as
17 to what gets turned in. Sometimes folks
18 turn in any street defect as a pothole.
19 So it could be a plumber's ditch out
20 there that's starting to wear out, blow
21 out from the traffic running it, knocking
22 the dirt out and that we didn't
23 permanently restore. The public may call
24 that into us as a pothole. We'll get out
25 there and look and say, Well, you know,

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2 this is a different type of repair. Any
3 of the pothole methods would not even
4 temporarily restore that. So we would
5 have to reclassify that as a ditch
6 repair, and then that falls into a
7 different type of repair.

8 COUNCILMAN OH: Understood. To
9 me, they're all potholes. You could call
10 them a ditch, you could call them a
11 defect, you could call them a pothole or
12 whatever you want. I see a hole in the
13 ground that my tire goes in or if I'm
14 riding a bicycle or a motorcycle, it's a
15 pothole. Most people don't classify it
16 ditch. You know, they just say it's a
17 pothole, because it looks like a pothole.
18 And I understand what you're saying about
19 the Richmond Street, but whether it's
20 worn out or whatever, it was reported
21 like over a year or a year.

22 And part of it is also then for
23 that 310 miles of state road, I
24 understand that there's some issues with
25 PennDOT as well, not just the Streets

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2 Department but PennDOT as well. Can we
3 establish some relationship with the
4 state whereby they pre-pay us for a
5 certain number of repairs? We can go out
6 there and repair the state ahead of time
7 or bill them. Because you're identifying
8 27,664, quote, "potholes," and you can
9 kind of talk about whether we classify
10 them in different ways, but I can't
11 believe that of the 27,664 potholes, that
12 most of these are some type of
13 misidentification or a state road. I
14 think, by and large, these are City
15 streets and they have potholes and they
16 haven't been repaired, or if they have
17 been repaired with a cold patch, they
18 have broken up very quickly. They're
19 very poorly maintained, and I would think
20 that they are potholes again very
21 quickly, especially as the weather
22 oftentimes does, we have a warm spell,
23 then we have another freezing, there's
24 more water getting in, freezing, busting
25 up the cold patches, which I understand

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2 have a failure rate of about 80 percent.

3 Is that not true?

4 MR. LORENZ: I disagree with
5 the failure rate of 80 percent.

6 COUNCILMAN OH: Okay.

7 MR. LORENZ: Okay? Most of our
8 restorations are permanent and will last
9 the life of the roadway. I hear of very
10 few instances where potholes fall apart.
11 The times when I do hear of them -- I'm
12 not saying it doesn't happen. I'm saying
13 from what I'm hearing of it, they break
14 apart if it's really cold weather. We go
15 out there and we'll do our best, you
16 know, to fill that pothole to get through
17 the cold part of the winter, and we may
18 have to come back out there, but that's
19 just the physics of this. You get water
20 in there, it freezes, it may pop out. I
21 mean, we come back out there.

22 Most of our methods -- I'm
23 sorry. All of our methods when we do it
24 properly in ideal conditions, they will
25 last. And like I said, I hear -- I don't

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2 hear of a lot of problems of potholes
3 reappearing in the same spot.

4 COUNCILMAN OH: Okay. My
5 experience is different, but everybody is
6 different. I drive around the whole City
7 and I'm amazed that one pothole turns
8 into three potholes, turns into five
9 potholes, and every year there's one more
10 pothole to that pothole section. That's
11 my experience and, quite frankly, I hear
12 a lot of complaints. I think our city is
13 notorious for potholes. That's what I
14 hear, but that's just anecdotal. Let me
15 ask you this question --

16 MR. LORENZ: Councilman, I just
17 want to add one thing with regards to the
18 state highways. We do work with PennDOT
19 on notifying them when there's potholes
20 on state highways. Officially we do not
21 do repairs on the state highways.
22 However, if there is a couple in an area
23 where it's convenient for us to repair
24 under traffic conditions, we will do
25 them, okay, to assist PennDOT in that.

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2 But for the most part, PennDOT does
3 maintain the potholes on state highways.
4 And we do have a very good relationship.
5 There's new leadership out in King of
6 Prussia and we are working closely with
7 them.

8 COUNCILMAN OH: Okay. Thank
9 you very much.

10 MR. LORENZ: Sure.

11 COUNCILMAN OH: Could I ask
12 you, what is the average cost of fixing a
13 pothole, deficiency, whatever? What is
14 the average cost out of the 27,664?

15 MR. LORENZ: To repair a
16 pothole is about \$22 a pothole.

17 COUNCILMAN OH: Does that
18 include labor?

19 MR. LORENZ: Yes, sir.

20 COUNCILMAN OH: So labor,
21 material, everything, that's --

22 MR. LORENZ: That's all worked
23 into that, yes.

24 COUNCILMAN OH: And what is the
25 average time it takes to repair a

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2 pothole?

3 MR. LORENZ: From the day we
4 get it or you mean actually physically
5 getting out into the street?

6 COUNCILMAN OH: No; when you
7 actually get to the pothole.

8 MR. LORENZ: It depends on the
9 method. Okay? When we use our pothole
10 patcher, we can fill it in less than a
11 minute. Okay? That's a one-man
12 operation.

13 When we get the crews out
14 there, if there's a series of them, it's
15 just throwing the asphalt in, maybe about
16 two minutes or so. It takes us longer to
17 get to the site than it does to repair
18 the pothole.

19 When we used to use the
20 infrared machine, that was a more
21 time-consuming process. However, we were
22 repairing a larger area. A normal
23 pothole could be anywhere from, you know,
24 size of a fist or a softball up to, you
25 know, crater, maybe a foot, foot and a

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2 half in diameter. So it may take a
3 little bit longer, but we're in that one-
4 to two-minute range with that. But like
5 I said, with the infrared machine, it
6 fixes a larger area, so it does take a
7 little bit longer.

8 COUNCILMAN OH: And you
9 prioritize which potholes you go to by
10 the size and depth of the potholes?

11 MR. LORENZ: No, sir. What
12 we'll do is, we'll -- in the springtime
13 coming out of winter, there's such a
14 large number. What we'll do is we'll
15 cluster the areas together. So we'll --
16 let's say out in the Southwest, we have a
17 large amount. We'll send a truck out to
18 Southwest to do it. Up in the Northeast,
19 they're more scattered out. We may send
20 a crew out there to do that.

21 It's easier in the spring,
22 because we have so many to cluster them
23 together, to focus on it. The outliers,
24 what I'm calling like we'll have one
25 here, one there, we will get to them.

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2 Maybe not within the first day or two,
3 but we will get to that.

4 COUNCILMAN OH: Do you have a
5 crew that works year-round repairing
6 potholes?

7 MR. LORENZ: What we do is, in
8 the spring we convert a lot of our crews
9 to pothole repairs out of our Central
10 Maintenance Unit. So there's crews that
11 would be doing the line striping, crews
12 that would be doing the paving. We team
13 them up, and they'll go out with the cold
14 patch material or if hot material is
15 available at that time of the year to
16 fill the potholes.

17 We do have six highway yards.
18 Their primary goal is to, again in the
19 spring coming out winter, is making all
20 the ditches, cave-ins, other street
21 defects safe until we can do the
22 permanent repairs. They do also pothole
23 repairs. It's not their primary mission,
24 but it's the same goal. When they drive
25 by, they're not going to just drive over

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2 and keep going. They will stop, get the
3 material out, and tamp it, repair the
4 pothole.

5 COUNCILMAN OH: Are there
6 temperature and weather conditions that
7 you rely on before sending a crew out to
8 do the cold patch?

9 MR. LORENZ: No, sir. And the
10 reason I'm saying that is if we get below
11 20 degrees, 18 degrees, the cold patch
12 may not hold up because it would just be
13 too cold. However, that's still a defect
14 in the road. I would rather put that
15 cold patch in there, tamp it down as hard
16 as we can, and come back later on if it
17 pops out versus leaving that defect out
18 there where motorists may hit that hole.

19 COUNCILMAN OH: Okay.

20 MR. LORENZ: Do you understand
21 what I'm --

22 COUNCILMAN OH: I do
23 understand. I'm just thinking about the
24 circumstances. I mean, stuff melts under
25 32 degrees. So 18 degrees it would be

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2 frozen. So something had to have melted
3 to have created, otherwise it would be
4 ice or something like that. But anyway,
5 you're coming out, putting the cold patch
6 in, you tap it, and then I guess later
7 when the temperature gets better, you're
8 coming out with another --

9 MR. LORENZ: If it fails, we
10 will go out there and repair it. When
11 you start getting below 20 degrees, it's
12 more challenging for a permanent repair
13 to happen. With the pothole patcher,
14 once you get down that cold with it, the
15 emulsion or the liquid tar, for lack of a
16 better word, gets too thick to come
17 through the hoses to do a permanent
18 repair with that. So that's why we'll
19 try to do more manual than the potholer.
20 But once you fall below 32, though, like
21 in the mid 20's, we usually don't have
22 too many problems with pothole failures
23 or anything along those lines.

24 COUNCILMAN OH: Okay. The
25 reason I bring it up is because what I've

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2 read, the information I've received,
3 which may not be relevant to your
4 circumstances, is that basically when
5 the -- when we go into the winter, water
6 seeps into the crevices of a street or a
7 pothole and it freezes and eventually
8 loosens the material. However, when the
9 weather becomes warm, we do start to see
10 the pothole, but they don't repair the
11 pothole because the material will not
12 stick, will not stay there unless we have
13 like four consecutive days of a certain
14 degree of temperature. That's when the
15 pothole repair crew comes out to repair
16 that, unless you're using infrared or
17 spray injection patch or something like
18 that, but the road crews themselves are
19 pulled off of other duties, get in the
20 truck, drive out there, put up their
21 cones, put the material in, bang it in,
22 and that that actually is not effective
23 if it is done in cold weather because the
24 surface is too cold.

25 MR. LORENZ: I'm not

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2 disagreeing with what the studies have
3 shown, because I've read the same
4 studies. However, last winter we didn't
5 have too bad of a cold spell, but the two
6 previous winters we had -- I forget the
7 days of it, but we had long periods where
8 it was, you know, 20 and below and even
9 gone down into teens and single digits.
10 We went out there with our cold patch and
11 put it in there, and we've had success
12 with it. We changed our vendors a few
13 years ago, and the potholes are actually
14 still intact. Okay? But, again, I'm not
15 disagreeing with you with the --

16 COUNCILMAN OH: I understand.

17 MR. LORENZ: --

18 freeze/cold/thaw. Obviously if there's
19 water in there that's frozen up, it's not
20 going to adhere to it as well. When you
21 use hot material, you put that hot
22 material in, that will, you know,
23 evaporate any of the moisture that's in
24 there.

25 When we use the pothole

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2 patcher -- and, again, this is like in
3 the mid 20's and rising -- that emulsion
4 that sticks to the side of -- first of
5 all, we'll blow out the moisture and any
6 loose gravel and whatnot in that hole and
7 then we'll put the emulsion in so the
8 material will stick to it. We've had
9 success with that as well.

10 So the prep work is important,
11 but in some circumstances, when you have
12 defects and the temperatures are in the
13 teens, it's difficult for any type of
14 method to last the way of the roadway.

15 COUNCILMAN OH: Okay. My last
16 question.

17 MR. LORENZ: Sure.

18 COUNCILMAN OH: In layman's
19 terms for our viewers and our citizens,
20 if you were to grade the condition of
21 Philadelphia's roads compared to other
22 cities and towns and our ability to
23 respond to repairing these potholes and
24 deficiencies, would you give us an A, B,
25 C, D, E or F?

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2 MR. LORENZ: I'll answer the
3 question in several ways here.

4 COUNCILMAN OH: But end up with
5 a letter, please.

6 MR. LORENZ: What's that?

7 COUNCILMAN OH: Can you end up
8 with a letter when you're done
9 responding, A through F.

10 MR. LORENZ: It's difficult to
11 answer your question because the age of
12 the roadways, the Streets Department
13 hasn't been staying on top of it due to
14 various reasons over the last several
15 years.

16 COUNCILMAN OH: It doesn't
17 sound like an A.

18 MR. LORENZ: No.

19 COUNCILMAN OH: I'm not saying
20 it's anybody's fault. I'm just saying
21 it's old infrastructure, but what are the
22 conditions of our roads?

23 MR. LORENZ: Councilman, I'm
24 going to answer the question this way: I
25 take a lot of pride in what the Streets

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2 Department crews do.

3 COUNCILMAN OH: Yes.

4 MR. LORENZ: And we are doing
5 the best we can with what we have, and
6 for me to give any bad grade or any grade
7 to this, I feel I'll be doing a
8 disservice to the folks that work for me.

9 COUNCILMAN OH: Let me explain
10 my question, because I certainly don't
11 want to insult anybody. I think you
12 could give a road crew an A for their
13 effort and ability and time and
14 everything, but they have a very
15 difficult job to do because of the lack
16 of equipment, the lack of funding, the
17 lack of whatever. It could be that
18 there's so many potholes and other types
19 of problems. I'm not criticizing the
20 crew at this point in time. I do think
21 we have to look at the crews, but you're
22 very confident they're doing a great job.
23 My question is simply given the
24 circumstances, maybe we need to put more
25 funding in there, maybe we need new

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2 equipment, maybe we need to better
3 support your crews out there. I don't
4 know what the situation is, but I have an
5 impression of what our roads are like,
6 what our bicyclists, motorcyclists,
7 drivers, and pedestrians think about our
8 street, but I'm not in charge. I'm just
9 a Councilman.

10 MR. LORENZ: I understand.

11 COUNCILMAN OH: I'm asking you,
12 because if you think everything is an A,
13 then we can expect that things will stay
14 the same. If you think there's
15 improvements that are needed, then we'll
16 see some improvements, I suppose.

17 MR. LORENZ: Again, we are
18 striving to do improvements. Okay? One
19 of the things we're doing is, we're
20 beefing up our paving. And once we start
21 increasing funding into our paving
22 program -- and that we should be seeing
23 that within the next year, two years at
24 the latest -- you should start to see
25 improvements in some of these roadways

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2 that are deteriorating.

3 COUNCILMAN OH: Thank you very
4 much.

5 MR. LORENZ: Sure. Thank you,
6 Councilman.

7 COUNCILMAN OH: Thank you,
8 Chairman.

9 COUNCILMAN SQUILLA: Thank you.
10 Councilman Taubenberger.

11 COUNCILMAN TAUBENBERGER: Yes.
12 Thank you very much, Mr. Chairman.

13 When one does evaluations of
14 employees today, modern questions, they
15 actually ask the employee, What do you
16 think, how are you doing? What's your
17 grade? Now, the Councilman asked you a
18 question, and I just saw some great
19 dancing up there. I'm not watching
20 Dancing with the Stars, but a direct
21 answer would be helpful, because you're
22 there. I mean, I don't think anyone is
23 going to take any ill will, but are we at
24 A level, are we at B level, are we C or
25 are we really making the failure?

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2 Because ultimately people are going to
3 judge you. They're not even in this
4 room. They're the guys and gals that are
5 driving around in cars.

6 So the question really wasn't
7 answered, I don't think. I'm going to
8 give you a second chance at that.

9 MR. LORENZ: I think our
10 response to potholes when we get to
11 complaints, we're at an A minus level.

12 COUNCILMAN TAUBENBERGER: Okay.
13 That's an answer. That's okay.

14 MR. LORENZ: And that's due to
15 the work that the men and women of the
16 Streets Department are doing out there.
17 We take that job very seriously.

18 COUNCILMAN TAUBENBERGER: Well,
19 I --

20 MR. LORENZ: I'm just
21 clarifying that.

22 With regards to the conditions
23 of the roadways, I would give the
24 conditions a subpar level. Maybe we're a
25 C minus. C, C minus.

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2 COUNCILMAN TAUBENBERGER: Some
3 of that is beyond your control in the
4 sense that you need the dollars and the
5 tools. I get it.

6 MR. LORENZ: But, again,
7 Councilman, and I mean no disrespect to
8 Councilman Oh here. I do not want my
9 answers to be reflected in a negative
10 manner to the -- and that's the reason I
11 was answering the question the way I was.

12 COUNCILMAN TAUBENBERGER: I
13 understand that. And we have a lot of
14 great men and women out there that work
15 really hard. In fact, many. I'd have to
16 say all of them work really hard to help
17 our situations, whatever it is, the
18 Police, the Fire, the Streets Department,
19 trash collection. I think they're all
20 working hard, but sometimes they need to
21 have the proper tools to get the job and
22 also the resources to get the job, and
23 that's why I asked. And these questions
24 today are not in any way personal, but we
25 want to know what's going on, because

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2 like I said, the ultimate decisions on
3 whether we're doing a good and bad job
4 are really actually not even in this
5 room. They're driving around, and
6 sometimes they themselves, the people
7 that drive, don't understand all of the
8 nuances either. They don't know the
9 difference between a state highway or a
10 city street. They know there's a damn
11 hole there and they want it fixed.

12 MR. LORENZ: And you're
13 absolutely correct, and when we get that
14 information, we take the appropriate
15 actions to fix them.

16 COUNCILMAN TAUBENBERGER: I
17 understand. I'm not questioning it. I'm
18 just also trying to --

19 MR. LORENZ: And I do not
20 expect the public to understand what the
21 difference between a state highway is and
22 a city street.

23 COUNCILMAN TAUBENBERGER: I
24 understand. Listen, I'm new around here.
25 I'm trying to gather information. I do

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2 remember, though, as a kid that Mayor
3 Rizzo tried to define state highway and
4 put up signs and this is a state highway.

5 MR. LORENZ: And some of those
6 signs are still up there, yes, sir.

7 COUNCILMAN TAUBENBERGER: That
8 is correct, and they're also -- some
9 false numbers were given. One was this
10 little woman, an older woman in South
11 Philadelphia and they put her home number
12 up there. She's getting every call.

13 MR. LORENZ: I recall hearing
14 that story as well.

15 COUNCILMAN TAUBENBERGER: That
16 actually is a true story. That's no
17 urban myth.

18 MR. LORENZ: That is a true
19 story, because I used to work at the
20 traffic sign shop where they made them,
21 and that was a story that -- every year
22 when someone wants a sign posted with a
23 phone number on it, we don't do that
24 anymore.

25 COUNCILMAN TAUBENBERGER: Well,

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2 if you're going to put a phone number in,
3 someone actually ought to call to make
4 sure that's the right number.

5 MR. LORENZ: The story I got
6 was the senior citizen whose phone number
7 was on there, she was getting phone calls
8 throughout the night.

9 COUNCILMAN TAUBENBERGER: I
10 believe that. I truly believe that, and
11 hopefully that will never happen again.
12 But that was not my point of it. But I
13 do have some questions. And you had said
14 that -- well, the question I have right
15 now, if I report a pothole today on a
16 city street --

17 MR. LORENZ: Yes, sir.

18 COUNCILMAN TAUBENBERGER: --
19 what is -- I mean today, like now,
20 because I think holes happen -- first of
21 all, do you have a crew out there that
22 does those sort of repairs and would that
23 three-day window still work?

24 MR. LORENZ: The three-day
25 window, we would get out there and do

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2 that within three days. Once identified
3 that it's a pothole, we will have it
4 fixed within three days. If we have the
5 pothole patcher going out in that area,
6 even if we haven't identified it as a
7 pothole, we will drive by to make sure if
8 it is a pothole.

9 COUNCILMAN TAUBENBERGER: I
10 mean, I think I know what a pothole is,
11 but I'm going to make it official,
12 because we have a stenographer here.
13 What is the actual Streets Department
14 definition of a pothole?

15 MR. LORENZ: A pothole is a
16 roadway defect that in most cases is a
17 bowl-shaped hole in the street. Usually
18 it can go anywhere from an inch maybe
19 down to three inches, maybe a little
20 deeper depending on what part of the
21 City, if there's a concrete base or
22 whatnot. It's about -- it can range from
23 the size of a fist up to maybe two feet
24 in diameter depending how often cars are
25 running over and breaking it apart.

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2 COUNCILMAN TAUBENBERGER:

3 Right. Well, and also if it's big
4 enough, it might be doing damage to a
5 car.

6 MR. LORENZ: Yes, sir.

7 COUNCILMAN TAUBENBERGER: And
8 that will enrage a lot of folks.

9 But if I report one today, you
10 believe it will be repaired within three
11 days?

12 MR. LORENZ: Once we get it,
13 yes.

14 COUNCILMAN TAUBENBERGER: Once
15 you get it and determine it's a pothole.

16 MR. LORENZ: Yes.

17 COUNCILMAN TAUBENBERGER: Is
18 there a time lapse from the time I make
19 the phone call to now? I mean, an
20 example, I call right now. What is your
21 next process? Do you have to send
22 someone out to determine whether that's a
23 pothole?

24 MR. LORENZ: Yeah. We would
25 send someone out, because I don't want to

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2 waste a crew's time to go out there, but
3 we would send someone out as quick as
4 possible to take a look at it.

5 COUNCILMAN TAUBENBERGER: And
6 how long does that part take?

7 MR. LORENZ: If it gets
8 reported as a pothole, less than -- you
9 know, a day. So if you call it in now,
10 either this afternoon or first thing
11 tomorrow morning an inspector would go
12 out there and take a look at it.

13 COUNCILMAN TAUBENBERGER: So in
14 reality, though, it would be more like
15 four days in a way?

16 MR. LORENZ: Well --

17 COUNCILMAN TAUBENBERGER: Four
18 days from -- because I'm going to tell
19 you something. The person that hit that
20 pothole, they're not going to -- they
21 believe that the clock ticks once they
22 make that call, not when you determine
23 it's a pothole. Do you understand?

24 MR. LORENZ: Yes, I understand
25 what you're saying.

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2 COUNCILMAN TAUBENBERGER:

3 Because that's their official contact
4 with the City. So in some ways we should
5 really be saying four days. And I don't
6 think there's anything wrong with four
7 days, but we should be telling people
8 what's actually going to happen, because
9 if they expect it in three days and it's
10 not because you needed the fourth day,
11 they're going to --

12 MR. LORENZ: We try to include
13 that timeframe in that.

14 COUNCILMAN TAUBENBERGER: And
15 guess what, they're not going to call you
16 to tell you they're unhappy. They're
17 going to call us, the guys and gals that
18 are sitting up here as City Council
19 people. They're going to hiss and moan
20 at us, and rightfully so if we're not
21 performing as we should be.

22 MR. LORENZ: Yes, sir.

23 COUNCILMAN TAUBENBERGER: The
24 other question I have -- I have a couple
25 questions here. You had said that once a

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2 repair is made, that that repair will
3 then last the life of the roadway.

4 MR. LORENZ: Yes, sir.

5 COUNCILMAN TAUBENBERGER: And
6 what is that in the sense of what is the
7 life of a roadway in Philadelphia? I
8 know there's a lot of determinations for
9 that.

10 MR. LORENZ: An average life of
11 a roadway that takes moderate, low to
12 moderate traffic is about eight to ten
13 years, eight to 12 years, somewhere in
14 that ball park. A cul-de-sac that
15 doesn't take hardly any traffic and maybe
16 just a couple ditches, we don't have to
17 resurface that for 20 years. Okay? But
18 you get -- like I said, a more heavily
19 traveled street, it should be about eight
20 to ten years, ten to 12, somewhere in
21 that ball park. If the street is more
22 ditch-ridden, trench-ridden with utility
23 cuts in it, we'll resurface it a little
24 bit more frequently, but an average life
25 is, like I said, somewhere in that eight

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2 to 12 ball park range.

3 COUNCILMAN TAUBENBERGER:

4 Right. I understand.

5 You had also said it really is
6 weather dependent, how many potholes we
7 have.

8 MR. LORENZ: Yes.

9 COUNCILMAN TAUBENBERGER: They
10 were your words, and I would have to
11 agree. I know a little bit about
12 meteorology. I've had two courses in it,
13 probably one of the few people in this
14 government that has had two courses in
15 that.

16 MR. LORENZ: What's our winter
17 going to be like? I'm kidding.

18 COUNCILMAN TAUBENBERGER:

19 Listen, if I'm really good, then I'd
20 better get another job, because they'll
21 pay me for it.

22 The reason I have it, I have a
23 degree of agriculture from Penn State
24 University. I'm an ag major. But I
25 would like to know what your extremes

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2 are. Give me an example, you know, not
3 within the absolute amount, but give me
4 an extreme on a year that you thought,
5 well, this may not -- we only need so
6 many dollars or only need so many
7 potholes and it way exceeded. Give me an
8 extreme on that end.

9 MR. LORENZ: Okay. I'm going
10 to answer the question this way: Leaving
11 aside the conditions of the roadway
12 because of the lack of paving that we
13 haven't been doing.

14 COUNCILMAN TAUBENBERGER:
15 That's fine.

16 MR. LORENZ: Leaving that
17 aside.

18 COUNCILMAN TAUBENBERGER: I'll
19 agree to that, because I understand that.

20 MR. LORENZ: In 2009-2010 when
21 we didn't have -- when we have like an
22 average winter, we are filling somewhere
23 between 15,000 and 20,000, 15,000 and
24 25,000 potholes a year. Okay?

25 COUNCILMAN TAUBENBERGER: Okay.

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2 MR. LORENZ: Two years ago when
3 we had the real bad cold spells and
4 whatnot, we filled 45,000 potholes in one
5 season.

6 COUNCILMAN TAUBENBERGER:
7 That's a sizable difference.

8 MR. LORENZ: This year the
9 current trend we're going will be
10 somewhere around 29,000 to 30,000
11 potholes a year.

12 COUNCILMAN TAUBENBERGER:
13 That's your estimate?

14 MR. LORENZ: For this year. We
15 got another three months.

16 COUNCILMAN TAUBENBERGER: Whoa,
17 whoa, whoa. That's not an estimate, that
18 has actually been done; is that correct?

19 MR. LORENZ: The 45,000?

20 COUNCILMAN TAUBENBERGER: No,
21 no. You just said 29,000.

22 MR. LORENZ: This year right
23 now we repaired 27,664.

24 COUNCILMAN TAUBENBERGER: And
25 that's an actual number?

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2 MR. LORENZ: Yeah. That's the
3 actual number as of last Friday. Okay?
4 The way the trend is going, we'll
5 probably be around 29,000 mark, 30,000 by
6 December 31st.

7 COUNCILMAN TAUBENBERGER: If
8 you have an exceptionally mild winter --

9 MR. LORENZ: If we have a
10 mild winter --

11 COUNCILMAN TAUBENBERGER: Real
12 mild winter.

13 MR. LORENZ: -- we should be
14 somewhere around hopefully, again, taking
15 aside the bad street -- conditions of the
16 streets.

17 COUNCILMAN TAUBENBERGER: I
18 agreed to that.

19 MR. LORENZ: We should be
20 somewhere around 20,000 to 25,000,
21 because it seems like that's what our new
22 norm is.

23 COUNCILMAN TAUBENBERGER: Okay.

24 MR. LORENZ: Fifteen thousand,
25 like I said, was back in 2008-2009,

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2 15,000 to 20,000. Twenty-five thousand
3 was where we used to be.

4 COUNCILMAN TAUBENBERGER: You
5 had said that if -- still with holes.
6 Holes in the street are important,
7 because people call and complain.

8 MR. LORENZ: Absolutely.

9 COUNCILMAN TAUBENBERGER: And
10 I've been involved in constituent
11 relations for a long time, and as head of
12 the Northeast Philadelphia Chamber of
13 Commerce, many complaints would come to
14 us as well.

15 MR. LORENZ: Councilman, you
16 may not remember, but you were one of the
17 first people I met when I started with
18 the City --

19 COUNCILMAN TAUBENBERGER:
20 Really?

21 MR. LORENZ: -- at the Chamber
22 of Commerce.

23 COUNCILMAN TAUBENBERGER: Well,
24 we'll have to have a cup of coffee
25 together, get reacquainted.

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2 The question I had, you had
3 said that if a plumber or PGW or the
4 Water Department -- this is with their
5 open ditches -- does not complete it in
6 the proper satisfaction, then you do it
7 and you then charge them; is that
8 correct?

9 MR. LORENZ: No. What we'll do
10 is, we'll make the conditions safe. They
11 have a responsibility to -- leaving the
12 Water Department aside, because we're
13 their contractor. The Streets Department
14 is the Water Department's contractor for
15 ditches. But if you have a PGW,
16 utility --

17 COUNCILMAN TAUBENBERGER: Or a
18 private plumber?

19 MR. LORENZ: Private plumber,
20 within 30 days they're responsible for
21 keeping that safe, and then they turn
22 that over to us to keep it safe until we
23 can schedule the restoration.

24 COUNCILMAN TAUBENBERGER: Well,
25 then that's my question. The

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2 restoration, that would be the final
3 finishing.

4 MR. LORENZ: Correct.

5 COUNCILMAN TAUBENBERGER: And
6 once you're done, it's done.

7 MR. LORENZ: Right. When the
8 final restoration is, we'll dig the
9 street open, we'll concrete it in, and
10 then put the final asphalt on top of it
11 and seal it.

12 COUNCILMAN TAUBENBERGER: Even
13 for one particular plumber's ditch; is
14 that correct?

15 MR. LORENZ: Yeah. Oh, yeah.
16 We're responsible for the plumber's
17 ditches.

18 COUNCILMAN TAUBENBERGER: Who
19 pays for that ultimately?

20 MR. LORENZ: The property
21 owner.

22 COUNCILMAN TAUBENBERGER: The
23 property owner?

24 MR. LORENZ: As part of the
25 permit fee, the plumber takes the permit

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2 fee out, and all the costs in the
3 restoration is in that fee.

4 COUNCILMAN TAUBENBERGER: My
5 question then is, what is the formula
6 that is used to determine a particular
7 plumber's ditch? What is that final
8 formula? I mean, what do you charge?
9 Somebody has to pay. Who makes that
10 number up?

11 MR. LORENZ: I'm going to
12 answer in this way: There's an average
13 permit fee, because you never know what
14 size it's going to be. If the plumber
15 gets out there and starts to open it up
16 and sees, oh, my God, the street is, you
17 know, voided out or whatnot, we will not
18 bill the property owner for that -- I'm
19 sorry. We never directly bill the
20 property owner. The plumber does.

21 COUNCILMAN TAUBENBERGER:
22 Right. But that is based on the permit
23 fee?

24 MR. LORENZ: Yes. What we will
25 do, if the plumber gets out there, opens

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2 the street up and says, you know, this is
3 a lot bigger job, what it's going to be,
4 we'll meet the plumber out there and
5 we'll estimate, Well, this is what you
6 need to do. The rest is on the Streets
7 Department to repair, because it's
8 obvious that defect did not cause that
9 whole void. It could have been something
10 from years ago and the plumber just, you
11 know, unburied it for us.

12 COUNCILMAN TAUBENBERGER: On
13 every ditch, plumber's ditch in
14 particular or utility opening, you're the
15 final grade. You end the story. You cap
16 it, you seal it, you whatever you do.

17 MR. LORENZ: For water ditches
18 and plumber's ditches, yes. If it's a
19 PGW or another utility such as PECO,
20 Verizon, a number of others, they are
21 responsible for the permanent
22 restoration.

23 COUNCILMAN TAUBENBERGER: For
24 the final grade?

25 MR. LORENZ: Yes.

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2 COUNCILMAN TAUBENBERGER: All
3 right. If a plumber -- and there's
4 certainly all kinds of plumbers, good
5 plumbers, bad plumbers -- all the sudden
6 they do it, but they don't really finish
7 it all, they kind of leave a hole there,
8 what happens next? I mean, I have had
9 complaints where the plumber has left the
10 job. They're just not doing the proper
11 job and there's a hole in the street.
12 What happens next in that case? Say the
13 plumber, you can't even get him on the
14 phone. He's gone.

15 MR. LORENZ: He's long gone.

16 COUNCILMAN TAUBENBERGER: Maybe
17 he's out of business.

18 MR. LORENZ: The Streets
19 Department has a responsibility to repair
20 that street, and if the plumber went out
21 of business or whatever --

22 COUNCILMAN TAUBENBERGER: Or is
23 negligent.

24 MR. LORENZ: -- we just have to
25 take a loss, but we still have a

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2 responsibility to make that repair.

3 Now, in that case that you're
4 talking --

5 COUNCILMAN TAUBENBERGER:

6 Complete repair?

7 MR. LORENZ: Yes, absolutely.
8 However, before we do that complete
9 repair, let's say it's a plumber, we'll
10 contact the Water Department and ask
11 them, look, can you go take a look to
12 make sure they are satisfied on behalf of
13 the property owner that the job was done
14 properly. Because the last thing we want
15 to do is restore a ditch and there's --
16 they never put the two pipes together.
17 We pour concrete in there and that poor
18 resident doesn't have any water services.

19 COUNCILMAN TAUBENBERGER: It
20 absolutely makes sense. I get that.

21 And then ultimately who gets
22 charged for that? Let's say the plumber
23 is totally negligent.

24 MR. LORENZ: We would
25 back-charge the plumber. If he's still

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2 in business, if he fails to repay the
3 City or pay the -- I don't want to call
4 it a fine, but reimburse the City, I
5 think is the best way to say it, we will
6 threaten to suspend his license and we
7 work through the Water Department and L&I
8 on that.

9 COUNCILMAN TAUBENBERGER: Until
10 he pays?

11 MR. LORENZ: Right.

12 COUNCILMAN TAUBENBERGER: Or
13 she pays.

14 MR. LORENZ: We actually have a
15 system in place now where if he has two
16 violations that he hasn't paid up on with
17 the City, we won't let him get another
18 permit until he -- and that gets his
19 attention real quick, because in some --
20 again, I'm not going to defend the
21 plumbers, but in some cases, it may be
22 just a clerical error that they got to
23 straighten up. But in other cases the
24 plumber has really done poor performance.

25 COUNCILMAN TAUBENBERGER: Well,

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2 that usually focuses the mind. Imminent
3 execution I believe focuses the mind.

4 You had said there's sort of a
5 season for repairs of potholes, which is
6 obviously the spring. How far into the
7 spring does that usually go, and what is
8 your ultimate season?

9 MR. LORENZ: Well, we repair
10 potholes all year round. Okay? When I'm
11 referring to season, it's usually coming
12 out of the winter into the spring. All
13 the snow is gone and the tulips are
14 starting to bloom and the potholes are
15 starting to grow. So what we'll do is,
16 our season us usually from like end of
17 February to May-ish.

18 COUNCILMAN TAUBENBERGER: Okay.

19 MR. LORENZ: Usually by May
20 we've got the City pretty much under
21 control. And, again, it depends upon the
22 previous winter too. If it's a mild
23 winter, we may pretty much have things
24 under control in April.

25 The rule of thumb that I'll use

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2 with my crews and even with PennDOT is
3 Broad Street Run. I want the City put
4 back together by the Broad Street Run,
5 which is the first weekend in May, and
6 that's what -- again, that's nothing
7 official on that. That's just a
8 milestone that I've created for my staff.

9 COUNCILMAN TAUBENBERGER: I
10 think that really makes sense.

11 Is there a program -- because
12 many times right after a major snowstorm,
13 all the sudden because the streets are
14 getting plowed, that there's all kinds of
15 potholes, because some of it is the
16 freezing and thawing, but some of it is
17 also because the plow itself ripped up a
18 lot of stuff. Is there something that
19 the City does right after a major snow or
20 do you wait until --

21 MR. LORENZ: We'll go out there
22 as soon as possible to either permanently
23 or temporarily fix the defects.

24 COUNCILMAN TAUBENBERGER:
25 What's your definition of "as soon as

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2 possible"?

3 MR. LORENZ: Well, the same
4 folks that fix the potholes are the ones
5 that are plowing and salting the streets.
6 So I got to give those guys a day or two
7 to rest up. So the next reasonable day
8 that we come back into work, they're out
9 there doing roadway restorations, whether
10 it's make safe for the ditches or
11 cave-ins or permanent repairs to the
12 potholes.

13 COUNCILMAN TAUBENBERGER:
14 That's a very good answer. That's a
15 clear answer.

16 When you cluster these potholes
17 together in high season -- you say
18 clustering. You say you like to do all
19 the ones in Northeast Philly or all the
20 ones in Southwest Philadelphia.

21 MR. LORENZ: Yeah. I was just
22 using those as examples.

23 COUNCILMAN TAUBENBERGER: No;
24 and it makes sense. I get it, because
25 you're right there and it just absolutely

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2 makes sense. Does that sometimes make
3 for a delay in the sense that you're
4 waiting for this cluster to go out and
5 harvest --

6 MR. LORENZ: No, sir. It's
7 just more cost effective to do a lot of
8 them at one shot.

9 COUNCILMAN TAUBENBERGER: I get
10 it.

11 MR. LORENZ: And, again, I'm
12 just using this as an example. We have
13 North Philadelphia, we have, you know,
14 let's say 50 of them right in one spot.
15 We'll go hit that. And then let's say in
16 the Lower Northeast, we might have a
17 dozen over there. As soon as they're
18 done that, they'll jump up there to do
19 that.

20 COUNCILMAN TAUBENBERGER: I
21 think it makes perfect sense. The
22 question I asked, though --

23 MR. LORENZ: Oh, I'm sorry.

24 COUNCILMAN TAUBENBERGER: I
25 think it makes sense, your strategy to

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2 attack this, particularly when it comes
3 to cost overall, but my question was,
4 does that delay the timing? Meaning
5 we're kind of talking about a four-day
6 window. I'm giving you the extra day
7 because somebody has to check it out.
8 Does that sometimes make that up to five
9 days, six days?

10 MR. LORENZ: It shouldn't. I'm
11 not saying that, you know, we might have
12 a condition where a vehicle goes down or,
13 you know, another storm coming there or
14 whatnot. We try not to allow that to be
15 a delay.

16 COUNCILMAN TAUBENBERGER: One
17 last question, and that relates just as I
18 get a sense of your ability to do these
19 things year-round. Approximately in
20 August how many potholes were repaired?
21 I know it's not high season, but there
22 are certainly holes in the street.

23 MR. LORENZ: I mean, 500 or so.

24 COUNCILMAN TAUBENBERGER: Five
25 hundred in off season?

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2 MR. LORENZ: Yeah. I mean,
3 again, the numbers go down as you go
4 through the season. I mean, when we
5 start off in January, the numbers are
6 relatively low, and you get into spring,
7 high, and then it starts to slide back
8 down. So I think once you get into late
9 summer, early fall, you're talking --
10 you're looking at around maybe 500 a
11 month. I mean, that's a rough number.

12 COUNCILMAN TAUBENBERGER: I
13 clearly understand and see the relevance
14 that there's a season to this, but also
15 road conditions in the summer get
16 extremely hot. I mean, asphalt gets
17 really, really, really hot. So you
18 can -- and in certain times, and
19 particularly this summer, you can fry an
20 egg on a street.

21 MR. LORENZ: Yes.

22 COUNCILMAN TAUBENBERGER: So, I
23 mean, that has some cause to cause some
24 potholes too, not as much as the freezing
25 and thawing, but certainly the heat, and

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2 getting an answer to that was very
3 helpful.

4 MR. LORENZ: And like I said,
5 all year round our crews are disciplined
6 enough that they will not -- if they have
7 either cold patch or hot material on the
8 back of the truck, they will not just
9 drive by a pothole. They'll stop, pull
10 over, and repair it. If they do not have
11 the material, they're turning it in to
12 the supervisor and the next day they're
13 going out there and fixing it. So we
14 do -- our crews are disciplined enough
15 to --

16 COUNCILMAN TAUBENBERGER: You
17 have described your crews very
18 adequately. I'm very impressed with this
19 part of the operation.

20 Right now what method would be
21 used in August or in September to fix a
22 pothole? How would you fix it?

23 MR. LORENZ: We would either do
24 it manually or with the pothole patcher,
25 because we do lease the pothole patcher

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2 all year round.

3 COUNCILMAN TAUBENBERGER: Okay.

4 MR. LORENZ: Okay? The
5 challenge that we're facing with the
6 pothole patcher is drivers. I mean, it's
7 not a difficult piece of equipment to
8 use, but you still have to be trained on
9 how to do it. However, that person
10 that's operating may be the same person
11 that does the concrete mobile. He may
12 drive the front-end loader on a day,
13 whatnot. So when we get the pothole
14 patcher out there, we're hitting them.

15 COUNCILMAN TAUBENBERGER: And
16 the pothole patcher is working in off
17 seasons?

18 MR. LORENZ: Yeah. We have
19 that all year round, and the way our
20 contract is written, in February, March,
21 April, and May we have the ability to
22 lease two of them, if needed. If we feel
23 the need -- and we haven't done this, but
24 if we feel the need for during the
25 summertime to lease too, the vendor works

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2 with us for the same price and whatnot.

3 We just have to give him notice.

4 COUNCILMAN TAUBENBERGER: And
5 we own one of those pothole patchers?

6 MR. LORENZ: No, we do not own
7 it.

8 COUNCILMAN TAUBENBERGER: Oh,
9 you rent them all?

10 MR. LORENZ: We lease them.

11 COUNCILMAN TAUBENBERGER: You
12 lease them all?

13 MR. LORENZ: Yeah. There's so
14 many moving parts on it for the City to
15 own one. However, the way we have it set
16 up with the company is, they'll get us
17 another one within 24 to 48 hours. So if
18 that one goes down, within 24, 48 hours
19 we'll have another one.

20 COUNCILMAN TAUBENBERGER: Thank
21 you very much.

22 Mr. Chairman, thank you.

23 MR. LORENZ: Thank you,
24 Councilman.

25 COUNCILMAN SQUILLA: Thank you.

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2 And I guess also noted that the
3 Controller's Office will be coming out
4 with a report also on the potholes. So
5 an issue in the City.

6 But thank you for your
7 testimony. If you can hang around and
8 listen to this, we'd appreciate it.

9 Mr. McMonagle, could you
10 please -- any other questions?

11 (No response.)

12 COUNCILMAN SQUILLA: Seeing
13 none, please read the title of the next
14 panel.

15 MR. LORENZ: Thank you,
16 Councilman.

17 COUNCILMAN SQUILLA: Thank you.

18 THE CLERK: Can we please have
19 Brian Preski, Craig Baclit, and Marilyn
20 Grabowski.

21 (Witnesses approached witness
22 table.)

23 COUNCILMAN SQUILLA: Thank you.
24 Thank you for being here today at the
25 hearing. If we want, we can just go one

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2 at a time here. We'll leave our
3 questions until all three are completed.
4 Just state your name for the record and
5 then proceed with your testimony.

6 MR. PRESKI: Thank you. Good
7 morning, Mr. Chairman. Good morning,
8 members of the Council.

9 COUNCILMAN SQUILLA: Pull that
10 closer.

11 MR. PRESKI: My name is Brian
12 Preski. I am the Director of Government
13 Affairs for Patch Management, also known
14 as The Pothole Killer. With me today and
15 essentially testifying with me will be
16 Craig Baclit, the President of Patch
17 Management.

18 Thank you for the opportunity
19 to talk about this. What we wanted to
20 do -- and it's always wonderful to hear
21 when the Streets Department calls your
22 pothole patcher the preferred process for
23 making repairs. It starts out the day
24 very nicely.

25 What we would like to do,

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2 though, is that we would like to talk to
3 you about a more comprehensive program of
4 the streets. What we heard testimony
5 about today so far was essentially a very
6 reactive process. People call and then
7 potholes go get repaired. What we would
8 like to talk about is a process that's
9 not only responsive but also
10 preventative, because there are so many
11 more things that that patcher can do.
12 There's things that are alligatoring,
13 which essentially when you look at the
14 street and it looks like the alligator is
15 back, that will be your pothole next
16 year. There are edge erosions.
17 Essentially edge erosions are the same
18 thing. You start to see the edge of the
19 roadway go. You know that's where you're
20 going to have problems next year. Seam
21 separations, a lot of times when you pave
22 a street, you don't always have the
23 ability to pave it from curb to curb. So
24 you do half a street and you pave the
25 other half of the street. Where that

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2 seam hits, we'll see a lot of potholes
3 emerge there.

4 Now, I don't know if that's
5 within the City's definition of pothole,
6 but like as some of the Councilmen have
7 said, the problem for your constituents
8 is still the same. They bust a tire.
9 They bust their rim. There's problems on
10 the road. The constituents don't see
11 this as the different things we call them
12 within the industry. A utility cut isn't
13 a utility cut. It's one of those darn
14 potholes that I just hit.

15 So with that, we work for
16 SEPTA. We're currently their contractor.
17 We're currently the contractor for
18 PennDOT also. On the state streets we
19 have a call-out contract where
20 essentially PennDOT due to their own
21 budgetary constrictions will call us up
22 and say, We need the patcher on Tuesday,
23 Wednesday, Thursday. Sometimes it's
24 every week; sometimes it's only every
25 once in a while.

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2 With SEPTA we do far more work,
3 because we have to be by the tracks.
4 It's a very safety inherent process there
5 that we deal with.

6 We were also the contractor for
7 the City with respect to the patcher from
8 2006 until 2012. We lost that contract
9 in 2012 because the Streets Department
10 essentially waived some of the
11 requirements under that contract, some of
12 the specs. Mr. Baclit will talk to that
13 during his presentation. But what we'd
14 like to do right now, if we could, is
15 essentially have him talk about the
16 patcher and what it can do and
17 essentially the process, and then I'd
18 like to come back for just a few moments
19 to talk to you about cost factors.

20 With that, Mr. Baclit.

21 MR. BACLIT: Good morning,
22 Council.

23 COUNCILMAN SQUILLA: Thank you.

24 MR. BACLIT: Good morning,
25 Councilmembers. Thank you for allowing

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2 us to come in today. My name is Craig
3 Baclit.

4 I want to take your attention
5 to the slide that's up on the screen
6 right now and talk to you about some of
7 the unique capabilities of the PK2000.

8 COUNCILMAN OH: I'm sorry. For
9 the record, would you please identify
10 yourself. The stenographer is going to
11 take down your name.

12 MR. BACLIT: Sure. My name is
13 Craig Baclit. I am the President of
14 Patch Management.

15 The beginning of the testimony
16 prior to ours, I heard that you're using
17 spray injection, but I also heard that
18 there were some times of the year when
19 you weren't able to use it, because I
20 heard testimony that stated that the
21 emulsion didn't work for you when it was
22 20 degrees. The unique capabilities of
23 the PK2000 is we hold a formulary patent
24 for emulsion that was designed
25 specifically to work in winter, when it

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2 is cold and when it is damp and it is
3 wet. So this application is actually
4 available and in use all year.

5 During the summer, we use this
6 to do preventive maintenance and
7 predictive maintenance so that you don't
8 experience the onslaught of potholes in
9 the spring when they generally develop
10 because of the freeze/thaw cycle and as
11 well as the snowplow actions.

12 The front of the truck, you'll
13 notice that there's a yellow tube. That
14 is heat trace. Every valve on that truck
15 is heated to 150 to 180 degrees. The
16 reason is, we want the emulsion to be
17 able to flow when it's 20 degrees outside
18 and there's a wind blowing. It doesn't
19 have capability to do that on other
20 trucks that are in this industry. This
21 is a unique feature. It's a patented
22 technology.

23 We'll move back to the cab.
24 Most of the equipment that's out there is
25 controlled in the cab by the operator.

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2 So the cab is environmentally controlled.

3 It's warm, they're safe, and it's a

4 movable operation. You're not required

5 to have a long duration of a stop and,

6 therefore, you don't have to have a

7 complicated work safety zone. It's a

8 moving operation. You move and you fix

9 potholes and you continue to move.

10 We'll go back to the next

11 compartment. That is the asphalt

12 emulsion tank, the black tank. That

13 holds 400 gallons of the hot liquid

14 emulsion. What you do then is, you

15 introduce that as your tack agent.

16 You've now created a repair -- something

17 for the repair to stick to even when it's

18 17 degrees outside. Then you go back to

19 the next component, which is the round

20 cylinder. That is your stone, your

21 aggregate. What you basically have is an

22 asphalt plant on wheels. So you're

23 taking the material out to the deficiency

24 location and making the repair on demand.

25 You're not having to have waste. You

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2 don't have to go to a hot mix plant to
3 pick up material. This application is
4 used all over the country. Why? Because
5 it's successful, it's cost efficient, and
6 it's safer. You don't have to put your
7 personnel on the street to make repairs.

8 MR. PRESKI: With that, what I
9 wanted to talk about also is the cost.
10 What the resolution asked for was a
11 cost-effective method for repairing
12 potholes and roadway deficiencies within
13 the City.

14 This is a slide about
15 Washington, DC. We currently have a
16 contract with Washington, DC, and it's
17 been around for multiple years.
18 Washington, DC used us. Essentially what
19 they came after we use -- they used us
20 for a while. They came and they said, We
21 want to see who is better, us or you.
22 What we did was, they took four months,
23 put their crews out on the street, and
24 what they were able to do with the cost
25 of 840,000 was fix 21,915 repairs. They

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2 asked us essentially, Can you do any
3 better? We took two trucks for the same
4 four months. Our cost was 297,000 and we
5 fixed 26,924 repairs. Washington, DC got
6 out of the pothole business that day and
7 we've been doing it ever since.

8 What Washington does is -- we
9 have two options that we offer as a
10 company. Essentially we call it contract
11 services or leasing. For contract
12 services, it's our driver, all materials.
13 We show up, you tell us where to go.
14 SEPTA does that. PennDOT does that.
15 Lease is obviously where we train your
16 drivers, we give the materials, and then
17 essentially you have your guys operate
18 it. New Jersey does that. They take 13
19 trucks every year. New York state does
20 that.

21 What's important, though, about
22 this cost saving is essentially this:
23 The bigger result for Washington, DC
24 beyond an effective pothole repair
25 program was that no one lost their jobs.

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2 They took those crews and they turned
3 them into millers and pavers. So what
4 Washington did is, they saw a multiplier
5 on their cost savings, because where they
6 were going to private contractors before,
7 they now were able to take their own
8 crews to do milling and paving.

9 The engineer from Streets
10 Department, one of the things that he
11 said to you was, I would love to have a
12 second paving crew. Well, that's what
13 Washington did. So they saw a multiplier
14 effect where their potholes got addressed
15 quicker. Then secondly what they had was
16 the ability to do more milling and paving
17 on their own.

18 With that, what we wanted to
19 talk about next is essentially a proposed
20 lease structure or proposed contract
21 services structure for Philadelphia. And
22 without giving away the keys to the
23 kingdom or the secret -- you asked for
24 honest testimony here -- one of the
25 handouts that I gave you essentially was

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2 a proposed cost analysis for contract
3 services. Assuming a \$700,000 cost to
4 the City, about \$270 an hour -- that's
5 where we provide all materials, driver --
6 you would get 2,600 hours of work. It
7 comes out to about 65 weeks of potential
8 work, and it's just what the City does
9 now, essentially one truck working year
10 round and then another truck at the
11 height of the season for about four
12 months.

13 When you do the math,
14 essentially what you have is the average
15 truck can do 157 repairs a day. You
16 figure 255 working days per year. Add
17 the time in for when that second truck
18 comes in. You're talking about 52,000
19 repairs. And, again, this isn't just
20 potholes. It's everything else. It's
21 the seam separations. It's the edge
22 erosions. It's the utility cuts. It's
23 things where -- there are even things
24 that are called floating intersections
25 where we're able to put our material down

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2 and lock those intersections into place
3 so that it helps the Streets Department
4 decide whether they have other needs for
5 milling and repaving. We kind of get
6 that done.

7 A contract services proposal
8 from us would have an average pothole
9 repair cost of \$13.30. If you take the
10 City and what they like to do with
11 leasing, the cost drops then to about
12 500,000. You're able to get two trucks
13 working continuously, a third truck in
14 for that pothole season time.
15 Essentially doing the same math, and not
16 going through it for you, you essentially
17 get down to an average repair cost of
18 \$5.39.

19 So with that, what we ask
20 essentially of you is just take a look at
21 this. When you look at the ramifications
22 to the General Fund budget of the City of
23 Philadelphia as proposed by Mayor Kenney
24 for 2017, as the total cost of the
25 Philadelphia General Fund budget of \$4.1

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2 billion, you come down to our proposal
3 for a lease at 500,000, comes down to
4 one-ten-thousandth of one percent. If
5 you look at the contract services
6 provision, it comes down to
7 one-ten-thousandth of one percent.

8 If you look at the percentage
9 of the Streets budget -- now, inside the
10 Internet you guys don't break up your
11 Streets budget beyond what goes to
12 Streets. You have one for sanitation and
13 one for Streets transportation. Assuming
14 that the maintenance is within that
15 Streets transportation, your total budget
16 there is 33,047,000. The \$500,000 lease
17 that we proposed here essentially would
18 come out to 1.51 percent of that budget.
19 For the contract services where we
20 provide the driver, it essentially comes
21 out to 2.1 percent of that budget. And,
22 again, the real savings to the City are
23 greater, because now you've avoided the
24 cost if you're using us that the City
25 would be using for this other -- for

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2 essentially the cost that's embedded
3 within your budget right now.

4 That being said, this repair
5 and spray injection patching, which does
6 work, the Sharp's report from the federal
7 government essentially established its
8 spray injection patching was the best
9 method for repair of not just potholes
10 but all those roadway depressions and
11 everything else that we talk about. But
12 it's about constituent services. At the
13 end of the day, Councilman Taubenberger
14 brought up the simple fact that a
15 constituent calls and says, There's a
16 pothole at 123 Main Street and I want it
17 fixed. On our trucks, essentially each
18 one is equipped with a GPS essentially
19 locator and provider. When you fill a
20 pothole, what happens is our driver
21 drives up, essentially they blow air into
22 the hole, get all the big stuff out,
23 clean out kind of the leaves, that kind
24 of thing. A layer of emulsion is put
25 down to seal the hole from the sides so

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2 that you don't get water infiltration.

3 Next goes that stone, that hot stone and
4 asphalt mix, and then we top it off with
5 a layer of dry stone. Immediately as
6 that truck pulls away, it's able to be
7 driven over.

8 Now, our GPS system essentially
9 tracks when that rock gate opens and rock
10 starts to flow. We'll get a ping. When
11 the rock gate closes, we'll get a second
12 ping. So what happens and what we
13 provide not only to Councilmembers like
14 yourself, but we do it now for borough
15 managers and township managers and
16 everyone pretty much across the board,
17 we'll provide every night a GPS listing
18 by address of where the pothole repairs
19 came from and what was done. For a lot
20 of the boroughs, townships, cities that
21 we work in, what they do is they share
22 that information with the reporter of who
23 brought that pothole complaint in. So if
24 it's your office, Councilman
25 Taubenberger, your office, Councilman Oh,

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2 essentially you're able to call back that
3 constituent and say, The pothole that you
4 called in on Tuesday was fixed on
5 Wednesday at 9:43.

6 In Washington, DC, to use them
7 as the example again, because they're
8 comparable, they have a 72-hour rule just
9 like Philadelphia. Their 72-hour rule,
10 though, starts from the opening of a
11 ticket, which is a pothole repair call to
12 the 311 system, to the closing of that
13 ticket. What we do for DC is essentially
14 we run routes, high traffic, school
15 buses, emergency routes, that kind of
16 stuff. Every morning our drivers will be
17 given a list of the tickets that have
18 come in the night before. We're
19 contractually bound to have every one of
20 those repaired within 72 hours.

21 What Washington has asked us to
22 do, because they had essentially the same
23 problem as Philadelphia, is the call
24 would come into the 311 system. At the
25 end of the day, the call would be routed

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2 over to their streets -- it's essentially
3 call DDOT there. It would be sent to
4 them. At the next day, essentially then
5 you would have the crew dispatched.
6 Well, you were at the 72 hours the first
7 time that the crew on the ground heard
8 about that pothole. What DDOT does now
9 is that the pothole calls come directly
10 to us so that we can dispatch a truck
11 immediately. And sometimes, knock wood,
12 when it works out really nice, if a call
13 comes in during the course of the day,
14 because we can tell you exactly where our
15 truck is every moment of the day, we can
16 send a truck within hours to make a
17 repair.

18 Now, the other benefit of that
19 GPS system essentially is this: A lot of
20 streets departments have what's known as
21 GIS. GIS is essentially a system by
22 which they track their own streets so
23 they know what's going on. Because we
24 have the ability to have our GPS system
25 loaded into a GIS system, it really helps

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2 a lot of streets departments or
3 department of public works, because what
4 happens is they're able to say, You know
5 what, the 1300 block of Market Street, we
6 made 57 repairs there. No more repairs.
7 That's the street we're going to mill and
8 repave.

9 So what we ask for and what
10 spray injection patching is good for --
11 we always call it another tool in the
12 toolbox. What it's for, it's not only
13 this responsive kind of proposal where a
14 call comes in, let's go fill a pothole,
15 but also you have to think about it in
16 that year-round sense where right now
17 your Chief Engineer can go out and look
18 at a street, see some alligatoring and
19 say, That's next year's pothole.

20 So with that, we ask for your
21 consideration. Thank you for the
22 opportunity to be here. One thing is
23 that, again, I said we had had this
24 contract from '06 to about '12. The
25 contract ran four years. There are --

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2 our hope is that the City will reconsider
3 letting another one for us to bid.

4 With that, we just ask for your
5 consideration. Thank you for the
6 opportunity.

7 COUNCILMAN SQUILLA: Thank you.
8 Thank you for your testimony.

9 When you went for the renewal
10 of the contract, was it a money issue
11 from the City standpoint or was it that
12 they went a different direction?

13 MR. PRESKI: Without speaking
14 out of school, it went to a lower bidder.
15 But the lower bidder essentially had two
16 things that were waived with their truck
17 that you find on our truck. First is
18 that heat trace system, so that we can
19 operate our truck, you know,
20 essentially -- we routinely operate it at
21 about minus 10 degrees. We can go down
22 to minus 17. That was waived.

23 The second thing that was
24 waived -- and we didn't talk about
25 this -- was on our trucks we have an

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2 internal flush system. You're dealing
3 with asphalt in these trucks, and
4 essentially at the end of the day you
5 have to clean the lines, because if you
6 don't, what's going to happen is is that
7 asphalt will get hard and will clog those
8 lines. Because we have an internal flush
9 system, we use a biodegradable,
10 environmental friendly, no VOCs solvent,
11 where the driver through some magic turns
12 a couple knobs, it reverses all the
13 valves, he runs it through the system.

14 If you can get that picture
15 back up, you'll see two tanks at the back
16 of our truck, right back on the back side
17 of the rock tank. One is where
18 essentially the solvent is. The second
19 one is where we collect the solvent at
20 the end of that flush. After about four
21 to six weeks, that collection barrel is
22 so concentrated with emulsion we're able
23 to dump it right back into our emulsion
24 tank so we have no discharge. The
25 general process for other trucks without

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2 the internal flush system is, they got to
3 take five gallons of diesel fuel. They
4 run the diesel fuel through the system.
5 At the end of the running it through the
6 system, at the end of the nozzle they
7 discharge that diesel fuel into a
8 55-gallon drum. Every 11 days or so they
9 got to find a place to dispose that drum.

10 So the reason why we lost the
11 bid, again in our opinion only, was
12 because those were waived. It gave
13 someone else the ability to come in with
14 a lower bid.

15 COUNCILMAN SQUILLA: Councilman
16 Oh just said they have one more witness
17 on infrared. Do you want to speak before
18 we ask additional questions?

19 MS. GRABOWSKI: Sure.

20 COUNCILMAN SQUILLA: Thank you.
21 State your name for the record and then
22 proceed with your testimony.

23 MS. GRABOWSKI: Sure. Marilyn
24 Grabowski, President, Atlantic Infrared.
25 I am the owner, operator, entrepreneur of

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2 the Atlantic Infra Companies. Our first
3 company, Atlantic Infrared, was
4 incorporated in 2002, and we specialize
5 in infrared asphalt repairs. We also
6 have a milling and paving company, so I'm
7 very familiar with that construction.

8 Potholes are a great annoyance
9 and concern to the general public,
10 government officials, and the utility
11 companies. For the past 14 years, we
12 have been utilizing infrared restoration
13 to prevent and to repair potholes. We
14 own the largest fleet of infrared trucks
15 in the U.S., averaging ten active crews
16 per day. Many of the potholes
17 permanently repaired in 2002 are
18 outlasting the surrounding pavement.

19 I would like to share three
20 scenarios with you. Each supports the
21 use of infrared restoration as a
22 permanent, seamless, and cost-effective
23 solution.

24 In 2003, Atlantic Infrared
25 received an emergency call from one of

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2 the largest water utilities in New
3 Jersey. A young cyclist ran over a
4 poorly patched utility trench and as a
5 result was expelled from her bicycle.
6 She was in the hospital in a coma. The
7 utility asked us to repair the road
8 opening. Atlantic arrived on site,
9 cleaned the area, heated the area using
10 the infrared rays, removed some of the
11 old asphalt material, added virgin
12 asphalt, and rolled the repair with a
13 vibratory roller. In less than 30
14 minutes, the seamless repair was complete
15 without disrupting traffic flow. The
16 patch is still intact today, and it is
17 the difference between what we've been
18 talking about this morning, small
19 fist-sized potholes. These are larger
20 utility cuts, and when they're repaired
21 in this way, they look good and they make
22 the city look good and they are
23 permanent.

24 In 2007, the hub airline at
25 Newark Airport, we met them at a

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2 diversity conference, and at that time,
3 the airline's maintenance department was
4 using some of the repairs that you're
5 using today. The scenario included five
6 men and two trucks, and the air traffic
7 control tower would not permit the work
8 done during the day because it required
9 too many people to watch. The cost of
10 repairing two to five potholes averaged
11 \$18,000 because of the number of
12 laborers, equipment, vehicles, and a
13 surcharge to keep the asphalt plant open.
14 Atlantic Infrared offered a better
15 solution where two men and one truck can
16 conveniently repair potholes in the
17 middle of the day without disrupting
18 flow. The total cost is significant.
19 The cost savings is truly significant.

20 And the third scenario is in
21 2015, the Mayor of Jersey City shut down
22 the largest gas utility in this urban
23 city because, quote, "doing an inadequate
24 and unacceptable job in repairing the
25 city streets." Today, Atlantic Infrared

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2 works with Jersey City Police Department
3 and the gas utility to ensure that road
4 openings are expertly repaired, and
5 basically they have chosen this as their
6 choice repair for all cuts in their
7 roads.

8 We recommend that the City
9 consider a contractor who owns multiple
10 sets of infrared equipment to provide you
11 with this service. The equipment breaks
12 down often and if you don't have a
13 trained mechanic available at all times,
14 it's not going to be able to keep up with
15 a rigorous schedule. Some of these
16 projects obviously need multiple crews.
17 Based on the calculations of what I've
18 heard earlier, you would probably need
19 ten crews out there the first year just
20 to permanently fix this problem that you
21 have.

22 I remember when I started
23 working for Public Service Electric and
24 Gas in 2002, they spent about a million
25 dollars repairing BPU complaints, and

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2 after about the third year, the word
3 "complaint" has been completely lifted
4 from the utility environment in New
5 Jersey.

6 There's over 70 municipalities
7 now in New Jersey that have ordinances
8 for infrared restoration. And a
9 suggestion as hearing all of the
10 testimonies today would be if a road is
11 under five years old, you would
12 definitely want to mandate the use of
13 infrared restoration on that road.

14 So in order to increase the
15 overall efficiency of street repair,
16 provide a more aesthetic permanent
17 appearance to save the City of
18 Philadelphia's roads, both money and
19 time, we would recommend that you
20 consider infrared restoration.

21 COUNCILMAN SQUILLA: Thank you.

22 What I'll do is -- anybody have
23 any questions?

24 Councilman Taubenberger.

25 COUNCILMAN TAUBENBERGER: Yes.

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2 Mr. Baclit, you had given a
3 very good presentation here and I'm
4 rather impressed with what I've heard and
5 probably would like to know a little bit
6 more about Washington, DC. Do I have
7 that correct that you're handling that?

8 MR. BACLIT: That's correct.

9 COUNCILMAN TAUBENBERGER: But
10 what I wanted to ask you is that for you
11 to become, I guess, contractor to the
12 City or continue, that would take an RFP
13 process.

14 MR. BACLIT: That is correct.

15 COUNCILMAN TAUBENBERGER: Do
16 you have any concern with that?

17 MR. BACLIT: No concern other
18 than having the right specifications put
19 in and adhered to when the bid does open.

20 COUNCILMAN TAUBENBERGER: And I
21 would assume there's a process that they
22 ought to, meaning the City, ought to take
23 a look at that, the actual RFP, so it's
24 fair to all. I mean, if it kind of
25 excludes you, that's not a good thing.

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2 MR. BACLIT: We would welcome
3 the opportunity to bid on an RFP.

4 COUNCILMAN TAUBENBERGER: Okay.
5 Thank you very, very much.

6 Mr. Chairman, thank you.

7 COUNCILMAN SQUILLA: Thank you.

8 Is there an expiration of the
9 previous contract that was awarded; do
10 you know?

11 MR. BACLIT: I'm not sure if
12 this is the last year or if there are
13 other options.

14 COUNCILMAN SQUILLA: Okay. I
15 think that's something that we would need
16 to look at and to see if a new RFP is
17 going out what the RFP would consist of.
18 I think it would be something that we
19 could do, and we'll ask the Streets
20 Department to give it to our Committee
21 and we can review and to see what that
22 was.

23 Are there any other questions
24 for this panel?

25 (No response.)

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2 COUNCILMAN SQUILLA: Seeing
3 none, thank you so much for your
4 testimony. We really appreciate it, and
5 looking forward to hopefully working with
6 you in the future.

7 MR. PRESKI: Thank you,
8 Mr. Chairman.

9 MR. BACLIT: Thank you.

10 COUNCILMAN SQUILLA: I know we
11 have another person to testify. Can we
12 just bring Steve Lorenz up for one second
13 before we go to -- and Mr. Previdi, you
14 want to come up also since you'll be
15 testifying.

16 (Witnesses approached witness
17 table.)

18 COUNCILMAN SQUILLA: Do we know
19 the length of the current contract for
20 the Streets Department?

21 MR. LORENZ: The contract for
22 what, sir?

23 COUNCILMAN SQUILLA: I guess
24 the -- we have a contract with another
25 vendor to --

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2 MR. LORENZ: For the pothole
3 patcher?

4 COUNCILMAN SQUILLA: Yes.

5 MR. LORENZ: It's a three-year
6 contract and I think we're in year two of
7 the three years and then we'll
8 re-advertise again. And there's a few
9 different vendors and we just put it out
10 for contract and we write the
11 specifications that meet the need, you
12 know, for our crews, and the vendors that
13 we have had in the past all have met
14 those qualifications.

15 COUNCILMAN SQUILLA: And the
16 City goes by the lowest bid; is that the
17 way that works?

18 MR. LORENZ: Correct.

19 COUNCILMAN SQUILLA: And once
20 we put the specifications out, it's
21 reviewed by the Streets Department and
22 then selected by the Administration?

23 MR. LORENZ: Through the normal
24 procurement process, yes. We'll put the
25 specifications out and put it out for bid

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2 for whatever the procurement process time
3 length is. It's a three-year contract,
4 and we'll pick the low bidder.

5 COUNCILMAN SQUILLA: Thank you
6 very much.

7 MR. LORENZ: Sure.

8 COUNCILMAN SQUILLA: Councilman
9 Taubenberger.

10 COUNCILMAN TAUBENBERGER: Thank
11 you very much.

12 Who then reviews the actual
13 specifications, the actual RFP before it
14 goes out? Or let me ask you this: Or do
15 the potential vendors and contractors
16 have an opportunity to look at it before?

17 MR. LORENZ: We will put it
18 out -- we put the specifications
19 together. We have a general
20 specification right now for what we've
21 done for the past ten years, 12 years
22 putting out for --

23 COUNCILMAN TAUBENBERGER: Could
24 the members of this Committee get a copy
25 of that?

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2 MR. LORENZ: Sure. We have --
3 it's public information. It's no secret.

4 COUNCILMAN TAUBENBERGER: But
5 you know where it is. I don't know.

6 MR. LORENZ: Right. Right.

7 COUNCILMAN TAUBENBERGER: It's
8 a big operation.

9 MR. LORENZ: I've got no
10 problems in pulling out the
11 specifications and sharing it with
12 everybody.

13 COUNCILMAN TAUBENBERGER: The
14 reason I ask the question, because the
15 way it is worded could potentially be at
16 an advantage to a certain vendor or not.
17 So, I mean, I think there ought to be
18 some -- I mean, it could be. It
19 potentially could be.

20 MR. LORENZ: Yes and no.
21 However, the last time we put it out to
22 bid, we had a brand new vendor bid on it
23 and the previous vendor did not get it.
24 So there's at least two vendors who are
25 qualified to bid on it.

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2 COUNCILMAN TAUBENBERGER: Well,
3 if I got the testimony previously from
4 Mr. Baclit, that there were some things
5 written in there that put his company at
6 a disadvantage, I believe. That was my
7 interpretation. I could be wrong on
8 that.

9 MR. LORENZ: I can't answer
10 that.

11 COUNCILMAN TAUBENBERGER: I
12 understand. I'm not asking. I'm stating
13 a fact as I heard it, in my
14 interpretation.

15 So reviewing the RFP by a
16 neutral party just to see if it all --
17 just, for example, an earlier case, the
18 telephone number that was posted, does it
19 really work, who answers that phone, not
20 a little old lady in South Philly. So my
21 point to you is that having it fair all
22 along, is someone looking at that before
23 that becomes an RFP.

24 MR. LORENZ: Yes, it does, sir.

25 COUNCILMAN TAUBENBERGER: And

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2 who --

3 MR. LORENZ: And I'll give you
4 an example.

5 COUNCILMAN TAUBENBERGER: And
6 who is that?

7 MR. LORENZ: It would be my
8 staff that review it.

9 COUNCILMAN TAUBENBERGER: Your
10 staff, okay.

11 MR. LORENZ: We have a general
12 cookie cutter specification and we review
13 it to make sure it meets the needs of
14 Streets Department personnel who are
15 going to be using this equipment, working
16 with the vendor. The last time we put
17 this out to bid, there was another vendor
18 who wanted to bid on it, so we shared the
19 specifications, and I think there was
20 maybe one or two things that weren't in
21 there that disqualified him and didn't
22 make a difference to us whether it was in
23 there or not, so we put it in there. So
24 we're willing to work with different
25 vendors to allow them to be qualified to

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2 bid on the --

3 COUNCILMAN TAUBENBERGER: How
4 early in the process -- just explain the
5 process -- do they actually get the RFP?
6 Do they get it and say, You know what,
7 our company -- do they get it early
8 enough where they say, Our company is
9 really not even qualified, we can't, we
10 don't want to bid, we don't want to waste
11 anyone's time? And also do they get a
12 chance to take a look at it and say, You
13 know, the way this is worded isn't very
14 good, I think this ought to be reviewed
15 one time?

16 MR. LORENZ: I think we have a
17 little bit of confusion with regards to
18 the RFP or what we put out to bid. Okay?
19 We'll put out to bid a specification that
20 we have, and we do that every three
21 years. If a vendor wants to work with
22 us, lease us the equipment, whatnot,
23 they'll come and talk to us, and we'll
24 show them, Look, this is what our
25 specifications are, and we'll have

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2 dialogue with them. They'll say, Well,
3 look, we can't meet the specification
4 because of whatever reason, and we'll
5 look at and say, Well, what's the
6 downside in adding that feature into it
7 or we would have dialogue back to them
8 and say, Well, look, if you put this in
9 here, it doesn't work with our process
10 and we'll have -- we'll figure out a way
11 to work with them that they'll be
12 qualified, unless it's something so
13 obscure that it just isn't going to meet
14 our needs.

15 COUNCILMAN TAUBENBERGER: Okay.

16 MR. LORENZ: But we do have
17 dialogue with them. But vendors usually
18 come to us as to say, Okay, look -- and
19 they all talk to each other. They know
20 when the contracts are about ready to
21 renew. It's a three-year contract with
22 the City. There's only so many people
23 that have a pothole patcher or pothole
24 killer or whatnot.

25 COUNCILMAN TAUBENBERGER: It's

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2 a limited universe. I get it.

3 MR. LORENZ: What's that?

4 COUNCILMAN TAUBENBERGER: I
5 said it's a limited universe.

6 MR. LORENZ: Exactly. But
7 we're always open to new vendors or
8 talking to different folks for
9 improvements.

10 COUNCILMAN TAUBENBERGER: Thank
11 you. Very complete.

12 COUNCILMAN SQUILLA: Thank you.
13 Because obviously you know that
14 the number one issue is safety obviously
15 in the streets with traffic or with
16 bicyclists or pedestrians.

17 MR. LORENZ: Yes, sir.

18 COUNCILMAN SQUILLA: And we
19 have the issue, as you know, with trolley
20 tracks and with SEPTA and Streets working
21 together --

22 MR. LORENZ: Yes, sir.

23 COUNCILMAN SQUILLA: -- to come
24 up with avenues to make that better also,
25 because at the end of the day, we want

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2 our streets to be able to be safe. But
3 also we're self-insured. So the more we
4 get sued, we spend money on paying off a
5 lawsuit instead of fixing the streets.

6 MR. LORENZ: Correct. It just
7 comes out of a different pot of money.

8 COUNCILMAN SQUILLA: Well, it
9 comes out a different pot of money, which
10 is great, but it's all our taxpayers'
11 dollars.

12 MR. LORENZ: Absolutely.

13 COUNCILMAN SQUILLA: That means
14 you can still constantly do the streets,
15 but we have to use our taxpayer dollars
16 for something we could do, but I'd rather
17 put that money into fixing the streets
18 than pay off a lawsuit.

19 MR. LORENZ: And, Councilman, I
20 do have a very good relationship -- we do
21 have a very good relationship with SEPTA.
22 When there are problems out there, we
23 don't get into the finger pointing
24 business. You know, that's the one thing
25 that I do not put up with with my staff,

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2 and I believe SEPTA and PennDOT are of
3 the same magnitude, that we're not here
4 to finger point at each other. We're
5 here to get the job done. We get the job
6 done and then we figure out, okay, what
7 went wrong in the process.

8 COUNCILMAN SQUILLA: Well, you
9 know, when they sue, they sue both. So
10 it's --

11 MR. LORENZ: Oh, yeah, I know.

12 COUNCILMAN SQUILLA: They have
13 the same issues that we do.

14 Councilman Oh.

15 COUNCILMAN OH: Just for
16 information, I don't think you were in
17 the room when we heard the testimony, so
18 I just wanted to inform you that the
19 testimony we heard was that the
20 specifications were changed to remove at
21 least two previous specifications, one
22 that had to do with self-cleaning, which
23 has a lot to do with environmental, clean
24 environment, that type of thing as
25 opposed to reuse of the asphalt and other

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2 things, the emulsion on the one hand with
3 the specification. When the
4 specification is removed, the
5 non-self-cleaning truck uses diesel, five
6 gallons of diesel to clean and ends up
7 with a large barrel of pollution that
8 needs to be gotten rid of.

9 The other thing was with the
10 heating system, and you had testified
11 that you can't use this truck during a
12 certain temperature because the emulsion
13 and the asphalt won't go through the
14 tube. The testimony was that with the
15 prior specification of heated tubes and
16 of temperature, that the trucks do work
17 in the cold. And there's the patented
18 emulsion that is specifically designed to
19 use in cold weather and wet weather,
20 things like that.

21 So the interest on our part in
22 exploring this is that the specifications
23 would result in more work being done,
24 safer roads, resolving things and, since
25 the money is being paid, a better buy for

1 10/12/16 - STREETS - BILL 160613, ETC.
2 the dollar since you're able to address
3 more things. But that was the
4 discussion, and that's why we're
5 interested in taking a look at the
6 contract.

7 MR. LORENZ: That's fine. I
8 recall -- again, they were using heated
9 tubes, you know, a number of years ago.
10 Again, I don't remember which vendors
11 anymore or whatnot.

12 COUNCILMAN OH: Thank you. I'm
13 just giving you the information.

14 MR. LORENZ: But there were
15 challenges to it with the downtime of the
16 truck, because if -- let's say that
17 heated tube failed. You basically have
18 to shop the whole truck. But, again,
19 that was a number of years ago.
20 Technologies have changed and, like I
21 said, we're more than willing to talk to
22 different vendors and have them come in,
23 show us what they have and modify the
24 specifications as needed.

25 COUNCILMAN OH: Yes. And

1 10/12/16 - STREETS - BILL 160613, ETC.

2 you've been very clear about your
3 openness to look for better technology,
4 better processes. Thank you.

5 MR. LORENZ: Thank you,
6 Councilman.

7 COUNCILMAN SQUILLA: Thank you.

8 Mr. Previdi, do you want to
9 state your name for the record and then
10 proceed with your testimony.

11 MR. PREVIDI: Sure. My name is
12 Bob Previdi, Policy Coordinator for the
13 Bicycle Coalition of Greater
14 Philadelphia. Mr. Chairman and members
15 of the Committee, thank you for this
16 chance to testify on this important
17 issue. Of course, cyclists are very
18 concerned about potholes. They literally
19 can throw us for a loop, and it's not
20 good. So we applaud the attention being
21 paid to potholes throughout the City.

22 As Councilman Oh suggested, I
23 do agree with you. I think that this
24 staff of the Streets Department has to be
25 given an A plus for the work and effort

1 10/12/16 - STREETS - BILL 160613, ETC.
2 that they've put into things, given the
3 resources that we've looked at in their
4 budget for doing their job. However,
5 from a consumer's point of view, I also
6 agree with the general sentiment here in
7 this room that it's probably a C when it
8 comes to the actual conditions out there.
9 And what the Bicycle Coalition feels is
10 that we really need to look at this issue
11 as a team and we as the citizens, we've
12 got to provide them with more resources
13 to get the job done, whether that's
14 funding, whether it's labor. But we've
15 got to look at the fact that there's
16 2,500 miles of streets in this City and
17 we have an 1,100 mile backlog in paving.

18 Now, from where I come from in
19 my career, at New York City subway they
20 started looking at replacement of lamps
21 in the subway, and they decided on a
22 replacement schedule, that that was a
23 better use of labor. They tried to get
24 ahead of the issue. And I applaud the
25 idea of getting ahead of the issue on

1 10/12/16 - STREETS - BILL 160613, ETC.

2 potholes, but the fact of the matter is,
3 nearly half our streets are not being
4 paved in a timely fashion, and I think we
5 need to bring that discussion back.

6 From our studies and our Vision
7 Zero study, which is on our website,
8 we've looked at per capita spending. New
9 York and Baltimore are spending more on
10 the streets department than we are. And
11 I applaud the idea of looking at new
12 industry standards, but I think we need
13 to look at those best practices and
14 compare them in a way that a third party
15 can look at it, yes, but we've got to get
16 back to that core, that 1,100 miles of
17 streets. It's a backlog in paving. I
18 think we need to bring that
19 conversation -- I think it's a little bit
20 dangerous to adjudicate the issue of what
21 vendors and stuff that we're using here
22 in this Council. I think it would be
23 better to challenge the Streets
24 Department to go out there, look at what
25 other cities are doing, look at industry

1 10/12/16 - STREETS - BILL 160613, ETC.
2 standards, and bring that back to the
3 Council for advice and consent.

4 Thanks for your time.

5 COUNCILMAN SQUILLA: Thank you.

6 Any questions?

7 (No response.)

8 COUNCILMAN SQUILLA: Thank you,
9 Bob. We appreciate your testimony. It's
10 always a pleasure, and looking forward to
11 making our streets safer and smoother.

12 And I appreciate the Streets
13 Department coming in and everything that
14 you do, and hopefully this hearing will
15 bring some new light to making that a
16 little better and easier to navigate.
17 Thank you so much.

18 That will conclude our hearing,
19 and hopefully we'll see you all in the
20 future. Have a good day.

21 MR. LORENZ: Thank you.

22 (Committee on Streets and
23 Services concluded at 12:55 p.m.)

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CERTIFICATE

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

MICHELE L. MURPHY
RPR-Notary Public

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