

COUNCIL OF THE CITY OF PHILADELPHIA
JOINT COMMITTEE ON THE ENVIRONMENT
AND TRANSPORTATION AND PUBLIC UTILITIES

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, June 19, 2018
3:20 p.m.

PRESENT:

COUNCILWOMAN BLONDELL REYNOLDS BROWN, CO-CHAIR
COUNCILMAN KENYATTA JOHNSON, CO-CHAIR
COUNCILMAN DEREK S. GREEN
COUNCILWOMAN HELEN GYM
COUNCILMAN MARK SQUILLA

RESOLUTION 171055 - Resolution calling on the
Joint Committees on the Environment and
Transportation and Public Utilities to hold
hearings on the status of the City of
Philadelphia's Vision Zero action plan...

- - -

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2 COUNCILWOMAN BROWN: Good

3 afternoon, good afternoon, good

4 afternoon. My name is Blondell Reynolds

5 Brown. I serve as Chair of the Committee

6 on the Environment, and my colleague and

7 comrade, Councilman Kenyatta Johnson,

8 serves as Chair of the Committee on

9 Transportation and Utilities. And this

10 afternoon we now have a joint committee.

11 Our offices have coordinated a joint

12 committee on a resolution.

13 Background: On November 13th,

14 2017, my office introduced a resolution

15 authorizing this committee to hold

16 hearings on the status of Vision Zero

17 action plan. Vision Zero, for those of

18 you who have been watching, is our city's

19 action plan to create a comprehensive

20 approach to reduce traffic crashes,

21 improve performance of the street system,

22 promote active transportation within the

23 City, and to promote safety.

24 I was able to attend, along

25 with Councilman Squilla, the 3rd Annual

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2 Vision Zero Conference in Councilwoman
3 Blackwell's district where we heard from
4 the Mayor and other stakeholders about
5 the challenge of reducing traffic
6 fatalities in the City. It has become a
7 huge concern to too many of us.

8 Along with my colleagues, we
9 look forward to receiving the important
10 update on Vision Zero, and before hearing
11 from others, we'll invite the
12 Administration to the table.

13 I need to first acknowledge the
14 members of our Committee. Councilman
15 Johnson, who I'll ask to please provide
16 some opening remarks as Chair of the
17 Committee on Transportation and
18 Utilities, Councilman Mark Squilla,
19 Councilman Derek Green, and Councilwoman
20 Helen Gym.

21 Please, Councilman Kenyatta
22 Johnson.

23 COUNCILMAN JOHNSON: Thank you,
24 Madam Chair. I just want to thank you
25 personally for hosting this hearing, and

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2 I, along with my colleague Councilman
3 Mark Squilla, have been working in
4 partnership with the Mayor's Office of
5 Transportation and Infrastructure as well
6 as the Bicycle Coalition to address the
7 issue of making the City of Philadelphia
8 more bicycle-friendly by implementing
9 some of the recommendations from Vision
10 Zero but, most importantly, making sure
11 overall as a city our young people, our
12 seniors, and just everyday people are
13 safe as relates to traffic and pedestrian
14 use of our streets and fairways.

15 So I just want to thank you for
16 always being on the case on this issue
17 from day one. And so I'm just here to be
18 supportive and listen to the comments,
19 concerns of our constituents.

20 COUNCILWOMAN BROWN: Indeed.

21 I will now ask the Clerk to
22 please read the title of the resolution.

23 THE CLERK: Resolution calling
24 on the Joint Committees on the
25 Environment and Transportation and Public

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2 Utilities to hold hearings on the status
3 of the City of Philadelphia's Vision Zero
4 action plan, which is designed to reduce
5 traffic crashes, improve performance of
6 the street system, and promote active
7 transportation, including bicycling,
8 within the City.

9 COUNCILWOMAN BROWN: Terrific.

10 So my staff and I decided
11 intentionally to have families that have
12 been most deeply affected by traffic
13 fatalities in the City, they will be
14 invited up to serve on our first panel.

15 We have three panels. In the
16 interest of fairness and equity of time,
17 we're asking everyone to honor the clock
18 of two minutes testimony, because there
19 will be questions raised by members of
20 the Committee. And so I would ask that
21 you please honor that request.

22 First up is our first panel,
23 Becca Refford, family member of one of
24 our Philadelphians killed by
25 traffic-related incidents; Anne -- and

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2 please correct me when you get to the
3 table -- Javsicas, family member of a
4 Philadelphian killed by a traffic-related
5 incident; and Regan Kladstrup, the same,
6 family member, dearly beloved of a
7 Philadelphian killed by a traffic-related
8 incident, who will provide the context
9 for subsequent discussion and exchange.

10 (Witnesses approached witness
11 table.)

12 COUNCILWOMAN BROWN: Welcome.
13 Thank you for your willingness. If you
14 will please be seated at the table.
15 State your full name for the record and
16 then from your left to your right, please
17 provide your testimony.

18 Good afternoon. Good
19 afternoon.

20 MS. KLADSTRUP: Good afternoon.

21 COUNCILWOMAN BROWN: Thank you
22 all for your willingness to participate
23 in these proceedings.

24 MR. LEON: Good afternoon. My
25 name is Zach Leon. I'm a lawyer. I work

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2 at Stuart Leon Bicycle Crash Law. We
3 have a few of our clients here, victims
4 of bicycle crashes with cars, I'd like to
5 introduce.

6 COUNCILWOMAN BROWN: And you
7 said bicycle?

8 MR. LEON: Bicycle, as in
9 pedalcycle, not a motorcycle. Bicycle
10 only.

11 COUNCILWOMAN BROWN: Very well.

12 MR. LEON: It's the only kind
13 of clients we represent. Some of our
14 clients are here today, many of whom are
15 hit and run by vehicles and suffer
16 severe, horrible, permanent, lasting
17 injuries. We're here today with two of
18 our clients, who I'd like to introduce in
19 a second. First I'm going to introduce
20 the family of Pablo Avendano. Pablo
21 Avendano was killed on the streets
22 approximately a month ago. His mother is
23 right here.

24 Can you please stand up.

25 She has a sign. Graciela

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2 Avendano, and his girlfriend and friends
3 are right beside her.

4 Additionally, we have Regan
5 Kladstrup. This is a client of ours, a
6 victim and survivor of a truck that ran
7 over her foot while she was in a bicycle
8 lane. She's here after 11 surgeries in
9 nine months to save her foot. She's
10 going to tell you about what she would
11 like to see for the safer streets in
12 Philadelphia.

13 And seated directly to my left
14 is Becca Refford. This is another victim
15 and survivor of a truck running over her
16 body while she was in a bicycle lane.
17 Both of these victims, Regan and Becca
18 here, a truck made right-hand turns into
19 and over them. Becca had her pelvis
20 crushed, had to relearn to walk again.
21 You would almost barely even know by the
22 way she walks around now. It's very
23 impressive. And she's also here to tell
24 you her story and what she wants to see
25 happen for safer streets in Philadelphia.

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2 COUNCILWOMAN BROWN: Thank you
3 very, very much.

4 MR. LEON: Thank you.

5 COUNCILWOMAN BROWN: Please.

6 MS. KLADSTRUP: Thank you. I'm
7 Regan Kladstrup.

8 In September 2017, in broad
9 daylight, I was riding in the Spruce
10 Street bike lane to work at the
11 University of Pennsylvania. While
12 stopped for a red light at curbside, a
13 large delivery truck drove into the bike
14 lane, cutting the corner to turn onto
15 Broad Street. I tried to get out of the
16 truck's way, but at a certain point I
17 realized it was inevitable. Some part of
18 me was going to be run over.

19 I remember the sound of my foot
20 being crushed and I remember the pain,
21 and then I remember the first sight of my
22 foot, a pulpy mess, hanging off the end
23 of my leg. It's an image I wish I could
24 forget.

25 My foot had been crushed. It

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2 was turned 90 degrees, every single toe
3 pointed in a different direction and,
4 worst of all, the skin was hanging off
5 the end of my foot like a trailing scarf.
6 The doctors call that de-gloved, a word
7 which just kind of says it all.

8 I've been through 11 surgeries,
9 and surgeons have miraculously saved my
10 foot from amputation, although I have
11 lost two toes. I've been in and out of
12 work and I'm still not out of the woods,
13 but I still have my foot and I feel
14 lucky.

15 But the fact is that I should
16 not have to be here telling you about my
17 accident and saying how lucky I've been
18 since then. I shouldn't have had that
19 accident. I shouldn't have been run over
20 by a truck. No biker stopped at a red
21 light in a bike lane should be vulnerable
22 to being run over. Had the bike lane
23 been clearly marked, I might have been
24 less vulnerable. Had the lane been on
25 the driver's side where I could have been

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2 seen, I certainly would have been less at
3 risk. Had the lane been protected, I
4 don't think I or anyone else would be
5 testifying before you today.

6 We have a city full of delivery
7 trucks, distracted drivers, and bike
8 lanes well traveled by bikers, but cars
9 are often parked in bike lanes.

10 Sometimes these bike lanes mysteriously
11 disappear. Sometimes they're just
12 non-existent.

13 Non-existent and poorly marked
14 bike lanes help drivers as little as they
15 do bikers. They create a hazardous
16 environment for both. Pedestrians too
17 pay the price not knowing when or where
18 to expect bikers.

19 Well-marked bike lanes work and
20 they work for everyone, drivers,
21 pedestrians, and bikers. A well-marked,
22 protected bike lane keeps cars in the
23 street and bikers in their own lane.
24 Pedestrians know where to expect both.

25 I realize that protected lanes

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2 decrease the amount of space for
3 vehicles. As a frequent driver on
4 Philadelphia's streets, I understand. I
5 have lived the frustration of too many
6 cars in too little space. But better
7 bike lanes would encourage people to get
8 out of their cars and onto their bikes
9 and help to decrease traffic in the City.
10 There are plenty of people who are too
11 scared to ride a bike in the City.
12 Hopefully I have not become one of them.

13 I've been in cities where bike
14 lanes work. They can work in
15 Philadelphia too. And so I ask, on my
16 own behalf and on behalf of other bikers
17 who have been injured, even killed, on
18 Philadelphia streets, that the City
19 support these initiatives to improve
20 biker safety on its streets and prevent
21 future accidents, needless accidents,
22 from happening.

23 Thank you.

24 COUNCILWOMAN BROWN: Thank you
25 very, very much. Your testimony

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2 reaffirms why it was important for us to
3 have the victims provide the context for
4 the discussion. Thank you. And thank
5 you for honoring the clock.

6 Please.

7 MS. JAVSICAS: Hello. I'm Anne
8 Javsicas.

9 Last Wednesday was the first
10 anniversary of my husband being killed on
11 the corner of 16th and JFK Boulevard. He
12 was waiting on the sidewalk at that
13 intersection for the light to change so
14 that he could cross the street. A
15 24-year-old woman driving less than a
16 year didn't want to be caught in the box
17 with the light changed. She pulled into
18 the right lane, into her blind spot,
19 side-swiping a car with a driver and his
20 young child inside, then lost control of
21 her car. She stepped on the accelerator
22 instead of the brake, sped onto the
23 sidewalk, hitting Peter and another man
24 and throwing them both up in the air.
25 She was driving a large Toyota Sienna

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2 van. Next she crashed into the Philly
3 newsstand at the corner, spinning it
4 around 90 degrees, pulling down a live
5 wire, then crashed through the plate
6 glass window and drove into the bank.

7 The driver had no injuries.

8 Peter, however, had a skull fracture and
9 a brain bleed. Three thoracic vertebrae
10 were broken, two with multiple fractures.
11 He had many broken ribs. His left hip,
12 left femur, left knee, and left tibia
13 were all broken. He died later that day
14 at Hahnemann from blunt trauma. The
15 other victim of the clash had a leg
16 injury and thankfully he went home.

17 New York City has implemented
18 Vision Zero principles, lower speed
19 limits, redesigned crosswalks, rejiggered
20 car lanes, and improved waiting areas.
21 Compared to 2013 statistics, last year
22 showed 28 fewer crashes and a 45 percent
23 reduction in pedestrian deaths. The New
24 York City and State benefited from the
25 work of the advocacy group Families for

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2 Safer Streets, New York. The group
3 informs legislators, city and state
4 officials, and the public of ways to
5 reduce cyclist and pedestrian deaths.
6 They are a force for making the case for
7 Vision Zero practices.

8 Locally, a number of us who
9 have experienced the horror of our loved
10 ones' deaths or severe injuries by
11 vehicles are working to form a
12 Philadelphia branch. We hope for your
13 strong support as City Council and from
14 other City entities, and we will be
15 working to help you get out the word
16 about how to stop these unnatural deaths.

17 Thank you.

18 COUNCILWOMAN BROWN: We thank
19 you for your courage, my dear.

20 Please.

21 MS. REFFORD: Hi,
22 Councilpeople. My name is Becca Refford.
23 I'm here because I was crushed by a truck
24 riding my bike in the bike lane at 13th
25 and Pine Streets.

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2 Seven months ago, around 9:00
3 in the morning, I was cut off by a
4 negligent driver behind the wheel of a
5 large box truck, thrown off my bike and
6 run over. My hips, foot, and ribs were
7 shattered underneath his wheels. One
8 minute of impact meant seven months of
9 relearning how to walk.

10 I lost my job, my ability to
11 walk up the stairs into my own apartment.
12 I was on my way to becoming lead designer
13 at my day job doing web design, but seven
14 months out of the game and that title
15 went to someone else. Above all, I felt
16 robbed of my independence and an entire
17 year out of my young 20-something
18 colorful life in the City.

19 But I'm not here to harp on
20 about the hard things. A whole lot of
21 lessons came out of this year too. I'm
22 just here to say that it still didn't
23 need to happen. It doesn't have to
24 happen. A bike lane is there to provide
25 real safety to real cyclists, not just a

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2 false sense of security.

3 If you've seen the news at all
4 recently, you know I was one of the lucky
5 ones. I think about Emily, Pablo, and
6 Julian every single day. I'm not sure
7 still why I survived and they didn't.

8 But even though I'm nervous as anything
9 coming up in front of you today, I know I
10 have a duty to make sure that we don't
11 add one more name to the list of
12 bicyclist casualties in Philadelphia.

13 Please, do your job and vote
14 for these changes to make the streets
15 safer for everyone.

16 Thank you.

17 COUNCILWOMAN BROWN: Questions,
18 comments, observations from members of
19 the Committee?

20 Councilman Johnson.

21 COUNCILMAN JOHNSON: I just
22 want to first and foremost personally
23 send my condolences for your loss and for
24 the two of you who were injured, just for
25 your courage. Actually all three for

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2 your courage in coming and speaking truth
3 to power on this particular issue. And I
4 know we can be a little more aggressive
5 as relates to some of the changes that we
6 have moving forward, but we're committed
7 to trying to figure it out as we move
8 forward.

9 COUNCILWOMAN BROWN: Anyone
10 else?

11 (No response.)

12 COUNCILWOMAN BROWN: If you
13 could offer up one recommendation,
14 suggestion, mandate for the Vision Zero
15 group tank, what would it be, one
16 recommendation based on the life-changing
17 events you have endured?

18 MS. JAVSICAS: Slower speed.
19 Lower speed limits in the City.

20 COUNCILWOMAN BROWN: Okay.
21 Please.

22 COUNCILMAN JOHNSON: Thank you,
23 Madam Chair.

24 And it also brings me to,
25 sometimes how the county regulates

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2 different things, you know they have
3 checkpoints. Like when you come from
4 King of Prussia and you take the back
5 road as opposed to taking 76 home, there
6 are certain areas where you know an
7 officer is going to be there, which kind
8 of eliminates any type of speeding, but
9 most importantly, it kind of helps people
10 monitor their driving behavior while
11 you're going through that particular
12 point in the county. So that's
13 definitely something that ought to be
14 taken in consideration, because I've
15 witnessed it just going back and forth
16 when I go out to the county.

17 COUNCILWOMAN BROWN: Well,
18 we're taking good notes, and we want to
19 thank you for your testimony.

20 And we're now going to invite
21 up members of the Administration so that
22 we can hear from them where they are with
23 the work they have done and what lies
24 before them in terms of the next level of
25 Philadelphia getting better or getting as

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2 good as Los Angeles and New York City,
3 who are actually doing better when it
4 comes to this particular issue.

5 Final comments, please, sir.

6 MR. LEON: Yes. Thank you. I
7 want to speak on behalf of the bicycle
8 riders here today.

9 COUNCILWOMAN BROWN: State your
10 name again for the record.

11 MR. LEON: My name is Zach
12 Leon, attorney.

13 I would like to just say you
14 had previously asked for the one thing
15 that we would like. We want protected
16 bike lanes. These are clear delineators.
17 Those are the things that we believe as
18 cyclists. These protected bike lanes
19 would prevent people and trucks
20 especially in this circumstance from
21 turning into the bike lanes.

22 COUNCILWOMAN BROWN: Okay.

23 MR. LEON: That's what we want.

24 COUNCILWOMAN BROWN: Very
25 instructive.

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2 Thank you all very, very, very
3 much.

4 Forgive me. Please hold on.
5 We have Councilman Mark Squilla who would
6 like to speak as well.

7 COUNCILMAN SQUILLA: Thank you,
8 Madam Chair. And I want to reiterate
9 what you said about the courage to
10 testify. It's really important for
11 Council to hear, not that we haven't
12 heard already from our constituent base
13 about these concerns, but it's important
14 to hear in real life the feelings and
15 emotions that goes through when somebody
16 unfortunately goes through a loss because
17 of what things that we believe can be
18 corrected on our streets.

19 So I want to thank you for that
20 courage, and looking forward to making
21 the necessary improvements to hopefully
22 not have this happen again.

23 Thank you.

24 COUNCILWOMAN BROWN: Thank you,
25 Councilman Squilla.

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2 Thank you all again. We ask
3 that you would please stay so that we can
4 hear from the Administration, and we
5 would like to invite up Panel No. 2,
6 Shari Shapiro, Uber; Jana Tidwell, AAA
7 Mid-Atlantic; Sarah Clark Stuart, Bicycle
8 Coalition of Greater Philadelphia. Thank
9 you for the work you do every day, Sarah.
10 And from the Administration,
11 Christopher -- you're going to pronounce
12 your last name for us when you come to
13 the witness table. You serve as Director
14 of Policy and Strategic Initiatives for
15 the Office of Transportation and
16 Information Systems.

17 Please move to the witness
18 table. And what I've learned -- what my
19 staff and I have learned again is that
20 the rate of traffic deaths in the City of
21 Philadelphia is higher than Los Angeles
22 and more than twice the rate of our
23 sister cities, New York City and Boston.
24 So while I might understand Los Angeles
25 given where they are in terms of

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2 transportation infrastructure, when it
3 comes to New York City and Boston, I'm
4 curious to see how we can get to do at
5 least as well as they.

6 (Witnesses approached witness
7 table.)

8 COUNCILWOMAN BROWN: So please
9 let's start first with the
10 Administration, Office of Transportation
11 and Infrastructure Systems. And we want
12 you to clearly pronounce your last name
13 so that we get it right.

14 MR. PUCHALSKY: Good afternoon,
15 Councilmembers Brown, Johnson, and the
16 other members of the Committee.

17 COUNCILWOMAN BROWN: Please
18 pull the mic closer to you so that we can
19 hear you.

20 MR. PUCHALSKY: My name is
21 Christopher Puchalsky, Director of Policy
22 and Strategic Initiatives at the Office
23 of Transportation and Infrastructure
24 Systems, otherwise known as OTIS. OTIS
25 is headed by Deputy Managing Director

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2 Mike Carroll, and we are charged with
3 driving change through transportation
4 improvements and working with our
5 operating departments. And I'm joined
6 today by Kasim Ali, who is the Chief
7 Traffic Engineer for --

8 COUNCILWOMAN BROWN: Stand up
9 so we can see who you are, put the name
10 with the face. Thank you.

11 MR. PUCHALSKY: Because of your
12 two-minute limit, I'm going to summarize
13 some of my testimony, which I believe you
14 have written in for the record.

15 So I'm here to testify in
16 support of Resolution 171055 regarding
17 the status of the City's Vision Zero
18 action plan to reduce traffic fatalities
19 to zero by 2030.

20 The Mayor in 2016, November of
21 2016, signed an executive order to
22 establish the Office of Complete Streets
23 and the Vision Zero Task Force. The next
24 year, in March 2017, we put out a draft
25 action plan, which we finalized in

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2 September of 2017.

3 All across the world Vision
4 Zero is saving lives. First adopted as a
5 national policy in Sweden in 1997, Vision
6 Zero is a strategy to eliminate all
7 traffic-related deaths and serious
8 injuries while increasing safety, health,
9 and mobility for all.

10 I think here's a critical part
11 of Vision Zero. It focuses on how people
12 actually naturally behave, not how we
13 want them to behave, but how they
14 actually behave. People make mistakes.
15 People are human, and kids run into the
16 street, people run for buses. These
17 mistakes should not be fatal. That's the
18 underlying premise of Vision Zero.

19 We may never prevent all
20 crashes, but we can put people first and
21 prevent the most serious and fatal
22 crashes.

23 In the airline industry and in
24 the railroad industry, there's a zero
25 tolerance attitude towards human life.

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2 If you hear of a single fatality on an
3 airplane, it makes national and
4 international news, and we need to have
5 that same mindset for traffic fatalities,
6 zero tolerance.

7 Vision Zero prioritizes human
8 life and seeks to eliminate the
9 prevailing sentiment that traffic crashes
10 are inevitable accidents. That's why we
11 always use the word "crashes" and not
12 "accidents." Accidents are something
13 that happen, and we think we can prevent
14 them.

15 Successful Vision Zero programs
16 recognize that there's safety in numbers,
17 that increasing the number of people
18 walking and bicycling will make these
19 activities safer as well as improving the
20 health of the City.

21 Vision Zero works. After
22 sustained effort and years of
23 safety-focused and cost-effective streets
24 redesigns, combined with education and
25 enforcement, New York City last year had

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2 the fewest number of fatalities on record
3 since they started keeping track of
4 traffic fatalities.

5 COUNCILWOMAN BROWN: That calls
6 for a repeat.

7 MR. PUCHALSKY: New York City,
8 after years of effort, finally last year,
9 they had the lowest number of traffic
10 fatalities on record since they started
11 keeping track. Since 1911, this is the
12 fewest number of traffic fatalities.

13 Speed is the biggest predictor
14 of traffic crashes, whether they're going
15 to be fatal or not. And we know that
16 speed kills. A person struck at 20 miles
17 an hour will have a nine in ten chance of
18 surviving, while a person struck at 40
19 miles an hour will only have a one in ten
20 chance of surviving.

21 So my colleague, Charlotte
22 Castle from the Office of Complete
23 Streets, is holding up this poster that
24 illustrates this principle. So you have
25 a 90 percent chance of surviving if

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2 you're hit at 20 miles an hour and only a
3 10 percent chance of surviving if you're
4 hit at 40 miles an hour. So we need to
5 control speeds, and we're working to do
6 that.

7 Every year there's over 10,000
8 reported crashes, about 100 people die,
9 and there's 250 serious injuries in
10 Philadelphia. And like you said, that's
11 worse than Los Angeles and that's worse
12 than New York on a per capita basis, and
13 we can and must get that number down.

14 We put out this three-year
15 action plan, and we have a number of
16 different committees working on different
17 aspects of this problem, because this is
18 really something that needs a
19 multi-faceted approach.

20 Our Data Evaluation Committee
21 has been working on defining where we
22 really need to focus our efforts, and
23 what we found when we put out the report
24 is that 12 percent of the highways and
25 roads in Philadelphia are responsible for

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2 over 50 percent of the deaths and serious
3 injuries.

4 Charlotte is holding up a map
5 of what we call the High Injury Network.
6 This was put out in our report. And
7 these are the streets that represent over
8 50 percent of the deaths and serious
9 injuries, and this is where we're
10 concentrating our safety efforts.

11 COUNCILWOMAN BROWN: For
12 clarity purposes, the blue is Roosevelt
13 Boulevard?

14 The blue is the river. Thank
15 you, Councilman Squilla. Thank you.

16 MR. PUCHALSKY: The Engineering
17 Committee, chaired by Chief Traffic
18 Engineer Kasim Ali with us today, has
19 been focusing on aligning work within the
20 Streets Department and PennDOT with
21 Vision Zero, such as including safety
22 improvements on projects like new
23 crossings on South Broad at Walnut and
24 Chestnut, safety improvements on Lincoln
25 Drive, and the road redesign work on

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2 Parkside Avenue.

3 The Education and Engagement
4 Committee has been working hard, and we
5 are putting out the draft plan. We put
6 out a map and we had over 23,000
7 responses, people indicating safety
8 issues. We had 44 community meetings and
9 talked to over 900 neighbors directly.
10 Since then, the committee has been
11 working to educate Philadelphians on the
12 most dangerous roadway behaviors in
13 advance of focused enforcement planned by
14 the Enforcement Committee. This is
15 something we call edu-enforcement or
16 education leads enforcement, which rolls
17 out education materials and warning
18 periods around locations where safety
19 improvements have recently been
20 constructed in advance of ticketing and
21 general enforcement.

22 This leads us to the
23 Enforcement Committee's work. We have
24 now been working to roll out a focused
25 enforcement called Safety Six. These are

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2 the six behaviors that we believe are the
3 most dangerous, and if we can enforce
4 them, we'll have the biggest impact. The
5 first is reckless and careless driving,
6 and this is in lieu of speed enforcement
7 since local police officers are not able
8 to use radar to enforce speed.

9 The second is red light and
10 stop light running. The third is driving
11 under the influence. The fourth is
12 failure to yield. The fifth is parking
13 on crosswalks or sidewalks. And the
14 sixth is distracted driving.

15 We're currently working with
16 the Police Department on focused
17 enforcement efforts related to failure to
18 yield and sidewalk cycling following the
19 edu-forcement model on the recently
20 installed pilot safety project on JFK and
21 Market Streets.

22 With Fleet Management, we're
23 leading the way and we're being a model.
24 We've recently in our new trash truck --
25 trash compactor truck purchase outfitted

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2 them with safety equipment such as
3 360-degree cameras that provide the truck
4 operators with the complete view of the
5 area surrounding the vehicle while moving
6 forward. When the truck is in reverse,
7 the camera will project the area behind
8 the truck, and when the turn signal is
9 put on, it will show the area where the
10 vehicle is turning into. And we've also
11 installed side guards to prevent crashes
12 from becoming fatal.

13 We appreciate the partnership
14 and support of Council on many of these
15 projects that are ongoing and look
16 forward to your cooperation on these and
17 future projects to keep all of our
18 residents safe, especially those that are
19 most vulnerable.

20 I think the testimony today by
21 victims and their families highlighted
22 something that we've been using as an
23 organizing statement, that the emotional
24 impact of deaths and serious injuries on
25 our roadways is tragic and extreme, and

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2 we must do all we can to stop this cycle
3 of tragedy. Only by working together can
4 we achieve our goal of zero traffic
5 deaths and injuries by 2030.

6 We look forward to releasing
7 our annual Vision Zero progress report in
8 September. That will be the one-year
9 anniversary of our action plan. And we
10 look forward to any questions that you
11 might have.

12 COUNCILWOMAN BROWN: Well, we
13 thank you for your summary and the
14 update. We'll have questions after we've
15 heard from everyone on the panel. Thank
16 you very much.

17 Please state your full name,
18 your organization, and proceed with your
19 testimony.

20 MS. TIDWELL: Thank you,
21 Councilwoman Reynolds Brown and
22 Councilman Johnson. My name is Jana
23 Tidwell. I'm the Manager of Public and
24 Government Affairs for AAA Mid-Atlantic
25 in the Philadelphia five-county area.

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2 AAA supports Mayor Kenney's
3 efforts to focus attention on reducing
4 the number of deaths on Philadelphia's
5 roadways by creating the Office of
6 Complete Streets and a Vision Zero Task
7 Force.

8 As we've heard here today, we
9 should never think of crashes on
10 Philadelphia streets as inevitable. AAA
11 believes that the traffic safety culture
12 in Philadelphia needs to change among
13 motorists, bicyclists, and pedestrians
14 alike, as everyone across all modes of
15 transportation needs to share the road
16 safely and responsibly.

17 All road users deserve safe
18 streets that support multimodal uses, and
19 all road users must be aware of the rules
20 of the road to improve mobility and
21 reduce traffic crashes.

22 In a 2017 AAA Philadelphia
23 traffic safety poll, motorists expressed
24 concern and support for local traffic
25 safety issues. In particular, 85 percent

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2 of motorists think that all road users,
3 including motorists, bicyclists, and
4 pedestrians, are equally responsible for
5 using roadways safely. Eighty-four
6 percent of motorists agree that
7 enforcement of traffic laws should apply
8 equally to all road users. Fifty-three
9 percent of motorists do not believe that
10 Philadelphia roadways are safe for all
11 road users to share together.

12 In addition, the AAA Foundation
13 for Traffic Safety 2017 Traffic Safety
14 Culture Index identifies key indicators
15 regarding the degree to which traffic
16 safety is valued and pursued by U.S.
17 drivers.

18 Much like in previous years,
19 this year's study reveals motorists'
20 discordance between traffic safety
21 culture beliefs and actual driving
22 behavior.

23 Overall, drivers perceive
24 unsafe driving behavior such as talking
25 on cell phones, e-mailing, texting,

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2 speeding, and red light running as
3 serious threats to personal safety. Yet
4 findings reveal that drivers continue to
5 engage in these behaviors that they
6 recognize themselves to be unsafe.

7 Results continue to show an
8 attitude of do as I say, not as I do
9 among motorists.

10 AAA supports Philadelphia's
11 Vision Zero initiative, noting that a
12 traffic safety culture in Philadelphia
13 needs to change. Crashes on Philadelphia
14 streets are not inevitable. One death is
15 too many on our roadways. All road users
16 must share the road safely and
17 responsibly.

18 Public engagement, education,
19 and outreach are critical to ensure the
20 success of a Vision Zero policy. An
21 informed public can help achieve Vision
22 Zero goals here in Philadelphia. Vision
23 Zero requires a change in attitude among
24 all road users that one death on our
25 roadways is too many.

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2 We look forward to working with
3 City Council and transportation partners
4 throughout the City of Philadelphia to
5 improve the community action safety plans
6 that will ultimately lead to saving
7 lives.

8 Thank you.

9 COUNCILWOMAN BROWN: Thank you.
10 I do have questions, but we'll wait until
11 we've heard from everyone.

12 Please state your name for the
13 record and proceed with your testimony.

14 MS. SHAPIRO: Good afternoon.
15 My name is Shari Shapiro and I'm the
16 Senior Manager for Public Affairs for
17 Uber for Pennsylvania and Delaware. I
18 want --

19 COUNCILWOMAN BROWN: Please
20 pull your mic closer.

21 MS. SHAPIRO: Yup.

22 COUNCILWOMAN BROWN: Your mic,
23 pull it closer to you. There you go.

24 MS. SHAPIRO: I can't pull
25 myself any closer.

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2 I want to build on the idea of
3 a new safety culture. How do we increase
4 the safety culture so that we are all
5 responsible for increasing the safety on
6 our roads. And we love our rough and
7 ready character here in Philadelphia. It
8 won us the Vince Lombardi Trophy, but I
9 suggest it's going to make it a little
10 more difficult to change that culture.

11 Marketing and communications
12 have been very effective in engaging the
13 public and shifting patterns of behavior.
14 I bet most of you, like most adult
15 Americans, would recognize Smokey the
16 Bear, "only you can prevent forest
17 fires." According to the Ad Council, by
18 reinforcing the message that we should be
19 responsible when we use fire outside,
20 Smokey Bear has helped reduce areas
21 burned by wildfires from 22 million acres
22 in 1944 to 6.7 million annually today.

23 I'll give you another example
24 and then I'll bring it back to why we're
25 here today.

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2 After 9/11, the Madison Avenue
3 legend Allan Kay came up with the slogan
4 "See Something, Say Something." One of
5 the people who helped thwart a 2010 New
6 York bombing specifically referred to the
7 See Something messaging as the reason
8 that he did such quick reporting of
9 seeing an unusual vehicle.

10 The Vision Zero communications
11 plan says that it is aimed at increasing
12 awareness of crash-related data and
13 promoting a culture of transportation
14 safety and responsibility throughout
15 Philadelphia. Uber has used our
16 communications tools, including piloting
17 some unique Vision Zero messaging, here
18 in Philadelphia to communicate with over
19 400,000 people. We believe and we urge
20 the Council to use and fund the marketing
21 and communications and public outreach
22 aspects of the Vision Zero plan as much
23 as the roadways and the shifts in
24 regulatory structure. We as a community
25 need to be drawn in to creating this new

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2 safety culture and to pursuing Vision

3 Zero.

4 Through traditional and social
5 media and direct outreach, all
6 Philadelphians can be recruited into this
7 effort to reduce road fatalities to zero
8 by 2030.

9 I'd also like to, on behalf of
10 the private sector, say how important
11 this is to driving businesses with
12 employees, our riders and our drivers.

13 Thank you.

14 COUNCILWOMAN BROWN: Thank you
15 very, very much.

16 Good afternoon, Sarah Clark
17 Stuart. My personal editorial comment,
18 one of the bravest women I know on a
19 bike.

20 MS. STUART: No. By no means
21 I'm not.

22 COUNCILWOMAN BROWN: Oh, yes,
23 yes, yes. Good afternoon.

24 MS. STUART: Good afternoon,
25 Chairwoman and Councilwoman Reynolds

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2 Brown and Councilmen Johnson and Squilla.

3 Thank you very much for the opportunity
4 to testify here today on Resolution
5 171055.

6 As you have been hearing,
7 approximately 100 people die every year
8 in Philadelphia in traffic crashes. This
9 is a public health crisis. It is one
10 that has persisted for far too long and
11 one that needs direct action on the part
12 of our City agencies, but also you, City
13 Council. We all need to work together to
14 try and bring down these -- not try, but
15 to reach the goal of zero deaths by 2030.
16 This is the goal that Mayor Kenney has
17 committed himself to, and it is one that
18 we urged him and other candidates to
19 embody in 2015 when they were running for
20 Mayor, and it's something that we came
21 together with other members of the
22 non-profit community to call upon all
23 candidates to adopt a Vision Zero policy
24 if and when they were elected. And we
25 are very pleased that Mayor Kenney rose

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2 to that challenge and issued his
3 executive order.

4 We also continued to work after
5 he became Mayor in collaborating with
6 AARP, AAA, Uber, Clean Air Council, APM,
7 all other kinds of organizations to
8 create something called the Vision Zero
9 Alliance, which is a coalition of
10 organizations that all share the goal of
11 helping the Administration reach Vision
12 Zero and support them in any way and urge
13 them to go further when necessary.

14 And why do we do this? Why is
15 a bicycle organization taking the
16 leadership role in this issue when,
17 frankly, 60 percent of those who die
18 every year are motorists, 30 percent are
19 pedestrians.

20 COUNCILWOMAN BROWN: Did you
21 say 30 or 3?

22 MS. STUART: 30. 30.

23 We do this because we can't do
24 this alone, right? We can't have safe
25 streets for bicyclists only. We have to

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2 have safe streets for everyone.

3 When our streets are safe for
4 bicyclists, then motorists and
5 pedestrians are going to be safe as well.
6 So we have come together to work together
7 towards this goal and to help achieve
8 that goal by 2030. But we have to
9 monitor and make sure that progress is
10 made every single year.

11 We do think that the Mayor's
12 efforts to make progress has been good,
13 but we still call upon you, City Council,
14 to support the Mayor and the agencies as
15 much as possible.

16 After years and years of
17 disinvestment, Mayor Kenney is putting
18 money back into the budget for our most
19 vulnerable road users by increasing money
20 for paving and putting a special line
21 item aside for Vision Zero. But I have
22 to tell you today, it's not enough. More
23 is needed.

24 Just as a comparison, and it's
25 an unfair one, but New York City is

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2 spending \$1.6 billion over a five-year
3 period just on Vision Zero capital
4 projects. Mayor Kenney has put aside
5 \$6.5 million over five years in the
6 Streets Department's budget for Vision
7 Zero capital projects. It's an order of
8 magnitude -- many orders of magnitude
9 difference, and we have about half as
10 many people who die as New York City. We
11 have a higher per capita rate than New
12 York City.

13 It is going to require a lot
14 more creativity to find the resources to
15 help bring to bear on projects that will
16 help curb traffic deaths, will help
17 reduce speeding, and will help us reach
18 this goal. And I just want to point out
19 that that's why protected bike lanes are
20 so important. They are a traffic-calming
21 measure. When they are put in, motorists
22 slow down. There's more order on the
23 street. Bicyclists are safer.
24 Pedestrians are safer because they have
25 more safe room, more safe space to cross

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2 a multi-lane street, just like we have on
3 Market and JFK. That's a Vision Zero
4 project. And when you see it in that
5 light, you understand this is all about
6 making everyone safer, not just giving
7 something to one small group.

8 So that's why it's so important
9 that frankly every foot of traffic
10 calming that we can get out there,
11 whether it's a bike lane or a pedestrian
12 refuge or a pedestrian countdown light,
13 all of that helps make our goal possible.

14 But let me make just three
15 particular points where I think the
16 Council could play a good role.

17 There's a need to be creative
18 about tackling private haulers, private
19 garbage trucks. It's wonderful and good
20 what the Administration is doing with its
21 own fleet, but that's not going to
22 address private garbage trucks. And
23 there's a need to incentivize the use of
24 side guards and to voluntarily work in
25 zones to minimize the amount of time that

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2 trucks are racing around the City to get
3 to their customers.

4 Secondly, it's very important
5 that transportation engineers and
6 planners who are employed by the Streets
7 Department and by OTIS, that they be the
8 decision-makers about how to make
9 Philadelphia streets safe for all road
10 users. There is a recommendation in the
11 action plan that makes the Chief Traffic
12 Engineer be authorized by City Council to
13 implement traffic calming, and we
14 heartily endorse that recommendation.

15 And the third point I would
16 like to make is about equity. The High
17 Injury Network map that you saw earlier
18 this morning, we did an -- or today, we
19 did an analysis, and roughly 35 percent
20 of Philadelphia street miles are located
21 in census tracts of neighborhoods where
22 residents are living in poverty, and this
23 is --

24 COUNCILWOMAN BROWN: What was
25 that number again?

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2 MS. STUART: Thirty-five
3 percent of street miles are located in
4 census tracts of residents who live in
5 poverty. And this is the same geography
6 that accounts for almost 46 percent of
7 the High Injury Network. So, in other
8 words, almost half of the High Injury
9 Network lies in impoverished communities.

10 So we encourage the City to
11 further analyze this as it relates to
12 indicators of disadvantage, especially
13 race, and to be more transparent and
14 specific about how equity is defined in
15 the context of transportation safety.
16 And along with that, it's very important
17 that the Vision Zero Task Force closely
18 examine the impacts of police enforcement
19 and how it moves forward on enforcement,
20 particularly in communities of color.

21 So with that, I will stop my
22 testimony and take any questions you
23 might have.

24 COUNCILWOMAN BROWN: Please,
25 Councilman Johnson.

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2 COUNCILMAN JOHNSON: Yes.

3 Thank you.

4 Thank you, Sarah. Thank all of
5 you for your presentation. I always want
6 to acknowledge Sarah for your hard work
7 and dedication. You've been advocating
8 on this issue for a while, so keep up the
9 good work.

10 I have a question for
11 Christopher. And I follow you. I get
12 your e-mails, Christopher. So I'm on top
13 of some of the things that are taking
14 place in the Mayor's Office of
15 Transportation and Infrastructure, known
16 as OTIS.

17 So a couple things I wanted to
18 go over. Sarah hit the nail on the head
19 when you talk about police and
20 enforcement, right? Are the police a
21 part of, like an official capacity, a
22 part of Vision Zero? And the reason why
23 I ask that is because I grew up in
24 Philadelphia all my life, never lived
25 anywhere else. As a kid, on my bike all

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2 throughout. I grew up in Point Breeze
3 South Philadelphia, so I've been to the
4 Lakes, Rittenhouse Square, Bella Vista,
5 Penn's Landing all as a kid on my bike.
6 We wandered away from the neighborhood.
7 That's just what we did. And then I
8 think about when I started driving, and
9 we know when you go in the counties,
10 right, or you go to Jersey, you better
11 have a seatbelt on, right? Currently
12 today if you're in Jersey, like you
13 better not be on your cell phone. You
14 better have a set -- like it's just a
15 norm. It's not even -- it's an
16 expectation. It's a culture when you go
17 into New Jersey.

18 So how is our law enforcement
19 community buying into that component?
20 Because I know we got the bike lane
21 component that we're dealing with, but
22 also people being on cell phones, texting
23 and talking and not paying attention
24 while they're driving. So is the police
25 a part of this process in an official

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2 capacity?

3 MR. PUCHALSKY: Yes, sir.

4 Absolutely. Commissioner Ross was on our
5 Vision Zero Task Force. His signature is
6 on the inside cover. So the Police
7 Department has fully endorsed this.

8 There's any number of these actions which
9 are targeted towards them, and they've
10 been great partners with us rolling out
11 the Safety Six. So Inspector
12 Love-Craighead has been a great partner
13 and working -- we've been working with
14 her and her officers as part of the JFK
15 and Market pilot projects to roll out the
16 Safety Six enforcement. So they are
17 definitely a part of our work.

18 We were surprised, I think the
19 whole Administration was surprised when
20 there was the resident survey last year
21 and the top concern of residents wasn't
22 violent crime, wasn't drug-related crime.
23 The top concern was traffic enforcement
24 from residents. So I think that is
25 sinking in, and I think there's going to

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2 be work to get there, but there's
3 definitely this notion that we need more
4 traffic enforcement in Philadelphia, and
5 it's for Vision Zero to save lives. It's
6 to make our streets work as they're
7 designed to work, to move people.

8 So we need to -- I think one of
9 the biggest things is, we want to do
10 enforcement equitably, though. We've
11 seen issues in other cities where they
12 just start laying the hammer down and
13 then there's a lot of side effects that
14 nobody intended and nobody really likes.
15 We've just seen too many tragic cases in
16 the last few years where a traffic
17 incident has led to a death of a person
18 of color. So we want to -- we know we
19 need to increase enforcement, but we also
20 know that we need to do it equitably.

21 One of the biggest tools that
22 we think you can do both with is
23 legislation in Harrisburg that's in the
24 Senate right now to allow a pilot program
25 to do automated speed enforcement on the

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2 Roosevelt Boulevard --

3 COUNCILMAN JOHNSON: I saw
4 that.

5 MR. PUCHALSKY: -- and Henry
6 Avenue. This is going to be huge for us
7 as a city. If we can pilot this,
8 Roosevelt Boulevard is the most dangerous
9 street in the City and has some of the
10 most dangerous intersections in the
11 entire country. The red light
12 enforcement cameras have been a big part
13 of that, but we need speed enforcement
14 too. Speed kills. Speed kills.

15 COUNCILMAN JOHNSON: Let me
16 follow up. And I think also I caught on
17 what you were saying. It's kind of
18 ironic, because I was watching a movie
19 called Stranger Fruit last night, and
20 that was about the life of a young man
21 named Michael Brown in Ferguson,
22 Missouri, but I think you're kind of
23 implying that if you go too hard on the
24 law enforcement side, pulling people over
25 as a result of them being on the cell

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2 phone, you're saying currently in our
3 current criminal justice environment, you
4 have seen the life of African American
5 young men or women lost in the past; is
6 that correct?

7 MR. PUCHALSKY: Yeah. So
8 that's not saying we don't need
9 enforcement, especially for those Safety
10 Six, but we also have to make sure that
11 we're staying way clear of equity issues.
12 We don't want to criminalize driving
13 while black. So, you know, having --

14 COUNCILMAN JOHNSON:
15 Understood. That's kind of already going
16 on, but...

17 MR. PUCHALSKY: We need the
18 both "and."

19 COUNCILMAN JOHNSON:
20 Understood. Okay. So let me ask you
21 this: Does Vision Zero support our
22 current Council President's proposal of
23 utilizing traffic safety officers,
24 shifting our Philadelphia police
25 officers, right, to having more traffic

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2 safety or civilian traffic safety
3 officers, similar to what we had in New
4 York? And I don't know why Philly, we do
5 so much trying to mimic New York, but
6 we're not New York. I mean, with all due
7 respect, I kind of think we're better,
8 but still we're not New York, just to
9 kind of be frank, but we do kind of try
10 to model everything that New York does.
11 But one thing I do know that they have
12 that's great is when I did go to New York
13 some time ago, as soon as I came out of
14 the tunnel, I seen a civilian guy
15 directing traffic. It wasn't a police
16 officer. Just making sure everybody is
17 going in the right direction.

18 So what's Vision Zero's
19 perspective on that approach?

20 MR. PUCHALSKY: I would agree
21 with you that we're better than New York.
22 I mean, they've got some nice stuff and
23 we've got some lessons to learn, but I
24 like us better.

25 I think there's a few moving

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2 parts there and I think some of those
3 questions are honestly for the -- there's
4 some difficulties in starting such a
5 program. I think the Police are probably
6 better able to speak to some of the
7 difficulties of having civilian traffic
8 enforcement.

9 Right now we do have, with the
10 Parking Authority, we do have civilian
11 enforcement of parking regulations, but
12 not moving violations. So that's the big
13 difference. So I think some of the
14 difficulties in standing up the Council
15 President's proposal are really better
16 answered by the Police Department.

17 COUNCILMAN JOHNSON: Just one
18 last thing. So representative from Uber,
19 correct, Ms. Shapiro is from Uber, and
20 AAA --

21 MS. TIDWELL: Correct.

22 COUNCILMAN JOHNSON: -- you're
23 a representative from AAA. Okay. One of
24 you two talked about the importance of --
25 was it education, Smokey the Bear and so

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2 forth? So what's Vision Zero's campaign
3 around traffic safety? Because to date I
4 haven't seen an official campaign like
5 while I'm either listening to the radio
6 or turning on the television. So where
7 are we in that phase in terms of traffic
8 safety, pedestrian safety?

9 MR. PUCHALSKY: So the "speed
10 kills" is our -- that's one of our
11 biggest messages. And if there's a
12 single slogan like you can prevent forest
13 fires, speed kills. I'll just say it's
14 gotten me to drive slower. It's on my
15 refrigerator. I've got a magnet at home,
16 and it's gotten me to drive at 20 and not
17 25 or 30 through the City. So I think
18 it's effective.

19 We are rolling out a number of
20 different -- we are rolling this and
21 other things out in ads. So we have bus
22 shelter ads with this messaging on it.
23 We have ads on the Big Bellies throughout
24 the City. We're working on bus tail ads
25 to get this message out there.

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2 COUNCILMAN JOHNSON: What is
3 the timeframe?

4 MR. PUCHALSKY: A lot of those
5 ads are up right now. When we had the
6 Roosevelt Boulevard Direct Bus last year,
7 we put some of these ads up. So some of
8 those ads are up there right now.

9 COUNCILMAN JOHNSON: And let me
10 play devil's advocate. What are we doing
11 on holding pedestrians accountable?

12 MR. PUCHALSKY: To hold
13 pedestrians accountable?

14 COUNCILMAN JOHNSON: Walking
15 pedestrians.

16 MR. PUCHALSKY: Yeah, walking
17 pedestrians.

18 COUNCILMAN JOHNSON: Because I
19 almost walked into a bus a couple times.
20 I'm just being full disclosure. Because
21 I'm on my phone.

22 MR. PUCHALSKY: Yeah.

23 COUNCILMAN JOHNSON: I'm busy
24 and, you know, and I'm waiting and, whoa,
25 wait a minute, let me back up for a

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2 second. Or I'm crossing in the middle of
3 the street when I probably shouldn't be,
4 just being honest, but I want to get on
5 the other side, because I'm not a senior
6 member, so my car is like in the middle
7 of the street where they're parking, and
8 so as opposed to me going to the corner,
9 right, I might want to go through the
10 middle. So how are we also promoting the
11 importance of that front?

12 MR. PUCHALSKY: So I think we
13 all recognize the importance of paying
14 attention while you're walking. Being a
15 distracted pedestrian is certainly a
16 concern, but we see the --

17 COUNCILMAN JOHNSON: Or types
18 of technology. I mean, from an
19 infrastructure. Like in Rehoboth Beach,
20 right, and I spent some time down there,
21 they have like this unique system at the
22 crosswalk that specifically -- whatever
23 it did, it made me take notice to kind of
24 slow up while you're waiting for the
25 light to change and the traffic to go

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2 back and forth. So where are we at in
3 that aspect?

4 MR. PUCHALSKY: The Vision Zero
5 maintenance crew that was in the
6 Administration's budget I think is an
7 important part of that. So we can
8 refresh those marketing so that
9 pedestrians can know that exactly where
10 they are at all times, so that the
11 crosswalks and the bike lanes and all the
12 other infrastructure is how it's supposed
13 to be. Because there is this -- the more
14 people walking and the more people
15 biking, the safer it is.

16 I have to say, though, that for
17 us, the first enforcement priority is on
18 drivers. It's the operators of the
19 two-ton piece of machinery that has the
20 power of 100 horses or more. That is the
21 thing that needs to be operated safely
22 first and foremost.

23 COUNCILMAN JOHNSON: I agree
24 wholeheartedly. The lawyer would say the
25 same, but I just wanted to -- still, I

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2 have a lot of young people. Pay
3 attention, keep your eyes open while
4 you're out and about, stay off your
5 phone.

6 And I just want to ask
7 Ms. Sarah Clark Stuart one last thing in
8 wrapping up. Part of your testimony you
9 asked the Administration to be more
10 transparent about Vision Zero. Can you
11 elaborate please in terms of what type of
12 transparency is needed to be supportive
13 of moving this process forward in the
14 future?

15 MS. STUART: So I was referring
16 to issues of equity. I think that in
17 future versions of the action plan, I
18 think there's a need to be more direct
19 about what it does want to accomplish
20 with respect to either addressing issues
21 of inequity now that exist with respect
22 to safer streets within the City of
23 Philadelphia or how it's going to direct
24 its enforcement campaign. So being more
25 transparent about that I think is

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2 important. And it's not an easy
3 conversation to have, but one that needs
4 to be had.

5 I think, additionally, it would
6 be helpful to know more about the funding
7 that the City has been finding in grants
8 that will help for Vision Zero projects.
9 But if you now look at the budget, you
10 have to go deep, deep down into various
11 different places to really understand how
12 much money is being dedicated for Vision
13 Zero. I think it could be more up front
14 in terms of the different pockets of
15 where some money is.

16 But just to reaffirm what I
17 said before and to echo what Shari said
18 about education, there is a crying need
19 for more resources. You can't have a
20 million dollar or \$2 million ad campaign
21 without a million dollars or \$2 million.
22 And the fact that you don't know what the
23 ad campaign is is because there's just
24 not enough there for it, so...

25 COUNCILMAN JOHNSON: Which

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2 requires money.

3 MS. STUART: Right, it requires
4 money. I give credit to the
5 Administration for working hard to get
6 grants, which is what it has to do
7 because it has to leverage every single
8 dollar that it does get allocated to
9 bring in more money, but we're not going
10 to get there without a more robust
11 budget.

12 COUNCILMAN JOHNSON: Thank all
13 of you.

14 Madam Chair.

15 COUNCILWOMAN BROWN: Yes, yes,
16 yes. Excellent questions, and you
17 covered two of mine.

18 The Bicycle Coalition
19 Alliance --

20 MS. STUART: Vision Zero
21 Alliance.

22 COUNCILWOMAN BROWN: Thank you.
23 The Vision Zero Alliance, is there a
24 subcommittee that looks purely and
25 strictly at fundraising for marketing

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2 campaigns?

3 MS. STUART: Not specifically
4 yet, but we will make an effort to do
5 that.

6 COUNCILWOMAN BROWN: Okay. I
7 offer that up as a recommendation given
8 the group think process, which is clearly
9 stakeholders who care about this and all
10 layers of it. There might be value in
11 having two, three, four members of that
12 committee who focus purely on approaching
13 Uber, the Ubers of the world, because
14 corporate Philadelphia is at the table,
15 and engendering support from corporate
16 Philadelphia for residents of
17 Philadelphia, because those businesses
18 are benefiting when we move and lower our
19 fatality rate.

20 Does the Chamber of Commerce
21 have a subcommittee that is looking at
22 corporate Philadelphia being more
23 intimately involved in this effort? Do
24 you know?

25 MS. STUART: Not to my

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2 knowledge or to her knowledge, but they
3 are a part of the Vision Zero Alliance.

4 COUNCILWOMAN BROWN: So they're
5 at the table?

6 MS. STUART: They're at the
7 table.

8 COUNCILWOMAN BROWN: All right,
9 then.

10 The top five dangerous roads,
11 there's one school of thought that says
12 we want to see -- we want to promote
13 what's great and fantastic about
14 Philadelphia. To say that Roosevelt
15 Boulevard is one of the most -- and while
16 I know that, many persons may not know
17 the obvious, that it's the most dangerous
18 road in America?

19 MR. PUCHALSKY: I'm not sure
20 about America, but --

21 COUNCILWOMAN BROWN: The
22 region.

23 MR. PUCHALSKY: It's the most
24 dangerous road in Philadelphia.

25 COUNCILWOMAN BROWN: In

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2 Philadelphia, okay. So if you look at
3 the inverse of that, how do we tell the
4 story so that folks are smarter when
5 they're on Roosevelt Boulevard? So
6 that's a rhetorical statement. I'm just
7 thinking of the marketing and promotion
8 of that. Roosevelt Boulevard is what it
9 is, a very dangerous road, and how do we
10 convey that message in a way that helps
11 travelers honor what Vision Zero is
12 trying to do? I don't know the answer.
13 I'm putting it out there in the universe
14 to think about.

15 So what are the top dangerous
16 roads in Philly? Roosevelt Boulevard?

17 MR. PUCHALSKY: I don't have
18 the full list with me today. We did
19 provide a list of the most dangerous
20 intersections.

21 COUNCILWOMAN BROWN:
22 Intersections.

23 MR. PUCHALSKY: And I can get
24 you that list. We provided it to Council
25 after a hearing last month, I believe.

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2 So we can --

3 COUNCILWOMAN BROWN: If you can
4 provide that to our office, that would be
5 terrific.

6 MR. PUCHALSKY: Yeah.

7 COUNCILWOMAN BROWN: The issue
8 of equity has been addressed.
9 Fifty-three percent of Philadelphians do
10 not believe that our city is safe. Did I
11 not hear someone make that statement?

12 MS. TIDWELL: Yes, you did.
13 AAA conducted an independent poll of
14 Philadelphia motorists. That was the
15 result.

16 COUNCILWOMAN BROWN: How long
17 ago was that?

18 MS. TIDWELL: It was in 2017.

19 COUNCILWOMAN BROWN: Wow.
20 Okay. Well, current data like that is
21 certainly useful for the Task Force.

22 I do want to personally thank
23 Uber for being at the table given the new
24 world order that we live in, and I know
25 Councilman Domb often comments on how

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2 Uber and -- help me out. Who else is in
3 that space? Lyft.

4 MS. SHAPIRO: I have no idea.

5 COUNCILWOMAN BROWN: How the
6 world has changed because of -- and young
7 people and millennials would say thank
8 you, thank you, thank you, probably some
9 parents too, for this new world order of
10 Uber, but that too plays into the uptick
11 in traffic.

12 MR. PUCHALSKY: Councilwoman --

13 COUNCILWOMAN BROWN: Please.

14 MR. PUCHALSKY: -- if I could
15 add, Chief Traffic Engineer Kasim Ali
16 just let me know that -- or reminded me
17 that State Farm, for example, rates most
18 dangerous intersections in America, and
19 the Roosevelt Boulevard and Red Lion, the
20 Roosevelt Boulevard and Grant, and
21 Roosevelt Boulevard on Welsh have
22 routinely been in the top five to ten in
23 the country.

24 COUNCILWOMAN BROWN: Amazing.

25 Information is power.

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2 For the record, I've been
3 informed that Mayor Kenney did approve an
4 additional paving crew in the upcoming
5 budget. So that should be stated for the
6 record and should be acknowledged, and we
7 should say thank you.

8 How many more do you believe
9 may be needed to make our roads even
10 safer, OTIS?

11 MR. PUCHALSKY: How many more?

12 COUNCILWOMAN BROWN: Just
13 paving crews.

14 MR. PUCHALSKY: Well, there is
15 a third paving crew in the five-year
16 operating plan, and in the capital plan
17 there's the resources for a third paving
18 crew. That has -- there's a lot of
19 non-safety benefits to that, but the real
20 safety benefit of increasing our paving
21 is, paving is when we have the
22 opportunity to go in and make changes on
23 a project. We don't have to rip
24 everything up or eradicate lines. So
25 paving is when we have the opportunity.

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2 So the more paving we can do -- and we're
3 trying to get up to 130 miles a year --

4 COUNCILWOMAN BROWN: Is that
5 right?

6 MR. PUCHALSKY: -- of paving.
7 Yeah. It also means that the markings
8 are all getting refreshed on a more
9 frequent basis. So that's another
10 advantage of getting up to the paving
11 that frankly we really need to have, and
12 we haven't been there in a long time and
13 the potholes that the Streets Department
14 is on track to fill, between 50,000 and
15 60,000 potholes, whereas last year they
16 only had to do 30,000, is just a
17 statement of our deteriorating
18 infrastructure, and that's why the Mayor
19 has been so aggressive in increasing the
20 paving.

21 But the third paving crew is
22 definitely going to help, and we've been
23 working with both the Streets Department
24 and PennDOT. We have a project right now
25 to do a look ahead on the PennDOT paving

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2 schedule to see what roads are going to
3 be paved next year and the year after so
4 we can start planning now for the safety
5 improvements, because these projects,
6 they don't happen overnight. There's a
7 lot of design work that's needed,
8 engineering, and there's a lot of
9 community outreach.

10 If you were at all -- and
11 Councilman Johnson knows this for sure.
12 The recent Spruce and Pine projects, the
13 repaving and safety project, there was a
14 lot of engagement needed with the
15 community to make sure that everyone was
16 aware of the safety improvements that we
17 had planned and understood it and were
18 comfortable with them.

19 COUNCILWOMAN BROWN: Are RCOs
20 included in the educational outreach
21 efforts of the Alliance?

22 MR. PUCHALSKY: Registered
23 community organizations, are they a part
24 of that layering of information?

25 MS. STUART: At this point they

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2 haven't been up to now, but they will be
3 soon. We want to do more neighborhood
4 level outreach, and this fall and next
5 year we'll be holding listening sessions
6 that have been sponsored by AARP, which
7 is another very important partner of ours
8 in the Alliance.

9 COUNCILWOMAN BROWN: Very good.
10 They matter because they cross the
11 stretch of the City, the breadth of the
12 City, and they're a terrific information
13 reservoir.

14 MR. PUCHALSKY: And we make
15 sure to work with them closely whenever
16 we're doing a project. So whether it's
17 JFK and Market pilot project or Spruce
18 and Pine or Parkside or any of the other
19 projects we're doing, we always make sure
20 to work with the RCOs.

21 COUNCILWOMAN BROWN: Very good.
22 Well, we appreciate the work that you do,
23 Christopher, you and your team, and the
24 leadership of the organization is
25 represented here. It's only going to be

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2 the result of collective alliances that
3 is going to move us towards this goal.
4 So we thank you all for the work that you
5 do.

6 As we call up our last panel,
7 Yocasta Lora of AARP; Nick
8 Zuwiala-Rodgers, Clean Air Council;
9 Suzanne Hagner; Bill West. And while
10 those individuals are coming to the
11 table, I want to give a shout-out to the
12 Condense Youth Cycling, which is now a
13 committee of the Bicycle Coalition's
14 Youth Cycling organization. I've seen
15 these young people in action. I think
16 it's wonderful, and I want to salute the
17 Bicycle Coalition for reaching back down
18 to the next generation and educating them
19 about the importance of being good
20 neighbors on the road.

21 I also want to give a shout-out
22 to Bob Previdi, Policy Coordinator for
23 the Bicycle Coalition, and your presence
24 and work that you do every single day.
25 Where are you, Bob? Okay. Thank you

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2 very, very, very much.

3 MR. PREVIDI: Thank you.

4 COUNCILWOMAN BROWN: You're
5 very welcome. Appreciate your presence
6 every Thursday.

7 (Witnesses approached witness
8 table.)

9 COUNCILWOMAN BROWN: Good
10 afternoon. State your name for the
11 record and proceed with your testimony.

12 MS. CHANCE: Good afternoon,
13 Chairperson and City Councilmembers. My
14 name is Marge Chance. Yocasta Lora
15 wasn't able to make it today, so I'm here
16 to testify on behalf of AARP
17 Pennsylvania.

18 Thank you for the opportunity
19 to testify today in support of Bill No.
20 170244 and to propose a few important
21 amendments. My name is Marge Chance.
22 I'm an AARP Pennsylvania volunteer.

23 Bill No. 170244 will help the
24 City of Philadelphia to take a positive
25 step toward improving roadway safety by

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2 amending Philadelphia's traffic codes to
3 address hazardous intersections. We
4 appreciate your attention to the critical
5 issue.

6 Crossing the streets shouldn't
7 mean crossing your fingers. Yet every
8 hour, pedestrians and other users of our
9 roadways are killed because a street,
10 crosswalk or intersection is unsafe.
11 Children, older adults, people of color,
12 and low income are disproportionately the
13 victims of these fatalities.

14 According to the January 17,
15 2018 blog post of the Bicycle Coalition
16 of Greater Philadelphia, 96 people were
17 killed in traffic crashes in 2017, 40 of
18 whom were pedestrians and three of whom
19 were bicyclists. This is based on
20 statistics provided to the Coalition of
21 Philadelphia by the Police Department.

22 While this represents a decline
23 from 2016, the number of deaths is still
24 alarming. For this reason, AARP fights
25 for the adoption of policies and code

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2 changes to support the concept of Vision
3 Zero. Vision Zero is a strategy that
4 prioritizes safety and coordination as
5 important factors that contribute to safe
6 mobility, including infrastructure, law
7 enforcement, and education.

8 Vision Zero sets the goal of
9 eliminating traffic deaths and serious
10 injuries. It seeks a multidisciplinary
11 approach, bringing together diverse
12 stakeholders like traffic planners,
13 engineers, police officers, policymakers,
14 and public health professionals to
15 address a complex problem.

16 Bill No. 170244 supports the
17 objective of Vision Zero. It charges the
18 Department of Streets with identifying
19 hazardous intersections, assessing the
20 causes of collisions, and implementing a
21 plan of corrective action to make our
22 streets safer for those living and
23 traveling in Philadelphia.

24 AARP is pleased that the bill
25 includes a specific timeframe with which

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2 the Council must adopt applicable
3 ordinances that may be necessary to
4 reduce the number of collisions in the
5 vicinity of hazardous intersections.

6 However, we urge the Council to
7 include provisions to require public
8 input and engagement in the movement to
9 improve hazardous intersections. Public
10 input will help to ensure that any plan
11 of action is equitable, is transparent,
12 and truly addresses the needs of the
13 community. Such input will also ensure
14 ongoing accountability.

15 Thank you again for this
16 opportunity to testify on this critical
17 matter. AARP of Pennsylvania is
18 committed to livable and age-friendly
19 communities for all. We encourage the
20 Council to do the same, to vote
21 positively to adopt Bill No. 170244 with
22 inclusion of the amendments previously
23 mentioned.

24 We commend your commitment to
25 eliminating road fatalities and injuries

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2 on our streets and making Philadelphia a
3 greater place for all ages.

4 Thank you. Marge Chance.

5 COUNCILWOMAN BROWN: You're so
6 very, very welcome. Now, do you have
7 copies of your testimony up here? I was
8 looking for it in our handout.

9 MS. CHANCE: No.

10 COUNCILWOMAN BROWN: I'll ask a
11 member of my team to please -- could we
12 have a copy of your testimony?

13 MS. CHANCE: Oh, sure. Yes.

14 COUNCILWOMAN BROWN: Please, if
15 one of our helpers can please make sure
16 we get a copy.

17 Thank you for your testimony.

18 MS. CHANCE: Thank you.

19 COUNCILWOMAN BROWN: Please.

20 MS. HAGNER: My name is Suzanne
21 Hagner. I'm here as a private citizen.
22 I live in the Wissahickon neighborhood,
23 and I initiated and I chaired the Traffic
24 Committee from my RCO there for two
25 years. It's a small neighborhood. We're

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2 bordered by Fairmount Park and Henry
3 Avenue and Ridge Avenue.

4 Henry Avenue, the curve on
5 Henry Avenue at the northwest corner of
6 our neighborhood had four traffic
7 fatalities in a two-year period on that
8 curve. It's the highest traffic fatality
9 area on Henry Avenue.

10 COUNCILWOMAN BROWN: This is
11 Henry and where?

12 MS. HAGNER: Henry Avenue.

13 COUNCILWOMAN BROWN: Henry and?

14 MS. HAGNER: The curve is to
15 the northwest of the Wissahickon Creek
16 Bridge, between Wissahickon Creek Bridge
17 and the Walnut Lane intersection.

18 There is also a park road that
19 comes off of Henry Avenue and cuts into
20 the neighborhood. It's a one-way road,
21 and when traffic was backing up at rush
22 hour, aggressive drivers who were going
23 northwest were cutting across and coming
24 into that park road and speeding through.
25 A young woman, mother of two children,

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2 who was a bike commuter, was hit by one
3 of these drivers, knocked off her bike,
4 and scraped. Thankfully she was not
5 seriously hurt.

6 A boy on a skateboard was
7 knocked off his skateboard by another
8 driver coming into a one-way street the
9 wrong way and also where it says "no left
10 turn."

11 The traffic engineers, I have
12 praise for them. They came out. They
13 looked at the situation. They put up
14 signs, do not enter, one-way only, two
15 signs, no left-hand turn, going northwest
16 on Henry Avenue. The Fifth District
17 captain was extremely supportive in
18 trying to send out an officer, but he
19 doesn't have enough. So sometimes there
20 was somebody there, but most days there
21 wasn't. And the plan was to get
22 delineators. That was next -- after the
23 four new signs, that we would get
24 delineators there. We waited a year, but
25 I can say that last Friday, the

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2 delineators went in. Not only do they
3 prevent drivers from cutting into a do
4 not enter road, they also slow traffic.
5 So everyone is very, very happy, but we
6 did wait for a year.

7 The other road that borders our
8 neighborhood is Ridge Avenue, and we have
9 a train station there and we have bus
10 stops all the way from the top of the
11 hill down to the transit station. So if
12 you get off a bus and you try to cross
13 over to the train or cross into the
14 neighborhood, you have to fight traffic,
15 because drivers are not stopping. And
16 we've had signs put up. Again, the
17 traffic engineers came out, put up big,
18 bright yellow signs. It's a state rule
19 you have to stop. We've had officers
20 down there. That does work but, again,
21 there aren't enough officers to enforce
22 it. And for a year and -- I think it's
23 14 months now, we've been in the queue
24 for a rapid blinking light where a
25 pedestrian can push the button and the

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2 lights blink, but that's 14 months, and
3 since then, pedestrians are still trying
4 to cross that street in a safe way, and
5 drivers do not stop. They often block
6 the pedestrian road.

7 So it's a matter of, I think,
8 more money for the Streets Department so
9 that they can put in these safety
10 measures, and also I think we need more
11 enforcement.

12 COUNCILWOMAN BROWN: Have you
13 shared the intersection you just spoke
14 about, have you shared that in writing
15 with the local police district?

16 MS. HAGNER: Well, he knows me
17 very well. I go to the captain's
18 meeting. He knows, and he tries his
19 best. I must say, he has really tried
20 his best.

21 COUNCILWOMAN BROWN: Well, we
22 appreciate your activism. Thank you very
23 much.

24 MS. HAGNER: Thank you.

25 COUNCILWOMAN BROWN: Please,

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2 sir.

3 MR. ZUWIALA-RODGERS: Hi.

4 Thanks for the opportunity to present
5 testimony on behalf of Clean Air Council
6 today. My name is Nick Zuwiala-Rodgers
7 and I'm the Transportation Program
8 Director at the Council.

9 Clean Air Council is one of
10 Philadelphia region's oldest
11 environmental organizations. We serve
12 thousands of members just in the City
13 alone, and we have a mission to protect
14 everyone's right to breathe clean air.
15 I'd like to talk to you today about why
16 Vision Zero is central to that goal and
17 how I believe City Council can play a
18 role.

19 Vision Zero is a policy based
20 around achieving the goal of zero traffic
21 deaths. At its core, Vision Zero is
22 about placing importance on people's
23 lives ahead of moving as many people as
24 fast as possible. I believe we need to
25 be clear that this means there will be

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2 some difficult decisions brought to this
3 Council where compromises need to be made
4 that sometimes inconvenience people and
5 might make your trip a little bit slower.
6 It will be important to remember that
7 Vision Zero represents a shift in
8 priorities and understand that a trip
9 that used to take 10 minutes might take
10 12 minutes in the future, and people will
11 be safer as a result of it, though. It
12 might mean that people need to walk a
13 little farther to get to their car, but
14 we're keeping our sidewalks and
15 crosswalks clear and keeping our most
16 vulnerable pedestrians safer, including
17 people with disabilities, seniors, and
18 children.

19 Importantly to the Clean Air
20 Council and to this Committee, Vision
21 Zero can also help Philadelphia reach its
22 sustainability goals. The transportation
23 sector has produced more carbon pollution
24 than any other sector since 1979, and the
25 country's overreliance on

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2 single-occupancy vehicle travel has had a
3 profound impact on that result. Creating
4 safer infrastructure for road users that
5 eliminate traffic deaths is the exact
6 same way that we can encourage more
7 people to get out of their cars and
8 reduce the City's carbon footprint.

9 Clean Air Council coordinates
10 Philadelphia's pedestrian advocacy group
11 Feet First Philly, and unfortunately
12 pedestrians are disproportionately
13 affected by the current state of traffic
14 safety. Despite being involved in less
15 than 20 percent of crashes, pedestrians
16 make up 40 percent of traffic fatalities
17 in Philadelphia. Pedestrians are simply
18 the most vulnerable road users, and there
19 must be a concerted effort to protect
20 them.

21 Pedestrians are not the only
22 group who are affected by this issue at
23 higher rates. Currently low-income
24 communities of color have a
25 disproportionate amount of the High

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2 Injury Network in their neighborhoods,
3 and that must be addressed. Philadelphia
4 cannot allow seniors to be more likely to
5 die in traffic because sometimes they
6 walk as a means to avoid isolation in
7 their homes and they often walk more
8 slowly. And Philadelphia cannot allow
9 children to be more likely to die in
10 traffic when they're walking to school.

11 I'd like to leave with one
12 final thought. This is my Smokey the
13 Bear analogy. I think another public
14 health issue that is relevant to the
15 Clean Air Council -- I think of this
16 other public health issue when framing
17 Vision Zero, and that's smoking. This
18 issue is near and dear to Clean Air
19 Council, which started as a branch of the
20 American Lung Association. For years,
21 smoking was a cultural norm. It was
22 accepted to smoke in restaurants,
23 doctors' offices, airplanes, and even
24 public buildings like this one. Smoking
25 is now looked at completely differently

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2 in our culture. People are aware of the
3 dangers not only of smoking but of
4 secondhand smoke. The reality is that
5 your decisions can have an effect on the
6 mortality of the people around you is now
7 understood.

8 This culture shift is what I
9 believe needs to happen with regards to
10 traffic safety. It needs to be
11 understood that driving a few miles over
12 the speed limit or just quickly checking
13 a text while you're driving is no
14 longer -- and common behaviors can end in
15 not only the driver's death but the death
16 of people around them, and that those
17 behaviors need to become culturally
18 unacceptable.

19 Just like reducing smoking
20 required reallocating public space,
21 education, especially of our young
22 people, people feeling a minor
23 inconvenience at first, and fines of
24 tobacco companies, effective Vision Zero
25 in Philadelphia will require

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2 reengineering our streets, effective
3 public education, significant funding,
4 and enforcement measures, along with a
5 cultural directive that can come from our
6 city's leaders.

7 Thanks for your time today and
8 the opportunity to speak to you.
9 Bringing Philadelphia's traffic deaths to
10 zero will require your leadership, and
11 Clean Air Council encourages you to act
12 aggressively within your powers to make
13 that goal a reality.

14 COUNCILWOMAN BROWN: Thank you
15 all very, very much.

16 Is Clean Air Council a member
17 of the Alliance as well?

18 MR. ZUWIALA-RODGERS:
19 Absolutely.

20 COUNCILWOMAN BROWN: Terrific.
21 Questions from members of the
22 Committee?

23 (No response.)

24 COUNCILWOMAN BROWN: Bravo to
25 AARP for your show in the House, bringing

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2 your calorie. We appreciate your
3 testimony very much.

4 We thank you all for remaining
5 active and making the corner of the world
6 that you occupy a little better. We
7 really thank AARP enormously for your
8 presence.

9 Any other comments from this
10 panel?

11 (No response.)

12 COUNCILWOMAN BROWN: Thank you
13 very, very much.

14 I do see a couple of people who
15 want to offer testimony, and any others
16 move now to the witness table for anyone
17 else who wants to offer testimony on this
18 resolution.

19 Please, Mr. Ali, please come to
20 the witness table.

21 (Witnesses approached witness
22 table.)

23 COUNCILWOMAN BROWN: Thank you.
24 State your name for the record.

25 MR. ALI: My name is Kasim Ali.

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2 I'm the Chief Traffic Engineer.

3 I just wanted to kind of
4 address a couple of concerns that --

5 COUNCILWOMAN BROWN: Please.
6 Bring the mic closer to you, please.

7 MR. ALI: Okay. I just wanted
8 to address two of the concerns raised
9 over here by my friend from Wissahickon
10 community. One was Henry Avenue.
11 There's a major PennDOT project. It's a
12 state route. So PennDOT has a big
13 project. We call it HSIP, highway safety
14 improvement project. That is addressing
15 a lot of S curves or sharp curves or
16 other challenges a lot of transit users
17 are having crossing the street and some
18 other traffic-calming measures and signal
19 upgrade measures. So it's a very
20 comprehensive project that has been in
21 the mix for a few years and hopefully
22 will come to fruition in the next year or
23 two.

24 The other one, Ridge Avenue,
25 top of the hill to the transfer station.

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2 SEPTA has a major project to redesign the
3 main driveway to the transfer station,
4 and that will address some of the
5 concerns, especially for pedestrians
6 crossing the street.

7 COUNCILWOMAN BROWN: Okay.

8 MR. ALI: I just wanted to kind
9 of --

10 COUNCILWOMAN BROWN: So our RCO
11 representative from Wissahickon, you get
12 a chance to have an update to take back
13 to your next meeting.

14 Thank you very, very much.
15 Thank you.

16 Please. It's good to see you
17 back. State your name for the record.

18 MR. DOTY: Thank you. My name
19 is Alex Doty and I am here on behalf of
20 PenTrans, which is Pennsylvanians for
21 Transportation Solutions.

22 So you heard earlier from Anne
23 and her husband, Peter, who was killed on
24 JFK last year. He was one of the
25 founders of PenTrans. And what I wanted

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2 to address within Vision Zero was the
3 reason why Peter founded PenTrans was
4 about talking about how important funding
5 is within transportation and the role
6 that it plays particularly for public
7 transportation, and within Vision Zero, I
8 think that you heard this point made
9 throughout the day that I think is
10 important to address, is that the Streets
11 Department has done a great job of being
12 able to formulate new policies and new
13 methods of being able to make our streets
14 safer, but PenTrans being made up of
15 primarily transportation professionals
16 has a particular awareness of what it
17 takes in order to implement that kind of
18 change on our streets. We also are
19 making more demands as we make changes on
20 the streets for the Streets Department to
21 engage with the community, and certainly
22 that's a priority of Council. But none
23 of those things can happen if they are
24 not staffed. So we are asking them to do
25 more and to save lives, but to do that

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2 within the context of a budget that is
3 small and has over the course of budget
4 cuts over years been cut.

5 So I think that that's not as
6 exciting as being able to cut a ribbon on
7 a particular facility improvement, but
8 there is so much that we've shown that we
9 can do with low-cost improvements, but
10 the cost means that it's low cost at the
11 time of repaving, but as Chris pointed
12 out, you have to engineer that. There is
13 a professional that has to rethink that
14 and there are planners that have to go
15 out into the community and sell that.

16 So when you're looking at a
17 budget, talking about what are the
18 resources that the Streets Department has
19 to do that and then what are perhaps the
20 resources that are available that what
21 has to be done within the Streets
22 Department and what can be contracted out
23 so that you have a little more
24 flexibility to be able to do that. So I
25 think that's a very important point.

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2 And I would also say in line
3 with the mission of PenTrans is that
4 there is no safer form of transportation
5 than public transportation, and
6 adequately funding public transportation
7 and giving public transportation priority
8 on our streets so that it is the most
9 efficient way to deliver people from
10 Point A to Point B is a great Vision Zero
11 safety measure.

12 COUNCILWOMAN BROWN: Well, the
13 leadership at SEPTA, along with
14 Councilman Johnson who chairs
15 Transportation and Utilities, would be
16 thrilled to hear that cheerleader
17 statement. Thank you very much.

18 Are you a member of the
19 Alliance as well?

20 MR. DOTY: I don't think that
21 PenTrans is a member of the Alliance, but
22 it will be shortly.

23 COUNCILWOMAN BROWN: You might
24 want to consider that.

25 Thank you for your involvement

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2 and interest.

3 MR. DOTY: Thank you.

4 COUNCILWOMAN BROWN: Anyone
5 else available or care to testify on this
6 resolution?

7 (No response.)

8 COUNCILWOMAN BROWN: Councilman
9 Johnson, any closing remarks or
10 statements?

11 COUNCILMAN JOHNSON: No. I'm
12 okay.

13 COUNCILWOMAN BROWN: I want to
14 thank Councilman Squilla for being able
15 to stay with us. Again, I want to
16 acknowledge Councilwoman Gym and
17 Councilman Derek Green and my staff and
18 our interns. Thank you very, very, very
19 much. We appreciate your interest. We
20 encourage you to stay actively engaged in
21 the corner of the world that you occupy.

22 Thank you very much.

23 (Joint Committee on the
24 Environment and Transportation and Public
25 Utilities concluded at 4:50 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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40:1 41:1,5	41:15 43:8	33:1 34:1				
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