COUNCIL OF THE CITY OF PHILADELPHIA

COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Monday, September 29, 2025
1:15 p.m.

PRESENT:

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

ALSO PRESENT:

COUNCILWOMAN JAMIE GAUTHIER

BILLS: 240872, 250575, 250576, 250606, 250649, 250652, 250653, 250710, 250711, 250712, 250713, 250714, 250715, 250716, 250718, 250723, 250724, 250725, 250770, 250771, 250772

- - -

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

Mr. Pullin, would you please call the roll.

THE CLERK: Councilmember Ahmad.

COUNCILWOMAN AHMAD: Present.

THE CLERK: Councilmember Bass.

(No response.)

THE CLERK: Councilmember Brooks.

(No response.)

THE CLERK: Councilmember Harrity.

COUNCILMAN HARRITY: Present.

THE CLERK: Vice-Chair Squilla.

COUNCILMAN SQUILLA:

Present.

THE CLERK: Chair Young.

COUNCILMAN YOUNG:

Present. Thank you, Mr. Pullin.

I note that a quorum of the Committee is present for this hearing to be called to order. I also note for the record the presence of Councilmember Jamie Gauthier.

This is a public hearing of the Committee on Streets and Services considering testimony on Bill Nos. 240872, 250575, 250576, 250606, 250649, 250652, 250653, 250710, 250711, 250712, 250713, 250714, 250715, 250716, 250718, 250723, 250724, 250725, 250770, 250771 and 250772. I would like to also note that Bill Nos. 250606 and 250649 are being held at the request of the sponsor.

Before we begin, do any

of my colleagues have any opening remarks?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

Mr. Pullin, please read the title of the first bill.

THE CLERK: Bill No. 250713 titled, Establishing a parking regulation on South 62nd Street between Chestnut Street and Walnut Street; Kingsessing Avenue between South 52nd Street and South 53rd Street; Sansom Street between South 62nd Street and South 63rd Street; Powelton Avenue between North 42nd Street and North 43rd Street; Powelton Avenue between 43rd Street and Holden Street.

Also, Bill No. 250714 titled, Establishing a parking regulation on Fountain Street between Ridge Avenue and Hazelwood lane; Lauriston Street between

Roxborough Avenue and Monastery Avenue; Overlook Road between Matthias Street and Shalkop Street; Gorgas Lane between Ridge Avenue and Lawton Street; Martin Street between Ridge Avenue and Mitchell Street; Levering Street between Cresson Street to Silverwood Street; Lemonte Street between Pechin Street and Ridge Avenue; Dupont Street between Flemming Street and Boone Street to Dead end; Monastery Avenue between Mitchell Street and Ridge Avenue; Palisades Drive between Capital View Drive and Heritage Drive and Merrick Road.

Also, Bill No. 250715, establishing a parking regulation on Hobart Street between Thompson Street and Master Street; Lancaster Avenue between Jefferson Street and North 54th Street; North 59th Street between Malvern Avenue and

Woodcrest Avenue; Bambrey Street between Willard Street and Allegheny Avenue.

COUNCILMAN YOUNG: Thank you so much, Mr. Pullin. Would you please call the witness to testify on these bills.

For the record, this is testimony for Bill Nos. 250713, 250714 and 250715.

THE CLERK: The first witness testifying is Lester Emerson, Deputy Parking Manager for the Philadelphia Parking Authority.

(Witness approached witness table.)

MR. EMERSON: Good morning, Council.

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

MR. EMERSON: My name is Lester Emerson, Deputy Manager for

the Philadelphia Parking Authority. Thank you for allowing me to testify before Council regarding Ordinances 250713, 250714 and 250715, establishing parking regulations. Philadelphia Parking Authority has no objection to the ordinances previously read before Council and recommends favorable consideration. Thank you again for your time and I'm happy to respond to any questions at this time.

COUNCILMAN YOUNG: Thank you so much, Mr. Emerson.

Are there any questions of this witness on these bills?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you so much, Mr. Emerson.

Is there anyone else present wishing to testify on Bill Nos. 250713, 250714 or 250715?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

Mr. Pullin.

THE CLERK: Bill No. 250710 titled, amending Section 3 of an Ordinance (Bill No. 230033), approved April 12, 2023, entitled "An Ordinance Authorizing the vacating of Sloan Street from Ogden Street to its terminus northwardly therefrom and the reserving and plotting upon City Plan No. 106 of a right-of-way for sewer and drainage purposes and public utility purposes within the lines of said Sloan Street being vacated and authorizing acceptance of the grant to the City of the said right-of-way, under certain terms and conditions," by extending the period for compliance with the terms and conditions stated therein.

COUNCILMAN YOUNG: Thank

you, Mr. Pullin. Would you please call the witnesses to testify on this bill.

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

(Witnesses approached witness table.)

THE CLERK: Please proceed.

COUNCILMAN YOUNG: I apologize for that. Please proceed with your testimony.

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

today to offer testimony on Bill No. 250710, introduced by Councilmember Gauthier.

This is not an Administration ordinance, but an ordinance requested by Michael Mattioni, Esq. of Mattioni, Ltd., representing 879 North for 40 LLC. The purpose of this proposed ordinance is to amend a previous ordinance (Bill No. 230033) approved April 12, 2023, which authorized the vacating of Sloan Street from Ogden Street to its terminus northwardly therefrom and the reserving and plotting upon the City Plan of a right-of-way for sewer and drainage purposes and public utility purposes within the lines of Sloan Street being vacated and the acceptance of the grant to the City of the said right-of-way.

The portion of Sloan Street proposed to be vacated is

not in use by public traffic and is not maintained by the Department of Street -- excuse me, the Streets Department as a city street. The proposed amendment will extend the operable period for compliance with the terms and conditions of the authorizing ordinance for an additional two years. The purposes of this action is to allow the bed of Sloan Street to revert to private property so that the area can be better maintained.

The Department of Streets has no objection to this proposed ordinance and recommends it to the committee for a favorable action. Thank you for the opportunity to testify before you today and would be pleased to answer any questions.

COUNCILMAN YOUNG: Thank you, Ms. Marconi.

Ms. Chiu, please proceed

with your testimony.

MS. CHIU: Good afternoon, Chairmember Young and members of the Committee on Streets and Services. I'm Sarah Chiu, City Planner Manager with the Philadelphia City Planning Commission. I'm here to testify on Bill No. 250710, introduced by Councilman O'Neill on September 11, 2025.

This bill will extend the time for compliance with the original Bill No. 230033, which is approved to authorize vacating the legally opened portion of Sloan Street from Ogden Avenue to its northern terminus. This portion of Sloan Street is not approved as a public street nor it is open to the public traffic. The adjacent property owner has requested this action in order to remove its legal encumbrance on the underlying

property and clarifying the ownership of the affected area.

The City Planning Commission at its meeting on September 18, 2025 recommended Bill No. 250710 for approval. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you, Ms. Chiu.

Are there any questions on Bill No. 250710 from any members of the Committee?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you. We're going to go a little bit out of order today.

So, Mr. Pullin, would you please read the title of the next bill to be heard.

THE CLERK: Bill No. 250712 titled, Authorizing the Streets Department to establish parking and stopping regulations on

both sides of 47th Street between Chestnut Street and Kingsessing Street, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Would you please read call the first witnesses to testify on this bill -- I apologize for that.

Before we call the witnesses, I would like to recognize the sponsor of this legislation, Councilmember Jamie Gauthier.

COUNCILWOMAN GAUTHIER: Yes. Thank you so much, Chairman Young, Vice-Chair Squilla and members of the Committee.

I wanted to speak on this bill because there has been a lot of misinformation around this bill and this project and I appreciate the opportunity to remind everyone why we are doing

this work in the first place.

More than two years ago, neighborhood residents approached my office about redesigning two arterial roads, 47th Street and 48th Street, which have been plagued with traffic violence. 47th Street is actually on the City's High Injury Network, and a series of crashes such as a truck slamming into Lee's Deli and a pedestrian succumbing to her injuries after being struck by a car at 47th and Chester prove how necessary this work is and these are just a couple of examples.

I directed my team to go above and beyond in engaging the community. Alongside OTIS, we co-hosted more than a dozen meetings in various formats, gathered feedback and made ourselves available for individual conversations. We met with RCO

executive boards. We organized block-specific focus groups. We held open houses and offered smaller, tailored meetings for any block or any entity that felt that their voice was not being heard.

After nearly two years of extensive outreach, the conclusion is clear. Despite a few pockets of very vocal opposition, most neighbors strongly support our safety measures on 47th and 48th Streets. In total, we incorporated over 50 specific revisions from neighbors. This bill enables some of those revisions that were requested by neighbors.

Neighbors asked for loading zones to help them unload groceries, pick up and drop off young people and seniors and have items delivered. Bill 250712 gives Streets the permission to implement the loading zones and parking

changes that neighbors specifically asked for.

I want to thank everyone who is here to testify on the bill today. Whether you're for or against, I do think government works best when neighbors make their voices heard. And as with any major infrastructure project, there will inevitably be growing pains no matter how hard we tried to avoid it. And for this reason, I think it is very appropriate to give Streets the authority they need to make the tweaks that they see is necessary as this project moves forward.

But traffic violence is real violence and it is no accident that our working class Black and Brown communities experience a disproportionate share of this violence. For too long our city has seen our communities and our

bodies as expendable. And so, this is about safety. It isn't about politics. It isn't about anybody running for office. It's about safety for our kids, our elders and everyone in between.

And that's why as both a trained urban planner and a Councilmember I will never waver in my number one obligation to make West and Southwest Philadelphia a safe place to live. I urge the members of the Committee to send Bill 250712 to the Council floor with a favorable recommendation and I thank you very much for the opportunity to speak today.

(Applause.)

COUNCILMAN YOUNG: Thank you so much, Councilmember Gauthier.

The Chair recognizes Mr. Pullin. Would you please call the name of the witnesses to

testify.

THE CLERK: Yes. The next witness to testify, to come up alongside Mr. Montanez is Chris Gail, Executive Director at the Bicycle Coalition of Greater Philadelphia.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Mr. Montanez, please state your name for the record and give us your testimony.

MR. MONTANEZ: Good afternoon, Chairman Young and members of the Streets and Services Committee. My name is Richard Montanez as I am the Deputy Commissioner for Department of Streets. I'm here to offer testimony on Bill No. 250712, introduced by Councilmember Gauthier.

This bill authorizes the

Streets Department to promulgate regulations to prohibit or restrict the stopping of vehicles and to establish and revise time-limited loading zones on both sides of 47th Street between Chestnut Street and Kingsessing Street consistent with the protection of the public safety and appropriate use of the right-of-way.

These regulations are part of the street direction change and the traffic safety improvements made to 47th Street that were implemented this summer. These changes include the addition of loading zones and daylighting at intersections. Daylighting increases visibility for drivers and pedestrians at intersections and crosswalks, thus improving safety.

Parking and stopping regulations were developed in

partnership with Councilmember Gauthier's office and the result of stakeholder engagement conducted between 2023 and 2025. The Department of Streets supports this legislation. This concludes my testimony. I am pleased to answer any questions you may have. Thank you.

COUNCILMAN YOUNG: Thank you.

Mr. Gail, please begin your testimony.

MR. GAIL: My name is Chris Gail. I'm the Executive Director of the Bicycle Coalition of Greater Philadelphia. Thank you, Councilman Young, members of Streets and Services for this time. We do support this legislation, as it will enable the safety of all road users by prohibiting parking in the new separated bike lane and one-way southbound lane

configuration on 47th Street.

The southbound lane on 47th will serve as the street pair for the northbound lane on 48th Street. 47th Street is on the Philadelphia High Injury Network with 80% of all crashes involving a death or serious injury occurring on just 12% of city streets. This is a safety issue.

The Bicycle Coalition supports Bill No. 250712 and ask that the members of this Committee vote in favor to introduce us to the floor. Thank you.

COUNCILMAN YOUNG: Thank you so much. I do have a question. You cited the statistics on the High Injury Network that this block is on. But this block is -- rather this block is on the High Injury Network. Do you know the percentage of those accidents that happened on this particular block?

MR. GAIL: I do not know the specifics of this block for the crashes.

COUNCILMAN YOUNG: Okay. The Administration department, would you have those statistics or will it be OTIS who may have those statistics --

MR. MONTANEZ: I don't have that one off the top of my head -- sorry, Councilman. I do not know it off the top of my head, but we can provide you those numbers after this meeting.

COUNCILMAN YOUNG: Thank you. I mean, because it's good to note that we have 80% of injuries are occurring on only 12%. But within that 12% we want to make sure that those streets are also -- the right policies are tailored to the amount of injuries that are caused on those particular streets too, right.

Every policy doesn't isn't a one-size-fit-all for every street. So we just want to make sure that it's specifically tailored to that community, because communities all want to be safer but we got to make sure that it works for that area.

Mr. Montanez, just a question. On these types of matters, I just note for my own intellectual curiosity I guess that some matters are Streets Department and others are OTIS. Is there a difference in why OTIS will handle something versus the Streets Department in some particular matters?

MR. MONTANEZ: The Streets Department and OTIS work together hand-in-hand for the safety of all users of the public right-of-way. OTIS usually works on the planning side and Streets

Department works on the implementation side.

COUNCILMAN YOUNG: Okay. Thank you.

Are there any other questions of these witnesses by members of the committee?

(No response.)

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

And just to note that there are some folks who have listed they want to testify on this bill, we will have that testimony during the public comment section to allow the public to testify on these bills and others that are going to come up as well. Just want to let you all know early on.

Mr. Pullin, please read the title of the next bill to be heard.

THE CLERK: Bill No.

250716 titled, Amending Section 2 of an Ordinance (Bill No. 230438), approved July 5, 2023, entitled "An Ordinance Authorizing the revision of lines and grades on a portion of City Plan Nos. 230 and 289 by placing on the City Plan two irregularly-shaped areas, one located along the northeasterly side of Ridge Avenue and extending from a point northwest of the Wissahickon Creek to a point approximately 424 feet further northwestwardly therefrom and the other located along the southwesterly side of Ridge Avenue extending from a point northwest of the Wissahickon Creek northwestwardly to the southwesterly side of Main Street, thereby widening said Ridge Avenue, and authorizing the opening of the portions of the said widened Ridge Avenue extending through property

owned by the City, under certain terms and conditions, including the dedication to the City of the additions to the beds of Ridge Avenue and Main Street being placed on the City Plan," by extending the period for compliance with the terms and conditions stated therein.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Would you please call the first witnesses to testify on this bill.

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

COUNCILMAN YOUNG: Thank you. Good afternoon again. Please state your name for the record and begin your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi and I'm the Director of Legislative Affairs for the Department of Streets. I'm here to offer testimony on Bill No. 250716, introduced by Councilmember Jones.

This is not an Administration ordinance, but an ordinance requested by William Kunkle, Senior Program Manager at SEPTA. The purpose of this proposed ordinance is to amend the previous ordinance Bill No. 230438, approved January 5, 2023, which authorized the widening of Ridge Avenue between the Wissahickon Creek and Main Street.

The bill will extend the operable period for compliance with the terms and conditions of the authorizing ordinance for an

additional two years. SEPTA is redeveloping and expanding the Wissahickon Transportation Center on Ridge Avenue. This action will relocate the right-of-way lines and widen the roadway to facilitate bus movement and safe boarding and deboarding.

Department of Streets has no objections to this proposed ordinance and recommends it to the committee for favorable action. Thank you for the opportunity to testify today. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you.

Ms. Chiu, please proceed.

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

Philadelphia City Planning Commission. I'm here to testify on Bill No. 250716, introduced by Councilmember Jones on September 11, 2025.

This bill will extend a timeline for compliance with the original Bill 230438, which was approved to authorize the widening of Ridge Avenue to build and dedicate to the city bus-only lane and widening the sidewalks in front of the expanded Wissahickon Transportation Center. The City Plan change action is consistent with the Wissahickon Gateway Plan and its recommendations about widening Ridge Avenue as a part of expansion of the Wissahickon Transportation Center.

The City Planning Commission at its meeting on September 18, 2025 recommended Bill No. 250716 for approval. I'll be

happy to answer any questions.

COUNCILMAN YOUNG: Thank you for your testimony.

Just a quick question. Is there anyone from SEPTA here to testify on this bill?

(No response.)

COUNCILMAN YOUNG: No, okay.

Are there any questions on Bill No. 250716 of these witnesses by members of the committee?

(No response.)

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

Mr. Pullin, please read the title of the next bill to be heard.

THE CLERK: Bill 250724 titled, Authorizing various encroachments in the vicinity of 1000-52 Frankford Avenue,

Philadelphia, Pennsylvania 19125, under certain terms and conditions.

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

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

COUNCILMAN YOUNG: Thank you. Ms. Marconi, please proceed with your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi and I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250724, introduced by

Councilman Squilla.

This bill authorizes CORE EQUITY II, LP, (the Owner) to install, own and maintain encroachments in the nature of a sidewalk cafe and fence at Mamajuana Cafe, located at 1052 Frankford Avenue. A total of four tables and 16 seats for a sidewalk cafe and a proposed fence will be located along the west sidewalk of Frankford Avenue and the North sidewalk of Laurel Street along the property line of 1052 Frankford Avenue.

One table and four seats will be located adjacent to the building of 1052 Frankford Avenue, leaving 7 feet 11 inches of clear, unobstructed footway. Three tables and 12 seats will be located adjacent to the building of 1052 Frankford Avenue, leaving 11 feet 1 inch of clear, unobstructed

footway. One proposed fence will be located adjacent to the building of 1052 Frankford Avenue, leaving 7 feet 11 inches of clear, unobstructed footway. The proposed fence will be 4 feet in height.

The Department of Streets is not opposed to these proposed encroachments, as the minimum footway will be unobstructed and footway will be maintained. This concludes my testimony and I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank you so much for your testimony.

The Chair recognizes the presence of Councilman Cindy Bass, member of this committee is present.

And, Ms. Chiu, please proceed with your testimony.

MS. CHIU: Good afternoon, Chairmember Young and

members of this Committee on Streets and Services. I'm Sarah Chiu, City Planning Manager with the Philadelphia City Planning Commission. I'm here to testify on Bill No. 250724, introduced by Councilman Squilla.

On September 11, 2025 this bill will allow a sidewalk cafe at 1052 Frankford Avenue, a minimum of 7 feet 11 inches of clear sidewalk spaces to remain after the installation. This meets Complete Streets policy. The Planning Commission at its meeting on September 18, 2025 recommended Bill No. 250724 for approval. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you so much.

Are there any questions of these witnesses on this bill?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

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

THE CLERK: Bill No. 240872 titled, Authorizing encroachments in the nature of a sidewalk cafe in the vicinity of 6618 Castor Avenue, Philadelphia, Pennsylvania 19149, under certain terms and conditions.

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

THE CLERK: The first one testifying is Noelle Marconi, Legislative Affairs Director for Department of Streets; and Sarah Chiu, Development Director for the City Planning Commission.

COUNCILMAN YOUNG: Thank you so much.

Ms. Marconi, please proceed with your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi and I'm the Director of Legislative Affairs for the Department of Streets. I'm here to offer testimony on Bill No. 240872, introduced by Councilmember Phillips.

This bill authorizes 6618 CASTOR ASSOCIATES, LLC (the Owner) to install, own and maintain an encroachment in the nature of a sidewalk cafe at Tio Pepe, located at 6618 Castor Avenue. A total of 11 tables and 22 seats for a sidewalk cafe will be located along the south sidewalk of Fanshawe Street and the west sidewalk of Castor Avenue along the property line of 6618 Castor Avenue.

Five tables and 10 seats will be located adjacent to the

building of 6618 Castor Avenue, leaving 6 feet of clear, unobstructed footway. Six tables and 12 seats will be located adjacent to the building of 6618 Castor Avenue, leaving 10 feet of clear and unobstructed footway.

The Department of Streets is not opposed to this proposed sidewalk cafe, as the minimum unobstructed footway will be maintained. This concludes my testimony and I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank you so much.

Ms. Chiu, please proceed with your testimony.

MS. CHIU: Good afternoon, Chairmember Young and members of the Committee on Streets and Services. I'm Sarah Chiu, City Planning Manager with the Philadelphia City Planning

Commission. I'm here to testify on Bill No. 240872, introduced by Councilman Phillips on October 10, 2024.

This bill will allow a sidewalk cafe at 6516 Castor Avenue. A minimum of 10 feet of clear space is to remain after the installation on Castor Avenue and a minimum of 6 feet of clear sidewalk space is to remain after the installation on Fanshawe Street.

This meets the minimum required dimensions of the Complete Streets policy of the Philadelphia Code. The City Planning Commission at its meeting on November 21, 2024 recommended Bill No. 240872 for approval. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you so much, Ms. Chiu.

Are there any questions on this bill by members of the

committee?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

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

THE CLERK: Bill No. 250576 titled, Authorizing encroachments in the nature of a sidewalk cafe in the vicinity of 426-28 West Girard Avenue, Philadelphia, Pennsylvania 19123, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Please call the witnesses for this bill.

THE CLERK: Noelle Marconi, Legislative Affairs Director for the Department of Streets; and Sarah Chiu, Development Director for the City Planning Commission.

COUNCILMAN YOUNG:

Ms. Marconi, please proceed.

MS. MARCONI: Thank you. Good morning -- or excuse me, good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250576, introduced by Chairperson Young.

This bill authorizes FIMYS 426 GIRARD LLC, (the Owner) to install, own and maintain an encroachment in the nature of a sidewalk cafe at Las Cazuelas located at 426-28 Girard Avenue. A total of 10 tables and 25 seats for a sidewalk cafe will be located along the curbline and property line of the south sidewalk of West Girard Avenue and the east sidewalk of North Lawrence Street along the

property line of 426-28 West Girard Avenue.

Three tables and nine seats will be located adjacent to the curbline of 426-28 West Girard Avenue, leaving 8 feet of clear, unobstructed footway. Four tables and eight seats will be located adjacent to the building of 426-28 West Girard Avenue, leaving 8 feet of clear and obstructed footway. And another three tables and eight seats will be located adjacent to the building of 426-28 West Girard Avenue, leaving 5 feet of clear and obstructed footway.

The Department of Streets is not opposed to this proposed sidewalk cafe, as the minimum unobstructed footway will be maintained. This concludes my testimony and I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank

you so much.

Ms. Chiu, please proceed.

MS. CHIU: Good afternoon, Chairmember Young and members on the Committee of Streets and Services. I'm Sarah Chiu, City Planning Manager with the Philadelphia City Planning Commission. I'm here to testify on Bill No. 250576, introduced by Councilman Young on May 29, 2025.

Bill No. 250576 will permit a sidewalk cafe at 426-28 West Girard Avenue. A minimum of 5 feet of clear sidewalk space is to remain after installation on Lawrence Street and 8 feet of clear sidewalk space is to remain after installation on Girard Avenue. This meets the Complete Streets policy.

The Planning Commission at its meeting on June 5, 2025

recommended Bill No. 250576 for approval. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you so much for your testimony on this.

Are there any questions by members of the committee?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you so much.

Mr. Pullin, would you please read the titles of the next bill to be heard.

THE CLERK: Bill No. 250725 titled, Authorizing encroachments in the nature of a sidewalk cafe in the vicinity of 1313-17 South 3rd Street, Philadelphia, Pennsylvania 19147, under certain terms and conditions.

COUNCILMAN YOUNG: It's a lot of sidewalk cafes. I can't wait to eat there.

Mr. Pullin, please call the witnesses to testify.

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

COUNCILMAN YOUNG: Thank you.

Ms. Marconi, please proceed with your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for Department of Streets. I'm here to offer testimony on Bill No. 250725, introduced by Councilman Squilla.

This bill authorizes THIRD STREET REAL ESTATE (the

Owner) to install, own and maintain an encroachment in the nature of a sidewalk cafe at Herman's Coffee located at 1313-17 South 3rd Street. A total of eight tables and 30 seats for a sidewalk cafe will be located along the east sidewalk of South 3rd Street, along the property line of 1313-17 South Third Street, and along the west sidewalk of East Moyamensing Avenue along the property line of 1313-17 South 3rd Street.

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

COUNCILMAN YOUNG: Thank you.

Ms. Marconi, please

proceed with your testimony.

MS. CHIU: Good afternoon, Chairmember Young and members of the Committee on Streets and Services. I'm Sarah Chiu, City Planning Manager with the Philadelphia City Planning Commission. I'm here to testify on Bill No. 250725, introduced by Councilman Squilla on September 11, 2025.

This bill will allow a sidewalk cafe at 1313-17 South 3rd Street. A minimum of 6 feet of clear sidewalk spaces to remain after installation. This meets Complete Streets policy. The Planning Commission at its meeting on September 18, 2025 recommended Bill No. 250725 for approval. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you for your testimony.

Are there any questions

of these witnesses on this bill?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

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

THE CLERK: Bill No. 250652, sided, Authorizing a dumpster enclosure encroachment at 782-84 South 3rd Street, Philadelphia, Pennsylvania 19147, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you. Mr. Pullin, please call the witnesses.

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

COUNCILMAN YOUNG: Thank you.

Ms. Marconi, please state your name for the record and begin your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the streets And Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here to offer testimony on Bill No. 250652, introduced by Councilman Squilla.

This bill authorizes Nathan Ross and Samuel Lynagan, (the Owners) to install, own and maintain an encroachment in the nature of a dumpster enclosure located at 782-84 South 3rd Street. A dumpster enclosure will be located along the north sidewalk of Catherine Street along the property line of 782-84 South 3rd Street.

The Department of Streets is not opposed to this

proposed encroachment, as it will maintain 6 feet of clear, unobstructed footway. This concludes my testimony. I'm happy to answer any questions you may have.

COUNCILMAN YOUNG: Sorry about that delay. Please begin your testimony.

MS. CHIU: Good afternoon, Chairman Young and members of the Committee on Streets and Services. I'm Sarah Chiu, City Planning Manager with the Philadelphia City Planning Commission. I'm here to testify on Bill No. 250652, introduced by Councilman Squilla on June 12, 2025.

This bill will allow a dumpster enclosure at 782-84 South 3rd Street. This will reduce the existing dumpster enclosure to maintain a minimum of 6 feet of

clear sidewalk space, which will meet the Complete Streets Policy. The Planning Commission at its meeting of July 17, 2025 recommended Bill No. 250652 for approval. I'll be happy to answer any questions at this time.

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

Are there any questions of these witnesses by members of the committee on this bill?

(No response.)

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

THE CLERK: Bill No. 250723 titled, Authorizing the revision of lines and grades on a portion of City Plan No. 370 by striking from the City Plan Southhampton Road from Bustleton

Avenue to its terminus, southeastwardly therefrom, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you. Would you please call the witnesses.

THE CLERK: The first witness to testify is Noelle Marconi, Legislative Affairs for Department of Streets.

COUNCILMAN YOUNG: Thank you. Ms. Marconi, please begin with your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi and I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony of Bill No. 250723, introduced by Councilman O'Neill.

This is not an

Administration ordinance, but an ordinance requested by John Jr. and Robyn Catagnus of 15001 Bustleton, LLC. The purpose of this proposed ordinance is to authorize the striking from the City Plan of Southhampton Road from Bustleton Avenue to a dead-end approximately 209 feet southeastwardly therefrom. The portion of Southhampton Road proposed to be stricken is only partially paved and is not listed as legally open on the Streets Department records. The department is not desirous of maintaining a street at this location. This action has been requested by the abutting property owners who wish to better secure their property and prevent unauthorized parking and other incursions.

The Department of Streets has no objections to this proposed ordinance and recommends

it to the Committee for favorable action. Thank you for the opportunity to testify today. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you so much.

Are there any questions on this bill by this witness?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you, Ms. Marconi.

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

THE CLERK: Bill No. 250653, titled Authorizing a Streetery on the right-of-way adjacent to 783-84 South 3rd Street, Philadelphia, Pennsylvania 19147, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Please call the

witnesses for this bill.

THE CLERK: Noelle Marconi, Legislative Affairs Director for the Department of Streets.

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

MS. MARCONI: Good afternoon, Chairperson Young, members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250653, introduced by Councilmember Squilla.

This bill authorizes Nathan Ross and Samuel Lynagn, LLC (the Owners) to install, own and maintain a streetery in the right-of-way adjacent to 782-84 South 3rd Street. A total of 11 tables and

22 seats will be located adjacent to the north curbline of 782-84 South 3rd Street in the parking lane and will encroach a distance of approximately 7 feet towards the south along the north cartway of Catherine Street.

Department of Streets is not opposed to this proposed streetery so as long as it complies with the laws, rules and regulations of the city, and specifically those of the Department of Licenses and Inspections, Department of Streets and the Art Commission. This ordinance authorizes the location of streetery subject to those rules. This concludes my testimony. I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank you, Ms Marconi, for your testimony.

Is there anyone else to testify?

(No response.)

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Would you please call the title of the next bill?

THE CLERK: Bill No. 250772 titled, Authorizing encroachments in the nature of a sidewalk cafe in the vicinity of 3423 Kensington Avenue, Philadelphia, Pennsylvania 19134, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Please call the witnesses.

THE CLERK: Noelle Marconi, Legislative Affairs Director for the Department of Streets.

COUNCILMAN YOUNG: Ms. Marconi, please proceed.

MS. MARCONI: Good afternoon, Chairperson Young and

members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250772, introduced by Councilman Driscoll.

This bill authorizes 3419 Kensington Partners (the Owner) to install, own and maintain encroachments in the nature of a sidewalk cafe, trash receptacles and planters located at 3423 Kensington Avenue. A total of five tables and 10 seats, one trash receptacle and seven planters for a sidewalk cafe will be located adjacent to the building line of 3423 Kensington Avenue.

The Department of Streets is not opposed to this proposed encroachment, as it will maintain 5 feet of clear and

unobstructed footway. This concludes my testimony and I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank you, Ms. Marconi.

Are there any questions of this witness on this bill?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you.

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

THE CLERK: Bill No. 250771 titled, Authorizing 3419 Kensington Partners or a subsequent owner to install, own and maintain an encroachment at 3423 Kensington Avenue, Philadelphia, Pennsylvania 19134, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Please call the witness for this bill.

THE CLERK: Noelle Marconi, Department of Streets.

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

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250771, introduced by Councilmember Driscoll.

This bill authorizes 3419 Kensington Partners(sic), (the Owner) to install, own and maintain an encroachment in the nature of two building access ramps located at 3423 Kensington Avenue. Two proposed building ramps will be adjacent to the building line of 3423 Kensington Avenue.

One building ramp will encroach towards the south along the north footway of East Russell Street, leaving a minimum of 4 feet 8 inches of clear, unobstructed footway. A second building access ramp will encroach towards the west along the east footway of Kensington Avenue, leaving a minimum of 5 feet of clear, unobstructed footway.

Department of Streets is not opposed to these encroachments, as the minimum of an unobstructed footway will be maintained. This concludes my testimony. I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank you so much, Ms. Marconi.

Just for the record, I want to note that there is an amendment to Bill No. 250771. Is that correct, Mr. Pullin?

THE CLERK: Yes.

COUNCILMAN YOUNG: Thank you. It looks like the amendment is just a technical amendment. Thank you.

Are there any questions from members of this committee on this bill?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you.

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

THE CLERK: Bill No. 250575 titled, Regulating the direction of movement of traffic on Gorgas Lane between Ridge Avenue and Lawnton Street, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you. Mr. Pullin, please call the witnesses.

THE CLERK: Noelle Marconi, Department of Streets.

COUNCILMAN YOUNG:

Ms. Marconi, please proceed with your testimony.

MS. MARCONI: Good afternoon, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250575, introduced by Councilmember Jones.

This bill establishes a two-way regulation of Gorgas Lane between Ridge Avenue and Lawnton Street eastbound. Department of Streets is not opposed to this two-way regulation. Signage can be posted within 60 days. This concludes my testimony. I'm pleased to answer any questions.

COUNCILMAN YOUNG: Thank you, Ms. Marconi.

Are there any questions

of this witness on this bill?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

Mr. Pullin, please read the title of the next bill to be heard by this committee.

THE CLERK: Bill No. 250711 titled, Regulating the direction of movement of traffic on Preston Street, between Spring Garden and Haverford, all under certain terms and conditions.

COUNCILMAN YOUNG: Thank you. Mr. Pullin, please call the witness.

THE CLERK: Noelle Marconi, Legislative Affairs Director for the Department of Streets.

COUNCILMAN YOUNG:

Ms. Marconi, please proceed.

MS. MARCONI: Good afternoon, Chairperson Young and

members of the Streets and Services Committee. My name is Noelle Marconi. I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250711, introduced by Councilmember Gauthier.

This bill establishes a one-way regulation on Preston Street between Spring Garden and Haverford southbound. Department of Streets is not opposed to this one-way regulation. Signage can be posted within 60 days. This concludes my testimony. I'm pleased to answer any questions you may have.

COUNCILMAN YOUNG: Thank you, Ms. Marconi.

Are there any questions of this witness on this bill?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

Mr. Pullin, would you please read the title of the next bill to be heard by the committee.

THE CLERK: Bill No. 250770 titled, Amending Chapter 12-3400 of The Philadelphia Code, entitled "Use of An Automated Speed Enforcement System to Improve Safety," by providing for the use, administration and enforcement of automated speed cameras on designated state routes, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Please call the witnesses.

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

(Witness approached

witness table.)

MR. APPLEMAN: Good afternoon, everybody.

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

MR. APPLEMAN: Sure. Cole Appleman, Transportation Policy Analyst from the Office of Transportation and Infrastructure systems.

COUNCILMAN YOUNG: Thank you. Please proceed.

MR. APPLEMAN: Absolutely. All right. Well, good afternoon everybody, Chairperson Young, members of the Streets and Services Committee. Thank you for the opportunity to appear here before you today. As I just mentioned, my name is Cole Appleman and I am a Policy Analyst with the Office of Transportation and

Infrastructure Systems. You probably know us better as OTIS. I'm here today to offer testimony on Bill No. 250770, sponsored by Councilman Driscoll on behalf of Council President Johnson.

This Bill No. 250770 is titled, The Use of Automated Speed Enforcement. It adds ACE, Automated Speed Enforcement, cameras along State Routes 1004, much better known as Erie and Torresdale Avenue; Route 2016, better known as Allegheny Ave; and Route 2001 which is Columbus and Delaware Avenue, Oregon Ave, west of -- excuse me, east of Broad and Richmond Street.

This bill would establish speed enforcement cameras along these three additional corridors to reduce speeding, therefore reducing deaths and serious injuries along these major

corridors. As we've said many times before, slowing down saves lives. This is -- excuse me. Speed is the top deciding factor in both whether a crash is going to happen at all as well as how severe the crash may be, leading to a serious injury or fatality. ACE has proven to be highly effective in Philadelphia slowing drivers down.

In the years since ACE was installed on Roosevelt Boulevard, we've seen a 95% reduction in speeding violations on the Boulevard. We've also seen pedestrian-involved crashes cut in half, so a reduction of 50%, as well as a 21% reduction in fatal and serious injury crashes overall.

Council did vote to expand this lifesaving technology to two other corridors in 2024, including Broad Street and Route 13

as well as early this year passing legislation to put this technology in seven school zones. The three corridors under consideration were carefully selected for expansion after extensive study and of speed-related crashes throughout the city.

In preparation for this legislation, we consulted with every impacted District Councilmember and have conducted extensive research -- sorry, excuse me, extensive outreach, there we go, with the registered community organizations regarding this expansion. In addition to Council and community outreach, the activation of these cameras of course will be followed by a 60-day warning period, ensuring a transparent roll-out of the program.

We look forward to

continuing our work with the Philadelphia Parking Authority as program administrators and of course the Pennsylvania Department of Transportation on effective program communication, sharing the message that this pilot is not about issuing tickets but it's about changing behavior to preserve human life.

Thank you very much for the opportunity to appear before you today. This legislation is proven effective. And once again, thank you for taking part in helping manage speeds to keep people safer in this city. I'll take any questions now.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your testimony. Can you tell us what the miles per hour would be along this corridor?

MR. APPLEMAN: Which

one?

COUNCILMAN YOUNG: All of them essentially.

MR. APPLEMAN: Okay. Yes, I would like to verify. So Allegheny Ave is 25 miles an hour. The speed limit is variable along Route 2001 which is Columbus and Delaware. It goes between 25 and 30 miles an hour. And then I would have to verify Route 1004 but I believe that's between 25 and 30 miles an hour, depending on exactly where you are on that route.

COUNCILMAN YOUNG: So what determines the variable? I mean, I'm just thinking if that's Columbus and Delaware I'm just trying to compare it to Broad Street, for example, right.

MR. APPLEMAN: Sure.

COUNCILMAN YOUNG: Broad Street is our main street in our city. So what's the variables that

determine what speed should be I guess the max speed for this camera system?

MR. APPLEMAN: Sure. So the speed limits are already determined on that road and that's actually something that PennDOT determines. When we did lower the speed limit on the north section of Broad Street when this was passed with 611, that was actually done after a speed study was finished and it came recommended that we do so. That was not something that we decided as the city. That all has to go through PennDOT determining the speed limit.

COUNCILMAN YOUNG: What are the variables that determined that is the question?

MR. APPLEMAN: That would be a good question for somebody who's more of a traffic engineer. I'm more of the

legislative kind of gentleman.
Hang on one second.
COUNCILMAN YOUNG: Well, that'll be helpful --
MR. APPLEMAN: Yes --
COUNCILMAN YOUNG: It'd be helpful if the Administration can give us some of the variables that are determining some of the things that we are legislating, right.
(Witness approached witness table.)
MR. GORINI: Do I need to --
COUNCILMAN YOUNG: Yes. Please state your name for the record and -- yeah, please.
MR. GORINI: Marco Gorini, Vision Zero Program Manager with the Office of Transportation and Infrastructure System. So, yeah, just to follow up on what Cole was saying it is part of the

state legislation that we have to do a traffic and engineering study on every corridor that is selected between the City and PennDOT to install automated speed enforcement.

So the traffic engineers do a -- they do a speed study. They collect speed data. They evaluate that. There are rules that sort of define that that traffic engineers have to follow. 85th percentile is one of them. But, yeah, that process is not complete for those corridors, so they're currently collecting the speed data that will go into determining what the appropriate speed limit should be for the three corridors.

COUNCILMAN YOUNG: So that process isn't complete yet, but we are passing the legislation that would -- so who would regulate

that? Once we pass this legislation, who would then say the speed on this street is X and that street is Y? Who determines that once this is passed?

MR. GORINI: So that's done by the chief traffic engineer. So the City of Philadelphia works with PennDOT within the rules that are defined by the state for what the appropriate speed limit should be. So again, it's based on what the prevailing speed is that people are going at. But there are some additional considerations that they can take into account to make sure that it's the safest, most appropriate speed for that type of corridor.

COUNCILMAN YOUNG: And for these corridors here, do we have information on what those prevailing speeds are to give to the public who will be affected by

this?

MR. GORINI: So we've taken some initial speed on Erie and Torresdale as well as we have some recent studies on Delaware Ave, Columbus Boulevard. But again, they are doing sort of like the official speed study now where they'll take the most recent speed data, make sure that we're using the most up-to-date to determine what the correct speed limit is and also to justify the locations of the speed cameras.

COUNCILMAN YOUNG: So how can the public again get access to that information to ensure that the miles per hour that the City comes up with or the traffic engineer decides is based on real information that they've collected? How can there be third party validators essentially for some of this information that is being

collected?

MR. GORINI: So the speed data that is collected that's part of the traffic and engineering study is privileged. It's not something that can be made public because the speed studies are a document that's not discoverable and not sort of shareable. But there are other sources of data.

For instance, DVRPC hosts their sort of traffic count website that has a lot of available speed studies. There are other sort of companies that put out speed data and we kind of look at all of these different ones. We have to use a very specific sort of standard for the speed studies themselves that go towards the speed limit. But it will be very much in line with all of the kind of available data out there about the prevailing speeds on those

corridors.

COUNCILMAN YOUNG: So what you're saying is that the members of this Committee who have been asked to pass legislation regarding automated speed enforcement, but we can't have access to the data that determine what the automated speed enforcement should be?

MR. GORINI: We can share with members of the Committee the speed, sort of that raw speed stay studies, if that's something that folks would like to see. We absolutely can share that.

COUNCILMAN YOUNG: I mean, I think we would like to see the information that determined that this is necessary. As a member who is making that decision, for us not to be able to have that information I think is a little bit, you know, I think that we're

kind of negligible in making that decision without seeing that data to our constituents who are among these corridors who drive among these corridors. And I can go back to them and say, I saw this, you know, this study here, it said this, it said that to base that information off of.

Right now you guys only see that and you're hiding behind legislation from the state that says essentially for any type of some kind of criminal hearing or some kind of civil, like, someone gets sued based on these types of things, that the information cannot be discoverable, but that doesn't mean you necessarily can't share that with the legislative body that is making a decision to grant this type of information.

And so, I think it's hard for me to pass something like

this out without having that information, without having to understand that information. I mean, we just asked for what do you use to determine that, right. We're just asking for that information, what are you using so I can make a more informed decision.

MR. GORINI: Just respectfully, the main criteria, and this is all very public and we have it up online, it's all accessible, crash data, right. This is really based on where we're seeing speeding-related and serious injury crashes and fatal crashes. We know that speed is the key factor in those. So that's like our end goal, right, to of course try to eliminate those severe crashes and that's how those corridors were selected.

The speed data piece,

again there is existing speed data that is available and that we also consulted to sort of further prove that we're seeing a speeding issue on these corridors, but it really is about the crash data at the end of the day and that report is online and fully accessible. It's been there for a number of months now. So we do want to be as transparent as possible.

COUNCILMAN YOUNG: But the actual study to determine this corridor is not something that we have access to?

MR. GORINI: So to determine the corridor, to sort of say this one is being prioritized, everyone has access to that. That's based on crash data.

COUNCILMAN YOUNG: What I'm asking about is the specifics of these corridors, where these cameras will go, again the

information that was used to determine the corridor, the speed of the corridor, all those things, that is not available to us?

MR. GORINI: The specific studies that are required to set speed limits are the ones that are privileged, yeah.

COUNCILMAN YOUNG: All right. So you're asking us to set speed limits without having that information essentially, without being able to take a look at that information?

MR. GORINI: I guess what we're asking is for permission to use the speed cameras because we know that there's a speeding problem and as a result of that process, the speed limit will be looked at because it's required. So we are asking without yet having determined exactly if the speed limit should remain what it is now,

or if it needs to be changed to grant permission to do speed cameras because there's a speeding problem.

COUNCILMAN YOUNG: Okay. Thank you.

Are there any questions of these witnesses?

Chair recognizes Councilmember Ahmad.

COUNCILWOMAN AHMAD: Thank you, Chair.

Good afternoon. Question, not about this legislation specifically because it mentions particular parts of the roadways. I have a question of why Lincoln Drive does not make it. I need to know this because I drive it every day and it is horrendous, and sometimes I contribute to that horrendous behavior.

But I just want to know what is -- similar to what he was

asking, what is the criteria? Is it because there's not enough crashes, we all know how to drive there is what I'm understanding? But anybody new on that street is completely terrified.

MR. APPLEMAN: So first of all, as far as shared experience goes I completely and totally agree. Back when I did own a car, I did drive on Lincoln Drive substantially, substantially often. People are well over the speed limit. It is not just anecdotal. That's there for sure.

In the process of selecting the five corridors that the state legislation allowed us to pick, we looked at I believe it was 25 state routes and Lincoln Drive was on there, but it did not crack the top five. We really had to pick the five most severe corridors. Something else that

came up pretty often was much like what you're describing there, roads where people are speeding very often well above the speed limit. However, there are not also the crashes to go with it. So State Route 291, better known as Penrose Ave, you know, the Platt Bridge by the airport, very similar kind of phenomenon, really, really high speeds. And anyone who's gone over that bridge knows that that's absolutely the case, but the crashes were just not quite there to reflect justifying the top five. We would love to expand this program.

COUNCILWOMAN AHMAD:

Exactly. That was my question, after these top five are done. Because otherwise, you might as well make the speed limit 60 on Lincoln Drive. That's what people are doing, right. So I just

wondered if there's a way to send a message after this. Is there tranches of these done, because that is a disaster waiting to happen and disasters have happened. So just wanted to know if that is on our radar for the next group of things.

MR. APPLEMAN: Like I mentioned earlier, we would absolutely love to expand the program further. And once we do have those slots, we will certainly go back and re-evaluate and, say if Harrisburg says you can have another 5 or another 10, there's a very good chance Lincoln Drive gets it, and some of the other corridors people talk about frequently, Kelly Drive comes up as well. Again, it's not that there isn't a speeding problem or isn't a crash problem. It's just not the top five that, you know, we --

COUNCILWOMAN AHMAD:

We're just great drivers you mean. Okay. Thank you.

COUNCILMAN YOUNG: Thank you, Councilmember Ahmad.

Just to that point, Lincoln Drive if you drive in the city of Philadelphia, you know that that is one of the most dangerous when it comes to speeding crashes, but we can't see the data that they've made this decision off of. And I think that's just something that is just, you know, going to keep coming up, is that my eyes are telling me something different in the city, right.

So we need to be able to verify what we're seeing, where we're living anecdotally, right. So to look at that data to see if it really matches what we're seeing, that's what we're asking for.

MR. GORINI: And that is -- sorry, I don't know if this is on. That data is on online. That data that was used you can see there's a list of every corridor that we evaluated, all 25 or so, and sort of how the score was assigned based on what types of crashes happen on that corridor. And you can see where each corridor falls on that list.

COUNCILMAN YOUNG: That's correct. But again, once the state approves us to use this type of technology on that corridor, we won't ever have any input on or information on publicly about what else is being used to improve safety on that corridor, whatever variables are being used. We won't ever know that because it's privileged essentially.

MR. GORINI: The only privileged thing is the speed

study --

COUNCILMAN YOUNG: But that is what you use to determine the type of solutions you're going to put forward. So you just giving a solution without us having to see the work, see how you got there, I think that's an issue for us, for some people.

MR. APPLEMAN: If I could clarify one thing here. It seems that we keep saying data as though we're referring to one data set, one collection of data. In reality, we're referring to several. Fatal and serious injury crashes and what are called speeding crashes, which is determined by the reporting police officer on the scene, whether or not speeding was a factor, that's all publicly available. You can get that through PennDOT. We have links to that as well through our

website at visionzerophl.com. What we're talking about are specifically the speed studies.

COUNCILMAN YOUNG: Yes, the speed studies, right, where the experts take that data, right, use that data to compose a study so we can be in a more user-friendly format to actually read, right. So that's the study that you all are using to determine. You all can see that study that is conducted, but we can't.

And I think as the people who have to legislate that I think that, that is just where I have a concern for, that we don't have the ability to see the same study that you're making the decision on. We have to make the same type of decision without seeing that study. And I just think that's a bad practice.

I understand there's a

state law that may say something about information is not discoverable, but I do think that there is a way where we can keep information privileged, particularly for a legislator, than for the public, right. Again, you're asking us to authorize the speed cameras in this area. But again, we don't know what was the determining factors for that traffic study. So I just want to put that on the record again.

Are there any questions of these witnesses?

Chair recognizes Councilmember Bass.

COUNCILWOMAN BASS: Thank you, Mr. Chairman.

I just wanted to just follow up regarding Lincoln Drive because I think part of what has happened as someone who's on Lincoln Drive every single day, I

think that what may have happened is that because there has been some traffic calming measures applied in the form of speed cushions, that traffic has slowed down.

And so, we sort of become a victim of our own success, so to speak. You know, we've slowed traffic down a bit, but it still could use some attention. It could use a lot of attention actually. And I think sometimes we are held to accountability for things that are out of our control. This is something that we can't control and yet we are still held responsible as the elected official. So there really has to be some way, some measure that we have access to the information so that when we stand before a community group, we can speak intelligently about exactly what's happening in our community. So I

just wanted to make that point.

I know it's not your call to make, but if someone is listening. Thank you.

COUNCILMAN YOUNG: Thank you, Councilmember. Again, I just wanted to get that on the record that there is information that we can't have access to, that the Administration is using a state law to keep this information from us in order to -- and I understand, you know. But again, we're asked to make a decision when we cannot be fully informed on the issue.

COUNCILWOMAN BASS: And responsible for the results.

COUNCILMAN YOUNG: And responsible for the results essentially, right. But thank you.

Are there any other questions of these witnesses?

(No response.)

COUNCILMAN YOUNG:

Seeing none, Mr. Pullin, would you please call the next witnesses to testify on this bill.

THE CLERK: The next witnesses testifying are Chris Gail, Executive Director at the Bicycle Coalition of Greater Philadelphia; Jared Johnson of 5th Square and Jessan Groenendyk.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you. Please state your name for the record and proceed with testimony.

MR. GAIL: Good afternoon. My name is Chris Gail. I'm the Executive Director of the Bicycle Coalition of Greater Philadelphia. Thank you, Chairmember Young and members of the Streets and Services Committee for this time. An analysis by the Streets Department based on their

identified three corridors prioritized in the city's automated speed enforcement expansion report: All of these corridors are on the Philadelphia High Injury Network, with 80% of all crashes involving a death or serious injury occurring on just 12% of our city streets.

Speed cameras on Roosevelt Boulevard have been in operation for five years and have yielded results that safety advocates and traffic engineers once only dreamed of. Speed cameras have reduced speeding at their locations by 95%. Fatal and serious injury crashes have dropped by 21%. Crashes involving people walking have fallen by nearly 50% and researchers have estimated that speed cameras have saved almost one life per month on Roosevelt Boulevard. The Bicycle Coalition supports Bill No. 250770 and ask

that members of the Streets and Services Committee vote in favor of it.

COUNCILMAN YOUNG: Thank you.

Mr. Jared, good afternoon.

MR. JOHNSON: Good afternoon, Chair Young and members of the Streets and Services Committee. My name is Jared Johnson. I serve as a Lead Transit Organizer for Fiscal Advocacy, speaking in support of Bill No. 250770 regarding speed cameras on Erie Avenue, Allegheny Avenue and Columbus Boulevard.

We all agree that speed kills and are just serious injuries of people. These corridors are among our deadliest stretches in Philadelphia and I'm glad to see the City get serious about traffic deaths and injuries. Placing

cameras at these high-risk locations is a critical step towards saving lives and changing dangerous behavior towards drivers.

These cameras are not a money-grab funds reserved from PennDOT for corridor safety improvements. Studies will show it will benefit not only drivers but pedestrians and bicyclists going through these areas. Studies also created the speed cameras on Roosevelt Boulevard with saving one life every month. Their true value that's measured in lives saved, not dollars collected.

I have friends and colleagues that ride bikes in these areas. A few of them are here today behind me and I always think about their safety every single day. Some say these cameras are a crutch for police enforcement. While we are grateful for the work

of our police, we all understand that we cannot afford to have an officer on every dangerous block 24/7.

These cameras will provide consistent, unbiased enforcement and will give officers time to focus on other duties. Finally, the state government in Harrisburg limited us to five corridors. There are definitely more than five roads that need this kind of measure in the area and that we shouldn't have to pick and choose which roads get the most attention and which roads should be left alone that we will later regret because of someone getting seriously injured or someone losing their life.

Do we want that on our plate? I don't think so. We would like the City Council to join us in advocating for more speed camera

corridors, be an ally in road safety and authorize more red-light cameras in these intersections. This will save many lives. It already has on Roosevelt Boulevard during the past five years. Thank you for your time and we look forward to working together towards a solution.

COUNCILMAN YOUNG: Thank you so much.

Are there any questions of this panel by members of the committee?

(No response.)

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

(Applause.)

COUNCILMAN YOUNG: Mr. Pullin, would you please call the title of the next bill.

THE CLERK: Bill No. 250718 titled, Amending Chapter

12-900 of the Philadelphia Code, entitled "Parking Regulations and Penalties," to confirm regulations adopted by the Department of Streets that establish and revise time-limited and other rules restricting parking, stopping and standing, including the establishment of time-restricted loading zones, in the Center City area, bounded by Spring Garden Street, the Schuylkill River, Bainbridge Street and the Delaware River; and to reauthorize changes and additions to such parking rules in the Center City area by the Department of Streets on an ongoing basis; all under certain terms and conditions.

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

THE CLERK: The first

witness to testify is Richard Montanez, Deputy Commissioner for the Department of Streets.

(Witness approached witness table.)

COUNCILMAN YOUNG: For the record, I note that an amendment to Bill No. 250718 has been sent to members of the committee.

Mr. Montanez, please state your name and give us your testimony.

MR. MONTANEZ: Good afternoon, Chairman Young and members of the Streets and Services Committee. My name is Richard Montanez and I am Deputy Commissioner for the Department of Streets. I'm here to offer testimony on behalf of Bill No. 250718, introduced by Chairman Young on behalf of Council President Johnson.

This bill confirms a regulation adopted by the Streets Department that establishes and revise time-limited and other rule-restricted parking, stopping and standing, including the establishment of time-restricted loading zones in the Center City area bounded by Spring Garden Street, the Schuylkill River, Bainbridge Street and the Delaware River, and to reauthorize changes in addition to such parking rules in the Center City area by the Department of Streets on an ongoing basis.

The Department of Streets supports this legislation. This concludes my testimony. I'm pleased to answer any questions you may have.

COUNCILMAN YOUNG: Thank you, Mr. Montanez. For the record, can you tell us, the members of

this Committee, where these proposed loading zones will be authorized, again just so folks can have for clarity?

MR. MONTANEZ: This would authorize the Streets Department to establish or basically reauthorize the Streets Department to establish time-loading zones, time restrictions within the Center City area as bounded by Spring Garden Street, Bainbridge, Delaware River and the Schuylkill River.

COUNCILMAN YOUNG: Have you seen the proposed amendment to the legislation?

MR. MONTANEZ: Have I personally read it?

COUNCILMAN YOUNG: The proposed amendment, yeah. This is to 250718.

MR. MONTANEZ: Yes.

COUNCILMAN YOUNG: And

the proposed amendment, could you tell us where the loading zones are authorized?

MR. MONTANEZ: It's to amend Center City as bounded by the streets I mentioned.

COUNCILMAN YOUNG: Okay. Thank you.

Are there any other questions by members of the committee?

Chair recognizes Councilmember Squilla.

COUNCILMAN SQUILLA: How were loading zones done previous to this?

MR. MONTANEZ: So loading zones are done by Streets Department regulation. It was an ordinance that was introduced in 1981 by City Council authorizing the Streets Department to establish the loading zone by regulation. This reestablishes that and

furthermore allows us to define loading zones since at the time in 1980 e-commerce was not available. We did not have multi-use spaces such as commercial at the bottom and residential at the top.

COUNCILMAN SQUILLA: And I understand too because of the current lawsuit that was there that this has to be done, but you're saying that the Streets Department under previous purview was always doing loading zones up to this point?

MR. MONTANEZ: The Streets Department was always authorized to regulate the curb space within Center City.

COUNCILMAN SQUILLA: And the court ordered that differently for this stretch?

MR. MONTANEZ: I cannot speak on the --

COUNCILMAN SQUILLA: All

right. For this stretch then, it would allow the Streets Department to continue doing what they've been doing?

MR. MONTANEZ: Correct.

COUNCILMAN SQUILLA: Okay. Thank you.

COUNCILMAN YOUNG: Thank you.

Are there any other questions of this witness by members of this committee on this legislation?

(No response.)

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

(Applause.)

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

THE CLERK: The next witnesses to testify are Lloyd Brotman, Nicole Galli and Rick

Herskovitz, Friends of Pine and Spruce.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you so much. If you have written testimony, I ask that you submit that to Mr. Pullin for the record and can you give your testimony please.

MR. BROTMAN: We sent him written testimony yesterday.

COUNCILMAN YOUNG: Thank you.

MR. BROTMAN: Thank you. Good afternoon. My name is Lloyd Brotman. I've lived in the (inaudible) neighborhood since 1971 and I'm President of Friends of Pine and Spruce, an organization established to give residents a voice regarding the Pine/Spruce corridor. I speak in opposition to Bill 250718.

The City's plan involved three parts: First, canceling Mayor Nutter's 2009 promise to let residents stop briefly in front of their homes; second, eliminating 30% of scarce onstreet parking to create loading zones; and third, installing concrete barriers, which would make our streets less safe, especially for elderly and disabled residents.

To be clear, FOPS is not anti-bike lane. Residents and cyclists successfully shared the streets for 16 years until the recent changes. We are in favor of making streets safer by using effective speed control consistent with the goals of Vision Zero. We believe that limited city funding should be used where it will do the most good on the 12% of city streets where 80% of the deaths and serious injuries occur. Diverting

finite resources to nonhigh-risk areas such as these relatively safe Center City streets is inequitable and will cause more deaths citywide.

The City's plan might be well-intended, but it fails to employ a scientific, data-driven approach using verifiable facts, and you've been asking great questions today to get that scientific data. The Court of Common Pleas of Philadelphia recently granted an injunction prohibiting the construction of new loading zones, requiring the removal of those already installed. Judge Thomas Street did not make that decision lightly.

Members of Council, you can certainly change the rules because you don't like the outcome. However, passing this bill would not address the lack of factual

analysis supporting the benefits of loading zones, nor would it resolve concerns about the likely harm to elderly and disabled that Judge Thomas Street found so compelling.

And be careful what you wish for. It would give the Streets Department carte blanche to establish loading zones regardless of resident opinion and would eliminate councilmanic prerogative, leading each of you unable to protect the residents in your own districts. Rather than simply granting OTIS more unchecked power, please pause and take the time to better understand the problem and please vote to defeat this bill. As leaders, work with all stakeholders, find solutions and a workable plan. Thank you.

COUNCILMAN YOUNG: Thank you so much. State your name and proceed with your testimony.

MR. HERSKOVITZ: Yes. My name is Richard Herskovitz. I live at 5th and Spruce Street for 41 years. I'm a registered architect and planning background in the city of Philadelphia, where I've worked for over 50 years. My wife is handicapped. I'm here in opposition to Bill 250718, which would give OTIS unchecked authority over the Streets Department and City Council to establish loading zones in residential neighborhoods.

You've brought out, Councilman Young, that we don't have the information, we don't have the data and we can never see it. It's opaque. So we want this bill to include a way to make it less opaque to the community. It's a very important issue, just added it to the (inaudible). This bill expands OTIS powers without requiring data-driven studies or

community input.

In my neighborhood, OTIS has already demonstrated the consequences of this approach. Oversized loading zones sit largely unused, while cross-streets remain underutilized for loading zones. In some cases, daylighting this new idea which is a good idea, was applied to the wrong end of the block, which is not a great indication OTIS knows what it is doing, making intersections less safe.

OTIS has failed to apply standard truck- and bus-turning radius templates, which has impeded access for large vehicles and so they end up running over all the barriers that they have now. These examples show why unchecked authority is problematic. This bill must be amended to require technical analysis, transparent

planning and meaningful consultation with the residents. It doesn't now.

Neighborhood loading zones should improve safety and meet real needs. That means allowing adequate time for contractor parking, supporting residents who must unload near their homes, especially handicapped, and avoid unnecessary towing, which the towing is unnecessary.

For these reasons, I respectfully urge Council to reject the bill as drafted or amended to include study transparency and community involvement. Thank you.

COUNCILMAN YOUNG: Thank you so much for your testimony.

Please state your name and proceed for the record.

MS. GALLI: Thank you. Nicole Galli. Members of Council,

I live on the 2100 block of Pine Street where I've been a homeowner for nearly 25 years, and I'm a proud Philadelphia business owner for the last 10. I'm here to speak out against Bill 250718.

Contrary to what was stated by the person who spoke right before us, the City representative, this bill is extraordinary and expands any powers that Streets had previously. The residential permit program is one of the prides of City Council, and this bill delegates complete authority to the Streets Department to remove as much permit parking as Streets would like, prodded of course by OTIS.

Those officials are not elected by and thus not accountable to the citizens of Philadelphia. Consequently, this ordinance, if enacted, would shield all such

actions from public scrutiny and deprive concerned citizens whose daily lives will be indisputably impacted by these rules from having the right and opportunity to a full and fair hearing on such changes.

In 1982, the year after the ordinance that was just mentioned, this Council passed an ordinance providing for the current permit parking system in Center City and University City. The ordinance had an important purpose and was enacted after a full and fair hearing because City Council understood that the citizens of these neighborhoods needed more reliable access to onstreet parking near their homes. And today that need is even greater.

This year, without proper authorization or hearings, the Streets Department at the recommendation of OTIS,

unilaterally decided to eliminate more than 30% of the permit parking spots on Pine and Spruce Street to make way for loading zones. As the Court of Common Pleas recently held, this decision has a significant adverse consequences for the residents, especially the elderly and disabled residents.

To quote the court, they would be forced to walk up to an entire city block to exit a vehicle or unload items that must be carried back to their homes. The court observed that although the basis given by the Streets Department for these changes was to prevent parking and bike lanes, and to reiterate what my colleague said, absolutely support bike safety, there was no evidence supporting this proposition. There has been a total lack of evidence for the changes that the Streets

Department and OTIS are trying to make.

The very issue, Councilman Young, that you were addressing with the other situation is the same here. There is no transparency. There is a lack of evidence. What is happening is Streets and OTIS are acting on instinct and preference, not upon true, hard evidence, and that is what the court looked at.

Certainly with this bill, City Council could have, as it does for so many streets changes, proffered a bill narrowly targeted to the specific issue that triggered that injunction and triggered this legislation, whether or not more than 30% of the parking on Pine and Spruce Streets should be removed and substituted with loading zones, thus allowing for a full and complete hearing on the

merits, where you could question the Streets Department and OTIS about the basis for that decision, where you as our elected officials, could ask the hard questions, demand to see the data, data that does not exist. And we could also hear, have a full and fair hearing, not only from the Streets Department and OTIS for justifying their decision with hard, true evidence, but where you could hear from concerned citizens who see another side.

We are in a single debate here. You either want bike lanes in any way with walls up there or you want bikers to die. That's ridiculous. You know that. Compromise is necessary. We would like to compromise. We'd like to look at hard data and we'd like to find solutions that work for everyone.

Instead, if the ordinance at issue today passes, Council will have ducked the hard debate and instead given the Streets Department and OTIS carte blanche to take any actions it wishes about removing parking without having to justify its actions or withstand public scrutiny of them.

Honestly, the discretion is so broad. If you read this, the proposed legislation, the Streets Department of notice could eliminate all street parking in Center City in its entirety. I'll be candid. I haven't seen the proposed amendments. I'm going with the original bill. If there are things in those amendments to limit their authority, I 100% support that. But at least as it was originally written and disseminated, absolutely not.

In any event in closing, the citizens of Philadelphia depend upon you, members of City Council, to represent their interests. And these hearings, City Council hearings, such as this provide the key vehicle by which Philadelphia citizens convey their views to elected officials in delegating such a significant portion of your authority to an administrative department, not an elected body, Council deprives its constituents of the opportunity to be heard on these issues and allows the Streets Department and OTIS unfettered discretion to work in the shadows and decide what they think is best to do with a scarce resource, parking and among other things, in the heart of the city. I urge all members of Council to vote no on this bill. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your testimony.

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

(No response.)

MR. HERSKOVITZ: Councilman Young, you asked a question earlier about a percentage of injuries that occurred on particular roads on the High Injury Network. I just wanted to point out to you there is a report issued by PennDOT in 2023 called Vulnerable Roadusers. It lists the 400 most dangerous streets in Philadelphia. And the point I'd like to make is neither Pine nor Spruce is on that list of the most 400 most dangerous streets.

COUNCILMAN YOUNG: And you said this is a study conducted by the Department of Transportation, PennDOT?

MR. HERSKOVITZ: 2023 called Vulnerable Roadusers. I believe it's referenced in Vision Zero papers.

COUNCILMAN YOUNG: Thank you. Thank you for that.

This for the record. The amendment for this legislation states that the area would be authorized for Spruce and Pine, just to put that on the record. That's what the amendment says. It does not Extend into the entire Center City area. It was tailored essentially.

MS. GALLI: If I may then, members of Council, that's a very pointed amendment. When was that proposed?

COUNCILMAN YOUNG: It was proposed to members of the Committee and we're asked to take a look at it today.

MS. GALLI: Because I

find it troubling that I as a citizen was not aware of the amendment until today when I showed up. There are other constituents if we had understood the very specificity of this amendment who might have been here and wished to have this debate. This is a very important issue.

And I also then say, if you are looking to narrow this and specifically authorize this for Spruce and Pine, I respectfully request that you table this today and call OTIS and call Streets in to provide evidence for why this is going to make a significant difference, if any, in the safety of Pine and Spruce Street. You've heard no evidence to that effect whatsoever. And that's not what this bill originally was designed to do. It was the broad, extraordinary bill that I spoke to.

But regardless, the point is still the same. You have no evidence in the record, none. And the reason is they don't have it. I don't understand how elected officials in that scenario can in good conscience move ahead and grant Streets and OTIS the right to make these changes without a substantial record. And I ask if you don't vote no, that you at least table until you have asked for that evidence to be presented. I think you owe it to the citizens of Pine and Spruce to do that.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your testimony.

Are there any questions from members of this Committee?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you, Mr. Pullin.

Are there any other

witnesses to testify on this bill?

THE CLERK: Yes. The next witnesses to testify are Russell Richie, Treasurer for 5th Square; Andrew Posmontier, Philly Bike Action; David Wolfson and Albert Meister, Society Hill residents; and Wesley Noonan-Sessa.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you all. Please state your name for the record and begin with your testimony.

MR. RICHIE: I'm Russell Richie, Treasurer of 5th Square. Should I continue with my testimony?

COUNCILMAN YOUNG: Yes, please.

MR. RICHIE: Okay. Good afternoon, Chair Young and members of the Streets and Services Committee. My name is Russell

Richie and I am a board member of 5th Square Advocacy, an organization focused on a more safe, accessible, sustainable and equitable Philadelphia.

5th Square Advocacy is in support of Bill No. 250718. The rise of online ordering, food delivery and ride hailing means we need loading zones more than ever. This bill is absolutely necessary to modernize the use of curb space in our city. As even bike lane opponents have attested, we need a space to load and unload groceries, elderly relatives, children and strollers.

For Spruce and Pine Streets, the prior practice of the bike lane doubling as a loading zone has impeded efforts to protect it. This lack of protection has had devastating consequences. Despite the passage of the Get Out

the Bike Lane law one year ago, the bike lanes on Spruce and Pine today still need physical protection.

Opponents have claimed that "residents and cyclists successfully shared the streets. Dr. Friedes was using the bike lane and was still killed by a driver who entered that space." Her murderer was not "sharing the streets successfully." Opponents say we should focus on the High Injury Network. Spruce Street is on the High Injury Network. Opponents have claimed that the Residential Parking Permit program promises them a spot. RPP has never guaranteed a space and the city has no duty to preserve parking.

Moreover, this argument means that the city can't designate handicapped spots or even install a fire hydrant. Opponents have

claimed that the city is acting without community input. Last October, OTIS held a well-attended open house at Jefferson University on the Spruce and Pine project. As an attendee, I know opponents were there and had their say. Results from hundreds of survey responses show overwhelming support for loading zones.

And finally, I'm disappointed Chair Young has decided to hold the bill for the City Hall bike lane as I am here to also support that and want to see this valuable safety measure for Center City and the 5th Council District. Thank you for your time and I'd like to turn it over now to some people who live along Spruce and Pine so they can offer their perspective.

COUNCILMAN YOUNG: Thank you for your testimony.

Mr. Pullin, would you please call the next witness.

THE CLERK: That would be Andrew Posmontier, David Wolfson, Albert Meister and Wesley Noonan-Sessa.

UNIDENTIFIED SPEAKER: Good afternoon, members of the Streets and Services Committee, Chair Young. I'm here to testify in favor of Bill 250718. I have lived on the 900 block of Pine since 2019. One of the biggest concerns I get from friends, neighbors, residents on the next block over on Spruce, people visiting from out of town, delivery drivers, the most common complaint I hear has been consistently there's no place to safely and legally stop to unload.

There are a few loading zones that have already existed on the other side of the street from

me for as far as I remember as long as I've lived here, so at least 2019. Those were put in under the authority of the bill that the gentleman from the Streets Department mentioned in 1981. Those have been there functioning just fine for as long as I've lived here. The only problem is that it's not enough of them.

Certain people seem to think parking in the bike lane is a viable alternative even though it has resulted in several deaths. The obvious solution here is expand the loading zone spaces, add more spots for contractors, residents, delivery drivers to load and unload.

The city recognized this earlier this year and I was thrilled. When the signs went up, there was an immediate and significant improvement in parking

and loading along the block. Many fewer people parking in crosswalks, many fewer people parking blocking the sidewalk, many fewer people pulling in and out of the bike lane swerving around, using it as a passing lane. I felt safer while these loading zone signs were up and they had good turnover. It was working.

I live there. I look out my window every day and it seems like all of these spots were not only working for the residents, but working for delivery drivers, contractors coming through the street. At the beginning of each month, I saw moving trucks using the loading zones to move in and out instead of parking at the end of the blocks, pulling in, parking on the sidewalk. I've seen all kinds of bad practices by moving companies. That went away when

these loading zones were put in. They were working very well.

I heard a lot of neighbors were thrilled to have them put in. But when the signs came down, all of the chaos that these opponents have said would happened with these loading zones came back when the loading zones went away. It's very clear these loading zones were actually working despite claims of people who say they represent residents, but never spoken to me. I've never heard from them. They just show up one day and say they represent me.

I really encourage the Committee and City Council as a whole to properly pass this bill, move and advance it into the next phase on the floor and pass this bill, to enable the Streets Department who are the actual subject matter experts here, to

create loading zones, whether those are backed by all residents or just most of them.

COUNCILMAN YOUNG: Thank you for your testimony.

Please state your name and proceed with your testimony.

MR. NOONAN-SESSA: Hi. I'm Wesley Noonan-Sessa. I'm a preservation general contractor who works in the city of Philadelphia. I currently have a project at the corner of Pine Street and 11th Street, right where there was a loading zone until a couple weeks ago when the city removed it because of the lawsuit.

I worked on the project before and after the loading zone. It really saved a lot of time in looking for parking and places to drop off materials. A lot of my subcontractors often ask me first, where do I park, where do I load.

And I said, well, there's a loading zone right in front of the building and you can drop your tools and equipment there and park your vehicle later.

Now, since the loading zone has been removed, I personally spent more than a half hour on countless occasions trying to find, one, circling and waiting for people to move so I can use the loading zone that's frankly too small to fit a work truck in to unload a vehicle and also there's not enough room behind it to remove anything from the back of the truck.

The added time parking adds cost, adds time, which is money in contracting and building. It adds cost to logistics and we either have to eat that cost or pass along to our clients, making work on the homes in Philadelphia a

little bit more expensive, which we would love to bring our costs down.

COUNCILMAN YOUNG: Thank you so much for your testimony.

Mr. Pullin, would you please read call the name of the next witness.

MR. MEISTER: Oh, I didn't know I was being called on. I'd like to stand, but person of my stature really doesn't make much difference if I stand or sit. But my name is Albert Meister and I'm a resident of Society Hill. I've been so for quite a few years, as you can see from my McCall School sweatshirt. I've been a member of the Society Hill Civic Association until quite recently when the Friends of Pine and Spruce led a very successful political campaign to eliminate those who had opposite points of views to theirs.

Look, I have no written

prepared speech to read from. I can only read from what's here. I'm an everyday bicyclist. I'm 82 years old. I'm an everyday bicyclist. It's my principal means of transporting myself throughout the neighborhood and other parts of the city as well. I use Pine and Spruce every day and I can tell you the hazards that are caused when we, cyclists, need to go out into the traffic lane.

And because of the recent removal of the parking zones that had existed on each side of the street, this situation has gotten worse. I can tell you as a bicyclist and also previously as a motorcyclist, motorists really don't see us. They're not prepared to see people on bicycles. And when we need to swerve out into the traffic lane, it's as though we're invisible.

And I can tell you that there have been many, many close calls. I'm sorry. I suffer from aphasia. In 1980 I was hit by a truck while on my bicycle. I was thrown to the ground. My head hit the surface. I've not been the same since. I have short-term memory problems and as I said, aphasia.

That's part of the reason I'm here and so highly motivated. I don't want to see happen to anyone else what had occurred to me. And I believe the ordinance that's to vote for will certainly go a long way to prevent future accidents such as mine from happening.

But look, before I say goodbye I want to defend my neighbors in Society Hill. They've been castigated by the bicycling community and other neighbors within Society Hill. They've been

called uncaring. They're not uncaring. They're just unknowledgeable. They don't understand what we're up against when we're on a bicycle on Pine and Spruce Street. If they did, their views would be quite different.

There's a lot more I could probably say about this, but I urge you, I urge you to vote for this new ordinance that will make it possible to continue placing the loading zones on either side of the street. So thank you. Thank you folks for listening to me.

COUNCILMAN YOUNG: Thank you so much for your testimony.

Please state your name for the record and begin with your testimony.

MR. WOLFSON: Yes. Good afternoon. Thank you for the opportunity of speaking in favor of Bill 250718. My name is David

Wolfson. I'm an attorney in town. I live on Pine Street. I'm a real friend of Pine Street. Not permitted to join their organization because their organization is a political one that opposes any measures to make bike riding safer. So a real friend here.

I'm here as -- Ms. Galli said that there's no evidence in the record, so I'm here to put some evidence in the record and I have some pretty good empirical evidence. We had those loading zones for a few months. There were two on my block. It was absolutely fantastic. You heard a few of the folks who are against the loading zones talk about the elderly and the disabled.

I have a 95-year-old mother who I pick up and drop off at my house. And when there were

loading zones there, I always knew there was a place within less than a half block from my house where I could drop her off. And now, that place is typically gone and taken up by more parking.

There's a fundamental paradox about the position that the so-called Friends of Spruce and Pine are taking. They say that we need more parking onstreet parking and that somehow having more cars on the side of the street will make it safer for the elderly and the disabled. But the whole point of having the drop-off spaces is to have places where you could drop off your groceries or drop off an elderly or disabled person and that now is gone.

The other reason to have those spots of course is what Mr. Meister was talking about. I ride my bike most days to my Center

City law office. And again, the bike lanes are used as parking spots, parking spots by trucks and cars even when they could easily park on the other side, legal side of the street.

There is a culture in the city whereby drivers see the bike lane and they think that that's a place to park. And as Mr. Meister said, when you're going down the bike path and now you have to swerve into the middle of the road, you are not seen. And I've been almost hit probably 15 or 20 times over the last seven years.

So again, I urge you -- I just wanted to say that the judge entered her preliminary injunction, I think, the middle of August, August 15. And since then, the streets on the bike lanes and generally the street at my block and elsewhere on Pine and Spruce

have gotten much more dangerous. Thank you. And I urge you to vote in favor of this bill.

(Applause.)

COUNCILMAN YOUNG: Thank you for your testimony.

MR. MEISTER: May I --

COUNCILMAN YOUNG: Are there any questions of these witnesses by members of the committee?

(No response.)

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

MR. MEISTER: May I just add an amendment with your permission?

COUNCILMAN YOUNG: I'm sorry. Say it again.

MR. MEISTER: May I add an amendment to what I just said?

COUNCILMAN YOUNG: Yes.

MR. MEISTER: I'd like

to point out that many of the folks living on Pine and Spruce have offstreet parking. It's behind their homes. Many do not even own automobiles.

COUNCILMAN YOUNG: Thank you, sir. Appreciate that.

Mr. Pullin, would you please call the next witness to testify.

THE CLERK: The next witness to testify is Chris Gail, Executive Director of the Bicycle Coalition.

(Witness approached witness table.)

COUNCILMAN YOUNG: Mr. Gail, please state your name for the record and begin your testimony.

MR. GAIL: Good afternoon. My name is Chris Gail. I'm the Executive Director of the Bicycle Coalition of Greater

Philadelphia. Thank you, Councilman Young, members of Streets and Services for this time. The Bicycle Coalition supports Bill No. 250718 because it reaffirms that the city has the authority to manage all parking and loading regulations in Center City.

Updating loading zones and parking is important for adapting roads to meet the needs of today. Good curb management can help alleviate congestion, reduce crashes and help us all share the road again. The Bicycle Coalition supports Bill No. 250718 and ask that members of the Streets and Services Committee vote in favor of it.

COUNCILMAN YOUNG: Thank you so much for your testimony.

Any questions of this witness by members of the committee?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you so much.

Mr. Pullin, are there any other witness panels for this bill?

THE CLERK: No more panels.

COUNCILMAN YOUNG: Thank you so much. We will now be taking a 10-minute recess -- I see you all. I see you all. We will now be taking a 10-minute recess. We have to give our stenographer a break. And after our recess, we'll go into our public comment section to allow public comment on the bills being heard today. Thank you.

(Brief recess.)

COUNCILMAN YOUNG: Okay. Mr. Pullin, please read the next witnesses to testify.

THE CLERK: Bear in mind

there's a few that have left the room. So J.C. Berquist, Liz Forest, Brad Merrell, Jessan Groenendyk, Matthew Prochnow. Is there a Jennifer Tobin?

(Witnesses approached witness table.)

COUNCILMAN YOUNG: And just for the record, I do note that as we started to transition into our public comment, a quorum is present. Councilmembers Harrity, Ahmad, Squilla and myself are present to make up a quorum.

Thank you. Please state your name and begin with your comment.

MR. GROENENDYK: Hi. My name is Jessan Groenendyk. I signed up to speak on two bills. I believe I was the only person who signed up for public comment on Bill No. 250770. That's the speed cameras bill. So I'd like to start

with that if that's all right.

COUNCILMAN YOUNG: If you could place your comment on all the bills you're here to testify on please. That will be helpful.

MR. GROENENDYK: All right.

COUNCILMAN YOUNG: Thank you.

MR. GROENENDYK: So with regards to Bill No. 250770, my name is Justin Groenendyk. I live on the 1800 block of Pine Street and I commute via bike and occasionally drive on several of the selected routes for speed cameras. I'm a pretty fast cyclist in areas of those roads. Where the speed limit is 30 miles an hour, I'm often going 30 miles an hour on my bike and yet there's still cars just blowing past me. And obviously, that makes me feel very unsafe.

I think we can all agree

that Philadelphia drivers don't obey the speed limit. That's been talked about. And I just see my life get risked every day. We know that based on physics the amount of damage from an accident increases with the square of the velocity. So that's exponential growth, which is typically faster than humans can imagine. That's how fast things grow exponentially. So that's a big problem to me.

I'm also a licensed commercial pilot. One of the things they teach you when you're learning to be a commercial pilot is something called the normalization of deviance. This is what happens when breaking the rules becomes so common that it's considered normal. It's one of the most common causes of a disastrous plane crash and I think it's also one of the most common causes of

somebody getting killed by traffic violence in the city of Philadelphia.

These speed cameras are a great way to break that. It's something that's consistent and something that's fair as opposed to a police officer occasionally enforcing the law. The law is enforced the same way every time. I'm sure we all wish that the law could be enforced that way in every part of our society.

There are people that are worried that speed cameras are limiting their rights, but nobody has the right to threaten the safety of others in a public space I think we would all agree, and that's what you're doing when you're speeding. I urge this Council to support speed cameras. Your job first of all is to protect our lives and I know you take that

seriously.

With regards to the expansion of loading zones on Spruce and Pine Street, so I live on Pine Street on the 1800 block. And just to make it clear, the so-called Friends of Spruce and Pine Street are no friends of mine. They want my street to be less safe and less convenient for me. All so that they can use my tax dollars to store their personal property, a car, in a public space.

They talk about all these procedural things, about evidence, but really what they're asking for is red tape to protect their privileges. People that are against these regulations think that they're entitled to a parking spot. But could you imagine the outrage that would happen if this committee proposed to provide at taxpayer expense each bike owner in

the city 300 square feet of public property on which to store their bicycle. And yet that's exactly what we do for car owners in the city.

They ask for evidence for changing the status quo. I ask for evidence on why we should protect the status quo. What I'm asking for feels like the bare minimum to me. On my way here walking out my door, I counted four delivery trucks and contractors that were parked illegally just on the 1800 block of Pine, that's one block, just my street. That puts me at danger every day.

My neighbors obviously need the services that are provided by these delivery vehicles and contractors. The economic vitality of the city needs those services. What the economic vitality of the city does not need is subsidizing

car owners and their storage of their vehicle. If owning a car and parking it on their street is that important to them, there are plenty of places that they can pay to park a vehicle rather than getting subsidized by the city. The expansion of government power is always something that's concerning, but I appreciate the amendment to this bill to limit it to Spruce and Pine Street.

Finally, I would just like to say that I'm strongly in favor of not only the expansion of these loading zones, but in I'm strongly in favor of bike lanes across the city, including the City Hall bike lane and the protection of the Spruce and Pine bike lanes. Thank you for your time.

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name

and please give us your comment.

MR. MERRELL: Hello. My name is Brad Merrell talking in regards to Bill 250718, the loading zone one. I primarily get around the city by bike. There's been countless times that I've been cycling in the street and cars parked in the driving lane and I'm to the side. They just try to quickly swerve around the parked car. They don't even look for me and then they only see me at the last split second.

A lack of loading zones only exacerbates this issue. Similar problem when cars park in a bike lane. In that case, I'm forced out into the driving lane with all the distracted drivers. Lately I've been avoiding Spruce and Pine whenever possible due to how many close calls and aggressive drivers I've encountered there.

Aggressive impatience from drivers is an issue that can really only be solved by removing their need or ability to drive aggressively, because there's no rational thinking behind it. I'm in favor of loading zones on as many blocks as possible. I'm in favor of concrete protection for bike lanes. And I'm also in favor of the use of disabled parking zones for anyone who's unable to walk to the loading zone at the end of the block. And I also just want to add at the end that I'm highly in favor of the City Hall bike lane and it would really be a shame to waste this opportunity to add one. Thank you.

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name for the record and begin.

MR. PROCHNOW: Thank

you, Council. My name is Matt Prochnow. I'm here to testify in favor of 250718 as well. I've been working in district schools for the last 17 years. I'm raising my kids in the city and I use all kinds of transportation, but I preliminary -- or primarily use my bike.

But the mentality that streets are for cars is everywhere. They tell it to my face every time they can. And to me, the streets are for the people. However, they choose to use them. And I hope you can view my comments through that lens. Recently my son goes to South Brook Elementary. It's on 9th Street. I'm biking on Tasker towards 13th when someone tells me to get on 13th Street. I'm literally on my way there. I don't know what the option is. I should be able to use a street to get to

the bike lane. I say that to illustrate the kind of mentality that we're dealing with as cyclists.

I've had someone bump me on purpose and yell, I pay road tax. Whatever that means. It's absurd and it's dangerous and this mentality that cars on the street shows up also in loading and delivery. And it would really make us all safer and reduce conflicts between different modes of transportation if we had these zones. There just simply aren't enough places for the people who are using the roads to stash their car briefly, especially with the rise in Uber and DoorDash and the like.

So I'm asking you to support this bill. I'm asking you to give the Streets Department the authority they need. And if

possible, please also note this testimony is in favor of the bike lane at City Hall.

COUNCILMAN YOUNG: Thank you so much for your comment.

MR. PROCHNOW: Thank you.

COUNCILMAN YOUNG: I just want to note that we are asking if you could provide us information that is novel that hasn't been -- we do have a lot of folks that are interested in testifying on these bills. We want to make sure everyone is heard. But please, we're asking that you can keep your testimony concise and to the point so we can make a rational decision on how we're going to vote with this legislation. So thank you.

Please state your name and begin.

MS. TOBIN: Good

afternoon. My name is Jennifer Tobin and I'm urging you to vote in favor of Bill 250718. I'm a cyclist. I've been in Philly for about 20 years. I use the bike lanes all the time, the Spruce/Pine bike lane. I mostly go from Fairmount where I live, down to the Head House Square area and the bike lane is great. I love it. It is a wonderful way to get around, but not when I have to swerve into traffic.

I've had many close calls. People shouting at me, as the previous speaker mentioned, to get in the bike lane. Well, you can't do that if there's a car blocking your way. And one thing I haven't heard during this hearing is anyone suggesting that there be no loading zones on streets. And that's because we take it as a given that we need loading zones.

No one's opposing loading zones.

What I'm here to say is the bike lane is a travel lane. It is not a loading zone. So when you don't legislate and don't create specific places for cars, the bike lane becomes a de facto loading zone which is not what it is. It's a travel lane. So I'm asking you to just recognize that we are road users. We commute. We save the city lots of pollution. We create less pollution. We create less noise.

We feel like we are entitled to our travel lane. Also feel like it would be great to have a bike lane around City Hall for, you know, because I've had other close calls with people coming really close within inches of hitting me. Thank you for your consideration.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Mr. Pullin, would you please read the next names.

THE CLERK: Can we get Genny Boccardo, Melanie Foreman, Eugene Charrington, Ben Geffen, Mason Carter.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Please state your name and begin with your comment.

MS. BOCCARDO-DUBE: Thank you, Councilman Young and City Councilmembers on this committee. My name is Genny Boccardo-Dube and I live in Center City with my family. I'm here to testify in support of Bill 250718. Riding a bike in Center City is a privilege I enjoy daily and I'm deeply grateful for all the bike lanes throughout the city.

Many of you are aware of the horrible crash where Barbara Friedes was killed at 18th and Spruce Street last summer. Had there been protected bike lanes, Barbara would be alive today. I was walking by at that moment and saw her lifeless young body in the street. That moment will always stay with me and I would like to believe that she did not die in vain.

Safety includes everyone in Center City and should be our number one priority as a community. I live at 16th and Bainbridge Street. Regularly trucks of all kinds and others block Bainbridge Street. They stop in the middle of the street and this can last anywhere between 5 and 10 minutes.

Loading zones are crucial for people who need more than 5 to 10 minutes, not only

would they reduce traffic but they would also reduce the risk of crashes. Additionally, loading zones become parking spaces at night. Bike lanes were created for bikes, not cars. If a vehicle parks in a bike lane, they are jeopardizing the life of cyclists with loading zones. These dangers could be avoided and people could have better and most importantly, safer places to unload.

As a city that has experienced tragedies due to unsafe bike lanes, we should realize that impatience is not worth a human life. We do not need perfection, but what we do need is to protect cyclists while supporting residents. We need safe bike lanes, loading zones and the general understanding that when you are driving in Center City, you can't go fast. As a city, let us

all prioritize safety and make Philadelphia a safer environment for all.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your comment.

State your name and begin.

MS. FOREMAN: Good afternoon. My name is Melanie Foreman. Thank you for the opportunity to speak in support of Bill No. 250718 regarding loading zones on Spruce and Pine streets. I live and work in Philadelphia. I didn't grow up here. I'm from rural Pennsylvania, Butler County. And growing up, you had to drive everywhere.

I've chosen to make Philadelphia my home. One of the biggest reasons is that I can walk and bike. I love that about our city. Biking is my primary means

of transportation. The Mayor wants a safer, cleaner and greener city. Allowing these loading zones to be permitted on Spruce and Pine streets would make this city safer for everybody, not just cyclists but for pedestrians and drivers as well. And it would also -- if people feel safe walking and biking and leaving their cars at home, maybe it would make this a cleaner and greener city too.

I would also like to say I'm disappointed that Bill 250649 regarding City Hall bike lane has been held. This is a particularly dangerous area of the city to cycle and I really hope that comes up again. I went to the placing of Dr. Freides' Angel bike last year and it was the saddest thing I've ever seen. And one of the things that struck me is that, that so easily could have been anyone else.

It could have been any one of us, not just drunk drivers.

Everybody's driving with cell phones today. I know the law has changed, but I'm sure everybody has seen people texting and driving along every road in Philadelphia. Please, please, please protect us and make us safe. Thank you.

(Applause.)

MR. GEFFEN: Good afternoon. My name is Benjamin Geffen. I'm a 16-year homeowner, car owner, bicycle owner in Center City, Philadelphia and I'm here today to speak in support of the Center City loading zone ordinance. I came here with an idea of what to say, but I'm going to switch it up based on your request for concision and novelty and just respond to a couple of comments that we've heard earlier today.

One is that this bill

would somehow deprive the public of opportunities to give input into lawmaking in the city. Nothing could be further from the truth. This hearing is happening today. Previous hearings like this have happened. City officials are responsive to constituent concerns, whether they're in Council or in the executive branch at all times. Public input doesn't mean unlimited opportunities to halt all progress. What the public input you're hearing is, is that the public is tired of process and wants loading zones and protected bike lanes.

The other thing I'd like to comment about is a supposed lack of evidence. I'm going to give some evidence. Almost exactly a year ago I was commuting home by bicycle along Spruce Street, as I have done every day for many years, when because of the lack of a

loading zone, I almost ended up a grease spot in the middle of the street. And what happened is an Uber driver abruptly pulled into the bike lane to discharge a passenger, the bike lane on the left side of Spruce.

This forced me to veer out from the bike lane into the moving traffic lane. And the passenger sitting in the back seat on the right side of the car suddenly flung open the door, knocked the door into me and knocked me off my bike onto the pavement. I was lucky to get away that day with just some scrapes and some bruises.

If there had been a truck coming up quickly right behind me right then, I wouldn't be here today to give this testimony. And I think if you hear from enough cyclists, you'll hear a lot of

stories like that. These don't usually make it into police statistics. I'm not going to stand around waiting for two hours to tell a police officer about the thing that happened to me. I need to get home and clean out my bloody wounds and take care of my children. I don't have time for that. And to the extent that my experience isn't in the data, that's why.

But I'm here to tell you about that today. And the next time somebody comes here and tells you that there's no evidence that it's happened, I hope you remember Dr. Freides and I hope you remember the countless people who've had more minor experiences as I have too. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your testimony.

Please state your name for the record and begin.

MR. CARTER: Yes. My name is Mason Carter. I am currently a resident of Germantown. I use the Spruce/Pine bike lanes frequently. I'll bike down on the Schuylkill Trail, and then those are critical arteries for me once I get down to Center City. So lots of people are using it from all over the city. But I also lived in Society Hill for six years before.

And I am disabled. I am a below-the-knee amputee. I frequently have issues where my accessibility or my walking isn't so good. And so, having loading zones would be a dream to really -- and I would have loved to have those back when I was living in the neighborhood.

I'd like to bring up the fact that, you know, for that to

create the system of loading zones is really important to change the culture of driving in the city and it has become less and less safe, especially during the pandemic and onward. But also at the same time, we need more people biking and to build a culture of biking in the city because it is the most affordable form of personal transportation.

I own one car that my partner and I share and the repair work, insurance, gas, it's all going up, and biking is really something -- I learned how to bike when I was 28. And so, for me I'm 37 now. And biking has really changed my life in a lot of ways, to better explore the city through this method of personal transportation.

But I tell you what, with the Spruce/Pine bike lanes

I've had many conflicts and had to deal with it. And I'm very alert to these things. But I've had many surprises of people just pulling in sideswiping me. I'm lucky that I've only gotten nicked a bit and I haven't had to go to the hospital. But these are things that are going to really prevent more and more people from biking and it's a wonderful thing and I hope more people do.

And finally, I really hope that the City Hall bike lane gets the attention that it deserves for the bill because it really is the nexus of the Philadelphia universe and it is the center of everything in the heart of the city and we all deserve to be able to bike there safely without the fear of getting hit by many, many cars. So thank you very much for having us today.

(Applause.)

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

Mr. Pullin, would you please call the names of the next folks to comment.

THE CLERK: Tom Kowalczyk, Jacob Russell, Cody Cowper, Brett Cohen.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you, sir.

Please state your name and begin with your comment.

MR. KOWALCZYK: Hi. Thank you for having me. My name is Tom Kowalczyk. I live at Grad Hospital at Catherine and 22nd Street. We have a car, we have a bike and we use SEPTA. We use all the major sources of transportation in the city. We moved to the city

four years ago in part because we wanted a walkable, bikeable city and we think we're well on the way to having one of those.

I'm here to speak in support of Bill 250718, the loading zone bill. I think loading zones make Spruce and Pine and most of the city a much safer place by providing safe places to load and unload. And I also think that delegating the authority to decide where to put something as simple as a loading zone is something that good governance would put with the experts in the Streets Department and not use up all of Council's valuable time deciding where to put a loading zone. So with that, I'm hoping the committee will recommend the bill forward.

(Applause.)

COUNCILMAN YOUNG: Thank you. Please proceed.

MR. RUSSELL: Good afternoon, Council. My name is Jacob Russell. I'm here in favor of Bill 250718, to add loading zones in Center -- or to authorize the Streets Department to add loading zones in Center City. I want to make a couple of points. First, there are dozens of general purpose loading zones all throughout the city. They already exist. They've existed for years. There hasn't been any issue.

There apparently is a legal vulnerability to those loading zones as we've seen recently, because of this lawsuit from FOPS. If you do not authorize a general bill that allows loading zones to exist all throughout Center City, those could go away.

I want to highlight a couple specific examples. Old Pine Church at 4th and Pine Street;

Morris Animal Rescue at 13th and Lombard; and the Academy of Arts on Broad and Race Street. All three institutions have a general purpose loading zone in front of their establishment. Without a general bill that authorizes loading zones in all of Center City, those could be removed at any time by a lawsuit.

As the person in front of me said, loading zones are a basic necessity for the Streets Department need to install as they need to accommodate the ever-changing needs on our streets. Now, opponents of this legislation will talk about how OTIS simply can't be trusted with the awesome power of making it a little bit easier people to unload their groceries. They'll complain of the lack of engagement about the project undergoing improvements on

Spruce and Pine Street.

So let's look at that history of engagement. So first, there was several City Council meetings where the No Stopping in the Bike Lane bill was discussed publicly. After that passed unanimously, OTIS decided it needed to put loading zones to give a place to load and unload on the streets because it was now illegal to park in the bike lane.

Last October, OTIS had a public meeting attended by over 350 Philadelphians, including 150 residents of Spruce and Pine Street. They followed up that meeting with a special listening session for the Society Hill Civic Association. After those meetings, OTIS mailed a letter to every address on Spruce and Pine Street inviting to share their thoughts on the loading zone plan and

placement. I lived on Spruce at this time. I received the letter.

OTIS read and gave a response to every single comment they received as parties of public engagement efforts. It's posted on the website. You can go see it. Every person was heard. Every person was responded to. In February, OTIS then formed a working group with the neighborhood associations, the bicycle advocates and FOPS, the group now suing the city over loading zones. Every member of that group, including FOPS, had the opportunity to fully share their vision for Spruce and Pine Street.

That working group would continue meeting today if FOPS' lawsuit hadn't forced it to disband. In the spring of this year, I believe it was April, OTIS also held a mandatory hearing for

any kind of curbside regulation changes. This legislation would still require that hearing to take place today, providing a chance for community input.

Fundamentally, FOPS needs to be honest. Their problem is not they've been ignored. They've been heard time and time again. Their problem is their position is dangerous and unpopular. We've heard every person today so far comment in favor of this legislation. The vast majority of Philadelphians want the city to be created safer and more orderly streets.

As Councilmembers, you have a responsibility to provide our agencies the tools to make that vision happen. I will also give a little bit more data because there's a request for more data --

COUNCILMAN YOUNG: If

you don't mind, if you can just summarize your comment so we can allow other people to testify.

MR. RUSSELL:

Absolutely. Thank you, Councilmember.

COUNCILMAN YOUNG: You can conclude, but I just want you to summarize.

MR. RUSSELL: Oh, I was going to say Philly Bike Action maintains an app to report parking violations. There's been a 50% increase in blocked bike lanes after the removal of the loading zones. So that shows, unlike what the judge thought, there is a definite benefit to the bike lanes for having loading zones on the streets. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you.

Please state your name.

MR. COWPER: Good afternoon, Council. My name is Cody Cowper. On behalf of the Washington Square Civic Association, I need to express my deep disappointment that Bill 250649 was withdrawn without notice. Many of us rearranged work and family schedules to testify, and this abrupt action signals a lack of respect for constituents. That makes it even more frustrating because this project is exactly the kind of improvement our community needs.

The protected bike lane would provide a critical link to existing infrastructure, calm traffic near City Hall and make walking and biking safer for the many residents of Washington Square West, most of whom who do not own a car. We urge Council to bring this bill back quickly, treat the

public's time with respect and allow it to move forward.

I'm also here to testify on Bill 250718. I live right off the 1000 block of Spruce and I'm testifying on this bill in my individual capacity and not as a board member of the Washington Square West Civic Association. I'm also a car owner and I have not noticed a material difference in my ability to find a spot since these new loading zones were installed. Perhaps that is because they revert to parking at 6 o'clock, 8 o'clock and 10 o'clock, depending on the zone.

What I have noticed are the benefits. For example, less crosswalk parking which means I can now cross more safely with my kids and a stroller without being forced into traffic. I've also seen traffic move more smoothly. At

McCall School, for example, where my children attend, parents were using these zones to drop off and pick up, and the removal has made those times of day more chaotic and unsafe.

That's why I support giving the Streets Department the authority to install loading zones without requiring Council action for each one. My experience leads me to a simple conclusion. Experts know how to design safer streets, better than politics and certainly better than random citizens.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your comment.

Please begin.

MR. COHEN: Thank you, Mr. Chair. I'm Brett Cohen. I'm a resident in the 5th councilmanic district. I live in Northern Liberties. I often use my bike

with various attachments to transport myself, my 5-year-old daughter as well as my 9-year-old son. He can use a trailer pedal attachment since he's a bigger kid.

My remarks are not going to be necessarily like some of the other folks. They've covered very important areas with lots of the facts. I'm going to provide some additional context. I support Bill 250718 of course and that goes without saying. But what I would like to talk about is Bill 250649 for the City Hall bike lanes, that I'm disappointed to hear that the bill pertaining to that has been held.

I feel like an alien sometimes since I don't primarily use a car. I understand that City Councilmembers are offered a car, and maybe some of the Councilmembers do take advantage of

that so they may primarily use a car. And it may be hard to fathom from that perspective, that 44% of Philadelphians according to the 2024 census data, and I'll provide my information to the staff of course, but 44% of Philadelphians and a higher percentage, closer to 50% in Center City, use a method of transportation aside from a car.

So if I am an alien, there are a lot of people, a lot of constituents just like me and I am privileged to be able to come here and to take off work. But when I look in the bike lanes, I see some folks who look like the people here, but I see a very diverse cycling community. I see people of color. I see people who are delivery and food delivery and drop-off drivers on bikes and e-bikes who are often or usually from minority backgrounds.

So this is not an issue about, you know, a privileged few or something. This actually touches on some of the most voiceless members of society, and those people aren't able to be here today because they don't have benefits. They're gig workers in the gig economy, so they can't take off because then they can't feed themselves or their families.

So I'm here and I want to say that the City Hall bike lanes are vital. They are a minimum because they would be traffic separated. They wouldn't even be protected yet but they would be the first step, and we understand that's how the process begins.

The Semiquincentennial is coming up, and we have this repaving opportunity. I think that to have the best face for

Philadelphia when that happens, we should avail ourselves of easy, low-hanging fruit like the City Hall bike lane and take advantage of those opportunities when we have them. So I strongly urge this committee and the Chair to unhold the bill or whatever the technical term is so that it can be voted on. And so, that I see them ripping up the pavement as I got to this hearing, it would be just wonderful to see that coming through. And again, not for me, not for people with the color of my skin, but for people who can only afford a bike who really need the safety that such a lane would provide. Thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Mr. Pullin, would you please call the next witnesses.

THE CLERK: Maya Afilalo, Louis Bartholomew, Amy Jersild, Cela Lynch.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you. Please state your name and begin with your testimony.

MS. AFILALO: Hi. My name is Maya Afilalo. I'm a resident of South Philly at 10th and Wharton, urging the Council to vote in favor of Bill No. 250718 to authorize loading zones in Center City. I've been cycling in the city for 10 years. I'm also a car owner. I regularly bike on Spruce and Pine to get to work at Moore College where I teach writing.

To echo what others have said, there is always someone parked in the bike lane. There are always near misses. Friends of Spruce and Pine spoke about

compromise. I go out of my way to bike in a bike lane. I go several blocks out of my way to be safer. So compromise is being made. And if it's a question of convenience, cyclists are also taking more inconvenient routes for their safety.

I live in South Philly now, but I used to live on the 2100 block of Pine. I was a renter. I know it's hard to own a car there. I know it's hard to park. I've gotten towed more times than I can remember. A loading zone would have been really helpful to unload groceries, to bring up heavy stuff, to get deliveries. It's better for car infrastructure.

To that end, I also support the City Hall bike lanes. I used to drive around City Hall every single day. I was a caretaker for my grandmother in

hospice on City Avenue. I was biking around City Hall -- sorry, driving around City Hall every day. Bike lanes create predictability. If you've ever driven around City Hall, you know we could use a little more predictability around there.

So finally in regards to the loading zones, a vocal minority of residents who claim to support bike safety when it's convenient for them to do so are in opposition to this bill. Last year we lost a Philadelphian, Dr. Barbara Friedes, due to a lack of protected bike lane. The main reason I'm here, in addition to myself, is my best friend's older brother was killed by a distracted driver on his bike 10 years ago. That family is still grieving.

To me, the idea that convenience is more important than

safety is absolutely abhorrent and I'm asking the Council to vote in favor of creating these loading zones which will make everyone safer, which will mitigate traffic and create a more sustainable city. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you so much.

Please state your name again.

MS. DRISCOLL: Hi. My name is Amy Driscoll. I'm a resident of Rittenhouse Square and I'm speaking in support of Bill 250718. I believe strongly that the city should have the authority to install and maintain bike lanes and that the city should provide a way for people to attend to their own needs, temporarily unloading what they need to unload without imperiling their neighbors,

particularly their neighbors on bikes.

My husband and I used such a loading zone for a number of months when our son was temporarily unable to walk because of his cancer diagnosis. That loading zone was very important to us during an extremely difficult time and it also allowed us to take care of him and get him out of the car and into our house without illegally stopping and imperiling other people that needed to go around us.

I want to say one more thing. Dr. Barbara Friedes would have started her medical career in the same department that saved my son's life. And because she was riding in an unprotected bike lane, she is deprived of her life and kids like my son are deprived of her lifesaving expertise. That is

why I am particularly frustrated every time my now 16-year-old son gets on his bike and heads down Spruce bike lane.

I'm particularly frustrated that there are constituents and stakeholders in the city who seem to want to impede the placement of loading zones and imperil an opportunity to avoid unnecessary injury, loss and death. I thank you for your time.

(Applause.)

COUNCILMAN YOUNG: Thank you so much.

Please state your name for the record.

MR. BARTHOLOMEW: Good afternoon, Chair Young and members of City Council. My name is Louis Bartholomew and I'm a resident between Pine and Spruce. I'm here to voice my support for Bill 250718, which would codify the

city's authority to install loading zones in the Center City area and on Pine and Spruce.

I also have the privilege of working with the PA Safe Roads Pack, which advocates for safe streets across the Commonwealth and here in Philadelphia. I've sat with the families who have lost loved ones due to traffic violence, from children lost senselessly in drag races on the Boulevard to adults who have died just riding their bikes.

We often forget how dangerous driving is. Just this past weekend when I was driving in rural Michigan, I was almost in a crash. A pickup truck almost hit me head-on. I was able to swerve and luckily we weren't hurt, but it did hit another person in front of us. If I had been three seconds

later, I probably wouldn't be here. It goes to show how dangerous our streets are. Not just in Michigan, but also in Philadelphia where crashes are very commonplace.

I use the bike lanes every single day, Pine and Spruce, to get to and from work in Queen Village. I saw the flipped car on Spruce a few months ago that was just in the bike lane. I sent it to some folks and that it just goes to show how dangerous these bike lanes are.

Barbara Friedes is -- was my exact age when she died. It could have been me. Every day it can be me and it could be any of us sitting back here. Emily Fredericks was also killed in the bike lane on Spruce in 2017. She was 24 years old. She was a pastry chef. There's no reason for these people to die.

All we have here unfortunately is a vocal wealthy minority, predominantly from one neighborhood, who feel that they get to park in bike lanes. And there's just really no reason for it when we have loading zones that have worked very, very well for two months. Again, they put their convenience over everyone else's safety. It's really unfortunate that we can't come together and work for commonsense solutions where we have loading zones, we have a protected bike lane, we have a travel lane. It's really the basic minimum.

So I thank you in advance for your support of this bill. I also just want to add that I am in support of the City Hall bike lane bill, which is Bill 250718. I know that -- or excuse me, 250649, which would be the City

Hall bike lane bill. I'm disappointed to hear that it was tabled for now, but I trust that it will be passed next time and any issues will be resolved. So thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you.

Mr. Pullin, will you please call the names of the next witnesses or next commenters.

THE CLERK: Can we get Charles Goodwin, Peter Croce, Aliza Yousey, Alex Teti, Sage Lincoln, Debbie Zak Cohen, Michael Novak.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you. Please begin.

MR. CROCE: Good afternoon, Chairman Young and members of the Committee. Thanks for having us here today. My name

is Peter Croce and I'm here to speak on Bill 250718. I live on Spruce right in front of a loading zone and I'm a proud business owner here in Philadelphia. I actually moved to Philadelphia three years ago because I want to live in a bikeable city.

So living in front of a loading zone. I actually live in Unit 1F. Like right in front of the loading zone my windows look out. I was able to see firsthand how frequently these loading zones were used and how many cars and trucks were able to briefly make delivery and drop people off and people unload groceries. While keeping the bike and the car traffic lanes clear, these loading zones were working very well until they were removed. So any claims to the contrary just do not line up with what we've seen on the ground.

They work especially well for elderly and disabled individuals to have ample space to get in and out of the vehicle without risk of traffic passing near their vehicle, as is a risk when bike lanes are used as loading zones. So I also bike on Spruce and Pine every day. And every day I see that when we don't have loading zones there are cars and trucks parked in the bike lane. It makes me feel unsafe, but I'm a fairly young and confident biker.

The real tragedy is that less experienced bikers, kids, the elderly and others are forced to navigate around vehicles in the bike lane, jeopardizing not only their safety but those who are unloading and trying to use bike lanes as loading zones.

I'll keep this brief. I have more I could say, but a lot of

folks have really said important things here already. I also just want to add that I'm disappointed that the bike lane around City Hall bill was tabled today. That is an especially dangerous area to bike around City Hall. That should be reintroduced and I would love to see that happen. So I encourage the passage of this bill for the safety of all residents, those who bike, those who drive, those who want to unload. Loading zones make us all safer. Thank you.

(Applause.)

COUNCILMAN YOUNG:

Please begin. Thank you.

MR. TETI: Hello. My name is Alex Teti. I'm here to support my strong support for Bill 250718. I'm a member of a Folk Dancing Society here in Philadelphia. We're an intergenerational group by design,

connecting people of different ages, races and income levels, and we're part of a larger folk dance community which connects our city to dance communities across the East Coast.

Many of our younger members don't own cars. They travel from across the city and rely on safe, reliable ways to reach us. Without an interconnected bike system, especially around heavily trafficked areas like Spruce and Pine and throughout Center City generally, attendance is both difficult and dangerous for them. We need more such infrastructure throughout Center City.

I worry about my friends being injured. The lack of safe bike access is a real burden that falls hardest on younger and lower-income people who want to

participate in cultural life. For us, bike infrastructure isn't an abstract issue. It directly impacts our community. I urge the Council to support Bill 250718 so our members and Philadelphians of all backgrounds can safely travel in the heart of our city. Thank you for your time.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Please proceed.

MR. GOODWIN: My name is Charles Goodwin. I'm a 25-year resident of Pine Street and have been working or living in Philadelphia for 35 years. I've also been bicycling here for most of that time and I've been among the 2% of Philadelphians who are Center City residents who are bike commuters. The rest of that 40 some-odd percent are actually foot

commuters.

And I'm here to speak out against Bill 250178, which would give the Streets Department the ability to ramrod measures such as its loading zone proposal and other purported bike lane improvements without consideration of public support. When OTIS purported to conduct its community meeting last October, it was only publicized to bicycle groups. It was not publicized to residents.

OTIS and the Streets Department cannot be granted the power to act without councilmanic supervision. I'm an engaged citizen. I've been President of my RCO, and I'll tell you that transparency was not what OTIS was interested in when I was president of my RCO. This is 10 years ago, but same people.

COUNCILMAN YOUNG: I

recall.

MR. GOODWIN: Yeah, but I will say please don't show our plans to anybody until they're perfect. You wait a month. They keep stalling, they keep stalling. Finally, I posted them publicly and guess what, the public didn't like it. I'm also treasurer of my ward. I know most of the long-term residents on blocks surrounding my house.

And frankly, since we were talking about speed cams earlier I am going to say something everybody would agree with here. We could really use speed cams on Pine and Spruce and we should really have a 20-mile-an-hour speed limit. It's insane that you can go 25 miles an hour legally down those streets. They're too narrow and it's too dangerous.

The loading zone

proposal is overwhelmingly opposed by the residents of Pine and Spruce. 600, 700 people routinely sign petitions against these proposals. The proposals starting with the no-stopping signs, converting parking spaces to jumbo loading zones and ultimately seeking to impose low-rise concrete barriers, which would not have done a damn thing to save Dr. Friedes' life because that car going 60 miles an hour would have easily surmounted them and killed her. And the proposal for concrete barriers is like 6 inches, 8 inches maybe from OTIS.

But this is a case of the few imposing their will over the many. Opponents of the proposals are hundreds of residents who have lived here for decades, paying taxes and raising families and participating in the community.

These are the people who are responsible for making Center City this livable place it was now as opposed to what it was like in the '90s for those of us who've been around long enough to remember.

The principal supporters of this proposal, it's a group called Philly Bike Action. As of February 2025, PBA had some 200 members citywide according to a Reddit post by its founder in the are climate offensive subreddit. That's not a big number, especially since PBA membership is simply having a verified account with their Discord server or forum.

PBA's Discord server reveals some 69 members who claim to live in Center City and another 55 in South Philly. PBA's Discord server is a really interesting read and Councilmembers might want to take a look at what they've said

about you.

COUNCILMAN YOUNG: Thank you.

MR. GOODWIN: For the most part, there's really a couple dozen always active, always online people here and they're a majority because they live in an online echo chamber where they shout down anybody who disagrees with them. 10 of PBA's 12 board members moved to Philadelphia in the last three years or so. Only two have lived here longer. Pine and Spruce are among the most safe streets in Philadelphia.

There's no factual support for any of these proposals that would indicate they will improve bike safety. They won't. It won't change anything. And I think it's perhaps the PBA folks' lack of familiarity with urban living that has something to do

with their passionate support for these various proposals. They feel that Pine and Spruce streets are dangerous, notwithstanding overwhelming contrary evidence. And frankly, as an almost daily bike rider I don't recognize the hellscape I'm hearing about from the other people who have given public comment. It's like riding in Mayberry.

In sum, the committee's choice is between a large, established community that vehemently opposes these proposals and a handful of folks like 5th Square, 330 members citywide, a handful of folks who just moved here who want to change things who suit their way of life over the strong opposition of the community.

(Applause.)

COUNCILMAN YOUNG: Thank you, Mr. Goodwin.

COUNCILMAN YOUNG:

Please state your name for the record and begin with your testimony.

MS. YOUSEY: My name is Aliza Yousey. I am speaking in support of Bill 250718 to reauthorize the Streets Department to make changes to parking rules in Center City, the amended version, just along Spruce and Pine. Firstly, I would just like to encourage Council if you're curious about the -- I don't know our exact numbers -- number of members, but I would encourage you to reach out to Philly Bike Action Board member for those numbers and not a member of FOPS.

I'm a resident of Center City for three years now. I live on Lombard. I commute to work to CHOP on a bike. My partner and I also own a car which he uses to

commute, and we both use to get groceries and run errands throughout the week. Loading zones make sense for drivers such as myself. They make sense for pedestrians such as myself. They make sense for bikers. I'm a member of all three communities and I use loading zones a lot to do exactly what they're named for, to load and unload things from my car.

I don't have the luxury of a bike lane to illegally park and temporarily on my block so I use the loading zone and it's really, really helpful. So the loading zones that make sense for all types of road users. Delegating the responsibility for determining where those loading zones are, that makes sense for it to be the Streets Department's responsibility and not for every loading zone along Spruce and Pine

to come to City Council. That doesn't make any sense.

I also want to lastly add my own story of an unreported traffic incident. A couple months after I first started biking, I was on Spruce and Pine. There was a car parked in the bike lane. I was looking over my shoulder to go around it to check if there was a car behind me. And I was inexperienced. My wheel turned more than I thought it would and I went over the handlebars, slid several feet in the middle of the road on the pavement.

I didn't wait around for the police for a couple hours to report my incident. I have a coworker who was hit by a car on a skateboard. He didn't wait around for the police. I have a friend who was hit by a car as a pedestrian. She did not report her

incident at all. So trust that there are many unreported incidents that are not in empirical evidence available, and that's it. Thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you so much.

Please state your name for the record and begin with your comment.

MS. LINCOLN: Good afternoon. My name is Sage Lincoln and I am a resident and homeowner on Spruce Street in Washington Square West, which is on the High Injury Network. I'm going to go off script here and start off by thanking OTIS. They've been raked through the mud a lot. When they first brought their loading zone plan, a lot of residents in my building were very skeptical. I live in a large condo building.

There are many, many retired residents in the building.

People brought their concerns to OTIS. A concern was crossing the block at Juniper Street where cars are racing trying to get the green light at Broad. Another concern was the timing of the loading zones, that they wouldn't go late enough when many residents came and dropped off groceries after work. OTIS engaged with the residents and made adjustments accordingly. They added a stop sign, they changed the loading zone times. They engaged residents and they listened to residents.

OTIS also sent out a letter to every single resident along Spruce and Pine. All of the data shows both at the open house they held and based on the results of the letter they sent out with a

survey to fill out that the majority of residents on Spruce and Pine support loading zones. Many, many residents don't have a car. In my neighborhood, the majority of owners don't have cars. But every single person needs a loading zone.

And I'm going to do a quick day in the life of a loading zone before Friends of Pine and Spruce had it removed. So every morning, the loading zones would be used by the restaurant and bodega downstairs, using large delivery trucks. Contractors pulled into them to drop off their tools. There's a dry cleaners downstairs. All throughout the day, customers were able to pull into the loading zone to pick up and drop off their clothes.

And then there's residents, many of whom are retired, were able to constantly

use them to drop off groceries, to catch taxis. Delivery trucks and mail trucks all day long are able to pull into them safely. Before they had nowhere they could go. Next door people setting up events at the William Way LGBTQ Community Center could unload everything for their events right outside. And people attending those events could readily get dropped off and picked off.

And me personally, when I needed to take a litter of kittens to the vet with two large carriers, I was able to be picked up in the loading zone. When my friends with a newborn baby visited, they were able to drop off baby and mom in the loading zone while dad found parking many, many blocks away and do so safely. When I came home from a family vacation, I'm able to unload the car there.

And overnight, all of these spots become resident parking when it is most needed when people are home from work.

Without the loading zones now, there is nowhere for these critical activities to take place. So instead, either traffic is blocked, which as you've heard time and time again, is unsafe and also increases congestion. It causes a lot of traffic when cars block traffic or residents have to park many blocks away to unload and carry stuff. And so, that's why the majority of residents when asked by OTIS said, yes, I support loading zones, this is something that the community overwhelmingly wants.

So as a resident, I would like to urge Council to authorize the Streets Department to install these crucial loading zones

because every single person on Spruce and Pine needs them whereas the vast majority do not own cars. Thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you so much.

Please state your name and begin your testimony.

MS. COHEN: Hello. I think I'm the last one. My name is Debbie Zak Cohen. I am reading on behalf of Society Hill Civic Association that firmly opposes Bill No. 250718, the legislature. This legislation exists for one purpose, to reverse Judge Street's ruling that invalidated loading zones on Pine and Spruce streets.

If passed, the bill changes the law not for safety or planning, but to move more swiftly and avoid accountability. Under this bill, OTIS and the Streets

Department would have sweeping authority to change parking, stopping, standing and loading rules anywhere in Center City. This would be done without any legislative approval or community consultation. That means one agency decides the future of our neighborhoods in isolation, dismantling a longstanding system of checks and balances.

Critically, the bill does not require fact-based studies, neighborhood input and feedback or Council reviews. OTIS already has admitted that it did not do a traffic impact analysis for the loading zones, and it can reasonably be inferred that none were done -- none were conducted for the dangerous Get Out of the Bike Lane law either.

For example, the loading zones which are controversial,

meaning some people like them, some people don't, there are issues with it. It would be nice if it could get worked out. But what I see on my block is the loading zones are 6 foot 11 inches wide. Most large vehicles that need to utilize it are 8 feet 6 inches with 12-inch mirror span. That bumps the people in the loading zones into the traffic lane. That shifts the traffic lane into the bike lane buffer. That's a real issue and maybe a traffic impact study would have shown that. Maybe it can get worked out. I don't know.

These studies would have uncovered cascading consequences of OTIS' current bike lane plan, narrower, if not impossible, passage of emergency vehicles, displaced parking, spillover, congestion and heightened risk for cyclists. Each step taken without

evidence compounds dangers rather than preventing them. I felt and heard every fear, everyone who spoke with fear today.

We have a problem on the streets and the problem is speed and traffic enforcement. We are in favor of bike lanes, lowering the speed limit, implementing speed cameras, implementing traffic calming and encouraging safe behaviors to improve safely. But to be clear, we oppose granting unchecked authority to a single agency forcing through a cycle super highway at the expense of street safety, community cohesion and the democratic process.

COUNCILMAN YOUNG: Thank you so much. Can you wrap up your testimony please.

MS. COHEN: We urge you to reject Bill 250718 and/or table it.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Mr. Pullin, would you please read the names of the next public commenters.

THE CLERK: Let's get Deb Horng, Annie O'Brien, Hannah Kahler, Adrian Velonis, Chris Gail.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Again, some folks have already testified. If you've already testified, please limit your testimony. We would appreciate that for time's sake, but please state your name and begin your comment.

MR. HORNG: Thank you. My name is Deb Horng. I'm a resident of District 5 and I'd like to thank Chairperson Young and the members of the Streets Committee

for the opportunity to talk today. A lot of what I was originally going to say has been said by others so I'll limit my comments to keep this brief.

I want to speak on behalf of Philly Bike Action and that we support the loading zones Bill 250718 in its unamended form. We think that there should be loading zones authorized throughout the original boundaries from Spring Garden to Bainbridge Street, and not just on Spruce and Pine. All of Center City needs these loading zones.

I'd also like to mention that cyclists are residents too. There's this framing of residents versus cyclists and that's simply not true. I myself am a homeowner and a taxpaying member of the city. And I would also like to mention that the City Hall bike lane bill

250649 had 1426 signatures, and most of the signatures came in within the first week or so of PBA releasing that petition. So it's not just the members of PBA who are in support of safety measures like the City Hall bike lane bill and loading zones, there's widespread support for this.

I'd also like to mention that the City Hall bike lane is the -- as you can see outside, the street is currently being milled and PennDOT is in the process of installing that lane at no cost to the city. If this legislation is not introduced, the city would be responsible for taking out that bike lane at significant cost. So I would like to echo what other people have said in support of those two bills and thank you for your time.

(Applause.)

COUNCILMAN YOUNG: Thank you. Please proceed.

MR. VELONIS: Hello. My name is Adrian Velonis. I'm a resident of Philadelphia in Old City. I'm here to testify in favor of Bill No. 250718, authorizing the Streets Department to install loading zones in the Center City area. This legislation is very valuable because it allows the Streets Department to install parking according to demand, instead of wasting time in City Council hearings deciding when every single loading zone goes in.

The Streets Department, which is staffed by experts who have multiple degrees, years of training, often decades of experience in urban planning, it allows them to make changes that are necessary for our city to thrive, necessary for businesses to

operate, to receive deliveries, necessary for residents to drop off relatives and all other purposes of loading, including carrying heavy kitty litter.

I'm also here to testify in favor of Bill 250649, authorizing a bicycle lane around City Hall Penn Square. As a resident of Old City, this lane would be a future connection to the existing bike lanes that are in construction on Market Street in my neighborhood. I use those lanes, the portions that are constructed already, all the time to travel to and from Center City.

The City Hall bike lane would be a keystone in the bike network. It would connect directly right now to the 15th Street bike lane, JFK bike lane, Market Street on the west side bike lane and would enable a seamless

transportation and make our network safe for a lot more people. So I strongly urge you to untable the bill and ensure that PennDOT is able to proceed with the pavement markings as planned. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name and proceed with your testimony.

MS. KAHLER: Hello. My name is Hannah Kahler and I'm a resident in West Philadelphia. Thank you, Councilmember Young and the members of the Streets and Services Committee, for this time. And thank you to my Councilmember, Councilmember Gauthier, for sponsoring this bill.

I wanted to come today to speak in favor of Bill 250712, because I frequently use the 47th Street bike lane and it's amazing.

It's a huge improvement. I have two friends who live nearby the new bike lane, one directly on it and the other half a block away, and I've been able to visit both more frequently and easily since the installation of the bike lane.

I've also ridden down it when bringing a meal to parents who just welcomed their second child. It's a vital connector route for neighborhood residents like me who do not own a car, and I think we should do everything in our legislative power to protect it and keep it as functional as possible.

Yes, I applaud City Councilmember Gauthier for supporting streets where cyclists of all ages and abilities can feel safe and comfortable riding. Bike lanes are an important part of our transportation infrastructure. I strongly support this bill and urge

the members of the Streets and Services Committee to vote in favor of it. I also am in favor of the City Hall bike lane and that would be great.

(Applause.)

COUNCILMAN YOUNG: Thank you so much.

Mr. Gail, please begin with your comment.

MR. GAIL: Thank you, Chair Young, Councilmember Harrity. I am Chris Gail, the Executive Director of the Bicycle Coalition. I'm also a resident of the 5th councilmanic district living at 20th and Fairmount. I do want to talk about Bill No. 250649. I am disappointed to see or hear that it has been tabled or held.

I do urge you to bring that back for a couple of different reasons. One, I rely on that bike lane every single day to get to

work. Being a big guy on a bike, I am afforded weirdly some extra space by drivers often. But when I'm around City Hall, that's not the case. Just this morning as I was coming into City Hall riding around without the markings right now, I got buzzed. And all I was trying to do is just get around Dilworth so that I could get to the bikeshare station and put my bike up right just so that I could be here.

So I do ask and urge you to bring that back. It is one of the rare occasions that PennDOT, Streets, Highways, OTIS, everybody is in support of this and in unison. And it's a free bike lane, so it won't cost our city anything unless we pull it. It's being done right now so time is of the essence. As a resident, as a father, my three kids really -- I

got to get home to my kids.

And when we're sitting here talking about protection and the fact that folks are saying, like, I can't do this, I can't do that, it is literally an ask of life or death for me. I ride Spruce every day. I ride 15th every day. I want to do a good job. I want to make this city a better place for everybody, but I need to be able to get back and forth to work safely.

I recognize the privilege that I have being able to work in Center City living in Fairmount. When I worked in Kensington, when I worked in Hunting Park, I couldn't get around safely on my bike but I can now. And I ask you to keep ensuring that that happens so that I can get home and I can be here and we can do all these things to make our city a

better place for everybody. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your testimony.

Mr. Pullin, please call the next names.

THE CLERK: Chris Zabel, V. Lynn Hogben, Theresa Feo, Ben Feinland, Cameron O'Grady.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you so much. Please state your name and begin with your comment.

MS. HOGBEN: My name is Lynn Hogben. I'm a resident of 4700 block of Windsor Avenue, a street adjoining 47th Street in West Philadelphia. I'm speaking in opposition to Bill Nos. 250712, which would give the Streets Department the power to remove and restrict parking on 47th Street

without any community input.

As an initial matter, I would note that none of the public comment on this has been allowed until 4:35 in the afternoon, at which point several of the Councilmembers are not present and it would be appropriate that we have an opportunity to actually speak in front of the full committee rather than those who have responsibly given their time and stayed this long. But I will make my statement.

Much of 47th Street is residential and as has been discussed, there was community input on some parking changes as part of the conversion of 47th Street to a one-way one-lane street. However, this is not the bill that Councilmember Gauthier described. She describes it as a bill approving the changes as to

which the community had input. It doesn't do that at all.

This does not approve specific changes. It instead gives the Streets Department and OTIS carte blanche with license to make any changes they wish that have never ever been disclosed to the community. The bill is also not limited to safety needs such as daylighting. Rather it allows restriction of parking for loading zones on residential blocks without consulting the residents at all on whether and under what circumstances conditions such loading zones will be beneficial.

For example, residents should have input on the hours of a loading zone so that the spaces can be useful for overnight parking. The residents under this bill have no such opportunity. Moreover, the bill does not limit the amount of

parking that could be removed or restricted without community input, therefore affects not only residents on 47th Street but also all residents on adjoining and nearby blocks, as removal of substantial parking on any block causes the residents who needed to park there to park on other streets.

Giving OTIS and the Streets Department free rein to remove and restrict parking in a residential neighborhood without community input is a bad idea. It has been shown from events in connection with the 47th Street project that these agencies do not know the needs and characteristics of the city's neighborhoods and will make decisions that are both harmful and of no safety or other benefit to anyone, residents or bicyclists if there is not an

opportunity for community input.

Last spring, OTIS planned to convert eight parking spaces on Windsor Avenue into handicapped parking spaces without realizing that there were no residents with handicapped plates living nearby who did not already have a handicapped space in front of their home. As a result, there would have been no one to use those spaces. Because this was disclosed to the community, the affected residents had the opportunity to contact Councilmember Gauthier who helpfully set up a meeting between the residents and OTIS. As a result, OTIS realized that its parking removal would harm residents and benefit no one and did not proceed with the changes.

Under this bill, that input does not happen. OTIS goes ahead, Streets Department goes

ahead and makes changes that can harm residents and may benefit no one at all because the community is not heard. 47th Street and our neighborhood in West Philadelphia are not Chestnut and Market Street. It's in Center City. Imposing parking and stopping restrictions in front of residents' houses without community input, whether in our neighborhood or in any other residential area of the city, is very different from regulating parking in commercial areas that have no houses that depend on onstreet parking.

Addressing parking changes on 47th Street and other residential areas by bills authorizing specific parking changes that have been disclosed to the community would be the better solution, as it will prevent gratuitous harm which will result

if OTIS and the Streets Department are permitted to act without community input. I strongly urge you to reject Bill 250712 and approve specific parking restrictions that have been subjected to community input and not give them a free license to make changes without the community being consulted. Thank you very much.

COUNCILMAN YOUNG: Thank you so much for your testimony. If you have written testimony, you can always submit it for the record as well. Just want to note that everything will be part of record.

MS. FEO: Good afternoon, Chairperson Councilmember Young and Councilman Harrity and I guess the other -- oh, Councilmember Ahmad is back. We would like to state for the record that we feel that the clock

has run out. We have spent the day here. We haven't been able to present evidence. The Deputy Commissioner of Streets is no longer here who could corroborate our testimony.

We brought you some pictures, but we did have some videos that we wanted to show that we weren't able to have shown to the committee today. So we ask with all respect to table this hearing until a proper hearing with the right time frame so we can actually present you with the evidence that debunks much of what the Bike Coalition members and community just said.

And when I say we can debunk what Chris Gail said, we can debunk what some of what Jamie Gauthier said --

COUNCILMAN YOUNG: I'm going to ask if you have that to at

least note that for us on this record so we know what you have. So please, this is your opportunity to testify.

MS. FEO: Okay. So I'm opposed to granting the Streets Department blanket authority to revise, alter or eliminate parking and loading zones on 47th Street or any Philadelphia street, using their broad discretion without community input. Their recent decisions demonstrate that their discretion is often exercised without regard for context-specific land use, demographics, design principles or best practices in traffic engineering.

The reconfiguration of 47th Street installed in tandem with the 48th Street bike lane last year illustrates this failure. Although promoted as part of the Vision Zero Complete Streets

Program intended to enhance safety for all users, the redesign has instead created new and serious hazards, particularly for children, seniors and people with disabilities.

I will just briefly say the loss of ADA and senior access increased school hazards, the traffic diversion and congestion of 75% of all of 47th Street traffic being diverted into the low-income predominantly Black neighborhood adjacent to it violates the Environmental Justice Advisory rules that were put in place by this very committee that was submitted also by Jamie Gauthier in 2022 and Helen Gym.

The emergency response blockages, we've been in touch with both fire departments in our local area. Neither of those were consulted. They did not review

these plans. We've been in touch with the Star Harbor Senior Center senior management and Catholic Charities, they were never consulted about their ADA access needs.

We have multiple other evidence to present. We know about the Vision Zero claim that we were on a High Injury Network. Michael Carroll, the Deputy Managing Director under Adam Thiel on April 10, 2024 testified in front of 30 people at a community meeting in front of Calvary Church that we were not on the High Injury Network, that we were a safe street and that this was a project brought to his office by Councilmember Gauthier's office. It was not on their schedule to do. Rich Montanez said the same thing. This was brought forward to create a northbound/southbound bicycle

corridor to the Schuylkill River Trail using safe streets.

So they took and co-opted two safe streets to design their bike lane. And if you notice from the pictures, which it's almost you need to see it in person to believe it, it's so much bigger, it's wider at certain points, 16 feet wide bigger than the car travel lane.

Residents along the street were stunned when this was put forward. The school is not on board with this. As you know, we have emails from the church. I have additional ones that they didn't send directly to you, they sent to us. We have residents from all four wards, 10 blocks. We have businesses on the corridor. We have the Star Harbor Senior Center, St. Francis. We're all united that this is an unsafe application of a

road diet and the bike lane, and we are not anti-bike lane.

We had bike lanes for years on 48th Street. We have a bike lane that's working right now on 48th Street that is perfectly fine and goes to the same destination at Kingsessing. So the need for this was not done with safety in mind. And what we'd like to point out even now, as Councilmember Gauthier mentioned safety as her first priority, Springfield Avenue has been remilled and paved as a racetrack for the last two months. It runs next to that school.

So 47th Street and Springfield, you're now focused only on bike safety, installing signs to come and ticket the nuns, ticket the parents like they were doing weeks ago, ticket the teachers and they are leaving

Springfield, which Rich Montanez could tell you right now people are racing 50 to 60 miles an hour through a 15-mile an hour speed zone, that's cars, and the electric bikes are going 40 to 50 miles an hour. The flashing light's not working. They didn't put the speed bumps back in. It's just an unstriped raceway.

So when they say safety is their most important issue, we're asking you as the Committee on Streets whose safety? Vision Zero prioritizes children first, the disabled second, the elderly third and then bicyclists are below that. And if you come out and visit with us, which we're inviting you to come to St. Francis, come to Star Harbor, witness what the seniors are going through now to get to their handicap ramp, which you removed their access.

This plan removed their entire access for a CCT or a paratransit van to pull up next to their handicap ramp. Wintertime is going to be a nightmare. Even if they put a loading zone on Springfield Avenue, you can make it a tour bus size, they still have to go all the way around the corner and go down the street to get to their handicap ramp access because you removed the southbound lane of traffic.

And I'm going to let Greg Benjamin speak about his concerns in the 51st ward where he is as a ward leader and the traffic impact that we're seeing already overwhelming our streets. In closing, I just wanted to say this: While bicycle connectivity is a worthy goal and we support safe bike lanes, this location was neither appropriate nor equitable.

An existing bike route already serves the Schuylkill River Trail and Bartrams Garden. Moreover, expanding the bicycle network by co-opting already safe streets without accounting for local risk is negligence on the part of the city and puts vulnerable roadusers in harm's way.

Vision Zero's principles say the disproportionate influence of political influence on Vision Zero in a municipality is actually something that destroys the credibility of Vision Zero everywhere. We believe the disproportionate influence of Bicycle Advocacy Groups on OTIS and the Delaware Valley Regional Planning Commission undermines objective decision-making.

For this reason, we do not support Bill 250712, Bill 250718 or even, come on, City Hall

250649. We were just stuck in traffic for 20 minutes where a fire truck couldn't get down the road because one lane is out around City Hall. It would behoove City Council to establish independent oversight to review new bike lane projects for compliance with ADA regulations, PennDOT regulations, federal highway regulations and Philadelphia's Environmental Justice and Racial Equity Commission rules. None of that was done for this project for 47th and 48th and we have receipts to prove that, except Councilmember Gauthier is not here, Richard Montanez is not here and Michael Carroll is not here.

So we would like that opportunity for this to be held so that we can have that open dialogue and fully transparent where we can show you why Vision Zero's data of

High Injury Network is false in our neighborhood completely. And we're talking south of Baltimore Avenue all the way to Grays Ferry. Not a single killed or serious injury on the Vision Zero maps for a single bicyclist.

It was not fair. It's inequitable and it's wrong. As the Committee on Streets, I expect and I hope respectfully that you will put your attention to this matter and actually look at providing oversight, in this case possibly citizen oversight because it doesn't seem like the Bike Coalition is willing to police themselves. So that's what we're asking for. And thank you very much for your time.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your comment. Is your comment that OTIS is

manipulating the data to fit like their own I guess narrative?

MS. FEO: Vision Zero is a national organization. It's a concept and it's also small local groups. There is a set of standards. The national organization says best practices. But they're not a government agency. They're a nonprofit agency that can take the data -- and if you look on the Vision Zero pages of the Philly -- Vision Zero PHL, you will see a little sidebar where it explains their methodology.

If I have an accident on -- let me give you example in West Philly. If I have an accident on 47th and Market Street, which is more than a half a mile away from 47th and Kingsessing, they're going to go ahead and put -- and they've done this. They're going to say, this is a Vision Zero data which

includes probably almost 20 blocks. It's not on the Vision Zero network.

If you look on the Vision Zero network and compare it with PennDOT's vulnerable roaduser list of the 80 -- the 12% of roads that are on the Vision Zero network, you will see Kingsessing, tons of accidents, it's been a speedway for years; Chester, tons of accidents. Springfield Avenue is the most trafficked road in our neighborhood. It wasn't even included in their studies.

And you will see the Vision Zero data, killed in serious injuries, the PPD data, all of that. We have two data gurus that have looked into all this. They're manipulating the Vision Zero PHL statistics. We are not a High Injury Network road. The decision to put us on a High Injury Network,

road was made and we have right-to-know emails that were filed. We have emails where they added 47th Street to the 48th Street process that already had been debunked by Michael Carroll that we weren't on the Vision Zero network.

They told the community for two and a half years they're so dangerous, it's the most dangerous streets in the city. If you look on social media, you'll see every bike lobby advocate saying that we're the most dangerous streets in the city. We're not. You can ask the police department. They'll laugh at you. The fire department is upset. They can't even get to people now in West and Southwest Philly.

But on top of all that, the primary concern is that this is an agency that has extended its overreach, its municipal overreach

that's not being policed. The Bike Coalition is embedded in OTIS as well as Delaware Valley Regional Planning Commission. The complaints that we're filing go to the state and the federal level which oversee them. They're not being monitored by Philadelphia and we're asking for your help to do that.

They should be subject to oversight. Every time they show up and they have all their 40 people stand up and tell you with emotional appeals, the doctor that -- we understand that. We're not saying we don't want safety. We're saying there's a lot of funding being used on roads that are not unsafe when it should be being put towards the truly unsafe roads.

Baltimore Avenue is a nightmare. 58th and Baltimore, you

just lost a man that was pulled under the wheel of a truck. Girard Avenue, Belmont. Instead they're going and taking and cherrypicking certain roads and then manipulating the data to put it on their High Injury Network map. We can show you the maps. There isn't a single bike accident anywhere in that High Injury Network.

The pedestrian crashes that Jamie Gauthier mentioned were on Chester, which has always been a speedway. They come racing over the hill. And Baltimore Avenue was where the guy crashed into Mr. Lee's Deli. Those are all busy roads that are on the High Injury Network, as is Woodland and Kingsessing.

47th Street was not in our neighborhood nor was 48th Street. So we would like some type of oversight to look into this

because it's exhausting. And most of us have jobs. We don't have a whole advocacy group behind us to fight and have people show up here every day and tell stories. We don't have that.

We're fighting on behalf of a neighborhood of low-income predominantly Black residents in Kingsessing in Southwest. You dumped all your traffic in this neighborhood. It's absolutely unacceptable and they're sitting there. Grays Ferry has always been a like a congested nightmare. The bridge traffic now backs up all the way to (inaudible) Woodland Avenue. It's two hours to get across the Grays Ferry Bridge. It's wrong.

So what we're asking for is a meeting where we can actually sit. We'd love to invite you, the Committee on Streets, to come to Star Harbor, come to St. Francis.

Listen to Sister Mary who runs the school. Listen to the pastor and listen to the Star Harbor seniors and they'll give you an earful. Those seniors will tell you.

We've had CCT drivers accosted by the bike people threatening with a laser app on their phone that they're going to send them in for ticketing while they're dropping off a disabled person. The delivery -- the nutrition group delivers their hot meals every day at Star Harbor at that entrance that he can't get to anymore. He has to stick his truck there because there's no place for him to go.

Eric Millick, we have his name, we have his number. We have all that information. If you want to speak to people that are actually onsite that can tell you what's going on. And for every

resident that's on 47th Street and on 48th Street that's been fighting for this, they live on the street. For everyone else that you're hearing comments from, none of them live there but they're telling how nice it is and how quiet it is and it's so much safer now. Of course, you don't live on the street. You don't live on the streets you just dumped all the traffic on. That's not okay to do that.

So that's why we feel that this process has become so -- it's unworkable anymore. It needs citizen oversight and it needs to be looked at in a more formal way. And you're the Committee on Streets so we hope you guys will do -- otherwise what's a Committee on Streets for if everything just gets rubber-stamped. It's not right. So that's where we are coming from and we have tried and have been

ignored for two and a half years by our own Councilmember.

Rich Montanez and I have a really good talking relationship, and he would confirm what I'm saying about whose project this was, who started it. The Garden Court community started it. He would also confirm that we were the ones who brought his attention to the fact that the loading zones that were being planned by OTIS were on the wrong side. You'd be drop dropping grandma off into oncoming traffic.

There's so much there it's hard for me to corral it, but I get a little crazy and passionate. But it's been a long day and we do want a chance for this to be investigated before you go ahead and push it up to Council. Because we won't even get a chance in Council because they'll flood

the Council room again with the bike lobby people and we won't even -- Sister Mary and father Ryan came downtown to testify. They took the day off from school to come down here and testify.

This is not okay. That was in May. And that very same day a letter was read by Jamie Gauthier when they passed it. So you ignored the school, you ignored Star Harbor, the businesses. It's wrong. And it's something that needs to be fixed, not just for our neighborhood but for Center City with Pine and Spruce.

If you notice, they had a memorial the other day for the fellow named Fenton that was in Fairmount Park. I should let you go. I should let you talk because I'm just frustrated right now. Sorry, I apologize.

MR. BENJAMIN: I --

COUNCILMAN YOUNG: Can you conclude your testimony. We have to take a quick brief recess for the stenographer -- sorry. Go ahead.

MR. BENJAMIN: I'm going to be real brief. First, I want to thank you, Councilman. I'm Greg Benjamin. I'm taking off the Ward leader hat. I'm a resident of Southwest Philadelphia here for 60-plus years. Very concerned about what's going on right now.

I want to thank you, Councilman Young, Councilman Harrity, Councilperson Bass, Sequilla(sic) as well as Ahmad. I think what we need to really look at is who's really being affected by what these decisions that are being made now. And I see, yes, there is a large number of folks out here, but I'd like -- I know one that lives in the neighborhood,

but I'd like to know how many of them actually live in the neighborhood that's affected by these decisions that are being made.

It hurts me. I was asked recently what was I doing at a protest at 47th and Springfield. Recently I was there because the residents that live there know me. And they asked me would I participate. Theresa asked me would I participate. There is a groundswell of interest now because people are feeling like they're being forced to accept something that they don't even know about, less more have an opportunity to make a decision one way or the other.

And then finally I just say this: I am not opposed to bike riders. I don't want to -- you know, I think it's so unfair when

people may not totally agree with everything that's being somewhat forced on us to say that we hate this or don't like that. I'm just as concerned about the safety of a bike rider as I am a person driving in a car or my child walking down the street.

Someone asked this ques -- they made this statement. They said bikes -- the streets were not made for cars. I would kind of challenge that a little bit. Because when I go on corners, I see stop signs and they're not for people and they're not for bikes. I see traffic lights. They're not for people and they're not for bikes. Because these streets have been in existence, people have been using cars for a very long time. So to just come and say all of a sudden that this is not necessary or we're being overwhelmed, you

know, we're just being hard or hatred I think it's untrue.

I think it's going to bring more interest from neighbors who are affected by this and then it could turn into something that people dislike this or that because they're not having the opportunity to have some input. And that's all I want to say. I thank you for your tolerance in giving us this time.

(Applause.)

MS. FEO: I have one more thing to say. I have one more thing to say.

COUNCILMAN YOUNG: Yes, ma'am.

MS. FEO: There's one common denominator in every bike lane project that comes up for review, the 3rd Street bike lane, the Pine and Spruce, Castor Avenue, 47th and 48th Street. Every single

time the same story, they cherrypick who they invite to the meetings. They fake the amount of support with anonymous surveys.

We had 170 people on a petition that lived on that actual corridor where they were putting the bike lane on 47th and 48th. We were ignored. The bike lane people showed up in mass at the public community meetings. They intimidated the people that were there, the little handicapped lady sitting there.

We filed a letter of formal complaint with Adam Thiel's office who bumped it down to Michael Carroll, who investigated it and said, oh, well, was it a city employee. He was representing our city employee, Ms. Bruger, when she told everybody in the room to be quiet. There were no places for anybody to sit.

The residents who complained about the proposed traffic being diverted were excluded from the rest of the public meetings over a year and a half. And we can show that because on their very own flyers they only invited certain people on their flyers from certain blocks. They completely left off the 49th and Woodland Avenue, oh, we're going to do a study to see what needs to be done over there.

Their original plan was taking that all the way to Grays ferry. And instead it was discovered after they realized the neighborhood wasn't built that way. You had a playground there, you had baseball teams, you couldn't take out the parking and three streets would have lost EMT access completely. They didn't know the neighborhood when they decided to

push this through. We can prove all that.

And what we're asking for is some help from City Council to push back and force them to actually -- like you said it earlier, transparency, that's one of the top key things on Vision Zero is transparency of data. That's not happening here in Philly.

(Applause.)

COUNCILMAN YOUNG: Thank you so much. I think that what you're mentioning --

MR. BENJAMIN: And I really do hope y'all come to the community because I think that would be a good opportunity for you to get some other side's of opinion.

MS. FEO: (Inaudible).

COUNCILMAN YOUNG: I think what you're mentioning is

information that needs to be presented to that District Councilmember again and have that District Councilmember weigh in on that. Because unfortunately, many of us up here as District Councilmembers do not represent those particular areas so I don't have a keen understanding of what's going on on the ground down there.

MS. FEO: That's why we're inviting you. But honestly, from what we understand the Committee on Streets was put together to review streets project with some sense of what's right, what's wrong, will this work. It shouldn't just be rubber-stamped by councilmanic prerogative because there's a lot of people that cross all the districts that travel these roads.

47th Street was the main road coming in off of Grays Ferry

along with the other road. It's now completely -- 75% of that traffic has been dumped into another neighborhood. That is not okay. The seniors, they need your protection. That's the Committee on Streets role from what I understood. So I hope you come out and see us. Thank you. Bye.

COUNCILMAN YOUNG: Thank you.

Mr. Pullin, would you please call the names of the next commenters as well just so they can queue them up for the final folks that are left to testify in public comment.

THE CLERK: Cameron O'Grady, Ben Feinland, Chris Zabel.

COUNCILMAN YOUNG: Please read all the names so folks can come up for public comment.

THE CLERK: Anne Dorn, Cecilia Thompson, John Brookton,

Isabel Melvin, Ray King, Russell Richie, Will Tung, Nick DiTaranto, Jason Das, Josh Clough, Ray King, Victor Abadia, James Dougherty and Lou Huang.

(Witnesses approached witness table.)

COUNCILMAN YOUNG: Thank you. And again, if you've already testified, could you please limit your comments to things that are novel.

Thank you so much. Please begin.

MR. FEINLAND: My name is Ben Feinland. I'd like to speak on behalf of Bill 205712 regarding the 47th Street bike lane. Admittedly, I don't live on 47th Street. I live on 46th which is pretty close, and it has been the largest quality-of-life improvement since I've moved to the city four years ago now.

It has made it so much easier to get down to Kingsessing to see my friends, to access Baltimore Avenue which is still dangerous, but it's getting better. And so, I cannot stress enough how important and helpful this has been to me as a citizen of West Philadelphia.

Similar -- so, yeah, I guess so for Bill 205712, that would allow an increased ability to create loading zones which would make it even safer. And so, similarly for Bill 205718 the loading zones have made life biking into Center City much easier and much less stressful and frankly just much nicer. And so, I hope you consider passing that as well.

And lastly, I would just like to voice my support for Bill 205649, the City Hall bike lanes. Those would be so helpful to

cyclists within the city. So please consider bringing that next time the committee meets. Thank you for your time.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your testimony.

Please state your name and begin.

MR. BERQUIST: My name is Steve Berquist speaking in favor of Bill No. 250712 for the 7th Street loading zones. I'm a cycle commuter and proud resident of Southwest Philadelphia, 52nd Street. I live within walking distance of Fred's Water Ice, but I originally come from Minneapolis, a city famous for its impressive urban cycling infrastructure.

There are useful protected bike lanes and separated paths all over the city, in purely residential neighborhoods, in both

the wealthy and nonwealthy parts of town, on the university campuses and right in the downtown business district. In the city I come from, it is totally normal for children, for elders, for young professionals of all social classes to be sharing any of the many protected bike routes at their own pace to get to their destination safely. They often get there faster than they would if they were driving or taking the bus.

This is normal not only in the humid summer months, but also in the three months a year where the daily temperatures are frequently below freezing. I have seen it with my own eyes. When people feel safe in bike lanes, they will use them and that alleviates traffic in the process.

I've seen firsthand all the benefits that safe,

predictable, useful. Micromobility infrastructure brings to people of all ages, abilities and incomes, whether they're getting there on a bicycle, on an electric scooter or just walking on a path that feels safe.

I was so excited to see the new parking protected bike lanes go in on 48th and 47th, my neighborhood, as it represents tangible progress for my adopted home of Philadelphia, one of the country's largest cities and least car-dependent cities, to catch up to the cycling infrastructure of my much smaller hometown.

The 48th and 47th Street bike lanes have made my trips into University City and Center City a lot safer. They are an absolute blessing to me. The only time they are frustrating is when a delivery or construction truck is blocking

them due to the regular parking on the block being taken up already. We live in a world now with a lot of delivery vehicles and a lot more than existed a few decades ago. So it makes sense to create and enforce loading zones to let those delivery workers do their job supplying the local businesses that make life in West Philly go round, while also letting cyclists like me and people of all ages and abilities get to those same businesses safely without being forced into mixed traffic. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

MS. THOMPSON: Good afternoon. My name is Cecilia Thompson and I'm speaking on Bill 250711. It was introduced by my Councilperson Jamie Gauthier on

9/11/2025. They want to change the traffic direction for the 500 block of Preston Street to go into Spring Garden Street rather than Haverford Avenue.

I've been a resident since 2017, live in the 4050 Haverford Avenue Apartments. And when those accidents happen, they're right under my apartment where my disabled adult child thinks somebody's gotten killed. That's how loud it is. The accidents are so severe that they would hit -- there's a religious institution and they had these pillars. They would literally knock these pillars over.

I believe the reason for these accidents is -- prior to 2017 my building was an empty lot and there were empty lots around there for about 15 years until the city started building. It was a pause

during the pandemic, but there's a lot of apartments around there. But before then, you could drive I guess 30 miles from 40th to 41st and Haverford and vice versa.

With that stop sign there, people, at least in my neighborhood, think it's a rolling stop so they'll stop a little bit because they think there's a stop sign between 40th and 41st and Haverford and there's not. And then that's when you get these horrific accidents.

To my knowledge, nobody has gotten killed. I've sent pictures, videos to former or the honorable former City Councilperson Jannie Blackwell and now to Councilperson Jamie Gauthier. I am asking -- oh, my advocacy was either put a stop sign there or stop light. There was no issue about the accidents. It was who's

going to pay for the stop sign or the stoplight.

I am asking for the residents of the 500 block of Haverford -- I mean of Preston Street and Green Street, which is a street that when you go down it, you would make a right onto Haverford to have their voice heard. I don't think that the religious institution that I was told that claimed to be advocating for us, they weren't.

Our building is across the street from this religious institution and all they had to do was walk across the street and say, hey, this is when the meetings are happening. If it's possible, I don't know what the City Council version of this is, but if you can put a pause until -- instead of telling us what to do, ask us this is what's proposed like these other

neighborhoods that I'm hearing. Even if they're for it or against something, they were at least informed. We were not informed to say if we are for or against anything.

We don't have a block captain because of the blight that was there before the housing and we don't have committee people that represent us. I am willing to work with my Councilperson Jamie Gauthier. If they can secure the place, I'll have my son and his support person put the flyers everywhere so that people are informed, hey, this is what's being proposed, do you agree or disagree.

I think stop signs should be there, but I'm not here to speak on their behalf. I'm for family and parent and community engagement. And at least don't dismiss us because we live in a

low-resource area. I live in an area where there's a lot of seniors, a lot of disabled people like myself. And even if they change the traffic, those cars are still going to have to stop and it's still going to be accidents. Because if they're coming down Haverford Avenue and they want to turn on to Preston from 40th and Haverford, you still got to stop. That traffic is not going to stop.

I've been living there since 2017 and they treated like the Indy 500. It's terrible. And I don't know if this is a cheaper way by not putting up at least -- I prefer a stoplight, but not putting up a stop sign. Cheaper is not always safer. So if there's any way we can at least have a meeting that includes the residents.

And again, I'm going to end with this. When I just kind of

asked on my way here, because they couldn't make this 1 o'clock meeting because they're working like, y'all know yet they're going to change the street, the direction of the street? And they were like, no. I went on Green Street. Nobody on Green Street knew, the residents on Haverford Avenue.

From my apartment to 40th and Haverford, they don't know. I got informed about this because I went to the community meeting in Mill Creek, and that's when somebody from the state said, this is what we're going to do. I was like, how come you didn't ask the residents and that's when she told me that. So I --

COUNCILMAN YOUNG: I do think that -- thank you for your comment. I do think this is a matter for your community residents from your block to reach out to

your District Councilmember. It seems like she's been willing to work with communities on issues. I will actually just reach out to Councilmember Gauthier with some of the concerns of those residents and from the folks that are in the building that you live in.

MS. THOMPSON: Can I ask a procedure question? Like, I don't know this part of City Council. So when something comes to a committee, what happens after that?

COUNCILMAN YOUNG: The committee then takes an action or decides to take an action or not take an action on legislation that's before us, so we can move it out of -- there's multiple things that we can do in a committee. But this is the process that allows something to become a law. And this is a part of that process.

MS. THOMPSON: Okay. So then it moves out of here and goes to I'm going to say big City Council?

COUNCILMAN YOUNG: Council of the Whole Committee, yeah.

MS. THOMPSON: Okay. Thank you.

MR. TUNG: Hello. Good evening, Chair Young and members of City Council. You met two of my neighbors before, Theresa Feo, Greg Benjamin. I live in the same -- I live just one block over from Greg Benjamin. He's my Ward leader.

But I am here. My name is Will Tung. I'm a resident of Southwest Philly in Kingsessing, here as a husband and father raising a child in this city. I'm here in support of Bill 250712, which will enable the city to regulate parking and loading on

47th Street in my neighborhood.

This bill would enable the city to set parking and loading regulations to suit the way all roadusers use these streets today, especially motorists, taxis, rideshare drivers, delivery companies. Before, the norm would be to illegally double park in the travel lane. So with the loading zones, that will alleviate that.

And this bill is part of a larger plan that reconfigured 47th Street to be safer. There's a lot of discussion about the bike lane and the conversion of 47th Street from two-way to one-way. That was a bill that already passed this committee a year ago. That passed this committee, it passed City Council. We're only here to talk about the loading zones.

And, you know, for 47th Street, 47th Street is on the High

Injury Network. I am proud of my Councilmember Jamie Gauthier for prioritizing safety here and it's among the most dangerous streets in the city. The corridor averaged a major crash every month and two pedestrians struck every year.

I know the Chair, you asked for statistics on 47th Street earlier, like hours ago. According to PennDOT, between 2019 and 2023 this corridor on 47th Street saw 45 crashes over the four years, nine pedestrians struck, three of them seriously injured. These are numbers from PennDOT --

COUNCILMAN YOUNG: Do you know what streets? You said the entire corridor. So what's the north and south streets that --

MR. TUNG: I believe it's just on Kingsessing to Chestnut, but that's straight from OTIS documents. That's not my

figures. I didn't make those up, but those are just straight from the OTIS public engagement documents. There are also over two years of public engagement on this. I saw many of the folks who oppose this at those public engagement meetings. And to claim that this is all done in secret without any consultation with the neighborhood, that's patently false.

Hundreds of people came out to these engagement meetings. They were very well-attended. And overwhelmingly, the neighborhood approved of them. The neighborhood, we filled out survey comment cards and the neighborhood overwhelmingly supports the changes. And now, this is a just a vocal minority coming to Council and voicing their opinion, which they're entitled to do.

So since the

reconfiguration, people using bicycles now have a dedicated safe space to ride. People crossing the street benefit from slower-moving vehicles and shorten crossing distances. And people driving just drive slower on this residential street and are less likely to be involved in a crash that kills or seriously injures someone.

So on a personal note, my daughter has to cross 47th Street on her way to and from school. My wife needs to cross 47th Street to get to work and get to her Muay Thai gym. And since this reconfiguration, the cars here drive slower and it's calmer and it's noticeably less stressful for us. This is one less street we have to worry about crossing out of the many streets in West Philly that we cross. So I want to thank you for your time.

I also want to express support for the bike lane bill around City Hall. I'm disappointed that that bill has been held and I look forward to that passing this committee. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your time.

Please state your name for the record and begin with your comment.

MR. KING: My name is Ray King and I'm here to advocate for the loading zones in Center City and 47th Street. I just think it makes good sense. It will make it a safer road. Also, for the bike lane around City Hall I know that that bill has been tabled, but I'd like to just say that that is something that the city needs. Okay. Thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you so much for your comment.

If you can state your name again and proceed with your comment.

MR. RICHIE: Hi. I'm Russell Richie. I spoke earlier as part of the panel with 5th Square. First of all, I want to say thank you so much for enduring hours of this with us. Just doing this on one day was very trying for me. I cannot imagine how it is for all of you to do it day-in and day-out. So thank you so much for your public service.

I want to make a comment and ask a question. My comment is that allowing free or underpriced parking on our urban streets to the tune of the RPP is only $75 a year now, that's effectively a massive, massive subsidy to the richest whitest residents of this city.

When I moved to the city in Center City several years ago, I paid $200 a month for garage parking in Center City. So do the math. That's thousands of dollars per year that people are getting in free parking in Center City.

That's massively unfair to the people that live elsewhere in the city. And that's millions of dollars that the city is leaving on the table that they could spend on Vision Zero, they could spend on SEPTA, they could spend on many other things. So that's my comment. My question is why is the City Hall bike lane bill being held up?

COUNCILMAN YOUNG: Thank you for your comment. Is there anyone else -- can you call the next commenter?

MR. RICHIE: Thank you.

MS. MELVIN: Hi. I'm

Isabelle Melvin and I'm here on behalf of -- whoops, let me get my notes here. Chairperson Young and City Councilmembers of the Streets and Services Committee, thank you very much for what you do for the City of Philadelphia. Thank you for introducing Bill 250718. I fully support this loading zone bill.

This bill will make me feel safer as I walk and bike on Spruce and Pine. The pedestrian safety bicycle and accessibility infrastructure has improved so much over the years. Thank you very much for all the hard work you've done. Safety, safety, safety, and I support the City Hall bike lane.

And I just want to remind you that just last November on the east side of City Hall, a person driving an SUV struck two people on the sidewalk. Both

suffered serious injuries with one victim losing his leg. Crashes like this are fully preventable. Thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you.

MR. DAS: Good afternoon. My name is Jason Das, resident of District 3. I'm here to support 250712, about the loading zones on 47th Street in West Philadelphia. I live quite nearby, closer to 49th Street across 47th. All the time 47th was terrifying until this year. I basically avoided it. And I'm speaking primarily as a pedestrian in this case.

This is a street that was scary to cross because drivers would be constantly trying to run you over. Some of my neighbors, Theresa, Ben, I know, they come to

the meetings. I actually disagree with them about bike lanes. I like bike lanes. But I agree with them. Our neighborhood is what we call a car sewer. People driving from Delco to New Jersey and back come right through our little residential neighborhood. It's a problem.

47th Street now it's nice. I love walking on 47th. I seek it out. I walk on it on purpose. The daylighted corners allow us to see what's coming. If you're driving on 47th now, it's nice. It used to be people were trying to drive around you in both directions and you couldn't see at the corners because everybody was parked up to the corners. So as a pedestrian you were getting run over and you couldn't see. As a driver, you couldn't see and you were afraid to run somebody over,

and cars were trying to pass you at 60 miles per hour on a little narrow street. So it's better.

Thank you, Councilmember Gauthier for spearheading that. As Gauthier mentioned, we had a huge amount of community outreach. People were heard. And overwhelmingly, people were in favor. And now, overwhelmingly people like it. Many of my neighbors couldn't take four hours off on a Monday afternoon to be here, but I've talked to them about this.

My neighbor across the street, he's actually bicycling his daughter to preschool now on 47th. This is not something he could have done last year. This is somebody who grew up in the neighborhood, you know, lived here his whole life, and his relationship to the neighborhood is changing.

I grew up in Philadelphia in the '80s and '90s and it wasn't like this then, in my memory, I was a kid. But I feel like the cars have gotten worse, traffic has gotten worse. And something like loading zones, daylighted corners are part of the solution. So 47th I said it's better now, but it is incomplete until these loading zones are implemented.

We get deliveries to residences, but also there's businesses along there. There's two schools that I can think of off top my head, de Sales and the public school Lee, there's people coming and going, you know, exactly when you'd expect lots of them. They need loading zones. The businesses, we heard about Vietnam restaurant, we heard about Lee's where somebody drove a van into

them off 47th last year because they were traveling at a high speed by Baltimore Avenue. So we have a lot of problematic streets in our neighborhood.

Fixing 47th doesn't fix all the other ones. I think we can all acknowledge that. That's a commonsense thing, that fixing one street at a time is applying band-aids to a systemic problem that Philadelphia faces and that this subcommittee of Council is tasked with dealing with. And I thank you all for your work on that.

Loading zones are a huge part of the solution citywide. So people were talking about the Spruce and Pine loading zones. Sounds good to me. But again, speaking as a resident of Cedar Park, we need them on 47th because now there's a single lane of traffic moving. Where exactly is

UPS, FedEx, Amazon supposed to go.

The Star Harbor Senior Center, yeah, they need a loading zone right there. Again, a commonsense move. The idea that we're helping Star Harbor by blocking the loading zone -- no, we're helping Star Harbor by putting this loading zone in. We're helping St. Francis School by putting this loading zone in. Are people on other blocks, including mine a little jealous? Yes, yes, we are. We want to see more of this.

But meanwhile, I just want to say what is happening on 47th represents what we want to see. And if that means that somebody driving from Ardmore to Cherry Hill can't drive through my neighborhood at 60 miles per hour anymore, I am okay with that and I expect you are too. Cedar Park was

built as what they call a streetcar suburb. So that means people who would take the trolley to Center City for the jobs and otherwise walk around what is still a beautiful, walkable neighborhood, parking is limited. It was, in fact, built before cars. It was not built for cars.

There's Garden Court a little bit north of us. They've got parking in the back alleys. We don't have that down where I live. So it's a very small proportion of the most privileged neighbors who own cars, who have cars. The rest of us we're walking, we're taking SEPTA, we're riding bicycles and we're happy about that. People move to this neighborhood on purpose.

And Councilmember Gauthier understands that aspect of the neighborhood, these people who

want to live in a neighborhood where we can travel via SEPTA, via bicycle, on foot to do our shopping on foot and not be worried about getting run over by people zooming through our neighborhood.

Parking, free street parking, that's low on the list of priorities for my neighbors. I'm a little bit of a neighborhood busybody. I talk to a lot of people. It's not like nobody doesn't appreciate a free parking spot. We do of course, but that's not number one priority. We care about safety. We care about families. We care about children being able to ride their bikes. Imagine that. When I was a child in Philly, I could ride my bike --

COUNCILMAN YOUNG: If you begin to conclude your testimony, sir. Thank you.

MR. DAS: So 47th

Street, what I'm saying is that it is good but it's incomplete until these loading zones are in. Let's get those loading zones in. Thank you very much.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name for the record.

MS. BONAREK: Good afternoon. My name is Leonard Bonarek. I am sorry, excuse me. It's been a long day. I'm a resident of 47th Street corridor, been for about eight years, and I'm here to speak in support of Bill 250712. Also, while we're here I would like to see the City Hall bike lane bill be reintroduced. I think that's an important piece of infrastructure for our city.

But I want to speak about my own personal experiences.

Since 47th Street has gone in and these loading zones, as the previous speaker said, are a crucial part of making those successful and making them functional. My experience of just being able to cross the street has changed dramatically.

I, on the urging of my loved ones, gave up on confrontations with drivers on asserting my right-of-way to cross the street with my children, holding the hand of my children. When drivers were refusing to stop for us, I got into multiple altercations with people. People got out of their cars, etc. I had to give up on that and just wait for the street to clear while I'm standing at the edge of a crosswalk when there's a stop sign.

Since 47th Street has gone in, the crossing distance got

shortened to only 11 feet. We can see drivers coming and my 9-year-old child can now cross that street on their own without me coming with them. It has made an enormous difference in my life. And this type of change we have seen it over and over.

We saw it on West Chestnut Street when there was the same type of opposition. And we saw West Chestnut Street, that's the section between 33rd Street and 46th, come off of the High Injury Network because these changes were made. I'm looking forward to seeing the updated data that shows that 47th Street is now off of the High Injury Network. So we've seen example after example of this working and I just want to encourage you to never put the convenience needs of a few people ahead of the safety of the rest of

us. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name and begin your comment.

MR. HUANG: Good evening. My name is Lou Huang. I believe I was the last name called, but this is my first time providing comment on a bill before the committee. So I just thank you so much for your time. I've been here for four hours. I just wanted to see if I can get my voice and I was here to comment on Bill No. 250649, that will authorize a permanent protected bike lane around City Hall.

I'm a resident of the District 5 neighborhood of Brewerytown and I'm here to speak as my experience as a bicyclist. Bicycling is my primary form of

transportation around the city. I regularly bike down the Parkway, which as you know has a dedicated bike lane. And often times I find myself needing to ride past City Hall to reach Center City East or Old City as I did today. But once you reach the southeast end of the Parkway, the bike lanes are disjointed and even nonexistent, and I feel like this is a very dangerous gap in the existing bike network. And I feel like I place my life in danger every time I need to ride around Dilworth Plaza when I'm navigating through the area.

So if I'm understanding correctly, PennDOT is installing the bike lane as a pilot. So I look forward to being a regular user of that when it is installed. But I also don't want to be afraid that it is going to go away at any time. So I urge you to bring back

Bill 250649 and vote for it in favor of being a permanent bike lane around City Hall. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Is there anyone else wishing to testify for public comment?

(Witness approached witness table.)

MR. BLATSTEIN: Hello, Council.

COUNCILMAN YOUNG: Please state your name for the record and begin with your comment.

MR. BLATSTEIN: Of course, of course. Let me just make sure I got my stuff here. All right. We're good. Hello. My name is Jeremy Blatstein. I'm here in support of Bills 250718 and 250712. I am here on behalf of big bike. Obviously, this is one

massive conspiracy, kidding.

Let's be clear, safety over everything, safety over everything. It is absolutely insane to say that OTIS and Streets is bought off by the Bicycle Coalition. If anything, it is the other way around, that a few wealthy individuals are trying to kill protective bike lanes and loading zones on Pine and Spruce.

I rise today in support of creating more loading zones in Philadelphia, particularly on Pine and Spruce Street, as well as on 47th Street. These streets are some of the most heavily traveled in our city. They carry not just residents but delivery drivers, service workers and small business suppliers. Without proper loading zones, trucks and vans are forced to double park, blocking traffic and endangering cyclists and

pedestrians. That creates frustration for drivers, unsafe conditions for bikers and slower service for the very businesses that keep our neighborhoods alive.

The bill before us would give OTIS the authority to establish loading zones without requiring separate approval from City Council each time. This is a commonsense reform. It streamlines the process, cuts down on the unnecessary bureaucracy and allows the city to respond more quickly to realities on the ground.

Our transportation leaders are best-equipped to analyze traffic flow, safety concerns and business needs in realtime. Giving them the flexibility to act will make Philadelphia streets safer and more efficient. On Pine and Spruce in particular, this will reduce the

constant conflict between delivery vehicles and the bike lanes. On 47th Street, it will help local businesses that rely on regular deliveries to operate smoothly without clogging up traffic or endangering pedestrians.

Loading zones may sound small, but they make a huge difference. They support local commerce, improve safety and keep our streets moving. I urge City Council to support this bill and give OTIS the authority to designate these zones where they are needed most.

And last but not least, not approving the bike lane around City Hall today will only cost the city more money and cause more problems. This shouldn't have even been part of the conversation if the bike lane bill had been introduced sooner by you, and it

really -- I do believe that your constituents and the residents of Philadelphia deserve an explanation as to why it's tabled. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name for the record and begin with your comment.

MR. BROWN: Hi. My name is Robert Brown and I live near South and 11th Street. I'm here to speak in support of the unamended version of Bill 250718. I'm a regular user of Indigo, the city's bikeshare program, and I frequently walk and bike in Center City as a cyclist and a pedestrian.

I've noticed fewer cars parked in the Spruce and Pine bike lanes since the new loading zones were installed earlier this year and I've also noticed the parked

cars returned when the loading zones were removed. I'm sure the Parking Authority has citation data that can validate my observations.

In the three years I've lived in Philadelphia I've never felt comfortable biking in Center City, and this is especially true for the loop surrounding City Hall. I often encounter cars parked in the bike lane near the intersection of 15th and South Penn Square, which forced me to either dismount my bike or move into Dilworth Park to attempt to pass via car lane.

Just recently I encountered a car blocking the City Hall bike lane with a vanity license plate that read, Be Secure. Ironically, when I asked the driver why they were blocking the bike lane, they began to shout obscenities at me. Equally ironic is that Google Maps satellite

imagery shows a car parked in the same location.

About the City Hall bike lane, I commend you, Chairperson Young, and your team for acting quickly to introduce this bill before the summer recess. But I'm concerned about what happens if the bill isn't passed by Council before PennDOT completes the work. Will we lose our opportunity to improve our city's infrastructure? I urge you and the Committee to report out 250649 and 250718 as soon as possible.

COUNCILMAN YOUNG: Thank you for your comment.

Please state your name for the record and begin with your comment.

MS. DORN: Hi. My name is Anne Dorn. I'm the Vice-chair of the Pastoral Council at St. Francis de Sales, which is

located on 47th Street. But I'm here speaking on my own behalf. I'm here to comment on Bill 250712 about the loading zones.

And I'm here to tell you that there is a big safety problem on 47th Street, but the loading zones aren't going to help it at all. The problem is pick-up and drop-off at the school. Many of our school families live outside the neighborhood. They drive, drop their children off at school, then continue on to work and the streets are just not set up for that volume of traffic.

So every morning, every afternoon, there's 30, 45 minutes where the situation is unsafe for pedestrians, for children getting out of the car, for drivers. It's just a very unsafe situation. And moving 47th Street to one lane has made the situation much worse.

Today we're not here to really talk about that, but I think the decision does need to be revisited. It's certainly true that there have been a number of community meetings. The school itself hosted I believe two of them. I attended one. I talked to the traffic engineers, but our concerns were not taken seriously.

For example, we said people are going -- if you make 47th Street one way, parents are going to start speeding up the side streets. And they said, oh no, no, no, that won't happen. And they had some technical explanation for why it wouldn't happen, but we said they already cut through these side streets. Now, of course it's going to get worse. And naturally it did get worse. They just went ahead with their plan.

And really the problem

with doing all these meetings in advance is when nobody knows what's going to happen, everybody's just making their guess, everybody's just forecasting, of course, the professionals are going to go with their own guess. They're not going to believe you when you tell them what you think will happen.

And the situation is now that we've gone with their plan, we see what will happen. It's happening now. Now, it's a level-playing field. The amateurs can say we can point to the evidence that now exist. But at this point, we're told it's too late, we already had those meetings.

So I can tell you now that pick-up and drop-off has gotten worse, the situation is unsafe. I'm not a traffic engineer. I can't tell you how to make a safe plan, but I can tell

you that the plan that the traffic engineers came up with has not been safe.

COUNCILMAN YOUNG: Thank you so much for your comment.

Is there anyone else in the chambers wishing to testify on these bills today?

MR. JOHNSON: I --

COUNCILMAN YOUNG: You already testified today, correct, sir?

MR. JOHNSON: I'm speaking on someone else's behalf --

COUNCILMAN YOUNG: You can't speak on behalf of anyone else. You can speak only on behalf of yourself. So we will allow you to speak on your own behalf.

MR. JOHNSON: Thanks. It'll be only 30 seconds.

COUNCILMAN YOUNG: Please state your name quickly,

sir. Thank you.

MR. JOHNSON: Jared Johnson.

COUNCILMAN YOUNG: State your testimony.

MR. JOHNSON: Yes. I'd like to speak on behalf of support of Bill No. 250649, City Hall bike lanes. Although I'm disappointed that the bill was passed on, I'm hoping that you can come to a resolution. This bill will make pedestrians safe, bicyclists safe and make drivers safe. That's all I got. Thank you.

(Applause.)

COUNCILMAN YOUNG: Thank you for your comment.

Anyone else wishing to testify?

(No response.)

COUNCILMAN YOUNG: Seeing none, I note for the record a quorum of the committee is here

with myself as Chair, Councilmember Bass, CouncilMember Ahmad, Councilmember Harrity. The Committee will now enter into a public meeting.

The Chair recognizes Councilmember Bass for a motion on Bill No. 250771.

COUNCILWOMAN BASS: Thank you, Mr. Chairman.

I offer an amendment to Bill No. 250771. A copy of the amendment has been circulated to all members of the committee and I move that the amendment to Bill No. 250771 be adopted.

(Duly seconded.)

COUNCILMAN YOUNG: Thank you. It has been moved and properly seconded that the amendment of Bill No. 250771 be adopted.

All those in favor will signify by saying aye.

(Aye.)

COUNCILMAN YOUNG: Those opposed?

(No response.)

COUNCILMAN YOUNG: The ayes have it in the opinion of the Chair. The motion carries and the amendment of Bill No. 250771 has been adopted.

The Chair recognizes Councilmember Bass for a motion on the amendments to Bill No. 250718.

COUNCILWOMAN BASS: Thank you, Mr. Chairman.

I offer an amendment to Bill No. 250718. A copy of the amendment has been circulated to all members of the committee and I move that the amendment to Bill No. 250718 be adopted.

(Duly seconded.)

COUNCILMAN YOUNG: Thank you. It has been moved and properly seconded that the

amendment to Bill No. 250718 be adopted.

All those in favor will signify by saying aye.

(Aye.)

COUNCILMAN YOUNG: Those opposed?

(No response.)

COUNCILMAN YOUNG: The ayes have it in the opinion of the Chair. The motion carries and the amendment of Bill No. 250718 has been adopted.

The Chair recognizes Councilmember Bass for a motion on Bill Nos. 240872, 250575, 250576, 250652, 250653, 250710, 250711, 250712, 250713, 250714, 250715, 250716, 250718 as amended, 250723, 250724, 250725, 250770, 250771 as amended and 250772.

COUNCILWOMAN BASS: Thank you, Mr. Chairman.

I move that all bills

read into the record be reported from this committee with a favorable recommendation and further move that the rules of committee be suspended to permit first reading of this bill at the next session of Council.

(Duly seconded.)

COUNCILMAN YOUNG: Thank you. It has been moved and properly seconded that all bills read into the record be reported from this committee with a favorable recommendation and further move that the rules of Council be suspended to permit first reading of these bills at the next session of Council.

All those in favor will signify by saying aye.

(Aye.)

COUNCILMAN YOUNG: Those opposed?

(No response.)

COUNCILMAN YOUNG: The ayes have it in the opinion of the Chair. The motion carries and Bills Nos. 240872, 250575, 250576, 250652, 250653, 250710, 250711, 250712, 250713, 250714, 250715, 250716, 250718 as amended, 250723, 250724, 250725, 250770, 250771 as amended and 250772 will be reported from this committee with a favorable recommendation with a further request that the rules of Council be suspended to permit first reading at the next session of Council.

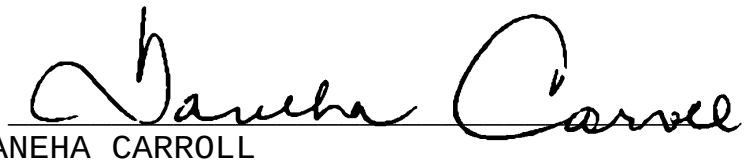
This concludes the business before the Streets and Services Committee. Thank you all for your attendance today and your patience.

\- - -

(Committee on Streets and Services concluded at 5:35 p.m.)

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

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



TANEHA CARROLL
Court Reporter - Notary Public

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

$

$200
288:2

$75
287:21

1

1
33:23
279:2

10
37:23
38:6
39:3,7
41:19
58:16
87:16
115:5
162:21, 24
182:16
188:16
190:21
203:22
207:11
241:13
242:20

10-minute
146:11, 13

100%
120:21

1000
182:5

1000-52
31:24

1004
68:11
72:11

1052
33:7, 14,18, 22 34:3
35:10

106
8:12

10th
188:11

11
12:10
30:5
33:19, 23 34:4
35:8,11
37:17
47:10
55:24
219:6
300:1

11th
134:13
307:13

12
8:7
10:12
33:21
38:4
50:18
207:11

12%
22:9
23:18, 19 96:8
109:22
250:7

12-3400
66:7

12-900
101:1

12-inch
219:8

13
69:24

1313-17
44:19
46:4,9, 12
47:13

13th
156:20, 21
176:1

1426
223:1

15
142:15, 21
274:23

15-mile
244:4

150
177:15

15001
53:3

15th
225:21
230:8
308:12

16
33:9
109:15
242:9

16-year
166:13

16-year-old
193:2

16th
162:16

17
51:4
156:5

170
263:5

18
13:5
30:23
35:16
47:19

1800
148:13
151:5
152:15

18th
162:3

19123
40:13

19125
32:1

19134
57:12
59:20

19147
44:20
48:12
54:21

19149
36:10

1971
108:18

1980
106:3
138:4

1981
105:21
131:6

1982
116:7

1F
198:11

2

2
26:1

2%
202:21

20
142:15
159:5
247:2
250:1

20-mile-an-hour
204:19

200
206:10

2001
68:15
72:8

2009
109:3

2016
68:13

2017
195:21
274:7, 20
278:14

2019
130:13
131:3
283:11

2022
240:19

2023
8:7
10:12
21:4
26:3
28:17
122:14
123:1
283:11

2024
39:4,17
69:23
185:5
241:13

2025
12:11
13:5
21:4
30:5,23
35:8,16
43:12, 24
47:11, 19
50:19
51:4
206:10

205649
269:23

205712
268:17
269:11

205718
269:15

209
53:9
20th
228:17
21
39:17
21%
69:19
96:18
2100
115:1
189:10
22
37:17
56:1
22nd
173:20
230
26:6
230033
8:6
10:11
12:14
230438
26:2
28:16
30:8
24
195:22
24/7
99:4
240872
36:6
37:8
39:2,18
317:16
319:4
25
41:19
72:6,9,
12
85:20
89:6
115:3
204:21
25-year
202:15
250178
203:3
250575
62:14
63:11
317:16
319:4
250576
40:9
41:11
43:11,
13 44:1
317:16
319:4
250649
165:14
181:7
184:14
196:24
223:1
225:7
228:18
247:1
301:16
303:1
309:14
314:8
250652
48:9
49:11
50:17
51:5
317:17
319:5
250653
54:17
55:17
317:17
319:5
250710
8:5
10:2
12:9
13:6,11
317:17
319:5
250711
64:9
65:7
273:23
317:17
319:5
250712
13:22
16:22
18:14
19:21
22:12
226:22
231:21
237:4
246:23
270:12
281:22
290:11
298:18
303:23
310:3
317:18
319:6
250713
6:9
7:4,23
317:18
319:6
250714
6:10
7:4,23
317:18
319:6
250715
6:10
7:5,23
317:18
319:6
250716
26:1
28:8
30:3,24
31:11
317:19
319:7
250718
100:24
102:8,
22
104:22
108:24
112:9
115:6
127:7
130:11
139:24
145:5,
16
154:4
156:3
159:3
161:20
164:13
174:6
175:4
182:4
184:12
188:13
191:17
193:24
196:23
198:2
200:21
202:5
209:7
217:15
220:23
222:9
224:7
246:24
289:8
303:22
307:15
309:14
316:12,
16,20
317:1,
12,19
319:7
250723
51:20
52:22
317:19
319:7
250724
31:21
32:24
35:6,17
317:20
319:8
250725
44:16
45:21
47:9,20
317:20
319:8
250770
66:6
68:4,7
96:24
97:15
147:23
148:11
317:20
319:8
250771
59:15
60:14
61:22
315:8,
12,16,
21
316:8
317:20
319:8
250772
57:8
58:7
317:21
319:9
28
171:17
289
26:6
29
43:12
291
86:7

3

3
8:5
290:10
30
46:6

72:10, 12
148:19, 20
241:13
275:4
310:18
313:22
30%
109:6
117:2
118:20
300
152:1
330
208:17
33rd
300:13
3419
58:10
59:15
60:17
3423
57:11
58:14, 20
59:18
60:21, 24
35
202:18
350
177:14
37
171:18
370
51:22
3rd
44:19
46:4,8, 13
47:13
48:11
49:18, 22
50:22
54:19
55:23
56:3
262:22

4

4
34:6
61:4
40
10:8
202:23
244:6
252:13
400
122:16, 20
4050
274:7
40th
275:4, 11
278:10
279:11
41
112:4
41st
275:4, 11
424
26:13
426
41:14
426-28
40:12
41:18
42:1,5, 9,14
43:14
44%
185:3,7
45
283:12
310:18
46th
268:20
300:14
4700
231:18
47th
14:1
15:5,8, 14
16:12
20:5,14
22:1,3, 5
226:23
231:19, 24
232:15, 19
234:4, 17
236:4, 18
239:9, 20
240:11
243:18
247:14
249:19, 21
251:3
253:21
256:1
260:8
262:24
263:8
266:23
268:18, 19
272:10, 18
282:1, 14,16, 23,24
283:9, 12
285:12, 15
286:16
290:12, 15
291:10, 11,15
292:18
293:9
294:1, 6,22
295:18
297:24
298:15
299:1, 23
300:18
304:16
306:3
310:1, 7,23
311:13
48th
15:6
16:12
22:4
239:21
243:4,6
247:15
251:4
253:22
256:2
262:24
263:8
272:10, 18
49th
264:10
290:14
4:35
232:5
4th
175:24

5

5
26:3
28:17
42:15
43:15, 24
58:24
61:10
87:16
162:21, 24
221:22
301:21
5-year-old
184:2
50
16:14
112:7
244:3,6
50%
69:18
96:19
180:13
185:9
500
274:2
276:4
278:15
51st
245:16
52nd
270:15
55
206:21
58th
252:24
5:35
319:24
5th
95:8
112:3
126:4, 16
127:2,6
129:17
183:22
208:16
228:15
287:8

6

6
38:2
39:10
46:17
47:14

50:2,24
182:15
205:16
219:5,8
60
63:19
65:15
86:22
205:12
244:3
292:2
295:22
60-day
70:20
60-plus
259:12
600
205:3
611
73:11
6516
39:6
6618
36:9
37:12,16,22
38:1,5
69
206:19

7

7
33:19
34:3
35:11
56:5
700
205:3
75%
240:11
267:2
782-84
48:11
49:18,22
50:21
55:23
56:2
783-84
54:19
7th
270:12

8

8
42:6,10
43:18
61:5
182:15
205:16
219:8
80
250:7
80%
22:7
23:17
96:6
109:23
80s
293:2
82
137:3
85th
75:13
879
10:8

9

9-year-
300:2
9-year-old
184:3
9/11/2025
274:1
900
130:12
90s
206:5
293:2
95%
69:14
96:16
95-year-old
140:22
9th
156:19

A

Abadia
268:4
abhorrent
191:1
abilities
227:20
272:3
273:13
ability
91:18
155:4
182:12
203:5
269:12
abrupt
181:10
abruptly
168:4
absolute
272:21
absolutely
67:16
79:16
86:13
87:11
117:20
120:24
127:11
140:18
180:5
191:1
254:12
304:4
abstract
202:3
absurd
157:8
abutting
53:18
Academy
176:2
accept
260:16
acceptance
8:17
10:21
access
60:20
61:6
77:16
79:8
82:15,19
93:20
94:9
113:18
116:18
201:22
240:8
241:5
244:24
245:2,11
264:22
269:3
accessibility
170:17
289:14
accessible
81:14
82:8
127:4
accident
17:19
149:6
249:16,18
253:9
accidents
22:23
138:17
250:10,12
274:9,14,20
275:14,24
278:7
accommodate
176:15
accosted
255:7
account
76:16
206:16
accountability
93:13
217:23
accountable
115:21
accounting
246:6
ACE
68:9
69:8,12
acknowledge
294:8
act
203:16
237:2
305:21
acting
118:9
129:1
309:5
action
11:10,18
12:23

29:4,12
30:15
53:17
54:2
126:6
180:11
181:10
183:10
206:9
209:17
222:7
280:16,
17,18
actions
116:1
120:6,9
activation
70:19
active
207:6
activities
216:7
actual
82:13
133:23
263:6
ADA
240:8
241:5
247:8
Adam
241:12
263:16
adapting
145:11
add
131:16
143:17,
21
155:15,
18
175:4,6
196:20
200:3
211:4
added
112:21
135:18
213:15
251:3
addition
20:16
70:17
103:13
190:18
additional
11:9
29:1
68:21
76:15
184:11
242:17
Additionally
163:3
additions
27:4
101:15
address
110:24
177:22
addressing
118:5
236:17
adds
68:9
135:19,
21
adequate
114:7
adjacent
12:21
33:17,
22 34:2
37:24
38:5
42:4,9,
13
54:19
55:23
56:1
58:19
60:23
240:14
adjoining
231:19
234:5
adjustments
213:14
administration
10:5
23:5
28:11
53:1
66:11
74:7
94:10
administrative
121:11
administrators
71:3
admitted
218:16
Admittedly
268:19
adopted
101:4
103:2
272:12
315:16,
22
316:9,
20
317:2,
13
Adrian
221:9
224:4
adult
274:11
adults
194:13
advance
133:20
196:19
312:2
advantage
184:24
187:4
adverse
117:7
Advisory
240:15
advocacy
97:13
127:2,6
246:18
254:3
275:21
advocate
251:13
286:14
advocates
96:13
178:12
194:6
advocating
99:24
276:12
Affairs
9:6,23
27:16
28:6
32:8,21
36:17
37:6
40:19
41:8
45:5,19
48:19
49:9
52:9,19
55:3,14
57:18
58:4
60:11
63:8
64:18
65:4
affected
13:2
76:24
235:13
259:19
260:3
262:5
affects
234:3
afford
99:2
187:16
affordable
171:10
afforded
229:2
Afilalo
188:2,
9,10
afraid
291:24
302:22
afternoon
9:19
12:3
19:15
27:22
28:2
29:21
32:17
34:24
37:2
38:20
41:4
43:5
45:15
47:3
49:5
50:11
52:15
55:10
57:24

60:7
63:4
64:24
67:3,5,17
84:13
95:17
97:7,9
102:15
108:16
126:22
130:8
139:22
144:22
159:1
164:10
166:12
175:2
181:2
193:19
197:22
212:13
232:5
237:19
273:21
290:9
292:13
298:12
310:18

age
195:16

agencies
179:20
234:18

agency
218:8
220:15
249:10
251:23

ages
201:2
227:20
272:3
273:12

aggressive
154:23
155:1

aggressively
155:5

agree
85:10
97:18
148:24
150:19
204:16
261:1
277:18
291:3

ahead
125:7
235:24
236:1
249:22
257:22
259:5
300:24
311:22

Ahmad
84:10,11
86:18
88:1,5
147:13
237:22
259:17
315:2

aids
294:11

airport
86:9

Albert
126:7
130:5
136:13

alert
172:2

Alex
197:15
200:19

alien
184:19
185:11

alive
162:6
305:5

Aliza
197:14
209:6

Allegheny
6:3
68:14
72:6
97:16

alleviate
145:13
282:11

alleviates
271:22

alleys
296:12

allowed
85:18
192:10
232:4

allowing
7:2
114:7
118:23
165:3
287:19

ally
100:1

alongside
15:19
19:4

alter
239:8

altercations
299:17

alternative
131:13

amateurs
312:14

amazing
226:24

Amazon
295:1

amend
10:10
28:15
105:5

amended
113:23
114:16
209:10
317:19,21
319:7,9

amending
8:5
26:1
66:6
100:24

amendment
11:5
61:22
62:2,3
102:8
104:16,21
105:1
123:8,12,18
124:3,6
143:17,22
153:10
315:11,13,15,21
316:8,15,17,19
317:1,12

amendments
120:18,20
316:12

amount
23:22
149:5
233:24
263:3
292:7

ample
199:3

amputee
170:15

Amy
188:2
191:14

analysis
95:23
111:1
113:24
218:17

Analyst
66:21
67:10,23

analyze
305:18

and/or
220:23

Andrew
126:5
130:4

anecdotal
85:14

anecdotally
88:20

Angel
165:20

Animal
176:1

Anne
267:23
309:22

Annie
221:8

anonymous
263:4

anti-bike
109:13
243:2
anymore
255:16
256:15
295:23
apartment
274:10
279:10
apartments
274:8
275:2
aphasia
138:4,9
apologize
9:16
14:8
258:23
app
180:12
255:8
apparently
175:14
appeals
252:15
applaud
227:17
Applause
18:18
71:19
100:19
107:18
121:24
125:16
143:4
160:24
164:4
166:10
169:22
173:1
174:22
180:21
183:16
187:20
191:8
193:13
197:7
200:15
202:10
208:22
212:6
217:5
221:1
223:24
226:7
228:6
231:3
248:21
262:13
265:12
270:5
273:17
286:7,24
290:5
298:6
301:2
303:4
307:5
314:16
Appleman
66:20
67:2,8,9,15,22
71:24
72:4,21
73:4,21
74:5
85:7
87:9
90:10
application
242:24
applied
93:3
113:10
apply
113:15
applying
294:10
approach
110:9
113:4
approached
6:15
9:11
15:3
19:8
66:24
74:12
95:10
102:4
108:3
126:9
144:15
147:6
161:9
173:11
188:4
197:17
221:10
231:11
268:6
303:10
approval
13:6
30:24
35:17
39:19
44:2
47:20
51:6
218:6
305:9
approve
233:3
237:5
approved
8:7
10:12
12:15,19 26:3
28:17
30:9
284:16
approves
89:14
approving
232:24
306:18
approximately
26:13
53:8
56:5
April
8:7
10:12
178:23
241:12
architect
112:5
Ardmore
295:20
area
11:12
13:2
24:8
92:9
99:13
101:11,16
103:9,14
104:11
123:9,14
159:9
165:17
194:2
200:6
224:10
236:12
240:23
278:1,2
302:16
areas
26:8
98:11,19
110:2
148:17
184:9
201:14
236:14,19
266:8
argument
128:21
Art
56:16
arterial
15:5
arteries
170:9
Arts
176:2
aspect
296:23
asserting
299:12
assigned
89:8
ASSOCIATES
37:12
Association
136:18
177:20
181:5
182:9
217:14
associations
178:12
attachment
184:5
attachments
184:1
attempt
308:15
attend
183:2

191:21
attendance
201:16
319:19
attended
177:14
311:8
attendee
129:6
attending
215:10
attention
93:10, 11
99:16
172:15
248:12
257:10
attested
127:14
attorney
140:1
August
142:20, 21
authority
6:14
7:1,7
17:14
71:2
112:10
113:22
115:16
120:21
121:11
131:4
145:6
157:24
174:12
183:9
191:18
194:1
218:2
220:14
239:7
305:7
306:14
308:3
authorization
116:22
authorize
12:15
30:9
53:5
92:8
100:2
104:6
124:12
175:5, 18
188:14
216:23
301:17
authorized
10:13
28:18
104:3
105:3
106:17
123:10
222:11
authorizes
19:24
33:2
37:11
41:13
45:23
49:13
55:19
56:17
58:9
60:16
176:7
authorizing
8:8,17
11:8
13:22
26:4,22
28:24
31:22
36:6
40:9
44:16
48:9
51:20
54:17
57:8
59:15
105:21
224:7
225:8
236:20
automated
66:8,12
68:8,10
75:5
79:6,9
96:2
automobiles
144:5
avail
187:2
Ave
68:14, 16 72:6
77:6
86:8
Avenue
6:1,3
12:17
26:10, 16,21, 24 27:5
28:19
29:4
30:10, 18
31:24
33:8, 12,15, 18,23
34:3
35:10
36:9
37:16, 21,22
38:1,6
39:7,9
40:12
41:18, 23
42:2,6, 10,15
43:15, 20
46:11
52:1
53:8
57:11
58:15, 20
59:19
60:21, 24 61:9
62:16
63:15
68:13, 16
97:16
190:1
231:18
235:4
243:14
245:7
248:3
250:12
252:23
253:3, 15
254:17
262:23
264:11
269:4
274:5,8
278:9
279:9
294:3
averaged
283:5
avoid
17:12
114:11
193:10
217:23
avoided
163:10
290:17
avoiding
154:21
aware
124:2
162:1
awesome
176:19
aye
315:24
316:1
317:4,5
318:20, 21
ayes
316:6
317:10
319:2

B

baby
215:18, 20
back
80:5
85:10
87:14
117:14
133:9
135:16
168:11
170:21
181:24
195:19
228:22
229:15
230:12
237:22
244:9
265:5
291:6
296:12
302:24

backed
134:2
background
112:5
backgrounds
185:24
202:7
backs
254:16
bad
91:23
132:23
234:15
Bainbridge
101:13
103:11
104:13
162:16, 18
222:13
balances
218:11
Baltimore
248:3
252:23, 24
253:15
269:4
294:3
Bambrey
6:1
band-
294:10
Barbara
162:2,6
190:15
192:17
195:15
bare
152:10
barriers
109:8
113:20
205:10, 16
Bartholomew
188:2
193:18, 21
Bartrams
246:3
base
80:8
baseball
264:20
based
76:12
77:20
80:16
81:15
82:20
89:8
95:24
149:5
166:20
213:23
basic
176:13
196:17
basically
104:8
290:17
basis
101:18
103:16
117:16
119:3
Bass
34:18
92:17, 18
94:16
259:16
315:2, 7,9
316:11, 13
317:15, 22
Bear
146:24
beautiful
296:6
bed
11:10
beds
27:4
began
308:22
begin
6:21
21:12
27:24
49:3
50:8
52:12
67:6
126:13
139:19
144:19
147:16
155:23
158:23
161:12
164:8
170:2
173:16
183:19
188:8
197:20
200:17
209:3
212:10
217:9
221:18
228:9
231:15
268:14
270:9
286:11
297:22
301:6
303:16
307:9
309:19
beginning
132:17
begins
186:20
behalf
68:5
102:21, 23
181:3
217:13
222:7
254:7
268:17
277:21
289:2
303:23
310:2
313:15, 17,18, 20
314:7
behavior
71:9
84:22
98:4
behaviors
220:12
behoove
247:5
Belmont
253:3
below-the-knee
170:15
Ben
161:7
231:9
267:19
268:16
290:24
beneficial
233:17
benefit
98:9
180:18
234:23
235:20
236:2
285:4
benefits
111:1
182:19
186:8
271:24
Benjamin
166:12
245:15
258:24
259:6,9
265:16
281:14, 16
Berquist
147:2
270:10, 11
best-equipped
305:17
bicycle
19:6
21:16
22:11
95:7,19
96:23
138:5
139:5
144:13, 24
145:4, 15
152:3
166:14
167:22
178:12
203:12
225:8
228:14
241:24
245:21
246:4, 18
272:5

289:14
297:3
304:6
bicycles
137:21
285:2
296:18
bicycling
138:22
202:19
292:17
301:24
bicyclist
137:3, 5,18
248:7
301:23
bicyclists
98:10
234:24
244:17
314:13
big
149:12
206:14
229:1
281:3
303:23
310:6
bigger
184:5
242:8, 10
biggest
130:13
164:22
bike
21:23
117:18, 20
119:16
126:6
127:13, 20
128:1, 2,7
129:14
131:12
132:5
140:8
141:24
142:2, 9,12,22
148:14, 20
151:24
153:17, 19,20
154:6, 18
155:10, 16
156:9
157:1
158:2
159:5, 7,9,17
160:3, 6,18
161:21, 23
162:5
163:5, 7,15,20
164:23
165:15, 20
167:16
168:5, 6,9,15
170:6,7
171:16, 24
172:14, 21
173:22
177:6, 12
180:11, 14,18
181:16
183:24
184:15
185:16
186:13
187:4, 16
188:17, 22
189:2, 21
190:4, 12,16, 20
191:19
192:21
193:3,4
195:6, 11,13, 21
196:5, 15,22
197:1
198:19
199:7, 8,12, 19,21
200:4, 6,12
201:12, 22
202:2, 22
203:7
206:9
207:20
208:7
209:17, 23
210:13
211:8
218:22
219:12, 19
220:8
222:7, 24
223:7, 11,19
225:12, 18,19, 21,22, 23
226:24
227:3, 7,21
228:4, 23
229:1, 11,19
230:20
238:17
239:21
242:5
243:1, 3,5,20
245:23
246:1
247:7
248:16
251:13
252:1
253:9
255:7
258:2
260:22
261:6
262:20, 22
263:8,9
268:18
269:23
270:22
271:8, 20
272:9, 19
282:15
286:2, 19
288:17
289:12, 19
291:2,3
297:20
298:20
301:18
302:2, 4,9,12, 19
303:2, 24
304:10
306:2, 18,23
307:18, 21
308:11, 14,18, 21
309:3
314:8
bikeable
174:2
198:8
biker
199:14
bikers
119:18
199:16
210:7
305:3
bikes
98:18
163:6
185:22
192:2
194:15
244:6
261:11, 16,19
297:18
bikeshare
229:11
307:17
biking
156:19
164:24
165:9
171:7, 8,15,18
172:10
181:20
190:2
211:6
269:16
308:7
bill
6:9
7:22
8:4,6
9:3

10:1,11
12:9,
12,14
13:5,
11,20,
21
14:8,
20,22
16:15,
22 17:4
18:14
19:21,
24
22:12
25:15,
22,24
26:2
27:13
28:8,
16,21
30:3,6,
8,23
31:6,
11,19,
21
32:23
33:2
35:6,9,
17,22
36:4,5,
14
37:8,11
39:2,5,
18,24
40:7,8,
17
41:10,
13
43:11,
13
44:1,
14,15
45:21,
23
47:9,
12,20
48:1,7,
8
49:11,
13
50:17,
20
51:5,
13,18,
19
52:21
54:8,
15,16
55:1,
16,19
57:6,7
58:6,9
59:7,
13,14,
24
60:13,
16
61:22
62:7,
12,13
63:10,
13
64:1,6,
8 65:6,
9,22
66:4,5
68:4,7,
19 95:3
96:24
97:14
100:22,
23
101:23
102:8,
21
103:1
108:24
110:23
111:18
112:9,
18,22
113:23
114:16
115:6,
10,15
118:14,
16
120:19
121:23
124:22,
24
126:1
127:7,
11
129:13
130:11
131:4
133:19,
22
139:24
143:3
145:4,
16
146:6
147:23,
24
148:11
153:11
154:4
157:22
159:3
161:20
164:13
165:14
166:24
172:16
174:6,
7,21
175:4,
19
176:7
177:6
181:6,
24
182:4,6
184:11,
14,17
187:8
188:13
190:14
191:16
193:23
196:20,
22
197:1
198:2
200:5,
10,20
202:5
203:3
209:7
217:15,
20,24
218:12
220:23
222:9,
24
223:7
224:7
225:7
226:4,
20,22
227:24
228:18
231:21
232:22,
24
233:9,
22,24
235:22
237:4
246:23
268:17
269:11,
15,22
270:12
273:22
281:22
282:2,
12,18
286:2,
4,20
288:17
289:8,
10,11
298:17,
20
301:11,
16
303:1
305:6
306:13,
23
307:15
309:6,9
310:3
314:8,
10,12
315:8,
12,15,
21
316:8,
12,16,
19
317:1,
12,16
318:6

bills
6:7
7:16
25:18
146:18
147:20
148:4
158:14
223:22
236:19
303:22
313:8
317:24
318:11,
17
319:4

bit
13:16
79:24
93:9
136:1
172:6
176:20
179:22
261:13
275:9
296:11
297:10

Black
17:20
240:13
254:9

Blackwell
275:19

blanche
111:8
120:6
233:6

blanket
239:7

Blatstein 303:12, 17,21
blessing 272:22
blight 277:8
block 16:5 22:19, 20,21, 24 23:2 99:3 113:11 115:1 117:12 130:12, 16 132:1 140:17 141:3 142:23 148:13 151:5 152:15, 16 155:14 162:18 182:5 189:11 210:14 213:5 216:13 219:5 227:4 231:18 234:7 273:2 274:2 276:4 277:7 279:24 281:15
block-specific 16:2
blockages 240:21
blocked 180:14 216:9
blocking 132:3 159:19 272:24 295:7 304:23 308:17, 21
blocks 132:21 155:8 189:3 204:11 215:22 216:14 233:13 234:6 242:20 250:1 264:9 295:12
bloody 169:7
blowing 148:22
board 127:1 182:8 207:11 209:17 242:15
boarding 29:7
boards 16:1
Boccardo 161:6
Boccardo-dube 161:14, 18
bodega 214:13
bodies 18:1
body 80:20 121:12 162:8
Bonarek 298:11, 13
bottom 106:5
bought 304:6
Boulevard 69:14, 16 77:6 96:10, 23 97:17 98:13 100:5 194:13
boundaries 222:12
bounded 101:11 103:9 104:12 105:5
Brad 147:3 154:3
branch 167:10
break 146:15 150:5
breaking 149:19
Brett 173:10 183:21
Breweryt own 301:22
bridge 86:8,12 254:16, 19
briefly 109:4 157:18 198:16 240:7
bring 136:2 170:23 181:23 189:17 228:21 229:15 262:4 302:24
bringing 227:9 270:2
brings 272:2
broad 68:17 69:24 72:19, 22 73:10 120:12 124:23 176:3 213:7 239:11
Brook 156:18
Brookton 267:24
brother 190:19
Brotman 107:24 108:11, 15,17
brought 112:14 212:21 213:3 238:7 241:18, 23 257:10
Brown 17:21 307:11, 12
Bruger 263:21
bruises 168:18
buffer 219:13
build 30:10 171:8
building 33:18, 22 34:2 38:1,5 42:9,14 58:19 60:20, 22,23 61:1,6 135:2, 20 212:23, 24 213:2 274:21, 24 276:14 280:8
built 264:18 296:1, 8,9
bump 157:5
bumped 263:17
bumps 219:9

244:9
burden
201:22
bureaucracy
305:13
bus
29:6
245:8
271:13
bus-only
30:11
bus-turning
113:16
business
115:4
198:4
271:3
304:20
305:19
319:17
businesses
224:24
242:21
258:12
273:9, 14
293:15, 22
305:4
306:4
Bustleton
51:24
53:3,7
busy
253:17
busybody
297:11
Butler
164:17
buzzed
229:8
Bye
267:9

C

cafe
33:6,7, 10
35:10
36:8
37:15, 18
38:10
39:6
40:11
41:17, 20
42:19
43:14
44:18
46:3,6, 16
47:13
57:10
58:13, 18
cafes
44:23
call
6:6 9:2
14:7,10
18:23
27:12
32:4
36:13
40:16
45:1
48:15
52:5
54:24
57:6,15
59:23
62:20
64:15
66:16
94:3
95:2
100:21
101:22
107:20
124:15
130:2
136:6
144:9
173:6
187:24
197:11
231:6
267:13
288:21
291:4
296:1
called
90:17
122:14
123:2
136:9
139:1
149:17
206:9
301:9
calls
138:3
154:23
159:15
160:20
calm
181:18
calmer
285:18
calming
93:3
220:11
Calvary
241:15
camera
73:2
99:24
cameras
66:12
68:11, 20
70:19
77:14
82:24
83:17
84:3
92:9
96:9, 15,21
97:15
98:1,5, 12,22
99:5
100:3
147:24
148:16
150:4, 15,22
220:10
Cameron
231:10
267:18
campaign
136:21
campuses
271:2
cams
204:14, 17
canceling
109:2
cancer
192:7
candid
120:17
capacity
182:7
captain
277:8
car
15:14
85:10
151:13
152:4
153:1,2
154:12
157:18
159:18
166:14
168:12
171:12
173:21
181:23
182:10
184:21, 22
185:2, 10
188:16
189:12, 19
192:11
195:9
198:19
205:12
209:24
210:11
211:8, 11,20, 23
214:4
215:24
227:13
242:10
261:7
291:5
308:15, 17
309:1
310:21
car-dependent
272:15
cards
284:18
care
169:8
192:10
297:15, 16,17
career
192:18
careful
111:6
carefully
70:5
caretaker
189:24
carried

117:14
carriers
215:16
carries
316:7
317:11
319:3
Carroll
241:11
247:18
251:6
263:18
carry
216:15
304:18
carrying
225:4
cars
141:12
142:4
148:21
154:8, 17
156:11
157:9
160:6
163:6
165:10
172:22
198:15
199:11
201:8
213:6
214:6
216:12
217:3
244:5
261:12, 21
278:5
285:17
292:1
293:5
296:8, 9,16
299:18
307:20
308:1, 10
carte
111:8
120:5
233:6
Carter
161:8
170:3,4
cartway
56:6
cascading
219:18
case
86:13
154:18
205:18
229:5
248:14
290:19
cases
113:8
castigated
138:22
Castor
36:9
37:12, 16,21, 22
38:1,6
39:6,9
262:23
Catagnus
53:3
catch
215:2
272:15
Catherine
49:21
56:7
173:20
Catholic
241:3
caused
23:23
137:10
Cazuelas
41:17
CCT
245:2
255:6
Cecilia
267:24
273:21
Cedar
294:21
295:24
Cela
188:3
cell
166:4
census
185:5
center
29:3
30:14, 20
101:10, 16
103:8, 14
104:11
105:5
106:18
110:3
116:11
120:16
123:14
129:17
141:24
145:8
161:18, 21
162:14
163:23
166:14, 17
170:10
172:18
175:5, 7,21
176:8
185:9
188:14
194:2
201:15, 19
202:22
206:2, 20
209:10, 20
215:8
218:4
222:15
224:9
225:17
230:16
236:7
241:2
242:22
258:15
269:17
272:20
286:15
288:1, 4,7
295:3
296:3
302:6
307:18
308:7
Chair
18:22
34:17
84:9,12
92:16
97:9
105:12
126:22
129:12
130:10
183:21
187:7
193:19
228:12
281:11
283:8
315:1,6
316:7, 10
317:11, 14
319:3
Chairman
14:16
19:15
50:11
92:19
102:15, 22
197:22
315:10
316:14
317:23
Chairmember
12:3
29:21
34:24
38:20
43:5
47:3
95:21
Chairperson
9:19
28:2
32:17
37:2
41:4,12
45:15
49:5
52:15
55:10
57:24
60:7
63:4
64:24
67:17
221:23
237:19
289:3
309:4
challenge
261:13
chamber
207:9

chambers 313:7
chance 87:17 179:4 257:20, 23
change 20:12 30:15 110:21 171:2 207:21 208:19 218:2 274:1 278:5 279:5 300:7
changed 84:1 166:5 171:19 213:15 299:8
changing 71:9 98:3 152:7 176:16 292:24
chaos 133:6
chaotic 183:5
Chapter 66:6 100:24
characteristics 234:19
Charities 241:4
Charles 197:14 202:15
Charrington 161:7
cheaper 278:16, 19
check 211:10
checks 218:11
chef 195:23
Cherry 295:21
cherrypick 263:2
cherrypicking 253:4
Chester 15:14 250:11 253:13
Chestnut 14:2 20:6 236:6 283:23
300:10, 12
chief 76:7
child 227:10 261:7 274:11 281:21 297:19 300:3
children 127:16 169:9 183:2 194:12 240:4 244:15 271:5 297:17 299:13, 14 310:13, 20
Chiu 9:8 11:24 12:2,5 13:9 27:18 29:18, 20,23 32:10 34:21, 23 35:3 36:19 38:17, 19,22 39:22 40:21 43:2,4, 7 45:7 47:2,5 48:21 50:10, 13 51:10
choice 208:13
choose 99:15 156:15
CHOP 209:23
chosen 164:20
Chris 19:4 21:15 95:5,17 144:12, 22 221:9 228:13 231:8 238:20 267:19
church 175:24 241:15 242:16
Cindy 34:18
circling 135:10
circulated 315:13 316:17
circumstances 233:16
citation 308:3
cited 22:18
cities 272:14, 15
citizen 124:2 203:18 248:15 256:16 269:8
citizens 115:22 116:2, 16 119:13 121:2,8 125:14 183:15
city 8:12,18 9:9 10:17, 22 11:4 12:5,7 13:3 17:23 22:9 26:6,7 27:1,3, 6,19 29:23 30:1, 11,14, 21 32:11 35:3,4 36:20 38:22, 24 39:16 40:22 43:7,9 45:8 47:5,7 48:22 50:13, 15 51:22, 23 53:6 56:12 70:8 71:17 72:24 73:15 75:4 76:8 77:18 88:8,17 96:8 97:23 99:23 101:10, 16 103:8, 14 104:11 105:5, 21 106:18 109:20, 22 110:3 112:6, 12 115:9, 14

116:12, 15
117:12
118:14
120:16
121:3, 5,21
123:14
127:13
128:19, 22
129:1, 14,17
131:20
133:18
134:11, 16
137:8
142:1,8
145:6,8
150:2
152:1, 5,22,24
153:7, 18
154:6
155:16
156:6
158:3
160:12, 18
161:16, 19,21, 24
162:14
163:13, 23,24
164:24
165:2, 5,12, 15,17
166:15, 17
167:3,7
170:10, 12
171:3, 9,20
172:14, 19
173:24
174:2,9
175:7, 11,21
176:8
177:4
178:14
179:16
181:19
184:15, 21
185:9
186:13
187:3
188:15, 16
189:21, 22
190:1, 2,3,5
191:6, 18,20
193:8, 20
194:2
196:21, 24
198:8
200:4,7
201:4, 9,15,19
202:8, 22
206:2, 20
209:10, 21
211:1
218:4
222:15, 22,24
223:7, 11,16, 17
224:6, 9,14,23
225:9, 10,17, 18
227:17
228:4
229:4, 6,20
230:10, 16,24
236:7, 12
246:8, 24
247:4,5
251:11, 15
258:15
263:20, 21
265:4
268:23
269:17, 23
270:1, 19,23
271:4
272:20
274:23
275:18
276:20
280:11
281:3, 12,21, 23
282:3, 21
283:5
286:3, 16,19, 22
287:24
288:1, 2,4,7, 10,11, 17
289:4, 7,19,22
296:4
298:19, 22
301:18
302:1, 5,6,7
303:3
304:18
305:10, 14
306:12, 19,20
307:18
308:8, 9,17
309:3
314:8

city's
15:9
96:2
109:1
110:6
194:1
234:20
307:16
309:12

citywide
110:5
206:11
208:17
294:17

Civic
136:18
177:19
181:4
182:9
217:13

civil
80:15

claim
190:11
206:19
241:9
284:8

claimed
128:4, 15
129:1
276:12

claims
133:12
198:22

clarify
90:11

clarifying
13:1

clarity
104:4

class
17:20

classes
271:7

clean
169:7

cleaner
165:2, 11

cleaners
214:17

clear
16:9
33:19, 24 34:4
35:12
38:2,7
39:8,10
42:6, 11,15
43:16, 18
46:17
47:15
50:2
51:1
58:24
61:5,10
109:12
133:10
151:6
198:20
220:13
299:20
304:2

CLERK
6:11
8:4
9:4,13
13:21
19:2
25:24
27:14
31:21
32:6

36:5,15
40:8,18
44:15
45:3
48:8,17
51:19
52:7
54:16
55:2
57:7,17
59:14
60:1
61:24
62:13,22
64:8,17
66:5,18
95:4
100:23
101:24
107:22
126:2
130:3
144:11
146:7,24
161:5
173:8
188:1
197:13
221:7
231:8
267:18,23

clients
135:23

climate
206:13

clock
237:24

clogging
306:6

close
138:2
154:23
159:14
160:20,21
268:21

closer
185:8
290:14

closing
121:1
245:20

clothes
214:21

Clough
268:3

co-hosted
15:20

co-opted
242:4

co-opting
246:5

Coalition
19:6
21:16
22:11
95:7,19
96:23
144:14,24
145:4,15
228:14
238:17
248:17
252:2
304:7

Coast
201:6

Code
39:16
66:7
101:1

codify
193:24

Cody
173:9
181:3

Coffee
46:3

Cohen
173:10
183:20,21
197:16
217:10,12
220:22

cohesion
220:17

Cole
66:19
67:9,22
74:24

colleague
117:19

colleagues
98:18

collect
75:9

collected
77:21
78:1,3
98:16

collecting
75:16

collection
90:14

College
188:19

color
185:20
187:15

Columbus
68:15
72:8,18
77:6
97:17

comfortable
227:21
308:7

commend
309:4

comment
25:16
146:16,17
147:11,17,22
148:3
153:23
154:1
155:21
158:5
161:2,13
164:6
167:18
173:7,16
178:4
179:13
180:2
183:18
187:22
202:12
208:10
212:11
221:3,19
226:9
228:10
231:15
232:4
248:23,24
267:17,22
273:19
279:22
284:18
286:12
287:2,5,17,18
288:16,20
298:8
301:4,6,11,16
303:6,9,16
307:7,10
309:17,20
310:3
313:5
314:18

commenter
288:22

commenters
197:12
221:6
267:14

comments
156:16
166:22
222:4
256:5
268:11

commerce
306:11

commercial
106:5
149:14,16
236:14

Commission
9:10
12:8
13:4
27:20
30:2,22
32:12
35:5,15
36:20
39:1,16
40:23
43:10,23 45:9
47:8,18
48:22
50:16

51:3
56:16
246:20
247:13
252:4

Commissioner
19:19
102:2, 19
238:4

committee
9:21
11:17
12:4
13:12
14:18
18:13
19:17
22:13
25:7
28:4
29:12, 22
31:13
32:19
34:19
35:1
37:4
38:21
40:1
41:6
43:6
44:8
45:17
47:4
49:7
50:12
51:13
52:17
54:1
55:12
58:2
60:9
62:6
63:6
64:7
65:2
66:4
67:19
79:4,12
95:22
97:2,11
100:14
102:10, 17
104:1
105:11
107:12
122:5
123:22
125:20
126:24
130:9
133:18
143:11
145:18, 24
151:23
161:17
174:20
187:7
197:23
221:24
226:17
228:2
232:11
238:11
240:17
244:13
248:10
254:23
256:18, 20
266:14
267:6
270:3
277:10
280:13, 16,21
281:6
282:19, 20
286:6
289:5
301:12
309:13
314:24
315:4, 14
316:18
318:2, 5,13
319:10, 18,22

committee's
208:12

common
110:13
117:5
130:18
149:20, 22,24
262:20

commonplace
195:5

commonsense
196:13
294:9
295:5
305:11

Commonwealth
194:8

communication
71:6

communities
17:21, 24 24:6
201:5
210:8
280:3

community
15:19
24:5
70:15, 18
93:22, 24
112:20
113:1
114:18
129:2
138:23
162:15
179:5
181:14
185:19
201:4
202:4
203:10
205:24
208:14, 21
215:7
216:19
218:6
220:17
232:1, 17
233:1,9
234:2, 15
235:1, 13
236:3, 10,22
237:3, 7,9
238:18
239:12
241:14
251:8
257:8
263:11
265:18
277:22
279:13, 23
292:7
311:6

commute
148:14
160:11
209:22
210:1

commuter
270:14

commuters
202:23
203:1

commuting
167:21

companies
78:15
132:24
282:8

compare
72:19
250:5

compelling
111:5

complain
176:22

complained
264:2

complaint
130:18
263:16

complaints
252:5

complete
35:14
39:14
43:21
47:17
51:2
75:15, 22
115:15
118:24
239:24

completely
85:6,9
248:2
264:10,

23
267:2
completes
309:10
compliance
8:21
11:6
12:13
27:7
28:22
30:7
247:8
complies
56:10
compose
91:7
compounds
220:1
compromise
119:20, 21
189:1,4
concept
249:5
concern
91:17
213:4,8
251:22
concerned
116:2
119:13
259:12
261:5
309:8
concerns
111:3
130:14
167:8
213:4
245:16
280:6
305:19
311:10
concise
158:17
concision
166:20
conclude
180:8
259:2
297:22
concluded
319:23
concludes
21:6
34:12
38:12
42:21
46:19
50:4
56:19
59:2
61:16
63:20
65:16
103:19
319:16
conclusion
16:9
183:12
concrete
109:8
155:9
205:9, 15
conditions
8:20,22
11:7
14:4
27:2,8
28:23
32:2
36:11
40:14
44:21
48:13
52:3
54:22
57:13
59:21
62:18
64:13
66:14
101:19
233:16
305:3
condo
212:24
conduct
203:10
conducted
21:3
70:12
91:12
122:22
218:20
confident
199:14
configuration
22:1
confirm
101:3
257:5,9
confirms
103:1
conflict
306:1
conflicts
157:12
172:1
confrontations
299:11
congested
254:15
congestion
145:13
216:11
219:23
240:10
connect
225:20
connecting
201:1
connection
225:11
234:17
connectivity
245:21
connector
227:11
connects
201:4
conscience
125:7
consequences
113:4
117:7
127:23
219:18
consideration
7:10
70:4
160:23
203:8
considerations
76:15
considered
149:21
consistent
20:7
30:15
99:6
109:18
150:6
consistently
130:19
conspiracy
304:1
constant
306:1
constantly
214:24
290:22
constituent
167:8
constituents
80:3
121:13
124:4
181:11
185:13
193:7
307:2
constructed
225:15
construction
110:15
225:13
272:24
consultation
114:2
218:7
284:10
consulted
70:10
82:3
237:10

240:24
241:5
consulting
233:14
contact
235:15
context
184:11
context-specific
239:15
continue
107:3
126:17
139:12
178:20
310:14
continuing
71:1
contracting
135:20
contractor
114:8
134:10
contractors
131:17
132:16
152:13, 21
214:15
contrary
115:7
198:23
208:5
contribute
84:21
control
93:14, 16
109:18
controversial
218:24
convenience
189:5
190:24
196:10
300:23
convenient
151:10
190:12
conversation
306:22
conversations
15:24
conversion
232:19
282:16
convert
235:3
converting
205:7
convey
121:8
copy
315:12
316:16
CORE
33:3
corner
134:13
245:9
corners
261:14
291:13, 19,20
293:8
corral
257:17
correct
61:23
77:12
89:13
107:5
313:11
correctly
302:18
corridor
71:23
75:3
76:19
82:14, 17
83:2,3
89:5,9, 10,16, 19 98:7
108:23
242:1, 21
263:7
283:5, 12,19
298:15
corridors
68:22
69:1,23
70:4
75:15, 20
76:21
79:1
80:4,5
81:23
82:5,23
85:17, 24
87:18
96:1,4
97:20
99:11
100:1
corroborate
238:5
cost
135:19, 21,22
223:15, 19
229:20
306:19
costs
136:2
Council
6:18
7:3,9
18:14
68:6
69:21
70:17
99:23
102:23
105:21
110:20
112:12
114:15, 24
115:14
116:9, 15
118:14
120:3
121:3, 5,13,22
123:17
129:17
133:18
150:22
156:1
167:9
175:2
177:4
181:2, 23
183:10
188:12
191:2
193:20
202:5
209:13
211:1
216:22
218:15
224:15
247:6
257:22, 24
258:1
265:4
276:20
280:12
281:4, 6,12
282:21
284:21
294:13
303:13
305:10
306:13
309:9, 23
318:7, 16,18
319:13, 15
Council's
174:17
Councilman
6:4,19
7:13,18
8:1,24
9:15
11:22
12:10
13:8,14
14:5
18:19
19:10
21:10, 18
22:16
23:4, 11,15
25:3,9
27:10, 21
29:16
31:2,8, 15
32:3,13
33:1
34:15, 18

35:7, 19,24 36:12, 21 38:15 39:3,21 40:3, 15,24 42:24 43:12 44:4, 10,22 45:10, 22 46:22 47:10, 22 48:3, 14,23 49:12 50:7,18 51:8,15 52:4, 11,23 54:5, 10,23 55:6 56:22 57:4, 14,21 58:8 59:4,9, 22 60:3 61:18 62:1,9, 19,24 63:22 64:3, 14,21 65:19, 24 66:15 67:4,13 68:5 71:20 72:2, 15,22 73:18 74:3,6, 16 75:21 76:20 77:15 79:2,17 82:12, 21 83:9 84:5 88:4 89:12 90:2 91:4 94:5, 18,24 95:12 97:4 100:10, 16,20 101:20 102:6 103:22 104:15, 20,24 105:7, 14 106:7, 19,24 107:6, 8,15,19 108:5, 13 111:22 112:15 114:19 118:4 122:1, 8,21 123:5, 20 125:17, 22 126:11, 19 129:23 134:4 136:3 139:16 143:5, 8,13, 19,23 144:6, 17 145:2, 20 146:2, 9,21 147:8 148:2,8 153:22 155:20 158:4,8 161:1, 11,15 164:5 169:23 173:2, 13 174:23 179:24 180:7, 22 183:17 187:21 188:6 191:9 193:14 197:8, 19 200:16 202:11 203:24 207:2 208:23 209:1 212:7 217:6 220:19 221:2, 12 224:1 226:8 228:7 231:4, 13 237:12, 20 238:23 248:22 259:1, 8,15 262:17 265:13, 23 267:10, 20 268:8 270:6 273:18 279:20 280:15 281:5 283:17 286:8 287:1 288:19 290:6 297:21 298:7 301:3 303:5, 14 307:6 309:16 313:4, 10,16, 23 314:4, 17,22 315:18 316:2, 5,22 317:6,9 318:9, 22 319:1

councilmanic

111:11 183:22 203:16 228:16 266:19

Councilmember

10:3 14:13 18:9,20 19:22 21:1 28:9 30:4 37:9 55:18 60:15 63:12 65:8 70:12 84:10 88:5 92:17 94:6 105:13 180:6 226:15, 18,19 227:18 228:12 232:22 235:15 237:20, 22 241:19 243:12 247:16 257:2 266:3,4 280:1,5 283:2 292:4 296:22 315:1, 2,3,7 316:11 317:15

Councilmembers

147:12 161:16 179:18 184:22, 24 206:23 232:7 266:7 289:4

Councilperson

259:16 273:24 275:18, 20

277:12
COUNCILWOMAN
14:15
84:11
86:18
88:1
92:18
94:16
315:9
316:13
317:22
count
78:12
counted
152:12
countless
135:9
154:7
169:19
country's
272:14
County
164:17
couple
15:16
134:15
166:22
175:8, 23
207:5
211:5, 18
228:22
court
106:20
110:12
117:5, 10,15
118:12
257:8
296:10
covered
184:8
coworker
211:20
Cowper
173:10
181:1,3
crack
85:21
crash
69:5,7
81:14
82:6,20
87:22
149:23
162:2
194:20
283:6
285:9
crashed
253:16
crashes
15:10
22:7
23:3
69:17, 20 70:7
81:17, 22 85:3
86:6,14
88:10
89:9
90:17, 18
96:6, 17,18
145:14
163:3
195:5
253:11
283:13
290:2
crazy
257:18
create
109:7
134:1
160:5, 12,13
171:1
190:4
191:6
241:23
269:13
273:6
created
98:12
163:5
179:16
240:3
creates
305:1
creating
191:3
304:13
credibility
246:15
Creek
26:12, 18
28:20
279:14
criminal
80:14
criteria
81:11
85:1
critical
98:2
170:9
181:17
216:7
Critically
218:12
Croce
197:14, 21
198:1
cross
182:21
266:20
285:12, 14,23
290:21
299:7, 12
300:3
cross-streets
113:6
crossing
213:5
285:3, 5,21
299:24
crosswalk
182:20
299:21
crosswalks
20:21
132:2
crucial
162:23
216:24
299:4
crutch
98:23
cultural
202:1
culture
142:7
171:3,8
curb
106:17
127:12
145:12
curbline
41:21
42:5
56:2
curbside
179:1
curiosity
24:12
curious
209:13
current
106:9
116:10
219:19
cushions
93:4
customers
214:18
cut
69:17
311:19
cuts
305:12
cycle
165:17
220:15
270:13
cycling
154:8
185:19
188:15
270:20
272:16
cyclist
148:17
159:4
307:19
cyclists
109:14
128:5
137:11
157:4
163:8, 19
165:6
168:24
189:6
219:24
222:18, 20
227:19
270:1
273:11
304:24

D

dad
215:21
daily

116:3
161:22
208:6
271:17
damage
149:6
damn
205:11
dance
201:3,5
Dancing
200:22
danger
152:17
302:14
dangerous
88:9
98:4
99:3
122:16, 20
143:1
157:8
165:17
179:11
194:17
195:2, 13
200:6
201:17
204:23
208:4
218:21
251:10, 14
269:5
283:4
302:12
dangers
163:9
220:1
Das
268:3
290:8,9
297:24
data
75:9,17
77:10
78:3, 10,16, 23 79:8
80:2
81:14, 24
82:1,6, 20
88:11, 21
89:3,4
90:12, 13,14
91:6,7
110:12
112:17
119:6, 22
169:11
179:22, 23
185:5
213:22
247:24
249:1, 11,24
250:17, 18,19
253:6
265:9
300:17
308:3
data-driven
110:8
112:24
daughter
184:3
285:12
292:18
David
126:6
130:4
139:24
day
82:7
84:20
92:24
98:22
132:12
133:16
137:9
149:4
152:17
167:23
168:17
183:5
189:23
190:3
195:7, 17
199:9
214:9, 18
215:3
228:24
230:8,9
238:1
254:5
255:14
257:20
258:5, 8,18
287:12
298:14
day-in
287:14
day-out
287:14
daylighted
291:13
293:8
daylighting
20:17, 18
113:8
233:11
days
63:19
65:15
141:24
de
160:7
293:17
309:24
dead-end
53:8
deadliest
97:21
deal
172:2
dealing
157:3
294:14
death
22:8
96:7
193:11
230:7
deaths
68:23
97:24
109:23
110:4
131:14
Deb
221:8, 21
debate
119:16
120:4
124:8
Debbie
197:16
217:12
deboarding
29:8
debunk
238:20, 21
debunked
251:5
debunks
238:16
decades
205:22
224:20
273:5
decide
121:18
174:12
decided
73:15
117:1
129:13
177:8
264:24
decides
77:20
218:8
280:17
deciding
69:4
174:18
224:15
decision
79:21
80:2,21
81:9
88:12
91:20, 21
94:14
110:19
117:6
119:3, 11
158:19
250:23
260:19
311:3
decision-making
246:21
decisions
234:21
239:13
259:20
260:4
dedicate
30:11
dedicated
285:2

302:3
dedication 27:3
deep 181:6
deeply 161:23
defeat 111:18
defend 138:20
define 75:11 106:1
defined 76:10
definite 180:18
degrees 224:19
Delaware 68:16 72:9,18 77:5 101:13 103:11 104:13 246:19 252:3
delay 50:8
Delco 291:6
delegates 115:15
delegating 121:9 174:12 210:19
Deli 15:11 253:17
delivered 16:22
deliveries 189:18 225:1 293:13 306:5
delivers 255:13
delivery 127:9 130:17 131:18 132:15 152:13, 20 157:11 185:21 198:17 214:14 215:2 255:12 272:23 273:4,8 282:7 304:19 306:1
demand 119:6 224:13
democratic 220:18
demographics 239:16
demonstrate 239:13
demonstrated 113:3
denominator 262:20
department 9:7,24 11:2,4, 14 13:23 19:19 20:1 21:5 23:5 24:13, 17,20 25:1 27:17 28:7 29:9 32:9,22 34:7 36:18 37:7 38:8 40:20 41:9 42:17 45:6,19 46:14 48:20 49:10, 23 52:10, 20 53:14, 22 55:4,15 56:8, 14,15 57:19 58:5,21 60:2,12 61:12 62:23 63:9,16 64:19 65:5,12 71:4 95:24 101:4, 17 102:3, 19 103:3, 15,17 104:7,9 105:19, 22 106:11, 16 107:2 111:8 112:11 115:16 116:23 117:17 118:1 119:2, 10 120:5, 14 121:12, 16 122:23 131:6 133:23 157:23 174:16 175:6 176:14 183:8 192:19 203:4, 15 209:8 216:23 218:1 224:8, 12,17 231:23 233:5 234:12 235:24 237:1 239:7 251:16, 17
Department's 210:22
departments 240:22
depend 121:2 236:15
depending 72:13 182:16
deprive 116:2 167:1
deprived 192:22, 23
deprives 121:13
Deputy 6:13,24 19:18 102:2, 18 238:3 241:11
describes 232:23
describing 86:2
deserve 172:20 307:3
deserves 172:15
design 183:13 200:24 239:16 242:4
designate 128:22 306:15
designated 66:13

designed 124:22
desirous 53:15
destination 243:8 271:10
destroys 246:14
determine 73:1 77:11 79:8 81:5 82:13, 17 83:2 90:3 91:11
determined 73:6,19 79:19 83:23 90:19
determines 72:16 73:8 76:4
determining 73:16 74:9 75:18 92:11 210:20
devastating 127:23
developed 20:24
Development 9:9 27:19 32:10 36:19 40:22 45:7 48:21
deviance 149:18
diagnosis 192:7
dialogue 247:22
die 119:18 162:11 195:24
died 194:14 195:16
diet 243:1
difference 24:15 124:18 136:12 182:11 300:6 306:10
differently 106:20
difficult 192:9 201:17
Dilworth 229:10 302:15 308:14
dimensions 39:14
directed 15:17
direction 20:12 62:15 64:10 274:2 279:5
directions 291:18
directly 202:3 225:20 227:3 242:18
Director 9:7,9, 22 19:5 21:16 27:17, 19 28:5 32:9, 11,20 36:17, 19 37:5 40:20, 22 41:7 45:6,8, 18 48:19, 21 49:8 52:18 55:4,13 57:19 58:3 60:10 63:7 64:19 65:3 95:6,18 144:13, 23 228:14 241:12
disabilities 240:6
disabled 109:10 111:4 117:9 140:21 141:15, 19 155:11 170:14 199:2 244:16 255:11 274:11 278:3
disagree 277:18 291:1
disagrees 207:10
disappointed 129:12 165:14 184:16 197:2 200:3 228:19 286:3 314:9
disappointment 181:6
disaster 87:4
disasters 87:5
disastrous 149:22
disband 178:22
discharge 168:5
disclosed 233:8 235:12 236:21
Discord 206:17, 18,21
discoverable 78:8 80:18 92:3
discovered 264:17
discretion 120:11 121:17 239:11, 14
discussed 177:6 232:17
discussion 282:15
disjointed 302:10
dislike 262:7
dismantling 218:10
dismiss 277:24
dismount 308:13
displaced 219:22
disproportionate

17:22
246:11, 17
disseminated
120:24
distance
56:4
270:17
299:24
distances
285:6
distracted
154:20
190:20
district
70:11
129:18
156:4
183:23
221:22
228:16
266:2, 4,6
271:4
280:1
290:10
301:21
districts
111:14
266:21
Ditaranto
268:2
diverse
185:18
diversion
240:10
diverted
240:12
264:3
Diverting
109:24
doctor
252:15
document
78:8
documents
283:24
284:4
dollars
98:16
151:11
288:5, 11
door
152:12
168:13, 14
215:6
Doordash
157:19
Dorn
267:23
309:21, 22
double
282:9
304:23
doubling
127:20
Dougherty
268:4
downstairs
214:14, 17
downtown
258:4
271:3
dozen
15:20
207:6
dozens
175:9
drafted
114:16
drag
194:12
drainage
8:14
10:18
dramatically
299:8
dream
170:19
dreamed
96:14
Driscoll
58:8
60:15
68:5
191:13, 14
drive
80:4
84:18, 19
85:3, 11,20
86:23
87:17, 20 88:7
92:21, 24
148:15
155:4
164:18
189:22
200:12
275:3
285:7, 18
291:17
295:21
310:12
driven
190:5
driver
128:8
168:4
190:20
291:23
308:20
drivers
20:19
69:10
88:2
98:4,9
130:18
131:18
132:15
142:8
149:1
154:20, 24
155:2
165:7
166:2
185:22
210:4
229:3
255:6
282:7
290:21
299:11, 15
300:2
304:19
305:2
310:21
314:14
driving
154:9, 19
163:23
166:3,6
171:3
190:3
194:17, 18
261:6
271:12
285:6
289:23
291:5, 15
295:20
drop
16:20
134:22
135:3
140:23
141:4, 17,18
183:3
198:17
214:16, 20
215:1, 19
225:2
257:14
310:12
drop-off
141:16
185:22
310:10
312:20
dropped
96:17
213:11
215:11
dropping
255:11
257:14
drove
293:24
drunk
166:2
dry
214:17
ducked
120:3
due
154:22
163:14
190:16
194:11
273:1
duly
315:17
316:21
318:8
dumped
254:11
256:11
267:3

dumpster
48:10
49:17, 19
50:21, 23
duties
99:8
duty
128:19
DVRPC
78:11

E

e-bikes
185:23
e-commerce
106:3
earful
255:4
earlier
87:10
122:9
131:21
166:23
204:15
265:7
283:10
287:7
307:23
early
25:20
70:1
easier
176:21
269:2, 17
easily
142:4
165:24
205:13
227:6
east
41:23
46:7,11
61:3,8
68:17
201:6
289:22
302:6
eastbound
63:16
easy
187:2
eat
44:24
135:22
echo
188:20
207:8
223:20
economic
152:21, 23
economy
186:9
edge
299:21
effect
124:20
effective
69:9
71:5,14
109:18
effectively
287:22
efficient
305:23
efforts
127:21
178:6
elderly
109:10
111:4
117:9
127:16
140:21
141:14, 19
199:2, 17
244:16
elders
18:5
271:6
elected
93:17
115:21
119:4
121:9, 12
125:5
electric
244:5
272:5
Elementary
156:18
eliminate
81:21
111:11
117:1
120:15
136:22
239:8
eliminating
109:5
else's
196:10
313:14
emails
242:16
251:2,3
embedded
252:2
emergency
219:21
240:20
Emerson
6:13, 17,23, 24
7:14,20
Emily
195:19
emotional
252:15
empirical
140:15
212:3
employ
110:8
employee
263:20, 21
empty
274:21, 22
EMT
264:22
enable
21:21
133:22
225:24
281:23
282:2
enables
16:15
enacted
115:24
116:14
enclosure
48:10
49:17, 19
50:21, 23
encounter
308:10
encountered
154:24
308:17
encourage
133:17
200:9
209:13, 16
300:22
encouraging
220:11
encroach
56:4
61:2,7
encroachment
37:14
41:16
46:2
48:10
49:16
50:1
58:23
59:18
60:19
encroachments
31:23
33:5
34:9
36:7
40:10
44:17
57:9
58:12
61:13
encumbrance
12:24
end
81:20
82:6
113:10, 19
132:20
155:13, 15
189:20
278:24
302:8

endangering 304:24 306:7
ended 168:1
enduring 287:10
enforce 273:7
enforced 150:10, 12
enforcement 66:9,11 68:9, 10,20 75:6 79:7,10 96:3 98:23 99:7 220:7
enforcing 150:9
engaged 203:17 213:12, 16
engagement 21:3 176:23 177:3 178:6 277:23 284:3, 5,7,13
engaging 15:18
engineer 73:24 76:7 77:20 312:23
engineering 75:2 78:4 239:18
engineers 75:7,12 96:13 311:9 313:2
enhance 240:1
enjoy 161:22
enormous 300:5
ensure 77:17 226:4
ensuring 70:21 230:21
enter 315:4
entered 128:9 142:19
entire 117:12 123:13 245:2 283:19
entirety 120:16
entitled 8:7 26:3 66:8 101:2 151:20 160:16 284:23
entity 16:5
entrance 255:15
environment 164:2
Environmental 240:15 247:11
Equally 308:23
equipment 135:4
equitable 127:5 245:24
Equity 33:3 247:12
Eric 255:19
Erie 68:12 77:3 97:16
errands 210:2
Esq 10:7
essence 229:23
essentially 72:3 77:23 80:13 83:12 89:22 94:20 123:15
establish 13:23 20:4 68:20 101:5 104:7,9 105:22 111:9 112:12 247:6 305:8
established 108:21 208:14
establishes 63:13 65:9 103:3
establishing 7:5
establishment 101:9 103:7 176:6
ESTATE 45:24
estimated 96:20
Eugene 161:7
evaluate 75:10
evaluated 89:6
evening 281:11 301:8
event 121:1
events 215:6, 9,10 234:16
ever- 176:15
everybody's 166:3 312:3,4
everyday 137:3,4
evidence 117:21, 23 118:8, 11 119:12 124:16, 20 125:3, 13 140:12, 13,15 151:16 152:6,8 167:19, 20 169:16 208:5 212:3 220:1 238:3, 16 241:8 312:15
exacerbates 154:16
exact 195:16 209:14
examples 15:16 113:21 175:23
excited 272:8
excluded 264:4
excuse 11:3

41:3
68:17
69:3
70:13
196:23
298:13
executive
16:1
19:5
21:15
95:6,18
144:13,23
167:10
228:13
exercised
239:14
exhausting
254:1
exist
119:7
175:12,20
312:16
existed
130:23
137:15
175:12
273:5
existence
261:20
existing
50:23
82:1
181:18
225:12
246:1
302:12
exists
217:16
exit
117:12
expand
69:22
86:16
87:11
131:15
expanded
30:13
expanding
29:2
246:4
expands
112:23
115:11
expansion
30:19
70:5,17
96:3
151:3
153:8,15
expect
248:10
293:20
295:24
expendable
18:1
expense
151:24
220:16
expensive
136:1
experience
17:21
85:8
169:11
183:11
224:21
299:6
301:23
experienced
163:14
199:16
experiences
169:20
298:24
expertise
192:24
experts
91:6
133:24
174:16
183:12
224:18
explains
249:15
explanation
307:3
311:17
explore
171:20
exponential
149:8
exponentially
149:11
express
181:5
286:1
extend
11:5
12:12
28:21
30:6
123:13
extended
251:23
extending
8:20
26:10,17,24
27:6
extensive
16:8
70:6,13,14
extent
169:10
extra
229:2
extraordinary
115:11
124:24
extremely
192:9
eyes
88:15
271:19

F

face
156:12
186:24
faces
294:12
facilitate
29:6
fact
170:24
230:4
257:11
296:8
fact-based
218:13
facto
160:7
factor
69:4
81:19
90:21
factors
92:11
facts
110:9
184:10
factual
110:24
207:17
failed
113:15
fails
110:7
failure
239:22
fair
116:6,15
119:8
150:7
248:8
fairly
199:14
Fairmount
159:8
228:17
230:17
258:20
fake
263:3
fallen
96:19
falls
89:11
201:23
false
248:1
284:11
familiarity
207:23
families
186:11
194:10
205:23
297:17
310:11
family
161:19

181:9
190:21
215:23
277:22
famous
270:19
Fanshawe
37:19
39:12
fantastic
140:18
fast
148:17
149:10
163:24
faster
149:9
271:11
fatal
69:19
81:17
90:16
96:16
fatality
69:8
father
229:24
258:3
281:20
fathom
185:2
favor
22:14
97:2
109:16
130:11
139:23
143:3
145:18
153:15, 17
155:7, 9,10,16
156:3
158:2
159:3
175:3
179:14
188:13
191:3
220:8
224:6
225:7
226:22
228:2,3
270:11
292:10
303:2
315:23
317:3
318:19
favorable
7:9
11:17
18:15
29:12
54:1
318:3, 14
319:11
fear
172:21
220:3,4
February
178:10
206:10
federal
247:10
252:6
Fedex
295:1
feed
186:10
feedback
15:22
218:15
feel
148:23
160:15, 17
165:9
184:19
196:4
199:13
208:2
227:20
237:24
256:13
271:20
289:12
293:4
302:11, 13
feeling
260:15
feels
152:10
272:6
feet
26:13
33:19, 23
34:4,6
35:11
38:2,6
39:7,10
42:6, 10,15
43:16, 18
46:17
47:14
50:2,24
53:9
56:5
58:24
61:4,10
152:1
211:15
219:8
242:10
300:1
Feinland
231:10
267:19
268:15, 16
fellow
258:19
felt
16:5
132:7
220:2
308:7
fence
33:6,10
34:1,6
Fenton
258:19
Feo
231:9
237:18
239:5
249:3
262:14, 19
265:22
266:11
281:13
ferry
248:4
254:14, 19
264:16
266:24
fewer
132:2, 3,4
307:20
field
312:14
fight
254:4
fighting
254:7
256:2
figures
284:1
filed
251:2
263:15
filing
252:5
fill
214:1
filled
284:17
FIMYS
41:14
final
267:15
finally
99:9
129:11
153:13
172:13
190:9
204:7
260:21
find
111:20
119:23
124:1
135:9
182:12
302:4
fine
131:8
243:7
finished
73:12
finite
110:1
fire
128:24
240:22
247:2
251:17
firmly
217:14
firsthand
198:13
271:23
Firstly
209:12
Fiscal
97:13
fit
135:13
249:1
fix
294:6

fixed
258:14
fixing
294:6,9
flashing
244:7
flexibility
305:21
flipped
195:9
flood
257:24
floor
18:14
22:15
133:21
flow
305:18
flung
168:13
flyers
264:7,9
277:15
focus
16:2
99:8
128:12
focused
127:3
243:19
folk
200:21
201:3
folks
25:13
79:15
104:3
139:15
140:19
144:1
158:13
173:7
184:8
185:17
195:12
200:1
208:16,18
221:13
230:4
259:22
267:15,21
280:7
284:6
folks'
207:22
follow
74:23
75:12
92:21
food
127:8
185:21
foot
202:24
219:6
297:3,4
footway
33:20
34:1,5,10,11
38:3,7,11
42:7,11,16,20
46:18
50:3
59:1
61:3,6,8,11,15
FOPS
109:12
175:18
178:13,16
179:6
209:19
FOPS'
178:20
force
265:5
forced
117:11
154:19
168:8
178:21
182:22
199:17
260:16
261:3
273:15
304:22
308:13
forcing
220:15
forecasting
312:5
Foreman
161:6
164:9,11
Forest
147:3
forget
194:16
form
93:4
171:10
222:9
301:24
formal
256:17
263:16
format
91:9
formats
15:21
formed
178:10
forum
206:17
forward
17:17
70:24
90:5
100:8
174:21
182:2
241:23
242:14
286:5
300:16
302:20
found
111:5
215:21
founder
206:12
frame
238:14
framing
222:19
Francis
242:23
244:20
254:24
295:10
309:24
Frankford
31:24
33:8,12,14,18,23
34:3
35:10
frankly
135:12
204:13
208:6
269:18
Fred's
270:17
Fredericks
195:20
free
229:19
234:12
237:8
287:19
288:7
297:7,13
freezing
271:18
Freides
169:18
Freides'
165:20
frequently
87:19
170:7,16
198:14
226:23
227:6
271:18
307:17
Friedes
128:7
162:3
190:15
192:17
195:15
Friedes'
205:11
friend
140:3,9
211:22
friend's
190:19
friends
98:17
108:1,19
130:14
136:20
141:9
151:7,8
188:23
201:20
214:10
215:18
227:2
269:3
front
30:12
109:4

135:2
176:5, 11
194:23
198:3, 9,11
232:10
235:9
236:9
241:13, 15

fruit
187:3

frustrated
193:1,6
258:22

frustrating
181:12
272:23

frustration
305:2

full
116:5, 14
118:24
119:8
232:10

fully
82:8
94:15
178:16
247:23
289:9
290:3

functional
227:16
299:6

functioning
131:7

fundamental
141:7

Fundamentally
179:6

funding
109:20
252:19

funds
98:6

future
138:17
218:8
225:11

G

Gail
19:5
21:12, 14,15
23:1
95:6, 16,17
144:12, 18,21, 22
221:9
228:9, 11,13
238:20

Galli
107:24
114:23, 24
123:16, 24
140:11

gap
302:12

garage
288:3

Garden
64:12
65:11
101:11
103:9
104:12
222:13
246:3
257:7
274:4
296:10

gas
171:14

Gateway
30:16

gathered
15:22

Gauthier
10:3
14:14, 15
18:21
19:23
65:8
226:19
227:18
232:22
235:15
238:22
240:18
243:12
247:16
253:12
258:9
273:24
275:20
277:13
280:5
283:2
292:5,6
296:23

Gauthier's
21:2
241:20

gave
178:3
299:10

Geffen
161:7
166:11, 13

general
134:10
163:22
175:9, 19
176:4,6

generally
142:23
201:16

Genny
161:6, 17

gentleman
74:1
131:5

Germantown
170:5

gig
186:8,9

Girard
40:12
41:14, 18,23
42:1,5, 10,14
43:15, 20
253:2

give
17:14
19:12
74:8
76:23
99:7
102:12
108:9, 21
111:7
112:10
146:14
154:1
157:23
167:2, 19
168:22
177:9
179:21
203:4
231:22
237:8
249:17
255:4
299:19
305:7
306:14

giving
90:5
183:8
234:11
262:11
305:20

glad
97:22

goal
81:20
245:22

goals
109:19

good
6:17,19
9:18
12:2
19:14
23:16
27:22
28:1
29:20
32:16
34:23
37:1
38:19
41:3
43:4
45:14
47:2
49:4
50:10
52:14
55:9
57:23
60:6
63:3
64:23
67:2,4, 16
73:22
84:13
87:17
95:16

97:6,8
102:14
108:16
109:22
113:9
125:7
126:21
130:8
132:9
139:21
140:14
144:21
145:12
158:24
164:9
166:11
170:18
174:15
175:1
181:1
193:18
197:21
212:12
230:9
237:18
257:4
265:19
273:20
281:10
286:17
290:8
294:20
298:2,11
301:7
303:20

goodbye
138:20

Goodwin
197:14
202:14,15
204:2
207:4
208:24

Google
308:24

Gorgas
62:16
63:14

Gorini
74:14,19,20
76:6
77:2
78:2
79:11
81:10
82:16
83:5,15
89:1,23

governance
174:15

government
17:6
99:9
153:8
249:9

Grad
173:19

grades
26:5
51:21

grandma
257:14

grandmother
189:24

grant
8:18
10:21
80:21
84:2
125:8

granted
110:14
203:15

granting
111:15
220:13
239:6

grateful
98:24
161:23

gratuitous
236:24

Grays
248:4
254:14,19
264:15
266:24

grease
168:2

great
88:2
110:10
113:11
150:5
159:10
160:17
228:5

greater
19:6
21:17
95:7,19
116:20
144:24

green
213:7
276:6
279:7,8

greener
165:2,12

Greg
245:15
259:8
281:13,15

grew
292:21
293:1

grieving
190:22

groceries
16:20
127:15
141:18
176:22
189:17
198:18
210:2
213:12
215:1

Groenendyk
95:9
147:4,18,19
148:6,10,12

ground
138:6
198:24
266:10
305:15

groundswell
260:14

group
87:7
93:22
178:11,13,15,19
200:24
206:8
254:3
255:13

groups
16:2
203:12
246:18
249:6

grow
149:11
164:16

growing
17:10
164:18

growth
149:8

guaranteed
128:18

guess
24:12
73:2
83:15
204:8
237:21
249:2
269:11
275:4
312:4,7

gurus
250:19

guy
229:1
253:16

guys
80:10
256:19

gym
240:19
285:16

H

hailing
127:9

half
69:18
135:8
141:3
227:4
249:20
251:9
257:1
264:6

Hall
129:14
153:19
155:16
158:3
160:18
165:15
172:14
181:19
184:15
186:13
187:4
189:21,

22
190:2, 3,6
196:21
197:1
200:4,7
222:24
223:7, 11
225:9, 18
228:4
229:4,6
246:24
247:5
269:23
286:3, 19
288:17
289:19, 22
298:19
301:19
302:6
303:3
306:19
308:9, 18
309:3
314:8

halt
167:12

hand
299:14

hand-in-hand
24:21

handful
208:16, 18

handicap
244:23
245:4, 11

handicapped
112:8
114:11
128:23
235:5, 7,9
263:13

handle
24:15

handlebars
211:14

Hang
74:2

Hannah
221:8
226:13

happen
69:6
87:5
89:9
138:13
151:22
179:21
200:9
235:23
274:9
311:16, 18
312:3, 9,12

happened
22:24
87:5
92:23
93:1
133:8
167:7
168:3
169:6, 17

happening
93:24
118:8
138:18
167:5
265:10
276:19
295:17
312:13

happy
7:11
13:7
29:14
31:1
35:18
39:19
44:2
47:21
50:4
51:6
54:4
296:19

Harbor
241:2
242:22
244:21
254:24
255:3, 14
258:12
295:2, 6,8

hard
17:11
80:24
118:11
119:5, 11,22
120:3
185:2
189:12, 13
257:17
262:1
289:17

hardest
201:23

harm
111:3
235:19
236:2, 24

harm's
246:9

harmful
234:22

Harrisburg
87:15
99:10

Harrity
147:12
228:12
237:21
259:16
315:3

hat
259:10

hate
261:3

hatred
262:2

Haverford
64:12
65:12
274:4,8
275:5, 12
276:5,9
278:9, 11
279:9, 11

hazards
137:10
240:4,9

head
23:11, 12
138:6
159:9
293:17

head-on
194:21

heads
193:3

hear
119:8, 12
130:19
168:23, 24
184:16
197:2
228:19

heard
13:20
16:6
17:8
25:23
31:20
36:4
44:14
48:7
54:15
64:7
66:4
121:14
124:20
133:3, 14
140:18
146:18
158:15
159:20
166:22
178:8
179:9, 12
216:9
220:3
236:4
276:10
292:8
293:22, 23

hearing
80:14
116:6, 15
118:24
119:8
159:20
167:5, 14
178:24
179:3
187:12
208:8
238:13
256:5
277:1

hearings
116:22
121:5,6
167:6
224:15
heart
121:21
172:19
202:8
heavily
201:13
304:17
heavy
189:17
225:4
height
34:6
heightened
219:23
held
16:3
93:13, 16
117:6
129:3
165:16
178:24
184:18
213:23
228:20
247:21
286:4
288:17
Helen
240:19
hellscape
208:8
helpful
74:4,7
148:5
189:16
210:16
269:7, 24
helpfully
235:16
helping
71:16
295:6, 8,10
Herman's
46:3
Herskovitz
108:1
112:1,2
122:7
123:1
hey
276:18
277:17
hiding
80:11
high
15:9
22:6, 19,21
86:10
96:5
122:11
128:12, 14
212:16
241:10, 16
248:1
250:22, 24
253:6, 9,18
282:24
294:2
300:14, 19
high-risk
98:1
higher
185:8
highlight
175:22
highly
69:9
138:11
155:15
highway
220:16
247:10
Highways
229:17
hill
126:7
136:14, 18
138:21, 24
170:13
177:19
217:13
253:15
295:21
history
177:3
hit
138:4,6
142:15
172:22
194:20, 23
211:20, 23
274:15
hitting
160:22
Hogben
231:9, 16,17
hold
129:13
holding
299:14
home
164:21
165:10
167:21
169:7
215:23
216:3
230:1, 22
235:10
272:13
homeowner
115:2
166:13
212:14
222:21
homes
109:5
114:10
116:19
117:14
135:24
144:4
hometown
272:17
honest
179:7
honestly
120:11
266:12
honorable
275:18
hope
156:15
165:18
169:17, 18
172:11, 14
248:11
256:19
265:17
267:8
269:19
hoping
174:20
314:11
Horng
221:8, 20,21
horrendous
84:20, 22
horrible
162:2
horrific
275:14
hospice
190:1
hospital
172:7
173:20
hosted
311:7
hosts
78:12
hot
255:13
hour
71:23
72:6, 10,13
77:18
135:8
148:19, 20
204:21
205:13
244:3, 4,7
292:2
295:22
hours
169:4
211:18
233:19
254:18
283:10
287:10
292:12
301:14
house
129:4
140:24
141:3
159:9
192:12
204:12
213:22

houses
16:3
236:9, 15
housing
277:9
Huang
268:5
301:7,8
huge
227:1
292:6
294:16
306:9
human
71:10
163:16
humans
149:9
humid
271:15
hundreds
129:8
205:21
284:12
Hunting
230:19
hurt
194:22
hurts
260:6
husband
192:3
281:20
hydrant
128:24

I

Ice
270:17
idea
113:9
166:18
190:23
234:15
295:5
identified
96:1
II
33:3
illegal
177:11
illegally
152:14
192:13
210:13
282:9
illustrate
157:2
illustrates
239:22
imagery
309:1
imagine
149:10
151:21
287:13
297:19
impact
218:17
219:14
245:18
impacted
70:11
116:4
impacts
202:4
impatience
155:1
163:16
impede
193:8
impeded
113:17
127:21
imperil
193:10
imperiling
191:24
192:13
implement
16:23
implementation
25:2
implemented
20:15
293:12
implementing
220:9, 10
important
112:21
116:13
124:9
145:10
153:4
171:2
184:9
190:24
192:8
200:1
227:22
244:12
269:7
298:21
importantly
163:11
impose
205:9
imposing
205:19
236:7
impossible
219:20
impressive
270:19
improve
66:9
89:19
114:5
207:20
220:12
306:11
309:11
improved
289:15
improvement
131:24
181:14
227:1
268:22
improvements
20:13
98:8
176:24
203:8
improving
20:21
inaudible
108:18
112:22
254:17
265:22
inch
33:24
inches
33:19
34:4
35:11
61:5
160:21
205:16
219:6,8
incident
211:5, 19
212:1
incidents
212:2
include
20:16
112:19
114:17
included
250:15
includes
162:13
250:1
278:22
including
27:2
69:24
101:8
103:6
153:18
177:15
178:15
225:4
295:12
income
201:2, 24
incomes
272:3
incomplete
293:10
298:2
inconvenient
189:7
incorporated
16:13
increase
180:14

increased
240:9
269:12
increases
20:19
149:6
216:11
incursions
53:21
independent
247:6
indication
113:12
Indigo
307:16
indisputably
116:3
individual
15:23
182:7
individuals
199:3
304:9
Indy
278:15
inequitable
110:3
248:9
inevitably
17:10
inexperienced
211:12
inferred
218:19
influence
246:11, 12,17
information
76:22
77:17, 21,24
79:19, 23
80:9, 17,22
81:2,3, 7 83:1, 12,14
89:17
92:2,5
93:20
94:8,11
112:16
158:11
185:6
255:21
266:1
informed
81:8
94:15
277:4, 17
279:12
infrastructure
17:9
66:22
67:11
68:1
74:22
181:18
189:19
201:18
202:2
227:23
270:20
272:2, 16
289:15
298:22
309:12
initial
77:3
232:2
injunction
110:14
118:18
142:19
injured
99:19
201:21
283:15
injures
285:10
injuries
15:13
23:17, 22
68:24
97:19, 24
109:24
122:10
250:18
290:1
injury
15:9
22:6,8, 19,21
69:8,20
81:17
90:16
96:5,7, 17
122:11
128:13, 14
193:11
212:17
241:10, 16
248:1,5
250:23, 24
253:7, 10,18
283:1
300:14, 19
input
89:17
113:1
129:2
167:2, 11,13
179:5
218:14
232:1, 18
233:1, 19
234:2, 15
235:1, 23
236:10
237:3,7
239:12
262:9
insane
204:20
304:5
Inspections
56:15
install
33:4
37:13
41:15
46:1
49:15
55:21
58:11
59:17
60:18
75:5
128:23
176:14
183:9
191:19
194:1
216:24
224:8, 12
installation
35:13
39:9,12
43:17, 20
47:16
227:7
installed
69:13
110:17
182:13
239:20
302:21
307:23
installing
109:8
223:15
243:20
302:18
instance
78:11
instinct
118:10
institution
274:16
276:11, 16
institutions
176:4
insurance
171:14
intellectual
24:12
intelligently
93:23
intended
240:1

interconnected 201:12
interest 260:14 262:4
interested 158:13 203:21
interesting 206:22
interests 121:4
intergenerational 200:24
intersection 308:11
intersections 20:18, 20 100:3 113:13
intimidated 263:12
introduce 22:14 309:6
introduced 10:2 12:9 19:22 28:9 30:3 32:24 35:6 37:9 39:2 41:11 43:11 45:22 47:9 49:12 50:17 52:22 55:17 58:7 60:14 63:11 65:7 102:22 105:20 223:17 273:23 306:24
introducing 289:8
invalidated 217:18
investigated 257:21 263:18
invisible 137:24
invite 254:22 263:2
invited 264:8
inviting 177:23 244:19 266:12
involved 109:1 285:9
involvement 114:18
involving 22:7 96:6,18
ironic 308:23
Ironically 308:20
irregularly-shaped 26:8
Isabel 268:1
Isabelle 289:1
isolation 218:9
issue 22:10 82:4 90:8 94:15 112:21 118:3, 17 120:2 124:9 154:16 155:2 175:13 186:1 202:3 219:13 244:12 275:23
issued 122:13
issues 121:15 170:16 197:5 219:2 280:3
issuing 71:8
items 16:22 117:13

J

J.C. 147:2
Jacob 173:9 175:3
James 268:4
Jamie 14:13 238:21 240:18 253:12 258:9 273:24 275:20 277:12 283:2
Jannie 275:19
January 28:17
Jared 95:8 97:6,11 314:2
Jason 268:3 290:9
jealous 295:13
Jefferson 129:4
Jennifer 147:5 159:1
jeopardizing 163:8 199:19
Jeremy 303:21
Jersey 291:6
Jersild 188:3
Jessan 95:9 147:3, 19
JFK 225:22
job 150:23 230:10 273:8
jobs 254:2 296:4
John 53:2 267:24
Johnson 68:6 95:8 97:8,12 102:24 313:9, 13,21 314:2, 3,6
join 99:23 140:4
Jones 28:9 30:4 63:12
Josh 268:3
Jr 53:2
judge 110:18 111:4 142:18 180:17

217:17
July
26:3
51:4
jumbo
205:7
June
43:24
50:18
Juniper
213:5
Justice
240:15
247:12
justify
77:13
120:8
justifying
86:15
119:10
Justin
148:12

K

Kahler
221:9
226:12, 13
keen
266:9
keeping
198:19
Kelly
87:19
Kensington
57:11
58:10, 15,20
59:16, 18
60:17, 21,24
61:9
230:18
key
81:18
121:7
265:8
keystone
225:19
kid
184:5
293:4
kidding
304:1
kids
18:5
156:5
182:21
192:23
199:16
229:24
230:1
kill
304:10
killed
128:8
150:1
162:3
190:19
195:20
205:14
248:5
250:17
274:12
275:16
kills
97:19
285:9
kind
74:1
78:16, 22
80:1, 14,15
86:9
99:13
157:2
179:1
181:14
261:12
278:24
kinds
132:23
156:6
162:18
King
268:1,3
286:13, 14
Kingsessing
14:2
20:7
243:8
249:21
250:9
253:20
254:10
269:2
281:19
283:22
kittens
215:15
kitty
225:5
knew
141:1
279:8
knock
274:18
knocked
168:14, 15
knowledge
275:15
Kowalczyk
173:9, 17,19
Kunkle
28:13

L

lack
110:24
117:23
118:7
127:22
154:15
167:18, 24
176:23
181:11
190:16
201:21
207:23
lady
263:13
land
239:16
lane
21:23, 24
22:2,4
30:11
56:4
62:16
63:14
109:13
127:13, 20
128:1,7
129:14
131:12
132:5,7
137:12, 23
142:9
153:19
154:9, 18,19
155:16
157:1
158:3
159:7, 10,17
160:3, 7,9,16, 18
163:7
165:15
168:5, 6,9,10
172:14
177:6, 12
181:16
187:4, 18
188:22
189:2
190:17
192:21
193:4
195:11, 21
196:15, 16,22
197:1
199:12, 19
200:4
203:7
210:13
211:8
218:22
219:11, 12,19
222:24
223:7, 11,15, 19
225:8, 10,18, 22,23
226:24
227:3,7
228:4, 24
229:19
239:21
242:5, 11
243:1, 2,5
245:12
247:4,7
262:21, 22
263:8,9
268:18
282:10, 16
286:2, 19
288:17
289:19

294:23
298:20
301:18
302:4, 19
303:3
306:18, 23
308:11, 15,18, 22
309:4
310:23

lanes
117:18
119:17
128:2
142:2, 22
153:17, 20
155:10
159:6
161:24
162:5
163:5, 15,21
167:16
170:6
171:24
180:14, 18
184:15
185:16
186:14
189:21
190:4
191:19
195:6, 14
196:5
198:20
199:7, 22
220:8
225:12, 14
227:22
243:3
245:23
269:23
270:22
271:20
272:10, 19
291:2,3
302:9
304:10
306:2
307:22
314:9

large
113:18
208:13
212:24
214:14
215:15
219:6
259:22

largely
113:5

larger
201:3
282:13

largest
268:22
272:14

Las
41:17

laser
255:8

lastly
211:3
269:21

late
213:10
312:17

laugh
251:17

Laurel
33:13

law
92:1
94:10
128:1
142:1
150:9, 11
166:4
217:21
218:22
280:23

lawmaking
167:3

Lawnton
62:17
63:15

Lawrence
41:24
43:18

laws
56:11

lawsuit
106:9
134:17
175:17
176:10
178:21

Lead
97:12

leader
245:17
259:10
281:16

leaders
111:19
305:17

leading
69:7
111:12

leads
183:11

learned
171:16

learning
149:16

leaving
33:19, 23 34:3
38:2,6
42:6, 10,15
61:4,9
165:10
243:24
288:11

led
136:20

Lee
293:18

Lee's
15:11
253:17
293:23

left
99:17
147:1
168:7
264:10
267:16

leg
290:2

legal
12:23
142:5
175:15

legally
12:16
53:13
130:21
204:21

legislate
91:15
160:5

legislating
74:10

legislation
14:13
21:6,20
70:2,10
71:13
75:1,23
76:2
79:5
80:12
84:15
85:18
103:18
104:17
107:13
118:19
120:13
123:8
158:21
176:17
179:2, 14
217:16
223:16
224:10
280:18

legislative
9:6,23
27:16
28:6
32:8,21
36:17
37:6
40:19
41:8
45:5,19
48:19
49:9
52:9,19
55:3,14
57:18
58:4
60:11
63:8
64:18
65:4
74:1
80:20
218:6
227:15

legislator
92:6

legislature
217:15

lens
156:17

Leonard
298:12
Lester
6:12,24
letter
177:21
178:2
213:20, 24
258:9
263:15
letting
273:11
level
252:6
level-
312:13
levels
201:2
LGBTQ
215:7
Libertie s
183:24
license
233:6
237:8
308:19
licensed
149:13
Licenses
56:14
life
71:10
96:22
98:14
99:20
149:4
163:8, 17
171:19
192:20, 22
202:1
205:12
208:20
214:9
230:7
269:16
273:10
292:23
300:6
302:14
lifeless
162:8
lifesavi ng
69:22
192:24
light
213:7
275:23
light's
244:7
lightly
110:19
lights
261:17
limit
72:7
73:9,17
75:19
76:11
77:12
78:21
83:20, 24
85:14
86:4,22
120:21
148:18
149:2
153:11
204:20
220:9
221:15
222:4
233:24
268:10
limited
99:10
109:20
233:10
296:7
limiting
150:16
limits
73:5
83:7,11
Lincoln
84:18
85:11, 20
86:23
87:17
88:7
92:21, 24
197:15
212:12, 13
lines
8:15
10:20
26:5
29:5
51:21
link
181:17
links
90:24
list
89:5,11
122:19
250:7
297:8
listed
25:14
53:12
listen
255:1, 2,3
listened
213:17
listenin g
94:4
139:15
177:18
lists
122:15
literall y
156:22
230:6
274:17
litter
215:14
225:5
livable
206:3
live
18:12
112:3
115:1
129:20
132:11
140:2
148:12
151:4
159:8
161:18
162:16
164:15
173:19
182:4
183:23
189:9, 10
198:2, 7,10
206:20
207:8
209:21
212:24
227:2
256:3, 6,9,10
260:2, 10
268:19, 20
270:16
273:3
274:7
277:24
278:1
280:8
281:14, 15
288:9
290:13
296:13
297:1
307:12
310:11
lived
108:17
130:12
131:2,8
170:12
178:1
205:22
207:13
263:6
292:22
308:6
lives
69:3
98:3,15
100:4
116:3
150:24
259:24
living
88:20
144:2
170:21
198:9
202:17
207:24
228:16
230:16
235:8
278:13
Liz
147:2
LLC
10:8
37:12
41:14
53:4
55:20
Lloyd
107:23
108:16
load
127:15
131:18

134:24
174:10
177:10
210:11
loading
16:19, 24
20:5,17
101:10
103:8
104:2, 10
105:2, 15,18, 23
106:2, 13
109:7
110:16
111:2,9
112:12
113:5,7
114:4
117:4
118:23
127:10, 20
129:10
130:22
131:16
132:1, 8,19
133:1, 8,9,11
134:1, 15,19
135:1, 6,12
139:13
140:16, 20
141:1
145:7,9
151:3
153:16
154:4, 15
155:7, 13
157:10
159:22, 24
160:1, 4,7
162:22
163:3, 9,21
164:13
165:3
166:17
167:15
168:1
170:18
171:1
174:6, 7,14,19
175:4, 7,10, 16,19
176:5, 7,12
177:9, 24
178:14
180:15, 19
182:13
183:9
188:14
189:15
190:10
191:3
192:4,7
193:9
194:1
196:7, 14
198:3, 10,12, 14,20
199:7, 11,22
200:13
203:6
204:24
205:8
210:3, 9,15, 17,20, 24
212:21
213:9, 16
214:3, 7,9,12, 19
215:17, 20
216:5, 18,24
217:18
218:3, 18,23
219:5, 10
222:8, 11,15
223:8
224:9, 16
225:4
233:12, 17,20
239:9
245:6
257:11
269:13, 16
270:13
273:7
281:24
282:3, 10,22
286:15
289:9
290:12
293:7, 11,21
294:16, 19
295:3, 7,9,11
298:3,4
299:2
304:11, 13,21
305:8
306:8
307:22
308:1
310:4,7
lobby
251:13
258:2
local
240:22
246:7
249:5
273:9
306:3, 10
located
26:9,15
33:7, 11,17, 21 34:2
37:15, 18,24
38:4
41:18, 20
42:4,8, 13
46:4,7
49:18, 20 56:1
58:14, 18
60:20
310:1
location
53:16
56:17
245:23
309:2
locations
77:13
96:16
98:2
logistics
135:21
Lombard
176:2
209:22
long
17:23
56:10
131:1,8
138:16
206:6
215:3
232:13
257:19
261:21
298:14
long-term
204:10
longer
207:14
238:5
longstanding
218:10
looked
83:21
85:19
118:12
250:20
256:17
loop
308:9
lose
309:11
losing
99:19
290:2
loss
193:11
240:8
lost
190:14
194:10, 12
253:1
264:22
lot
14:21
44:23
78:13
93:11
133:3
134:20,

22
139:8
158:12
168:24
171:19
185:12
199:24
210:9
212:20, 22
216:12
222:2
226:2
252:18
266:20
272:21
273:3,4
274:21
275:2
278:2,3
282:15
294:4
297:11

lots
160:12
170:10
184:9
274:22
293:20

Lou
268:5
301:8

loud
274:13

Louis
188:2
193:20

love
86:16
87:11
136:2
159:10
164:23
200:8
254:22
291:11

loved
170:20
194:10
299:10

low
297:8

low-hanging
187:3

low-income
240:12
254:8

low-resource
278:1

low-rise
205:9

lower
73:8

lower-
201:23

lowering
220:8

LP
33:3

luckily
194:22

lucky
168:16
172:5

luxury
210:12

Lynagan
49:14

Lynagn
55:20

Lynch
188:3

Lynn
231:9, 17

M

made
15:22
20:14
78:6
88:12
183:4
189:4
213:13
251:1
259:21
260:5
261:10, 12
269:1, 16
272:19
300:5, 16
310:24

mail
215:3

mailed
177:21

main
26:20
27:5
28:20
72:23
81:11
190:17
266:23

maintain
33:4
37:13
41:15
46:1,17
49:16
50:2,24
55:22
58:11, 24
59:17
60:18
191:19

maintained
11:2,13
34:12
38:12
42:21
61:15

maintaining
53:15

maintains
180:12

major
17:9
68:24
173:23
283:6

majority
179:15
207:7
214:2,5
216:16
217:3

make
17:7,15
18:10
23:19
24:3,7
76:16
77:10
81:8
84:18
86:22
91:20
94:1,3, 14
109:9
110:18
112:19
117:4
118:2
122:18
124:17
125:9
136:11
139:11
140:7
141:13
147:14
151:6
157:11
158:15, 18
164:1, 20
165:5, 11
166:9
169:2
174:8
175:8
179:20
181:19
191:4
198:16
200:13
209:9
210:4, 5,7,17
211:2
224:22
226:1
230:10, 24
232:14
233:6
234:21
237:9
245:7
260:19
269:14
273:10
276:8
279:2
284:1
286:17
287:17
289:11
303:19
305:21
306:9
311:12
312:24
314:12, 14

makes
148:23
181:12
199:13
210:21
236:1
273:6
286:17

making
79:21
80:1,21
91:19
109:17
113:13
135:23
176:20
206:2
299:4,5
312:4
Mamajuana
33:7
man
253:1
manage
71:16
145:7
management
145:12
241:3
Manager
6:13,24
12:6
28:13
29:24
35:3
38:23
43:8
47:6
50:14
74:20
Managing
241:11
mandatory
178:24
manipulating
249:1
250:21
253:5
map
253:7
maps
248:6
253:8
308:24
Marco
74:19
Marconi
9:6,18,22
11:23
27:16
28:1,5
32:8,14,16,20
36:16,23
37:1,5
40:19
41:1,2,7 45:5,12,14,18
46:24
48:18
49:1,4,8 52:9,12,14,18
54:12
55:3,7,9,13
56:23
57:18,22,23
58:3
59:5
60:2,4,6,10
61:19
62:23
63:1,3,7,23
64:18,22,23
65:3,20
Market
225:13,22
236:6
249:19
markings
226:6
229:7
Mary
255:1
258:3
Mason
161:8
170:4
mass
263:10
massive
287:22,23
304:1
massively
288:8
matches
88:22
material
182:11
materials
134:22
math
288:4
Matt
156:1
matter
17:11
133:24
232:2
248:12
279:23
matters
24:11,13,18
Matthew
147:4
Mattioni
10:7
max
73:2
Maya
188:1,10
Mayberry
208:11
Mayor
109:3
165:1
Mccall
136:16
183:1
meal
227:9
meals
255:14
meaning
219:1
meaningful
114:1
means
114:6
127:9
128:22
137:5
157:7
164:24
182:20
218:7
295:19
296:2
measure
93:19
99:13
129:16
measured
98:15
measures
16:12
93:3
140:7
203:5
223:6
media
251:12
medical
192:18
meet
51:2
114:6
145:11
meeting
13:4
23:14
30:22
35:15
39:17
43:24
47:18
51:4
177:14,18
178:20
203:11
235:16
241:14
254:21
278:21
279:3,14
315:5
meetings
15:21
16:4
177:5,20
263:3,11
264:5
276:18
284:8,13
291:1
311:6
312:1,18
meets
35:13
39:13
43:21
47:16
270:3
Meister
126:7
130:5

136:8, 13
141:23
142:11
143:7, 16,21, 24
Melanie
161:6
164:10
Melvin
268:1
288:24
289:1
member
34:19
79:21
127:1
136:17
178:15
182:8
200:21
209:17, 18
210:8
222:22
members
9:20
12:4
13:11
14:18
18:13
19:16
21:18
22:13
25:7
28:3
29:22
31:12
32:18
35:1
37:3
38:21
39:24
41:5
43:6
44:8
45:16
47:4
49:6
50:12
51:12
52:16
55:11
58:1
60:8
62:6
63:5
65:1
67:18
79:4,12
95:21
97:1,9
100:13
102:9, 16
103:24
105:10
107:12
110:20
114:24
121:3, 22
122:4
123:17, 21
125:20
126:22
130:8
143:10
145:2, 17,23
186:5
193:19
197:23
201:8
202:6
206:11, 19
207:11
208:17
209:15
221:24
223:5
226:16
228:1
238:17
281:11
315:14
316:18
membership
206:15
memorial
258:18
memory
138:8
293:4
mentality
156:10
157:2,9
mention
222:17, 23
223:10
mentioned
67:22
87:10
105:6
116:9
131:6
159:16
243:12
253:12
292:6
mentioning
265:15, 24
mentions
84:16
merits
119:1
Merrell
147:3
154:2,3
message
71:7
87:2
met
15:24
281:12
method
171:21
185:9
methodology
249:15
Michael
10:6
197:16
241:10
247:18
251:6
263:18
Michigan
194:19
195:3
Micromobility
272:1
middle
142:13, 20
162:19
168:2
211:15
mile
249:20
miles
71:22
72:6, 10,13
77:18
148:19, 20
204:21
205:13
244:3,6
275:4
292:2
295:22
Mill
279:14
milled
223:13
Millick
255:19
millions
288:10
mind
146:24
180:1
243:10
mine
138:17
151:8
295:13
minimum
34:10
35:11
38:11
39:7, 10,13
42:20
43:15
47:14
50:24
61:4, 10,14
152:11
186:15
196:17
Minneapolis
270:18
minor
169:20
minority
185:24
190:10
196:3
284:21
minutes
162:21, 24
247:2
310:18
mirror
219:9
misinformation
14:21
misses
188:23
mitigate

191:5
mixed 273:15
modernize 127:12
modes 157:13
mom 215:20
moment 162:7,9
Monday 292:13
money 135:20 306:20
money-grab 98:6
monitored 252:8
Montanez 19:4, 11,14, 18 23:9 24:9,19 102:2, 11,14, 18 103:23 104:5, 18,23 105:4, 17 106:15, 22 107:5, 17 241:22 244:1 247:17 257:3
month 96:22 98:14 132:18 204:5 283:6 288:3
months 82:9 140:16 192:5 195:10 196:9 211:5 243:16 271:15, 16
Moore 188:18
morning 6:18,20 41:3 214:12 229:5 310:17
Morris 176:1
mother 140:23
motion 315:7 316:7, 11 317:11, 15 319:3
motivated 138:12
motorcyclist 137:19
motorists 137:19 282:6
move 125:7 132:19 133:20 135:11 182:2, 24 217:22 280:19 295:5 296:20 308:14 315:15 316:19 317:24 318:4, 15
moved 173:24 198:6 207:11 208:18 268:23 288:1 315:19 316:23 318:10
movement 29:7 62:15 64:10
moves 17:17 281:2
moving 132:18, 23 168:10 294:24 306:12 310:23
Moyamensing 46:11
Muay 285:16
mud 212:20
multi-use 106:4
multiple 224:19 241:7 280:20 299:16
municipal 251:24
municipality 246:13
murderer 128:10

N

named 210:10 258:19
names 161:4 173:6 197:11 221:5 231:7 267:13, 21
narrative 249:2
narrow 124:11 204:22 292:3
narrower 219:20
narrowly 118:16
Nathan 49:14 55:20
national 249:4,7
naturally 311:21
nature 33:5 36:7 37:14 40:10 41:16 44:17 46:2 49:17 57:9 58:12 60:19
navigate 199:18
navigating 302:16
nearby 227:2 234:6 235:8 290:14
necessarily 80:19 184:7
necessity 176:13
needed 116:17 177:8 192:14 215:14 216:3 234:8 306:16
needing 302:5
negligence 246:7
negligible 80:1

neighbor 292:16
neighborhood 15:3 108:18 113:2 114:4 137:7 170:22 178:11 196:4 214:5 218:14 225:14 227:12 234:14 236:5, 11 240:13 248:2 250:14 253:22 254:8, 12 258:15 259:24 260:3 264:18, 24 267:4 272:11 275:8 282:1 284:10, 15,17, 18 291:4,8 292:21, 24 294:5 295:22 296:6, 20,24 297:1, 6,10 301:21 310:12
neighborhoods 112:13 116:17 218:9 234:20 270:24 277:1 305:5
neighbors 16:11, 15,17, 18 17:1,7 130:15 133:4 138:21, 23 152:18 191:24 192:1 262:4 281:13 290:23 292:12 296:15 297:9
network 15:9 22:6, 19,22 96:5 122:12 128:13, 14 212:17 225:20 226:1 241:10, 17 246:5 248:1 250:3, 5,9,23, 24 251:7 253:7, 10,19 283:1 300:15, 19 302:13
newborn 215:18
nexus 172:17
nice 219:3 256:7 291:11, 16
nicer 269:19
Nicholas 66:19
Nick 268:2
nicked 172:6
Nicole 107:24 114:24
night 163:5
nightmare 245:5 252:24 254:15
no-stopping 205:6
Noelle 9:5,21 27:15 28:4 32:7,19 36:16 37:4 40:18 41:6 45:4,17 48:18 49:7 52:8,17 55:2,12 57:17 58:2 60:1,9 62:22 63:6 64:17 65:2
noise 160:14
nonexistent 302:10
nonhigh-risk 110:1
nonprofit 249:10
nonwealthy 271:1
Noonan-sessa 126:8 130:6 134:8,9
norm 282:8
normal 149:21 271:5, 14
normalization 149:18
north 10:8 33:12 41:24 49:20 56:2,6 61:3 73:9 283:20 296:11
northbound 22:4
northbound/southbound 241:24
northeasterly 26:9
northern 12:18 183:23
northwardly 8:10 10:15
northwest 26:11, 17
northwestwardly 26:14, 19
Nos 6:9 7:23 26:6 231:21 317:16 319:4
note 23:17 24:11 25:12 61:21 102:7 147:9 158:1,9 232:3 237:16 239:1 285:11 314:23
notes 289:3

notice
120:14
181:8
242:5
258:17
noticeably
285:19
noticed
182:11, 18
307:20, 24
notwithstanding
208:4
Novak
197:16
novelty
166:21
November
39:17
289:21
number
18:10
82:9
162:15
192:4
206:14
209:15
255:20
259:22
297:15
311:5
numbers
23:14
209:15, 18
283:16
nuns
243:21
nutrition
255:13
Nutter's
109:3

O

O'BRIEN
221:8
O'GRADY
231:10
267:19
O'NEILL
12:10
52:23
obey
149:2
objection
7:7
11:15
objections
29:10
53:23
objective
246:21
obligation
18:10
obscenities
308:23
observations
308:4
observed
117:15
obstructed
42:11, 16
obvious
131:15
occasionally
148:14
150:8
occasions
135:9
229:16
occur
109:24
occurred
122:10
138:14
occurring
22:8
23:18
96:7
October
39:3
129:3
177:13
203:11
of-way
20:10
55:23
offensive
206:13
offer
10:1
19:20
28:8
32:23
37:8
41:10
45:20
49:11
52:21
55:16
58:6
60:13
63:10
65:6
68:3
102:20
129:21
315:11
316:15
offered
16:3
184:22
office
15:4
18:4
21:2
66:21
67:10, 24
74:21
142:1
241:19, 20
263:17
officer
90:20
99:3
150:8
169:5
officers
99:7
official
77:8
93:18
officials
115:20
119:4
121:9
125:6
167:7
offstreet
144:3
Ogden
8:9
10:14
12:17
older
190:19
oncoming
257:15
one's
160:1
one-lane
232:20
one-size-fit-all
24:2
one-way
21:24
65:10, 14
232:20
282:17
ongoing
101:17
103:15
online
81:13
82:8
89:3
127:8
207:6,8
onsite
255:23
onstreet
109:6
116:18
141:11
236:16
onward
171:6
opaque
112:18, 20
open
12:20
16:3
53:13
129:4
168:13
213:22
247:22
opened
12:16
opening
26:22
operable
11:6
28:22
operate
225:1

306:5
operation 96:11
opinion 111:10 265:21 284:22 316:6 317:10 319:2
opponents 127:14 128:4, 11,15, 24 129:6 133:7 176:17 205:20
opportunities 167:2, 12 187:5
opportunity 11:19 14:23 18:17 29:13 54:3 67:20 71:12 116:5 121:14 139:23 155:18 164:12 178:16 186:23 193:10 222:1 232:9 233:23 235:1, 14 239:3 247:21 260:18 262:8 265:19 309:11
oppose 46:15 220:13 284:6
opposed 34:8 38:9 42:18 49:24 56:9 58:22 61:13 63:17 65:13 150:7 205:1 206:4 239:6 260:22 316:3 317:7 318:23
opposes 140:7 208:15 217:14
opposing 160:1
opposite 136:22
opposition 16:10 108:23 112:9 190:13 208:21 231:21 300:11
option 156:23
order 12:23 13:17 94:12
ordered 106:20
ordering 127:8
orderly 179:17
ordinance 8:6,8 10:5,6, 10,11 11:8,16 26:2,4 28:11, 12,15, 16,24 29:11 53:1,2, 5,24 56:17 105:20 115:23 116:8, 10,13 120:2 138:15 139:11 166:17
ordinances 7:4,8
Oregon 68:16
organization 108:20 127:3 140:5,6 249:4,8
organizations 70:16
organized 16:1
Organizer 97:13
original 12:14 30:8 120:19 222:12 264:14
originally 120:23 124:22 222:2 270:18
OTIS 15:19 23:7 24:14, 15,20, 23 68:2 111:15 112:10, 23 113:2, 12,15 115:19 116:24 118:1,9 119:2, 10 120:5 121:16 124:15 125:8 129:3 176:18 177:8, 13,21 178:3, 10,23 203:9, 14,20 205:17 212:19 213:4, 12,19 216:17 217:24 218:15 229:17 233:5 234:11 235:2, 17,18, 23 237:1 246:18 248:24 252:2 257:12 283:24 284:3 304:5 305:7 306:14
OTIS' 219:19
outcome 110:22
outrage 151:22
outreach 16:8 70:14, 18 292:7
overnight 216:1 233:21
overreach 251:24
oversee 252:7
oversight 247:7 248:14, 15 252:12 253:24 256:16

Oversized
113:5
overwhelmed
261:24
overwhelming
129:9
208:5
245:19
overwhelmingly
205:1
216:19
284:15, 19
292:9, 10
owe
125:14
owned
27:1
owner
12:22
33:3
37:13
41:14
46:1
58:11
59:17
60:18
115:4
151:24
166:14
182:10
188:17
198:4
owners
49:15
53:18
55:21
152:4
153:1
214:6
ownership
13:2
owning
153:2

P

p.m.
319:24
PA
194:5
pace
271:9
Pack
194:6
pages
249:12
paid
288:2
pains
17:11
pair
22:3
pandemic
171:5
275:1
panel
100:13
287:8
panels
146:5,8
papers
123:4
paradox
141:8
paratransit
245:3
parent
277:22
parents
183:2
227:9
243:22
311:13
park
134:24
135:4
142:5, 10
153:5
154:17
177:12
189:13
196:5
210:13
216:14
230:19
234:9
258:20
282:9
294:22
295:24
304:23
308:14
parked
152:14
154:9, 11
188:22
199:12
211:8
291:20
307:21, 24
308:10
309:1
parking
6:13,14
7:1,5,6
13:24
16:24
20:23
21:22
53:20
56:3
71:2
101:2, 7,15
103:5, 13
109:6
114:8
115:17
116:11, 18
117:2, 18
118:20
120:7, 15
121:20
128:16, 20
131:12, 24
132:2, 3,20,21
134:21
135:18
137:14
141:6, 11
142:2,3
144:3
145:7, 10
151:20
153:3
155:11
163:4
180:12
182:15, 20
205:7
209:9
215:21
216:2
218:2
219:22
224:13
231:24
232:18
233:12, 21
234:1, 7,13
235:3, 5,19
236:8, 14,16, 17,20
237:5
239:8
264:21
272:9
273:1
281:24
282:3
287:20
288:3,7
296:7, 12
297:7, 8,13
308:3
parks
163:7
Parkway
302:2,9
part
20:12
30:18
71:15
74:24
78:4
92:22
138:10
150:13
174:1
201:3
207:5
227:22
232:19
237:17
239:23
246:8
280:11, 24
282:12
287:8
293:8
294:17
299:4
306:22
partially
53:12
participate
202:1
260:12, 13
participating
205:24

parties
178:5
partner
171:13
209:23
Partners
58:10
59:16
Partners (sic)
60:17
partnership
21:1
parts
84:16
109:2
137:7
271:1
party
77:22
pass
76:1
79:5
80:24
133:19, 21
135:23
292:1
308:15
passage
127:24
200:10
219:21
passed
73:10
76:5
116:9
177:7
197:4
217:20
258:10
282:18, 20
309:9
314:10
passenger
168:6, 11
passes
120:2
passing
70:1
75:23
110:23
132:7
199:5
269:20
286:5
passionate
208:1
257:19
past
100:6
148:22
194:18
302:5
pastor
255:2
Pastoral
309:23
pastry
195:22
patently
284:11
path
142:12
272:6
paths
270:23
patience
319:20
pause
111:16
274:24
276:22
paved
53:12
243:15
pavement
168:16
187:11
211:16
226:5
pay
153:5
157:6
276:1
paying
205:23
PBA
206:10, 15
207:22
223:3,5
PBA's
206:18, 21
207:11
pedal
184:4
pedestrian
15:12
211:24
253:11
289:13
290:18
291:21
307:19
pedestrian-involved
69:17
pedestrians
20:20
98:10
165:7
210:6
283:7, 14
305:1
306:7
310:20
314:13
Penalties
101:3
Penn
225:9
308:12
Penndot
73:7,16
75:4
76:9
90:23
98:7
122:14, 24
223:14
226:4
229:16
247:9
283:11, 16
302:18
309:10
Penndot's
250:6
Pennsylvania
32:1
36:10
40:13
44:20
48:12
54:20
57:12
59:19
71:4
164:17
Penrose
86:7
people
16:21
71:17
76:13
85:13
86:3,23
87:19
90:9
91:15
96:18
97:20
129:20
130:16
131:11
132:2, 3,4
133:12
135:11
137:21
150:14
151:18
156:14
157:16
159:15
160:20
162:23
163:10
165:9
166:6
169:19
170:11
171:7
172:4, 10,12
176:21
180:3
185:12, 17,19, 20
186:6
187:14, 16
191:21
192:14
195:24
198:17, 18
201:1, 24
203:23
205:3
206:1
207:7
208:9
213:3
215:6, 10
216:3
219:1, 2,9
223:21

226:2
240:5
241:14
244:2
251:19
252:14
254:4
255:7, 22
258:2
260:15
261:1, 16,18, 20
262:7
263:5, 9,12
264:8
266:20
271:20
272:2
273:12
275:7
277:10, 16
278:3
284:12
285:1, 3,6
288:6,9
289:24
291:5, 16
292:8, 9,11
293:18
294:18
295:12
296:2, 19,24
297:5, 12
299:17
300:23
311:12

Pepe
37:15

percent
202:24

percentage
22:23
122:9
185:8

percentile
75:13

perfect
204:5

perfection
163:17

perfectly
243:6

period
8:21
11:6
27:7
28:22
70:21

permanent
301:17
303:2

permission
16:23
83:16
84:2
143:18

permit
43:14
115:13, 17
116:11
117:2
128:16
318:5, 16
319:13

permitted
140:4
165:4
237:2

person
115:8
136:10
141:19
147:21
176:11
178:8,9
179:13
194:23
214:7
217:1
242:7
255:12
261:6
277:15
289:23

personal
151:12
171:10, 21
285:11
298:24

personally
104:19
135:7
215:13

perspective
129:22
185:3

pertaining
184:17

Peter
197:14
198:1

petition
223:4
263:6

petitions
205:4

phase
133:21

phenomenon
86:10

Philadelphia
6:14
7:1,6
12:7
18:11
19:7
21:17
22:6
30:1
32:1
35:4
36:9
38:24
39:15
40:13
43:9
44:20
47:7
48:12
50:15
54:20
57:12
59:19
66:7
69:10
71:2
76:8
88:8
95:8,20
96:5
97:22
101:1
110:13
112:6
115:4, 22
121:2,7
122:17
127:5
134:11
135:24
145:1
149:1
150:3
164:2, 15,21
166:7, 15
172:17
187:1
194:9
195:4
198:5,6
200:23
202:18
207:12, 16
224:5
226:14
231:20
236:5
239:10
252:8
259:11
269:9
270:15
272:13
289:7
290:13
293:2
294:12
304:14
305:22
307:3
308:6

Philadelphia's
247:11

Philadelphian
190:15

Philadelphians
177:15
179:15
185:4,7
202:6, 21

Phillips
37:10
39:3

Philly
126:5
159:4
180:11
188:11
189:9

206:9, 21
209:17
222:7
249:13, 18
251:20
265:11
273:10
281:19
285:22
297:20

PHL
249:13
250:21

phone
255:9

phones
166:4

physical
128:3

physics
149:5

pick
16:20
85:19, 23
99:14
140:23
183:4
214:20

pick-up
310:9
312:20

picked
215:11, 16

pickup
194:20

pictures
238:8
242:6
275:17

piece
81:24
298:21

pillars
274:17, 18

pilot
71:7
149:14, 16
302:19

Pine
108:1, 20
115:1
117:3
118:21
122:18
123:10
124:13, 19
125:15
127:18
128:2
129:5, 21
130:12
134:13
136:20
137:8
139:5
140:2,3
141:10
142:24
144:2
148:13
151:4, 5,8
152:15
153:12, 20
154:22
164:14
165:4
174:8
175:23, 24
177:1, 16,22
178:18
188:18, 24
189:11
193:22
194:3
195:7
199:9
201:15
202:16
204:18
205:2
207:14
208:3
209:11
210:24
211:7
213:21
214:3, 10
217:2, 19
222:14
258:16
262:23
289:13
294:19
304:11, 14
305:23
307:21

Pine/ spruce
108:22

place
15:1
18:12
130:20
141:2,5
142:10
148:3
174:9
177:10
179:4
206:3
216:8
230:11
231:1
240:16
255:17
277:14
302:13

placement
178:1
193:9

places
134:21
141:17
153:5
157:16
160:6
163:12
174:10
263:23

placing
26:7
97:24
139:12
165:19

plagued
15:7

plan
8:12
10:17
26:6,7
27:6
30:15, 16
51:22, 23 53:6
109:1
110:6
111:21
177:24
212:22
219:19
245:1
264:14
282:13
311:23
312:11, 24
313:1

plane
149:23

planned
226:6
235:3
257:12

planner
12:6
18:8

planning
9:10
12:7
13:3
24:24
27:20
29:24
30:1,21
32:11
35:3,4, 15
36:20
38:23, 24
39:16
40:23
43:8,9, 23 45:8
47:6,7, 18
48:22
50:14, 15 51:3
112:5
114:1
217:22
224:21
246:20
252:4

plans
204:4
241:1

planters
58:14, 17

plate
99:22
308:19

plates
235:7

Platt
86:8

playground
264:19

playing
312:14

Plaza
302:15
Pleas
110:13
117:5
pleased
11:20
21:7
34:13
38:13
42:22
46:20
56:20
59:3
61:17
63:21
65:17
103:20
plenty
153:4
plotting
8:12
10:16
pockets
16:10
point
26:11, 12,17
88:6
94:1
106:14
122:12, 17
125:2
141:15
144:1
158:18
232:6
243:11
312:15, 16
pointed
123:18
points
136:23
175:8
242:9
police
90:19
98:23
99:1
150:8
169:2,5
211:18, 22
248:17
251:16
policed
252:1
policies
23:21
policy
24:1
35:14
39:15
43:22
47:17
51:2
66:20
67:10, 23
political
136:21
140:6
246:12
politics
18:3
183:14
pollution
160:12, 13
portion
10:23
12:16, 18 26:5
51:22
53:10
121:10
portions
26:23
225:15
position
141:8
179:11
Posmontier
126:5
130:4
possibly
248:14
post
206:12
posted
63:19
65:15
178:6
204:7
power
111:15
153:8
176:20
203:16
227:15
231:23
powers
112:23
115:12
PPD
250:18
practice
91:23
127:19
practices
132:23
239:17
249:8
predictability
190:4,7
predictable
272:1
predominantly
196:3
240:13
254:9
prefer
278:18
preference
118:10
preliminary
142:19
156:8
preparation
70:9
prepared
137:1, 20
prerogative
111:11
266:19
preschool
292:18
presence
34:18
present
7:22
34:20
147:12, 14
232:7
238:3, 15
241:8
presented
125:13
266:2
preservation
134:10
preserve
71:9
128:19
president
68:6
102:24
108:19
203:18, 21
Preston
64:11
65:10
274:3
276:5
278:10
pretty
86:1
140:14
148:17
268:21
prevailing
76:13, 23
78:24
prevent
53:20
117:18
138:16
172:9
236:23
preventable
290:3
preventing
220:2
previous
10:10
28:16
105:15
106:12
159:16
167:6
299:3
previously
7:8
115:12
137:18
prides
115:14

primarily
154:5
156:8
184:20
185:1
290:18
primary
164:24
251:22
301:24
principal
137:5
206:7
principles
239:17
246:10
prior
127:19
274:20
priorities
297:9
prioritize
164:1
prioritized
82:18
96:2
prioritizes
244:15
prioritizing
283:3
priority
162:15
243:13
297:15
private
11:12
privilege
161:22
194:5
230:15
privileged
78:5
83:8
89:22, 24 92:5
185:14
186:2
296:15
privileges
151:18
problem
83:19
84:4
87:22, 23
111:17
131:9
149:12
154:17
179:7, 10
220:5,6
291:9
294:11
310:6,9
311:24
problematic
113:22
294:4
problems
138:9
306:21
procedural
151:15
procedure
280:10
proceed
9:14,16
11:24
29:19
32:14
34:22
36:24
38:17
41:1
43:3
45:13
47:1
55:7
57:22
60:4
63:1
64:22
67:14
95:14
111:24
114:22
134:7
174:24
202:13
224:2
226:5, 11
235:21
287:4
process
75:14, 22
83:20
85:16
167:15
186:19
220:18
223:14
251:4
256:14
271:22
280:22, 24
305:12
Prochnow
147:4
155:24
156:2
158:6
prodded
115:18
professionals
271:6
312:6
proffered
118:16
program
28:13
70:23
71:3,6
74:20
86:17
87:12
115:13
128:16
240:1
307:17
progress
167:12
272:12
prohibit
20:2
prohibiting
21:22
110:15
project
14:22
17:9,16
129:5
134:12, 18
176:24
181:13
234:18
241:18
247:14
257:6
262:21
266:15
projects
247:8
promise
109:3
promises
128:17
promoted
239:23
promulgate
20:1
proper
116:22
238:13
304:21
properly
133:19
315:20
316:24
318:11
property
11:12
12:22
13:1
26:24
33:14
37:21
41:21
42:1
46:9,12
49:21
53:18, 19
151:12
152:2
proportion
296:14
proposal
203:6
205:1, 15
206:8
proposals
205:5, 21
207:18
208:2, 15
proposed
10:9,24
11:5,16
28:15

29:10
33:10
34:1,5,9 38:10
42:19
46:16
50:1
53:4,11,24
56:9
58:23
60:22
104:2,16,21
105:1
120:13,18
123:19,21
151:23
264:2
276:24
277:18

proposition
117:22

protect
111:13
127:21
150:23
151:17
152:9
163:18
166:8
227:15

protected
162:5
167:16
181:16
186:17
190:16
196:15
270:22
271:8
272:9
301:18

protection
20:8
127:22
128:3
153:19
155:9
230:3
267:6

protective
304:10

protest
260:8

proud
115:4
198:4
270:14
283:1

prove
15:14
82:3
247:15
265:1

proven
69:9
71:14

provide
23:13
99:6
121:6
124:16
151:23
158:10
179:19
181:17
184:10
185:5
187:18
191:20

provided
152:19

providing
66:10
116:10
174:10
179:4
248:13
301:10

public
8:14
10:19
11:1
12:20,21 20:8
24:22
25:16,17
76:24
77:16
78:6
81:12
92:7
116:1
120:9
146:16,17
147:11,22
150:18
151:13
152:1
167:1,11,13,14
177:14
178:5
203:9
204:8
208:10
221:6
232:3
263:10
264:5
267:16,22
284:3,5,7
287:16
293:18
303:8
315:5

public's
182:1

publicized
203:12,13

publicly
89:17
90:22
177:7
204:7

pull
214:19
215:4
229:21
245:3

pulled
168:4
214:15
253:1

Pullin
6:5 8:3
9:1
13:18
14:6
18:23
25:21
27:11
31:18
32:4
36:2,13
40:5,16
44:12
45:1
48:5,15
51:16
54:13,24
57:5,15
59:11,23
61:23
62:11,20
64:5,15
66:2,16
95:1
100:21
101:21
107:20
108:8
125:23
130:1
136:5
144:8
146:4,22
161:3
173:5
187:23
197:10
221:4
231:6
267:12

pulling
132:5,21
172:4

purely
270:23

purported
203:7,10

purpose
10:9
28:14
53:4
116:13
157:6
175:10
176:4
217:17
291:13
296:21

purposes
8:14,15
10:18,19 11:9
225:3

purview
106:12

push
257:22
265:1,5

put
70:2
78:15
90:5
92:13
123:11
131:3
133:1,5
140:13

174:13, 15,18 177:9 196:9 229:11 240:16 242:14 244:8 245:6 248:12 249:22 250:24 252:21 253:6 266:14 275:22 276:22 277:15 300:22

puts 152:16 246:8

putting 263:7 278:17, 18 295:9, 11

Q

quality-of-life 268:22

Queen 195:8

ques 261:10

question 22:17 24:10 31:4 73:20, 22 84:14, 17 86:19 119:1 122:9 189:5 280:10 287:18 288:16

questions 7:12,15 11:21 13:7,10 21:8 25:6 29:15 31:1,10 34:14 35:18, 21 38:14 39:20, 23 42:23 44:3,7 46:20 47:21, 24 50:5 51:7,11 54:4,7 56:21 59:3,6 61:17 62:5 63:21, 24 65:17, 21 71:18 84:7 92:14 94:22 100:12 103:20 105:10 107:11 110:11 119:5 122:3 125:19 143:9 145:22

queue 267:15

quick 31:4 214:9 259:3

quickly 154:11 168:20 181:24 305:14 309:6 313:24

quiet 256:7 263:23

quo 152:7,9

quorum 147:11, 14 314:24

quote 117:10

R

Race 176:3

races 194:13 201:2

racetrack 243:15

raceway 244:10

Racial 247:12

racing 213:6 244:3 253:14

radar 87:7

radius 113:17

raising 156:5 205:23 281:21

raked 212:19

ramp 61:1,7 244:23 245:4, 11

ramps 60:20, 22

ramrod 203:5

random 183:15

rare 229:16

rational 155:6 158:19

raw 79:13

Ray 268:1,3 286:14

RCO 15:24 203:19, 22

re-evaluate 87:14

reach 201:11 209:16 279:24 280:4 302:6,8

read 7:8 13:19 14:7 25:21 31:18 36:3 40:6 44:13 48:6 51:17 54:14 59:12 62:11 64:5 66:3 91:9 104:19 120:12 136:6 137:1,2 146:22 161:4 178:3 206:22 221:5 258:9 267:21 308:19 318:1, 12

readily 215:11

reading 217:12 318:6, 17 319:14

reaffirms 145:5

real 17:19 45:24 77:20 114:6 140:2,8 199:15 201:22 219:13 259:7

realities 305:15

reality 90:15
realize 163:15
realized 235:18 264:17
realizing 235:6
realtime 305:20
rearranged 181:8
reason 17:12 125:4 138:11 141:21 190:17 195:23 196:6 246:22 274:19
reasons 114:14 164:22 228:23
reauthorize 101:14 103:12 104:8 209:8
recall 204:1
receipts 247:15
receive 225:1
received 178:2,5
recent 77:5,9 109:16 137:14 239:12
recently 110:14 117:5 136:19 156:17 175:17 260:7,9 308:16
receptacle 58:17
receptacles 58:13
recess 146:11, 13,15, 20 259:3 309:7
recognize 14:12 160:10 208:7 230:14
recognized 131:20
recognizes 18:22 34:17 84:9 92:16 105:12 315:6 316:10 317:14
recommend 174:20
recommendation 18:15 116:24 318:3, 14 319:11
recommendations 30:17
recommended 13:5 30:23 35:16 39:18 44:1 47:19 51:5 73:13
recommends 7:9 11:16 29:11 53:24
reconfiguration 239:19 285:1, 17
reconfigured 282:13
record 6:8,21 19:12 27:23 49:2 61:20 67:6 74:18 92:13 94:7 95:14 102:7 103:23 108:8 114:22 123:7, 11 125:3, 10 126:13 139:19 140:12, 13 144:19 147:9 155:23 170:2 193:17 209:3 212:10 237:15, 17,24 239:2 286:11 298:10 303:16 307:9 309:19 314:23 318:1, 12
records 53:14
red 151:17
red-light 100:2
Reddit 206:12
redesign 240:2
redesigning 15:4
redeveloping 29:2
reduce 50:22 68:22 145:13 157:12 163:1,2 305:24
reduced 96:15
reducing 68:23
reduction 69:15, 18,19
reestablishes 105:24
referenced 123:3
referring 90:13, 15
reflect 86:15
reform 305:11
refusing 299:15
regard 239:15
Regional 246:19 252:3
registered 70:15 112:4
regret 99:18
regular 273:1 302:20 306:4 307:16
regularly 162:17 188:17 302:2

regulate
75:24
106:17
281:24
regulating
62:14
64:9
236:13
regulation
63:14, 18
65:10, 14
103:2
105:19, 23
179:1
regulations
7:6
13:24
20:2, 11,24
56:12
101:2,3
145:8
151:19
247:9, 10
282:4
rein
234:12
reintroduced
200:8
298:20
reiterate
117:19
reject
114:15
220:23
237:4
related
70:7
relationship
257:4
292:23
relatives
127:16
225:3
releasing
223:4
reliable
116:18
201:10
religious
274:15
276:11, 15
relocate
29:5
rely
201:10
228:23
306:4
remain
35:12
39:8,11
43:17, 19
47:15
83:24
113:6
remarks
184:6
remember
131:1
169:17, 18
189:15
206:6
remilled
243:15
remind
14:24
289:21
removal
110:17
137:14
180:15
183:4
234:6
235:19
remove
12:23
115:17
135:15
231:23
234:13
removed
118:22
134:16
135:7
176:9
198:22
214:11
234:1
244:24
245:1, 12
308:2
removing
120:7
155:3
renter
189:11
repair
171:13
repaving
186:23
report
82:7
96:3
122:13
180:12
211:19, 24
309:13
reported
318:1, 12
319:9
reporting
90:19
represent
121:4
133:13, 16
266:7
277:11
representative
115:10
representing
10:8
263:20
represents
272:11
295:18
request
124:14
166:20
179:23
319:12
requested
10:6
12:22
16:17
28:12
53:2,17
require
113:23
179:3
218:13
required
39:14
83:6,21
requiring
110:16
112:24
183:10
305:9
Rescue
176:1
research
70:13
researchers
96:20
reserved
98:6
reserving
8:11
10:16
residences
293:14
resident
111:10
136:14
170:5
183:22
188:11
191:15
193:21
202:16
209:20
212:14
213:20
216:2, 21
221:22
224:5
225:10
226:14
228:15
229:23
231:17
256:1
259:10
270:14
274:6
281:18
290:10
294:21
298:15
301:20
residential
106:6
112:13

115:13
128:16
232:16
233:13
234:14
236:12,
19
270:24
285:7
291:8

residents
15:3
108:21
109:4,
11,13
111:13
114:2,9
117:8,9
126:8
128:5
130:15
131:17
132:14
133:13
134:2
163:20
177:16
181:21
190:11
200:11
202:22
203:13
204:11
205:2,
21
212:22
213:2,
11,13,
17,18
214:2,
4,23
216:13,
16
222:18,
19
225:2
227:12
233:14,
18,22
234:4,
5,8,23
235:7,
14,17,
20
236:2
242:12,
19
254:9
260:10
264:1
276:4
278:22
279:9,
18,23
280:6
287:24
304:19
307:2

residents'
236:9

resolution
314:12

resolve
111:2

resolved
197:5

resource
121:19

resources
110:1

respect
181:11
182:1
238:12

respectfully
81:11
114:15
124:13
248:11

respond
7:11
166:21
305:14

responded
178:9

response
7:17,24
13:13
25:8
31:7,14
35:23
40:2
44:9
48:2
51:14
54:9
57:3
59:8
62:8
64:2
65:23
94:23
100:15
107:14
122:6
125:21
143:12
146:1
178:4
240:20
314:21
316:4
317:8
318:24

responses
129:8

responsibility
179:19
210:19,
23

responsible
93:17
94:17,
19
206:2
223:18

responsibly
232:12

responsive
167:8

rest
202:23
264:4
296:16
300:24

restaurant
214:13
293:23

restrict
20:2
231:24
234:13

restricted
103:5
234:2

restricting
101:7

restriction
233:12

restrictions
104:10
236:8
237:6

result
21:2
83:19
235:10,
18
236:24

resulted
131:14

results
94:17,
19
96:12
129:7
213:23

retired
213:1
214:24

returned
308:1

reveals
206:19

reverse
217:17

revert
11:11
182:14

review
240:24
247:7
262:22
266:15

reviews
218:15

revise
20:4
101:5
103:4
239:8

revision
26:4
51:21

revisions
16:14,
16

revisited
311:4

Rich
241:21
244:1
257:3

Richard
19:17
102:1,
17
112:2
247:17

richest 287:23
Richie 126:4, 15,16, 21 127:1 268:2 287:6,7 288:23
Richmond 68:18
Rick 107:24
ridden 227:8
ride 98:18 127:9 141:24 230:7,8 285:3 297:18, 20 302:5, 15
rider 208:7 261:6
riders 260:23
rideshare 282:7
Ridge 26:10, 16,21, 23 27:4 28:18 29:4 30:10, 18 62:16 63:15
ridiculous 119:19
riding 140:8 161:21 192:21 194:14 208:10 227:21 229:6 296:18
right- 20:9 55:22
right-of-way 8:13,19 10:17, 22 24:23 29:5 54:18 299:12
right-to- 251:1
rights 150:16
ripping 187:10
rise 127:8 157:19 304:12
risk 163:2 199:5,6 219:23 246:7
risked 149:4
Rittenhouse 191:15
River 101:12, 14 103:10, 12 104:13, 14 242:1 246:2
road 21:22 51:24 53:7,10 73:6 100:1 142:14 145:15 157:6 160:10 166:7 210:18 211:16 243:1 247:3 250:13, 23 251:1 266:24 267:1 286:18
roads 15:5 86:2 99:12, 15,16 122:11 145:11 148:18 157:17 194:6 250:7 252:19, 22 253:5, 18 266:22
roaduser 250:6
roadusers 122:15 123:2 246:9 282:5
roadway 29:6
roadways 84:17
Robert 307:12
Robyn 53:3
role 267:7
roll-out 70:22
rolling 275:8
room 135:15 147:2 258:1 263:22
Roosevelt 69:13 96:10, 22 98:13 100:5
Ross 49:14 55:20
round 273:10
route 68:13, 15 69:24 72:8, 11,14 86:7 227:11 246:1
routes 66:13 68:11 85:20 148:16 189:7 271:9
routinely 205:3
RPP 128:17 287:21
rubber-stamped 256:22 266:18
rule- 103:4
rules 56:11, 19 75:10 76:9 101:6, 15 103:13 110:21 116:4 149:20 209:9 218:4 240:16 247:13 318:4, 15 319:12
ruling 217:18
run 210:2 238:1 290:22 291:21, 24 297:5
running 18:4 113:19
runs 243:16 255:1

rural
164:17
194:19
Russell
61:3
126:4, 15,24
173:9
175:1,3
180:4, 10
268:1
287:7
Ryan
258:3

S

saddest
165:21
safe
18:12
29:7
109:9
110:2
113:14
127:4
151:9
163:20
165:9
166:9
171:4
174:10
194:6,7
201:10, 21
207:15
220:11
226:2
227:21
241:17
242:2,4
245:22
246:5
271:20, 24
272:7
285:2
312:24
313:3
314:13, 14
safely
130:20
172:21
182:21
202:7
215:4, 22
220:12
230:13, 20
271:10
273:14
safer
24:6
71:17
109:17
132:7
140:8
141:14
157:12
163:12
164:2
165:2,5
174:9
179:16
181:20
183:13
189:3
191:5
200:14
256:8
269:14
272:21
278:20
282:14
286:18
289:12
305:22
safest
76:17
safety
16:12
18:2,5
20:8, 13,22
21:21
22:10
24:22
66:10
89:19
96:12
98:7,21
100:2
114:5
117:21
124:18
129:16
150:18
162:13
164:1
187:17
189:8
190:12
191:1
196:11
199:20
200:11
207:20
217:21
220:17
223:6
233:10
234:22
240:1
243:10, 13,20
244:11, 14
252:17
261:5
283:3
289:14, 18
297:16
300:24
304:2,3
305:18
306:11
310:6
Sage
197:15
212:13
sake
221:17
Sales
293:17
309:24
Samuel
49:14
55:20
Sarah
9:8
12:5
27:18
29:23
32:10
35:2
36:18
38:22
40:21
43:7
45:7
47:5
48:21
50:13
sat
194:9
satellite
308:24
save
100:4
160:11
205:11
saved
96:21
98:15
134:20
192:19
saves
69:2
saving
98:3,13
scarce
109:6
121:19
scary
290:21
scenario
125:6
scene
90:20
schedule
241:21
schedules
181:9
school
70:3
136:16
183:1
240:9
242:14
243:17
255:2
258:5, 11
285:14
293:18
295:10
310:10, 11,13
311:6
schools
156:4
293:16
Schuylkill
101:12
103:10
104:14
170:8
242:1
246:2
scientific
110:8, 12
scooter
272:5
score
89:7
scrapes
168:17
script
212:18
scrutiny
116:1

120:10
seamless 225:24
seat 168:11
seats 33:9, 16,21 37:17, 23 38:4 41:19 42:4,8, 13 46:6 56:1 58:16
seconded 315:17, 20 316:21, 24 318:8, 11
seconds 194:24 313:22
secret 284:9
section 8:5 25:16 26:1 73:9 146:16 300:13
secure 53:19 277:13 308:19
seek 291:12
seeking 205:9
selected 70:5 75:3 81:23 148:15
selecting 85:17
Semiquincentennial 186:21
send 18:13 87:1 242:18 255:10
senior 28:13 240:8 241:2,3 242:22 295:2
seniors 16:21 240:5 244:22 255:3,5 267:5 278:3
sense 210:4, 5,7,17, 21 211:2 266:16 273:6 286:17
senselessly 194:12
separate 305:9
separated 21:23 186:16 270:22
SEPTA 28:14 29:1 31:5 173:22 288:14 296:18 297:2
September 12:10 13:5 30:4,23 35:8,16 47:10, 19
Sequilla (sic) 259:17
series 15:10
serve 22:3 97:12
server 206:17, 18,22
serves 246:2
service 287:16 304:20 305:4
services 9:20 12:5 19:16 21:19 28:3 29:23 32:18 35:2 37:3 38:22 41:5 43:7 45:16 47:5 49:6 50:13 52:16 55:11 58:1 60:8 63:5 65:1 67:19 95:22 97:2,10 102:16 126:23 130:9 145:3, 18 152:19, 22 226:17 228:2 289:5 319:18, 23
session 177:19 318:7, 18 319:14
set 83:7,10 90:14 235:16 249:6 282:3 310:15
setting 215:6
severe 69:6 81:21 85:23 274:14
sewer 8:13 10:18 291:5
shadows 121:17
shame 155:17
share 17:22 79:12, 16 80:19 145:14 171:13 177:23 178:17
shareable 78:9
shared 85:8 109:14 128:6
sharing 71:6 128:10 271:7
shield 115:24
shifts 219:11
shopping 297:3
short-term 138:8
shorten 285:5
shortened 300:1
shoulder 211:9
shout 207:9 308:22
shouting 159:15
show 98:8 113:21 129:9 133:15 195:2,

13
204:3
238:9
247:24
252:12
253:7
254:4
264:6
showed
124:3
263:10
shown
219:15
234:16
238:10
shows
157:10
180:16
213:22
300:17
309:1
side
24:24
25:2
26:10,16,20
119:14
130:24
137:15
139:13
141:13
142:5
154:10
168:7,12
225:23
257:13
289:22
311:14,19
side's
265:20
sidebar
249:14
sided
48:9
sides
14:1
20:5
sideswiping
172:5
sidewalk
33:6,9,11,13
35:9,12
36:8
37:15,18,19,20
38:10
39:6,10
40:11
41:17,20,22,23
42:19
43:14,16,19
44:18,23
46:3,6,8,11,16
47:13,15
49:20
51:1
57:10
58:13,18
132:4,22
289:24
sidewalks
30:12
sign
205:4
213:15
275:6,11,22
276:1
278:19
299:22
Signage
63:18
65:14
signals
181:10
signatures
223:1,2
signed
147:20,22
significant
117:7
121:10
124:17
131:24
223:19
signify
315:24
317:4
318:20
signs
131:22
132:8
133:5
205:6
243:21
261:15
277:19
similar
84:24
86:9
154:17
269:10
similarly
269:15
simple
174:13
183:12
simply
111:14
157:15
176:18
206:15
222:20
single
92:24
98:21
119:15
178:4
189:23
195:7
213:20
214:7
217:1
220:14
224:16
228:24
248:5,6
253:8
262:24
294:23
sir
144:7
173:14
297:23
313:12
314:1
Sister
255:1
258:3
sit
113:5
136:12
254:22
263:24
sitting
168:11
195:19
230:2
254:13
263:14
situation
118:5
137:16
310:19,22,24
312:10,21
size
245:8
skateboard
211:21
skeptical
212:23
skin
187:15
slamming
15:11
slid
211:14
Sloan
8:9,16
10:13,20,23
11:11
12:16,19
slots
87:13
slowed
93:5,9
slower
285:7,18
305:3
slower-moving
285:4
slowing
69:2,10
small
135:13
249:5
296:14
304:20
306:9
smaller
16:4
272:17
smoothly
182:24
306:5
so-called
141:9

151:7
social
251:12
271:7
society
126:7
136:14, 18
138:21, 24
150:13
170:13
177:19
186:5
200:22
217:13
solution
90:6
100:9
131:15
236:23
293:9
294:17
solutions
90:4
111:20
119:23
196:13
solved
155:3
some-odd
202:24
somebody's
274:12
son
156:17
184:4
192:5, 23
193:2
277:14
son's
192:20
sooner
306:24
sort
75:11
77:7
78:9, 12,15, 18
79:13
82:3,17
89:7
93:6
sound
306:8
Sounds
294:20
sources
78:10
173:23
south
37:19
41:22
44:19
46:4,8, 9,13
47:13
48:11
49:18, 22
50:21
54:19
55:23
56:3,6
61:2
156:18
188:11
189:9
206:21
248:3
283:20
307:13
308:12
southbound
21:24
22:2
65:12
245:12
southeast
302:8
southeastwardly
52:2
53:9
Southhampton
51:24
53:7,10
Southwest
18:11
251:19
254:10
259:11
270:15
281:19
southwesterly
26:16, 20
space
39:8,11
43:16, 19 51:1
106:18
127:12, 15
128:9, 18
150:18
151:13
199:3
229:3
235:9
285:3
spaces
35:12
47:15
106:4
131:16
141:16
163:4
205:7
233:20
235:4, 5,12
span
219:9
speak
14:19
18:17
93:8,22
106:23
108:23
115:5
147:20
164:12
166:16
174:5
198:2
203:2
222:6
226:22
232:10
245:15
255:22
268:16
277:21
298:17, 23
301:22
307:14
313:17, 18,20
314:7
speaker
130:7
159:16
299:3
speaking
97:14
139:23
191:16
209:6
231:20
270:11
273:22
290:18
294:21
310:2
313:14
spearheading
292:5
special
177:18
specific
16:14
78:18
83:6
118:17
160:6
175:23
233:4
236:20
237:5
specifically
17:1
24:4
56:13
84:15
91:3
124:12
specificity
124:6
specifics
23:2
82:22
speech
137:1
speed
66:8,12
68:8, 10,20
69:4
72:7
73:1,2, 5,9,12, 17
75:5,8, 9,17,19
76:3, 11,13, 18
77:3,8, 9,12,14
78:3,7, 14,16, 19,21
79:6,9,

13
81:18, 24 82:1
83:2,7, 11,17, 20,23
84:2
85:13
86:4,22
89:24
91:3,5
92:9
93:4
96:3,9, 14,21
97:15, 18
98:12
99:24
109:18
147:23
148:16, 18
149:2
150:4, 15,22
204:14, 17,19
220:6,9
244:4,8
294:2

speed-
70:6

speeding
68:22
69:15
82:4
83:18
84:3
86:3
87:22
88:10
90:18, 21
96:15
150:21
311:14

speeding-related
81:16

speeds
71:16
76:23
78:24
86:11

speedway
250:11
253:14

spend
288:12, 13,14

spent
135:8
238:1

spillover
219:22

split
154:14

spoke
115:8
124:24
188:24
220:4
287:7

spoken
133:14

sponsor
14:12

sponsored
68:4

sponsoring
226:20

spot
128:17
151:21
168:2
182:12
297:14

spots
117:3
128:23
131:17
132:13
141:22
142:3
216:1

spring
64:11
65:11
101:11
103:9
104:12
178:22
222:12
235:2
274:3

Springfield
243:14, 19
244:1
245:7
250:12
260:8

Spruce
108:2, 20
112:3
117:3
118:21
122:19
123:10
124:13, 19
125:15
127:18
128:2, 13
129:5, 20
130:16
136:20
137:9
139:6
141:9
142:24
144:2
151:4,7
153:11, 20
154:21
162:4
164:14
165:4
167:22
168:7
174:8
177:1, 16,22
178:1, 17
182:5
188:17, 24
193:4, 22
194:3
195:7, 10,21
198:3
199:8
201:14
204:18
205:3
207:14
208:3
209:11
210:24
211:7
212:15
213:21
214:2, 11
217:2, 19
222:14
230:8
258:16
262:23
289:13
294:19
304:11, 15
305:23
307:21

Spruce/pine
159:6
170:6
171:24

square
95:9
126:5, 16
127:2,6
149:7
152:1
159:9
181:4, 21
182:9
191:15
208:17
212:16
225:9
287:8
308:12

Squilla
14:17
33:1
35:7
45:22
47:10
49:12
50:18
55:18
105:13, 14
106:7, 19,24
107:6
147:13

St
242:23
244:20
254:24
295:10
309:24

staff
185:6

staffed
224:18

stakeholder
21:3

stakeholders
111:20
193:7

stalling
204:6
stand
93:21
136:10, 12
169:3
252:14
standard
78:19
113:16
standards
249:7
standing
101:8
103:6
218:3
299:21
Star
241:2
242:22
244:21
254:24
255:3, 14
258:12
295:2, 6,8
start
147:24
212:18
311:14
started
147:10
192:18
211:6
257:7,8
274:24
starting
205:5
stash
157:17
state
6:20
19:11
27:23
49:2
66:13
67:5
68:11
74:17
75:1
76:10
80:12
85:18, 20 86:6
89:14
92:1
94:10
95:13
99:9
102:12
111:23
114:21
126:12
134:6
139:18
144:18
147:15
153:24
155:22
158:22
161:12
164:7
170:1
173:15
180:24
188:7
191:11
193:16
209:2
212:9
217:8
221:18
226:10
231:14
237:23
252:6
270:8
279:15
286:10
287:3
298:9
301:5
303:15
307:8
309:18
313:24
314:4
stated
8:22
27:8
115:8
statement
232:14
261:10
states
123:9
station
229:11
statistics
22:18
23:6,8
169:3
250:22
283:9
stature
136:11
status
152:7,9
stay
79:14
162:10
stayed
232:13
stenographer
146:14
259:4
step
98:2
186:18
219:24
Steve
270:11
stick
255:16
stop
109:4
130:21
162:19
213:15
261:15
275:6, 9,10, 22,23
276:1
277:19
278:6, 11,12, 19
299:15, 22
stoplight
276:2
278:18
stopping
13:24
20:3,23
101:7
103:5
177:5
192:13
218:3
236:8
storage
153:1
store
151:12
152:2
stories
169:1
254:5
story
211:4
263:1
straight
283:23
284:2
streamlines
305:11
street
6:1,2
8:9,10, 16
10:14, 20,24
11:3,4, 11
12:17, 19,20
14:1,2, 3 15:5, 6,8
20:6,7, 12,14
22:1,3, 5 24:3
26:20
27:5
28:20
37:20
39:12
43:18
44:19
45:24
46:5,8, 10,13
47:14
48:11
49:18, 22
50:22
53:16
54:20
55:24
56:3,7
61:4
62:17
63:16
64:11
65:11
68:18
69:24
72:20, 23
73:10
76:3,4
85:5
101:12, 13
103:10, 11
104:12
110:18

111:5
112:3
115:2
117:3
120:15
124:19
128:13
130:24
132:17
134:13, 14
137:16
139:6, 14
140:2,3
141:13
142:6, 23
148:13
151:4, 5,8,9
152:16
153:3, 12
154:8
156:19, 21,24
157:9
162:4, 9,17, 19,20
167:22
168:3
173:21
175:24
176:3
177:1, 17,22
178:18
202:16
212:15
213:6
220:17
222:13
223:13
225:13, 21,22
226:24
231:19, 24
232:15, 20,21
234:4, 17
236:4, 6,18
239:9, 10,20, 21
240:11
241:17
242:13
243:4, 6,18
245:10
249:19
251:4
253:21, 23
256:1, 2,3,9
261:8
262:22, 24
266:23
268:18, 20
270:13, 16
272:18
274:3,4
276:6, 7,15,17
279:5, 6,7,8
282:1, 14,17, 24
283:9, 12
285:4, 8,13, 15,20
286:16
290:12, 14,20
291:10
292:3, 17
294:10
297:7
298:1, 15
299:1, 7,13, 20,23
300:3, 10,12, 13,18
304:15, 16
306:3
307:13
310:1, 7,23
311:13

Street along
33:13
41:24
49:21

Street's
217:17

streetcar
296:1

streetery
54:18
55:22
56:10, 18

streets
9:8,20, 24
11:3,15
12:4
13:23
16:13, 23
17:14
19:16, 20 20:1
21:5,19
22:9
23:20, 23
24:13, 16,20, 24
27:18
28:3,7
29:9,22
32:9, 18,22
34:8
35:2,14
36:18
37:3,7
38:9,21
39:15
40:21
41:5,9
42:18
43:6,21
45:6, 16,20
46:15
47:4,17
48:20
49:6, 10,24
50:12
51:2
52:10, 16,20
53:13, 23
55:5, 11,15
56:8,15
57:20
58:1,5, 22
60:2,8, 12
61:12
62:23
63:5,9, 17
64:20
65:1,5, 13
67:18
95:22, 24 96:8
97:1,10
101:5, 17
102:3, 16,20
103:2, 15,18
104:6,8
105:6, 18,22
106:11, 16
107:2
109:9, 15,17, 23
110:3
111:8
112:11
115:12, 16,18
116:23
117:16, 24
118:9, 15,21
119:2,9
120:5, 13
121:15
122:16, 20
124:15
125:8
126:23
127:19
128:6, 11
130:9
131:5
133:22
142:22
145:3, 17
156:11, 13
157:23
159:22
164:14
165:5
174:16
175:6

176:13, 16
177:11
179:17
180:20
183:8, 13
194:7
195:3
203:4, 14
204:22
207:15
208:3
209:8
210:22
216:23
217:19, 24
220:6
221:24
224:8, 12,17
226:16
227:19
228:1
229:17
231:22
233:5
234:10, 12
235:24
237:1
238:4
239:6, 24
242:2,4
244:14
245:19
246:6
248:10
251:11, 14
254:23
256:10, 18,21
261:11, 19
264:21
266:14, 15
267:7
282:5
283:4, 18,20
285:22
287:20
289:4
294:4
304:5, 16
305:22
306:12
310:14
311:15, 20
319:17, 22

stress
269:6

stressful
269:18
285:19

stretch
106:21
107:1

stretches
97:21

stricken
53:11

striking
51:23
53:6

stroller
182:22

strollers
127:17

strong
200:20
208:21

strongly
16:11
153:14, 17
187:6
191:17
226:3
227:24
237:3

struck
15:13
165:23
283:7, 14
289:23

stuck
247:1

studies
77:5
78:7, 14,19
79:14
83:6
91:3,5
98:8,11
112:24
218:14
219:17
250:15

study
70:6
73:12
75:2,8
77:8
78:5
80:7
82:13
90:1
91:7, 10,12, 19,22
92:12
114:17
122:22
219:14
264:12

stuff
189:17
216:15
303:19

stunned
242:13

subcommittee
294:13

subcontractors
134:23

subject
56:18
133:24
252:11

subjected
237:7

submit
108:7
237:15

submitted
240:18

subreddit
206:13

subsequent
59:16

subsidized
153:7

subsidizing
152:24

subsidy
287:23

substantial
125:10
234:7

substantially
85:12

substituted
118:22

suburb
296:2

success
93:7

successful
136:21
299:5

successfully
109:14
128:6, 11

succumbing
15:12

sudden
261:23

suddenly
168:13

sued
80:16

suffer
138:3

suffered
290:1

suggesting
159:21

suing
178:13

suit
208:20
282:4

sum
208:12

summarize
180:2,9

summer
20:15
162:4
271:15
309:7

super
220:16

supervision
203:17

suppliers
304:21
supplying
273:9
support
16:11
21:20
97:14
117:20
120:22
127:7
129:9, 15
150:22
157:22
161:20
164:12
166:16
174:6
183:7
184:11
189:21
190:11
191:16
193:23
196:19, 21
200:20
202:5
203:9
207:18
208:1
209:7
214:3
216:17
222:8
223:6, 9,21
227:24
229:18
245:22
246:23
263:4
269:22
277:15
281:22
286:2
289:9, 19
290:11
298:17
303:22
304:12
306:10, 13
307:14
314:7
supporters
206:7
supporting
111:1
114:8
117:22
163:19
227:19
supports
21:5
22:12
96:24
103:18
145:4, 16
284:19
supposed
167:18
295:1
surface
138:7
surmounted
205:14
surprises
172:4
surrounding
204:11
308:9
survey
129:8
214:1
284:17
surveys
263:4
suspended
318:5, 16
319:13
sustainable
127:4
191:6
SUV
289:23
sweatshirt
136:17
sweeping
218:1
swerve
137:22
142:13
154:11
159:12
194:21
swerving
132:6
swiftly
217:22
switch
166:19
system
66:9
73:3
74:22
116:11
171:1
201:12
218:10
systemic
294:11
systems
66:23
67:12
68:1

T

table
6:16
9:12
19:9
33:16
67:1
74:13
95:11
102:5
108:4
124:14
125:12
126:10
144:16
147:7
161:10
173:12
188:5
197:18
220:23
221:11
231:12
238:12
268:7
288:12
303:11
tabled
197:3
200:5
228:20
286:20
307:4
tables
33:9,20
37:17, 23 38:3
41:19
42:3,7, 12 46:5
55:24
58:16
tailored
16:4
23:21
24:5
123:14
takes
280:16
taking
71:15
141:10
146:10, 13
189:6
223:18
253:4
259:9
264:15
271:13
296:17
talk
87:19
140:20
151:14
176:18
184:14
222:1
228:18
258:21
282:22
297:11
311:2
talked
149:3
292:14
311:8
talking
91:2
141:23
154:3
204:14
230:3
248:3
257:4
294:18
tandem
239:20
tangible
272:12
tape
151:17
targeted
118:17
tasked
294:13

Tasker
156:19
tax
151:11
157:7
taxes
205:23
taxis
215:2
282:6
taxpayer
151:24
taxpaying
222:22
teach
149:15
188:19
teachers
243:24
team
15:17
309:5
teams
264:20
technical
62:3
113:24
187:8
311:17
technology
69:22
70:2
89:15
telling
88:16
256:6
276:23
tells
156:20
169:15
temperatures
271:17
templates
113:17
temporarily
191:22
192:5
210:14
term
187:9
terminus
8:10
10:15
12:18
52:1
terms
8:19,22
11:7
14:3
27:2,8
28:23
32:2
36:11
40:14
44:21
48:13
52:3
54:21
57:13
59:20
62:18
64:13
66:14
101:18
terrible
278:15
terrified
85:6
terrifying
290:16
testified
221:14,15
241:13
268:10
313:11
testify
6:6
7:3,22
9:2,5
11:19
12:8
14:8
17:4
19:1,3
25:14,17
27:12,15
29:14
30:2
31:6
32:5,7
35:5
36:14
39:1
43:10
45:2,4
47:8
48:18
50:16
52:8
54:3
57:2
66:19
95:3
101:22
102:1
107:21,23
126:1,3
130:10
144:10,12
146:23
148:4
156:2
161:20
180:3
181:9
182:3
224:6
225:6
239:4
258:4,6
267:16
303:8
313:7
314:20
testifying
6:12
36:16
95:5
158:14
182:6
testimony
6:9,22
9:17
10:1
12:1
19:13,21
21:7,13
25:11,15
27:24
28:8
31:3,17
32:15,23
34:13,16,22
36:24
37:8
38:13,18
41:10
42:22
44:5
45:13,21
46:19
47:1,23
49:3,11
50:4,9
51:9
52:13,21
55:8,16
56:20,24 58:6
59:2
60:5,13
61:16
63:2,10,20
65:6,16
67:7
68:3
71:21
95:15
100:18
102:13,21
103:19
107:17
108:7,9,12
111:24
114:20
122:2
125:18
126:14,18
129:24
134:5,7
136:4
139:17,20
143:6,15
144:20
145:21
158:2,17
168:22
169:24
173:4
188:8
209:4
217:9
220:21
221:16
226:11
231:5
237:13,14
238:6
259:2
270:7
297:23
314:5

Teti
197:15
200:18, 19
texting
166:6
Thai
285:16
thanking
212:19
that'll
74:4
therefrom
8:11
10:15
26:14
52:2
53:9
Theresa
231:9
260:12
281:13
290:24
Thiel
241:12
Thiel's
263:16
thing
89:24
90:11
159:19
165:21
167:17
169:6
172:11
192:17
205:11
241:22
262:15, 16
294:9
things
74:10
80:17
83:3
87:8
93:14
120:20
121:20
149:10, 15
151:15
165:22
172:3,8
200:2
208:19
210:11
230:24
265:8
268:11
280:20
288:15
thinking
72:17
155:6
thinks
274:12
Thomas
110:18
111:5
Thompson
267:24
273:20, 22
280:9
281:1,8
thought
180:17
211:13
thoughts
177:23
thousands
288:5
threaten
150:17
threatening
255:8
thrilled
131:22
133:4
thrive
224:24
thrown
138:6
ticket
243:21, 22,23
ticketing
255:10
tickets
71:8
time
7:11,12
12:13
21:19
51:7
95:23
99:8
100:7
104:10
106:2
111:16
114:7
129:18
134:20
135:18, 19
145:3
150:10
153:21
156:12
159:6
169:9, 15
171:6
174:18
176:9
178:2
179:9
182:1
192:9
193:2, 12
197:4
202:9, 20
216:10
223:23
224:14
225:16
226:17
229:22
232:12
238:14
248:20
252:12
261:21
262:12
263:1
270:3,4
272:22
285:24
286:9
290:15
294:10
301:10, 13
302:14, 24
305:10
time's
221:17
time-
104:9
time-limited
20:4
101:6
103:4
time-restricted
101:9
103:7
timeline
30:7
times
69:2
142:16
154:7
167:10
183:5
189:14
213:16
302:4
timing
213:8
Tio
37:15
tired
167:15
title
13:19
25:22
31:19
36:3
40:6
48:6
51:17
54:14
57:6
59:12
62:12
64:6
66:3
100:22
titled
8:5
13:22
26:1
31:22
36:6
40:9
44:16
51:20
54:17
57:8
59:15
62:14
64:9
66:6
68:8
100:24
titles
44:13
Tobin
147:5
158:24
159:2
today
10:1
11:20
13:17
17:5
18:17
29:14

32:23
41:10
52:21
54:3
55:16
58:6
60:13
63:10
65:6
67:21
68:3
71:13
98:20
110:11
116:19
120:2
123:23
124:3, 14
128:2
145:12
146:18
162:6
166:4, 16,23
167:5
168:22
169:14
172:24
178:20
179:4, 13
186:7
197:24
200:5
220:4
222:1
226:21
238:11
282:5
302:7
304:12
306:19
311:1
313:8, 11
319:19

told
251:8
263:22
276:12
279:19
312:17

tolerance
262:11

Tom
173:8, 19

tons
250:10, 11

tools
135:3
179:20
214:16

top
23:10, 12 69:4
85:22
86:15, 20
87:23
106:6
251:21
265:8
293:17

Torresdale
68:13
77:4

total
16:13
33:8
37:16
41:19
46:5
55:24
58:15
117:23

totally
85:9
261:1
271:5

touch
240:21
241:1

touches
186:4

tour
245:8

towed
189:14

towing
114:12

town
130:17
140:1
271:2

traffic
11:1
12:21
15:7
17:18
20:13
62:15
64:10
73:23
75:2,7, 12 76:7
77:19
78:4,12
92:12
93:3,5, 9 96:13
97:23
137:12, 23
150:1
159:13
163:1
168:10
181:19
182:23, 24
186:16
191:5
194:11
198:20
199:5
211:5
216:8, 12,13
218:17
219:11, 12,14
220:7, 10
239:18
240:10, 11
245:13, 17
247:2
254:11, 16
256:11
257:15
261:17
264:3
267:3
271:22
273:15
274:2
278:5, 12
293:6
294:24
304:23
305:18
306:6
310:16
311:9
312:22
313:1

trafficked
201:14
250:13

tragedies
163:14

tragedy
199:15

Trail
170:8
242:2
246:3

trailer
184:4

trained
18:8

training
224:20

tranches
87:3

Transit
97:12

transition
147:10

transparency
114:17
118:7
203:20
265:7,9

transparent
70:22
82:11
113:24
247:23

transport
184:2

transportation
29:3
30:14, 20
66:20, 22
67:9, 11,24
71:5
74:21
122:24
156:7
157:14
165:1
171:11, 22
173:23
185:10
226:1
227:23
302:1
305:16

transporting

137:6
trash
58:13, 16
travel
160:3, 9,16
196:16
201:9
202:7
225:16
242:11
266:21
282:10
297:2
traveled
304:17
traveling
294:2
treasurer
126:4, 16
204:9
treat
181:24
treated
278:14
triggered
118:18, 19
trips
272:19
trolley
296:3
troubling
124:1
truck
15:10
135:13, 17
138:5
168:20
194:20
247:3
253:2
255:16
272:24
truck-
113:16
trucks
132:18
142:3
152:13
162:17
198:16
199:12
214:15
215:2,3
304:22
true
98:14
118:11
119:11
222:21
308:8
311:4
trust
197:3
212:1
trusted
176:19
truth
167:4
tune
287:21
Tung
268:2
281:10, 18
283:21
turn
129:19
262:6
278:10
turned
211:12
turnover
132:9
tweaks
17:15
two-way
63:14, 18
282:17
type
76:18
80:13, 22
89:15
90:4
91:21
253:23
300:7, 11
types
24:10
80:16
89:8
210:18
typically
141:5
149:9

U

Uber
157:19
168:4
ultimately
205:8
unable
111:12
155:12
192:6
unacceptable
254:13
unamended
222:9
307:14
unanimously
177:8
unauthorized
53:20
unbiased
99:6
uncaring
139:1,2
unchecked
111:15
112:10
113:21
220:14
uncovered
219:18
undergoing
176:24
underlying
12:24
undermines
246:20
underpriced
287:19
understand
81:3
91:24
94:12
99:1
106:8
111:17
125:5
139:4
184:21
186:19
252:16
266:13
understanding
85:4
163:22
266:9
302:17
understands
296:23
understood
116:16
124:5
267:8
underutilized
113:7
unfair
260:24
288:8
unfettered
121:16
unfortunate
196:11
unhold
187:7
UNIDENTIFIED
130:7
unilaterally
117:1
unison
229:19
Unit
198:11
united
242:23
universe
172:18
university
116:12
129:4
271:2
272:20
unknowledgeable

139:3
unlike
180:16
unlimited
167:11
unload
16:19
114:9
117:13
127:15
130:21
131:19
135:14
163:12
174:11
176:21
177:10
189:16
191:23
198:18
200:13
210:11
215:8, 24
216:14
unloading
191:22
199:21
unnecessary
114:11, 13
193:11
305:13
unobstructed
33:20, 24
34:5,11
38:3,7, 11
42:7,20
46:18
50:3
59:1
61:5, 11,14
unpopular
179:12
unprotected
192:21
unreported
211:4
212:2
unsafe
148:23
163:14
183:6
199:13
216:10
242:24
252:20, 21
305:2
310:19, 22
312:22
unstriped
244:10
untable
226:3
untrue
262:2
unused
113:6
unworkable
256:15
up-to-date
77:11
updated
300:17
Updating
145:9
UPS
295:1
upset
251:18
urban
18:8
207:23
224:21
270:20
287:20
urge
18:12
114:15
121:21
139:10
142:17
143:2
150:21
181:23
187:6
202:4
216:22
220:22
226:3
227:24
228:21
229:14
237:3
302:24
306:12
309:12
urging
159:2
188:12
299:9
user
302:21
307:16
user-friendly
91:8
users
21:22
24:22
160:11
210:18
240:2
utility
8:15
10:19
utilize
219:7

V

vacated
8:16
10:20, 24
vacating
8:9
10:13
12:15
vacation
215:23
vain
162:12
validate
308:4
validators
77:23
Valley
246:19
252:3
valuable
129:16
174:18
224:11
van
245:3
293:24
vanity
308:18
vans
304:22
variable
72:7,16
variables
72:24
73:19
74:8
89:20
vast
179:15
217:3
veer
168:8
vehemently
208:15
vehicle
117:12
121:7
135:5, 14
153:2,6
163:6
199:4,6
vehicles
20:3
113:18
152:20
199:18
219:7, 21
273:4
285:5
306:2
velocity
149:7
Velonis
221:9
224:3,4
verifiable
110:9
verified
206:16
verify
72:5,11
88:19
versa
275:5
version
209:10
276:21
307:15
versus
24:16
222:20
vet
215:15

viable 131:13
vice 275:5
Vice-chair 14:17 309:22
vicinity 31:23 36:8 40:11 44:18 57:10
victim 93:7 290:2
Victor 268:4
videos 238:9 275:17
Vietnam 293:22
view 156:16
views 121:8 136:23 139:7
Village 195:9
violates 240:14
violations 69:15 180:13
violence 15:7 17:18, 19,23 150:2 194:11
visibility 20:19
vision 74:20 109:19 123:3 178:17 179:21 239:24 241:9 244:14 246:10, 12,15 247:24 248:6 249:3, 12,13, 24 250:2, 5,8,17, 21 251:7 265:8 288:13
visionzerophl.com. 91:1
visit 227:5 244:19
visited 215:19
visiting 130:17
vital 186:14 227:11
vitality 152:21, 23
vocal 16:10 190:10 196:2 284:21
voice 16:6 108:22 193:23 269:22 276:9 301:15
voiceless 186:5
voices 17:8
voicing 284:22
volume 310:15
vote 22:14 69:21 97:2 111:18 121:22 125:11 138:15 139:10 143:2 145:18 158:20 159:2 188:13 191:2 228:2 303:1
voted 187:9
vulnerability 175:15
vulnerable 122:15 123:2 246:9 250:6

W

wait 44:24 204:5 211:17, 21 299:19
waiting 87:4 135:10 169:4
walk 117:11 155:13 164:22 192:6 276:17 289:12 291:12 296:5 307:18
walkable 174:2 296:6
walking 96:19 152:12 162:7 165:9 170:17 181:20 261:7 270:16 272:6 291:11 296:17
walls 119:17
wanted 14:19 87:6 92:20 94:1,7 122:12 142:18 174:2 226:21 238:9 245:20 301:14
ward 204:9 245:16, 17 259:9 281:16
wards 242:20
warning 70:21
Washington 181:4, 21 182:8 212:15
waste 155:18
wasting 224:14
Water 270:17
waver 18:9
ways 171:19 201:10
wealthy 196:2 271:1 304:9
website 78:13 91:1 178:7
week 210:3 223:3
weekend 194:18
weeks 134:15 243:23
weigh 266:4
weirdly 229:2
welcomed

227:10
well-attended
129:3
284:14
well-intended
110:7
Wesley
126:8
130:5
134:9
west
18:11
33:11
37:20
40:12
41:22
42:1,5,10,14
43:15
46:10
61:7
68:16
181:22
182:9
212:16
225:23
226:14
231:20
236:5
249:18
251:19
269:8
273:10
285:22
290:13
300:9,12
Wharton
188:12
whatsoever
124:21
wheel
211:12
253:2
whitest
287:24
who've
169:19
206:5
whoops
289:2
wide
219:6
242:10
widen
29:6
widened
26:23
widening
26:21
28:18
30:9,12,18
wider
242:9
widespread
223:8
wife
112:8
285:14
Willard
6:2
William
28:12
215:7
window
132:12
windows
198:12
Windsor
231:18
235:4
Wintertime
245:4
wished
124:7
wishes
120:7
wishing
7:22
303:8
313:7
314:19
Wissahickon
26:12,18
28:19
29:3
30:13,16,19
withdrawn
181:7
withstand
120:9
witnesses
9:2,5,11
14:7,11
18:24
19:8
25:6
27:12,15
31:12
32:5,7
35:22
36:14
40:17
45:2
48:1,16
51:12
52:6
55:1
57:16
62:21
66:17
84:8
92:15
94:22
95:2,5,10
101:22
107:23
108:3
122:4
126:1,3,9
143:10
146:23
147:6
161:9
173:11
187:24
188:4
197:12,17
221:10
231:11
268:6
Wolfson
126:6
130:5
139:21
140:1
wondered
87:1
wonderful
159:11
172:11
187:12
Woodcrest
6:1
Woodland
253:19
254:17
264:11
work
15:1,15
24:20
71:1
90:7
98:24
111:19
119:23
121:17
135:13,24
164:15
171:14
181:8
185:15
188:18
195:8
196:13
199:1
209:22
213:12
216:4
229:1
230:13,16
266:17
277:11
280:3
285:15
289:17
294:15
309:10
310:14
workable
111:21
worked
112:7
134:18
196:8
219:4,16
230:17,18
workers
186:8
273:8
304:20
working
17:20
100:8
132:10,14,15
133:2,11
156:4
178:11,19
194:5
198:21
202:17
243:5
244:8

279:3
300:21
works
17:7
24:8,23
25:1
76:8
134:11
world
273:3
worried
150:15
297:4
worry
201:20
285:21
worse
137:17
293:5,6
310:24
311:21, 22
312:21
worth
163:16
worthy
245:22
wounds
169:8
wrap
220:20
writing
188:19
written
108:6, 12
120:23
136:24
237:14
wrong
113:10
248:9
254:19
257:13
258:13
266:17

Y

y'all
265:17
279:4
year
70:1
116:7, 21
128:1
131:21
165:20
167:21
178:23
190:14
239:22
264:5
271:16
282:19
283:7
287:21
288:6
290:16
292:20
294:1
307:23
years
11:9
15:2
16:7
29:1
69:12
96:11
100:6
109:15
112:4,7
115:3
136:15
137:4
142:16
156:5
159:5
167:23
170:13
174:1
175:12
188:16
190:21
195:22
198:6
202:18
203:22
207:13
209:21
224:19
243:4
250:11
251:9
257:1
259:12
268:24
274:23
283:13
284:5
288:2
289:16
298:16
308:5
yell
157:6
yesterday
108:12
yielded
96:12
young
6:4,19
7:13,18
8:1,24
9:15,19
11:22
12:3
13:8,14
14:5,17
16:21
18:19
19:10, 15
21:10, 18
22:16
23:4,15
25:3,9
27:10, 21 28:2
29:16, 21
31:2,8, 15
32:3, 13,17
34:15, 24
35:19, 24
36:12, 21 37:2
38:15, 20
39:21
40:3, 15,24
41:4,12
42:24
43:5,12
44:4, 10,22
45:10, 15
46:22
47:3,22
48:3, 14,23
49:5
50:7,11
51:8,15
52:4, 11,15
54:5, 10,23
55:6,10
56:22
57:4, 14,21, 24
59:4,9, 22
60:3,7
61:18
62:1,9, 19,24
63:4,22
64:3, 14,21, 24
65:19, 24
66:15
67:4, 13,18
71:20
72:2, 15,22
73:18
74:3,6, 16
75:21
76:20
77:15
79:2,17
82:12, 21 83:9
84:5
88:4
89:12
90:2
91:4
94:5, 18,24
95:12, 21
97:4,9
100:10, 16,20
101:20
102:6, 15,23
103:22
104:15, 20,24
105:7
107:8, 15,19
108:5, 13
111:22
112:15
114:19
118:4
122:1, 8,21
123:5, 20
125:17, 22
126:11, 19,22
129:12,

23
130:10
134:4
136:3
139:16
143:5, 8,13, 19,23
144:6, 17
145:2, 20
146:2, 9,21
147:8
148:2,8
153:22
155:20
158:4,8
161:1, 11,15
162:8
164:5
169:23
173:2, 13
174:23
179:24
180:7, 22
183:17
187:21
188:6
191:9
193:14, 19
197:8, 19,22
199:14
200:16
202:11
203:24
207:2
208:23
209:1
212:7
217:6
220:19
221:2, 12,23
224:1
226:8, 15
228:7, 12
231:4, 13
237:12, 20
238:23
248:22
259:1, 15
262:17
265:13, 23
267:10, 20
268:8
270:6
271:6
273:18
279:20
280:15
281:5, 11
283:17
286:8
287:1
288:19
289:3
290:6
297:21
298:7
301:3
303:5, 14
307:6
309:5, 16
313:4, 10,16, 23
314:4, 17,22
315:18
316:2, 5,22
317:6,9
318:9, 22
319:1

younger
201:7, 23

Yousey
197:15
209:5,6

Z

Zabel
231:8
267:19

Zak
197:16
217:12

Zero's
246:10
247:24

zone
105:23
127:21
131:16
132:8
134:15, 19
135:2, 7,12
154:5
155:13
160:4,8
166:17
168:1
174:7, 14,19
176:5
177:24
182:17
189:15
192:4,8
198:4, 10,12
203:6
204:24
210:15, 24
212:21
213:16
214:7, 10,20
215:17, 20
224:16
233:20
244:5
245:6
289:9
295:4, 7,9,11

zones
16:19, 24
20:5,17
70:3
101:10
103:8
104:2, 10
105:2, 15,18
106:2, 13
109:7
110:16
111:2,9
112:13
113:5,7
114:5
117:4
118:23
127:10
129:10
130:23
132:19
133:1, 8,9,11
134:1
137:14
139:13
140:16, 20
141:1
145:9
151:3
153:16
154:15
155:7, 12
157:15
159:22, 24
160:1
162:22
163:4, 9,21
164:14
165:3
167:16
170:19
171:1
174:7
175:5, 7,10, 16,20
176:7, 12
177:9
178:14
180:16, 19
182:13
183:3,9
188:14
190:10
191:4
193:9
194:2
196:7, 14
198:14, 21
199:8, 11,22
200:13
205:8
210:3, 9,17,21
213:9
214:3, 12
216:6, 18,24
217:19
218:18, 24
219:5, 10
222:8, 11,16

223:8
224:9
233:13, 17
239:9
257:11
269:13, 16
270:13
273:7
282:11, 22
286:15
290:12
293:7, 11,21
294:16, 19
298:3,4
299:2
304:11, 13,22
305:8
306:8, 15
307:22
308:2
310:4,8

zooming
297:5