

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEES ON STREETS AND SERVICES
AND PUBLIC SAFETY

Room 400, City Hall
Philadelphia, Pennsylvania
Monday, May 14, 2018
11:25 a.m.

PRESENT:

COUNCILMAN CURTIS JONES, JR. CO-CHAIR
COUNCILMAN MARK SQUILLA, CO-CHAIR
COUNCILWOMAN CINDY BASS
COUNCILWOMAN JANNIE L. BLACKWELL
COUNCILWOMAN HELEN GYM
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ
COUNCILMAN AL TAUBENBERGER

RESOLUTION 170224 - Resolution authorizing the
Joint Committees on Streets and Services and
Public Safety to hold hearings on the
implementation of traffic calming plans around
Philadelphia's schools and child care centers.

- - -

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 COUNCILMAN JONES: Good morning
3 still, everyone. For those who were
4 around for the first hearing, thank you
5 for staying as we start our second part
6 of these public hearings.

7 We're going to now call this
8 public hearing to order. This is a joint
9 City Council Committee on Streets and
10 Services and Public Safety. The purpose
11 of this public hearing is to hear
12 testimony on Resolution No. 170224.

13 Ms. Williams.

14 THE CLERK: Resolution No.
15 170224, resolution authorizing the Joint
16 Committees on Streets and Services and
17 Public Safety to hold hearings on the
18 implementation of traffic calming plans
19 around Philadelphia's schools and child
20 care centers.

21 COUNCILMAN JONES: I recognize
22 the presence of a quorum of these
23 Committees represented in Councilman
24 Taubenberger, Councilwoman Bass, myself,
25 Councilwoman Blackwell, and Councilwoman

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Gym.

3 Is there an opening statement
4 by my colleague?

5 Councilwoman Bass.

6 COUNCILWOMAN BASS: Yes. Thank
7 you, Mr. Chairman.

8 Good morning, and I wanted to
9 thank all of you for being here, my
10 colleagues and especially Chairman Jones
11 and Chairman Squilla, who I understand is
12 on his way, for making the time to
13 convene this meeting. I know it can be
14 challenging to schedule joint committee
15 hearings, especially at this time of year
16 when we're all trying to squeeze in so
17 much, so I'm grateful for the opportunity
18 to come together and discuss a really
19 important issue that we're dealing with
20 not only in the Eighth District but
21 throughout the City, which is creating
22 safe traffic environments for our
23 children as they walk to and from school.

24 In the Eighth District, there
25 are 33 public and charter schools with a

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 total enrollment of nearly 22,000
3 students. In addition, we have over 300
4 child care facilities. Many of these,
5 especially day care centers, are located
6 on busy streets and intersections, and I
7 see this all the time where you have kids
8 darting into traffic, crossing in front
9 or behind buses or other vehicles, cars
10 double-parked, and drivers on their cell
11 phone. All of these factors contribute
12 to a situation where a tragedy can occur
13 in an instant.

14 I've had the opportunity to
15 meet with Commissioner Carlton Williams
16 on numerous occasions, held neighborhood
17 walk-throughs at particularly dangerous
18 locations in my district, and worked
19 alongside the Streets Department on
20 developing traffic safety improvement
21 plans. When it comes to looking at
22 schools and child care centers, I want to
23 know what improvements we can make as a
24 city to make our children safer.

25 According to an October 2016

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 report by Safe Kids Worldwide titled
3 "Alarming Dangers in School Zones," which
4 observed nearly 100,000 student and
5 driver behaviors in school zones in 15
6 states, it was found that 17 percent of
7 middle school students and 27 percent of
8 high school students were distracted by
9 mobile devices, cell phones. Only four
10 out of ten school zones had speed limits
11 of 20 miles per hour or less. Marked
12 crosswalks were missing in three out of
13 ten crossings. One in ten drivers were
14 distracted by mobile devices while
15 arriving or departing from school.
16 Nearly one in three drivers displayed
17 other unsafe behavior, such as
18 double-parking or stopping in the middle
19 of a crosswalk while dropping off
20 students.

21 Crossing guards were present at
22 three out of ten middle schools and only
23 one out of ten high schools. In
24 addition, the City's own Vision Zero
25 Traffic Safety Survey found that 53

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 percent of respondents do not feel that
3 children can walk safely to school or
4 parks in their neighborhood. Of these,
5 79 percent reported fear of traffic to be
6 the reason.

7 We are also facing a real
8 problem in the City of Philadelphia with
9 meeting the need for available crossing
10 guards, the topic of another resolution
11 which I introduced last year. I've heard
12 from several schools in my area, and I
13 know that Councilman Henon is dealing
14 with the same issues in his district, as
15 are many of my other colleagues.

16 So with all of this in mind, I
17 hope that what we can accomplish today is
18 to get a better sense of the scope of the
19 problem, look at some potential solution,
20 and move towards some specific and
21 tangible strategies to creating safer
22 traffic conditions for our city's
23 children and families.

24 And, once again, I want to
25 thank Councilman Jones and all of my

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 colleagues for being here today. Thank
3 you very much, and of course for everyone
4 who came down to testify. Thank you.

5 COUNCILMAN JONES: Thank you,
6 Councilwoman, for bringing up this issue.

7 As I listened to your comments, I
8 couldn't help but think of several
9 schools where this is a huge problem in
10 my district, and a couple of them my
11 grand-kids go to. So in particular I'm
12 going to pay attention. And as I think
13 about it, some of the schools took it
14 unto themselves to provide staffing.

15 Some of them could not get crossing
16 guards because they are charter schools
17 and they don't allow for that, and some
18 of the parents, in an effort to try to
19 hurry up and get to where they're going,
20 don't take the time to consider safety.
21 And so I'm glad you're doing this, and
22 I'm going to pay particular attention.

23 Ms. Williams, who is our first
24 group to testify?

25 THE CLERK: Christopher

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Puchalsky and Kasim Ali.

3 (Witnesses approached witness
4 table.)

5 MR. PUCHALSKY: Good morning,
6 Councilman Jones and other members of the
7 Council's Streets and Services and Public
8 Safety Committees. I am Christopher
9 Puchalsky, the Director of Policy and
10 Strategic Initiatives at the Office of
11 Transportation and Infrastructure
12 Systems, also known as OTIS. OTIS,
13 headed by Deputy Managing Director Mike
14 Carroll, is charged with driving change
15 through our transportation and
16 infrastructure systems. OTIS leads a
17 portfolio of departments, including
18 Streets Transportation, Streets
19 Sanitation, and Philadelphia Water
20 Department, to provide cost-effective
21 services focused on the resident. I am
22 joined today by Kasim Ali, Acting Chief
23 Traffic Engineer in the Streets
24 Department. I am here to testify on
25 Resolution 170224 introduced by

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Councilwoman Bass regarding
3 traffic-calming measures. Protecting
4 children and ensuring that automobiles
5 travel at a safe speed everywhere, but
6 especially near schools and day care
7 centers is critically important, and I'd
8 like to personally thank the Councilwoman
9 for introducing this resolution to have
10 some more conversation on this important
11 topic.

12 In October 2017, oTIS was happy
13 to lead the creation of the three-year
14 Vision Zero action plan. Across the
15 world, Vision Zero is saving lives.
16 First adopted as a national policy in
17 Sweden in 1997, Vision Zero is a strategy
18 to eliminate all traffic-related deaths
19 and serious injuries while increasing
20 health, safety, and mobility for all.
21 Vision Zero focuses on how people
22 naturally behave. People make mistakes
23 every day. Kids run out into the
24 streets, but these mistakes should not be
25 fatal. We may never be able to prevent

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 all crashes, but we can put people first
3 and prevent the most serious and fatal
4 crashes.

5 The airline industry and
6 railroads have a zero tolerance policy.
7 Zero tolerance for traffic deaths is
8 next. Vision Zero prioritizes human life
9 and seeks to eliminate the prevailing
10 sentiment that traffic crashes are
11 inevitable accidents. We don't believe
12 that.

13 Successful Vision Zero programs
14 recognize that there is safety in
15 numbers, that increasing numbers of
16 people walking and biking make these
17 activities safer as well as improve the
18 health of our city. Vision Zero focuses
19 attention on the shortcomings of the
20 transportation system itself rather than
21 changing people's behavior. Through road
22 design, education, and traffic safety
23 enforcement, we can eliminate
24 traffic-related deaths.

25 Vision Zero works. After

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 sustained efforts for traffic safety in
3 New York City, New York last year had the
4 fewest number of fatal traffic fatalities
5 on record since they first started
6 keeping track of them in 1910.

7 Traffic calming is a collection
8 of techniques designed to slow vehicle
9 speeds. Whereas in the past, traffic
10 engineers and planners thought that
11 designing a street for traffic faster
12 than the speed limit would make it safe.
13 We now know that this method only
14 encourages excessive speeding. We also
15 know now that streets should be designed
16 with cues that instruct drivers to drive
17 at a speed that is both comfortable and
18 safe. This is the essence of traffic
19 calming.

20 We know that speed kills. I've
21 got this chart beside me to illustrate
22 this. A pedestrian struck at 20 miles an
23 hour has a 90 percent chance of surviving
24 that crash, while one struck at 40 miles
25 per hour only has a 10 percent chance of

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 surviving. Speed control is essential to
3 Vision Zero and essential to keeping kids
4 safe. You can see the middle one, going
5 from just 20 to 30 takes your chance of
6 surviving from 90 percent down to 50
7 percent. So slowing down even just a
8 little bit saves lives.

9 OTIS and the Streets Department
10 have several upcoming projects to
11 implement traffic calming: Slow zones at
12 Cramp Elementary; neighborhood slow
13 zones, a program to work with communities
14 to slow traffic down, to be rolled out
15 later this year; several Safe Routes to
16 Schools program, Make Way for Children,
17 two grants that we got in 2015 and 2016;
18 and Vision Zero Safer Streets Around
19 Schools. We've recently worked with
20 several Councilpeople, including
21 Councilman Jones and the Council
22 President, on traffic-calming projects on
23 Parkside Avenue, JFK, Market, Race
24 Street, and Chestnut Street, and we're
25 working currently on safety improvements

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 on North Broad Street.

3 In addition, the Streets
4 Department deploys traffic-calming
5 devices such as speed cushions at the
6 request of neighbors. Any group of
7 neighbors can ask the Streets Department
8 to install a speed cushion on their
9 street if they get 75 percent of the
10 households to sign a petition. The
11 Streets Department will conduct a study
12 and if certain conditions apply in the
13 block, that block will be prioritized for
14 the installation of a speed cushion.

15 We have appreciated the
16 partnership with Council on these
17 projects that are ongoing, and we look
18 forward to cooperation with you on these
19 and future projects to keep all of our
20 residents safe, especially those who are
21 most vulnerable. Only by working
22 together can we achieve the goal of zero
23 traffic deaths and serious injuries by
24 2030.

25 Thank you for this opportunity

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 to testify today, and Mr. Ali and I are
3 glad to answer your questions.

4 COUNCILMAN JONES: Thank you.

5 Are you testifying, Mr. Ali?

6 MR. ALI: No.

7 COUNCILMAN JONES: Because I
8 asked you that last time. You said you
9 wanted to, and I don't want to --

10 MR. ALI: I just wanted to
11 clarify a few things when we were talking
12 earlier.

13 COUNCILMAN JONES: Are you
14 sure? All right. Thank you.

15 Are there any questions?

16 COUNCILWOMAN BASS: Yes.

17 COUNCILMAN JONES: Councilwoman
18 Bass.

19 COUNCILWOMAN BASS: Good
20 morning.

21 MR. PUCHALSKY: Good morning.

22 COUNCILWOMAN BASS: So I just
23 had a couple of questions. So the first
24 is that when it comes to a new school or
25 a new day care opening, does the City

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 require at this time any sort of
3 strategic planning around traffic calming
4 or just how will kids get from one side
5 of the street to the other, how will they
6 navigate traffic, the traffic lights that
7 need to go in, the flashing lights? Do
8 we do any of that right now when a school
9 or a day care opens? Is that a part of
10 the opening process?

11 MR. ALI: Again, Kasim Ali,
12 Acting Chief Traffic Engineer.

13 Yes, to answer your question,
14 Councilwoman. We have a process in place
15 where once a school comes in -- and we
16 define school as K through 12 -- they
17 send an application in requesting
18 appropriate signage and school flashers,
19 and what we do is basically put them on a
20 ranking list as they come in, and every
21 time -- most of the time every year we
22 have a contract out or a project which
23 basically installs all the school
24 flashers across the City.

25 COUNCILWOMAN BASS: Does every

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 school in the City have flashers?

3 MR. ALI: Most of them do, yes,
4 but there's a lot of schools that are old
5 around and some charter schools have kind
6 of popped up without notification or --

7 COUNCILWOMAN BASS: Say again.
8 I'm sorry. Pull the mic closer.

9 MR. ALI: Some charter schools
10 have kind of come into existence and we
11 were not aware of them. So now that we
12 are, we tell them they need to send us a
13 request for school signage and school
14 flashers, and we just send them the
15 application. Once the application comes
16 in, that school gets on a list also.

17 COUNCILWOMAN BASS: Okay. So
18 is that an automatic process when they
19 notify the City that they intend to put a
20 school at that location?

21 MR. ALI: Yes. Once they tell
22 us, then we tell them, okay. Because
23 they are letting us know and they're
24 saying, okay, it is a K through 12 for
25 our definition school, and then we say,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 okay, you need to fill in these forms and
3 send them in, and that's how the process
4 starts.

5 COUNCILWOMAN BASS: Let me ask
6 because -- and I'm going to bring a
7 specific school that comes to mind. I'm
8 going to bring them into the
9 conversation, which is the Wissahickon
10 Charter School, which was opened at the
11 intersection of Chew and Washington Lane
12 and is a very dangerous intersection.
13 There's constant, constant a heavy flow
14 of traffic, some people who are driving
15 at regular speeds and some people who are
16 speeding. There are a number of bus
17 routes that travel through that
18 intersection. And so it makes for, with
19 the addition of the school and the
20 existing commerce that happens -- there's
21 a supermarket in the area, there's sort
22 of like a mini mart in the area, there's
23 a gas station on another corner. So it
24 makes for a very busy intersection. And
25 when the Wissahickon Charter School went

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 into that location several years ago,
3 there was no traffic calming, anything
4 involved included at all.

5 We've been trying to work to
6 find the appropriate remedies other than
7 they are interested in having a
8 crosswalk. We have some concerns about
9 the safety of the children, because
10 crosswalks only work if people respect
11 them, if a driver respects them. And
12 it's been my experience that people
13 respect a stop light more than a
14 crosswalk, for whatever reason. And so
15 my question is, how is it that we were
16 able to have this school go in without
17 that sort of a traffic plan in terms of
18 how the young people were going to be
19 able to cross from one area to another?

20 MR. ALI: Well, in many of the
21 cases, we find out after the fact. The
22 school has already gone in.

23 COUNCILWOMAN BASS: That's why
24 I was asking was it an automatic process
25 that we would find out. So it happened

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 beforehand rather than after the fact.

3 MR. ALI: Exactly. Plus the
4 state requires every school that goes in
5 or day care center to conduct a safety
6 study, and most of them do not do that,
7 and they --

8 COUNCILWOMAN BASS: Do we
9 require it as well? Does the City
10 require a safety study?

11 MR. ALI: No, the City does
12 not. We don't have legislation in place,
13 but we should.

14 COUNCILWOMAN BASS: We will.

15 MR. ALI: And a lot of times
16 they just come in and we know it's a
17 dangerous area because a lot of times
18 there are streets, major arterial streets
19 as we call it, where there's significant
20 traffic and has speeding issues
21 associated with that.

22 Just a step back, a lot of
23 streets which are state routes, state
24 specifically says that we cannot install
25 any kind of traffic-calming measures,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 especially the vertical deflections like
3 speed humps and speed cushions or that
4 kind of stuff, and the manual on traffic
5 calming specifically says that.

6 COUNCILWOMAN BASS: It says
7 that you cannot add --

8 MR. ALI: Cannot install any
9 traffic-calming devices on a state route
10 and a numbered route.

11 COUNCILWOMAN BASS: Just so I'm
12 clear, so the state law is that the City
13 cannot put down a speed bump or speed
14 hump, whatever you want to call it, on a
15 state highway?

16 MR. ALI: Yes.

17 COUNCILWOMAN BASS: And the
18 state is responsible for -- if there were
19 to be such an issue with speeding, the
20 state will be responsible for addressing
21 the traffic-calming measures on a state
22 highway?

23 MR. ALI: That's correct.

24 MR. PUCHALSKY: I'll just add
25 to that, Councilwoman Bass, that Rich

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Montanez, the Deputy Director for
3 Transportation in Streets, is working
4 with PennDOT to try to fix some of these
5 issues that where the current
6 regulations, the current state law, the
7 publications do prevent installation of
8 traffic calming on state routes. We are
9 working with PennDOT right now to change
10 some of the regulations. And Councilman
11 Jones will remember from the project from
12 Allegheny Avenue where he was fighting
13 for safety for kids in that neighborhood.
14 There were some prohibitions that
15 prevented the installation of
16 traffic-calming devices on that corridor.
17 I think that and several other situations
18 really highlighted some of the
19 deficiencies in the current state
20 regulations, and we've been critical, and
21 we've been partnering with Pittsburgh and
22 other cities to get PennDOT to take a
23 look at these regulations and say we
24 can't have one size fit all for the whole
25 state. We've got some unique situations

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 here in our urban areas, that maybe
3 they're not right for rural areas or
4 maybe they are, but we know we got a need
5 here and we would like you to change
6 that. And we have gotten some receptive
7 audiences at PennDOT. And these
8 processes don't change overnight, but we
9 are working on them.

10 COUNCILWOMAN BASS: Well, I'm
11 glad to hear we're working with PennDOT
12 and the Commonwealth, as there are a
13 significant number of state highways here
14 in the City of Philadelphia. But just
15 going back to the streets that the City
16 is responsible for, when we look at those
17 streets, what kind of measures do we put
18 in place, let's say, for example, if a
19 new day care was to open? In my district
20 I would say one of the largest group of
21 new businesses are day cares, child care
22 facilities, and they're on every
23 commercial corridor and nearby, because
24 as people are going to work, coming from
25 work, stopping, exchanging buses,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 whatever they're doing, one of the
3 factors is convenience as well as quality
4 of care and those sorts of things, but
5 convenience matters as well. So when we
6 talk about the number of day care centers
7 that are on our commercial corridors and
8 in our neighborhoods, does the City have
9 any requirement of those that when they
10 apply, that there is some sort of a
11 traffic plan, calming measure, anything
12 that has to be required of them before
13 they open in the neighborhoods?

14 MR. ALI: First, there are no
15 such prohibitions in place, and I don't
16 think there's any mechanism for them to
17 inform us in advance, because we are not
18 aware of these day cares. We only are
19 made aware after the fact. So if we are
20 made aware in advance, we can look at the
21 type of street it is falling on, whether
22 the main entrance or main
23 loading/unloading of kids are going to
24 take place, and we could take some action
25 to it. Plus right now schools are

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 defined K through 12. So day care also
3 needs to be added to it, as like you are
4 saying most of the old day cares are
5 popping up everywhere and they need some
6 kind of traffic safety. So that will be
7 a good start as legislation in place that
8 they have to inform us in advance and ask
9 us.

10 On the flip side, like I said
11 earlier, the state does require a safety
12 study, which nine out of ten I can tell
13 you -- and I've been here for a while --
14 don't do it, and then the pressure is on
15 us. And then what happens is, we try and
16 kind of do things which may or may not
17 work very effectively. So once we have
18 these things in place, perhaps we can do
19 our job better and be more helpful.

20 COUNCILWOMAN BASS: Okay. Does
21 the City keep data on the number of
22 pedestrian injuries and even fatalities
23 that occur in school zones?

24 MR. PUCHALSKY: We have all the
25 data, but we don't regularly tabulate

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 them, but we could do an analysis of the
3 five-year crash data that we used for the
4 Vision Zero plan.

5 COUNCILWOMAN BASS: Thank you.

6 MR. ALI: Excuse me,
7 Councilwoman. Can I add a little thing?
8 Whenever there's a part of monies we are
9 applying for grant, a lot of times it's
10 school related. So once we are working
11 on that school-related grant, what we do
12 is we kind of evaluate which are the most
13 vulnerable schools, which schools we can
14 identify where most of the crashes are
15 occurring during school hours under a
16 certain age. Then what we do is we rank
17 them, and then we basically put those
18 schools' names in the request for
19 assistance of funding. So we have done
20 that in the past.

21 COUNCILWOMAN BASS: Okay. And
22 do we have an idea of how much we budget
23 right now for safety and traffic calming
24 around schools and day cares versus other
25 traffic-calming measures like on

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 residential streets or bike lanes or like
3 any other? Do we have any sort of --
4 like does the City have a strategy for
5 how we're addressing all these different
6 issues and a budget that matches it?

7 MR. PUCHALSKY: Yeah, we do
8 have a strategy. We have a Safe Routes
9 to School program. We got a Safe Routes
10 to School grant we were awarded and we're
11 currently working to get under contract,
12 and we this year hired a safe routes
13 coordinator, who is going to be rolling
14 out education programs at 25 different
15 schools that are in high crash corridors
16 as defined by the High Injury Network
17 that is in our Vision Zero three-year
18 action plan.

19 I can give you some grant award
20 amounts for some recent grants that we've
21 won. There was a 2015 PennDOT multimodal
22 grant that was \$811,000. There was a
23 second one in 2016 that was \$950,000. We
24 were just recently awarded improvements
25 for Cramp Elementary. That was \$995,000.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 And a grant Vision Zero Safer Streets
3 Around Schools for half a million
4 dollars, and we're continuing whenever
5 there's a grant round coming up from the
6 state, we're applying for grant funds.
7 And I can't remember the name of it.

8 There was one that we recently applied
9 for and didn't get, but we're going to --
10 again, we do have a list of safety
11 studies, walkability audits, et cetera,
12 that were done around schools. So we
13 have some idea of the improvements that
14 were needed, and then we're prioritizing
15 them on high crash locations and other
16 equity measures to prioritize them to
17 submit for grants to the state.

18 I think there is a capacity
19 issue, though, in the Streets Department.
20 We only have so much funding to try to
21 balance all the different high-priority
22 needs for safety around the City.

23 COUNCILWOMAN BASS: So back up
24 one minute in terms of the capacity
25 issue. I'm not understanding what you

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 mean. Are you saying there's not enough
3 resources, there's not enough people
4 power to get the jobs done?

5 MR. PUCHALSKY: Yeah. So one
6 of the reasons that the Mayor's current
7 budget proposal has a Grants Unit in the
8 Streets Department is to try to make sure
9 that these grants are processed and that
10 they can be implemented in a timely
11 manner.

12 COUNCILWOMAN BASS: Sure. So
13 once a grant is received, what's the
14 turnaround time to shovels in the ground
15 and projects starting?

16 MR. PUCHALSKY: It can be
17 about -- for some of the recent ones, it
18 looks about four or five years between --
19 there's a grant awarded, but that's just
20 something that was put out as an award.
21 It usually takes six months to a year to
22 get that grant even under contract so we
23 can start working on it, and then we've
24 got to go through all the design and
25 final engineering steps and the community

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 outreach around that. So it is a
3 several-year process with the resources
4 that we currently have in the Streets
5 Department, and the Streets Department is
6 currently managing about five times the
7 number of grants that they had ten years
8 ago. So there has been -- we have been
9 successful. That's a good news story.
10 We've been successful in getting a lot of
11 funds to make these and other
12 improvements, but that just speaks to a
13 large volume of money that needs to be
14 managed and projects that need to be
15 managed with actually less staff than
16 they had ten years ago. So it is a
17 challenge to get these grants done as
18 quickly as possible, which we are
19 committed to doing.

20 COUNCILWOMAN BASS: So how do
21 we -- if this is an urgent issue, if this
22 is a priority, if this is something that
23 we want to ensure our young people are
24 safe, our young people, our old people
25 and everybody in between, if we want to

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 make sure that people are safe crossing
3 streets in the City of Philadelphia, I
4 think that we have to figure out ways to
5 prioritize these projects. It cannot be
6 a four- or five-year process if we
7 applied for a grant to fix a problem, but
8 are we really fixing a problem if we're
9 waiting four or five years? Because by
10 then, the problem is probably different.
11 The problem is probably changed. It's
12 not the original problem, and it's
13 probably two to three or more times what
14 the original situation was. It's
15 probably greatly changed, exponentially
16 changed.

17 So waiting four or five
18 years -- and I'm not saying you're
19 waiting and doing nothing, but there has
20 to be a way that if safety is a
21 concern -- and I hear from my residents
22 every single day in my district who are
23 gravely concerned about their children's
24 safety, their safety. I was at a meeting
25 just last week where a woman said that

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 she fears for her life just getting in
3 her car, and they live on a street in the
4 Northwest and just getting in and out of
5 her car with her two young sons is
6 disconcerting, because you just -- you
7 never know what children are going to do.
8 You try to keep a close hand on them.
9 You try to make sure they're doing the
10 right things and getting in the car in an
11 orderly fashion, but if somebody pulls
12 away and darts across the street because
13 they see something or something else
14 happens, it's a very, very dangerous
15 situation.

16 So I say all of that to say
17 that waiting four to five years because
18 that's what the process is says to me
19 that the process is in desperate need of
20 change.

21 MR. PUCHALSKY: I agree. And
22 those are for the big, difficult,
23 capital-intensive changes such as moving
24 curblines, putting bump-outs. But we
25 don't just wait for that to happen. The

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Streets Department does go out, like
3 Kasim said, put flashers or making sure
4 the crosswalks are in good condition,
5 targeting enforcement efforts if there's
6 a problem in a certain location. So we
7 do the quick things that we can do right
8 away and then we apply for the grants for
9 the longer-term capital-intensive
10 measures.

11 COUNCILWOMAN BASS: Okay.

12 Thank you, Mr. Chairman.

13 COUNCILMAN JONES: Thank you,
14 Councilwoman.

15 Councilwoman Gym.

16 COUNCILWOMAN GYM: Yes. Thank
17 you very much, Mr. Chair, and thank you
18 very much, Councilwoman Bass, for pushing
19 on this important issue.

20 I think you and I,
21 Mr. Puchalsky, have had a lot of
22 conversations about the importance of
23 this area, so I appreciate Streets
24 Department's work on this.

25 We had an earlier hearing that

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 you were at in which it will require the
3 reporting out of dangerous intersections.
4 I think you and I had spoken before about
5 whether we can do that. That
6 specifically applies to the most
7 dangerous intersections that are within a
8 quarter mile of a school. So the bill
9 doesn't specifically require it on that
10 level, but similarly we have -- could you
11 confirm that we have that list of the
12 most dangerous intersections that are
13 near schools?

14 MR. PUCHALSKY: Yes. So from
15 the last hearing, we're going to go back
16 and put together a list of the ten most
17 dangerous intersections in the City. I
18 think the request from the previous
19 hearing wasn't specific about schools,
20 but if you'd like that, we can try to
21 get, of the intersections near schools,
22 get the most dangerous.

23 COUNCILWOMAN GYM: Yes. I
24 think that's part of the request. I know
25 that we've been interested in that

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 question, in part because, as the
3 Councilwoman said so clearly, we're
4 trying to find a way to prioritize. It
5 really does help us, so that if we know
6 about these intersections, we can inform
7 the different schools and the other
8 communities. We can help do some kind of
9 training or whatever that we need to
10 alert families to. But because the
11 previous bill doesn't specifically say
12 that, it would help if the Streets
13 Department could send over to the two
14 Chairs of the Committee the list of all
15 the intersections, the most dangerous
16 intersections within that quarter mile of
17 schools. I think that's one of the areas
18 that I know that would help us be able to
19 lift up some of our priorities.

20 I think you spoke already with
21 the Councilmember about the different
22 grants that the Streets Department is
23 already participating in. I think you've
24 covered -- we recognize that there are
25 some traffic-calming measures that we can

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 certainly engage in. There's a menu of
3 options that the City can choose from
4 depending on what our budget is or the
5 extent of or the dangerous nature of the
6 particular intersection.

7 But I think that one of the
8 questions that has been raised before is
9 the ways in which, again, we're
10 communicating out and letting people know
11 this is an extremely dangerous place, and
12 I think if you could just clarify again
13 what Streets Department is doing or what
14 we could do in combination with Streets
15 Department to just let communities know
16 this is a particularly dangerous area, it
17 might help us be able to work some of
18 this stuff out.

19 And then just a side note,
20 Frankford Avenue was just a disaster for
21 a really long time, and the communities
22 there were extremely aggressive about
23 demanding crosswalks and better
24 addressing -- the situation, as you know,
25 was extremely complicated, crisscrossed

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 three councilmanic districts. It
3 involved removal potentially of parking
4 spaces. So it was extremely complicated,
5 but I think it helped drive some of the
6 changes that we were successfully able to
7 finally accomplish there, and that's sort
8 of what I'm talking about.

9 MR. PUCHALSKY: Yeah. I think
10 your statement just now does speak to
11 sometimes all the different constraints
12 in solving these problems. There are
13 financial constraints, just the resources
14 are there to identify the places, do the
15 initial work, identify the improvements,
16 apply for the grants, and then do the
17 short- and long-term fixes of it. Some
18 of the improvements, though; for example,
19 the results in the loss of parking spots,
20 those are conversations that we have to
21 have with communities, and involving you
22 and the other Councilpeople I think is
23 really valuable in having those
24 conversations and making sure that people
25 see the need.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 We all like being able to park
3 easily and wherever we want, but making
4 sure people really see the need to keep
5 our kids safe and that there's going to
6 be a real benefit to some of the
7 trade-offs that we're asking communities
8 to make to keep the kids safe.

9 COUNCILWOMAN GYM: Right. So I
10 think that when the conversation with our
11 community starts with safety and a
12 recognition that the safety is not just
13 perceived but is backed up by data, which
14 is partly why it's so important to have
15 the most dangerous intersections near
16 schools with children involved, accidents
17 that involve children in particular,
18 those things help us accelerate that
19 conversation a lot better.

20 And then I think back to my
21 original question, though, have you
22 thought about other ways in which you can
23 better engage communities even if we
24 don't necessarily have all the resources
25 together, have the whole answer, but just

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 highlighting this is an extremely
3 dangerous intersection, what are we
4 trying to accomplish here and who
5 could -- have you thought about ways to
6 be more civically engaged on that end?

7 MR. PUCHALSKY: Yes, we have.

8 So I mentioned it briefly, but later this
9 year we're going to roll out a
10 neighborhood slow zones program. That's
11 money we've gotten from the state, and
12 there's two basic things we are trying to
13 accomplish. One is make neighborhoods
14 safer, and that includes for kids walking
15 to school or day care or wherever they
16 happen to be going, but the other way is
17 to really pilot new ways of working with
18 communities. So it's not us coming,
19 landing from another planet and telling
20 people this is the improvement you need
21 to make in your community, but really
22 working up front and inviting communities
23 into the process, all the way from
24 getting applications in and making sure
25 that communities that haven't always

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 gotten their share, some that have been
3 historically disadvantaged, making sure
4 that they get included into this first
5 round of the program, and then working
6 with those communities to bring some data
7 into it so they can see what the data
8 says, but then also listening to them and
9 saying what are your concerns, and then
10 coming up with a plan of traffic calming
11 and other measures to slow down traffic
12 in that community. I mean, it's just
13 piloting this whole belief that people
14 have a right to have a voice in the
15 infrastructure choices that affect their
16 lives, and that's something that's
17 driving us forward. It's driving the
18 transportation plan that we're working on
19 that we've discussed with you, and it's
20 something that we -- we want to pilot in
21 this neighborhood slow zones program that
22 later this year we hope to roll out.

23 COUNCILWOMAN GYM: Thank you.

24 Thank you, Mr. Chair.

25 COUNCILMAN JONES: Thank you,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Councilwoman.

3 I'm thankful that you did this.

4 My wheels are turning by way of public
5 safety end of this. How much do you
6 collaborate with the School District?

7 MR. PUCHALSKY: I'll speak from
8 OTIS's perspective and then Kasim can
9 from the Streets Department.

10 Now that we've been moving to
11 local control, our cooperation with the
12 School District has really been
13 increasing, and that's everything from
14 stormwater projects that also have a
15 safety component, to the community
16 schools. So we're looking to have
17 community schools as one of the things
18 that we look for to prioritize
19 improvements for safety for those.

20 I think we've got a
21 relationship that we're really starting
22 to build more and more with the School
23 District right now. And once we get this
24 Safe Routes to School education efforts
25 up and running, we hope to cooperate very

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 closely to get into the schools to do
3 education to kids and working with
4 teachers right in the school so that we
5 can drive home some of these messages,
6 whether it's ways to walk safely, making
7 sure you're not distracted. Whatever the
8 safety measures are for education for the
9 kids, we hope to continue to work really
10 closely with the School District there.

11 COUNCILMAN JONES: I just want
12 to on the record make sure the record
13 reflects that Councilwoman Maria Sanchez
14 and Co-Chair Squilla were here and
15 probably will come back.

16 So we're looking at a \$4.5
17 billion infrastructure public health
18 issue within our schools. We want these
19 kinds of considerations considered as
20 well, because getting hit by a vehicle
21 can be hazardous to your health just like
22 bad drinking water. So we want to kind
23 of work -- if we're talking about major
24 repairs to a facility, whether it's
25 Wissahickon or Barry we had in here

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 earlier, if we're making changes, we
3 might want to consider some of these
4 things. That's number one.

5 Number two, a study probably
6 should be -- not a study, because that
7 seems to always be indicative of a long
8 period of time for a decision. The
9 School District, and the reason I asked
10 this question earlier, hires the crossing
11 guards, and in a lot of cases in
12 particular intersections, they don't fill
13 those crossing guards in a timely
14 fashion. So we want to push them to make
15 sure not only do we make physical
16 improvements, whether it's lights or
17 15-mile-an-hour hazard lights, but how
18 many of those dangerous intersections I
19 think that Councilwoman talked about have
20 crossing guards. It seems to me if you
21 deem it dangerous, then deem it to have a
22 crossing guard might be better than any
23 speed bump. A crossing guard holding
24 back traffic is probably the preferred
25 option.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 And then, finally, I guess what
3 we want to do is make sure that that
4 reporting function that we talked about
5 in the earlier piece gets to the
6 Councilwoman so that it gives her a
7 heads-up well before we start to get the
8 fact that maybe Roosevelt Boulevard is
9 dangerous. Well, if we got the
10 statistics a little earlier, because we
11 don't always catch the news every
12 instance, but if we got those reports, we
13 can get ahead of the curve, if you would.

14 And then, finally, I think we
15 should work with SEPTA, because some of
16 these schools have bus stops and trolley
17 stops that are -- what comes to mind is
18 Global Leadership down at Girard and
19 Belmont always at our roll call talks
20 about how people are totally ignoring the
21 traffic laws when it comes to going
22 around trolleys, going around buses, and
23 young people are taking their lives in
24 their hand, all people are taking their
25 lives in their hands.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 So if all of these things -- I
3 think the spirit of what Councilwoman
4 Bass is talking about is a study to look
5 at all of these different components and
6 then tell us the story before a school is
7 built, before a day care opens, and I'm
8 just thankful to you for bringing this to
9 public attention.

10 COUNCILWOMAN BASS: Thank you.

11 COUNCILMAN JONES: Councilwoman
12 Blackwell.

13 COUNCILWOMAN BLACKWELL: Thank
14 you.

15 Let me thank Councilwoman Bass
16 as well. And before schools open and
17 before other schools close, we met with
18 Dr. Hite for classes at Lea School that
19 are in these pre-K grouping of special
20 classes, but I remember when Wilson
21 School closed at 46th and Woodland and we
22 had children that had to cross Baltimore
23 Avenue and Woodland and Chester and
24 Baltimore, and it was just horrendous.
25 So it's not only when schools open, but

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 it's before schools close we've got to
3 deal with that as well.

4 Thank you, and thank you.

5 COUNCILMAN JONES: Thank you,
6 Councilwoman.

7 Councilwoman Bass.

8 COUNCILWOMAN BASS: Thank you.

9 I just wanted to mention one
10 other thing, and I was just glancing at a
11 chart that was placed in front of me and
12 it's titled "Alarming Dangers in Schools
13 Zones," and I'm just going to mention a
14 few facts that jumped out at me,
15 particularly around teen pedestrians.

16 There's been a 13 percent
17 increase in the pedestrian death rate for
18 12- to 19-year-olds since 2013. In 2015,
19 while teens ages 15 to 19 made up 26
20 percent of all children ages 0 to 19,
21 they made up about half of the pedestrian
22 fatalities. And there are five teen
23 pedestrian deaths every week in the
24 United States. And maybe hard to fathom,
25 but if one of those five is one of your

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 five, I think that people should look at
3 these facts and take them very seriously.
4 And I mention them about teenagers
5 because I'm not even talking about the
6 little ones, and those are the ones that
7 I really most often worry about, because
8 they're the ones who are more likely to
9 dart into the street and to not be paying
10 attention or to not have -- if there's
11 not an adult around to properly guide
12 them, they're the ones who I think are
13 even more at risk. So if these are the
14 numbers for teens, it really does beg the
15 question of what are the numbers and what
16 does it look like for the younger
17 population and how do we protect them.

18 And so just going back to what
19 we were talking about earlier in terms of
20 notification and day care centers and
21 schools being in touch with the City and
22 the School District to ask for traffic
23 calming and to ask for assistance in
24 engineering in terms of the streets and
25 crossing and what's the traffic flow

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 going to be, one of the things that we
3 can do working with you all is to figure
4 out, okay, well, do we need to put in --
5 should we put in no parking zones between
6 these hours, school dismissal hours and
7 school arrival hours, so that it's easier
8 for me to come and pick up my child
9 during those hours and so that I can get
10 in, I can get out. There's a traffic
11 guard there, a crossing guard there, and
12 it's a much smoother flow of traffic.

13 Another school I think of that
14 makes me very, very nervous is the John
15 Story Jenks School, which is located up
16 on Germantown Avenue in Chestnut Hill and
17 which there's a lot of parents who are
18 dropping off their children, and as
19 they're dropping off, they're
20 double-parking. They're blocking in
21 other parents. They're blocking in other
22 cars that are not dropping off children,
23 and it's quite a scene. I think that
24 they've effectively managed chaos. I
25 think that they've done their very best

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 to do that, but when you think about
3 Jenks and all of the other schools that
4 are similarly situated, it becomes clear
5 that we need to do much, much more.

6 So thank you.

7 COUNCILMAN JONES: Thank you,
8 Councilwoman.

9 The Chair recognizes Co-Chair
10 Councilman Squilla.

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

13 And thank you guys for
14 presenting today and knowing how
15 important it is. I mean, I know with the
16 Complete Streets and Vision Zero this is
17 a high priority, especially another
18 accident last night on the streets of the
19 City. So we need to look at ways to slow
20 down traffic and make sure it's safer for
21 all, all users of the streets, whether
22 it's pedestrians, bicyclists, motorists,
23 and everyone in between.

24 So thank you for this time.

25 I'm looking forward to continuing to work

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 with you to make sure that we come up
3 with a plan to enable this to move
4 forward.

5 So thank you.

6 COUNCILMAN JONES: Are there
7 any other questions for this panel?

8 (No response.)

9 COUNCILMAN JONES: Seeing none,
10 Ms. Williams, are there others to
11 testify?

12 THE CLERK: Yes. Bob Prevedi,
13 Moneek Pines, Nicholas Dobrowolski, and
14 Deborah Meteffy.

15 (Witnesses approached witness
16 table.)

17 COUNCILMAN JONES: Welcome.
18 Thank you for your patience. Please have
19 a seat at the table. Pull --

20 COUNCILWOMAN BLACKWELL: No
21 more bikes. No more bikes. Not right
22 now.

23 Sorry.

24 COUNCILMAN JONES: Okay.

25 MR. PREVIDI: Good morning,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Councilwoman. Good afternoon actually.

3 COUNCILMAN JONES: That was an
4 organic reaction.

5 So in any order, please pull
6 your mic to you and state your name and
7 begin your testimony, please.

8 MR. PREVIDI: Hello. My name
9 is Bob Prevedi. Good afternoon, Chairman
10 and all members of the Committees. I am
11 the Policy Coordinator for the Bicycle
12 Coalition of Greater Philadelphia. I'm
13 here to comment today on Resolution No.
14 170224.

15 We wish to offer our support to
16 City Council for this resolution and
17 encourage that its objectives are
18 considered within the context of the
19 overall Vision Zero program, which the
20 Mayor adopted in September of 2016 when
21 he signed an Executive Order.

22 As part of the Executive Order,
23 he hired the City's first-ever Director
24 of Complete Streets, Kelley Yemen, who
25 has prepared the City's Vision Zero

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 action plan, which you can see at
3 www.visionzerophl.org. The plan has
4 taken a comprehensive review of all
5 traffic crash data over the past five
6 years and has identified a High Injury
7 Crash Network that I urge all of you
8 become familiar with. The High Injury
9 Crash Network has identified that only 12
10 percent of the City's streets make up
11 for --

12 COUNCILMAN JONES: Can you pull
13 your mic a little closer.

14 MR. PREVIDI: Only 12 percent
15 of the City's streets make up half of all
16 fatal crashes in the City. Understanding
17 which roads are the most dangerous will
18 allow the City to focus on limited
19 resources and go a long way to reducing
20 the risks that our children face every
21 day throughout the City. This kind of
22 systematic approach to traffic violence
23 is something we need to encourage.

24 Lastly, I would urge Council to
25 move forward on holding hearings on

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Vision Zero, which have been called for
3 by Resolution 171055 and 170656, which
4 passed in June and November of 2017, and
5 I have talked to Julian Thompson about
6 scheduling something in June. He's
7 hoping to schedule something in June.

8 Both the public and Council
9 would benefit from learning more about
10 this Vision Zero program's approaches and
11 intentions and policies, because the
12 systematic review of all traffic crashes,
13 kids travel between schools, they travel
14 to rec centers, they travel to libraries,
15 and as you'll hear later, AARP is very
16 concerned about this as well, not just
17 for the 50-plus community, but their
18 Livable Cities initiative is very
19 concerned with allowing people to age in
20 place properly. So it's something --
21 mobility is something that we want to
22 make sure is adequate and safe for all
23 road users.

24 So thank you for this
25 opportunity to testify.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 COUNCILMAN JONES: Thank you
3 for your testimony.

4 MS. PINES: Thank you. Hello,
5 everyone.

6 COUNCILMAN JONES: Good
7 afternoon.

8 MS. PINES: Thank you,
9 Councilwoman Bass, for initiating this
10 hearing and to the important issue of
11 pedestrian safety, and thank you for
12 inviting me to speak. My name is Moneek
13 Pines and I'm here in multiple capacities
14 representing the Germantown Avenue
15 commercial corridor, including owner of a
16 day care center, owner of an art studio,
17 the President of the 6300 Block Alliance,
18 and Board member of the Mount Airy
19 Business Improvement District, as well as
20 a resident.

21 The Germantown Avenue
22 commercial corridor is heavily trafficked
23 and becoming more so every day as new
24 development and businesses come to the
25 Avenue in Mount Airy and Germantown.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 However, measures to ensure pedestrian
3 safety are sorely lacking.

4 As a resident and a business
5 owner, I have long been aware of the
6 challenges for me as an adult in crossing
7 the street. It's far worse for school
8 children, seniors, families escorting
9 their children to day cares like mine.

10 The Mount Airy Business
11 Improvement District just completed a
12 survey of the crosswalks along the
13 two-mile stretch in Mount Airy, and here
14 is what we discovered:

15 There are very few
16 intersections with traffic lights along
17 this two-mile stretch. With the
18 exception of Duval Street, there are no
19 additional crosswalks that might signal
20 to cars that they should consider
21 yielding the right-of-way to the
22 pedestrians.

23 From Washington Lane to the
24 next traffic light at Johnson is nearly a
25 quarter of a mile, and from Upsal Street

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 to the next traffic light at Pelham is
3 another quarter of a mile. And from
4 Pelham to the next traffic light at
5 Sedgwick Street, there is nearly a half
6 of a mile.

7 Along these stretches are day
8 care centers, schools, healthcare
9 providers, food establishments, banks,
10 and professional services. Given the
11 impracticability of walking to a traffic
12 light to cross the street, people of all
13 ages and physical abilities are crossing
14 the street unaided.

15 Compounding the difficulties
16 for pedestrians is that there is no
17 posted speed limit on the commercial
18 corridor, and if there's a rule about
19 speed limits through commercial corridors
20 that drivers studied to acquire their
21 Pennsylvania license, I'm sure that has
22 long been forgotten. Consequently, the
23 speed of traffic is way too fast, not
24 only for pedestrians but also for cars
25 trying to enter the Avenue from side

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 streets. Almost daily I hear car horns
3 honking, tires screeching as drivers slam
4 on their brakes to try to maneuver these
5 intersections. They don't yield to
6 pedestrians who are trying to navigate
7 the same area.

8 Lastly, where there are
9 existing crosswalks at the traffic
10 lights, they are so badly faded in some
11 places to be nearly non-existent. Again,
12 crosswalks are a critical reminder to
13 drivers to share the road with
14 pedestrians.

15 Here are our recommendations
16 for steps that can be taken to protect
17 pedestrian safety:

18 Posting the speeding limit;
19 dedicate periodic policing to enforce the
20 speed limit; repaint the existing
21 crosswalks; add additional crosswalks
22 where there are long stretches without
23 any traffic lights; and place some
24 traffic-calming measures such as the
25 yield to pedestrian signs at those

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 crosswalks to remind drivers of the
3 purpose of a crosswalk.

4 I am excited to witness the
5 upswing in commercial activity on the
6 Avenue which benefits the neighborhood
7 and the City, and I look forward to
8 working with Councilwoman Bass and the
9 City Council to assure the safety of our
10 neighbors.

11 Thank you.

12 COUNCILMAN JONES: Thank you
13 for your testimony.

14 Can you move your mic, and
15 welcome.

16 MS. MATEFFY: Thank you. Hi.
17 Good afternoon. Thank you, Councilwoman
18 Bass, for inviting us to speak in
19 response to Resolution 170224. My name
20 is Deb Mateffy and I'm here representing
21 Germantown Friends School. Germantown
22 Friends School is a pre-K through 12th
23 grade private Quaker school in the
24 Northwest section of Philadelphia. I'm
25 the Director of Security and Operations,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 and I'm accompanied by my colleague, Nick
3 Dobrowolski, who is our Director of
4 Buildings and Grounds. We currently have
5 over 900 students and 250 faculty staff
6 in our small area, and we're happy that
7 the Germantown commercial corridor is
8 heavily trafficked with buses, both SEPTA
9 and school buses, cars, trucks, and
10 pedestrians. And this is great for
11 Germantown, but it impacts our students'
12 ability to cross Germantown Avenue and
13 Coulter Street.

14 GFS faculty and staff and
15 students using public transportation have
16 to navigate Germantown and Coulter
17 intersection, and it is currently on a
18 traffic signal. However, even with the
19 traffic signal, it's tricky, as drivers
20 routinely disregard it. They're on their
21 cell phones. They're driving at high
22 rates of speed. In fact, on April 6th,
23 there were two auto pedestrian traffic
24 accidents right at that intersection
25 within 90 minutes of each other. The

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 first one was a parent picking up her
3 child pulling a wagon with her toddler in
4 the back of the wagon. A car traveling
5 south on Germantown Avenue disregarded
6 the steady red signal as well as the no
7 turn on red sign and made a right-hand
8 turn into the wagon. Luckily the toddler
9 was fine, but obviously shaken, as well
10 as the parents.

11 Less than 90 minutes later, we
12 had a faculty member crossing Germantown
13 Avenue. A car was coming out of the east
14 block, unit block, of Coulter making a
15 left hand to go south on Germantown
16 Avenue, trying to beat the light, struck
17 the faculty member, ended up with a
18 broken ankle and required surgery on that
19 ankle. So that's just two incidents
20 recently within 90 minutes.

21 On Coulter Street we have a
22 school zone flashing light at the
23 beginning and end of the school day with
24 a 15-mile speed zone. There's also a
25 crosswalk which could use to be relined

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 as well, and we have a flashing yellow
3 light and we have -- GFS has purchased
4 some yield to pedestrian signs, and cars
5 still routinely drive between Germantown
6 and Greene Street on Coulter at high
7 rates of speed, talking on their cell
8 phones.

9 We have a school crossing guard
10 that GFS pays for, a security officer who
11 directs traffic with the handheld signs.
12 Unfortunately they disregard their
13 directions. Routinely I hear complaints
14 from the security officers out there that
15 they're being yelled at by the drivers of
16 the vehicles and they're being
17 disregarded in high rates of speed, and
18 we have children that cross during the
19 day, because we're located on both sides
20 of the street. So our students are
21 crossing multiple times during the day
22 and it's just a very dangerous situation.

23 We have requested speed bumps
24 on numerous occasions. Nick can speak
25 more about that. And we would appreciate

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 any support and we would support any
3 recommendations that you make to help
4 improve the traffic flow in the City for
5 pedestrians.

6 So thank you very much for the
7 opportunity to come and speak.

8 COUNCILMAN JONES: Thank you.

9 Are there any questions for
10 this panel?

11 Councilwoman Bass.

12 COUNCILWOMAN BASS: Well, I
13 want to thank everyone -- did you want to
14 testify, Mr. -- I'm going to call you
15 Nick because I'm not going to mess with
16 that last name.

17 COUNCILMAN JONES: Pull the mic
18 close to you and state your name.

19 MR. DOBROWOLSKI: Thank you for
20 the opportunity to do this. I've been
21 working at the school since 1980 and --

22 COUNCILMAN JONES: Could you
23 please state your name.

24 MR. DOBROWOLSKI: It's Nicholas
25 Dobrowolski from Germantown Friends

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 School. I'm the Director of Buildings
3 and Grounds there.

4 COUNCILMAN JONES: Thank you.

5 MR. DOBROWOLSKI: Thank you for
6 this opportunity to talk.

7 I've been working there since
8 1980 I started there. This problem has
9 been going on since '80 on. I applied
10 for a permit in 1994 to install a 15-mile
11 flashing light. We were granted the
12 permit. I actually -- we procured all
13 the equipment, and the installation cost
14 was on the school to do. And I have
15 correspondence back and forth with the
16 Streets Department since then, and the
17 last one was 2015. They were supposed to
18 do a study out there and then report back
19 to me on the study, because I was asking
20 to have them put in speed bumps just to
21 slow down the traffic. And I have not
22 yet heard anything back from the Streets
23 Department, and I just don't know how
24 long it would take to get a report back
25 that if we can install speed bumps or

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 not.

3 COUNCILMAN JONES: How long was
4 this? I'm sorry.

5 MR. DOBROWOLSKI: This was
6 done -- the original letter went out in
7 2015. I had a response back June 1st,
8 2015, and that was basically stating it's
9 going to take about ten weeks to complete
10 the study and then I would get a report
11 back from the Streets Department.

12 COUNCILWOMAN BASS: Stephanie?

13 COUNCILMAN JONES: Can you get
14 the Streets Department back to respond to
15 this?

16 Oh, there he is. That was
17 quick.

18 (Witness approached witness
19 table.)

20 MR. ALI: Again, this is Kasim
21 Ali.

22 I don't know the specifics of
23 this request --

24 COUNCILMAN JONES: Can you pull
25 the mic closer, please.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 MR. ALI: Sorry. I don't know
3 the specifics of this request, but I can
4 assure you that as soon as I get back to
5 my office, the first thing I'm going to
6 do is look into that.

7 One quick thing is, speed bumps
8 are illegal in the State of Pennsylvania,
9 so I'm assuming you mean speed cushions.

10 MR. DOBROWOLSKI: Speed
11 cushions.

12 MR. ALI: So I will look into
13 it and you will get a response.

14 COUNCILMAN JONES: Can we do a
15 little better than that? While we
16 complete this testimony, can you call
17 back to your office and get us an update
18 on where they are, because every day that
19 a kid has to go through that
20 intersection, they are taking their lives
21 in their hands. So we'd be glad to wait
22 for you if you can make that call.

23 MR. ALI: I can do it right now
24 and make some calls.

25 COUNCILMAN JONES: Thank you.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Thank you.

3 MR. DOBROWOLSKI: Thank you.

4 COUNCILWOMAN BASS: Does that
5 conclude your testimony?

6 MR. DOBROWOLSKI: I think that
7 concludes my testimony. It would be
8 great to have a response back. Thank
9 you.

10 COUNCILMAN JONES: Any
11 questions?

12 COUNCILWOMAN BASS: Well, I
13 just wanted to thank all of the panelists
14 for coming down today. Certainly I know
15 Bob Prevedi from years and years of work
16 on this issue and in support of
17 encouraging bicycling throughout the City
18 of Philadelphia and bike lanes and all of
19 those sorts of things. So I just wanted
20 to thank you for being here and for being
21 an advocate for safe streets and for our
22 neighborhoods, and of course Ms. Pines
23 and for all of the work that you're doing
24 along Germantown Avenue. And it's
25 interesting, as you pointed out, that

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 there's quite a stretch of Germantown
3 Avenue above the 6300 block where there
4 are no traffic lights, no stop signs, no
5 crosswalks, no signals, no nothing, as
6 they say. And so crossing the street,
7 it's sort of like a game of Frogger to
8 some degree.

9 I remember years ago when I
10 worked at the congressional office at
11 Germantown and Phil Ellena, we had the
12 traffic light installed at that
13 intersection when the bank and the post
14 office went into that location. And so
15 it went from being a very sleepy area
16 where the Philadelphia Federal Credit
17 Union is, there's a post office, there's
18 a little breakfast spot, and a bunch of
19 businesses that went in, and it went from
20 being a very sleepy area to a very busy
21 area overnight. And, again, there was no
22 traffic planning, no thought process
23 behind it, because it was only after
24 sitting at my desk and having a clear
25 view of the intersection that I kept

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 seeing cars crashing into one another,
3 and that's when we were able to say to
4 the Streets Department, hey, we need you
5 to come on out here and to address this
6 issue.

7 So I thank you for, again,
8 bringing that issue up.

9 MS. PINES: Thank you.

10 COUNCILWOMAN BASS: And for the
11 folks from GFS, and of course I'm
12 familiar with that, and we've had
13 numerous conversations with the neighbors
14 in that area about ways to slow traffic
15 down. The thing about speed bumps or
16 speed humps, I know that bumps or humps,
17 whichever one is illegal, but speed
18 cushions, we'll call them, everybody
19 wants them, and they do slow traffic
20 down, but the thing about it is, we can't
21 speed bump the whole City. But I do
22 think in some areas that they would be
23 necessary, and I think particularly
24 looking at where schools are, that should
25 probably be one of our priorities,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 because it immediately slows cars down.

3 Cars may not respect signs, but drivers

4 respect their own cars. So they don't

5 want to tear up their own cars. So

6 that's why when they see a speed bump,

7 they will certainly slow down.

8 So we're hopeful that we'll be

9 able to get you that information today

10 before you leave since you've been

11 waiting for quite a while for it, and if

12 we can get bumps out there or speed

13 cushions, I think that that will be a

14 great thing.

15 So thank you so much for being

16 here.

17 MS. PINES: Thank you.

18 MR. DOBROWOLSKI: I have one

19 other thing. I have the docket number

20 too if they want it.

21 COUNCILWOMAN BASS: Say again.

22 MR. DOBROWOLSKI: I have the

23 docket number, the DS.

24 COUNCILWOMAN BASS: You have

25 the DS number?

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 MR. DOBROWOLSKI: Yeah. It's
3 38864.

4 COUNCILWOMAN BASS: Can we have
5 you give it to the Administration.

6 MR. DOBROWOLSKI: Yes.

7 COUNCILWOMAN BASS: They have
8 it? Stephanie has it? Okay.

9 MR. DOBROWOLSKI: It's DS38864.

10 COUNCILWOMAN BASS: Very good.
11 Thank you so much.

12 MR. DOBROWOLSKI: Thank you.

13 COUNCILMAN JONES: Thank you,
14 Councilwoman.

15 Ms. Williams, can you read the
16 next panel of witnesses to testify.

17 THE CLERK: Pauline Hill, Kelli
18 Jones, Ben Litvinas, Marge Chance, and
19 LaQuin Booth.

20 (Witnesses approached witness
21 table.)

22 COUNCILMAN JONES: Thank you so
23 much for your patience. Have a seat,
24 pull the mic close to you, and you can
25 begin your testimony in whatever order,

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 but please state your name.

3 MS. HILL: Good afternoon. My
4 name is Pauline Hill. Thank you,
5 Councilwoman Bass, Councilman Mr. Jones,
6 and Councilwoman Jannie Blackwell. My
7 name is Pauline Hill. I'm a parent
8 leader at Mastery Cleveland in North
9 Philadelphia. I have two sons at the
10 school. One is in second grade and one
11 is in fourth grade. Almost two years
12 ago, myself, along with other Cleveland
13 parents, saw our children weren't safe
14 walking to school. We needed crossing
15 guards at two major intersections. The
16 first intersection was at 17th, Pulaski,
17 and Butler, a five-point intersection
18 where there was no crossing guard. Each
19 day I was afraid that a child would be
20 hit by a speeding car. The second
21 intersection was at 19th and Butler. We
22 needed a crossing guard to guide children
23 across the street.

24 After some research, parent
25 leaders at Mastery learned that there was

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 an unwritten policy that charter schools
3 weren't entitled to crossing guards.

4 When we spoke to someone in the crossing
5 guard unit about our concerns, we were
6 told to walk our children to school and
7 crossing guards won't be an issue. Many
8 of you know, not every parent can walk
9 their child to school. But we fought for
10 those rules to be changed, and we won.

11 More than 20 Mastery parent leaders met
12 with Police Commissioner Ross and we got
13 rid of the age-old policy and implemented
14 a change. Today we not only have
15 crossing guards on both corners, but
16 across four other Mastery Charter Schools
17 and at seven different intersections.

18 The Commissioner assigned Chief Inspector
19 Larry Nodiff to address our concerns, and
20 he's been working with us. We are happy
21 that we have crossing guards, but a lot
22 more needs to be done to keep our
23 children safe.

24 On the 19th Street between Erie
25 and Butler, which is where Mastery

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Cleveland children enter the building
3 each day, cars speed down there all the
4 time. We have put in two requests for
5 the Streets Department to come and assess
6 the area for crosswalks closer to the
7 school, and they did send someone out,
8 but we have not heard anything since.
9 Almost a year has passed. There is a
10 sign that says "slow down," and when
11 school starts, the school zone light
12 flashes 35 miles per hour, but most
13 drivers disregard it or don't even see
14 the warning signs. That jeopardizes
15 safely crossing for our children.

16 Every student deserves to be
17 safe. Children rely on adults for
18 protection. It is the City's
19 responsibility to see that every child
20 has a great education and every child who
21 is going to school, whether they are with
22 a parent or not, is safe crossing the
23 streets. At Cleveland, we need speed
24 cushions, more signs, and a designated
25 school zone that exceeds one block.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 I am here today to ask that you
3 work with the Mastery Charter Schools and
4 Councilwoman Bass to keep our children
5 safe by completing a traffic assessment
6 around the school so cars can slow down.
7 Let's make it less dangerous for our
8 children to cross the street.

9 MS. JONES: Thank you,
10 Councilwoman Bass, Councilman Jones, and
11 Ms. Blackwell. Good afternoon. My name
12 is Kelli Jones. I am a parent of two
13 students who attend Mastery Charter
14 School. My youngest attends Mastery
15 Clymer at 12th and Rush and my oldest
16 will be graduating next month from
17 Mastery Charter Pickett in Germantown.

18 I am here today to talk about
19 the traffic problems we have around
20 Mastery Clymer and the need for safer
21 crossing for our children. Like Mastery
22 Clymer, we have had our share of issues
23 with crossing guards. We fought and won
24 for a guard at 13th and Somerset, but
25 this post is empty. The guard on the

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 corner was chronically late and often
3 absent. She recently resigned and now
4 that corner is vacant, and it has
5 remained vacant for months. We have been
6 told that they are working on getting us
7 a new guard. That's part of the problem.
8 There is so much red tape and hurdles to
9 jump before crossing guards are assigned
10 to corners. It took us a year to get the
11 one, and we may not get another guard
12 until next school year. That's almost
13 two years of children crossing alone.

14 At Clymer, the streets are not
15 safe. Drivers speed on both 13th Street
16 and 12th Street between Somerset and
17 Cambria. They double-park on Rush Street
18 and Williams Avenue. They park on the
19 sidewalk, forcing children to walk in the
20 street before and after school.

21 Clymer parent leaders have
22 collected more than 500 signatures of
23 parents, staff, and neighbors who want to
24 keep families safe. These petitions will
25 be sent to Councilman Clarke for approval

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 of speed cushions on 12th Street and 13th
3 Street. We need clearly marked sidewalks
4 and intersections and expect that to
5 happen this summer. We need streets
6 paved and clearly marked signs around the
7 school to let drivers know our school is
8 here. We need the school zone signs to
9 work consistently, and we need our new
10 crossing guard.

11 As a parent of an elementary
12 student, I ask you today to work with
13 Mastery Charter Schools to keep our
14 children and families safe.

15 COUNCILWOMAN BASS: Thank you.

16 MS. JONES: Thank you.

17 COUNCILMAN JONES: Thank you.

18 MS. CHANCE: Again, good
19 afternoon, Councilwoman Bass, Councilman
20 Jones, and Councilwoman Blackwell. My
21 name is Marge Chance from AARP. I'm the
22 State and Community Volunteer Team Leader
23 for AARP.

24 We urge the Council to include
25 provisions to require public input and

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 engagement to the move to improve
3 hazardous intersections. Public input
4 will help to ensure that any plan of
5 action is equitable, is transparent, and
6 truly addresses the needs of the
7 community. Such input will also ensure
8 ongoing accountability.

9 Thank you again for this
10 opportunity to testify on this critical
11 matter. AARP of Pennsylvania is
12 committed to livable and age-friendly
13 communities for all.

14 Thanks again for having me.

15 COUNCILMAN JONES: Thank you
16 for your testimony.

17 Any questions?

18 Councilwoman Bass.

19 COUNCILWOMAN BASS: Well, I
20 just wanted to say again thank you for
21 being here today, for taking time to come
22 down and to testify and talk about this
23 very important issue. I'm certainly
24 familiar with Cleveland, which is in my
25 district, and I know it's a scary

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 proposition trying to get to school in
3 the morning for a lot of those kids.
4 And, again, this is something where
5 before we think about -- or I'll put it
6 this way, as we prioritize what we're
7 going to do in terms of traffic calming
8 and in what areas, this should be a
9 priority, our schools, our day cares, and
10 where our seniors are. These are areas
11 that should be a priority.

12 I was just sitting here
13 thinking as you all were speaking about a
14 hearing with the Liquor Control Board
15 that we had regarding a stop-and-go
16 establishment that was at the
17 intersection of Germantown and Cheltenham,
18 and I remember during the hearing one of
19 the people who came and testified was a
20 day care owner who was on Germantown
21 Avenue and who talked about trying to get
22 his children from the center over to
23 Vernon Park, which is the park in the
24 neighborhood, so that the children can go
25 to the park and use the playgrounds and

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 so forth, and that if they cross at the
3 intersections, which they could, when
4 they cross at the intersections, they
5 would go through sort of like the
6 loiterers, the folks who were hanging
7 around and up to whatever they were up to
8 outside of the stop-and-go. And I'll
9 never forget the attorney for the
10 business said to the day care center
11 owner, well, why don't you just cross
12 them in the middle of the street. Why
13 can't you cross them, you know -- or
14 something to that effect. Why can't you
15 cross them somewhere else on the block.
16 Can't they cross up the street outside of
17 a crosswalk, a stop sign.

18 And so we have to look out for
19 our children. These are our children and
20 our neighborhoods, and we have to
21 advocate on their behalf.

22 So I just really want to thank
23 you all for coming down and for your
24 testimony. And I'm a little less
25 familiar with Clymer because it's not in

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 my district, but I know the area. I know
3 the intersection. And you said you also
4 have a child at Pickett, which is also
5 another very busy intersection, Wayne
6 Avenue, Chelten and Wayne. Wayne Avenue
7 is very wide, and so is Chelten. And so
8 when you have these big, wide streets,
9 people tend to just hit the gas pedal,
10 floor it, and go as quickly as they can.

11 I'm sorry?

12 MS. JONES: I said my son was a
13 victim of it in 2015. He was hit on
14 Wayne and Chelten, and he broke his ankle
15 and had to have his ankle removed.

16 COUNCILWOMAN BASS: He had to
17 have his ankle?

18 MS. JONES: The side of his
19 ankle plated. So they had to remove it
20 and re-plate it.

21 COUNCILWOMAN BASS: Oh, wow.
22 And I hope he's in good health now.

23 MS. JONES: Yes.

24 COUNCILWOMAN BASS: Good.

25 Good.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Well, I'm really sorry to hear
3 that, but again it speaks to the
4 statistics that I read earlier, which is
5 how vulnerable even our older young
6 people are as teens.

7 And so I just really wanted to
8 thank you all for being here and for your
9 testimony and really speaking up. So
10 thank you so much for being here.

11 Thank you.

12 COUNCILMAN JONES: Are there
13 any other witnesses to testify,
14 Ms. Williams?

15 THE CLERK: No.

16 COUNCILMAN JONES: Seeing none,
17 would you like to close us out,
18 Councilwoman?

19 COUNCILWOMAN BASS: I want to
20 thank everyone for being here, and as I
21 said to everyone who has spoken today,
22 this is a very important issue. People
23 in Philadelphia drive too fast. It's as
24 simple as that. I can't think of a day
25 that goes by that I don't get a request

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 for a speed cushion, for signage, for a
3 crosswalk, for flashing lights. No
4 matter what the issue is, on a daily
5 basis we get these requests. And so I'm
6 just really excited that not only were
7 you here today, but we're going to take
8 your comments and we are going to -- you
9 are going to see some action out of these
10 comments. You are going to see, I
11 believe, some really good and hopefully
12 very effective legislation. And if it's
13 not as effective as we want it to be, we
14 can always come back, make it stronger,
15 tweak it, but we intend to try to get
16 this right the first time, because we
17 realize that kids are getting hit, kids
18 are getting hurt, seniors are getting
19 hit, seniors are getting hurt. And just
20 this weekend, we had someone who was hit
21 and killed on a bicycle here in the City
22 of Philadelphia.

23 So, Bob Prevedi, as to your
24 comments, the way people drive in the
25 City of Philadelphia is completely

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 unacceptable and we have to, have to,
3 have to slow down.

4 So thank you, everyone, for
5 being here.

6 Mr. Chairman.

7 COUNCILMAN JONES: Do you have
8 an update?

9 MR. ALI: Yes, I do. I just
10 spoke with the District Engineer for that
11 area, and he informs me they did studies
12 twice. They went out there with a radar
13 and clocked the speeds, and both times it
14 was 20 miles per hour on Coulter Street.
15 And right now the way we define speeding
16 is, it has to be at least 11 miles or 10
17 miles over the posted speed limit. The
18 posted speed limit over there is 25,
19 which is the lowest we can post as for
20 state statutes. During school hours,
21 it's 15 miles per hour when the flashers
22 are flashing. So I'm not sure exactly
23 what time he did, which I'm going to go
24 back and look at the whole file, and I
25 promised the school that I will

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 personally go there and meet them and do
3 a study in front of them whichever time
4 they pick is the worst time, and I will
5 take it from there. So I exchanged my
6 card.

7 COUNCILWOMAN BASS: Well, I
8 thank you for going out and doing the
9 study with them. I think that that's
10 probably something the Streets Department
11 should probably do on a more regular
12 basis, is to go out and meet with the
13 community as you're doing your speed
14 studies, because you'll do a study, there
15 won't be any communication, and people
16 don't know what happened to it, what's
17 going on with it, are you still working
18 on it. As an example, the gentleman here
19 today figured you all were still working
20 on it or just didn't know what happened,
21 because nobody got back to him. But if
22 we're able to connect those dots and have
23 you meet out when you do the study, that
24 way they have information to take back to
25 their constituency as well and let them

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 know the results of the study. Maybe it
3 was a good time. Maybe they should ask
4 you to come back during rush hour. Maybe
5 we went at 2:00 and we should have went
6 at 4:00. Those are the kind of things
7 that we would like to see I think from
8 the Streets Department, but overall we do
9 appreciate and we know that you all are
10 busy. We know you have a lot on your
11 plate and you get blamed for all that's
12 happening, but this is the business that
13 we are all in, which is public service,
14 and trying to make sure that we address
15 what the public need actually is. So we
16 look forward to working with you and with
17 GFS and with all of the other requests
18 that we have.

19 We put in just in the last
20 week, Mr. Chairman, we put in two
21 requests for addressing ways to address
22 street calming, whether they be change in
23 street direction -- because, again,
24 everybody wants speed cushions, and we
25 can't put them all throughout the City of

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 Philadelphia, but we can do other things
3 such as changing street direction, in
4 some places adding the signage, painting
5 the traffic lines to sort of guide the
6 traffic where traffic may flow from a
7 wide street and all the sudden it become
8 a narrow street. There are a lot of
9 things that can be done, and we would
10 really like to work with the Streets
11 Department to be able to be effective in
12 this matter, because it's something I
13 hear about from my constituents every
14 single day.

15 MR. ALI: You're absolutely on
16 the money. I apologize. We get paid for
17 this, and if you don't respond, how are
18 people going to know what we found out.
19 So we are at fault over here, and
20 hopefully it won't happen again.

21 Can I take two minutes of your
22 time and give you a little bit of
23 historical perspective on --

24 COUNCILMAN JONES: No, but go
25 ahead.

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 MR. ALI: I've been here more
3 than two decades, and Councilwoman
4 Blackwell can vouch for it. I've been
5 advocating traffic calming since many,
6 many moons. I'm the one responsible for
7 the first speed cushion in the City,
8 speed hump, the lead parenteral, as we
9 call it, when the signal is green for the
10 pedestrians to cross when all the traffic
11 is stopped. Raised crosswalk, you name
12 it. How did I get that? This young lady
13 over here who said that on Germantown
14 Avenue, only Duval Street has those
15 flashing lights or rectangular rapid
16 flashing (unintelligible). You know how
17 I got that in there? I actually asked
18 for a favor to one of the suppliers to
19 give us one to test and got it free from
20 them, because we didn't have the funding
21 for it.

22 So I try -- I formed
23 partnerships with Penn, Drexel to get all
24 this other things done. Long story
25 short, we are working on it now that we

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 have Act 89 monies, which is a study
3 funding for all these projects, and we
4 hope to do a better job than what we have
5 been doing.

6 COUNCILWOMAN BASS: I know that
7 the Chairman has to go, but I just want
8 to say one last thing to close this out,
9 is that in 2013, I believe, we all passed
10 a bill that we put forward to increase
11 monies that go towards traffic-calming
12 remedies. And so we all voted
13 affirmatively for that, and we know that
14 there were additional monies that came to
15 the Streets Department as a result of
16 that. So I don't know if you know how
17 much that was that was added to the pot,
18 but if that's something that we need to
19 revisit, if the pot needs to be bigger,
20 that that's something that we need to
21 potentially look at.

22 MR. ALI: Just quick thing.

23 COUNCILMAN JONES: That was it.

24 That was your two minutes.

25 MR. ALI: Ten seconds and I

1 5/14/18 - STREETS/PUBLIC SAFETY - RES. 170224

2 will not talk again.

3 We just ordered another --
4 because we got good monies from Act 89 --
5 a whole bunch of speed cushions, which we
6 are now doing a second cycle and are
7 installing them.

8 COUNCILWOMAN BASS: Good.
9 Good. And we'll put a few in the
10 Chairman's district for being so
11 gracious.

12 COUNCILMAN JONES: Thank you.
13 Thank you all. This concludes
14 our public hearing on Resolution No.
15 170224. This Committee will stand at
16 recess to the call of the Chair.

17 (Committees on Streets and
18 Services and Public Safety concluded at
19 12:45 p.m.)

20 - - -
21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

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

MICHELE L. MURPHY
RPR-Notary Public

(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.)

Committees on Streets and Services and Public Safety
May 14, 2018

Page 1

A							
a.m 1:8	additional 54:19 56:21	AL 1:14	84:9	attorney 78:9	basic 38:12	52:9	39:6
AARP 52:15	87:14	Alarming 5:3	appreciated 13:15	audiences 22:7	basically 15:19,23	benefits 57:6	bringing 7:6
75:21,23	address 67:5	45:12	approach 51:22	audits 27:11	25:17 63:8	best 47:25	44:8 67:8
76:11	71:19 84:14	alert 34:10	approached 8:3 49:15	authorizing 1:16 2:15	basis 81:5	better 6:18	Broad 13:2
abilities 55:13	84:21	Ali 8:2,22	63:18 69:20	auto 58:23	83:12	24:19 35:23	broke 79:14
ability 58:12	addresses 76:6	14:2,5,6,10	approaches 52:10	automatic 16:18 18:24	Bass 1:12	37:19,23	broken 59:18
able 9:25	addressing 20:20 26:5	15:11,11	appropriate 15:18 18:6	automobiles 9:4	2:24 3:5,6	42:22 64:15	budget 25:22
18:16,19	35:24 84:21	16:3,9,21	approval 74:25	available 6:9	9:2 14:16	87:4	26:6 28:7
34:18 35:17	adequate 52:22	18:20 19:3	April 58:22	Avenue 12:23	14:18,19,22	bicycle 50:11	35:4
36:6 37:2	Administra... 69:5	19:11,15	area 6:12	21:12 35:20	15:25 16:7	81:21	build 40:22
67:3 68:9	adopted 9:16	20:8,16,23	17:21,22	44:23 47:16	16:17 17:5	bicycling 65:17	building 72:2
83:22 85:11	50:20	23:14 25:6	18:19 19:17	53:14,21,25	18:23 19:8	bicyclists 48:22	Buildings 58:4 62:2
absent 74:3	adult 46:11	63:20,21	32:23 35:16	55:25 57:6	19:14 20:6	big 31:22	built 44:7
absolutely 85:15	54:6	64:2,12,23	56:7 58:6	58:12 59:5	20:11,17,25	bigger 87:19	bump 20:13
accelerate 37:18	adults 72:17	82:9 85:15	66:15,20,21	59:13,16	22:10 24:20	bike 26:2	42:23 67:21
accident 48:18	advance 23:17,20	87:25	67:14 72:6	65:24 66:3	25:5,21	65:18	bump-outs 31:24
accidents 10:11 37:16	24:8	Allegheny 21:12	79:2 82:11	74:18 77:21	27:23 28:12	bikes 49:21	bumps 60:23
58:24	advocate 65:21 78:21	Alliance 53:17	areas 22:2,3	79:6,6	29:20 32:11	49:21	62:20,25
accompanied 58:2	advocating 86:5	allow 7:17	34:17 67:22	86:14	32:18 44:4	biking 10:16	64:7 67:15
accomplish 6:17 36:7	affect 39:15	51:18	77:8,10	award 26:19	44:10,15	bill 33:8	67:16 68:12
38:4,13	affirmatively 87:13	allowing 52:19	arrival 47:7	28:20	45:7,8 53:9	34:11 87:10	bunch 66:18
accountabil... 76:8	afraid 70:19	alongside 4:19	arriving 5:15	awarded 26:10,24	57:8,18	billion 41:17	88:5
accurately 89:5	afternoon 50:2,9 53:7	amounts 26:20	art 53:16	28:19	61:11,12	bit 12:8 85:22	bus 17:16
achieve 13:22	57:17 70:3	analysis 25:2	arterial 19:18	aware 16:11	63:12 65:4	Blackwell 1:12 2:25	43:16
acquire 55:20	73:11 75:19	and/or 89:23	asked 14:8	23:18,19,20	65:12 67:10	44:12,13	buses 4:9
Act 87:2 88:4	age 25:16	ankle 59:18	42:9 86:17	54:5	68:21,24	49:20 70:6	22:25 43:22
Acting 8:22	52:19	59:19 79:14	asking 18:24	B	69:4,7,10	73:11 75:20	58:8,9
15:12	age-friendly 76:12	79:15,17,19	37:7 62:19	back 19:22	70:5 73:4	86:4	business 53:19 54:4
action 9:14	ages 45:19,20	answer 14:3	assess 72:5	22:15 27:23	73:10 75:15	blamed 84:11	54:10 78:10
23:24 26:18	55:13	15:13 37:25	assessment 73:5	33:15 37:20	75:19 76:18	block 13:13	84:12
51:2 76:5	aggressive 35:22	apologize 85:16	assigned 71:18 74:9	41:15 42:24	76:19 79:16	13:13 53:17	businesses 22:21 53:24
81:9	ago 18:2 29:8	application 15:17 16:15	assistance 25:19 46:23	46:18 59:4	79:21,24	59:14,14	66:19
activities 10:17	29:16 66:9	16:15	associated 19:21	62:15,18,22	80:19 83:7	66:3 72:25	busy 4:6
activity 57:5	70:12	applications 38:24	assuming 64:9	62:24 63:7	87:6 88:8	78:15	17:24 66:20
add 20:7,24	agree 31:21	applied 27:8	assure 57:9	63:11,14	beat 59:16	blocking 47:20,21	79:5 84:10
25:7 56:21	ahead 43:13	30:7 62:9	64:4	64:4,17	becoming 53:23	Board 53:18	Butler 70:17
added 24:3	85:25	applies 33:6	attend 73:13	65:8 81:14	beg 46:14	77:14	70:21 71:25
87:17	airline 10:5	apply 13:12	attends 73:14	82:24 83:21	beginning 59:23	Bob 49:12	C
adding 85:4	Airy 53:18,25	applying 25:9	attention 7:12,22	83:24 84:4	behalf 78:21	50:9 65:15	call 2:7 19:19
addition 4:3	54:10,13	27:6	10:19 44:9	backed 37:13	behave 9:22	81:23	20:14 43:19
5:24 13:3		appreciate 32:23 60:25	46:10	bad 41:22	behavior 5:17	Booth 69:19	61:14 64:16
17:19				badly 56:10	10:21	Boulevard 43:8	64:22 67:18
				balance 27:21	behaviors 5:5	brakes 56:4	86:9 88:16
				Baltimore 44:22,24	believe 10:11	breakfast 66:18	called 52:2
				bank 66:13	81:11 87:9	briefly 38:8	calls 64:24
				banks 55:9	Belmont 43:19	bring 17:6,8	calming 1:17
				Barry 41:25	Ben 69:18		2:18 11:7
					benefit 37:6		11:19 12:11

Committees on Streets and Services and Public Safety
May 14, 2018

Page 2

15:3 18:3	55:8	7:16 16:5,9	15:24 16:2	Coalition	1:3,16 2:16	88:18	32:22 36:20
20:5 21:8	certain 13:12	17:10,25	16:19 19:9	50:12	2:23 8:8	concludes	36:24 67:13
23:11 25:23	25:16 32:6	71:2,16	19:11 20:12	collaborate	50:10 88:17	65:7 88:13	cooperate
39:10 46:23	certainly 35:2	73:3,13,17	22:14,15	40:6	Commonwe...	condition	40:25
77:7 84:22	65:14 68:7	75:13	23:8 24:21	colleague 3:4	22:12	32:4	cooperation
86:5	76:23	Chelten	26:4 27:22	58:2	communica...	conditions	13:18 40:11
Cambria	CERTIFIC...	77:17 79:6	30:3 33:17	colleagues	35:10	6:22 13:12	coordinator
74:17	89:2	79:7,14	35:3 46:21	3:10 6:15	communica...	conduct	26:13 50:11
capacities	certification	Chester	48:19 50:16	7:2	83:15	13:11 19:5	corner 17:23
53:13	89:20	44:23	51:16,18,21	collected	communities	confirm	74:2,4
capacity	CERTIFY	Chestnut	57:7,9 61:4	74:22	12:13 34:8	33:11	corners 71:15
27:18,24	89:3	12:24 47:16	65:17 67:21	collection	35:15,21	congressional	74:10
capital-inte...	certifying	Chew 17:11	81:21,25	11:7	36:21 37:7	66:10	correct 20:23
31:23 32:9	89:24	Chief 8:22	84:25 86:7	combination	37:23 38:18	connect 83:22	89:8
car 31:3,5,10	cetera 27:11	15:12 71:18	city's 5:24	35:14	38:22,25	Consequent...	correspond...
56:2 59:4	Chair 32:17	child 1:18	6:22 50:23	come 3:18	39:6 76:13	55:22	62:15
59:13 70:20	39:24 48:9	2:19 4:4,22	50:25 51:10	15:20 16:10	community	consider 7:20	corridor
card 83:6	88:16	22:21 47:8	51:15 72:18	19:16 41:15	28:25 37:11	42:3 54:20	21:16 22:23
care 1:18	Chairman	59:3 70:19	civically 38:6	47:8 49:2	38:21 39:12	considerati...	53:15,22
2:20 4:4,5	3:7,10,11	71:9 72:19	clarify 14:11	53:24 61:7	40:15,17	41:19	55:18 58:7
4:22 9:6	32:12 48:12	72:20 79:4	35:12	67:5 72:5	52:17 75:22	considered	corridors
14:25 15:9	50:9 82:6	children 3:23	Clarke 74:25	76:21 81:14	76:7 83:13	41:19 50:18	23:7 26:15
19:5 22:19	84:20 87:7	4:24 6:3,23	classes 44:18	84:4	complaints	consistently	55:19
22:21 23:4	Chairman's	9:4 12:16	44:20	comes 4:21	60:13	75:9	cost 62:13
23:6 24:2	88:10	18:9 31:7	clear 20:12	14:24 15:15	complete	constant	cost-effective
38:15 44:7	Chairs 34:14	37:16,17	48:4 66:24	16:15 17:7	48:16 50:24	17:13,13	8:20
46:20 53:16	challenge	44:22 45:20	clearly 34:3	43:17,21	63:9 64:16	constituency	Coulter 58:13
55:8 77:20	29:17	47:18,22	75:3,6	comfortable	completed	83:25	58:16 59:14
78:10	challenges	51:20 54:8	CLERK 2:14	11:17	54:11	constituents	59:21 60:6
cares 22:21	54:6	54:9 60:18	7:25 49:12	coming 22:24	completely	85:13	82:14
23:18 24:4	challenging	70:13,22	69:17 80:15	27:5 38:18	81:25	constraints	Council 1:2
25:24 54:9	3:14	71:6,23	Cleveland	39:10 59:13	completing	36:11,13	2:9 12:21
77:9	chance 11:23	72:2,15,17	70:8,12	65:14 78:23	73:5	contained	13:16 50:16
Carlton 4:15	11:25 12:5	73:4,8,21	72:2,23	comment	complicated	89:5	51:24 52:8
Carroll 8:14	69:18 75:18	74:13,19	76:24	50:13	35:25 36:4	context 50:18	57:9 75:24
cars 4:9	75:21	75:14 77:22	clocked 82:13	comments 7:7	component	continue 41:9	Council's 8:7
47:22 54:20	change 8:14	77:24 78:19	close 31:8	81:8,10,24	40:15	continuing	Councilman
55:24 58:9	21:9 22:5,8	78:19	44:17 45:2	commerce	components	27:4 48:25	1:11,11,14
60:4 67:2	31:20 71:14	children's	61:18 69:24	17:20	44:5	contract	2:2,21,23
68:2,3,4,5	84:22	30:23	80:17 87:8	commercial	Compoundi...	15:22 26:11	6:13,25 7:5
72:3 73:6	changed	choices 39:15	closed 44:21	22:23 23:7	55:15	28:22	8:6 12:21
cases 18:21	30:11,15,16	choose 35:3	closely 41:2	53:15,22	comprehen...	contribute	14:4,7,13
42:11	71:10	Christopher	41:10	55:17,19	51:4	4:11	14:17 21:10
catch 43:11	changes	7:25 8:8	closer 16:8	57:5 58:7	concern	control 12:2	32:13 39:25
cell 4:10 5:9	31:23 36:6	chronically	51:13 63:25	Commissio...	30:21	40:11 77:14	41:11 44:11
58:21 60:7	42:2	74:2	72:6	4:15 71:12	concerned	89:23	45:5 48:7
center 19:5	changing	CINDY 1:12	Clymer 73:15	71:18	30:23 52:16	convene 3:13	48:10,11
53:16 77:22	10:21 85:3	cities 21:22	73:20,22	committed	52:19	convenience	49:6,9,17
78:10	chaos 47:24	52:18	74:14,21	29:19 76:12	concerns 18:8	23:3,5	49:24 50:3
centers 1:18	charged 8:14	city 1:2,7 2:9	78:25	committee	39:9 71:5	conversation	51:12 53:2
2:20 4:5,22	chart 11:21	3:21 4:24	Co-Chair	2:9 3:14	71:19	9:10 17:9	53:6 57:12
9:7 23:6	45:11	6:8 10:18	1:11,11	34:14 88:15	conclude 65:5	37:10,19	61:8,17,22
46:20 52:14	charter 3:25	11:3 14:25	41:14 48:9	Committees	concluded	conversations	62:4 63:3

Committees on Streets and Services and Public Safety
May 14, 2018

Page 3

63:13,24	76:18,19	5:13	darting 4:8	Department	direction	23:2 29:19	40:24 41:3
64:14,25	79:16,21,24	crosswalk	darts 31:12	4:19 8:20	84:23 85:3	30:19 31:9	41:8 72:20
65:10 69:13	80:18,19	5:19 18:8	data 24:21,25	8:24 12:9	directions	35:13 65:23	effect 78:14
69:22 70:5	83:7 86:3	18:14 57:3	25:3 37:13	13:4,7,11	60:13	83:8,13	effective
73:10 74:25	87:6 88:8	59:25 78:17	39:6,7 51:5	27:19 28:8	Director 8:9	87:5 88:6	81:12,13
75:17,19	couple 7:10	81:3 86:11	day 4:5 9:6	29:5,5 32:2	8:13 21:2	dollars 27:4	85:11
76:15 80:12	14:23	crosswalks	9:23 14:25	34:13,22	50:23 57:25	dots 83:22	effectively
80:16 82:7	course 7:3	5:12 18:10	15:9 19:5	35:13,15	58:3 62:2	double-park	24:17 47:24
85:24 87:23	65:22 67:11	32:4 35:23	22:19,21	40:9 62:16	directs 60:11	74:17	effort 7:18
88:12	covered	54:12,19	23:6,18	62:23 63:11	disadvanta...	double-par...	efforts 11:2
councilmanic	34:24	56:9,12,21	24:2,4	63:14 67:4	39:3	4:10	32:5 40:24
36:2	Cramp 12:12	56:21 57:2	25:24 30:22	72:5 83:10	disaster	double-par...	Eighth 3:20
Councilme...	26:25	66:5 72:6	38:15 44:7	84:8 85:11	35:20	5:18 47:20	3:24
34:21	crash 11:24	cues 11:16	46:20 51:21	87:15	disconcerting	Dr 44:18	elementary
Councilpeo...	25:3 26:15	curblines	53:16,23	Departmen...	31:6	Drexel 86:23	12:12 26:25
12:20 36:22	27:15 51:5	31:24	54:9 55:7	32:24	discovered	drinking	75:11
Councilwo...	51:7,9	current 21:5	59:23 60:19	departments	54:14	41:22	eliminate
1:12,12,13	crashes 10:2	21:6,19	60:21 64:18	8:17	discuss 3:18	drive 11:16	9:18 10:9
1:13 2:24	10:4,10	28:6	70:19 72:3	depending	discussed	36:5 41:5	10:23
2:25,25 3:5	25:14 51:16	currently	77:9,20	35:4	39:19	60:5 80:23	Ellena 66:11
3:6 7:6 9:2	52:12	12:25 26:11	78:10 80:24	deploys 13:4	dismissal	81:24	empty 73:25
9:8 14:16	crashing 67:2	29:4,6 58:4	85:14	Deputy 8:13	47:6	driver 5:5	enable 49:3
14:17,19,22	creating 3:21	58:17	deal 45:3	21:2	displayed	18:11	encourage
15:14,25	6:21	CURTIS 1:11	dealing 3:19	deserves	5:16	drivers 4:10	50:17 51:23
16:7,17	creation 9:13	curve 43:13	6:13	72:16	disregard	5:13,16	encourages
17:5 18:23	Credit 66:16	cushion 13:8	death 45:17	design 10:22	58:20 60:12	11:16 55:20	11:14
19:8,14	crisscrossed	13:14 81:2	deaths 9:18	28:24	72:13	56:3,13	encouraging
20:6,11,17	35:25	86:7	10:7,24	designated	disregarded	57:2 58:19	65:17
20:25 22:10	critical 21:20	cushions 13:5	13:23 45:23	72:24	59:5 60:17	60:15 68:3	ended 59:17
24:20 25:5	56:12 76:10	20:3 64:9	Deb 57:20	designed 11:8	distracted 5:8	72:13 74:15	enforce 56:19
25:7,21	critically 9:7	64:11 67:18	Deborah	11:15	5:14 41:7	75:7	enforcement
27:23 28:12	cross 18:19	68:13 72:24	49:14	designing	district 3:20	driving 8:14	10:23 32:5
29:20 32:11	44:22 55:12	75:2 84:24	decades 86:3	11:11	3:24 4:18	17:14 39:17	engage 35:2
32:14,15,16	58:12 60:18	88:5	decision 42:8	desk 66:24	6:14 7:10	39:17 58:21	37:23
32:18 33:23	73:8 78:2,4	cycle 88:6	dedicate	desperate	22:19 30:22	dropping	engaged 38:6
34:3 37:9	78:11,13,15		56:19	31:19	40:6,12,23	5:19 47:18	engagement
39:23 40:2	78:16 86:10	D	deem 42:21	developing	41:10 42:9	47:19,22	76:2
41:13 42:19	crossing 4:8	D 1:13	42:21	4:20	46:22 53:19	DS 68:23,25	Engineer
43:6 44:3	5:21 6:9	daily 56:2	deficiencies	development	54:11 76:25	DS38864	8:23 15:12
44:10,11,13	7:15 30:2	81:4	21:19	53:24	79:2 82:10	69:9	82:10
44:15 45:6	42:10,13,20	dangerous	define 15:16	devices 5:9,14	88:10	Duval 54:18	engineering
45:7,8 48:8	42:22,23	4:17 17:12	82:15	13:5 20:9	districts 36:2	86:14	28:25 46:24
49:20 50:2	46:25 47:11	19:17 31:14	defined 24:2	21:16	Dobrowolski		engineers
53:9 57:8	54:6 55:13	33:3,7,12	26:16	different 26:5	49:13 58:3	E	11:10
57:17 61:11	59:12 60:9	33:17,22	definition	26:14 27:21	61:19,24,25	earlier 14:12	enrollment
61:12 63:12	60:21 66:6	34:15 35:5	16:25	30:10 34:7	62:5 63:5	24:11 32:25	4:2
65:4,12	70:14,18,22	35:11,16	deflections	34:21 36:11	64:10 65:3	42:2,10	ensure 29:23
67:10 68:21	71:3,4,7,15	37:15 38:3	20:2	44:5 71:17	65:6 68:18	43:5,10	54:2 76:4,7
68:24 69:4	71:21 72:15	42:18,21	degree 66:8	difficult	68:22 69:2	46:19 80:4	ensuring 9:4
69:7,10,14	72:22 73:21	43:9 51:17	demanding	31:22	69:6,9,12	easier 47:7	enter 55:25
70:5,6 73:4	73:23 74:9	60:22 73:7	35:23	difficulties	docket 68:19	easily 37:3	72:2
73:10 75:15	74:13 75:10	Dangers 5:3	departing	55:15	68:23	east 59:13	entitled 71:3
75:19,20	crossings	45:12	5:15	direct 89:23	doing 7:21	education	entrance
		dart 46:9				10:22 26:14	

Committees on Streets and Services and Public Safety
May 14, 2018

Page 4

23:22 environments 3:22 equipment 62:13 equitable 76:5 equity 27:16 Erie 71:24 escorting 54:8 especially 3:10,15 4:5 9:6 13:20 20:2 48:17 essence 11:18 essential 12:2 12:3 establishme... 77:16 establishme... 55:9 et 27:11 evaluate 25:12 everybody 29:25 67:18 84:24 evidence 89:4 exactly 19:3 82:22 example 22:18 36:18 83:18 exceeds 72:25 exception 54:18 excessive 11:14 exchanged 83:5 exchanging 22:25 excited 57:4 81:6 Excuse 25:6 Executive 50:21,22 existence 16:10 existing 17:20 56:9,20 expect 75:4	experience 18:12 exponentially 30:15 extent 35:5 extremely 35:11,22,25 36:4 38:2 F face 51:20 facilities 4:4 22:22 facility 41:24 facing 6:7 fact 18:21 19:2 23:19 43:8 58:22 factors 4:11 23:3 facts 45:14 46:3 faculty 58:5 58:14 59:12 59:17 faded 56:10 falling 23:21 familiar 51:8 67:12 76:24 78:25 families 6:23 34:10 54:8 74:24 75:14 far 54:7 fashion 31:11 42:14 fast 55:23 80:23 faster 11:11 fatal 9:25 10:3 11:4 51:16 fatalities 11:4 24:22 45:22 fathom 45:24 fault 85:19 favor 86:18 fear 6:5 fears 31:2 Federal 66:16 feel 6:2 fewest 11:4 fighting 21:12	figure 30:4 47:3 figured 83:19 file 82:24 fill 17:2 42:12 final 28:25 finally 36:7 43:2,14 financial 36:13 find 18:6,21 18:25 34:4 fine 59:9 first 2:4 7:23 9:16 10:2 11:5 14:23 23:14 39:4 59:2 64:5 70:16 81:16 86:7 first-ever 50:23 fit 21:24 five 28:18 29:6 30:9 30:17 31:17 45:22,25 46:2 51:5 five-point 70:17 five-year 25:3 30:6 fix 21:4 30:7 fixes 36:17 fixing 30:8 flashers 15:18,24 16:2,14 32:3 82:21 flashes 72:12 flashing 15:7 59:22 60:2 62:11 81:3 82:22 86:15 86:16 flip 24:10 floor 79:10 flow 17:13 46:25 47:12 61:4 85:6 focus 51:18 focused 8:21 focuses 9:21	10:18 folks 67:11 78:6 food 55:9 forcing 74:19 foregoing 89:7,20 forget 78:9 forgotten 55:22 formed 86:22 forms 17:2 forth 62:15 78:2 forward 13:18 39:17 48:25 49:4 51:25 57:7 84:16 87:10 fought 71:9 73:23 found 5:6,25 85:18 four 5:9 28:18 30:9 30:17 31:17 71:16 four- 30:6 fourth 70:11 Frankford 35:20 free 86:19 Friends 57:21 57:22 61:25 Frogger 66:7 front 4:8 38:22 45:11 83:3 fully 89:5 function 43:4 funding 25:19 27:20 86:20 87:3 funds 27:6 29:11 future 13:19 G game 66:7 gas 17:23 79:9 gentleman 83:18 Germantown	47:16 53:14 53:21,25 57:21,21 58:7,11,12 58:16 59:5 59:12,15 60:5 61:25 65:24 66:2 66:11 73:17 77:17,20 86:13 getting 29:10 31:2,4,10 38:24 41:20 74:6 81:17 81:18,18,19 GFS 58:14 60:3,10 67:11 84:17 Girard 43:18 give 26:19 69:5 85:22 86:19 Given 55:10 gives 43:6 glad 7:21 14:3 22:11 64:21 glancing 45:10 Global 43:18 go 7:11 15:7 18:16 28:24 32:2 33:15 51:19 59:15 64:19 77:24 78:5 79:10 82:23 83:2 83:12 85:24 87:7,11 goal 13:22 goes 19:4 80:25 going 2:7 7:12,19,22 12:4 17:6,8 18:18 22:15 22:24 23:23 26:13 27:9 31:7 33:15 37:5 38:9 38:16 43:21 43:22 45:13	46:18 47:2 61:14,15 62:9 63:9 64:5 72:21 77:7 81:7,8 81:9,10 82:23 83:8 83:17 85:18 good 2:2 3:8 8:5 14:19 14:21 24:7 29:9 32:4 49:25 50:2 50:9 53:6 57:17 69:10 70:3 73:11 75:18 79:22 79:24,25 81:11 84:3 88:4,8,9 gotten 22:6 38:11 39:2 gracious 88:11 grade 57:23 70:10,11 graduating 73:16 grand-kids 7:11 grant 25:9,11 26:10,19,22 27:2,5,6 28:13,19,22 30:7 granted 62:11 grants 12:17 26:20 27:17 28:7,9 29:7 29:17 32:8 34:22 36:16 grateful 3:17 gravely 30:23 great 58:10 65:8 68:14 72:20 Greater 50:12 greatly 30:15 green 86:9 Greene 60:6 ground 28:14	Grounds 58:4 62:3 group 7:24 13:6 22:20 grouping 44:19 guard 42:22 42:23 47:11 47:11 60:9 70:18,22 71:5 73:24 73:25 74:7 74:11 75:10 guards 5:21 6:10 7:16 42:11,13,20 70:15 71:3 71:7,15,21 73:23 74:9 guess 43:2 guide 46:11 70:22 85:5 guys 48:13 Gym 1:13 3:2 32:15,16 33:23 37:9 39:23 H half 27:3 45:21 51:15 55:5 Hall 1:7 hand 31:8 43:24 59:15 handheld 60:11 hands 43:25 64:21 hanging 78:6 happen 31:25 38:16 75:5 85:20 happened 18:25 83:16 83:20 happening 84:12 happens 17:20 24:15 31:14 happy 9:12 58:6 71:20 hard 45:24	hazard 42:17 hazardous 41:21 76:3 headed 8:13 heads-up 43:7 health 9:20 10:18 41:17 41:21 79:22 healthcare 55:8 hear 2:11 22:11 30:21 52:15 56:2 60:13 80:2 85:13 heard 6:11 62:22 72:8 hearing 2:4,8 2:11 32:25 33:15,19 53:10 77:14 77:18 88:14 hearings 1:17 2:6,17 3:15 51:25 heavily 53:22 58:8 heavy 17:13 held 4:16 HELEN 1:13 Hello 50:8 53:4 help 7:8 34:5 34:8,12,18 35:17 37:18 61:3 76:4 helped 36:5 helpful 24:19 Henon 6:13 hey 67:4 Hi 57:16 high 5:8,23 26:15,16 27:15 48:17 51:6,8 58:21 60:6 60:17 high-priority 27:21 highlighted 21:18 highlighting
---	---	---	---	---	---	---	---

Committees on Streets and Services and Public Safety
May 14, 2018

Page 5

highway 20:15,22	hurt 81:18,19	8:17 12:20 53:15	intentions 52:11	JFK 12:23	74:24 75:13	54:23	limit 11:12
highways 22:13	I	increase 45:17 87:10	interested 18:7 33:25	job 24:19	keeping 11:6	lanes 26:2	55:17 56:18
Hill 47:16	idea 25:22	increasing 9:19 10:15	interesting 65:25	87:4	12:3	65:18	56:20 82:17
69:17 70:3	identified 51:6,9	40:13	intersection 17:11,12,18	jobs 28:4	Kelley 50:24	LaQuin 69:19	82:18
70:4,7	identify 25:14	indicative 42:7	17:24 35:6	John 47:14	Kelli 69:17	large 29:13	limited 51:18
hired 26:12	36:14,15	industry 10:5	38:3 58:17	Johnson 54:24	73:12	largest 22:20	limits 5:10
50:23	ignoring 43:20	inevitable 10:11	58:24 64:20	joined 8:22	kept 66:25	Larry 71:19	55:19
hires 42:10	illegal 64:8	inform 23:17	66:13,25	joint 1:16 2:8	kid 64:19	Lastly 51:24	lines 85:5
historical 85:23	67:17	24:8 34:6	70:16,17,21	2:15 3:14	kids 4:7 5:2	56:8	Liquor 77:14
historically 39:3	illustrate 11:21	information 68:9 83:24	77:17 79:3	Jones 1:11	9:23 12:3	late 74:2	list 15:20
hit 41:20	immediately 68:2	informs 82:11	79:5	2:2,21 3:10	15:4 21:13	law 20:12	16:16 27:10
70:20 79:9	impacts 58:11	infrastruct... 8:11,16	intersections 4:6 33:3,7	6:25 7:5 8:6	23:23 37:5	21:6	33:11,16
79:13 81:17	implement 12:11	39:15 41:17	33:12,17,21	12:21 14:4	37:8 38:14	laws 43:21	34:14
81:19,20	implementa... 1:17 2:18	initial 36:15	34:6,15,16	14:7,13,17	41:3,9	lead 9:13	listened 7:7
Hite 44:18	implemented 28:10 71:13	initiating 53:9	37:15 42:12	21:11 32:13	52:13 77:3	Lea 44:18	listening 39:8
hold 1:17	importance 32:22	initiative 52:18	42:18 54:16	39:25 41:11	81:17,17	lead 9:13	little 12:8
2:17	important 3:19 9:7,10	Initiatives 8:10	56:5 70:15	44:11 45:5	killed 81:21	86:8	25:7 43:10
holding 42:23	13:23 24:22	injuries 9:19	71:17 75:4	48:7 49:6,9	kills 11:20	leader 70:8	46:6 51:13
51:25	injury 26:16	51:6,8	76:3 78:3,4	49:17,24	kind 16:5,10	75:22	64:15 66:18
home 41:5	input 75:25	Inspector 71:18	introduced 6:11 8:25	50:3 51:12	19:25 20:4	leaders 70:25	78:24 85:22
honking 56:3	impractica... 55:11	install 13:8	6:11 8:25	53:2,6	22:17 24:6	71:11 74:21	Litvinas 69:18
hope 6:17	improve 10:17 61:4	19:24 20:8	introducing 9:9	57:12 61:8	24:16 25:12	Leadership 43:18	livable 52:18
39:22 40:25	improvement 4:20 38:20	62:10,25	inviting 38:22	61:17,22	34:8 41:22	leads 8:16	76:12
41:9 79:22	53:19 54:11	21:15 62:13	53:12 57:18	62:4 63:3	51:21 84:6	learned 70:25	live 31:3
87:4	improveme... 4:23 12:25	installed 66:12	involve 37:17	63:13,24	kinds 41:19	learning 52:9	lives 9:15
hopeful 68:8	26:24 27:13	installing 88:7	involved 18:4	64:14,25	know 3:13	leave 68:10	12:8 39:16
hopefully 81:11 85:20	29:12 36:15	installs 15:23	36:3 37:16	65:10 69:13	4:23 6:13	left 59:15	43:23,25
hoping 52:7	36:18 40:19	instance 43:12	involving 36:21	69:18,22	11:13,15,20	legislation 19:12 24:7	64:20
horns 56:2	42:16	instant 4:13	issue 3:19 7:6	70:5 73:9	16:23 19:16	81:12	loading/unl... 23:23
horrendous 44:24	incidents 59:19	instruct 11:16	20:19 27:19	73:10,12	22:4 31:7	let's 22:18	local 40:11
hour 5:11	include 75:24	intend 16:19	27:25 29:21	75:16,17,20	33:24 34:5	73:7	located 4:5
11:23,25	included 18:4	81:15	32:19 41:18	76:15 79:12	34:18 35:10	letter 63:6	47:15 60:19
72:12 82:14	39:4		53:10 65:16	79:18,23	35:15,24	letting 16:23	location 16:20 18:2
82:21 84:4	includes 38:14		67:6,8 71:7	80:12,16	48:15 62:23	35:10	32:6 66:14
hours 25:15	including		76:23 80:22	82:7 85:24	63:22 64:2	level 33:10	locations 4:18
47:6,6,7,9			81:4	87:23 88:12	65:14 67:16	libraries 52:14	27:15
82:20			issues 6:14	JR 1:11	71:8 75:7	license 55:21	loiterers 78:6
households 13:10			19:20 21:5	Julian 52:5	76:25 78:13	life 10:8 31:2	long 35:21
huge 7:9			26:6 73:22	jump 74:9	79:2,2	lift 34:19	42:7 51:19
human 10:8				jumped 45:14	83:16,20	light 18:13	54:5 55:22
hump 20:14				June 52:4,6,7	84:2,9,10	54:24 55:2	56:22 62:24
86:8				63:7	85:18 86:16	55:4,12	63:3 86:24
humps 20:3				K	87:6,13,16	59:16,22	long-term 36:17
67:16,16				Kasim 8:2,22	87:16	60:3 62:11	longer-term 32:9
hurdles 74:8				15:11 32:3	knowing 48:14	66:12 72:11	look 6:19
hurry 7:19				40:8 63:20	known 8:12	lights 15:6,7	13:17 21:23
				keep 13:19	L	42:16,17	22:16 23:20
				24:21 31:8	L 1:12 89:14	54:16 56:10	40:18 44:4
				37:4,8	lacking 54:3	56:23 66:4	
				71:22 73:4	lady 86:12	81:3 86:15	
					landing 38:19		
					Lane 17:11		

Committees on Streets and Services and Public Safety
May 14, 2018

Page 6

46:2,16	75:13	middle 5:7,18	moving 31:23	87:19	numbered	44:25	parents 7:18
48:19 57:7	matches 26:6	5:22 12:4	40:10	neighborho...	20:10	opened 17:10	47:17,21
64:6,12	Mateffy	78:12	multimodal	4:16 6:4	numbers	opening 3:3	59:10 70:13
78:18 82:24	57:16,20	Mike 8:13	26:21	12:12 21:13	10:15,15	14:25 15:10	74:23
84:16 87:21	matter 76:11	mile 33:8	multiple	38:10 39:21	46:14,15	opens 15:9	park 37:2
looking 4:21	81:4 85:12	34:16 54:25	53:13 60:21	57:6 77:24	numerous	44:7	74:18 77:23
40:16 41:16	89:7	55:3,6	MURPHY	neighborho...	4:16 60:24	Operations	77:23,25
48:25 67:24	matters 23:5	miles 5:11	89:14	23:8,13	67:13	57:25	parking 36:3
looks 28:18	Mayor 50:20	11:22,24		38:13 65:22		opportunity	36:19 47:5
loss 36:19	Mayor's 28:6	72:12 82:14	N	78:20	O	3:17 4:14	parks 6:4
lot 16:4 19:15	mean 28:2	82:16,17,21	name 27:7	neighbors	objections	13:25 52:25	Parkside
19:17,22	39:12 48:15	million 27:3	50:6,8	13:6,7	89:4	61:7,20	12:23
25:9 29:10	64:9	mind 6:16	53:12 57:19	57:10 67:13	objectives	62:6 76:10	part 2:5 15:9
32:21 37:19	means 89:22	17:7 43:17	61:16,18,23	74:23	50:17	option 42:25	25:8 33:24
42:11 47:17	measure	mine 54:9	70:2,4,7	nervous	observed 5:4	options 35:3	34:2 50:22
71:21 77:3	23:11	mini 17:22	73:11 75:21	47:14	obviously	order 2:8	74:7
84:10 85:8	measures 9:3	minute 27:24	86:11	Network	59:9	50:5,21,22	participating
lowest 82:19	19:25 20:21	minutes	names 25:18	26:16 51:7	occasions	69:25	34:23
Luckily 59:8	22:17 25:25	58:25 59:11	narrow 85:8	51:9	4:16 60:24	ordered 88:3	particular
	27:16 32:10	59:20 85:21	national 9:16	never 9:25	occur 4:12	orderly 31:11	7:11,22
M	34:25 39:11	87:24	naturally	31:7 78:9	24:23	organic 50:4	35:6 37:17
main 23:22	41:8 54:2	missing 5:12	9:22	new 11:3,3	occurring	original	42:12
23:22	56:24	mistakes 9:22	nature 35:5	14:24,25	25:15	30:12,14	particularly
major 19:18	mechanism	9:24	navigate 15:6	22:19,21	October 4:25	37:21 63:6	4:17 35:16
41:23 70:15	23:16	mobile 5:9,14	56:6 58:16	38:17 53:23	9:12	oTIS 8:12,12	45:15 67:23
making 3:12	meet 4:15	mobility 9:20	near 9:6	74:7 75:9	offer 50:15	8:16 9:12	partly 37:14
32:3 36:24	83:2,12,23	52:21	33:13,21	news 29:9	office 8:10	12:9	partnering
37:3 38:24	meeting 3:13	Monday 1:8	37:15	43:11	64:5,17	oTIS's 40:8	21:21
39:3 41:6	6:9 30:24	Moneek	nearby 22:23	Nicholas	66:10,14,17	outreach 29:2	partnership
42:2 59:14	member	49:13 53:12	nearly 4:2 5:4	49:13 61:24	officer 60:10	outside 78:8	13:16
managed	53:18 59:12	money 29:13	5:16 54:24	Nick 58:2	officers 60:14	78:16	partnerships
29:14,15	59:17	38:11 85:16	55:5 56:11	60:24 61:15	Oh 63:16	overall 50:19	86:23
47:24	members 8:6	monies 25:8	necessarily	night 48:18	79:21	84:8	passed 52:4
managing	50:10	87:2,11,14	37:24	nine 24:12	okay 16:17	overnight	72:9 87:9
8:13 29:6	mention 45:9	88:4	necessary	Nodiff 71:19	16:22,24	22:8 66:21	patience
maneuver	45:13 46:4	Montanez	67:23	non-existent	17:2 24:20	owner 53:15	49:18 69:23
56:4	mentioned	21:2	need 6:9 15:7	56:11	25:21 32:11	53:16 54:5	Pauline 69:17
manner	38:8	month 73:16	16:12 17:2	North 13:2	47:4 49:24	77:20 78:11	70:4,7
28:11	menu 35:2	months 28:21	22:4 24:5	70:8	69:8		paved 75:6
manual 20:4	mess 61:15	74:5	29:14 31:19	Northwest	old 16:4 24:4	P	pay 7:12,22
Marge 69:18	messages	moons 86:6	34:9 36:25	31:4 57:24	29:24	p.m 88:19	paying 46:9
75:21	41:5	morning 2:2	37:4 38:20	note 35:19	older 80:5	paid 85:16	pays 60:10
Maria 1:13	met 44:17	3:8 8:5	47:4 48:5	notes 89:6	oldest 73:15	painting 85:4	pedal 79:9
41:13	71:11	14:20,21	48:19 51:23	notification	once 6:24	panel 49:7	pedestrian
MARK 1:11	Meteffy	49:25 77:3	67:4 72:23	16:6 46:20	15:15 16:15	61:10 69:16	11:22 24:22
marked 5:11	49:14	motorists	73:20 75:3	notify 16:19	16:21 24:17	panelists	45:17,21,23
75:3,6	method 11:13	48:22	75:5,8,9	November	25:10 28:13	65:13	53:11 54:2
Market 12:23	mic 16:8 50:6	Mount 53:18	84:15 87:18	52:4	40:23	parent 59:2	56:17,25
mart 17:22	51:13 57:14	54:13	87:20	number 11:4	ones 28:17	70:7,24	58:23 60:4
Mastery 70:8	61:17 63:25	move 6:20	needed 27:14	17:16 22:13	46:6,6,8,12	71:8,11	pedestrians
70:25 71:11	69:24	49:3 51:25	70:14,22	23:6 24:21	ongoing	72:22 73:12	45:15 48:22
71:16,25	MICHELE	57:14 76:2	needs 24:3	29:7 42:4,5	13:17 76:8	74:21 75:11	54:22 55:16
73:3,13,14	89:14		27:22 29:13	68:19,23,25	open 22:19	parenteral	55:24 56:6
73:17,20,21			71:22 76:6		23:13 44:16	86:8	

Committees on Streets and Services and Public Safety
May 14, 2018

Page 7

56:14 58:10 61:5 86:10 Pelham 55:2 55:4 Penn 86:23 PennDOT 21:4,9,22 22:7,11 26:21 Pennsylvania 1:7 55:21 64:8 76:11 people 9:21 9:22 10:2 10:16 17:14 17:15 18:10 18:12,18 22:24 28:3 29:23,24,24 30:2 35:10 36:24 37:4 38:20 39:13 43:20,23,24 46:2 52:19 55:12 77:19 79:9 80:6 80:22 81:24 83:15 85:18 people's 10:21 perceived 37:13 percent 5:6,7 6:2,5 11:23 11:25 12:6 12:7 13:9 45:16,20 51:10,14 period 42:8 periodic 56:19 permit 62:10 62:12 personally 9:8 83:2 perspective 40:8 85:23 petition 13:10 petitions 74:24 Phil 66:11 Philadelphia 1:2,7 6:8	8:19 22:14 30:3 50:12 57:24 65:18 66:16 70:9 80:23 81:22 81:25 85:2 Philadelphi... 1:18 2:19 phone 4:11 phones 5:9 58:21 60:8 physical 42:15 55:13 pick 47:8 83:4 Pickett 73:17 79:4 picking 59:2 piece 43:5 pilot 38:17 39:20 piloting 39:13 Pines 49:13 53:4,8,13 65:22 67:9 68:17 Pittsburgh 21:21 place 15:14 19:12 22:18 23:15,24 24:7,18 35:11 52:20 56:23 placed 45:11 places 36:14 56:11 85:4 plan 9:14 18:17 23:11 25:4 26:18 39:10,18 49:3 51:2,3 76:4 planet 38:19 planners 11:10 planning 15:3 66:22 plans 1:17 2:18 4:21 plate 84:11 plated 79:19 playgrounds	77:25 please 49:18 50:5,7 61:23 63:25 70:2 Plus 19:3 23:25 pointed 65:25 Police 71:12 policies 52:11 policing 56:19 policy 8:9 9:16 10:6 50:11 71:2 71:13 popped 16:6 popping 24:5 population 46:17 portfolio 8:17 possible 29:18 post 66:13,17 73:25 82:19 posted 55:17 82:17,18 Posting 56:18 pot 87:17,19 potential 6:19 potentially 36:3 87:21 power 28:4 pre-K 44:19 57:22 preferred 42:24 prepared 50:25 presence 2:22 present 1:10 5:21 presenting 48:14 President 12:22 53:17 pressure 24:14 prevailing 10:9 Prevedi 49:12 50:9 65:15 81:23	prevent 9:25 10:3 21:7 prevented 21:15 PREVIDI 49:25 50:8 51:14 previous 33:18 34:11 priorities 34:19 67:25 prioritize 27:16 30:5 34:4 40:18 77:6 prioritized 13:13 prioritizes 10:8 prioritizing 27:14 priority 29:22 48:17 77:9,11 private 57:23 probably 30:10,11,13 30:15 41:15 42:5,24 67:25 83:10 83:11 problem 6:8 6:19 7:9 30:7,8,10 30:11,12 32:6 62:8 74:7 problems 36:12 73:19 proceedings 89:4 process 15:10 15:14 16:18 17:3 18:24 29:3 30:6 31:18,19 38:23 66:22 processed 28:9 processes 22:8 procured 62:12	professional 55:10 program 12:13,16 26:9 38:10 39:5,21 50:19 program's 52:10 programs 10:13 26:14 prohibitions 21:14 23:15 project 15:22 21:11 projects 12:10,22 13:17,19 28:15 29:14 30:5 40:14 87:3 promised 82:25 properly 46:11 52:20 proposal 28:7 proposition 77:2 protect 46:17 56:16 Protecting 9:3 protection 72:18 provide 7:14 8:20 providers 55:9 provisions 75:25 public 1:4,17 2:6,8,10,11 2:17 3:25 8:7 40:4 41:17 44:9 52:8 58:15 75:25 76:3 84:13,15 88:14,18 89:15 publications 21:7 Puchalsky	8:2,5,9 14:21 20:24 24:24 26:7 28:5,16 31:21 32:21 33:14 36:9 38:7 40:7 Pulaski 70:16 pull 16:8 49:19 50:5 51:12 61:17 63:24 69:24 pulling 59:3 pulls 31:11 purchased 60:3 purpose 2:10 57:3 push 42:14 pushing 32:18 put 10:2 15:19 16:19 20:13 22:17 25:17 28:20 32:3 33:16 47:4,5 62:20 72:4 77:5 84:19 84:20,25 87:10 88:9 putting 31:24	QUINONE... 1:13 quite 47:23 66:2 68:11 quorum 2:22 R Race 12:23 radar 82:12 railroads 10:6 raised 35:8 86:11 rank 25:16 ranking 15:20 rapid 86:15 rate 45:17 rates 58:22 60:7,17 re-plate 79:20 reaction 50:4 read 69:15 80:4 real 6:7 37:6 realize 81:17 really 3:18 21:18 30:8 34:5 35:21 36:23 37:4 38:17,21 40:12,21 41:9 46:7 46:14 78:22 80:2,7,9 81:6,11 85:10 reason 6:6 18:14 42:9 reasons 28:6 rec 52:14 received 28:13 receptive 22:6 recess 88:16 recognition 37:12 recognize 2:21 10:14 34:24 recognizes 48:9	recommend... 56:15 61:3 record 11:5 41:12,12 rectangular 86:15 red 59:6,7 74:8 reducing 51:19 reflects 41:13 regarding 9:2 77:15 regular 17:15 83:11 regularly 24:25 regulations 21:6,10,20 21:23 related 25:10 relationship 40:21 relined 59:25 rely 72:17 remained 74:5 remedies 18:6 87:12 remember 21:11 27:7 44:20 66:9 77:18 remind 57:2 reminder 56:12 removal 36:3 remove 79:19 removed 79:15 repaint 56:20 repairs 41:24 report 5:2 62:18,24 63:10 reported 6:5 reporter 89:24 reporting 33:3 43:4 reports 43:12 represented 2:23
--	---	--	--	--	---	--	--

Committees on Streets and Services and Public Safety
May 14, 2018

Page 8

representing 53:14 57:20	60:1 61:1 62:1 63:1	results 36:19 84:2	S	47:1 48:1 49:1 50:1	18:22 19:4 24:23 25:10	screeching 56:3	short 86:25
reproduction 89:21	64:1 65:1 66:1 67:1	review 51:4 52:12	safe 3:22 5:2 9:5 11:12	51:1 52:1 53:1,11	25:15 26:9 26:10 33:8	seat 49:19 69:23	short- 36:17
request 13:6 16:13 25:18	68:1 69:1 70:1 71:1	revisit 87:19 Rich 20:25	11:18 12:4 12:15 13:20	54:1,3 55:1 56:1,17	38:15 40:6 40:12,22,24	second 2:5 26:23 70:10	shortcomings 10:19
33:18,24 63:23 64:3	72:1 73:1 74:1 75:1	rid 71:13 right 14:14	26:8,9,12 29:24 30:2	57:1,9 58:1 59:1 60:1	41:4,10 42:9 44:6	70:20 88:6 seconds 87:25	shovels 28:14
80:25	76:1 77:1 78:1 79:1	right-hand 15:8 21:9	37:5,8 40:24 52:22	61:1 62:1 63:1 64:1	44:18,21 46:22 47:6	section 57:24 security	24:10 35:19
requested 60:23	80:1 81:1 82:1 83:1	22:3 23:25 25:23 31:10	65:21 70:13 71:23 72:17	65:1 66:1 67:1 68:1	47:7,13,15 54:7 57:21	57:25 60:10 60:14	55:25 79:18
requesting 15:17	84:1 85:1 86:1 87:1	32:7 37:9 39:14 40:23	72:22 73:5 74:15,24	69:1 70:1 71:1 72:1	57:22,23 58:9 59:22	Sedgwick 55:5	sides 60:19
requests 72:4 81:5 84:17	88:1 research 70:24	41:4 49:21 58:24 64:23	75:14 safely 6:3	73:1 74:1 75:1 76:1	59:23 60:9 61:21 62:2	see 4:7 12:4 31:13 36:25	sidewalk 74:19
84:21	resident 8:21 53:20 54:4	81:16 82:15 right-of-way 59:7	41:6 72:15 safer 4:24	77:1 78:1 79:1 80:1	62:14 70:10 70:14 71:6	37:4 39:7 51:2 68:6	sidewalks 75:3
require 15:2 19:9,10	residential 26:2	54:21 risk 46:13	6:21 10:17 12:18 27:2	81:1 82:1 83:1 84:1	71:9 72:7 72:11,11,21	72:13,19 81:9,10	sign 13:10
24:11 33:2 33:9 75:25	residents 13:20 30:21	risks 51:20 road 10:21	38:14 48:20 73:20	85:1 86:1 87:1 88:1	72:25 73:6 73:14 74:12	84:7 seeing 49:9	59:7 72:10
required 23:12 59:18	resigned 74:3 resolution	52:23 56:13 roads 51:17	safety 1:4,17 2:1,10,17	88:18 Sanchez	74:20 75:7 75:7,8 77:2	67:2 80:16 seeks 10:9	78:17
requirement 23:9	resolutions 1:16,16	roll 38:9 39:22 43:19	3:1 4:1,20 5:1,25 6:1	41:13 Sanitation	82:20,25 school-relat...	send 15:17 16:12,14	signatures 74:22
requires 19:4 RES 2:1 3:1	2:12,14,15 6:10 8:25	rolled 12:14 rolling 26:13	7:1,20 8:1,8 9:1,20 10:1	8:19 saves 12:8	25:11 schools 1:18	17:3 34:13 72:7	signed 50:21
4:1 5:1 6:1 7:1 8:1 9:1	9:9 50:13 50:16 52:3	Room 1:7 Roosevelt	10:14,22 11:1,2 12:1	saving 9:15 saw 70:13	2:19 3:25 4:22 5:22	77:10 81:18 81:19	significant 19:19 22:13
10:1 11:1 12:1 13:1	57:19 88:14 resources	43:8 Ross 71:12	12:25 13:1 14:1 15:1	saying 16:24 24:4 28:2	5:23 6:12 7:9,13,16	81:19 sense 6:18	signs 56:25
14:1 15:1 16:1 17:1	28:3 29:3 36:13 37:24	round 27:5 39:5	16:1 17:1 18:1,9 19:1	30:18 39:9 says 19:24	9:6 12:16 12:19 16:4	sent 74:25 sentiment	60:4,11
18:1 19:1 20:1 21:1	51:19 respect 18:10	21:8 26:8,9 26:12 40:24	19:5,10 20:1 21:1	20:5,6 31:18 39:8	16:5,9 23:25 25:13	10:10 SEPTA 43:15	66:4 68:3
24:1 25:1 26:1 27:1	18:13 68:3 68:4	route 20:9,10 routes 12:15	21:13 22:1 23:1 24:1,6	72:10 scary 76:25	25:13,24 26:15 27:3	58:8 September	72:14,24
28:1 29:1 30:1 31:1	respects 18:11	17:17 19:23 21:8 26:8,9	24:11 25:1 25:23 26:1	scene 47:23 schedule 3:14	27:12 33:13 33:19,21	50:20 serious 9:19	75:6,8
32:1 33:1 34:1 35:1	respond 63:14 85:17	routinely 58:20 60:5	27:1,10,22 28:1 29:1	52:7 scheduling	34:7,17 37:16 40:16	10:3 13:23 seriously 46:3	similarly 33:10 48:4
36:1 37:1 38:1 39:1	respondents 6:2	60:13 RPR-Notary	30:1,20,24 30:24 31:1	52:6 school 3:23	40:17 41:2 41:18 43:16	service 84:13 services 1:3	simple 80:24
40:1 41:1 42:1 43:1	response 49:8 57:19 63:7	89:15 rule 55:18	32:1 33:1 34:1 35:1	5:3,5,7,8,10 5:15 6:3	44:16,17,25 45:2,12	1:16 2:10 2:16 8:7,21	single 30:22
44:1 45:1 46:1 47:1	64:13 65:8 responsibility	rules 71:10 run 9:23	36:1 37:1 37:11,12	14:24 15:8 15:15,16,18	46:21 48:3 52:13 55:8	55:10 88:18 seven 71:17	85:14
48:1 49:1 50:1 51:1	72:19 responsible	running 40:25	38:1 39:1 40:1,5,15	15:23 16:2 16:13,13,16	67:24 71:2 71:16 73:3	several-year 29:3	sitting 66:24
52:1 53:1 54:1 55:1	20:18,20 22:16 86:6	rural 22:3 rush 73:15	40:19 41:1 41:8 42:1	16:20,25 17:7,10,19	75:13 77:9 schools' 25:18	shaken 59:9 share 39:2	situated 48:4
56:1 57:1 58:1 59:1	result 87:15	74:17 84:4	43:1 44:1 45:1 46:1	17:25 18:16	scope 6:18	56:13 73:22	situation 4:12
							30:14 31:15
							35:24 60:22
							situations 21:17,25
							six 28:21
							size 21:24
							slam 56:3
							sleepy 66:15
							66:20
							slow 11:8
							12:11,12,14

Committees on Streets and Services and Public Safety
May 14, 2018

Page 9

38:10 39:11	9:5 11:12	20:12,15,18	23:21 31:3	23:1 24:1	study 13:11	8:16	tend 79:9
39:21 48:19	11:17,20	20:20,21	31:12 46:9	25:1 26:1	19:6,10		terms 18:17
62:21 67:14	12:2 13:5,8	21:6,8,19	54:7,18,25	27:1 28:1	24:12 42:5	T	27:24 46:19
67:19 68:7	13:14 20:3	21:25 22:13	55:5,12,14	29:1 30:1	42:6 44:4	table 8:4	46:24 77:7
72:10 73:6	20:3,13,13	24:11 27:6	58:13 59:21	31:1 32:1	62:18,19	49:16,19	test 86:19
82:3	42:23 55:17	27:17 38:11	60:6,20	33:1 34:1	63:10 83:3	63:19 69:21	testified
slowing 12:7	55:19,23	50:6 61:18	66:6 70:23	35:1 36:1	83:9,14,23	tabulate	77:19
slows 68:2	56:20 58:22	61:23 64:8	71:24 73:8	37:1 38:1	84:2 87:2	24:25	testify 7:4,24
small 58:6	59:24 60:7	70:2 75:22	74:15,16,17	39:1 40:1	stuff 20:4	take 7:20	8:24 14:2
smoother	60:17,23	82:20	74:20 75:2	41:1 42:1	35:18	21:22 23:24	49:11 52:25
47:12	62:20,25	statement 3:3	75:3 78:12	43:1 44:1	submit 27:17	23:24 46:3	61:14 69:16
solution 6:19	64:7,9,10	36:10	78:16 82:14	45:1 46:1	successful	62:24 63:9	76:10,22
solving 36:12	67:15,16,17	states 5:6	84:22,23	47:1 48:1	10:13 29:9	81:7 83:5	80:13
somebody	67:21 68:6	45:24	85:3,7,8	49:1 50:1	29:10	83:24 85:21	testifying
31:11	68:12 72:3	stating 63:8	86:14	51:1 52:1	successfully	taken 51:4	14:5
Somerset	72:23 74:15	station 17:23	streets 1:3,16	53:1 54:1	36:6	56:16 89:6	testimony
73:24 74:16	75:2 81:2	statistics	2:9,16 4:6	55:1 56:1	sudden 85:7	takes 12:5	2:12 50:7
son 79:12	82:17,18	43:10 80:4	4:19 8:7,18	57:1 58:1	summer 75:5	28:21	53:3 57:13
sons 31:5	83:13 84:24	statutes	8:18,23	59:1 60:1	supermarket	talk 23:6 62:6	64:16 65:5
70:9	86:7,8 88:5	82:20	9:24 11:15	61:1 62:1	17:21	73:18 76:22	65:7 69:25
soon 64:4	speeding	staying 2:5	12:9,18	63:1 64:1	supervision	88:2	76:16 78:24
sorely 54:3	11:14 17:16	steady 59:6	13:3,7,11	65:1 66:1	89:23	talked 42:19	80:9
sorry 16:8	19:20 20:19	stenographic	19:18,18,23	67:1 68:1	suppliers	43:4 52:5	thank 2:4 3:6
49:23 63:4	56:18 70:20	89:6	21:3 22:15	69:1 70:1	86:18	77:21	3:9 6:25 7:2
64:2 79:11	82:15	step 19:22	22:17 26:2	71:1 72:1	support	talking 14:11	7:4,5 9:8
80:2	speeds 11:9	Stephanie	27:2,19	73:1 74:1	50:15 61:2	36:8 41:23	13:25 14:4
sort 15:2	17:15 82:13	63:12 69:8	28:8 29:4,5	75:1 76:1	61:2 65:16	44:4 46:5	14:14 25:5
17:21 18:17	spirit 44:3	steps 28:25	30:3 32:2	77:1 78:1	supposed	46:19 60:7	32:12,13,16
23:10 26:3	spoke 34:20	56:16	32:23 34:12	79:1 80:1	62:17	talks 43:19	32:17 39:23
36:7 66:7	71:4 82:10	stop 18:13	34:22 35:13	81:1 82:1	sure 14:14	tangible 6:21	39:24,25
78:5 85:5	spoken 33:4	66:4 78:17	35:14 40:9	83:1 84:1	28:8,12	tape 74:8	44:10,13,15
sorts 23:4	80:21	stop-and-go	46:24 48:16	85:1 86:1	30:2 31:9	targeting	45:4,4,5,8
65:19	spot 66:18	77:15 78:8	48:18,21	87:1 88:1	32:3 36:24	32:5	48:6,7,11
south 59:5,15	spots 36:19	stopped	50:24 51:10	stretch 54:13	37:4 38:24	Taubenber...	48:13,24
spaces 36:4	squeeze 3:16	86:11	51:15 56:2	54:17 66:2	39:3 41:7	1:14 2:24	49:5,18
speak 36:10	Squilla 1:11	stopping 5:18	62:16,22	stretches 55:7	41:12 42:15	teachers 41:4	52:24 53:2
40:7 53:12	3:11 41:14	22:25	63:11,14	56:22	43:3 48:20	Team 75:22	53:4,8,11
57:18 60:24	48:10,11	stops 43:16	65:21 67:4	stronger	49:2 52:22	tear 68:5	57:11,12,16
61:7	staff 29:15	43:17	72:5,23	81:14	55:21 82:22	techniques	57:17 61:6
speaking	58:5,14	stormwater	74:14 75:5	struck 11:22	84:14	11:8	61:8,13,19
77:13 80:9	74:23	40:14	79:8 83:10	11:24 59:16	surgery 59:18	teen 45:15,22	62:4,5
speaks 29:12	staffing 7:14	story 29:9	84:8 85:10	student 5:4	survey 5:25	teenagers	64:25 65:2
80:3	stand 88:15	44:6 47:15	87:15 88:17	72:16 75:12	54:12	46:4	65:3,8,13
special 44:19	start 2:5 24:7	86:24	STREETS/...	students 4:3	surviving	teens 45:19	65:20 67:7
specific 6:20	28:23 43:7	strategic 8:10	2:1 3:1 4:1	5:7,8,20	11:23 12:2	46:14 80:6	67:9 68:15
17:7 33:19	started 11:5	15:3	5:1 6:1 7:1	58:5,15	12:6	tell 16:12,21	68:17 69:11
specifically	62:8	strategies	8:1 9:1 10:1	60:20 73:13	sustained	16:22 24:12	69:12,13,22
19:24 20:5	starting	6:21	11:1 12:1	students'	11:2	44:6	70:4 73:9
33:6,9	28:15 40:21	strategy 9:17	13:1 14:1	58:11	Sweden 9:17	telling 38:19	75:15,16,17
34:11	starts 17:4	26:4,8	15:1 16:1	studied 55:20	system 10:20	ten 5:10,13	76:9,15,20
specifics	37:11 72:11	street 11:11	17:1 18:1	studied 27:11	systematic	5:13,22,23	78:22 80:8
63:22 64:3	state 19:4,23	12:24,24	19:1 20:1	82:11 83:14	51:22 52:12	24:12 29:7	80:10,11,20
speed 5:10	19:23 20:9	13:2,9 15:5	21:1 22:1	studio 53:16	systems 8:12	29:16 33:16	82:4 83:8
						63:9 87:25	

Committees on Streets and Services and Public Safety
May 14, 2018

Page 10

88:12,13 thankful 40:3 44:8 Thanks 76:14 thing 25:7 45:10 64:5 64:7 67:15 67:20 68:14 68:19 87:8 87:22 things 14:11 23:4 24:16 24:18 31:10 32:7 37:18 38:12 40:17 42:4 44:2 47:2 65:19 84:6 85:2,9 86:24 think 7:8,12 21:17 23:16 27:18 30:4 32:20 33:4 33:18,24 34:17,20,23 35:7,12 36:5,9,22 37:10,20 40:20 42:19 43:14 44:3 46:2,12 47:13,23,25 48:2 65:6 67:22,23 68:13 77:5 80:24 83:9 84:7 thinking 77:13 Thompson 52:5 thought 11:10 37:22 38:5 66:22 three 5:12,16 5:22 30:13 36:2 three-year 9:13 26:17 time 3:12,15 4:7 7:20 14:8 15:2 15:21,21	28:14 35:21 42:8 48:24 72:4 76:21 81:16 82:23 83:3,4 84:3 85:22 timely 28:10 42:13 times 19:15 19:17 25:9 29:6 30:13 60:21 82:13 tires 56:3 titled 5:2 45:12 today 6:17 7:2 8:22 14:2 48:14 50:13 65:14 68:9 71:14 73:2,18 75:12 76:21 80:21 81:7 83:19 toddler 59:3 59:8 told 71:6 74:6 tolerance 10:6,7 topic 6:10 9:11 total 4:2 totally 43:20 touch 46:21 track 11:6 trade-offs 37:7 traffic 1:17 2:18 3:22 4:8,20 5:25 6:5,22 8:23 10:7,10,22 11:2,4,7,9 11:11,18 12:11,14 13:23 15:3 15:6,6,12 17:14 18:3 18:17 19:20 20:4 21:8 23:11 24:6 25:23 39:10 39:11 42:24	43:21 46:22 46:25 47:10 47:12 48:20 51:5,22 52:12 54:16 54:24 55:2 55:4,11,23 56:9,23 58:18,19,23 60:11 61:4 62:21 66:4 66:12,22 67:14,19 73:5,19 77:7 85:5,6 85:6 86:5 86:10 traffic-calm... 9:3 12:22 13:4 19:25 20:9,21 21:16 25:25 34:25 56:24 87:11 traffic-relat... 9:18 10:24 trafficked 53:22 58:8 tragedy 4:12 training 34:9 transcript 89:8,21 transparent 76:5 transportat... 8:11,15,18 10:20 21:3 39:18 58:15 travel 9:5 17:17 52:13 52:13,14 traveling 59:4 tricky 58:19 trolley 43:16 trolleys 43:22 trucks 58:9 true 89:7 truly 76:6 try 7:18 21:4 24:15 27:20 28:8 31:8,9 33:20 56:4	81:15 86:22 trying 3:16 18:5 34:4 38:4,12 55:25 56:6 59:16 77:2 77:21 84:14 turn 59:7,8 turnaround 28:14 turning 40:4 tweak 81:15 twice 82:12 two 12:17 30:13 31:5 34:13 38:12 42:5 58:23 59:19 70:9 70:11,15 72:4 73:12 74:13 84:20 85:21 86:3 87:24 two-mile 54:13,17 type 23:21	urban 22:2 urge 51:7,24 75:24 urgent 29:21 use 59:25 77:25 users 48:21 52:23 usually 28:21	74:19 walk-throu... 4:17 walkability 27:11 walking 10:16 38:14 55:11 70:14 want 4:22 6:24 14:9 20:14 29:23 29:25 37:3 39:20 41:11 41:18,22 42:3,14 43:3 52:21 61:13,13 68:5,20 74:23 78:22 80:19 81:13 87:7 wanted 3:8 14:9,10 45:9 65:13 65:19 76:20 80:7 wants 67:19 84:24 warning 72:14 Washington 17:11 54:23 wasn't 33:19 water 8:19 41:22 way 3:12 12:16 30:20 34:4 38:16 38:23 40:4 51:19 55:23 77:6 81:24 82:15 83:24 Wayne 79:5,6 79:6,14 ways 30:4 35:9 37:22 38:5,17 41:6 48:19 67:14 84:21 we'll 67:18 68:8 88:9 we're 2:7 3:16 3:19 12:24	22:11 26:5 26:10 27:4 27:6,9,14 30:8 33:15 34:3 35:9 37:7 38:9 39:18 40:16 40:21 41:16 41:23 42:2 58:6 60:19 68:8 77:6 81:7 83:22 we've 12:19 18:5 21:20 21:21,25 26:20 28:23 29:10 33:25 38:11 39:19 40:10,20 45:2 67:12 week 30:25 45:23 84:20 weekend 81:20 weeks 63:9 welcome 49:17 57:15 went 17:25 63:6 66:14 66:15,19,19 82:12 84:5 84:5 weren't 70:13 71:3 wheels 40:4 whichever 67:17 83:3 wide 79:7,8 85:7 Williams 2:13 4:15 7:23 49:10 69:15 74:18 80:14 Wilson 44:20 wish 50:15 Wissahickon 17:9,25 41:25 witness 8:3 49:15 57:4 63:18,18 69:20 witnesses 8:3	49:15 69:16 69:20 80:13 woman 30:25 won 26:21 71:10 73:23 Woodland 44:21,23 work 12:13 18:5,10 22:24,25 24:17 32:24 35:17 36:15 41:9,23 43:15 48:25 65:15,23 73:3 75:9 75:12 85:10 worked 4:18 12:19 66:10 working 12:25 13:21 21:3,9 22:9 22:11 25:10 26:11 28:23 38:17,22 39:5,18 41:3 47:3 57:8 61:21 62:7 71:20 74:6 83:17 83:19 84:16 86:25 works 10:25 world 9:15 Worldwide 5:2 worry 46:7 worse 54:7 worst 83:4 wow 79:21 www.vision... 51:3
							X
							Y
							Yeah 26:7 28:5 36:9 69:2 year 3:15 6:11 11:3 12:15 15:21 26:12 28:21 38:9 39:22

Committees on Streets and Services and Public Safety
May 14, 2018

Page 11

72:9 74:10 74:12 years 18:2 28:18 29:7 29:16 30:9 30:18 31:17 51:6 65:15 65:15 66:9 70:11 74:13 yelled 60:15 yellow 60:2 Yemen 50:24 yield 56:5,25 60:4 yielding 54:21 York 11:3,3 young 18:18 29:23,24 31:5 43:23 80:5 86:12 younger 46:16 youngest 73:14 Z zero 5:24 9:14,15,17 9:21 10:6,7 10:8,13,18 10:25 12:3 12:18 13:22 25:4 26:17 27:2 48:16 50:19,25 52:2,10 zone 59:22,24 72:11,25 75:8 zones 5:3,5 5:10 12:11 12:13 24:23 38:10 39:21 45:13 47:5 0 0 45:20 1 10 11:25 82:16 100,000 5:4 11 82:16	11:25 1:8 12 15:16 16:24 24:2 51:9,14 12- 45:18 12:45 88:19 12th 57:22 73:15 74:16 75:2 13 45:16 13th 73:24 74:15 75:2 14 1:8 15 5:5 45:19 82:21 15-mile 59:24 62:10 15-mile-an-... 42:17 17 5:6 170224 1:16 2:1,12,15 3:1 4:1 5:1 6:1 7:1 8:1 8:25 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 21:1 22:1 23:1 24:1 25:1 26:1 27:1 28:1 29:1 30:1 31:1 32:1 33:1 34:1 35:1 36:1 37:1 38:1 39:1 40:1 41:1 42:1 43:1 44:1 45:1 46:1 47:1 48:1 49:1 50:1,14 51:1 52:1 53:1 54:1 55:1 56:1 57:1,19 58:1 59:1 60:1 61:1 62:1 63:1	64:1 65:1 66:1 67:1 68:1 69:1 70:1 71:1 72:1 73:1 74:1 75:1 76:1 77:1 78:1 79:1 80:1 81:1 82:1 83:1 84:1 85:1 86:1 87:1 88:1,15 170656 52:3 171055 52:3 17th 70:16 19 45:19,20 19-year-olds 45:18 1910 11:6 1980 61:21 62:8 1994 62:10 1997 9:17 19th 70:21 71:24 1st 63:7 2 2:00 84:5 20 5:11 11:22 12:5 71:11 82:14 2013 45:18 87:9 2015 12:17 26:21 45:18 62:17 63:7 63:8 79:13 2016 4:25 12:17 26:23 50:20 2017 9:12 52:4 2018 1:8 2030 13:24 22,000 4:2 25 26:14 82:18 250 58:5 26 45:19 27 5:7 3	30 12:5 300 4:3 33 3:25 35 72:12 38864 69:3 4 4.5 41:16 4:00 84:6 40 11:24 400 1:7 46th 44:21 5 5/14/18 2:1 3:1 4:1 5:1 6:1 7:1 8:1 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 21:1 22:1 23:1 24:1 25:1 26:1 27:1 28:1 29:1 30:1 31:1 32:1 33:1 34:1 35:1 36:1 37:1 38:1 39:1 40:1 41:1 42:1 43:1 44:1 45:1 46:1 47:1 48:1 49:1 50:1 51:1 52:1 53:1 54:1 55:1 56:1 57:1 58:1 59:1 60:1 61:1 62:1 63:1 64:1 65:1 66:1 67:1 68:1 69:1 70:1 71:1 72:1 73:1 74:1 75:1 76:1 77:1 78:1 79:1 80:1 81:1 82:1	83:1 84:1 85:1 86:1 87:1 88:1 50 12:6 50-plus 52:17 500 74:22 53 5:25 6 6300 53:17 66:3 6th 58:22 7 75 13:9 79 6:5 8 80 62:9 811,000 26:22 89 87:2 88:4 9 90 11:23 12:6 58:25 59:11 59:20 900 58:5 950,000 26:23 995,000 26:25			
---	--	--	--	--	--	--	--

