

Committee of the Whole
April 21, 2015

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COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE OF THE WHOLE

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, April 21, 2015
10:25 a.m.

PRESENT:

COUNCIL PRESIDENT DARRELL L. CLARKE
COUNCILWOMAN CINDY BASS
COUNCILWOMAN JANNIE BLACKWELL
COUNCILMAN W. WILSON GOODE, JR.
COUNCILMAN WILLIAM K. GREENLEE
COUNCILMAN KENYATTA JOHNSON
COUNCILMAN CURTIS JONES, JR.
COUNCILMAN DENNIS O'BRIEN
COUNCILMAN DAVID OH
COUNCILMAN BRIAN J. O'NEILL
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ
COUNCILMAN MARK SQUILLA
COUNCILWOMAN MARIAN B. TASCO

BILLS 150162, 150163, and 150164
RESOLUTION 150179

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1
2 COUNCIL PRESIDENT CLARKE: Good
3 morning. This is the public hearing of
4 the Committee of the Whole regarding
5 Bills No. 150162, 150163, 150164, and
6 Resolution No. 150179.

7 Ms. Lewis, please read the
8 titles of the bills and resolution.

9 MS. LEWIS: Bill No. 150162, an
10 ordinance to adopt a Capital Program for
11 the six Fiscal Years 2016 through 2021
12 inclusive.

13 Bill No. 150163, an ordinance
14 to adopt a Fiscal 2016 Capital Budget.

15 Bill No. 150164, an ordinance
16 adopting the Operating Budget for Fiscal
17 Year 2016.

18 Resolution No. 150179,
19 providing for the approval by the Council
20 of the City of Philadelphia of a Revised
21 Five Year Financial Plan for the City of
22 Philadelphia covering Fiscal Years 2016
23 through 2020, and incorporating proposed
24 changes with respect to Fiscal Year 2015,
25 which is to be submitted by the Mayor to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 the Pennsylvania Intergovernmental
3 Cooperation Authority (the "Authority")
4 pursuant to the Intergovernmental
5 Cooperation Agreement authorized by an
6 ordinance of this Council approved by the
7 Mayor on January 3rd, 1992 (Bill No.
8 1563-A), by and between the City and the
9 Authority.

10 COUNCIL PRESIDENT CLARKE:

11 Thank you, Ms. Lewis.

12 Today we continue the public
13 hearing of the Committee of the Whole to
14 consider various bills read by the Clerk
15 that constitute proposed operating and
16 capital spending measures for Fiscal
17 2016, a Capital Program and a
18 forward-looking Capital Plan for Fiscal
19 2016 through Fiscal 2021.

20 Today we will hear testimony
21 from the City Controller's Office and the
22 Streets Department, and later in the day
23 we will have public testimony.

24 Good morning, sir.

25 MR. BUTKOVITZ: Good morning,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 President Clarke, members of Council.
3 I'm Controller Alan Butkovitz. I'm here
4 to testify on the 2016 Operating Budget.
5 I'm joined here today by First Deputy
6 City Controller Bill Rubin, our
7 Post-Audit Deputy Gerry Micciulla, and
8 Pre-Audit Deputy John Thomas, as well as
9 our Administrative Services Director,
10 Andrea Rose.

11 The Mayor's proposed Fiscal
12 Year 2016 Operating Budget for the
13 Controller's Office includes a General
14 Fund appropriation of \$8,295,335. I
15 would like again to thank all of our
16 employees who continue to provide quality
17 service to the citizens of the City.
18 They are to be commended and
19 congratulated.

20 This year our Post-Audit Unit
21 audited all 42 City departments included
22 in our Annual Auditor's Report and did so
23 for both Fiscal Years 2013 and 2014. In
24 addition, they completed seven
25 performance or special audits, including

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Licenses and Inspections Performance
3 Audit of Demolition Practices, a review
4 of the City's overtime costs, and the
5 review of Recreation Advisory Councils'
6 bank accounts. All of these audits have
7 been sent to you and can also be found on
8 our website.

9 With our mission to provide a
10 more efficient and effective government,
11 it is with great pleasure to announce
12 that we will begin training this week on
13 the new electronic work paper system that
14 will reduce paper consumption and
15 printing resources and accelerate the
16 process used to conduct our audits by
17 eliminating the need to manually enter
18 many of the required fields.

19 Our ongoing development of
20 quality professional auditors within the
21 Post-Audit Unit has been extremely
22 valuable, and I would like to thank Gerry
23 Micciulla for his outstanding work in
24 encouraging and inspiring our Post-Audit
25 staff. We now have 42 percent of our

1 4/21/15 - WHOLE - BILL 150162, etc.
2 audit staff with CPA certification, which
3 I think is a record to the office. We
4 have partnered with the Becker Group to
5 help those who have not received their
6 CPA and we will defray the cost in return
7 for retention of the employees upon
8 completion.

9 I'd like to acknowledge the
10 Post-Audit staff for recently being
11 honored with a 2014 Knighton Award for
12 their work in the performance audit of
13 the City's demolition practices. This is
14 the second consecutive year that our
15 office has been recognized by the
16 Association of Local Government Auditors
17 as producing one of the best performance
18 audits in North America.

19 Our Pre-Audit Division provides
20 oversight of the City's payment and
21 purchasing processes. Pre-Audit
22 monitors, reviews, and approves or
23 disapproves all requisitions for payment
24 of City funds and responds to daily
25 requests for information regarding vendor

1 4/21/15 - WHOLE - BILL 150162, etc.
2 payments. This division just last week
3 was able to reach an agreement after
4 extensive wrangling -- and, again, John
5 Thomas who has made it a personal mission
6 of his to really seek justice for the
7 taxpayer. We were able to get \$95,000
8 returned to the City by a vendor who
9 submitted invoices with incorrect charges
10 and has also agreed to discontinue
11 bidding on certain work.

12 Our Fraud Unit has worked on
13 many cases involving City departments.
14 One of particular note is the recreation
15 center case that has been given to the
16 District Attorney's Office for further
17 review.

18 Our Policy Department headed by
19 Dr. Jeffery Hornstein has developed
20 several reports, most notably our review
21 of the Convention and Visitors Bureau
22 where we analyzed the workings of the two
23 tourism agencies responsible for driving
24 traffic to the City.

25 We have partnered with many

1 4/21/15 - WHOLE - BILL 150162, etc.
2 departmental commissioners in an effort
3 to collectively resolve the tremendous
4 obstacles they faced, and I look forward
5 to continued cooperation in an effort to
6 streamline City services and reduce their
7 overall cost to the Philadelphia
8 taxpayer.

9 Finally, I'd like to mention
10 the youth mentor program which our office
11 implemented this year. Our staff
12 partnered with Operation Hope, a
13 non-profit that focuses on financial
14 empowerment, to provide financial
15 education to elementary and middle school
16 students. We also established a course
17 for high school students to provide
18 real-life experience by offering a unique
19 exposure to a professional office
20 environment.

21 I appreciate this opportunity
22 to come here and present our testimony,
23 and I look forward to working with you in
24 the coming year. I'd be happy to answer
25 any questions.

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2 COUNCIL PRESIDENT CLARKE:

3 Thank you very much, Mr. Butkovitz. I
4 have a couple of questions, not
5 necessarily in your testimony. Your role
6 as City Controller, can you tell me the
7 limitations that you have with respect to
8 the Charter as it relates to the School
9 District of the City of Philadelphia.

10 MR. BUTKOVITZ: Well, the
11 Charter only authorizes us to be the
12 auditor of the financial statements for
13 the School District, and that problem is
14 compounded by the School Takeover Act,
15 which doesn't even mention us. So, first
16 of all, we have -- there's always several
17 sources of authority for the Controller.
18 There's state law and then there's the
19 question to what extent it's been
20 superseded by the City Charter, and
21 generally the Charter governs. With
22 respect to the City government, we
23 specifically have the power to audit
24 whatever, in our judgment, we think will
25 be productive. We can do performance

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2 audits of Licenses and Inspections. We
3 can determine if the department says this
4 is what their mission is, are the tactics
5 that they're using actually going to
6 implement that mission. We're able to
7 find substantial savings. We're able to
8 look for potential corruption. We are
9 able to be a strong voice, and I think we
10 have a substantial record over nine years
11 in improving operations in the City.

12 On the School District, it's a
13 totally different situation. We can
14 sample whether certain items have been
15 placed in the appropriate column, and we
16 have at times had to use ingenuity to
17 look at things such as the condition of
18 buildings in the School District. There
19 was one year -- two years, in fact, where
20 we did snap inspections of school
21 buildings and were told by the
22 Superintendent at the time, I think it
23 was Tom Brady -- I think it was Paul
24 Vallas and then Tom Brady, and they both
25 said we had no right to be in the school

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2 buildings, and we had to make recourse at
3 that time saying that we simply would not
4 certify the list of assets certifying
5 that they in fact had boilers and heating
6 systems and cooling systems and whatever
7 else they said unless we could eyeball it
8 and, therefore, reluctantly they let us
9 in buildings and we found many more
10 extensive code violations.

11 So it has always been a
12 question of trying to stretch your
13 ingenuity with the School District, but
14 the fact that we do not have the same
15 kind of language that we have in the
16 Charter with respect to City departments
17 is a major handicap.

18 COUNCIL PRESIDENT CLARKE: So
19 in the SRC legislation; i.e., State
20 Takeover, did they spell out in very
21 specific terms prohibition as it relates
22 to your ability to do audits or request
23 information?

24 MR. BUTKOVITZ: I don't have it
25 memorized, but I don't think we're even

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2 mentioned in the School Takeover
3 legislation. So I think that the intent
4 is that it's within the Auditor General's
5 scope. And I do remember when Senator
6 Fumo was still the Appropriations
7 Chairman, he very specifically told me
8 that he knew I didn't have the power to
9 check into School District contracts or
10 other School District operations, because
11 he wrote the law so that we wouldn't.

12 COUNCIL PRESIDENT CLARKE: You
13 know, I don't necessarily -- I mean,
14 Senator Fumo was quite a crafty person,
15 but I don't know if he necessarily should
16 be viewed as the origin of the Bible as
17 it relates to preemption and School
18 District matters. That whole SRC was
19 done relatively quickly.

20 MR. BUTKOVITZ: Well, we
21 studied the law after that conversation
22 and I couldn't -- believe me, we tried to
23 find something in there to fight him with
24 it, and I think the position that we
25 took -- I think it was Gerry Micciulla

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2 who gave us our position at that time,
3 which was that we had the power to follow
4 City money wherever it went and since --

5 COUNCIL PRESIDENT CLARKE: That
6 was going to be my follow-up question.

7 MR. BUTKOVITZ: So since there
8 were some City appropriations to the
9 School District, we argued that we had
10 the authority to continue to follow that
11 money to the School District. But we
12 didn't find any language in the School
13 Takeover legislation that authorized us
14 to do that.

15 COUNCIL PRESIDENT CLARKE: All
16 right. So understanding -- I'd better
17 not telegraph a particular strategy that
18 we may be embarking on.

19 So getting back to following
20 the money, so is it your belief that if
21 there is revenue targeted to schools
22 other than the traditional taxes that
23 were designated solely for schools, such
24 as the cigarette tax or the sales tax,
25 but other types of revenue that went to

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2 schools, would we have the ability to
3 follow that money?

4 MR. BUTKOVITZ: I'm trying to
5 think operationally how that would work.
6 We're constantly in an arm-wrestling
7 contest with the Nutter Administration
8 over many of the reviews we do with
9 departments. So, for example, in L&I
10 we've put out an extensive list for
11 subpoena requests for documentation. We
12 can't do that with the School District.
13 If we issued a subpoena to the School
14 District asking them for details of their
15 spending on the lunch program or how they
16 spend money on special education or all
17 of that, we would get a letter back
18 saying that we don't have the power to
19 request that information. Then we would
20 end up in a courtroom, and I think a
21 judge would say that we can't show them
22 the authority for this information
23 request.

24 So although we are able to
25 engage in the normal annual audit of the

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2 School District and to ask questions over
3 test categories, if it gets into a
4 position where it's going to be
5 litigation or a court fight, which we're
6 always thinking about that when we get
7 into these fights, I don't really have a
8 leg to stand on when I try to collect the
9 detailed information that would go into
10 that.

11 Gerry, do you have anything
12 that you would help us on this?

13 MR. MICCIULLA: No. I think --

14 COUNCIL PRESIDENT CLARKE:

15 State your name for the record.

16 MR. MICCIULLA: Gerry
17 Micciulla, Deputy City Controller.

18 I think the Controller has
19 pretty much hit it accurately. To the
20 extent -- our audit work primarily covers
21 the audit of the School District's
22 financial statements. If there are any
23 operational issues and -- for example,
24 when you're doing a financial audit, you
25 may very well see something that for

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2 purposes of the financial statements it's
3 presented correctly, but you may question
4 it as to did they use this money
5 efficiently, effectively, and as soon as
6 we start to cross that line, we question
7 how effective or how efficiently they
8 used the money, they start to give us a
9 hard time.

10 MR. BUTKOVITZ: If I may, I
11 mean, certainly it would be a help if the
12 state were to specifically amend the
13 Takeover law to give us audit authority.
14 We have consistently shown a very strong
15 interest in the operation of the School
16 District and, for example, we have done
17 several series of reviews of charter
18 school operations, charter school
19 financing. And, in fact, I think we were
20 at one time -- we had a draft of
21 legislation in Harrisburg that would have
22 authorized the Philadelphia Controller to
23 do the monitoring of charter schools,
24 which the School District office has only
25 had six employees dedicated to. We've

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2 had more resources dedicated to it.

3 So we have a strong commitment
4 and interest and we have -- for many
5 years we were critics of inefficiency and
6 poor financial management in the School
7 District. That would be a very welcomed
8 tool in enabling us to be -- I mean, the
9 School District has basically become a
10 full partner with the City government in
11 terms of budgeting now.

12 COUNCIL PRESIDENT CLARKE:

13 Okay. Yeah. I would hope that with the
14 change in Administration, that we'd
15 have -- and maybe we will -- a much more
16 cooperative relationship with the SRC
17 change in leadership, not necessarily
18 referencing the individual but the fact
19 that the leadership was appointed by the
20 democratic Governor, a person that has
21 shown a willingness to be very
22 cooperative with the City of
23 Philadelphia. So I would hope that we
24 can be in a position, and I know we
25 probably should have some level of an

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2 ability to follow the money, so to speak,
3 since we on an annual basis are given the
4 opportunity to authorize a significantly
5 increasing amount of taxes without any
6 wherewithal to, quote/unquote, follow the
7 money.

8 So I hope that not only on your
9 side you have a much more cooperative
10 relationship, but on our side that we can
11 have a little more input in terms of how
12 that money is actually spent.

13 All right. Thank you.

14 MR. BUTKOVITZ: Thank you.

15 COUNCIL PRESIDENT CLARKE: I'm
16 going to come back on a camera question,
17 but I'm going to recognize Councilman
18 Jones right now.

19 COUNCILMAN JONES: Thank you,
20 Mr. Controller. How are you this fine
21 year?

22 MR. BUTKOVITZ: So far as of
23 April 22nd -- 21st, pretty well. First
24 third of the year is okay.

25 COUNCILMAN JONES: Okay. I

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2 always mention that I enjoy reading your
3 synopses of audits and how you go through
4 them. It helps us in our budget
5 preparation. And I was wondering if
6 indeed -- we recently moved DHS to a CUA
7 system, and have you had an opportunity
8 to go through DHS and its system? Not in
9 a negative way, but just to assess if we
10 are moving in the right direction, if we
11 are meeting our financial objectives, if
12 we are meeting our obligations to the
13 young people. Have we done one for that
14 department in particular?

15 MR. RUBIN: Good morning,
16 Councilman. Bill Rubin, First Deputy
17 Controller.

18 I did speak with Stacey last
19 night. She did give me an idea of some
20 of the issues that you're looking at. We
21 prepared some things. We're going to
22 meet with her as soon as we're done and
23 go through that. Gerry does do a lot of
24 audits that are considered performance
25 audits. We can certainly put that in as

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2 something that we would look at in the
3 future, but it is part of our annual
4 audit that he put through.

5 They send over their own audits
6 that they have done. They have to prove
7 to our department that they've had those
8 audits done, and then it's part of a
9 checklist that Gerry goes through when he
10 does that departmental audit. So we are
11 looking at it, but we can look further
12 into it.

13 COUNCILMAN JONES: We wanted to
14 make sure that that was on the record,
15 but we are not going into this in a sense
16 of to try to find a "gotcha" moment. The
17 question becomes this is such a sizable
18 investment, such a new direction for our
19 City, impacting such a vulnerable
20 community, that we want to make sure that
21 we're moving in the right pace. And
22 finally we have a year under this new
23 system, so that we have something to
24 measure both in the performance end but
25 also in the financial end and are the

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2 taxpayers saving money going into a
3 direction like this.

4 We've had an opportunity to go
5 out and personally visit some of the
6 CUAs, and they seem to be good people,
7 but I don't know what that means by way
8 of your analysis, what that means by way
9 of program delivery, and I would be, as
10 one Councilperson, interested in seeing
11 if the experiment, the great experiment
12 is moving in the right direction.

13 Thank you, Mr. President.

14 COUNCIL PRESIDENT CLARKE:

15 Thank you.

16 Mr. Butkovitz, what's your
17 latest analysis on the City's video
18 surveillance systems and the condition?

19 MR. BUTKOVITZ: I think it's
20 several years old, but our conclusion at
21 the time was that I think we found that
22 about a third of the cameras were not
23 functional. And, in fact, as I recall,
24 that controversy occurred the weekend
25 before the collapse at 22nd and Market

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2 Street. So there was -- I mean, the
3 Mayor called us liars, said that we
4 hadn't actually evaluated it, and took
5 the media on a tour of the operation
6 center in which a lot of great video from
7 SEPTA's cameras were interspersed with
8 City cameras and really did not
9 address -- then they started arguing how
10 many cameras did we actually look at, and
11 then all of that was just swept away by
12 the huge disaster at 22nd and Market.

13 But we have not -- I think we
14 looked at it twice. We looked at the
15 video cameras twice. The findings the
16 second time validated the findings the
17 first time.

18 I think there have been news
19 reports about shootings and things
20 happening right under the location where
21 some of these cameras are supposedly
22 located. We were told that if there's a
23 blue light flashing, that the camera is
24 working. We found that that was not
25 true, as you recall. We found that there

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2 were holes in the cameras, that they
3 would get filled up with rainwater, that
4 they were blurry. In fact, in that same
5 week that I just referenced, the
6 Administration tried to show a video to
7 rebut our findings, and all you could see
8 was a police officer in a white shirt
9 with his hand out shooting at someone.
10 It was almost impossible at least on TV
11 to distinguish faces or anything else
12 that would have been really useful in an
13 operational sense. So I think that case
14 has been made.

15 COUNCIL PRESIDENT CLARKE:

16 Okay. I asked that question -- a number
17 of members visited Camden yesterday to
18 look at the new ShotSpotter program, and
19 the reason that it's successful is
20 because the availability of cameras in
21 proximity to the microphone, which is
22 essentially the device that records
23 gunshots. And if in fact we move
24 aggressively towards implementing that
25 program, which I think the members that

1 4/21/15 - WHOLE - BILL 150162, etc.
2 were there yesterday would probably agree
3 that it's something that we need to look
4 at very seriously, it only works if you
5 have a significant number of cameras in
6 proximity to that location, because
7 there's actually realtime responses,
8 where the gunshot goes off, cameras
9 immediately pan towards that location,
10 and you have people watching the videos
11 so you can see the direction of the
12 potential perpetrator.

13 So if in fact you have an
14 opportunity to look at some possible
15 locations or get a sense of where we are
16 with our camera system, that would be
17 helpful currently, more up-to-date
18 information.

19 MR. BUTKOVITZ: And I think as
20 you've pointed out, Mr. President, one of
21 the problems was nobody is watching the
22 video in Philadelphia as it happens
23 anyway.

24 COUNCIL PRESIDENT CLARKE:
25 Right.

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2 MR. BUTKOVITZ: I mean,
3 citizens were assured that we could
4 afford to have a lower level of police
5 manpower because you'd have the greater
6 efficiency of the technology, and really
7 the practice is to just look at the video
8 after an incident happens to see if you
9 could identify perpetrators rather than
10 to see whether there's a realtime
11 situation where you can deploy added
12 force and maybe save somebody's life.

13 COUNCILMAN JOHNSON: Point of
14 information, Mr. President, please.

15 COUNCIL PRESIDENT CLARKE:
16 Okay, sir. You were actually next. I
17 was getting ready to --

18 COUNCILMAN JOHNSON: I defer to
19 you, Mr. President. I'll wait.

20 COUNCIL PRESIDENT CLARKE:
21 Because you're next.

22 COUNCILMAN JOHNSON: I'll wait,
23 sir.

24 COUNCIL PRESIDENT CLARKE: You
25 took my train of thought.

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2 Okay. If you can find that out
3 for us, because we want to look at that
4 in a very aggressive way, but it only
5 works if the cameras in fact work.

6 Thank you.

7 The Chair recognizes Councilman
8 Johnson.

9 COUNCILMAN JOHNSON: Thank you,
10 Mr. President.

11 COUNCIL PRESIDENT CLARKE:
12 You're welcome, sir.

13 COUNCILMAN JOHNSON: I wanted
14 to offer additional information regarding
15 your question regarding the cameras. In
16 the 2nd District, we do have a real
17 live -- we have the Police Realtime Crime
18 Center where -- I don't know how many
19 cameras are plugged into that system, but
20 it's 24/7, and we possibly could take a
21 tour. They're talking about expanding
22 its operation right now, because right
23 now we can look at Broad and Allegheny
24 and see what's going on prior to an
25 incident taking place from the Realtime

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2 Call Center. And so in some capacity as
3 we look at expanding it, I would think
4 that the camera technology would be used
5 to be proactive as well, because from
6 that particular Realtime Call Center, you
7 have a representative from Delaware
8 County Police, New Jersey State Police,
9 ATF, Alcohol, Tobacco and Firearms, DEA
10 all housed in one -- FBI -- one crime
11 center. And so I'm quite sure if they
12 are monitoring the various locations and
13 you would see something about to happen,
14 they can immediately call the 22nd Police
15 District or the 17th and say, Hey,
16 listen, someone is lurking around
17 somebody's car or we see somebody like
18 doing something suspicious in their
19 pocket, get the cops out there
20 immediately.

21 So I would like to take you on
22 a tour, or anyone else who would like to
23 see it, to see how the cameras can also
24 work in conjunction with the initiative
25 that you went to take a look at yesterday

1 4/21/15 - WHOLE - BILL 150162, etc.
2 regarding spot shooting.

3 MR. BUTKOVITZ: I'll be happy
4 to take you up on that. That's really
5 encouraging.

6 COUNCILMAN JOHNSON: When you
7 see this facility, though, it's like
8 awesome. Like if a bomb dropped, this is
9 probably where you want to be at, because
10 it's like got everything going on in
11 one -- and the Chairman of Public Safety,
12 he went down there with me as well with a
13 couple other Councilmembers. And it's
14 probably a jewel that we have. It's
15 probably a quiet secret here in the City
16 of Philadelphia, but it's definitely
17 state of the art.

18 MR. BUTKOVITZ: Well, it's not
19 a secret anymore.

20 COUNCILMAN JOHNSON: No.

21 MR. BUTKOVITZ: But I commend
22 you. That's really encouraging to hear
23 something that positive going on.

24 COUNCILMAN JOHNSON: I had a
25 question, and I always nod to the Mayor

1 4/21/15 - WHOLE - BILL 150162, etc.
2 for like -- because that's primarily one
3 of his pet projects that he kind of
4 focused on from a public safety crime
5 aspect, but I'm glad it's in the 2nd
6 District.

7 My question, you came up with a
8 very interesting report and study on the
9 Department of Recreation Advisory
10 Councils and how they operate, finances,
11 and how they go about doing their
12 day-to-day business overseeing our
13 various recreation centers and parks
14 throughout the City. So can you just
15 elaborate on what actually your findings
16 of that report, your recommendations in
17 terms of how you think we need to move
18 forward on the City side to kind of rein
19 in the Advisory Councils that operate
20 throughout the City.

21 MR. BUTKOVITZ: Well, we really
22 focused on two recreation centers. At
23 Fox Chase there were major problems in
24 that the treasurer had carte blanche over
25 the checkbook. She was the only signer

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2 on checks. She signed checks payable to
3 herself, and she had the bank statements
4 and cancelled checks mailed directly to
5 her home. And she also refused to grant
6 access to data on her computer. I think
7 she had the computer at home as well.

8 In addition, the Fox Chase
9 Advisory Council paid about \$31,000 to
10 four Advisory Council officers and to
11 four recreation center employees, a
12 practice which the recreation manual
13 expressly prohibits. Now, there was some
14 debate about that because the Advisory
15 Council said that they got recreation
16 employees to work on weekends and
17 overtime, but the policy of the Charter
18 and City law has been pretty consistent.
19 You work for the City, you work for the
20 City. You have one master, you get one
21 paycheck, and these kinds of side deals
22 are prohibited.

23 COUNCILMAN JOHNSON: You say
24 one master?

25 MR. BUTKOVITZ: It sure sounded

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2 like that, but that had to have been an
3 error.

4 COUNCILMAN JOHNSON: I thought
5 you said one boss or one employer.

6 MR. BUTKOVITZ: That's probably
7 better.

8 At Vogt, there were blank
9 checks that were being pre-signed by
10 Advisory Council officers. In that case,
11 they would only get one signature instead
12 of two, and there was no supporting
13 documentation, no invoices, contracts,
14 vouchers, et cetera.

15 COUNCILMAN JOHNSON: What's
16 your recommendations in terms of how we
17 clean up, how we can actually address
18 these issues? Because I think the
19 Advisory Councils are in some aspects
20 totally separate from the Department of
21 Recreation. So I can't just immediately
22 introduce a bill and say, here's how all
23 of the Advisory Councils shall operate
24 here in the City of Philadelphia, because
25 somehow there's a separation between the

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2 two. So how would we --

3 MR. BUTKOVITZ: Yeah. There
4 was a debate about whether we could even
5 audit it for those purposes, and the
6 answer is that the manual has, in effect,
7 served as the Bible for the Advisory
8 Councils. So the Advisory Councils are
9 able to function because they hold
10 themselves out to the world as having a
11 relationship with the Recreation
12 Department. So the Recreation Department
13 has a rule that says in order to
14 function -- in order to have this
15 relationship with us, you must comply
16 with the following requirements such as
17 having double signatures, such as making
18 your books open for audit, such as how
19 they're going to conduct an election for
20 members of the Advisory Council in the
21 neighborhood, who gets to participate,
22 how that all gets scheduled. I think
23 that that would be addressed -- I'm not
24 sure that you can do it by ordinance, but
25 I think that you could do it by

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2 regulation in the Recreation Department.

3 COUNCILMAN JOHNSON: Okay. All
4 right. Thank you, Mr. Butkovitz.

5 MR. BUTKOVITZ: Thank you,
6 Councilman Johnson.

7 COUNCIL PRESIDENT CLARKE: Good
8 Councilman?

9 COUNCILMAN JOHNSON: Thank you,
10 sir.

11 COUNCIL PRESIDENT CLARKE: The
12 Chair recognizes Councilman Jones.

13 COUNCILMAN JONES: Thank you,
14 Mr. President.

15 Just a quick couple of
16 questions. Last year you talked about
17 the 1,200 vacant properties that you took
18 a look at with L&I and the boarding up
19 and things like that. Has there been --
20 Clean and Seal. Thank you. Has there
21 been an update to that information? Have
22 we made progress? City Council and the
23 City has made a substantial investment
24 with new technology, new workforce, and
25 wanted to find out if we've made any

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2 headway with that.

3 MR. BUTKOVITZ: Well, as you
4 probably know, we're in a very extensive
5 review of Licenses and Inspections
6 practices that covers a number of
7 subjects, including delays and failures
8 to comply with time requirements on the
9 taking down of imminently dangerous
10 structures. So part of that is a review
11 of Clean and Seal buildings.

12 We have, as I indicated before,
13 served about three or four extensive
14 subpoenas. There's an awful lot of data
15 being reviewed and culled through. The
16 Law Department right now is going through
17 some of it to determine after -- I guess
18 it's been more than 30 days -- after 30
19 days what they can and can't give us. So
20 it's going to be a series of months
21 before we are able to issue a report on
22 that.

23 COUNCILMAN JONES: We put \$3
24 million in a prior year and then I don't
25 know how much last year to try to shore

1 4/21/15 - WHOLE - BILL 150162, etc.
2 those inspections up. So it would be
3 interesting for us to evaluate a return
4 on investment. There was an article
5 today in the paper talking about those
6 changes being underway, and I just wanted
7 to know if your office had a chance to
8 quantify some of those gains. So I'll
9 wait on that.

10 The other question, following
11 up back with Councilman Johnson and then
12 Councilman Clarke, is, I would be
13 interested in looking at the cameras in a
14 different way, because in Baltimore I
15 think it was 25 percent reduction in
16 crime in the areas that the cameras were
17 in. I don't know if anyone has
18 quantified what they've actually meant to
19 crime prevention, crime reduction,
20 apprehension of criminals. There were a
21 couple of cases last year. One was the
22 abduction, the heinous abduction, of a
23 young lady in Germantown, and the only
24 way they found out was through a camera.
25 It wasn't a camera for the City, but it

1 4/21/15 - WHOLE - BILL 150162, etc.
2 was a camera technology. So obviously it
3 has a role to play in crime prevention
4 and apprehension. And then the other
5 thing is to look at other cities where
6 they do have live monitors, which is, I
7 think, if I may be so bold as to say, the
8 President's pet peeve, that they actually
9 have eyes on. Even though I would say
10 our apparatus down South Philly is every
11 bit as good or maybe better, the key
12 component is someone actually observing a
13 particular terrain. They call it virtual
14 patrolling, and then having particularly
15 a retired officer or someone who has desk
16 duty to be able to actually know that
17 terrain, know the perpetrators, know some
18 of the methods of operation to be able to
19 add to the boots on the ground and be
20 able with a handheld, be able to give
21 them realtime information. They could be
22 a block or two away and say that Suspect
23 A has just entered the area. Suspect B
24 has just approached him for a transaction
25 and we've seen the transaction. We've

1 4/21/15 - WHOLE - BILL 150162, etc.
2 memorialized it on tape, go in, and I'm
3 going to tell you what pocket he got it
4 in.

5 So, I mean, Baltimore and other
6 cities that use that particular eyes in
7 the sky and boots on the ground
8 partnership, I would be interested in us
9 measuring what that could mean as a force
10 multiplier, a reduction in actual crime
11 and, more importantly, preventing crimes.
12 I mean, I think that's where you get your
13 bonus points from, actually getting to a
14 situation before it actually occurs as
15 opposed to memorializing it after it
16 happens.

17 MR. BUTKOVITZ: Well, this
18 Council really has taken a heroic role in
19 both focusing on the technology issues
20 that you're referencing on crime
21 prevention and in finally putting in
22 substantial resources in L&I to do what
23 they were making pretend they were doing
24 before.

25 I would take this moment to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 point out that one of the issues that we
3 had with the cameras was that the City
4 had absolutely no maintenance or response
5 plan. It takes up to five days for the
6 City to fix a camera. In Baltimore, they
7 have a strict 24 hour. If you're going
8 to put confidence, people are going to be
9 walking on the streets figuring that that
10 camera is providing security, the
11 criminals in the area have to not think
12 it's a joke. And very similar to the
13 requirement that L&I be serious about
14 tearing down a building that's going to
15 fall down in 24 hours within the stated
16 time, same thing should be done on
17 maintenance and repair of our video
18 cameras.

19 But you have staked out a
20 visionary path and you've found
21 real-world examples that are very nearby.
22 I mean, any time that Camden is able to
23 lead the way for Philadelphia, it's
24 somewhat embarrassing.

25 COUNCILMAN JONES: It was

1 4/21/15 - WHOLE - BILL 150162, etc.
2 humbling. It wasn't embarrassing, but it
3 was humbling. So I applaud our President
4 for being visionary, not just now but you
5 and former Mayor Street embarked upon
6 this with an RFP to community-oriented
7 policing way back before it was popular.
8 So I want to put that on the record, that
9 it was your vision. I remember some of
10 the first beta testing cameras. And so
11 we've come a long way and I think we have
12 a bit further to go, but the upside
13 potential of this thing is extraordinary.
14 So stay on it.

15 MR. BUTKOVITZ: Thank you.

16 COUNCILMAN JONES: Thank you,
17 Mr. President.

18 COUNCIL PRESIDENT CLARKE:
19 Thank you, Councilman.

20 And just for the record, I
21 don't want, speaking from a personal
22 perspective, people to construe this
23 issue with respect to ShotSpotter or any
24 other new technology to be morphed into a
25 Council versus Administration or versus

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Police. We are just simply, again,
3 prepared to have a true partnership,
4 because we are the appropriating entity
5 within the government to provide the
6 support for any new technology that
7 enhances our ability to deter crime.
8 There are parts in my district, and I'm
9 sure the members' here districts, where
10 there are literally a minimal of a
11 gunshot a night. Nobody gets hit, and
12 people unfortunately because of the
13 frequency of the gunshots, people just
14 kind of shrug it off, oh, well. And it
15 never gets reported. But we're talking
16 about a technology that can actually
17 report a gunshot, so we have a real sense
18 of how many people are actually shooting
19 and actually be in a position to let
20 people know that we have this detection
21 system, that if you shoot, I don't care
22 if you hit them or not, we're going to
23 find you and we're going to track you
24 down. So that's all we're trying to do.
25 And I just want to say that we are a true

1 4/21/15 - WHOLE - BILL 150162, etc.
2 partner with the Philadelphia Police,
3 because we love our Police and we want to
4 make sure that they have all the tools
5 necessary to be able to deter crime in
6 whatever capacity.

7 There are no other questions at
8 this time. Thank you very much,
9 Mr. Butkovitz.

10 MR. BUTKOVITZ: Thank you.

11 COUNCIL PRESIDENT CLARKE:
12 Thank you.

13 Next up we will have the
14 Department of Streets.

15 (Witnesses approached witness
16 table.)

17 COUNCIL PRESIDENT CLARKE: Good
18 morning.

19 COMMISSIONER PERRI: Good
20 morning.

21 COUNCIL PRESIDENT CLARKE:
22 Please proceed.

23 COMMISSIONER PERRI: Good
24 morning, Council President Clarke and
25 members of City Council. I am David

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Perri, Commissioner of the Streets
3 Department. I am joined today by Deputy
4 Commissioners Donald Carlton, Michael
5 Carroll and Christopher Newman. We are
6 here to present testimony on behalf of
7 the Department's proposed Fiscal Year
8 2016 Operating Budget. We request a
9 General Fund appropriation of
10 \$125,406,720 and an all funds
11 appropriation of \$195,086,720. This
12 budget request allows the Department to
13 accomplish our mission of providing
14 clean, green, and safe streets.

15 Streets Department employees
16 have done a remarkable job accomplishing
17 the Department's mission this current
18 fiscal year despite the challenges posed
19 by a second consecutive severe winter and
20 a shortage of operable trash compactors.
21 Our Sanitation Division has collected
22 250,000 tons of curbside trash through
23 the first two quarters of this fiscal
24 year and has maintained the City's
25 curbside recycling rate and recycling

1 4/21/15 - WHOLE - BILL 150162, etc.
2 tonnage at historically high levels
3 despite significant changes in the
4 composition of the recycling stream.

5 In early April, the Sanitation
6 Division successfully completed the
7 Eighth Annual Philly Spring Cleanup,
8 which featured a record number of
9 participants and a record number of
10 projects. Sanitation Division Citywide
11 Cleaning Unit continues to provide
12 exceptional cleaning services for the
13 City's world-class outdoor public events
14 while also supporting local neighborhood
15 cleaning projects throughout the City.

16 Sanitation Division's unique
17 Philadelphia More Beautiful Committee
18 effectively supports a growing network of
19 impassioned block captains who have
20 increased in number to over 9,000
21 community leaders citywide.

22 In an effort to provide
23 neighborhoods with safe and convenient
24 access to legally dispose of excess
25 trash, yard waste, tires, furniture,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 appliances, electronics, and recycling,
3 the Sanitation Division has opened two
4 new convenience centers this fiscal year
5 where residents can easily dispose of
6 these materials and products.

7 Our Transportation Division
8 continues along multiple paths to improve
9 the City's complex transportation
10 network, with a primary goal of improving
11 safety and access for all users of the
12 public right-of-way. The Transportation
13 Division has implemented a Complete
14 Streets approach to projects with an
15 emphasis on upgrading transit corridors,
16 expanding the bicycle network, improving
17 pedestrian facilities, and effectively
18 managing the traffic flow.

19 With these objectives in mind,
20 we are on schedule to open the City's
21 first Traffic Operations Center this
22 September, which will provide the City
23 with a state-of-the-art traffic control
24 and management system. We also continue
25 to modernize City-owned street and alley

1 4/21/15 - WHOLE - BILL 150162, etc.
2 lighting systems with cleaner, brighter,
3 more energy-efficient LED technology.

4 In terms of maintaining the
5 City's roads, the Department has reached
6 an agreement this year with advocacy
7 groups to focus the reconstruction of
8 curb ramps, the street crossings that
9 have the highest need and highest
10 pedestrian counts. The resulting pilot
11 program will enable the Streets
12 Department to more effectively build out
13 the City's curb ramp network while
14 simultaneously more than doubling the
15 number of miles of local City streets
16 that will be conventionally repaved.

17 The Streets Department as a
18 whole and in partnership with other City
19 departments and agencies, including Parks
20 and Recreation, Water, CLIP, Fleet
21 Management, and the Philadelphia Parking
22 Authority, successfully provided snow and
23 ice removal services during a second
24 consecutive harsh and disruptive winter
25 season that featured 18 snow and ice

1 4/21/15 - WHOLE - BILL 150162, etc.
2 events. Over an extremely challenging
3 16-month period, Streets Department
4 employees responded to a record 37 winter
5 weather events and their aftermath while
6 continuing to deliver critical public
7 services to the citizens of Philadelphia.

8 We thank you for the
9 opportunity to testify before you today.
10 The deputies, staff, and I are happy to
11 answer any questions that you may have.

12 COUNCIL PRESIDENT CLARKE:

13 Thank you, Commissioner. I just have a
14 couple of quick questions. And just real
15 quickly, Broad Street, North Broad
16 lights, Avenue of the Art, North Broad,
17 the lights along the median, where are we
18 at in terms of scheduling?

19 COMMISSIONER PERRI: We'll get
20 you the schedule for the completion of
21 that project. It is in construction and
22 has been in construction for a period of
23 time. Our staff will probably be able to
24 pass up to me the current completion
25 schedule.

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2 DEPUTY COMMISSIONER CARROLL:

3 The main issue I think is that we're
4 working on figuring out the liability
5 issues associated with the lights. So
6 the contractor is currently on hold as
7 per the work progressing until we've
8 worked these issues out.

9 COURT STENOGRAPHER: I'm sorry.

10 Can you state your name.

11 DEPUTY COMMISSIONER CARROLL:

12 I'm sorry. My name is Mike Carroll. I'm
13 the Deputy Commissioner for
14 Transportation in the Streets Department.

15 COUNCIL PRESIDENT CLARKE: You
16 say it's on hold. There's a logjam every
17 morning on Broad Street. On my way to
18 work I run into a logjam where they're
19 actually working. It looks like some
20 sort of trenching on the street on the
21 lights. So there's something going on.
22 You said it's on hold?

23 DEPUTY COMMISSIONER CARROLL:

24 The progress in getting the work done for
25 the lights put up and finishing their

1 4/21/15 - WHOLE - BILL 150162, etc.
2 job. There may be some work that we need
3 to do in order to fix the maintenance of
4 protection of traffic, and we can look
5 into that.

6 COUNCIL PRESIDENT CLARKE:

7 Okay. So when you say "liability,"
8 bottom line is, we're concerned about
9 people running into the standards; is
10 that it?

11 DEPUTY COMMISSIONER CARROLL:

12 Yeah, and the configuration of the lights
13 is somewhat unusual. It's a project that
14 was developed and adopted by the Streets
15 Department. We're trying to figure out a
16 way that we can get those taken in by the
17 City and maintained by the City in a
18 manner that's consistent with our
19 standards.

20 COUNCIL PRESIDENT CLARKE:

21 Okay. Mattresses, have we gotten a
22 handle on that? Mattresses. I know
23 there was a change to the collection
24 process because of the bedbug phenomenon,
25 and people were just dropping mattresses

1 4/21/15 - WHOLE - BILL 150162, etc.
2 everywhere because they didn't want to
3 get the bags or the coverage. My
4 understanding is that the Streets
5 Department adopted a policy that they
6 would not collect a mattress unless they
7 were encased in some sort of a plastic or
8 whatever that was. Can you tell me where
9 we are with that? Because I still see
10 them -- it doesn't seem like as many, but
11 I still see a lot of mattresses discarded
12 across the City.

13 DEPUTY COMMISSIONER CARLTON:

14 Good morning. I'm Deputy Streets
15 Commissioner Donald Carlton in charge of
16 Sanitation.

17 Council President, yes.

18 Initially in 2013 when we introduced this
19 regulation, we did a two-month period
20 where we did warnings for residents who
21 did not comply, and in February we began
22 citing residents who didn't comply. But
23 from a division standpoint, we tried to
24 address it from numerous ways, because as
25 you said, initially it was an issue. We

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2 had people dumping them on lots. We had
3 individuals just dumping them anywhere
4 because there was no compliance, and to
5 avoid the citation, you just didn't want
6 it in front of your property. But what
7 we've done as a division, we've taken a
8 three-step approach where we are
9 identifying it, we have our managers then
10 inspecting it, and if it is infested, we
11 will have crews with -- they will don a
12 uniform, protective uniform, to collect
13 it, but if it's not infested, then we'll
14 have the normal crews collect it.

15 So we've definitely seen a
16 decrease in the amount of illegally
17 dumped mattress over the past year from
18 when we first started this regulation.

19 COUNCIL PRESIDENT CLARKE:
20 What's causing the decrease?

21 DEPUTY COMMISSIONER CARLTON:
22 Well, we're actually servicing them and
23 we're ensuring that --

24 COUNCIL PRESIDENT CLARKE:
25 People are still dumping. It's just that

1 4/21/15 - WHOLE - BILL 150162, etc.
2 you now have the ability to remove them.

3 DEPUTY COMMISSIONER CARLTON:

4 I'll be honest, Council President,
5 there's not even as many being dumped. I
6 believe initially individuals kind of
7 resisted as whenever there's a change,
8 but we're seeing a lot more individuals
9 have them in the bags and also they're
10 actually just wrapping them in plastic.
11 So we encourage our crews even if it's
12 not a bag that was bought from Walmart or
13 one of the other chain stores, if it's
14 wrapped, take it.

15 COUNCIL PRESIDENT CLARKE:

16 Okay. More compliance.

17 DEPUTY COMMISSIONER CARLTON:

18 Yes.

19 COUNCIL PRESIDENT CLARKE: Kind
20 of like the recycling. There was a lot
21 of resistance early on, and I must say I
22 was a little late in getting on board,
23 but I got a couple of warnings and I
24 said, you know what, I'd better comply.
25 My non-compliance will probably be in the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 newspaper.

3 Real quick. I see that
4 fortunately we're getting a significant
5 amount of revenue as a result of the
6 state authorized gas tax for street
7 paving. Are we using any more creative
8 measures or are we just going to use the
9 continued method of street repaving in
10 terms of materials? And I ask that
11 because I know at one point in time there
12 was this discussion about tires,
13 recycling tires for street paving. And
14 so I guess it's a two-part question.
15 One, are we looking at more creative ways
16 of repaving since we have additional
17 dollars and, two, did that technology
18 actually pan out with respect to
19 recycling of tires? Because we're
20 actually now starting to see an onset of
21 tire dumping again, and I found out we
22 were trying to do something with that,
23 but we found out that that's state
24 regulated in terms of disposition of used
25 tires.

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2 COMMISSIONER PERRI: There's an
3 answer to a couple of your questions in
4 there. The new state gas tax money, we
5 are projecting that out several years to
6 be able to be used for conventional
7 repaving in Philadelphia. That's the
8 most effective way of providing the City
9 with a safe and durable roadway network.
10 We are considering and have met with a
11 supplier to pilot a program using
12 recycled rubber for asphalt, but the use
13 of that product is still in its infancy
14 in northern states in the United States.
15 It is in use in some warmer climates, but
16 it is not in widespread use as of yet in
17 colder weather areas such as
18 Philadelphia.

19 So as the gas tax money that we
20 are projecting increases over the next
21 several years, we would like that
22 exclusively to increase the number of
23 miles of street repaving that we can do.

24 We have tried various alternate
25 repaving methods, including thin overlays

1 4/21/15 - WHOLE - BILL 150162, etc.
2 and other methods, and we found that they
3 really do not hold up as well as expected
4 and that there's really no good
5 substitute at this point for using
6 conventional paving as the proper way to
7 restore and maintain City streets.

8 COUNCIL PRESIDENT CLARKE:

9 Okay. Thank you.

10 And, lastly, I'd just like to
11 thank you. I don't know if this happened
12 as a result of the conversation we had a
13 couple of budget cycles ago about the
14 placement of the ramps, handicap ramps.
15 I was talking about in other states they
16 were actually targeting locations that
17 had healthcare facilities. That was the
18 primary focus of the installation of
19 those ramps because of the need, and you
20 talked about using pedestrian counts as
21 it relates to accessible ramps. Thank
22 you for adopting that program.
23 Personally, I have a couple of people in
24 my family that have challenges with
25 respect to dealing with those ramps, and

1 4/21/15 - WHOLE - BILL 150162, etc.
2 a couple years ago trying to navigate the
3 streets in the City of Philadelphia was
4 somewhat challenging. So thank you for
5 moving towards that process.

6 COMMISSIONER PERRI: You're
7 welcome. It's a far more effective and
8 efficient way to build out the curb
9 network, is to identify locations with
10 high pedestrian counts and locations
11 where there is a definitive need. We'd
12 rather do it that way than just hook up
13 doing ramp installation just because we
14 happen to be paving a random street.

15 COUNCIL PRESIDENT CLARKE:
16 Yeah. Actually, I saw that. There was
17 paving of the street that had two houses
18 on it and they actually put ramps on it
19 as a result of that old program. It
20 didn't make a lot of sense, but thank
21 you.

22 The Chair recognizes Councilman
23 Johnson.

24 COUNCILMAN JOHNSON: Thank you,
25 Council President.

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2 First and foremost, I just want
3 to publicly acknowledge the work of the
4 Streets Department, starting off with the
5 leadership at the top, which is the
6 Commissioner, and his surrounding
7 supporting cast and team, and special
8 mention to Donald Carlton, only for the
9 simple fact that every time my office
10 calls the Streets Department regarding
11 issues and concerns in the 2nd
12 Councilmanic District, you're always
13 responsive. You're always professional.
14 We have a very huge city and there's a
15 lot of issues that need to be addressed
16 under the Streets Department, but I do
17 thank you for your response and working
18 with us and addressing those day-to-day
19 issues. And the reason why I left the
20 State House to come to City Council to
21 serve as a Councilman in the City of
22 Philadelphia, the City in which I love,
23 is because City Hall is where, and City
24 Council, where the rubber meets the road.
25 So rather it's dealing with potholes,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 rather it's helping Packer Park get snow
3 removal or sending the cleaning truck
4 down Point Breeze Avenue or working on
5 the alleyways, you have always been
6 supportive of our efforts. I mean, I
7 text Donald like 11:30 at night, saying a
8 lot of issues constituents calling me
9 for.

10 So for the whole team, first
11 and foremost, I just want to say thank
12 you for your service to the City. That's
13 first. And the taxpayers should be
14 proud, because at least in the 2nd
15 District y'all are working.

16 I just want an update on a
17 couple things. One, Philadelphia Futures
18 program, I just love this program. Could
19 you all give us an update, an idea of the
20 status of the program, how many young men
21 are participating, what are we going to
22 do to keep this program moving forward
23 regardless of whoever is in the next
24 Administration. It's an outstanding
25 program that takes young men off the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 corner, gets them involved in something
3 that's positive, and I think it's one of
4 those little quiet programs that's often
5 talked about that the Mayor implements
6 specifically as a way to address the
7 issue of youth violence by putting young
8 men to work.

9 COMMISSIONER PERRI: Yeah. We
10 love the Future Track program. As you
11 know, it speaks to the thematic goal of
12 closing the income gap. It provides 18-
13 to 24-year-olds with life skills and job
14 training opportunities and real-life job
15 skills, and it also provides the
16 community with much-needed services.

17 One hundred and ninety-eight
18 individuals have completed the program
19 since 2013. Eighty are currently working
20 in the program. This year we provided an
21 enhancement to that program in which we
22 allocated five of the spots for
23 individuals that had learning -- that
24 were in the autistic community so that we
25 can give those folks an opportunity to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 get real-life job skills and experience.
3 We followed that Future Track
4 program last year with a program we
5 called Survey to Future, and it didn't
6 get too much publicity, but I'm very
7 proud of that program. Our Survey Bureau
8 Manager, Frank Morelli, put the program
9 together, and what he was able to do, we
10 tested five of the Future Track employees
11 and found those that had the highest math
12 skill levels. We then made arrangements
13 with HR to provide those five individuals
14 with temporary jobs with the City of
15 Philadelphia. So they were hired on as
16 trainees for a limited period of time,
17 and what Frank Morelli from our Survey
18 Bureau was able to do, he provided them
19 with intense training on higher level
20 math skills such as trigonometry and in
21 the skills you need to become a surveyor.
22 So after about six months, the
23 engineering aide examination came out,
24 and I'm very proud to say that the five
25 individuals that we trained came out 1,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 2, 3, 5, and 6 on the engineering aide
3 examination, and they are now all
4 permanent City employees. So they went
5 from a temporary job program into a
6 temporary position with the City of
7 Philadelphia and now they have permanent
8 positions, civil service positions, with
9 an uphill potential that is unlimited.

10 So we're very proud of that
11 program. We think it's something that's
12 scalable and reproducible in other areas
13 of the City government. So Future Track
14 program has been nothing but a success
15 for us. We will be -- we are in the
16 middle of the current program and we'll
17 have another round of trainees coming up
18 afterwards.

19 COUNCILMAN JOHNSON: Okay. All
20 right. Just keep me abreast. Chairman
21 of Public Safety, Councilman Jones,
22 obviously you're aware of the program?

23 COUNCILMAN JONES: We over the
24 last couple of years have challenged each
25 department to do that kind of school to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 work, school to a career as opposed to
3 school to prison. But I must say they
4 have stepped up in such a way that it is
5 a blueprint for other departments,
6 whether it's the Water Department to be
7 able to do that.

8 I mean, from time to time,
9 Councilpeople kind of pile on when you
10 don't do something right, but I'm very
11 glad that Councilman Johnson is
12 recognizing and highlighting something
13 that you're doing extraordinarily well.

14 COMMISSIONER PERRI: Thank you.

15 COUNCILMAN JOHNSON: Yes. And
16 just wrapping up, what's special about
17 the program is that every night -- and
18 Councilman Jones, we call each other
19 because both of our districts probably
20 every other evening, we either get a
21 shooting or homicide.

22 So he's kind of hoping it's not
23 his district when we turn on the news and
24 I'm hoping it's not my district when we
25 turn on the news. But it's always

1 4/21/15 - WHOLE - BILL 150162, etc.
2 inspiring. And I can't speak for anybody
3 else. I can speak for Curt and myself.
4 Like I grew up in Point Breeze. I grew
5 up like in the neighborhood around like
6 regular guys, where half of my friends
7 are dead, the other half are in jail and
8 maybe the rest are still hanging on the
9 corner. And when you see 10, 20 young
10 men come down the street with their blue
11 uniforms on, they are professional,
12 they're not acting out in the
13 neighborhood, and they're working -- see,
14 when we talk about a real serious
15 conversation about crime and violence, if
16 a young man is working during the day,
17 he's too tired to come out and hang on
18 the corner. If he has a job, he's not
19 trying to sell drugs, because he's
20 working already.

21 And so hopefully we'll step up
22 as a city, and I'm going to refocus my
23 priority to specifically begin looking at
24 how do we put more of our money in the
25 budget to make these programs go to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 scale.

3 The Councilman challenged the
4 Water Department to do the same type of
5 program that I met with them about
6 yesterday where you have young people
7 working, building a career from school,
8 from going from school and focusing on a
9 career. And so I just think at some
10 point in time as a city, we got to sit
11 back and say, Hold up, what are we
12 seriously going to do to help these young
13 men focus on getting a job and not
14 picking up a gun, and it's programs like
15 that that's an example that we're going
16 to begin to start taking a real hard look
17 at. Let's put our money where our mouth
18 is if we really say we're about
19 addressing the issue of crime and
20 violence besides just locking everyone
21 up.

22 So thank you for your
23 leadership. I just want to thank you and
24 your team publicly, because when things
25 go wrong, we give you a call, but we need

1 4/21/15 - WHOLE - BILL 150162, etc.
2 to acknowledge when you're doing good
3 work, and I just wanted to stop my
4 schedule today and give you all kudos
5 publicly. So thank you.

6 COMMISSIONER PERRI: Thank you.

7 COUNCILMAN JONES: Thank you,
8 Councilman.

9 I was going to give you some
10 accolades because I'm next, but I'm going
11 to yield to Councilmembers that have not
12 had an opportunity. I'll save it for a
13 little later.

14 The Chair recognizes
15 Councilwoman Blackwell.

16 COUNCILWOMAN BLACKWELL: Thank
17 you very much. I'll only be a moment. I
18 wanted to thank this department as well.
19 We have myriad things on the fire, but
20 we're working them through, and we want
21 to say thank you all for your assistance
22 and cooperation.

23 COMMISSIONER PERRI: You're
24 welcome, Councilwoman.

25 COUNCILWOMAN BLACKWELL: Thank

1 4/21/15 - WHOLE - BILL 150162, etc.

2 you.

3 COUNCILMAN JONES: When there's
4 a snow event, it's like who do you call,
5 and it isn't Ghostbusters, so we call
6 you.

7 The Chair now recognizes
8 Councilman Oh.

9 COUNCILMAN OH: Thank you very
10 much, Chairman, and thank you for
11 yielding your time.

12 COUNCILMAN JONES: No problem.

13 COUNCILMAN OH: Leadership.

14 All right. Good morning.

15 COMMISSIONER PERRI: Good
16 morning.

17 COUNCILMAN OH: I really just
18 have one question, and it's really just
19 kind of exploring. So the pothole
20 situation and there are a significant
21 number of potholes, I understand that,
22 and I was meeting with a group of
23 motorcycle riders and they kind of
24 alerted me to the fact that even more
25 than cars, they face a lot of safety

1 4/21/15 - WHOLE - BILL 150162, etc.
2 issues because of the potholes. And so
3 it was explained to them that there has
4 to be five consistent days of a certain
5 temperature before the state at least can
6 get out to do the potholes. And the
7 riders or drivers, they don't really
8 distinguish city, state, federal roads.
9 It's just roads. So I understand that
10 there is kind of a coordination between
11 the City, state, and federal departments
12 that deal with repairing potholes; is
13 that correct?

14 COMMISSIONER PERRI: Yes.
15 There's three main entities that repair
16 potholes in the City of Philadelphia -
17 Streets Department, PennDOT, and SEPTA.

18 COUNCILMAN OH: Okay. And so
19 I've asked this before, but I'm very
20 curious as I continue to read about
21 improvements in infrared technology for
22 pothole repair. Is the Streets
23 Department investigating or planning to
24 at any time do infrared pothole repair?

25 COMMISSIONER PERRI: Yes. As a

1 4/21/15 - WHOLE - BILL 150162, etc.
2 matter of fact, we do have that equipment
3 and we do use it. We find, however, that
4 using equipment known as Pothole Killer
5 gets the job done in a much quicker
6 manner than using the infrared
7 technology. But we do have that and we
8 do use it.

9 COUNCILMAN OH: Okay. So what
10 is the difference between infrared
11 technology and Pothole Killer?

12 DEPUTY COMMISSIONER CARROLL:
13 Just on the basic level, the infrared
14 technology requires more of a startup to
15 it. So if we have a street, a block
16 length, where we know that there's a lot
17 of potholes on it, we can start it up, go
18 through that time and process and it's
19 more efficient to use that along the
20 whole length getting all those potholes
21 along the block. But if you have
22 potholes that are spread out a large
23 distance away from each other, it's just
24 more efficient to use the Pothole Killer.

25 COUNCILMAN OH: So let me tell

1 4/21/15 - WHOLE - BILL 150162, etc.
2 you what I've read, and I'm not saying
3 it's true, but I want to check with you,
4 because you're actually on the ground.

5 So what I understand is that
6 the infrared repair is in high demand in
7 Europe and Asia. It saves money, uses
8 less labor and equipment, and is more
9 green, one-seventh the carbon footprint
10 of a traditional repair, and permanently
11 repairs the pothole. Technology is U.S.
12 technology from Manchester, New
13 Hampshire. It requires two men, one
14 truck, and takes 15 minutes to repair a
15 pothole, and it costs about \$250 per
16 pothole. So to outfit a new truck,
17 significant investment of \$160,000, but
18 the traditional pothole repair is a
19 six-man crew, heavy equipment, and work
20 can slow down for a significant period of
21 time as lanes are closed.

22 And the reason I bring it up is
23 because the key difference appears to me
24 to be that they don't need to wait for
25 warmer weather, that when a pothole

1 4/21/15 - WHOLE - BILL 150162, etc.
2 appears in cold weather, they can
3 actually repair the pothole then and
4 there, and so the crews would be working
5 in longer periods of time in the
6 different seasons so that the potholes
7 don't sit there and cause damage to cars
8 and vehicles and other things, that when
9 the pothole appears, you could fill it in
10 cold weather and keep moving around so
11 that your crew is going around repairing
12 potholes as they appear.

13 Is that your experience or what
14 has your experience been with this
15 technology?

16 DEPUTY COMMISSIONER CARROLL:
17 Well, it sounds to me like you've got
18 information about newer technology as far
19 as --

20 COUNCILMAN OH: It's new
21 technology. It's 2014.

22 DEPUTY COMMISSIONER CARROLL:
23 So we'll be happy to receive that
24 information from you and evaluate it.
25 There are a few other new techniques that

1 4/21/15 - WHOLE - BILL 150162, etc.
2 we're looking at as well. We're always
3 looking for ways to do our business a
4 little bit better.

5 It is important to realize,
6 though, that there is a capital
7 investment involved, and so that's the
8 real hurdle for us in terms of taking on
9 new ways of doing things.

10 COUNCILMAN OH: Okay. Thank
11 you very much. Thank you.

12 Thank you.

13 COUNCILMAN JONES: Perfect
14 timing, Councilman. Impeccable.

15 The Chair recognizes Councilman
16 Squilla.

17 COUNCILMAN SQUILLA: Thank you,
18 Mr. Chair.

19 Good morning, or whatever time
20 it is. Thank you guys for coming in.
21 And, again, I want to reiterate what
22 Councilman Johnson and Councilman Jones
23 have said about how cooperative the
24 Streets Department has been in working
25 with our office. Again, we inundate them

1 4/21/15 - WHOLE - BILL 150162, etc.
2 with calls and e-mails and just constant
3 concerns, and it's always a response that
4 we get. If the response is not within
5 ten minutes, it's within that day, and
6 there's also somebody that goes out and
7 checks it. So I really want to commend
8 the Streets Department, all the staff for
9 everything, from potholes to trash and
10 whatnot.

11 My question is on the -- we
12 seem to get a lot of concerns with
13 residents who have gullies in their
14 streets where water doesn't seem to get
15 to the sewer line, and sometimes it's
16 maybe a little bit after a street has
17 been repaved, sometimes it's longer.

18 What is the process to fix
19 those gullies? And sometimes it's a
20 little more work than just a patch. If
21 somebody has those type of concerns, what
22 is the process to try to get that fixed
23 where water would then flow eventually
24 down to the sewers?

25 COMMISSIONER PERRI: Generally

1 4/21/15 - WHOLE - BILL 150162, etc.
2 when we repave a street, we'll do it in
3 such a manner that we can redirect the
4 stormwater flow so that there's no low
5 spots in the street. On occasion if
6 there was an issue with how the street
7 was repaved, we simply have to go back
8 and redo it. There's also some cases in
9 the City in which there may not be enough
10 stormwater drains on a particular street,
11 and the Water Department has a program
12 called Fix the Flood in which the Water
13 Department works with the Streets
14 Department and we look for solutions to
15 areas that have chronic flooding
16 problems.

17 It sounds like in the for
18 instance that you gave us that it
19 probably was maybe not the best paving
20 operation and probably needs to be redone
21 as opposed to a chronic flooding problem
22 in the particular neighborhood.

23 COUNCILMAN SQUILLA: What would
24 be then the, I guess, priority on that?
25 I mean, obviously we're redoing streets.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 If we get those concerns or complaints in
3 and we get them over to you, would that
4 then go back on the street list to get
5 repaved or how would that work? Would
6 that just be a repair?

7 COMMISSIONER PERRI: If we did
8 a recent repaving operation and it was
9 not acceptable, we would put that back to
10 the top of the list to go back out again
11 and have it done correctly.

12 COUNCILMAN SQUILLA: But
13 otherwise then we would wait until the
14 street gets redone to try to fix the
15 gullies or those puddles that form when
16 we have storms? Some of them are worse
17 than others, but if it isn't something
18 that needs a drain, they would just wait
19 for the next go-around to get that street
20 in able for the water to go down to the
21 storm drains?

22 COMMISSIONER PERRI: That's
23 correct. I mean, we do have an issue in
24 Philadelphia, especially towards the
25 river, with a lot of low-lying flat

1 4/21/15 - WHOLE - BILL 150162, etc.

2 areas, and no matter how well you do the
3 paving, some streets are just difficult
4 to drain because they do not have enough
5 of a pitch for water to drain off in a
6 quick manner.

7 COUNCILMAN SQUILLA: All right.
8 Thank you very much. And, again, thank
9 you all for streets and transportation of
10 your, I guess, your efforts and your
11 really response to our office and getting
12 things done. We really appreciate it.
13 Thank you.

14 COMMISSIONER PERRI: We thank
15 you.

16 COUNCILMAN JONES: Thank you,
17 Councilman.

18 And it is so true. I mean, you
19 guys have been responsive, and half of
20 the time -- we don't even count the times
21 I drag your staff out to community
22 meetings and they stand shoulder to
23 shoulder with us and get beat up a little
24 bit, but we appreciate it and we view you
25 as partners because of it. So thank you.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 COMMISSIONER PERRI: Thank you,
3 Councilman.

4 COUNCILMAN JONES: A couple of
5 things, and I'm going to go back to Oh,
6 after I ask a few questions, and my
7 questions relate to B, B, and B, the
8 three B's - bike lanes, bridges, and
9 busted equipment. So we're going to
10 start with my three B's, and let's go
11 with busted equipment.

12 According to your testimony,
13 some of your aging equipment is between
14 10 and 18 years old. The fleet is
15 impacted by that. Refuse collection is
16 impacted by that. How are we addressing
17 your aging fleet and rotating some of
18 them out and then bringing some of them
19 in? And in light of Councilman Oh's
20 question about using new technology, if
21 we have to invest anyway, is this an
22 appropriate time for such an investment
23 in new types of technology?

24 COMMISSIONER PERRI: The main
25 impact of our vehicle problem has been

1 4/21/15 - WHOLE - BILL 150162, etc.
2 with our trash compactors, and I'm very
3 happy to report that in the City's
4 Capital Program starting with next year,
5 there is a line item in the City's
6 Capital Program specifically earmarked
7 for Streets Department vehicles. There's
8 \$7 million a year that's projected out
9 for the out years in the Capital Program,
10 and that will ensure that we can replace
11 one-eighth of our trash compactor fleet
12 each year.

13 Now, that's the recommended
14 replacement schedule, is that a trash
15 compactor should last about eight years.
16 So, in other words, each year we should
17 replace one-eighth of our fleet.

18 Currently, approximately
19 one-third of our fleet is between 10 and
20 18 years old, which is causing our
21 immediate problems with getting reliable
22 equipment out on the street. Come this
23 July 1st, we have 30 compactors that we
24 will be receiving delivery on. So the
25 problem that we've had over the last year

1 4/21/15 - WHOLE - BILL 150162, etc.
2 and a half with trash compactors should
3 be gone by this summer.

4 On the highway side, we also
5 need to upgrade our equipment, and one of
6 the innovations that we are going to do
7 is that all our highway dump trucks will
8 be equipped when we purchase them with
9 tanks for brining operations for winter
10 storm response. We need to be able to
11 brine more streets in Philadelphia. We
12 feel that's the most effective way of
13 providing a snow and ice response. It
14 will allow us to use less salt to
15 accomplish the same amount of ice melting
16 on the street, and that's one of the
17 techniques and new technology that we're
18 going to have our trucks equipped with
19 right from the start when we purchase
20 them.

21 COUNCILMAN JONES: So on the
22 new equipment you're adding brine versus
23 salting. What do you do with the old
24 equipment?

25 COMMISSIONER PERRI: The old

1 4/21/15 - WHOLE - BILL 150162, etc.
2 equipment is managed by Fleet Management,
3 and at some point when it becomes beyond
4 the point of being repairable, they
5 relinquish it. Now, I'm not -- I don't
6 know whether they put it out to auction
7 at that point. Some of the equipment
8 they use for spare parts, but the
9 exact -- how that equipment is actually
10 taken off the City's inventory, Fleet
11 Management would be in the best position
12 to answer that question.

13 COUNCILMAN JONES: We'll duly
14 note that.

15 So the other B -- I'm going to
16 add another B and make it four, bad
17 weather. What was your estimate for snow
18 removal last year and what did we
19 actually wind up spending?

20 COMMISSIONER PERRI: For snow
21 removal operations, our operation is
22 supplemented with contractor equipment,
23 and we had \$4 million was budgeted for
24 contractor equipment last year, and I
25 know we exceeded that amount. We

1 4/21/15 - WHOLE - BILL 150162, etc.

2 exceeded that amount by \$1.2 million.

3 COUNCILMAN JONES: That's less
4 than I thought, but okay. Can you do me
5 a favor and provide to the Chair the last
6 four years' estimates that you put in the
7 budget and then the last four year
8 reality of expenditures, actual expense.
9 And the reason I say that -- and maybe it
10 is in here, but the reason I say that is,
11 one of two things are true. Either we
12 need to kind of estimate better in the
13 front end and start to look at weather
14 trends, and if we're pleasantly
15 surprised, that's one thing, but we need
16 to be prepared. And not to say that we
17 weren't, but a realistic estimate in the
18 front end so we know what we need to do
19 by way of taxes, by way of
20 appropriations. Okay?

21 COMMISSIONER PERRI: And you
22 want that for our snow removal operation?

23 COUNCILMAN JONES: Yes.

24 COMMISSIONER PERRI: Okay.

25 COUNCILMAN JONES: That will

1 4/21/15 - WHOLE - BILL 150162, etc.
2 help.

3 By way of bridges, there are
4 343 City-owned bridges in Philadelphia;
5 150 of them fall under PennDOT
6 jurisdiction. Last year the Controller's
7 report talked about bridges in a database
8 prioritizing and tracking and maintaining
9 work orders for those bridges. How are
10 we doing by way of City-owned bridges?

11 COMMISSIONER PERRI: The major
12 City-owned bridges, we now have them
13 mapped on the City's website. So any
14 member of the public or anyone that's
15 interested can go to our website, click
16 on a map, and identify any bridge that is
17 City-owned, major bridge that is
18 City-owned within the City limits. If
19 you click on the actual bridge, it will
20 give you the technical information about
21 that bridge. It will give you the bridge
22 number and also a link to filing a
23 complaint should there be an issue with
24 an unsafe condition with that particular
25 bridge.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 So we are putting that bridge
3 information out to the public so that we
4 can effectively collect any kind of
5 complaints or observations of any
6 dangerous conditions that we might have
7 with our City bridge inventory.

8 COUNCILMAN JONES: So on that
9 website, you'll tell me if a particular
10 bridge at 52nd and Jefferson has been
11 inspected, how many times it's been
12 inspected that year, and how much
13 maintenance has gone into that bridge?

14 COMMISSIONER PERRI: No. It
15 will simply identify who owns the bridge,
16 what its span length is, what the
17 clearances under the bridge. It does not
18 include the inspection records. All our
19 major bridges are inspected every two
20 years, and we turn those inspection
21 reports in to PennDOT as required by the
22 federal government.

23 COUNCILMAN JONES: Is there any
24 way to include that in or is that beyond
25 your technical capabilities to talk

1 4/21/15 - WHOLE - BILL 150162, etc.
2 about, for example, how much maintenance
3 was put into a bridge? Is that doable?

4 COMMISSIONER PERRI: Yeah, I
5 think that would be beyond the ability of
6 us to collect that and present it in a
7 clear fashion on a publicly accessible
8 website.

9 COUNCILMAN JONES: All right.
10 So what I'd like to be provided to the
11 Chair and to members of Council by
12 district is the number of City-owned
13 bridges and their maintenance schedule.
14 Not so much when they were inspected, but
15 when are you going to do something, paint
16 it, repair it, replace it. And it's my
17 understanding that the state and federal
18 government does provide 90 percent of the
19 expense of a replacement of a bridge, but
20 provide us very little for the
21 maintenance of a bridge. Is that true?

22 COMMISSIONER PERRI: That's
23 correct. We can apply for when there is
24 federal money available, and that money
25 has been scarce over the past few years,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 but if we need to do a major bridge
3 rehabilitation or replacement project, we
4 can apply for funding that would cover 95
5 percent of the cost of the bridge. The
6 problem is that the federal government
7 needs to open up and accept applications
8 for that type of project. And that
9 funding has been scarce because of the
10 inability to raise the federal gas tax
11 since 1993. So nationwide there's just
12 not enough money out there to replace and
13 to assist cities with maintenance or
14 actually replacement of needed
15 infrastructure.

16 The federal government does not
17 pay for what they would consider to be
18 routine maintenance. So if there's a
19 pothole, if there was some other minor
20 issue with a bridge, that all gets paid
21 for with local funding.

22 COUNCILMAN JONES: So on the
23 mission of maintenance of bridges,
24 Councilman Johnson and I did hearings at
25 his request on CSX, and he's been a

1 4/21/15 - WHOLE - BILL 150162, etc.
2 champion of that cause dealing with
3 safety issues. When CSX came in here,
4 they talked about going forward meeting
5 with you guys to talk about bridge
6 maintenance and safety transportation,
7 but particularly the bridge safety. Has
8 there been that meeting and what was the
9 result of that meeting?

10 COMMISSIONER PERRI: We have
11 met with CSX on several occasions. We
12 have inspected -- we have put together an
13 internal program in which we do what
14 we're calling underpass inspections. So
15 we know of locations throughout the City
16 in which another owner's bridge is
17 passing over a City street. So we will
18 do an inspection from down below. It's
19 not considered to be an official
20 inspection or a legal inspection in terms
21 of meeting their federal mandate, but
22 it's an inspection that we do on our own
23 to protect the public that may be passing
24 under the bridge. And we put together
25 significant findings that we found on the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 25th Street Viaduct and presented them in
3 a certified letter to CSX last fall.

4 COUNCILMAN JONES: Was there a
5 response?

6 COMMISSIONER PERRI: Yes, they
7 did. We had recommended that they
8 provide netting under 25th Street
9 Viaduct. They came back about two months
10 later, met with us, showed us a plan
11 to -- that was a twofold plan. First to
12 provide netting under the bridge to
13 capture any loose materials and,
14 secondly, a rehabilitation plan to take
15 care of the various issues that are
16 happening with that 25th Street Viaduct.

17 Now, a lot of that was at the
18 encouragement of Councilman Johnson, who
19 tirelessly has been working with CSX to
20 get them to up their game. But we're
21 there. We're right there as a partner
22 documenting where there's problems,
23 putting pen to paper, and sending it to
24 them for their response.

25 COUNCILMAN JONES: So did I

1 4/21/15 - WHOLE - BILL 150162, etc.
2 understand you to say that not just the
3 viaduct, but other bridges around the
4 City you have a matrix that you are
5 prepared to inspect and work with them
6 on?

7 DEPUTY COMMISSIONER CARROLL:

8 We're working on a program of inspection.
9 We haven't developed anything specific
10 like a matrix, but we provide letters and
11 reports to them when we get the
12 information. We were able to look at six
13 bridges in the fall. We took a break for
14 the winter and we're getting ready to
15 start that program up again for the
16 spring now.

17 COUNCILMAN JONES: All right.

18 So between myself and Councilman Johnson,
19 who those are our white whales, these
20 bridges. I actually have a paper weight
21 that has the railroad spikes that I keep,
22 because one fell down on 52nd and
23 Jefferson.

24 So if you could -- and I know
25 it's a human capital investment -- to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 look at a particular time schedule,
3 quarterly, yearly, annually, that says
4 we're going to hit six bridges in the
5 first quarter and then we're going to
6 report back and then we're going to do
7 another six bridges in this area and
8 prioritize not just in my district or
9 Councilman Johnson's district, but the
10 worst of the worst and getting to them
11 first and provide that to the Chair, I
12 think that will be worthwhile. You know,
13 we record all these, and the reason I
14 have such a good memory is because we
15 write it down. So thank you.

16 DEPUTY COMMISSIONER CARROLL:
17 Understood.

18 COUNCILMAN JONES: I'm going to
19 yield to Councilman Oh.

20 COUNCILMAN OH: Thank you,
21 Mr. Chairman.

22 I'm going to be brief, because
23 I neglected to also say what a great job
24 the Streets Department is doing and to
25 thank particularly Commissioner Perri,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 who saw an issue, stopped by my office to
3 educate me about the issue, and actually
4 give me some information and
5 recommendations on how to better handle
6 the issue that I had raised. So thank
7 you very much, and keep up the good work.

8 COMMISSIONER PERRI: You're
9 welcome, Councilman.

10 COUNCILMAN JONES: Thank you,
11 Councilman.

12 Commissioner, I've never heard
13 in the last eight years this kind of
14 lovefest for your department. I just --
15 I'm taken aback by it.

16 COMMISSIONER PERRI: Well, we
17 greatly appreciate it. As I tell
18 everyone, the Streets Department has the
19 hardest working employees in all of City
20 government, and the deputies, they bring
21 it 24/7. They really do.

22 COUNCILMAN JONES: And thank
23 you for that.

24 Having him yield, I would then
25 like to go into bike lanes. How have we

1 4/21/15 - WHOLE - BILL 150162, etc.
2 over the last couple of years progressed?
3 Are we moving more towards bike lanes?
4 Where are we in that progression?

5 DEPUTY COMMISSIONER CARROLL:

6 We've had a lot of success. We have over
7 200 miles, as you know, in the City.
8 We're working on expanding that network
9 in what we call the priority areas, the
10 areas where we feel like there's a lot of
11 demand for bike use and areas where there
12 are activities that can easily be
13 supported with bike use.

14 One of the things we've focused
15 on is trying to finding creative sources
16 of funding. So we've been very involved
17 with our partners in the Commerce
18 Department, the Water Department, also
19 with the Mayor's Office of Transportation
20 in pursuing funding from both the state
21 and the federal government to expand our
22 bike network. We recently received a
23 grant for about \$300,000 in order to do
24 expansion, which will support the Bike
25 Share program, which is now kicking off

1 4/21/15 - WHOLE - BILL 150162, etc.
2 this month.

3 COUNCILMAN JONES: Was there a
4 backlog at one point for bike lanes?

5 DEPUTY COMMISSIONER CARROLL:
6 There are a number of areas where we have
7 had a plan in place to put in bike lanes,
8 and one of the things that we try to do
9 to do it most efficiently is to put the
10 bike lanes in along with paving projects.
11 So as the paving proceeds, so does the
12 bike lane expansion proceed.

13 COUNCILMAN JONES: So how many
14 new miles of bike lanes do we expect this
15 year?

16 DEPUTY COMMISSIONER CARROLL: I
17 have to get back to you on that. It does
18 depend a little bit on how much paving we
19 get done, and we do have a paving plan
20 that we put together. I think we've, in
21 the last week, prepared that to deliver
22 to Council. So I'll have to review that
23 and give you a precise number at that
24 time.

25 COUNCILMAN JONES: How many

1 4/21/15 - WHOLE - BILL 150162, etc.
2 miles of street do we have, 2,500 miles
3 of street?

4 COMMISSIONER PERRI: It's
5 2,525.

6 COUNCILMAN JONES: Say that
7 again.

8 COMMISSIONER PERRI: Two
9 thousand five hundred and twenty-five
10 miles.

11 COUNCILMAN JONES: Okay. And
12 how much actually -- I know there are
13 several types of paving, and could you
14 explain the different types of paving,
15 surfacing versus paving.

16 DEPUTY COMMISSIONER CARROLL:
17 In terms of the work of putting --

18 COUNCILMAN JONES: Yes. One is
19 a deep grade, as I understand.

20 DEPUTY COMMISSIONER CARROLL:
21 I'm sorry?

22 COUNCILMAN JONES: One is a
23 grading and then paving.

24 DEPUTY COMMISSIONER CARROLL:
25 Well, there's a process of paving which

1 4/21/15 - WHOLE - BILL 150162, etc.
2 involves milling before we do the paving,
3 if that's what you mean. So typically
4 what we do is, we contract out the
5 milling work based on the equipment
6 that's needed. That's not stuff that the
7 City keeps with the Streets Department.
8 And then after that takes place, we'll
9 do, a paving job, we'll put down overlay
10 of paving on top of that.

11 In addition to that, we have
12 experimented with some other techniques
13 which are more temporary which do not
14 include the milling, and the Streets
15 Department is moving away from this
16 because we're finding that we weren't
17 getting the performance that we thought
18 we would.

19 COUNCILMAN JONES: Was the
20 estimate on that was like five years?

21 DEPUTY COMMISSIONER CARROLL:
22 We looked at some that were about five
23 years, and I think the biggest problem is
24 we're around the range of seven years.

25 COUNCILMAN JONES: So you

1 4/21/15 - WHOLE - BILL 150162, etc.
2 thought it was seven; we wind up with
3 five?

4 DEPUTY COMMISSIONER CARROLL:
5 Less than five in a lot of cases.

6 COUNCILMAN JONES: So how many
7 miles of paving will we do next year?
8 What's your estimate?

9 DEPUTY COMMISSIONER CARROLL:
10 We're looking at 58 miles, I believe, in
11 that order.

12 COMMISSIONER PERRI: I think
13 we're at 66 for this year and 85 for the
14 2016 budget.

15 COUNCILMAN JONES: How many of
16 your streets of that 25 miles and
17 2,500 -- what is it, 25 miles?

18 COMMISSIONER PERRI:
19 Twenty-five twenty-five.

20 COUNCILMAN JONES: Give me
21 the --

22 COMMISSIONER PERRI: Two
23 thousand five hundred and twenty-five.

24 COUNCILMAN JONES: All right.
25 Are considered good roads. And I leave

1 4/21/15 - WHOLE - BILL 150162, etc.
2 that to you to determine what a good road
3 is.

4 COMMISSIONER PERRI: I do have
5 an analysis of that, which I don't have
6 in front of me. In order to give you a
7 full answer, we have to break down that
8 total into different categories. There's
9 different road types and each one has its
10 own particular rating in terms of the
11 percentage that are considered to be in a
12 state of good repair. I'd be happy to
13 send that information over to you after
14 this hearing.

15 COUNCILMAN JONES: Do you keep
16 track of biking and motorcycle
17 fatalities?

18 DEPUTY COMMISSIONER CARROLL:
19 We don't keep track of it year to year.
20 We have been working on doing a biannual
21 report which calculates fatalities
22 overall. We break out bike fatalities,
23 pedestrian fatalities, but we don't have
24 a specific category for motorcycle
25 fatalities.

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2 COUNCILMAN JONES: We'd like
3 you to do that. And I don't want to try
4 to put the liability on your department,
5 but if there's a correlation between a
6 bike fatality and where a bike lane is
7 not or where a pothole is, we need to --

8 (Bell rung.)

9 COUNCILMAN JONES: So I'm going
10 to stop and I'm going to recognize
11 Councilman Squilla. She don't play.

12 COUNCILMAN SQUILLA: Thank you.
13 I thought it was your show here.

14 COUNCILMAN JONES: I thought
15 that's the advantage of being up here,
16 but I see it's not.

17 COUNCILMAN SQUILLA: Thank you.
18 Thank you, Mr. Chair.

19 During the process, I guess, of
20 the street repairs, and it seems like
21 hopefully we'll get to more of them,
22 during the pothole repairs, are they
23 repaired on a call-in basis or do you
24 have crews out there that are just
25 looking for potholes along the way and

1 4/21/15 - WHOLE - BILL 150162, etc.

2 fixing them at that point?

3 DEPUTY COMMISSIONER CARROLL:

4 We typically are looking to address

5 complaints that we get in. We track 311.

6 We also take complaints sometimes

7 directly as the Streets Department.

8 COUNCILMAN SQUILLA: All right.

9 So if you don't have a complaint of a

10 pothole, it will not necessarily get

11 fixed.

12 DEPUTY COMMISSIONER CARROLL:

13 Well, we do get out there and we do see

14 things on our own, our own staff. So

15 we'll address those things that our staff

16 sees as well.

17 COUNCILMAN SQUILLA: All right.

18 Because one of the things our office

19 always has, Well, that pothole has been

20 there a month.

21 I say, Well, did you tell

22 anybody?

23 And they said, Oh, no.

24 Well, it's just not going to

25 get fixed. So, I mean, it does help if

1 4/21/15 - WHOLE - BILL 150162, etc.
2 they do report them and also on the
3 website, the Streets Department website,
4 where they do the pothole repairs, and
5 that had seemed to work very well for the
6 regular people who are calling in. Maybe
7 if they call our office, we can put them
8 in through there, and it really seems to
9 get attention rather quickly, and your
10 turnaround time has been great. It's
11 just a matter of knowing where they are.

12 I know we just recently got a
13 list, I guess, of street repavings that
14 will be happening. Is there any way if
15 there's a concern on a certain street or
16 we see a street that is in more disrepair
17 to reach out to you and swap a street in
18 those type of situations?

19 COMMISSIONER PERRI: We have
20 published the paving list for this year.
21 If you have -- if you were counting on a
22 street that you thought was in dire
23 straits and needed to be repaired and saw
24 a street on the list that is in not as
25 bad a shape, let us know. We'll take it

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2 into consideration. But within the
3 district, we need to keep a balance on
4 how many streets that we're doing. So
5 you would have to basically give up a
6 street to get a street added.

7 The other thing that we need to
8 do is that when we put those lists
9 together, we go through a process called
10 utility clearance to make sure that the
11 streets that we are doing aren't going to
12 get torn up by the Water Department or
13 the Gas Works the next year. So if
14 they're on a utility list, they may be in
15 a state of disrepair, but we don't want
16 to get in and repave them now just to
17 have them torn up next year. So we do
18 have to check the utility schedules
19 before we would make a swap on a
20 particular street.

21 COUNCILMAN SQUILLA: That's
22 good to know.

23 Also, when we, I guess, go in
24 and there's street markings that are
25 faded or whatnot for whatever reason, is

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2 there a timeline that we redo the
3 crosswalks and things like that or is
4 that done periodically, or should we
5 report the crosswalks being faded and so
6 forth?

7 DEPUTY COMMISSIONER CARROLL: I
8 think you should report if you see the
9 markings are faded. We'll try and get
10 out in the course of the work that we're
11 doing to maintain those and bring up the
12 brightness and contrast that they should
13 be. As far as the timeline, that will
14 vary street by street, because it's
15 really the traffic that wears out the
16 markings, and so it depends on what kind
17 of traffic the street is getting to know
18 when to go back and look at that kind of
19 thing. But they should be refreshed
20 after the paving takes place.

21 COUNCILMAN SQUILLA: How about
22 inlet cleaning? I mean, that's usually
23 done. Was that done in conjunction with
24 the Water Department?

25 DEPUTY COMMISSIONER CARROLL:

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2 That's right, and we will, as we're doing
3 other things, inform the Water
4 Department. But when constituents
5 contact us, we usually have them contact
6 the Water emergency desk or the Water
7 Department to let them know.

8 COUNCILMAN SQUILLA: When
9 you're doing the street repairs, not so
10 much as a clogged sewer, but do you work
11 in conjunction with the Water Department
12 at any point there or not really?

13 DEPUTY COMMISSIONER CARROLL:
14 Not typically, no.

15 COUNCILMAN SQUILLA: All right.
16 Thank you very much.

17 COUNCILMAN JONES: Thank you,
18 Councilman.

19 Just a couple of quick
20 questions. Retaining walls and alleys
21 and driveways. You are very helpful.
22 Give me your perspective on them. I want
23 you to know that we're looking to the
24 state to try to create a fund. And could
25 you elaborate on what the possibilities

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2 were if we can get state cooperation.

3 COMMISSIONER PERRI: We haven't
4 directly talked to the state about
5 obtaining funding at that level, but we
6 are aware of your concerns. Retaining
7 walls and driveways are a critical issue
8 in Philadelphia. They are private
9 infrastructure that is in many cases in a
10 state of disrepair with no discernible
11 program to help those folks bring those
12 assets back into good condition. In a
13 lot of cases, a worn-out driveway, a
14 broken driveway or a dangerous retaining
15 wall will depress real estate values in a
16 neighborhood and make a block unlivable.

17 So we recognize the fact that
18 there needs to be a program for
19 addressing retaining walls, addressing
20 driveways, and perhaps even addressing
21 sidewalks at private residence. But it's
22 a huge issue. It's an issue that's been
23 out there for decades that for one reason
24 or another just hasn't gotten to the
25 point where there's a program in place to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 address those needs appropriately.

3 COUNCILMAN JONES: So whether
4 it's retaining walls in Overbrook or
5 Manayunk, we're faced with high expense
6 per foot of replacing these walls that
7 some residents find it onerous to be able
8 to do.

9 In the case of driveways, I
10 almost view that -- well, no, not
11 driveways. Alleys. In alleys I almost
12 view that as a public safety issue. Our
13 first responders, whether it's Fire
14 coming in from a rear entrance as opposed
15 to where a fire might be in the front,
16 them having good lighting like you are
17 working on, but access and egress through
18 that is a life-saving measure not only to
19 the inhabitants of the residence, but to
20 the firefighters and police officers that
21 find themselves running back there. We
22 have to figure that out by way of keeping
23 them clean and being well lit and also in
24 a state of repair where somebody running
25 down a driveway chasing a perpetrator of

1 4/21/15 - WHOLE - BILL 150162, etc.
2 a crime doesn't injure himself or herself
3 in the process. We have to -- it's
4 almost a public safety issue to me to be
5 able to respond to a fire, to be able to
6 apprehend a criminal or prevent loss of
7 life.

8 COMMISSIONER PERRI: You're
9 absolutely correct. Through the Future
10 Track program, we have been cleaning
11 those alleyways. The Department is over
12 90 percent complete re-lamping those
13 alleyways, and in almost all cases we're
14 upgrading the lighting to LED to provide
15 a cleaner, brighter lighting through
16 those alleyways, but we do not have a
17 mechanism at this point to repair an
18 alleyway that may have broken concrete or
19 any irregular path.

20 COUNCILMAN JONES: Okay. We
21 need to work on that, and hopefully our
22 friends at the state may offer us some
23 type of assistance, create some type of
24 revolving loan fund, low interest, no
25 interest loan fund, a recoupable grant of

1 4/21/15 - WHOLE - BILL 150162, etc.
2 some sort to try to address these
3 critical issues.

4 A couple of years ago a good
5 friend of mine lost their son because of
6 an accidental ingestion of outdated
7 medications. His name was Timmy, and it
8 was a good friend of mine, Bernie
9 Strand's son.

10 What are we doing as a City to
11 create a safer prescription disposal
12 mechanism by way of trash and other
13 places where we can keep it from going
14 into our streets and into our waterways?

15 DEPUTY COMMISSIONER CARLTON:
16 Councilman, we don't have a program at
17 all that would address the medical issue.
18 I'm not sure if this is something we may
19 have to talk to Health about, but as far
20 as disposal of medicine and things of
21 that nature, that would more so be the
22 Health Department. There's no mechanism
23 in place for us to deal with medical
24 waste or any type of medicine disposal.

25 COUNCILMAN JONES: Okay. It's

1 4/21/15 - WHOLE - BILL 150162, etc.

2 a challenge.

3 And, finally, streetscape in
4 Manayunk. How are we doing on
5 progressing on that? We have some
6 proposed prep work, lighting, and street
7 trees and other stripping. Is that on
8 its way? Do we have a timeframe for
9 that? And if you don't have it now --

10 DEPUTY COMMISSIONER CARROLL:
11 We'll check with Commerce. We typically
12 coordinate with them on the streetscape
13 projects. So we can get some information
14 on that and get back to you.

15 COUNCILMAN JONES: All right.
16 All politics is local. All right.

17 Are there any other questions
18 for this department?

19 (No response.)

20 COUNCILMAN JONES: Seeing none,
21 thank you for your testimony.

22 COMMISSIONER PERRI: Thank you,
23 Councilman.

24 COUNCILMAN JONES: This
25 Committee will stand at recess until 5:00

1 4/21/15 - WHOLE - BILL 150162, etc.

2 p.m., at which time we will have public
3 testimony here in Room 400, City Hall.

4 Thank you all very much.

5 (Recess.)

6 COUNCILMAN JONES: Good

7 afternoon, everyone. This is a
8 continuation of the public hearing on the
9 Committee of the Whole. We are going to
10 allow for public comment at this part of
11 the budget hearing.

12 We will have folk come up. We
13 will not limit them to three minutes,
14 because there doesn't seem to be that
15 many people, but we'll max out at about
16 five minutes. I think you can get most
17 things done in a five-minute fashion, and
18 if everybody is ready, we'll begin now.

19 I see Commissioner Singer here.

20 COMMISSIONER SINGER: Yes, but
21 I don't want to get --

22 COUNCILMAN JONES: You don't
23 want to get in front of anybody? Okay.

24 Will the Clerk please read the
25 first person signed up to testify.

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2 THE CLERK: I do not have you
3 on the list. Do you want to be added?

4 COMMISSIONER SINGER: Please.

5 THE CLERK: Adrienne Jacoby,
6 Tara McCoy, Elizabeth Uhlhorn.

7 (No response.)

8 COUNCILMAN JONES: Thank you
9 all for being on time. So is anyone
10 here?

11 THE CLERK: No, not from
12 Philadelphia Reads.

13 Jeri Johnson.

14 COUNCILMAN JONES: So I think
15 people didn't believe we were going to
16 start at 5 o'clock, and that's okay.
17 That's a cautionary tale.

18 THE CLERK: Is Jeri Johnson
19 here?

20 MS. JOHNSON: Yes, I'm here.

21 THE CLERK: Okay. Bob Previdi,
22 Deborah Schaaf. All right. We'll go in
23 that order.

24 (Witnesses approached witness
25 table.)

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2 COUNCILMAN JONES: Thank you
3 all for coming.

4 THE CLERK: Jeri Johnson is
5 first.

6 COUNCILMAN JONES: The three of
7 you can come up to the table. We'll take
8 you one at a time. It will save us a
9 couple of steps.

10 The rules are, please state
11 your name clearly for the record. The
12 stenographer needs to know who to
13 attribute testimony to.

14 Thank you, and good afternoon.
15 Welcome.

16 MS. JOHNSON: Good evening.
17 Thank you so much for the time to address
18 Council. Just tell you a little bit
19 about myself. In 2008, I founded the
20 Black Pearl Chamber Orchestra as a model
21 for the 21st century orchestra with a
22 mission to engage audiences and impact
23 Philadelphia's diverse community in the
24 arts. Our goals at Black Pearl are
25 similar to many organizations with which

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2 you are probably already familiar like
3 Amala (sic) in the 7th District, the
4 Johnson House, and International Ballet
5 Exchange, Art Reach in the 5th District,
6 and of course the City's own Dell Music
7 Center in the 4th District, just to name
8 a few.

9 Like other small organizations
10 in the arts, most of our concerts and
11 educational outreach programs are offered
12 every year free to the public. Last
13 summer, many City Councilmembers joined
14 us at a concert when we were invited by
15 Philadelphia Parks and Recreation to
16 perform the first orchestra concert at
17 the Dell in 36 years as part of an
18 exciting vision that connected the Dell's
19 past with the Park's future. Imagine if
20 the spark that we could ignite through
21 economic revitalization and renewed
22 vitality for the area around the Dell
23 were ignited by combining the impact of
24 Parks and Recreation with arts and
25 culture.

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2 At its height in the 1930s
3 through '50s, concerts at the Dell
4 brought an audience of up to 20,000
5 people to the neighborhoods around East
6 Fairmount Park. What would it take for
7 that happen again in East Fairmount Park
8 and other places around the City?

9 Two resources for arts and
10 culture in the City are already in
11 place - the Office of Arts, Culture and
12 the Creative Economy and the Philadelphia
13 Cultural Fund.

14 In 1986, Mayor Wilson Goode,
15 Sr. established the Mayor's Office for
16 Arts and Culture to support the sector
17 and integrate its contributions into the
18 larger strategy for the City. Later,
19 Mayor Nutter expanded the role at the
20 office to include the growing creative
21 economy. Then in 1992, Council took the
22 bold step of chartering the creation of
23 the Philadelphia Cultural Fund, offering
24 critical general operating support for
25 all arts and culture organizations and

1 4/21/15 - WHOLE - BILL 150162, etc.
2 underlying the City's commitment to the
3 growth of the sector. Since that time,
4 the cultural sector in Philadelphia has
5 grown to a \$3.3 billion industry,
6 offering 33,000 events that attract 17
7 million visitors to the region annually
8 and create 44,000 full-time equivalent
9 jobs. A large part of that growth has
10 been the reliable support from Council
11 and the Mayor's Office.

12 However, while the Cultural
13 Fund has been a steadfast resource for
14 the arts, at every mayoral election arts
15 and culture organizations hold their
16 breaths, not knowing if the next Mayor
17 will once again choose to support the
18 sector by keeping that office open.
19 Uncertainty is not conducive to growth,
20 and history shows that the arts and
21 culture sector has reason to be concerned
22 since in 2004 Mayor John Street closed
23 the office for four years. The tenuous
24 position of the Mayor's Office of Arts
25 and Culture places the stability of the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 entire creative economy at risk, and at a
3 time when Philadelphia is becoming known
4 as a cultural destination for visitors
5 and a resource for millennials looking
6 for opportunities and resources to bring
7 their innovative ideas to fruition, this
8 is a risk that Philadelphia cannot afford
9 to take.

10 Imagine if the City endowed a
11 permanent Department of Arts and Culture
12 and integrated that creative power with
13 the work of other City agencies like
14 Commerce, social services, and the School
15 District even to attract new corporate
16 investments, create jobs, and the quality
17 of life in Philadelphia that the City
18 deserves.

19 Black Pearl's concert at the
20 Dell in conjunction with Philadelphia
21 Parks and Recreation was just one example
22 of that potential impact for such a
23 department. For example, the City is
24 planning to or has already made
25 improvements in park infrastructure -

1 4/21/15 - WHOLE - BILL 150162, etc.
2 lighting, landscaping, and
3 transportation - to the Dell and itself
4 has been renovated as part of larger
5 initiatives like the 2004 Strawberry
6 Mansion Community Plan and 2014 New
7 Fairmount Park Plan, and now the fun part
8 should begin. Providing appropriate
9 municipal resources for arts programming
10 at the Dell will ensure that those
11 investments of the infrastructure pay off
12 by creating a hub of creativity and a
13 place and a reason for people to gather
14 and connect, so that the spark we lit
15 last June at that concert will grow into
16 a blaze of activity in the area and start
17 the process of economic revitalization,
18 not only for East Fairmount Park but for
19 the entire City.

20 Are there any questions from
21 Councilmembers?

22 COUNCILMAN JONES: Thank you so
23 much. We're going to let each of the
24 panelists --

25 MS. JOHNSON: So sorry.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 COUNCILMAN JONES: No. That's
3 okay. It's a different protocol. We'll
4 let each of the three of you speak and
5 then open it up for questions.

6 For the record, we've been
7 joined by Councilwoman Tasco, Councilman
8 Goode, and Councilman O'Neill.

9 COUNCILWOMAN TASCO: You want
10 to have everybody testify?

11 COUNCILMAN JONES: Yes.

12 COUNCILWOMAN TASCO: That's
13 fine. That's fine.

14 COUNCILMAN JONES: Thank you.
15 So don't go anywhere.

16 MS. SCHAAF: Good afternoon.
17 My name is Deborah Schaaf and I'm here
18 today on behalf of Feet First Philly.
19 Feet First Philly is a pedestrian
20 advocacy group sponsored by the Clean Air
21 Council. Our goals are to encourage
22 walking and to increase walkability by
23 working for improvements to pedestrian
24 safety, comfort, and the attractiveness
25 of the streetscape.

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2 Pedestrians are second only to
3 automobile users when total trips are
4 counted in Philadelphia. Although
5 walking has many health benefits, it can
6 be dangerous. More than one-third of the
7 City's traffic deaths are pedestrians.

8 Funding for the Streets
9 Department benefits pedestrians in many
10 ways; for example, by replacing worn-out
11 crosswalks, by reconfiguring dangerous
12 intersections, and by updating traffic
13 signals for safer operations. More
14 funding is needed for the Streets
15 Department to expand the capacity for all
16 of these kinds of improvements.

17 In particular, I would like to
18 urge increased funding for a specific
19 area of the Streets Department budget
20 that is important for people who walk in
21 the City. The Streets Department's
22 Right-of-Way Unit is responsible for
23 sidewalk issues, including construction
24 disruption, sidewalk cafes, newsstands,
25 A-frame signs, and anything else that may

1 4/21/15 - WHOLE - BILL 150162, etc.
2 obstruct pedestrian movement on the
3 sidewalk. Disruption of the pedestrian
4 path by construction projects is among
5 the top concerns identified by
6 pedestrians in our surveys.

7 Feet First Philly has recently
8 been documenting problems near
9 construction sites. Sidewalks adjacent
10 to work sites are often closed to
11 pedestrians for long periods of time, and
12 signs that inform the public whether
13 these closures were approved by the
14 Streets Department or not can rarely be
15 found. We believe that having more
16 inspectors in the Right-of-Way Unit will
17 not only help improve pedestrian safety,
18 but will also encourage more people to
19 walk in Philadelphia.

20 Thank you for the opportunity
21 to speak today.

22 COUNCILMAN JONES: Thank you
23 for your testimony.

24 We've also been joined by
25 Council President Clarke and Councilwoman

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2 Maria Sanchez.

3 MR. PREVIDI: Hello. My name
4 is Bob Prevdi. I'm here as a Policy
5 Coordinator for the Bicycle Coalition of
6 Greater Philadelphia.

7 There's a tremendous demand for
8 safety and better streets all over
9 Philadelphia. Twenty-six percent of
10 Philadelphia workers today take public
11 transit to work, 8.5 percent walk, and 2
12 percent bike. Together, over a third of
13 Philadelphia workers get to and from work
14 using streets, sidewalks, and they do not
15 use a car. And these commuters need
16 safer streets even more than motorists,
17 because they are so vulnerable.

18 As part of my testimony, I am
19 submitting the comments of over 200
20 persons who have signed a petition on our
21 website telling their reasons for why
22 they want safer streets. Here's one of
23 those stories from Lindsey, who lives in
24 the 2nd District:

25 I am a Philadelphia resident

1 4/21/15 - WHOLE - BILL 150162, etc.
2 and I work in Center City. I'm a
3 bicyclist, pedestrian, and a transit
4 user. The streets are arguably one of
5 the most important assets to our city,
6 and their safety, usability, and
7 maintenance need to be made a much higher
8 priority for the Streets Department, the
9 Planning Commission, and ultimately our
10 City Council. We say we want to increase
11 job opportunities, improve our school
12 systems, and attract new businesses and
13 residents, but how will we accomplish
14 these things if the potential users are
15 unable to access them in a safe and
16 affordable manner? The status quo; that
17 is to say, the current policies
18 protecting and promoting motor vehicle
19 ownership, like minimum parking
20 requirements and the absence of protected
21 bike lanes, is clearly not working.
22 Pedestrians and children are being struck
23 and killed in Philadelphia by speeding
24 and distracted drivers, yet we still
25 design our roadway network to get cars

1 4/21/15 - WHOLE - BILL 150162, etc.
2 through as fast as possible.

3 Our neighborhoods are clogged
4 with cars that block sidewalks, ADA
5 ramps, and hydrants, yet we make it as
6 easy as possible to own a vehicle in the
7 City. Isn't it time to change the way we
8 plan our streets so we can protect our
9 citizens from careless, distractive,
10 aggressive drivers?

11 The Streets Department needs to
12 be funded so that the lifeline of our
13 City - its streets, sidewalks, and bike
14 lanes - can provide its citizens the
15 safest, most affordable and most
16 effective way to move about. And, most
17 importantly, City Council needs to listen
18 and support the experts who have done the
19 studies and spent the time actually
20 learning how Philadelphia can function to
21 its fullest capacity with safe and
22 complete street designs for all users.

23 I'm also submitting these
24 comments here, as I said earlier, and the
25 Bicycle Coalition of Philadelphia has

1 4/21/15 - WHOLE - BILL 150162, etc.
2 created the Better Mobility 2015 Forum
3 Policy Agenda, which all the mayoral
4 candidates pretty much adopted and we had
5 a very successful mayoral forum. We've
6 also been passing it along to individual
7 Councilmembers, and I invite any
8 Councilmember if you'd like us to come in
9 and chat with you -- Councilperson Jones,
10 we've invited you to come on over to our
11 office, Darrell -- we're over at 1500
12 Walnut. We're also working with the Bike
13 Share people.

14 We think that making the
15 streets safe for all users is critical.
16 If we were in this just for bikes, it
17 wouldn't seem like we would be -- we're
18 not selfishly looking at this just for
19 bikes. We are about more than just
20 bikes. We're about helping all users of
21 the street, because we feel if you calm
22 the street down, it's going to help
23 business in the neighborhoods, kids
24 getting to school, people getting to
25 work. A third of, as I said earlier, a

1 4/21/15 - WHOLE - BILL 150162, etc.
2 third of our people get to work without a
3 car. So if we look -- if we change that
4 dynamic about how we look at our streets
5 and also when you look at our grid here
6 in Center City, it cannot accommodate
7 much more traffic, to take advantage of
8 the other public transit and bike lanes
9 will help make the City a more greener
10 and enjoyable place to be.

11 So I thank you for this time.

12 COUNCILMAN JONES: Thank you so
13 much for your testimony.

14 The Chair recognizes
15 Councilwoman Tasco.

16 COUNCILWOMAN TASCO: Yes.
17 Thank you all for coming out this
18 evening, and I'm sorry I --

19 COURT STENOGRAPHER: I'm sorry,
20 Councilwoman. I can't hear you.

21 COUNCILWOMAN TASCO: I'm sorry.

22 I heard part of it, Jeri, your
23 testimony, on the TV up there. So I just
24 want to ask you a question. Are there
25 models for what you're suggesting?

1 4/21/15 - WHOLE - BILL 150162, etc.

2 MS. JOHNSON: Models? Of
3 course, there are some models. What I
4 was suggesting and what is just one idea
5 of what could happen at the Dell in
6 particular -- and I'm choosing that
7 because it is a City-owned venue and
8 there are some existing civic plans that
9 are already in motion in terms of Parks
10 and Recreation doing some lighting
11 improvements, sidewalk, landscaping
12 improvement. There's already Keystone
13 tax incentives available for businesses
14 moving into the area. So the last layer
15 to really give people a reason to come to
16 that area and spark that economic
17 revitalization is appropriate funding for
18 the arts and having a department that
19 supports arts and culture in relationship
20 to other branches of City government.

21 So the best model I can think
22 of is actually SummerStage in New York
23 City, if any of you have ever had an
24 opportunity to go there. It is an
25 incredibly large, totally free music,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 art, dance, puppetry, they have all kinds
3 of activities at a variety of public park
4 spaces throughout the City of New York
5 that incorporates the arts. And so these
6 events really bring a lot of neighborhood
7 cohesion, not just to the main venue
8 there in Central Park but a lot of places
9 and open spaces throughout New York City.
10 And so it isn't just a place-specific
11 kind of thing.

12 What we consider SummerStage
13 model to be is an example of what the
14 industry calls creative place-making, and
15 it is kind of the latest thing in terms
16 of resilient cities using arts to kind of
17 be incorporated into civic planning in a
18 way that isn't just, oh, we're going to a
19 restaurant or, oh, there's a music kind
20 of venue here and we're doing that, but
21 really how does arts and culture create
22 the quality of life, like I said, that's
23 going to bring new investments, that's
24 going to keep our millennials who have
25 all these great ideas, and new businesses

1 4/21/15 - WHOLE - BILL 150162, etc.
2 here in Philadelphia.

3 And so speaking on behalf not
4 only of myself, Black Pearl, who would
5 have a great time doing concerts at the
6 Dell, but really the entire arts and
7 culture sector is looking for a hero to
8 come to the rescue of the Office of Arts
9 and Culture in some way. Like I said,
10 every mayoral election we sweat. We just
11 sweat. And so Council has taken that
12 step, like I said, of establishing the
13 Cultural Fund. You guys have the power
14 and the inspiration. You know your
15 constituents better than we do. We serve
16 them, but you know all of the needs that
17 they have. Arts and culture is one that
18 can be incorporated into that, and we are
19 happy to serve your constituents in that
20 way.

21 COUNCILWOMAN TASCO: Well,
22 thank you very much. I appreciate your
23 compassion and passion, but more so
24 passion for the Office of Arts and
25 Culture as well as for the Cultural Fund.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 As you know and for the record, the
3 Cultural Fund is a program started by the
4 City Council.

5 Yes. I have to remind you that
6 it's a City Council program to provide
7 funding for the arts and cultural
8 programs throughout the City. And we
9 used to have Class 500 when I came here
10 in the olden days, and certainly there
11 were some people in the press who didn't
12 like it, because they called it our slush
13 fund. So Joan Specter was a leader in
14 establishing by legislation the Cultural
15 Fund, and we need to continue to support
16 and fund that organization so that they
17 can adequately fund the cultural programs
18 in the entire City. So there are some
19 areas that have more programs than I do,
20 but that's okay. That's okay. What I do
21 in my district comes out of the
22 Activities Fund. So there's no
23 either/or. It's both. And it's very
24 important that we understand that and
25 that we support the Cultural Fund and

1 4/21/15 - WHOLE - BILL 150162, etc.
2 that we see the Office of Arts and
3 Culture grow into the model as suggested
4 by Jeri and all of us who support that
5 part of the City government.

6 So I came down here to just put
7 my two cents in and let her know --

8 COUNCILMAN JONES: It was more
9 than two cents.

10 COUNCILWOMAN TASCO: -- there
11 will be a lot of people on Council, I
12 hope, who will be supporting her call.

13 MS. JOHNSON: Just one final
14 point. There are many other cities,
15 major cities, throughout the country that
16 have this office, and it really levels
17 the playing field for all arts and
18 culture so that it's not just one
19 organization's agenda. It is the City's
20 agenda that is met, so that all cultural
21 institutions, and especially the creative
22 economy, which is creating jobs, are
23 really supported. So I think with LA,
24 Chicago, New York, Philadelphia, we need
25 to be right up there, because we're

1 4/21/15 - WHOLE - BILL 150162, etc.
2 becoming a real powerhouse and it's
3 because of arts and culture and the
4 creative economy.

5 COUNCILWOMAN TASCO: Thank you
6 so much for coming.

7 Could I ask this gentleman
8 about the bike while I'm here?

9 COUNCILMAN JONES: Sure.

10 COUNCILWOMAN TASCO: How are
11 you doing?

12 MR. PREVIDI: Good. How are
13 you?

14 COUNCILWOMAN TASCO: Nice to
15 see you. I just have one question about
16 how do you protect pedestrians when they
17 may run into a bicycle or a bicycle runs
18 into them? Because some years back a
19 friend of mine was walking down Walnut
20 Street and she was hit by a bicycle, a
21 guy on a bicycle, and the police were
22 sitting there and they did absolutely
23 nothing, and it's against the law. It's
24 like a hit and run.

25 So how do we monitor that and

1 4/21/15 - WHOLE - BILL 150162, etc.
2 enforce the compliance to be safe and if
3 they should happen to hit someone, it may
4 be an accident -- most of the time it
5 probably is -- what do we do about that?

6 MR. PREVIDI: The Bicycle
7 Coalition advocates for safe streets for
8 all users. We absolutely do not like it
9 when bicyclists are misbehaving, but I
10 don't have to remind you, automobile
11 drivers don't necessarily behave all the
12 time either and pedestrians don't either.

13 What we have found is that when
14 you allocate the appropriate amount of
15 street space to all users and you think
16 about it -- and it's, of course, a
17 changing thing as you go through time.
18 If you allocate it fairly and you look at
19 it, like Spruce and Pine have turned out
20 to be hugely successful. The data shows
21 that the number of cars using Spruce and
22 Pine is the same as prior to. And we've
23 taken a lane of service traffic away, and
24 traffic crashes are down 25 percent over
25 three years. And when you give the

1 4/21/15 - WHOLE - BILL 150162, etc.

2 bicyclists a legal place to go, they use
3 it, and so you can avoid those potential
4 areas of conflict.

5 Are we perfect? No, but we've
6 kind of forgotten about other users since
7 the end of World War II, so we're playing
8 catch-up.

9 So my advice would be, the
10 better mobility plan that we've put out
11 in 2015 kind of looks at the -- we're
12 calling for a task force. We're looking
13 for Council and the Mayor to come
14 together with all stakeholders, take a
15 real look at crash data, and you're going
16 to find that it's around public transit
17 stops, a lot of public transit stops,
18 Roosevelt Boulevard, and we want to look
19 at those areas and we want to bring
20 everybody into the room. We're in
21 discussions with Jefferson University.
22 They want to work with us because they've
23 got too many head traumas from pedestrian
24 crashes, and they want to work with us
25 and look at the data. I've called

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Captain Fran Healy at the Police
3 Department and we want to compare police
4 data.

5 We need a task force citywide
6 to look at where the problems are, and
7 the Bicycle Coalition is simply
8 advocating, look, let's all come together
9 in the room and work together.

10 Engineers throw out this
11 phrase -- I'm sure you heard it from
12 Charlie Denny and others -- the three
13 E's - engineering, education, and
14 enforcement. And I think what they're
15 struggling to communicate to people, if
16 you look at it from a City Administration
17 point of view, it's -- you can't just
18 have the Police go out and do
19 enforcement. You just can't have Streets
20 go out and paint something. We need to
21 educate people, the kids. We have a Safe
22 Routes Philly program that we're trying
23 to save right now. It's getting cut from
24 the Health Department. It's a small
25 program. We'd like to see it expanded,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 where we educate kids about how to be
3 safe on the streets, how to walk safe,
4 bike safe. Maybe some places we need to
5 do some serious engineering changes.

6 Again, we've given over most of
7 the streets to cars over the years, but
8 every place -- if you talk to people who
9 live on Pine and Spruce, even if they
10 were against this, now they're saying,
11 Oh, no, you've calmed the street down
12 tremendously. And it makes for better
13 street life. I think that this can go
14 throughout the City. Broad and Olney in
15 your area we're studying very closely
16 now. You got Central. You got a major
17 bus depot there, a major transit stop, a
18 lot of businesses.

19 We need to calm our
20 neighborhoods down so that they could
21 become the economic engines that we want
22 them to be, and, by all means, we need
23 to -- when people are misbehaving, we
24 need to keep that education up and we
25 have to tell the Police, No, we want the

1 4/21/15 - WHOLE - BILL 150162, etc.

2 rules enforced.

3 COUNCILWOMAN TASCO: Thank you.

4 Thank you.

5 COUNCILMAN JONES: Thank you,

6 Councilwoman.

7 Also Councilwoman Blackwell was

8 here. Councilman Squilla and

9 Councilwoman Bass have joined us.

10 The Chair recognizes Councilman

11 O'Neill.

12 COUNCILMAN O'NEILL: Thank you,

13 Mr. Chair. I will be brief, but I wanted

14 to address all three issues quickly.

15 One, the Cultural Fund, I

16 believe it's been Council's position, not

17 in writing but in practice, to make the

18 current year appropriation for the

19 Cultural Fund, the Arts and Cultural

20 Fund, the floor for the future year, and

21 I expect we'll do that again. And that

22 doesn't mean we like that as a floor, but

23 it won't be any -- I'd be shocked beyond

24 belief if that money isn't restored and

25 we don't try to put more in. That's how

1 4/21/15 - WHOLE - BILL 150162, etc.
2 important all of us collectively have
3 felt about the need for it, and that even
4 if people say there's never enough, there
5 really isn't ever enough for all the good
6 that comes out of it. I won't go through
7 all the reasons. They've been
8 documented.

9 The two other points, one
10 pedestrians, one bicyclists, I think it
11 would be important if working with the
12 Streets Department, the Mayor's Office,
13 the Transportation Committee to try to
14 get a couple things at least that we know
15 work and make safer for people to cross
16 the street, particularly kids and people
17 that are a little slower walking, older
18 adults, and also bicyclists who are, as
19 you said, pretty unprotected for the most
20 part, and, that is, to at least do some
21 trials with bump-outs at the corner,
22 which compresses the cross -- not only
23 compresses the amount of street you have
24 to cross, it's actually pretty attractive
25 when you bump out the sidewalk at the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 corner, but it's much safer for people
3 crossing, because instead of a car
4 blocking you, they can -- as you're
5 waiting on the curb for a light to change
6 or usually it's a traffic light that this
7 comes into play with, you can see the car
8 coming. You're not blocked by anything,
9 and a car can see you. And it just makes
10 it eminently safer to cross the street
11 and for even drivers to pick up something
12 they may, not paying too much attention,
13 miss, which is a person.

14 On the bicycle side, I've been
15 in a couple cities where they've started
16 to do the protected lanes, and it's an
17 eye-opener when you think about it, like
18 why didn't we think of this when we were
19 doing stripes, at least in certain
20 critical areas or certain easy areas,
21 because you're next to a park or you're
22 next to an institution or somewhere
23 there's no parking anyway. So when you
24 have to park, you just move out a lane.
25 It all seems to work.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 But a couple examples like
3 that. They're in questionnaires we're
4 hearing, but it wouldn't take too much to
5 kind of get them out there, particularly
6 closer to Center City where more people
7 would see it. And it could be in a
8 neighborhood, but probably more in a more
9 proximate neighborhood to start with.
10 But I just think they're kind of
11 commonsense things. It doesn't have to
12 be every mile or every foot of street.
13 It doesn't have to be every corner, but
14 there's certain corners that we know are
15 more dangerous than others habitually,
16 often at pretty busy intersections, and
17 there's some pretty vulnerable people
18 crossing. It's just one piece. There's
19 a whole lot of things, but it sort of
20 calms traffic as well when they know
21 they're approaching an intersection like
22 that.

23 But I'll leave it at that. But
24 I do think that there's a future with
25 both improvement with pedestrians,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 bicyclists, and hopefully we'll continue
3 what we're doing and even get more
4 aggressive on the arts and culture side.

5 Thank you.

6 COUNCILMAN JONES: Thank you,
7 Councilman.

8 Next we'll have Councilman
9 Squilla.

10 COUNCILMAN SQUILLA: Thank you,
11 Mr. Chair.

12 I would reiterate too what my
13 colleagues have said about the Cultural
14 Fund and how important it is. As
15 Councilwoman Tasco has mentioned, my
16 district does receive a pretty good fair
17 amount of Cultural Fund dollars, and it
18 is very much appreciated, and it's really
19 the avenue that has grown the district in
20 a way where people feel that they could
21 have a performing arts venue, an art show
22 or whatever it is necessary, and it
23 attracts more people to that area and
24 actually grows the area.

25 So I believe it's a very small

1 4/21/15 - WHOLE - BILL 150162, etc.
2 investment in arts and culture,
3 considering what it means to the City and
4 the growth of the City of Philadelphia.
5 So I really believe in it. I believe we
6 should increase the budget of that, and
7 hopefully we could have the
8 Administration agree with us to do that
9 also.

10 As far as the issues for bike
11 lanes and scooter parking and other
12 issues that we had across the City of
13 Philadelphia, I think it's a major
14 concern of the City to look at different
15 avenues in different ways to see how we
16 could grow transportation in and around
17 the City of Philadelphia with making
18 accessible parking for scooters and
19 motorcycles, which is another usage that
20 we don't often talk about, but also to
21 have the equality and understanding of
22 people to share the road, how important
23 it is to understand there that you have
24 to be aware of your surroundings and the
25 people near you.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 The protected bike lanes are a
3 great way to go in the future.

4 Unfortunately some of our narrower
5 streets, it's almost impossible to get
6 them on there, so we have to work with
7 what we have. And you know especially in
8 certain parts of the City if you try to
9 remove parking, it becomes a nightmare.

10 So, I mean, but we have so many creative
11 and smart people in the City of
12 Philadelphia to go in there and look at
13 ways, and I think if we do it right and
14 we include all the people in the process,
15 again, are we going to get 100 percent of
16 the people happy? Absolutely not. We're
17 not. But I see us as a city that's
18 growing and is really being progressive.

19 We need to find ways to add different
20 transportation models, even public
21 transportation models, whether it's
22 bringing the trolley back or adding new
23 routes and also making those
24 transportation models be able to use and
25 access bicycles onto them. I know SEPTA

1 4/21/15 - WHOLE - BILL 150162, etc.
2 has done that now and looking to grow
3 that also. And we as Council have the
4 ability to work with the Streets
5 Department and Transportation and
6 Planning to do that. Do we always agree?
7 Absolutely not also, because we have a
8 constituency base that we have to listen
9 to, but we know that we need to do it.
10 We know that it's something necessary,
11 and we look at best practices in other
12 cities. Other cities have different
13 street grades than we have.

14 But I really appreciate the
15 effort that's been put into this, and we
16 as a city need to -- I think we don't
17 have to copy other cities, but maybe
18 invent new ways to get these bike lanes,
19 whether it's a buffer lane or even just a
20 bike lane itself, even more trails as we
21 built along the rivers that we're doing
22 now and looking at those things. And I
23 got to give credit to all the
24 organizations involved, because any time
25 we change something in the City, it's not

1 4/21/15 - WHOLE - BILL 150162, etc.
2 always a positive thought by everyone.
3 So I want to give credit.

4 Do you have ideas -- and I'll
5 just ask a real quick question -- ideas
6 on as Philadelphia is compared to other
7 cities, how they do things, do you have
8 any ideas how we could maybe add not so
9 much shared lanes, but independent lanes
10 for people with the street grids that we
11 have and make it work where maybe some
12 streets are just bike streets and some
13 streets aren't? I don't know. Is that
14 something that's being looked at?

15 MR. PREVIDI: Yes, it is.
16 We're looking -- we're working with the
17 paving budget of the Streets Department,
18 and in many areas it's -- we really don't
19 want to get cast as taking parking lanes
20 away. We don't -- we feel that there's
21 enough space on existing streets for all
22 users.

23 That said, obviously places in
24 your district it's extremely tough. But
25 we've got approval for the 13th Street

1 4/21/15 - WHOLE - BILL 150162, etc.
2 and the 15th Street kind of -- it's a
3 combination sharrows kind of approach.
4 But basically what we do is, we're
5 telling the users of 13th and 15th to
6 expect bicyclists there, and you've got
7 the through street of Broad Street right
8 there. So if you want to go a little bit
9 faster, head over to Broad.

10 But we do think that -- we
11 think you're absolutely right. Depending
12 on what part of the City that you're in,
13 there are examples we can pull from all
14 over the country, but ultimately we have
15 to make it fit here in Philadelphia.
16 That's why we think it's so important
17 that we come together, we look at the
18 accident data, and we start to examine
19 streets and neighborhoods for their own
20 specific needs. What will Jefferson
21 Hospital teach us when we start to
22 understand what are these head traumas?
23 Where are these incidents happening? And
24 we start to work that out with all the
25 agencies and with all the stakeholders.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 We think that there are infinitely more
3 solutions to figure out how to share the
4 pavement so that everybody is kept happy.

5 COUNCILMAN SQUILLA: Thank you.
6 Thank you very much.

7 COUNCILMAN JONES: Thank you,
8 Councilman.

9 I shared the reception with you
10 for the arts and culture, and what I
11 remember, Councilwoman Tasco, was that
12 each cultural group came up to thank the
13 District Councilperson, and my line might
14 have been six people. Councilman Squilla
15 had them doubled up. I thought they were
16 giving out food in his line. It was that
17 many people. But what they explained to
18 me was, a lot of those arts and culture
19 groups service the whole City, so I
20 didn't feel that bad. All right.

21 Councilwoman Bass.

22 COUNCILWOMAN BASS: Thank you.
23 Councilman Squilla, he has something
24 going on down there.

25 Well, good evening. And so,

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Bob, the first thing I just want to
3 mention is that I heard you mention Broad
4 and Olney, as it's in my district.
5 That's the first I'm hearing. I'd like
6 to hear more about what your thoughts and
7 ideas.

8 COUNCILWOMAN TASCO: We share a
9 district.

10 COUNCILWOMAN BASS: That is
11 correct. That is correct. So we would
12 like to hear more information about any
13 plans for Broad and Olney.

14 MR. PREVIDI: Absolutely.
15 We're just taking a look at the data now.
16 We haven't kind of culminated any results
17 or anything yet. We're pulling together
18 that data now. So, yeah, absolutely.
19 We'd like to share that with both of you,
20 Councilwoman Tasco and Councilwoman Bass.

21 COUNCILWOMAN BASS: It's one of
22 the busiest transportation hubs. I think
23 it's the second busiest in the City.

24 MR. PREVIDI: It is.

25 COUNCILWOMAN BASS: And so tens

1 4/21/15 - WHOLE - BILL 150162, etc.
2 of thousands of people use Broad and
3 Olney every single day, and so obviously
4 there would be a huge effect on our
5 constituents. So we want to make sure --

6 MR. PREVIDI: Absolutely.
7 Well, Ellen Kyner, who has a child at
8 Central, actually e-mailed me and she
9 said, You got to come out here and see
10 this, because she knows I'm always
11 interested in these issue, and I said,
12 Well, we'll start looking at it at the
13 Bicycle Coalition. And the data is
14 pretty clear that something needs to
15 happen there. So we're just pulling that
16 information together. I look forward to
17 having a meeting with you on it.

18 COUNCILWOMAN BASS: Okay.
19 Great.

20 And also for Jeri, I just
21 wanted to also applaud you for your
22 advocacy on behalf of the arts and
23 culture funding and making the office
24 permanent. And we have had some
25 conversations with Ms. Haynes regarding

1 4/21/15 - WHOLE - BILL 150162, etc.
2 that and look forward to having more
3 conversations to make sure that with the
4 exception of Councilman Squilla, that for
5 the rest of us, that we make sure that we
6 see the neighborhood groups get the
7 support that they need, because it's
8 heartbreaking when you've got --
9 particularly in the 8th District, we have
10 so many arts and cultural organizations
11 that are really on the verge constantly
12 of closing their doors. And so when we
13 look at where the funding needs to go, I
14 certainly hope as we continue the
15 conversations that that is a large part
16 of it and that there's a commitment from
17 the Office of Arts and Culture to make
18 sure that that is actually what is
19 happening.

20 MS. JOHNSON: Thank you for
21 saying that, yes.

22 COUNCILWOMAN BASS: Absolutely.

23 MS. JOHNSON: I wanted that
24 point to be across, and I'm so grateful
25 to have all the Council support. The

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Philadelphia Cultural Fund is a critical
3 layer, but the next critical layer, like
4 you said, is that level playing field
5 that the Office of Arts and Culture and
6 the Creative Economy can give to those
7 small organizations. Thank you.

8 COUNCILWOMAN BASS: That's
9 correct. Because it's important -- like
10 it's great to have our downtown
11 institutions, and we want them and we
12 want them to survive and to thrive and to
13 be supportive of them, but for some
14 people, they never get out of the
15 neighborhood. The neighborhood is where
16 it's at. And so they do their shopping,
17 you know, their schooling, their working
18 in the neighborhood. And so whatever we
19 can do to support neighborhood cultural
20 institutions is going to be obviously a
21 very important priority of mine, and I'm
22 glad to hear it's yours as well. So
23 thank you so much.

24 Thank you.

25 COUNCILMAN JONES: Thank you,

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Councilwoman.

3 I echo -- first of all, the
4 Black Pearl, I had an opportunity to see
5 you conduct that orchestra, and when I
6 tell you that you made me an instant fan,
7 you made me tired watching you conduct,
8 and it was just incredible and it's
9 vibrant, and it transformed the Dell
10 instantly, and I just -- I just loved it.

11 MS. JOHNSON: I just want to --
12 I can't take all the credit for that.
13 Thank you. It was a hot day and I was
14 tired, but the brilliant idea really, I
15 have to give all props to -- I'm sorry.
16 She's transcribing. I have to give all
17 credit to --

18 COUNCILWOMAN TASCO: She can
19 take pops.

20 MS. JOHNSON: I have to give
21 all credit to Commissioner Slawson and
22 Department of Philadelphia Parks and
23 Recreation, because they had the vision
24 for what the Dell used to be and what it
25 could be again, and they brought me in on

1 4/21/15 - WHOLE - BILL 150162, etc.
2 that. And so really to see Parks and
3 Recreation, Arts and Culture working
4 together, that is the vision for the
5 City. That's it.

6 COUNCILMAN JONES: So one of
7 the other intriguing things that I heard
8 from the testimony here today was making
9 places the center as opposed to creating
10 places and destinations and cultural
11 centers. Councilwoman Bass talked about
12 neighborhoods, but one of the things that
13 in our large shopping center, West Park,
14 we have transformed that from time to
15 time into a town square. We throw up a
16 stage, and it just transforms music and
17 entertainment and young kids dancing. It
18 just changed the whole atmosphere, and it
19 made it a destination for shoppers, and
20 it was vibrant to the businesses and
21 helped stimulate sales.

22 So one of the things that we're
23 looking at is working with the township.
24 You may not remember this. You're too
25 young, Councilwoman, but there used to be

1 4/21/15 - WHOLE - BILL 150162, etc.
2 a Sears out at 63rd Street. So they're
3 talking about reviving that to do
4 transit-oriented development and putting
5 a big parking lot there, and they wanted
6 to do things like have Shakespeare in the
7 parking lot.

8 MS. JOHNSON: I like the twist
9 on the name, yes.

10 COUNCILMAN JONES: From pop-up
11 kind of venues and to create this kind of
12 vibrancy and people know about it. So
13 it's just interesting what a little bit
14 of creativity and a little bit of
15 resources can do.

16 MS. JOHNSON: Absolutely. And
17 to have Councilwoman Bass understand the
18 importance of a department or the
19 permanency of that Office of Arts and
20 Culture is critical, because we as
21 individual organizations have great ideas
22 and I have to say, I see arts and culture
23 and bikes and pedestrians and Parks and
24 Rec all aligned in the same mission for
25 the City. So we're all brothers and

1 4/21/15 - WHOLE - BILL 150162, etc.
2 sisters up here testifying, but the
3 critical aspect is having that
4 department-level support where they can
5 really reach across into everything and
6 really be integrated into the City's
7 plan. Not just accidentally on our own
8 making things happen, but really have a
9 concentrated effort to just bring the
10 level of the City to where we know
11 Philadelphia can be.

12 COUNCILMAN JONES: On the bike
13 lanes, we were -- I was talking to one of
14 the reporters and they asked about the
15 Streets Department, and I said it was a
16 lovefest this afternoon, because people
17 really appreciated the responsiveness of
18 the Streets Commissioner. But one of the
19 things we talked about was the expansion
20 of the bike lane process, and he
21 explained some of the challenges and his
22 idea on how to do it. He was trying to
23 incorporate it into other work that was
24 being done in particular sections. And
25 the obvious pushback from that would be

1 4/21/15 - WHOLE - BILL 150162, etc.
2 if you do it in a piecemeal way, it won't
3 actually have the consistency and
4 continuity that if you planned it out
5 specifically.

6 MR. PREVIDI: Yeah.
7 Councilman, I'd like to have our Deputy,
8 who is here, Sarah Stuart, to talk
9 specifically on that issue. She wants to
10 speak specifically on the budget and the
11 plans going forward, but you're right.
12 It's kind of almost a two-pronged
13 approach, because in some respects you
14 want to -- like you know this on Ridge
15 Avenue. You want to get the laterals
16 done to the buildings so that when you
17 are finally paving it, you're not ripping
18 up the street a year later. So some of
19 it, I think it's a balancing act really
20 between both needs, because so many
21 people want to have access to the street.
22 But I'm going to defer to Sarah Stuart to
23 answer that question for you.

24 COUNCILMAN JONES: I would
25 applaud that wisdom.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 All right. Are there any other
3 questions for this group of people to
4 testify?

5 (No response.)

6 COUNCILMAN JONES: Seeing none,
7 thank you so much for your testimony.

8 (Thank you.)

9 THE CLERK: Ken Weinstein,
10 David Kanthor, Alex Doty.

11 (No response.)

12 COUNCILMAN JONES: Thank you
13 all.

14 THE CLERK: Ken Weinstein,
15 David Kanthor, Alex Doty.

16 (No response.)

17 THE CLERK: Sarah Stuart, Joe
18 O'Hara, Basil Gibbs.

19 COUNCILMAN JONES: Thank you
20 all.

21 (Witnesses approached witness
22 table.)

23 COUNCILMAN JONES: Ms. Stuart,
24 pull the mike a little closer to you.
25 State your name for the record and please

1 4/21/15 - WHOLE - BILL 150162, etc.

2 begin your testimony. Good evening.

3 MS. STUART: Thank you,

4 Mr. Chairman. My name is Sarah Clark

5 Stuart. I'm Deputy Director of the

6 Bicycle Coalition of Greater

7 Philadelphia. I thank you for the

8 opportunity to testify today, and I'm

9 here to make public comment on the

10 Streets Department Operating and Capital

11 Budgets.

12 I'd like to try to make four

13 points as quickly as possible. First, I

14 urge City Council to approve the proposed

15 Fiscal Year 2016 budgets for the Streets

16 Department's Operating and Capital

17 Programs. The proposed Fiscal Year 2016

18 budget increases the paving budget from

19 16 million to 20.4 million, which will

20 allow approximately 85 miles of streets

21 to be repaved, a vast improvement over

22 previous years. And we urge City Council

23 to approve this budget and ultimately

24 work with the next Mayor to raise it,

25 continue to raise the paving budget to at

1 4/21/15 - WHOLE - BILL 150162, etc.
2 least 32 million so that at least 130
3 miles can be repaved annually. That is
4 what the Streets Department has said it
5 needs to do in order to keep all of its
6 City streets in good state of repair.
7 And we applaud the Philadelphia Community
8 Sustainability Initiative that City
9 Council has developed for making the very
10 same recommendation.

11 On the operating side, the
12 Streets Department's transportation
13 projected FY16 Operating Budget is a
14 little bit over \$33 million, and this is
15 an increase of 1.17 million from what was
16 budgeted in Fiscal Year '15, and that
17 increase is very helpful and greatly,
18 greatly needed.

19 I will, however, note that it
20 still keeps the Streets Department on the
21 transportation side operating budget at
22 less than 1 percent of the General Fund.
23 I will also note that the transportation
24 side of the Streets Department is
25 one-third of the sanitation side's

1 4/21/15 - WHOLE - BILL 150162, etc.
2 operating budget. It's less than the
3 Fleet Department at 50 million and less
4 than Innovation and Technology Department
5 at 46 million.

6 So why is this so important?
7 Because the Streets Department is the key
8 to making Philadelphia streets safer, and
9 safer streets is a public safety issue.
10 As you know, if streets aren't repaved,
11 they start falling apart, as we've all
12 seen and witnessed. Cracks and bumps
13 develop. Manholes sink. Potholes open
14 up. Gravel is everywhere. Striping is
15 non-existent. And in the case -- and
16 they make it difficult for wheelchairs to
17 cross. They become tripping hazards.
18 They contribute to crashes, and cars and
19 bicycles blow out their tires or worse.
20 Just to put it simply, those kinds of
21 streets are unsafe. And in the case of
22 Philadelphia streets, there just hasn't
23 been enough resources made available to
24 the Streets Department to maintain the
25 streets that they are responsible for,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 much less install innovative
3 infrastructure such as protected bike
4 lanes or curb bump-outs or speed humps or
5 roundabouts, all the things that we know
6 help make streets safer and people safer.

7 As was mentioned today this
8 afternoon by Commissioner Perri, the City
9 has 2,525 miles of streets that need to
10 be maintained, repaired, reconstructed,
11 repaved, restriped, and as of a year ago,
12 the City had a 900 mile backlog in
13 streets that needed to be repaved.

14 So what's happening is that the
15 paving budget hasn't been big enough for
16 the Streets Department to cut down on
17 that backlog, and its operating funds
18 have been going down almost every year
19 for the past ten years.

20 And compared to the budgets of
21 other cities, this looks even worse.
22 Baltimore spends \$143 per capita of its
23 operating budget on streets.
24 Philadelphia spends \$16. Baltimore's
25 operating budget for streets is 5.5

1 4/21/15 - WHOLE - BILL 150162, etc.
2 percent of its general fund.
3 Philadelphia's is 0.84 percent. New York
4 City has approximately one DOT worker for
5 every street mile. Philadelphia has one
6 Street Department worker for every five
7 miles.

8 So the math is pretty simple.
9 Only a more resourced Streets Department
10 can deliver safer streets and safer
11 citizens, and only safer streets will
12 contribute to safer communities. And
13 that's what we're here about as
14 communities of choice, communities where
15 people want to live and people where they
16 feel safe.

17 So two other points. As the
18 Community Sustainability Initiative calls
19 for, in its safety index, better streets
20 will increase neighborhood walkability
21 and vitality. It also calls for making
22 more retail corridors physically
23 attractive, and that's what the Streets
24 Department can do if it's sufficiently
25 resourced.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 So I'll wrap up there very
3 quickly that the City of Philadelphia is
4 on the right road. It's doing great
5 stuff, but it's being left behind by its
6 peer cities that are doing more. And we
7 just urge City Council to approve these
8 increases in budget so that the Streets
9 Department can help make Philadelphia a
10 safer city.

11 Thank you.

12 COUNCILMAN JONES: Thank you,
13 Ms. Stuart. We're going to hold
14 questions until all of the panelists
15 present their testimony and we'll open it
16 up for questions.

17 MR. O'HARA: Hi. My name is
18 Joe O'Hara. I'm with a company called
19 Finn Land Corp. We follow tax sales and
20 mortgage foreclosure sales in
21 Philadelphia County and we help companies
22 and individuals and estates go through
23 the plight and journey of getting money
24 back from the sheriff sales. Sometimes a
25 home will sell at a tax sale for 40,000.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 The homeowner, after all municipals and
3 sheriff fees, may have only owed 30,000.

4 The municipals and sheriff fees are the
5 delinquent taxes and gas bills, nuisance
6 liens, parking tickets, probation, and
7 there is a percentage of tax sales which
8 create excess funds. Those excess funds
9 are due and payable to someone. They are
10 not the possession of the City's. They
11 are maintained by the City until the
12 appropriate party comes forward. There
13 are rules in place for all 67 counties.
14 This county does not follow them.

15 The rule is to order a title
16 report to say there's \$10,000 left over
17 and now we'll see if there's a mortgage,
18 if there's a registered lien from a
19 credit card company or anything else. If
20 there are none, it goes back directly to
21 the homeowner. The homeowner has to
22 physically petition for that.

23 The City Solicitor's Office set
24 up in 2010 a program called a
25 registered -- I'm sorry; Sheriff's

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Registered Distribution Representative.
3 I signed up for that program to work on a
4 contingency fee basis to figure out who
5 is owed money and tell them and help them
6 get it back. My company is only paid if
7 we are successful. There's no up-front
8 fees. The Sheriff's Office does
9 everything it can to block and harangue
10 me and anybody else in this business.
11 There are many families that I coach and
12 do not sign up as a fee. I tell you, you
13 don't need it, you've already been in
14 there. And this isn't something just
15 against me. It's a problem there. There
16 is very little transparency.

17 Under the prior Administration,
18 there were two computers on the 5th floor
19 in the Real Estate Division of the
20 Sheriff's Office. Those computers were
21 for the public to use. You could look to
22 see and say, Oh, the property sold for
23 40. They paid water, sewer, taxes.
24 There may or may not be money. In 2011
25 when there was a shakeup at the Sheriff's

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Office in January 7th, the Sheriff's
3 Office shut down for a little bit. When
4 it came back, they implemented a one
5 computer. Now, that one computer, there
6 was a maximum time of 30 minutes for the
7 public. However, many of the agencies in
8 the City -- and they seem to do with
9 taxes -- had to also use that one
10 computer. The Sheriff's Office had it
11 set up that there's no time limit for
12 that. So those computers could be used
13 for days.

14 In August 2013, at the decision
15 of someone in the Sheriff's Office, they
16 said no more public computer. So the
17 procedure to research a property that may
18 or may not have excess funds is to stand
19 in line, ask one of the people working at
20 the front desk, Could I have a fee screen
21 distribution for this property, which in
22 the past the public could just look. The
23 Sheriff's computer is absolutely very
24 slow. If someone like myself would ask
25 for four of them, they ask you to come

1 4/21/15 - WHOLE - BILL 150162, etc.
2 back because it takes a long time to
3 print them out.

4 Fiscally speaking, it makes
5 much more sense to just simply have a
6 computer for the City. The man hours
7 spent just printing these fee screen
8 distributions out is crazy.

9 I thought that today's meeting
10 was specifically to address the
11 Philadelphia Sheriff's Office. I see
12 that it's just a full budget meeting.
13 I've never spoke before. I do appreciate
14 this opportunity. I was going to bring
15 something up that recently -- things go
16 on for months and years. You go in and
17 ask for your funds. The Sheriff's Office
18 asks you for nothing at all. They never
19 respond. They may call the person that
20 you brought in their information for a
21 couple years later, and at any time they
22 can say, Oops, it's two years later, we
23 feel that you are slipping, even though
24 you live on your own. You have some type
25 of dementia, you will not receive your

1 4/21/15 - WHOLE - BILL 150162, etc.
2 funds.

3 Recently, the new rule for --
4 it's a new twist. I represent whoever is
5 owed the funds. So many times it's a
6 mortgage company. I'll get a letter a
7 couple of months after submitting a
8 claim. I have several of these letters.
9 This is kind of urgent because the woman
10 is in her 90's. I submitted a claim in
11 October of 2014. It's a very short
12 letter. I'll read it, if you don't mind.

13 December 9th, Joe O'Hara, Finn
14 Land, regarding Magnolia Highsmith,
15 mortgage lienholder.

16 Dear Mr. O'Hara, any claim that
17 you have to excess funds held by the City
18 of Philadelphia as a result of the tax
19 sale of Filbert Street has been
20 extinguished by operation of loan. The
21 Sheriff's Office will distribute the
22 funds to the property owner.

23 Sincerely, Joseph Vignola,
24 Undersheriff.

25 I've written to the Sheriff.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 I've written to Butkovitz. I've gotten
3 responses from many people other than the
4 Sheriff.

5 Prior to receiving this letter,
6 I was under the impression that a
7 mortgage could only be extinguished
8 through the recording of a mortgage
9 release or a mortgage satisfaction or a
10 court order signed by a judge. Since
11 receiving these letters -- it's more than
12 one -- I have pleaded with the Sheriff's
13 Office for an explanation, but have not
14 received one.

15 They're running amuck over
16 there. They don't like me. I'm fine
17 with that. This absolutely isn't about
18 me. They are holding tens of thousands,
19 and this is the lifeline for some people.
20 You have nothing. You lost your house.
21 You may have nothing. You're living with
22 your mom. You're living nowhere. It
23 would simply help and be fiscally
24 responsible to put the computers back in
25 so that the public, whether it be me or

1 4/21/15 - WHOLE - BILL 150162, etc.
2 an attorney or anyone who wants to look
3 at it rather than hassle the public when
4 they're simply asking for their funds.

5 I appreciate you listening. I
6 really did think this was a meeting
7 strictly to address the people at the
8 Sheriff's Office. I have no access to
9 those that be at the Sheriff's Office. I
10 have access to only the gatekeepers.

11 COUNCILMAN JONES: Councilwoman
12 Tasco.

13 COUNCILWOMAN TASCO: Well, the
14 Sheriff Department will come before the
15 Council to testify. Certainly we
16 appreciate your testimony and we'll take
17 notes from your testimony to ask
18 questions about this process.

19 MR. O'HARA: I would be very
20 happy to put my thoughts down, because I
21 live this, share it with you, and then
22 you ask the questions and the poignant
23 questions. Transparency is a big issue.
24 This would not only save money by putting
25 those computers back, it would go a long

1 4/21/15 - WHOLE - BILL 150162, etc.
2 way for transparency versus in August of
3 2013, the question was, hey, what
4 happened to the computer, why is it gone?

5 Oh, we're going online.
6 Everything is going to be online. Don't
7 worry about it.

8 So I stopped asking. But
9 people getting their money back is a big
10 issue. And it is not just about me.
11 This is a major issue, and this is only
12 the few people who know about the money.

13 COUNCILMAN JONES: If you would
14 provide to the Chair a list of your
15 questions, I'm sure there are members of
16 Council that will follow it up. In
17 addition to having a public access
18 terminal, it seems to me that we might
19 have some in the neighborhoods where
20 people who have undergone the process of
21 sheriff sale can publicly find out where
22 the distribution of funds has gone.

23 But thank you for your
24 testimony.

25 Sir.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 COUNCILWOMAN TASCO: Can I say
3 one other thing. The letter that you
4 read that was from the Sheriff's Office,
5 Vignola's letter --

6 MR. O'HARA: I have copies of
7 the letter if you'd like one.

8 COUNCILWOMAN TASCO: All right.
9 Thank you.

10 MR. O'HARA: I gave one to
11 Frank today in your office.

12 COUNCILWOMAN TASCO: Thank you.

13 COUNCILMAN JONES: We can get
14 copies now. Thank you.

15 Sir.

16 MR. GIBBS: Before I get into
17 my -- I piggyback on Joe, this is my
18 first time meeting Joe in person. I'm
19 one of the people that Joe didn't take
20 funds from my sheriff sale, and he's been
21 coaching me, and Joe has been a great
22 aide to me. But just for not for so much
23 my sake, but for literally hundreds of
24 people out there, just like the State of
25 Pennsylvania has excess funds owed to

1 4/21/15 - WHOLE - BILL 150162, etc.
2 people and they will put it in the
3 newspaper from time to time, it is very,
4 very, very disheartening to see an
5 elected officer or Sheriff's Office that
6 would not want people to receive funds
7 from their property, whether they be
8 living in another state or whatever,
9 what-have-you. So I just want to say
10 that.

11 Now, my name is Basil Clark
12 Gibbs. I am probably -- some people kind
13 of seem young, but I'm the great-nephew
14 of Paul M. Lawson. He used to be a State
15 Representative here in Philadelphia and
16 ran the UAW in the '60s and the '70s
17 here. And I say that because the woman
18 who I stayed with was his wife, my
19 great-aunt, who just passed last year at
20 the age of 99. We were living -- I was
21 living here since -- back here since
22 2002. I used to live here in the late
23 '80s, early '90s with her in West
24 Philadelphia, 54th and Sampson.

25 Anyway, through a situation

1 4/21/15 - WHOLE - BILL 150162, etc.
2 unbeknownst to me, I don't have a
3 criminal record, I was -- and I say this
4 because we have record. I was literally
5 set up by Philadelphia Airport in 2010,
6 same with the Nigerian boy with the bomb
7 in his underwear, and I came back and had
8 to fight that case, only to win it from
9 January -- only to win it and have
10 everything dismissed in August.
11 Literally being drugs planted -- I never
12 saw a drug a day in my life. Literally
13 drugs planted on me by the Police at the
14 Philadelphia Airport, and they would not
15 show the videotape. And there was video
16 that was in the police report that they
17 saw me and my aunt going through. They
18 stuck a TSA computer on me going from
19 here to LA. I didn't know about it.
20 This is important. And coming back, I
21 was under investigation. They arrested
22 me. And anyway -- and anyway, from that
23 point on, from then to August, I wanted
24 the videotape so bad, because I knew I
25 was totally innocent. And so from that

1 4/21/15 - WHOLE - BILL 150162, etc.
2 situation after that -- because when I
3 won that, I turned the police officers
4 into Internal Affairs -- I started
5 getting harassed. That's why I left the
6 City. I don't live in Philadelphia since
7 2011. My aunt, she died last year in
8 Columbus. I had to fly her body back
9 here, because they harassed me. I've
10 been screaming. You don't even know.
11 I've been -- and I got a record, and I
12 want to say this, the prosecutor here in
13 the City told the judges over there at
14 the courtroom, he said, Listen, I told
15 you in July, no video, no trial. And
16 here's August, and she said -- he said,
17 What's the situation? Have you talked to
18 the detectives?

19 And he said -- she said, Well,
20 listen, you better get him on the line
21 and find out what's the situation.
22 Otherwise I'm throwing this out.

23 So he called us back later on
24 when the line went through, and she --
25 and the judge called her up, and she

1 4/21/15 - WHOLE - BILL 150162, etc.

2 said, I talked to him. She said -- the
3 judge said, What did they say?

4 She said, Well, they viewed him
5 live.

6 In other words, they viewed me
7 live doing whatever wrong I was supposed
8 to be doing. What was wrong with what
9 she said was -- this is on record now.
10 What was wrong with what she said -- I
11 had my 95-year-old aunt at the time. I
12 wouldn't put her life in jeopardy, let
13 alone my own. But what was wrong with
14 what she said was, they viewed me live.
15 If they viewed me live -- and this the
16 same week the Nigerian boy had the bomb
17 in his underwear at Christmastime. All
18 airports are Amber Alert. Why in the
19 world did they let me get on an airplane
20 and put everyone's life in jeopardy if I
21 did something, stole a computer or had a
22 bomb or something? Seriously. I have
23 all the record for all that.

24 But anyway, that's why I'm out
25 of the City. And when I left the City,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 our house there on 54th and Sampson was
3 furnished, everything. We had clothes in
4 the closet. We just left with a few
5 things that we had. I was not contacted
6 about the sheriff sale, and I understand
7 they consider you have to be vacated. I
8 was back and forth within two years. I
9 wasn't like completely gone, and I'm
10 going through struggles and through court
11 stuff. Well, our house got sold, not
12 known to me, and with everything in it.
13 I mean, clothes, everything. And it got
14 ransacked. And so when I -- it was sold
15 for \$40,000. When I went and fought to
16 get my excess fund, I kept getting
17 ignored, ignored, ignored, ignored. I
18 bombarded, bombarded, and bombarded. I
19 got something like close to 20-something
20 thousand dollars, whatever, and then the
21 Pennsylvania Department of Revenue said I
22 owed them \$5,000. It was said that to
23 the Sheriff's paper, and I knew it wasn't
24 true. So I told Lieutenant Guest, Deputy
25 Lieutenant Guest, Do not send those funds

1 4/21/15 - WHOLE - BILL 150162, etc.
2 out. I told Deputy Guest, Do not send
3 those funds out to the Pennsylvania
4 Department of Revenue because that money
5 is not owed to them. There was a mistake
6 made with -- as far as me owing the
7 Pennsylvania Department of Revenue. And
8 so I dealt with my accountant and got
9 everything cleared up. And so I called
10 the Pennsylvania Department of Revenue.
11 They told me, Mr. Gibbs, you do not owe
12 us \$5,000 or whatever, what-have-you.
13 And so I went -- so I called Lieutenant
14 Guest I believe on a Thursday or Friday
15 last year around this time, if I can
16 finish up. Around this time I called him
17 on Thursday or Friday and told him that
18 I'll be in town as far as the next
19 following Monday. He said, Well, listen,
20 deal with Deputy Sheriff Brown, because I
21 won't be there and she'll handle it. So
22 that Monday I drove from Columbus, Ohio
23 to Harrisburg, Pennsylvania. I got
24 everything from the Pennsylvania
25 Department of Revenue, showed that I

1 4/21/15 - WHOLE - BILL 150162, etc.
2 don't owe them \$5,000 so the Sheriff's
3 Department -- the money comes to me, and
4 they already did all their so-called
5 disbursements. So I brought it here and
6 I went to the title office, to Sandiago's
7 office, because you don't double dip.
8 You only go through one title search,
9 \$300, supposed to be \$300. And I gave a
10 copy to them. I called them from
11 Harrisburg, came down, and I came down
12 here and I sat in the Sheriff's Office on
13 Monday, and Deputy Sheriff Brown was
14 notified that I was here. She came out.
15 She didn't even acknowledge me. She went
16 back in. I sat there all day. I came
17 back and I said, well, maybe lunch. Came
18 back. So I came back Tuesday, did the
19 same thing, totally ignored. Came back
20 Wednesday, the same thing. I'm here from
21 out of town. Totally ignored. My aunt
22 is inconvenienced, because she's with me.
23 I take care of her. And so here comes
24 Thursday. I don't come in. I come in
25 Thursday after Sheriff's Office talking

1 4/21/15 - WHOLE - BILL 150162, etc.
2 to Deputy Sheriff Parsons in the hallway
3 and, lo and behold, after 4 o'clock here
4 comes Deputy Brown off the elevator,
5 didn't even acknowledge me. She
6 acknowledges Parsons and said hi, and
7 Parsons said, Can I speak to you.

8 She said, Sure. They go in the
9 back. They come back out. She finally
10 talks to me. She's like, Mr. Gibbs, you
11 were supposed to call and we don't do
12 things certain ways, this and that.

13 I said -- I let her talk. I
14 said, Ma'am, excuse me. I said, being a
15 public servant, I said, I was here
16 Monday. You see me Monday. I stayed
17 here Tuesday. Here it is Thursday. I
18 got totally ignored. My time is gone,
19 and I said, you know, I just wanted the
20 situation -- as far as the money comes to
21 me, whatever. And so what happened was,
22 Paris comes -- Washington comes and
23 pushes the elevator getting ready to
24 leave. Then he turns around --

25 THE CLERK: Mr. Gibbs, can you

1 4/21/15 - WHOLE - BILL 150162, etc.

2 wrap up your testimony.

3 MR. GIBBS: Okay. Well, here's
4 the thing. Instead of the \$5,000 that I
5 was supposed to get back from
6 Pennsylvania Department of Revenue from
7 the Sheriff's Department they were
8 holding, they delayed it, and I kept
9 getting -- when they finally gave it to
10 me, it was only like 3,000 something
11 dollars. I said, Well, where is the
12 \$5,000? Because, you know, no excess
13 funds -- no money is supposed to be taken
14 out of that, and all my tickets,
15 everything was already paid for. And
16 they totally ignored me and said, Well,
17 we'll e-mail it to you.

18 Where it's at? It's been since
19 last year that I haven't got the extra
20 money, and Mrs. Blackwell and Paulette,
21 she's worked with me. She's been ignored
22 by Vignola's office, and it's like -- I
23 was like -- I told him, I said, who are
24 they accountable to? They bully people,
25 and people just -- listen, there are

1 4/21/15 - WHOLE - BILL 150162, etc.
2 people that got thousands of dollars out
3 there and they just quit because they
4 don't have the tenacity or they -- they
5 have stress, heart attacks. They don't
6 know who to go to, and they can't pay
7 lawyers.

8 COUNCILMAN JONES: So what
9 we're going to do, if we could, is -- we
10 actually were listening and we were
11 writing some stuff -- I'm sorry. We were
12 listening and writing some of the issues
13 down, and the good thing about this time
14 of year but hearing from you is that we
15 actually get to have the Sheriff and the
16 departments here, and I would suggest
17 getting from the Clerk the schedule when
18 we have that so we could deal with your
19 specific issue.

20 But I think a bigger issue that
21 I heard you talk about, which is the
22 whole policy, that if your individual
23 case, yes, but the whole policy of how
24 access to that information is, and I
25 think we all heard you loud and clear.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 MR. GIBBS: And for people.

3 There should be a let know for those
4 funds so people whose houses sold in the
5 past that got money out of the Sheriff's
6 Department and their relatives so they
7 could be contacted. It's just simply not
8 right. It's not even humanly -- people
9 get stressed out, you know. No one can
10 pay medical bills and no one can pay for
11 lawyers. It should be just as a common
12 courtesy, you know.

13 COUNCILMAN JONES: It's
14 actually a part of the law that we have
15 to do.

16 MR. GIBBS: And it doesn't
17 happen.

18 MR. O'HARA: It's not part of
19 law. There are rules to bring properties
20 to sale. You have to give notice. If
21 you can't find the person, you can post
22 the house. There is no rule that says
23 any government agency needs to look for
24 you afterwards, but the few people that
25 do find out about the funds really need

1 4/21/15 - WHOLE - BILL 150162, etc.
2 to be dealt with in a different way. If
3 a check is handed to me, there's
4 absolutely no transparency. They just
5 give me a check for \$10,000. It doesn't
6 say, look, here was 65,000 we started at
7 and A, B, C, and D.

8 COUNCILMAN JONES: There's no
9 itemization of cost.

10 MR. O'HARA: But I would be
11 glad to submit some stuff to one of the
12 City Councilpeople and you fire away.

13 COUNCILMAN JONES: We will
14 follow up on it --

15 MR. O'HARA: Thank you.

16 COUNCILMAN JONES: -- with
17 questions to the Sheriff about your
18 individual case, but also --

19 MR. O'HARA: But there's no --
20 the City is doing nothing wrong by not
21 looking for Basil Gibbs. That's not
22 their responsibility. It's their
23 responsibility to give notice. It's the
24 public's responsibility in this county
25 and every other county to come forward,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 whether it be a lienholder or a person.
3 So that's not my gripe. The gripe is the
4 few people that come forward are
5 stonewalled over and over and over.

6 MR. GIBBS: We get ignored.

7 MR. O'HARA: And I will follow
8 up with somebody.

9 COUNCILMAN JONES: Thank you so
10 much.

11 MR. O'HARA: And I thank you.

12 COUNCILMAN JONES: Are there
13 any questions for this group of people
14 that are testifying?

15 (No response.)

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

18 MR. GIBBS: Thank you very much
19 for your time. And we were here today
20 because we understand the Sheriff was
21 supposed to be here, but they had a sale,
22 so they had postponed it. That's why.
23 I'm here from out of town, so...

24 COUNCILMAN JONES: All right.

25 Who are the next group to

1 4/21/15 - WHOLE - BILL 150162, etc.

2 testify?

3 THE CLERK: Stephanie Singer,
4 Adrienne Jacoby, and Tara McCoy.

5 (Witnesses approached witness
6 table.)

7 COUNCILMAN JONES: By the way,
8 there is a hearing on the Sheriff
9 Department on the 28th of this month at 3
10 o'clock. I know you're out of town and
11 you have travel, but if you're available
12 or if you can have someone representing
13 you, that will be an appropriate time.

14 MR. GIBBS: Thank you.

15 COUNCILMAN JONES: Thank you.

16 Thank you for your patience.

17 Please state your name for the record and
18 begin your testimony.

19 COMMISSIONER SINGER: City
20 Commissioner Stephanie Singer.

21 I'd like to say before I start,
22 looking at the School-Based Family
23 Services Center, I'd like to put in a
24 request that those include voter
25 registration, absentee ballot

1 4/21/15 - WHOLE - BILL 150162, etc.
2 applications, and other support for
3 families who want to be part of the
4 democratic process.

5 I know it's traditional to come
6 here and ask for more money for things,
7 but I'm here to ask Council to spend less
8 money, significantly less money, \$19
9 million less than is currently in the
10 Capital Budget.

11 Only ten years ago the City of
12 Philadelphia spent \$20 million to buy
13 voting machines via a process far removed
14 from the public eye. That process gave
15 us the voting machines we have today,
16 which have some serious drawbacks,
17 including write-in votes are notoriously
18 difficult to cast. There is no way to
19 re-count voter intent in case of
20 challenges, and there is only one vendor
21 qualified to maintain the machines. So
22 the Board of Elections is forced to pay
23 that vendor what the vendor asks,
24 currently several hundred thousand
25 dollars per year, and the Board of

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Elections has no bargaining power.

3 The proposed Capital Budget for
4 the upcoming year, Fiscal Year 2016,
5 would set aside \$25 million to buy new
6 voting machines. Somebody seems to be in
7 a hurry to spend this money. The
8 procurement process is well underway,
9 though there seems to have been no
10 attempt to gather public input or even
11 input from poll workers or the technical
12 staff of the Board of Elections. In
13 other words, there seems to have been no
14 attempt to gather input from the people
15 who will be using the machines.

16 Why the hurry? Anyone who has
17 kept an eye on the voting machine market
18 knows that there are big changes brewing.
19 Obama's Presidential Commission on
20 Election Administration recommends open
21 source software deployed on commercial,
22 off-the-shelf hardware. LA County in
23 California and Travis County, Texas are
24 blazing the path, developing systems to
25 make that recommendation a reality. The

1 4/21/15 - WHOLE - BILL 150162, etc.
2 new systems will be substantially
3 cheaper. The not-for-profit Open Source
4 Election Technology Foundation estimates
5 that Philadelphia could purchase a new
6 system for as little as \$6 million.
7 That's \$19 million less than the City is
8 planning to spend this year.

9 So, again, why the hurry? If
10 we wait, we can get a system that doesn't
11 make us depend on one single maintenance
12 vendor, which should save significant
13 money every year in addition to the
14 up-front \$19 million savings.

15 Why the hurry? Federal
16 certification standards are in flux, and
17 Pennsylvania certification procedures are
18 also in flux as the Federal Election
19 Assistance Commission revamps standards
20 in response to lessons learned since the
21 last round of voting machine purchases.
22 If we wait, we can be sure to get a
23 system appropriate for the next 15 years
24 instead of a system created for the old
25 2002 standards.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Some people are saying, Well,
3 we have to hurry because we want to
4 introduce the voting machines in 2017, a
5 year we expect voter turnout to be low,
6 but let's be honest, judging by past
7 performance, 2018 and 2019 are likely to
8 be low turnout years too. Why are we
9 hurrying?

10 Before approving \$25 million
11 for new voting technology, City Council
12 should make sure that there's an open
13 process to figure out what voters, poll
14 workers, and Board of Elections staff
15 want and don't want. City Council should
16 make sure that we don't waste \$19
17 million. That's enough money to raise
18 poll worker pay to minimum wage for 19
19 years or to close a substantial portion
20 of the school funding gap.

21 COUNCILMAN JONES: Okay. We're
22 going to let everyone testify and then
23 we'll have questions for this panel.

24 So pull the mike to you. Good
25 evening.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 MS. JACOBY: Good evening.

3 COUNCILMAN JONES: Pull the
4 mike a little closer.

5 MS. JACOBY: Well, good
6 evening, Councilman Jones and
7 Councilwomen and Councilmen who are here.
8 I'm Adrienne Jacoby. I'm the Director of
9 Philadelphia Reads, and I'm delighted to
10 speak to you at this open budget hearing
11 today on behalf of Philadelphia Reads.

12 We are here to request a budget
13 item, here to request \$350,000 for
14 Philadelphia Reads, and it is, in case
15 you didn't know, an initiative of the
16 Mayor, and unlike other nearby cities
17 like Baltimore and Boston, we are
18 unfunded and we receive in-kind support,
19 which has decreased over the years as
20 well. It's nice to know other cities
21 support this Reads initiative and they do
22 around the country, but not in
23 Philadelphia.

24 So you know I said we were
25 formed by Mayor Rendell at the time right

1 4/21/15 - WHOLE - BILL 150162, etc.
2 after the President Summit that was held
3 here in 1997, and our goal then was to
4 have children -- is to provide supports
5 and materials and volunteers to help
6 children read on level by the time
7 they're in 4th grade.

8 Now, we've been doing this for
9 a long time, and today finally there's
10 another initiative called Read by 4th, of
11 which we are on the steering committee
12 and very much an active part of. Our
13 programs are included in that. Of
14 course, we don't receive funding for
15 that, but we would like to.

16 So in our deal to improve
17 children's literacy in this wonderful
18 city of ours in which we are doing so
19 much, it has become very costly, and
20 foundation money is decreasing, mainly
21 because it is not a national
22 organization. I mean, there's no
23 national group even though there's tons
24 of Reads organizations. However, it is
25 more costly not to fund what we do.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Here's why -- or not to fund initiatives
3 like us. Nationally it's estimated that
4 more than \$2 billion is spent every year
5 on students who repeat a grade because of
6 reading problems. Nationally over one
7 million children drop out of school each
8 year, costing the nation over 240 billion
9 in lost earnings, foregone tax revenues,
10 and expenditures for social services.

11 Sixty percent of America's
12 inmates are illiterate, and 85 percent of
13 the juvenile offenders have reading
14 problems. We know this. This is an
15 awful thing.

16 So what do we do? We work from
17 a preventative model, and that is because
18 we want children to read on level by
19 grade four. Anyway, so can we afford as
20 a city not to support Philadelphia Reads
21 and what we do?

22 For example, one of the first
23 things that we did was to start a Power
24 Partners tutoring program. The tutoring
25 program has 975 children from about 25

1 4/21/15 - WHOLE - BILL 150162, etc.
2 schools across the City in Philadelphia.
3 They go to some of the most incredible
4 businesses and law firms here in
5 Philadelphia, from Dow Chemical, Blue
6 Cross, some of the largest law firms here
7 in the City, EPA, the judicial courts,
8 and they go there weekly for tutoring.
9 And what happens? They gain an
10 additional two to three months in their
11 reading ability as compared to their
12 peers.

13 The second thing we did was
14 that we opened the Children's Book Bank.
15 The Children's Book Bank gives out -- one
16 of the purposes was to have books in the
17 classroom, because the more you read, the
18 better you get at reading. So we have
19 this Children's Book Bank, which kind of
20 looks like Barnes and Noble for teachers,
21 and the teachers come and they can take
22 enough, 350 books and very often more,
23 for their classroom libraries so that
24 children can read more books.

25 We've estimated that we give

1 4/21/15 - WHOLE - BILL 150162, etc.
2 out about -- actually, we don't estimate.
3 We count -- over 100,000 books a year,
4 which is worth, if they bought them new,
5 millions of dollars. So we save the City
6 and we save the teachers quite a bit of
7 money. I mean, the service for tutoring
8 is quite a bit of money.

9 So the other thing we do is
10 that -- I'm on my wrong page.

11 So the other things we do is
12 that we run the Philadelphia Reading
13 Olympics for 2,000 children in the City,
14 public, charter, parochial, and
15 independent schools. They read 35,000
16 books to prepare for this program.

17 We also run an incredible
18 award-winning, nationally award-winning,
19 Summer Reads program, and for that the
20 children also do not lose anything over
21 the summer. In fact, they gain an
22 additional couple months, which is
23 phenomenal.

24 So we're asking you, can we
25 afford to lose a program like that in

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Philadelphia? We don't have to if the
3 City begins to support an initiative that
4 is theirs. We do all this in the name of
5 the City. So we are asking for this
6 money to support these children.

7 I just have to give you a
8 couple of comments. For example, one
9 teacher wrote about the Power Partners
10 about how the child went -- it wasn't an
11 English-speaking child -- went from
12 emergent reading and she had to -- to
13 grade two level reading, and she felt
14 that it was because of the mentoring and
15 the tutoring. She said she does a lot,
16 but that really pushed the child over the
17 edge.

18 And teachers write, I walked
19 into my classroom. There were six books.
20 I came to the Book Bank. I could not
21 afford to do it any other way.

22 And then the Reading Olympics,
23 the children -- a child said, I like
24 reading, but when I got to Philadelphia
25 Reading Olympics, I loved reading. Now I

1 4/21/15 - WHOLE - BILL 150162, etc.

2 read almost all the time.

3 And the best quote of all is,
4 When I started reading for the Reading
5 Olympics, I stopped fighting because the
6 books were more interesting to me.

7 So I ask you, please support
8 Philadelphia Reads.

9 Thank you.

10 COUNCILMAN JONES: Thank you
11 for your testimony.

12 MS. JACOBY: And I have
13 handouts, by the way, for everyone. So
14 if you could give these out, please, that
15 would be great. You can see there's a
16 map there. You can see the thousand
17 teachers that come to the Book Bank. You
18 can see where they are.

19 COUNCILMAN JONES: Thank you so
20 much.

21 Ma'am, are you ready?

22 MS. McCOY: Yes. Good evening.
23 I too work at Philadelphia Reads. I'm
24 here to speak as an employee of
25 Philadelphia Reads, but also as an

1 4/21/15 - WHOLE - BILL 150162, etc.
2 educator and an advocate for our City's
3 children. I just want to first start off
4 by saying that I'm a proud product of our
5 public school system here in
6 Philadelphia, having attended some of the
7 finest schools here. But not only have I
8 attended Philadelphia public schools, but
9 I later went on to work in many of those
10 schools as an educator, as an
11 administrator, and an advocate for those
12 same schools for over a decade. And one
13 of the common factors that I noticed in
14 all of my experiences as it relates to
15 the success is the ability and presence
16 of partnerships with non-profit
17 organizations like Philadelphia Reads to
18 provide quality out-of-school-time
19 programming.

20 COURT STENOGRAPHER: Can you
21 state your name.

22 MS. MCCOY: Sure. Tara McCoy.
23 As Adrienne has already
24 mentioned, Philadelphia Reads started in
25 1997 as an initiative of the Mayor's

1 4/21/15 - WHOLE - BILL 150162, etc.
2 Office, and we impact nearly 20,000 or
3 rather over 20,000 children's lives each
4 year, reaching an average of 1,000
5 classrooms. Meaning not only do we
6 impact the lives of the students that we
7 engage, but the teachers as well and the
8 homes of these children, not only at the
9 public schools, but also at the early
10 childhood learning facilities through our
11 four core programs, one of which Adrienne
12 mentioned, the Power Partners program,
13 which used to take place right here in
14 City Hall.

15 When the Mayor's Office
16 launched Philadelphia Reads as an
17 initiative to raise a city of readers, it
18 was sustained mainly through connections
19 and personal relationships of the founder
20 and then Mayor Rendell. But as time
21 moved on, those connections and those
22 friendships and those resources moved on
23 as well.

24 Today it's time for us to
25 return home to City Hall where it all

1 4/21/15 - WHOLE - BILL 150162, etc.
2 started and request for more sustainable
3 ways in which we cannot merely survive
4 but thrive as an organization.

5 As an out-of-school-time
6 program provider, we support the work of
7 Philadelphia's public schools through our
8 core programs, providing an average of \$2
9 million in books and supplies for our
10 City's classrooms and school libraries
11 through our Book Bank, an estimated
12 \$525,000 in tutoring services through our
13 Power Partners program, roughly \$400,000
14 through our Summer Reads program, which
15 is an academic preparation to prevent
16 summer learning loss. In addition, we
17 mobilize an average of 2,000 of
18 Philadelphia's children each year to
19 compete in our only -- it's the City's
20 only literacy competition where children
21 in grades four through eight read 20
22 chapter books, work together as a team,
23 which not only proves that our children
24 can in fact read, but they like to read,
25 and they will be willing to do so

1 4/21/15 - WHOLE - BILL 150162, etc.
2 provided with the quality and intriguing
3 literature to do so.

4 You may look at our outcomes
5 and think that we don't need any support
6 because we've been successful without it,
7 but that's not the case. We've lost
8 substantial funding over the years and
9 there's been cutbacks in areas of
10 programming, and currently we're down to
11 two staff members that are full time,
12 Adrienne and myself, and that's all due
13 to drastic and gradual drops in funding
14 support over the last several years.
15 We're at a really critical point, and as
16 a City initiative, bearing the City's
17 name as an initiative of the Mayor's
18 Office, we need to strengthen the
19 partnership between City Hall and
20 Philadelphia Reads.

21 As I noted earlier, the
22 beginning years of Philadelphia Reads
23 were based on friendships. Well, I'm
24 here today to ask if we can return to
25 that same model, looking to City Hall as

1 4/21/15 - WHOLE - BILL 150162, etc.

2 a friend of Philadelphia Reads.

3 Thank you.

4 COUNCILMAN JONES: Wow. I have
5 questions, but I'm going to yield to my
6 colleague for all panelists. But I'm
7 going to yield to my colleague Councilman
8 Goode, who has not asked a question yet.

9 COUNCILMAN GOODE: So I need to
10 get on the record as asking a question.

11 Good evening, Commissioner.
12 Are you familiar with the fact that
13 Councilman Squilla posed several of your
14 concerns to the Office of Innovation and
15 Technology?

16 COMMISSIONER SINGER: I was not
17 aware of that. Thank you.

18 COUNCILMAN GOODE: And the
19 responses from the Director of that
20 office completely contradict everything
21 you just said. One, they have not come
22 up with a final plan.

23 COMMISSIONER SINGER: I'm
24 sorry. They have not?

25 COUNCILMAN GOODE: Come up with

1 4/21/15 - WHOLE - BILL 150162, etc.

2 a final plan.

3 Two, they are nowhere close to
4 putting out an RFP.

5 Three, there is a broad
6 committee involved that also involves the
7 Commissioners office.

8 Four, they're not sure what the
9 latest technology is, but they said they
10 wanted to make sure that they know what
11 the latest technology is before they do
12 any of that.

13 COMMISSIONER SINGER: Well --

14 COUNCILMAN GOODE: So I would
15 ask, where did your information come
16 from?

17 COMMISSIONER SINGER: So I'd
18 like to respond one by one, but I didn't
19 write down what you said. So --

20 COUNCILMAN GOODE: My question
21 is --

22 COMMISSIONER SINGER: My
23 information has come from my
24 communication with the Office of
25 Information and Technology and my

1 4/21/15 - WHOLE - BILL 150162, etc.
2 communication with Everett Gillison,
3 Deputy Mayor, and with the publication of
4 an RFI request for information last
5 October. The last communication that I
6 had from Mr. Gillison indicated that they
7 were -- they wanted to get an RFP out by
8 the end of March, and I have that letter.
9 I don't have it with me, but I could
10 provide that to you.

11 I am delighted to hear that
12 they are no longer aiming at the end of
13 March obviously, which has passed, or
14 aiming for any time soon. So I'm
15 delighted to hear what you tell me.

16 COUNCILMAN GOODE: And you also
17 understand that Council does not spend
18 money; Council appropriates money?

19 COMMISSIONER SINGER: Yes.
20 Absolutely. So my request is not to
21 appropriate \$25 million in Fiscal Year
22 '16 for voting machine purchases. That's
23 my request to Council.

24 COUNCILMAN GOODE: The Office
25 of Innovation and Technology is already

1 4/21/15 - WHOLE - BILL 150162, etc.
2 on the record saying that they don't know
3 what they're going to do. They haven't
4 made a final decision, that they're not
5 rushing that decision, and that the money
6 is not going to be spent that quickly.
7 And so I assume that it may be possible
8 that less money can be spent, but I don't
9 think anybody knows what that number is.

10 COMMISSIONER SINGER: That's
11 correct. It's going to take some time.

12 COUNCILMAN GOODE: So if no one
13 knows what that number is, then the wiser
14 thing to do is to put an amount within
15 the budget and within the Capital Program
16 so that we have sufficient funds there.

17 COMMISSIONER SINGER: Well,
18 given what you've just told me, which you
19 are the first person to tell me that the
20 process has slowed down, that the
21 Department of Innovation and Technology
22 is exploring a lot of options, I mean,
23 given that information --

24 COUNCILMAN GOODE: I'm simply
25 telling you that was the response to

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Councilman Squilla's question. I'm not
3 vouching for that being true.

4 COMMISSIONER SINGER: Oh, okay.

5 All right. Fair enough. I mean, so let
6 me say that if that is true, I'm okay
7 with that kind of fiscal planning. I
8 mean, you know, the bottom line is, I
9 don't want to see the City squander even
10 \$5 million, not to mention \$19 million,
11 and I want to make sure that this City
12 gets quality voting technology.

13 Also, I believe you said
14 something that there was a response that
15 said that there was a committee that
16 involved the Commissioners office. I
17 believe that's a slight misstatement. I
18 understand that there has been a steering
19 committee that has met several times and
20 that Al Schmidt has been invited to
21 participate, but not as a liaison to the
22 Commissioners office. That was some kind
23 of independent thing. There was no
24 official information to the
25 Commissioners, and that steering

1 4/21/15 - WHOLE - BILL 150162, etc.
2 committee did a lot of work before anyone
3 in the Commissioners office or anywhere
4 else actually knew that it existed.

5 COUNCILMAN GOODE: The last
6 thing I would just mention for the
7 record -- and I'm not really taking sides
8 in this as much as I'm saying that I
9 listened very closely to the responses to
10 Councilman Squilla's questions, and the
11 last thing I heard was that they would
12 definitely take into consideration what
13 is the latest technology, and even what
14 we think the latest technology may be may
15 change before this RFP is done.

16 COMMISSIONER SINGER: Well, I'm
17 glad to hear that. If I could just ask
18 you to briefly go over your five points.
19 I just want to make sure that I responded
20 to all of them.

21 COUNCILMAN GOODE: I don't need
22 you to respond to anything other than
23 where you got your information.

24 COMMISSIONER SINGER: Okay. So
25 all of my information is, it's either

1 4/21/15 - WHOLE - BILL 150162, etc.

2 from public things like the Presidential
3 Commission on Election Administration --

4 COUNCILMAN GOODE: I meant in
5 terms of what the process is locally, and
6 my understanding is that the Office of
7 Innovation and Technology is actually
8 running that process locally.

9 COMMISSIONER SINGER: That is
10 true, yes.

11 COUNCILMAN GOODE: So we've had
12 recent testimony within Council, probably
13 within the last week or two, that that is
14 fresh information. So I was just
15 wondering whether your information was
16 fresher than that.

17 COMMISSIONER SINGER: No, it is
18 not.

19 COUNCILMAN GOODE: Thank you.
20 Thank you, Mr. Chair.

21 COMMISSIONER SINGER: Thank
22 you, Councilman.

23 COUNCILMAN JONES: Thank you,
24 Councilman.

25 A quick question. So I go way

1 4/21/15 - WHOLE - BILL 150162, etc.

2 back to the Jamestown and Shoup machines.

3 COMMISSIONER SINGER: Yes.

4 COUNCILMAN JONES: With those

5 hard cast iron monsters, but they were

6 virtually indestructible.

7 COMMISSIONER SINGER: Yes.

8 COUNCILMAN JONES: So we moved

9 away from that when?

10 COMMISSIONER SINGER: When?

11 COUNCILMAN JONES: When did we

12 move away from that?

13 COMMISSIONER SINGER: We moved

14 away from that in the early 2000's, like

15 the rest of the country in response to

16 the Help America Vote Act, which not

17 quite forced but really promoted the

18 transition to electronic voting

19 technology all over the country.

20 COUNCILMAN JONES: So when we

21 did that, what was the anticipated life

22 expectancy of a machine?

23 COMMISSIONER SINGER: I don't

24 know that the Commissioners at that time

25 even asked that question.

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2 COUNCILMAN JONES: So since
3 2000, they've lasted 15 years?

4 COMMISSIONER SINGER: Actually,
5 they were implemented, I believe, between
6 2004 and 2006 in Philadelphia. So we're
7 going on ten years now.

8 COUNCILMAN JONES: And before
9 that the Shoup machines had lasted how
10 many years?

11 COMMISSIONER SINGER: Decades.

12 COUNCILMAN JONES: All right.
13 So I'm just asking. And so now what
14 we're trying to gauge, if I understood
15 you correctly, is where do we go
16 technologically going forward and there
17 might be some better technology, more
18 cost-effective technology, and the
19 Councilman so well put that we just want
20 to secure the money so that if we're
21 pleasantly surprised and it's less than
22 that, wonderful. If it's where we
23 anticipate it to be or others anticipate
24 it to be, we'll have it appropriated.

25 So my question becomes, how do

1 4/21/15 - WHOLE - BILL 150162, etc.
2 they make the determination what is best,
3 what type of machine? Who is going to do
4 that processing?

5 COMMISSIONER SINGER: Well, I
6 believe that that process should be --
7 there should be an open process where
8 input is solicited from all of the
9 stakeholders, and I have a white paper I
10 can provide you that --

11 COUNCILMAN JONES: Yeah.

12 COMMISSIONER SINGER: -- goes
13 into detail on that. So there needs to
14 be an open process.

15 Ideally, kind of following the
16 state law, which says that it is the City
17 Commissioners -- sorry; that it is the
18 Board of Elections that must purchase the
19 voting machines, ideally, this process
20 would start from the Board of Elections.
21 The Board of Elections would work with
22 the Office of Innovation and Technology.
23 Now, that's not the way it's happened
24 and, you know, that's because of where
25 the purse strings are, but I believe that

1 4/21/15 - WHOLE - BILL 150162, etc.
2 the Board of Elections should be much
3 more involved in a formal way. It's
4 going to put the City -- it's going to
5 put everybody in a bad position if the
6 Office of Innovation and Technology were
7 to procure machines that the Board of
8 Elections didn't think were the right
9 machines. That's setting up for a big
10 fight.

11 COUNCILMAN JONES: So to the
12 best of your knowledge, how many vendors
13 are there out there that provide this
14 type of machine?

15 COMMISSIONER SINGER: So there
16 are -- so even the notion -- so the thing
17 that's new is that there are vendors that
18 will provide -- instead of providing
19 machines, specialized machines, they will
20 provide the service of integrating
21 software with off-the-shelf hardware. So
22 there's a new kind of vendor, and that's
23 part of this revolution that's happening
24 in voting technology.

25 Currently, traditional vendors,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 there are three that are -- that
3 currently have machines certified in
4 Pennsylvania. And the way the RFI was
5 written, the expectation based on the RFI
6 was that we were going to choose from
7 among those three vendors and only those
8 three. There are -- there's the model of
9 Los Angeles and Austin, Texas, which is
10 Travis County, where they are putting out
11 an RFP for a whole system. And so you
12 get a different class of vendors who
13 respond in a much larger class of
14 vendors, which is part of the reason that
15 that model is cheaper. So it's just a
16 more modern -- I mean, it's kind of like
17 having a sales force instead of having
18 your own specialized consumer relations
19 management software, if that's -- I don't
20 know if that metaphor means anything to
21 you.

22 COUNCILMAN JONES: Not at all.

23 COMMISSIONER SINGER: Okay. So
24 it's more like -- Councilman Squilla, can
25 you help me out here? It's --

1 4/21/15 - WHOLE - BILL 150162, etc.

2 COUNCILMAN JONES: Councilman
3 Squilla.

4 COMMISSIONER SINGER: It's the
5 difference between saying I have to buy a
6 car because -- I have to go places, so I
7 must have a car, so I am going to buy a
8 car for myself versus saying I am going
9 to be a part of PhillyCarShare. That's
10 actually not a good metaphor either. I'm
11 going to get back to you on that one, if
12 I can.

13 COUNCILMAN SQUILLA: Point of
14 information. I think with the new
15 technology, there is new technology out
16 there that I think IT said they are aware
17 of, and I think the RFI did not actually
18 engage that new technology.

19 COMMISSIONER SINGER: That's
20 correct.

21 COUNCILMAN SQUILLA: So I
22 don't -- I didn't really know -- I think
23 they were thinking about putting out an
24 RFP out. I don't know if the RFP would
25 engage the machines set up sort of the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 way they are right now with the built-in
3 software or would they go and put an RFP
4 out to include those machines and the new
5 software technology, because it hasn't
6 even been approved by Pennsylvania yet,
7 the new technology.

8 COMMISSIONER SINGER: That's
9 right.

10 COUNCILMAN SQUILLA: So I think
11 that was the question on --

12 COUNCILMAN JONES: When you say
13 software technology, Councilman, are you
14 talking about online voting or just
15 software within the machine?

16 COUNCILMAN SQUILLA: Within the
17 machine to be able to calculate the tabs
18 and also --

19 COUNCILMAN JONES: Got it.

20 COUNCILMAN SQUILLA: I mean,
21 online voting may happen too. I mean, I
22 don't know if that's a possibility within
23 the next couple years, but I do see that
24 maybe as a possibility in the future.

25 COUNCILMAN JONES: Well, you

1 4/21/15 - WHOLE - BILL 150162, etc.

2 get another bite at the apple during the
3 budget, right?

4 COMMISSIONER SINGER: I'm
5 actually not sure because of the ambient
6 confusion about whether when one is not
7 on the Board of Elections, if one is a
8 City Commissioner. So I wanted to -- I
9 hope I will, yes, get another bite at the
10 apple.

11 COUNCILMAN JONES: You are a --
12 I'm not an attorney, but I have one, and
13 it's my understanding until January at
14 least --

15 COMMISSIONER SINGER: Yes.
16 That's right. That's my understanding as
17 well.

18 COUNCILMAN GOODE: Point of
19 information.

20 COUNCILMAN JONES: Councilman
21 Goode.

22 COUNCILMAN GOODE: Yeah. I
23 would believe that the new machines
24 relate to this election or this election
25 year, so I think you're fine. I mean, if

1 4/21/15 - WHOLE - BILL 150162, etc.
2 you as a City Commissioner wants to make
3 a statement about technology in the
4 future, that's appropriate.

5 COMMISSIONER SINGER: Well,
6 thank you. Thank you very much.

7 COUNCILMAN JONES: Okay. I
8 want to shift the books for a second, and
9 they've been real patient. Real quick,
10 who funds you now?

11 MS. JACOBY: Well, we have a
12 lot of funders. I mean, we have --

13 COUNCILMAN JONES: Are you
14 independently funded, I guess?

15 MS. JACOBY: Well, the Power
16 Partner program, I would say that 75
17 percent of them pay for that service, and
18 so there's about 21 people that pay -- 21
19 companies that pay us for that service,
20 and the other funders -- I mean, we have
21 funders for the summer, like Dow
22 Chemical. We have funders like Comcast.

23 COUNCILMAN JONES: So you're
24 not a City line item?

25 MS. JACOBY: No, I'm not a City

1 4/21/15 - WHOLE - BILL 150162, etc.

2 line item. We would like to be.

3 COUNCILMAN JONES: Okay. I got
4 it. All right. Thank you so much for
5 your testimony.

6 MS. JACOBY: You're welcome.
7 And we're happy to do what we do. We
8 just want to do more.

9 COUNCILMAN JONES: I got it.

10 Who are the next to testify?

11 THE CLERK: Mr. or Mrs. Wolk,
12 W-O-L-K. I can't read the first name.
13 Greg Seani (ph) and Elizabeth Uhlhorn.

14 COUNCILMAN JONES: Are there
15 any other people here to testify tonight?

16 (No response.)

17 COUNCILMAN JONES: Seeing none,
18 you're our last panel.

19 (Witnesses approached witness
20 table.)

21 COUNCILMAN JONES: Thank you
22 for your patience. And would you say
23 your first and last name for the record.

24 MS. WOLK: Hi. Thank you for
25 the opportunity to testify. My name is

1 4/21/15 - WHOLE - BILL 150162, etc.

2 Coryn Wolk, C-O-R-Y-N, W-O-L-K. I'm here
3 to comment on the Streets Department
4 budget for the coming year, and I
5 represent Clean Air Council.

6 I'm the Sustainable
7 Transportation Outreach Coordinator for
8 Clean Air Council, and our Cleaner
9 Commute program supports employees and
10 employers in finding commute options
11 other than driving alone to work, such as
12 biking, public transit, carpooling, and
13 telecommuting. This supports Clean Air
14 Council's mission of protecting
15 everyone's right to breathe clean air by
16 reducing air pollution from car traffic
17 congestion. However, there's
18 transportation options of any other
19 individual and societal benefits such as
20 cost savings for commuters, physical
21 fitness improvements from biking, and
22 mental health benefits from active
23 commutes and easier public transportation
24 commutes.

25 While I've always been a

1 4/21/15 - WHOLE - BILL 150162, etc.
2 dedicated SEPTA rider, I began commuting
3 by bike after I took this position,
4 figuring that I should put my money where
5 my mouth is. Even though I was pretty
6 terrified when I started biking in
7 Philadelphia, it didn't take long for me
8 to fall in love with biking as
9 transportation. Besides being able to
10 speak from experience that biking is
11 doable, going from a terrified
12 non-cyclist to a regular bike commuter is
13 a huge asset and convincing people who
14 don't even own a bike to give bike
15 commuting a try. However, there are days
16 when I wonder if I'm being reckless to
17 continue riding my bike on the streets
18 and recommending it to others.

19 Coincidentally, today was a
20 perfect example. My usual commute takes
21 me down Spruce Street and over the South
22 Street Bridge to Center City. Each route
23 I can choose from offers these obstacles
24 in various combinations - lack of bike
25 lanes, bike lanes blocked by cars,

1 4/21/15 - WHOLE - BILL 150162, etc.

2 trolley tracks that can catch bike
3 wheels, high-speed traffic and, of
4 course, potholes and debris.

5 I chose my route in part
6 because the worst blocked bike lanes
7 usually don't overlap with streets that
8 have dreaded trolley tracks.
9 Unfortunately, today that wasn't the
10 case. While going around a truck parked
11 on the bike lane with some other
12 cyclists, I was forced to cross the
13 trolley tracks at a slight angle and they
14 caught my wheel and almost threw me off
15 my bike. Had I fallen, I would have
16 likely landed in oncoming traffic.
17 Fortunately, I didn't, and luckily the
18 driver behind me stopped in time, so I
19 was able to complete the rest of my ride
20 to work even though I was riding out of a
21 bike lane into traffic almost every block
22 because of the obstructions.

23 The road quality issues that
24 drivers complain about generally impact
25 cyclists even more. A pothole might

1 4/21/15 - WHOLE - BILL 150162, etc.
2 damage a car, but it can land a cyclist
3 in the hospital or worse. The same goes
4 for unclean streets after storms and
5 debris and trash in the roads.

6 In the conflict or accident
7 with a driver, cyclists are automatically
8 at a huge disadvantage. Hit with the
9 City's current underfunded Streets
10 Department, we generally get the dregs,
11 the most minimal bike lanes the City can
12 afford on some of the roads they can
13 afford to repave. Many of these lanes,
14 while counted towards their miles of bike
15 lanes, don't deserve to be called bike
16 lanes because they're too dangerous to
17 use. Even some of our most used or
18 celebrated bike lines such as Spruce
19 Street by Penn or Pine Street in Center
20 City are regularly blocked because the
21 City has not committed to that
22 infrastructure or invested in protected
23 bike lanes there. Additionally, after
24 winter storms, many of these lanes remain
25 uncleared, forcing cyclists into car

1 4/21/15 - WHOLE - BILL 150162, etc.
2 lanes. After a rainstorm or when snow
3 melts, without a physical barrier or any
4 maintenance, debris and gravel washes
5 into the bike lanes. This lack of
6 maintenance makes using these bike lanes
7 more dangerous than it should be and
8 encourages Philadelphians to stay in
9 their cars, add to congestion and
10 pollution, and continue to deteriorate
11 our roads at a higher rate than cyclists.
12 Other cities with fewer air quality
13 problems and equally tight streets are
14 quickly surpassing us on bike
15 infrastructure.

16 Many of Philadelphia's current
17 and potential cyclists affected by
18 dangerous road conditions that could be
19 improved with a larger Streets Department
20 budget are people who can afford a car or
21 don't want to rely on sparsely SEPTA
22 service to get to and from late night
23 shift work. Additionally, Philadelphia
24 is about to see an increase in novice
25 bike riders on its streets as Bike Share

1 4/21/15 - WHOLE - BILL 150162, etc.
2 gets underway. Maintaining our roads is
3 critical to ensuring the safety of our
4 residents and visitors on bike, in a car
5 or on foot. City Council should support
6 a robust budget for the Streets
7 Department and adding safe, high-quality
8 bike lanes where the Streets Department
9 recommends them.

10 Thank you.

11 COUNCILMAN JONES: Thank you
12 for your testimony.

13 Sir, pull the mike a little
14 closer.

15 MR. SEANI: Hello. My name is
16 Greg Seani. I live in Philadelphia in
17 the area called Hawthorne. I didn't plan
18 on speaking, but I thought I'd share my
19 support for the Streets budget. I did
20 come here, though, because just a couple
21 weeks ago, less than two weeks ago, I did
22 have a bike accident. I was on my
23 scooter, and I was on North American
24 heading south at night and just above
25 Girard, the 1400 block area. And I don't

1 4/21/15 - WHOLE - BILL 150162, etc.
2 know if you are familiar with that area,
3 but it looks pretty much like third-world
4 road conditions.

5 And so I was riding, and
6 suddenly I was in an area where the
7 trolley tracks were elevated on concrete.
8 So it wasn't just the ordinary dangerous
9 trolley tracks. They were amplified
10 there because it was like an inch or so
11 of concrete that they were on. So I had
12 to stay between that and the side of the
13 road. Then suddenly there was all this
14 gravel coming in from the side of the
15 road, so it just narrowed where I was
16 riding. And so I slowed down to as slow
17 as I could get and my wheels hit the
18 gravel, though. The scooter went out
19 underneath me. My shoe came off from the
20 gravel and my foot was dragging on that.
21 And, you know, fortunately I only have a
22 bruised foot I'm still limping on and
23 strained tendon, but it could have been a
24 lot worse. It could have been a lot
25 worse. Oh, and gravel marks on my bike

1 4/21/15 - WHOLE - BILL 150162, etc.

2 I'm not too happy about.

3 So that area is pretty bad.

4 And I mentioned it to some other people,
5 and they said, yeah, they don't even like
6 to drive in that area. And, you know,
7 there's a lot of economic development
8 happening in that whole area, but it
9 seems like it just stops right there, and
10 I feel like for the economy, having that
11 looking nice is going to help move things
12 up and not look like the abandoned North
13 Philly, which it looks like.

14 But I guess really that's what
15 I wanted to say. I was angry about that,
16 so I just showed up.

17 COUNCILMAN JONES: Sorry for
18 your bike. Are those tracks abandoned?

19 MR. SEANI: They're not used.
20 They're not -- it's not -- yeah.

21 COUNCILMAN JONES: Councilman
22 Squilla, is that -- I'm guessing that's
23 Sanchez or --

24 COUNCILMAN SQUILLA: I think
25 it's Darrell.

1 4/21/15 - WHOLE - BILL 150162, etc.

2 I think it's north of Girard,
3 right?

4 MR. SEANI: Yeah, it's just
5 north of Girard. You know how North
6 American then does a little kind of thing
7 so you can get on to Girard, but if you
8 go north around -- I think it's around
9 the 1400, below the Crane Arts area and
10 between Girard and that.

11 COUNCILMAN SQUILLA: I mean,
12 did you report -- I'm sorry.

13 COUNCILMAN JONES: Go ahead.

14 COUNCILMAN SQUILLA: Did you
15 report that condition to the Streets
16 Department?

17 MR. SEANI: No. I have a
18 friend who works with the City's bike
19 thing, and so I sent him an e-mail
20 saying, hey, this is what happened, but
21 that was it, you know. Honestly, I
22 didn't really think anything would come
23 of it.

24 COUNCILMAN SQUILLA: It does
25 work. We had Streets here earlier today,

1 4/21/15 - WHOLE - BILL 150162, etc.
2 and if we report it and we give it to
3 them, they do get to it.

4 COUNCILMAN JONES: We
5 complimented them earlier, because they
6 are responsive. We have one
7 Councilperson here that represents the
8 entire City, so he's keenly --

9 MR. SEANI: Oh, okay. Well, I
10 mean, I've lived here since 1999 and that
11 area has looked like that since 1999. So
12 I didn't think, you know, but...

13 COUNCILMAN JONES: Things can
14 change. Thank you for your testimony.

15 Ma'am.

16 MS. UHLHORN: Last, but not
17 least.

18 COUNCILMAN JONES: Not at all.

19 MS. UHLHORN: Beth Uhlhorn and
20 I'm here also to speak on behalf of
21 Philadelphia Reads. So thank you guys
22 for sticking around here to the end.

23 I'd like to request your
24 support for Philadelphia Reads as a line
25 item. I'd like to speak on behalf of the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 organization as a volunteer and as the
3 current Board Chair. I've been
4 volunteering with the Power Partners
5 program. That's the program that brings
6 the students to businesses around the
7 City for a power hour of tutoring
8 basically over our lunch hours. And so
9 I've been volunteering with that program
10 since I moved to Philadelphia in 2011.
11 And I read to three different little boys
12 over the course of the three academic
13 years prior to this one, each with very
14 different struggles and different
15 successes.

16 My first student was actually a
17 pretty excellent reader. He was reading
18 at grade level when he came into the
19 program, and I can tell he wasn't being
20 adequately challenged in school. And so
21 I would bring him new and increasingly
22 difficult words to stretch his
23 vocabulary, and we started working on
24 complicated phonics exercises, and I was
25 really able to push him in a way that his

1 4/21/15 - WHOLE - BILL 150162, etc.
2 teacher couldn't, as she had 25 other
3 students with much more demanding issues
4 than his.

5 My second year was more
6 difficult. I was assigned a child whose
7 first language was not English. He
8 struggled with pronouncing even the
9 sounds that letters make. But as we
10 moved through the year, he improved, and
11 by the end of the year, he could go
12 through the full alphabet and had
13 memorized enough words that even when he
14 saw them out of context, he recognized
15 them. It was a big improvement for him.

16 Last year I had a student who
17 was again reading well below grade level.
18 As with the prior student, we worked
19 through the year, and he improved
20 greatly, learning the alphabet and
21 learning how rhyming words shared many of
22 the same letters. But even more than
23 that, he learned that he had someone he
24 could talk to. He was very sensitive and
25 started out really shy. He relished the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 one-on-one attention that he got through
3 the program, and I think it built his
4 confidence in himself.

5 This year I'm actually the
6 coordinator of the program for my
7 workplace, Dow Chemical, and I get to see
8 improvements in all of the kids who come
9 to Dow each week. We just got the most
10 recent reading test results, and all but
11 two of my kids jumped at least two
12 reading levels over where they were at
13 the beginning of the year and the
14 majority jumped three or four. My
15 volunteers have been telling me recently
16 that they've seen incredible improvements
17 and they're proud. They're proud of the
18 impact that this organization has allowed
19 them to have.

20 So you heard from Adrienne and
21 from Tara how important literacy is and
22 about the number of kids that we help
23 each year, and you heard the statistics
24 about literacy in the City and the
25 correlation between illiteracy and

1 4/21/15 - WHOLE - BILL 150162, etc.
2 delinquency, but I think these examples
3 that I have of how much this program has
4 meant to me and to the kids I've worked
5 with are just as compelling.

6 Philadelphia Reads is a
7 critical part of education and literacy
8 success in the City. With underfunded
9 schools and fewer teachers spread across
10 greater numbers of students, anyone can
11 get lost in the system. When Mayor
12 Rendell started this program, it was
13 visionary. By bringing students to the
14 volunteers' workplace, it makes
15 volunteering so easy and yet so
16 impactful. It uses the power of
17 volunteers in a way that very few
18 non-profits are able. But it's
19 struggling financially, and we need the
20 City's help. I ask you to consider
21 supporting Philadelphia Reads
22 financially. The organization needs to
23 have funding stability in order to be
24 able to plan for the future and meet
25 current programming requirements. We

1 4/21/15 - WHOLE - BILL 150162, etc.
2 need the City's continued financial
3 support to assure the sustainability of
4 the program and all its benefits. It
5 can't stop. The literacy of our young
6 people is too important.

7 COUNCILMAN JONES: So
8 Ms. Graham here just informed me that she
9 volunteered for this program as a young
10 lawyer for the City, and one of the
11 things that I remember as a freshman that
12 struck me, Councilman Goode was talking
13 about some of the issues of literacy and
14 then he did a 4th grade -- by 4th grade
15 if young people don't read up to a
16 certain point, the predictors of bad
17 outcomes and even criminal behavior are
18 connected, and I never forgot that,
19 because when he presented that, I said,
20 Well, if that's true, then we can reverse
21 engineer a solution. And so I remember
22 that sticking to me.

23 And the other thing I wanted to
24 do is, there was an article by a
25 gentleman from New York and he was going

1 4/21/15 - WHOLE - BILL 150162, etc.
2 to a barber shop, and he had his children
3 there. He found out that there were no
4 age-appropriate materials for his child
5 to read. They were a little more mature,
6 if you know what I mean. And so he
7 started and embarked upon a program to
8 put age-appropriate books in the barber
9 shops, and I just thought it was so novel
10 to do that that it's something that in my
11 barber shops in my district I'm going to
12 take on.

13 So somehow even if -- you know,
14 I think it's meritorious of getting a
15 line item. We'll look at it. But even
16 if it isn't, it's okay to work with
17 individual Councilpeople that may be able
18 to find some resources. And Councilman
19 Squilla has the richest district in the
20 City of Philadelphia, so he could --

21 MS. UHLHORN: We'd love to host
22 something.

23 COUNCILMAN JONES: No, really,
24 I would encourage maybe a sit-down with
25 all of us in caucus and talk about what

1 4/21/15 - WHOLE - BILL 150162, etc.
2 the possibilities are, particularly as we
3 start to fine-tune what this budget is
4 going to look like for the next fiscal
5 year.

6 MS. UHLHORN: Great. I
7 appreciate it. Thank you.

8 COUNCILMAN JONES: Councilman
9 Goode.

10 COUNCILMAN GOODE: Thank you,
11 Mr. Chair.

12 Very briefly. Particularly
13 from the perspective of a volunteer,
14 Council has outlined three objectives you
15 see listed on the easels. One of them is
16 School-Based Family Services Center,
17 trying to have comprehensive services
18 take place within those geographic
19 locations.

20 If a condition of general
21 operating budget funds were that the
22 services had to be delivered within those
23 type of centers within schools, what
24 would be your perspective on that sort of
25 policy mandate?

1 4/21/15 - WHOLE - BILL 150162, etc.

2 MS. UHLHORN: I would like to
3 defer that question to not just the
4 volunteer here, but --

5 COUNCILMAN GOODE: No. I
6 actually asked you as a volunteer on
7 purpose.

8 MS. UHLHORN: So I'm sorry,
9 then. You're asking how I feel about if
10 it's mandated to be in schools?

11 COUNCILMAN GOODE: If the
12 services had to be delivered within
13 schools, within comprehensive family
14 service centers, what would you think
15 about that?

16 MS. UHLHORN: Well, I think
17 that we do offer programming that is in
18 schools over the summer, for example, but
19 I think that one of the advantages of
20 bringing the kids -- well, I think there
21 are a number of advantages of bringing
22 the kids to the workplaces, but for the
23 kids, it exposes them to that kind of
24 workplace, and I actually think that's
25 really beneficial and it's one of the

1 4/21/15 - WHOLE - BILL 150162, etc.
2 things that is unique about the program
3 and it also makes it really convenient
4 for volunteers too on the other side. I
5 can sign 45 people up at my workplace to
6 be volunteers over their lunch hour
7 really easily because they don't have to
8 go to some school-based service center.

9 COUNCILMAN GOODE: I want you
10 to consider how it might also be
11 beneficial if those services did take
12 place within the school. I understand
13 the benefit of having it within the
14 workplace. It's easier for recruitment,
15 it's more convenient, and it's a model
16 that works. But in terms of as we're
17 looking at general operating budget
18 dollars and looking at what City
19 investment needs to take place within
20 schools and how to coordinate our
21 operating dollars with other funding
22 sources for the schools, that's one of
23 the things that we are actually trying to
24 prioritize, how we can have more services
25 take place within schools, and that's why

1 4/21/15 - WHOLE - BILL 150162, etc.

2 I asked the question. But thank you for
3 your testimony.

4 MS. UHLHORN: Okay.

5 COUNCILMAN JONES: Thank you,
6 Councilman. That is, wisely, take as
7 much resources and bundle them when we
8 can to try to expand the impact of those
9 resources, and I just think and thank you
10 all for doing that. I remember -- so I
11 got to put on one of those Dr. Seuss
12 hats, went out to one of my schools
13 recently, and my favorite book as a child
14 learning to read was Green Eggs and Ham,
15 and I just loved Green Eggs and Ham. And
16 so I remember getting a book. It came in
17 the mail and it had my name on it. I
18 wanted to read my name, because I had my
19 first piece of mail. I've learned not to
20 like that so much now that I get bills,
21 but back then, it was a joy.

22 So thank you for what you guys
23 are doing and thank you all for your
24 testimony, particularly the bike folk.
25 We're going to take a look at the Streets

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1 4/21/15 - WHOLE - BILL 150162, etc.

2 Department to see how we can like
3 minimize some of the dangers that you're
4 having. When you described your scooter
5 thing, I was holding on with bated
6 breath, because it was scaring me. So
7 let's see what we can do. All right?

8 Are there any others to testify
9 here today?

10 (No response.)

11 COUNCILMAN JONES: Seeing none,
12 this Committee will stand at recess until
13 Wednesday, April 22nd, 2015 at 10:00
14 a.m., at which time we will reconvene in
15 Room 400.

16 Thank you all.

17 (Committee of the Whole
18 adjourned at 7:05 p.m.)

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CERTIFICATE

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

MICHELE L. MURPHY
RPR-Notary Public

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City of Philadelphia

Recessed Hearing Notice

April 16, 2015

The **Committee of the Whole** of the Council of the City of Philadelphia held a Public Hearing on **Wednesday, April 15, 2015**, and recessed the public hearing until **Tuesday, April 21, 2015 at 10:00 AM**, in **Room 400, City Hall**, to hear further testimony on the following:

- 150162** An Ordinance to adopt a Capital Program for the six Fiscal Years 2016-2021 inclusive.
- 150163** An Ordinance to adopt a Fiscal 2016 Capital Budget.
- 150164** An Ordinance adopting the Operating Budget for Fiscal Year 2016.
- 150179** Resolution providing for the approval by the Council of the City of Philadelphia of a Revised Five Year Financial Plan for the City of Philadelphia covering Fiscal Years 2016 through 2020, and incorporating proposed changes with respect to Fiscal Year 2015, which is to be submitted by the Mayor to the Pennsylvania Intergovernmental Cooperation Authority (the "Authority") pursuant to the Intergovernmental Cooperation Agreement, authorized by an ordinance of this Council approved by the Mayor on January 3, 1992 (Bill No. 1563-A), by and between the City and the Authority.

Immediately following the public hearing, a meeting of the Committee of the Whole, open to the public, will be held to consider the action to be taken on the above listed items.

Copies of the foregoing items are available in the Office of the Chief Clerk of the Council, Room 402, City Hall.

Michael Decker
Chief Clerk

**Testimony of
Hon. Alan Butkovitz,
Controller
City of Philadelphia
Before the City Council Committee of the Whole on the
City Controller's FY 2016 Operating Budget
April 21, 2015**

Good morning President Clarke and Members of City Council. I am City Controller Alan Butkovitz and I am here today to testify on the City Controller's Fiscal Year 2016 Operating Budget.

I am joined today by my First Deputy City Controller Bill Rubin, Post audit Deputy Controller Gerry Micciulla, and Pre audit Deputy Controller John Thomas, as well as our Administrative Services Director, Andrea Rose.

The Mayor's proposed FY2016 Operating Budget for the City Controller's Office includes a General Fund appropriation of \$8,295,335.

I would like to once again this year publicly thank all of my employees who continue to provide quality service to the citizens of Philadelphia. They continue to do their part to help our great city meet our current financial challenge. They are to be commended and congratulated.

This year my Post-Audit Unit audited all 42 city departments included in our Annual Auditor's Report and covered both FY2013 and FY2014. In addition they completed seven performance and/or special audits, including the License & Inspections Performance Audit of Demolition Practices, Review of City's Overtime Costs and the Review of Recreation Advisory Council's Bank Accounts. All of these audits have been sent to you and can also be found on our website.

With our mission to provide a more efficient and effective government, it is with great pleasure to announce that we will begin training this week on the new electronic work papers system that will reduce paper consumption and printing resources, and accelerate the process used to conduct our audits by eliminating the need to manually enter many of the required fields.

Our ongoing development of quality, professional auditors within the Post-Audit Unit has been extremely valuable, as 42 percent of all audit staff possess their CPA status. We have partnered with the Becker Group to help those who have not received their CPA, and we will defray the cost in return for retention of the employees upon completion. These are two objectives Deputy Micciulla and I have been working on and have taken great pride in completing.

Furthermore, I would like to acknowledge the Post-Audit staff for recently being honored with a 2014 Knighton Award for their work in the Performance Audit of the City's Demolition Practices. This is the second-consecutive year for being recognized by the Association of Local Government Auditors as producing one of the best performance audits in North American. This is an outstanding achievement for the Controller's Office and the Citizens of Philadelphia.

Our Pre-audit Division provides oversight of the City's payment and purchasing processes. Pre-audit monitors, reviews and approves or disapproves all requisitions for payment of City funds, and responds to daily requests for information regarding vendor payments. This division just last week was able to reach an agreement to have \$95,000 returned to the City by a vendor who submitted invoices with incorrect charges. This has been one of many undertakings that have led to positive outcomes with the city being the beneficiary.

My Fraud Unit has worked on many cases involving city Departments as highlighted in my submitted testimony. One of particular note is the Recreation center case that has been given to the District Attorney's office for further review.

Our Policy Department has developed several reports, most notably our review of the Convention and Visitors Bureau where we analyzed the workings of the two tourism agencies responsible for driving traffic to our historic City.

I have partnered with many Departmental Commissioners in an effort to collectively resolve the tremendous obstacles they have faced, and I look forward to continued cooperation in an effort to streamline city services and reduce their overall cost to the Philadelphia tax payer.

Lastly, I would like to mention our youth mentor program implemented this year. Our staff partnered with Operation HOPE, a non-profit that focuses on financial empowerment, to provide financial education to elementary and middle-school students. We also established a course for high school students to provide real-life experience by offering a unique exposure to a professional office environment.

I appreciate this opportunity to present my testimony and I look forward to working with you in the coming year.

My staff and I will be happy to answer any questions you may have.

**OFFICE OF THE CITY CONTROLLER
FISCAL YEAR 2016 BUDGET TESTIMONY
APRIL 21, 2015**

EXECUTIVE SUMMARY

DEPARTMENT MISSION AND FUNCTION

Mission: The job of the Office of the City Controller¹ is to perform traditional financial auditing duties in accord with Generally Accepted Government Auditing Standards, to audit disbursement requisitions before payment, and to conduct management audits and make recommendations.

Description of Major Services: The City Controller is one of nine popularly elected offices in the executive branch of City of Philadelphia government and the term of office of the City Controller is four years, and is not subject to term limitation. The City Controller is independent of the Mayor and City Council, whose operations the City Controller audits. This independence is reinforced by legislatively mandated staggered terms, the election for City Controller and District Attorney falling midway between the elections for Mayor, the other six executive branch officeholders and the 17 members of City Council.

The Office of the Controller is composed of eight divisions: Pre-Audit (responsible for approving disbursement requisitions for payment from the City Treasury), Post-Audit (responsible to audit at least annually the affairs of every officer, department, board and commission receiving appropriations from City Council, the financial report of the City and School District of Philadelphia and to render an opinion on whether the financial statements are fairly presented in accordance with generally accepted accounting principles, Federal and state financial assistance received by the City and School District of Philadelphia and to render an opinion on whether the funds were spent in compliance with applicable laws and regulations), Special and Fraud Investigations (coordinates and undertakes all investigations in response to tips and other information which may indicate fraud involving City contracts, alleged misconduct on the part of City employees, worker injury abuse, enforcement of the residency requirement, and conflicting employment issues), Administration, Financial and Policy Analysis (opines on the City's Five-Year Plan, publishes reports on the financial condition of the City, conducts policy analyses, and advises the Controller on crucial issues of the day), Pension Affairs (responsible for the Controller's activities with respect to the Municipal Pension Fund, Sinking Fund Commission, and PGW Retirement Reserve Fund), Information Technology (responsible for the planning, purchase and administration of the Office's computer hardware and software), and Legal Affairs.

PROPOSED BUDGET HIGHLIGHTS/FUNDING REQUEST

Budget Highlights: The total FY16 Proposed Budget maintains funding at the FY15 Current Projection levels.

Fund	Class	FY14 Actual	FY15 Current Projection	FY16 Proposed Budget	FY16-FY15 Change	FY16-FY15 Percent Change
General	100	7,070,173	7,673,028	7,772,885	99,857	1.3%
	200	403,693	637,450	497,450	(140,000)	-22.0%
	300/400	(12,779)	25,000	25,000	0	0.0%
	Total	7,461,087	8,335,478	8,295,335	(40,143)	-0.5%
	Positions	111	126	126	0	0.0%
Other*	200	130,097	0	0	0	0.0%
	300/400	57,419	249,999	249,999	0	0.0%
	Total	187,516	249,999	249,999	0	0.0%
	Positions	0	0	0	0	0.0%
All	100	7,070,173	7,673,028	7,772,885	99,857	1.3%
	200	533,790	637,450	497,450	(140,000)	-22.0%
	300/400	44,640	274,999	274,999	0	0.0%
	Total	7,648,602	8,585,477	8,545,334	(40,143)	-0.5%
	Positions	111	126	126	0	0.0%

¹ Under Article VI of the Home Rule Charter, the Controller's office is referred to as the Auditing Department.

* Other Funds includes County Liquid Fuels Tax Fund, Special Gasoline Tax Fund, HealthChoices Behavioral Health Fund, Hotel Room Rental Tax Fund, Grants Revenue Fund, Community Development Fund, Car Rental Tax Fund, Housing Trust Fund, Water Fund, Water Residual Fund, Aviation Fund, and Acute Care Hospital Assessment Fund.

Staff Demographics Summary (as of December 2014)

	Total	Minority	White	Female
Full-Time Staff	122	63	59	60
Executive Staff	7	2	5	1
Average Salary - Executive Staff	\$109,741	\$64,397	\$112,917	\$83,126
Median Salary - Executive Staff	\$120,479	\$83,126	\$125,281	\$83,126

Employment Levels (as of December 2014)

	Budgeted	Filled
Full-Time Positions	123	122
Part-Time Positions	2	2
Executive Positions	13	7

Contracts Summary (*as of December 2014)

	FY10	FY11	FY12	FY13	FY14	FY15*
Total amount of contracts	\$432,953	\$1,309,888	\$776,481	\$562,446	\$504,127	\$435,713
Total amount to M/W/DBE	\$39,000	\$30,950	\$83,505	\$121,474	\$49,041	\$39,500
Participation Rate	9%	2%	11%	22%	10%	9%

PERFORMANCE, CHALLENGES AND INITIATIVES

DEPARTMENT PERFORMANCE (OPERATIONS)

The Office of the City Controller performs a variety of functions that include:

- traditional financial auditing;
- auditing disbursement requisitions prior to payment; and
- conducting management audits.

The major goals of its work are twofold:

1. to provide objective, timely, and quality audit reports to city officials, the public, and other interested parties about financial operations of the city, and on ways to improve city operations and the use of public resources; and
2. to prevent inappropriate spending of public funds.

Measures:

Goal Number 1: To provide objective, timely, and quality audit reports.

Objectivity

- 100 % of threats to independence on audits eliminated annually
- 100% of audit staff completing annual independence certification

Timely

- Percent of financial audits completed by target due dates
- Percent of departmental audits completed annually as required by the Home Rule Charter
- Percent of management audits concluded within budget

Quality

- Percentage of audit staff licensed as a CPA
- Percentage of staff meeting Continuing Professional Education requirements
- Rating of *pass* on independent review of system of quality control

Goal Number 2: To prevent inappropriate spending and preserve the integrity of public bid process

Our Pre-audit Division provides oversight of the City's payment and purchasing processes. This division monitors, reviews and approves or disapproves all requisitions for payment of City funds, and responds to daily requests for information regarding vendor payments. Pre-audit processed over 300,000 payment vouchers representing over \$4.9 billion in expenditures.

The Pre-audit Division's functions include but are not limited to:

- Monitoring internal controls over payment process
- Approving disbursement requisitions for payments from the City Treasury
- Monitoring contracts, purchase orders and payments for City departments and agencies beginning with the bid process
- Verifying that expenditures are authorized, accurate and compliant before payments are made
- Performing bid oversight procedures designed to ensure that the City acquires goods, services and construction at the lowest prices under a fair and open process
- Conducting special and contract compliance audits and reviews

ACCOMPLISHMENTS AND INITIATIVES

Post Audit:

- Audited all 42 City departments and agencies
- Issued seven performance and/or special reports that included:
 - Vehicle Use and Assignment
 - Licenses and Inspections Demolition Performance Audit
 - Sheriff MOU Report
 - PICA Five-Year Plan Report

- City Overtime Cost Study
- Advisory Bank Account Report
- Unlicensed Realtors Study
- Issued Independent Auditor's Reports for both the City and School District of Philadelphia's Comprehensive Annual Financial Reports (CAFRs)
- Issued Independent Auditor's Reports for both the City and School District of Philadelphia's Schedule of Financial Assistance
- Made 228 recommendations
- Identified financial reporting errors, compliance deficiencies, cost reductions, and increased revenues totaling more than \$1.7 billion.
- Won the Association of Local Government Auditor's Distinguished Knighton Award for the Licenses and Inspections Demolition Performance Audit, which exposed the informal culture of demolition oversight of L&I, including undocumented inspections, inconsistent enforcement of new requirements, waivers of required inspections, lack of training and supervisory review, and data integrity issues.
- Increased to 41% the percentage of audit staff licensed as CPAs
- Maintained a 100% compliance rate with Continuing Professional Education requirements of Governmental Auditing Standards.

Audit Report	FY	Issue Date	No. Rec.	Dollars
Vehicle Use and Assignment	2013	4/15/2014	7	\$0
School CAFR Reports	2013	8/27/2014	21	\$21,813,634
City CAFR Reports	2013	8/18/2014	33	\$1,700,000,000
Departmental Audit Report	2013	7/16/2014	103	\$0
L&I Performance Audit	2014	5/22/2014	29	\$0
Sheriff MOU Report	2013	6/27/2014	7	\$1,333,440
PICA Five Year Plan Report	2015-2019	7/15/2014	0	\$0
City Overtime Costs	2013	9/24/2014	3	\$715,814
School Single Audit	2013	Approx 12/2014	4	\$868,350
City Single Audit	2013	Approx 2/2015	13	\$308,184
Advisory Bank Accounts	2012	1/7/2015	4	\$0
Unlicensed Realtors Study	2010-2014	Unissued	4	\$380,000
Totals			228	\$1,725,419,422

Pre-Audit Division:

- The Pre-audit Division conducted a review of contract costs associated with capital projects administered by the Department of Public Property. Pre-audit found almost \$650,000 in questioned costs and problematic billings by contractors due to inadequate controls over change orders and requirements contract. Based on recommendations from Pre-audit, DPP implemented changes which strengthened their controls over the change order process and requirements contracts.
- Confirmed saving to the City based on changes recommended by the Pre-audit total \$229,712 for the fiscal year.

General Office:

- **City Controller's Mentor Program:** The City Controller's Office launched the inaugural Mentor Program that works with youth of all ages in Philadelphia to provide financial education and real-life working experience. Committed employees teach financial literacy to elementary school and middle school students in public schools, reaching more than 60 students in its first year. In addition, the Controller's staff is working with 12 high school students to offer unique exposure to a professional office environment, and an opportunity to speak with city professionals about possible career paths with the City of Philadelphia.
- **Pension Board Oversight:** The City Controller introduced a resolution before the Philadelphia Board of Pensions that would require political spending disclosure from the Pension Fund's portfolio managers and alternative investment funds. With oversight of an almost \$5 billion municipal pension fund, the Board approved the measure and it will be engaging these companies through letters and other means of communication and urging them to disclose their political spending.

- **Vacant & Dangerous Properties:**As part of the City Controller's ongoing efforts to ensure public safety and quality of life in all Philadelphia neighborhoods, the Controller reviewed privately-owned vacant properties with violations and examined those with any unresolved issues that may be causing unsafe conditions. This report found a total of 1,215 vacant properties that contained violations, with more than half that were not in compliance with City Code. In addition, 101 properties were considered imminently dangerous or unsafe, resulting in L&I taking immediate action to demolish some of the properties and re-inspecting several others.

Special Investigations and Fraud Divisions:

- These units coordinate and undertake all investigations in response to tips and other information which may indicate fraud involving City contracts, alleged misconduct on the part of City employees, including worker injury abuse, enforcement of the residency requirement, and conflicting employment issues. Completed investigations may be referred to the U.S. Attorney or the Office of the District Attorney for prosecution.
 - Beginning fiscal 2015 to the present date, the Special Investigations Unit has investigated 33 complaints of alleged wrong doing. Cases involving fraud, misconduct, with some investigations leading to criminal matters, these cases were referred to the District Attorney's Office for further investigation.
 - Some examples of cases from the Special Investigations Unit:
 - **Idling Streets Department Truck:** Complaints such as an idling Streets Department truck at 10th & Bigler Streets in South Philadelphia where a local high school football game was being played. Our investigation finding the trucks are assigned 1 hour before and several hours after the event for the extra volume of trash before, during and after the sport event. Our investigation accounted for the time of the Streets Department truck and employees.
 - **Recreational Water Safety Report of 2014:** The Recreational Water Safety Report of 2014, where the Special Investigations Unit conducted water safety inspections, visiting 81 pools and spray grounds throughout the city. These inspections uncovered 23 pools with the potential of causing injuries to a person at a facility.
 - Found were tripping hazards, such as un-even pavement in the pool deck areas which was observed at 11 of the pools visited. Blocked drains found at pool deck areas causing puddling and slipping hazards around the pool deck.
 - Improperly stored containers of chlorine were found at the Denby Pool in the areas of the pool deck. At the East Poplar Pool, chlorine from the containers mixed with puddle water on the pool deck with the possibility of injuring a person walking through the puddle of water & chlorine.
 - On the afternoon of August 8, 2014 firefighters were called to the O'Connor Pool 26th & South Streets for a report of swimmers having been shocked by electrical current at the facility. The three children shocked were released from the hospital. The pool was closed for the season. The Department of Parks and Recreation disclosed to our office that a Pool Action Plan is now in place for all Parks and Recreations Pools. These actions are:
 - All pool to be inspected for electrical issues
 - Insulation to be installed between pool motor and mounting base where required
 - Remove unnecessary lighting circuits in pool area
 - Contract with an outside agency to inspect and certify O'Connor Pool
 - Outside agency will also inspect any pools that we deem necessary after our initial inspection
- Any electrical or mechanical work required at any pool must be done either before the pool opens or after the pool closes. In the case of emergency repair during operating hours, the pool must close until the work is completed. The Controller's Office anticipates the conditions listed in our report would be corrected to ensure a safe swimming season in 2015.

Other cases of our work in the Special Investigations Unit in conjunction with the Pre-audit unit:

- **Overbilling of Contract Costs:** Our investigation into overbilling of contract costs due to unreasonable change orders, and other questionable costs, made by contractors has uncovered \$134,036 of total questionable costs. These amounts billed for smaller projects had exceeded standard pricing resources as listed under the Blue Book rate, including trucks, equipment and fuel. City requirements contracts clearly indicate that the rates charged for these items should never be higher than those listed in the Blue Book.

- For one project we found a contractor was billing for a dump truck as if it was being operated for eight hours a day for four days. However, it was determined that the dump truck had operated for only 90 minutes over a four day span resulting in the City paying 4.5 times more than should have been paid.
- Subsequent to the initiation of the Controller's review and after discussing the findings with Commissioner Bridget Collins-Greenwald. The Commissioner has committed to establishing a working group made up of representatives of the Controller's Office as well as Public Property to improve the process and protect the resources of the City.
- **Fox Chase Advisory Council Audit:**
 - At the Fox Chase Recreation Center, the Advisory Council, which is responsible managing the individual recreation center's bank accounts, could not provide any accounting records detailing financial transactions. The former Treasurer never maintained a general ledger for the account, and when she left she took the financial records with her.
 - Obtaining copies of bank statements for a six month period, auditors did find a beginning cash balance of almost \$187,400 and an ending balance of \$117,500. Our auditors also uncovered a computer where it was determined that the former Treasurer was the sole user of the computer and no one else had the ability to access her account.
 - To better safeguard the Advisory Council bank accounts, Parks and Recreation management along with Advisory Council officials must improve their oversight of these funds.
 - This includes monthly monitoring ensuring the Advisory Council maintains accounting records detailing the receipt and disbursement transactions
 - Review the monthly bank and petty cash reconciliations for accuracy
 - Examining payments to determine that these expenditures are for the benefit of the facility or its programs, also recommending Parks and Recreation need to designate staff independent of the recreation facilities and Advisory Councils with the task of performing periodic site visits to review compliance with the Advisory Council.

We have referred our findings regarding the former Treasurer at Fox Chase to the District Attorney's Office.

STAFFING

Staff Demographics (as of December 2014)

Full-Time Staff			Executive Staff		
	Male	Female		Male	Female
	African-American			African-American	
Total	13	32	Total	1	1
% of Total	10.7%	26.2%	% of Total	14.3%	14.3%
	White			White	
Total	42	17	Total	5	0
% of Total	34.4%	13.9%	% of Total	71.4%	0.0%
	Hispanic			Hispanic	
Total	0	2	Total	0	0
% of Total	0.0%	1.6%	% of Total	0.0%	0.0%
	Asian			Asian	
Total	2	6	Total	0	0
% of Total	1.6%	4.9%	% of Total	0.0%	0.0%
	Other			Other	
Total	5	3	Total	0	0
% of Total	4.1%	2.5%	% of Total	0.0%	0.0%
	Bi-lingual			Bi-lingual	
Total	7	11	Total	0	0
% of Total	5.7%	9.0%	% of Total	0.0%	0.0%
	Male			Male	
Total	62	60	Total	6	1
% of Total	50.8%	49.2%	% of Total	85.7%	14.3%

CONTRACTING

M/W/DBE Participation on Large Contracts FY15 Contracts

Vendor	Service Provided	Amount of Contract	RFP Issue Date	Contract Start Date	Ranges in RFP	% of M/W/DBE Participation Achieved	\$ Value of M/W/DBE Participation	Total % and \$ Value Participation - All DSBEs	Living Wage Compliant?
Mitchell & Titus, LLP	Auditing	\$25,000	8/22/14	11/24/14	MBE:	100%	\$25,000		Yes
					WBE:	0%	\$0	100%	
					DSBE:	0%	\$0	\$25,000	
Carole Buncher	Training	\$2,000	6/2/14	7/11/14	MBE:	0%	\$0		Yes
					WBE:	100%	\$2,000	100%	
					DSBE:	0%	\$0	\$2,000	

OTHER BUDGETARY IMPACTS

FEDERAL AND STATE (WHERE APPLICABLE)

N/A

OTHER

N/A

**STREETS DEPARTMENT
FISCAL YEAR 2016 BUDGET TESTIMONY
APRIL 21, 2015**

EXECUTIVE SUMMARY

DEPARTMENT MISSION AND FUNCTION

Mission: To maintain the City's vast network of streets and roadways in a cost-effective and efficient manner.

Description of Major Services: The Streets Department (Streets) delivers essential services to maintain clean and safe streets, including, but not limited to, curbside trash and recycling collection to over 540,000 households, maintaining all traffic control devices and street lighting, the construction and maintenance of 320 bridges and 2,525 miles of streets and highways and snow and ice removal.

PROPOSED BUDGET HIGHLIGHTS/FUNDING REQUEST

Budget Highlights: The Streets Department proposed FY16 General Fund Class 100 is budgeted to decrease by 2.1%, the net result of the contract settlement agreements for District Council 47 and District Council 33 including one time bonuses paid out in FY15 and additional funding for five new revenue generating inspector positions. The proposed FY16 General Fund Class 200 is budgeted to increase 5.5% which includes additional funds for snow removal and waste/recycling disposal contracts. The total FY16 proposed budget is slightly higher than the FY15 Current Estimate and includes an increase in Grant appropriations for anticipated State Green Light Go and Multimodal program funds.

Fund	Class	FY14 Actual	FY15 Current Projection	FY16 Proposed Budget	FY16-FY15 Change	FY16-FY15 Percent Change
General	100	70,707,563	74,264,688	72,724,132	(1,540,556)	-2.1%
	200	48,312,607	46,283,455	48,819,455	2,536,000	5.5%
	300/400	5,004,814	3,809,962	3,809,962	0	0.0%
	500	48,171	53,171	53,171	0	0.0%
	800	0	340,000	0	(340,000)	-100.0%
	Total	124,073,155	124,751,276	125,406,720	655,444	0.5%
	Positions	1,684	1,789	1,794	5	0.3%
Other*	100	8,240,491	8,334,111	7,454,000	(880,111)	-10.6%
	200	22,065,841	41,774,069	48,324,694	6,550,625	15.7%
	300/400	6,617,132	12,366,261	13,867,636	1,501,375	12.1%
	800	38,670	33,670	33,670	0	0.0%
	Total	36,962,135	62,508,111	69,680,000	7,171,889	11.5%
	Positions	0	0	0	0	0.0%
All	100	78,948,054	82,598,799	80,178,132	(2,420,667)	-2.9%
	200	70,378,449	88,057,524	97,144,149	9,086,625	10.3%
	300/400	11,621,946	16,176,223	17,677,598	1,501,375	9.3%
	500	48,171	53,171	53,171	0	0.0%
	800	38,670	373,670	33,670	(340,000)	90.9%
	Total	161,035,290	187,259,387	195,086,720	7,827,333	4.2%
	Positions	1,684	1,789	1,794	5	0.3%

* Other Funds Includes: County Liquid Fuels Tax Fund, Special Gasoline Tax Fund, Healthchoices Behavioral Health Fund, Hotel Room Rental Tax Fund, Grants Revenue Fund, Community Development Fund, Car Rental Tax Fund, Housing Trust Fund, Water Fund, Water Residual Fund, Aviation Fund, and Acute Care Hospital Assessment Fund.

Staff Demographics Summary (as of December 2014)

	Total	Minority	White	Female
Full-Time Staff	1,660	1,405	255	245
Executive Staff	9	5	4	2
Average Salary - Executive Staff	\$109,863	\$103,858	\$120,553	\$82,010
Median Salary - Executive Staff	\$110,536	\$111,072	\$110,536	\$82,010

Employment Levels (as of December 2014)

	Budgeted	Filled
Full-Time Positions	1,789	1,660
Part-Time Positions	0	0
Executive Positions	9	9

Contracts Summary (*as of December 2014)

	FY10	FY11	FY12	FY13	FY14	FY15*
Total amount of contracts	\$50,311,519	\$64,908,762	\$79,249,531	\$66,975,297	\$61,869,350	\$55,794,679
Total amount to M/W/DBE	\$14,521,789	\$17,052,931	\$28,308,160	\$20,138,580	\$19,218,489	\$18,081,616
Participation Rate	29%	26%	36%	30%	31%	32%

PERFORMANCE, CHALLENGES AND INITIATIVES

DEPARTMENT PERFORMANCE (OPERATIONS)

Streets collected 495,683 tons of trash from households in FY14, and collections are expected to marginally increase to 502,000 tons in FY15 based upon recent trends. For planning purposes, Streets has projected annual tonnage of 521,200 for the last two fiscal years; however, successive severe winter seasons significantly impacted tonnage rates, particularly during January and February. While the FY15 target for on-time trash collections is 96%, a severe shortage of compactors due to the age and condition of Streets' compactor fleet has caused sanitation crews to work beyond their regularly scheduled assignments and impacted on-time collection rates and labor overtime costs. As a result, on-time collections are trending at 86% currently in FY15 effectively making the department's 96% goal an unrealistic target which cannot be achieved this fiscal year. Streets is purchasing additional compactors to address this issue.

Under the Nutter administration, Philadelphia has experienced the greatest rise in recycling participation in the program's history, rising from 8% in FY08 to 20.9% for FY14 and 19% in the first half of FY15. The increase has been fueled by changes Streets has made in the process of collection, implementation of single stream city wide, and addition of materials eligible for recycling such as plastics, cardboard and various cartons, as well as by offering Philadelphia Recycling Rewards. Recycling tonnage is expected to decrease from 127,869 in FY14 to 127,000 in FY15 due to changes in the composition of recycled materials collected. As a result, Streets anticipates that this trend will remain relatively stable in FY15 and FY16, and is adjusting the FY16 recycling rate to 21% accordingly. The Streets Department is on track to hit its FY15 targets for on-time recycling collection (97%) and pothole response time (under two days). Extreme winter weather can impact performance trends in Q3 of FY15. Snow accumulation and extreme low temperatures, particularly after snowfall, results in slowed trash and recycling collections, as the use of Sanitation employees and equipment to support snow removal efforts divert resources away from collections. If experienced, these factors will contribute to overtime costs and decreased on-time collection times. In addition, recycling often becomes contaminated when there are delays in collections, and citizens have limited capacity to store recycling while they wait for it to be collected. These factors also impact recycling rates.

Performance Measure	FY08	FY13	FY14	FY14- FY13 Change	FY14 Q1-Q2	FY15 Q1-Q2	FY15- FY14 Q1-Q2 Change	FY15 Goal	FY16 Goal
Tons of solid waste processed*	623,116	501,619	495,683	879.2%	253,549	270,863	6.8%	521,200	521,000
On-time trash collections (by 3 PM)	98.0%	96.0%	85.1%	-11.4%	90.7%	85.5%	-5.7%	96.0%	96.0%
Tons of waste recycled	51,427	122,222	127,869	4.6%	64,671	59,987	-7.2%	127,000	127,000
On-time recycling collections (by 3 PM)	98.0%	97.0%	93.3%	-3.8%	96.5%	96.5%	0.0%	97.0%	97.0%
Recycling rate (curbside)	8.0%	20.0%	20.9%	4.5%	21.0%	19.0%	-9.5%	23.0%	21.0%
Pothole response time (days)	0.79	1.32	1.79	35.6%	1.565	2.0	27.8%	2.0	2.0

* Does not include other tonnage collected by Streets, i.e. waste from City facilities, commercial buildings, and the Public Housing Authority.

DEPARTMENT CHALLENGES

Vehicle Equipment: Street's most significant and immediate challenge is the aging of the department's fleet of vehicles. With over a third of the Sanitation Division's collection vehicles at more than ten years old and the average age of our Highway Division's vehicles at or beyond their recommended life cycle, vehicle down rates have had a dramatic impact on operations and labor costs. This issue is primarily reflected in the on-time trash collections rate, but has also resulted in an increased reliance on contracted providers during snow removal operations, and an overall significant increase in overtime costs. In recognition of this issue, an infusion of General Fund operating and Capital Program funding has been dedicated to the Streets Department to augment the Sanitation fleet contingent to sufficient levels during FY16 and to maintain an adequate Sanitation vehicle replacement schedule for five years thereafter. An anticipated increase in Special Gas Tax funding will allow Streets to purchase additional Highway vehicles in FY16. Streets will remain challenged in this area until at least 2017 when the Capital Program funding for this division becomes available.

Snow: The city faced two successive winter seasons featuring a historical record-breaking 19 storm events last year followed by the second highest number of events this year at 18. The impact associated with these unprecedented back-to-back harsh winters has been significant, resulting in both direct and indirect costs to the department. The most recent labor costs for snow removal alone are in excess of \$2.9 million and contractor costs are over \$5.2 million. Sustained high levels of vehicle usage under difficult conditions throughout last year's winter contributed to the already deteriorating condition of the vehicle fleet and aforementioned costs. Curbside collections were slowed and alley collection suspended several times as snow removal efforts diverted resources away from collections. These factors contributed both to overtime costs and decreased on-time collection rates. The harsh winter weather has resulted in deteriorating road conditions with numerous potholes throughout the city creating safety issues for pedestrians, motorists and bicyclists alike.

Overtime: As a direct consequence of vehicle equipment and winter storm events, Street's overtime has spiked well beyond budgeted levels. Streets has initiated a number of cost containment measures to minimize the cost impact of the overtime issue, particularly the compactor shortage overtime problem. These are delineated below.

1. Instituting a "second shift" for sanitation collections to offset overtime costs.
2. Leasing 20 compactors to offset overtime resulting in significant Class 100 savings over the life of the lease once initiated.
3. Awaiting delivery of 30 new compactors on or around July 1, 2015 purchased using funds allocated in the FY15 Capital Program.
4. The Streets department activated an internal freeze on new hires for all but absolutely essential positions, backfills or those that offset class 100 costs and currently reviews all new-hire backfill requests on a case-by-case basis attempting to identify appointments that can be delayed until next fiscal year.
5. Limited overtime to that which is essential to business operations and each division has been asked to establish approval controls to ensure this standard is consistently applied.
6. Implemented multiple cost containment operational measures in the Sanitation Division.

ACCOMPLISHMENTS & INITIATIVES

Maintaining Streets: Streets coordinated and performed review and approval for multiple and varied private development and various roadways, signal and streetscape projects around the city, many of which provide for a much more efficient street system. A more efficient street system results in less congestion, enhanced traffic egress along city roadways or alternative bicycling and pedestrian trail ways, and significantly reduced fuel consumption. A total of 53 projects at \$278 million have been advertised or let for construction since 2008, and, during FY14 alone, a record number of capital projects across divisions were awarded or completed with \$58 million in projects advertised or let for construction. Notable projects include: the Tower Street and Cresson Street retaining wall in Manayunk, which will result in Philadelphia's first green (vegetated) retaining wall; the South Street Bridge which included pedestrian and bicycling amenities and pedestrian-friendly traffic signals; and Transportation Investment Generating Economic Recovery (TIGER) projects, involving 17 trail projects, including the last two successfully completed – the Tidal Schuylkill Greenway Boardwalk from Locust Street to South Street and the Delaware Allegheny Trail from Richmond Street to Lewis Street. The TIGER Boardwalk project recently won the Pennsylvania Society of Professional Engineers (PSPE) Outstanding Engineering Achievement Award.

Additionally, the City is increasing its investment from \$16 million in FY15 to \$20 million in the reconstruction/resurfacing of roadways and ADA ramps in the FY16 Proposed Capital budget. This funding will be used to resurface and reconstruct neighborhood streets and Fairmount Park roads as well as design, reconstruct and verify ADA handicap ramps on City streets.

Clean Streets Enforcement: Streets implemented a number of enforcement strategies in order to develop and maintain clean and green streets. Enhancements to the Streets & Walkways Education and Enforcement Program (SWEEP) include electronic ticketing devices and decentralized SWEEP deployment providing for increased enforcement. This decentralization has enabled officers to issue 155,396 citations in FY13, the highest number ever, generating \$4.6 million in paid fines. During FY14, 145,373 citations were issued, resulting in \$3.5 million in fines paid, and thus far, 64,563 citations have been issued during the first two quarters of FY15. While winter weather and other seasonal factors impact ticket issuance, Streets does not expect to reach 145,000 citations by the end of FY15 based on current trends.

Increased Community Trash Removal and Recycling Participation: Streets implemented two major initiatives to increase community participation in trash removal and recycling participation: the Philly Recycling Rewards Program and the Annual Philly Spring Clean Up. The Recycling Rewards Program rewards households that recycle with points that can be redeemed for discounts, full value gift cards, and charitable contributions. Since the program's inception in FY10, the number of subscribers has grown from 115,379 to 195,410 in FY14. New subscribers are being added at about 1,000 to 2,000 per month for a total of 7,500 in the first two quarters of FY15. The Annual Philly Spring Clean Up has steadily increased area project sites since 200 at its inception in FY08 to an unprecedented 569 in FY14. During this period a total of 84,125 volunteers have removed 7.9 million pounds of trash and 394,139 pounds of recyclable material throughout the city.

Improved Waste Management: Streets issued new disposal contracts that have nearly eliminated land filling of waste, and included a \$22 million investment by Waste Management, Inc. for a new facility which began operations in FY14. The new facility is processing up to 1,000 tons of waste per day to create an engineered fuel product, marketed by Waste Management, Inc. as a clean low emissions alternative fuel.

Alternative Waste Processing Technologies: Streets has embarked on a systematic assessment of alternative waste processing technologies that promise long-term operational, economic and environmental sustainability, which will serve as the basis for a 10-year update of the City's Municipal Waste Management Plan. Numerous innovative technologies are emerging in the marketplace that focus on biological or chemical waste treatment and the use of trash for energy processes.

Reduced Collection Frequency: BigBelly solar-powered trash bin containers were initially installed in Center City during 2009. Since then, the BigBelly network has increased throughout the city to 970 units with 375 recyclers, allowing the Streets Department to significantly reduce collections in Center City from 17 times per week to three per week and from five times per week to two per week outside Center City. This has resulted in a significant reduction in operational, fuel and vehicle costs, saving Streets an estimated \$1 million annually.

Winter Storm Response: Since FY08, Streets successfully responded to 93 winter events with annual accumulations averaging 31.5 inches per year, ranging from less than one inch to a maximum of 78 inches. This included the first and second snowiest winters recorded in Philadelphia history during FY10 and FY14 respectively and the two highest number of events with 19 and 18 in FY14 and FY15. FY14 was particularly challenging due to a record 19 winter events, including four with accumulations of over six inches, and two ice storms. During this period, Streets highway crews continued to maintain and repair city roadways, including a record total of more than 50,000 potholes repaired in FY14 and timely roadway repairs for special events.

Traffic Calming Strategies: Streets successfully designed, installed and tested a variety of safe transportation systems to calm traffic, reduce speeding, and provide pedestrian safety. This included an innovative Kelly Drive pilot project where excessive speeds triggered traffic signal changes; education message boards and speed cushions throughout the city; the re-timing of 2,400 intersections; and installation of over 400 pedestrian countdown signals. By 2012, the city realized a 10% reduction in crashes involving pedestrians. By the end of calendar year 2015, all traffic signals will be re-timed.

Energy Efficient Street Lighting and Traffic Signals: Streets continues its ambitious plan to modernize the entire City-owned street lighting system. Since 2011, this modernization plan has replaced over 602 obsolete streetlight luminaries, 154 pedestrian scale lights (smaller-scale, more frequently spaced fixtures), and 2,396 alley lights with energy efficient LED lighting components. These efforts will continue to minimize light pollution and energy usage, and provide for improved livability of neighborhoods. The overall project is scheduled to be completed by 2025, and annual street lighting costs are \$48.4 million.

Additionally, Streets successfully finished converting all traffic lighting signals from incandescent bulbs to energy-efficient LEDs in FY11, at an overall cost of \$4 million. This project took three years to complete, converting 2,937 traffic intersection signals to LED lighting and reducing power consumption from 883,638 kilowatts per month to 252,813 by FY11, a 71% decrease. It has resulted in significantly reduced monthly costs, going from \$100,000 per month to \$28,500 per month in FY11. This initiative continues to produce energy savings relative to the FY11 baseline with FY14 power consumption at 249,449 kilowatts per month and monthly costs at \$24,163.

New Traffic Operations Center (TOC): Streets is in the process of establishing a fully integrated Traffic Operations Center (TOC) that will centralize traffic control and Intelligent Transportation Systems throughout the city. The TOC will allow for real-time adjustments to improve driver and pedestrian safety, increase the efficiency of the city's street system and lead to significantly reduced fuel consumption as a result of less congestion and increased traffic egress along city roadways. TOC construction has been advertised and is currently in the award process with costs currently budgeted at \$4.2 million. The TOC is scheduled to be operational in September 2015.

Americans with Disabilities Act (ADA) Ramp Partnership: During FY14, Streets partnered with the Mayor's Commission on People with Disabilities, agreeing on a two-year pilot program to identify street curbs that are in the greatest need and upgrade them to federal standards. This will allow Streets to efficiently and effectively allocate capital local paving funding to focus ADA construction costs on ramp locations in areas of high demand and in curbs in the greatest need of upgrades, thereby dedicating remaining paving costs to city streets and roadways. This initiative is projected to increase paving mileage by 240% while more effectively responding to the needs of the disabled community.

Increased Bicycle Commuting Capacity: With over 200 miles of bike lanes, Philadelphia has the highest percentage of bicycle commuters among large cities in America--over twice the national average. As part of the Greenworks goals to reduce vehicle usage and greenhouse gas emissions, the City continues to invest in bicycle infrastructure. Since FY08, Streets has added over 56 miles of bike lanes to City streets and roadways.

Workforce Development: In January 2013, Streets, in conjunction with the Mayor's Office, implemented the Philly Future Track program. The program engages 18-24 year-olds not currently employed or enrolled in higher education in the removal of litter and debris or technical land surveying work in order to help them earn a livable wage and prepare them for full-time employment. Since the program's inception and up through second quarter of FY15, a total of 198 young people completed the program, and, in several cases obtained entry-level civil service jobs with the City.

STAFFING

The Streets Department is budgeted for 1,794 budgeted positions for FY16, an increase of five positions from last fiscal year. The increase allows Streets to staff revenue-generating positions. The remaining budgeted positions provide the staffing levels required for peak times of the year, accounting for the seasonality of operations which fluctuate according to need. Streets typically increases hiring rates during the spring and summer months as this represents the time period for the highest sustained collection tonnage rates as well as the bulk of the roadway paving season. Streets has already hired 42 new Sanitation workers for 2nd shift trash collections and will be hiring additional sanitation workers as Streets prepares for increased volume in the spring and summer months and additional highways workers for the paving season. While this hiring is atypically low relative to prior spring and summer seasons due to vehicle shortage, Streets expects more traditional seasonal hiring rates to commence during FY16.

Staff Demographics (as of December 2014)

<i>Full-Time Staff</i>			<i>Executive Staff</i>			<i>FY15 New Hires</i>		
	Male	Female		Male	Female		Male	Female
	African-American	African-American		African-American	African-American		African-American	African-American
<i>Total</i>	1,066	202	<i>Total</i>	3	1	<i>Total</i>	88	17
<i>% of Total</i>	64.2%	12.2%	<i>% of Total</i>	33.3%	11.1%	<i>% of Total</i>	58.7%	11.3%
	White	White		White	White		White	White
<i>Total</i>	234	21	<i>Total</i>	3	1	<i>Total</i>	13	2
<i>% of Total</i>	14.1%	1.3%	<i>% of Total</i>	33.3%	11.1%	<i>% of Total</i>	8.7%	1.3%
	Hispanic	Hispanic		Hispanic	Hispanic		Hispanic	Hispanic
<i>Total</i>	38	6	<i>Total</i>	1	0	<i>Total</i>	3	0
<i>% of Total</i>	2.3%	0.4%	<i>% of Total</i>	11.1%	0.0%	<i>% of Total</i>	2.0%	0.0%
	Asian	Asian		Asian	Asian		Asian	Asian
<i>Total</i>	27	8	<i>Total</i>	0	0	<i>Total</i>	11	4
<i>% of Total</i>	1.6%	0.5%	<i>% of Total</i>	0.0%	0.0%	<i>% of Total</i>	7.3%	2.7%
	Other	Other		Other	Other		Other	Other
<i>Total</i>	50	8	<i>Total</i>	0	0	<i>Total</i>	11	1
<i>% of Total</i>	3.0%	0.5%	<i>% of Total</i>	0.0%	0.0%	<i>% of Total</i>	7.3%	0.7%
	Bi-lingual	Bi-lingual		Bi-lingual	Bi-lingual		Bi-lingual	Bi-lingual
<i>Total</i>	14	6	<i>Total</i>	1	0	<i>Total</i>	0	0
<i>% of Total</i>	0.8%	0.4%	<i>% of Total</i>	11.1%	0.0%	<i>% of Total</i>	0.0%	0.0%
	Male	Female		Male	Female		Male	Female
<i>Total</i>	1,415	245	<i>Total</i>	7	2	<i>Total</i>	126	24
<i>% of Total</i>	85.2%	14.8%	<i>% of Total</i>	77.8%	22.2%	<i>% of Total</i>	84.0%	16.0%

CONTRACTING

M/W/DBE Participation on Large Contracts FY15 Contracts

Vendor	Service Provided	Amount of Contract	RFP Issue Date	Contract Start Date	Ranges in RFP	% of M/W/DBE Participation Achieved	S Value of M/W/DBE Participation	Total % and S Value Participation - All	Living Wage Compliant?
Waste Management	Waste Removal	\$24,722,000	12.2.2011	7/1/12	MBE:	0%	\$0		Yes
					WBE:	40%	\$9,888,800	40%	
					DSBE:	0%	\$0	\$9,888,800	
Covanta	Waste Removal	\$11,200,000	12.2.2011	7/1/12	MBE:	11%	\$1,232,000		Yes
					WBE:	33%	\$3,640,000	44%	
					DSBE:	0%	\$0	\$4,872,000	
Levlane	Advertising	\$3,425,000	4.25.12	7/1/12	MBE:	11%	\$372,640		Yes
					WBE:	6%	\$197,623	17%	
					DSBE:	0%	\$0	\$570,263	
Seravilia, Inc.	Construction	\$6,723,025	7/29/14	10/3/14	MBE:	6%	\$375,817		Yes
					WBE:	9%	\$634,654	15%	
					DSBE:	0%	\$0	\$1,010,471	
Carusone Construction, Inc.	Construction	\$2,749,000	12/9/14	1/22/15	MBE:	8%	\$208,649		Yes
					WBE:	11%	\$296,617	18%	
					DSBE:	0%	\$0	\$505,266	

OTHER BUDGETARY IMPACTS

FEDERAL AND STATE (WHERE APPLICABLE)

The Streets Department requests a total appropriation of \$195,086,720 for the proposed FY16 Operating budget. Of this, \$69,680,000 is derived from the County Liquid Fuels Fund (\$4,950,000), Special Gasoline Tax 5GT (\$28,500,000) and various State grants funding (\$36,230,000).

- The proposed FY16 overall Special Gasoline Tax appropriation represents a \$1,760,000 increase which will be used for purchases of qualifying materials and equipment, particularly for vehicles.
- The overall proposed budget reflects a \$5,411,889 increase in Grant appropriations for anticipated State Green Light Go and Multimodal program funds to be used provide modern traffic signals and improve transportation assets.

Public Testimony before Philadelphia City Council

Bob Previdi, Policy Coordinator

Bicycle Coalition of Greater Philadelphia

April 21, 2015

Philadelphians want better and safer city streets and sidewalks to accommodate all users

There is tremendous demand for safer and better streets from all over Philadelphia.

26.1% of Philadelphia workers take public transit to work; 8.5% walk and 2.1% bike. Together, over a third of Philadelphia's workers get to and from work using streets and sidewalks and they do not use a car. And those commuters need safer streets even more than motorists, because they are so much more vulnerable.

As part of my testimony, I am submitting the comments of over 200 persons who have signed a petition telling their reasons for why they want safer streets. Here is one of those stories from a Lindsey who lives in the 2nd District:

I am a Philadelphia resident and I work in Center City; I am a bicyclist, a pedestrian, and a transit user. The streets are arguably one of THE most important assets to our city and their safety, usability, and maintenance need to be made a much higher priority for the Streets Department, the Planning Commission, and ultimately our City Council. We say we want to increase job opportunities, improve our school system, and attract new businesses and residents; but how will we accomplish these things if the potential users are unable to access them in a safe and affordable manner? The status quo--that is to say the current policies protecting and promoting motor vehicle ownership, like minimum parking requirements and the absence of protected bicycle

lanes--is clearly not working. Pedestrians (and children) are being struck (and killed) every single day in Philadelphia by speeding and distracted drivers – yet we still design our roadway network to get cars through as fast as possible. Our neighborhoods are CLOGGED with cars that block sidewalks, ADA ramps, and hydrants—yet we make it as easy as possible to own a vehicle in the City. Isn't it time to change the way we plan our streets so we can PROTECT our citizens from careless, distracted, aggressive drivers? The Streets Department needs to be funded so that the lifeline of our City (its streets, sidewalks, and bike lanes) can provide its citizens with the safest, most affordable, and most efficient way to move about. And most importantly, City Council needs to listen to and support the EXPERTS who have done the studies and spent the time actually learning how Philadelphia can function to its fullest capacity, with safe and complete street design for ALL users.

I am also submitting the comments of 690 Philadelphians who support the Streets Department in its effort to implement the Pedestrian/Bicycle Plan.

Again, the Streets Department cannot meet the demands of Philadelphia residents without more funding and more support from Council. Please approve the proposed budget increases and work to continue to increase them in future years.

The following 175 persons urge City Council to increase the Streets Department budgets to make Philadelphia Streets Safer

First Name	Last Name	Mailing Address Line 1	Mailing City	Mailing State/Province	Mailing Zip/Postal Code	Phone	Email	Reason for Signing
Sara	Hirschler	1911 Green St # 7	Philadelphia	PA	19130-3295	(301) 385-0541	sarahirschler@gmail.com	Safer streets are critical to a safe, vibrant city.
Judy	Iden	628 Cafferty Hill Rd	Upper Black Eddy	PA	18972-9514	-	freestyle.judy@gmail.com	To encourage more people to ride Bikes to Work, School and Recreation
Victoria	Harris	401 S 22nd St Apt 3F	Philadelphia	PA	19146-1272	-	victoria.l.harris@gmail.com	Safe streets and safe sidewalks are the cornerstone of basic municipal services that people need to be able to expect from their government. Streets and sidewalks are how people move around, how commerce happens, how mobility is achieved, and how people ...
Ralph	Branch	5246 Spruce Street	Philadelphia	PA	19139	(267) 253-8360	allralph@hotmail.com	As a frequent bike commuter and a bus operator in Philly, I see the unsafe streets cyclists and motorists are forced to share, often causing dangerous conflicts as one or the other has to swerve to avoid potholes and the hazards in the streets. Keeping o...
Amanda	Gillern	1532 S 6th St # 1r	Philadelphia	PA	19147-6503	(215) 593-5128	amandagillern@gmail.com	No one in this city seems to care about protecting cyclists. Even police break the 4 ft passing law. Cars ruin public space, cycling needs to be encouraged and cyclists protected.
Keith	Moore	1331 W Porter St	Philadelphia	PA	19148-3548	2676638705	k3v0@k3v0.net	Safer streets are important to me as a pedestrian and a cyclist. I commute via bicycle and while a pothole can give an automobile a bent wheel a pothole could lead to serious injury as a cyclist. Improving the streets benefits everyone and helps improve ...
Linda	Blythe	4433 Osage Ave	Philadelphia	PA	19104-3917	(215) 387-3370	linblythe@msn.com	When a car hits a pothole, it could blow a tire or damage a rim. When a bike hits a pothole, it could blow a tire, damage a wheel and you could get injured when you hit the pavement. By the way, most of these things cost more to fix than fixing a poth...
Susan	Dannenberg	7000 Wissahickon Ave	Philadelphia	PA	19119-3730	(215) 715-9159	susandannenberg@gmail.com	This spring the streets are so bad I try to only drive on those streets I know well so that I can avoid the car damaging potholes by memorizing the correct path to take to dodge them! I also ride a bike in Philadelphia. The condition of many of the roads...
Claudia	Crane	2335 Perot St	Philadelphia	PA	19130-2525	(215) 763-5214	claudia@claudiacrane.com	The potholed streets are dangerous for all users. Especially when rain fills them and obscures how deep they are. Potholes are lawsuits in the making. Bike lanes need repainting. Pennsylvania Avenue bike lanes have not been repainted since original...
Heywood	Kotch	3 Cherry St	Media	PA	19063-2514	(610) 566-2736	hrkotch@gmail.com	I commute using regional rail and bicycle to work in Philadelphia. Over the past decade more and more folks in Philadelphia and it's suburbs have become aware of living a more sustainable lifestyle to the benefit of all. The Mayor and City Council have r...
Larry	Davis	712 S Bancroft St	Philadelphia	PA	19146-2019	-	larrygetsemail@gmail.com	-
Marcy	Hasbrouck	301 Catharine St Apt B	Philadelphia	PA	19147-3225	(215) 627-7963	marcyh@verizon.net	I've been biking in Philadelphia for over 40 years, and have never experienced such poor road conditions. As the Bike Share program launches this spring, the city should make the streets as biker-friendly as possible, both for new bikers and us "oldies..."
David	Miller	6507 N 7th St	Philadelphia	PA	19126-3818	(215) 927-1244	dave@mrfiddler.com	-
Sheldon	Isaac	658 W Park Ln	Philadelphia	PA	19144-3713	(215) 842-0863	sheldonhisaac@gmail.com	Bad road conditions imperil everyone. Please repave Walnut Lane.
Amy	Norwitz	50 Woodale Rd	Philadelphia	PA	19118-3430	(215) 842-9665	amy.norwitz@gmail.com	I am a daily bicycle commuter. Decision-makers should spend some time on a bike in traffic to see what it's like. Please, fill the potholes. Mark and protect the bike lanes. Separate bicyclists from drivers as much as possible.
James	Kahn	1431 Bainbridge St	Philadelphia	PA	19146-1648	(215) 587-9004	jkahn1431@comcast.net	I bike and drive on City streets, and maintenance and improvement of streets is a major function of City government.
Steve	Masters	621 W Mount Airy Ave	Philadelphia	PA	19119-2955	(215) 284-1622	ishshalom@aya.yale.edu	Street hazards are a menace to cyclists. We rely on the Streets Department to keep our streets safe for all of us on the roads.
Patrick	starr	219 S Sartain St	Philadelphia	PA	19107-4705	(215) 990-0380	phila.starr@gmail.com	Because safety matters and we need maintenance of both streets and bike lanes, I want my tax dollars to fund valuable city services such as the Streets and Parks of the city
Casey	Alrich	1923 S Alder St	Philadelphia	PA	19148-2364	202-390-2081	alrichca@yahoo.com	I commute to work every day from South Philly to Center City. We need a better North-South arterial for South Philly. The narrow streets and heavy pedestrian traffic on South Philly streets means bikes and cars are always coming into close contact. This ...

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Joseph	Walsh	745 N 23rd St	Philadelphia	PA	19130-2619	(215) 232-8126	joewalsh1@gmail.com	As a cyclist, driver and pedestrian living the city I feel like cyclists are given the least amount of infrastructure support. I would prefer my tax dollars go toward bicycle infrastructure as a priority, because making cycling safer would make driving a...
Manfred	Weis	610 Queen St	Philadelphia	PA	19147-2930	(610) 551-8018	manfredw@gmail.com	Philadelphia Streets are in worse shape than Brazil or any other developing country
Chris	McKenna	426 Edge Hill Rd	Glenside	PA	19038-3010	-	chris.mckenna@gmail.com	I want roads to be kept up and safe. for work and play.
Travis	Skidmore	4335 Pine St	Philadelphia	PA	19104-3919	(215) 901-9185	travis.skid@gmail.com	Philadelphia cannot be a world class destination worthy of the Pope, Democratic Convention, or a 4th grade class from the burbs with failing infrastructure. Save our streets for all to use and enjoy safely. Stop treating our city like a third world nation...
Jerry	Amari	2410 Panama St	Philadelphia	PA	19103-6411	(215) 545-0494	jerry.amari@gmail.com	Love riding and exploring the neighborhoods. I've navigated through too many road hazards lately. Clean, pothole-free roadways benefit everyone, so I'm not sure I understand why this is even an issue. Let's clean this up now and show the visitors (coming...
Joseph	Russell	932 Maple Ave	Collingswood	NJ	08108-2044	-	radioaktiv@gmail.com	I don't live in Philadelphia, but I do take my bike over the bridge quite often into the city. You don't have to be a city resident to understand what the value of safe streets for people on bikes means to Philadelphia. The towns that surround the city o...
David	Curtis	105 Christina Landing Dr Apt 1207	Wilmington	DE	19801-5271	(814) 207-0414	david.curtis47@gmail.com	The current condition of our streets in Philadelphia - citywide - creates a safety hazard for all users. Whether I am driving or riding my bike, I want to know that I am not at risk of losing my life or causing someone else to lose theirs. Right now I do...
Cassidy	Boulan	1521 Spruce St Apt 41	Philadelphia	PA	19102-4546	-	c.boulan@gmail.com	This is an issue that affects all modes of transportation.
Susan	Saidel	1720 Bainbridge St # A	Philadelphia	PA	19146-1928	(267) 253-4584	ssaidel2000@yahoo.com	-
Matt	Gregg	1127 S 3rd St	Philadelphia	PA	19147-5302	-	micromateo@gmail.com	The bike infrastructure has been getting a lot better in Philly over the past decade. I now use it every day to cycle from South Philly into city hall area. What isn't keeping up is the maintenance as holes, debris, and loss of markings become the norm v...
Tanya	Seaman	2414 Madison Sq	Philadelphia	PA	19146-2409	(267) 210-0988	tanya.seaman@verizon.net	Our streets are dangerous in their present condition. We already have to be concerned about what drivers and pedestrians are doing, and with lousy road conditions we have to look down at the street and avoid the potholes and cracks. That's a lot to manag...
Jake	Liefer	1610 Wharton St	Philadelphia	PA	19146-4742	(267) 273-8238	jakeliefer@gmail.com	-
Polly	MacIntyre	315 S Iseninger St	Philadelphia	PA	19107-5903	(216) 668-0917	pollymacintyre@yahoo.com	Safe streets are important for me because biking is my main form of transportation. With the coming influx of new riders next week when Philly Bike Share begins, this is more important than ever. It is imperative that the Bike Share is successful as it...
Tim	Suba	4601 Flat Rock Rd	Philadelphia	PA	19127-2027	(571) 331-1340	tmk7822@aol.com	As a Center City resident, I believe this would be an important improvement for my neighbors and me.
Andrew	Levitt	752 S 6th St	Philadelphia	PA	19147-3040	(215) 554-5260	levitt.andrew@gmail.com	-
Brian	Mc Manus	1257 Moore St	Philadelphia	PA	19148-1522	(510) 410-2501	mcm Manus.brian@gmail.com	My bike is my primary means of transportation. I use it when I commute to work each day from South to West Philadelphia and when I transport my 2 kids to and from school. I'm tired of needing to swerve to avoid potholes on city streets, putting myself...
Melissa	Krechmer	2503 Carpenter St	Philadelphia	PA	19146-3907	-	mkrechmer@gmail.com	-
Stewart	Sanford	2027 Ogden St	Philadelphia	PA	19130-1422	(215) 292-0202	sosanford@gmail.com	Safe, alternative transportation is a must in any modern city. If Philadelphia wants to compete with other cities for new residents and businesses, infrastructure and transportation is a must.
Elena	Cappella	2416 Delancey St	Philadelphia	PA	19103-6409	-	bklynsig@gmail.com	I am a senior who likes to bike for transportation, pleasure, and exercise. The potholes and other dangers lurking on Center City streets -- along with street narrowing due to construction and frequent use of bike lanes by taxis, vans, church-goers, an...
Shawn	Sweeney	1512 E Palmer St	Philadelphia	PA	19125-2609	2678612581	sms927@gmail.com	I have been commuting by bike since 1995. I live and work in the city and therefore pay dearly. There is a significant body of evidence proving that investments in cycling infrastructure pay off for the city. Let's invest some of my significant contribut...
Stacey	Chen	1631 E Berks St	Philadelphia	PA	19125-2803	-	stcy_chn@yahoo.com	-
Michael	Del Vecchio	6211 N Fairhill St	Philadelphia	PA	19126-3827	(215) 356-9712	mtdelvecchio@gmail.com	I bike to work everyday, and I would like to encourage others to do the same, but I do not feel comfortable encouraging others due to safety concerns.

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Barbara	Hague	2121 S 13th St	Philadelphia	PA	19148-2915	-	family4751@msn.com	I want to ride my bike more to school but the bike lanes are so unsafe. doubleparked fading paint huge potholes ect please fix as bike riding is the wave of the future and phila needs to stay on the wave to remain a viable city
Jared	Cornelia	125 Denn Pl	Wilmington	DE	19804-3505	-	jaredc1200@gmail.com	-
Raymond	Scheinfeld	6500 N 7th St	Philadelphia	PA	19126-3817	(215) 424-8856	erayben@bellatlantic.net	Need dramatic improvement in our street infrastructure especially with indego bike launch coming up
Suzanne	Gauch	158 Mather St	Hamden	CT	06517-2411	(215) 271-6413	suzannegauch@gmail.com	Safer streets
Arthur	Vogel	121 Foxgayte Ln	Pottstown	PA	19465-8542	610-469-6766	arthurvogel1@yahoo.com	Need a safe environment for riding. We need riding for health, fun and for some commuting. Riding helps build communities. Build a path and they will come. People want safe places to run, walk, bike; its these things that build neighborhoods, improve ...
Renata	Cobbs-Fletcher	2723 Oakford Road	Ardmore	PA	19003	6106425573	rfletcher1@verizon.net	We need more and safer bike lanes! I bike into Center City everyday, and many bike lanes are not only faded, cars sit in these lanes with traffic all the time. Not only do we need more lanes, we need more enforcement of traffic laws for cars with respe...
Alon	Abramson	5019 Hazel Ave	Philadelphia	Pennsy lvania	19143	267-324-9948	alon.abramson@gmail.com	I use Philadelphia's roads to ride a bicycle to work, for errands, and for recreation. I firmly believe that Improving the bicycle network is essential to Philadelphia's continued growth as a great 21st century American city. This petition really states ...
Cherese	Verdi	Pine Street	Philadelphia	PA	19106	-	sorella5@gmail.com	I bike and drive in the city. I love the fact the city has implemented bike lanes however they need some help with cleaning them up. I'm also requesting that drivers and even cyclists follow safety laws, lights and signs at intersections. There are far t...
Charmaine	Michaels	7 Arsen Dr	Mantua	NJ	08051-1176	-	eniamrahc1@yahoo.com	roads should be safe for all vehicles.....
Jesse	Leonard	1722 Manton St	Philadelphia	PA	19146-3018	516-680-0598	jessemleonard@gmail.com	-
Robert	Firestone	2605 Eddington St	Philadelphia	PA	19137-1509	-	robfirestone@gmail.com	I have spent a lot of money over the past several years repairing or replacing tires, rims, and suspension on my household's automobiles, and straightening rims and replacing tubes on my household's bicycles. The state of the roads in this city are abys...
Logan	Welde	967 N American St	Philadelphia	PA	19123-2229	-	loganwelde@hotmail.com	Philadelphia needs protected bike lanes. If you make protected bike lanes then they can be made out of softer material than pavement and won't need to be repaired as much.
Cheryl	Rybacki	116 Fitzwater St	Philadelphia	PA	19147-3408	-	rybacher@aol.com	My adult children ride their bikes all over the city as a regular means of traveling. My son lost control of his bike falling in a pot hole, on his way home from work, years ago. Some good person called an ambulance for him. He was fired at Broad and Pin...
Michele	Meltzer	2110 Spruce St	Philadelphia	PA	19103-6596	-	mmeltzer00@yahoo.com	As a pedestrian and cyclist pot holes are a real hazard. We are trying to get new cyclist on the road with city bikes. Let's make it safe for them.
Owen	Sindler	118 South 21st Street	Philadelphia	Pennsy lvania	19103	(215) 990-3207	sindlero@gmail.com	Hello Please fund the streets department so that they can restripe and repave current bike lanes-as well as installing new approved lanes. This will make for a safer and healthier Philadelphia. Thanks. Owen Sindler
Rachel	Isenberg	744 N Judson St	Philadelphia	PA - Pennsy lvania	19130	(215) 435-5808	rockelpower@gmail.com	-
Jana	Bernstein	702 Federal St	Philadelphia	PA	19147-5113	-	horalka2@yahoo.com	I ride to work every day...
lance	lau	2470 Frankford Ave	Philadelphia	PA	19125-1638	-	lance.ecs@gmail.com	I commute and ride recreationally in the city. In the past year, I've been hit 4 times by cars. Fortunately, there were no injuries and the damage to my bike was minimal, but the next time, I might not be so lucky. Our city streets need massive repairs a...
Katie	Monroe	1312 S Hicks St	Philadelphia	PA	19146-4832	(540) 908-1892	katie.monroe@gmail.com	Potholes alone would be reason enough for signing -- they pose a danger to our citizens and their property and the current levels are truly embarrassing. We must fix them, especially as we welcome bike share and many new bike riders to our streets.
Melissa	DiCarlo	134 Manton St	Philadelphia	PA	19147-5422	-	mel.dicarlo@gmail.com	-
Robert	Dombroski	1913 S 2nd St	Philadelphia	PA	19148-2601	(215) 300-6216	bobbydombroski@gmail.com	I am a motorist, pedestrian and cyclist at any point during the day. The roads in this city make it extremely unsafe for me to cycle and the potholes are causing me damage to my car, which means I need to spend money to fix it. Please improve the state o...

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Jason	Rinker	1640 E Hewson St	Philadelphia	PA	19125-2424	-	jaysun@gmail.com	I am an avid bike commuter in Philadelphia. I commute from Fishtown to Jefferson Hospital on a daily basis. It is important to me and to my community that bicyclists have access to bike lanes and educating the greater Philadelphia community on how to in...
Elysia	Pascale	406 Vine St # 2	Philadelphia	PA	19106-1110	215-900-0539	elysia.pascale@gmail.com	Trying to dodge potholes and traffic on my daily ride to work is terrifying and very dangerous.
Ariel	Kirkwood	525 Newton Lake Dr Apt D920	Collingswood	NJ	08107-7626	6098282527	ariel.kirkwood@me.com	I walk, drive, bike and scoot on these streets every day! As someone who's been injured from poor street conditions before, I support an improvement to our street repaving efforts.
Rae	Whatley	46 E Haines St	Philadelphia	PA	19144-2114	-	raewhatley@gmail.com	I frequently ride my bike on both city streets and bike paths. My bike is not just an exercise tool; I use it to commute to work and children's school functions, to go shopping and to visit friends. I try to ride safely, respecting the traffic laws and...
Sasha	Best	235 W George St	Philadelphia	PA	19123-1519	-	sasha150@gmail.com	Safer streets make for safer riding. And safer riding encourages more riding bringing a ripple effect of good things like decreased pollution and improved population health via the simple exercise of riding a bike. I noticed that the new bike share sta...
Andreina	Perez	2429 Locust St., Apt. 515	Philadelphia	PA	19103	919-949-4970	aperezg3@gmail.com	My bike riding safety, lifestyle, and well-being depend on the conditions of the roads and streets of the city I live in. I chose to move to Philly to have a safe bike riding and high quality lifestyle. Improvements to our roads are needed in order to af...
Elliot	Lipeles	503 Queen St	Philadelphia	PA	19147-3060	-	elipeles@netscape.net	I both drive and bike in the city. Potholes are a danger to people in cars and especially on bikes. Bike lanes and traffic calming will benefit all responsible people whether driving, cycling, or walking.
Mary	Weston	1431 S Carlisle St	Philadelphia	PA	19146-4812	-	mary.weston5@gmail.com	I commute to work every day via bike. We need safer streets! Last year I broke my knee due to inattentive drivers and lack of bike lanes.
Nicholas	Purifico	228 Wilder Street	Philadelphia	PA	19148	-	cyanstrife@gmail.com	The streets are in dire need of repaving. It's like biking on the surface of the moon. #cratercity
Dena	Driscoll	147 Kalos St	Philadelphia	PA	19128-3831	-	dena.driscoll@gmail.com	Poor streets lead to dangerous scenarios for all street users. As a mother I am concerned to bike, walk or drive in a city that is filled with potholes and paintless sidewalk crossings and bikes lanes etc.
Jake	Thompson	1412 Clarion St	Philadelphia	PA	19147	2158010857	jakekt@gmail.com	We need safe and comfortable streets and sidewalks for all people. The first step in encouraging more people to walk, bike, and take transit in our city is to make safe and comfortable facilities for all modes of transportation. I commute by bike (someti...
Shawn	Megill Legendre	3671 Eveline St	Philadelphia	PA	19129-1708	-	sslegend2000@yahoo.com	-
John	Boyle	423 E Franklin Ave	Edgewater Park	NJ	8010	-	fjohnboyle@gmail.com	I commute by bicycle to Philadelphia every day smooth pavement and state of the art bicycle markings are key to a good and safe ride. While a pothole may damage a suspension system on a car it can severely injure a person on a bicycle.
Daniel	Safer	3305 Hamilton St	Philadelphia	PA	19104-2530	(215) 662-5430	saferdan@hotmail.com	I put more miles on my bicycle than I do on my car, going to work, running errands, and for exercise. No matter how skilled or cautious you are, you have no control over how people drive. We need more bike lanes, and better enforcement of traffic laws.
Lorraine	Trocino	3233 S Smedley St	Philadelphia	PA	19145-5843	(215) 467-6623	lt@trocino.com	the many potholes on my daily bicycle commute force me to sometimes ride in the middle of the road. It's an accident waiting to happen. In particular, the portion of South 11th street that runs under I95 next to the Wells Fargo Parking lot. Please pav...
Meenal	Raval	518 Carpenter Ln	Philadelphia	PA	19119-3401	(215) 821-9266	meenaraval@gmail.com	Cycling is the most efficient way to get around a city, whether you're measuring air quality, carbon emissions, traffic congestion, affordability, or public health. With such a multiplicity of benefits, we need to make it easier for more people to get ar...
Megan	Rosenbach	1500 Walnut St	PHILADELPHIA	PENNS YLVANIA	19102	-	megan@bicyclecoalition.org	Unsafe road conditions affect every type of road user - automobile driver, pedestrians, bicyclists, SEPTA buses... We need our streets to be in good repair so that our citizens are not put in unnecessary danger on a daily basis, just trying to get where ...

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Marianne	Donnini	1615 Green St Apt B	Philadelphia	PA	19130-3909	(972) 849-9814	marionnedonnini@yahoo.com	I am signing this petition 1st and foremost, I lost my cousin to a bicycling incident which the car was in too big of a hurry to slow down hit and killed him instantly. 2nd, I am a cycling commuter every morning. I demonstrate every traffic law possible wh...	
Frank	Innes	4522 Regent St Ine	Philadelphia	PA	19143-3723	(215) 805-9413	finnes@alum.drexel.edu	I am a lifelong cyclist and regular bicycle-train commuter.	
Kristen	Suzda	2717 Poplar Street	Philadelphia	PA	19130	(215) 913-7445	ksuzda@gmail.com	I ride, walk, drive, and take transit all over Philadelphia. As a resident, it's frustrating to be awakened by vehicles clunking across the same pothole outside my house all night. As a cyclist, it's dangerous to try to navigate the city's bumpy pavemen...	
Janet	Lorenz	2103 Fitzwater St	Philadelphia	PA	19146-1212	-	jm.lorenz@verizon.net	Infrastructure matters as much as fire, police and trash collection (basically all you currently get for your taxes). I am riding my bike less now because of the condition of Philly's streets and only in bright daylight. Between the holes, separations an...	
Pamela	Zimmerman	517 S 27th St	Philadelphia	PA	19146-1012	-	phz517@aol.com	The current state of Philadelphia's streets is horrible, no matter what mode of transportation you use. Walking is my primary mode of transportation, but I am in favor of expanding the bike lane network throughout the city, and also in favor of traffic ...	
John	Carson	201 S 25th St Apt 422	Philadelphia	PA	19103	6103045468	jcarson@azesupply.com	-	
Krista	Guerrieri	2519 S 15th St	Philadelphia	PA	19145-4610	6097448496	gkristak@gmail.com	Not only is running over a pothole dangerous for a cyclist, but swerving to avoid one can put both the cyclist AND nearby drivers in danger. The city needs these additional funds in order to keep up with maintaining its roadway infrastructure and to pro...	
Marni	Duffy	800 N 2nd St #115	Philadelphia	PA	19123	-	marniduffy@gmail.com	I bike Philly's streets daily by myself and often times with my children on my bike and sometimes on their own bikes. If you want to see the importance of improving our streets, go out for one hour with a vulnerable road user (senior, disabled, or small ...	
David	Stanionas	2616 Tulip St	Philadelphia	PA	19125-1826	-	dstanion@yahoo.com	My only serious bicycling injury -- broken left hamate bone -- came from a pothole. And I've been hit by cars four times.	
Stephen	Megargee	129 E Mermaid Ln	Philadelphia	PA	19118-3506	-	smegargee@earthlink.net	Why do I want safer streets? Really, is that a serious question?	
								Why wouldn't any conscientious citizen of Philadelphia want safer streets? That is my question.	
								Philadelphia has made so many great strides in the last twenty years, let's not settle for be...	
Max	Steinbrenner	933 Caledonia St	Philadelphia	PA	19128-1129	-	max.steinbrenner@phila.gov	I love riding my bike in Philly	
Seth	Tannenbaum	1122 Buttonwood St Unit C	Philadelphia	PA	19123-3738	-	seth.tannenbaum@gmail.com	I commute by bicycle to work and find it both difficult and dangerous to dodge cars and pot holes.	
Damien	Theophano	2434 E Dauphin St	Philadelphia	PA	19125-2900	-	damientheo@gmail.com	Philly streets are in terrible condition and need to be fixed immediately for all types of traffic. Also, the bridge from the art museum to MLK Drive is a horrendous piece of street and sidewalk that needs a total redesign in order to accommodate 2-way b...	
Sean	Beppler	5 7th st	Philadelphia	PA	19147	-	beppler99@gmail.com	Dude, I'm tired of my ribs shaking out of my body going over some of the canyons currently growing in the city's streets.	
Rebecca	Cweibel	2040 S Darien St	Philadelphia	PA	19148	-	rcweibel@gmail.com	I am a regular, experienced bicycle commuter, and I am discouraged from biking in the city by the state of the roads. Philadelphians deserve roads that function properly, regardless of which mode we use to access the roads.	
Robin	Scott	Drexel Road	Philadelphia	PA	19131	215-473-8037	rdoscott@yahoo.com	-	
Ethan	Solomon	1709 Ellsworth St	Philadelphia	PA	19146	-	esolomon15@gmail.com	Bike lane's aren't just for rich yuppies. They're actually used "more" by lower-income folks(I), as a study by People for Bikes has shown. Council does a good job supporting the Philadelphians who need help the most in a lot of other ways -- housing, tax...	
Sheera	Rosenbaum	N 25th street	Philadelphia	PA	19130	-	sheerarosenbaum@gmail.com	I ride my bike to work most days to save money, time, and energy, but some days I chicken out because it is very stressful and scary to ride in the city. I am constantly trying to avoid dangerous potholes (many look like they could practically swallow me...	
Kat	Buckley	2534 Poplar St	Philadelphia	Pennsy lvania	19130	9736662994	katbuckleyis@gmail.com	I ride my bike every day. I know that for when it comes to safe cycling, numbers are power. I encourage everyone I know that can bike to do so - but I hear the same refrain of how scared they are. We will never lower the number of cyclist deaths and inju...	
Sarah	Kloss	1333 South 10th Street	Philadelphia	Pennsy lvania	19147	5102075182	sarah.kloss@gmail.com	I want to be able to bike with my son safely without being run off the road. Where there is no bike lane, there is no respect for our safety. "Sharing" the car lane is not safe solution for our most vulnerable population, our children. Bike share is a...	

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Andrew	Ortega	3126 Belgrade Street	Philadelphia	PA	19134		andrewpry1@gmail.com	Philadelphia road conditions, street cleaning and over ability to provide modern infrastructure has fallen dangerously behind! We must do better
Shannon	Macika	2919 W Girard Ave, Apt 2	Philadelphia	PA	19130	504-319-7099	shannon.macika@gmail.com	I am a bicycle commuter, and I've witnessed how appropriate infrastructure make roads safer for all users. I've been on all sides of transit as a pedestrian, car driver, rider of public transit, and cyclist, sometimes using multiple modes in one trip, an...
Erin	Schafer	1817 S. 18th Street Apt 2	Philadelphia	PA	19145		erin_schafer17@hotmail.com	Bike lanes make getting around for me safer and I'm out of the way of drivers. It's a win win.
Andrew	Ross	257 North 2nd Street	Philadelphia	PA	19106	2152000607	aross2450@aol.com	I bike to work most days (weather-permitting) and all around the city for social events, shopping, concerts, etc. Safe and efficient biking is important, not just to me but to all those who now or would like to use bike transportation. Thanks.
KIMBERLEY	BEZAK	431 Roxborough Ave	Philadelphia	PA	19128		kimberley.bezak@gmail.com	-
Melissa	Nerone	1215 Frankford Avenue	Philadelphia	PA	19125	5167495197	meln31@hotmail.com	I am a bicyclist in Philadelphia and agree that the roads and bike lanes could use significant improvement. There aren't nearly enough protected bike lanes, car drivers tend to not pay attention to bicyclists when a bike lane is on the side of the road...
Diana	Steif	332 S 45th Street	Philadelphia	PA	19104		diana@bicyclecoalition.org	As a bicyclist, pedestrian and motorists I demand better upkeep of our public roads. Please allocate appropriate funds to improve the state of our roads and sidewalks.
Waffiyah	Murray	1419 N HOLLYWOOD ST	PHILADELPHIA	PA	19121	2674677081	waffiyah@bicyclecoalition.org	As a Philadelphia pedestrian, cyclist, and advocate for child safety I demand safer streets be made a priority in the streets department budget!
Brian	Moore	1720 Manton St	Philadelphia	PA	19146		bsmoore111170@gmail.com	as someone who rides their bike everywhere in the city we need streets that are safe to ride on and designed to support bicycle traffic, especially with the start of the Bike Share program
Lisa	Jacobs	7 south 43rd, 1st floor	Philadelphia	PA	19104	9097205493	lisamariejacobs@gmail.com	Safer streets for pedestrians, bikes, buses, and cars!
Alexa	Adams	821 N Bambrey St	Philadelphia	PA	19130	(718) 938-0954	alexaadams@gmail.com	I frequently have to veer into traffic to avoid large potholes in the street. The disrepair of the streets creates a dangerous situation for all road users.
Stephanie	Scordia	2161 E Letterly St	Philadelphia	PA	19125	(215) 459-0698	sscordia@gmail.com	The current condition of Philadelphia's streets is appalling! I've seen drivers swerve to avoid massive potholes and almost hit other cars or cyclists countless times. We must do better! We must repair our crumbling infrastructure.
Lindsey	Allen	1023 Mercy St	Philadelphia	PA	19148		lallen008@gmail.com	I am a Philadelphia resident and I work in Center City; I am a bicyclist, a pedestrian, and a transit user. The streets are arguably one of THE most important assets to our city and their safety, usability, and maintenance need to be made a much higher p...
simon	firth	1424 south carlisle st	philadelphia	PA	19145		simon@transportcycle.com	I want safer streets.
Any	Saretzky	3603 Baring St. 2R	Philadelphia	PA	19104		anya.saretzky@gmail.com	-
Caitlin	Honan	119 Titan Street	Philadelphia	PA	19147		caitlin@mymilkcrate.co	I live off of Washington Avenue in the Pennsport area and bike almost daily. I hate biking Washington Ave. and am fearful every time I have to take it. The potholes are deep and treacherous.
Daniel	Thomas	1400 East Moyamensing Avenue	Philadelphia	PA	19147	3038753642	daniel.e.thomas@gmail.com	As a daily commuter by bike, I have a first hand view of the state of our streets. It's dangerous for cyclists, cars and pedestrians alike. We need safer streets and we need them now.
Larkin	Silverman	1913 South 2nd St	Philadelphia	PA	19148	(484) 995-4116	larkin@gearing-up.org	As a bike commuter and occasional driver, I, just like every other resident of Philadelphia rely on our road infrastructure whatever mode of transit I utilize to traverse our city in safely as I go about my day. The state of disrepair of our roads is tru...
allan	barnes	1024 s cleveland st	philadelphia	PA	19146		barnes.allan.e@gmail.com	I ride my bike all over philadelphia, I would like to not crack my rims the 3 seconds I'm not laser focused on the street to avoid new potholes.
Sara	MacDonald	Fitzwater	PHILADELPHIA	PA	19146		smacdonald@uarts.edu	No bumpy bouncing biking! It's dangerous for cyclists to veer out of the bike lane to avoid the potholes. Pine Street was so nice but is now pretty rough.
Jay	Vaccaro	1421 N. 4th Street	Philadelphia	PA	19122		jay.vaccaro@live.com	Dodging pot holes makes for unsafe riding and driving. We are safer on smooth, clearly marked roads.
CJ	Kellett	Harrison	Philadelphia	PA	19107		clifford.j.kellett@hud.gov	I commute by Bicycle from the SW to the Wanamaker Building and need safe smooth protected streets! Amazing how much more attractive the city has become with more cyclists - making an improvement for new young professionals who decide to settle in our ci...
Ariel	Anaya	Winter	Philadelphia	PA	19103		ariel.s.anaya@gmail.com	Safety for bicycles as well as motor vehicles is at jeopardy because of the swerving that occurs when dodging potholes. Accidents are more prone to occur and poorly maintained streets reflects negatively on the cities image as a thriving metropolitan cen...

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Bruce	McMahon	320 Huntington Court	West Chester	PA	19380	bam1973@gmail.com	Bikes are great for the environment and bike safety is important
Bryne	Yancey	1447 S CHADWICK ST	Philadelphia	PA	19146	bryne.yancey@gmail.com	-
Phoebe	Jones	2331 Parrish Street, #2	Philadelphia	PA	19130	phoebe.jones4@gmail.com	Safety first! My boyfriend and many other friends and loved ones regularly ride Philly's streets. The reprehensible condition of our roads endangers riders' safety every day. Not only must bikers avoid the potholes, but drivers often swerve to avoid them...
Alyssa	Furukawa	4062 Spring Garden	Philadelphia	PA	19104	alyssa.furukawa@gmail.com	Because unsafe cyclists make roads unsafe for cars and unsafe sidewalks for pedestrians. Give the cyclists a better option
Brandon	Andres	1311 Snyder Ave	Philadelphia	PA	19148	brandonandres@gmail.com	Safety for all.
Camille	Orman	308 Spruce Street	Philadelphia	PA	19106	corman222@gmail.com	I love riding my bike in Philadelphia but doing so safely is a major challenge. Installing the bike lanes on Spruce and Pine have been a great success drawing cyclists in to a safe east-west commute while calming the traffic. But now there are huge potholes...
Michael	Matranga	108 Market St Apt 2	Philadelphia	PA	19106	mamatranga@gmail.com	I am an avid cyclist and commute to work every day on my bike. There are streets right now that are very dangerous due to improper paving or lack of bike lanes. Please make the streets safer for all of us.
Evan	Dutcher	513 Parrish St	Philadelphia	PA	19123	edutcher@tonicdesign.com	-
Jason	McCartney	Fitzwater St	Philadelphia	PA	19147	jdmccartney@gmail.com	-
Jennifer	Beattie	2409 Aspen Street	Philadelphia	PA	19130	jenniferbeattie@gmail.com	I love Philadelphia. I pay taxes here, and I drive, bike, walk and use public transportation. I prefer to bike around the city, and I commute downtown daily on my bike-- it reduces both pollution and traffic, and I leave parking spaces open during busy...
Kurt	Marsden	2409 Aspen St.	Philadelphia	PA	19130	kurtmarsden@gmail.com	I commute on my bike every day, and the number of close calls that I have had in terms of serious collisions with cars, tells me that it is only a matter of time before one actually happens that could potentially be fatal. The number of potholes around t...
Ben	Dyer	Spruce Street	Philadelphia	PA	19104	bendyer@mail.med.upenn.edu	Road infrastructure is the foundation of a contemporary city, with poorly maintained roads endangering a city's citizens, hindering it's commerce, and undermining it's growth and development. Street maintenance is not a partisan issue, but impacts every ...
Tom	Simpkins	2408 Carpenter Street	Philadelphia	PA	19146	tjsimpkins@outlook.com	Safety for the entire public.
Dear	City Counsel Members	Philadelphia Streets	Philadelphia	PA	19107	noreply@gmail.com	I, and am sure a lot of bicyclist, would like to challenge City Counsel to forego riding in their cars for a week and take a bicycle to and from work. If you experience first hand what us bicyclist are talking about, perhaps you would be more prone to wa...
KC	Wong	765 South 2nd St., Apt. A	Philadelphia	PA	19147	kimberlycheryl@gmail.com	-
Maxine	Mayer	755 S Randolph St	Phila	PA	19147	maxinemayer@gmail.com	(215) 873-0242
Dan	Cason	Chancellor	Philadelphia	PA	19139	cason.dan@gmail.com	Repave our streets, protect your citizens (share the roads), and the city will flourish.
Natalie	Burrill	4812 Baltimore Ave.	Philadelphia	PA	19143	natalie.burrill@gmail.com	9499813969 I ride my bike to and from work every day to save money/ I'm environmentally conscious and it's very difficult to watch out for cars, other bicycles, the signals, AND for potholes the whole way because the roads are just so terrible.
Michael	Cunningham	2646 Tulip Street	Philadelphia	PA	19125	mdcphilly@gmail.com	-
Tracey	McVeigh	869 N Taylor Street	Philadelphia	PA	19130	traceymcveigh@gmail.com	I am a cyclist that wants safe bike lanes throughout the city.
Recel	Bregaudit	2304 Eagle Row	Marlton	NJ	8053	recelbregaudit@gmail.com	I was working in Philly and I hit a huge pothole on Lincoln drive I think. It gave me a flat tire and bent rim, I had to replace both and go to a junk yard to find it. It also put my cars alignment off, causing one of my calipers to get stuck, resulting ...
Heather	Davidson	1026 South 22nd Street	Philadelphia	PA	19146	susieq321@hotmail.com	I would like bike lanes only used for bikes. The number of cars who park in bike lanes willy nilly and on Sundays endangers cyclists all over the city. I make a point to ride on bike lane streets for increased safety and the city doesn't care about my sa...
Israel	Zayas, Jr	6832 N 7th St	Philadelphia	PA	19126	israelzayasjr@yahoo.com	Almost flipped going through a pothole.
Amanda	Kearns	Pierce	Philadelphia	PA	19145	manda.kearns@gmail.com	5985619837 Fixing the streets will not only make it safer for bikers, but drivers and walkers too. If I don't need to be swerving about in fear of going over my handle bars or losing a tire, everyone will be happy.
Angela	Minster	1122 S. Alder St	Philadelphia	PA	19147	angelaminster@gmail.com	I bike to commute to work and school. I'm a very cautious biker, yet I'm still forced into dangerous situations when, for example, the bike lane is blocked or there is no route I can take that has bike lanes continuously or, of course there is the now ub...

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Jay	Sitkin	997 mcnaul dr	lansdale	PA	19446	-	sitkinj@gmail.com	I am ride leader for the Bicycle Club of Philadelphia and for the Central Bucks Bicycle Club. I often lead rides into and around the city. Anything that can be done to increase awareness and safety for both riders and pedestrians will be appreciated and ...
Marjorie	Wilhite	2138 Poplar	Philadelphia	CO	19130	-	mm5rose@verizon.net	-
Amanda	Walling	1036 Montrose st	Philadelphia	PA	19147	-	amanda.walling@gmail.com	I bike to work from the Italian Market to Univeristy City and there are tons of very dangerous pot holes on the bike lanes on Pine and Spruce.
ken	keppol	4306 blaklston	phila	PA	19136	-	kkeppol@yahoo.com	The hidden cost to the average motorists on these hideous roads are over \$1300 a year! Pennsylvania's has the highest state tax of 50.5 cents per gallon, brings the combined with the federal tax and we pay 68.9 cents per gallon. Can we please have some n...
Alex	Jones	4813 Chester Ave	Philadelphia	PA	19143	-	alexmariejones@gmail.com	I put myself in danger every time I have to pull out of the bike lane and into car traffic to avoid bike lane potholes. I worry every time I'm using a bike lane and turn into a section of road where the bike lane paint is no longer visible that I will be...
Meg	Lemieur	518 E. Cembria St.	Philadelphia	PA	19134	-	meglemieur@gmail.com	-
Tanya	Grinblat	953 N 6th St	Philadelphia	PA	19123-1405	-	tanyagrblat@gmail.com	-
James	Onofrio	324 S 43rd #3	Philadelphia	PA	19104	-	j.onofrio13@gmail.com	Philadelphia with is walkable and bikeable scale should be a leader in cycle infrastructure. Fixing potholes and improving/adding bike lanes is the best way of getting there. Approving the funding would provide many benefits to the city and residents.
Kaitie	Sniffen	4408 Walnut St. 1R	Philadelphia	PA	19104	-	kaitie.sniffen@gmail.com	Improved roads and paving will greatly improve the safety of the city to both cyclists and motor vehicle drivers alike. 1) Repairing potholes and other issues that become 'obstacles' will reduce the amount of swerving that occurs by both cyclists and dri...
Michael	Caine	151 North 4th Street	Philadelphia	PA	19106	-	michaelwcaine@gmail.com	I was hit on my bicycle on March 11 at 6th Street and Callowhill -- by a van crossing into the bike lane without looking to see I was riding right next to him. It's after surgery and I'm starting p/t, but still can't use my dominant hand. We need protect...
Steve	Landstreet	6918 Cliff Rd	Philadelphia	PA	19128	-	stevelandstreet@juno.com	As a cyclist and as a driver, how Philadelphia maintains its streets and its bike lanes is very important to me. Anyone who rides anywhere in the city knows that our streets are in major need of maintenance, and bikes are an increasingly large componen...
Caroline	Winschel	1002 S. Farragut Terrace	Philadelphia	PA	19143	-	oh.hello.caro@gmail.com	I'm a West Philly bike commuter, a neighborhood gardener, and a member of e Center City church. Better maintained streets mean safer streets for everyone--me on my bike, the neighbors who walk to church services, and the kids heading to the park in my ne...
Janene	Hasan	713 kimball street	Phila	PA	19147	-	janeners618@gmail.com	I walk, drive and bike Philly Streets. Clearly marked pedestrian walks, dividing lines and bike lanes make it safer for all parties that share the streets.
Matt	Alligood	Sepliva Street	Philadelphia	PA	19125	-	mattalligood@gmail.com	If we want to attract younger people to the city and decrease the amount of cars we need to implement more bike lanes. Lets take notes from our big bro up north. NYC has an abundant amount of lanes and keeps increasing them. Its essential to building a g...
Shawn	Ryan	Cross Street	Philadelphia	PA	19147	-	deadboy@hotmail.com	As a pedestrian, bicyclist and occasional driver, I demand more timely repairs to Philadelphia's streets.
JOSHUA	Littlejohn	4703 Chester Ave, Apt 1	Philadelphia	PA	19143	-	jilittl@nursing.upenn.edu	I cycle every day and can't tell you how many times I am forced into traffic or some other dangerous situation due to poor street quality. Potholes, poorly engineered intersections, lack of signage, etc. all contribute to a more difficult commute each da...
Charlie	Elison	1315 S Chadwick St	Philadelphia	PA	19146	-	celisonm@yahoo.com	-
Brandon	Brokenbough	1911 McKean st.	Philadelphia	PA	19145	-	bbrokenbough18@gmail.com	Safer streets.
Meagan	Brackeen	1807 S. Bancroft St	Philadelphia	PA	19145	-	megmack83@gmail.com	-
Mathew	Mangan	1241 South Alder Street	Philadelphia	PA	19147	-	eres256@gmail.com	-
Kathryn	Birster	Green Lane	Philadelphia	PA	19128	-	kobelenus@hotmail.com	I commute by bike every day. When I have to veer into a traffic lane because of a pothole or an obstruction, it makes it unsafe for me but also unsafe for the driver coming behind me, who usually veers into the next lane over (instead of waiting until I'...
Leigh	Sacco	711 Pine St	Philadelphia	PA	19106	-	leighhanssacco@gmail.com	If you think hitting a pothole with your car is bad - try being on a bike. It's dangerous if you have to swerve into another lane of traffic to avoid it and the cars don't see you!

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angie	vitake	1739 n 21st street	philadelphia	PA	19121	-	lunaukie@gmail.com	I'm tired of being harassed by impatient and reckless drivers. Cab drivers especially worry me and have put me in danger by tapping my back wheel, speeding by without paying attention to how close they are and I've been verbally abused numerous times whe...
ANABELLE	RODRIGUEZ	810 S 4th St	Philadelphia	PA	19147	-	anabelle.rodriguez@yahoo.com	Biking is my only commute option and I depend on safe streets without so many dents and potholes to make a living. SAFER STREETS FOR BIKING SHDULD BE A MAJOR PRIORITY AS PART OF THE SUSTAINABILITY AGENDA IN OUR CITY!
Ryan	Scanlan	608 N Manoa Rd	Havertown	PA	19083	-	xenius@gmail.com	As someone who would love to bike in the city proper, it scares me to death to do so as the streets are now. Not even cops will avoid parking in bike lanes. Not to mention the cabs, trucks, people, regular drivers, etc.
Alex	Mangroo	1714 Reed	Phila	PA	19146	-	alex.mangroo@gmail.com	-
Melissa	Bross	805 Sears St	Philadelphia	PA	19147	-	melissa.bross@gmail.com	I commute to work and graduate school on my bicycle daily. All I want to do is get to my destinations safely and make it home to my family each night. Not only do we need physically better streets (desperately), such as repaved (or at least properly repa...
Travis	Southard	2245 S 22nd St	Philadelphia	PA	19145	-	travisscottsouthard@yahoo.com	I ride 100 miles every week commuting from home to classes and work. I have close calls almost every day. Sometimes this is from aggressive drivers, but far more often it is because of inattentive drivers and unsafe conditions. These conditions include m...

The following 690 persons are in favor of making 22nd Street safer for all users.

First	Last	Address	City	St	Zip	Phone	Email	Comment
Caroline	Heffernan	501 S 47th St Apt 2	Philadelphia	PA	19143-2166	(412) 401-7785	cheffernan23@gmail.com	
Stephen	Keiser	310 S Smedley St	Philadelphia	PA	19103-6718	(610) 574-8202	skeiser@msn.com	Safe bicycling make the city better for everyone.
Robert	Perin	120 N Van Pelt St	Philadelphia	PA	19103-1017	(856) 845-2512	boogiedoc@mac.com	I want 22nd street safer for my son who bikes it regularly
Bradley	Flamm	45 W Gravers Ln	Philadelphia	PA	19118-3305	(215) 247-2495	bradleyflamm@gmail.com	Streets that safely accommodate cars, bikes, buses, and pedestrians are good for everybody. Please reconsider and support the good work of the planners and city employees who have identified 22nd Street as an appropriate roadway for a new bike lane. Sincerely, Brad Flamm
Kelly	Campbell	2232 Green St Apt 3	Philadelphia	PA	19130-3168	(302) 379-4348	kelly.a.campbell@gmail.com	Add a bike lane, mark the driving lanes properly so vehicles know where they're supposed to be. It's chaos right now.
Sara	Webster	1422 Walnut St	Philadelphia	PA	19102-3001		sara.double.u@gmail.com	Bicycle enthusiast looking to stoke the stoke.
Brett	Krasnov	633 N 22nd St	Philadelphia	PA	19130-3136	(215) 765-0504	brett5355@verizon.net	I live on this block right below the prison on N. 22nd St and I wholeheartedly support the safety that a 8ike Lane on N 22nd st would provide. The idea that it is a 2 lane street is ludicrous especially on this block that narrows after you cross Green St and that has 2 regular bus routes as well as the Phlash bus and a multitude of tourist buses, making this more often a de facto one lane street. Please do the right thing and mark this street as one lane w/ a bike lane instead of the confusing free for all it is now.
Susan	Crawshaw	629 N 13th St	Philadelphia	PA	19123-2401	(215) 806-6235	skcraw@mac.com	Spring Garden's my main bike artery.
Daphne	Longbothum	2917 Ogden St	Philadelphia	PA	19130-1105		daphneweze@yahoo.com	Biking in the city is important to me. Bike lanes help others in cars "see" me.
Steven	Falkowski	1717 S Isenminger St	Philadelphia	PA	19148-1513	(267) 467-0119	stevenpfalkowski@yahoo.com	
Abe	Cooperman	2101 Chestnut St Unit 1116	Philadelphia	PA	19103-3114	(267) 496-0972	coopermana@aol.com	
Dane	Wellis	2010 Spruce St	Philadelphia	PA	19103-6569	(215) 545-0536	jkdtwells@gmail.com	We sold our car years ago, and bike to that area. We live on Spruce St, the traffic - cars and bikes are just fine, actually better than before. Go for it Greenlee, you will be glad you did! Honest!
Roger	Miller	3203 Huey Ave	Drexel Hill	PA	19026-1410	(215) 240-0041	rogm@comcast.net	Bike lanes and more bike traffic make roads safer for bikes and cars. There are many proven instances. Please research and support.
Joseph	Walsh	745 N 23rd St	Philadelphia	PA	19130-2619	(215) 232-8126	joewalsh1@gmail.com	As a driver, pedestrian and cyclist I find having dedicated bike lanes to be a huge help for drivers (and for me on my bike), so they can anticipate where cyclists should be.
Daniel	Mercer	1118 Shackamaxon St	Philadelphia	PA	19125-4135	(215) 966-8667	dannmer@gmail.com	Reducing the number of travel lanes on Spruce and Pine to make room for bike lanes has made my driving experience much more pleasant. I suspect the same will be true on 22nd Street.
Heidi	Stegel	1922 Green St	Philadelphia	PA	19130-3207		siegelh@comcast.net	Logic -- a bike lane already exists on 22nd street, and on Spring Garden and on Fairmount. So why not connect them all with this short little bit. It's logical.
Martin	Pulli	4337 Main St	Philadelphia	PA	19127-1516		paiofgems@aol.com	I commute in and out of Center City Philadelphia. The potential for a bikeway/bike land on 22nd street makes crossing the city much safer for everyone.
Brian	Kall	1920 S 13th St	Philadelphia	PA	19148-2203		briankall@gmail.com	I commute by bike in the city, with my young son, and bike lanes make it safer for us by reminding all drivers that bikers have rights to the road. Regardless of whether I ride on a particular street that gets a bike lane, that bike lane makes it safer for me where I do ride. In fact, I did live on Fairmount and drove my car often on 22nd street, and it was always confusing and dangerous how the lanes changed. Let the streets department clear this up to make it safer for all users.
Ezra	Wolfe	4621 Larchwood Ave	Philadelphia	PA	19143-2107		ezraw@yahoo.com	
Omar	Rosa	1718 Ellsworth St	Philadelphia	PA	19146-3012		omes02@gmail.com	
Michael	Reichner	21 S Strawberry St Apt 3E	Philadelphia	PA	19106-2821		coolgeek1987@yahoo.com	Bike lanes are safer for bikers and drivers
Thomas	Taggart	203 Hawthorne St # 1	Syracuse	NY	13210-2159		traggatmot@gmail.com	
Patrick	Brown	4949 Catharine St Apt 2	Philadelphia	PA	19143-2007		brownpatrickf@gmail.com	
Michael	Greenberg	1317 Dickinson St	Philadelphia	PA	19147-6219		michael.m.greenberg@gmail.com	Anything that slows down cars is a good thing. Philadelphia has to stop catering to people as drivers and start catering to people as humans who live in this city.
Bruce	Pearson	2518 Panama St	Philadelphia	PA	19103-6412	(215) 546-1636	brucepearson@verizon.net	
George	Chiodo	113 Wildbrier Rd	Downingtown	PA	19335-1042		bike50now@yahoo.com	

The following 690 persons are in favor of making 22nd Street safer for all users.

First	Last	Address	City	St	Zip	Phone	Email	Comment
Alex	Holzman	2805 Brown St	Philadelphia	PA	19130-1705		adh2446@aol.com	Though bicyclists in Philadelphia are among the worst in terms of obeying traffic laws that I have ever seen, they still deserve a safe place to travel. Bike lanes improve safety--and there should never be two lanes of traffic on that stretch of 22nd Street. That creates danger for cars, bikes, and pedestrians.
Katie	Eberhart	178 Lauriston St	Philadelphia	PA	19128-3728	(215) 868-5425	ecogirl411@verizon.net	I hope that the bike lane marking will be reconsidered and implemented as recommended in order to provide safe travel for the multiple types of roadway users. The engineering report appears to support the position that car traffic will not be hampered. Providing safe biking access to this roadway will further reduce rider risk by limiting potential interactions between cars and bikes. Further, these improvements will complement the city's other bike-friendly attributes which benefits the bikeability that the city promotes. Thanks.
Robert	Schmidt	733 Bradford Aly	Philadelphia	PA	19147-1326	(267) 324-3081	schmidbo@gmail.com	I want safe streets for all. Bike lanes calm traffic and give space for everyone - cars, bikes and parkers.
Alexandra	Golaszewska	3311 Cresson St	Philadelphia	PA	19129-1637		alexandra23@gmail.com	More bike lanes are better for everyone, including car drivers. The upside for cyclists is obvious, but drivers also win; they get less traffic and less competition for parking. And bike lanes make it easy for everyone to understand where they belong on the road.
Joseph	Russell	932 Maple Ave	Collingswood	NJ	08108-2044		radioaktiv@gmail.com	
Jason	Trenchard	4749 James St	Philadelphia	PA	19137-1105	(215) 743-0108	gjijay79@yahoo.com	I believe that the Streets Department knows more about making streets safer than city council.
Chris	Beegle	109 Aldrich Ave	Altoona	PA	16602-3201		chrisbeegle@gmail.com	I ride this street regularly and it's dangerous.
David	Curtis	105 Christina Landing Dr Apt 1207	Wilmington	DE	19801-5271	(814) 207-0414	david.curtis47@gmail.com	I live nearby and walk, bike, and often drive along 22nd Street through this area. The 22' single-lane creates hazardous conditions for all users (drivers, cyclists, pedestrians, joggers, etc.), whether they live on/near 22nd St. or happen to use the street, and I feel strongly that the street should be restriped according to the Streets Department's first proposal.
William	Dowling	1901 Walnut St Apt 1004	Philadelphia	PA	19103-4655	(215) 563-7786	william.dowling@gmail.com	I live in center city, work on Spring Garden and bike to work. We need better safety for everyone no matter how you commute.
Katharine	Travaline	1225 S 24th St	Philadelphia	PA	19146-4117		ktavaline@gmail.com	I ride my bike to commute all over the City every day. I use 22nd St. regularly. I was just noticing how this particular strip of 22nd was without a bike lane and how much safer it would be with one - for bikers and motorists.
Jesse	Kudler	1219 S Melville St	Philadelphia	PA	19143-3716		jkudler@gmail.com	
Gerald	Marron	17 Vassar Rd	Broomall	PA	19008-3324		marrong@gmail.com	
Susan	Saidel	1720 Bainbridge St # A	Philadelphia	PA	19146-1928	(267) 253-4584	ssaidel2000@yahoo.com	
Todd	Kirkes	1105 Latona St	Philadelphia	PA	19147-5024	(215) 332-290	todd.kirkes@gmail.com	This is common sense. Our streets need to be safer for cyclists and pedestrians
Karen	Buleza	2232 Green St Apt 2R	Philadelphia	PA	19130-3168		kbuleza@yahoo.com	I am a resident and want to ride my bike safely!
Tanya	Seaman	2414 Madison Sq	Philadelphia	PA	19146-2409	(267) 210-0988	tanya.seaman@verizon.net	I ride up 22nd past Spring Garden and would highly value the safety improvements of having the bike lane continue. Without any lane markings it's a free-for-all, which feels unsafe. 22nd is the most heavily traveled bike lane and should continue in this section. Due to the width of the street it's a no-brainer.
Ciara	Kehoe	106 East Gowen Ave., Apt. 38	Philadelphia	PA	19119	(215) 715-0965	ciarakehoe@gmail.com	We should be making cities safer for everyone. And when everyone means more and more people on bicycles, we need to put some focus on the folks on bikes!
Terryl	Decker	412 S 21st St	Philadelphia	PA	19146-1239	(215) 925-3557	terryldecker@yahoo.com	I ride that street frequently.
Jesse	Buerk	6 Chestnut Ave	Haddon Township	NJ	08108-2710		jnbuerk@yahoo.com	These improvements would make the street safer and more efficient for all users. Let your experts do their jobs.
Jonathan	Purtle	1911 Green St Apt 7	Philadelphia	PA	19130-3295		jonathan.purtle@gmail.com	The section of 22nd street is extremely dangerous for both bikes and cars. There are no lanes and it is an absolute free-for-all. I've lived in the neighborhood for 8 years and have seen countless "near miss" accidents.
Robert	Kogan	1223 Titan St	Philadelphia	PA	19147-4507		robert.kogan@gmail.com	
Raymond	Canzanese	3736 Knole Ln	Chadds Ford	PA	19317-8930		rcanzanese@gmail.com	

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First	Last	Address	City	St	Zip	Phone	Email	Comment
Heidi	Grunwald	3321 W Penn St	Philadelphia	PA	19129-1407	(267) 262-1691	grunwald@temple.edu	I believe in safe routes for bikes in the City of Philadelphia. Stop putting your personal preferences in front of safety for millions of riders and commuters!
John	Parrish	4722 Larchwood Ave	Philadelphia	PA	19143-2026		dayode714@verizon.net	As a motorist and a bicyclist I find bike lanes useful for both.
Yed	Wong	816 Kimball St	Philadelphia	PA	19147-4711	(215) 351-6424	tgw0@yahoo.com	I am a father who bikes with my child all around the city. We bike to school, to the store, and everywhere else. Bike lanes help motorists pass us more safely, and generally to treat us and other bicycle users with respect.
Andrew	Thomas	5123 Locust St	Philadelphia	PA	19139-4123		andrewthomas@gmail.com	Need better bicycle infrastructure in the city
Alison	Stuart	1638 S 12th St	Philadelphia	PA	19148-1002		ams1201@gmail.com	
Ken	Kalfus	330 S 24th St	Philadelphia	PA	19103-6432		kenkalfus@yahoo.com	Bike lanes make it safer and easier for everyone, bikers and motorists. Please extend the 22nd Street lane.
Connie	Romano	868 Corinthian Ave	Philadelphia	PA	19130-1442	(215) 285-8438	nyctraveln@yahoo.com	I bike throughout the city including to and from work in University City. Bike lanes make sense. They provide safer passage for bikers. As a driver I appreciate a bike lane as well. There is no reason not to add a bike lane to 22nd Street, a main road into Fairmount. 22nd Street is not quite wide enough for 2 lanes of car traffic anyway leaving a biker squeezed up against the parked cars. Please allow the bike lane to be added to 22nd St.....it will be safer for everyone.
Philip	McMillan	7 Scudder Rd	Ewing	NJ	08628	6166082173	philcmill@gmail.com	Safer streets for all!
Sarah	Peterson	4652 Hazel Ave	Philadelphia	PA	19143	(626) 233-8859	sarah.liz.peterson@gmail.com	
Blake	Larson	801 Snyder Ave # 2	Philadelphia	PA	19148-2309	(410) 818-3758	blklrsn@gmail.com	The street as it is now is confusing for both motorists and cyclists due to unclear lane designations. This is a great opportunity for the council to create a safer environment for drivers and cyclists while demonstrating a commitment to the complete streets act and increasing our city's bicycle infrastructure. It would be very disappointing to watch the council let this opportunity slip away.
Matthew	Spade	1039 Spring Garden St Apt 2F	Philadelphia	PA	19123-3305		mattspade2112@gmail.com	I own both a car and bike in the city and feel that safety for both is a great issue I stand behind. Let's make Philadelphia #1 in bike friendly and safety.
Sue	Manuel	860 N 27th St	Philadelphia	PA	19130-1832	(215) 236-3208	lucymagoo@hotmail.com	Please, safety for ALL should be your top priority. This plan will make the street safer for everyone.
Amber	Larson	2512 Stewart St	Philadelphia	PA	19121-3703		amber.larson1@gmail.com	I'm a cycling commuter who works in Philadelphia, and used to live Brewerytown. I still ride around the city for my job. Making the streets safer for cyclists helps with traffic and all the other safety problems. From a street user's perspective, leaving huge streets unmarked is confusing and contributes to traffic and dangerous behavior by everyone.
Hollis	Weston	42 Manavon St	Phoenixville	PA	19460-3920	(267) 229-0626	molemann_services@yahoo.com	More bike traffic means less cars!
Richard	Hyland	2020 Walnut St, Apt 30 C	Philadelphia	PA	19103-5645	(267) 886-8000	hyland@camden.rutgers.edu	Bikes make our city more fun and livable. Please help us make Philadelphia the Amsterdam of the USA.
Bruce	Davis	2044 Appletree St	Philadelphia	PA	19103-1410		brucecdavis@comcast.net	To make 22nd Street safer for all users.
Thomas	Leischner	4712 Baltimore Ave Apt 3f	Philadelphia	PA	19143-3558	(540) 560-3170	taleischner@gmail.com	Because I often bike up to Mt. Airy and I would like my ride to be safer.
Polly	MacIntyre	315 S Iseminger St	Philadelphia	PA	19107-5903	(216) 668-0917	pollymacintyre@yahoo.com	Safety of cyclists and encouragement of bike commuting.
Beth	Lewis	226 W Rittenhouse Sq Apt 1801	Philadelphia	PA	19103-5784	(215) 870-4069	blewis800@gmail.com	Bike and pedestrian safety must be a priority and championed by elected officials in a forward-looking and growing city.
Carla	Spataro	2021 S 11th St	Philadelphia	PA	19148-2367		cjspataro@verizon.net	Make the city safer for everyone! Bike Lanes!
Liz	Compitello	4809 Beaumont Ave Apt 2r	Philadelphia	PA	19143-3456	(585) 469-2232	lizcompitello@gmail.com	22nd Street is an important N/S route for cyclists. The city's engineers are doing their job to protect the safety, welfare, and mobility of the users of our streets by proposing a striping plan for this street that accommodates all road users. Please let them do their job. Please let Philadelphia grow the way it needs to - we are the top bicycling commuting city out of the largest cities in the US, and the number of commuters is increasing each year. The other large cities on the east coast (NYC, DC) have stepped up their bike infrastructure to support this growing mode share, and Philly should too. It benefits all users of the road, and is an important step towards making Philly the livable, desirable city it wants to be.
John	Attanasio	254 S Quince St	Philadelphia	PA	19107-6747	(215) 925-4931	jrtattanasio@gmail.com	

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Benjamin	Cromie	1429 S 4th St	Philadelphia	PA	19147-5935	(215) 435-8611	bencromie@gmail.com	Bicycle infrastructure helps make the road safe for all users and doesn't hurt anyone.
Nicole	Jacobson-Zuniga	766 S 16th St	Philadelphia	PA	19146-2031		nicole@geekycat.net	Bike lanes are critical for traffic calming and the safety of everyone- drivers, pedestrians and cyclists. The city should encourage as many people as possible to try cycling to improve their own health and reduce traffic problems in the city. The biggest barrier to people trying cycling is a sense that it is not safe. Bike lanes (that do not allow cars to park in them for "loading" purposes, which actually makes it more dangerous) make it safer and encourages more people to try it. Councilman Greenlee, I would like to see you not only encourage installation of bike lanes but also try cycling yourself. I think you'll love it!
Kaelin	Proud	237 S 18th St Apt 178	Philadelphia	PA	19103-1617	(267) 261-3319	kaelin@gearing-up.org	
Joseph	Boyle	2054 E York St	Philadelphia	PA	19125-1635	(215) 900-3795	jhboyle@aol.com	Non- motorized transportation is the future of a healthy city.
Andrew	Levitt	752 S 6th St	Philadelphia	PA	19147-3040	(215) 554-5260	levitt.andrew@gmail.com	So many reasons. * Lawmakers should be making laws, not making traffic engineering decisions on a whim. * There's not enough room for two safe general traffic lanes. * There's a city plan that had extensive public input that calls for a bike lane on 22d. * My mother lives in Fairmount and I want to feel safe riding my child up there.
Alana	Sagin	600 W 169th St Apt 2	New York	NY	10032-2955	(215) 896-9439	alana.sagin@jefferson.edu	To make our streets safer for bikers and drivers and to improve the livability of Philadelphia
Ben	Lariccia	7012 Oakley St	Philadelphia	PA	19111-3919	(215) 722-8719	blaricci@mac.com	Bicycle safe streets beautiful the city for everyone.
Emma	Richards	212 Brixton Rd.	Garden City	NY	11530		emmaxrichards@gmail.com	I would use it as a biker and feel safer having it both when biking and driving.
Kaori	Ikeuchi	717 S 20th St	Philadelphia	PA	19146-1845		kaori_feldman@hotmail.com	I ride bicycle on 22nd street with my children going to school. We need to make the city street safer not only adult riders but also the future rides of the city.
Sara	Van Craeynest	2117 Green St # 2R	Philadelphia	PA	19130-3110		smcrowsnest@gmail.com	We need safer streets for cycling in Philly, especially north of Spring Garden on 22nd.
Joshua	Skaroff	1931 S 10th St	Philadelphia	PA	19148-2351		josh@skaroff.com	Traffic calming makes streets safer for cars, pedestrians, and cyclists. Please allow the Streets Dept to do their job.
Aimee	Viggiani	735 N 2nd St Fl 1	Philadelphia	PA	19123-3007		biscobetty@gmail.com	
Dominic	Johnson	262 W Harvey St	Philadelphia	PA	19144-3321	(267) 639-9299	dominicjohn@gmail.com	
Tim	Clair	7030 Marion Ln	Philadelphia	PA	19119-3443		tim.clair@gmail.com	lived in neighborhood for a long time and still have a lot of friends and connections there; this lane is important for all those who bike in Fairmount
Jerrold	Adler	429 N 13th St Apt SA	Philadelphia	PA	19123-3623		adlermyers@gmail.com	
Niel	McDowell	852 N 24th St	Philadelphia	PA	19130-1954	(215) 769-7007	nm@sas.upenn.edu	I'm a biker, a driver, and a resident of the Fairmount neighborhood. This is a far better configuration for this street than the crazy almost-2-lanes-but-not-quite that exists now, and it benefits all residents, since it will slow the cars down.
Alan	Fody	3550 New Queen St	Philadelphia	PA	19129-1635	(610) 220-7056	alanfody@gmail.com	The Streets Department cannot make this area 2 lanes due to the road width. Two lanes is not an option, so holding out for an impossible result is silly. Please allow the professionals to do their job and make the streets safer for all users. By violating the established safety standards and street design standards, the city is grossly negligent and they should be held responsible if any accidents were to occur on this street.
Max	Knee	645 N 24th St # 1	Philadelphia	PA	19130-3172		maxknee@gmail.com	As a cyclist, I wish all streets could be safe for cyclists.
Michael	Bowen	425 Woodland Ave	Wayne	PA	19087-3424	(215) 981-3789	mtbowen@yahoo.com	I work in the city and commute by bicycle roughly three times a week. I travel these streets a lot and so I see the interactions that are happening on the street. Interactions between cars, between cars&bicycles, between cars&pedestrians, between bicycles&pedestrians. There are people working hard to make this city safer and City Council members who refuse to meet with the public and who blindly block the Street Department's plans to make 22nd Street safer for all users are NOT looking out for the interests of Philadelphia tax payers.
Earl	Marsh	2130 Pine St	Philadelphia	PA	19103-6535		earlmarsh@verizon.net	22nd street is a major commuting artery. with more cyclists already, the need for demarked lanes on this busy road are needed.

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Christine	Alaniz	136 N 21st St Apt 1f	Philadelphia	PA	19103-1014		christinealaniz@hotmail.com	22nd Street narrows as it approaches Fairmount from Spring Garden, and can't support two lanes of traffic. However, there is plenty of room for a single lane of traffic and a bike lane. The amount of bicycle traffic certainly justifies a bike lane there. Make our city safer!
Brooke	Allen	2220 Madison Sq	Philadelphia	PA	19146-1711	(215) 704-7466	brookevolunteer@hotmail.com	I bike to work, the store, the movies, anywhere I can. Everything should be done to make the main bike traffic corridors safer!! I believe Philly can be one of the best biking cities in the world, and it starts with safety!!
Jeff	Knowles	807 S Saint Bernard St Apt 2	Philadelphia	PA	19143-3308	(215) 995-4047	jeffknowles1@gmail.com	I am a driver, transit user, and bicyclist in Philadelphia. I have biked many times on 22nd Street and never understood why the bike lane just ends at Spring Garden Street. Please stand up for a safe and reasonable solution proposed by the City's streets engineers.
Peg	Connor	2610 Pine St	Philadelphia	PA	19103-6422	(215) 546-7092	peg.connor@gmail.com	Please listen to the Street Dept's recommendation & extend the 22nd Street bike lane to Fairmount. Clearly defined bike lanes make it safer for everyone, drivers & bicyclists alike. Thank you.
Mary	Richardson	722 Ellsworth St	Philadelphia	PA	19147-5111	(215) 280-7858	mrichardsongraham@gmail.com	Bike lanes make both driving and cycling safer. Please help make our great city a safer place.
David	Wilson	1138 Crease St	Philadelphia	PA	19125-4108	(215) 460-6120	david@davidwilsonindustries.com	Complete streets please.
Michael	Burlando	1006 S 22nd St	Philadelphia	PA	19146-2510	(704) 607-2846	michael.g.burlando@gmail.com	
Stewart	Sanford	2027 Ogden St	Philadelphia	PA	19130-1422	(215) 292-0202	sosanford@gmail.com	Ride and drive on 22nd frequently. The lack of lane markings makes this stretch of road dicey for motorists and cyclists alike. Having defined bike lane may help prevent two cars trying to squeeze in where they really don't fit.
Trevor	Booz	3458 W Queen Ln	Philadelphia	PA	19129-1441	484-788-1326	trevorbooz@gmail.com	Decisions should be made based on engineering merit not political whims and pressure.
Eric	Greenberg	161 Poplar St Apt 1F	Philadelphia	PA	19123-2311	4844591571	oreman5@yahoo.com	More room for cars is not the answer.
Heather	Shultz	1625 S Orkney St	Philadelphia	PA	19148-1328		acupunctureheather@gmail.com	
Elise	Kraemer	112 N Van Pelt St	Philadelphia	PA	19103-1017	(215) 568-0149	elisekraemer@verizon.net	I bike from my home at 112 N Van Pelt Street, north on 22nd Street to Wake Up Yoga at 23rd and Parrish at least once a week. I utilize the bike lane until Spring Garden, after that there is no bike lane and it often feels unsafe because the traffic seems confused about where the lanes are between Spring Garden and Fairmount. The fact that a councilman would object to bike lane at the location makes no sense whatsoever. I have lived in Philadelphia since 1990 and worked for the City Law Department from 1996-2004. I so proud of the City and all the progress made during the past 24 years. I am very disappointed that this councilman is stuck in past, backward thinking and impeding my (and my daughter who bikes with me) safety for outdated, unreasonable, and myopic reasons.
Teri	Gerbec	1234 Hamilton St Unit 303	Philadelphia	PA	19123-3656		terigerbec@gmail.com	
Ben	Corbett	886 N Bailey St	Philadelphia	PA	19130-1807		benjamin.r.corbett@gmail.com	22nd street is too small for 2 lanes but too wide for 1 lane. A bike lane would reduce confusion.
Herold	Klein	469 Argyle Rd	Drexel Hill	PA	19026-1103	(610) 626-6217	heroldklein@yahoo.com	establishing bike lanes that connect with others greatly improves safety for everyone, and gives cyclists (who are steadily improving the city's green footprint) safe routes and passage...these lanes also are a clear indication for automobile drivers to be more aware that they are sharing the road. Philadelphia has come a long way in the last few years, but we need to continue to do more. Please allow the streets department to paint the bike lane. Respectfully, Herold Klein
Linda	Clark	221 Pelham Rd	Philadelphia	PA	19119-2624	(215) 951-7114	linpclarke@earthlink.net	My sons live in that area, and depend on bikes.
Michael	Del Vecchio	6211 N Fairhill St	Philadelphia	PA	19126-3827	(215) 356-9712	mtdelvecchio@gmail.com	Improve biking safety
Liam	Braber	640 Reed St	Philadelphia	PA	19147-5812		liambraber@gmail.com	The wife and I bike daily from home in So.Philly to work in Center City. In our experience, since the advent of bike lanes, biking has been safer, quicker, and generally more accepted by drivers.
Nick	Uniatowski	316 Hermitage St	Philadelphia	PA	19128-4604		nickuni@gmail.com	Commuting and riding the Art Museum area.

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Miriam	Shakow	149 Merion Ave	Narberth	PA	19072-2414		mshakow@gmail.com	I want all of our streets to be safe. Philadelphia has too many unsafe streets for drivers, pedestrians, and bicyclists.
Edward	Koziara	315 S 44th St	Philadelphia	PA	19104-4705		ekkoziara@yahoo.com	I bike and drive on 22nd street. A bike lane would improve safety.
Andrew	Brinn	326 Nature Dr	Cherry Hill	NJ	08003-3526		andrewbrinn@hotmail.com	Reason for signing
Douglas	Kawka	1001 N 2nd St Apt 549	Philadelphia	PA	19123-1647		summertemp@yahoo.com	I fully support SAFE roads and that includes safe places to ride bicycles. Philly streets do NOT allow for the safe space between cars parked and cars/bikes on the road. Park lanes are too narrow everywhere and making this street one lane will not just help alleviate a safety issue for parked cars but will do so for bicyclists. Furthermore, placing a bike lane on a street with more separation between bikes and all cars makes for a faster and safer ride on ALL counts. Bikes and doors won't collide, bikes and cars won't collide, cars and parked car doors won't collide.
Greg	Bennett	1405 S 13th St	Philadelphia	PA	19147-4917		gsb303@hotmail.com	
Kerri	Thomas	1933 Titan St	Philadelphia	PA	19146-2928		k.thomas@thinkist.net	We need a safe place to ride!
Jeremy	Dambach	2525 Webster St	Philadelphia	PA	19146-2325		jdambach22@gmail.com	I regularly use bike transit. I also feel that more bikes lead to safer streets, for drivers, cyclists and pedestrians.
Marcus	Ferreira	1620 South, St # 2	Philadelphia	PA	19146-1542	267-939-6272	marcusferreira2000@gmail.com	No legal vehicle travel lane will be removed and the street's department has determined that the road can accommodate a bicycle lane, which would reduce vehicular travel speeds and otherwise increase bicyclist's safety. This should be a win win for all but is not, due to politics. Get politics out of public safety!
Tisha	Miller	609 N 16th St, Apt 3	Philadelphia	PA	19130-3463		tishagail@yahoo.com	I support any and all safety measures for all residents. I feel bicyclist are more vulnerable.
Derrick	Bingaman	74 E 5th Ave Apt L3D3	Collegeville	PA	19426-2396		dbing308@yahoo.com	I ride in this area to meet friends.
Jeff	Braff	234 S 21st St	Philadelphia	PA	19103-4807	(215) 567-2727	jbraff@cozen.com	This is a safety issue. Furthermore, the Streets Dept. has blessed the bike lane as not having a significant adverse impact on vehicular traffic flow. Nor does it eliminate any parking spaces.
Mark	Henry	1806 Lynnewood Dr	Havertown	PA	19083-1939	215-800-1749	m_henry2000plus@yahoo.com	There is a desperate need for a bike lane or single lane on 22nd street. There is too much vehicular traffic driving too fast for the safety OK cyclists and pedestrians.
Barbara	Gold	2039 Mount Vernon St	Philadelphia	PA	19130-3235	(215) 232-2228	barbarawgold@gmail.com	I live in the neighborhood and both drive and bike on that stretch frequently. It is currently very unsafe.
James	Brown	730 E Passunk Ave	Philadelphia	PA	19147-3025		jeb100@gmail.com	I ride hundreds of miles on city streets every year and strongly support efforts to make the streets safer for all.
Alon	Hafri	4611 Cedar Ave Rear 1	Philadelphia	PA	19143-2168		ahafri@gmail.com	I am a citizen who gets around almost exclusively by bike, and I do not support any council member that does not allow the streets department to do its job.
Anneliese	Van Arsdale	542A S 48th St	Philadelphia	PA	19143-2070	(812) 219-6748	vanarsdalea@gmail.com	More bike lanes will make it safer for me as a biker, while also bringing awareness about cyclists to drivers. Cycling as a mode transportation is good for the City for so many reason (environment, wear-and-tear, appealing to young Philadelphians). Driving costs this city money, and speeding drivers (esp. on 22nd st.) is a widespread problem. Councilman Greenlee should support this effort if he supports Philadelphians, especially b/c it was recommended by the Street dept.
Lisa	Kreibe	826 N 23rd St	Philadelphia	PA	19130-1904	(610) 212-3243	ldbusch@yahoo.com	I live in the neighborhood and drive this street daily. I regularly encounter a cyclist on this street, and I am regularly passed by a driver (while I am in the car) pushing me towards the parked vehicles (and any cyclists). Any time I drive in the middle of the road to block cars passing and protect a cyclist, I am honked at. A bike lane will make it clear that it is not a 2-lane road.
Thomas	Smyth	5167 Gramercy Dr	Clifton Heights	PA	19018-1206		smitt542@comcast.net	I commute by bike in Philly often and really appreciate the bike lanes. More bikes means less cars.
Alon	Abramson	5019 Hazel Ave	Philadelphia	Pennsylvania	19143	267-324-9948	alon.abramson@gmail.com	This is a practical project and one that shouldn't be up to Council to decide. Greenlee has no business defending a "de facto" driving lane at the expense of cyclists and the safety of other drivers.
Caitlin	Thompson	1906 Kimball St	Philadelphia	PA	19146-2621	(339) 221-0610	caitlinjthompson@gmail.com	I ride the other parts of the 22nd bike lanes daily and would appreciate it if the bike lanes continued further north.

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Geoff	DiMasi	1168 E Passyunk Ave	Philadelphia	PA	19147-5133		geoffdimasi@gmail.com	There is so much evidence that adding a bike lane makes the street safer for motorists, pedestrians, and bicyclists while not reducing travel time for cars. Please make decisions based on this evidence.
Alex	Allen	2111 S 4th St	Philadelphia	PA	19148-3302		aaaotr@gmail.com	
Mark	Matthews	3240 Midvale Ave	Philadelphia	PA	19129-1012	(215) 432-5845	crankoneon@hotmail.com	I feel it is necessary for the safety of cyclists for the streets department to install traffic calming measures.
James	Manuel	1353 Marlborough St	Philadelphia	PA	19125		jmanuel01@gmail.com	Public safety
Ben	Theis	8224 Cadwalader Ave	Elkins Park	PA	19027-2406		bptheis@yahoo.com	
Michelle	Last	722 Medina St	Philadelphia	PA	19147-5727		squishimichi@gmail.com	I want safer streets for all users.
Sherry	Weller	506 S Melville St	Philadelphia	PA	19143-2110	(215) 898-2141	lunastrixae@yahoo.com	I visit a friend in this area by bike...more lanes are clearly needed!
Daniel	Barron	4106 Baltimore Ave	Philadelphia	PA	19104-4506	(862) 812-3051	dannycbarron@gmail.com	I used to live up in Fairmount and thought that 22nd St was crazy enough as it is, and Mr. Greenlee is unwise to think it deserves to be just as wild. I also refuse to condone his regressive policies on bicycling in Philadelphia.
Shelly	Salamon	5008 Walton Ave	Philadelphia	PA	19143-1630	(267) 507-9370	shelly.salamon@gmail.com	A bike lane will make this stretch of 22nd street safer for both cars and bikes!
Talia	Coutin	1203 Delaware Ave Apt 6	Wilmington	DE	19806-4725	9512045155	ts.coutin@gmail.com	I cycle on this street regularly. Please, listen to the voices of conscience and reason. Make our streets safer with a quality bike lane!
Kevin	Kernan	2420 S Chadwick St	Philadelphia	PA	19145-4307		kevknern@gmail.com	I bike all over the city and feel much safer when there are bike lanes to ride in.
Chloe	Cerwinka	260 W Haines St	Philadelphia	PA	19144-3319	917.822.0010	chloeemc@gmail.com	Reason for signing
Eugene	Friesen	1826 Moore St	Philadelphia	PA	19145-2113	(817) 240-2724	eugene@eugenefriesen.com	I've both driven and biked that stretch of 22nd St many times. The street in its current form is hazardous and confusing for both drivers and bikers: appears too wide for a single lane, but isn't striped and is too small for two lanes. Clarifying a single lane of traffic north would be an excellent safety measure on its own; a bike lane is the perfect complement to complete the link from South Philly to Fairmount.
Sean	Refsnider	8 Merion Ter	Collingswood	NJ	08108-1010		smrefsnider@gmail.com	
Nick	Rogers	874 N 19th St	Philadelphia	PA	19130-2022		rogers.nick6@gmail.com	
Anne	Bonn	201 W Evergreen Ave, Apt207	Philadelphia	PA	19119-3831		chanib1@verizon.net	My daughter is a bike commuter. I want the streets to be as safe as possible for her and other bikers.
Jesse	Leonard	1722 Manton St	Philadelphia	PA	19146-3018	516-680-0598	jesseleonard@gmail.com	with liberty, justice and safety for all!
Claudia	Setubal	2319 Catharine St Apt 3	Philadelphia	PA	19146-1705	(215) 578-5133	claudia.setubal@gmail.com	I bike on 22nd street up to Fairmount ave on a regular basis. Bike lanes make our streets safer for cyclists AND drivers!
Ayse	Unver	256 S 45th St	Philadelphia	PA	19104-2949		saunver@gmail.com	I live just off of 22nd Street in Graduate Hospital and use the 22nd St bike lane to get to work, get to Trader Joes, get to Pine and Spruce Streets, get to the Schuylkill Trail, but when I'm trying to get to Whole Foods, Fairmount Avenue or friends in the Art Museum area, I often encounter aggression and hostility from drivers where the bike lane is nonexistent or even where there are sharrows. Extending the 22nd Street bike lane north would make this trip a lot safer and less safer for the large number of cyclists that depend on this bike lane to make the crucial connections between home, work, and amenities.
Brian	Shapiro	2108 Wallace St	Philadelphia	PA	19130-3105		unpelon@yahoo.com	There absolutely should be a bike lane on 22nd between Spring Garden and Fairmount.
Chris	Davis	808 Glenmar Rd	Fairless Hills	PA	19030-2519		cqdavis@gmail.com	I regularly use this street and it is very dangerous for bicyclists. When I first moved to Philadelphia about 5 years ago, I saw the aftermath of a person killed, or at least seriously, seriously injured on her bicycle at 22nd and market.
Simon	Mosbah	2018 Carpenter St	Philadelphia	PA	19146-2617	(267) 439-7855	smosbah@design.upenn.edu	
Joni	Baumgarten	852 N 22nd St Apt 3F	Philadelphia	PA	19130-1456		joni.baumgarten@gmail.com	
Owen	Sindler	118 South 21st Street	Philadelphia	Pen nsyl van ia	19103	(215) 990-3207	sindlero@gmail.com	I commute to Temple University and ride my bike on 22nd north to Fairmount. It would feel safer to continue the bike lane from Spring garden to Fairmount.

The following 690 persons are in favor of making 22nd Street safer for all users.								
First	Last	Address	City	St	Zip	Phone	Email	Comment
Jared	McBride	721 S 19th St Apt A	Philadelphia	PA	19146-1858		jaredhw61@gmail.com	If our elected politicians care about the safety of Philadelphians (not just the ones who own cars and pollute the environment), they'll support safer roads for everyone.
Andy	Denison	2056 Brown St	Philadelphia	PA	19130	(267) 255-0546	ajdenison@me.com	Let's get a bike lane where it belongs now to make our roads safer for everyone.
Carl	Drexler	57 Loft Mountain Drive	Sicklerville	New Jersey	08094	(856) 904-5989	thenjrider@gmail.com	A bike lane north of Spring Garden on 22nd street would make me feel safer riding in North Philly.
Bridget	Everman	144 Tree St	Philadelphia	PA	19148-3339	(215) 432-3799	bgeverman@gmail.com	We need bike lanes to keep everyone safe! Philadelphia just landed a spot in the top 10 bike friendly cities in the US. Please help keep us there!
Thomas	Choinacky	921 Dudley St	Philadelphia	PA	19148-2320	215-545-9195	tchoinacky@gmail.com	The road is wide enough to support safer travel for all users by including a bike lane.
Chelsea	Switzer	4820 Cedar Ave	Philadelphia	PA	19143-2017	(617) 470-1280	chelseaswitzer77@gmail.com	I bike therefore I don't want to get killed. 22nd street is a huge liability.
Rachel	Isenberg	744 N Judson St	Philadelphia	PA - Pennsylvania	19130	(215) 435-5808	rockelpower@gmail.com	the more bike lanes, the better.
Kate	Mundie	1420 S 12th St	Philadelphia	PA	19147-4936		mundieart@yahoo.com	I am a mom who rides a cargo bike with my kids. I take them to school, grocery shopping, and all over the city. Bicycle Safety is a HUGE deal for my family. I want my children to be able to ride on their own safely and I want to have my space in the road. The right of the road belongs to the individual and not the size of the vehicle. By carving out a space for bikes, the street becomes safer for everyone, drivers, bikes, and peds and studies have shown that bike lanes do not add to car congestion. Going up 22nd street in a car is easy. On a bike you realize that 22nd street is good sized hill and on a cargo bike with two kids its a tough haul. A bike lane would make the uphill climb easier.
John	Reid	1826 E Passyunk Ave Apt 3	Philadelphia	PA	19148-2140	(505) 710-9753	traceur@gmail.com	I frequently ride my bike on 22nd street and a bike lane here would make my rides safer and more comfortable.
Lance	Iau	2470 Frankford Ave	Philadelphia	PA	19125-1638		lance.ecs@gmail.com	i support added bicycle infrastructure in Philadelphia
Samantha	Gainsburg	883 N 22nd St	Philadelphia	PA	19130-1432		sgainsburg@gmail.com	I live on 22nd street, north of Fairmount, and I always ride up 22nd street from center city. The bike lane is great but it drops off when you get to Spring Garden and becomes very dangerous with cars. I have had many vehicles get very close to me even when I am riding as close to the right as possible. Cyclists should have this space to continue to ride up to Fairmount. Make 22nd street safe!
Jed	Gunn	1000 Diamond St	Philadelphia	PA	19122-1239		jed.a.gunn@gmail.com	Safety for everyone.
Todd	Borneman	1810 Rittenhouse Sq	Philadelphia	PA	19103-5837		greenpants@comcast.net	I want safer streets and less bullsh!t politics.
Joseph	Varano	417 Bayard Rd	Kennett Square	PA	19348-1817		aikidojoe@yahoo.com	I'm tired of Philadelphia politics getting in the way of a better, safer city.
Katie	Monroe	1312 S Hicks St	Philadelphia	PA	19146-4832	(540) 908-1892	katie.monroe@gmail.com	We need to adhere to the bike/ped plan our City has in place, and not throw it out the window whenever a Council member feels like it. This is a vital part of our bike lane network, but beyond that it's necessary to make ALL road users safer. And that should be the priority, period.
Chris	Havlish	2134 S 17th St	Philadelphia	PA	19145-3853		chavlish@gmail.com	
Kathryn	Hurchla	1523 N 27th St	Philadelphia	PA	19121-3705		kmhurchla@gmail.com	To safely navigate Philly by myself or with my daughter on bikes
Emily	Furia	1300 Fayette St	Conshohocken	PA	19428-1337		emily.furia@rodale.com	I would like safe roads when I ride my bike to shop and attend events in Philadelphia.
Melissa	DiCarlo	134 Manton St	Philadelphia	PA	19147-5422		mel.dicarlo@gmail.com	
Bindu	Gajria	2526 Brown St	Philadelphia	PA	19130-1811	(267) 231-1788	bindugajria@gmail.com	I support the bike lane, as that will make the road safer for all vehicles, the bicycles and the cars. Philadelphia is becoming a bike-supporting city; do not let that stop at Fairmount Ave!

The following 690 persons are in favor of making 22nd Street safer for all users.

First	Last	Address	City	St	Zip	Phone	Email	Comment
Robert	Dombroski	1913 S 2nd St	Philadelphia	PA	19148-2601	(215) 300-6216	bobbydombroski@gmail.com	I use this stretch of road frequently and would greatly appreciate it if there was a safe lane of travel for me on my bicycle. I also drive around this city frequently as well and do not feel a bike lane would cause traffic on this stretch of road.
Ryan	Golhar	1013 S Cleveland St	Philadelphia	PA	19146-2648	(732) 354-1457	ryangolhar@hotmail.com	safety for bikers, pedestrians, and auto traffic.
Lauren	Chesnutt	161 Poplar St # 1F	Philadelphia	PA	19123-2311	(806) 781-5564	lauren.chesnutt@gmail.com	To provide a safer road for cyclists!
Nathaniel	Avorn	1411 Walnut St Apt 902	Philadelphia	PA	19102-3132		ntavorn@gmail.com	Bus and car traffic are near capacity. A bike lane here improves safety and property values. With the new Whole Foods, increased bicycle traffic is inevitable. If it is encouraged, it will reduce car traffic. I live in this neighborhood and I bike and I want a bike lane there. Most of my neighbors do too.
Howard	Pinder	1329 S. Colorado	Philadelphia	PA	19146		howard.pinder@gmail.com	We need more bike lanes in this city, especially where there is already space. Isn't this a no brainer?
jorge	brito	800 n 2nd st	Philadelphia	PA	19123		jorgeabrito@gmail.com	Please put more bike lanes on our streets.
Jillian	Thayer	1243 S Alder St	Philadelphia	PA	19147-5018		jillian.l.thayer@gmail.com	This whole city would fare better with more bicyclist safety and support. It is simply fair, not to mention healthy. Please help make us safer and treat us fairly by giving us a space to ride where we feel safe.
Lauren	Skala	981 N 6th St Apt 2r	Philadelphia	PA	19123-1468	2153597672	lauren.skala@gmail.com	
Michelle	Craren	1916 Bainbridge St Apt 1	Philadelphia	PA	19146-1808		michelle.craren@gmail.com	I am a regular cyclist; cyclist safety and road usability is important to me. Philadelphia should be promoting alternative modes of transportation, not impeding them.
Elizabeth	Lankenau	760 N Judson St	Philadelphia	PA	19130-2508		ehlankenau@yahoo.com	1. Fairmount is a destination, and people arrive here via all modes of transportation, including bikes. It is irresponsible to not stripe bike lanes for cyclists. 2. 22nd Street is not (and has not been) striped for two vehicular lanes. It does not safely support two vehicular lanes, particularly as a bus route and with cars speeding up 22nd Street. 3. Striping a bike lane would help to address #2 by narrowing the roadway. It would create a safer haven for cyclists already using this roadway. It would also make it clearer to drivers that it is (and should be) a single vehicular lane. 4. 22nd Street serves as a key link between the neighborhood, its business, and its cultural institutions to the East Coast Greenway on Spring Garden Street. It is also a key connector from The Parkway and Center City. 5. The City should be encouraging a mode of travel that promotes exercise and less dependence on fuel. 6. If Fairmount is under consideration to receive a Bike Share pod, it would - again - be irresponsible to not stripe for cyclists.
John	Yurick	32 Lily Pond Ln	Chester Springs	PA	19425-2720		johncrew4@aol.com	Let the professionals be professional.
Jeremy	Kaplan	1746 Tulip St	Philadelphia	PA	19125-2427		jeremy.kaplan2@gmail.com	Use 22nd St. often to get from Spring Garden to Fairmount. It's fast and dangerous for all users.
Marissa	Sudol	1719 Green St Apt 1	Philadelphia	PA	19130-3981		marissa.e.sudol@gmail.com	This is my neighborhood and I'm on 22nd street pretty frequently - the bike lane already exists south of Spring Garden, it doesn't make sense to NOT extend it a mere 4 blocks!
Henry	Kiely	1778 Frankford Ave Apt 102	Philadelphia	PA	19125-2454		henrykiely@gmail.com	
Becky	Mastin	13 E Oxford St	Philadelphia	PA	19125-4419	8148803790	beckymastin@gmail.com	More bike lanes = safer for everyone!
Daniel	Wolf	2239 Saint Albans St	Philadelphia	PA	19146-1714	(781) 201-9658	danielmichaelwolf@gmail.com	
Jamie	Chope	4840 Pine St Apt C409	Philadelphia	PA	19143-1762		jamie.chope@gmail.com	I commute by bike from West Philadelphia to Fairmount. Please allow for traffic calming measures to be installed to improve safety for drivers and bicyclists.

The following 690 persons are in favor of making 22nd Street safer for all users.

First	Last	Address	City	St	Zip	Phone	Email	Comment
Sarah	Davidson	604 Elm Ave	Swarthmore	PA	19081-1118	6128768402	sarahcdavidson@gmail.com	As a female biker who follows street laws, and is expecting a child, making Philadelphia streets safe for everyone who uses them is extremely important to me. Traffic calming measures don't just make the streets safer for bikers—they make them safer for drivers and pedestrians as well. Many studies have shown that bike infrastructure and other traffic calming measures become much more popular after they are implemented, when drivers realize that driving becomes more pleasant, and they and their families can safely ride bikes and walk to school in their neighborhood when they want to. And, when designed correctly, this kind of infrastructure can actually speed up car traffic (for example the buffered bike lanes in NYC: www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf). And in case you are wondering, we have absolutely no intention of moving to the suburbs!
Austin	Ludwig	1135 Pine St	Philadelphia	PA	19107-6212		austin.d.ludwig@gmail.com	After bicycling in Boston for a few years both casually and as a commuter, I've found Philadelphia to be much friendlier and safer when it comes to biking. Don't stop this trend now. Expand our network.
Nicole	Matthesen	2207 Mount Vernon St	Philadelphia	PA	19130-3114		nmatthesen@gmail.com	
Carolyn	Auwaerter	4820 Cedar Ave	P	PA	19143		carolynauw@gmail.com	I love the Fairmount neighborhood, but I do not love drivers aggressively honking and passing me on my bicycle on 22nd street.
Christine	Kozak	853 N Beechwood St	Philadelphia	PA	19130-1436		chkozak@verizon.net	22nd street is not a 2 lane street. Cars jockey for space and tempers flare. It should be 1 lane for cars and 1 for bikes
Jessica	Mammarella	1434 S 21st St	Philadelphia	PA	19146-4510		jess.mammarella@gmail.com	I live in South Philly so I use the 22nd street bike lane to go north all the way from below Washington. I am usually riding with my 2 year old daughter, to the park or other events in Fairmount. The bike lane helps keep us separated from cars and hopefully slows them down. Before I had a baby I used this bike lane daily to get from home to Temple. I often frequented businesses in Fairmount because it was on my route. I consider that bike lane a great asset to the my family's life. I am also a car driver and do not have a problem with single lane streets and bike lanes. I like the different pace bikes bring to the street. Thanks.
Kelsey	Gibbons	2411 Lisa Ln	Allentown	PA	18104-1213		kelseyjoygibbons@gmail.com	This is very important to me, as I bike to 30th Street Station every morning, and have nearly been hit by motor vehicles on multiple occasions. Councilman Greenlee and President Clarke, please help protect your constituents by allowing the Street Department to install traffic calming measures.
Jerricka	Hill	236 S 38th St Apt C401	Philadelphia	PA	19104		jerricka@gmail.com	I always feel much safer on streets that have a dedicated bike lane. I go out of my way to use streets that have been converted in this manner. Spruce and Pine have not suffered from losing a car travel lane, but have become something like a bike highway. Please extend 22nd St!
Kira	White	725 S 16th St	Philadelphia	PA	19146-2119	2013889094	kira.a.white@gmail.com	Bike lanes make cities safer and healthier. They do not increase congestion and traffic, as proven by recent studies done in New York City.
Lynn	Fink	2409 E Clearfield St	Philadelphia	PA	19134-4417		lynnfink44@gmail.com	I both ride my bike and I drive up that way and believe it would be safer to everyone involved if there was some structure on the street. I'm not sure why painting lanes for safety is a bad thing and something worthy of rejection. Please make our home safer by allowing this very simple change. The Street Department will already be doing work there. Let them do their jobs!
Seth	Weiner	1015 S Dorrance St	Philadelphia	PA	19146-2650		seth.weiner@gmail.com	We need to prioritize all forms of transportation and the healthy growth of the city through appropriate civic planning. The incorporation of bike lanes into these plans is best for current residents as well as the future of our city.
Jana	Slipski	1313 S 6th St	Philadelphia	PA	19810		jana.slipski@gmail.com	
Dena	Driscoll	147 Kalos St	Philadelphia	PA	19128-3831		dena.driscoll@gmail.com	I use this street to shuttle my children to preschool. The current large unmarked lane is dangerous to everyone. Being squeezed by busses/trucks and parked cars is not safe. Traffic professionals say two car travel lanes don't fit. I agree as a daily user of this road as well.

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Gorkem	Dagdelen	29th Street	Philadelphia	PA	19121		daggorkem@yahoo.com	
Jake	Thompson	1412 Clarion St	Philadelphia	PA	19147	2158010857	jakekt@gmail.com	Safety and access are the most important needs of a city street, and a bike lane will improve both, not just for cyclists, but for pedestrians and drivers as well. Ignoring the needs of the neighborhood and the city at large by leaving 22nd Street unstriped is a terrible mistake. Please take the best course of action for everyone by allowing the installation of traffic calming measures on this stretch of 22nd Street, including extending the existing bike lane.
Erin	Engelstad	1249 S 46th St	Philadelphia	PA	19143-3801		erinengelstad@gmail.com	Bike safety is important and is a priority for many Philadelphians, including myself.
Lucas	Pfaff	1626 E Eyre St	Philadelphia	PA	19125-2420		lucaspfaff@gmail.com	
Barbara	Koester	2211 Pemberton St	Philadelphia	PA	19146-1140		barbarakoester@mac.com	I have been riding my bike as a form of transportation in Philadelphia for 45 years. This is an ideal city for bike riding. Let's move forward to make it less death defying!
Geneva	Daniels	3901 Market St	Philadelphia	PA	19104-3133		birder552001@yahoo.com	I don't bike but I do walk through the area of 22nd street and it seems a little dangerous to me. Let's make it a whole lot safer.
Marguerite	Ayres	50 W Southampton Ave	Philadelphia	PA	19118-3909		mjayr@comcast.net	Bicycling should be encouraged. Safer streets means more cyclists.
Brian	Murray	1133 Annin St	Philadelphia	PA	19147-4603		brianmurray72@gmail.com	It is absurd that such a safety measure should be blocked by the city's own council members. Like many citizens, I ride a bicycle everyday in the city, and as anyone can attest to, we need all the help we can get to increase street safety. It is foolish and against the civic spirit of cooperation to object to a plan already put in place by the Streets Department's engineers to create a safer traffic environment.
Ron	Emrich	1203 Pine St	Philadelphia	PA	19107-5905		ron@ronemrich.com	I, too, get around almost exclusively by bike and walking, and I will not support any city council member that refuses to allow the Streets Department to do its job.
Steve	Hach	2615 E Norris St	Philadelphia	PA	19125-3522		stevehach@gmail.com	I am tired of councilman Greenlee allowing parochial ward-heeler concerns to retard the growth of our city. Greenlee is an at-large councilman who should be helping the entire city. 22nd st as currently configured is an unsafe "racetrack" which isn't really wide enough for two car lanes. A bike lane and traffic lane will calm things down and allow better traffic flow. He should stop blocking commonsense infrastructure improvements.
Aaron	Libson	4919 N 9th St	Philadelphia	PA	19141-3925		aali4919@aol.com	To save lives!
Shawn	Megill Legendre	3671 Eveline St	Philadelphia	PA	19129-1708		sslegend2000@yahoo.com	
Sadie	Robinson	4722 CEDAR AVE	PHILADELPHIA	PA	19143	215-222-7234	sadie.robinson@gmail.com	
Katie	Fox	1919 Spring Garden St Apt 3F	Philadelphia	PA	19130-3861		katiegfox@gmail.com	It's my neighborhood!
Katherine	Cowing	736 N Judson St	Philadelphia	PA	19130-2508		kcowing@juno.com	I both drive and bike throughout the city. I both cases I prefer if bikes are in a dedicated lane. 22nd St is an ideal place for such a lane as there needs to be a direct route for bikes from Center City to Fairmount.
Ryan	Donnon	1735 Manton St	Philadelphia	PA	19146-3017		ryan.donnon@me.com	I believe the streets should be equally safe for cars AND bikes, share the road!
Jenna	McBride	884 N Bailey St	Philadelphia	PA	19130-1807		jennamcbride@gmail.com	Safety first! Not politicians!
Amy	Choules	925 N 30th St	Philadelphia	PA	19130-1138		amyechoules@gmail.com	Our family frequently bikes on 22nd Street with our children in tow.
Roy	Conard	1219 S 11th St	Philadelphia	PA	19147-5031		rcnd268@gmail.com	
Mark	Aufdemberge	1407 S Percy St	Philadelphia	PA	19147-5614	267-253-2832	fdmbrg@gmail.com	Bike lanes always make streets safer for everyone. They encourage cyclist to use specific roads where they know vehicles and pedestrians are more likely to expect them. This allows for other streets to have less bicycle traffic. When I bike around Philadelphia, I plan my routes based first on where bike lanes are and travel up to 4 blocks out of my way to use them. They make transportation safer and more efficient for everyone.
Mary	Pelak	557 Westmoreland Ave	Kingston	PA	18704-5225	(570) 287-3777	mary.pelak@gmail.com	

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John	Boyle	423 E Franklin Ave	Edgewater Park	NJ	08010		fjohnboyle@gmail.com	Narrowing the street reduces speeding and makes it easier for pedestrians to cross the street. The 22nd St is also part of the City's Bicycle and Pedestrian a process that took 3 years and cost nearly \$300,000 in State and Federal planning funds.
Joel	Turske	1231 S Carlisle St	Philadelphia	PA	19146-3120		metalmoney@mac.com	As a person who commutes from South Philly to Fairmount often for work, the 22nd St bike lane is extremely important. 21st and 22nd are clearly thoroughfares from the south side of the city to the north side, and cyclists deserve to have a spot on that thoroughfare. Philadelphia is one of the most bikeable cities in the country and a leader biking advocacy, to lose the bike lane on 22nd would be regression.
David	Dannenberg	7000 Wissahickon Ave	Philadelphia	PA	19119-3730	(215) 219-2273	ddannenberg@mac.com	I believe that the bike Streets Dept's first plan for striping 22nd street is the best for all users--drivers, cyclists, and pedestrians. I believe that Councilman Greenlee is out of line and I further believe that Council as a whole is way out of line in taking the prerogative to have to approve all bike lanes in the city. Council persons may have some useful attributes, but expertise in traffic management is not among them; certainly it can not be assumed to be something possessed of all council persons upon election. I ask Councilman Greenlee to: Let the Streets Department do its job. Listen to your constituents. Do what is right and has been demonstrated to work.
Paul	Droesch	2335 Perot St	Philadelphia	PA	19130-2525	(215) 763-5214	pfdroesch@gmail.com	I'm a longtime Fairmount resident who has been car-free for 20 years. My wife and I get around town on our bikes, but avoid 22nd St. because it's dangerous. I'm very disappointed in Councilmembers Greenlee and Clarke, and won't vote for either unless they do the right thing.
Lara	Marek	726 N Bodine St	Philadelphia	PA	19123-2914	(215) 413-7796	lamarekus@yahoo.com	
Daniel	Safer	3305 Hamilton St	Philadelphia	PA	19104-2530	(215) 662-5430	saferdan@hotmail.com	I have been biking in Philadelphia for 40+ years, and have experienced the hazards of 22nd Street first-hand.
Joseph	McDonnell	4121 Brandywine St	Philadelphia	PA	19104-1768		mcdonnell4121@gmail.com	
Marina	Stuart	113 N. Van Pelt Street	Philadelphia	PA	19103	(215) 561-1932	mstuart9994@gmail.com	
Gili	Ronen	2822 W Girard Ave	Philadelphia	PA	19130-1215		gilironen@hotmail.com	Bike lanes are safe and super.
Juliet	Geldi	1924 North St	Philadelphia	PA	19130-3216	(215) 266-0999	jgeldi@hotmail.com	I have biked up this stretch of street while pregnant and carrying groceries on my bike, having to navigate between cars jockeying for position in what really should be a one-lane street. Is it crazy not to take this opportunity, now that the street has been re-paved, to reconsider the lanes. One car lane plus one bike lane seems like a natural fit, and the connectivity between Spring Garden and Fairmount lanes makes it a no-brainer. Stop moving our city backward by blocking progress like this!
Coleen	Conlon-Dowd	2521 Meredith St	Philadelphia	PA	19130-2421	(215) 554-0797	coleenconlon@yahoo.com	As a 10 year Fairmount home owner, and the spouse of a commuter cyclist, I avidly support the Street's Dept plan to continue a bike lane from Spring Garden St to Fairmount Ave. As a driver, I appreciate the visual cue of a bike lane to keep me alert to sharing the road with cycling commuters.
Naomi	Littell	514 N 41st St	Philadelphia	PA	19104-1765	(215) 880-1654	yowszxa@yahoo.com	
Sierra	Skidmore	4335 Pine St	Philadelphia	PA	19104-3919		sierra.skid@gmail.com	I care about bike safety.
Rebecca	Vernon	230 N 21st St Unit 307	Philadelphia	PA	19103-1130	(919) 923-3404	vernonrebecca@hotmail.com	Bike lanes are necessary for cyclist safety in a compact urban area like philly. Additionally, more cyclists means safer cycling because motorists are more aware of cyclists.
Julie	Hancher	750 S Marshall St # 1	Philadelphia	PA	19147-2927		jmh510@gmail.com	Bike lanes are essential for making streets safer for all. Plus, biking's fun, keeps us healthy and a great way to get around the city.
Padhraig	Higgins	620 League St	Philadelphia	PA	19147-4824	(814) 880-1947	phiggins2000@hotmail.com	
Leigh	Goldenberg	1411 S Franklin St	Philadelphia	PA	19147-5724	(740) 591-6760	leighgoldenberg@gmail.com	Let's make our city safer and more friendly for all types of commuters.
Megan	Rosenbach	1500 Walnut St	PHILADELPHIA	PENNSYLVANIA	19102		megan@bicyclecoalition.org	Our street designs, especially those streets with room, need to take into consideration all road users: cars, buses, bikes, and pedestrians.
Paul	Braff	234 S 21st St	Philadelphia	PA	19103-4807		pbraff@gmail.com	

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Martin	Kreibe	826 N 23rd St	Philadelphia	PA	19130-1904	{610} 212-4584	mkreibe@gmail.com	I live in the neighborhood and cycle, there is no reason not to do this. Shameful that cycles are 3rd class citizens.
David	Barnes	331 Kent Rd	Bala Cynwyd	PA	19004-2823	610 529 6199	dbarnes@sas.upenn.edu	I am a bike commuter and recreational cyclist in and around Philadelphia. 22nd St. is one of the major northbound arteries I (and many other cyclists) depend on in the city. Painting lines is less expensive than other options, but makes a huge difference in safety for EVERYONE (drivers and pedestrians as well as cyclists).
Michael	Wisniewski	5 Woodbridge Rd	Marlton	NJ	08053-1118		mikewisn01@gmail.com	Much needed safety improvements as part of complete streets initiative.
Mark	Allain	657 Imperial Dr	Mohnton	PA	19540-8835		mcslain@yahoo.com	
Jesse	Ballenger	131 W Gorgas Ln	Philadelphia	PA	19119-2508	814-861-3053	jess.ballenger@gmail.com	I travel by bike throughout Philadelphia. Adequate bike lanes through the Fairmount neighborhood are absolutely essential.
Helen	Pauly-Hubbard	914 S Saint Bernard St Apt 2	Philadelphia	PA	19143-3311		hpaulyh@gmail.com	Safer streets in Philadelphia for bikers.
Ronnie	Cameron	1815 Fairmount Ave	Philadelphia	PA	19130-2837		rcameron@realwinwin.com	safety, for motorist and cyclist. Without bike lanes there are many motorist who will disregard your safety as a cyclist as they believe that you do not have the right to be on the road if there is not bike lane. They will honk, move in close, bully you to the side of the road and dangerously speed past you (usually to red light.) A bike lane will keeps thing civil and help encourage cycling which will reduce center city traffic.
Frank	Iacovino	1621 S Camac St	Philadelphia	PA	19148-1006		frank@iacovino.org	
Susie	Mizelle	5317 Catharine St	Philadelphia	PA	19143-2605		susieturp@earthlink.net	I regularly ride with my children, this part of town can feel really scary when there isn't a designated bike lane. More bike lanes are good for everyone!
Ryan	Cameron	1420 S 17th St	Philadelphia	PA	19146-4715	6465731803	ryanlincam@gmail.com	I am a biker and I use this route frequently. An extended bike lane would improve my commute immensely and make me feel safer on my way to and from work.
Brian	Slagle	1621 Catharine St	Philadelphia	PA	19146-2020		bjslagle@gmail.com	I regularly commute using 22nd street, and am further displeased with the lack of satisfactory explanation for not including the extension on the already recognized bike artery.
Chris	Kendig	2054 Ellsworth St	Philadelphia	PA	19146-2826		chriskendig@gmail.com	I'm an avid biker in the city. While the city has done much to improve safer biking areas much still needs to be done. We bikers take our safety seriously and I take these measures by Councilman Bill Greenlee as a slap in the face.
Pamela	Zimmerman	517 S 27th St	Philadelphia	PA	19146-1012		phz517@aol.com	22nd Street should be made safer for cyclists and cars. Adding a bike lane (and markings) will help meet that goal.
Angela	Miles	1118 S 48th St	Philadelphia	PA	19143-3511		miles.angela@gmail.com	Bicycles, cars and pedestrians need equal access to city thoroughfares in order to promote safe coexistence and a better, less congested city! Bike lanes validate bicycles as a recognized and protected mode of transportation and therefore promote safer and more law-abiding cycling. Share the road, share the city!
E Bryan	Crenshaw III	407 Wigard Ave	Philadelphia	PA	19128-4147		ebcii3@bcrenshaw.com	As a bicycle commuter, I know first hand how important it is to have a community of bicyclist on the roads to enhance the safety and comfort of bicycling in Philadelphia. Bicycling affords an inexpensive alternative to many infrastructure problems in Philadelphia, including parking and increased automobile traffic. Every effort needs to be taken to enhance the safety of bicyclist on the road to ensure that this important segment of travel in enhanced. Importantly, studies show that enhancing the bicycling infrastructure makes the roads safer for all, bicyclists, pedestrians and automobiles alike. Interfering with the process by which professionals determine the best alternatives is just plain bad government, and leads to the current short-sightedness that will ultimately stymy the sustainable development of Philadelphia.
Jonathan	D'Alba	15 Brewerytown Ct	Philadelphia	PA	19121-4430		jonathan.dalba@gmail.com	My primary means of transportation is my bike and I ride through the Fairmount area every day.
Christine	Brisson	2041 Arch St Apt B	Philadelphia	PA	19103-1481		brissonchristine@yahoo.com	Bike lanes make our city safer and more livable for everybody - whether they ride a bike or not.
Julia	Stone	213 Buttonwood Way	Glenside	PA	19038-3305		juliaelizabethstone@gmail.com	

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First	Last	Address	City	St	Zip	Phone	Email	Comment
Ryan	Lohbauer	867 N 20th Street	Philadelphia	NJ	19130	2678041487	ryeguy@gmail.com	22nd street at this location especially needs protection for cyclists due to the incline. Cyclists have to travel slowly up this stretch and are more vulnerable to aggressive drivers who try to squeeze two lanes out of the street width. Councilman Greenlee, do the right thing for the city and stop blocking safety and quality of life improvements to the city.
Marielle	Lerner	4836 Walton Ave Fl 3	Philadelphia	PA	19143-2019	2159179535	marielle.lerner@gmail.com	I bike all over the city as my main transportation. I hope one day all of Philadelphia's streets will be safe for cars and bikers!
Emma	Pollum	526 Garden St	Mount Holly	NJ	08060-1503	8564269519	epollum@gmail.com	Streets should be made usable for all modes of transportation!
Edward	Meisarosh	2042 Saint Albans St.	Philadelphia	PA	19146		emelsarosh@gmail.com	
Erika	Reinhard	1114 Snyder Ave Apt 2	Philadelphia	PA	19148-5522		elreinhard@gmail.com	We need more bike infrastructure in this city not only to make streets safer for cars, bicyclists and pedestrians, but to also make the bike share program a success.
Adam	Mullen	4801 Ridge Ave	Philadelphia	PA	19129	2154997392	adam.d.mullen@gmail.com	I spend a fair amount of time abroad in places like Iceland, Denmark, and the Netherlands. I can tell you first hand the benefits of making it "less" appealing to drive in a city, not more, make for a nicer, safer place to live and work for everyone. If you want to encourage real revitalization of the city proper, opposing measures which calm traffic and promote alternative forms of transportation are not the way to do it. This is worth a read: http://www.triplepundit.com/2013/10/brief-history-cycling-denmark-netherlands/ . While brief and not very in depth, there's loads more out there online which show the social and economic benefits of discouraging car use within cities - especially older ones.
Whitney	Martinko	1527 Pine St.	Philadelphia	PA	19102		wmartinko@gmail.com	I support bike lanes as a cyclist and motorist in the city. Please build urban infrastructure that makes travel safer for everyone!
Michael	Warrington	2317 Tulip Street	Philadelphia	PA	19125	2677014019	michael.warrington@gmail.com	I'm tired of the officials in this city promoting bicycle infrastructure and then not going forward with plans that make sense. From not striping bike lanes on super wide 22nd street to the complete non-enforcement of people parking in bike lanes on Spruce and Pine. It's a joke. Complete streets? Where?
Joshua	Roberts	2033 Brandywine St	Philadelphia	PA	19130-3204		rober035@gmail.com	We need a bike lane on 22nd street. There are not enough N-S bike lanes in the City. Also, cars go way to fast up 22nd through the Spring Garden light. A bike lane would slow down traffic.
Joe	Petrini	2020 Green St	Philadelphia	PA	19130-3276	2154101924	joepetrini@gmail.com	I ride this stretch of 22nd almost every day
Kyle	Clifford	839 N 19th St Apt 22	Philadelphia	PA	19130-2001	(267) 978-3916	kyleclifford@gmail.com	22nd street between Spring Garden and Fairmount is a circus without lane markings. It starts out wide enough for 2 vehicles, but narrows as it approaches Fairmount to less than 2 lane-widths. Is the city waiting for someone to get hurt before they act?
Joseph	Connelly	1414 Unruh Ave	Philadelphia	PA	19111-4910		snakethegreat@verizon.net	I have never ridden my bike on 22 St. I have driven a car there often. It seems to me that the street would be safer with a bike lane than the way it is now. I would be interested in knowing why that seemed like a bad idea to some people.
Seth	Tannenbaum	1122 Buttonwood St Unit C	Philadelphia	PA	19123-3738		seth.tannenbaum@gmail.com	I frequently bike and drive on 22nd Street between the Parkway and Fairmount Avenue and I think it needs clear markings for both cars and bikes so that everyone can use it safely.
Laurie	Norton	829 Sears Street	Philadelphia	PA	19147		lanorton@yahoo.com	
Melanie	Soules	1605 Connecticut Ave., 3rd Floor	Washington	DC	20009		melanie@picnet.net	To keep my Philly friends safe!
Harris	Miller	143 S 2nd St	Philadelphia	PA	19106	2678869171	millerrhp218@gmail.com	

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Caryn	Blanton	2017 Green Street, Apt 1F	Philadelphia	PA	19130	312.608.8262	cblant1@gmail.com	I live near 22nd, between Fairmount and Spring Garden and use it frequently to commute. Bike lanes not only make biking safer, but also make drivers feel safer and all around more comfortable when bikers are present. Bike lanes can also lessen harassment experienced by bikers (from drivers, including Police) and frustration experienced by drivers who aren't educated on bike laws. Coming from Chicago where I felt completely safe riding anywhere I wanted to for the past 15 years, I have to say Philly has taken some time to adjust to. The biking infrastructure in Philadelphia needs great improvement, and this would be a step in the right direction.
Cassie	O'Connell	5342 Hadfield St	Philadelphia	PA	19143	(215) 964-1497	cassieoconnell@gmail.com	I bike regularly on this stretch of 22nd St to commute to work near from SW Philly to Habitat for Humanity offices near Temple University. There's plenty of space for a bike lane - but not quite enough for two cars abreast - and not enough space for 2 cars and a bike. It's a confusing spot as there is a bike lane on 22nd up to that point. Where 22nd crosses Spring Garden, cars tend to immediately occupy the space that designated for bikes in previous blocks - creating a frustrating, confusing and dangerous pinch point for both drivers and bikers. There are many dangerous streets and intersections like this in the city which could be easily remediated with painting bike lanes and without repaving or moving curbs. There are also many spots in the city which need more extensive work to ensure the safety of all moving vehicles! Please, let's start here!
Zachary	Billet	1011 S Bouvier Street	Philadelphia	PA	19146	2158726204	zbillet@gmail.com	
Dawn	Whitfield	2124 Pine St Apt 1F	Philadelphia	PA	19103	856-912-6473	dawn.whitfield@gmail.com	
Lauren	D'auria	2501 meredith street #2	Phila	PA	19130	5129717952	daurla@yahoo.com	this is my neighborhood and i ride these streets daily- i would love the addition of another bike lane
Vitold	Vasilyev	2450 Olive St.	Philadelphia	PA	19130	4844690307	vitoldv@netscape.net	22 is a funnel for cars. I'm an avid cyclist.
Robert	Yaskin	421 15th Street	Ocean City	NJ	08226		ryocean21@gmail.com	I've ridden on 22nd street many times on my bicycle, and a contiguous bike lane is very much needed.
Michael	Spriggs	2337 S Bancroft St	Philadelphia	PA	19145		mdspriggs@gmail.com	When mapping companies shows this as a preferred route, the needs to be marking to ensure everyone's safety.
Rebecca	Cweibel	2040 S Darien St	Philadelphia	PA	19148		rcweibel@gmail.com	
Colleen	Doherty	726 Tasker St	Philadelphia	PA	19148		colleen.e.doherty@gmail.com	
Lynne	Brosch	741 Emily St	Philadelphia	PA	191482425	8563043719	timlynlst@comcast.net	We bought a house in Phila so we can enjoy riding our bikes and commute to work. We need MORE bike lanes not less!!!!
Kevin	Kelly	655 N 22nd St	Philadelphia	PA	19130	4846784843	kmk9r@virginia.edu	I live on the street and think the current de facto traffic pattern is dangerous for pedestrians, cyclists, and drivers. Adding a bike lane and appropriate lane striping will increase safety for all parties at a very minimal disruption for vehicles. Anyone who lives in the neighborhood knows that cars race up 22nd Street, often driving dangerously close to one another, and brake suddenly at the stop light on Fairmount (often stopping in the middle of the crosswalk). It is amazing to me that people prefer the current situation to a solution that would make the neighborhood safer.
Christine	McQuade	880 N 25th St.	Philadelphia	PA	19130		ckmcquade@gmail.com	I live in Fairmount and would love to see the streets made safer for pedestrians, cyclists, and drivers. Thank you for your consideration!
Katie	Pinder	1329 S Colorado St	Philadelphia	PA	19146	2152429253	katiep@bicycloalition.org	
Keristin	Gaber	330 Emily St	Philadelphia	PA	19148	(267) 844-1415	keristingaber@gmail.com	I take this route to work.
Aarti	Patel	619 S 16th St Apt 2F	Philadelphia	PA	19146	(717) 203-0867	aartiypatel@gmail.com	Want safer streets for bicyclists and motorists.
Doug	Grainge	785 N. 24th St.	Philadelphia	PA	19130		jdgrainge@gmail.com	I live in Fairmount and bike on 22nd St. almost daily. It needs some organizing marking to make it safer.
James	Copes	3601 Conshohocken Ave Apt 524	Philadelphia	Pen sylv ania	19131		jncopes@gmail.com	I commute to work on my bicycle.
Lucy	Yates	246 W Upsal St	PHILADELPHIA	PA	19119		l.juliet.yates@gmail.com	22nd needs to be safer for all users, especially bikers!
Victoria	Joye	1712 N Gratz Unit B	Philadelphia	PA	19121	2034706306	vjoye@temple.edu	I use 22nd street to get home everyday. I would feel much safer if there was a a bike lane.

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Lou	Perseghin	1911 Manton St.	Philadelphia	PA	19146		lou.perseghin@gmail.com	I ride this road frequently and without lane markings, there is a clear safety issue for both bikers and motorists. What kind of fool keeps safety at bay due to his own ignorance?
Brad	Testing	123 Street	Bigtown	AK	12345		brad@email.com	Testing
Tim	Forbes	1605 Connecticut Ave. NW, Fl. 3	Washington	DC	20009		tim@picnet.net	test reason for signing
Tim2	Forbes2	1605 Connecticut Ave. NW Fl 3	Washington	DC	20009		tim2@example.com	test reason for signing 2
Robert	Weyman	2311 Parrish Street	Philadelphia	PA	19130		rweyman1@gmail.com	I support installing a bike lane on 22nd street.
Tiffany	Hogan	832 N. Judson Street	Philadelphia	PA	19103		hogatiff@gmail.com	I use 22nd street daily on my commute to work via bicycle. Currently, the "2 lane system" is a danger to me and other cars. There are many other streets, e.g. 23rd street, on which buses travel that is a narrower 1 lane of traffic and there is never a back up.
Deana	Stuart	1723 S Iseminger St.	Philadelphia	PA	19148		deana.stuart16@gmail.com	
Leah	Schumacher	4504 Pine St. Apt 3C	Philadelphia	PA	19143		leah.schumacher1@gmail.com	
Peter	Leckman	1937 Mount Vernon St.	Philadelphia	PA	19130		pleckman@yahoo.com	
Kelsey	DeCercchio	2301 Perot st.	Philadelphia	PA	19130		kelsey.decerchio@gmail.com	As a bike commuter and a Fairmount resident I'm all for a bike lane so I don't a. Get run over or B. Get doored!
Catherine	Price	Mount Vernon and 20th	Philadelphia	PA	19130		catherine.price@gmail.com	Dear Councilman Greenlee, As a neighborhood resident I was extremely disappointed to see that no bike lane was added to 22nd st between Spring Garden and Fairmount when the street was recently repaved. As you know, there is a bike lane on 22nd street below spring garden and another on fairmount; this S-or-so block section (which happens to be on a hill) is the only part missing. 22nd street is an awkward width that is not quite wide enough for 2 full lanes - especially since it's a bus route. This means that there's often only one lane of traffic to begin with. When drivers try to treat it like there are 2 lanes, it leaves no shoulder for bikers, which can be a particularly terrifying experience when one of the vehicles is a bus. Having a bike lane would clarify the street for drivers (which I argue would actually help traffic) and could save the life of a biker. Also, given that 22nd street already IS a bike lane all the way from south street, it just makes sense. As a spring garden resident, I respectfully ask you to allow the streets department to proceed with the bike lane as planned.
Abby	Vigderman	4028 green st	Philadelphia	PA	19104		abbyvig@brandeis.edu	
Robert	Seeley	141 W Harvey St	Philadelphia	PA	19144		bobseeley@givewings.com	
Madelyn e	Greene	4513 Spruce st	Philadelphia	PA	19139		mgreen1228@gmail.com	Because I live in Philly and I need to ride safely on my bike to be a productive member of society; to keep my job, get to school, contribute to the local economy, and take care of myself.
Karen	Atzert	2311 Parrish St	Philadelphia	PA	19130		karenatzert432@msn.com	
Ethan	Solomon	1709 Ellsworth St	Philadelphia	PA	19146		esolomon15@gmail.com	Safety first! Unconscionable that a Philadelphia City Councilperson values the (questionable) convenience of motorists over the life-and-death safety of cyclists.
Sheera	Rosenbaum	N 25th street	Philadelphia	PA	19130		sheerarosenbaum@gmail.com	Thats how I bike home everyday!
Scott	Alberts	212 Glendale Rd	Upper Darby	PA	19082		scottcorps@yahoo.com	Frequent cyclist in Philadelphia. Daily cycle commuter.
Ramon	Monras-Sender	330 W Duval St.	Philadelphia	PA	19144		rmsender@gmail.com	
Celia	Casuccio	4701 Cedar Ave	Philadelphia	PA	19143		celiacasuccio@gmail.com	I bike up 22nd everyday. I often feel anxious with the traffic between Spring Garden and Fairmount. People drive too fast and cut bikes off to turn right on Fairmount. Having bike lanes connect to each other- the 22nd lane to the one on Fairmount- is crucial for safety and efficiency.
Erica	Tibbetts	1221 Locust St	101	PA	19107	2675192451	erica@gearing-up.org	
Christine	Weisshaar	1822 Green Street	Philadelphia	PA	19130		clweisshaar@gmail.com	
Gregory	Yeutter	777 N 27th Street	Philadelphia	PA	19130		yeutterg@gmail.com	22nd St between Winter St and Fairmont Ave is especially challenging for bicyclists, and extending the bike lane would help improve the situation, especially with the upcoming bike share program.
Mimi	Fuchs	2234 Taggart St	Philadelphia	PA	19125		mfuchs@fi.edu	
James	Offer	2023 E Firth St	Philadelphia	PA	19125		jimoffer@gmail.com	
Aaron	Bauman	14XX S Franklin St	Philadelphia	PA	19147		aaronbauman@gmail.com	

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Ryan	Hogan	742 N. Judson St.	Philadelphia	PA	19130		hogaryan@gmail.com	
Sarah	Kloss	1333 South 10th Street	Philadelphia	Pennsylvania	19147	5102075182	sarah.kloss@gmail.com	I work in Center City and it's difficult to travel up to the Fairmount Area to visit businesses with no bike lane.
Katie Burrows	Burrows	756 N. Uber St	Philadelphia	PA	19130		katherine.burrows11@houghton.edu	I bike up 22nd almost every day, and the stretch between Spring Garden and Fairmount is confusing for motorists and cyclists as is. I have been honked at and felt unsafe, even while lawfully riding my bike on the right side of the road and signalling. Please paint the bike lane!
Anthony	Faranda	862 N Bucknell Street	Philadelphia	PA	19130		anthony.faranda@gmail.com	I commute on this stretch of roadway 5 days a week year round and typically on weekends in general travel as well. I live just 5 blocks from the north end of the proposed bike lanes and feel it would add a great measure of safety in the 300+ times per year that I ride on this stretch of road. This stretch of road is dangerous because drivers typically race to jockey for position at the Fairmount street traffic light, drag racing one another at speeds much higher than the speed limit trying to get around cyclists and the SEPTA and Philly Phlash buses that travel it regularly. Often times there are a blend of tourists that don't know where they are going headed toward the Eastern State Penitentiary being passed at a high rate of speed by other "local motorists" passing through to Girard. I consistently feel endangered in this area.
Laila	Reilly	2031 North Street	Philadelphia	PA	19130		lailareilly@gmail.com	
Glenn	Bates	1833 Fairmount Ave APT 305	Philadelphia	PA	19130		glennbates@gmail.com	New York City found that protected green lanes had a significant positive impact on local business strength. After the construction of a protected bike lane on 9th Avenue, local businesses saw a 49 percent increase in retail sales. In comparison, local businesses throughout Manhattan only saw a 3 percent increase in retail sales. NYC DOT, 2012 - Measuring the Street
Phoebe	Wang	3901 Locust Walk MB 798	Philadelphia	PA	19104		phoebe.g.wang@gmail.com	
zachary	hutchins	3703 Powelton avenue	Philadelphia	PA	19104		zack.hutchins123@gmail.com	My bike is my only means of transportation
Derek	Beyer	2013 Green Street	Philadelphia	PA	19130		dereksbeyer@gmail.com	I bike this street constantly. The original, engineer-approved plan to include a bike lane is fully necessary. I'm not merely biased. I drive too, and 9/10 times that I have parked in my neighborhood in the last year have been on this street between Spring Garden and Fairmount. It would've been better to have a single lane of motor traffic. Stick with the expert endorsed plan.
Sarah	Rauers	908 S 47th St	Philadelphia	PA	19143		sarah.rauers@gmail.com	I use a bicycle as my primary mode of transportation, and I already have to fight to get cars to notice me IN A BIKE LANE. PLEASE don't put my life at risk by ignoring the fact that bicycles are part of the traffic on Philadelphia roads.
Noemi	Fernandez	427 S Broad Street	Philadelphia	PA	19147		artenf@gmail.com	
Brian	Beachler	1823 Spring Garden St.	Philadelphia	PA	19130		brian.beachler@gmail.com	I live 3 blocks away from 22nd, and ride my bike along this stretch frequently. Please reconsider the Street Department plan.
Colin	Eggert-Crowe	835 N Taylor St	Philadelphia	PA	19130		ceggertcrowe@gmail.com	
Karen	DeWispelaere	Green St	Philadelphia	PA	19130		karendew@mail.med.upenn.edu	I think safety is important and the Streets Department should be able to do their job to improve traffic safety in the city, especially after that report came out that Philadelphia has the worst drivers and the most collisions of all the major cities.
Hedy	Cerwinka	Bentley	Bala Cynwyd	PA	19004		hcerwika@comcast.net	Plenty of us bike in from close-in suburbs and need safer streets to bike in to the city and while in the city.
Steven	Ramirez	1165 Dorrance St	Philadelphia	PA	19146		sramirez824@gmail.com	We need to protect our local citizens.
David	Balli	4407 Pine street	Philadelphia	PA	19104		balli.dave@gmail.com	Bike lanes make our city safer for everyone.

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Jessica	Sands	2946 W. Flora Street	Philadelphia	Pennsylvania	19121		jess.sands32@gmail.com	The lack of line markings on this street is DANGEROUS. Cars and other traffic is unsure whether to treat the road as one or two lanes, and this creates confusion which endangers the lives of cyclists, pedestrians, and other motorists. I have been nearly crushed by the buses on this stretch multiple times and am sure that designated lanes of travel would make the road safer for everyone.
Erica	Feldscher	1204 South St, Apt 1	Philadelphia	PA	19147	4104588814	erfeldscher@gmail.com	Whether I'm biking or driving, I prefer bikes be in a dedicated bike lane.
CiAuna	Heard	819 north 41st Street	Philadelphia	PA	19104		ciaunaheard@gmail.com	
Jeff	Goldstein	2134 Mount Vernon Street	Philadelphia	PA	19130		goldstein.jeff@gmail.com	I ride, drive, and/or walk this route just about everyday.
Lori	Horwedel	217 S. 49th St.	Philadelphia	PA	19139		lori.horwedel@gmail.com	I am a daily bicycle commuter who rides this stretch of 22nd regularly. I would like to feel safer while doing so and would appreciate the support of my local government.
Gregory	Whitney	531 W Hansberry St. E3	Philadelphia	PA	19144		gregwhits@gmail.com	I'm certainly convinced that the bike lane is a good idea. A 22-foot wide single car lane is definitely not.
Emily	Johnson	519 N 35th St.	Philadelphia	PA	19104		johnsonerj@gmail.com	
Molly	Ruben	1169 S 12th Street	Philadelphia	PA	19147		mollyruben@gmail.com	
tori	Nelson	90 S Lansdowne Ave	Lansdowne	PA	19050		torib.nelson@gmail.com	I work/bike in the city and I want to see a more bike-friendly environment through designated markers in the street which gives cyclists a safe place and provides guides for cars to safely pass cyclists. Harmonic Co-existence.
Jared	Brimfield	243 S Melville St	Philadelphia	PA	19139		jwbrimfield@gmail.com	
Tim	Allen	611 Annin St	Philadelphia	PA	19147		flipperpa@gmail.com	Support cycling in this city is absolutely paramount, and New York has recently found that bike lanes increase the average speed of car traffic: http://www.vox.com/2014/9/8/6121129/bike-lanes-traffic-new-york
Andr_s	Catal_n	Ellsworth St	Philadelphia	PA	19146		andres.catalan@gmail.com	
Robert	Baldry	313 Admirals way	Philadelphia	PA	19146		robert_baldry@yahoo.com	This city needs to protect the safety of its cyclists and pedestrians through more bike lanes.
Margarita	Theodorakos	Moore	Philadelphia	PA	19145		mntheodorakos@gmail.com	I lived in the Fairmount area between 2012 and 2014, and during this two years many bicyclists, self included, would avoid that road is possible because of its inherently dangerous design. Limited visibility for motorists, pedestrians and bicyclists; no painted lines; no bike lane(s); and the typical disregard for bicyclists makes 22nd street between Spring Garden and Fairmount Ave a nightmare. A dangerous, dangerous nightmare.
Joel	Whitehead	341 N Sloan street	Philadelphia	PA	19104		joel.p.whitehead@gmail.com	I would like a bike lane there having been hit by cars multiple times.
Sarah	Lovegren	4924 Chestnut St	Philadelphia	PA	19139		sarahlovegren@gmail.com	
Kelsey	Bates	1833 Fairmount Avenue	Philadelphia	PA	19130		kelseyscoutebates@gmail.com	I ride my bike on 22nd street and want it to be as safe as possible!
Kara	Lieff	Walton Avenue	Philadelphia	PA	19143		kara.lieff@gmail.com	
Nicole	Sullivan	339 Winton street	Phila	PA	19148		nsullivan541@yahoo.com	Because a bike lane is needed for cyclist to ensure safety. The more bike friendly our city is the less polluted our city is.
Carolina	Diazgranados	2013 green st.	Philadelphia	PA	19130		linacello@gmail.com	
Kyle	Bruley	759 N. 25th St.	Philadelphia	PA	19130		kyle.bruley@gmail.com	I support the bike lane on this road. The street is too narrow to safely have parked cars as well as 2 lanes of traffic. The only reason for the de facto "two lanes" of travel in previous years is due to poor markings on the street. If ever side-by-side, cars are inches from each other in the center of the road and just as close to the parked cars.
Mollie	Book	2528 Cedar Street	Philadelphia	PA	19125		mollieritabook@gmail.com	I have many friends who are bikers, and many of them have been injured while riding. I would be happier to know that my friends are safer!
Brandon	Harrison	5120 Walnut St.	Philadelphia	PA	19139		bdonharrison@gmail.com	Safety for all travelers.
Christopher	Lankenau	760 N. Judson Street	Philadelphia	PA	19130		clank1969@yahoo.com	22nd Street between Spring Garden and Fairmount is too narrow for two lanes of traffic. Often buses and large vehicles use the entire cartway as it is. One designated travel lane and a bike lane is a perfect solution to improve safety.
Christopher	Mackie	311 S. 13th St	Philadelphia	PA	19107		chrisjmackie215@gmail.com	
Leslie	essoglou	Judson street	Philadelphia	PA	19130		lesliev7@gmail.com	
Inger	Hatlen	456 Seville Street	Philadelphia	PA	19128		inger_hatlen@yahoo.com	More bikes, better city. Safer bikes, safer city.

The following 690 persons are in favor of making 22nd Street safer for all users.

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Sarah	McGill	853 N Taylor Street	Philadelphia	PA	19130		sarahriss@yahoo.com	I frequently bike and drive on 22nd St and this would make it a lot safer for everyone!
John	Landreau	2144 Mt. Vernon Street	Philadelphia	PA	19130		johnlandreau@gmail.com	The primary objection to a bike lane on 22nd street between Spring Garden and Fairmount is that it would "eliminate" one lane for cars thereby creating a big traffic problem at evening rush hour. This is simply not the case. First of all, the rush hour traffic is not so heavy that it would create a major problem. I went to the corner of Fairmount and 22nd for 5 days in a row between 4:30 and 5:30 and there is not observable traffic problem. Second of all, in effect, 22nd street often becomes one lane after Greene Street because it's so narrow. It's sometimes used as two lanes after that point, but often not. It's way too narrow to be legitimately two lanes. This is important because the street quickly become very dangerous for bikers as the street narrows, once at Spring Garden, and again at Greene Street. Now, the argument in favor of a bike lane is much stronger. Most importantly, it's about a vision for the kind of city we want to be. In this case, the bike lane would continue the 22nd street connection from South Philly all the way into Fairmount, and connect there with the bike lane on Fairmount Ave. A little more traffic during one hour on weekday evenings versus working towards making this a premier city for biking. I encourage the councilman to think broadly about the city and not listen to the largely unfounded grumpiness about the bike lane that he's heard from a couple of sources.
Zoe	Cohen	5017 Osage Ave	Philadelphia	PA	19143		zoeart@gmail.com	traffic is way too fast to bike safely on this street.
Andrew	Ortega	3126 Belgrade Street	Philadelphia	PA	19134		andrewpry1@gmail.com	Continuing to allow outdated thinking to prevail in the city of Philadelphia must not stand . The city is on the verge of a return to greatness but short-sighted thinking and kowtowing to the old ways wont cut it . These are mere strips of paint on a single street but the they are massively emblematic of the struggle citizens face when trying to drag their city government into a brighter future.
Katie	morton	2638 almond st	phila	PA	19125		krazykate379@hotmail.com	
Thomas Goldman	Goldman	225 s 18th	phila	PA	19103		proftfg@tfgoldman.com	Wide street make safer bike routes and this is a key route north and south
Jennifer	McMaken	1529 S 15th St	Philadelphia	PA	19146		jemcmaken@gmail.com	
Jason	Tucker	864 N 25th St	Philadelphia	PA	19130		jasonwtucker@gmail.com	I live in this neighborhood, and as a regular biker *and* driver, I can see no down side to putting in bike lanes on this street.
Steven	Occhiolini	Montrose Street	Philadelphi	PA	19147		stevenocchiolini@gmail.com	I regularly bike this street, a bike lane would make it safer for me and decrease the likelihood of accidents. I support adding more bike lanes, generally.
rachel	dougherty	2422 poplar st	philadelphia	PA	19130		racheledougherty@gmail.com	Bicycle lanes make the roads safer for cyclists and cars. As a person who commutes via car and bike interchangeably, I know a bicycle lane would make it easier and safer for me no matter how I'm getting to work. Thanks!
rachel	dobkin	421 fairmount ave, apt 2r	philadelphia	PA	19123		rachel.dobkin@gmail.com	i want a bike lane to make biking safer.
Albert	Yee	2071 Martha St	Philadelphia	PA	19125		dragonballyee@gmail.com	22nd St is being folded under councilmanic privilege and that's a shame. It's not officially a two-lane thoroughfare so there is no lane of traffic being lost. It falls under the purview of the Streets Department and should be striped accordingly.
Marc	van Lint	poortersdreef 91	amersfoort		1111		marc@vanlint5.nl	Walk and cycling should always be stimulated. Good for body&mind and vleaner healthy city.
cory	colijn	2005 green street	philadelphia	PA	19130		cory.colijn@gmail.com	As a bike commuter I use 22nd street daily, and it's dangerous!
Jason	Oscar	506 S. 44th St.	Philadelphia	PA	19104		jhoscar@gmail.com	
Alexis	Howland	4922 Pentridge Street	Philadelphia	PA	19143	(412) 736-8892	alexis.howland@gmail.com	
Kathleen	Ludgate	Bambrey	Philadelphia	PA	19130		kludgate@gmail.com	
Matthew	Bilharz	1047 mowere rd.	phoenixville	PA	19460		mcbike16@gmail.com	
Matt	Skolnik	629 Kenilworth St.	Philadelphia	PA	19147		d_brasco22@yahoo.com	
Geena	Fontanazzi	snyder	philadelphia	PA	19148		lgeenafont@gmail.com	

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First	Last	Address	City	St	Zip	Phone	Email	Comment
Jessica	Rosenbloom	320 Walnut St	#610	PA	19106		jessicapral@gmail.com	Let's make our streets safer!
sam	perlmutter	29th	philadelphia	PA	19130		perlmutter.sam@gmail.com	because biking in this city is dangerous enough, and as a former resident of the neighborhood I've seen enough accidents and use of the single lane as two lanes to know that this street needs public planning and action, not a policy made on electoral repercussions.
Lauren	Runza	2230 wharton street	Philadelphia	PA	19146		laurenrunza@gmail.com	Riding outside of a bike lane can be such a nightmare in traffic.
Abby	Lowe	1801 N 10th Street	Philadelphia	PA	19122		abigail.c.lowe@gmail.com	I am a biker of this wonderful city, and support every move in a bike-friendly direction!
Arthur	Bucher	1917 S mole St	Philadelphia	PA	19145		artbucher@yahoo.com	I support the Street Department's plans to make 22nd safer for all users. I urge City Council to lift its objections and allow the Streets Department to install traffic calming measures. I support a wide bike-lane on 22nd Street.
Nick	Marzano	1209 S 13th Street	Philadelphia	PA	19147		nmarzano@gmail.com	Because I am a biker, a voter, and a believer in measures that result in safer streets for bikers AND motorists.
Mark	Toscani	1443 S. Bancroft St.	Philadelphia	PA	19146		marktoscani@verizon.net	I use this bike lane every day. Please don't take it away. There are few safe roads for us in the city.
Gilberto	Gonzalez	1904 Hancock Street	Phila	PA	19122		threeringsone@gmail.com	I support the efforts for fixing the issues on 22nd street between Spring Garden and Fairmount- Councilman Greenly and Clark should focus and supporting families not developers. Support families !
Thaddeus	Konicki	923 Cross Street	Philadelphia	PA	19147		thaddeusj113@gmail.com	A 22 ft-wide one lane street is the perfect spot to include a bike lane, for both bicycle safety and traffic calming reasons. Also, a bike lane should be included strictly based on the city's adopted policy for street paving, so the question should be why not include a bike lane, and the reasons for that need to be convincing.
liesa	mcmaster	3312 creswell street	philadelphia	PA	19129		lmcmaster83@gmail.com	A bike lane would make this area safer/bikeable for all. Getting to and from work without being put in danger because I have to weave in and around traffic is a priority for me. More bike lanes all over the city is needed.
Jamie	Granger	21st and Spring Garden	Philadelphia	PA	19130		jamiegranger@gmail.com	Width of the street causes confusion for all modes of transportation.
Bernardin o	Allegretti	4102 Terrace St.	Philadelphia	PA	19128		b.allegretti@gmail.com	Our city's own traffic engineers have determined the street to be too narrow for two lanes of car traffic which rules out striping the street for that use. 22nd Street is used as an arterial street for cyclists coming all the way from South Philadelphia where there is one wide lane of car traffic and a bike lane. The road works very well there in that configuration for both motorists and cyclists and there is no reason why that should not continue northward. Leaving it unstriped creates a wild west atmosphere where cars jockey side by side to fit through too narrow of a space, creating hazardous conditions for the many cyclists that continue to use the road even in the absence of bike lane striping. That configuration also creates hazards for drivers and passengers entering and exiting cars parked at the side of the road as they get buzzed by traffic that's squeezing past.
Charlton	Otte	1007 Latona St.	Philadelphia	PA	19147		charlton.g.otte@gmail.com	Bike lanes are safer.
Vija	Lietuvninkas	630 S 48th St	Philadelphia	PA	19143		vijaliet@gmail.com	I'm a bike commuter, and streets without bike lanes are often terrifying. Encouraging zero-emissions commuting and making 22nd (and more streets!) safer for commuters like me should be a priority.
Brandon	Shaw	403 West Avenue, Apt B	Jenkintown	PA	19046		branashaw@yahoo.com	I'd driven up 22nd Street a number of times over the years, and the absurdly wide roadway (just wide enough for 2 cars to squeeze by, but not for cars to pass by buses) encourages drivers to race up the roadway and make questionable maneuvers as they try to pass each other.. A roadway as wide as 22nd street certainly should have a bike lane as there is more than enough room, passes through a growing residential community, and would encourage drivers to follow each other in a single file manner and hopefully slow down. With the amount of inter-modal traffic on 22nd Street (cars, buses, bicycles, and pedestrians) let's make this street safer for everyone before it is too late!
Michael	Lurie	2116 Brandywine Street	Philadelphia	PA	19130		michael.lurie@gmail.com	

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First	Last	Address	City	St	Zip	Phone	Email	Comment
Jane	Holloway	1002 S. 45th Street	Philadelphia	PA	19104	9149805688	jane.e.holloway@gmail.com	This is an essential piece of city infrastructure! Everyone will be made safer by this road improvement.
andrew	murphy	410 s iseminger st	philadelphia	PA	19147		andrewcpmurphy@gmail.com	
Jason	Stewart	1726 w. Girard Ave	Philadelphia	PA	19130		jrstewart00@gmail.com	I bike this street home from school 2 nights a week. I turn at spring garden to avoid the non existent lanes
Beth	Meier	16 Shannon Road	North Wales	PA	19454		finesse117@gmail.com	all roads should be safe for cyclists, and everyone else travelling the same road.
Kevin	Fleming	615 South 10th Street	Philadelphia	PA	19147		flemingkj@hotmail.com	Until a couple years ago I lived in Fairmount near 24th and Aspen. I recall being particularly nervous biking this portion of 22nd Street. It is an area that has a slight uphill so the bike naturally slows down, this would frequently lead to tensions where cars would yell at me or ride right up on my rear making me fear riding. I still bike frequently up to this area to visit friends and although there are more of us bikers, cars still do not respect our right to use the roadway. A designated bike lane in this area connecting the only bike lane in western center city with the bike lanes on Fairmount and Spring Garden is a safety necessity.
Jenna	Grasley	1601 Spring Garden St.	Philadelphia	PA	19130		jenna.grasley@gmail.com	I ride my bike often for business and leisure and fully support safe bike lanes on busy wide streets.
Daniel	Danehy	Reed st	Philadelphia	PA	19146		danehy.dan@gmail.com	
Kathleen	Stull	822 N. Preston Street	Philadelphia	PA	19140	6037140552	kstull@fandm.edu	In support of dialogue between city and all road commuters
Justin	Hsu	Latona Street	Philadelphia	PA	19146		justhsu@seas.upenn.edu	
Tracy	Paskiewicz	767 N. Judson Street	Philadelphia	PA	19130		tlpask@comcast.net	I want 22nd street to be a one-lane road with a wide bicycle lane.
Michael	Norton	900 S 49th St	Apt 1R	PA	19143		mike.m.norton@gmail.com	I am a cyclist, pedestrian, motorist, and user of public transportation in Philadelphia. Regardless of one's preferred method, clearly marked roadways that allow for the coexistence of all modes of transportation are the key to safe and speedy transit.
Caroline	Stein	833 N Stillman St	Philadelphia	PA	19130-1835		carolinestein@gmail.com	
Bridget	Winschel	876 N. 21st Steet	Philadelphia	PA	19130		winschel@gmail.com	The road in it's current state is unsafe for both drivers and bikers alike. This will allow both parties to coexist and allow for a safer experience for all which is currently lacking.
Denise	Mckeon	2307 Waverly St	Philadelphia	PA	19146		dgiorgio.denise@gmail.com	I have recently started to ride my bike in the city and I believe that this bike lane will benefit both bikers and vehicles. Philadelphia is a good biking city and it can only better with safe streets.
Nicholas	Simon	1926 North Street	Philadelphia	PA	19130		nickjstone2001@yahoo.com	I both drive and bike in this city and feel we need more space for cycling. Without bike lanes, drivers rarely respect the right of a bicycle to be on the road at all.
Sara	Brakeman	500 College Ave	Swarthmore	PA	19081		sbrakem1@swarthmore.edu	
Daniel	Taylor	1905 League Street	philadelphia	PA	19146		dtaylor@arkeyo.com	This is needed by the community.
Catherine	Bush	880 N Bailey St	Philadelphia	PA	19130		bush762@gmail.com	Make 22nd street safe for bikers!
Brian	Distefano	Mount Vernon	Philadelphia	PA	19130	6108609063	briandistefano@yahoo.com	I live a block away and this is a no brainer. Let the Streets department do their job.
Jimmy	Bereolos	1910 South Street	Philadelphia	PA	19146		jimmy.bereolos@gmail.com	Makes sense on many levels to have a bike lane here. It's safer, healthier, and a key piece in our infrastructure that's lacking.
Paul	Knese	1727 Federal Street	Philadelphia	PA	19146		paulknese@gmail.com	There's plenty of room on 22nd Street for a bike lane. Makes it easier and safer for all. As I driver, I always respect bike lanes and the people who use them.
Rachael	Salahub	2375 Oak Street	Lebanon	PA	17042	7172696444	rsalahub@gmail.com	Safety
Aaron	Goldblatt	1815 Carlton Street	Philadelphia	PA	19103		aarong@metarchdesign.com	I support an extensive system of bike lanes throughout the city as one important means to reduce congestion in Philadelphia, improve our health, and to make the city more family-friendly. 22nd St will be an important north/south bicycle corridor for thousands of commuter and recreational users. Please let the Streets Department continue the process of making this important civic improvement.
Greg	Condon	227 East Meade Street	Philadelphia	PA	19118		non@non.com	I think it's regressive to not encourage clean air, less congested modes of transportation.
Jason	Vincenti	1219 south 16th st	Philadelphia	PA	19146		vincentij@hotmail.com	
Andrew	Breslin	1523 Reed	Philadelphia	PA	19146		andrew.breslin@gmail.com	I am a responsible cyclist. A bike lane would encourage more people to be responsible cyclists and reduce congestion and global warming while increasing public safety.

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miriam	Oppenheimer	4820 osage ave	Philadelphia	PA	19143		peaceempress@hotmail.com	I bike through here most of the days I bike to Temple University from University City.
Adam	Shriver	3514 Lancaster Avenue, Apt 407	Philadelphia	PA	19104		ashriver@mail.med.upenn.edu	
Kevin	Clark	2801 Poplar St	Philadelphia	PA	19130		kevins.clark@gmail.com	22nd street is not wide enough two lanes anyway. The buses always take up the whole lane and it is a busy dangerous street both when I am driving and when I am riding. Leaving it unstriped is even more dangerous.
Charles	Arayata	Aspen St	Philadelphia	PA	19130		charles.arayata@gmail.com	I use 22nd St. on an almost daily basis to get from South Philadelphia to the Fairmount neighborhood via bike. If not dedicated bike lanes, then sharrows to indicate cyclists may take the full lane(s), so that both left and right turns onto Fairmount can be done safely.
Greg	Campbell	8th St	Philadelphia	PA	19147		acr77w@gmail.com	Important to continue progress of turning more streets safer for bicyclists.
Beth	Van Why	623 Sears Street	Philadelphia	PA	19147		bethvanwhy@gmail.com	I bike to work everyday and am fully in favor of making safer streets with bike lanes.
Mark	Knight	226 Edgemont Ave, Executive Suite	Ardmore	PA	19003		mark@markbknight.com	
Craig	Oliner	2401 Pennsylvania Ave.	Philadelphia	PA	19130		oliner@aol.com	The street is too narrow for two lanes of traffic. It's too wide for a single lane of traffic. Like Goldilocks, one traffic lane and one bike lane is just right!
Thomas	Fuchs	2 Loxley Ct	Philadelphia	PA	19106		thomas@slash7.com	Let's make getting around our city safer for everyone.
Keith	Rich	2613 Brown St. Apt 1	Philadelphia	PA	19130		okeithrich@gmail.com	Traveling by bike in the same lanes as cars doesn't benefit the cars or the bikers.
Alex	Bain	2200 Madison Sq.	Philadelphia	PA	19146		bain.alex@gmail.com	I live and cycle on 22nd St. and see the need for better bicycle infrastructure.
Kristen	Knese	1309 S 9th Street 3FL	Philadelphia	PA	19147		kristenknes@gmail.com	I cycle to/from work and am buying a house at the corner of 20th and Annin Street, a bike lane nearby will make my commute much safer!
chloe	terres	820 N orianna St	Philadelphia	PA	19123		chloe.terres@gmail.com	I don't own a car, I ride my bike everywhere.
Ivo	Milic-Strkalj	838 North 25th St	Philadelphia	PA	19130		imilicst@gmail.com	On 22nd to get to Trader Joes several times a week.
Scott	Peterman	4634 Larchwood Ave	Philadelphia	PA	19143		scotthpeterman@gmail.com	Safety!
Erin	Semin	745 N.23rd Street	Phila	PA	19130		erinsemin@gmail.com	As a driver, cyclist and pedestrian I feel having striped bike lanes make it safer for everyone. That stretch of 22nd Street is particularly scary when I ride with my 10yr old and 13yr old. People go way to fast.
Shannon	Macika	2919 W Girard Ave, Apt 2	Philadelphia	PA	19130	504-319-7099	shannon.macika@gmail.com	This street is a MAJOR through-path for cyclists to connect with Fairmount Ave to Spring Garden, and it could potentially be one of the only bike path streets between these two major avenues. Please add a bike lane to make this safer for all! I personally take this street at least twice per week, and a bike lane would make many commutes safer for both cyclists and motorists.
Jonah	Eaton	Broad	Philadelphia	PA	19146		jonah.eaton@gmail.com	
Meredith	Trego	647 North 22nd Street	Philadelphia	PA	19130		meredith.trego@gmail.com	I live on 22nd Street between Fairmount and Wallace Streets. I support these efforts to make 22nd Street a safer roadway for ALL users. The proposed bike lane would not just improve safety for current cyclists in this area, but will help to further other initiatives, particularly, Philadelphia's bikeshare program and the proposed Spring Garden Greenway. Councilman Greenlee's decision to oppose this plan goes directly against the Philadelphia's goals of becoming a more bikable and sustainable city.
Amy	Perlingiero	1823 Carlton Street	Philadelphia	PA	19103		amyperlingiero@gmail.com	
Noel	Tobiasen	2008 chestnut st	Philadelphia	PA	19104		noeltobiasen@gmail.com	Frequently ride bike on 22nd at and feel without a bike lane it can be dangerous
Benjamin	Bruening	884 N Bailey St	Philadelphia	PA	19130		benjaminbruening@gmail.com	Safe streets for everyone! There is no reason for Fairmount not to be the most bike-friendly neighborhood in the city. People are close enough to ride quickly to work but just a bit too far to walk. If more people felt comfortable biking, they might be open to getting rid of a second car, which would open parking spots and make life easier for everyone.
mary	chen	5037 Catharine St	philadelphia	PA	19143		mail@marychen.com	

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Douglas	Robbins	Ogden Street	Philadelphia	PA	19130		djr2927@gmail.com	This whole situation makes me feel embarrassed for City Council. To have to go this far to get a bike lane within a single 22' travel lane is a joke! Come on Bill, it's not that complicated.
Michael	O'Brien	4341 Paul Street	Philadelphia	PA	19124		mtob708@hotmail.com	
Theresa	Everline	434 Hermit St.	Philadelphia	PA	19128-3636	267-975-1968	teverline@yahoo.com	
Dylan	Fenton	1624 Annin St	Philadelphia	PA	19146		dfenton83@gmail.com	
Jonathan	Loudon	404 S. 6th St.	Philadelphia	PA	19147		jonloudon@gmail.com	
Emily	Zuwiala	1839 South Hicks Street	Philadelphia	PA	19145		e.zuwiala@gmail.com	
Kimber	VanSant	1901 South Broad Street	Philadelphia	PA	19148		kimbervansant@gmail.com	The growing number of cyclists in the city require far more dedicated bike lanes than are currently in place.
John	Marlatt	1927 North Howard St.	Philadelphia	PA	19122		johnmarlatt@yahoo.com	
Juliana	Lose	523 W Oxford St	Philadelphia	PA	19122		juliannalose@gmail.com	To make biking safer in the fairmount area.
Pat	Middy	1850 n hope st	apt 4a	PA	19122		patmidway@gmail.com	
Jamie	Wilson	51 W Mt Airy Ave	Philadelphia	PA	19119		jgreerw@gmail.com	Bike lanes make roads safer for everyone.
Kasia	Voychick	Gaskill St	philadelphia	PA	19147		kasiav@gmail.com	Increased safety for cyclists/motorists
John	Daley	927 McClellan Street	Philadelphia	PA	19148		jdaley10@gmail.com	I have been living in the city of Philadelphia my entire life, I am a property owner, I work in Center City, I vote in every election, and I commute by bike. The proliferation of bicycle lanes creates safer streets, and helps ease congestion.
Alejandro	Morales	1115 E. Hewson St.	Philadelphia	PA	19125		alejandrowrites@gmail.com	
Max	Richardson	767 S 16th St	Philadelphia	PA	19146		maxercize@hotmail.com	Bill Greenlee is a turd and so is Darryl Clarke.
DJ	Stuhler	1643 S 16th st	Philadelphia	PA	19145		dstuhler@gmail.com	Make the city safer.
Peter	Santa Maria	1019 Catharine Street	Philadelphia	PA	19147		petersantamaria@comcast.net	
Katherine	Arnson	108 Dickinson St	Philadelphia	PA	19147		karnson@gmail.com	I bike everyday to and from work and I often do not feel safe. Cars are consistently temporarily parked in the bike lanes around the city. We need our government to protect bikers and even drivers better!
sean	mcbrearty	306 wharton street	philadelphia	PA	19147		smcbrearty@gmail.com	We need more bike lanes, not less. These are the type of transportation infrastructure improvements that'll make Philly a more livable city for everyone. Greenlee and Clarke need to step aside and let the Streets Department move forward with their original proposal.
jason	kourkounis	wharton st.	philadelphia	PA	19146		jsinclair7@hotmail.com	
Carl	Caldas	1119 Emily St.	Philadelphia	PA	19148		caldascarl@gmail.com	22nd street is a fantastic travel corridor for bicycling while remaining convenient for cars as well. It needs to remain defined and maintain for both which requires an upgrade to the lane. Mr Greenlee if they can do it with success on the Ave of America's in Manhattan then we can easily achieve this without sacrifice.
Scott	Gross	7 s 43rd st	Apt 3	PA	19104		scottcgross@gmail.com	I commute to work in Fairmount via 22nd street by bicycle. I do not own or operate an automobile. Please make the street safer for myself and all road users.
Julie	Bender	Walton Avenue	Philadelphia	PA	19143		julietronic@gmail.com	Bikes are a critical mode of transportation for many people in Philadelphia - let's make it safer and easier for them to get around.
Ed	Keer	801B South Street	Philadelphia	PA	19147		edkeer@gmail.com	I want my kids to grow up in a city with safe bike lanes.
Jeffrey	Porter	2136 Wallace St.	Philadelphia	PA	19130		jporter2207@gmail.com	
Erin	Schafer	1817 S. 18th Street Apt 2	Philadelphia	PA	19145		erin_schafer17@hotmail.com	This city needs more safe spaces for cyclists to ride.
M	S	5xxx N. 23rd	Philadelphia	PA	19130		mbsst26@yahoo.com	i ride my bike daily for my commute and have been hit.
S	S	S. 15h St.	Philadelphia	PA	19103		sjks1105@yahoo.com	
Alex	Friend	1819 W. Berks St. APT A	Philadelphia	PA	19121		alex.friend@temple.edu	
Judith	McBride	114 Naudain st.	philadelphia	PA	19147		judymbc@comcast.net	Bike riders in the city need safe paths through city traffic, to ride.
Jeffrey	Trexler	2601 Pennsylvania Ave	Philadelphia	PA	19130		jttrexler@gmail.com	I also contacted your office via your council page.
Thomas	Hillhouse	1222 E Berks St	Phila	PA	19125		thomas.hillhouse@gmail.com	
Gabi	Winick	212S. 49th Street	Philadelphia	PA	19139		winick.gabrielle@gmail.com	I bike around the city as my main mode of transport and I like having various options and routes at my disposal for safe traveling.

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Matt	Pappajohn	1118 E Montgomery Ave	Philadelphia	PA	19125		m.pappa@verizon.net	
Adams	Rackes	1812 Master ST	Phila	PA	19121		adamsrackes@gmail.com	
Bryanne	Gordon	4707 Chester Ave. #3	Philadelphia	PA	19143		bryanne.gordon@gmail.com	
John	McNulty	5004 Pentridge	Philadelphia	PA	19143		johnjmcnulty@yahoo.com	Common sense.
Andrea	McNulty	5004 Pentridge Street	Philadelphia	PA	19143		faginbaum@yahoo.com	
John	Wenz	4317 Spruce Street	Philadelphia	PA	19104		john.wenz@gmail.com	I support more safe options for north-to-south bike commuting in the city, and want to see it extended to 22nd Street.
Amber	Hough	721 S Mildred st	Philadelphia	PA	19147		amber.hough@gmail.com	As a driver, cyclist and pedestrian I have found that having striped bike lanes makes getting through town safer and less confusing for bikes and cars alike. For this reason, continuing an existing bike lane further North through a neighborhood that is exactly the distance from center city most helped by bike commuting seems like a win win proposition. Further - this should not be the role of city counsel. This is the job of the streets department. One of the systematic problems plaguing our city is one part of government overriding procedures in place in other parts of government. This is a perfect example - as are the constant exceptions and waivers of the new zoning code.
Lauren	Leonard	243 Bainbridge Street	Philadelphia	PA	19147		lel@greenlimbs.com	
Jonathan	Hartley	1234 North 25th Street	Philadelphia	PA	19121		jhartley@temple.edu	I support road safety and intelligent infrastructure.
Garrett	Trego	647 N. 22nd St.	Philadelphia	PA	19130		gtrego@gmail.com	As a resident of 22nd Street near the Fairmount intersection, I think this should be an easy decision. From a practical standpoint, the road is simply not wide enough for two cars and thus encourages drivers to speed past one another or jockey for position on the street. This status quo has been and remains dangerous for drivers, bikers, and passing pedestrians. Let's rely on the experts we employ in the Street Department and institute the safe, logical option on this residential section of 22nd Street.
Kristin	Fenty	1232 S Alder St	Philadelphia	PA	19147		kfenty@crainc.com	Biker safety!
Nicholas	Gilewicz	S. 10th St.	Philadelphia	PA	19148		nick.gilewicz@gmail.com	
Christian	Ludwig	2017 Walnut St	Philadelphia	PA	19103		cludwig@2world.com	As the bicycling father of a 9 year old bicycling daughter whom I'm raising in the city, I strongly support the establishment of bike lanes to improve safety for all city street users.
Mike	Ingram	803 Dickinson St.	Philadelphia	PA	19147		mringram@gmail.com	Travel regularly to Fairmount for work, travel on 22nd is currently dangerous.
Thomson	Kao	19 W Girard Ave	Philadelphia	PA	19123		thomson.kao@gmail.com	Thank you for the support the Council has shown on bicycling in Philadelphia to date. I believe it is a city priority to provide a bicycle lane along this part of 22nd Street. It is an integral link in our bicycle network and was identified in a public, professionally-produced, well-reasoned plan. New Census data just released show that Philadelphia is now in the top ten major U.S. cities in bike-commute share - bicycling is not some minor/niche recreational activity; but rather, a vital part of Philadelphia's transportation, commerce, and health. Furthermore, the number of car lanes does not necessarily correlate with the amount of congestion. Providing two narrow car lanes versus a single ample lane is not at all guaranteed to reduce congestion or delay by motorists. Even still, I firmly believe that our urban density is a valuable asset, and that moving cars as fast as possible is an inappropriate goal; certainly not one to be prioritized over other goals: enabling cheaper transportation options, reducing noise and air pollution, and improving traffic safety. A bike lane will absolutely contribute to these important goals.
Lawrence	Shaeffer	1805 Christian St.	Philadelphia	PA	19146		larryshaeffer@gmail.com	I won't vote for a councilperson who doesn't support bike lanes and traffic calming.

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First	Last	Address	City	St	Zip	Phone	Email	Comment
Sherrilyn	Billger	1906 S Bonsall St	Philadelphia	PA	19145		sherrilyn.billger@gmail.com	I commute to work in the city on my bicycle, so I do not clog up the streets with my car OR take valuable parking spots from visitors. I regularly take 22nd street, and it needs a SAFE bike lane further north than we currently have. The city should ENCOURAGE cycling (and public transit) and DISCOURAGE automobile traffic. Residents and visitors will adjust, and we'll have a safer and healthier city!
Chris	Hershberger-Esh	100 W. Walnut Lane	Philadelphia	PA	19144		eshchris@yahoo.com	
Daniel	Corkery	831 north 2nd street	Philadelphia	PA	19123		dfcorkery@gmail.com	I use this street in my daily bicycle commute home. Bike lanes are a great way to help both cyclists and motorists.
Melanie	Bricker	2025 E Dauphin Street	Philadelphia	PA	19125		melbricker@gmail.com	I am so tired of having to advocate for safety - it should be EVERYONE'S priority. We know how to make the street safer. The Streets Department has done the due diligence needed. So let them do their job and paint some lane markings on 22nd Street before someone gets hurt... or worse!
John	Florence	8114 Devon Street	Philadelphia	PA	19118		john.florence3@gmail.com	We need safer streets for all.
Maura	Cooper	1949 Locust ST.	Philadelphia	PA	19103		mccooper08@yahoo.com	
Matt	Stanley	308 Sigel St	Philadelphia	PA	19148		stanleyphoto@gmail.com	
Hunter	Proctor	2705 W. Thompson Street	PHILADELPHIA	PA	19121		hjayproc@gmail.com	
Brandon	Rudd	126 N. 9th St. Apt. 3	Philadelphia	PA	19107		brudd@udel.edu	I support multi-modal improvements to make roadways safer for all users.
Jon	Leshner	Carpenter	Philadelphia	PA	19147		jlesher1007@gmail.com	Strongly believe bike lanes are important to reduce our GHG emissions and promote a healthy lifestyle.
Bridget	Fitzgerald	655 N. 22nd street	Philadelphia	PA	19130		blf2f@virginia.edu	I bike on this road home and support a bike lane!
Colleen	Swim	515 S. 12th St, Apt 7	Philadelphia	PA	19147		cswim11@gmail.com	
Nick	Hand	3315 Arnold St	Philadelphia	PA	19129		someirishguy@gmail.com	I bike. And I vote.
Benjamin	Haus	1733 Ellsworth St.	Philadelphia	PA	19146	7175725498	phillybenh@gmail.com	
Joseph	Nixon	107 Vassar St	Philadelphia	PA	19128-3718		joenvnixon@gmail.com	
KIMBERLEY	BEZAK	431 Roxborough Ave	Philadelphia	PA	19128		kimberley.bezak@gmail.com	
Stacy	Huffstetler	1256 S ISEMINGER ST	Philadelphia	PA	19147		stacy.huffstetler@gmail.com	I bike every day
Nicole	Wagner	921 S 23rd	Philadelphia	PA	19146		n.wagner@rocketmail.com	I vote bike. Always. Ride on.
William	Bezack	Street	Philadelphia	PA	19128		wbezack@gmail.com	Reason for signing
Greg	Blass	828 N 21st St	Philadelphia	PA	19130		greg.blass@gmail.com	
Melissa	Nerone	1215 Frankford Avenue	Philadelphia	PA	19125	5167495197	me1n31@hotmail.com	I ride a bicycle in Philadelphia and agree that 22nd Street needs to be made safer.
Christopher	Mote	935 Cantrell St	Philadelphia	PA	19148		motecw@hotmail.com	Because the safety of EVERYONE who uses the road is greater than the petty grievances of a few councilmen clinging to an antiquated values system.
Susan	Cosgrove	1918 Wallace St, Apt A	Philadelphia	PA	19130		sccosgrove@gmail.com	
Lianne	Stovold	418 East Hector St	Conshohocken	PA	19428		liannempoutin@aol.com	I bike from Conshohocken into City Via Schuylkill River Trail. There is a need for more SAFE bike lanes for 2 wheel commuters.
Heather	Otten	44 New Street	Colts Neck	NJ	07722		heatherotten26@gmail.com	I was a resident of Fairmount for two years and rode those blocks every day. It was always one of the parts of my commute I dreaded. It needs to be made safer for everyone!
Greg	Eckel	774 N 24th St. Apt A	Philadelphia	PA	19130		greg.eckel@gmail.com	I live in Fairmount and commute to work on 22nd street.
Melissa	Bernstein	774 N. 24th St, Apt A	Philadelphia	PA	19130		melissalaugh@gmail.com	
Amelia	McCracken	North 25th Street	Philadelphia	PA	19130		haveamcmeal@gmail.com	I frequently bike home from work on 22nd street and I find it to be unsafe because cars don't know if there are two lanes or one lane to drive in.
Benjamin	White	1347 S. 46th Street	Philadelphia	PA	19143		benjamin.p.white@gmail.com	The network should continue. There is a bike lane on 22nd in South Philly. It would keep cyclists safe and our city a better place to live.
Sean	Marley	grays ferry	Philadelphia	PA	19146		marley.sean@gmail.com	Let's create a safer city for everyone.
Robert	Maloney	816 N 26th St #A	Philadelphia	PA	19130		robertrla@hotmail.com	I am never quite sure if the street is two lanes wide or one lane. At the south end near Spring Garden it seems to be two lanes then tapers toward Fairmount to what appears to be one lane with two cars and buses trying to squeeze through. Make 22nd street a one lane road from Spring Garden to Fairmount with a bike lane.

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Mary Elizabeth	Newsom	2328 S Carlisle St	Philadelphia	PA	19145-4420		menewsom@gmail.com	Installing bike lanes decreases pedestrian and cyclist injuries. It also reduces traffic on the roads and gets cyclists out of the way of cars. Bike lanes actually increase travel speed for cars as well! The NYDOT just released a study on the analysis of their bike lanes. Bike lanes benefit everyone! They are not just for cyclists! Check out the study here: http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf
Kirby	Bell	Fisher Fine Arts Library 220 South 34th Street	Philadelphia	PA	19104		kirby3@pobox.upenn.edu	We need more bike lanes in this city.
Cory	Popp	1531 South Broad Street	Philadelphia	PA	19147		cory@coryjpop.com	
River	Trappier	2202 Alter Street	Philadelphia	PA	19146		river@octostudio.com	Bikes are great
Veronica	Subers	2309 Grays Ferry avenue	Philadelphia	PA	19146		veroparages@gmail.com	The only safe streets for bikes are the ones with bike lanes... and we need more to go from South to North. 22nd street is a perfect street to do it on the west side of the town! + another one to go down....
Stephen	Johnson	4533 larchwood ave	philadelphia	PA	19143		stephen.johnson3@jacobs.com	Reason for signing
Aleta	Rogers	859 N uber st	Philadelphia	PA	19130		aletarogers@gmail.com	I live in the neighborhood and bike frequently, the bike lane runs out on 22nd once you hit Spring Garden which leaves bikers with no where to go. Then its confusing for everyone because cars think its 2 lanes. Right now its not ideal for anyone cars, bikers, or pedestrians.
Michael	Dugas	1451 N 4th st	Philadelphia	PA	19122		m.h.dugas@gmail.com	Bike's are an integral part of our city's transportation system and the health of our city's future
Jay	Farrell	2307 Christian St	Philadelphia	PA	19146		j@jayfar.com	
Justin	Gero	923 S. 11th Street.	Philadelphia	PA	19147		justingero@gmail.com	
Zack	Lofton	4505 Ave H, Apt C	Austin	TX	78751		zlofton1217@gmail.com	I was just in Philadelphia and want to see the city safer on bike!
Adrienne	Mauro	877 North 20th Street	Philadelphia	PA	19130		amauro23@gmail.com	I bike in Fairmount and would love safer streets!
David	Hincher	420 N 20th Street	Philadelphia	PA	19130		david.hincher@gmail.com	i work near this neighborhood and I bike.
Katherine	Antarikso	2300 Naudain Street Unit T	PHILADELPHIA	PA	19146		kxa145@gmail.com	I bike on this lane and would like to see it safer for cyclists with a defined bike line. 22nd street is heavily used by bicycle commuters.
Connie	Godfrey	S. 17th St	Philadelphia	PA	19146		sunshinetango@gmail.com	I'm a resident of the city and a biker with small children. I support green transportation and want to support all initiatives that make it safer.
Victoria	Firth	933 Spring Garden St	Philadelphia	PA	19123		victoria@transportcycle.com	I ride my bike all over the city and would like to feel safe where ever I go.
Kate	Cuffari	2347 E Cumberland St	Philadelphia	PA	19125		kcuffari@yahoo.com	
Sunhee	Ahn	635 n. 12th st	Phila	PA	19123		sunheepromos@gmail.com	Logic
Bevin	Journey	933 Spring Garden St #2	Philadelphia	PA	19123		bevin.journey@gmail.com	As a cyclist, it's important to me that safety of drivers, pedestrians, and cyclists be considered. A bike lane on 22nd street between Spring Garden and Fairmount would make it safer for all people.
Katie	Everett	26th St	Philadelphia	PA	19121		katie.b.everett@gmail.com	
Timothy	Lisko	2020 Green St #5	Philadelphia	PA	19130		trl133@gmail.com	Bicyclists, cars, and buses can all share this road safely. As a resident of Fairmount, I want this project to be completed and expanded to other streets. One only has to look to other bike friendly cities to see the success of these projects. Cities like NYC, DC, Portland, Paris, Copenhagen, etc. have all successfully enabled a biking culture. This culture has an incredibly number of benefits for the cities and communities that embrace it. Everything from reducing car volume (when biking is safer, more people use bikes) to improved health of the citizens.

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Kristen	Nicholson	1432 S 22nd St	Philadelphia	PA	19146		kristen.nicholson@gmail.com	Biking through that stretch is difficult as a driver and a biker. As a biker, the noticeably increased car speeds (for a small portion of cars) and lack of a clearly defined "I am safe here" area, make me more nervous when biking this stretch. As a driver, it's unclear whether cars can pass or not and cars feel like they should be going faster; this is a stretch that seems to encourage aggressive drivers. In south Philly, there are many wide roads; but for reasons I'm not sure about, drivers handle such wide roads with less speed/uncertainty.
Kerrie	Tiedemann	316 S 43rd St.	Philadelphia	PA	19104		actlikesummer@yahoo.com	please make the roads safe for all motorists, cyclists, and pedestrians
Tony	Montagnaro	931 Spring Garden Street	Philadelphia	PA	19123		tonyxmont@gmail.com	PHILADELPHIA NEEDS MORE BICYCLE INFRASTRUCTURE IN ORDER TO PLACE ITSELF AMONGST THE PROGRESSIVE CITIES IN AMERICA
Cherie	Landis	1627 Francis Street	Philadelphia	PA	19130		cherie.landis@gmail.com	I have friends that bike around the city as their means of transportation, and I am also looking for a good ol' commuter bike to start doing the same. From biking in the suburbs a lot where there are no bike lanes or road shoulders, I know how dangerous it can be biking on the road. Bike lanes are needed for safety, especially in a city where there are a lot of bikers on the busy streets!
Lauren	Ladner	Garnet	Philadelphia	PA	19145		lareladner@gmail.com	This is a no-brainer. Anyone who thinks bike lanes make traffic worse is delusional.
Christopher	Fernandez	2122 Webster St	Philadelphia	PA	19146		chris@clickclickdraw.com	Bike safety is something Council should be enthusiastic about, not combative toward. I bike infrequently now due to the still lacking bike lanes and the non-existent protected bike lanes. If we increased both, especially the latter, many of us would absolutely bike more.
Vanessa	Iyua	2011 Green Street	Philadelphia	PA	19130		nessiu@gmail.com	I bike Philadelphia daily and I would like to get home safely without worry that one day I might not get there at all. Please make bike-riding in Philadelphia safer for all.
Bill	Subers	2309 Grays Ferry Avenue	Philadelphia	PA	19146		bsubers53@gmail.com	Bike lanes work for pedestrians and bikers, and make the neighborhood safer and more enjoyable. Having cars traveling at 20 mph is reasonable for all.
Jeff	McGinnis	4318 spruce st.	Philadelphia	PA	19104		jeff.mcginis@centeronline.com	I support this petition
Zdravko	Tyankov	2011 Green Street	PHILADELPHIA	PA	19130		ztiankov@gmail.com	I bike to work every day and I want to be safe while doing that.
Claire	Howard	2612 Stacy Ln	Austin	TX	78704		cflowerd@gmail.com	Lived in Fairmount for five years and biked on 22nd street regularly. The unmarked stretch of 22nd above Spring Garden was confusing for cyclists and drivers alike. Because 22nd St connects to major bike lanes on the Parkway, Spring Garden, and Fairmount, consistent marking is key to making cyclists' commutes safer from start to finish.
SM	Fishman	N.23rd St	Philadelphia	PA	19130		malkaifish@aol.com	As a Fairmount homeowner who bikes and takes Septa (and once in a great while, drives), this seems logical to end the mass confusion on this strip & connect bike paths.
Anna	F	Mount Vernon Street	Philadelphia	PA	19130		pixy410@gmail.com	I commute on 22nd and rarely feel safe after crossing Spring Garden.
Lisa	Rigby	807 S St Bernard St	Philadelphia	PA	19143		lisa.marie.rigby@gmail.com	I believe wholeheartedly this is needed! There is currently NO signage when the bike lane stops existing, making it a huge danger for cyclists and drivers with no warning. The road also doesn't show lane dividers, so some drivers use it as one lane, some as two. It's a mess.
Eric	Stanchick	2212 Mt Vernon St	Philadelphia	PA	19130		standista@hotmail.com	anything to promote cycling (vs. relying on loud, highly-polluting, economically-irresponsible, more-dangerous, automobiles)
Kelli	Young	2027 Ogden	Philadelphia	PA	19130		kellyyoung32@hotmail.com	I bike& drive that street
Kate	Otte	4722 Cedar Ave	Philadelphia	PA	19143	614-203-1885	kate.a.otte@gmail.com	
David	Snelbaker	1926 Catharine St	Philadelphia	PA	19146		dsnelbaker@comcast.net	I bike up 22nd and when I get passed the parkway the road seem unsafe for bikes.
Jeffrey	Jaeger	7309 Boyer St.	Philadelphia	PA	19119		jjaeger3@gmail.com	I am a bike commuter. Having recently returned from San Francisco, I am more aware than ever of how vital it is to city life to have safe, well-demarcated bike lanes. More lanes for cars means more accidents and will not markedly reduce anyone's commuting time.
John	Caulk	206 E. Mermaid Lane	Philadelphia	PA	19118		johncaulk@gmail.com	

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Emily	Goldberg	Bainbridge st	Philadelphia	PA	19146		emilyjoygoldberg@gmail.com	
Beth	Connor	2214 Poplar Street	Philadelphia	PA	19130		bethconnor@gmail.com	I am a lifelong resident of Fairmount and I ride a bike to and from work, and for fun! I have never owned a car and I never will. Bike lanes give bikers a safe place to ride on the streets. Maybe Bill Greenlee will decide to put as much effort into protecting the safety of cyclists as he does advocating for traffic congesting, air polluting, foreign oil guzzling cars.
Paula	Mcnamara	2022 wallace street	Philadelphia	PA	19130		pcmac_02@yahoo.com	I bike on 22nd
Kostis	Kourelis	4246 Pine St	Philadelphia	PA	19104		kkourelis@gmail.com	Bicycle friendly Philadelphia one street at a time
Amanda	Sebald	224 Buckingham Place	Philadelphia	PA	19104		asebald@gmail.com	Bike lanes make the city more accessible to bikers, especially first-timers. They show the drivers that the road must be shared. They protect bikers and give them a buffer/safe zone so that cars can be more aware and more cautious. Bike lanes are the future - just put a bike lane on 22nd. There will be one there one day soon anyway. Let's make it now.
Romuald a	Manfrini	2606 Saint Christopher Drive	Philadelphia	PA	19148		romualdamanfrini@gmail.com	
Randy	Baird	2029 Wallace street	Philadelphia	PA	19130		randyabaird@yahoo.com	22nd must be one lane of traffic with designated bike lane. It is otherwise unsafe
Jeneane	Johnson	2205 Pemberton Street	Philadelphia	PA	19146		jeneaneb@comcast.net	This is my route to work every day. I bike rather than drive for obvious reasons: health, decrease pollution, save money, stay young, decrease stress of the commute, and avoid the drama of finding a parking spot.
Susan	West	250 West 94th Street	New York	NY	10025		susanbradwest@gmail.com	I am disabled. Pedestrian's, biker's, and driver's safety is important to me -- we all share the roads and walkways and we need to learn as a nation to do it safely. Cars should not continue to reign supreme anymore. Some of us aren't able to drive and some of us can barely walk.
John	West	250 W 94 St	New York	NY	10025		john.west.iii@gmail.com	Bike lanes and narrower traffic lanes seem to calm traffic and make streets safer and more comfortable for all users. I like walking in Philadelphia, particularly the alleys.
Matthew C.	Baird	2029 Wallace Street	Philadelphia	PA	19130-3221		bairdito@gmail.com	
Katy	Weeks	1842 California Street, NW	District of Columbia	WA	20009		kdw266@nyu.edu	
Alexis	Ukaha	6515 belcrest road	Hyattsville	MD	20782		ukaha.alexis@gmail.com	Safety first I
Deborah	Leibel	2531 South St	Phila.	PA	19146		leibel@tpc.edu	It's the right thing to do. I bike to work via 22St.
Justin	Coffin	Almond Street	Philadelphia	PA	19125		htotheb@comcast.net	We need to make the city safer for bikes, so we need to make room for them on the streets.
Chelsea Mariah	Stellmach	108 Arch St	Philadelphia	PA	19106		chelseas@sas.upenn.edu	I would love to bike more, but with the lack of bike lanes in Philadelphia, it forces me to ride in unsafe and frankly terrifying conditions in lanes made for motor vehicles only. If I bike only on roads with bike lanes, I am extremely limited. It is hard to change SEPTA to fit our needs and cities aren't made for driving. Adding bike lanes would be the easiest way to improve all people's commutes.
Alicia	West	451 Clinton Avenue	Brooklyn	NY	11238		awest@cityhall.nyc.gov	I've worked in the Mayor's Office in New York City for eight years, and I have seen first-hand the benefits of installing striped bike lanes and limiting lanes of traffic in the city. Vehicular traffic is calmed (studies show that adding vehicular lanes does not reduce traffic), pedestrian zones are safe-guarded, and hundreds of thousands of urban dwellers are provided a safe, sustainable means to get around. I grew up in Philadelphia, and the town deserves the same benefits we've reaped in NYC.
Rich	King	175 W Greenwood Ave.	Lansdowne	PA	19050		kingrich@sas.upenn.edu	I bike from the suburbs to work at UPenn, and there is only a bike lane about half of the way to work. Riding in the city is so much easier because of the bike lane, so I know first hand the difference between having one and not. Extending bikable area's throughout the city needs to be a priority, anywhere and everywhere.
Kelly	Ryan	Poplar St	Philadelphia	PA	19130		kerads3@gmail.com	I often use 22nd Street for my biking commute and would appreciate a safer ride and a more bikeable Philadelphia
Amy	Bernknopf	1214 Tasker Street	Philadelphia	PA	19148		abernknopf@dvrpc.org	Better bike lanes throughout Philadelphia will make myself and others more comfortable riding.
Katie	Sohnly	1232 Day Street	Philadelphia	PA	19125		swanly21@hotmail.com	There is not a good or logical reason to oppose this project!

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Louis	Weil	13 East Oxford Street	Philadelphia	PA	19125		theyholdnoquarter@gmail.com	Bicycle safety is highly important and making automobiles aware of cyclists is simpler with a dedicated bike lane. Vote safety.
Joseph	Janos	2303 Fitzwater Street	Philadelphia	PA	19146	267-808-3809	jjanos@trafficpd.com	As a traffic engineer who focuses on both automobile and bike traffic in the Philadelphia region I say it makes sense to have a bike lane on 22nd Street in this area. City Council should leave decisions like this to the experts. This is a major over-reach in power by Councilman Greenlee, and a horrible example of how politics and not expert decision making run this city.
Adam	Schreiber	805 N 20th St	Philadelphia	PA	19130		adschreib@hotmail.com	I live in the neighborhood and am an avid biker and driver. 22nd Street is not quite wide enough for 2 cars, and it is my understanding that the city won't paint it for 2 car lanes because legally it is not wide enough. If you have ever driven on it, you'll know that some drivers form two lanes and some drive in the middle of the street. Put the bike lane in and make it safer for everyone. And complete the 22nd street bike lane from south of the parkway.
Vincent	Geels	871 N 24th St	Philadelphia	PA	19130		vincentmgeels@gmail.com	I live in the area and bike regularly on 22nd Street, especially between Spring Garden and Parrish.
John	Braley	2322 Perot St	Philadelphia	PA	19130		jbbraley@gmail.com	22nd street is not safe in its current form. I drive and bike this road daily and would like it to be marked with a single lane to improve safety of all motorists.
Jennifer	Wisniewski	ringgold at	Philadelphia	PA	19130		jennifer.wisniewski@gmail.com	As an avid biker to work I can say there isn't a northbound bike lane to return home from Center City.
Thomas	Langhauser	15 S. BANK ST APT 408	PHILADELPHIA	PA	19106		tommy.langhauser@gmail.com	
Gregory	Maicher	1614 s 2nd St Fl 2	Philadelphia	PA	19148		gregory.maicher@gmail.com	I use the portion of 22nd street without a bike often enough to wish that the city would do something to make it safer. After hearing that the councilman rejected plans to do so, I was outraged. Please make 22nd street safer.
Joshua	Zahradnick	623 South Hancock Street	Philadelphia	PA	19147		jzahradnick58@gmail.com	I was hit by a car in Philadelphia because there was no bike lane.
Timothy	Reimer	51st ST	Philadelphia	PA	19143		timothy_reimer@hotmail.com	
Clayton	Hereth	2015 Poplar Street	Philadelphia	PA	19130		clayhereth@gmail.com	
Amani	Piers	841 N 19th St.	Philadelphia	PA	19130		amanipiers@gmail.com	Adding this bike lane would make the road safer for cyclists and motorists alike.
John	Connors JR	727 S 2nd St	Philadelphia	PA	19147		jconnors1287@gmail.com	If Philadelphia is to continue to compete as an attractive place for millenials to live & work, then people like Bill Greenlee need to get it done or get out of the way.
Ashley	Santee	2015 Poplar St	Philadelphia	PA	19130		ashley.santee@gmail.com	I am a Philadelphian and a bicyclist. This issue directly affects me. Additionally, Greenlee is a pathetic excuse for a public serviceman. He's got to go.
Elena	Arnold	1134 Dickinson St.	Philadelphia	PA	19147		elena.r.arnold@gmail.com	
David	Howland	Locust St	Philadelphia	PA	19104	5082749782	howland.david@icloud.com	Bicycles lanes are good for every single person using the road. They make cars, bikes, and pedestrians safer.
Brett	Fusco	190 N Independence Mall West	Philadelphia	PA	19103		bffusco@dvrpc.org	We need to make streets safer for transportation system users: cars, bikes, buses, pedestrians, etc. This plan does that, while helping make the city more sustainable and attractive to the young people who are moving here in droves.
Zachary	Gershenson	707 N 19th St	Philadelphia	PA	19130		zack.gershenson@gmail.com	
Victoria	Diedrichs	871 N. 24th Street	Philadelphia	PA	19130		vdiedrichs@gmail.com	Bike lanes let cars know that they need to watch out for bikes while driving and before making turns. I always feel safer riding in a bike lane.
Rachel	Myers	Ogden St.	Philadelphia	PA	19130		rachel.myers@gmail.com	Safety for drivers, bikers, and pedestrians on a busy neighborhood street.
Ryan	Jackson	2025 Ogden St.	Philadelphia	PA	19130		rfjmc32@gmail.com	22nd is not wide enough for two lanes (which is how it's currently being used) and there is no northbound bike lane connecting Pennsylvania and fairmount avenues
william	Blount	18th	Philadelphia	PA	19145		bhixsaxx@gmail.com	bike lanes should b wider everywhere to promote safety!
Jude	Karel-Adamski	1817 S. 18th Street Apt 2	Philadelphia	PA	19145		jkarel55@yahoo.com	
William	Mahon	865 N 21st	Philadelphia	PA	19154		jimthome6@yahoo.com	
Janet	Leidy	2121 School Road	Hatfield	PA	19440		acupuncturepa@verizon.net	Please make our streets safe for bikers!
George	Maynes	2451 Fairmount Avenue	PHILADELPHIA	PA	19130		george.maynes@gmail.com	Safety of bike riders and the need to reduce motor vehicle traffic in the city.

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Jessica	Weisser	1934 Christian St	Philadelphia	PA	19146		jessicaweisser@gmail.com	Not only would a bike lane make it safer for cyclists, it would reduce the illegal sidewalk cycling and make it safer for pedestrians.
Isak	Sindler	21st & Walnut	Philadelphia	PA	19103		isaksindler@gmail.com	WE NEED BIKE LANES!
Kaitlyn	Bendik	2135 Christian Street	Philadelphia	PA	19146		martinlee23@gmail.com	
Cody	Crammer	411 S. 44th St	Philadelphia	PA	19104		codycrammer@yahoo.com	In order to make Philadelphia streets safer for bicyclists and motorists.
Molly	Hanson	2620 folsom st	Philadelphia	PA	19130		mollymcgeehanson@yahoo.com	
Mary	Walton	2401 Pennsylvania Ave.	Philadelphia	PA	19130		marywalton2000@yahoo.com	Bicyclists need this important route.
Carol	Hauptfuhrer	2401 Pennsylvania Ave	Philadelphia	PA	19130		carolah3@verizon.net	safety & support to bicyclists
MATTHEW	mckeeon	2038 Annin st	Philadelphia	PA	19146		mmckeeon@gmail.com	Safety first
Hazel	Kasgur	3738 Vader rd	Philadelphia	PA	19154		hkasgur@gmail.com	I support bikers.
Daniel	Yeich	282 N Maple Ave	Lansdowne	PA	19050		dyeich@gmail.com	I travel on this street often and worry for my and others safety.
Jon	Mozes	2005 Green St. APT 1R	Philadelphia	PA	19130		jonathanmozes@gmail.com	I am a frequent bike rider in the city and we desperately need this bike lane! It is a matter of public safety!
Paula	Edelson	604 S Washington Square	Philadelphia	PA	19106		pkedelson@gmail.com	
Tejal	Chauhan	1835 Arch St. #402	Philadelphia	PA	19103		tejal_chauhan@hotmail.com	Safe bike lane for all to use
Brad	Trowbridge	2727 Poplar St	Philadelphia	PA	19130		bradtrowbridge@hotmail.com	There is already a bike lane on 22nd south of Spring Garden. Why wouldn't it extend to Fairmount?
Benjamin	Duffy	15th Street	Philadelphia	PA	19130		benwduffy@gmail.com	We need safer paths for bikes. This connects two bike paths at the southern end (22nd Street and Spring Garden) as well as one on the northern end (Fairmount), making it easier for bikes to get around the Fairmount neighborhood, and takes them off of single lane streets, enabling smoother traffic flows on those streets.
Victor	Sun	202 S 42nd St	Philadelphia	PA	19104		vicsunus@gmail.com	Cars don't respect bikes when we try to "take the lane" if there is no bike lane for us to be on. Implementing these bike lanes would make it safer for bikers and less tenuous for bikers and cars.
Eric	Goren	1806 Ginnodo Street	Philadelphia	PA	19130		jyju@hotmail.com	
Alyson	Owen	305 Berkeley Road	Merion Station	PA	19066		acnmiv@aol.com	22nd Street is wide enough to support vehicular traffic, two lanes of parking and a bike lane. Appropriate markings improve safety and transportation for all.
Kenn	Ghaffarian	1906 Fairmount Ave	Philadelphia	PA	19130		iran2japan@gmail.com	I am a new biker living in the community and want to see a safe avenue for biking between Callowhill and Fairmount
Andrew	Liu	2107 Cherry St	Philadelphia	PA	19103		askliu.misc001@gmail.com	I am a concerned citizen, neighbor, driver & cycle commuter. Drivers on 22nd St. north of the parkway often speed and drive unpredictably on either side of the extra-wide thoroughfare. Traffic calming and a bike lane would prove beneficial for improving the safety for drivers, cyclists, and pedestrians who use 22nd st.
Christopher	Stober	1522 Brown St	Philadelphia	PA	19130		chris.stober@gmail.com	I commute by bike up this street daily and the lack of lines is extremely dangerous for drivers, pedestrians, and bicyclists. Please consider the suggestions of experienced city planning engineers over your misguided political views.
Graham	Robb	334 East Gowen Avenue	Philadelphia	PA	19119		g.robbs@verizon.net	
Steven	Rambo	869 N Stillman St	Philadelphia	PA	19130		sramboart@gmail.com	The street isn't safe in its current state. Fairmount could definitely use a northbound bike lane. Sounds like a win-win situation to me.
Emma	Schneiderman	Spruce St	Phila	PA	19104		emmaschneiderman@gmail.com	
Alexa	Adams	821 N Bambrey St	Philadelphia	PA	19130	(718) 938-0954	alexadams@gmail.com	I live in the area and frequently bike 22nd, its an important cycling corridor.
James	Millisky	888 N. 25th St	Philadelphia	PA	19130		planesjimmycam@netzeo.com	I want the bike lane to continue up 22nd street.
Thomas	Durling	931 Franklin Lane	Maple Glen	PA	19002		b-secure@comcast.net	Bike lanes make our city safer and more livable for everybody - bikers, drivers and walkers.
Meredith	MacVittie	288 N Main St	Ambler	PA	19002-4225		msmerymac@yahoo.com	
Asia	Hege	4545 Connecticut Ave. NW, APT 824	Washington	DC	20008		asia@picnet.net	To promote bike safety more in East Coast cities.

The following 690 persons are in favor of making 22nd Street safer for all users.								
First	Last	Address	City	St	Zip	Phone	Email	Comment
Geoff	Thompson	2217 Kimball St	Philadelphia	PA	19146		g.k.thompson@gmail.com	
Maxine	Parrish	11852 SEWELL RD	Philadelphia	PA	19116	267-357-1147	maxparrish@me.com	Traffic calming measures encourage active transportation. Active transportation supports wellness by preventing obesity, high blood pressure and diabetes.

Public Testimony before Philadelphia City Council
Sarah Clark Stuart, Deputy Director
Bicycle Coalition of Greater Philadelphia
April 21, 2015

Thank you for the opportunity to testify today. I am here to make public comment about the Streets Department's Operating and Capital Budgets.

Approve the Proposed FY2016 Budget for the Streets Department's operating & capital budgets

The proposed FY2016 budget increases the paving budget from \$16 million to \$20.4 million, which should allow approximately 85 miles of streets to be repaved—a vast improvement over previous years. We urge City Council to approve this budget and ultimately, work with the next mayor to raise the paving budget to at least \$32 million so that at least 130 miles can be repaved annually. We applaud the Philadelphia Community Sustainability Initiative for making the same recommendation.

On the operating side, the Streets Department Transportation's projected FY16 operating budget is \$33,118,461, which is an increase of \$1.17 million from what was budgeted for FY15. That increase is helpful and greatly needed, but it still keeps the Streets Department-Transportation's operating budget at less than 1% (0.84%) of the entire \$3.9 billion general fund.

The Transportation side of the Streets Department's budget still remains one-third of the Sanitation side of the Streets Department (\$101 million) and is less than the Fleet Department (\$50 million) and the Innovation and Technology Department (\$46.8 million.)

The math is pretty simple. A more resourced Streets Department can deliver safer streets and safer streets will contribute to safer communities; communities of choice.

Safer streets is a public safety issue. If streets are not repaved every 7-10 years, they start falling apart. Cracks and bumps develop; manholes sink; potholes open up more easily and quickly; gravel is

everywhere; the white and yellow lines and crosswalks fade to black. Streets in disrepair contribute to crashes, blowout car and bicycle tires, make it difficult for wheelchairs to cross, and become tripping hazards for pedestrians. They are unsafe.

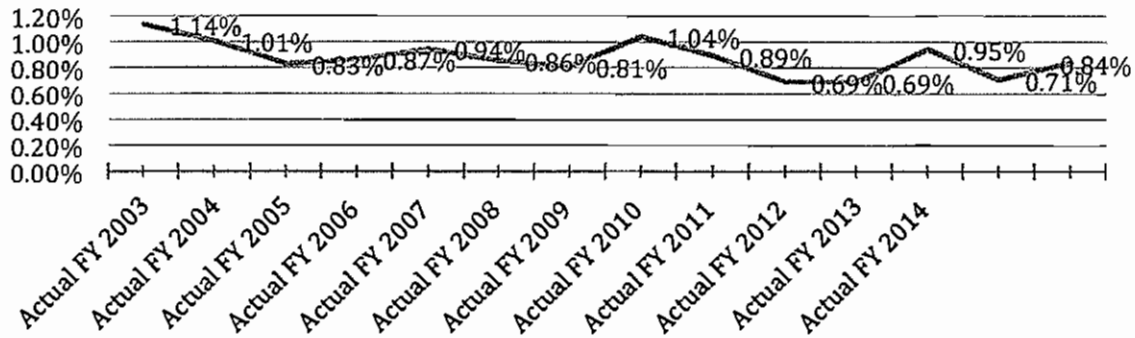
In the case of Philadelphia's streets, there hasn't been enough cash in the city's capital or operating budgets to maintain the streets the City is responsible for, much less install new and innovative infrastructure like protected bike lanes, curb bump outs to shorten crossings, speed humps, roundabouts, and other traffic calming measures that made streets safer.

The City has a total of 2525 miles of streets that regularly needs to be maintained; repaired, reconstructed, repaved, and restriped. As of 2014, the city had a backlog of 900 miles of streets in need of repaving; 30% of its inventory. In 2013 and 2014, the Streets Department had only enough funds to pave 50 miles of streets over those two years.

Why so few miles? A combination of factors that include not enough funding allocated in the capital program and a federal mandate to spend a significant portion of those limited dollars on handicap access ramps at every corner. But, setting the curb ramp issue aside, it's hard to not see that the City just hasn't prioritized paving. In the fiscal year 2015 capital program, the City spent more on "citywide technology improvements" (\$29 million) than repaving (\$16 million).

The portion of Philadelphia's general fund that goes to operating the Streets Department-Transportation side is down considerably from where it was ten years ago, when it was 1.14 percent. There's no question that the Streets Department-Transportation Division still remains a seriously under-resourced agency.

Philadelphia Streets Dept. Operating Budget as a Percentage of the General Fund



And compared to the budgets of comparable departments in other cities, the Streets budget looks even worse.

Baltimore spends \$143 per capita of its operating budget on streets; Philadelphia spends \$16. Baltimore's operating budget for streets is 5.5%; Philadelphia's is .84%. New York City has approximately one DOT workers for every street mile; Philadelphia has one Streets Department employee for every five miles.

Increasing safety for all road users; motorists, pedestrians, transit users & bicyclists is vital to creating Communities of Choice.

This low level of funding prevents the Department from reaching its full potential and mandate to increase public safety. The Philadelphia Community Sustainability Initiative in its Safety Index calls upon the Department to increase neighborhood walkability and vitality. It also calls for making more retail corridors physically attractive. The City's Complete Streets Handbook calls upon the Department to implement street designs that maximize safety to all road users every time it repaves a street. The Department can't do its job and meet the expectations of these plans if it doesn't have enough resources, staff or capital funds to carry out its most basic functions.

Philadelphia needs to catch up with its peer cities.

Lastly, I wanted to make the point that Philadelphia is falling behind its other peer cities. The installation of bike lanes has been slow over the past eight years; only 6 miles a year. Pittsburgh, Chicago and Boston added between 8-13 miles a year during the same period. Over fifty other American cities have added high quality protected bike lanes that have proven to increase safety for all road users; Philadelphia has added only one and it's more of a trail than a bike lane. The Bicycle Coalition believes the Streets Department should be adding 15 miles a year of bike lanes, 30 miles of protected bike lanes over a five year period and restriping 10 miles of bike lanes. But, again, it can't do that without more resources and support. Your constituents want it. Please approve the FY16 budget to put the Streets Department on the path to making Philadelphia's streets safer and more complete.



City and County of Philadelphia
Office of the Sheriff
Land Title Building
D.A.R.T. Unit
100 S Broad Street, 5th Floor
Philadelphia, PA 19110
(215) 686-3537/32 (Office) (215) 686-3554 (Fax)

Jewell Williams
Sheriff

Lt. Monte' Guess
D.A.R.T. Unit Supervisor

December 9, 2014

Joseph O'Hara
Finn Land Corporation
446 Keswick Avenue
Glenside, PA 19038

RE: Magnolia Highsmith – Mortgage Lien Holder
4049 Filbert Street – Solomae Williams

Dear Mr. O'Hara:

Any claim that you have may have to excess funds held by the City of Philadelphia as a result of the Tax Sale on the above captioned property has been extinguished by operation of law.

The Sheriff's Office will distribute the excess funds to the property owner. If you have any objections to this distribution, you have ten (10) days to petition The Court of Common Pleas.

Sincerely,

Joseph Vignola
Undersheriff

CC: Magnolia Highsmith 3600 Conshohocken Avenue Apt 813 19131
FILE

Testimony for City Council
Public Hearing on FY'16 Capital Budget
Stephanie Singer
April 21, 2015

Only ten years ago the City of Philadelphia spent \$20M to buy voting machines via a process far removed from the public eye. That process gave us the voting machines we have today, which have some serious drawbacks, including:

- Write-in votes are notoriously difficult to cast
- There is no way to recount voter intent in case of challenge
- There is only one vendor qualified to maintain the machines, so the Board of Elections is forced to pay that vendor what the vendor asks (currently several hundred thousand dollars per year) and has no bargaining power.

The proposed Capital Budget for the upcoming year (FY 2016) would set aside \$25M to buy new voting machines. Somebody seems to be in a hurry to spend this money – the procurement process is well under way, though there seems to have been no attempt to gather public input, or even input from poll workers or the technical staff of the Board of Elections. In other words, there seems to have been no attempt to gather input from the people who will be using the machines.

Why the hurry? Anyone who has kept an eye on the voting machine market knows that there are big changes brewing. Obama's Presidential Commission on Election Administration recommends open source software deployed on commercial, off-the-shelf hardware. Los Angeles County, CA, and Travis County, TX, are blazing the path, developing systems to make that recommendation a reality. The new systems will be substantially cheaper – the not-for-profit Open Source Election Technology

Foundation estimates that Philadelphia could purchase a new system for as little as \$6M. That's \$19M less than the City is planning to spend.

Why the hurry? If we wait, we can get a system that doesn't make us depend on one single maintenance vendor, which should save significant money every year in addition to the up-front \$19M savings.

Why the hurry? Federal certification standards are in flux, and Pennsylvania certification procedures are also in flux as the federal Election Assistance Commission revamps standards in response to the lessons learned since the last round of voting machine purchases. If we wait, we can be sure to get a system appropriate for the next 15 years instead of a system created for the old 2002 standards.

Some people are saying that we have to hurry because we want to introduce the voting machines in 2017, a year we expect voter turnout to be low. But let's be honest: judging by past performance, 2018 and 2019 are likely to be low turnout years too. Why the hurry?

Before approving \$25M for new voting technology, City Council should make sure that there is an open process to figure out what voters, poll workers and Board of Elections staff want and don't want. City Council should make sure that we don't waste \$19M – that's enough money to raise poll worker pay for 19 years, or to close a substantial portion of the school funding gap.



325 Chestnut Street – Suite 903 – Philadelphia, PA 19106 -215-279-7450
info@philareads.org – www.philareads.org –FAX 215-279-7463

2015

Adrienne Jacoby, Ed.D.
Executive Director

The mission of PHILADELPHIA READS is to raise a "City of Readers" by providing in and out of school programs that strengthen the literacy skills of Philadelphia school children so they will be able to read at or above grade level.

Our vision is for all children to read competently and independently by grade 4 in order to be successful learners and for them to also develop a life-long love of reading. We envision that all students will understand that the power of literacy enables their future success. We also envision a dedicated core of trained volunteers to mentor and expand literacy opportunities for students.

As an initiative of the Office of the Mayor, **PHILADELPHIA READS** is requesting **\$350,000.00** yearly to increase our capacity in order to provide additional literacy programs for more children in Philadelphia.

1. PHILADELPHIA READS' Children's Book Bank gives out over 100,000 children's books each year for classroom libraries in public, charter, parochial and preschool programs. The value of these books is over \$500,000.00. This is a savings to the schools and teachers. (Since 1998, over 2.5 million books have been distributed at a **cost savings** to the city, teachers and schools of \$12,500,000) Our data indicates that the additional books for classroom libraries has an impact on the number of books the children read and the number of hours they read. The more children read, the better their reading becomes. Funding is needed to increase the hours the book bank is opened so more children and classrooms could be served and to conduct parent literacy events and workshops.

\$50,000.00 is requested.

2. For **\$230,000.00** we can increase our Summer READS program for an additional 400 children in grades 1-4. Presently we service 120 children. The purpose of the program is to reduce summer learning loss and provide a stimulating science program and enrichment in the arts. This successful program has been running for 10 years. Tests of written comprehension show that **82.4% of the students have increased their reading skills versus suffering summer learning**

loss. 6% maintained their skills. PHILADELPHIA READS is part of the city's *Read by 4th initiative*. Summer READS is an integral part of this campaign.

3. \$20,000 is requested to provide weekly tutoring through the Power Partner program for 90 – 120 students in grades 1-3. (sites: City Hall- Criminal Justice Center, First Judicial District- Common Pleas Court) Students in this program also receive classroom libraries. **Students show a 14% increase in their literacy levels over their peers.** Yearly growth averages 1.4 years growth.
4. \$50,000 is requested to organize and implement the Philadelphia Reading Olympics which serves 2000 children from 88 schools in our city. (Public, charter, parochial and independent schools.
5. PHILADELPHIA READS is also requesting a restoring of the in-kind support we have received in the past of space for our administrative and training offices, and parking for the bookmobile.



325 Chestnut Street – Suite 903 - Philadelphia, PA 19106 - 215-279-7450 www.philareads.org

August 28, 2014

To Members of Philadelphia City Council

As an initiative of the Office of the Mayor, **PHILADELPHIA READS** is requesting \$300,000.00 yearly to both maintain and increase our capacity in order to provide additional literacy programs for more children in Philadelphia.

Unlike other cities we are an unfunded initiative. We can no longer continue to function in this manner.

We are also requesting the return of in-kind support in the form of space, parking, gasoline.

- | | |
|---|------|
| • Free Space (MSB) | Gone |
| • Garage Parking for Philadelphia READS book van | Gone |
| • Gas for PHILADELPHIA READS Book Van | Gone |
| • Printing | OK |
| • Postage | OK |
| • (Cost to PHILADELPHIA READS since 2004: \$350,000) | |

This is the second year we have requested funding of \$300,000.00. Because we did not receive it, several of our programs are about to be eliminated or reduced.

It should be known that other cities (Baltimore and Boston) have their “Reads” organizations as a line item in the Library’s budget.

(Reads Boston – Most costs are paid for by the city. (Space, Salary, back room, supplies, printing, parking for bookmobile, etc. They raise funds for everything else. Both cities have the full support of their Mayors.)

Here is how the funds will be used:

PHILADELPHIA READS’ Children’s Book Bank gives out over 100,000 children’s books each year for classroom libraries in public, charter, parochial and preschool programs. While the value of these books is over \$500,000.00, the impact is priceless. This is a savings to the schools and teachers. (Since 1998, over 2.5 million books have been distributed at a **cost savings** to the city, teachers and schools of \$12,500,000) Our data indicates that the additional books for classroom libraries has an impact on the number of books the children read and the number of hours they

read. The more children read, the better their reading becomes. Funding is needed to increase the hours the book bank is opened so more children and classrooms could be served.

\$50,000.00 is requested.

1. For \$200,000.00 we can increase our Summer Reads program for an additional 400 children in grades 1-4. Presently we service 250 children. The purpose of the program is to reduce summer learning loss and provide a stimulating science program and enrichment in the arts. This successful program has been running for 10 years. Tests of written comprehension show that **82.4% of the students have increased their reading skills versus suffering summer learning loss. 6% maintained their skills.**
2. \$20,000 is requested to provide weekly tutoring through the Power Partner program for 90 – 120 students in grades 1-3. (sites: City Hall- Criminal Justice Center (*Gideon School*) , First Judicial District- Common Pleas Court – *Vare at Washington Elementary School*, EPA – *Child's School*, School District of Philadelphia- *Meade School*, US Attorney's Office – *Stearne School*, US Court of Appeals – *Stearne School*) Students in this program also receive classroom libraries. **Students show a 20% increase in their literacy levels over their peers.**

Thank you for addressing this matter,



Adrienne Jacoby, Ed.D.
Executive Director

Philadelphia READS Core Programs



Philadelphia READS has been serving the children and youth of Philadelphia since 1997. Established as an initiative of the mayor's office in response to the presidential *America READS* campaign, the mission of Philadelphia READS is to "raise a city of readers" by providing quality OST and "in school" time programs that strengthen the literacy skills of learners so that they will be able to read at or above grade level. Below is a list of our core programs:

READING OLYMPICS

Goal: To promote the love and joy of reading through a healthy competition. Students in grades 4-8 read 20 novels as a team and then compete to test their knowledge of the books.

Achievement: The "before and after school" highly motivating literacy program has grown from eight teams in 2001 to 151 teams in 2014. Teams come from public, charter, parochial and independent schools. Nearly 2,000 children participate yearly and collectively read over 25,000 books to prepare for this rewarding event.

POWER PARTNERS

Goal: To match individual students in grades 1-3 with a trained weekly tutor and mentor from a Philadelphia business, providing one-on-one time to build literacy skills, while exposing them to the professional world.

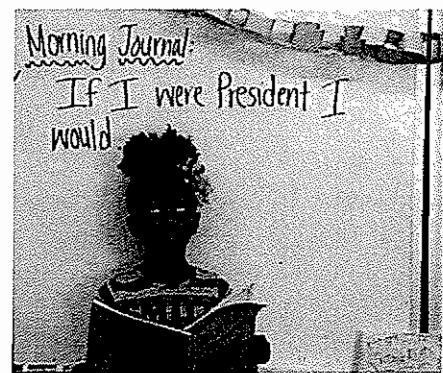
Achievement: For the 2013-2014 school year, there were 27 Power Partner programs serving 997 children. Students' reading levels showed a 1.4 year's growth. This is significantly higher than their peers who do not have the same tutoring support.



SUMMER READS

Goal: To provide a quality six week integrative literacy program that infuses reading, enrichment, and the arts and sciences into its daily programming through its curriculum, community collaboration, parental engagement, and empowering environment.

Achievement: Between the 2013 and 2014 summers, Summer READS led 15 inner-city camp sites (*1,100 children*) in partnership with Education Works, The New Jersey State Aquarium, The Kimmel Center, The Clay Studio, PECO, Spiral Q, All Together Sing, Science Explorers, The Franklin Institute of Science, Young Rembrandts, and Tune Up Philly. Approximately 80% of students in the program increased their literacy skills.



BOOK BANK

Goal: Teachers are required to have a classroom library to expose children to multiple literacy opportunities which assists in their literacy skill development, yet the public school district does not have a budget for books. The Book Bank is a resource to assist the teachers in the establishment and/or enhancement of their libraries by providing free books and supplies.

Achievement: 2.5 million books have been distributed since 1997 free of charge. In 2013-14 over 101,000 books were distributed to over 1,000 teachers. Approximately 25,000 children benefit from this initiative.

Dear Philadelphia READS,

Thank you so much for the books. You made our library interesting and everyone loves getting books at free time, even me! We had 16 books, now we have 116. I just want to thank you again for our books and I hope we can get more soon!

Kayla, Ms. Allulo's Class,
Keystone Academy Charter School

READING IS LOVE

Goal: To provide a mobile website that contains stories for parents to read to their children on the go and if they do not have access to books. The "Reading Is Love" (<http://www.readingislove.com>) social marketing c to bring awareness to parents and caregivers of the importance of reading to children daily from birth in order to develop necessary vocabulary and literacy skills. Children from low-income families enter school with a gap of about 30 million words in comparison to their middle and upper class peers. **Reading is Love can help to fill that gap!**

Achievement: This program was launched in June 2013, partnering with the University of the Arts, Chestnut Hill College, and Comcast. We have a number of stories and are looking to add more through partnerships with local schools and universities. With your support, we can offer student writers an honorarium of \$200 each for their published work.

READING
is
LOVE



PHILADELPHIA READS Programs and Background

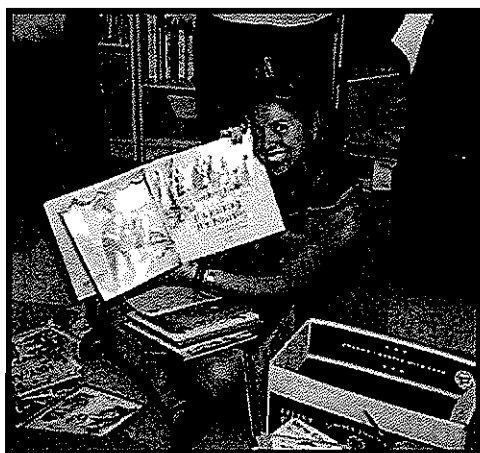
Book Bank

Needs:

- Nearly 80% of Philadelphia public school students live in families whose incomes qualify them for free or reduced lunch. Research shows that these families often contain an average of less than one book.
- Two-thirds of American classrooms have fewer than 50 children's books available for reading. Almost 60% of childcare centers buy less than 1 book per child, per year. (Neumann et. al, 2001)
- School and community libraries are closing and students no longer have access to books in or around the school community.

Response:

The Book Bank provides Philadelphia educators with at least 350 new or gently used books per class, per year, as well as additional classroom supplies. PHILADELPHIA READS has provided an average of 100,000 books per year since its beginning. The annual estimated city savings that the Book Bank provides is \$750,000.



"My students have told me that it is like Christmas Day when I return from to the classroom with books from the Book Bank!"



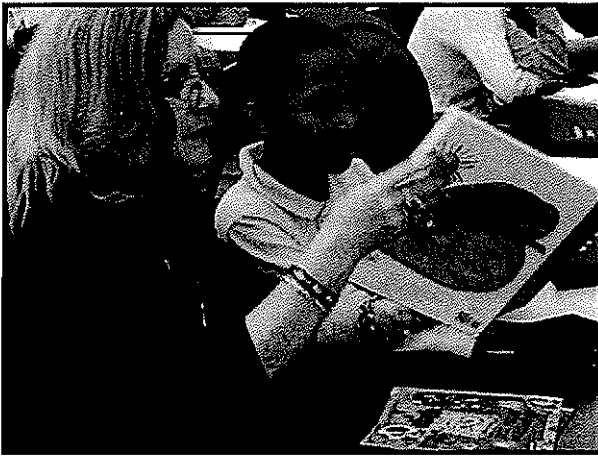
Power Partners

Needs:

- Children who can't read on grade level by the end of their 3rd grade year are more likely to become truant in their later school years, ultimately dropping out of school.
- An approximate 45% of Philadelphia's public school children are not reading at grade level by their 4th grade year.

Response:

Power Partners matches individual students in grades 1-3 with a trained weekly tutor from a Philadelphia business, providing them with the one-on-one time necessary for literacy skill development and improvement, all while exposing them to the professional world. Currently, there are 975 Philadelphia children who receive weekly tutoring from the Power Partners program. Our records indicate that in comparison to their peers, students who participated in our Power Partners program made significant gains in their literacy skills over the course of the year. Students in the program showed a literacy growth that exceeded their peers by two months.



"My students are never absent on their Power Partner Day, never!"
– Teacher at ABC School



Reading Olympics

Needs:

- Students who are more motivated to achieve perform better academically than those who are less motivated. Students who believe they will be successful engage in more metacognition, use more effective cognitive strategies, persist on tasks longer, expend more effort, and, therefore, perform better academically than those who are less motivated and confident (Scultz, 1993).
- The greater the minutes of reading that a student does per day outside of school, the higher their ranking on standardized tests. (Anderson, R., Wilson, P., and Fielding L. 1988)
- The studies show that students' who read more, read better; they also write better, spell better, have larger vocabularies, and have better control of complex grammatical constructions (Krashen, 2009).

Response:

The PHILADELPHIA READS Reading Olympics program engaged over 151 teams of 1833 students from 88 schools in 2014. Students participate in a jeopardy-style competition, in which their knowledge on the book content for 20 books is tested. The books are read and discussed during after-school hours as "coaches" prepare the teams for the annual May competition. All participants receive either a red, blue, or green ribbon. Collectively the children have read about 30,000 books to prepare for the Olympics.



"It makes you read more books and think harder about them. You don't forget the book after you read it. It encouraged me to read more on my own."

"Now when I read, I really pay attention instead of just skipping parts that are hard or boring. I love finding the details."



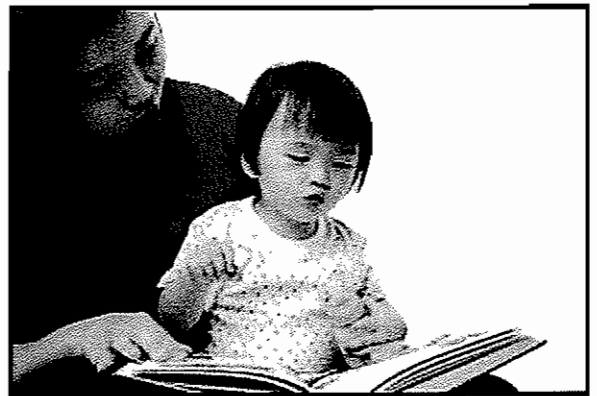
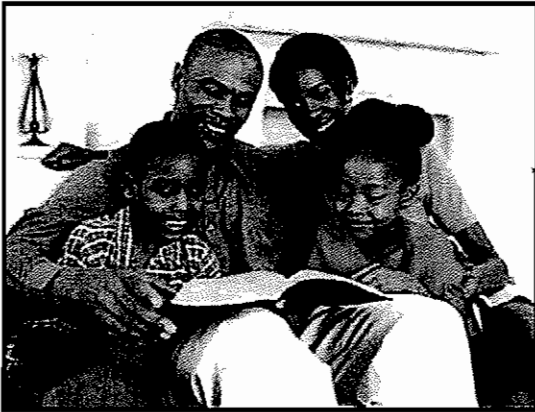
Reading is Love

Needs:

- Parents argue that there is not enough time to read to their child(ren) due to their “on-the-go” schedules.
- Some parents do not have the means to purchase books to build home libraries
- Children who have not been read to prior to kindergarten enter school having heard 30 million fewer words. (Hart and Risley, Meaningful Differences; Anna E. Casey)
- “The preparation gap occurs because too many children enter school, whether it is pre-kindergarten or kindergarten, without the early childhood experiences or skill-building opportunities in their homes that they need in order to be successful in a classroom. They have little experience with books. They have not been read to or told stories. They have never held a crayon, done a puzzle, or sung “Itsy-bitsy spider”.
- Due to this being the “technology age,” children spend more time engaged with electronic and mobile devices.

Response:

Reading is Love is a multimedia project that allows parents/caregivers the ability to download stories “free of charge” and read “on-the-go” with their child(ren). Texting the phrase “Readtome” to 313131 will yield a link which can be downloaded on a mobile device as an “app” like feature, making quality illustrated stories available at your fingertips!



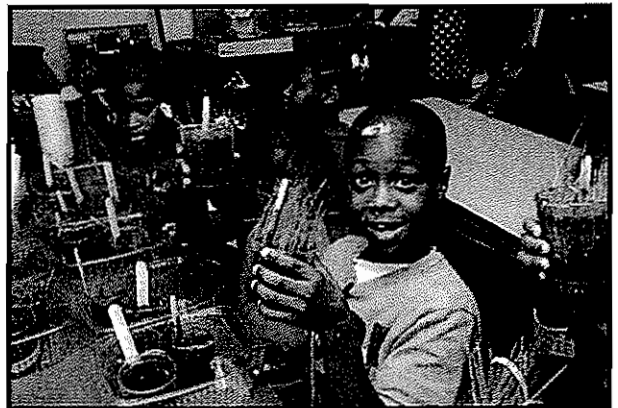
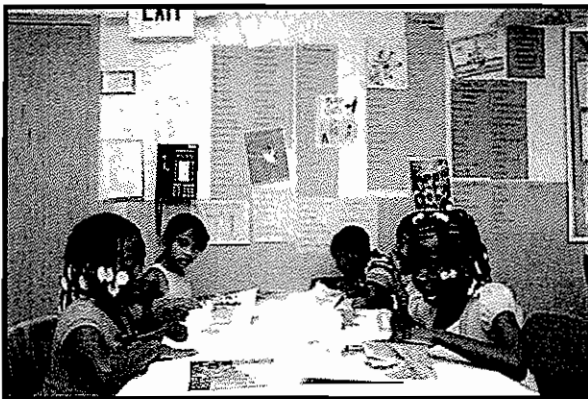
Summer READS

Needs:

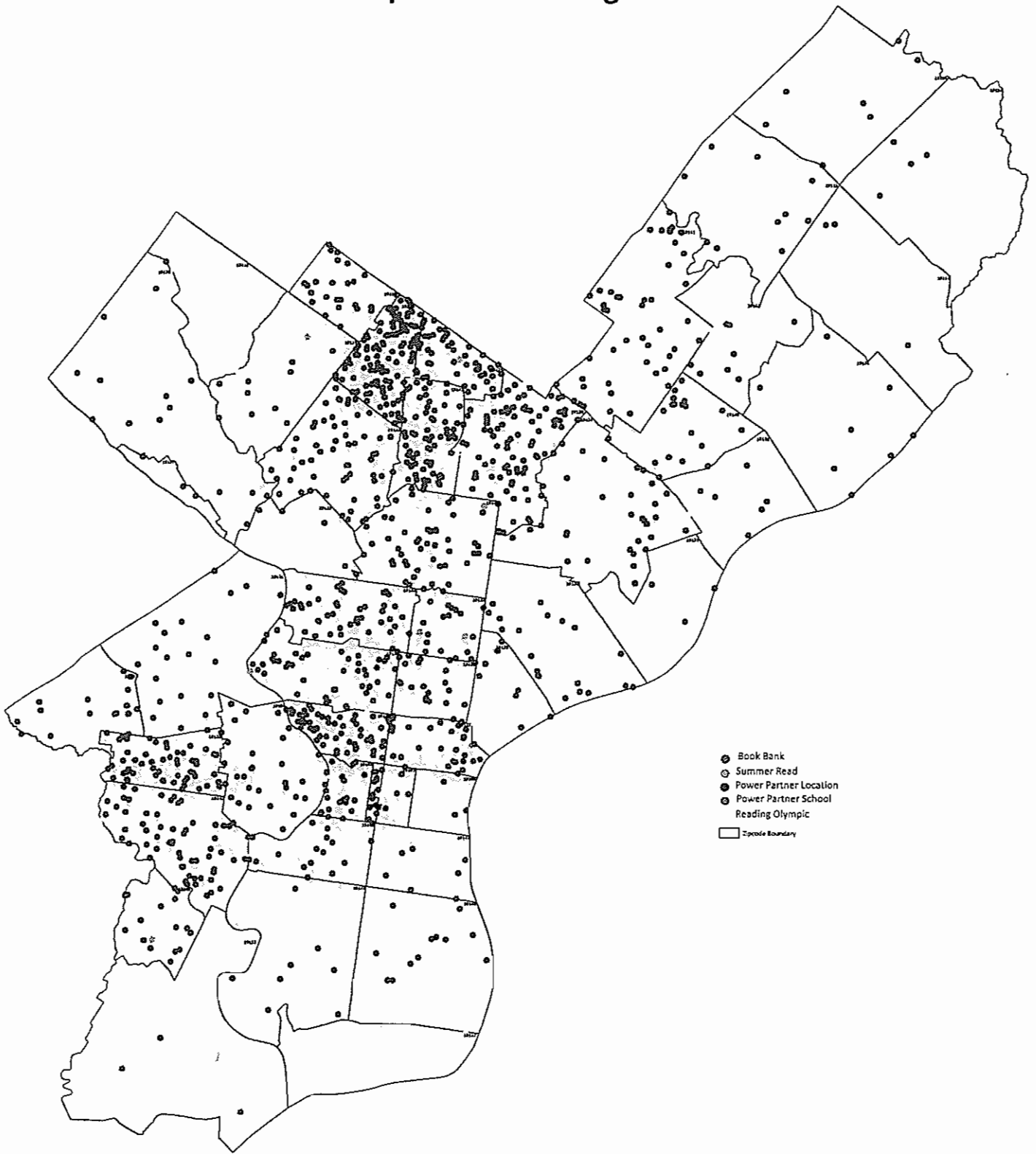
- In 2009, Secretary of Education, Arne Duncan, stated that summer learning loss was “devastating” and the “key step toward stopping the summer slide is the development and launch of high quality programs that take advantage of time outside the school day and year to help children learn, grow, and develop” (Elling, 2009).
- Summer learning loss accounts for two-thirds of the ninth grade achievement gap. It is a cumulative effect, which causes children and youth to lose 2 months of learned content during the summer. Therefore, teachers spend the first month re-teaching. This reduces the overall likelihood of academic success over time. As a result, low-income children are less likely to complete high school or enter collegiate studies (Alexander et. al, 2007).
- Richard Allington, a professor at the University of Tennessee, Knoxville, and his colleagues found that giving kids 12 books to read over the summer was as effective as summer school in raising the students’ reading scores. The increase in test scores was especially pronounced for those who were most economically disadvantaged.

Response:

Summer READS is a quality 6-week integrative literacy program that infuses Reading, Enrichment, the Arts, Development, and STEM-2 (READS) into its daily programmatic delivery through its curriculum, community collaboration, parental engagement, and overall dynamically engaging and empowering environment. Students are placed in small classroom settings with lots of books, a fascinating focused curriculum, certified and trained teachers with the goal to prevent summer learning loss. Student participants sharpen their literacy skills in preparation for the upcoming school year, thereby reversing the effects of the “summer slide.” 84% of students increased their literacy skills.



Philadelphia Reads Programs



Notes: A Dot Represents Quantity, DOES NOT Indicate a Location for a Program.

0 1.5 3 Miles

