

Democratic Executive Committee of the First Ward of Philadelphia

January 10, 2019

Happy New Year!

This is a reminder that our next First Ward Democratic Executive Committee meeting will be Monday January 14, from 7pm - 8pm at East Passyunk Community Center, 1025 Mifflin St.

The agenda of the meeting is as follows:

- 5 mins - Settling in and intros (Kathleen Melville)
- 5 mins - Constituent letters (Steve Petro)
- 7 mins - Announcements (Adams Rackes)
- 8 mins - Candidate drop-in nights (Claudia Setubal)
- 10 mins - Slow zone applications (Leigh Goldenberg)
- 20 mins - New rules discussion (Emiliano Rodriguez, Dana Pavlichko, Sam Arnold)
- 5 mins - Evaluation and close (Kathleen Melville)

This is a meeting at which two resolutions will be on. A full packet for the January 14 meeting with the text of the resolutions and explanations of their purpose is available at:

<https://phillyfirstward.org/meetings>

I hope to see you on Monday.

Please feel free to call or email if you have any questions or need help with transportation.

Sincerely,

Adams Rackes, January 14 meeting organizer
267-879-1345

Resolution 1: Ward support for East Passyunk / Dickinson Square Neighborhood Slow Zone Program

Sponsor: Leigh Goldenberg

Co-Sponsors: Emiliano Rodriguez, Natasha Cahill, Erin O'Brien Garcia

The First Ward signs onto the following letter of support and submits it with the Slow Zone application prepared by Aaron Bauman for the proposed Passyunk-Dickinson Slow Zone.

[\[Attachment\]](#)

Democratic Executive Committee of the First Ward of Philadelphia

January 14, 2019

ATTN: Charlotte Castle
c/o Vision Zero - Complete Streets
1401 John F. Kennedy Blvd., Suite 780
Philadelphia, PA 19102

Re: East Passyunk / Dickinson Square Neighborhood Slow Zone Program

To whom it may concern:

We write to express our support for the Neighborhood Slow Zone application in our neighborhood, with the boundaries of:

- Washington Avenue
- Tasker Street
- Moyamensing Avenue
- Passyunk Avenue

We agree to and understand that, if selected, the Neighborhood Slow Zone Program will:

- Include posted speed limits of 20MPH
- Install corner clearances within 20' of some crosswalks, preventing people from parking here
- Include speed cushions and other tools to manage driver speeds
- Require that traffic calming be kept installed for least five years of installation.

We, the Democratic Executive Committee of the First Ward of Philadelphia, by a vote of ___ in favor to ___ opposed, support this neighborhood slow zone application in to improve safety of our community. The significant number of one-way, one-lane streets in our neighborhood make ours an ideal neighborhood for the Slow Zone treatment. The slow zone traffic calming measures will go towards supporting the high share of walk-, bike-, and transit-commuters, making our neighborhood more livable and people friendly.

As Democratic Executive Committee Representatives of the First Ward of Philadelphia, we will engage our neighborhood in building support and identifying specific traffic issues in our neighborhood.

We strongly encourage you to prioritize this application for a Neighborhood Slow Zone. Sincerely,

Kathleen Melville, Chair
Democratic Executive Committee of the First Ward of Philadelphia
phillyfirstward@gmail.com
www.phillyfirstward.org

Resolution 2: Ward support for East Passyunk Crossing / Passyunk Square Neighborhood
Slow Zone Program

Sponsor: Steve Petro

Co-Sponsors: Kathleen Melville

The First Ward signs onto the following letter of support of support and submits it with the
Slow Zone application prepared by Kate Mundie for the proposed East Passyunk Crossing /
Passyunk Square Slow Zone.

[\[Attachment\]](#)

Democratic Executive Committee of the First Ward of Philadelphia

January 14, 2019

ATTN: Charlotte Castle
c/o Vision Zero - Complete Streets
1401 John F. Kennedy Blvd., Suite 780
Philadelphia, PA 19102

Re: East Passyunk Crossing / Passyunk Square Neighborhood Slow Zone Program

To whom it may concern:

We write to express our support for the Neighborhood Slow Zone application in our neighborhood, with the boundaries of:

- Washington Avenue
- Passyunk Avenue
- Reed Street
- 11th St
- Broad St

We agree to and understand that, if selected, the Neighborhood Slow Zone Program will:

- Include posted speed limits of 20MPH
- Install corner clearances within 20' of some crosswalks, preventing people from parking here
- Include speed cushions and other tools to manage driver speeds
- Require that traffic calming be kept installed for least five years of installation.

We, the Democratic Executive Committee of the First Ward of Philadelphia, by a vote of ___ in favor to ___ opposed, support this neighborhood slow zone application in to improve safety of our community. The significant number of one-way, one-lane streets in our neighborhood make ours an ideal neighborhood for the Slow Zone treatment. The slow zone traffic calming measures will go towards supporting the high share of walk-, bike-, and transit-commuters, making our neighborhood more livable and people friendly.

As Democratic Executive Committee Representatives of the First Ward of Philadelphia, we will engage our neighborhood in building support and identifying specific traffic issues in our neighborhood.

We strongly encourage you to prioritize this application for a Neighborhood Slow Zone. Sincerely,

Kathleen Melville, Chair
Democratic Executive Committee of the First Ward of Philadelphia
phillyfirstward@gmail.com
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What the heck is a slow zone?

A slow zone area is all about safety: for people in cars, people walking, people on bikes, and vulnerable populations like children and elderly. A slow zone is an area where the speed limit would be lowered to 20 mph, traffic calming measures would be installed like speed bumps or street murals, and protections for pedestrians would be installed around dangerous crosswalks and intersections. This would help to make walking safer for families and all our neighbors. In New York City areas where Neighborhood Slow Zones have been implemented for less than 5 years, there has been a 10-15% decrease in speeds, 14% reduction in crashes with injuries and 31% reduction in vehicles injuries.

What are we signing up for?

The letter of support is an acknowledgement that some of our neighborhood's intersections and streets could use safety improvements. Support for the application doesn't imply or endorse any specific changes.

Why are there 2 different zones?**These boundaries don't make sense, who picked these?****Why isn't my street included?**

The program guidelines dictate that slow zones should not include commercial corridors (like Passyunk or Washington Ave), nor 2-way streets (like Moyamensing or Broad). The size limit for a slow zone neighborhood is about 6 x 6 blocks, or .25 square miles. The boundaries are drawn to maximize area roughly within these constraints, while keeping in mind various Civic association borders.

While we're submitting 2 applications for the East Passyunk area, only the 2 highest scoring neighborhoods applications will be selected from dozens of applications across the entire city. It's highly unlikely that both our applications will be selected.

If we sign up for this, will City Hall gonna swoop in and install a bunch of speed bumps overnight?

If our neighborhood is selected for a slow zone, our community will lead the planning process, not City Hall. The program includes a lengthy, in-depth community engagement phase with neighborhood meetings and walkthroughs before any plans will be made.

Who is paying for this?

State of Pennsylvania through its Automated Red Light Enforcement fund granted Philadelphia's Office of Transportation, Infrastructure, and Sustainability \$1M for the implementation.

What about profiling and unjust enforcement?

The slow zone measures are meant to be self-enforcing, physical protection for pedestrians and encouragement for drivers to behave differently. Increased PPD or PPA presence is not part of this program.

Yeah, but parking

Parking in crosswalks is illegal, and creates dangerous conditions for pedestrians and drivers alike. In the past 20 years in the proposed slow zone areas, there have been more than 200 police reports of pedestrian- or bike-involved collisions with major injuries, including 6 deaths. Nearly all of these incidents occurred at intersections. It's true that clearing sight lines at intersections may reduce the options for residents and visitors to park illegally, but we're urging supporters to consider whether it's worth the tradeoff. We also suggest considering whether things like loading zones, permit parking blocks, or regular street sweeping could help better manage the finite parking supply in the neighborhood.

When would this happen?

The application deadline is January 18, and finalists will be chosen in March.

The slow zone grant funds must be spent by September 2021.