

# Your Walking Papers

## Philly Walks

Winter 2001-2002

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### Peds Hold Red Light Camera Forum

Red light cameras may soon be making their way to the streets of Philadelphia. This technology, which is designed to photograph cars that cross through an intersection after the traffic light has turned red, was debated at Philly Walk's last public forum on January 24th.

Philly Walks supports the use of red light cameras because they have the potential to reduce the number of crashes caused by red light runners. This would make walking and biking in Philadelphia a much safer activity. Speakers at this event included Frank Harrison of ACS (a firm that manages red light camera programs across the country), City Councilmen Frank Rizzo, Jr. and James Kenney, Sgt. Fran Healey of the Philadelphia Police Department, and Larry Frankel of the Pennsylvania ACLU. The spirited audience kept the questions coming for all of the panelists.

Many thanks to Campbell Thomas & Company for co-sponsoring this event. For more information about the future of red light cameras in Pennsylvania, check out the pending bills in the state House of Representatives and Senate.



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### PhillyWalks Promotes Safe Sidewalks at Construction Sites

Though beautiful music will flow from the Kimmel Center on Spruce; more traffic will flow from the Kimmel Parking Garage on 15th Street. But the process could have been much more grueling to us pedestrians, were it not for a welcome spirit of cooperation from the involved parties.

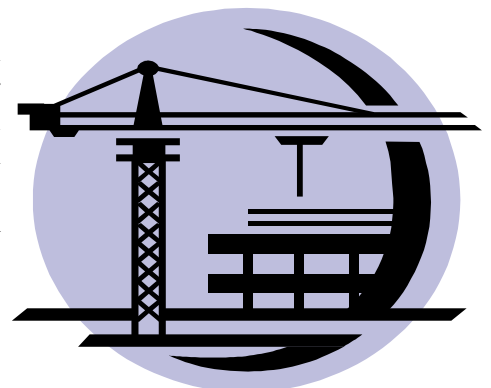
Philly Walks gathered together Parkway Corporation and their contractor, Driscoll Co.; the Kimmel Center; the Avenue of the Arts Corp; the Philadelphia Streets Dept. and Parking Authority, as neighboring hi-

rise buildings Academy House and the 1500 Apartments. Also present was Carlie Seltzer, an assistant to Councilman Darrell Clarke.

The issues raised included: closed or broken sidewalks, congested intersections, and heavy equipment or vehicles blocking access. Although not every problem was resolved with a perfect result, the experience does indicate that people of good will can work to make difficult conditions as beneficial as possible.

So we at Philly Walks thank eve-

ryone for responding to a call for equanimity and professionalism. We can be counted upon to facilitate whenever asked to do so in similar cases.



## A Pedestrian's Lament

by Janet Heller

Just picture the hardy pedestrian,  
Navigating a harsh city street.  
It's far safer to be an equestrian  
And not nearly so hard on the feet.

Now ask any one of the walkers  
What makes a pedestrian fearful  
Since they're mostly inveterate talkers,  
They are likely to give you an earful.

As a pickup truck grazes the curbing  
And a Septa bus vents its exhaust,  
The pedestrian finds it disturbing  
In terms of health, safety, and cost.

Oh, would that the sidewalks were wider  
And uncluttered by so much construction,  
Perhaps then that bicycle rider  
Would seem less intent on destruction.

Since walking is good for the body,  
As our health-conscious mayor  
often preaches,  
Why should walkers get  
treatment so shoddy?  
The pedestrian sadly beseeches.



## Leaders Working to Clean Up Pittsburgh

January 17, 2002

by THE ASSOCIATED PRESS

PITTSBURGH (AP) -- City leaders think they have found ways to make Pittsburgh a better place to live and work: by cracking down on abandoned cars, profanity on buses and graffiti. Mayor Tom Murphy, whose top priority is to make the city a clean and safe place to live, also has put litterbugs and jaywalkers on notice.

"They have to be addressed in order to solve the larger issues," said Deputy Mayor Salvatore Sirabella. In November Murphy introduced the Pittsburgh Clean Neighborhoods Collaborative, bringing together about 20 groups and organizations that already work on cleaning up the city. The coalition is to provide garbage cans at sites around the city and scrub away graffiti. The city, in turn, will provide three police officers to ticket anyone seen doing so much as dropping a candy wrapper. Sirabella said the city will also assign a part-time solicitor to see the cases to court. Pittsburgh's push to clean up the city is not unique.

Just this month, in Charleston, S.C., officials started a "livability" court to hear cases dealing with irritations such as barking dogs and trash-strewn yards. In Clovis, N.M., officials adopted a litter ordinance with fines ranging from \$300 to \$500.

"It's definitely a trend. Cities are finding a need to have a clean and beautiful city to attract people and businesses. It's important for tourism, too," said Lisa Tella, a spokeswoman for Keep America Beautiful, a litter prevention and

recycling advocacy group. But not all people think citations and fines are the best ways to eliminate nuisances. Murphy's plan to assign police officers to ticket litterers won't attract people and businesses to the city and won't make Pittsburgh a more desirable place, said resident Bernadette Wanko, a strategic planning and business consultant. Pittsburgh faces a \$20 million budget shortfall, a 50-year decline in population and an ongoing debate on how to jump-start its downtown retail corridor. "He's not showing respect for his constituents. He's not saying, 'How can I make your life better and richer.' Don't punish me for my small, bad habits; give me an incentive to live here," Wanko said.

But the city's push to clean up is about more than garbage. In September 2000, Pittsburgh police decided it was time to go after another kind of scofflaw -- the jaywalker. Officers liberally ticketed jaywalkers and fines were as high as \$93.50. Two months and 400 citations later, police relaxed their enforcement, said police Cmdr. Dom Costa. "Since the crackdown, you wouldn't believe how much better it's gotten," Costa said. About the same time, the Port Authority of Allegheny County took on obscene language on buses and trolleys, hoping to silence those whose potty mouths offended other passengers. Undercover police officers handed out disorderly conduct citations and \$300 fines.

"The devil is in the details," said City Council member Barbara Burns. "When the city focuses on the little things, it says to people that not just any kind of actions are permissible."

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## PhillyWalks President Attends December PA Bicycle and Pedestrian Advisory Committee Meeting

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PPAC met on December 6th in Harrisburg. This was the first meeting where a Philly Walks member was present as an official member of the committee. All of the Committee members (about 15) were present as were approximately 15 other persons. (It is open to the public.) The committee is composed of public members, agency administrators from PennDOT and Dept of Conservation and Natural Resources, and several state representatives.

PhillyWalks President, Peter Hecht was given 10 minutes to give a report on pedestrian issues. Other issues of interest to pedestrians that arose during the course of the meeting.

Legislation on permitting local police to use radar for speeding is held up in committee. The last time it was brought to the floor of the House it got only 23 of the 103 votes needed for passage. We need to talk with the staff of one of the representatives on the relevant committee to see where the opposition is coming from and what needs to be done to garner more support.

The Intermodal Surface Transportation Act (ISTEA, TEA21) is coming up for renewal in the next couple of years and groups are moving to support and improve the bill in its next version. There is a letter from the Surface Transportation Policy Project for

PW to review and support if possible.

There is a Lancaster County Bike/Ped Council that PW will contact. In addition, there was interest from a Pittsburgh Committee member about whether we knew of any active

pedestrian issues. Philly Walks will take text to the next meeting in March for approval.

Share the road slogan and symbol is going to be placed on PennDOT driver registration renewal envelopes.

### Walk to Lunch Day is May 1, 2002

In cooperation with other America Walks members, Philly Walks is going to conduct the first Walk to Lunch Day on May 1st this year. Philly Walks will be working with location organizations and eateries to promote walking around town and exploring the city on foot. Volunteers are needed to help organize activities and contacts. If you are interested, please contact Peter Hecht at 215-925-2030.

groups out there. The mayor of Pittsburgh is evidently pro-alternative transportation. If anyone has a name of individuals in that area with walking interests please let us know.

The PPAC web site is interested in appropriate links to pedestrian oriented sites. We have given them America Walks and a couple of government sites that are relevant. Other suggestions are welcome.

The web site is also open for approved text to go up to get other interested individuals in PA involved in

Conversations within PennDOT have started on updating the Bike-Ped Master Plan. This is something that the PPAC committee will be discussing in the immediate future.

Skateboards, scooters, and roller blades are not only pedestrian issues. A bicycling instructor commented on problems they were having in regard to training cyclists about rules of the road in regard to these wheeled modes.

The next meeting is March 21 in Harrisburg.

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**It is that time of year again!** If you were a PhillyWalks member last year...your membership has now expired. Please consider renewing with the form on page 5. Your membership in PhillyWalks keeps Philadelphia's only organized voice for pedestrians strong! If you walk...anywhere...you need us and we need you.

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# America Walks Holds First National Congress Adopts Resolutions

America Walks met in August of 2001 in Oakland, California, to adopt in principle resolutions that reflect the critical issues that affect pedestrians across the country. The following are some of these resolutions — visit the America Walks website at <http://www.americawalks.org> to see the full text.

## **Resolution 01-01**

### **A Declaration of Pedestrian Rights**

All people are pedestrians, and as pedestrians are endowed with certain inalienable rights. Among these rights are life, liberty and the pursuit of happiness. All too often, people must risk their lives to walk. All too often, people are not at liberty to travel outside the confinement of a motor vehicle. All too often, barren streets allow one to walk, but produce no joy or happiness from the experience.

**Now therefore be it resolved**, by America Walks and its member organizations, assembled this 18th day of August, 2001, in the city of Oakland, California, that America Walks and its member organizations will work toward the following goals:

People shall have a way to walk along the public right of way. Streets and roads in populated areas will include sidewalks or other suitable accessible pathways.

People shall have a safe and accessible way to walk across the public right of way. Streets and roads will include safe, accessible, comfortable, and convenient crossing wherever people would reasonably want to cross.

People shall have places to walk to. Housing, commercial, and retail developments will be located so as to have a variety of destinations within safe and accessible walking distance.

People shall have the highest priority in transportation planning and construction. Staffing and expenditures shall be allocated so as to ensure the priority of pedestrian needs on all transportation projects.

People shall have the highest priority in urban design. Buildings, blocks, streets, and districts will be designed to include walking as an attractive option.

People shall have a welcoming, safe, and accessible environment. Sidewalks will be a generous width, with shade trees, benches, or other appropriate amenities to make walking pleasant and purposeful.

People shall have a well-maintained environment. Sidewalks will be kept free of shrubbery, snow, and man-made obstructions.

People shall have support from other modes. Transit systems will work as an effective extension of walking.

People shall have full consideration for their range of needs when walking.

Persons with disabilities will be accommodated both to the letter and in the spirit of the Americans With Disabilities Act and other state and local accessibility standards.

People shall be protected from vehicle threats by adequate enforcement of traffic laws. Drivers will respect cross-walk laws.

## **Resolution 01-02**

### **Requirement for the Installation of Sidewalks**

**Now therefore be it resolved**, by America Walks and its member organizations, assembled this 18th day of August, 2001, in the city of Oakland, California, that America Walks recommends to the Access Board, to the U.S. Department of Transportation, and to the U.S. Department of Justice that they cooperate to identify a mechanism to require that, whenever a road is constructed or reconstructed in a public right-of-way in an urbanized area in the United States, sidewalks shall be included, and that they be clearly separated from bicycle lanes and roadways.

## **Resolution 01-03**

### **Separation of Bicycle and Pedestrian Facilities**

**Now therefore be it resolved**, that America Walks support the separation of bicycle from pedestrian facilities and the adequate provision of both at the appropriate width.



# PhillyWalks

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- **The Voice of Walkers in Philadelphia**

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## Announcement:

### Volunteers Needed for Tour de Sol!

A few volunteers are needed to help staff a booth and provide information at Tour de Sol on May 16, 2002 from approximately 9 a.m. to 2 p.m. The Tour de Sol is an annual alternative energy event that is expanding its horizons this year to include related groups like Philly Walks. We will have school groups as well as a lunch time crowd to talk to about pedestrian issues. If you would like to help, please contact PhillyWalks President, Peter Hecht at (215) 925-2030.

