



21st CENTURY TRANSPORTATION AND ENVIRONMENT FOR PHILADELPHIA

“One of my proudest moments in City Council was creating the first Committee on the Environment so that we could protect our air and water from pollution and ensure that our natural resources would be there for generations to come. As mayor, I look forward to making public transportation more energy efficient, increasing the city's green spaces, and reducing the City's carbon footprint.” - Jim Kenney

While often seen as distinct issues, Philadelphia’s transportation system and environment are inextricably intertwined. Pollution that results from automobiles and outdated public transportation most greatly affect those in low-income areas who are already afflicted with asthma and other effects of air pollutants that result from low-income housing hazards and the siting of fossil fuel burning infrastructure in low income neighborhoods. As Mayor, Jim Kenney will improve our city’s transportation network and reduce present and future environmental hazards. Jim is committed to implementing Vision Zero, building 30 miles of protected bike lanes, increasing the paving budget by at least \$10 million over the next 10 years and making roads across the city safer for all Philadelphians. He will also create a Complete Streets Office to enforce regulations and coordinate with other department to uphold a ‘dig-once’ policy. To ensure SEPTA better serves Philadelphians and the environment, Jim will also work with state and federal partners to expand the Broad Street Line to the Navy Yard, increase the number of hybrid buses in the fleet, expand use of wayside energy storage for rail transportation and implement traffic signal prioritization readers for buses and public safety vehicles.

Jim is also committed to making the entire city government more sustainable by turning vacant city land into green spaces, instituting a green procurement program, utilizing the Community College of Philadelphia and CTE programs to train a green energy force and reducing energy use in all buildings, most especially our schools and city government buildings, by 25% in the next ten years. Jim will put Philadelphia on the path to meeting the EPA’s guidelines of a 30% reduction in greenhouse gas emissions by 2030, and planning for a further reduction of 80% by 2050. To incentivize the city’s private sector to become more environmentally responsible, Jim will also support a plastic bag fee, require green roofs or solar panels on all large commercial and industrial development and work with PECO and the city’s banks to incentivize low-interest loans for commercial and residential energy efficiency and renewable energy installation.

Improving Streets and Sidewalks for All Philadelphians

Philadelphia's streets and sidewalks have become increasingly cluttered as development and varied forms of transportation have become the norm. The next mayor must take into account the often-differing needs of pedestrians, public transportation riders, vehicle drivers, and bicycle riders when considering our city's infrastructure. Jim Kenney has been working to improve pedestrian access and walkability for many years. In 2008, Jim passed the first legislation requiring contractors to use covered sidewalks and provide pedestrian access around worksites.¹ Just last year Jim passed legislation strengthening these regulations, and adding additional sign requirements to make sidewalks safer.² Thanks in part to these efforts, Philadelphia was recently ranked the 4th most walkable city in the country.

The next mayor must also work to reduce vehicle crashes, and pedestrian and vehicle fatalities. While Philadelphians' reliance on cars for transportation is continuing to wane, with over 33% of households being carless.³ Philadelphia still saw over 55,000 vehicle crashes from 2009-2013 that caused 471 deaths.⁴ Over 4,500 pedestrians were injured as a result of these crashes, and 163 pedestrians were killed. Jim Kenney believes that no crash or fatality is unavoidable. Jim will make the improvements necessary to make Philadelphians less reliant on their cars, and less susceptible to being injured, or killed, by other drivers. As mayor, Jim will:

- **Develop and Implement Vision Zero Action Plan.** Philadelphia's walkability and accessibility is a tremendous asset, and contributes to a high quality of life and makes the city a highly desirable place to live and work. But with this comes a responsibility to protect pedestrians and driver alike. To this end, multiple cities, and even countries, have adopted the idea of Vision Zero, which holds that no crash or fatality is unavoidable. New York City Mayor Bill de Blasio has made the implantation of Vision Zero a signature point of his administration, and his "Vision Zero Action Plan" clearly lays out his plan for eliminating traffic fatalities. Other cities, such as San Francisco, Los Angeles and Boston have begun similar initiatives, and Philadelphia City Councilwoman Cindy Bass called for implementation of a Philadelphia "Vision Zero" policy. Jim Kenney will begin implementation of a Philadelphia plan shortly after being sworn-in in January 2016.

Jim will begin by creating a Vision Zero taskforce under the Mayor's Office of Transportation and Utilities (MOTU) to be tasked with developing a Philadelphia specific action plan, and studying the best practices from other cities that have implemented vision zero or a similar program. The Action Plan will include specific changes Philadelphia can implement immediately, such as street reconfiguration and re-engineering at dangerous intersections, and increasing safe pedestrian

¹ City Council Bill 080623

² City Council Bill 140513

³ Governing.com. Car Ownership in U.S. Cities. US Census Bureau American Community Survey.

⁴ PennDOT. 2013 Pennsylvania Crash Facts and Statistics.

crossings and pedestrian islands where possible. In addition, Philadelphia will pursue the use of speed-cameras on dangerous roads such as Roosevelt Boulevard, and police will be tasked with increased enforcement of traffic related offenses. This will take partnerships between SEPTA, Street Department, Police Department, MOTU, PennDot and others. Jim has set a goal to cut traffic fatalities and serious injuries in half by 2020, and he intends to meet that goal.

- **Improve Street Paving and Maintenance.** The frequent freezing and thawing of the past few winters have exacerbated the city's pothole problem and increased the need for more regular street paving. Since 2010, the Streets Department's Capital Budget has been hampered by both recession related cuts, and to cover the unfunded mandate of new curb ramps.⁵ This money, while well spent, has meant that fewer dollars have been spent on road upkeep, creating a 900-mile backlog of streets waiting to be repaved. The proposed FY16 budget for street paving has seen an increase to \$20.4 million, which should permit the repaving of 85 miles of roads, but is still below the standard of 130 miles repaved per year.⁶ Additionally, the Streets Department operating budget saw serious cuts during the recession, and is still well below those previous levels as a percentage of the total operating budget. As mayor, Jim will conduct a thorough review of both the capital and operating budgets through zero-based budgeting, with the goals of ensuring that departmental funding is only going to programs that work, and reducing funding to programs that do not have much of an impact on the lives of Philadelphians. Through this process, Jim believes he can increase the paving budget by \$10 million over the next five years, and also increase the operating budget to improve the number of staff, specifically in the right-of-way unit to improve pedestrian access.
- **Implement Dig Once Policy.** In addition to providing more funding for street paving, Jim Kenney is committed to coordinating city departments, along with utility companies to end the cycle of constant street repair. Under this Dig Once Policy, major utilities, PECO, PGW, Comcast, Verizon, along with the Water Department and Streets Department, will meet regularly to determine areas of need, and work together to schedule as many concurrent projects as possible to limit substantial interruption and ensure efficient expenditure of money. While this will never be a perfect process, Jim is committed to much better coordination among Philadelphia's utilities to limit disturbance and improve efficiency.
- **Improve and Expand SEPTA.** As more Philadelphians are choosing not to own personal vehicles, the city must do more to support public transportation and other forms of transit. Although city government is only one partner in the SEPTA infrastructure, Governor Wolf made clear with the appointment of Philadelphia State Rep. Dwight Evans to the SEPTA Board that our city will have a more influence in decision-making than has been the case over the last few years. While

⁵ Bicycle Coalition. Why You Should Care About Paving Streets. March 5, 2015.

⁶ Sarah Clark Stuart. For safer more complete streets, increase Streets Department budget. Plan Philly: Eyes on the Street. April 20, 2015.

implementation of the new SEPTA Key payment system has begun, delays have meant that the next mayor will oversee most of the implementation, which will bring payments out of the token stone age, and into the digital world. Jim will ensure that this transition is done with care, and ensure that older Philadelphians are not turned away due to technological difficulties.

Jim will also work to continue the implementation of the SEPTA Sustainability plan, which looks to reduce SEPTA's negative environmental impacts by reducing emissions and ensuring responsible social impact. While improvements have been made, more can and must be done to improve SEPTA's environmental impact. Jim will work with SEPTA to increase the number and quality of the hybrid bus fleet. Also, Jim will continue implementation of the traffic signal prioritization readers for busses and public safety vehicles. These devices placed on traffic signals will hold a green signal longer for busses, while also cycling the system for public safety vehicles to reduce the risk of accidents. For buses, this will reduce idling and emissions. In addition, Jim will look to expand SEPTA's use of wayside energy storage for rail transportation. This is essentially using large batteries that work like hybrid vehicles.⁷ These batteries save the excess energy through the rail system and reuse that energy in acceleration. Working with the state, nonprofits and other organizations, Jim will look to expand this program and purchase an additional storage apparatus to increase capacity.

Improving SEPTA's infrastructure will also be paramount for the next mayor. Projects are underway to improve the City Hall concourse, Suburban Station and to completely redesign and improve Philadelphia's deplorable bus shelters. Jim will continue these projects and ensure they are completed on-time and on-budget. Philadelphia's Navy Yard has seen tremendous growth in recent years, and is now home to 145 companies and 11,000 employees.⁸ While the Navy Yard is accessible by vehicle, public transportation has still lagged behind. Philadelphia, through partnerships with the Commonwealth and federal government, has an opportunity to expand the Broad Street Subway into the Navy Yard, further connecting Philadelphia's public transportation infrastructure with this burgeoning business environment.

The Roosevelt Boulevard is also currently in critical condition with thousands of crashes and too many traffic fatalities occurring there on an annual basis. Fortunately, a federal grant is helping to finance a conceptual plan that will improve SEPTA's ability to move more commuters up and down the Boulevard and fix one of the most dangerous roads in the country.⁹ Reconstructing Roosevelt Boulevard is a long-term project, but a necessary one. When the conceptual plan is completed, Jim Kenney will bring the necessary stakeholders together to make improved public transportation along the Boulevard a reality.

⁷ SEPTA. SEPTA Introduces New Model for Wayside Energy Storage. July 6, 2012.

⁸ PIDC Statistics.

⁹ Paul Nussbaum. Obama administration gives city \$2.5M to study rebuilding Roosevelt Blvd. Philadelphia Inquirer. September 19, 2014.

- **Enhance Bicycle Transportation Network and Accessibility.** Philadelphia’s bike lane network has grown, but at a much slower pace compared with other cities. The city has added 36 miles of bike lanes since 2008, less than half that of Boston.¹⁰ Meanwhile, bicycling in Philadelphia has grown by 260% between 2005 and 2012.¹¹ With these increases have come improved riding by bicyclists, with fewer instances of sidewalk riding, wrong-way riding and higher use of helmets.¹² Jim Kenney is committed to supporting the increased expansion of bike lanes throughout the city so that more neighborhoods have access to safe bike networks. Kenney is committed to working with the Streets Department to continue implementation of the 2012 Pedestrian/Bicycle Plan. Jim will also implement at least 15 miles of new bike lanes every year.

Philadelphia has also been passed by in recent years when it comes to implementation of physically protected bike lanes. Over fifty American cities now have protected bike lanes, including San Francisco, New York City, Chicago, and even Fairbanks and Indianapolis.¹³ Philadelphia only has a quarter mile stretch on the Delaware River waterfront that is protected. Pilot programs and studies have found that adding protected bike lanes would affect vehicle traffic very little, but would greatly enhance safety of bike riders, and actually increase overall ridership. As mayor, Jim is committed to developing 30 miles of protected bike lanes, and he also believes that JFK Boulevard and Market Street west of Broad Street present perfect opportunities to begin implementation of this program.

- **Enforce Parking Violations that Inhibit Bike Safety.** With the increased number of bike lanes, more vehicles have been stopping, unloading and parking in bike lanes. This defeats the purpose of the lane, and endangers bikers who must then either veer into traffic or onto the sidewalk in order to pass the parked vehicle. As mayor, Jim will ensure that the city increases enforcement against city vehicles illegally parked in a bike lane. In addition, Jim will work to change the regulations so that streets with bike lanes are marked as “No Stopping”, which prohibits a vehicle from stopping in the bike lane for any period of time. With added enforcement from Philadelphia Police and the Philadelphia Parking Authority, Jim believes the city can seriously curtail this dangerous practice.
- **Enforce Pedestrian Safety Regulations.** Jim Kenney has been fighting for improved conditions for pedestrians for many years. Kenney introduced and passed legislation requiring the use of covered walkways, and just last years strengthened that law by requiring additional signage and mandating that construction be stopped when sidewalks are blocked illegally. Even with these changes and sidewalks across the city continue to be blocked illegally and with little regard for pedestrian access. As mayor, Jim will coordinate the Streets Department, Licenses and

¹⁰ Bicycle Coalition of Greater Philadelphia. Safer Streets. December 2014.

¹¹ Bicycle Coalition of Greater Philadelphia. Bike PHL Facts. 2014.

¹² Id.

¹³ Sarah Clark Stuart. Philly getting passed on protected bike lanes. PlanPhilly. April 9, 2015.

Inspections and other city departments with mobile city workers to ensure that all are working together to keep sidewalks unblocked and open to pedestrians.

- **Implement Complete Streets Office.** The adoption of the 2012 Complete Streets Ordinance was an important first step in the acknowledgment that every action or development on a street affects many different things. All different forms of transportation, whether they are automobile, transit, bicycle or pedestrian must be acknowledged and ensured of safe access. Additionally, the environmental impacts of development must be considered, specifically around stormwater management. This information must be coordinated, and Jim will develop and implement a Complete Streets Office under the Managing Director. This office will interface with multiple city departments, including the Police Department, Water Department, Streets Department and Licenses and Inspections, and other governmental agencies including the Philadelphia Parking Authority and PennDOT. In addition, the Complete Streets Office will ensure compliance with Complete Streets regulations and actively seek and develop new funding sources to enhance streetscapes and transportation infrastructure.

Protecting Our Environment for Future Generations

While Philadelphia is only a part of the larger climate change issue facing the globe, this city can lead efforts to improve environmental conditions for everyone. Jim Kenney has been a leader in Philadelphia on environmental protection, especially in ensuring that environmental impacts and concerns are considered in every decision made by city government. Jim started the first City Council Committee on the Environment.¹⁴ Jim was able to use this committee to force the city to begin discussing important environmental issues, such as the use of electric and hybrid vehicles, stormwater management and the implementation of a green roof tax credit.

The Nutter administration should be given much credit for making environmental concerns front and center in the Mayor's office, and the implementation of the Mayor's Office of Sustainability in the City Charter sends a strong signal that these issues will remain front and center in future administrations. Other cities, such as New York under Mayor de Blasio, are leading the charge to further reduce emissions and make their cities greener and more responsible citizens of the earth. In addition, the EPA has called for a 30% reduction in greenhouse gas emissions by 2030. This goal is both smart, and certainly achievable. Jim believes we can dream bigger however, and he joins Mayor de Blasio in dedicating that Philadelphia will work to reduce greenhouse gas emissions by 80% in 2050.¹⁵ Smart investments in green energy infrastructure, plus a municipal dedication to reducing the city's carbon footprint will jumpstart this reduction in the next ten years. As mayor, Jim will:

¹⁴ City Council Resolution 070127

¹⁵ Based on 2006 baseline as found in the 2014 Greenworks 2014 Progress Report.

- **Maintain and Develop Additional Neighborhood Green Space.** While Philadelphia has added 142 acres of open space since 2008, far too many neighborhoods still lack access.¹⁶ Meanwhile, Philadelphia government, through a multitude of land-owning agencies, has access and ownership of thousands of vacant parcels that are not yet ready for redevelopment. Through a partnership between the Land Bank, Department of Parks and Recreation and nonprofit organizations, the city can take these parcels and develop them into open green space right in neighborhoods. These parcels can be used for community gardening, cultivation, and education opportunities. Through this effort, Jim believes that every neighborhood can have access to quality green space.
- **Make Buildings Across Philadelphia More Energy Efficient.** As the Environmental Protection Agency has noted, making buildings more energy efficient is the cheapest way to achieve carbon emissions reductions.¹⁷ While on City Council, Jim supported legislation requiring that large commercial buildings track their energy use and report that information to the city on a yearly basis.¹⁸ Jim was also happy to see that City Council recently moved to include large residential buildings in this requirement as well. In order to continue to move the city forward, government must lead the effort to become more energy efficient and reduce overall energy consumption.

Jim will also continue Philadelphia’s participation in the Department of Energy’s Better Buildings Challenge. The city will deepen a long-term commitment to support owners taking action to reduce energy use in commercial and large by challenging owners to join in the citywide goal to reduce building energy use by 25% in 2025. The Kenney administration will partner with large nonprofits, and owners of large residential and commercial properties to reduce energy consumption in these buildings as a first priority since they are the largest energy users. Washington, DC has developed the DC Sustainable Energy Utility that assists business in funding for making buildings more energy efficient. Jim will explore the possible development of a similar entity for Philadelphia.

Many of Philadelphia’s government buildings, including many police stations and firehouses, are in need of desperate repairs to improve their deplorable conditions. Much of the funding for these projects is already accounted for, as part of the capital budget, and Jim firmly believes that retrofitting the buildings to ensure energy efficiency is vital. In addition, Jim will require the city to conduct real-time monitoring of city facilities to determine where energy losses, and taxpayer waste, are occurring, and where the city should make improvements. Jim will also strengthen green building requirements in RFPs issued through entities such as the Philadelphia Redevelopment Authority and the Office of Housing & Community Development to ensure new taxpayer supported housing is affordable, healthy, energy efficient, and designed to last

¹⁶ Mayor’s Office of Sustainability. Greenworks Progress Report 2014.

¹⁷ EPA. A RESOURCE OF THE NATIONAL ACTION PLAN FOR ENERGY EFFICIENCY. September 2009.

¹⁸ City Council Bill 120428A

Additionally, Philadelphia's old school buildings are ripe for energy improvements. While there have been some bright spots, such as the Cook-Wissahickon Elementary Schools which won an award from the Keystone Energy Efficiency Alliance in 2013 for their student run energy efficiency program, many schools are still far too inefficient.¹⁹ As part of Jim's education plan, city departments, and specifically the Mayor's Office of Sustainability (MOS), will interface and work in schools to improve conditions and services in new ways. This also creates opportunities for students to learn the importance of improved energy efficiency. Jim's goal will be to reduce energy use in schools city government buildings and buildings across Philadelphia by 25% in 2025.

- **Reduce the City Fleet's Carbon Emissions.** Jim has been working to reduce city vehicle emissions for over ten years. Jim passed legislation back in 2006 giving city preference to purchase hybrid vehicles.²⁰ Since then, technological advancements have made hybrid vehicles both more energy efficient, and cheaper to purchase. New York City has introduced hybrid vehicles to the NYPD fleet, and in the process saved 1.1 million gallons of fuel and less carbon emissions. As mayor, Jim will lead the charge to update the city's vehicle fleet and ensure that the vehicles purchased and put in service are safer for both the occupants, and for Philadelphians. These vehicles will get better gas mileage and run cleaner and longer than city vehicles have before.
- **Institute a Green Procurement Program.** In addition to creating an anchor-institution procurement system to support local businesses and help them grow, Jim will also institute a Green Procurement Policy for the purchase of city goods. Pennsylvania recently instituted its own green procurement requirements, and the federal government and other countries have done the same. The city currently has a goal to develop a green procurement program as part of the Greenworks plan, but it has yet to be implemented. As mayor, Jim will direct the Mayor's Office of Sustainability to work with outside partners and the Procurement Department to determine a list of environmentally harmful or unfriendly products, elements and services. Whenever an Environmentally Friendly Product (EFP) is available, and of comparable price, then it will be given first preference. This will be also be part and parcel to the development of the local procurement program which will further incentivize environmentally friendly production and manufacturing here in Philadelphia.
- **Train Green Energy Workforce.** Jim Kenney believes that the Philadelphia should be a leader in the development of sustainable and renewable energy resources. While expansion of fossil-fuel based energy resources in Philadelphia has been the subject of much discussion, this older infrastructure should not be the basis of 21st century infrastructure in Philadelphia. The National Renewable Energy Laboratory has found that the region has the potential to install over 8,000

¹⁹ Grid Magazine. Cook-Wissahickon School Wins State Energy Efficient Schools Award. July 5, 2013.

²⁰ City Council Bill 051118.

megawatts of solar power, equaling 25% of total energy usage.²¹ This equates to over a billion dollars in direct economic activity and \$1.95 billion in indirect economic activity over the next 20 years for region, providing approximately 4,000 new good-paying jobs for Philadelphia workers.²² In addition, increased emphasis on weatherization, energy efficiency and renewable energy installation can create around 9,000 new jobs over the next ten years.²³ Philadelphia workers must receive the training necessary to become part of this green and renewable energy economy, and Jim will make that happen. Through partnerships in Philadelphia High School CTE programs, and a refocus of curriculum at the Community College of Philadelphia, Jim believes the city can train a new generation of green energy workers. In addition, Jim will develop agreements with trade unions to ensure that the workers involved are diverse, look like the total city population, and come from all areas of Philadelphia.

- **Further Incentivize Renewable Energy.** Investing in renewable and sustainable energy is smart not just for the city, but also for individual home and business owners. Although natural gas and oil prices have recently dipped, the eventual convergence of less and less supply to meet increasing demand will only cause prices to skyrocket in the not too distant future. That is why Jim believes the time is now to ensure that more Philadelphians are taking energy efficiency and renewable energy seriously. As mayor, Jim will develop agreements with PECO and local community banks and credit unions to incentivize low-interest loans for commercial and residential energy efficiency and renewable energy installation. In addition, Philadelphia Gas Works' main replacement program is scheduled to take over 80 years, and the consistent leak of methane has a harmful effect on the city's environment. Jim will work with PGW to speed up this main replacement so that less and less gas is leaking into our atmosphere.
- **Reduce Use of Single Use Bags and Containers.** Jim Kenney made Philadelphia's first attempt at limiting the use of single-use plastic bags in 2009. Jim attempted two measures, one to ban these single-use bags, and the other to mandate a small fee to be charged for their use. In addition, Jim also supported an effort to ban the use of polystyrene containers, otherwise known as Styrofoam. While these measures were not ultimately successful at the time, Jim is committed to continuing to lessen the pollution caused by these bags and containers. In April 2015, Councilman Mark Squilla introduced legislation for a fee-for-use of these single-use plastic bags, and Jim fully supports the passage and implementation of this legislation. If the Bill does not pass before the end of the year, Jim will support its reintroduction and passage in 2016. In addition, Jim will monitor the success of this legislation in future years to determine whether fees need to be raised, or whether an outright ban should be implemented to ensure the behavior change and pollution reduction sought is being met.

²¹ Matt Walker and Jamie Gauthier. Commentary: A renewable-energy alternative to Philadelphia's fossil fuel vision. Newsworks. January 15, 2015.

²² Id.

²³ Id.

- **Support and Further Implement Green City, Clean Waters Plan.** The next mayor will be tasked with furthering the work of the environmental community and the Water Department in implementing the Green City, Clean Waters plan which has set Philadelphia on the course to meeting federal Clean Water Act regulations. This unique plan that will be implemented over a 25-year period, will reduce the effect of harmful chemicals in the city’s water supply, and ensure better and safer infrastructure to deal with the effects of stormwater runoff. Specifically, Jim will work to:
 - **Implement More Green Roof Infrastructure.** The number of green roofs in Philadelphia has tripled since 2010, and the city now has 111 such roofs with 64 more that are in the planning phase.²⁴ Jim recognized the need for this type of infrastructure when he introduced and passed the first Green Roof Tax Credit back in 2007.²⁵ Earlier this year City Council voted to expand the credit to further incentivize green roof development, and Jim fully supports this expansion. Green roofs help reduce the amount of energy needed to heat and cool buildings, and also retain rainwater, helping in overall water management. Just this year, France passed legislation mandating the use of green roofs or solar panels for buildings over a certain square footage. Jim believes this is an attainable goal, and he will work to require this type of infrastructure be included on all large commercial and industrial developers in Philadelphia going forward.
 - **Develop More Pervious Surfaces.** Philadelphia, like many large cities, is known for concrete asphalt, and not many pervious and permeable surfaces. The Green City, Clean Waters Plan makes several recommendations on surface changes the city should implement, and specifically pertaining to sidewalks and parking lanes. The introduction of these materials will lessen water run-off, and also provide better environment for street trees and allow them to access water and nutrients without needing to break the surface and destroy a concrete pavement. In addition, the EPA has investigated the use of permeable surfaces in parking lots to limit water runoff from those structures. As mayor, Jim will ensure the city leads on this issue by working with business owners and community and business development groups to develop permeable sidewalks in neighborhoods, and also implement a pilot permeable parking lane project in known flash flood areas. This will improve the situation in these neighborhoods, and the city as a whole.

“I want Philadelphia to continue on the path of becoming the greenest city in America. I’m proud of the strides I made in Council towards this goal and, as mayor, I will be a champion for energy and building efficiency, clean air and water, and for investments that move the city toward long term sustainability.” - Jim Kenney

²⁴ Sandy Bauers. Phila. roofs are sprouting greenery. Philadelphia Inquirer. April 23, 2015.

²⁵ City Council Bill 070072.