

**Against I-95 ramps**

# City planners fail to consider people

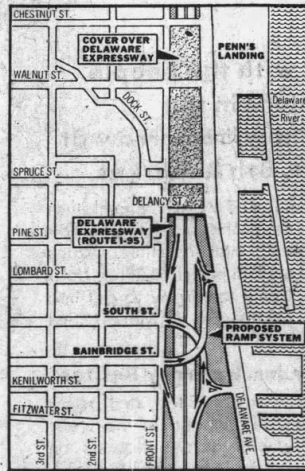
To the Editor:

Your lead editorial of March 5, condemning the construction of ramps on I-95, hits the nail right on the head.

We have said on many occasions that there is a tremendously important commodity that city and state planners never seem to consider — the energy and efforts of the people who live in the local neighborhoods that seem always to be planned for, but rarely planned with. As a consequence, that energy gets channeled into negative action — stopping highways, fighting housing developments, halting ramps.

There is so much to be done in so many of our neighborhoods, and, if the city and state would learn how to reach people on their level, instead of expecting people to “understand” i.e. accept without questioning, they could direct that energy to create a truly meaningful coalition — a coalition that doesn’t waste its energies in unproductive contests such as stopping unwanted expressway ramps.

The battle over the ramps is broader than just stopping the proposed ramps in the Lombard - South - Bainbridge - Kenilworth area. It extends to stopping ramps from being opened in the Moore-Morris area of Pennsport, in South Philadelphia. These people had ramps built for the still unopened I-95 years ago. They too, are members of this coalition,



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and no concession that does not permanently close or remove those ramps and the threat to their community will be accepted by this coalition.

We are saying: No ramps between Vine st. and the Walt Whitman bridge.

**RICK SNYDERMAN**  
Co-Chairman,  
Neighborhood Preservation Coalition  
Philadelphia.

To the Editor:

Your lead editorial March 5 calling for “Blocking the ramp blight” is a tremendous boost to those who have been working to save our city.

You quite correctly point out that when massive numbers of cars are dumped into an area, that area suffers accordingly. Hopefully, your editorial interest will extend to a wide-ranging re-examination of our city’s planning goals. That would ultimately include questioning the wisdom of Market Street East’s acres of parking lots which will draw vast numbers of automobiles from the Vine st.-I-95 axis. It will form a new “Chinese Wall” which will make the old one look like a curb - and will even wall off real Chinese.

It is clear that the time has come to re-evaluate the plans for the city — some of which have been on the books for almost 20 years.

Most were seemingly developed by the pro-auto generation who believed in bringing large numbers of cars into the center city region—treating the rest of the city as waste areas—areas to be levelled without thought.

Now Boston has rejected that method. With your lead, perhaps Philadelphia can do the same.

**GEORGE E. THOMAS**  
Society of Architectural Historians  
Committee on Historic Preservation  
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