

BETHLEHEM CITY COUNCIL MEETING
10 East Church Street - Town Hall
Bethlehem, Pennsylvania
Tuesday, October 5, 2021 - 7:00 PM

INVOCATION

PLEDGE TO THE FLAG

1. ROLL CALL

President Waldron called the meeting to order. Present were Bryan G. Callahan, Michael G. Colón, Grace Crampsie Smith, J. William Reynolds, Paige Van Wirt, and Adam R. Waldron, 6. Olga Negrón was absent, 1.

2. APPROVAL OF MINUTES

September 7, 2021

3. PUBLIC COMMENT (on any subject not being voted on this evening - 5 Minute Time Limit)

Broad Street Transportation Plan

John McGeehan, 375 13th Avenue, remarked he is at this meeting to speak about the study that Council will be talking about later, the activation of the Broad Street Plan and what you will do and what you are not going to do. It was around 15 years ago that he talked to the city in the Traffic Department about heavy equipment, mainly busses and trailers coming down 13th Avenue. He was very lucky to change the 13th Avenue movement down to Broad Street and let those buses and trailers then turn left onto Third Avenue by the Hill to Hill Bridge which is the way they should go. Now our big problem is on 13th Avenue, which is the widest street by 8 or 10 feet going south towards the river. The dilemma is that we have the Family Dollar Store on the corner of 13th and Broad Street. People turn into the Family Dollar Store and then they come out of the Family Dollar Store and people on 13th Avenue are not sure which way these people are going, left or right or turning in plus the people coming from east to west going in, they put their turn signal on but we do not know if they are turning onto 13th Avenue or the Family Dollar Store. We hope there is a possibility of getting a light there on 13th Avenue. What happens is that people come out of 17th and 18th Avenue on top of Broad Street, look at the light on 8th Avenue and there is no stop until you get there. If they time it right they can make it through 8th, 7th and make it to 3rd. That light is so important for us; we have a lot of children coming across Broad Street down into the playgrounds. The age of the people on 13th Avenue is going up, we are older and cannot cross those streets like we used to. We are hoping that Council and the city would consider putting some crosswalks in but for sure what we need is a traffic light. Mr. McGeehan stated he went to a meeting where it was talked about the possibility of putting a traffic light on 12th but if you make a right on 12th Avenue and go up the street it is a dead end. There is no sense in that. If you make a right on 8th Avenue when you get down 2 blocks it goes down to 17 feet, you cannot even get 2 cars through there after you get past Prospect Avenue. Most people come down Broad Street, make a right on 13th Avenue and a left on Lehigh and they do not have a stop

sign until after the tracks and then cross the New Street Bridge, it has been that way for a long, long time. He does understand that but what we need is some safety up there to control that traffic. He hopes they do a car count, he believes there is no street that has more traffic going north to south completely including 8th Avenue. On the bottom of 8th Avenue you cannot get 2 cars through there, it is only 16 feet because of the parking versus 13th Avenue which is 42 feet. He would like Council to look at that. On page 47 of this traffic plan the big concern is that you cannot leave the Family Dollar Store with 2 turns in and out and not have something done there on 13th Avenue. It will be important to put a traffic light there to stop that speed. As far as trees and the whole plan, he is happy to see the city is going to do this. Nobody in the city individually planted more trees on the street than he did; he planted 19 street trees and did not lose one. On his property he planted 150 trees on 13th Avenue.

Speeding and Drugs on Main Street/Block Watches/Trees

Eddie Rodriguez, 701 Main Street, informed he had come to the last meeting after a long period of time and spoke about speeding on Main Street. He would like to find out from the Police Chief what is happening on Main Street but he will mention that these problems still exist. This needs to be taken care of because someone could get hurt. He remembers two separate incidents where people had died. Mr. Rodriguez stated that drugs are on Main Street and the police need to do something about this. It is hard to get the proof but something has to be done with reference to getting someone to make a buy. That happened to him many years ago, but now he is drug free. He also wanted to talk about asbestos. He lives in Moravian House 2 and the other affected Moravian House 1, 2, and 3, they do have asbestos. These buildings have asbestos and he spent 9 years in apartment 809 at the time and because of that he had developed a certain disease that affected his lungs and luckily a doctor prescribed a medicine for him and his lungs are now clean but he now has emphysema because of that. Asbestos and second hand smoking are both harmful. Mr. Rodriguez noted because the Moravian House is privately owned, they make the rules and he has tried to get something done but nothing gets done. He hopes somebody can come up with a solution. There was an inspector but they found nothing. As for the block watches, he attended one a few years ago but was told off and to this day he does not think that they are going to work out. It has to be the action of the Police Chief and the officers who will work with the block watches, but do not let the block watches dictate what happens in a community. Mr. Rodriguez noted we have a pattern of old trees that need to be knocked down, whether it is residential or otherwise. There are trees being knocked down by winds and rain.

4. PUBLIC COMMENT (on ordinances and resolutions to be voted on by Council this evening – 5 Minute Time Limit)

Broad Street Transportation Plan

Bill Scheirer, 1890 Eaton Avenue, suggested that Council postpone the vote on the Broad Street Transportation Plan until the next meeting. He noted the memo from the Director of the Planning Bureau is only asking that it be adopted or approved sometime in October and there is one more meeting in October. He suggests this because of the concerns from the gentleman behind him. The plan leaves out one very important consideration, an expensive one. He has been thinking about this for some time. He lives in the further reaches of West Bethlehem and he is on Broad Street a lot. On Broad Street in general there are two main problems. One is speed,

there is a 35 mph speed limit and he goes 35 mph, sometimes 40 mph, but if there is another car behind him, there is a car close behind him. When he finally gets to Highland Avenue to turn right to go home the car then almost blasts past him as if to say finally you are out of my way. These speeds are high and then you combine that with the width of Broad Street which is difficult for pedestrians. He thinks this plan is missing one important solution, but an expensive one. What is needed is a median with mature trees all the way from 15th Avenue to the Broad Street Bridge. He noted that way pedestrians could get across one direction at a time. Too many times, especially at night he sees someone dashing across the street wearing dark clothes. He fortunately has not hit anyone, although he almost got hit himself once because he misjudged the speed of an oncoming car. The pedestrian problem combined with high speeds is the most significant problem on West Broad Street. The plan does address this partially but not sufficiently. He suggests a public hearing would be a benefit. He does understand there was some public input. He does not go to the Planning Commission meetings anymore because they approve everything; there is no point in going. They are worse than the Zoning Hearing Board. He does think there is this one huge gap. If he ever wins the Powerball he has been thinking of providing matching funds to the city for this median with mature trees on Broad Street. Mr. Scheirer thinks Council should give themselves more time to look this plan over and maybe make some amendments to it.

Broad Street Transportation Plan

John McGeehan, 375 13th Avenue, remarked that with the Broad Street Transportation Plan he is hoping that before any decision is made there is a car count and after that Council would make a decision. If you are any time going to put trees on Broad Street, whether in the middle of the street or on either side of the street make them at least 3 ½ inch caliper. We would start with a good growing period if you can do that kind of caliper tree.

5. OLD BUSINESS

- A. Members of Council
- B. Tabled Items
- C. Unfinished Business

6. COMMUNICATIONS

A. *Director of Planning and Zoning – Broad Street Active Transportation Plan*

The Clerk read a memorandum dated September 24, 2021 from Darlene Heller, Director of Planning and Zoning with an attached draft of the Broad Street Active Transportation Plan and proposed resolution for consideration by City Council.

President Waldron stated Resolution 10 A is on the agenda.

B. *Director of Budget and Finance – Recommendation of Award – Maher Duessel – Annual Financial Statement Audit*

The Clerk read a memorandum dated September 28, 2021 from Mark W. Sivak, Director of Budget and Finance recommending a contract with Maher Duessel for work related to the annual

financial statement audit. The contract runs through the 2021, 2022, and 2023 audit cycles. For the 2021 cycle the cost is \$83,630. For the 2022 cycle the cost is \$85,300 and for the 2023 cycle the cost is \$87,000. The maximum dollar value of all is estimated in the aggregate, to be \$265,000.

President Waldron stated Resolution 10 B is on the agenda.

C. *Director of Budget and Finance – 2021 Pension State Aid*

The Clerk read a memorandum dated September 28, 2021 from Mark W. Sivak, Director of Budget and Finance in connection with allocation of a 2021 municipal pension state aid payment.

President Waldron stated Resolution 10 C is on the agenda.

D. *Director of Budget and Finance – Recommendation of Award – KSA&D, Inc. – Website Maintenance and Support (2022-2024)*

The Clerk read a memorandum dated September 28, 2021 from Mark W. Sivak, Director of Budget and Finance recommending a contract with KSA&D, Inc. for 2022, 2023, and 2024 website maintenance and support. The term of the contract runs from 2022 through 2024. The cost is \$87,000 for the three year term. There are no renewals.

President Waldron stated Resolution 10 D is on the agenda.

E. *Director of Planning and Zoning – 2022-2026 Capital Program*

The Clerk read a memorandum dated September 24, 2021 from Darlene Heller, Director of Planning and Zoning to which is attached the draft Capital Improvement Program for the years 2022 through 2026. The Planning Commission voted unanimously to recommend approval of the Capital Plan.

President Waldron stated tonight this is for informational purposes only and a Committee of the Whole has been scheduled for Tuesday, October 19, 2021 at 6:00 pm, prior to the Council Meeting to discuss this.

F. *City Solicitor – Use Permit Agreement – Work to Live, LLC d/b/a Run Lehigh Valley – Run the Lehigh Valley Running Festival*

The Clerk read a memorandum dated September 30, 2021 from City Solicitor William P. Leeson, Esq. with an attached resolution and associated Use Permit Agreement with Work to Live, d/b/a Run Lehigh Valley for the Run the Lehigh Valley Running Festival on October 23, and 24, 2021 at the Daniel Rice Field and Main Street from Spring Street to W. Lehigh Street.

President Waldron stated Resolution 10 F is on the agenda.

7. REPORTS

A. *President of Council*

B. *Mayor*

1. *Administrative Order – Richard Begbie – Fine Arts Commission*

Mayor Donchez reappointed Richard Begbie to membership on the Fine Arts Commission effective through September, 2024. Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-160 to confirm the reappointment.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

2. *Administrative Order – Alison Gillespie – Fine Arts Commission*

Mayor Donchez reappointed Alison Gillespie to membership on the Fine Arts Commission effective through September, 2024. Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-161 to confirm the reappointment.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

3. *Administrative Order – Barbara Kozero – Fine Arts Commission*

Mayor Donchez reappointed Barbara Kozero to membership on the Fine Arts Commission effective through September, 2024. Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-162 to confirm the reappointment.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

4. *Administrative Order – Silagh M. C. White – Fine Arts Commission*

Mayor Donchez reappointed Silagh M. C. White to membership on the Fine Arts Commission effective through October, 2024. Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-163 to confirm the reappointment.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

5. *Administrative Order – Michelle Callahan – Appropriate Mental Health Services Appeals Board*

Mayor Donchez reappointed Michelle Callahan to membership on the Appropriate Mental Health Services Appeals Board effective through October, 2025. Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-164 to confirm the reappointment.

Mr. Callahan reported he is not related to her in any way. He does support this appointment.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

6. *Administrative Order – Kristen Wenrich – Appropriate Mental Health Services Appeals Board*

Mayor Donchez reappointed Kristen Wenrich to membership on the Appropriate Mental Health Services Appeals Board effective through October, 2025. Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-165 to confirm the reappointment.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

Broad Street Transportation Plan

Mayor Donchez reported that Darlene Heller, Director of Planning and Zoning will give a presentation regarding the Broad Street Transportation Plan.

Ms. Heller remarked that Ben Guthrie, Project Manager at Traffic Planning and Design (TPD) will be joining her. We were fortunate enough to receive a WalkWorks Grant to complete an active transportation plan for the Broad Street corridor. The study analysis runs from the western end at Club Avenue and Pennsylvania Avenue to the eastern end at Stefko Boulevard. We took a look at the entire corridor. She wanted to touch base on a few things that might have led up to this project and why we felt that it was an important one to complete. There are a couple of regional plans that call out the Broad Street corridor of having regional significance. One is a plan from LANTA that calls out the Broad Street corridor as part of our bus rapid transit route and enhanced bus route. As they make improvements they are concentrating their transit priorities to these corridors, so Broad Street will be one of those. Also the Lehigh Valley Planning Commission completed a Walk/Roll/LV Plan a few years ago and Mr. Guthrie and TDP (Traffic Planning and Design) were part of the consulting team for that project as well. That plan calls out the Broad Street corridor as a catalytic project for the region. It notes in the plan taking a look at the Broad Street corridor, addresses known safety issues and it facilitates access to transit and trails. It is significant locally and regionally for economic benefit and it also serves disadvantaged communities. They recommended in that plan that the Broad Street corridor should be highlighted as well. Ms. Heller added when we take a look at the Broad Street corridor locally it is really seeing a lot of new life and attention. On the western end is the Mount Airy Neighborhood Association. They are a very active neighborhood group; they have done a lot of work at the Rose Garden and within their own neighborhood on the western end. The Coalition for Appropriate Transportation (CAT) has their headquarters on the very west end of Broad Street. We took a close look at downtown, there is a lot of interest from local business partners and the Boyd is a large and significant project that will occur there in the next couple of years. Ms. Heller related on East Broad Street we have the Northside 2027 Plan and that neighborhood group that has been more and more interested in both the Broad and Linden corridors within their neighborhood. The Food Co-op will be a redevelopment in that 200 block. Even down on the eastern end of Broad Street, the Silk Mill is seeing a lot of redevelopment with new apartment units on the upper floors. So along the entire corridor there is a lot of activity. We were fortunate to get this grant; this is a tight timeline so we had a compacted schedule. She feels good about the amount of public input that we have had along the entire corridor. She and Mr. Guthrie were able to do some walks along the corridor with some different participants in the community. We had public meetings to be sensitive to COVID and things like that. We had meetings on the patio at 60 West Broad that were very well received. Ms. Heller informed that Mr. Guthrie will go over the recommendations of the plan. The grant itself is requiring that we have some formal support of the plan from City Council before we move forward. There are some funding sources that we can apply for alternative transportation and we can talk about that at the end.

Ben Guthrie, Project Manager at Traffic Planning and Design (TPD) informed he has a copy of the draft of the Active Transportation Plan for Broad Street and he will refer to page numbers so everyone can follow along. He is excited to be here on behalf of our project team tonight to talk a little bit of the process how we got here and more importantly what the recommendations are of this plan. As Ms. Heller said we are very pleased throughout the difficult summer of COVID how much public engagement we were able to get through in person meetings and online engagement. That helped shape this plan and shape the priorities for this plan. Because this corridor is a full 3 miles long what we did to make it more manageable is we broke it into 6 different sections within this plan and outlined what the recommendations are for each of these 6 section. He began with page 45 which shows the first panel of recommendations. We are looking at the western most section of Broad Street from the Allentown border at Club Avenue to Pennsylvania Avenue. This is a relatively narrow stretch of Broad Street compared to the rest of the corridor. We see opportunities for incremental improvements here to build upon an already walkable block. Currently there are bus stops at intersections like Grandview Boulevard and Keystone Avenue but no crosswalks and outdated curb ramps. So there are opportunities to make those incremental improvements of adding bus stops and adding curb ramps, adding crosswalks and improving the street tree canopy across this whole block. As we transition past Pennsylvania Avenue the unusual skew of that intersection encourages driver to make that right turn from East on Broad Street onto Market Street and relatively high speeds. The crossing distance across that Market Street light at the intersection is significantly longer than from the other parts of the intersection. What we recommend is to shorten that crossing distance to reduce the exposure of pedestrians crossing Market Street at that intersection. Mr. Guthrie then turned to page 47 and in the upper left hand corner you see an indication of an enhanced LANTA bus stop. As Ms. Heller mentioned we are very fortunate that this plan aligns closely with LANTA's plan for the corridor which includes 6 enhanced bus stops. This is the first of 6 that you will see highlighted on this plan. While LANTA is still determining what a typical enhanced bus stop will look like, the type of amenities expected would be a modern bus shelter, countdown clocks with real time arrival information and other amenities that signify this is an enhanced bus route. After a brief transition period as Broad Street approaches 16th Avenue it widens out to a full 58 feet wide, nearly 60 feet wide. As one of our previous commenters mentioned that really creates two different issues. One is the excessive width really encourages high speed traffic, significantly faster traffic on this section of Broad Street and 58 feet is a long distance for anyone to cross. Someone waiting on the corner to cross pushing a stroller or trying to catch a bus may barely be in the driver's peripheral vision and you see low yielding rates from drivers where people are trying to cross. What the plan recommends is from 16th Avenue east towards downtown repurposing some of this excess street width and using that space for people who are walking and biking. At the bottom of page 47 you see a small sample graphic of what an intersection could look like along this corridor with curb bump outs and enhanced crosswalks. These changes alone would reduce the pedestrian crossing distance from 58 feet to 24 feet. Then pedestrians would be much more visible to drivers and it would allow people to cross more quickly and easily. Mr. Guthrie then turned to page 49 and wanted to talk as these improvements continue about how do to accommodate bicycles on Broad Street. We know in Bethlehem we have a wide range of cyclists ranging from people who are out for long distance high speed rides to families just trying to go for a ride downtown or to ride through the neighborhood. We envisioned that excess space on Broad Street to accommodate a separated bike lane for those who would choose to use it. The upper left corner of page 49 shows an example picture of what that might look like. Some key characteristics you might notice is that the bike lane is actually to the right of the parked cars, so the parked cars serve as a barrier between people biking and the fast

moving traffic. Some key characteristics is that you really need a buffer between the bicycle traffic and the pedestrian traffic as well as a buffer between the parked cars and the bike lane so that a surprise opening car door does not interfere with someone using a bike lane and cause an unexpected conflict. The key to this bike lane design is getting the design of the intersections correct. That is where the conflict areas are. There are no parked cars at the intersections to protect cyclists from traffic. There are a few key design principles that we keep in mind when we design an intersection for cyclists. You really want to maximize the visibility between a bicyclist and the car as both approach the intersection. What you do not want to create is a situation where there is a lack of visibility that could create a non-necessary conflict. The other key design principle is extending the curb out to ensure that all turns happen at low speeds so that the unexpected chance there is a conflict the driver has plenty of time to see the cyclist, react and come to a stop. With these elements together a separated bike lane can really accommodate cyclists of all ages and abilities and create that link between the west side neighborhoods and downtown. Mr. Guthrie stressed while we do have some conceptual graphics such as the one at the bottom of the page further design would be required to put in a separated bike lane that fits the characteristics of Broad Street. He continued with page 51 and pointed out this page contains the section of Broad Street from 6th Avenue to Main Street which is a key neighborhood commercial district especially between 4th Avenue and 6th Avenue. There are a cluster of restaurants and shops there that draw a lot of pedestrian activity. It is one of the busier pedestrian areas outside of downtown. Improvements to this section are especially critical. He wanted to draw attention to the two signalized sections at Third Avenue and Sixth Avenue. One of the improvements we are recommending to compliment this change in street design is what is called the leading pedestrian interval at the signalized intersections. What a leading pedestrian interval does is when at a typical traffic signal the pedestrian gets a walk sign at the same time that a driver gets a green light. This can create kind of a race between turning traffic and pedestrians and some uncertainty about who goes first. What a leading pedestrian interval does is gives pedestrians a short head start, as little as 3 seconds before the cars start moving. That allows pedestrians to take a few steps out to the crosswalk and be most of the way across the street before any vehicles start to move. This increases visibility and reduces conflicts for pedestrians. As the separate bike lanes were to approach downtown we would recommend a transition area as you cross the bridge and approach the Brew Works building. It encourages where the separated bike lane would end to encourage any cyclists using the bike lane to slow down and safety merge into traffic or park their bike at that location and walk to their ultimate destination downtown. Mr. Guthrie continued to page 53 and mentioned this really highlights the downtown area. What we heard from residents and business owners and people in the community was that people love the existing streetscape in the downtown area. It is already walkable, traffic moves at lower speeds so crossing is significantly easier. People love the mature trees, the bump outs and the high quality materials that really carry the look and feel of Main Street around the corner up to Broad Street. We are not recommending major changes to this portion but rather incremental changes to build in the success of what has already been done downtown. The Northside 2027 plan identified a gap in the existing tree line median strip between Guetter Street and New Street. Although the street there is a little bit narrower than the surrounding we do think there is an opportunity as recommended in that plan to continue a tree line median to exist to an existing tree line median to continue that feel that people already love about downtown. Likewise east of Center Street going out towards Linden Street there continues to be businesses, restaurants, a lot of pedestrian traffic but the street widens back out to 58 feet with no median, no bump outs, no pedestrian accommodations at all. This plan recommends extending that tree line median and the curb bump outs that have been so successful downtown

for basically another block and a half up towards Penn Street so that the current not signalized sections at High Street in particular and the streets on either side are safer for pedestrians to cross in a way that benefits the surrounding businesses and neighborhoods. Mr. Guthrie continued to page 55 and noted this is the eastern most section of the plan. This is the stretch from Linden Street east of Stefko Boulevard so with Linden Street there is a key connection between the Linden Street business district and the East Broad Street business district. We see an opportunity there short-term for bump outs and enhanced leading pedestrian intervals similar to what we discussed at the other signalized intersections and high visibility crosswalks. Those improvements are important because they would be compatible with any future change to Linden Street to allow two-way traffic which had been previously considered. Whether it stays one way or ultimately becomes two lanes we can improve pedestrian conditions there. East of Linden Street there were two key intersections that we heard about from neighbors and we observed ourselves when we were out walking the corridor, at Maple Street and Elm Street. He noted that both these intersections lack traffic signals, lack any bump outs or medians so you are crossing the full 58 feet. The reason these particular sections are important is because they are key walking routes for Thomas Jefferson Elementary School and to the YMCA. We recommend that those intersections be a high priority for targeted improvements, landscaped median islands that share some of the same characteristics as the median but can be installed more quickly in a targeted way at that intersection to benefit people crossing there. Mr. Guthrie explained that is a broad overview of the highest level recommendations. He encourages everyone to flip through the plan to see some of the more details in there. He also wanted to talk a little bit more about what it would take to implement a plan like this. He continued with pages 58 and 59 and noted this speaks a little bit more about the phase implementation approach. We think while some of these improvements are tried and true and the community may be immediately comfortable with them after seeing their success elsewhere in the Broad Street corridor, we know some of the other elements such as the separate bike lanes may be new to some of the residents and business owners, even some of the city staff. What we have seen with other communities success with is a demonstration project where you have temporary materials like the sample photo on page 58 whether it be cones or temporary signage or for one weekend or a two week period to let the community experience what it would look like on Broad Street with separate bike lanes. This is how there would be parking on this block or a turn lane here or there and allow people to learn from that experience and fine tune the design to make sure the design of the bike lanes is the right fit for Broad Street. Mr. Guthrie also wanted to highlight on page 58 is the talking about monitoring community concerns. Tonight is not the only time we have heard neighborhood concerns specifically about 13th Avenue and Market Street on the far west side of the plan and about how changes may impact traffic in those routes. What we would recommend is monitoring key intersections in conjunction with any implementation of future improvements on Broad Street, to kind of do a before and after counts on some key intersections on 13th Avenue and Market Street. We do recommend some possible follow ups if there is determined to be an impact. He stressed these improvements are designed to reduce heavy speeding on Broad Street by narrowing the width, make it easier to cross but it is not meant to stop traffic unnecessarily. We want to keep traffic moving on Broad Street, we do not want to encourage cut through traffic on parallel routes. We want traffic to flow safely and smoothly in appropriate speeds along the Broad Street corridor.

President Waldron thanked Mr. Guthrie for his presentation and in putting this packet together. It is rare that we get something that seems so fully formed in its approach and comprehensive. He lives on Second Avenue and spends a lot of time in these neighborhoods

with his family walking and riding bikes as well as working in the neighborhoods. He is intimately familiar with some of the challenges on Broad Street specifically. To see the divided bike lane is something that pops out to him as a tremendous option. The divided median also is very attractive as well. He is fully in support of a lot of these ideas and he is interested to see what the process would be moving forward as we continue these conversations and more importantly a timeline and the funding which is a big question here. This is a great starting point and he is excited to see what can happen on East and West Broad Street moving forward.

Dr. Van Wirt just had to say that she loves this. She thanked Mr. Guthrie and added certainly we would love to be able to put a tree line median everywhere but she likes the idea that people who live in Moravian House can get on a bus and go down to the Food Co-op and feel safe. She stated also the idea that we can enhance biking and the idea that it will create a safer pedestrian environment. Obviously there is a lot of work to be done but she is really encouraged by this.

Ms. Crampsie Smith noted this plan looks great and she is excited for anything that will help improve the streetscape and especially making things safer for those who are driving and the walkers and the bikers. The plan was developed with the assistance of the grant through the Pennsylvania Department of Health University of Pittsburgh but she sees on page 59 there are opportunities for grants. Are these opportunities for grants we can use to fund the actual project?

Mr. Guthrie stated that is correct.

Ms. Heller added that some of these we already applied for but some through Public Works Department specifically. We started to look ahead to see what our next options might be. There is a round of grants for multi-modal that are available and are open through early November. We started to talk about pulling out some of the elements here to consolidate them into a grant submission for November. It really is a matter of phasing it in and looking at priorities and coordinating things. The safest thing right now is to start with the core downtown and East Broad Street because there seems to be more consensus on what those elements should be. We need to take a closer look and do some of what Mr. Guthrie had suggested as demonstration projects on West Broad Street. But yes, these are some of the funding sources we have applied for in the past.

Ms. Crampsie Smith noted that some they had applied for already and some to continue to apply for.

Ms. Heller stated yes and they are for other things. Sometimes Public Works applies for new traffic lights and things like that with these grant sources too. We look at the big picture of where we are with projects. We are familiar with these grant sources.

Ms. Crampsie Smith remarked going back to what Mr. McGeehan had talked about on 13th Avenue. She wonders if there would be an opportunity to look at that issue. We have this plan now but he had brought up an issue of concern as far as traffic on 13th Avenue. We could look at that and do a car count or whatever through Public Works or Planning.

Ms. Heller noted that Mr. Guthrie had touched on that, this is something we have heard from a variety of residents about and also from the Mount Airy Neighborhood Group. We do not

want there to be negative by-products in other areas of the neighborhood so that is something we can look at. The suggestion on the table is to do some of the traffic counts before and do some traffic counts after to see what the impacts might be. We can even do that in conjunction with some of the demonstration projects. We know it is a concern so we can take some steps prior to making permanent improvements to see how things measure out before and after.

Ms. Crampsie Smith remarked that makes sense because it is an area of concern, rather than doing this whole plan and then neglecting that area. It would be great if we could include that. It is great with the bike lanes; she was reading about that it is better to have the bike lanes between the cars. It will narrow the street but will it be enough of a buffer between the cars and the bikes and will there be some kind of median between where the cars are parked and the bike lanes.

Mr. Guthrie stated a more expensive way to do it would be to put a concrete median between where the cars are and where the bikes are. We have seen successful examples in the City of Lancaster and the City of Philadelphia where they just use paints and flexible posts. Ultimately as the project moves forward to design there will be some trade-offs there. The important thing is to make sure there is a buffer between the parked cars and the bikes.

Mr. Reynolds thanked Ms. Heller and her department because anytime we can get these grant dollars it is a fantastic thing. If we are honest, about 80% of Broad Street can be improved. Many of these conversations we have had before with Northside 2027 as well as all the way back to the Elm Street Program, we talked about the avenues. It is good to take a step forward and the concepts in here are great. It was referenced that some additional design is going to need to be done in the future but we have started to make progress. He has learned that the more you talk about some of these issues over and over again often times they have a way of organically picking up speed as far as when these projects get done. Linden Street is one that we have talked about for years. We have seen it hopefully move ahead on some of our internal plans for when that is going to get done partly because of community feedback and coming up over and over again. Mr. Reynolds noted that Broad Street really connects our neighborhoods on the west side to downtown and our neighborhoods on the north side right out of our historic corridor to downtown. There are a lot of great concepts in here and he is looking forward to put them together in the future and make these things happen. He wanted to say a thank you and thank everyone who was a part of the coming out and being part of the walking studies.

President Waldron added that some of the key intersections on the west side on West Broad Street have some potential for improvement. As you enter that intersection at Broad, Market, and Pennsylvania Avenue, that is a tricky intersection, so he thinks special attention should be paid to that, especially for the pedestrians. Also just the aesthetic side of what you could do to make it feel a little more welcoming. He knows there is that parcel of land on the corner there that is currently owned by the city but there was talk about selling it recently. Then at 8th Avenue of the four corners there, he would say that one of them looks nice, the other three look rough in comparison. Then when you get into 3rd Avenue, maybe two of those properties look good and two could use some improvement as well. He was not sure if you took a look at what Allentown did on the east side on Hanover Avenue maybe 5 years ago it seemed like an overnight project where they decreased the width of Hanover Avenue with a little to no communication to the residents there and they pushed back on that. Ultimately it stayed where it was and the effect was to try to calm down traffic because of the speeding on Hanover Avenue

which was comparable to West Broad Street. That comparatively what you have shown us looked to what they have seems a bit underdeveloped, some of those bump outs and bike lanes and the medians. So he wanted to make sure that if we are going to go through the effort to do this, there is a whole wide spectrum that can be done. President Waldron remarked more to the point on the east side Allentown project, it would be interesting to know what their feedback might be looking at the data on speeding, traffic incidents, collisions, and if they had any input on the before and after effects of that. He would imagine that it was favorable to everyone involved but that might be an extra data set that you could point to people who may not be as comfortable with some of these ideas to say here is an example of our immediate neighbor who did this and implemented it, maybe not to the scale we are discussing but in a positive way. President Waldron added to point out because we are talking about the downtown is that on Main Street he does not know if they had any consideration to the angled parking. There has been a lot of back and forth about the head in versus rear parking on Main Street. People for some reason are more comfortable pulling in head first and blindly just backing up hoping nothing is behind them. It does not seem thoughtful or smart and he thinks that a consideration should be given to rear angle in parking on Main Street again so that people are not just hoping that no cars are coming up Main Street. He has seen some effects of the speed humps and that is helping calm traffic a bit on Main Street but that could be a consideration to make that a safer more walkable area as well. He thanked them for joining us this evening.

Committee of the Whole

President Waldron announced the Committee of the Whole met on Tuesday, September 28, 2021. We discussed the American Rescue Act Plan Funds. This meeting was for informational purposes only and we took no votes.

8. ORDINANCES FOR FINAL PASSAGE

A. *Bill No. 27-2021 - Amend Article 1120 - EMS Fees*

The Clerk read Bill No. 27-2021 - Amend Article 1120 - EMS Fees sponsored by Mr. Colón and Mr. Waldron and titled:

AN ORDINANCE OF THE CITY OF BETHLEHEM,
COUNTIES OF LEHIGH AND NORTHAMPTON,
COMMONWEALTH OF PENNSYLVANIA, AMENDING
ARTICLE 1120.05.C OF THE CODIFIED ORDINANCES
RELATING TO THE FEE SCHEDULE FOR
EMERGENCY MEDICAL SERVICES.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. Bill No. 27-2021 now known as Ordinance 2021-26 was passed on Final Reading.

9. NEW ORDINANCES

A. *Bill No. 28-2021 - Amend 2021 General Fund Budget - Adjustments*

The Clerk read Bill No. 28-2021 - Amend 2021 General Fund Budget - Adjustments sponsored by Mr. Colón and Mr. Waldron and titled:

AN ORDINANCE OF THE CITY OF BETHLEHEM,
COUNTIES OF LEHIGH AND NORTHAMPTON,
COMMONWEALTH OF PENNSYLVANIA, AMENDING
THE 2021 GENERAL FUND BUDGET

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. Bill No. 28-2021 was passed on First Reading.

B. *Bill No. 29-2021 - Amend 2021 Capital Budget for Non-Utilities - Adjustments*

The Clerk read Bill No. 29-2021 - Amend 2021 Capital Budget for Non-Utilities - Adjustments sponsored by Mr. Colón and Mr. Waldron and titled:

AN ORDINANCE OF THE CITY OF BETHLEHEM,
COUNTIES OF LEHIGH AND NORTHAMPTON,
COMMONWEALTH OF PENNSYLVANIA, AMENDING
THE 2021 CAPITAL BUDGET FOR NON-UTILITIES

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. Bill No. 29-2021 was passed on First Reading.

C. *Bill No. 30-2021 - Amend 2021 Community Development Block Grant Budget - Adjustments*

The Clerk read Bill No. 30-2021 - Amend 2021 Community Development Block Grant Budget - Adjustments sponsored by Mr. Colón and Mr. Waldron and titled:

AN ORDINANCE OF THE CITY OF BETHLEHEM,
COUNTIES OF LEHIGH AND NORTHAMPTON,
COMMONWEALTH OF PENNSYLVANIA, AMENDING
THE 2021 COMMUNITY DEVELOPMENT BLOCK GRANT
BUDGET

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. Bill No. 30-2021 was passed on First Reading.

10. RESOLUTIONS

A. *Approve Broad Street Active Transportation Plan Resolution*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-166 that authorized support for the Broad Street Active Transportation Plan and the future pursuit of grant funding to support the plan recommendations.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

B. *Approve Contract – Maher Duessel – Annual Financial Statement Audit*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-167 that authorized to execute a contract with Maher Duessel for annual financial statement audit services.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

C. *Approve Allocation – 2021 Pension State Aid*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-168 that authorized the appropriate City officials to allocate \$3,967,352.71 of the 2021 General Municipal Pension System State Aid among the City's pension plans as set forth in the body of the resolution.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

D. *Approve Contract – KSA&D – Website Maintenance & Support*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-169 that authorized to execute a contract KSA&D for website maintenance and support services.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

E. *Approve Transfer of Funds – Rodger's Street Facility Replacement*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-170 that authorized \$450,000 dollars in the Non-Utility Capital Improvements Fund to be transferred as follows: Decrease the Ice Rink account 62019-66028 by \$90,000; Decrease the General Pool Improvement account 62019-66019 by \$10,000; Decrease the Grounds Capital Improvement Plan account 62019-66090 by \$350,000 to account No. 69999-66048 for the Rodger's Street Facility Replacement.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, and Mr. Waldron, 5. Voting NAY: Dr. Van Wirt, 1. The Resolution passed.

F. *Approve Use Permit Agreement – Work to Live, LLC d/b/a Run Lehigh Valley-Run the Lehigh Valley Running Festival*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-171 that authorized to execute a Use Permit Agreement with Work to Live, LLC d/b/a Run Lehigh Valley for the Run the Lehigh Valley Running Festival.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolution passed.

Motion – Considering Resolutions 10 G through 10 K as a group – Certificates of Appropriateness

Mr. Callahan and Ms. Crampsie Smith moved to consider Resolutions 10 G through 10 K as a group.

Voting AYE: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Motion passed.

G. *Certificate of Appropriateness – 510 East Fourth Street*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-172 that granted a Certificate of Appropriateness to remove the existing rotted porch structure (rusted rails and posts) and replace with new shingled porch roof and vinyl-covered posts at 510 East Fourth Street.

H. *Certificate of Appropriateness – 215 Broadway*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-173 that granted a Certificate of Appropriateness to demolish and construct a new building at 215 Broadway.

I. *Certificate of Appropriateness – 201 Broadway*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-174 that granted a Certificate of Appropriateness to replace existing signage at 201 Broadway

J. *Certificate of Appropriateness – 321 Wyandotte Street*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-175 that granted a Certificate of Appropriateness to install a sign at 321 Wyandotte Street (corner of Wyandotte Street and West Third Street). The sign consists of a single-sided aluminum sign with masonry support elements, sign lighting and electrical work for the sign.

K. *Certificate of Appropriateness – 30-32 East Third Street*

Mr. Colón and Mr. Waldron sponsored Resolution No. 2021-176 that granted a Certificate of Appropriateness to install a new roof and metal flashings as well as replace and paint existing trim at 30 East Third Street and also to construct a new addition that includes a 4-story mixed-use masonry-clad building at 32 East Third Street, with massing to complement the existing (adjacent) Goodman Building. The new addition will provide commercial/retail/restaurant space on the first floor with twelve apartment units on the levels above.

Voting AYE on Resolutions 10 G through 10 K: Mr. Callahan, Mr. Colón, Ms. Crampsie Smith, Mr. Reynolds, Dr. Van Wirt, and Mr. Waldron, 6. The Resolutions passed.

11. NEW BUSINESS

Celtic Fest/Harvest Fest/Responsible Contract Ordinance

Ms. Crampsie Smith mentioned on the plus side she wanted to say thank you and huge kudos to the Celtic Cultural Alliance for a great Celtic Fest. It was a great weekend in Bethlehem for the Irish and those that love all things Irish. She wanted to give kudos and thanks to the Downtown Business Association, especially Tammy Wendling and Kelly Smith for the Harvest Fest this past weekend. It was great to see Bethlehem so alive on such a beautiful autumn day.

On the negative side she feels like she really needs to express her concern and dismay that her proposed Responsible Contractor Ordinance known as RCO was pulled from the agenda for tonight's meeting. It is important to note that since her proposal of this RCO to the Administration approximately one year ago she has met with various Department Directors several times and even compromised in adding a waiver to this ordinance. It was on the agenda at the Public Works Committee Meeting in March of this year and we graciously delayed a Committee vote so she and the Administration could further meet to review it. It was then on the agenda for a Public Works Committee Meeting in September at which time it was unanimously voted to be forwarded to Council for a full vote. It was on the agenda for this weeks meeting but City Administration requested it be pulled so they could propose further amendments. More concerning to her than this ordinance being pulled from the agenda is the fact that City Administration is operating in such a manner that when given one year to work with her on this pertinent legislation they waited until 4 days before the vote to request further time to consider this ordinance. Additionally and please correct her if she is wrong but she thought the City Council was the legislative branch of city government and as such was responsible for proposing and enacting legislation and as such could also dictate when legislation is placed on the agenda. She also may have been under a false premise that once a legislative proposal was unanimously voted out of committee to full Council, it then goes on the agenda. She believes that she has been more than patient in compromising this proposal in spite of the fact that she was treated in a very rude and unprofessional manner by one Department Head who attacked her at the beginning of the meeting and stated, who do you think you are and how dare you propose this. If she acted that way in her professional status on her day job she would have been significantly reprimanded and/or fired. It has been implied that her proposal of this RCO indicates that she is not considering the best interest of our city yet all the empirical data regarding RCOs indicates quite the opposite, that an RCO is the best way to assure the taxpayer funds are being allocated to assure that all contracts for Public Works projects are awarded to reputable responsible firms that have the qualification resources and adequately trained personnel to successfully perform contract work. Again, it is very concerning to her that this proposed legislation was pulled from the agenda tonight at the last minute after 2 years of her time in researching and drafting it and almost a full year of discussion with City Administration.

Finance Committee Meeting

Chairman Reynolds announced the Finance Committee met on Tuesday, October 5, 2021 at 6:00 PM in Town Hall. The committee discussed 4 agenda items: Department of Public Works Reorganization of the Bureau of Facilities and Electrical Maintenance; Amending General Fund - General Fund Adjustments; Amending Non-Utility Capital Improvement Fund - Adjustments; and Amending Community Development Block Grant Budget - Adjustments. Committee votes were taken on each of the 4 agenda items and the committee voted to recommend placement of appropriate legislation on tonight's Council agenda.

RCO Ordinance

Mr. Callahan stated he wanted to speak about Councilwoman Crampsie Smith's comments. He wondered if someone from the Administration could explain why at such a late stage the Administration came up with this.

Mr. Evans stated he has a statement he can read that will cover that topic but we waited until we collected the feedback from the committee meetings themselves. We talked at the first Public Works Meeting back in March and there were concerns we hoped to discuss and we did. Then there was the summer and when the Public Works Committee reconvened it was clear that what we believe were a few items that we could offer and we believed that maybe Council would bring forth some amendments and we wanted to see that. Then after the conclusion of the committee meetings we took the information we had from the residents and the public that spoke with the comments from the Members of Council as well as questions, some that were answered and some that were not. Some areas of this proposal had brought consensus both from the Administration and Council, other areas we were hoping we could deliver some amendments that could also be effective to possibly reach a middle ground. To do that takes some time so after the Public Works Committee Meeting ended we did get to work on the amendments. He would like to make a point that this Administrative team for this particular topic involves 6-8 people and to pull them together outside their day jobs, which is trying to effectively run their departments was difficult. We did do that and brought in the Legal team, members of Public Works, members of Purchasing, the Administration and the Mayor to think about what we heard, what could we offer and then get to the drawing board to deliver the amendments. Some of them are complex because if you start moving one part, Council knows this because of working on amendments with the legislative process, it impacts other parts. Are they in the works, yes, we are not looking for a lot of time but he thinks once we came out of that last committee meeting we thought there was the opportunity to deliver some amendments that could be productive that would have support. Mr. Evans explained that is where they are at. We felt there was time available; we are not trying to derail anything. There is the sense that there are several months left until the end of the year, the rest of October, all of November and all of December to work this out. After this time we would like additional time to present amendments that are organized and that we can discuss and work through in an organized fashion versus trying to put something together with this short time frame turnaround that that last committee time offered until the due date which was last Thursday. That is why we requested it.

Mr. Callahan asked if a two week timeframe is sufficient.

Mr. Evans noted it likely would be, he cannot speak for every member of the team but we have some things we think are workable that we would like to present. We need to check with the format with your proposals and what we propose. The legislation comes to the Clerk's Office which is the same for you. What we prepare we want to deliver to your Clerk's Office so it is a two sided conversation. If we deliver them we will start talking, we cannot just drop them off on Thursday, this may require additional advertising. That was the question that came up with regard to some of the amendments so we need to have conversations with your Solicitor as well as our Solicitor. We are working as quickly as we can with trying to get 8 people together. We do understand there is a timeframe and we are all anxious and would like to bring this to a conclusion whatever that conclusion is. We have different ideas of what some parts of this may be but at the end we all want this to come to a vote and be able to move on and keep moving forward.

Mr. Callahan stated he appreciates that and he also thinks that Councilwoman Crampsie Smith should be applauded for agreeing to have this pulled for a small period of time to give the Administration some time to work out any amendments you would like to propose. He would

hope that within the next Council Meeting you could get those amendments to us so we could act on them one way or the other.

Mr. Evans stated will do.

Ms. Crampsie Smith commented that she did not agree to have this ordinance pulled from the agenda. She agreed in March at the first Public Works Committee Meeting to hold off on the vote in March which was several months ago so we could use that time to discuss it. She did discuss it with Department Heads until August until the next committee meeting was. Quite frankly she is confused why the Administration still needs more time. She felt that we had from March to August to talk about it. She even put a waiver in to appease the Administration in the ordinance. She did not agree to extra time, she does not think that extra time is warranted, that is her opinion.

12. ADJOURNMENT

The meeting was adjourned at 8:14 pm.

ATTEST:

Robert G. Vidoni, Esq.
City Clerk