

## PURPOSE OF THE WORKSHOP MEETING

The purpose of the workshop was to present Phase 2 of the Streetscape plan for Main Street/Route 100 to the public and receive public comments. This project was on display at 6:30 p.m., prior to the meeting.

## CALL TO ORDER

President Chris Becker called the January 22, 2018, workshop meeting of Macungie Borough Council to order at 6:59 p.m. in Macungie Institute, 510 E. Main Street, Macungie, PA.

## ATTENDANCE

Council Members:	Alma Akinjiola
	Chris Becker
	Barry Bloch
	Roseann Schleicher
	John Yerman
Mayor:	Ronald Conrad
Borough Manager:	Chris L. Boehm
Administrative Assistant:	Selma Ritter
Absent:	Patrick Armstrong, Solicitor
	Greg Hutchison
	Marvin Moyer

## HISTORY OF MAIN STREET/ROUTE 100 STREETScape

President Becker opened by welcoming the public and thanking them for attending. He then gave some history on the Main Street/Route 100 (“Main Street) Streetscape plan for the Borough of Macungie (the “Borough”).

The Streetscape began around 2009, with President Guy Ramsey and volunteers drafting what they called the *Macungie Downtown Master Plan* (hereinafter, the “Streetscape”). Since that time, the Streetscape has been reviewed and updated through three Council Boards. Enactment of the Plan, which was previously put together, started in December 2010 and is now a current work in progress.

Another part of the Streetscape was the *Walkable Communities Program*, which was drafted by Pennoni Engineering, to provide the Borough community the ability to navigate safely through the Borough from a pedestrian and traffic point of view. President Becker noted that all of the documents for the Streetscape are on the Borough’s website for public viewing.

Bryan Smith, a Landscape Architect, and Kevin Campbell with Barry Isett & Associates helped create an update to the original *Macungie Downtown Master Plan*, which was renamed the *Main Street Master Street Plan Update*. A lot of the information that the Borough is working with today, relating to the Streetscape planning, comes from the original documents and *Street Connectivity* programs from the Lehigh Valley Planning Commission.

On February 25, 2013, President Becker held a meeting and invited the Macungie business owners to attend to discuss the plan. Then, on April 22, 2013 President Becker held another meeting and invited the public to attend to give public comments on the plan.

The Borough applied for, and received, a \$434,000.00 Transportation Alternatives Program (TAP) Grant for Phase 1 of the Streetscape, which did not require matching funds. The grant is typically funded by the State, which all communities can apply for. To receive TAP Grant funds, elements for transportation must be involved in the design. The improvements incorporated in the Streetscape plan are items related to transportation.

In 2013 Council took out a loan for capital improvements to Lumber Street, Cotton Street and to install a traffic light at Church Street and Main Street.

Between the street improvements, residents came before Council requesting the crossing at the Rail Road Tracks (“RRX”) be made handicap accessible. As a result of the request, Borough Council members met with representatives from Norfolk Southern, the PUC, PennDOT, Representative MacKenzie’s office and Congressman Charlie Dent’s office to request Norfolk Southern move the mast arm pole to allow handicap accessibility to the sidewalk. That was not an option for the railroad. However, PennDOT said they would fund the ADA improvements if the Borough incorporated the design into the streetscape grant.

Collectively, Council designed three elements to the Phase 1 program: (1) RRX handicap accessible crossings, (2) bump outs and crosswalks, and (3) installation of the traffic light. President Becker noted that the \$169,000.00 that was used for the traffic light came from the capital loan. The rest of the financing was from the TAP Grant.

#### MAIN STREET STREETScape UPDATE

On February 17, 2017, the Borough received a \$542,288.00 grant for Phase 2 of the Main Street Streetscape (“Phase 2”), which is for streetscape improvements from the intersection of Race & Main Streets to Pine Alley. (The comprehensive streetscape plan was displayed for public review at tonight’s meeting.)

Tonight’s meeting is to specifically discuss Phase 2, which will include installation of 3’ wide strip of pavers, street trees and decorative light standards. An island was also scheduled to be installed during Phase 2, but, at this time, the island is not being installed due to time constraints for the project which do not allow adequate time to address PennDOT’s comments on the median.

In the future, President Becker would like to have another public meeting to discuss the rest of the enhancements. In the meantime, the Borough will work on receiving other grants to fund the improvements. President Becker noted that the improvements are not being funded by tax dollars from the Borough residents.

## PRESENTATION

Bryan Smith, with Barry Isett & Associates, gave a presentation on Phase 2 and provided updates on other improvements leading up to Phase 2. Bryan has been working with the Borough since 2004 on the *Southwest Master Trail Plan*, which looked at creating connectivity within the Borough and beyond. Trail connections will eventually go from the Borough of Macungie to Alburdis.

In 2008 and 2009, two grants were received to improve the sidewalks along Chestnut Street and Lehigh Street. In 2010, another grant was received, which was used for street lighting along Lehigh Street. In 2014, an update to the Main Street Master Plan was worked on. In 2015 and 2017, the Borough received TAP grants. Bryan Smith commented that it is significant that the Borough received two grants, back to back.

Bryan Smith recapped Phase 1, which included 19 marked crosswalks, 15 bump-outs, storm water improvements, handicap ramps, traffic light at Chestnut Street and lighted crosswalk at Poplar Street & Main Street. Phase 1 was funded by TAP Grants and a Community Development Block Grant (“CDBG”).

The entire Main Street Streetscape project encompasses Main Street from Race Street to Chestnut Street. The entire project was scheduled to include 22 marked crosswalks, 16 bump-outs, 3-5 center median islands, 89 LED street lights, 67 City Sprite Zelkova trees, 1 traffic light at Church Street & Main Street, storm water curbing, sidewalk improvements and various foliage. Bryan Smith illustrated the improvements on the overhead screen.

### Questions from Council Members to Bryan Smith.

- a. Council Member Bloch asked if the current street lighting will be removed.

*Answer:* The current cobra lighting will be removed and replaced with lower height decorative LED lights that have a hat and back shields on them. These lights will minimize excess light from shining in peoples’ windows.

- b. Council Member Bloch asked:

Question: Will concrete be under the sidewalk pavers.

*Answer:* Concrete will not be installed under the pavers because the trees will not get enough water and it would discourage tree growth. Therefore, not using concrete will foster better tree growth.

Question: The effect of porches on Main Street that are close to pavers.

*Answer:* There are only 1 or 2 locations where porches are at the edge of the pavers. Most other locations have at least 3-4’ of concrete between the pavers and porch. The pavers will be set in a stone bedding, so they will be dry and in the future, if needed, they can be easily adjusted under the base and put back.

Question: Who would adjust or re-adjust the pavers.

*Answer:* Typically, the sidewalk is the responsibility of the property owner.

Question: Would the trees be the property owner’s responsibility?

*Answer:* That is a Borough decision which can be made as Council moves forward.

PUBLIC COMMENTS AND QUESTIONS

a. John Long, resident of 17 W. Chestnut Street, Macungie

Question: Will all the crosswalks be lit, like the one by Salvatore's Pizza?

Answer: Only the crosswalk at Poplar Street. No other crosswalks will be lit.

Question: Why does that one have to be lit?

Answer: Based on the volume of pedestrian traffic at that intersection, it became necessary to install some sort of signal at the crosswalk. The Pedestrian Act stated a lighted crosswalk as one of those options.

Comment: The lights at the Poplar Street crosswalk have not been working for some time now.

Answer: The crosswalk lighting needed repair work and since it was scheduled to be replaced during the streetscape work, the Public Works Department did not repair it.

Question: So, it's going to be a whole new system?

Answer: A whole new system. The new system will be below grade, which will be better.

Question: This is not possible at the other crosswalks?

Answer: No. PennDOT would not allow all the crosswalks to be signalized, so, Council decided which location would be lit, based on the most pedestrian traffic.

Comment: Expressed concerned about the islands going in the center of Main Street.

Answer: At this time, the islands are not part of Phase 2 and Council is not planning on installing them. If Council decides to discuss their installation in the future, a meeting would be held.

b. Dorothy Kociuba – 93 S. Fairview Street, Macungie

Question: Who will be responsible for taking care of the trees?

Answer: At this time, it has not been decided if the Borough or property owner will take care of the trees. However, President Becker stated if the Borough takes care of them, they will have a uniform look and be taken care of equally. He felt it would be difficult to maintain a uniform look and care, if the property owners were to care for them. Resident Kociuba agreed with President Becker.

Comment: Resident Kociuba felt the trees seemed taller on the screen than they were described.

Answer: The renderings on the screen were from 2014, when Council was applying for the original grant. Since that time, Council decided to install City Sprite Zelkova trees, which are a 20' high diamond shaped tree with a 7' clearance.

Comment: Resident Kociuba thought that if the Borough takes on the responsibility of pruning and maintaining the trees, the property owners would be more acceptable to having them on their property. Also, if Council wants a uniform look, it would be important for the Borough to prune and maintain the trees.

Question: Will the pear trees be removed?

Answer: The pear trees will only be removed where the improvements are being made.

Comment: Resident Kociuba expressed concern about the poor appearance of the pear trees throughout the Borough and being a problem for the sidewalks.

Answer: President Becker stated that it would be essential to have a maintenance program for the new City Sprite Zelkova trees.

Question: When will Council make that decision? That should be decided at the start of Phase 2.

*Answer:* Okay.

c. Amy Hillegass – Macungie Memorial Park, Manager

Comment: She expressed concern on the timing of the improvements because of events at the park, i.e. when and if there will be closing of the street.

*Answer:* If any street and/or parking closings should occur, it would not be for long periods and they would try to work around calendared events at Macungie Park. At this time, all of the work would start at the curb and inward. However, PennDOT will be repaving Main Street in the near future.

Question: What about the lights at the crosswalk at Poplar Street and Main Street?

*Answer:* The street will not be closed. Installation of the new lighting system was already done. It just needs to be connected.

d. Ernest Skidmore – 105 Brookfield Drive, Macungie

Question: With 89 streetlights planned, and it is assumed the cost of the light will be covered by the grant, will the electric bill be the responsibility of the Borough residents. Does anyone have a figure on the electric cost to run the lights?

*Answer:* No operating cost comparison was done between the current lights and the new ones. Council will conduct a cost comparison and provide a copy to Resident Skidmore and the public.

Comment: He would like to find an alternative to slowing traffic on Main Street, rather than putting in islands.

*Answer:* Finding alternatives and the appearance of the street, is an ongoing discussion with Council. President Becker stated that, right now, there is a vision to enhance the downtown area to help people navigate themselves around the community and feel safe doing it.

e. Tim Schantzenbach – 102 Locust Street, Macungie, commented that the improvements on Main Street are negatively affecting the trucks that are servicing businesses in Macungie. He felt trucks are not able to navigate safely at Poplar Street, Race Street and Chestnut Street, where the bump-outs are, as they are hitting the signs and curbing. He also, expressed dissatisfaction with property owners being responsible to maintain the bump-outs by shoveling snow, raking leaves and trimming the trees/shrubs installed at the bump-outs. He also stated that Council said at a previous meeting, that if a bump-out was hit by a PennDOT plow, the property owner would be responsible for its repair.

*Answer:* President Becker stated he never heard at a previous Council meeting that a property owner would be responsible for repair of a bump-out, if it was hit by a PennDOT plow.

Comment: Resident Schantzenbach stated he is unsure why Council is not catering to truck traffic that services Macungie businesses. Also, he heard Allen Organ was not happy with the Main Street improvements, and shortly after Council met with them, the bump-out at Race and Main Streets was removed at a cost of approximately \$6,900.00.

*Answer:* President Becker stated that several Members of Council met with Macungie business owners that had issues with truck traffic and listened to their concerns.

Regarding the bump-out that was put in on the south side of Race and Main Streets, which was removed for approximately \$6,900.00, the Borough will not know if they were charged for

the removal of the bump-out until the final calculations are received from the contractor to know if the removal was covered under the grant the contractor was paid for. The issues with the bump-out at this intersection are ongoing and will continue until the issues are resolved. During Phase 2, the north side of Race and Main Streets will be reconstructed to modify the curbing, as requested by PennDOT.

Council met with the business owners in the area of Poplar and Main Streets and they have not expressed any issues at that intersection. If any of the business owners in that area have concerns or are experiencing issues, they can contact President Becker or attend a Council meeting to express them.

*Comment:* Resident Schantzenbach expressed concern of the possibility of PennDOT's plow hitting bump-outs or islands and causing damage to them. He stated that regardless of who pays for repairs or maintains the improvements, if it is damaged, it is still an expense to someone and would like to eliminate repairs by how they are designed and built.

*Question:* If vehicles are not to drive over the bump-outs, why are they built with a rollover curb?

*Answer:* Not all the bump-outs have rollover curbing.

*Question:* If a vehicle hits a bump-out, because they can't see it in the dark, who is responsible for the repairs?

*Answer:* Winter came before Phase 1 was completed, but the curbs will be painted yellow for better visibility.

*Question:* Is anyone convinced that the bump-outs are slowing traffic down?

*Answer:* It has been noticed that when pedestrians are waiting to cross the street, vehicles are slowing down or stopping.

f. Dan Hummel, representing Allen Organ Company, Macungie

*Comment:* He was appointed to hear employee opinions on the Streetscape improvements and stated he appreciated Council working with Allen Organ Co., listening to their concerns and all the time Council put into resolving the issues they expressed. There are a lot of employees concerned about the entire project, but he tried to focus on how the improvements affect Allen Organ as a business.

The most common concerns he heard from the employees are (1) with delivery trucks, the bump-outs at the southbound turn at Race and Main Streets and south side of Chestnut Street. At those intersections, the trucks need to turn wider to make the turn, which forces them to enter into the lane of oncoming traffic, causing a hazard; and (2) the new traffic light at Church and Main Streets. When employees use Church Street and want to turn right onto south Main Street, it is tight turn between the bump-out and vehicles turning left onto Church Street.

*Answer:* President Becker agreed it is a concern. Currently, vehicles are stopping too close to the intersection, but when the stop bars are painted, they will identify where vehicles are to stop.

*Question:* Can the stop bar be installed back further?

*Answer:* The stop bar at Church Street was already incorporated with the turning lane. Nothing has changed when turning left onto Chestnut Street from Main Street.

*Question:* Will they still be using the WB67?

*Answer:* The turn will be encompassing WB67.

*Question:* Is it possible to reduce the speed limit to slow traffic on Main Street?

*Answer:* Only PennDOT can change the speed limit on Main Street and they said it has to be 35 MPH. People can contact PennDOT to request a speed limit change to 25 MPH.

Question: Who would clear the snow between the bump-outs?

Answer: Residents parking in front of their residence typically remove the snow throughout the Borough in the space they parked to remove their vehicle. If a snow emergency is enacted then the Borough will remove snow as necessary. However, per the Borough's agreement with PennDOT, the Borough is responsible for snow removal if it is required.

Council will continue a dialog with Allen Organ with updates.

g. Risa Donegan – 9 Coach Street, Macungie

Comment: When Allen Organ employees use Coach Street, they speed down the alley, which is very dangerous. She is concerned more employees will use the alley because they will not want to wait in traffic at the light on Church and Main Street.

Resident Donegan also commented on people not removing snow and ice from their sidewalks within the 24-hour period required by the ordinance. If Council wants to make the Borough a walkable community, they need to enforce the Ordinance.

*Answer:* President Becker wanted it noted in the 1/22/18 minutes that snow and ice removal within the 24-hour period needs to be enforced.

h. Tim Romig - business owner, 50 Race Street, Macungie

Comment: He agreed with Resident Schantzenbach's statement that at a previous meeting it was stated by Council that if a bump-out was damaged, the property owner was responsible for the repair. Mr. Romig stated he was the person who asked the question to Council and President Becker made the statement.

Questions: Did the Borough contact the property owners where the bump-outs are being installed and let them know it is their responsibility to maintain and repair them? Will the Borough employ more maintenance people to care for the trees and remove the snow between the bump-outs?

*Answer:* If PennDOT will not remove the snow between the bump-outs, it will be the responsibility of the Borough.

Question: All of the additional maintenance costs will affect the budget, for taxpayers?

*Answer:* Council will need to discuss it.

Question: If you are going to put something new on a landowner's property and expect them to maintain it, why wouldn't you send them a letter and ask them?

*Answer:* It was discussed to contact them, but the timing was not right. People should assume they need to shovel a piece of sidewalk on their property. Borough Council will contact them the property owners to discuss partnering with the maintenance.

Planting and weeding within the bump-out needs to be done by the Borough to maintain uniformity and meet the criteria of PennDOT.

Council will need to discuss repair of the bump-outs, as it would not be fair to the property owners to constantly repair them, if hit by vehicles.

Comment: He asked for confirmation on what he thought Council Member Yerman said at tonight's meeting, regarding making Cotton Street a one-way street to get the vehicle count up so a traffic light could be installed at Church and Main Streets.

*Answer:* Council Member Yerman reiterated that traffic no longer able to use Cotton Street due to it being made one way increased the amount of traffic at the intersection of Church and Main Streets.

Question: By changing it to one way?

Answer: That was one of the results.

Question: Did you use the WB67 template for Church Street from the beginning?

Answer: Cotton Street is not a main street and should not have a large amount of traffic flowing on it. The WB67 template was used for Church Street.

Question: How long will it take to address the south bound bump-out at the Race and Main Streets intersection?

Answer: There is no definite time table, but it most likely will be addressed during Phase 2. Council needs to discuss it.

Question: Does the grant money cover the cost for the design, engineer and architectural costs?

Answer: The grant only covers construction and inspections costs; not design and permitting.

i. Dennis Fritz – 32 S. Lea Street, Macungie

Question: On the map, it looks like the intersection at Lea and Main Streets will be have a bump-out. Is that correct?

Answer: The original plan had a bump-out in front of the Pub. However, the current plan, does not have a bump-out in front of the Pub.

Comment: Since there was not going to be a bump-out there he suggested reflective cones be placed there to keep vehicles from parking at the yellow line.

Answer: A no parking sign must be installed at a yellow line for the police to enforce them.

Question: What kind of obstruction will the trees have on the signs lining Main Street?

Answer: Agreed.

Question: Will the trees impede on people opening and closing their car doors? Using planters was suggested, instead of trees. Also, stated trees will be an issue with the overhead wires.

Answer: Planters would be difficult to maintain.

j. Robert Sentner – Upper Milford Township Supervisor

Question: Was auto-turn used on all of the intersections?

Answer: Yes.

Comment: When responding to fire calls on the south end of Macungie Borough, the 34' fire trucks cannot make a right-hand turn onto Chestnut Street from Main Street, without going into the oncoming traffic lane.

Question: Has the Macungie Borough Fire Chief reviewed and approved the Streetscape plans, to ensure access ability for fire calls?

Answer: In 2013, the fire department had input on the plans; they had issues with the islands and equipment accessibility.

Question: What is the maximum width from the center island to the curb?

Answer: At this time, it is uncertain if there will be islands along Main Street.

Question: Is the PRP considered part of the storm water? If the property owner is going to be responsible for the PRP, are they going to be responsible for the MS4 portion of it?

Answer: The property owners will not be responsible to perform PRP work because they are not qualified.

Question: Will they be responsible for the curbs?



Answer: Curbs against the street corners are always the responsibility of the property owner. Council will discuss who will be responsible for the bump-outs.

k. Gary Cordner – 212 S. Church Street, Macungie

Comments: One of the advantages to making Cotton Street a one-way street was to discourage traffic from other communities from using Cotton Street as a short cut through the Borough. The intention was to reduce the traffic on both Cotton Street and Church Street. In his opinion, there is less traffic coming off the mountain. He encouraged the community to press PennDOT to reduce the speed limit on Main Street in the Borough.

Resident Cordner commented that the bump-outs played a nice role during the Macungie Holiday. One family with small children expressed that the bump-outs made it safer for them to cross Main Street during the event.

l. Stephanie Bleiler – 1 E. Main Street, Macungie, at the corner at Church and Main Streets, where the traffic light is being installed, and shares a parking lot with the dance studio.

Question: Did Council asked the dance studio how they felt about the no left turn into the dance studio parking lot?

Answer: Council had meetings with two of the three property owners there that utilize the driveway entrance. Property Owner Kusko could not reached by phone, so a certified mailing was sent to him, to which he responded that he would leave it up to the other two property owners.

Comment: Tenant Bleiler stated that it is impossible to pull out of the parking lot on evenings when dance classes are in session. She is concerned about how she will get out of her parking lot once the traffic light is functioning and where traffic will be stopped at the traffic light.

Answer: Once the light is functioning, vehicles will be stopped in front of the driveway.

Question: What will make drivers of other vehicles let her out of the parking lot?

Answer: It's the same as any other driveway, other drives show courtesy and kindness to let people out.

Comment: Coming into the Borough, a left hand turn from Main Street into the parking lot is no longer legally allowed because the turning lane was eliminated. She now has to take a detoured route to legally get back into the parking lot.

Answer: Council tried to work with the property owners to resolve the issues, but the property owners don't seem interested. The best answer is if the property owner would reopen the secondary exit out of the back of the dance studio parking lot. President Becker would like to work with her landlord to try to resolve it.

m. Jackie Romig – Business owner, 50 Race Street, Macungie

Question: How low will the wires be from the 20' City Sprite Zelkova trees? Right now, the current trees are cut around the wires and they do not look nice.

Comment: Expressed concern that the new trees will cover the street lights, block signage and be in the way of car doors opening.

Comment: Right now, when people open their car doors on Main Street, other vehicles can use the center lane to go around them, so they can enter and exit their cars more safely. With islands, that would not be possible. What happens when delivery trucks are taking 15-20 minutes to make a delivery to a business and traffic cannot get around them on Main Street due to the islands?

Question: What happens when the sidewalks get ruined from the tree roots, as that always happens?

Question: Have you considered more police presence to calm the speed of traffic, instead of spending money on obstructions?

*Answers:* The public can attend the second Council meeting of the month to address more police presence and other issues.

Most residents of the Borough are expressing dissatisfaction with installing islands down Main Street. Council is listening to their concerns and will take them into consideration.

n. Jeanne Rocchino – 70 Willow Street, Macungie, commented that pedestrians need to take some responsibility for safety by crossing the street at the corner and not between cars. Is there any data on pedestrians being hit by cars in the Borough?

*Answer:* Macungie Borough is growing from the small town it used to be, to becoming a hub for industrial traffic. An excessive amount of vehicles will eventually lead to something and Council is trying to be proactive before something bad happens.

Question: Why do bump-outs have to be out so far?

*Answer:* The street parking lane is approximately 10' and the bump-outs are 3' less than that. Therefore, the vehicles are out further than the bump-outs.

Question: Can the Borough leave automated notifications with dates and times of important Borough meetings on the residents and property owner's telephones, so everyone knows there is a meeting?

*Answer:* There are regulations on how the Borough can notify people about public meetings. The meetings are advertised on the Borough website, Facebook, in the newspaper and through other avenues.

o. Mary Geib – 87 Willow Street, Macungie, wanted to go on record as being against center islands and hopes Council keeps the center turn lanes because they help people safely navigate around the Borough. Also, stated the Borough needs to keep up with painting the crosswalks so they are more visible to vehicle drivers and look nice.

*Answer:* The crosswalks are painted annually. PennDOT approved painting them the bump-outs yellow.

p. Unidentified Public Party

Question: Can we come to the next meeting to ask questions about the improvements?

*Answer:* Council is very accessible and anyone can come to any meeting to ask questions.

q. Unidentified Public Parties

Comment: Requested that Council provide an address for PennDOT, so residents can contact them regarding reducing the speed limit in the Borough. Party believes all the letters should go to the same person or department to make a better impact. What is the best way to influence PennDOT to change the speed limit?

*Answer:* Council does not know the best method to try to influence PennDOT, but they can try to send a petition, letter and/or call them.

Ken Navitsky, from PA State Representative Ryan McKenzie's office, attended the meeting and told residents to send individual emails to their office at [www.repmackenzie.com](http://www.repmackenzie.com) and/or they can circulate a petition and submit it to their office.

Question: What is the best way to notify all of the residents in the Borough to encourage them to send an email or sign the petition? Representative McKenzie's office will compile the information and work with the Borough to address PennDOT.

*Answer:* The Borough will take care of it.

r. Tim Schantzenbach – 102 Locust Street, Macungie

Question: Questioned how the traffic light at Church and Main Streets will be synchronized with the other traffic lights so vehicles exiting streets without lights can safely get out?

*Answer:* More work needs to be done with the light at Chestnut and Main Streets, including adding a signal for emergency response vehicles to go through it. The light at West End Trail was synchronized with the traffic light at Willow Street last week.

Comment: Traffic lights along Main Street need to have staggered synchronization to break up the traffic volume during rush times, so other vehicles can get out from side streets. Otherwise, everyone will be going to Church Street to utilize that light.

*Answer:* PennDOT gives criteria for light synchronization to keep the traffic on Main Street flowing. Council will look into the issue. Bryan Smith suggested the residents address traffic light synchronization with PennDOT, when they request the speed limit change.

Question: How will the bump-outs handle the excess rain water during heavy rain fall, given the small amount of stone beds that are in them? During heavy rain fall, will the plant bedding be washed into the street?

*Answer:* Bryan Smith stated the bump-outs have been sized according to the flow that is currently going down each side of Main Street and were designed to handle up to a 100-year storm. If there is anything bigger than a 100-year storm, there will be bigger issues, regardless of the bump-outs.

s. Tim Romig - business owner, 50 Race Street, Macungie

Question: Have you, or will you, get input from the Borough Maintenance Department on the plans and seek their opinion on maintenance ideas?

*Answer:* The Maintenance Department works for the Borough and they do not make policy. Council does speak with them about what they are doing, how they are doing it, and what their needs and concerns are.

#### CLOSING COMMENTS:

President Becker thanked the community for coming out tonight and sharing their questions and concerns. He welcomed the community to come out to other meetings in the future.

ADJOURNMENT:

Hearing no further business or public questions brought before Borough Council, the meeting was adjourned at 9:11 p.m.

Respectfully submitted,

/s/ *Selma Ritter*

Selma Ritter  
Administrative Assistant