

A report compiled from community input...

Bethlehem-The Biking City

Report issued December 14, 2022

Perspectives shared by Bethlehem residents at community forums held:

September 12, 2022 @ Sand Island IceHouse

October 17, 2022 @ Lynfield Community Center

November 7, 2022 @ Pembroke-Boys & Girls Club of Bethlehem



What does Bethlehem-The Biking City look like?

How does a strong biking community benefit the city?

How does an active biking city address climate change?

How can we work with the City to build a strong biking city?



Contents

1. Introduction..... 2

2. Forum Questions 3

3. Community Responses 4

4. Remarks by Organizers..... 13

5. More Photos from the Forum 15

6. Support from the Bethlehem Chamber 16

1. Introduction

On September 12, 2022, the community was invited to share their thoughts about how the City of Bethlehem is/is not/can be a bicycling city. 54 people (ages 7 to 82) attended the forum and 18 people rode their bikes to this forum at the Sand Island IceHouse.

A second forum on October 17, 2022 at Lynfield Terrace in Southside Bethlehem provided input from 12 participants.

A third forum on November 7, 2022 at Boys & Girls Club of Bethlehem in Pembroke neighborhood provided input from 5 people.

The event was organized by Sierra Club of Lehigh Valley, Bethlehem Environmental Advisory Council (EAC), and CAT-Coalition for Appropriate Transportation. Included in this report are forum opening remarks by the event organizers: Doug Roysdon, Katie Trembler, and Scott Slingerland.

Special thanks to forum facilitators: Don Miles (Sierra Club LV), Shari Wilson (CAT), Jennifer Swann (CAT), and Al Wurth (Sierra Club LV), and to Malta & Roy at Lynfield Community Center, and Winston Alozie at Boys & Girls Club of Bethlehem.

Responses from all participants are included herein. This report was assembled by CAT in Bethlehem, PA.



2. Forum Questions

Here are the questions asked of the community at the three public forums.

1. What does Bethlehem-The Biking City look like?

1. What destinations in and around the City of Bethlehem are most important to you?
2. Where would you like to bike if such a trip would be made safe and practical?
3. What places along the city's roadways and trails do you find most worrisome and unsafe?
4. What would make you feel safer as a bike rider?
5. What are some of the major barriers and obstacles you experience as a bike rider in the city?
6. What would it take for you to confidently encourage your kids to ride a bike to school?
7. How would you feel if some of our neighborhood streets gave more priority to cyclists?

2. How does a strong biking community benefit the city?

1. What personal, health, and economic benefits would you accrue if you became/or are a regular bike-rider in the city?
2. What economic benefits can you project for the City of Bethlehem if a strong biking community was developed and sustained?
3. How will bike infrastructure address issues of environmental equity?
4. What groups of citizens will be positively impacted with a stronger biking community?

3. How can we work with the City to build a strong biking city?

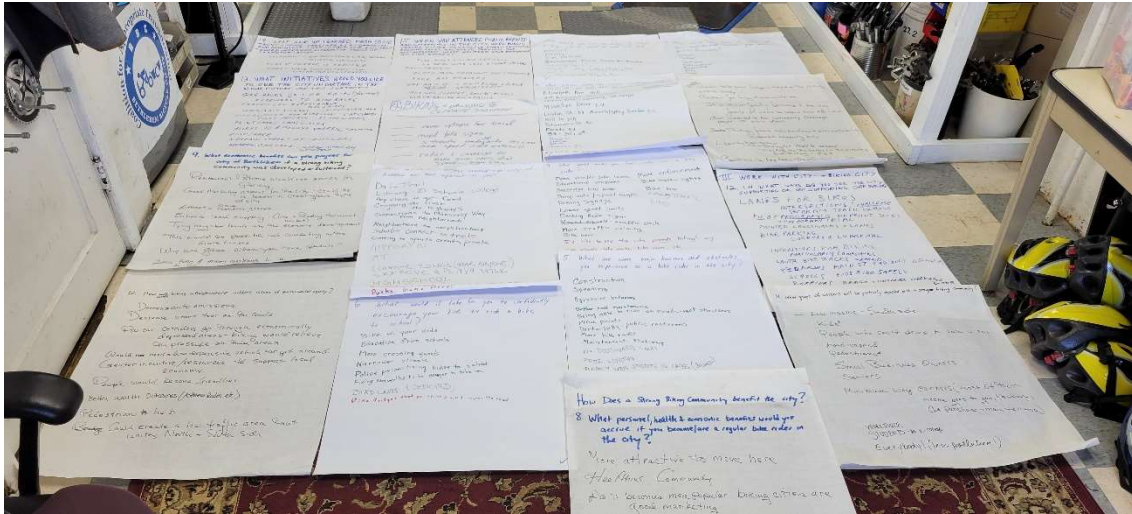
1. In what ways do you currently see the City supporting or not supporting safe biking in Bethlehem?
2. What initiatives would you like to see the City undertake in the near future on this subject?
3. What have we learned from covid about living together as a community and how might that impact our attitudes toward improving alternative forms of transportation in the city.
4. When you attended public events and gatherings in the city where public spaces were closed to cars (i.e. street festivals, running races, Musikfest, parklets for restaurants), what has been your experience?

4. How does an active biking city address climate change?

1. What issues can you cite regarding the dominance of motor vehicles and climate change?
2. How can the city transition to a place capable addressing traffic, air quality, health, and climate change issues?
3. Are you aware that the city has a Climate Action Plan that supports bicycling and the development of biking infrastructure?

3. Community Responses

The responses in this section have been transcribed from conversations and are intentionally left as ideas and fragments. (original forum notes shown in the photo below)



3.1. What does Bethlehem-The Biking City look like?



3.1.1. What destinations in and around the City of Bethlehem are most important to you?

Community Response (IceHouse) - The library, the schools, the college • Getting to food, e.g. deli's, grocery stores, restaurants. • Crossing the rivers! • Crossing the highways • Neighborhood to neighborhood "I want to be able to bike to my friends." • Connect my neighborhood to the trails. "I don't want to put my bike on my car to get to the trail safely." • The D&L Trail • Getting to sport events. • Getting to pools • Getting to the Airport safely!!! • Economic Zones (near airport) • Skyline & Playa Bowl • High School • Business/retail districts in North, South and West Bethlehem • Parks Game stores (Facilitator comments: There was incredible engagement here! Many of the young people voiced their opinions!)

Community Response (Lynfield) – The neighborhood itself is important • Grassland/flowers/trails • Museums • Visit friends & family • The river • To School • Levitt Pavilion free concerts • Parks, ballfields • Biking to work

Community Response (Pembroke) – Connecting Pembroke to southside Bethlehem • Access to the tow path provides an alternate route to the center of the city.

Sierra Club Comments - We see the river area become the hub of a walking and biking community. The Pedestrian/Cycling River District??? Properly developed, it would include a promenade on First Street up to SteelStacks and a shopping and café “village” on Sand Island.

3.1.2. Where would you like to bike if such a trip would be made safe and practical?

Community Response (IceHouse) - Philadelphia! • Jim Thorpe • Bethlehem from town-to-town. City-to-city • Hellertown • Downtown Allentown • Collegeville (Facilitator comments: A sense of adventure came through with the group. These trips are “dream trips” that people really want to make.)

Community Response (Lynfield) – Downhill to visit friends • A nice lake • To the bus stop at Williams & Hayes St • To stores, restaurants (if they have bike parking and less traffic)

Community Response (Pembroke) – Connecting Pembroke to southside Bethlehem • group riding in area of "6th Street and Atlantic?" onto the Minsi Trail to Pembroke and Marvine area (groups of young riders, from middle school to high school age use this connection now, since it connects where they need to go, but it is not ideal for many reasons)

Sierra Club Comments - Among other places to lunch spots in downtown Southside.

3.1.3. What places along the city’s roadways and trails do you find most worrisome and unsafe?

Community Response (IceHouse) - Elizabeth Ave. Hill • 8th Ave near the Rose Garden – “I want to bike there but it feels unsafe” • Union Blvd - “The cars go too fast!. The ramps on 378 are scary.” • Mountain Drive - Lehigh University. “I really want to bike those roads for the challenge but they are narrow and winding.” • Linden St - by Azar’s/Spring Garden Elementary School - “It’s a mile from my house but I cannot bike there. It is too dangerous! And the sidewalk ends.” • The Hill-to-Hill bridge • Macada “No shoulder, narrow and the cars go too fast for a residential road. Speed humps would be nice.” • “South Side is horrible (clogged up and busy). 3rd and 4th St especially (a lot of head shaking here!) • Broad St - “Cars too fast. Road too wide.” • Easton Ave. • Stefko Blvd. • Going to the airport is too dangerous. • Center St. & Illick’s Mill • Crossing Route 22

Community Response (Lynfield) – Dark trails/woods • Need streetlights and bike headlights and don’t always have either • Bridges between north and southside Bethlehem

Community Response (Pembroke) – Stefko Boulevard is the most challenging, as it is wide and has a lot of vehicle traffic • Pembroke Road also has a lot of traffic

Sierra Club Comments - Broad Street at 35 to 50 miles an hour is generally unavoidable and makes casual riding on the northside unacceptable for most people. New Street and Third at the base of the Fahy Bridge eliminates biking for most people.

3.1.4. What would make you feel safer as a bike rider?

Community Response (IceHouse) - Visible bike lanes! • Educational programs “The drivers need to know not to speed and to look for us.” • Separated bike lanes. • Bump outs at corners. • Speed humps • Biking signage “I have been places where there are actual signs that tell the motorists that bikes may use full lane.” • Lower Speed Limits! (This was unanimous. All the people in the group were adamant about the problem with speeding. Vision Zero cities are generally going to 25mph speed limits (statutory speed limit can be enacted by City Council) • Flashing Radar signs. (The group really like them. We talked about how they actually do make a difference.) • Traffic Circles. “In Portland, neighborhood intersections have circles in the middle to reduce cut-through traffic. They are traffic calming devices” • Bike Blvds. • “I would like to see the City promote biking! E.g. close the streets, bike parties, bike races, etc. • More speed enforcement. “I know there are so many places where there will never be any enforcement, and I’m sorry to say but I know I can go fast there.” • Bike traffic signals and bike “boxes” • “Bicyclists and motorists following traffic rules”

Community Response (Pembroke) – There is (de facto) trail used much for off street travel behind Just Born and connecting to Brockland Park—could this be a future trail?

Sierra Club Comments - Most biking in the City would be immediately served by various physical and technical devices for slowing down traffic in key streets and intersections.

3.1.5. What are some of the major barriers and obstacles you experience as a bike rider in the city?

Community Response (IceHouse) - Speeding • Aggressive behaviors by motorists • Road maintenance • Being able to ride on road - not shoulders. “The shoulders are a mess.” (debris, etc.) • Pinch points • Construction • I need public restrooms! • No bike racks! Some of the racks are impossible to use. • Maintenance stations would be nice. • No bike lanes! • Poor lighting • Really wide streets to cross (Broad St) • Cars speed

Community Response (Lynfield) – Too far to bike to Freemansburg Elementary (noted that Lynfield kids all go to Freemansburg Elementary School three miles away with no quiet route to get there)

Community Response (Pembroke) – Regular streets less helpful and are not open space and not bike friendly; neighborhood lack open space, and the intersections are not bike friendly. The most dangerous route is Stefko Blve, which is wide and has lots of vehicle traffic already.

Sierra Club Comments - We must uphold an equal right to walk and ride a bike. Until we accept that as a city, a failed approach to biking rights will be our major obstacle.

3.1.6. What would it take for you to confidently encourage your kids to ride a bike to school?

Community Response (IceHouse) – dedicated bike lanes with good intersections • Bike education from the schools • Police prioritizing bikes to school - enforcing traffic laws for motorists and education for bicyclists • More crossing guards • Bike with your kids • Narrower Streets • Fixing

sidewalks to be easier to bike on. (Written in from a young elementary student.) • Bike bridges that go on top and over the road. (Written in from a young elementary student.)

Sierra Club Comments - Middle and High school students should have the right to ride safely to school.

3.1.7. How would you feel if some of our neighborhood streets gave more priority to cyclists?

Community Response (IceHouse) - Safer • Great! • Confident • Enfranchised • Empowered • Free! • Happy (A young person wrote this.)

Community Response (Lynfield) – Feel Good! • Fewer accidents • More accepted • Not have to worry about car drivers @ crosswalks • Car drivers would give more attention to cyclists • Cyclists feel safer for bikes to have place in traffic • Bikes won't get stuck in traffic if there are bike lanes

Sierra Club Comments - We think there is real merit to some of the current ideas (bicycle boulevards) for encouraging biking zones in outlying areas of the city. I think these ideas are basic to the full picture of a city-wide biking infrastructure.

Facilitator Comments for Section 1 (Shari W.): This was an incredible experience for me. The people in my group were super engaged! Even the young ones. After we went through all seven questions, I gave the group an “assignment” to please take a marker and add whatever they would like. I know that some people are less likely to speak out in a large group so I stepped away and, Lo and Behold, all the young kids started writing on the post-its!

3.2. How does a strong biking community benefit the city?



3.2.1. What personal, health, and economic benefits would you accrue if you became/or are a regular bike-rider in the city?

Community Response (IceHouse) – More attractive to move here • Healthier community • As it becomes more popular, biking cities are good marketing • Steady growth of Bethlehem allows economic activity • Safer for everyone especially for kids • Raise the value of homes as traffic calms • Bring in people from neighboring towns • Greater ROI on existing investments • Improve air quality and lower noise • Would help your lungs, heart & the whole entire body • Better for long distance trips • If a two-car family becomes a one-car family it would be safer and more efficient • More connected to the community • Encourage people to slow down • Biking fosters independence & accountability in people, especially kids • Liberty High School: parking lot could be reused (walking to school=30 minutes, biking to school=5-10 minutes) • Bentonville, Arkansas has been transformed into a biking town • Connect & maintain trails

Community Response (Lynfield) – No gasoline costs • More space • Cleaner air/less pollution • Less congestion • Lose weight/better health

Sierra Club Comments - The ability to become a one-car or no-car family in the city would have an enormous impact on the average citizen home budgets. The ability to ride or walk to work every day would have unbelievable health and economic benefits for the average citizen. We must seriously try to establish dollar estimates for these personal savings and health benefits (and medical savings) into our calculations on the future economic benefits of the (bike/pedestrian) bridge and the biking infrastructure.

3.2.2. What economic benefits can you project for the City of Bethlehem if a strong biking community was developed and sustained?

Community Response (IceHouse) – Restaurant patrons would not search for parking • Good marketing aspect for the city – could be a leader in creating this type of city • Attract a strong economic group • Enhance local shopping (like a Reading Terminal Market) • Tying neighborhoods

into the economic development • This would be possible without competing with the warehouses • Why use gas when you have pedals? • Less time & money constraints to the meter, more to biz

Community Response (Lynfield) – More jobs closer to home • More efficient use of space • Good for businesses • Encourage more biking for adults and kids (self-feeding loop) • Bike bus for kids • Cheaper/easier than transit

Sierra Club Comments - We think the development of “biking and walking culture” is the primary outcome of the creation of a safe alternative transportation system. Such a cultural development would give Bethlehem a whole new and creative approach to tourism, outdoor dining, small businesses associated with the biking culture, outdoor performances, and other new commercial possibilities. Meanwhile, the city itself will be branded as a progressive small city and as a cultural destination.

3.2.3. How will bike infrastructure address issues of environmental equity?

Community Response (IceHouse) – Decreased auto emissions • Decreased wear and tear on the roads • Pro-car corridors go through economically depressed areas, biking would relieve the pressure on these areas. • Would need less expensive vehicle to get around • Greater incentive/resources to support local economy • People would become friendlier • Better health outcomes (asthma rates, etc) • Pedestrian hub • Could create a low-traffic area that unites north and southside • Devoting space on streets to bikes gives them space to avoid getting stuck in traffic caused by cars

Community Response (Pembroke) – A bike path and center behind the Boys & Girls Club helps riders get good safe routes • a useful bike park around one of the restaurants or clubs on Stefko would be supported by biking • many first generation immigrants don't drive, but also use the various paths and other agricultural roads to ride bikes off-road • on the Southside the building of the greenway provided an outlet and route, and has promoted more bike riding

Sierra Club Comments - The domination of cars, trucks, and other vehicles will continue to demand ever more parking, ever fewer trees, and increasing air pollution. The closer you are to the central areas of the city in poorer neighborhoods, the more this will impact your lifestyles and health. Meanwhile, so many of the people invested in city businesses and enterprises will continue to live far away from the city’s core areas where they make their profits. There is a major reckoning to be done to clearly describe the level of inequity that stands before us.

3.2.4. What groups of citizens will be positively impacted with a stronger biking community?

Community Response (IceHouse) – Low-income & southside • kids • People who can’t drive or own a car • Handicapped • Pedestrians • Small business owners • Seniors • Minimum wage earners (most of income goes to gas, parking, car purchase & maintenance • Workforce • Students (all: K-College) • Everybody (less pollution)

Sierra Club Comments - Imagine spending your whole working life riding your bike to work every day. Imagine those with a minimum wage job able to save parking and driving expenses. What if riding a bike to lunch two or three times a week became a major part of your life. These are a few examples of the personal scenarios we need to look for as we develop a broader picture of a biking friendly city.

3.3. How can we work with the City to build a strong biking city?



3.3.1. In what ways do you currently see the City supporting or not supporting safe biking in Bethlehem?

Community Response (IceHouse) – Lanes for bikes • Intersection challenges-separate traffic controls • Pilot programs @ different sites, temporary trials • Painted crosswalks & lanes • Need more bike parking, i.e. lockers like LV hospital • Incentives for biking (particularly commuting) • LANTA bike racks expand • Pedestrian areas i.e. Main St for pedestrians only (all the time) • Schools (Kids Ride Safe LV) • Barriers • Bridge & Underpass dedicated

Community Response (Lynfield) – City doing a medium job with plans to do more soon • City’s heart is there, but not a lot of action • Rough roads torn up due to construction of gas lines makes cycling difficult • City not doing anything • Need to expand bike share with electric assist bikes • Need more bike racks including bike racks on parking meters • Need more education for cyclists • Need to support wheelie riders such as creating a bike park/safe space to practice • Need to build relationships between police and bicyclists • There should be enforcement of gas motors on bikes • Need youth bike education in all Bethlehem schools

Sierra Club Comments - We think the City has already made major contributions and set real directions for a biking infrastructure through their pedestrian bridge study, the Broad Street study, and the Climate Action Plan. We have, in my opinion, already learned a great deal about the realistic possibilities for Bethlehem to become a “biking city” through these efforts.

3.3.2. What initiatives would you like to see the City undertake in the near future on this subject?

Community Response (IceHouse) – Planning ordinance to encourage covered bike parking for new apartments & office buildings • Traffic/Speed enforcement to help pedestrians & bikes • Citywide speed limit to 25mph • leading pedestrian interval for crosswalks • City support for bike clubs at the schools, CAT classes • Bike lane pilot program • Paint lanes • Better crosswalks • Convert alleys to bikeways/bicycle boulevards •Traffic calming • Expand bike share • Narrow streets at crosswalks (curb extensions) • Narrow car lanes with painted white lines

Community Response (Pembroke) – With any changes need a culture of safety, including education for motorists to understand that biking is allowed on streets • Need clearer defined bike lanes • Need access to parks & trails with streets that are well-lit • Need connection to D&L trail & canal from Pembroke—it’s so close • Need pedestrian/bicycle improvements to Freemansburg Ave/Pembroke Rd to make it safer

Sierra Club Comments - We think with the completion of the WRT (pedestrian bridge) study, we are now on step one of a larger overall study of the true community, financial, and cultural benefits of supporting a full-scale biking community in Bethlehem. But we think there is a lot of research yet to be done. We do not seem to have a full handle on the consequences of allowing (motorized) vehicular transportation continue to have full and unfettered domination of our streets. We do not know the true social and financial outcomes of miscalculating this issue. We do not know the economic possibilities inherent in developing a full pedestrian/biking hub in the exact center of the city- a rare opportunity for any city. And, we really have not opened the development of a full biking and walking culture to the imaginations of our creative businesspeople and the arts community. In short, there are large areas of future public savings and potential benefits that still need to be studied; topics that would have bearing on our ability to sell a biking friendly city to the public.

3.3.3. What have we learned from covid about living together as a community and how might that impact our attitudes toward improving alternative forms of transportation in the city?

Community Response (IceHouse) – During “lockdown” air pollution & greenhouse gas decreased, quieter community • Fear of change is reduced • Street space more valuable than for car parking & traffic • When fewer cars on wide streets, people drive faster • The city is more enjoyable when streets are closed to cars and pedestrians can enjoy less traffic noise and more space to walk/wheelchair

3.3.4. When you attended public events and gatherings in the city, where public spaces were closed to cars (i.e. street festivals, running races, musikfest, parklets for restaurants), what has been your experience?

Community Response (IceHouse) – Biking and electric bikes are easy and great to deal with less street access • Public events like Musikfest that are known to cause traffic, actually incentivize people to think about transportation options that save them time and money—riding LANTA or parking shuttle bus instead of driving a car • Sometimes they create challenges for pedestrians i.e. Main St walkway at Hill-to-Hill Bridge closed at Musikfest • Making downtown more pedestrian and bike oriented gives a more enjoyable atmosphere

3.4. How does an active biking city address climate change?



3.4.1. What issues can you cite regarding the dominance of motor vehicles and climate change?

Community Response (IceHouse) - Streets made for cars are too wide, creating heat island and higher air temperatures- impervious surface area leading to excessive stormwater runoff/flooding • Personal motor vehicle transportation is a chronic large contributor to climate change that we ignore because it so common and we are comfortable in our cars • The tide is turning where we are realizing the impacts of cars on our environment • the effects are multiplying over time and with population growth

Community Response (Lynfield) – Air quality: Lehigh Valley has problems, need to reduce CO2 • Lehigh Valley has asthma problems • Truck traffic is a problem • Parking shortage • Affordable housing shortage • Biking levels the playing field for transportation

Community Response (Pembroke) – Fritz Drive, in the area, has "not many" cars, but the nature of the neighborhood has changed. Now, compared to past, has many more "cars". The neighborhood is not friendly-- there's a shortage of open space • over the years buses had played a key role in transportation for many, especially those who couldn't use or depend on cars. The bus got many people to shopping and other activities • the "nature of the neighborhood" at Pembroke has changed and there has been an influx of and dependence on cars, clogging up the streets with parking.

Sierra Club Comments - Population density, building height, and the attitudes of many developers are pressing problems for future city life. Developers who actually do not care about the quality of city life, traffic congestion, and environmental justice do not deserve to be part of the future development of the city. We need to be working with more progressive developers and with a much more diverse and more objective zoning board.

3.4.2. How can the city transition to a place capable addressing traffic, air quality, health, and climate change issues?

Community Response (IceHouse) – Radar & cameras to make sure that cars don't speed – bigger fines • Charge drivers the real cost of driving a car (land use for roads & parking, air quality,

environmental and health costs) • Provide more options for travel • Need bike signs • Don't build parking garages in the middle of the city where they bring more traffic congestion and pollution

Community Response (Lynfield) – Continue and expand car-free streets!

Community Response (Pembroke) – If bikes are safe and easy to access, the economy of the household can benefit, because the bike could replace a second car, never mind save on emissions.

Sierra Club Comments - Again, by engaging in the right studies, working with decent projections, and demanding that this research form the ground rules for development in the city. As a part of this study, the city should proactively support home ownership, neighborhood development, and attention to equity for diverse populations.

3.4.3. Are you aware that the city has a Climate Action Plan the supports bicycling and the development of biking infrastructure?

EAC comments - Yes, the Bethlehem's Climate Action Plan emphasizes improving bike mobility and safety (T1.2 - page 112). It's listed as a community priority.

Sierra Club Comments – We are very impressed with the City's Climate Action Plan as it was revealed in a zoom meeting several months ago. I particularly noted how whole and interconnected it was and its attention to diverse city populations.

4. Remarks by Organizers

4.1.1. Doug Roysdon (Sierra Club LV)

Doug's comments are incorporated above.

4.1.2. Katie Trembler (Bethlehem EAC)

Thank you all for coming out tonight. My name is Katie Trembler and I am a member of Bethlehem's Environmental Advisory Council or EAC for short. The EAC is a group of appointed volunteers that recommends courses of action to the city council and administration when it pertains to environmentalism and sustainability. The EAC members participate in many working groups to develop the Climate Action Plan. We were also a member of the Pedestrian Bridge steering committee. One of the goals laid out in the Climate Action Plan, which was listed as a community priority, is to improve the city's biking mobility and safety. The EAC is forming a Transportation Committee focusing on biking and pedestrian improvements throughout the city. We welcome volunteers! We have meetings at the Fowler center the first Thursday of every month. You can also check out our Facebook and Instagram pages to stay informed of upcoming events. I'll leave it here because we want to hear what you all have to say. Thank you again for coming out!

4.1.3. Scott Slingerland (CAT)

We are here to gather your input – your creative ideas – your voices – about how biking can shape Bethlehem going forward. Tonight, we will document your thoughts to be compiled and presented to the City for their use in making decisions and for seeking future funding.

For me personally, I've always loved biking for: freedom, simplicity, and how biking can connect me to places and people while getting me unstuck from traffic. Beyond that, biking brings me enjoyment, and has saved me a lot of \$\$.

Bethlehem – The Biking City, Community Forum Report 2022

At CAT we talk a lot about different kinds of people who ride bikes, and in this room I know that there are people who bike once a day, once a week, once a year, or haven't ridden in a long time. We want to support everyone who wants or needs to ride their bike in Bethlehem, from low-income residents all the way to City Hall.

We can see the City of Bethlehem's support for biking by creating and maintaining the South B'hem Greenway, Monocacy Way Trail, and the D&L right here on Sand Island.

We can see the City's support for biking in its Vision Zero Plan, Climate Action Plan, Activate Broad Street Plan, CTAC, and Bike Bethlehem bike share program. We need everyone here's help to build public momentum behind these plans and program - to bring them to fruition! Let's support every person who even has the notion that they want to bike around their block or across the city – in support of personal health, social, and climate health.

You've heard of the initiative to create a Bethlehem Pedestrian Bridge. There is a lot of public support for this, but in the near-term, even as we speak, PennDOT is designing an \$80M rebuild of the 378/Hill-to-Hill Bridge. A real improvement would include nice crosswalks and two 10' wide sidewalks that can be shared by pedestrians, wheelchair users, and bicyclists. I don't think that this is too much to ask, considering the road will be 100' wide.

Many of you know that for 28 years, CAT has always fought for bicyclists, pedestrians, and transit. CAT has focused so much on behavior and education for bicyclists and motorists, while other cities have focused on iterations of bike lane designs that are still evolving. One thing that I publicly admit is that CAT has not focused enough on road infrastructure, and as a result we have still have city streets where motorists feel comfortable going too fast, and would-be cyclists are intimidated. To car drivers who think that speed is efficiency, I'll probably catch you at the next red light anyways. City living is made for biking!

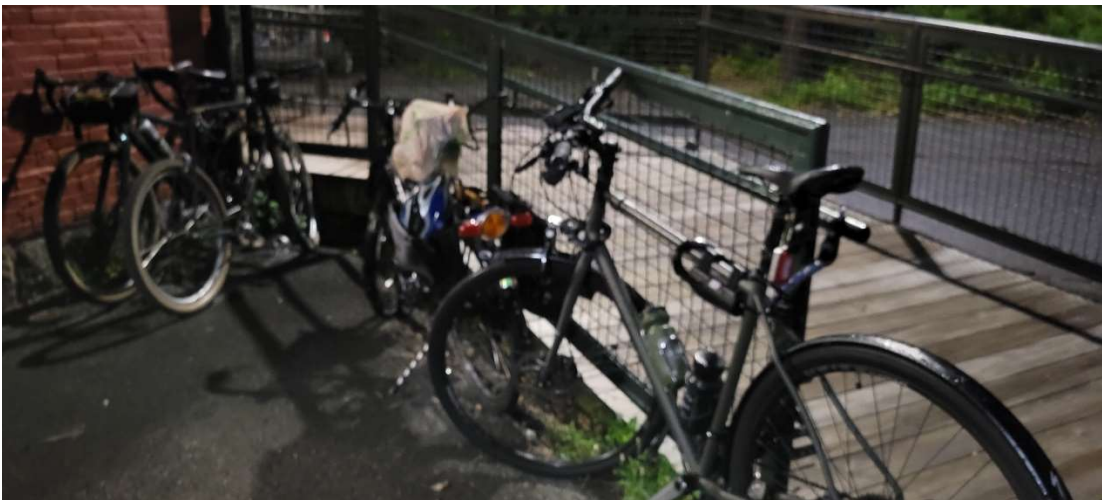
As for Broad St, ask me who's crazier, the cyclist for being there, the motorist in a 4,000 lb vehicle, the pedestrian trying to cross for 5 minutes, or 70 years ago the designer of a too wide street that encourages car drivers to go 45mph in a neighborhood? My answer is that everyone should be accountable!

Let's work together to design better roads AND be smarter drivers, of cars and bikes. The time is now to revisit bike lanes/traffic calming, continue to grow trail connectivity (like connecting to Saucon Rail Trail or those abandoned railroad tracks that run from Burnside to Pennsylvania Ave), AND continue to educate car drivers & bicyclists of all ages.

The 7 E's of Traffic Safety

- Education
- Enforcement
- Engineering
- Encouragement
- Environment
- Equity
- Evaluation

5. More Photos from the Forum



6. Support from the Bethlehem Chamber



The Bethlehem Chamber of Commerce would like to present a statement of support for the proposed Pedestrian Bridge, and the movement toward being a city with a pedestrian and biking friendly focus. As a pro-business and pro-community organization, the Bethlehem Chamber sees potential for pedestrian and biking efforts to improve foot traffic safety throughout the city, increase community engagement with businesses, and support climate friendly actions.

The Bethlehem Chamber Board voted in support of the Pedestrian Bridge and the vision of a bike friendly city. The community of residents and visitors continue to grow and offering more ways for citizens to get around the city of Bethlehem will continuously prove to be more important as we expand.

Warm Regards,

The Bethlehem Chamber Board of Directors