From Oct. 27 meeting:

1. **Council President Tom Schuster asked the below question:**
    a. **Regarding Item 6A on the evening agenda, may the administration please provide a complete schedule of all 2027 capital projects dependent on, the projects that are dependent on grant applications or federal appropriations that have not been formally awarded, so for each of those projects, please identify the amount of money that's at risk, cities required match, the application status, and whether the project will be deferred or require additional city funding if it's denied?**
        i. A copy of the Capital Budget spreadsheet is attached as a separate document, with additional notes on funding statuses.

    b. **Mr. Schuster thanked the administration for the report titled the Scranton Downtown Walkability Study and asked if there are any current metrics available to date for the downtown traffic project.**
        i. As noted in last week's questions, data is currently being collected.

2. **Council Vice-President Patrick Flynn asked the following:**
    a. **Mr. Flynn asked if the city DPW may advise on when the stop signs will be placed at the intersection of Capouse Avenue & Walnut Street per the recently passed legislation.**
        i. DPW installed stop signs at Capouse and Walnut as of Oct. 28.

    b. **Regarding the downtown streetscape project, is there any plan that when you're on Mulberry Street and you're coming from Jefferson Avenue to Adams Avenue, which will now be two-way traffic, Adams Avenue, is there any plan to change the stoplight with the addition of a left turn signal to turn left from Mulberry on Adams Avenue like it is on the other side to turn left on Adams the other way? Mr. Flynn advised that when we add this two-way traffic there will be a lot of traffic congestion with motorists on Mulberry Street trying to turn left on the Adams Avenue.**
        i. This has been referred to the City engineers.

    c. **Regarding the new lines that are painted on the 400 Block of North Washington Avenue on the block of the Scranton Cultural Center. It appears that the way the lines are painted that we're going to be losing all the parking on the right-hand side of that street going towards Mulberry Street. Is that what is happening?**
    d. **In reference to the entire downtown streetscape project and how the project relates to parking spots, Councilman Flynn asked how many spots we're picking up, how many spots we're going to be losing, and what the net is, net gain/net loss of parking spots?**
        i. The streetscape project is expected to create a net gain of an estimated 69 on-street parking spaces within the downtown footprint. This figure may change

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based upon an evaluation of loading zones.

3. **Council member Dr. Jessica Rothchild asked the below questions:**
    a. **Dr. Rothchild asked where we are at in the downtown walkability project regarding updates to pedestrian crossing signals for the visually impaired and hearing impaired individuals traversing the downtown?**
        i. The city explored using activated flashing signs at stop sign locations with an audible notice. However, state and federal standards do not allow an activated flash at a stop sign because motorists are legally required to stop at every stop sign and to always yield to pedestrians.
        Measures to help the visually impaired include new curb bump-outs with crosswalks that are better aligned with the sidewalks for a more local pathway; wider, textured, and more brightly colored crosswalks to create better notice to drivers and visually impaired pedestrians of the crossing; and additional signage in the street directing drivers to stop for pedestrians in cross walks.
        At the intersections that are remaining signalized downtown, the city is upgrading the activated walk button to the most current technology with voice indications of when the walk signal is active. These will also include what's called a lead pedestrian interval. At the beginning of the walk signal, all directions will stay red for a short time to allow pedestrians additional time to cross.

    b. **Council member Dr. Rothchild asked if the city administration may assist with the handicap sign request at 970 John Avenue. Please see attached email for details to assist.**
        i. The city will review.

4. **Councilman Sean McAndrew asked the below questions:**
    a. **Councilman McAndrew met recently with a group of downtown businesses.**
        i. **Many business owners asked if there is a possibility to reverse the 5:00 p.m. to 7:00 p.m. parking Monday through Friday, realizing a bigger conversation because there's a contract with Grow America? If not, is there a compromise where we could at least have free parking after 5:00 p.m. on Fridays.**
            1. The following response has been provided directly from David Trevisani and Jacob Ciulla of Grow America:
                a. Unfortunately, we are unable to offer complimentary parking after 5:00 PM, as doing so would effectively revert to the rate structure and enforcement hours that were in place before the debt restructuring last August.
                As you may recall, the compromise reached with bondholders to avoid a default was to maintain parking rates at their existing levels while extending the hours of enforcement. The additional

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revenue generated by those extended hours supported a bond issuance of $28.5m, which was ~$15m less than the outstanding debt at the time. As a result, the restructuring provided a permanent ~$15m reduction in the parking system's debt obligation.

Under the refinancing structure, all parking revenues are pledged to support the bonds. Accordingly, any reduction or waiver of parking fees would require bondholder approval and would likely require amendments to the underlying collateral documents.

For Council's review, here are the year-to-date revenue numbers for Fridays between 5 and 7 p.m.:

i. YTD: $84,149.50
ii. Weekly average: $1,956.97

ii. Is there a way that the business owners can get a parking pass? Something they can put in their car so they don't get ticketed while they're trying to bring things into their business and just running in and out.

1. A validation program for businesses has been in existence since the original Lease Agreement for the parking system was executed in 2016. Businesses may contact Car Park for further information if interested in participating.

iii. The business owners expressed their concerns that they are ticketed when dropping off items, even for a short time. Is there a way to make more loading zones or delivery drop-offs in front of businesses on some of these streets? Similar to the loading zone placed on Lackawanna Avenue at the Oppenheim Building.

1. Per the Lease Concession Agreement, one loading zone per block is permitted. With the ongoing streetscape projects, the City is evaluating the possibility of creating additional loading zones. The same will need to be negotiated with the parking system lessee.

   Businesses are allowed to use Loading Zones for deliveries. Car Park does not ticket temporary usage of these loading zones. However, Car Park has received complaints of vehicles parking in loading zones. After a vehicle is parked unattended for more than 30 minutes in a Loading Zone, enforcement measures are taken.

iv. Mr. McAndrew asked if there are funds to assist the downtown businesses to help them for the months that they have been impacted?

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1. The City's Office of Economic and Community Development is funding a Holiday Marketing program targeted at downtown businesses impacted by the water main disruptions. This will be free to participating businesses. PAWC has informed the city that 4 businesses affected by the disruption have had their insurance claim through PAWC approved.

b. Mr. McAndrew indicated that he had heard of a number or recent resignations for department heads in the city. May the administration please advise any resignations to date?

i. Fire Chief John Judge has submitted a letter of resignation; the city issued a press release congratulating him on his retirement.

5. Responding to a concern from Council, DPW installed reflectors on the railroad overpass on Theodore Street, as of Nov. 2

6. Additionally, following the Council Caucus last Tuesday regarding potential amendments to the Zoning Code to address data center development, concerns were raised regarding the timing of such amendment.

a. As was mentioned, while the timing may be viewed as unfortunate, there will be opportunity to review and deliberate this matter prior to adoption by yearend. Had we attempted to finalize this legislation for submission sooner, it would have been premature as state regulations were not adopted until late this summer.
Specifically, while the Administration engaged in ongoing due diligence throughout the year, the Governor's final Executive Order was not issued until August 18, 2026. Any attempts to craft legislation prior to this date would have been premature and likely subject to significant changes. (It is also important to note that City Council was on recess the month of August and did not return until the first week of September.)
On August 28, 2026, our consultant provided us with a 73-page analysis of the Executive Order and related state legislation (10 days from the date of issuance).
On August 31, 2026, at the routine Monday meeting between Council President, the Mayor, Business Administrator, Council Solicitor, and City Solicitor, the Administration made a request to Council President Schuster and Solicitor Gilbride to attend a caucus and provide an update on this legislation. The Administration was directed to contact the City Clerk to discuss scheduling for "sometime in October."
The following day, September 1, 2026, the City Solicitor emailed Carolyn, Frank, and Solicitor Gilbride confirming that discussion and stating, "They would welcome a caucus to review the draft data center zoning changes sometime in the month of October on a Tuesday evening." A copy of that email is attached for your review. Carolyn responded within an hour that she preferred October 27 but could make October 20 work if needed. Receiving no response to our emails, the Business Administrator followed up with the City Clerk on September 23, at which point the October 27 date was confirmed.

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At no point did the Administration receive a request for a September date, or a request for additional information leading up to the caucus. The Administration welcomes continued dialogue on this matter and welcomes any requests for meetings, calls, and/or additional information requests from City Council.
Council received a copy of the draft ordinance for their review on October 30, 2026.

7. **The Administration also requests a clarification regarding the continued omission of legislation submitted by the Administration to City Council, namely:**
    a. On October 13, 2026, the Administration submitted a Resolution to appoint Paul Strunk to the Scranton Housing Authority. To date, this item has not been included on City Council's agenda or introduced.
    b. On September 29, 2026, the Administration submitted an Ordinance to regulate traffic on Dorothy and Farr Streets. To date, this item also has not been included on City Council's agenda or introduced.
    c. On October 14, 2026, the Administration submitted an Ordinance regarding regulating storage PODs. This item is not included in this week's agenda for introduction.

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