Agenda

• Welcome and Introductions
• Draft Vision and Goals
• Why Invest in Active Transportation?
• Existing Conditions
• What we’ve heard from you
• Safety Analysis
• Short Trip Opportunities
• Introduction to The Link
• Next Steps
Introductions
Project Scope and Schedule

Key Tasks

- Task 1: Project Initiation
- Task 2: Inventory and Analysis
- Task 3: Implementation and Draft Plan Development
- Task 4: Final Plan and Plan Review
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PLANNING PARTNERS

LVPC  LVTS
Lehigh Valley Planning Commission  Lehigh Valley Transportation Study

YOU’RE LOGO HERE TOO?
Draft Vision and Goals
What word or words best describe what should be in the vision statement for this project?
Draft Vision

The Lehigh Valley is a place where a growing number of people of all ages and abilities choose walking, rolling and bicycling as a safe and convenient daily option for enjoyment, exercise or mobility.
Draft Goals

• **Safety and Accessibility**—Improve safety and accessibility for people who walk, roll or bicycle.

• **Convenience and Connectivity**—Make it easier for people of all ages and abilities to get where they want to go by walking, rolling and bicycling.

• **Seamless Multimodal Integration**—Provide seamless integration between trails, sidewalks, roads and transit.

• **Regional Coordination**—Foster regional coordination to improve pedestrian and bicycle conditions and develop a connected regional bicycle network.

• **Culture**—Make walking, rolling and bicycling a key element of regional recreation and transportation.

• **Equity**—Provide equal access to high-quality, low-stress walking, rolling, and bicycling networks for everyone in the Lehigh Valley.

• **Emerging Technologies**—Leverage emerging technologies to increase the safety, comfort, and convenience of walking, rolling, and bicycling.
Existing Conditions
<table>
<thead>
<tr>
<th>Trails</th>
<th>Sidewalks</th>
<th>On-Street Bicycle Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 221 miles of trail</td>
<td>• 2,075 miles of sidewalk</td>
<td>• 2.5 miles of bike lane</td>
</tr>
<tr>
<td>• 29% paved, 71% unpaved</td>
<td>• 25% of roadway miles include sidewalk on one or both sides</td>
<td></td>
</tr>
</tbody>
</table>

**WALK/ROLL LV**
Why connectivity is so important
Why connectivity is so important
What we’ve heard from you
Wikimap Summary

- 128 unique users
- 393 comments
Barriers and Routes You’d Use if Improved

- 18% Heavy traffic
- 18% Other
- 16% High vehicle speeds
- 16% Safety concern at intersection
- 13% Streets/trails do not connect
- 3% Wide street
- 3% Long wait at intersection
- 3% Lack of lighting
- 3% Conflict with other people walking or biking
- 2% Highway/Stream/Railroad/River

Other includes:
- No crosswalk
- Difficult footing
- Obstructions such as poles in sidewalk
- Poor wayfinding issues with transit facility

Routes People Would Use If Improved

Walk/Roll LV
Bicycle Level of Traffic Stress
Bicycle Level of Traffic Stress

According to a 2016 Transportation Research Board Study, bicyclists generally fall into one of four categories based on their level of comfort:

- **Strong and Fearless** bicyclists will ride in any road conditions or environment.
- **Enthusiastic and Confident** bicyclists will ride comfortably on most types of streets, but may be uncomfortable in certain situations or road conditions.
- **Interested but Concerned** bicyclists require physical bicycle infrastructure improvements before they will want to ride.
- **People who identify as No Way, No Bus** will not ride a bicycle, no matter the circumstances.

![Types of Bicyclists](image)

- 7% Strong and Fearless
- 5% Enthusiastic and Confident
- 37% No Way, No Bus
- 51% Interested but Concerned

**Bicycle Level of Traffic Stress**

- Low Stress
- High Stress

WALK/ROLL LV
Bicycle Level of Traffic Stress—Allentown West End
Bicycle Level of Traffic Stress—Lehigh Valley Mall
Safety Analysis
Crash Analysis—Key Stats 2012-2017

- **1,988** crashes involved pedestrians and bicyclists
- **200** killed or seriously injured crashes involved pedestrians and bicyclists
Key Safety Issues--Speed

- Motor vehicle speed is a factor in almost every crash
- Higher motor vehicle speeds increase both the likelihood and severity of crashes
Key Safety Issues--Impairment

68% of ped/bike killed or seriously injured crashes were determined or suspected to involve an alcohol or drug impaired driver, pedestrian, or bicyclist.

Source: PennDOT Crash Information Tool Lehigh Valley, 2012-2017
Key Safety Issues—Poor Visibility

- Ped/Bike KSI* Crashes by Lighting Conditions:
  - Daylight: 43%
  - Dark/Night: 56%
  - Dusk: 2%

Source: PennDOT Crash Information Tool, Lehigh Valley, 2012-2017
Key Safety Issues—Poor Visibility
Key Safety Issues—Lack of Separation

18%* of ped/bike killed or seriously injured crashes at intersections involved a left-turning vehicle

Source: PennDOT Crash Information Tool Lehigh Valley, 2012-2017
Short Trip Opportunities
Existing Travel Behaviors

Mode to Work
Lehigh and Northampton Counties

91% Car, Truck, or Van
5% Worked at home
2% Walked
0.5% Taxicab, motorcycle or other means
1.5% Public Transportation

Source: American Community Survey, 2017
Existing Travel Behavior--Modes

43% of vehicle trips are 3 miles or less
75% of these trips are currently made by private auto

Source: National Household Travel Survey, 2017
Metropolitan Statistical Areas of 500-999K residents
Why focus on short trips?
Where are the people?
Where are the jobs?
Where are people close to jobs?
Introduction to The Link
Next Steps
Upcoming Meetings

• January 23
• February 27
Please fill out and promote Wikimap!

Accepting comments through December 31
Thank you!