This project was financed in part by a grant from the Keystone Recreation, Park and Conservation Fund, under the administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104(f)) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
MULTI-MODAL WORKING GROUP

Membership:

- All LVTS members
  - Lehigh County & Northampton County
  - Lehigh Valley Planning Commission
  - Cities of Allentown, Bethlehem and Easton
  - LANta
  - PENNDOT District 5-0 and Central Offices
  - Lehigh and Northampton Airport Authority
- Representatives of
  - The cycling community
  - The pedestrian community
  - The transit community
  - Businesses, organizations and public agencies that depend on bicycle, pedestrian and transit
  - Lehigh Valley residents with an interest in improving the bicycle, pedestrian and transit movement and have experience with these multimodal issues

That’s you!
FOR CONTEXT—KEY THEMES FROM EXISTING PLANS

Coordinate land use and transportation planning
Improve safety for all road users
Create connected street networks
Expand trail/greenway network
Support transit access
Improve pedestrian and bicycle connectivity
52% of Americans would like to live in a place where they do not need to use a car very often.
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, bicycling and transit 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, bicycle or use transit.

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

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, bicycling and using transit a key element of regional recreation and transportation.

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

Emerging Technologies—Leverage emerging technologies to increase the safety, comfort, and convenience of walking, rolling, bicycling and transit.
Existing Conditions
EXISTING TRAVEL BEHAVIORS

Source: American Community Survey, 2017
WIKIMAP SUMMARY

128 unique users
393 comments
ROUTES YOU USE, PLACES YOU WANT TO GO
BARRIERS AND ROUTES YOU’D USE IF IMPROVED
According to a 2016 Transportation Research Board Study, cyclists generally fall into one of four categories based on their level of comfort:

- **Strong and Fearless** cyclists will ride in any road conditions or environment. 7% of cyclists are in this category.
- **Enthusiastic and Confident** cyclists will ride comfortably on most types of streets, but may be uncomfortable in certain situations or road conditions. 37% of cyclists are in this category.
- **Interested but Concerned** cyclists require physical bicycle infrastructure improvements before they will want to ride. 5% of cyclists are in this category.
- **People who identify as No Way, No How** will not ride a bicycle, no matter the circumstances. 51% of cyclists are in this category.

**Types of Bicyclists**

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

**Bicycle Level of Traffic Stress**

- **Low Stress**
- **High Stress**

**Legend**

- Parks
- Water
- Schools
- Municipalities
HIGH-STRESS ROADS CAN CREATE NETWORK GAPS
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

Pedestrian and Bicycle Crashes per 100,000 Population
Easton
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—Poor Visibility

- 43% Daylight
- 56% Dark/Night
- 2% Dusk

Ped/Bike KSI* Crashes by Lighting Conditions

Source: PennDOT Crash Information Tool
Lehigh Valley, 2012-2017
KEY SAFETY ISSUES—LACK OF SEPARATION

Source: PennDOT Crash Information Tool
Lehigh Valley, 2012-2017
Launch Event –
City of Bethlehem,
Broad & New Streets
June 12, 2019
PROJECT SCOPE

Priority pedestrian areas
Priority bicycle commuting corridors
Catalytic projects
Visionary bicycle network
Design toolkit decision matrices
Policy and programmatic recommendations
Guidance on funding and implementation
PRIORITY PEDESTRIAN AREA TYPES

City Downtown
City Neighborhood
Small Town Main Street
Major Public Transit Stop/Corridor
Trail Connection
Neighborhood Schools
# Connected, Accessible and Comfortable Sidewalks

Sidewalks are essential transportation infrastructure. They provide safe spaces for walking and rolling, access to jobs, shopping and essential services, and room for children to play and adults to socialize.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>City Downtown</th>
<th>City Neighborhood</th>
<th>Neighborhood School</th>
<th>Small Town Main Street</th>
<th>Trail Connection</th>
<th>Transit (Streets/Corridor)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connected Sidewalk Networks—Construct sidewalks on both sides of the street and address existing sidewalk gaps. Priorities locations with high existing or potential pedestrian activity or known pedestrian safety issues. See Appendix A. Design Toolkit for additional guidance on sidewalk design.</td>
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<tr>
<td>Sidewalk repair and maintenance—Prioritize sidewalk repair and maintenance, including fixing sidewalk heaves and cracks, vegetation management and snow removal, to ensure pedestrian facilities are accessible and safe.</td>
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<tr>
<td>Streetscape Amenities—Provide streetscape amenities such as benches, bus shelters, waste containers and planters to create a more pleasant and comfortable walking experience.</td>
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<tr>
<td>Pedestrian-Scale Lighting—Provide continuous pedestrian-scale lighting to enhance personal security, improve pedestrian safety and reduce pedestrian trip and fall injuries at night.</td>
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<td>Tree Canopy—Preserve or plant full-size street trees to provide shade in summer months, shelter from precipitation, better visual enclosure and a buffer between the sidewalk and motor vehicle traffic.</td>
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</table>

- ⚫️ Often Applicable
- ⚫️ Sometimes Applicable

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LVPC + LVTS
Lehigh Valley Planning Commission  Lehigh Valley Transportation Study
Safe and Frequent Crossings

The need for pedestrians to cross streets with oncoming motor vehicle traffic creates exposure to safety risk. As a result, the design and location of pedestrian crossings is extremely important. It is often necessary to apply multiple strategies to improve safety outcomes. See the Crosswalk Improvement Selection Matrix in Appendix A.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Marked Crosswalks—Install marked crosswalks at intersections and mark all crosswalk legs across each approach. Use high-visibility crosswalk markings near schools and other locations where higher pedestrian volumes are expected or where visibility is a concern.</td>
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<tr>
<td>Curb Ramps—Install ADA-compliant curb ramps where they are missing and upgrade existing curb ramps to meet current ADA guidelines. If space allows, two curb ramps should be provided on each intersection corner and should generally be aligned with the crosswalk they serve.</td>
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<tr>
<td>Daylighting—Limit parking or other visual obstructions close to intersections to ensure drivers and pedestrians can see each other.</td>
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<tr>
<td>Curb Extensions—Implement curb extensions to reduce pedestrian crossing distance, improve pedestrian visibility at crossings and slow motor vehicle traffic. Use reclaimed roadway space for green infrastructure or bicycle/scooter parking.</td>
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<tr>
<td>Pedestrian Crossing Islands—Install pedestrian crossing islands to shorten crossing distance, slow motor vehicle traffic and enable pedestrians to focus on one direction of motor vehicle traffic at a time. Pedestrian crossing islands are particularly important at uncontrolled locations with more than one motor vehicle lane in each direction.</td>
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<tr>
<td>Signallization—Investigate adding signals at intersections with pedestrian safety concerns, such as those with high-motor vehicle speeds or volumes. Add pedestrian signal heads and accessible pedestrian signals where missing.</td>
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<tr>
<td>Signal Timing—Optimize signalization for pedestrian access and safety by increasing pedestrian crossing times, decreasing pedestrian waiting times, separating pedestrian and vehicular movements and/or providing automatically activated pedestrian signals.</td>
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<tr>
<td>Rectangular Rapid Flashing Beacons (RRFBs)—Provide RRFBs at uncontrolled marked crosswalks to increase yielding. RRFBs are not recommended on streets with speed limits above 35 mph.</td>
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Traffic Calming

Traffic calming is an umbrella term that refers to a range of physical design strategies used for reducing motor vehicle operating speeds and, in some cases, traffic volumes. Both motor vehicle speeds and traffic volumes have a significant impact on pedestrian safety and comfort.

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<th>Transit Stop/Curb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Diets—a Reduce the total number of lanes on multi-lane roads to slow vehicle speeds and reduce pedestrian exposure to traffic.</td>
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<tr>
<td>Low Speed Zones—Establish low speed zones with speed limits of 15 or 20 mph and special signage to reduce the frequency and severity of crashes.</td>
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<tr>
<td>Gateway Treatments—Use large signage, landscaping, curb extensions or roundabouts to indicate the beginning of a residential or commercial district with higher pedestrian volumes.</td>
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<tr>
<td>Tight Turn Radii—Set a tight curb radius at intersections to reduce turning speeds.</td>
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<tr>
<td>Reduce lane widths—A 10’ maximum lane width is recommended, 11’ on roads with public transit/frequent heavy trucks. This reduces motor vehicle speeds to increase pedestrian safety.</td>
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<tr>
<td>Slow Flow and Yield Flow Streets—Create slow flow streets by narrowing travel lanes to 6’. Create yield flow streets by providing a single bi-directional travel lane that is 12’ wide.</td>
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<tr>
<td>Neighborhood Traffic Circles—Install neighborhood traffic circles to discourage high-speed through traffic.</td>
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<tr>
<td>Traffic Diversions—Traffic diversions close a street to through traffic by motor vehicles but allow bicyclists and pedestrians to pass. These require motor vehicles to use preferred through routes.</td>
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<tr>
<td>Vertical Deflection—Install speed humps, raised crosswalks or raised intersections to slow drivers as they travel along low-speed roads or approach crosswalks or intersections.</td>
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</tbody>
</table>
Pedestrian-Supportive Parking Policies and Management

Parking impacts people walking and rolling in multiple ways. On-street parking is generally beneficial to pedestrians, because it provides a physical buffer from motor vehicle traffic. Off-street parking can undermine the pedestrian experience by increasing distances between destinations and introducing potential conflicts at driveways. In addition, the availability and price of parking can influence mode choice and driving behavior. For example, if parking is free or relatively inexpensive, people are more likely to choose driving over more sustainable transportation options. Also, drivers will often cruise to find free or available parking, which can increase traffic.

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<tbody>
<tr>
<td>Off-Street Parking Minimums—Eliminate off-street parking minimums, which require the provision of off-street parking spaces as a condition for new development. Use parking studies to determine actual parking needs to prevent oversupply, and potentially free up space for additional development, parks or public plazas.</td>
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<tr>
<td>On-Street Parking—Balance provision of on-street parking with other potential uses of roadway space, such as dedicated public transit or bike lanes, wide sidewalks and green infrastructure, which can calm traffic and make walking more pleasant.</td>
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<tr>
<td>Parking Price—Raise parking rates as needed to encourage use of active transportation and public transit and discourage cruising. In the High Cost of Free Parking, Donald Shoup recommended pricing parking to achieve an 85 percent space occupancy rate.</td>
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<tr>
<td>Parking Benefit Districts—Establish parking benefit district, where revenue collected from parking fees is reinvested in the area where it is collected. Use to pay for sidewalk and streetscape improvements.</td>
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</tbody>
</table>

- Often Applicable
- Sometimes Applicable
- Rarely Applicable
Pedestrian-Supportive Roadway Operations

Roadway operations include how space within the roadway right-of-way is allocated (e.g., one-way or two-way travel) and signs and signals that affect the movement of roadway users. Pedestrian-supportive roadway operations improve safety for crossing pedestrians, discourage unsafe driver behaviors and ensure a more orderly pedestrian environment.

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Loading Zones—Provide loading and unloading zones for taxis, transportation network companies (e.g., Uber and Lyft), buses and/or delivery vehicles to prevent double parking or blocked crosswalks.</td>
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<tr>
<td>Two-Way Conversions—Consider converting multi-lane, one-way streets to two-way to improve traffic safety, increase personal security, boost economic development and reduce vehicle miles traveled.</td>
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<tr>
<td>Leading Pedestrian Intervals—Implement Leading Pedestrian Intervals (LPis) to enable pedestrians to establish themselves in the crosswalk before motor vehicles start turning. LPis can be particularly effective when paired with No Turn on Red restrictions.</td>
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<tr>
<td>No Turn on Red—Implement No Turn on Red restrictions to reduce conflicts between crossing pedestrians and right-turning vehicles. Consider adopting a broader No Turn on Red policy in dense commercial or residential areas and near neighborhood schools to increase driver compliance.</td>
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<tr>
<td>Speed Cameras—Install speed cameras in commercial and school areas to reduce speeding behavior and enhance pedestrian safety.</td>
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</table>

Often Applicable | Sometimes Applicable
# Pedestrian-Supportive Land Use Regulation and Development Review

The land use regulation and development review processes strongly influence the shape of the built environment and how pedestrian-friendly it is. Land use regulation determines whether different land uses are segregated or mixed, how buildings relate to the street and each other, and whether transportation facilities such as sidewalks are required as well as their specific dimensions. Through the development review process, local governments can review the design details of proposed new development, including elements that impact pedestrian access, safety and comfort, such as on-site pedestrian circulation routes and driveway curb cut locations. The development review process can also be used to require developers to provide off-site transportation improvements that mitigate anticipated negative impacts.

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</thead>
<tbody>
<tr>
<td>Pedestrian-Compatible Building Design—Require street-level windows and frequent doors to provide eyes on the street and activate the areas where pedestrians may be present. Avoid large blank walls.</td>
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<tr>
<td>Form Based Code—Implement a form-based land use code. Form based codes establish design parameters that harmoniously integrate a mix of land uses and support multimodal access.</td>
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<td>Mixed Use Zoning—Establish mixed-use zones that enable residents to accomplish many daily needs through a short walking or rolling trip.</td>
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<tr>
<td>Building Setback—Set a small maximum setback for new construction and place surface parking lots in back, reducing walking and rolling distances and parking lot vehicle-pedestrian conflicts. Ensure enough width is preserved for sidewalks, buffers, streetscape amenities and other pedestrian-supportive infrastructure when determining the minimum setback.</td>
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<tr>
<td>Sidewalk Requirements—Require sidewalk repairs or completion of missing gaps as part of development review and property sales. For new development expected to generate high pedestrian traffic, wide sidewalks should be required, and safety and accessibility improvements at crossings should be considered. Consider requiring sidewalks granted prior deerrals through the land development process to be built for closing important sidewalk gaps.</td>
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<tr>
<td>Mixed-Income Housing—Support or require affordable housing in mixed-use, transit-oriented neighborhoods to enable people with lower incomes to access jobs, groceries and other needs.</td>
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LVPC + LVTS
Lehigh Valley Planning Commission  Lehigh Valley Transportation Study
PRIORITY BICYCLE COMMUTING CORRIDORS

Hamilton Boulevard (Mosser Road to Kressler Road)

Mack Boulevard/Emaus Avenue (Hamilton Street to Chestnut Street)

Hamilton Street (Ott Street to Sixth Street)

Liberty Street (Cedar Crest Boulevard to Fourth Street)

Hamilton Street/Hanover Avenue (Sixth Street to Eaton Avenue)

New Street (Washington Street to New Street)

Easton Avenue (Linden Street to Emrick Boulevard)

Northampton Street (Greenwood Avenue to Larry Holmes Drive)

12th Street/13th Street (Butler Street to Karl Stirner Arts Trail)

Route 512 (Buss Street to Main Street)
CATALYTIC PROJECTS

Delaware and Lehigh National Heritage Corridor – Lehigh Valley Catalyst

7th Street/MacArthur Road Multi-modal Improvements

Let’s Connect Easton

Broad Street (Eaton Avenue to Stefko Boulevard)

Catasauqua Area Trail & Transit Initiative
MacArthur Road Concept
MacArthur Road, Whitehall Township
Historic Corridor Revitalization Concept
Hanover Avenue, Allentown
April 18, 2019  Framework Plan Summary

Penn Praxis for
Delaware & Lehigh National Heritage Corridor
Lehigh Valley Planning Commission
Wildlands Conservancy
VISION FOR THE LEHIGH VALLEY CATALYST

Once complete, the D&L greenway will connect cities and towns of the valley and create a real alternative to driving.

The catalyst trail will recenter communities on enjoyment of the Lehigh River—the lifeblood of wildlife, human settlement and industry from the time of the Lenape Indians.

Built at a time when the Lehigh Valley is emerging as a vibrant population center with excellent quality of life and environment, this urban section of the D&L will be distinct from other sections of the Heritage Corridor.

This 7-mile section will be built for use by many more residents and visitors, and offer more amenity, heritage destinations, points of interest, ecological improvements, and inviting riverfront spaces.

By developing two parallel path systems on both sides of the Lehigh River, the D&L can offer a range of experiences for different users, and an incredible variety of routes, vistas, atmospheres and itineraries for regular users.

Long-distance travelers on the D&L will find that many elements of the east side towpath trail are designed for continuity of experience with the 165-mile trail. Locals will find a wide, smooth bikeway and parallel walking and running trail on the west side of the river, which allow for faster travel and almost continuous connection to the river.
VISION FOR THE CATALYST

1. Premier, iconic, multi-modal urban/suburban mobility system for job growth, health, and equity that features pedestrian and bicycle movement
VISION FOR THE CATALYST

2 New infrastructure for water quality, and places to experience river life and the natural environment
Network of exciting heritage destinations that spur historic preservation, revitalization, place-making and economic development.
CATALYTIC MOBILITY NETWORK

NETWORK TRAIL

This section of the D&L is not a single line. It is a network with many east/west connections that use the 5 bridges that offer the safest crossings to link communities, workplaces, connecting transit and trail lines on both sides of the Lehigh River. Fast and slow paths join the towns and boroughs to the city of Allentown. A new pedestrian and bike bridge on the Coplay Trestle offers a more generous crossing with room to stop and enjoy the Lehigh River. The trestle north of American Parkway supports a slim, elevated park over the river, accessed from the Allentown (west) side.

Many smaller spur paths connect a constellation of points of interest, including a number of dynamic new public spaces that create gateways to the D&L, and make the history of extraordinary sites in the valley visible.

Water will flow in 2.5 miles of the canal that are now dry, as the former Lehigh Navigation infrastructure is repurposed as beautiful ecological infrastructure for managing and cleaning stormwater with plants. The design of the west side trail also integrates large-scale water treatment and holding in a planted “super swale.”
LIGHTING FOR GATEWAYS, GATHERING, AND HERITAGE INTERPRETATION
CASTING FLOOR GARDEN

HERITAGE-BASED PLACEMAKING AT GATEWAYS: BEER GARDEN AND EVENT SPACE
Riverside Drive Multi-modal Revitalization Corridor BUILD 2019 Grant

- Critical link in the 165-mile Delaware and Lehigh National Heritage Corridor Trail
- Generate estimated $4 million in real estate taxes and 2,900 jobs that will impact the entire Lehigh Valley
- Provide all residents with transportation options to employment centers
- Connecting and creating a robust multi-modal community corridor
- Grant request of $21M with $19M match
Upcoming Schedule

1. Draft Walk/Roll LV Plan – Now
2. Review Priority Bicycle Commuting Corridors and Catalytic project recommendations with municipalities/others – early October
3. Draft Plan Review
   • Multi-modal Working Group meeting – Wednesday, October 23, 2019, 3:00 pm LVPC Conference Room
   • Walk/Roll LV public meeting – TBA