Agenda

• Welcome and Introductions
• Review of Project Scope and Schedule
• Updates on Priority Bicycle Commuting Corridors and Pedestrian Priority Areas
• Draft Visionary Network
• Interactive Feedback Exercises
• Interactive Exercise Report Out
• Strategies for Successful Biking
• Public Engagement
• Next Steps and Future Meeting Dates
Introductions
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.

WALK/ROLLLV
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
Project Scope—Additional Detail

• Priority bicycle commuting corridors
• Priority pedestrian areas
• Catalytic projects
• Visionary bicycle network
• Design toolkit decision matrices
• Policy and programmatic recommendations
• Guidance on funding and implementation
Existing Bicycle Network
Existing Bikeways
High-Stress & Low-Stress Facilities
Existing Network
(based on low-stress facilities)
High-Stress Roads Can Create Network Gaps
Priority Bicycle Commuting Corridors & Pedestrian Priority Areas
What’s a Priority Bicycle Commuting Corridor?

A Priority Bicycle Commuting Corridor (PBCC):

• Has the potential for relatively high bicycle commuting volumes
• Can include on-street or off-street connections
• Can be improved to provide a continuous, low-stress bicycling connection
• Is 1-3 miles long
Role of PBCCs in Walk/Roll LV

• Up to 10 priority commuting corridors will be field-assessed.
• Recommendations will be developed.
• Some recommendations may be further developed as catalytic projects.
• Any draft PBCCs that are not included in the final set of up to 10 PBCCs will be included in the Visionary Bicycle Network.
How were the draft PBCCs developed?

Draft PBCCs were identified based on local knowledge and the following:

• People and jobs map
• Census commute patterns
• Bicycling Level of Traffic Stress (LTS) map
• Wikimap feedback
• Strava Heatmap
• Existing trails
• Existing and proposed high-volume transit stops
• Topography
## How were the PBCCs prioritized?

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
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</thead>
<tbody>
<tr>
<td><strong>Potential Demand for Commuting</strong></td>
<td>Inflow Commute Trips</td>
</tr>
<tr>
<td></td>
<td>Provides access to jobs</td>
</tr>
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<td></td>
<td>Population density</td>
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<td><strong>Safety and Accessibility</strong></td>
<td>Crashes involving bicyclists</td>
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<tr>
<td><strong>Convenience and Connectivity</strong></td>
<td>Connects to other low-stress facilities</td>
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<tr>
<td></td>
<td>Connects to other proposed corridors</td>
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<tr>
<td><strong>Seamless Multimodal Integration</strong></td>
<td>Provides connection to major trails</td>
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<tr>
<td></td>
<td>Provides connection to existing or proposed high volume transit stops</td>
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<tr>
<td><strong>Equity</strong></td>
<td>Households in poverty</td>
</tr>
<tr>
<td><strong>Stakeholder Feedback</strong></td>
<td>MMWG feedback</td>
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</tbody>
</table>
Next steps for PBCCs

• The project team will assess the prioritization calculations
  • Will consider both quantitative ranking and subjective decision-making to ensure corridors are reasonably distributed
• 10 priority commuting corridors will be chosen for field assessment
• PBCCs that are not included in the final set of up to 10 PBCCs are included in the Visionary Bicycle Network.
Field Assessments

What will we be looking for?

• General motor vehicle traffic characteristics (speeds and volumes)
• Roadway constraints (e.g. right-of-way, parking)
• Major roadway actions necessary for low-stress bicycling
• Bicycle facility needs
• Necessary intersection improvements
• Existing signalization
• Adjacent land uses
What happens after field assessment?

• Corridor Summaries and Recommendations
• Design guidance
• Further consideration of Catalytic Projects
Priority Pedestrian Areas
What’s a Priority Pedestrian Area?

A priority pedestrian area (PPA):

• Has relatively high existing pedestrian volumes or has the potential for relatively high pedestrian volumes

• May include an entire neighborhood or one block that serves as a “Main Street” for the surrounding community
Role of PPAs in Walk/Roll LV

• 10-15 PPAs were identified
• Identified PPAs will be grouped into types
• For each type, the plan will recommend generalized (i.e., not location specific) infrastructure and non-infrastructure strategies to improve walkability
PPA Types

• City Downtown (4)
• City Neighborhood (4)
• Small Town Main Street (6)
• Trail Connection (8)
• Major Transit Stop/Corridor (5)
PPA Improvement Strategies

• High Quality Urban Design
• Safe and Frequent Crossings
• Connected and Well-Maintained Sidewalk Networks
• Traffic Calming
• Parking Management
• Pedestrian and Bicyclist Supportive Roadway Operations
Visionary Network
What is the Visionary Network?

- A regional network builds off all PBCCs to create connections to key remaining population centers, employment centers, and other noted destinations.
- Goes beyond proposed and conceptual trails to show connections that could be made with both on- and off-road bikeways.
- Creates inter-corridor connections.
- Expands the reach of priority corridors.
- Could serve as a “backbone” or “spine” that facilitates future network branches.
How has the draft Visionary Network been developed?

- Existing Trails
- Priority Bicycle Commuting Corridors
- WikiMap Feedback
- Regional Commuting Patterns
- Proposed Trails

Analyses conducted during the Existing Conditions phase:
- Population + Employment, Crash Analysis, Low-Income Areas
Visionary Network and PBCCs
Interactive Exercises
Two Stations

• **Station 1:** Review the *draft visionary network* in Lehigh County. Consider whether routes should be added or removed.

• **Station 2:** Review the *draft visionary network* in Northampton County. Consider whether routes should be added or removed.
Reporting Out

- Review maps from feedback activities
- Visionary Network
  - Overall feedback
  - Additional routes?
Public Engagement

• Flash mob
Next Steps

• Finalizing 10 PBCCs
• Design toolkit decision matrices
• Policy and programmatic recommendations
• Guidance on funding and implementation
• Public engagement
Upcoming Meetings

• March 27th
• April 25th
• May 22nd

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