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, multimodal 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.
3 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."

NEW Pedestrian Bridge
Soft Coplay Trestle
Lehigh River

Whitehall / Fullerton
Pine
NORTH CATASAUQUA
CATHARSIAQUA
RACE
HANOVER TOWNSHIP

American New Twenty Park
Fallman

Route 329
Cementon
NORTHAMPTON

PennPraxis

Commuter Bikeway + Pedestrian Path
Towpath Trail
Safest Bridges for Trail Crossing (5 of 9)
New Pedestrian Bridge
Unsafe Bridges for Trail Crossing (4 of 9)
Green Infrastructure Canal
Super Swale
River and Creek System
Connecting Greenway Network
Communities
Active Freight Rail
• Parks and Points of Interest
CATALYTIC MOBILITY NETWORK

GATEWAYS WITH IDENTITY

The development of a continuous D&L trail on the east side (where there are now a number of segments and barriers), the addition on east side new trailheads, improvements to the canal, connections to communities and heritage spots, and the creation of new destinations and amenities will “close the gap” in the long distance National Heritage Corridor.

Development of the west side commuter trail system, with many new trailheads and park & ride locations, and the enhancement of bridge crossings will complete the network trail. Each new trailhead will act as a gateway to the D&L, as well as to the trail communities. The design and interpretation at each gateway will orient travelers to the identity and history of the place.
CATALYTIC MOBILITY NETWORK

STIMULUS

The new mobility network that the D&L creates will spur public and private development of many sites along the trail. Some of these sites are post-industrial areas that were cleared and have been awaiting redevelopment for years. Others still have rich heritage buildings and cultural landscapes that can be incorporated into parks and amenities for residents and visitors. As the many existing and new points of interest are integrated into clusters that offer a great day trip experience, use and enjoyment of the trail will increase.
CATALYTIC MOBILITY NETWORK

WATER TRAIL

The east and west D&L land trails will greatly expand access to the water trail on the Lehigh River. D&L improvements will increase the number of places that people can reach the river and get out on the water. Kayak, canoe and bike rental kiosks will increase visitors' opportunities to hop in a canoe at one location, stop for lunch in another, and bike back to where they started.

BRIDGE CROSSINGS

Five of the nine existing vehicular bridges in the Lehigh Catalyst site area offer the safest crossings to link communities, workplaces, connecting transit and trail lines on both sides of the Lehigh River. A new pedestrian and bike bridge on the Coplay Trestle is proposed to offer a more generous crossing with room to stop and enjoy the river. The bridges connect the east and west side trails in a big loop.

The towns and neighborhoods on the two sides of the river have always been connected, with many people crossing on foot or by streetcar. Long-time residents tell stories about walking across the river to go to church or shop or get together with friends in a pub, and going down to the river or canal to fish or swim.

Improvements to the D&L will reignite this sense of wider territory and make the river the center again.
WEST SIDE
TYPICAL DESIGN APPROACH
The D&L will serve a high volume and diverse kinds of users with two parallel paths. Commuters and travelers on wheels—bikes, wheelchairs, roller skates—will use a two-lane 12-foot wide path surfaced in smooth asphalt that incorporates recycled glass. Runners and walkers can use a 6- to 10-foot wide pedestrian footpath made of stabilized stone dust.
WEST SIDE TYPICAL SECTION
FLOOD RESILIENT CONSTRUCTION

The trail corridor will be designed to weather normal fluctuation in river levels, and the extreme floods that come very infrequently.
WEST SIDE TYPICAL SECTION
ACCESS + POINTS OF INTEREST

Spur path and access paths will connect the trails to adjacent neighborhoods, points of interest, places to get down to the water, bridge crossings to the east side, and other trail systems.
SEVEN DISTINCT CHARACTER AREAS

There are 7 distinct character zones in the D&L corridor between Cementon and Allentown. Each one has its challenges and assets, relationship to the river and neighborhoods, and varying dimensions of the right-of-way. The design plays up the diversity of conditions in the 7 character areas of the Lehigh Valley Catalyst, while providing for continuity between them.
EAST SIDE TYPICAL SECTION
TOWPATH TRAIL

The east side D&L will be a 12-foot wide path made of stabilized stone dust located on the canal towpath in the reaches where a canal was part of the navigation (in all but the slackwater sections). The re-watersed canal can manage a very large quantity of stormwater runoff from adjacent municipalities, improve water quality, generate other ecosystem benefits, and offer a beautiful wetland garden amenity for trail users.
Cut or fill of existing canal profile as needed will allow water terraces to step down gradually over long distances, rather than to drop 8’ at a time, as they did when locks were working.
SEVEN DISTINCT CHARACTER AREAS

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LIGHTING FOR GATEWAYS, GATHERING, AND HERITAGE INTERPRETATION
COPLEY TRESTLE PARK AND PEDESTRIAN BRIDGE
SILK MILL CANAL PARK AT LEHIGH TRESTLE
PUBLIC WATERFRONT AT LEHIGH LANDING
MATERIAL PALETTE

PALETTE OF IRON, STEEL, BRICK AND LOCAL LIMESTONE, JASPER, AND OTHER STONE
MATERIAL PALETTE

CEMENT / CONCRETE AND LIMESTONE SHOWCASE AS THE TRAIL PASSES THROUGH THE LAFARGE SITE ON THE WEST SIDE.
MATERIAL PALETTE

ANTHRACITE COAL IS PARTICULARLY APPROPRIATE IN THE CRANE IRON WORKS SITE IN CATASAUQUA, TO RECOGNIZE THE LOCATION OF THE FIRST COMMERCIALLY Viable ANTHRACITE FURNACE, WHICH CHANGES THE TRAJECTORY OF INDUSTRY AND CLIMATE WORLDWIDE.
14 MILES OF VARIETY

PennPraxis
What is BUILD?

- U.S. Dept. of Transportation competitive discretionary grant program
- Better Utilizing Investments to Leverage Development; aka - BUILD
- $900 million authorized for 2019
- Maximum: $25 million, Minimum: $5 million
- Projects that have significant local or regional impact
- 50% of funds for urban; 50% of funds for rural
- Application deadline: July 15th
Riverside Drive Multimodal Revitalization Corridor
BUILD 2019 Grant

What are the goals of BUILD?

• Improve access to reliable, safe and affordable transportation options
• Improve infrastructure condition
• Address public health and safety
• Promote regional connectivity
• Facilitate economic growth or competitiveness

Eligible projects?

• Highway, bridge, or other road projects
• Public transportation projects
• Passenger and freight rail transportation projects
• Port infrastructure investments
• Intermodal projects
Riverside Drive Multimodal Revitalization Corridor BUILD 2019 Grant

- Critical link in the 165-mile Delaware and Lehigh National Heritage Corridor Trail network
- 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 multimodal community corridor
Riverside Drive Multimodal Revitalization Corridor

BUILD 2019 Grant

• 20 major Lehigh Valley partners
• Private funding match
• Our own “San Antonio River Walk”