

CONNECT THE DOTS (Design of the Street): Planning for Stronger, Multimodal Communities

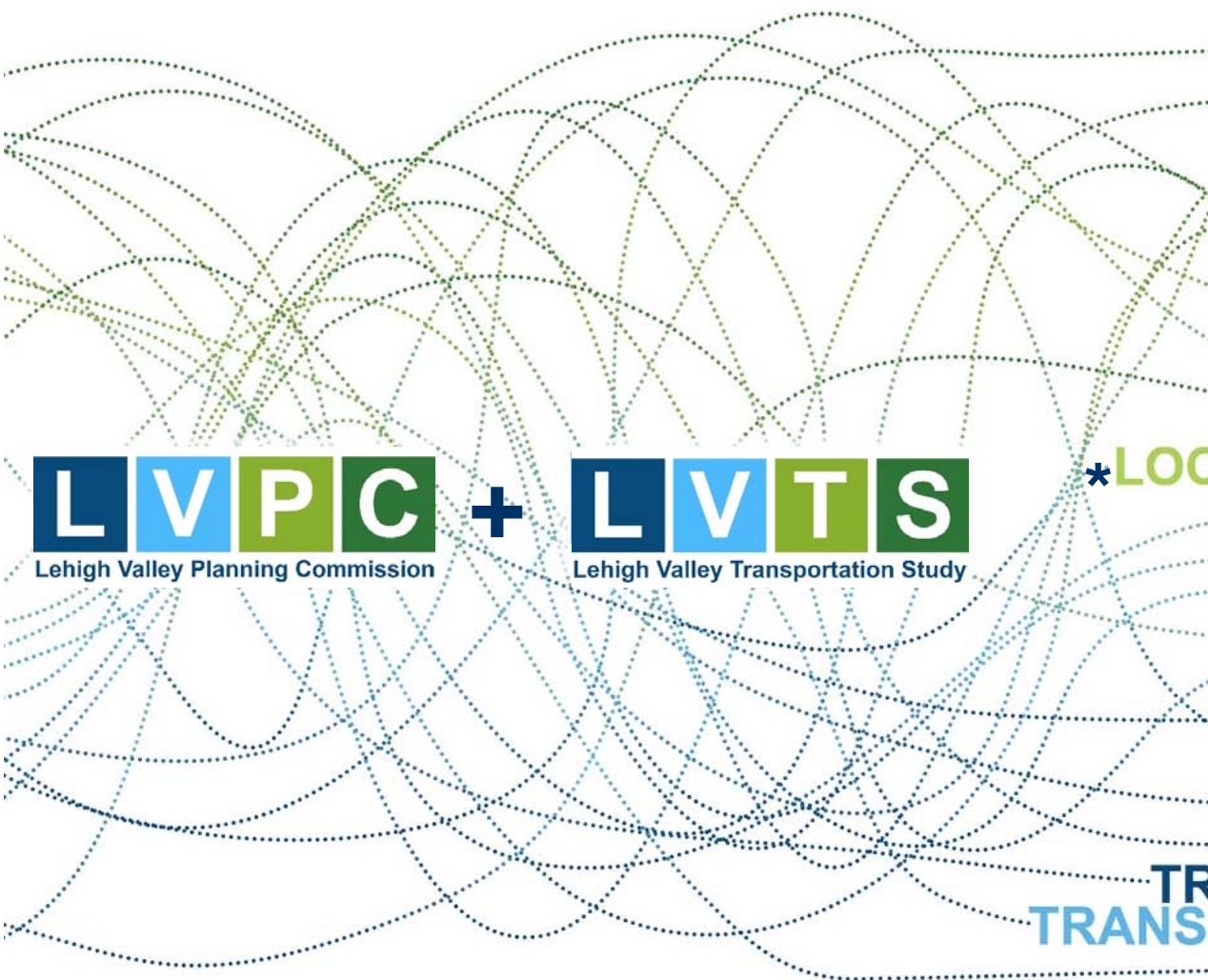


Eastern PA Trail Summit – October 1, 2018

L V P C
Lehigh Valley Planning Commission

+

L V T S
Lehigh Valley Transportation Study



- * **MULTIMODAL PLANNING**
- FUNDING**
- HAZARD MITIGATION**
- * **PEDESTRIANS + BICYCLES**
- * **SAFETY STUDIES**
- FREIGHT**
- AIR QUALITY**
- HIGHWAYS + BRIDGES**
- * **EQUITY + INCLUSION**
- * **TRAFFIC COUNTING**
- * **LOCAL TECHNICAL ASSISTANCE**
- IMPACT STUDIES**
- TRAVEL PLANNING**
- ENVIRONMENTAL JUSTICE**
- CORRIDOR STUDIES**
- LONG-RANGE PLANNING**
- COMMUNITY HEALTH**
- PUBLIC TRANSPORTATION**
- * **DATA COLLECTION**
- RESILIENCE**
- TRAVEL MODEL FORECASTING**
- TRANSIT-ORIENTED DEVELOPMENT**
- ASSET MANAGEMENT**

Session Goals:

- Discuss how to coordinate planning and design in small, urbanized towns
- Consider how to develop alternative transportation networks with interconnectivity and context in mind
- Establish methods for prioritizing potential solutions
- Develop questions to bring forward to stakeholders to increase collaboration

What is Connect the DOTS? (Design of the Street)

LVPC program offered to a select community (undergoing rapid change), combining urban design with strategic planning and community development to

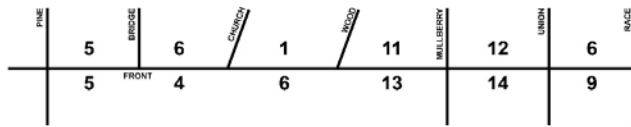
- Better facilitate sustainable economic opportunities
- Revitalize
- Improve connectivity
- Improve transportation safety

Catasauqua Front Street Study (2015)

Goals

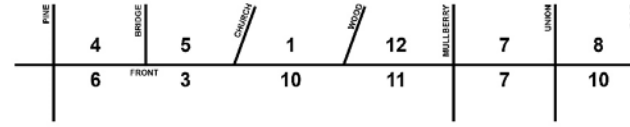
- Widen primary intersection to relieve peak hour congestion and improve overall traffic flow.
- Support Borough's revitalization goals by increasing connectivity to the business district.
 - Slow traffic down
 - Improve safety
 - Reinforce traditional neighborhood character

Front Street | Thurs. Sept. 03 8:00 PM

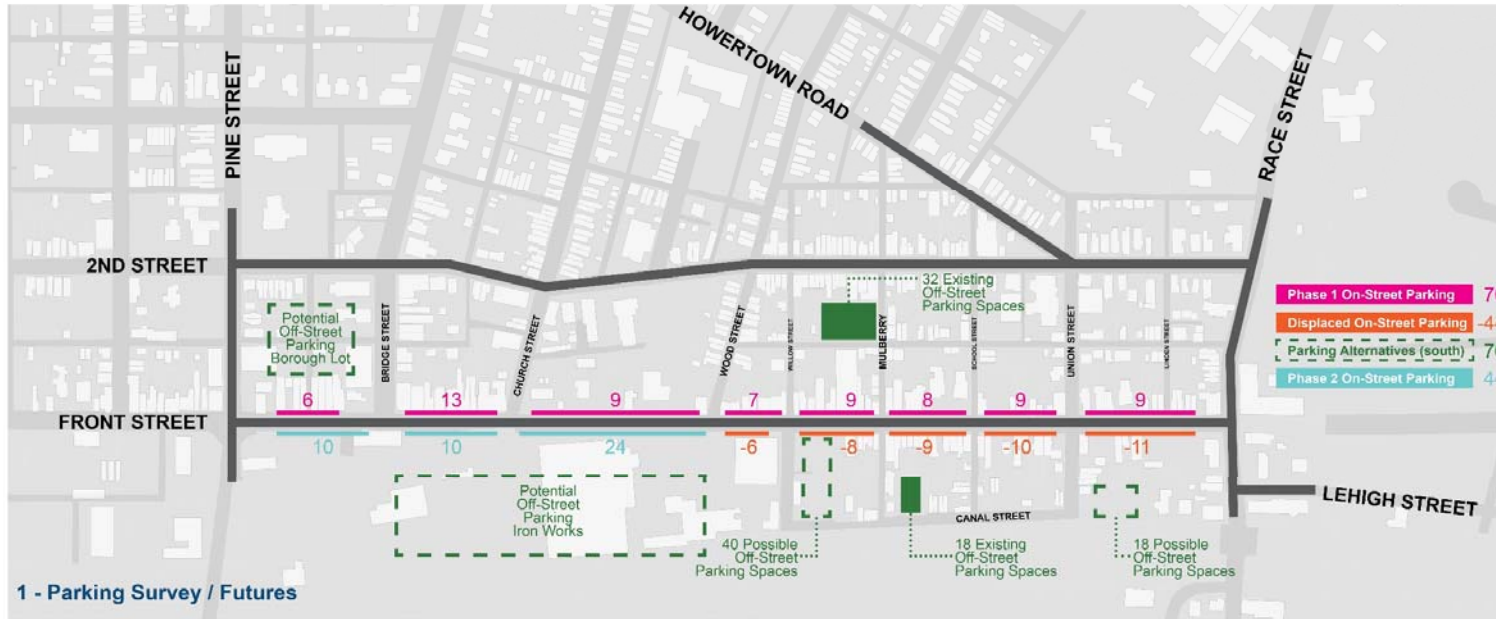


92 vehicles parked | 158 spaces available

Front Street | Tues. Oct. 6 7:40 PM



80 vehicles parked | 158 spaces available



Borough of Catasauqua
Lehigh County, PA

Proposed Condition - Front Street Parking Catasauqua Front Street Study



Borough of Catasauqua
Lehigh County, PA

Front + Bridge Street District Street Section
Catasaqua Front Street Study





1 - Proposed Streetscape at Intersection of Front + Bridge Streets



2 - View Looking East on Front Street



3 - View Looking North on Front Street from Phase 2 Streetscape

Borough of Catasauqua
Lehigh County, PA

Front + Bridge Street District - Pedestrian Views
Catasauqua Front Street Study

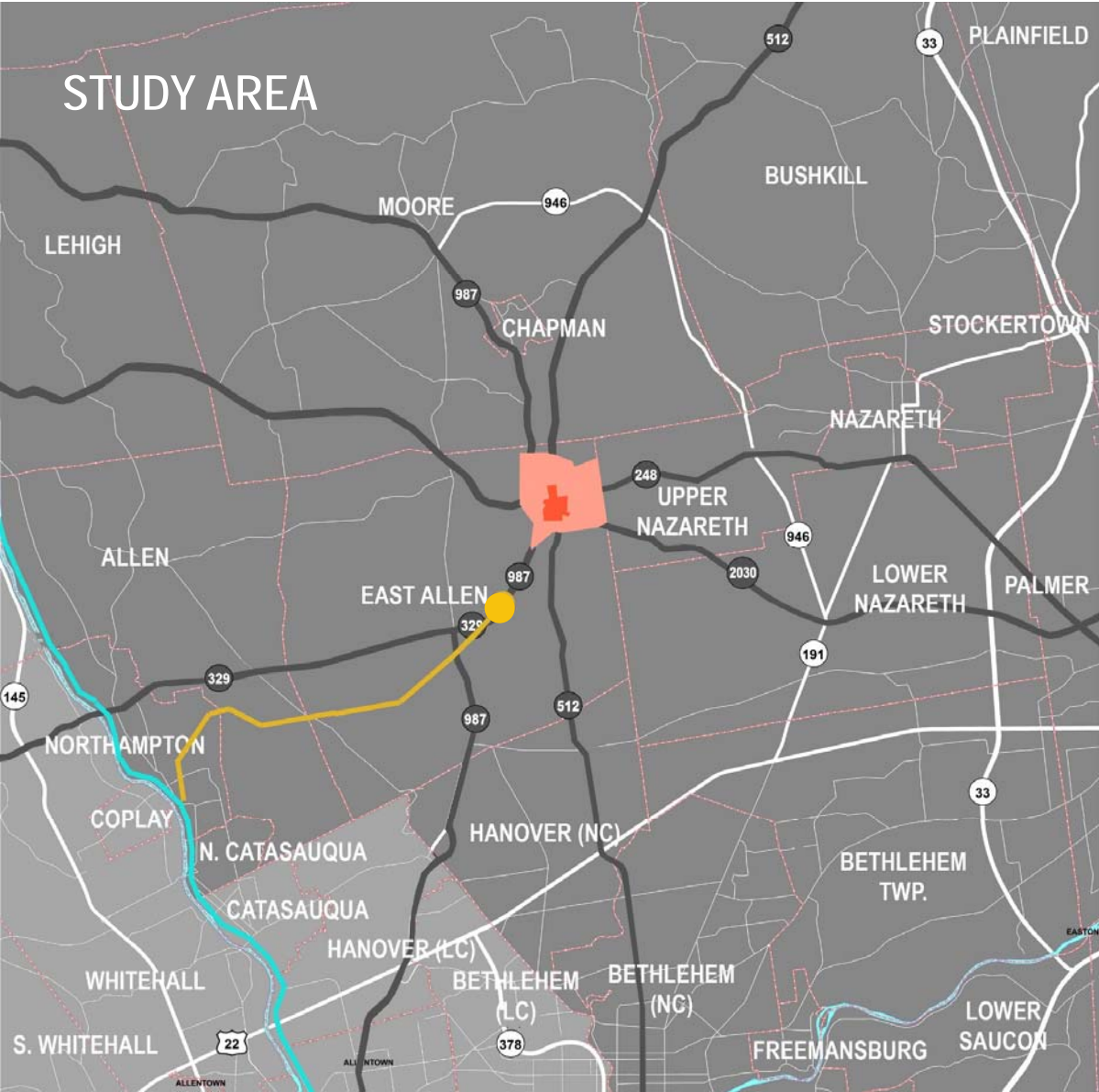




The case study: Bath Borough



STUDY AREA



REGIONAL LOCATION

- State Roads
- Northampton County
- Lehigh County
- Bath Borough Boundary
- Study Area
- Nearest trailhead (Nor-Bath Trail)
- Proximity to D&L Trail (general route)

STUDY AREA





Nor-Bath trail head



What were our goals?

Project Goals

- SAFETY FOR ALL USERS
- INTEGRATE TRANSPORTATION NETWORKS
- ANALYZE PARKING + CONNECTIVITY
- PREPARATION FOR BOROUGH'S GROWTH



Trail Benefits

- Establishing a community as a viable trail destination mandates that businesses take entrepreneurial risks while working together with other businesses to build critical mass.
- Trail planning in urban areas requires cooperation and coordination from different political jurisdictions, and public and private entities.
- Trails are one element of a larger visitor experience. Providing other opportunities (including non- recreational) draws a more diverse group of visitors and a greater variety of businesses.

– americantrails.org, *Implementing Trail-Based Economic Development Programs: A Handbook for Iowa Communities*

\$795 million spent annually on Lehigh Valley recreation

**Key questions when considering
reality of goals**

Who needs to be involved in initial planning discussions?

- Municipal manager (provide data)
- Trail stakeholders (information on connections)
- County representatives (policy experts)
- PennDOT (funding, long-range opportunities)
- LVPC (planning support and expertise)
- Residents (local knowledge)

Who needs to be involved in implementation later?

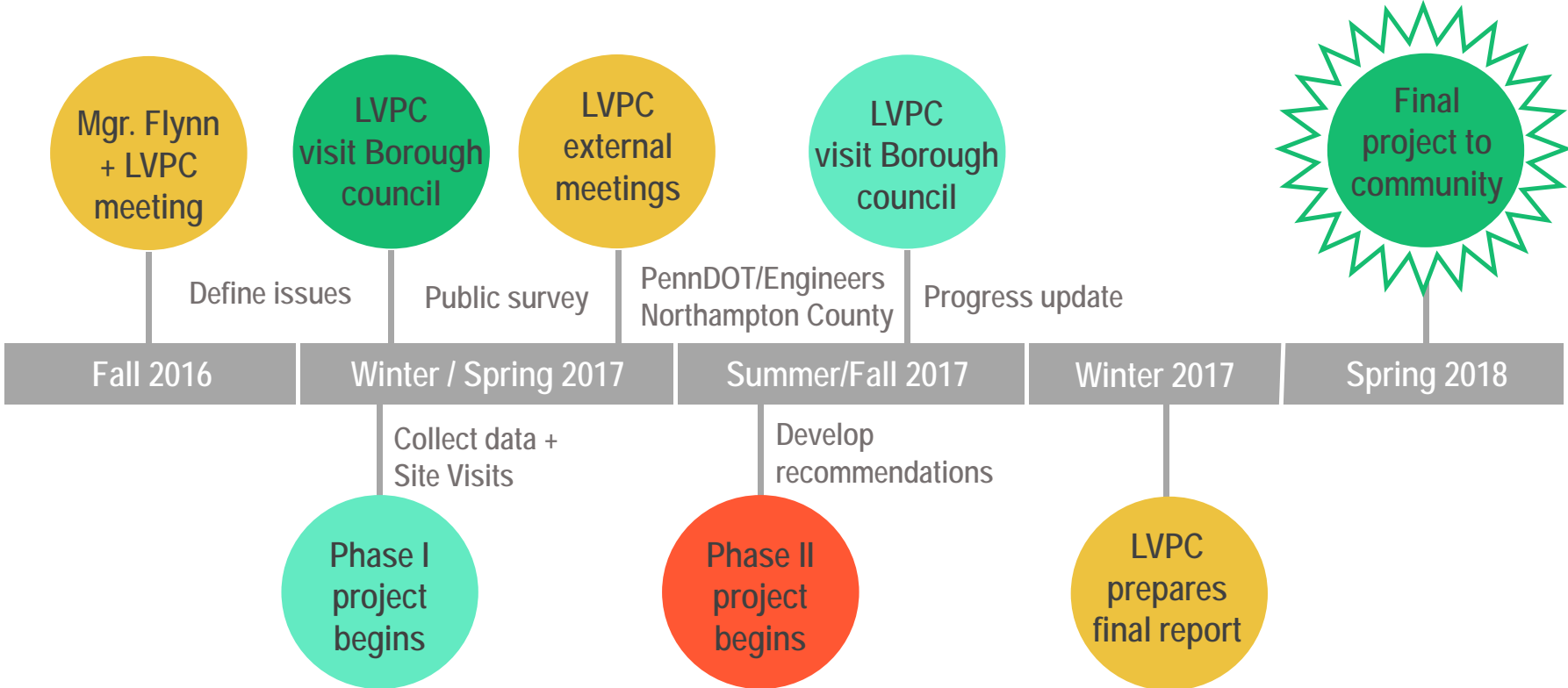
- Municipality
- Schools
- Business owners
- Neighboring communities
- Local bike + pedestrian advocacy groups
- Police
- Who else?

Setting the stage

What exactly are we dealing with?

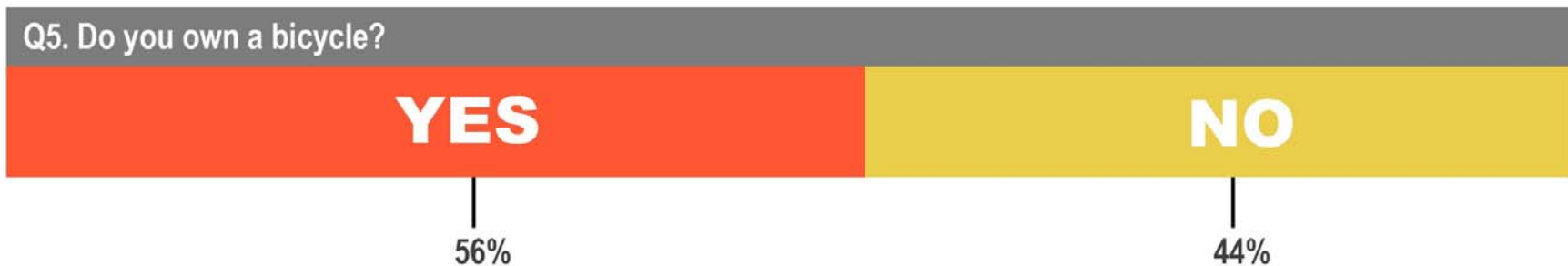
Timeline

Data + site visits + analysis + surveys + stakeholder meetings



We learned....


there are plans to connect the D&L Trail into Bath in the near future and more than half of project survey respondents said they own a bicycle. There is currently an estimated 150 miles of cycle-friendly trails in our region.



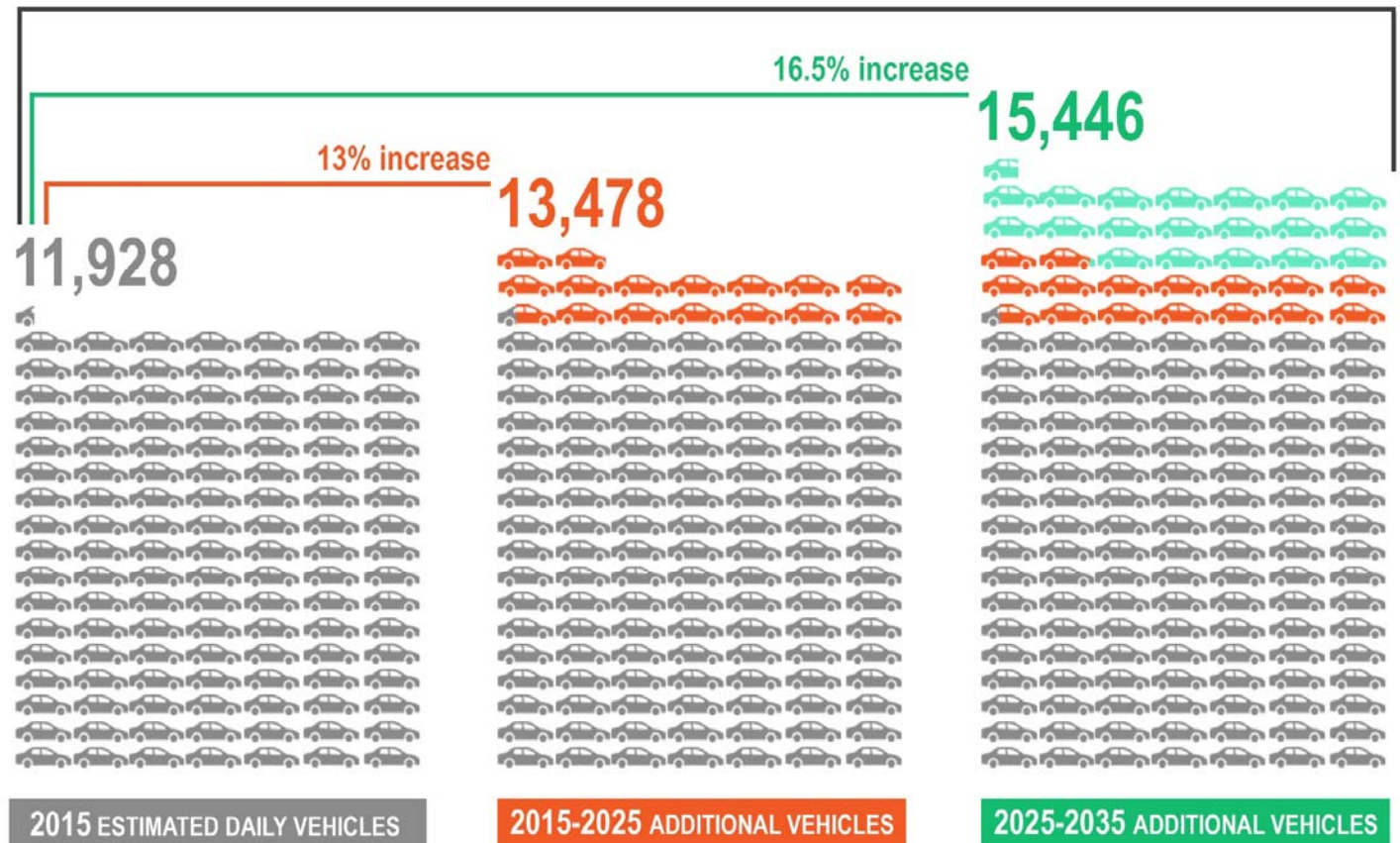
We learned...

that in the next **20** years there will be more than **30%** more vehicles on the Borough's roads than today.

20-YEAR PROJECTION OF DAILY VEHICLES

 = 100 VEHICLES

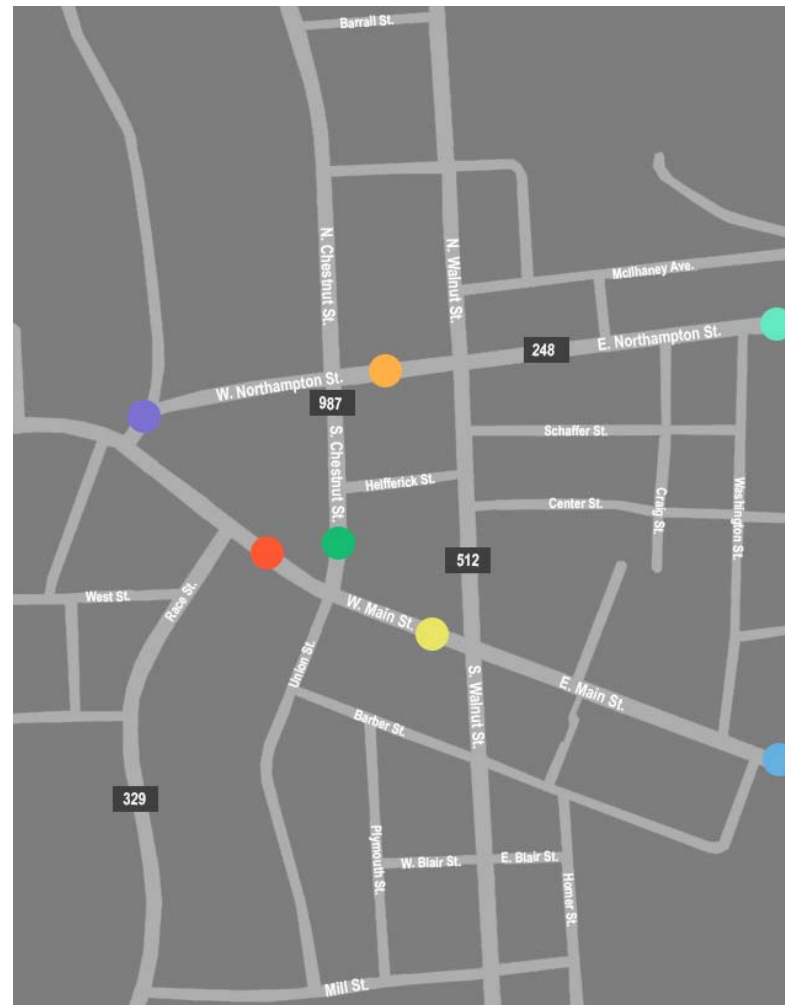
29.5% overall increase



We learned...

At certain points on Bath's roads nearly **12,000** vehicles pass through daily and **16%** of them are estimated to be tractor trailers.

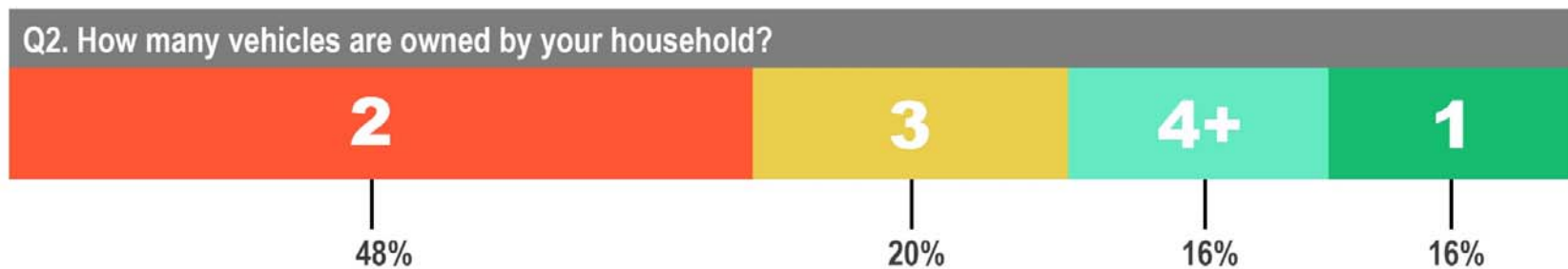
DAILY TOTAL VEHICLES AT SELECT LOCATIONS



Count Location	# Vehicles	Base Year Measured
●	11,890	2015
●	9,618	2014
●	8,473	2015
●	6,848	2015
●	6,740	2015
●	4,964	2014
●	2,876	2014

We learned...

that when Bath residents identified their primary method of transportation in 2015, 970 people said they drove a vehicle alone, 47 rode in a carpool, and no one used a bicycle. The data below is from a 2017 survey of 82 Bath residents and reinforces that the majority of people's lifestyles and values prioritize vehicle ownership.



We learned...

that of the **31** reportable crashes in 2016, only **1** was involving a tractor trailer.

Number of vehicles involved in crashes by type



39 - standard car



3 - motorcycle



10 - SUV



9 - small truck



1 - heavy truck

-PennDOT data

We learned...

That the borough recently adopted an ordinance to allow for **mixed use zoning** in a selection of parcels in the historic district. A second ordinance lifts the requirement of these potential new uses from needing to provide more off-street parking than what existed as of 2013.



New mixed uses =

- Economic growth
- Increased foot and bike traffic
- Increased vitality
- Opportunity to build on borough's identity
- Potential new traffic, but
- Potential to re-frame idea of parking as a paid service

We learned...

about an opportunity. The **weight-restricted bridge** on Mill Street (currently a problem area for tractor-trailers) recently changed ownership and is currently **being upgraded** to safely accommodate heavier loads. It also happens to be immediately adjacent to the proposed Bath trailhead of Nor-Bath Trail.

We learned...

that local **school children** were being bused where possible (even for short distances) because crossing guard service had been removed due to **safety concerns**.

We learned...

that there are **255** on-street parking spaces in the Borough study area and **919** off-street parking spaces in or adjacent to the study area.

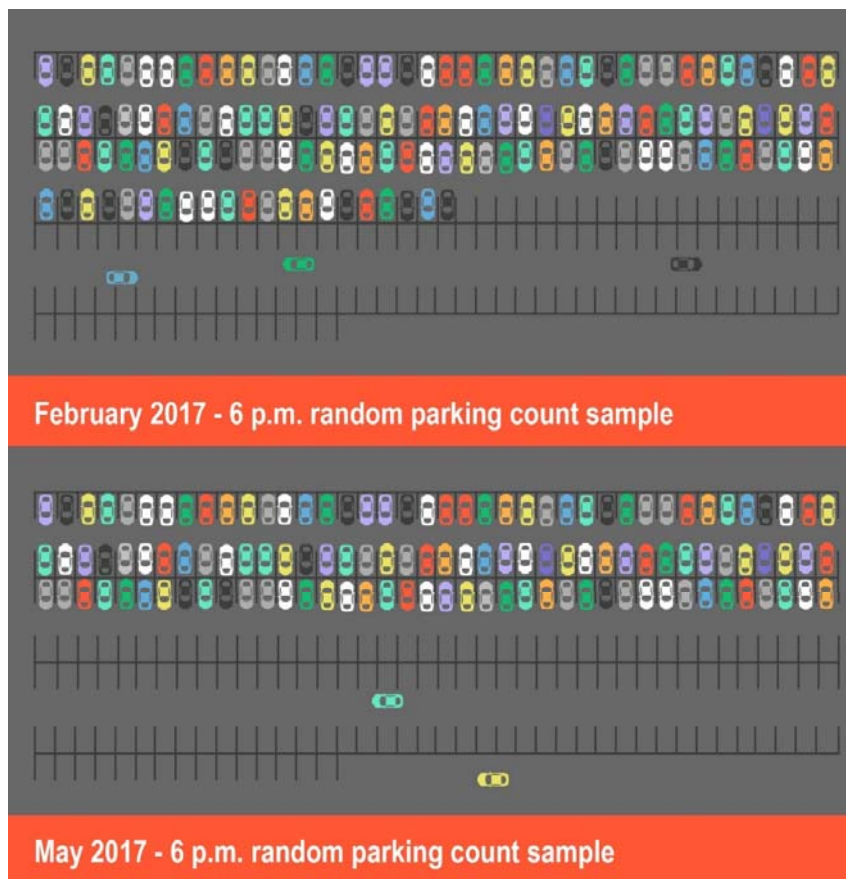
What about bike parking?

- Public Commercial / Institution Spaces
- Private Residential / Institution Spaces



We learned...

that of 255
 available on-street
 parking spaces in
 the study area,
 only a maximum of
59% of spaces
 were occupied
 when counted at 4
 different times on
 two random days



We learned...

that there are **12.8** miles of sidewalks in the entire borough and where there are gaps.

 Sidewalk on both sides of the street

 Sidewalk on one side of the street

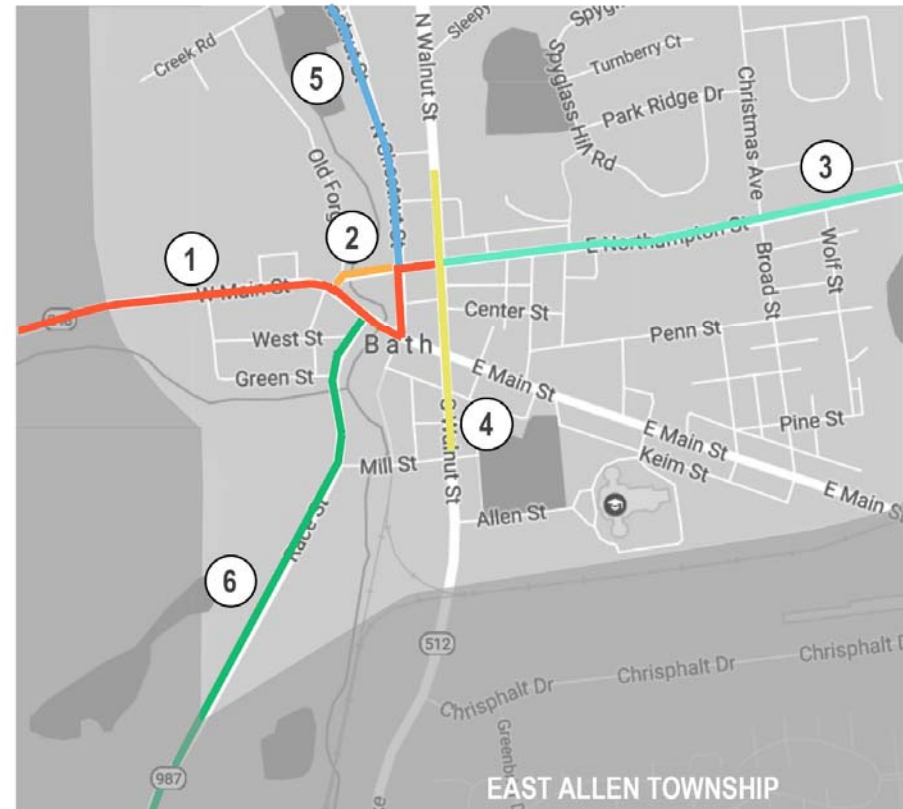
 Sidewalks narrower than 5.0' width (selection only)



We learned...

that PennDOT has road projects planned in Bath totaling **\$17.8** million as part of the Transportation Improvement Program (TIP) in the next **7** years.

PROJECTED PENNDOT ROAD WORKS TRANSPORTATION IMPROVEMENT PROJECTS (TWELVE-YEAR PROGRAM)



1, 3, 4, 5, 6 – Resurfacing project
2 – Realignment project

Re-calibrate to make a plan

What are the most critical issues?

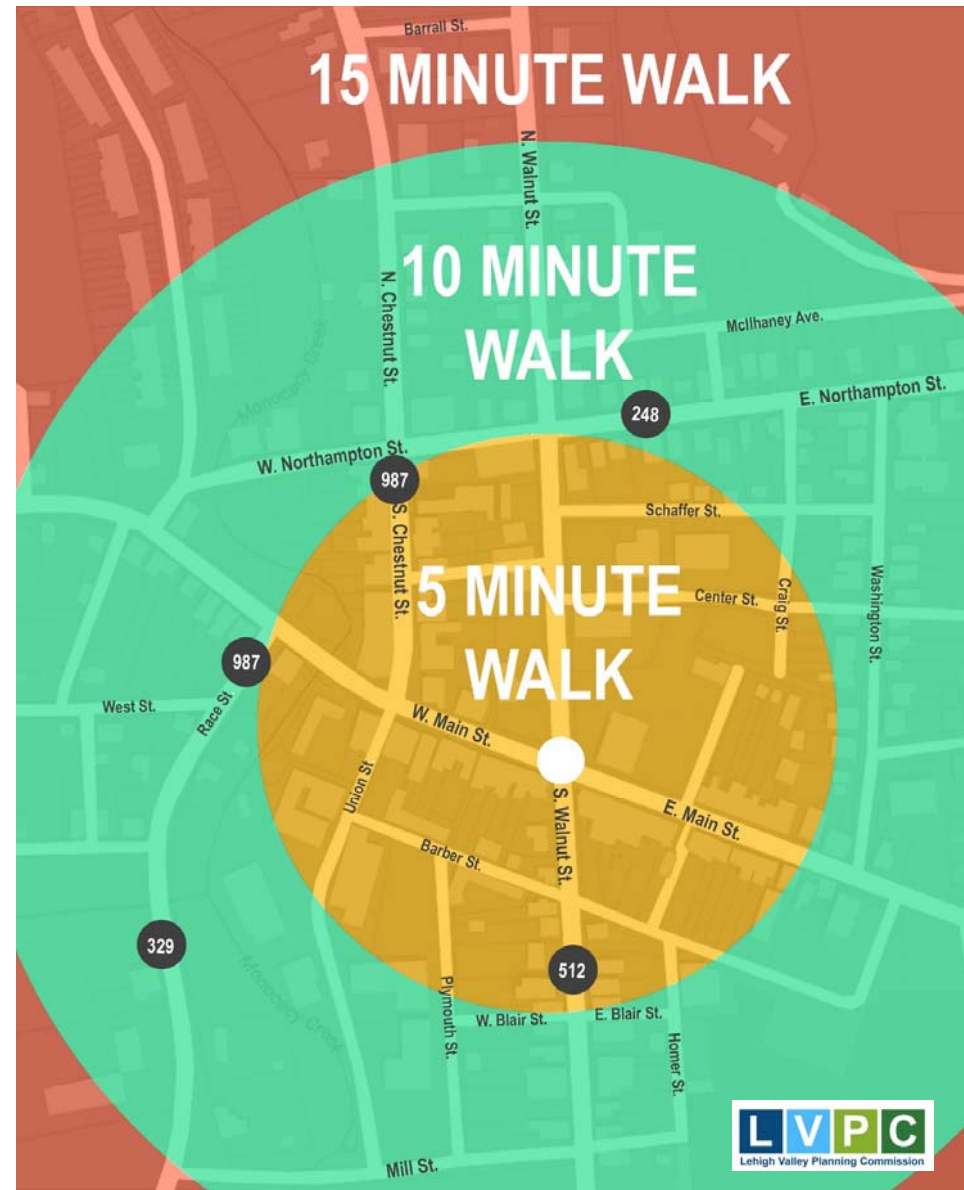
- Safety, particularly for children
- Traffic congestion at certain spots
- Concerns about parking capacity
- Struggle to accommodate alternative modes

What is holding the borough back from being better connected?

- Street markings don't encourage bicycle use or help pedestrians cross safely
- Incomplete or badly maintained sidewalk infrastructure
- Lack of funding (competition for grants)
- No room to accommodate expansion of roads
- Outdated policy
- Lack of cross-municipal collaboration

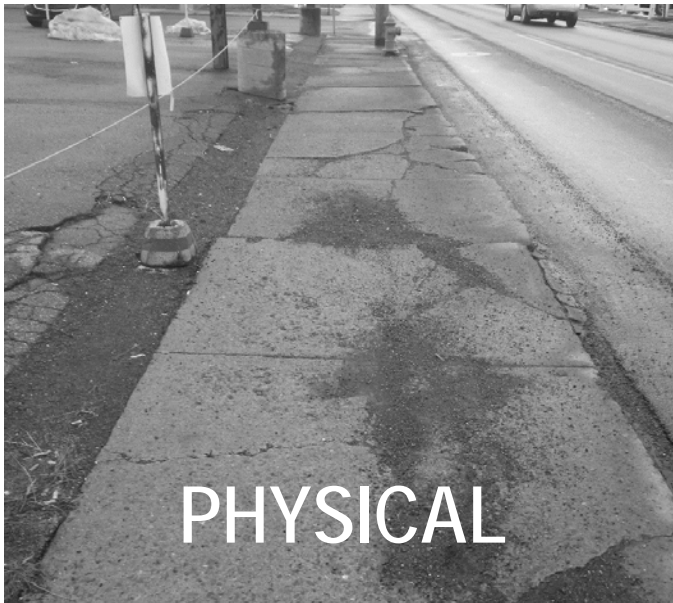
What are the opportunities?

- New mixed use zoning overlay to encourage revitalization of historic core
- Pending land-swap with Keystone Cement for development of trail connection
- Scheduled PennDOT works
- Policy updates (comp. plan)
- Size of borough is very walkable
- Pride of place through existing programming (Spuds + Suds, parades, farmers market)



**Informed recommendations +
potential outcomes**

Recommendations



CHAPTER 121
PARKING LOTS

POLICY

§ 121-1. **Parking Permits.**

§ 121-2. **Parking for Occasional Use.**

§ 121-3. **General.**

[HISTORY: Adopted by the Borough Council of the Borough of Batavia as Ord. No. 1996-499].

GENERAL REFERENCES

Motor Vehicles - See Ch 111.

§ 121-1. **Parking Permits.**

A. Permits will be issued only to residents of the Borough, property owners within the Borough, and individuals owning or operating businesses within the Borough. Residents must provide their name, address, proof of residence within the Borough, phone number, together with a valid registration for each vehicle for

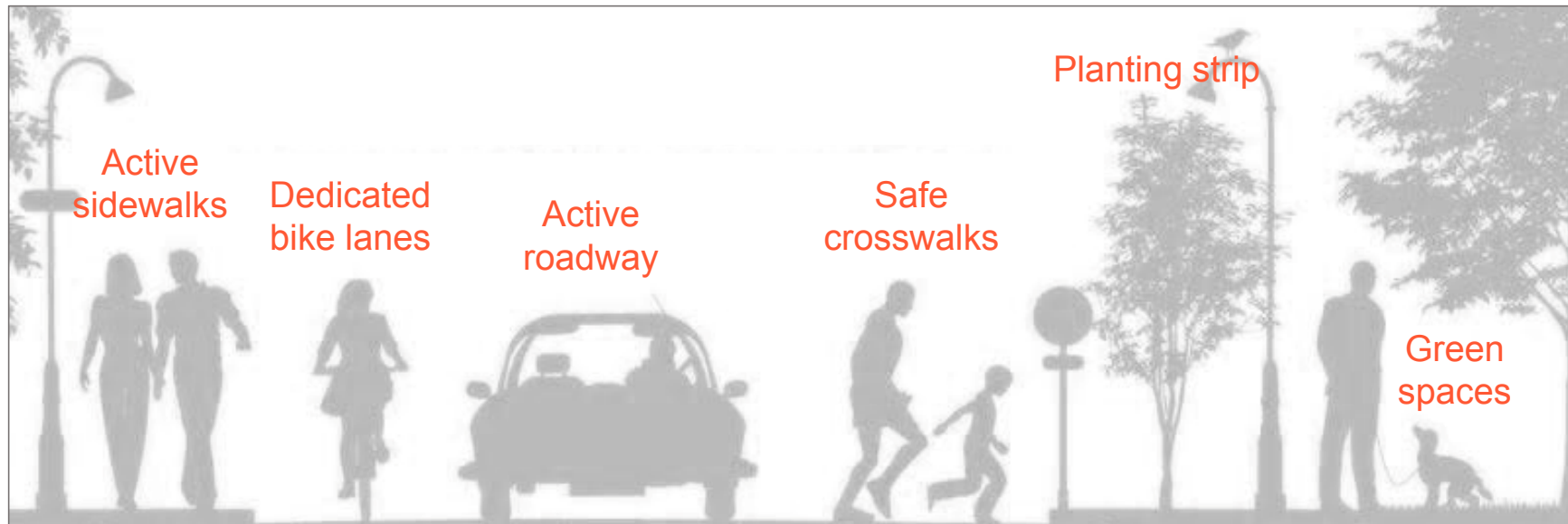


Short-term (up to 1 year)

- Delineate all existing on-street parking spaces
- Form a transportation steering committee
- Design and adopt a Complete Streets Policy
- Introduce more paid parking
- Generate discussions around the amendment + addition of multimodal policies to Bath Comprehensive Plan
- Utilize a tech-assist

Complete Streets streets for everyone

Enable safe access for all users through strategic design



Think about context!



Existing – S. Chestnut Street (987) looking north



Proposed – S. Chestnut Street (987) looking north

Mid-term (1-5 years)

- Install urban design and speed-reduction treatments
- Evaluate impact of the new borough building parking lot
- Evaluate impact of police department changes on annual tickets + collisions
- Monitor changes in traffic demand in relation to current signal timings
- Support the completion and connection of the Nor-Bath Trail



Existing – Intersection of W. Main Street and S. Chestnut Street (987)



Proposed – Intersection of W. Main Street and S. Chestnut Street (987)

Long-term (5-10 years)

- Convert Mill Street to truck route alternative with Bridge 115 improvements (currently in engineering stage) to increase vehicle weight limits and the incorporation of pedestrian + cycling improvements
- Monitor Bridge 248 re-routing effects following PennDOT work (to commence in 2019)

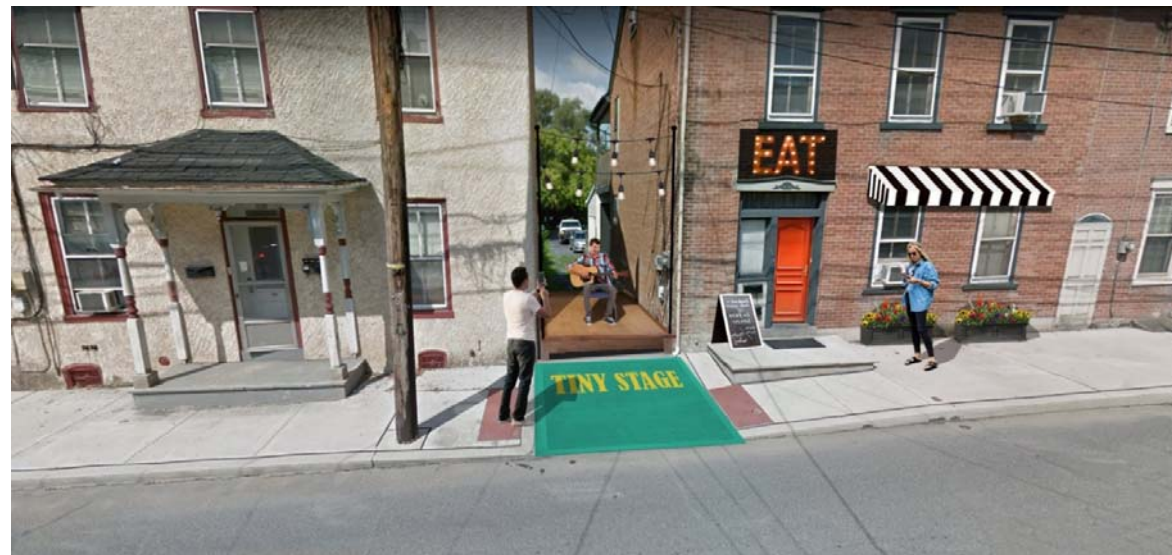


Existing - Mill Street looking east towards S. Walnut Street (512)



Proposed - Mill Street looking east towards S. Walnut Street (512)

Placemaking opportunity “Tiny Stage”



Placemaking opportunity “Community Garden”



Placemaking opportunity “Tiny Library”



Potential Outcomes

- **Stronger borough identity**
- **Toolkit of safety strategies**
- **Spatial and programmatic connectivity**
- **Changed perception of parking + vehicle travel**
- **Flexibility + adaptability to future**

Contact

Whitney Burdge
Urban Design
Planner
wburdge@lvpc.org
610-264-4544

Brian Hite
Senior Planning
Technician
bhite@lvpc.org
610-264-4544

Coming Up

WALK/BIKE LV

