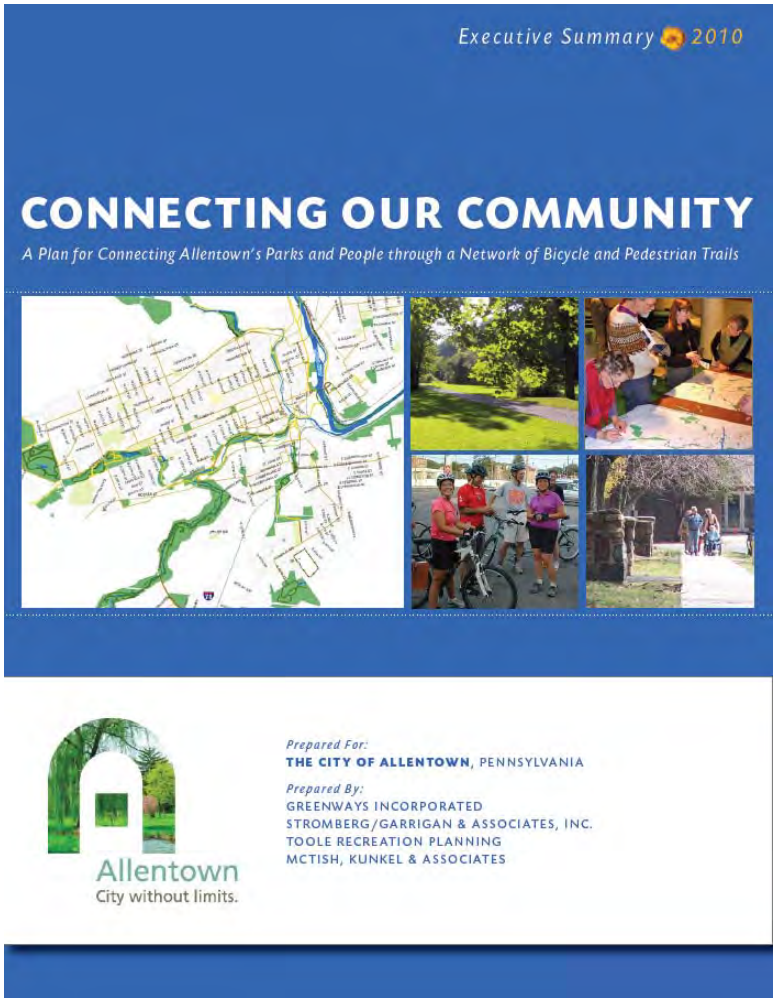
CONNECTING OUR COMMUNITY

A Plan for Connecting Allentown's Parks and People through a Network of Bicycle and Pedestrian Trails



Agenda

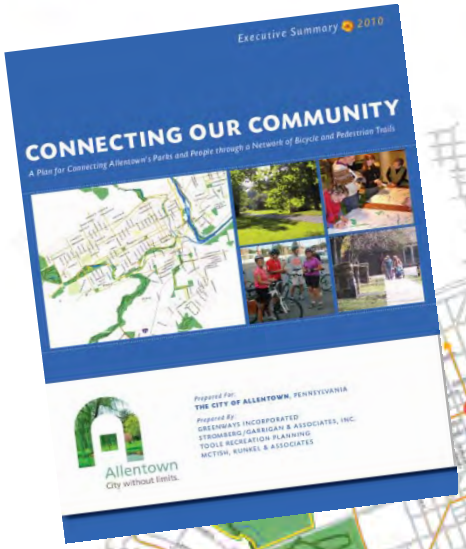
- Welcome & Introductions
  - Julie Ambrose, Chair
  - Plan Goals
  - Greg A. Weitzel, Director Department of Parks & Recreation
- Signage Plan, Lehigh River East Side & MLK Trails Updates
  - Greg A. Weitzel
- Lunch and Video
- Turner & Linden Project
  - Sam Schwartz Engineering
- Questions/Discussion
- Call to Action & Closing Remarks

THE VISION

A Triple Bottom Line…Society, Environment, Economy

CONNECTING OUR COMMUNITY

A Plan for Connecting Allentown's Parks and People through a Network of Bicycle and Pedestrian Trails



TRAIL PROJECTS

WEST END TRAIL PROJECTS
1 Trexler Memorial Park to Cedar Creek Park
2 Cedar Creek Park to Dodsonna Park
3 Dodsonna Park to Little Lehigh Parkway
4 Bike and Ped Streetscape Improvements

CENTER CITY TRAIL PROJECTS
5 MLK Parkway Trail
6 Jordan Park to Jordan Meadows
7 Jordan Park to Fountain Park
8 Bike and Ped Streetscape Improvements

1ST AND 4TH WARD TRAIL PROJECTS
9 Lehigh River Rails-to-Trails
10 Auburn Creek Trail to Lehigh Landing
11 Bike and Ped Streetscape Improvements
12 Tilghman Street Bridge

EAST SIDE TRAIL PROJECTS
13 Bike and Ped Streetscape Improvements
14 Hamilton Street Bridge
15 Green Alleyway Pilot Project
16 East Side Trail

SOUTH SIDE TRAIL PROJECTS
17 Little Lehigh Creek Rails-to-Trails
18 Bike and Ped Streetscape Improvements
19 Trout Creek Park to South Mountain Park
20 Auburn Creek Trails Park

Concept Plan Highlights:

34 miles of existing trail[3]
14 miles of new trail
47 miles of bicycle shared-lane markings
4 miles of bicycle lanes or paved shoulders
2 miles of new side paths
New trail bridges and bridge retrofits
New crosswalks and pedestrian facilities

0 0.25 0.5 1 Miles

Data Source: City of Allentown

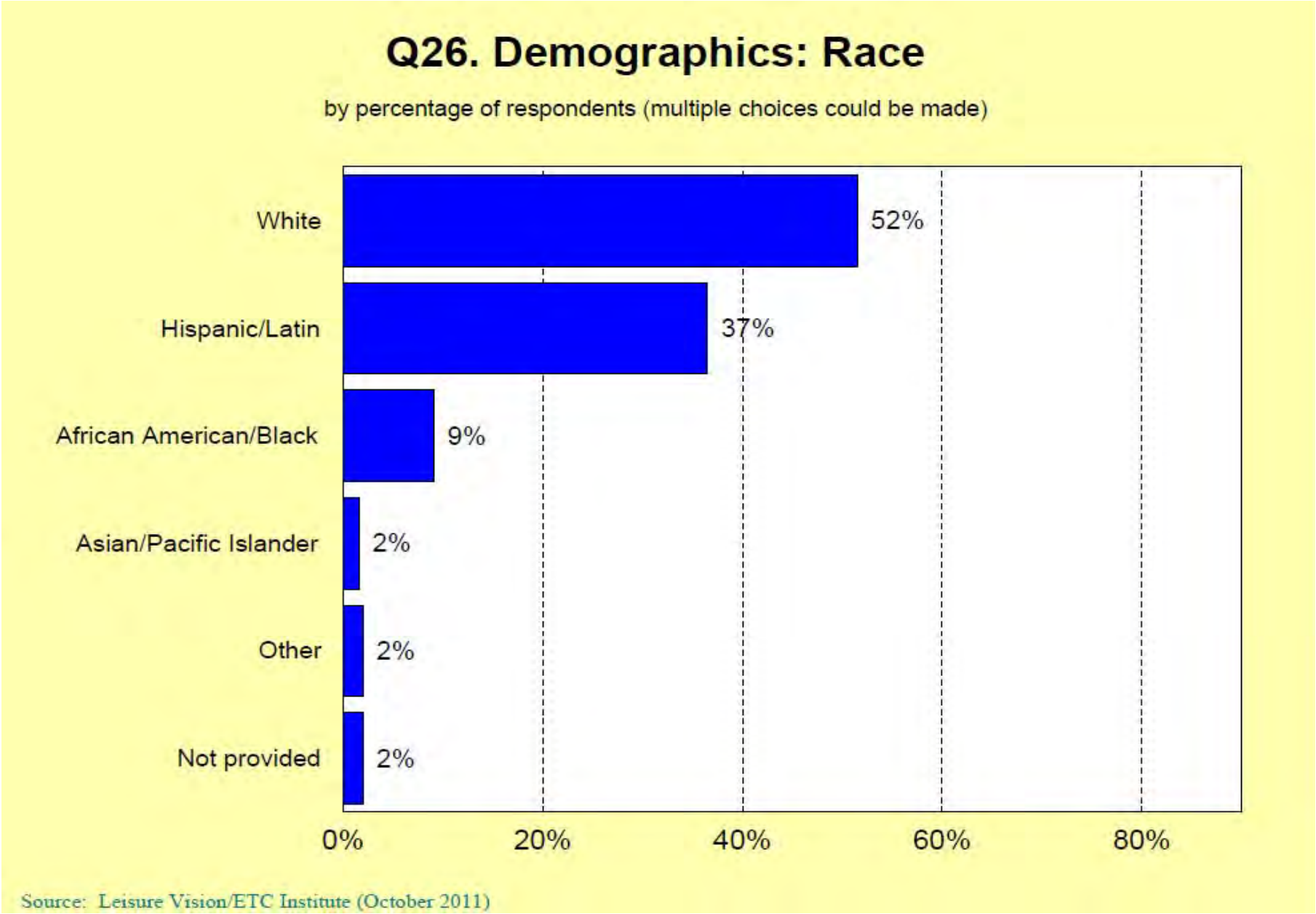
Opportunities

- New Trails
- Bicycle and Pedestrian Streetscape Improvements
- New Side Paths
- Existing Paved Trail
- Existing Unpaved Trail
- Non-Active Rail Road
- Rail Road
- Cemetary
- Water
- Parks and Open Space
- Community Points of Interest

LINDEN & TURNER STREET PROJECT

Priority Bike/Ped On-Street Network – An East-West Spine

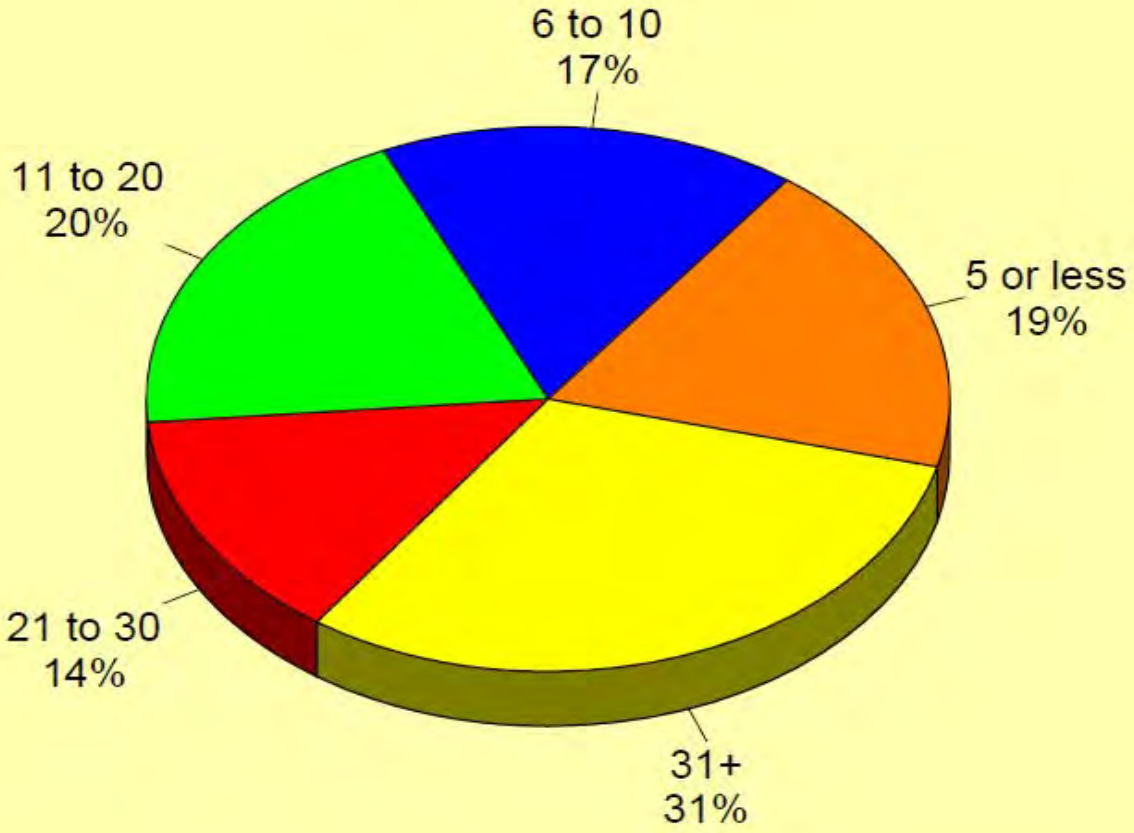
SURVEY RESULTS



SURVEY RESULTS

Q23. Demographics: Number of Years Lived in Allentown

by percentage of respondents

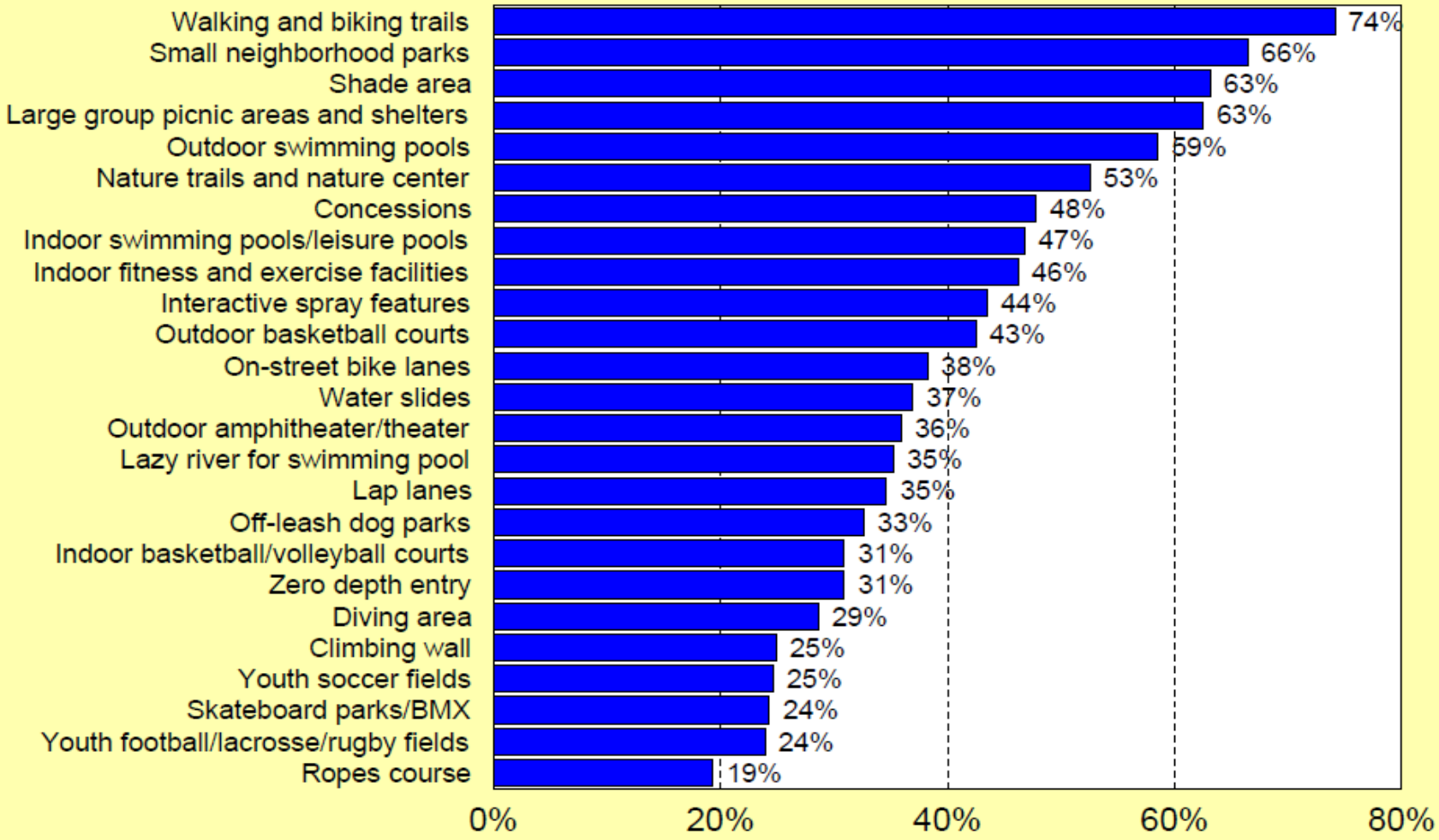


Source: Leisure Vision/ETC Institute (October 2011)

SURVEY RESULTS

Q19. Parks and Recreation Facilities That Households Have a Need For

by percentage of respondents (multiple choices could be made)

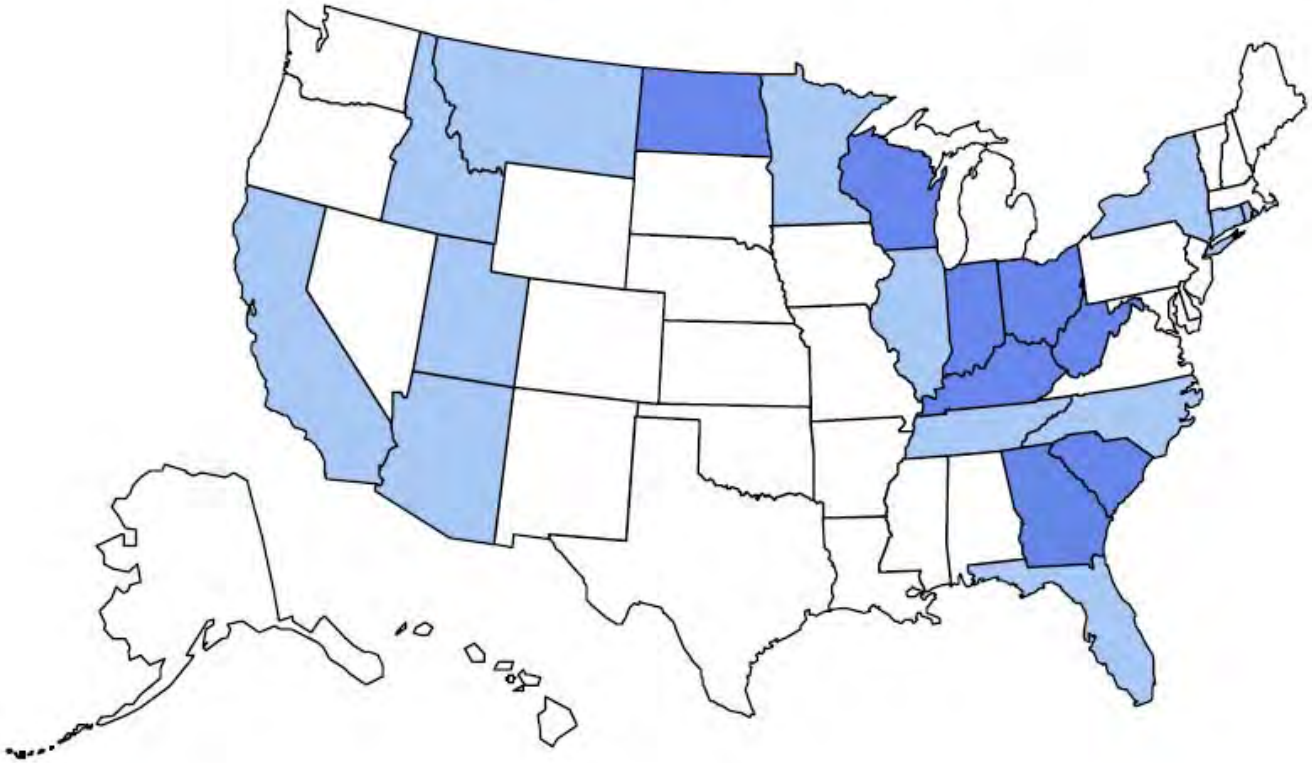


Source: Leisure Vision/ETC Institute (October 2011)

Obesity Trends* Among U.S. Adults

BRFSS, 1985

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14%

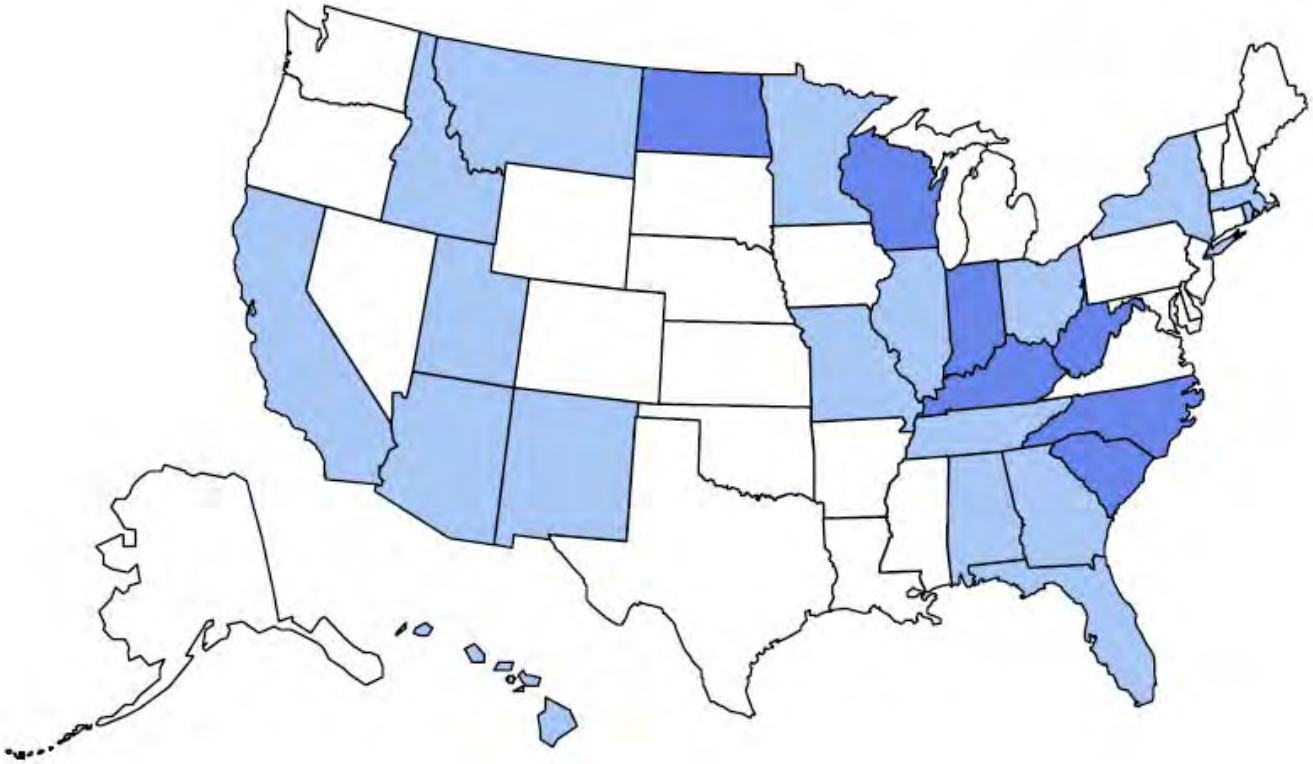
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1986

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14%

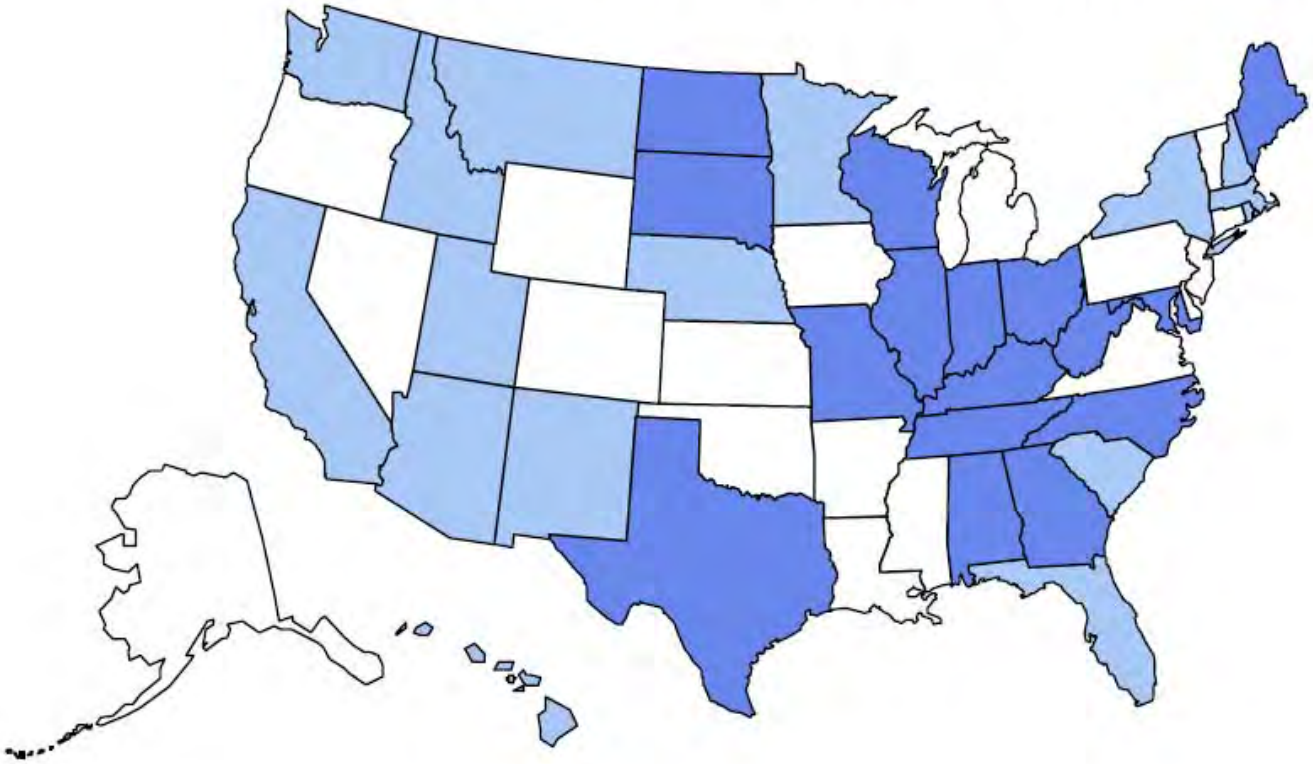
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1987

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14%

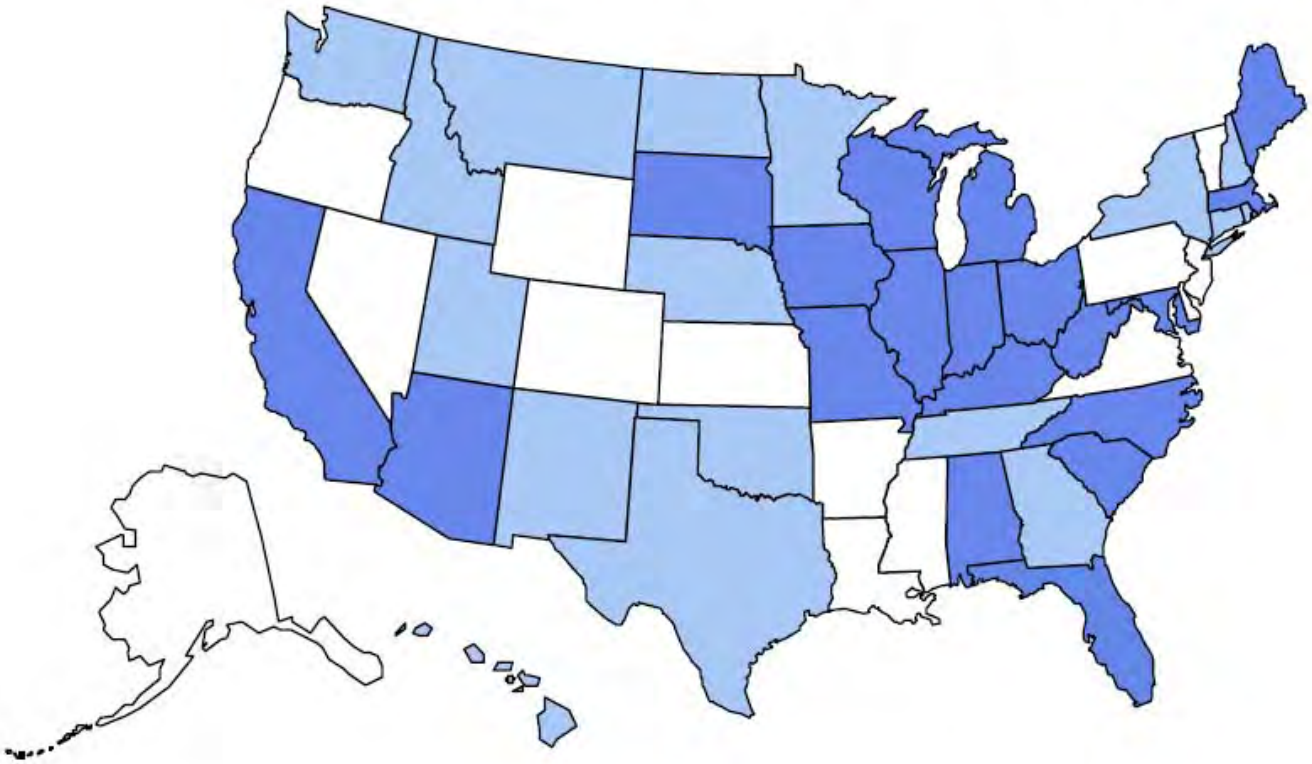
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1988

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14%

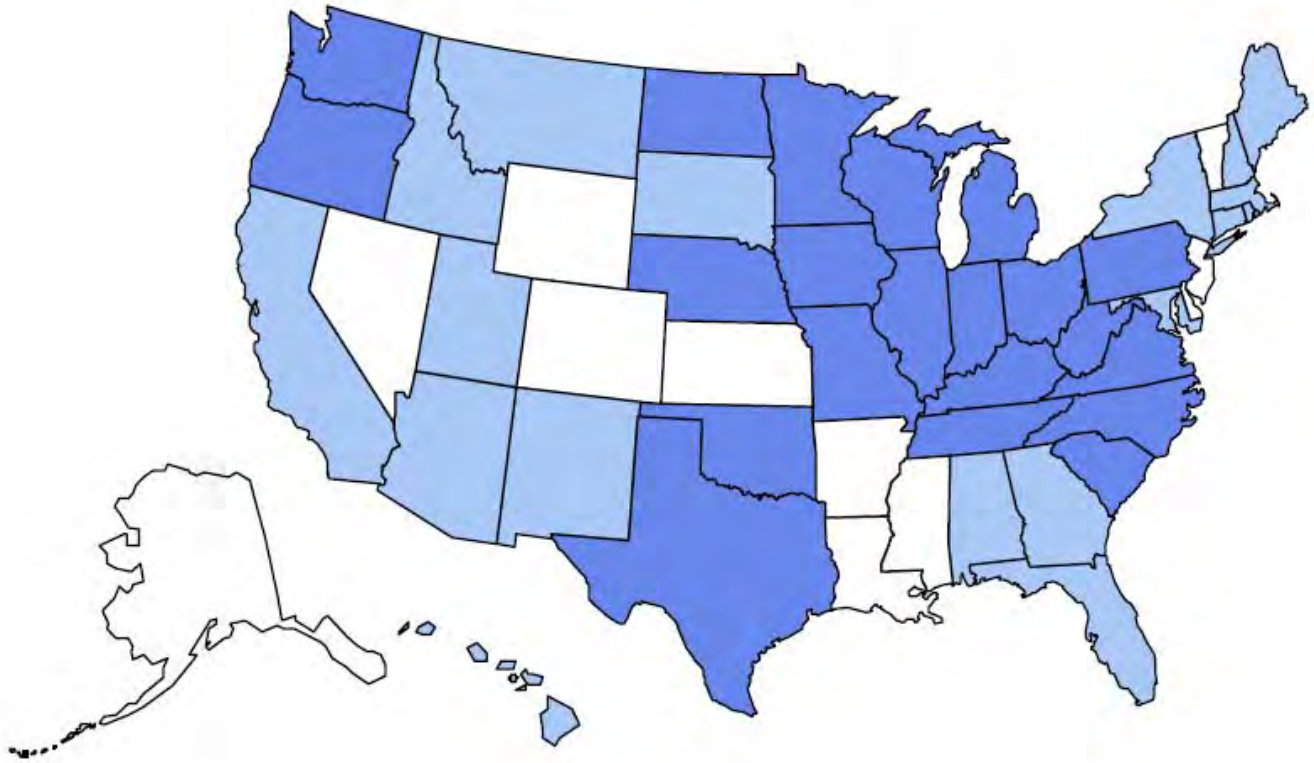
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1989

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14%

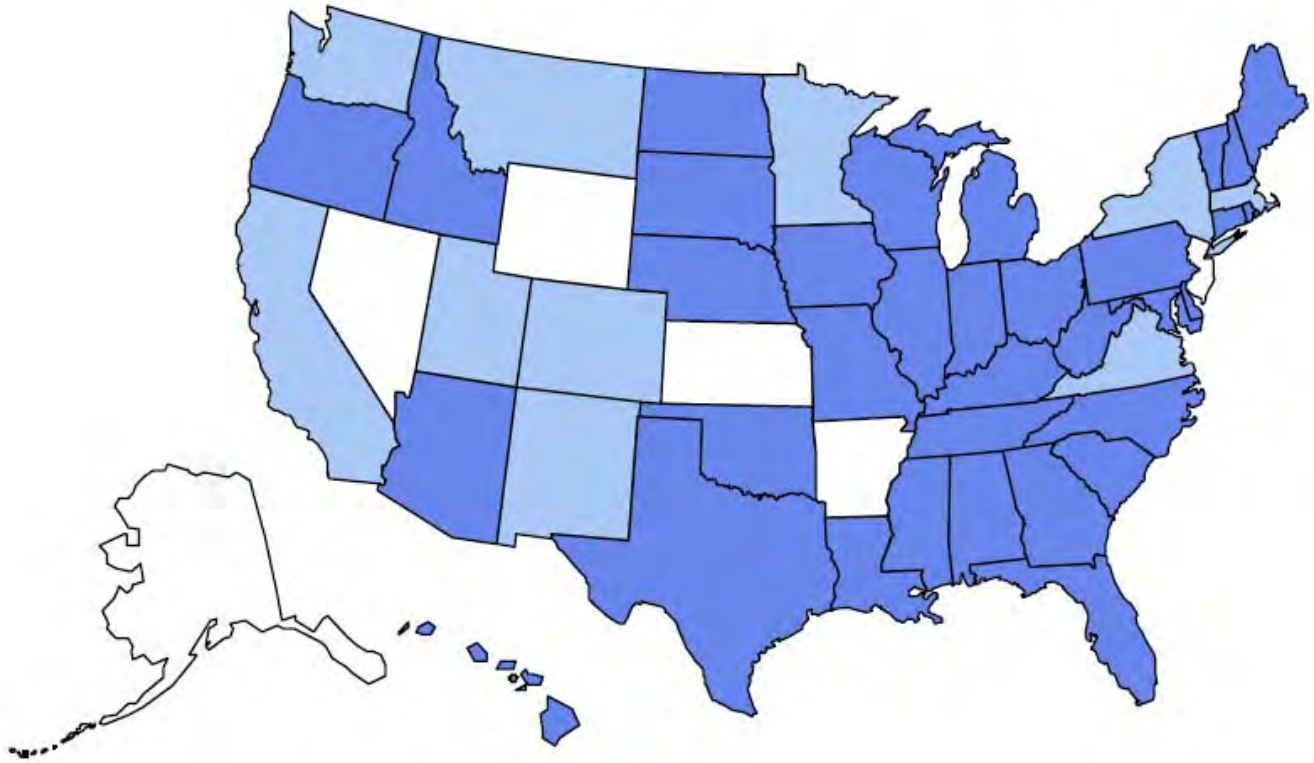
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1990

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14%

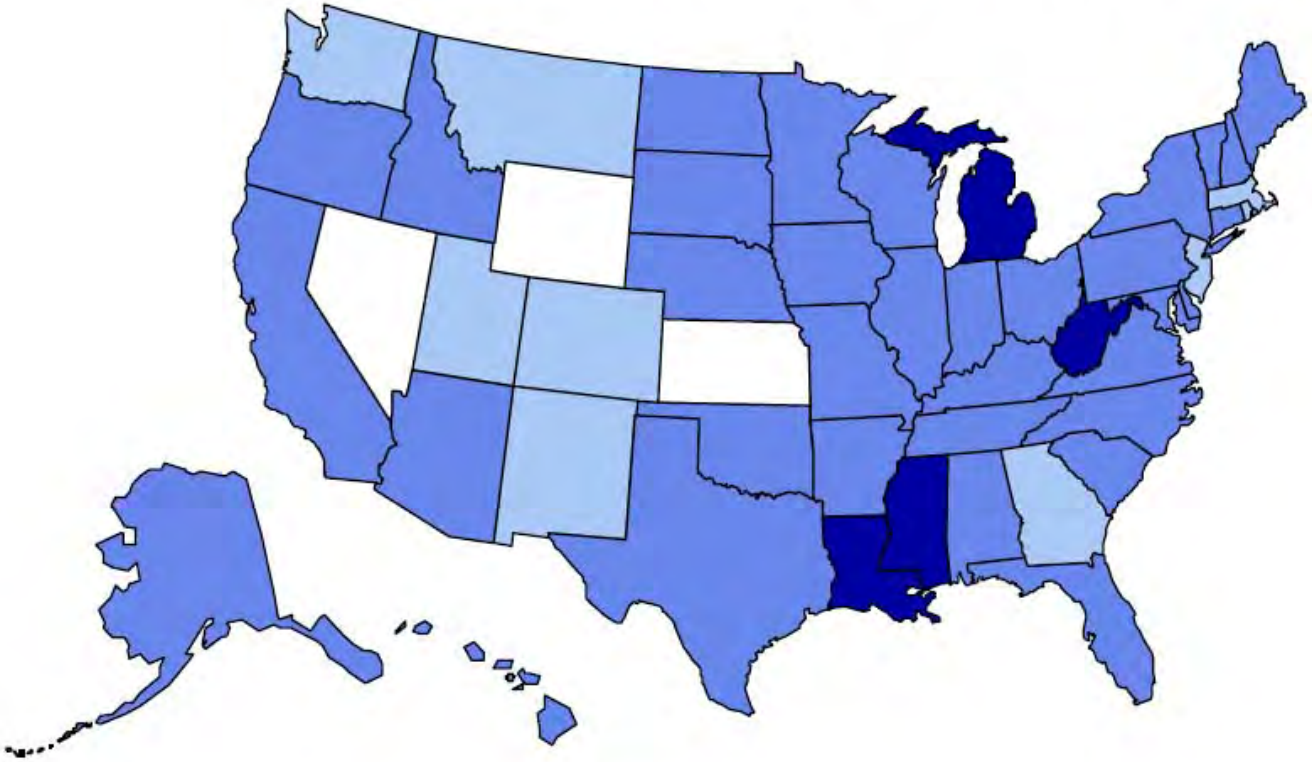
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1991

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19%

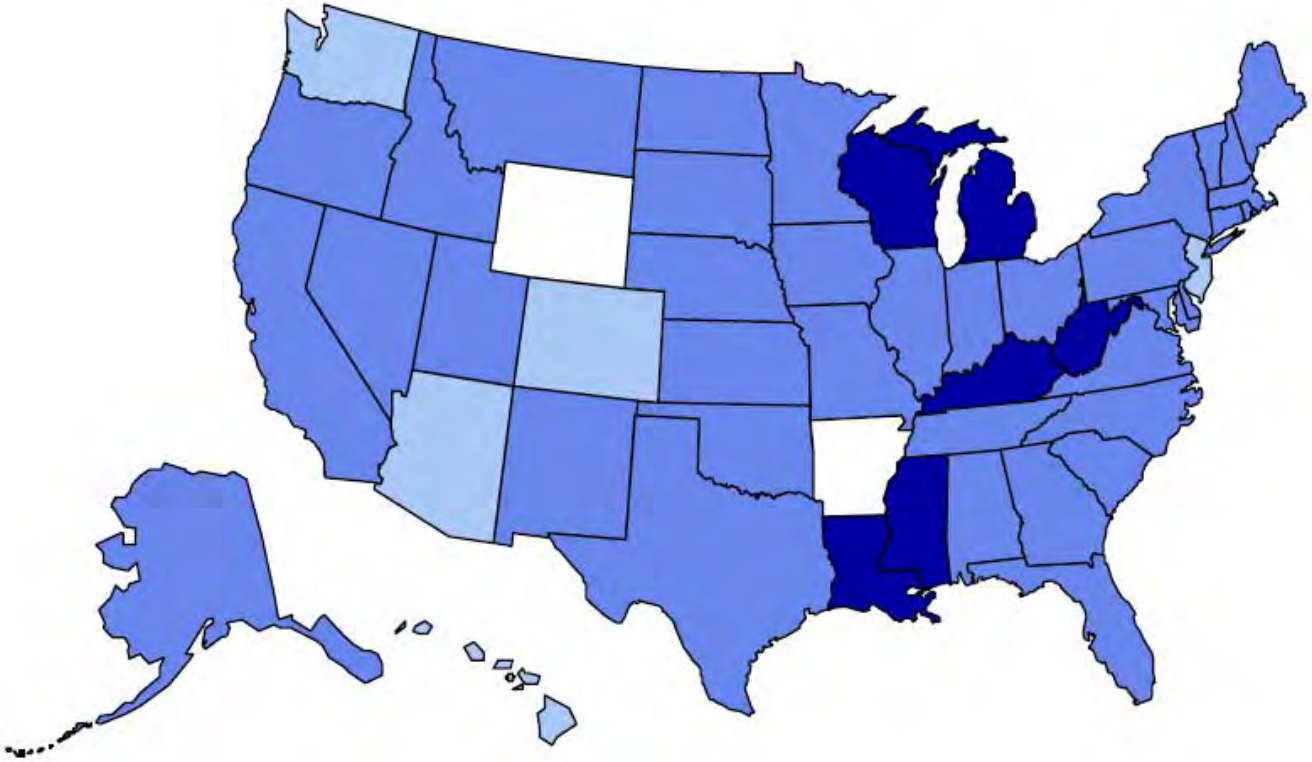
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1992

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19%

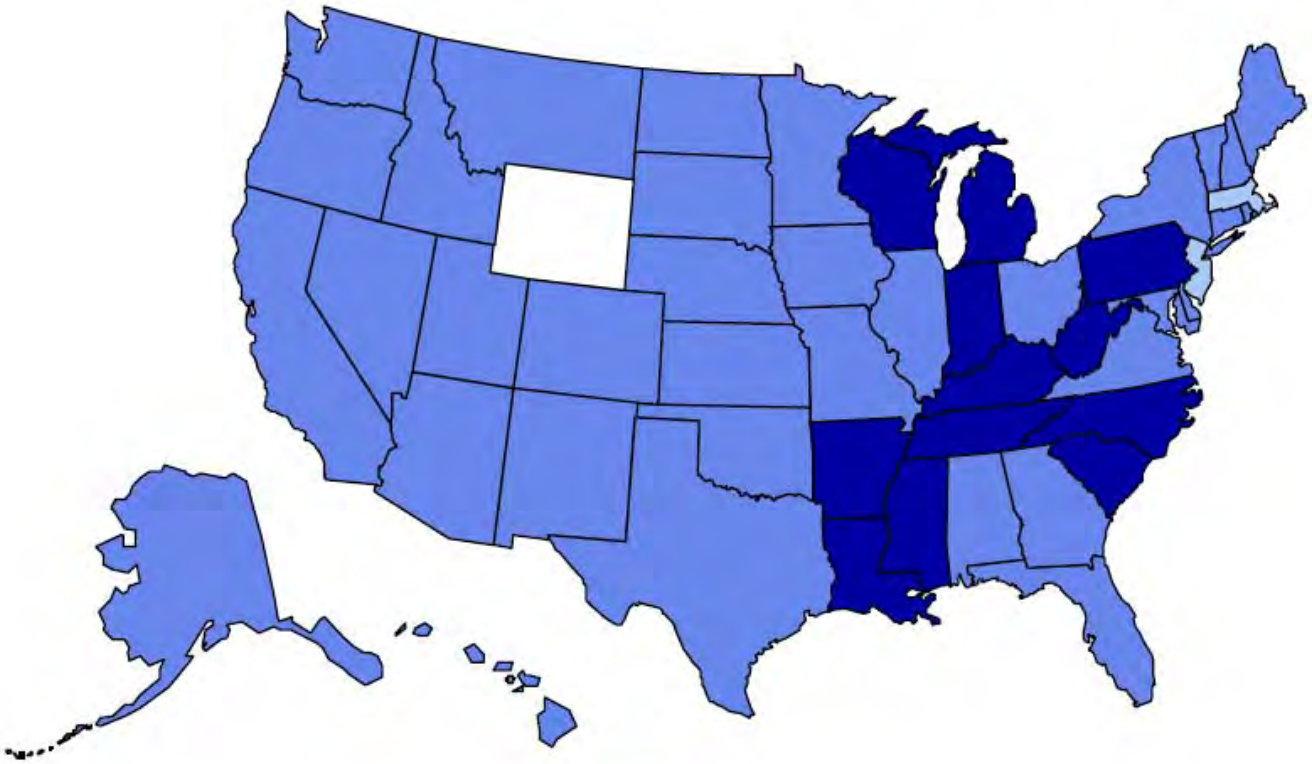
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1993

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19%

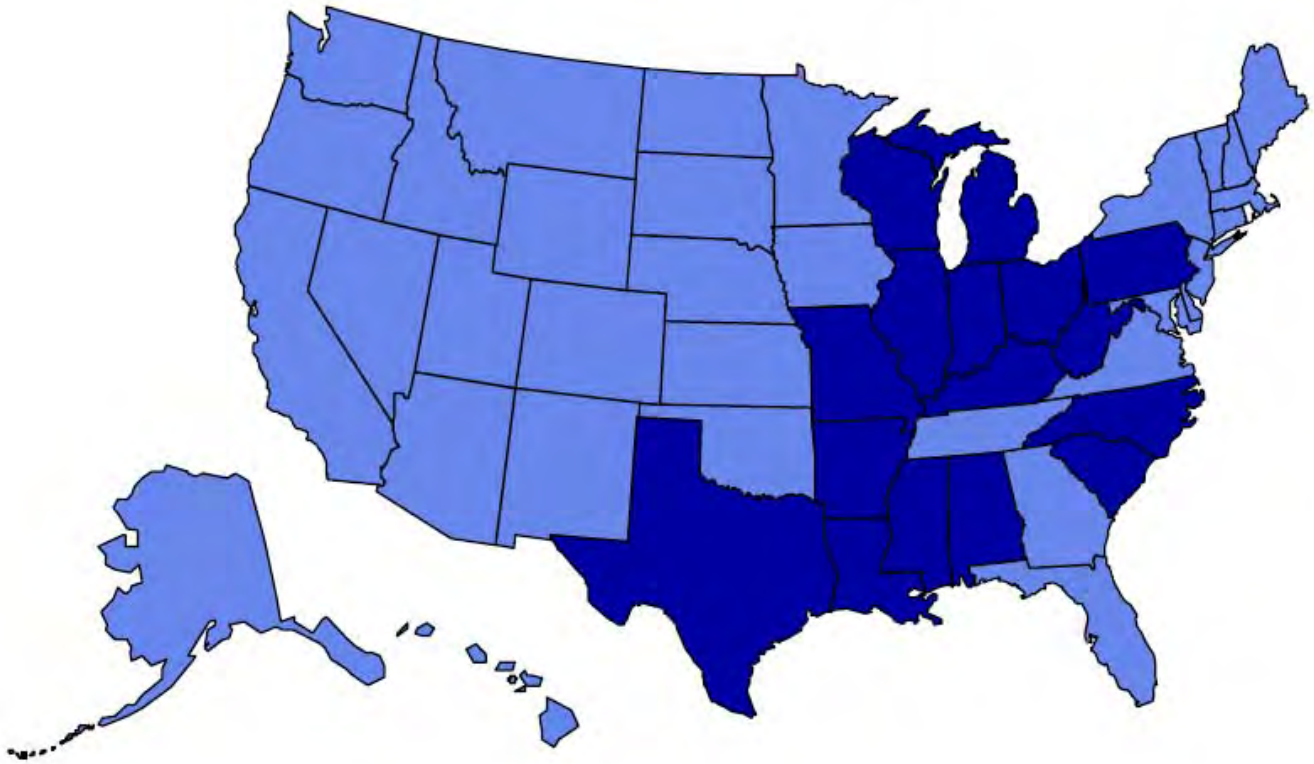
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1994

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19%

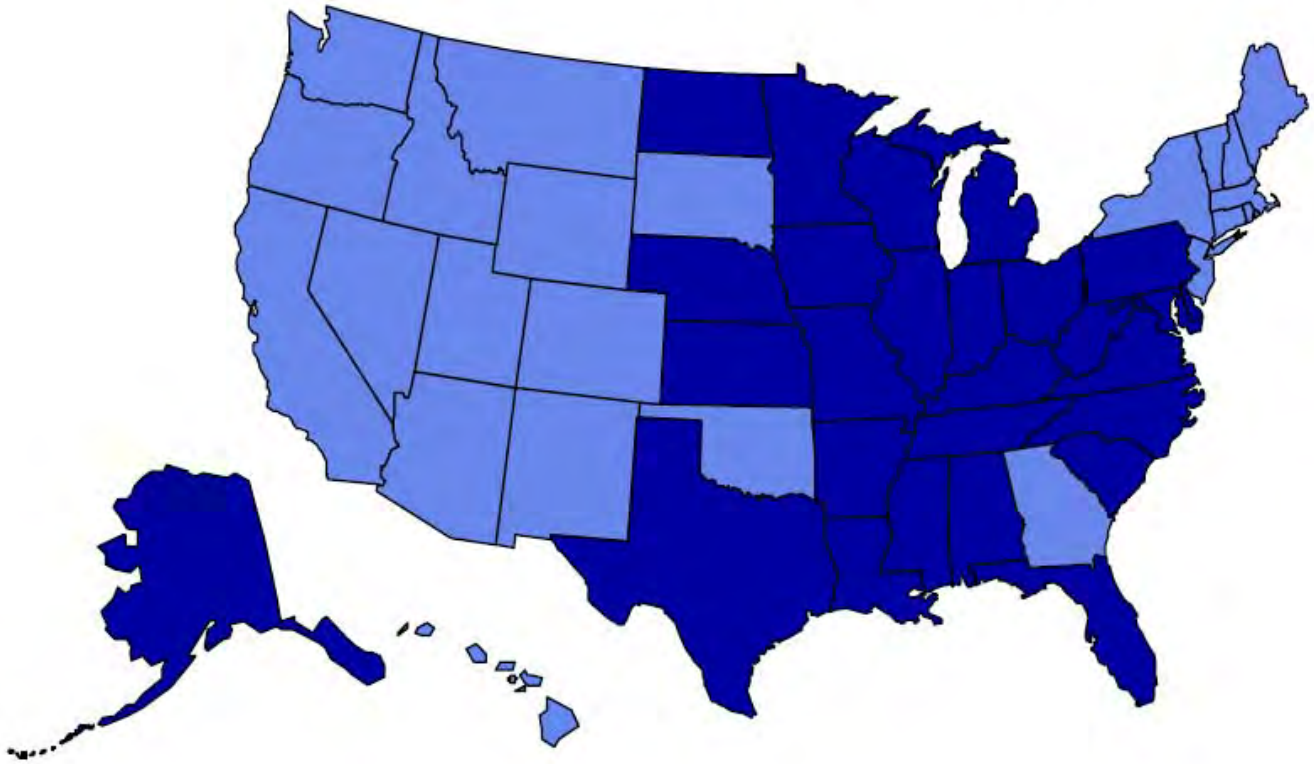
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1995

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19%

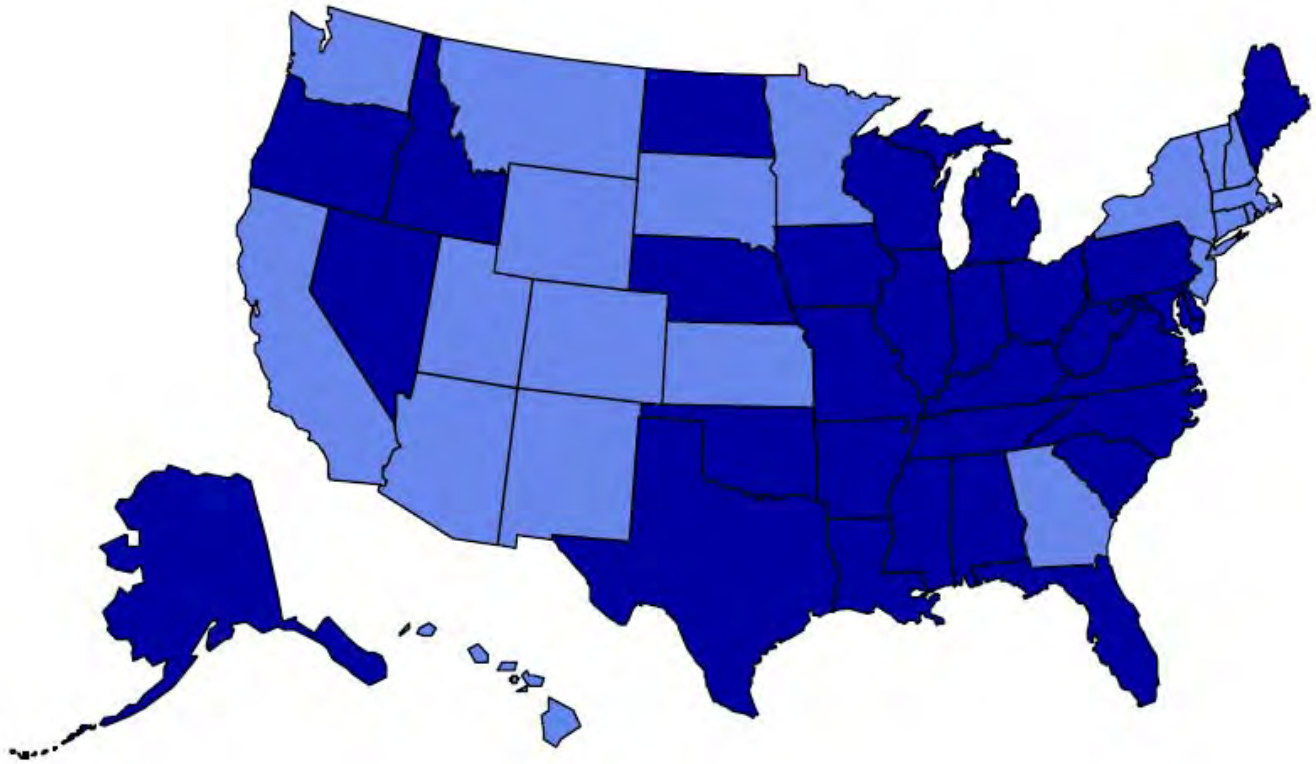
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1996

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19%

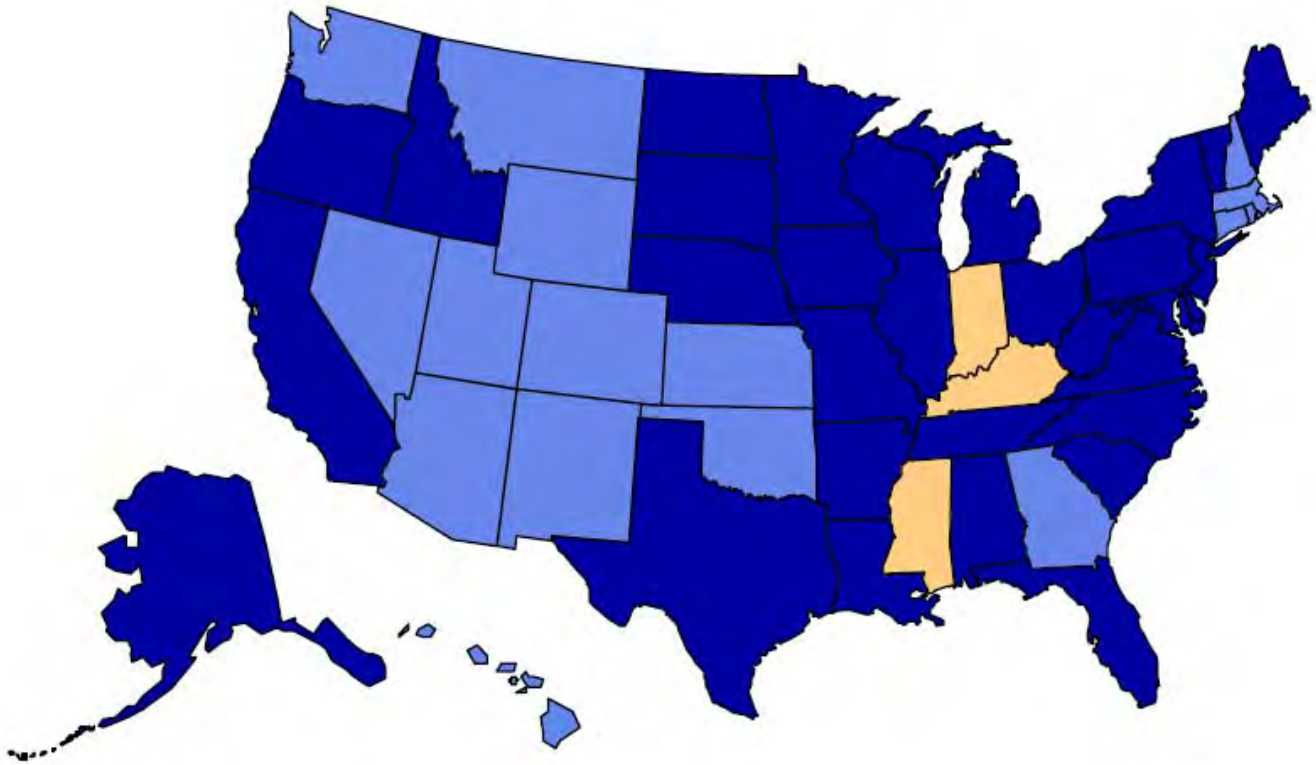
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1997

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%+

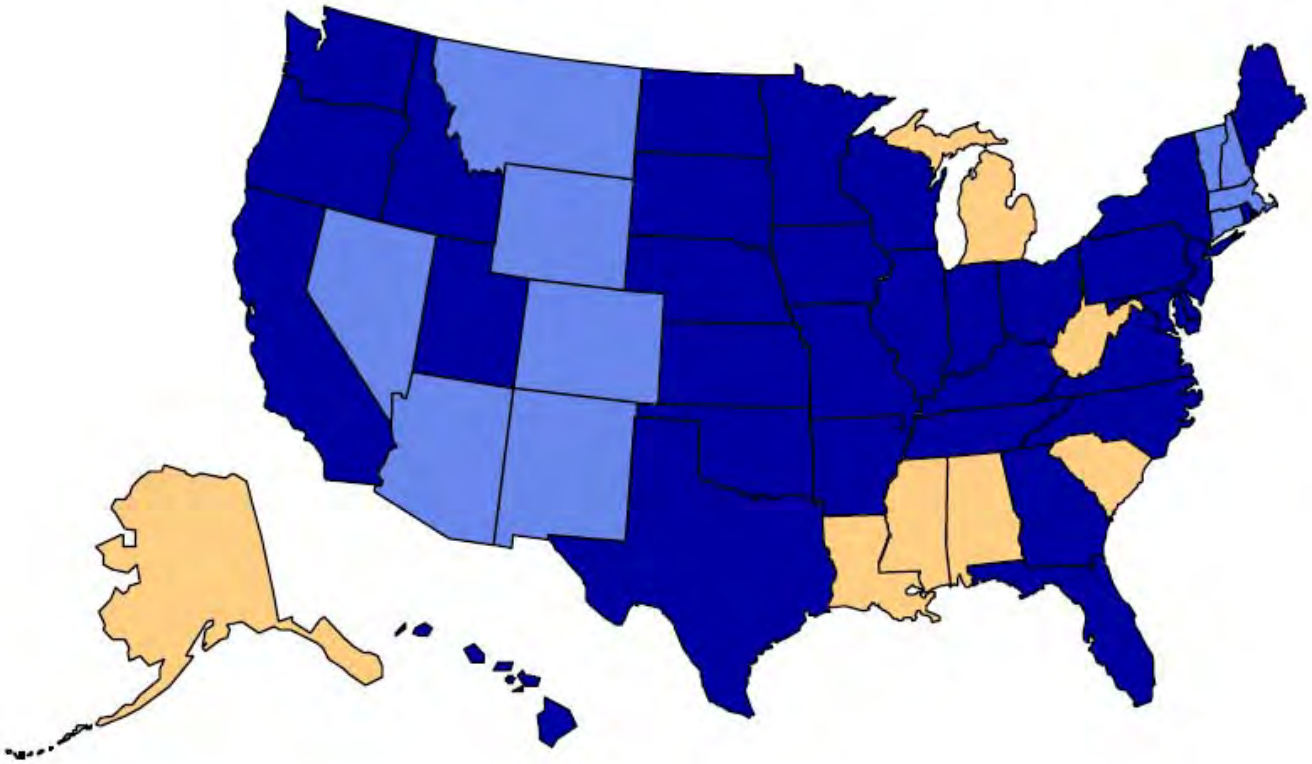
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1998

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%+

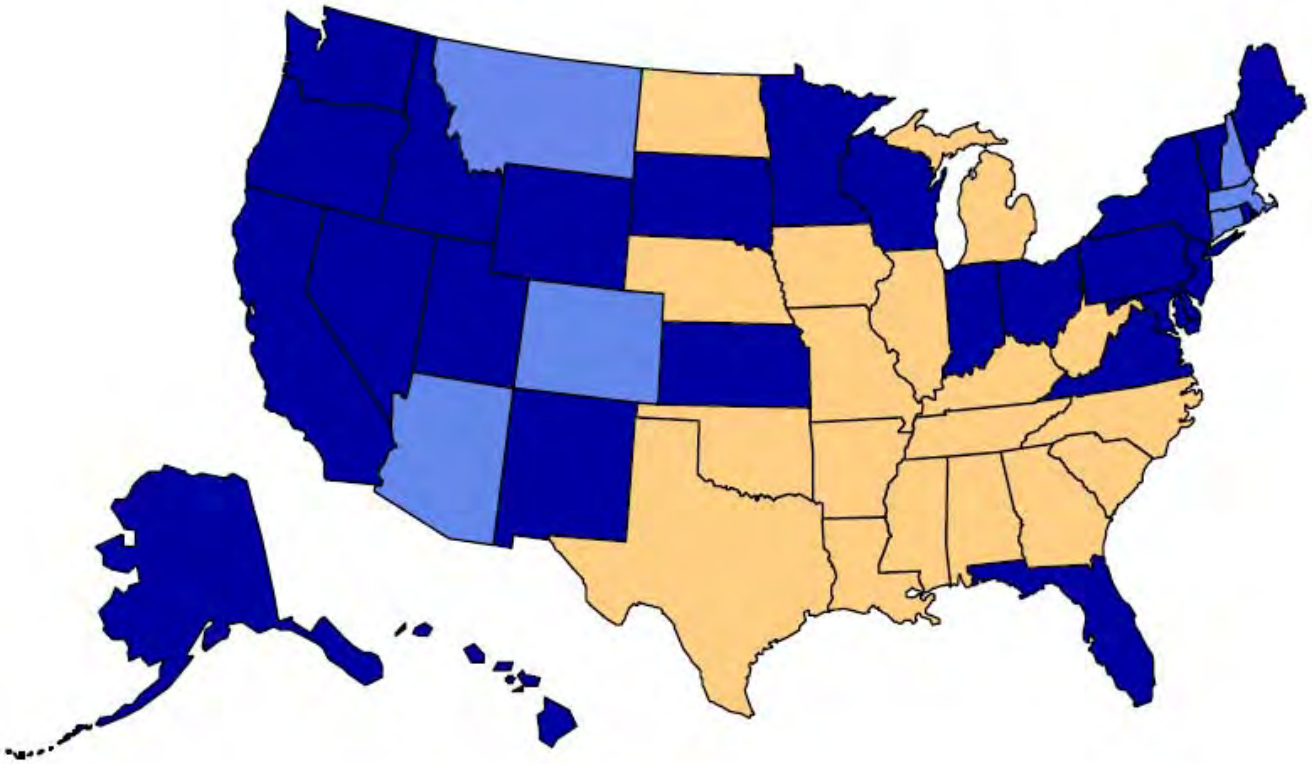
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 1999

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%+

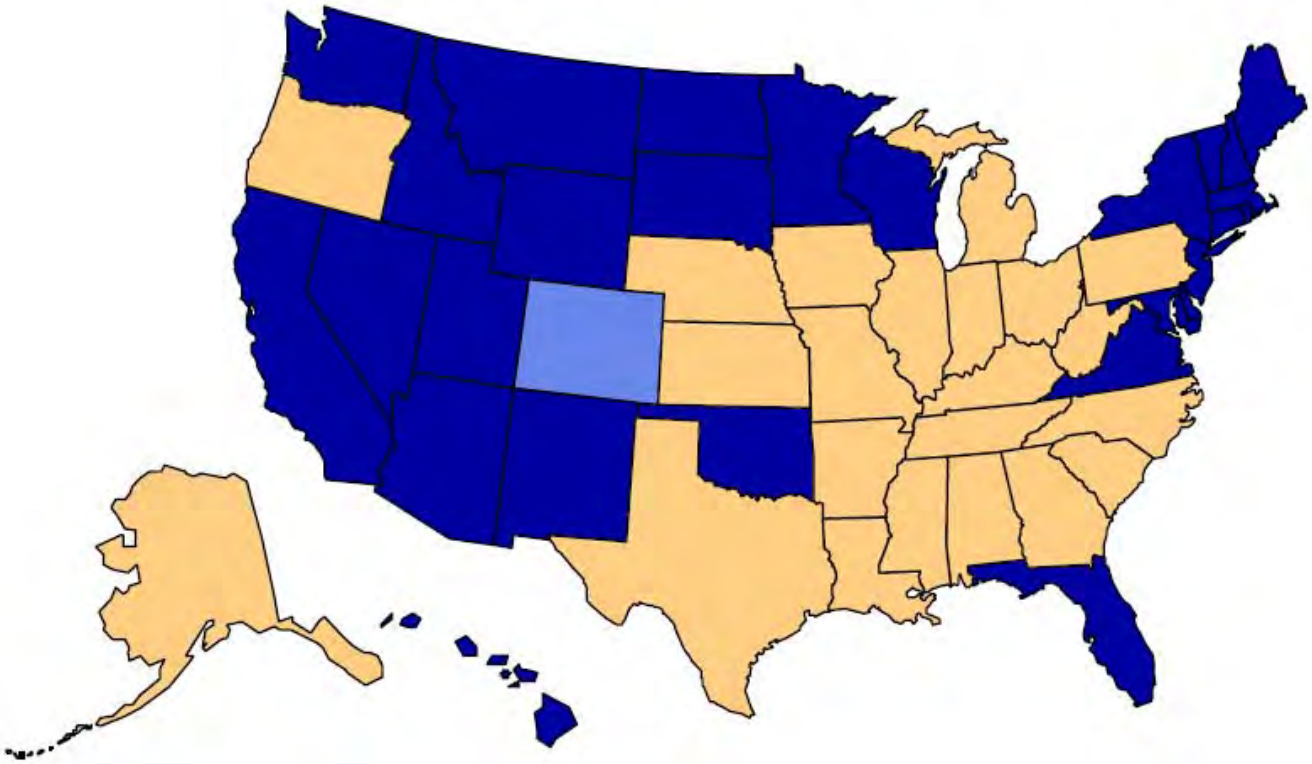
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2000

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%+

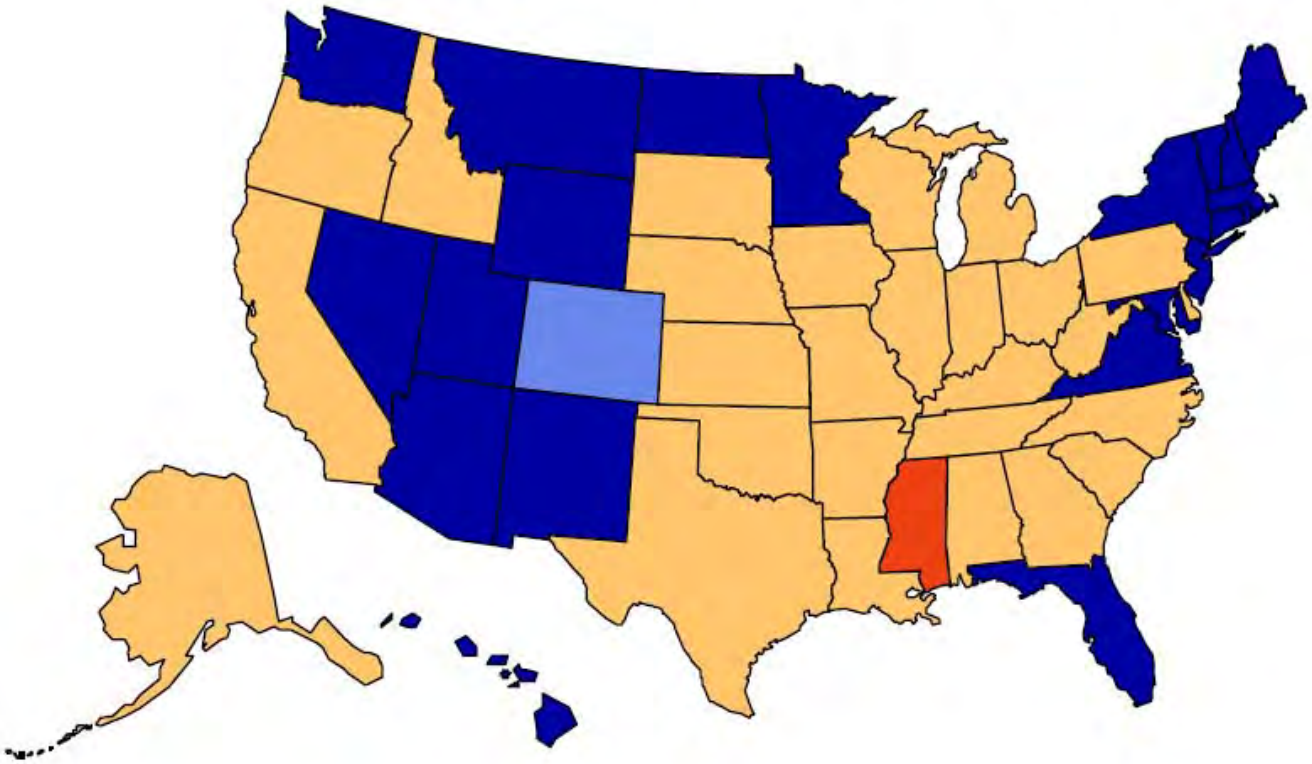
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2001

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%+

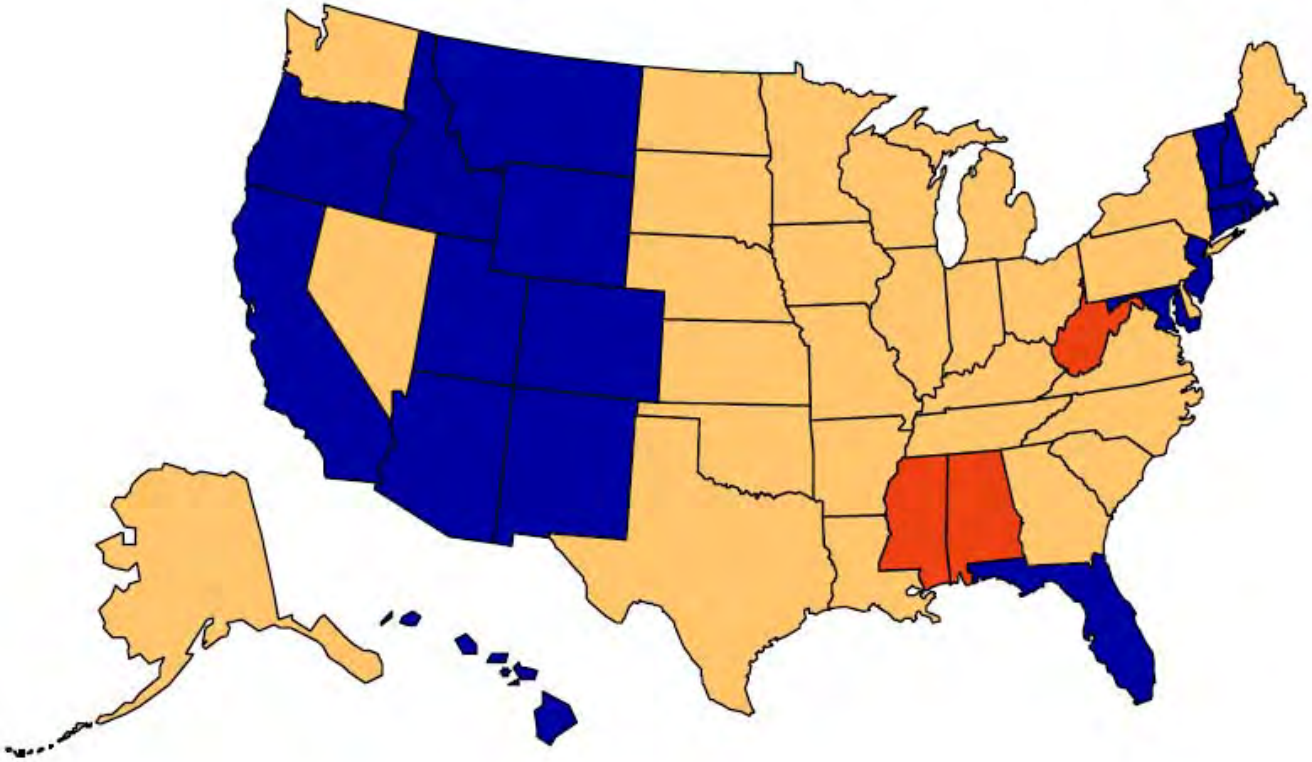
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2002

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%+

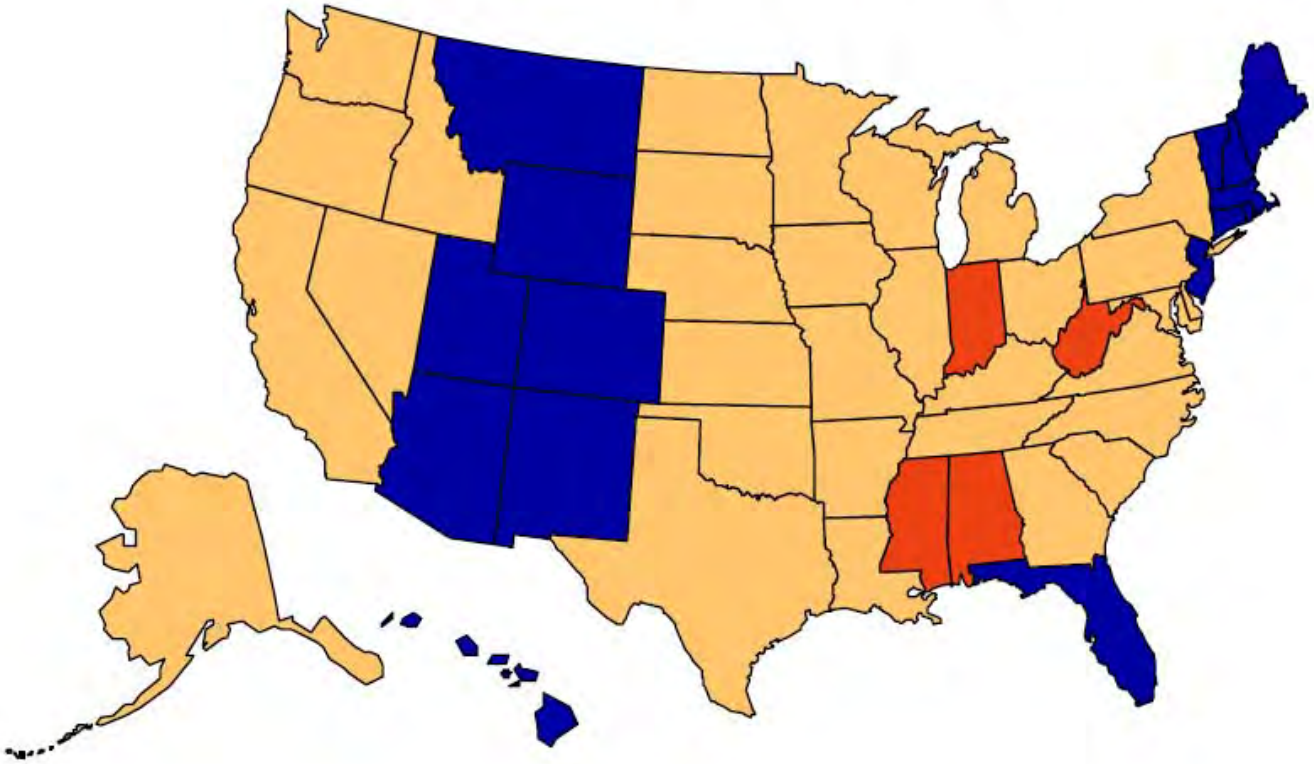
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2003

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%+

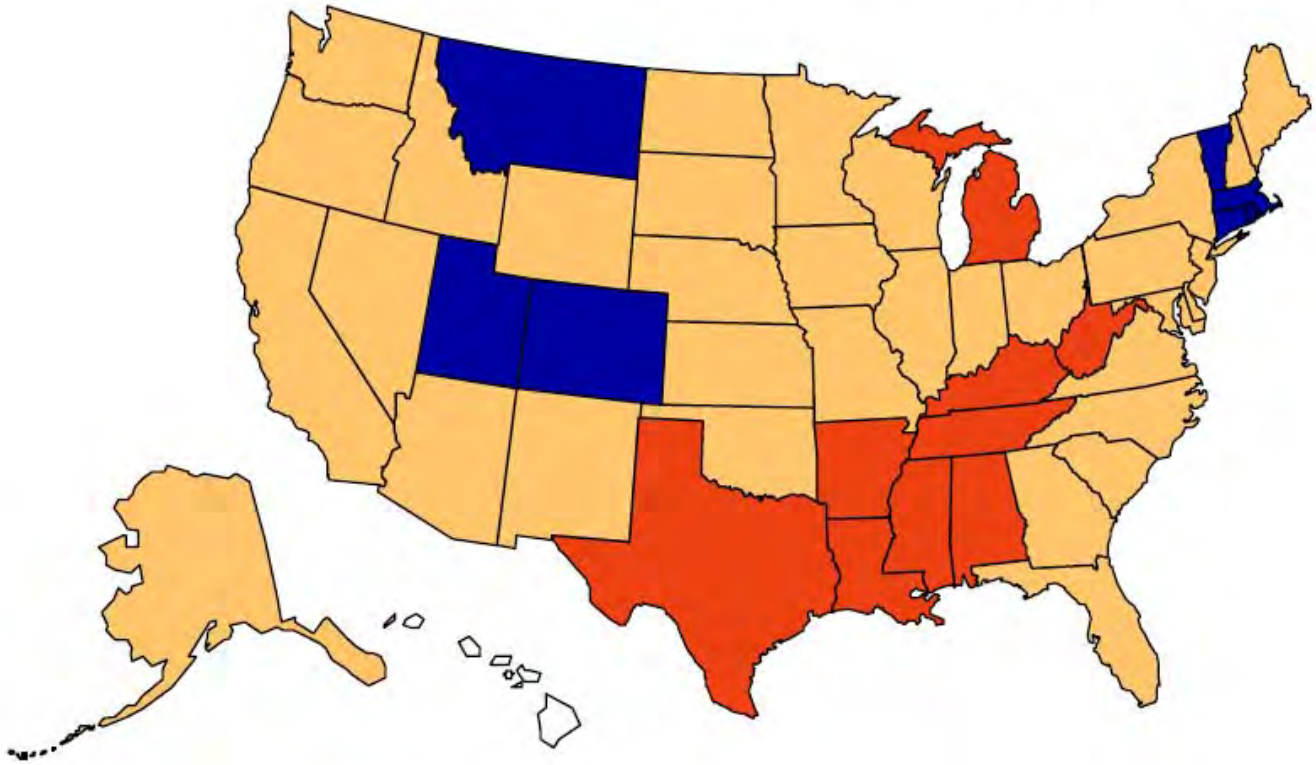
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2004

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%+

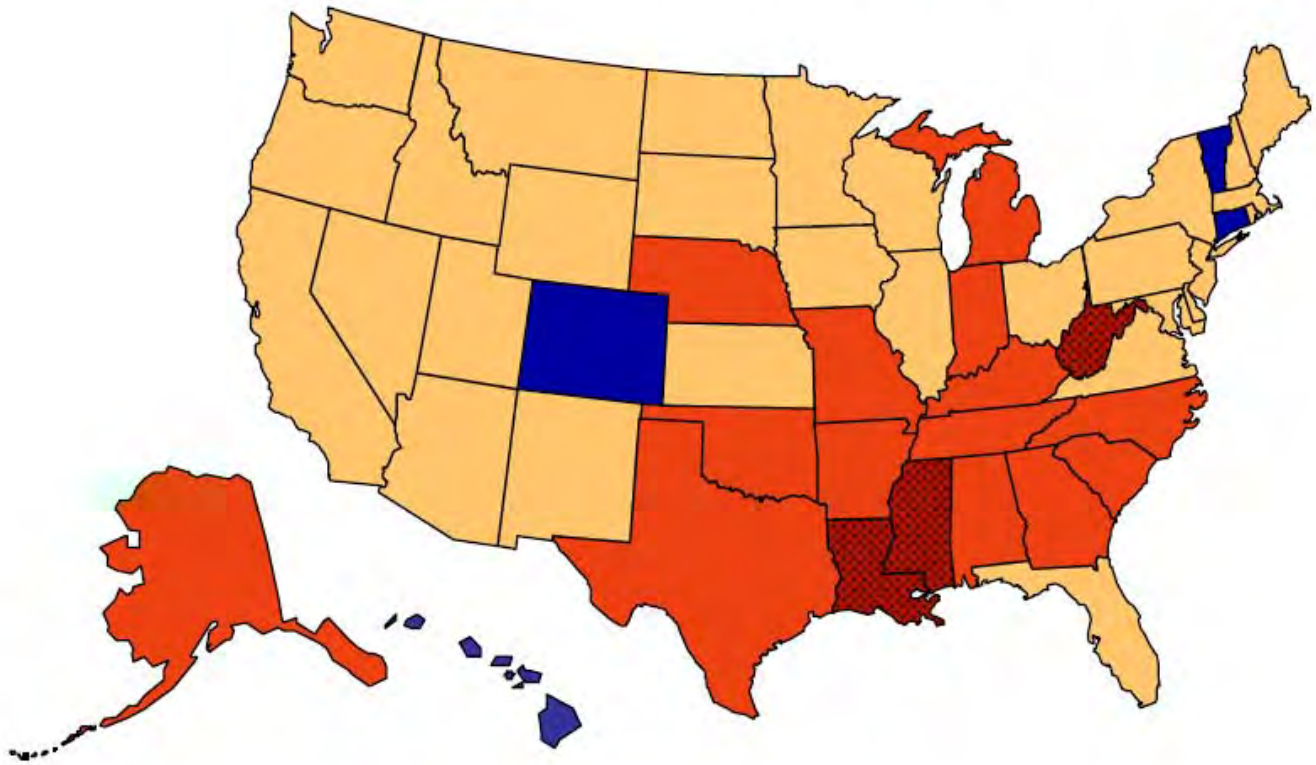
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2005

(*BMI ≥30, or ~ 30 lbs overweight for 5' 4" woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%-29% | 30%+

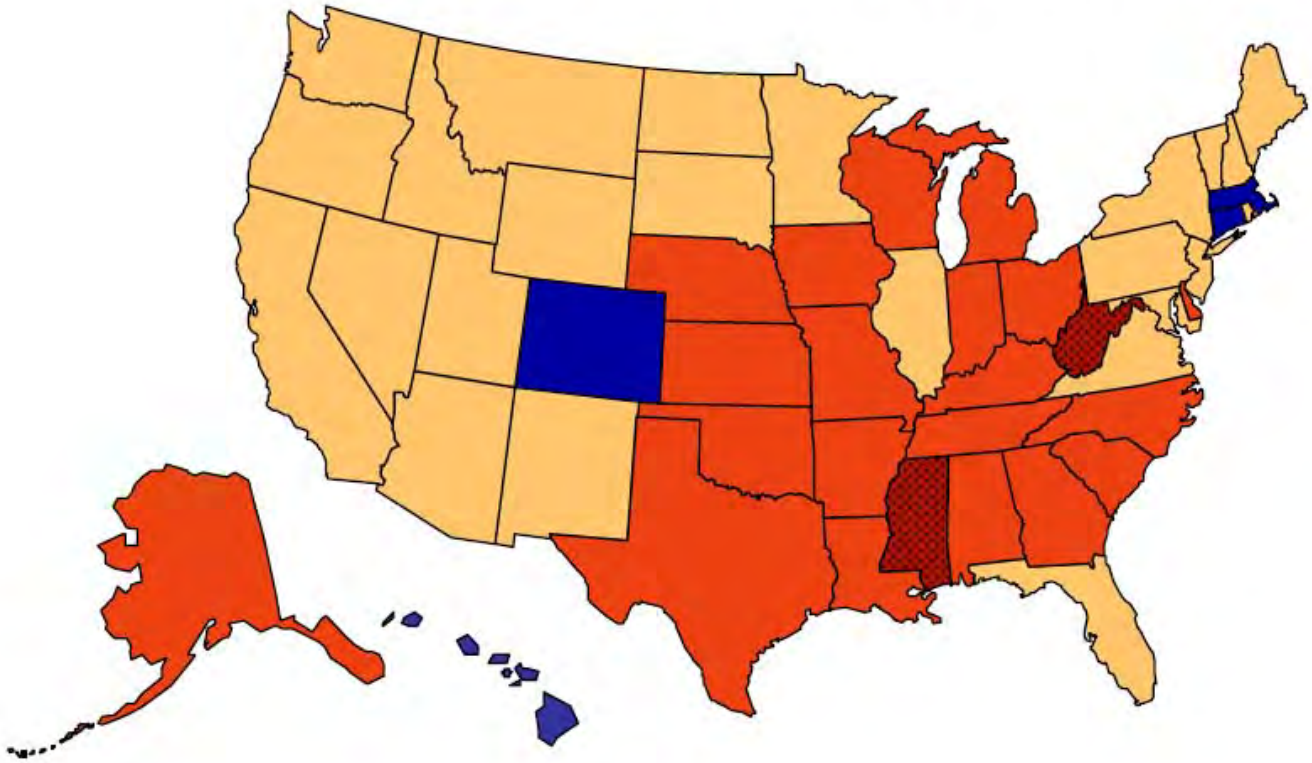
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2006

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%-29% | 30%+

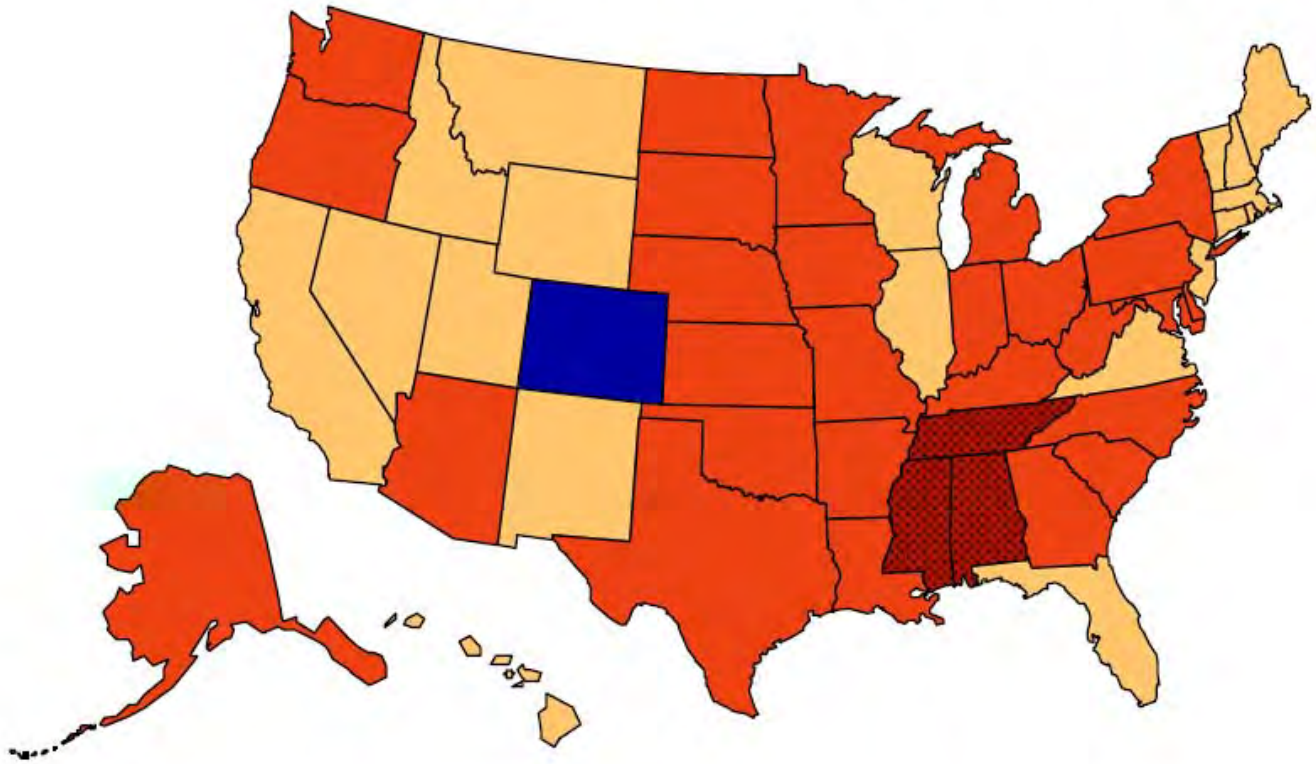
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2007

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%-29% | 30%+

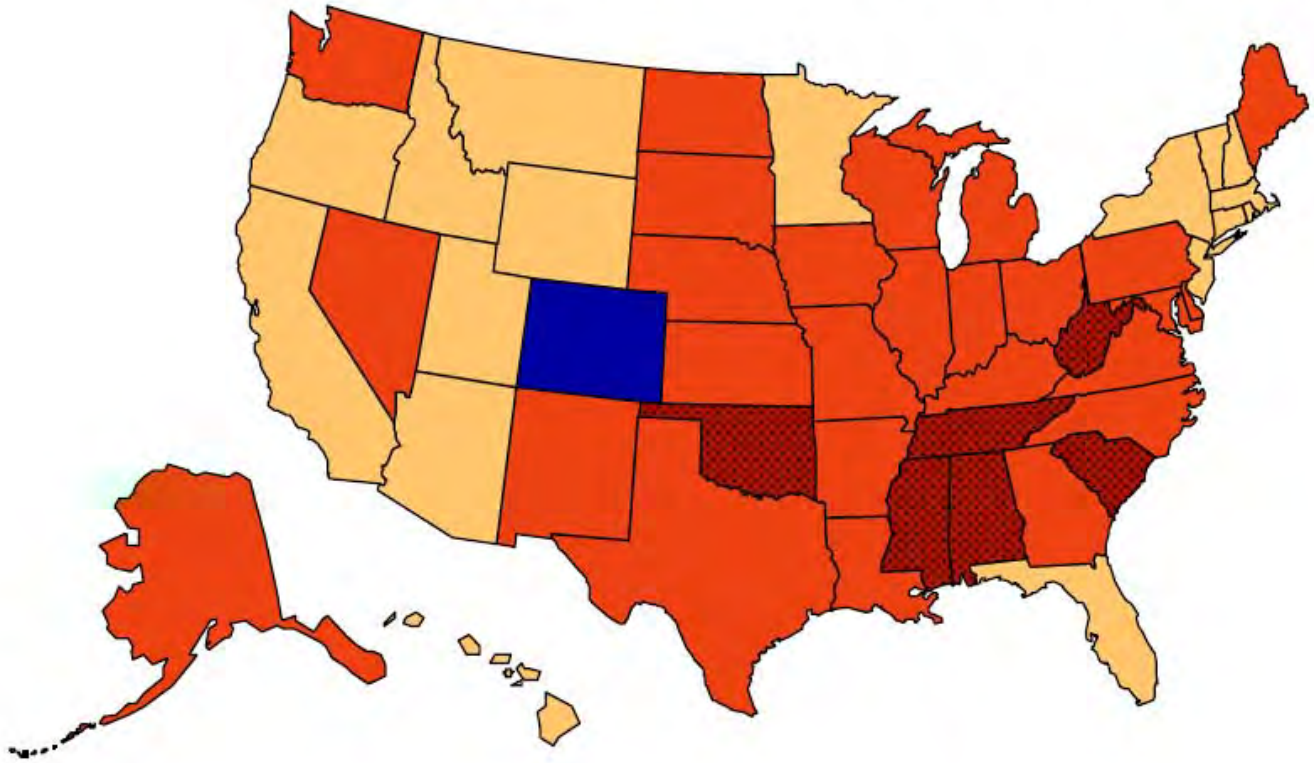
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2008

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%-29% | 30%+

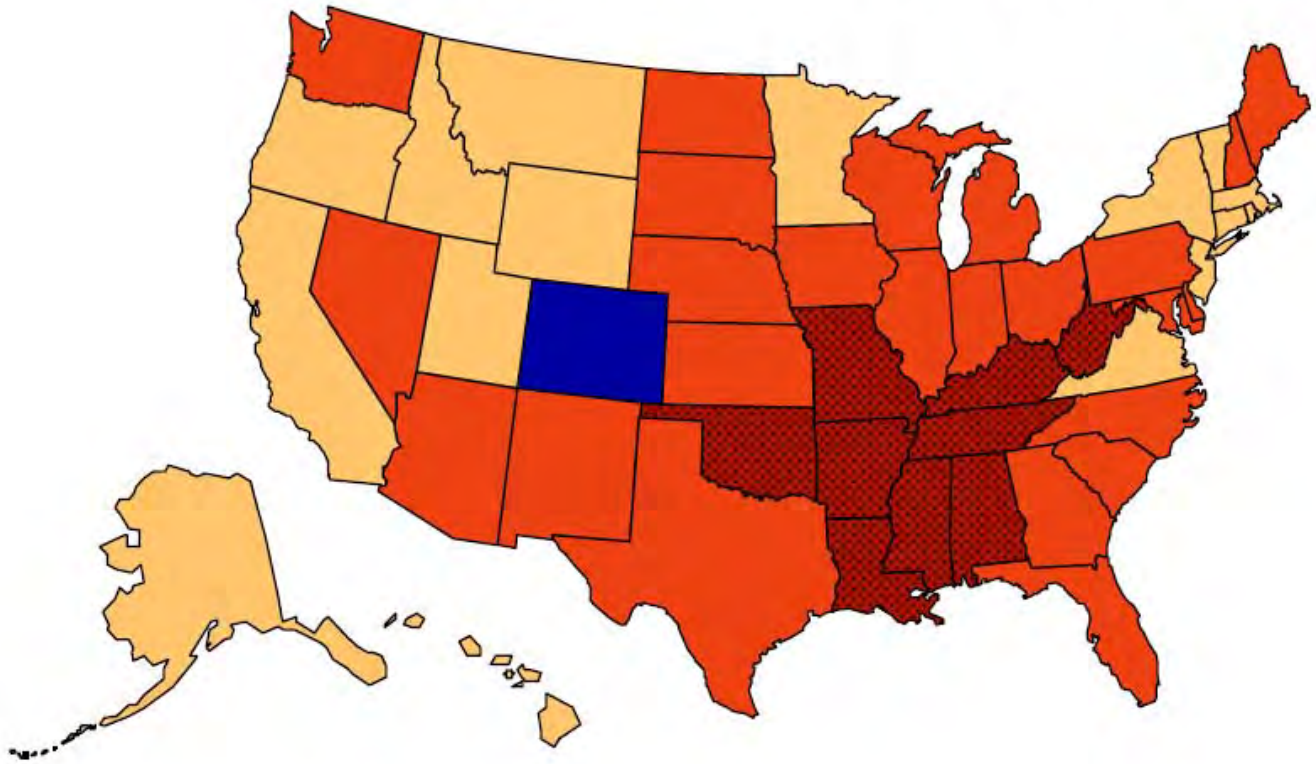
Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

Obesity Trends* Among U.S. Adults

BRFSS, 2009

(*BMI ≥30, or ~ 30 lbs overweight for 5′ 4″ woman)



No Data | <10% | 10%–14% | 15%-19% | 20%-24% | 25%-29% | 30%+

Source: U.S. Centers for Disease Control and Prevention (CDC)

ACTIVE DESIGN

The costs of obesity

- According to the CDC, the medical costs attributable to obesity in the U.S. are estimated to be **$147 billion per year.**

- **By 2030**, if obesity trends continue as shown, **86% of adults** will be overweight or obese and total attributable health-care costs will be **$860-956 billion per year.**

- City of Dallas: medical costs of an obese city employee are up to **6 times** that of a normal weight employee.

ACTIVE DESIGN

Design and physical activity

Creating a more enticing and walkable public realm

- Can result in **35-161% increase** in physical activity (e.g. walking)

ACTIVE DESIGN

Design and physical activity

Creating or improving access to places for physical activity

- Can result in **25% increase** in number of people who exercise at least 3 times per week
- Just **15 minutes of cycling** (2.5 miles) twice a day burns the equivalent of 10 lbs per year.

Sharrows

Allentown
City without limits.

Enhanced Sharrows

Allentown
City without limits.

Physically Protected Bike Lane

Allentown
City without limits.

Buffered Bike Lane

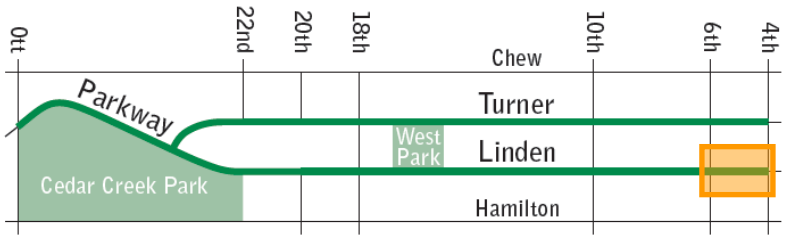
Allentown
City without limits.

Linden Street Design Concept

4th Street to 6th Street

EXISTING

PROPOSED



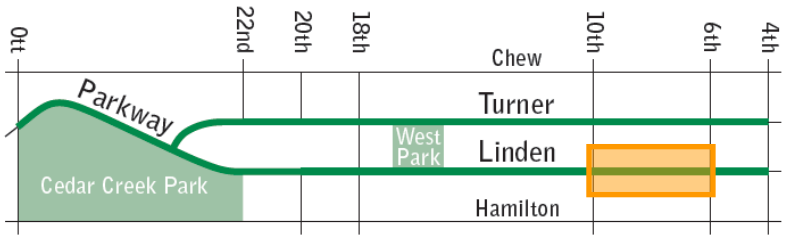
Allentown
City without limits.

Linden Street Design Concept

6th Street to 10th Street

EXISTING

PROPOSED



Allentown
City without limits.

Linden Street Design Concept

Allentown
City without limits.

Linden Street Design Concept

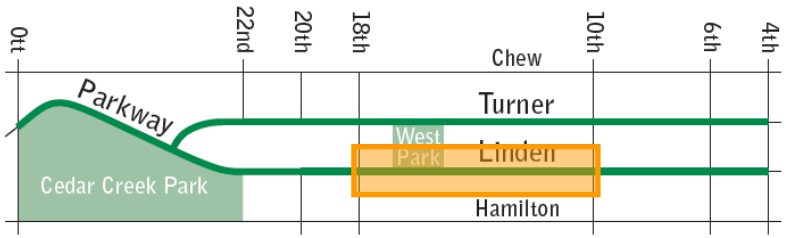
Allentown
City without limits.

Linden Street Design Concept

10th Street to 18th Street

EXISTING

PROPOSED



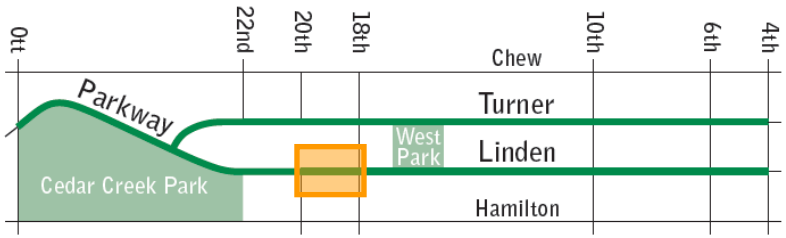
Allentown
City without limits.

Linden Street Design Concept

18th Street to 20th Street

EXISTING

PROPOSED



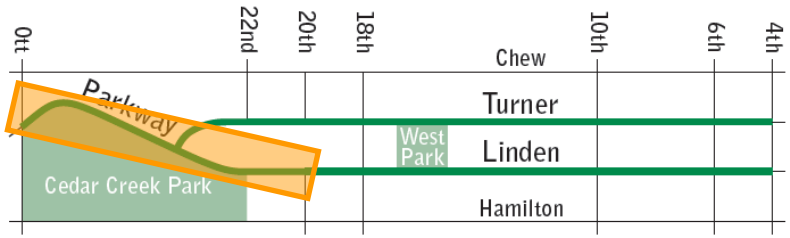
Allentown
City without limits.

Linden Street/Parkway Blvd Design Concept

20th Street to Ott Street

EXISTING

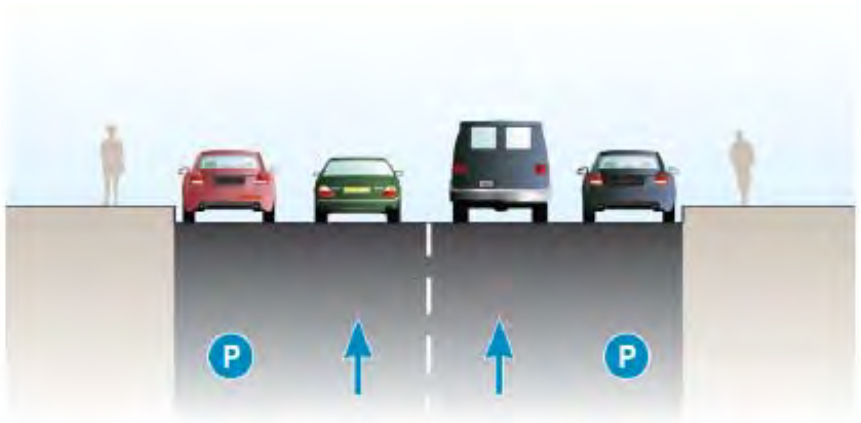
PROPOSED



Allentown
City without limits.

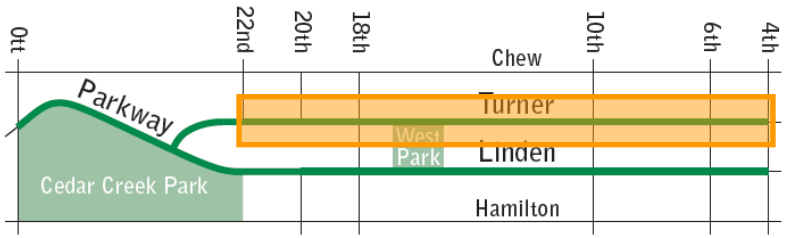
Turner Street Design Concept

4th Street to 22nd Street



EXISTING

PROPOSED



Allentown
City without limits.

Turner Street Design Concept

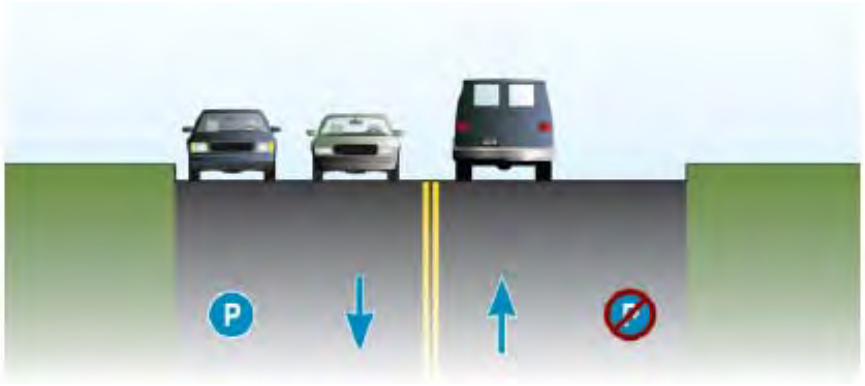
Allentown
City without limits.

Turner Street Design Concept

Allentown
City without limits.

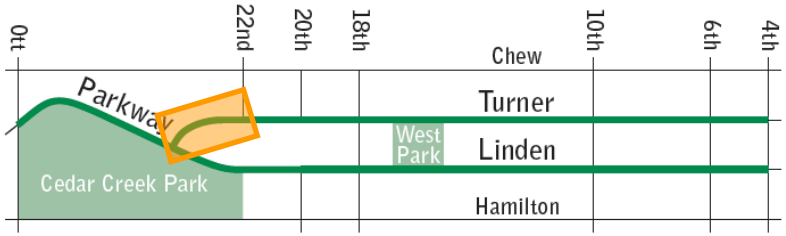
Turner Street Design Concept

22nd Street to Parkway Blvd



EXISTING

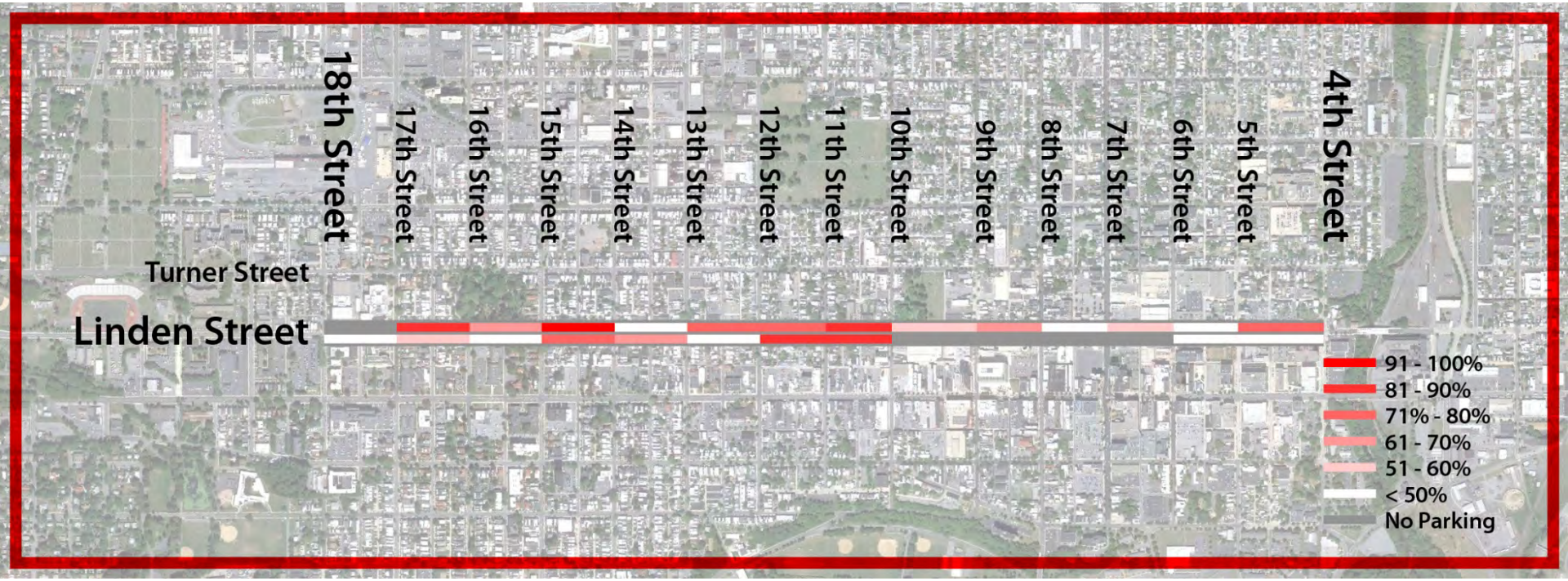
PROPOSED



Allentown
City without limits.

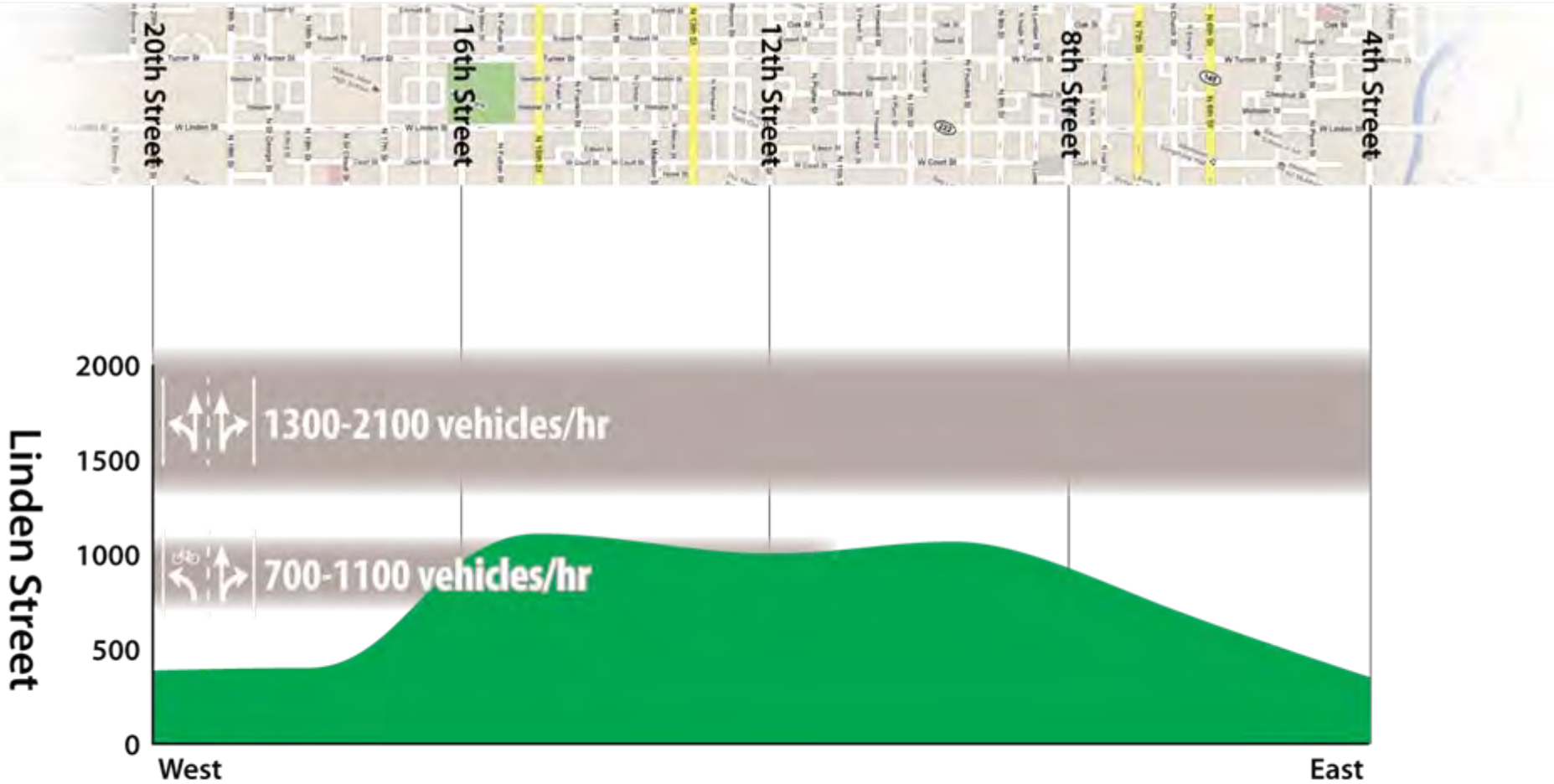
Linden Street: Parking Utilization

% of On-Street Parking Spaces Occupied



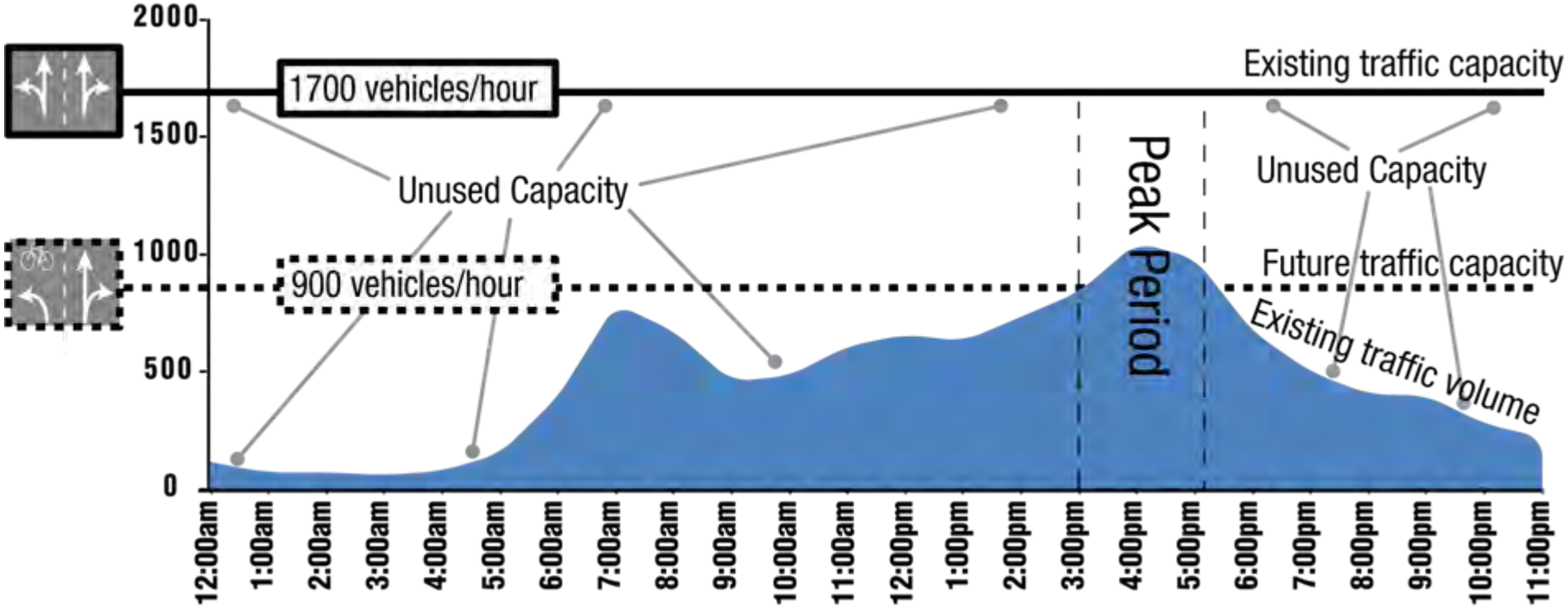
Allentown
City without limits.

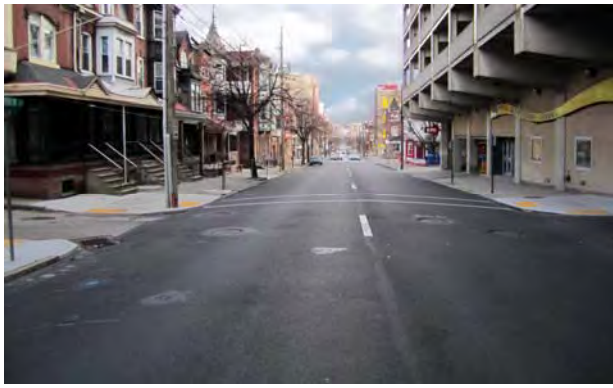
Linden St: Peak Traffic Volumes by Location



Allentown
City without limits.

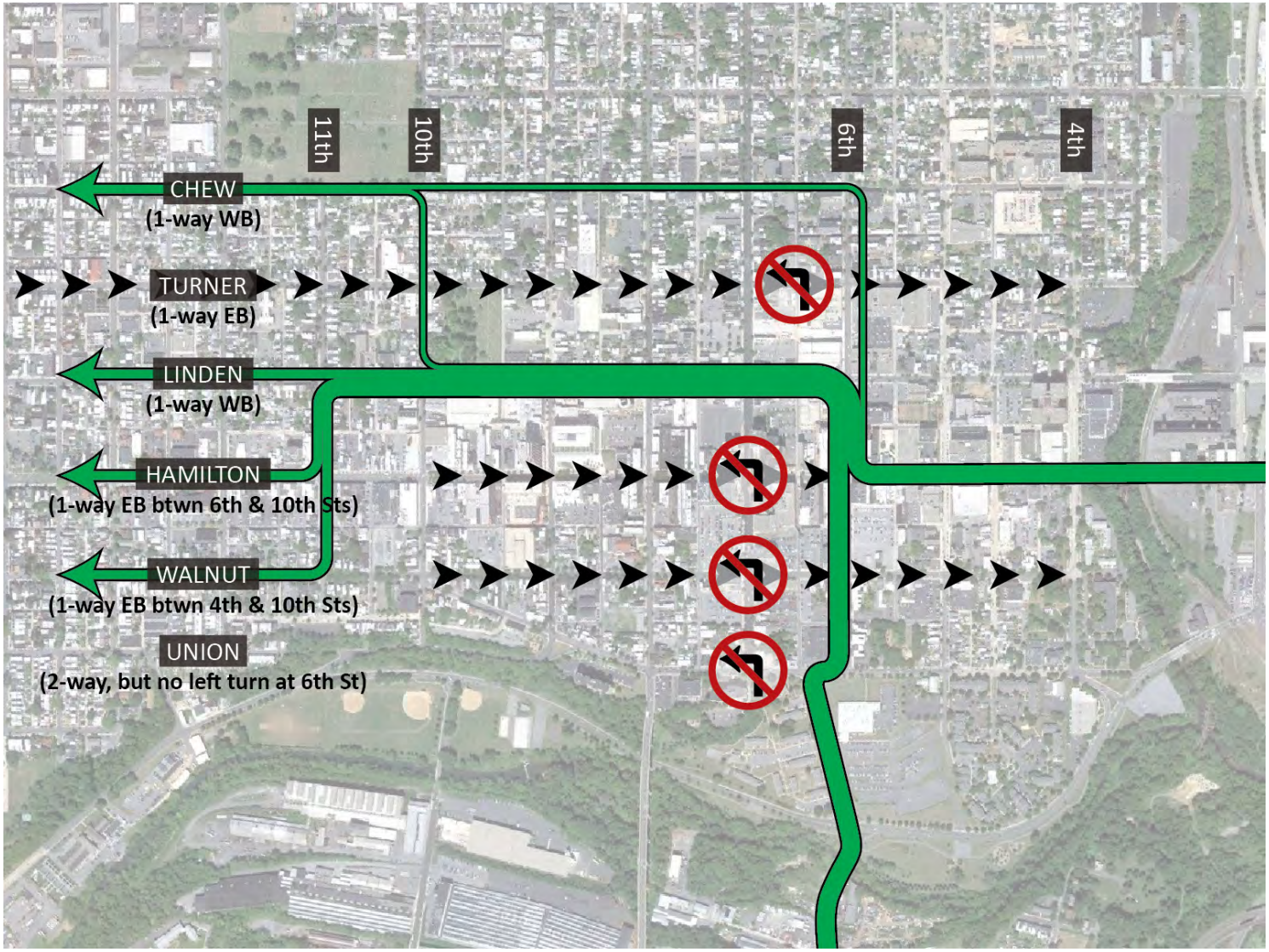
Linden Street: Traffic Volumes by Time





Allentown
City without limits.

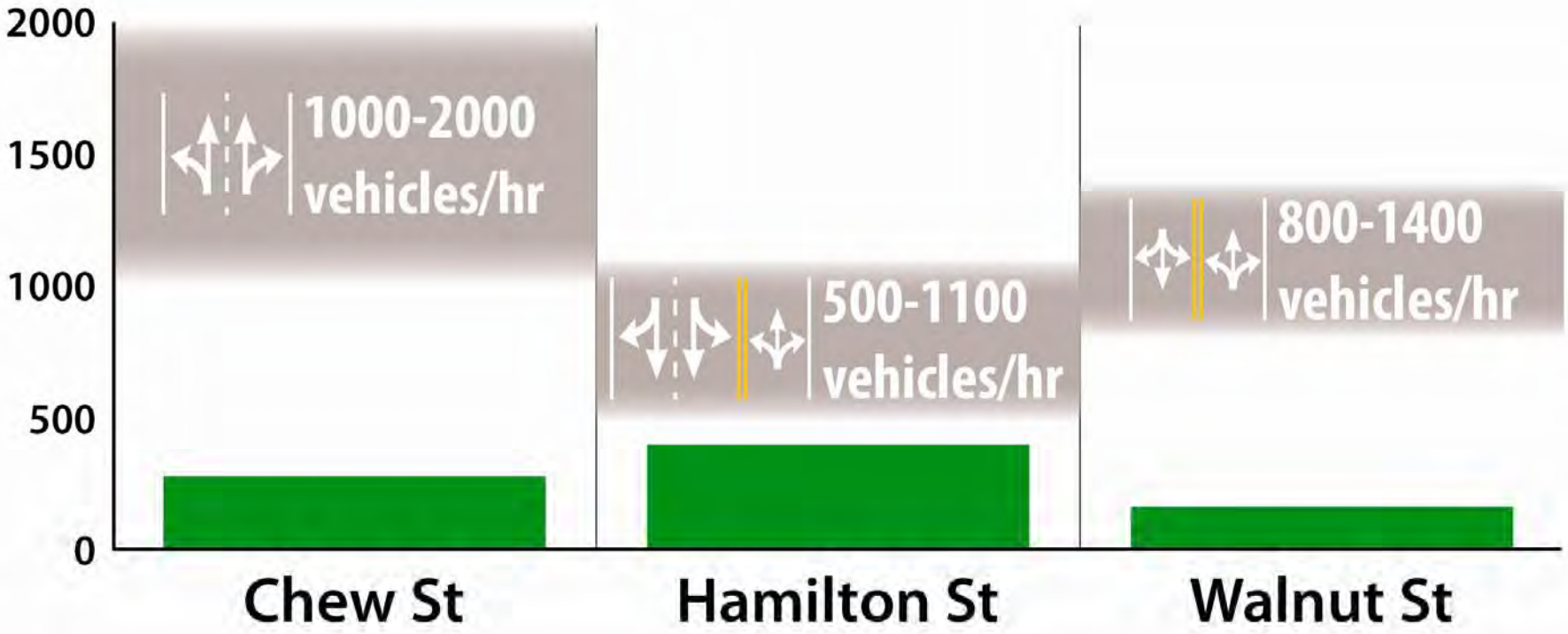
Linden Street Traffic Volumes: Why?



Allentown
City without limits.

Alternate Routes

Traffic Capacity/Volume



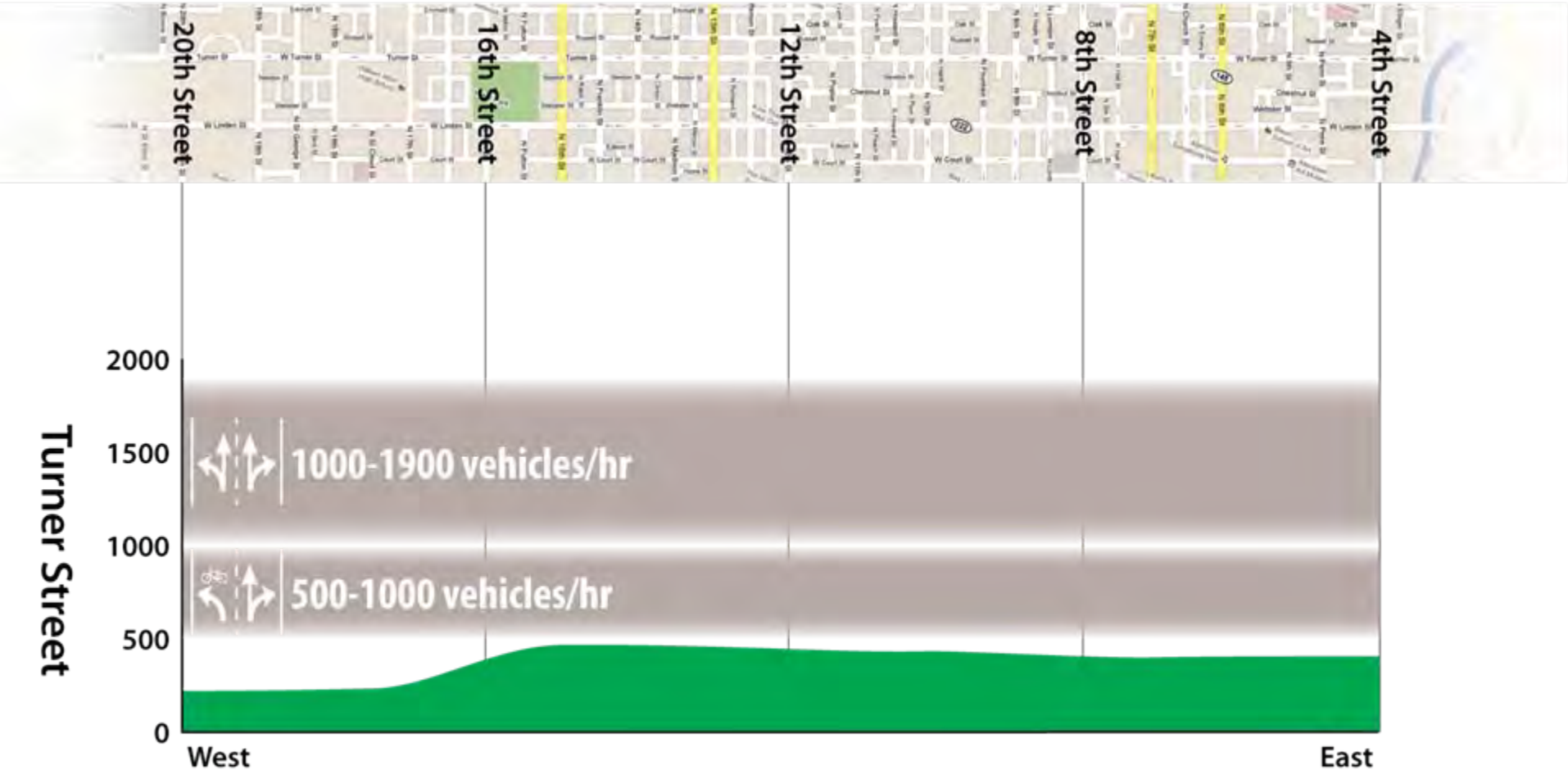
Allentown
City without limits.

Turner Street: Parking Utilization

% of On-Street Parking Spaces Occupied

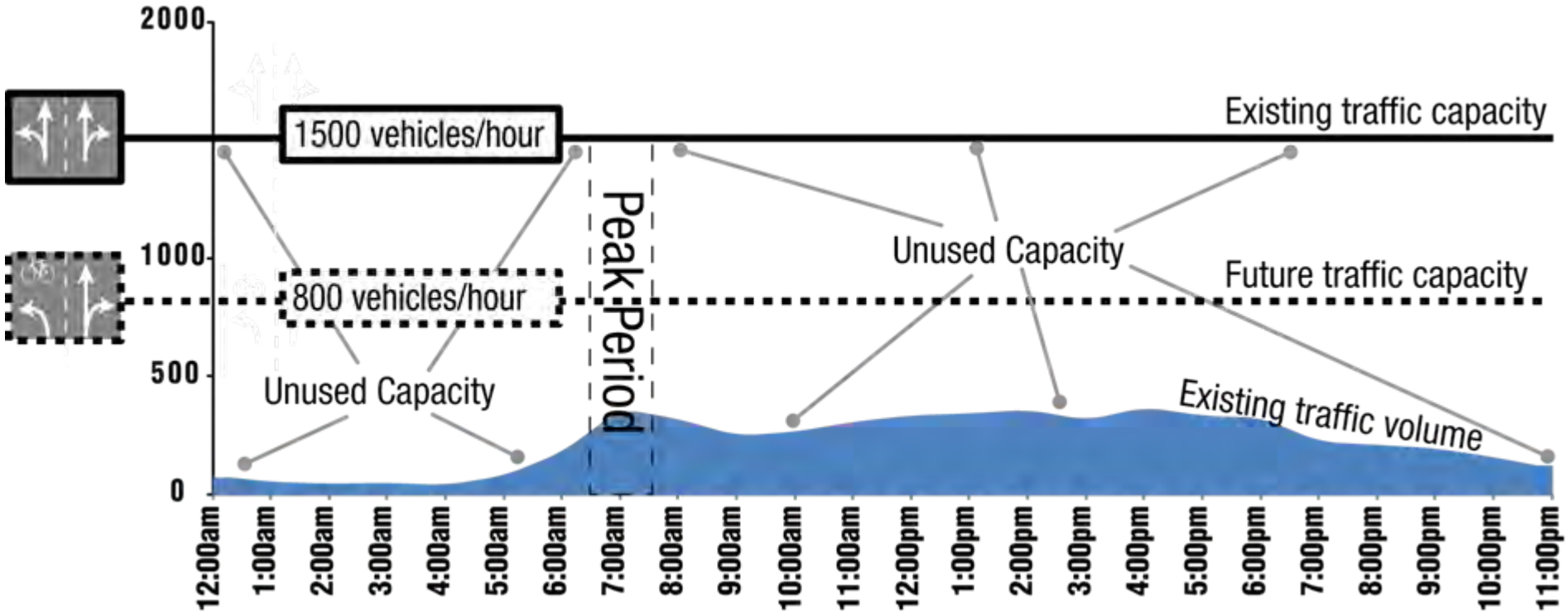
Allentown
City without limits.

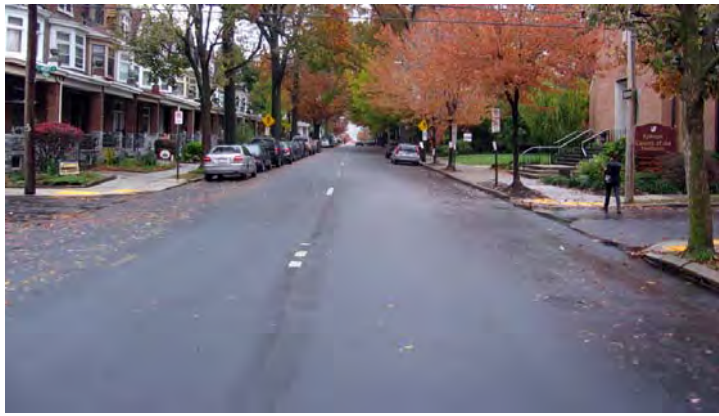
Turner St: Peak Traffic Volumes by Location



Allentown
City without limits.

Turner Street: Traffic Volumes by Time





Allentown
City without limits.

IMPROVED SAFETY FOR ALL ROAD USERS

Allentown
City without limits.

Ninth Avenue

9th Avenue

- Crashes of all kinds down 56%
- Bicycle volumes up by 69%

Columbus Avenue

Bicycle volumes up 56%

Crashes for all users down 34%

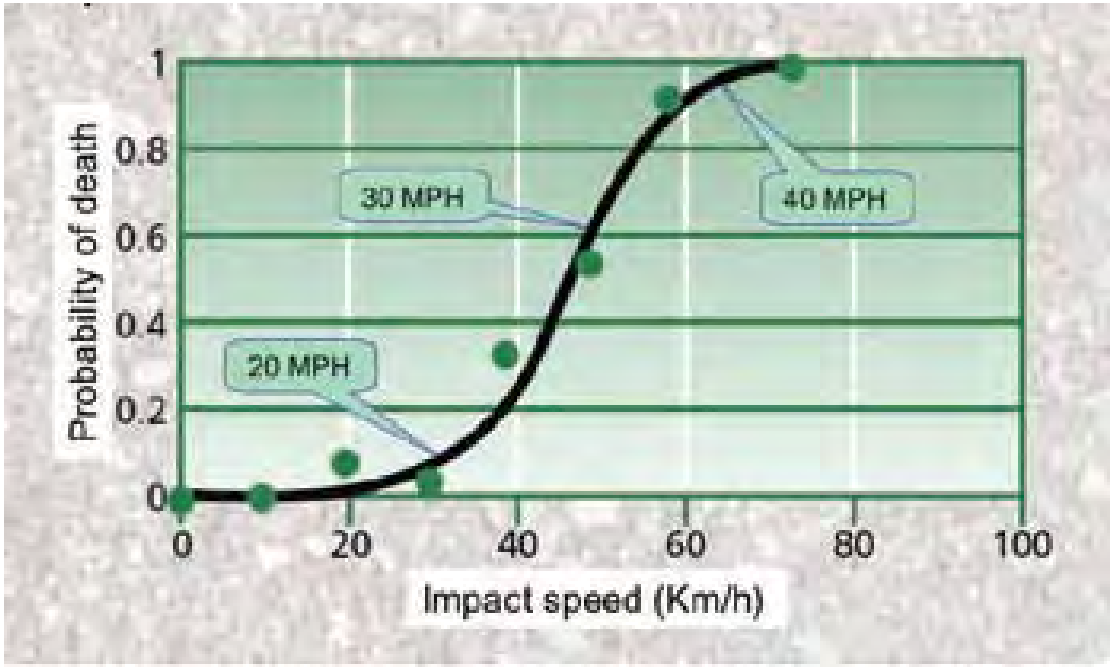
Broadway

Bicycle volumes up 50%

Crashes for all users down 39%

Improved Safety for *All*

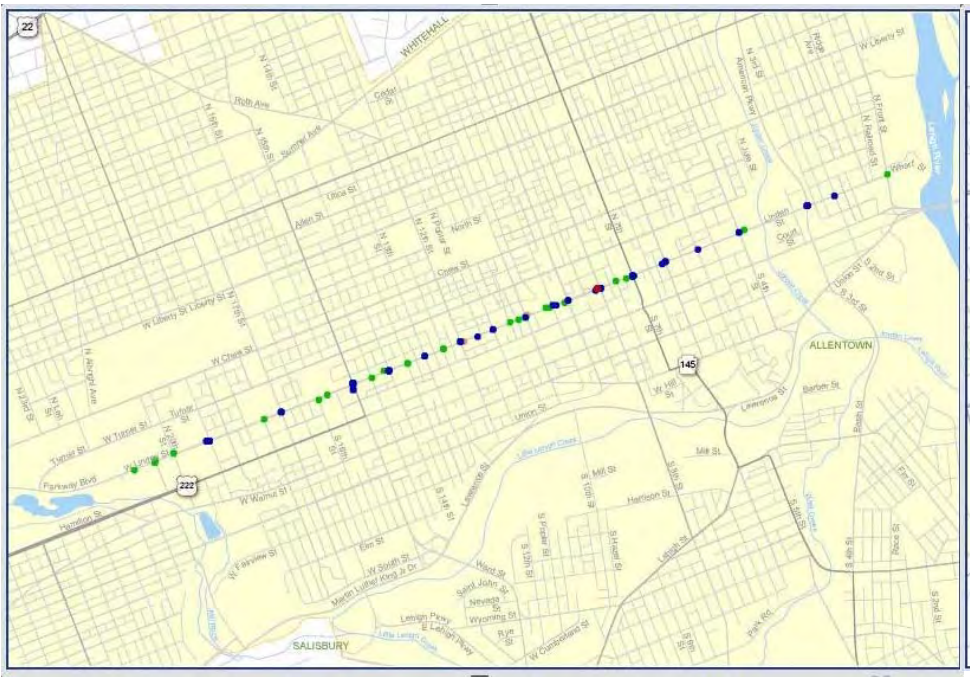
- **Cities with higher cycling rates have much lower rates of fatal car crashes for *all* street users.**
- **Why? Crashes are occurring lower speeds.**

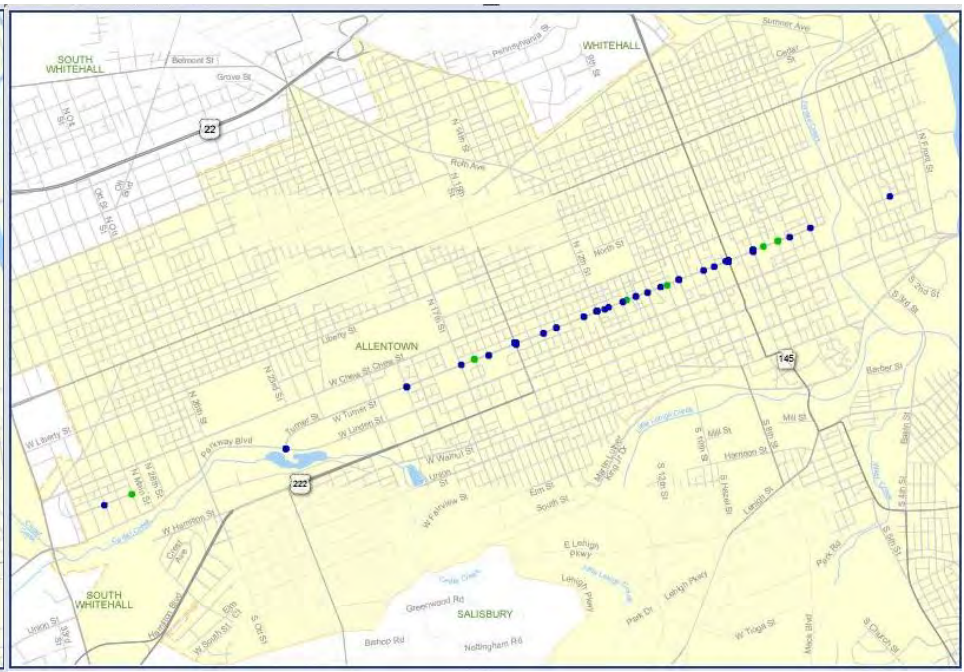


Allentown
City without limits.

Linden and Turner Crash Data

2006 – 2010, PennDOT





Linden Street: 275 crashes

Turner Street: 259 crashes

Allentown
City without limits.

Philadelphia

Pine and Spruce Streets Buffered Bike Lane

BEFORE

AFTER

"Car traffic is flowing more smoothly and orderly."
- Mayor's Office of Transportation and Utilities

Allentown
City without limits.

Philadelphia

Pine and Spruce Streets Buffered Bike Lane

CROSSTOWN CONNECTOR | PILOT PROJECT FINDINGS

MAYOR'S OFFICE OF TRANSPORTATION AND UTILITIES

CONCLUSIONS

- The number of cyclists has increased significantly
- The impacts to motor vehicle traffic flow are limited
- Motor vehicle traffic continues to flow more slowly and more calmly

Allentown
City without limits.

Philadelphia

Spring Garden Street Greenway

Allentown
City without limits.

Philadelphia

Spring Garden Street Greenway

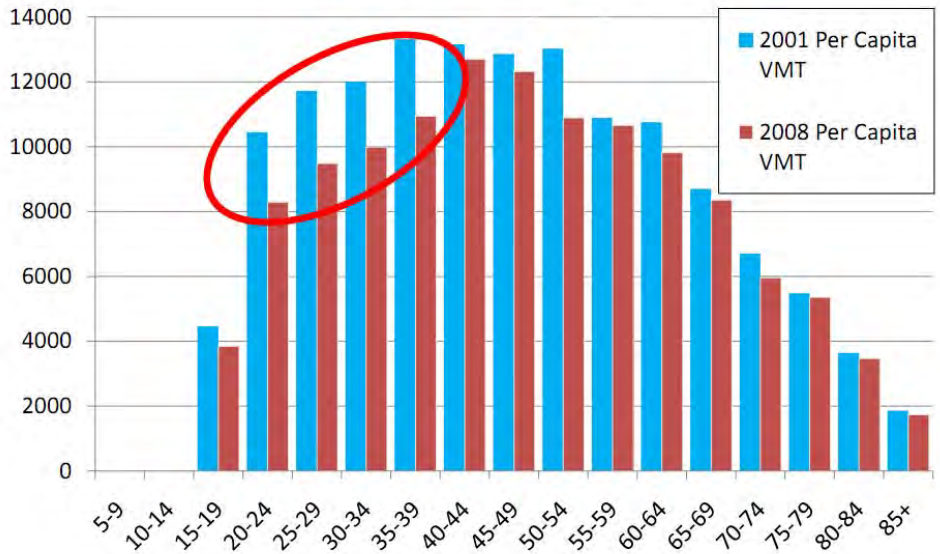
Allentown
City without limits.

Philadelphia

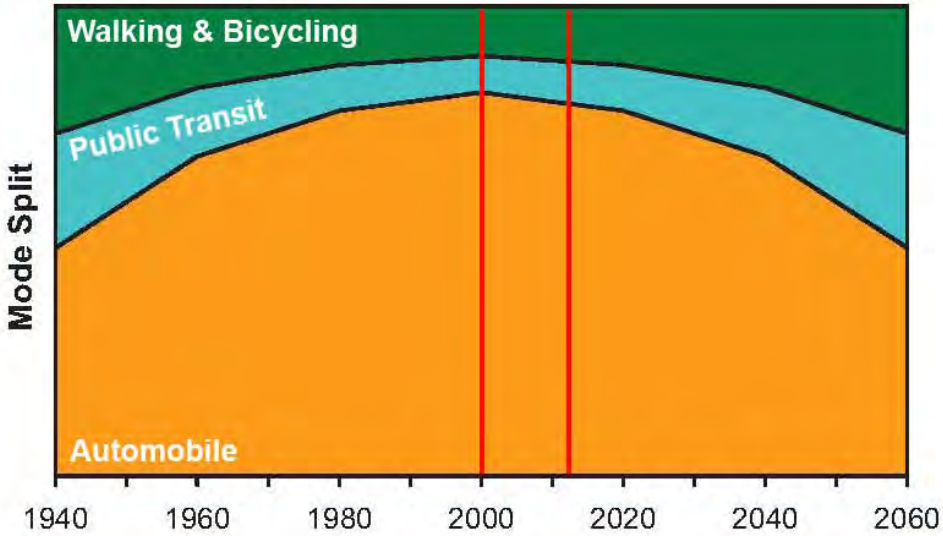
Spring Garden Street Greenway

Allentown
City without limits.

Trend: Younger Than 40 Driving Less



Source: The Sightline Institute



The Future Isn't What It Used To Be, Victoria Transport Policy Institute

- **Portion of 19-yr-olds with a driver's license fell from 92% in 1977 to 77% in 2008**
- **Average VMT by drivers aged 20 to 34 dropped by 12% between 2001-2009**

Allentown
City without limits.

U.S. and State Bike Lane Policy

U.S. Department of Transportation
Federal Highway Administration

"Buffered bike lanes can be implemented at the present time."

pennsylvania
DEPARTMENT OF TRANSPORTATION

Bicycle/Pedestrian Master Plan Goals

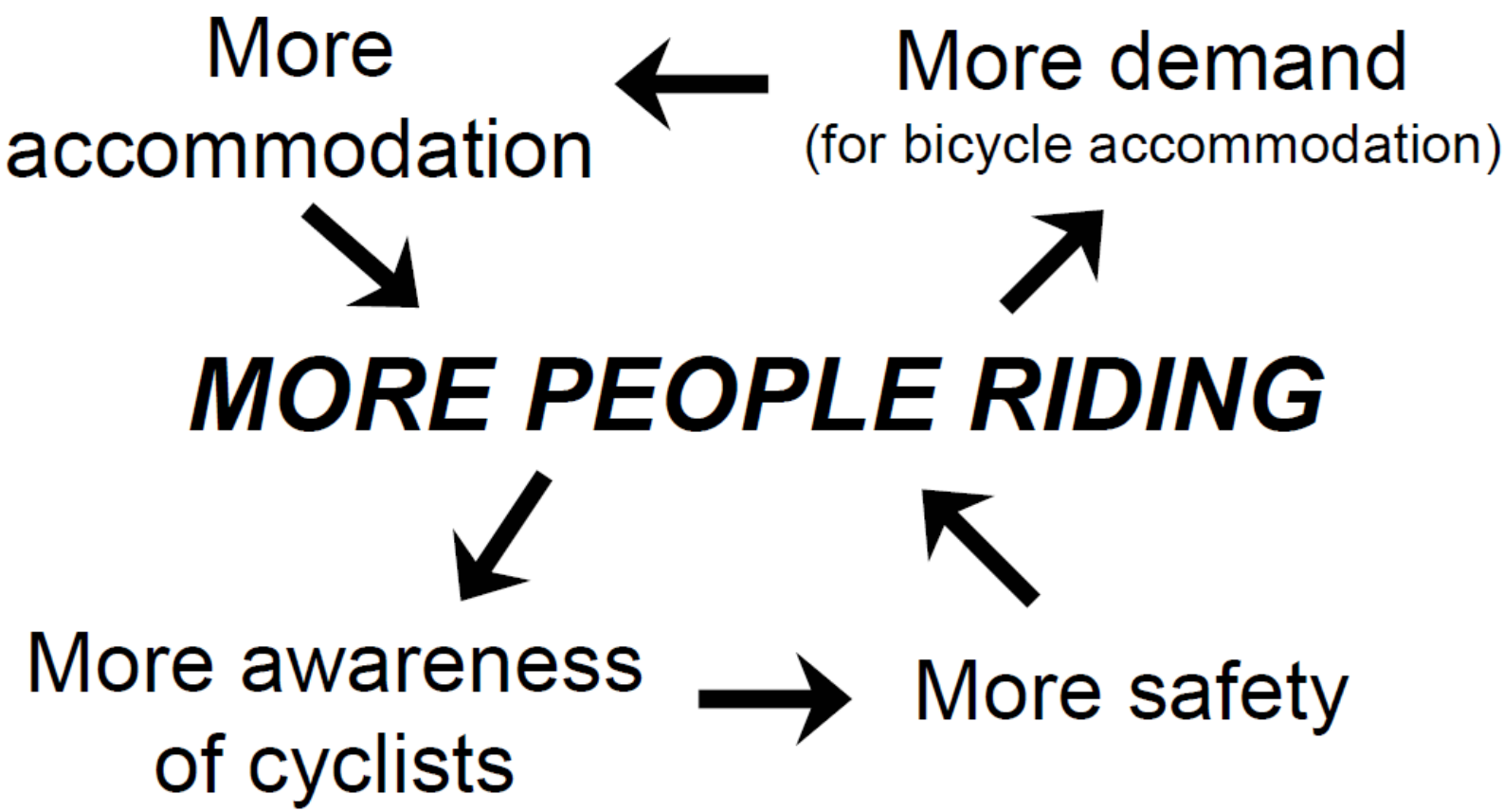
"Work cooperatively with…city transportation agencies to…improve the safety and access of bicyclists and pedestrians on urban arterials. Particular attention will be given to provision of bike lanes, wide outside lanes and alternative improvements along arterial corridors."

Provide facilities…which will enable pedestrians and bicyclists of all skill levels to operate. Facilities such as bike lanes, shoulders, trails in separate rights-of-way and direct, signed bicycle routes will be considered in these locations.

Allentown
City without limits.

Key Goal

Positive Feedback Loop

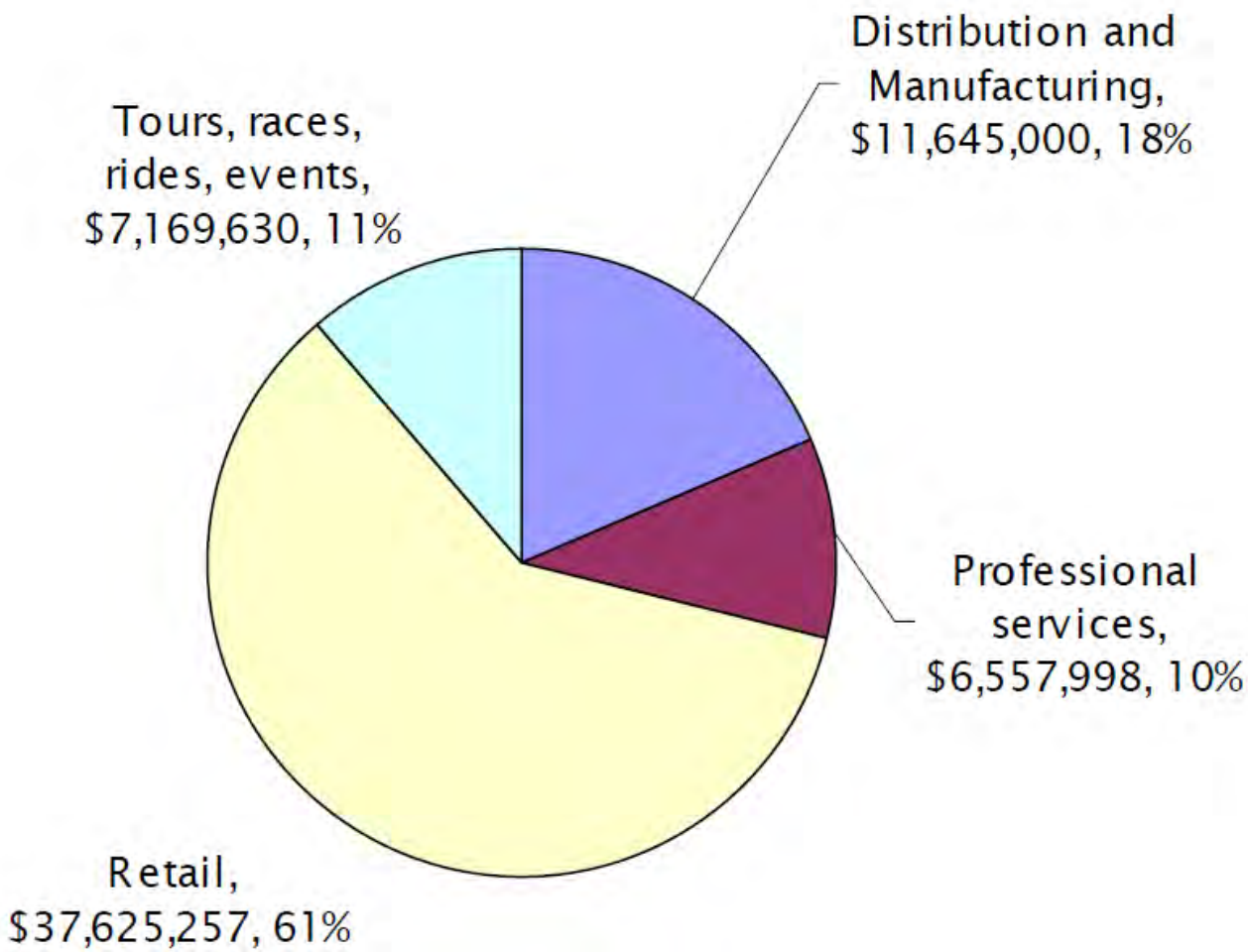


Allentown
City without limits.

Economic Benefits

Case Study: Portland, Oregon

- **$63 million in revenue**
- **800+ jobs**



Allentown
City without limits.

Economic Benefits

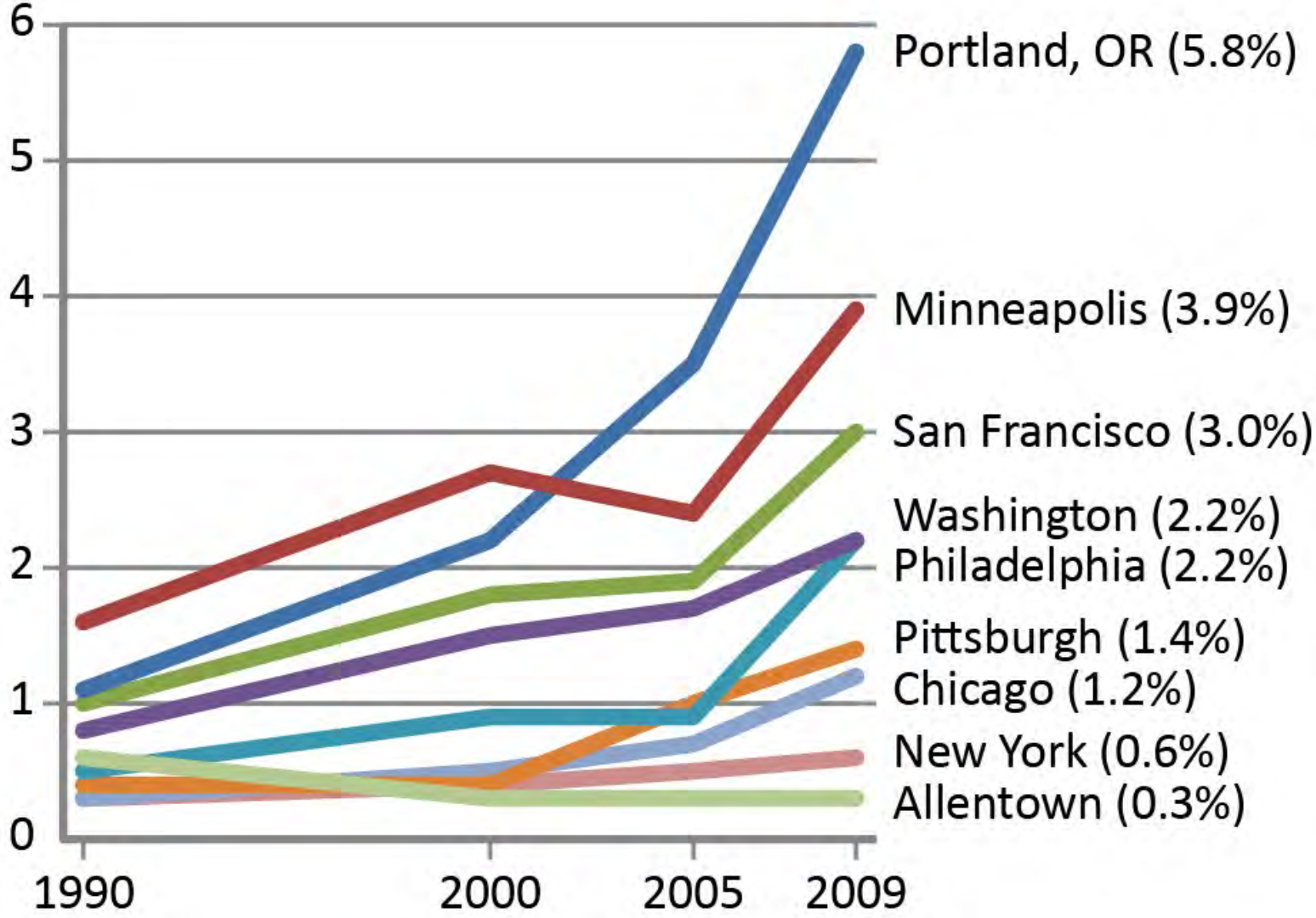
Active Transportation Improvements

- Increased retail sales and sales tax revenues
- Increased private investments
- Decreased vacancy rates
- Increased property values and faster sales

Allentown
City without limits.

Allentown's Bicycle Mode Share

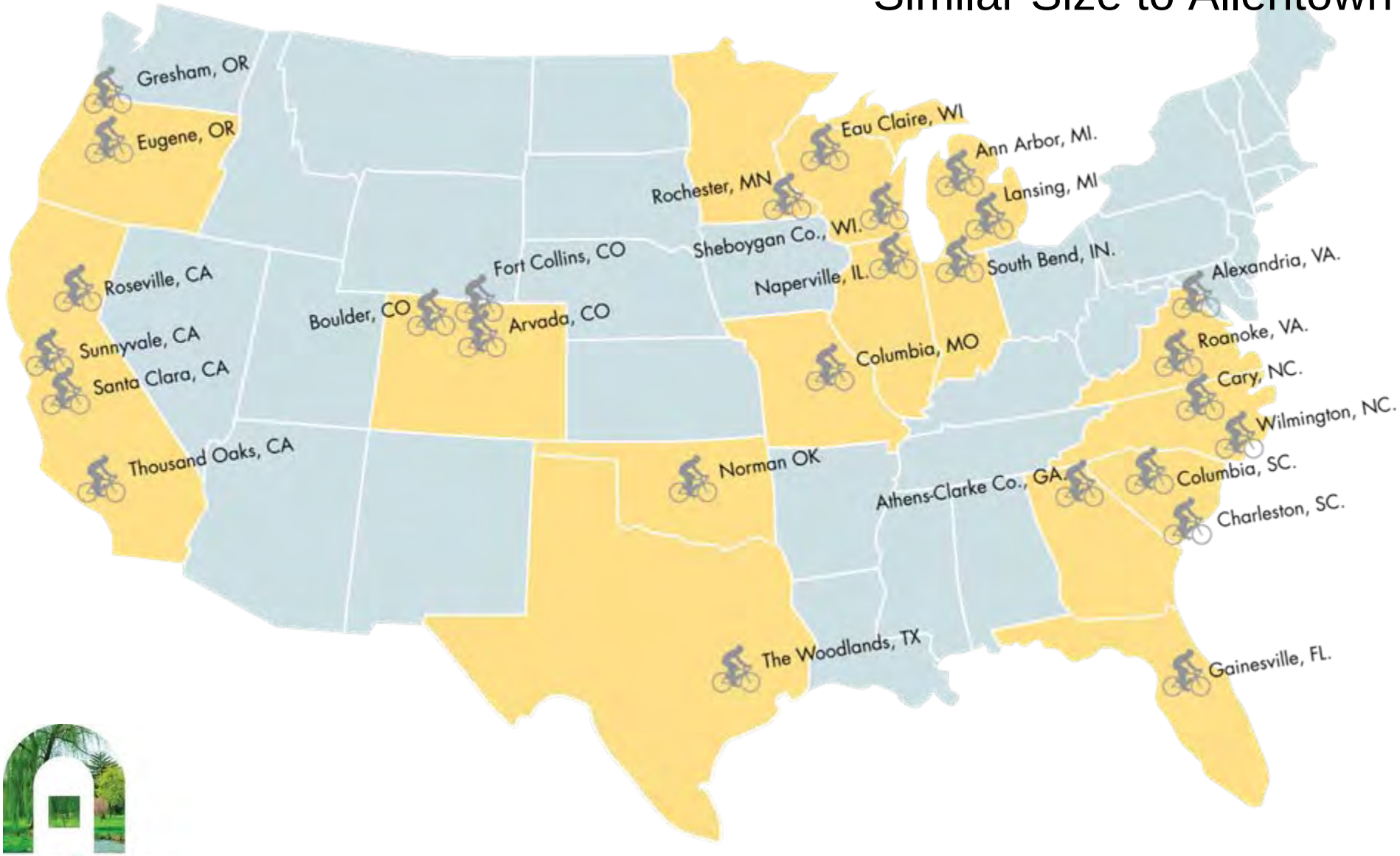
Who Commutes by Bicycle



Allentown
City without limits.

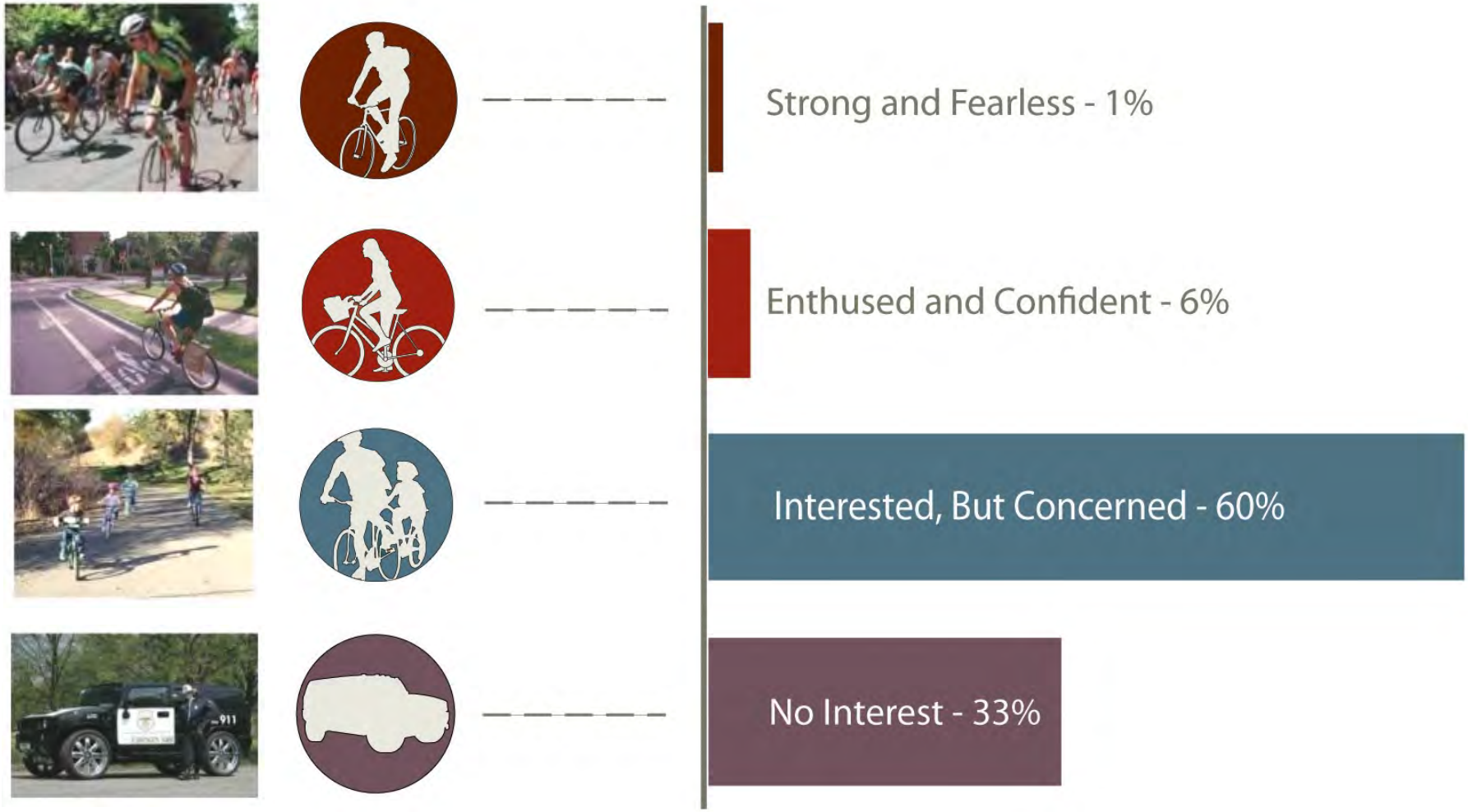
Bike Friendly Communities

Similar Size to Allentown



Allentown
City without limits.

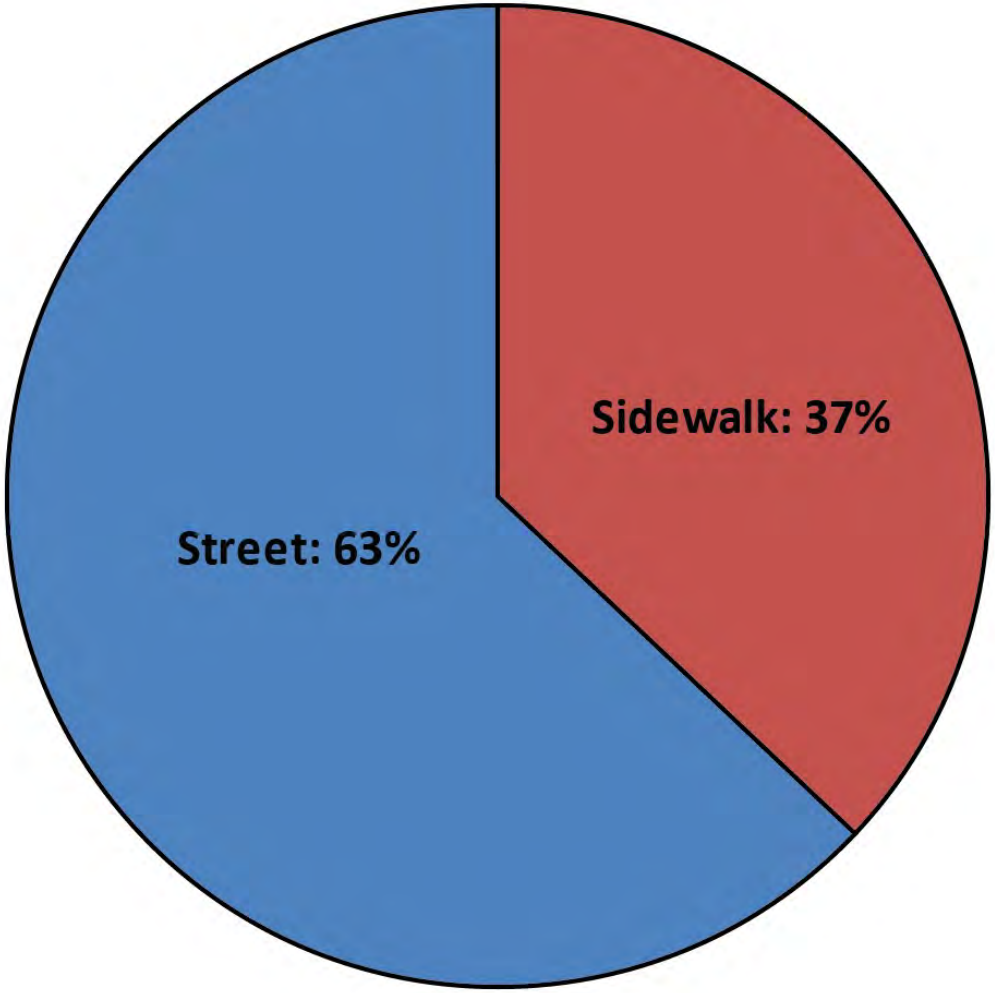
Different Cyclists Have Different Needs



Allentown
City without limits.

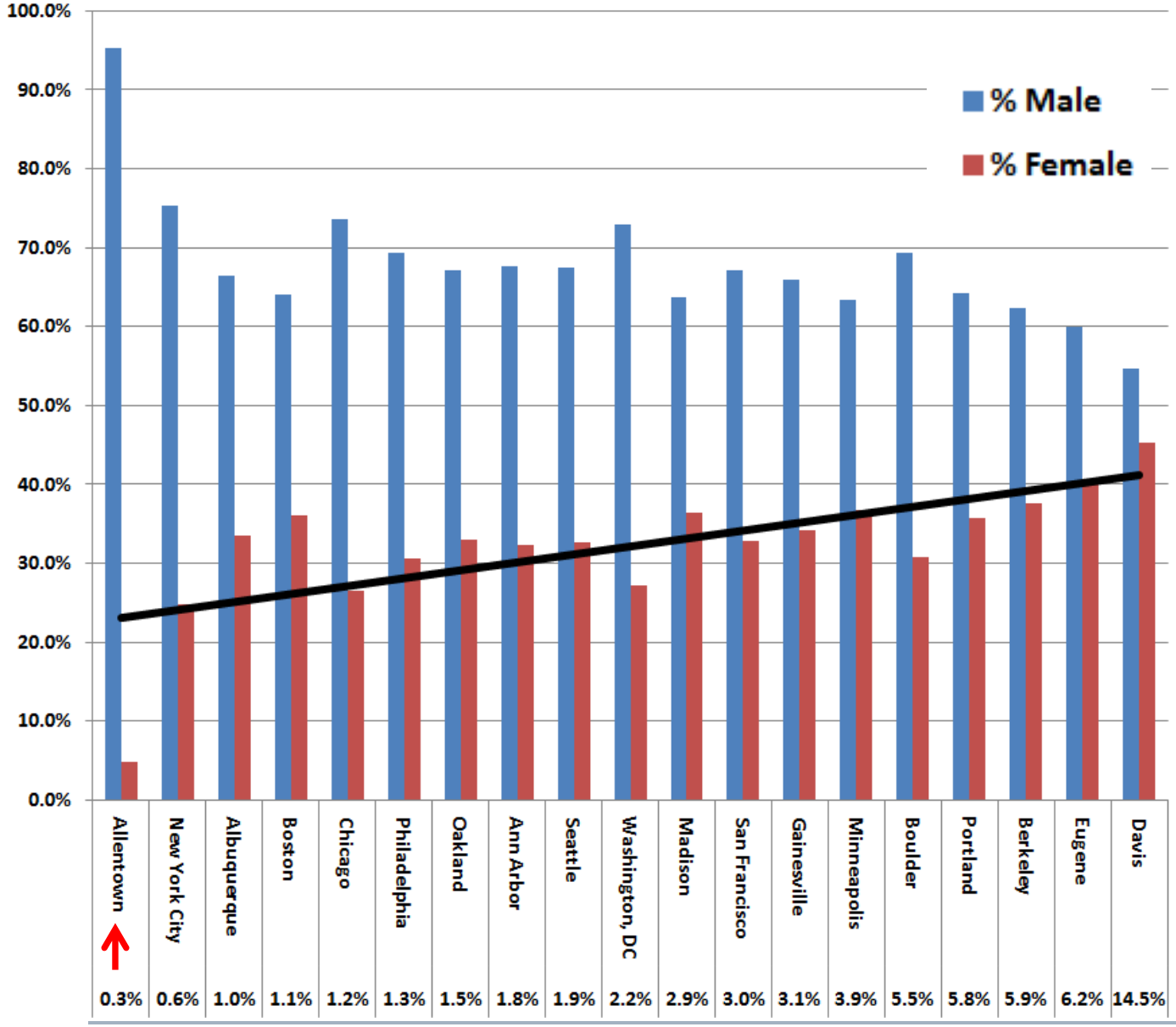
Allentown Sidewalk Bicycle Riding

How Safe Does it Feel to Ride on the Street?



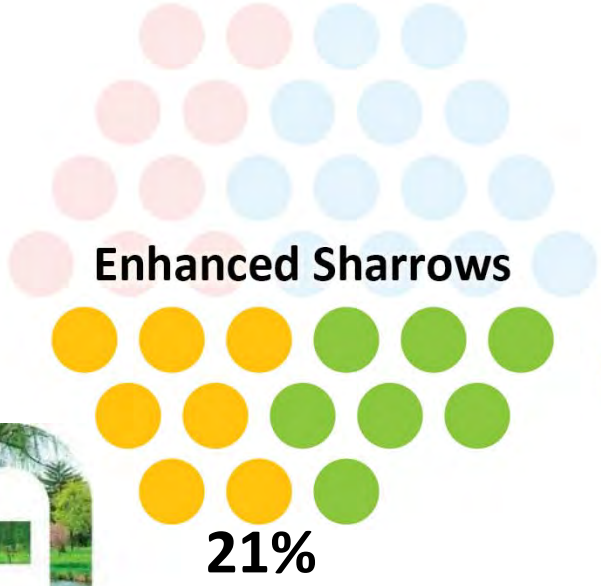
Allentown
City without limits.

Bike Friendly? What the Gender Gap Shows



Allentown
City without limits.

Votes from 2/3rds of the Population



Strong and Fearless

Enthused and Confident

Interested, but Concerned

No Interest

Allentown
City without limits.

Corridor Selection

Chew Street

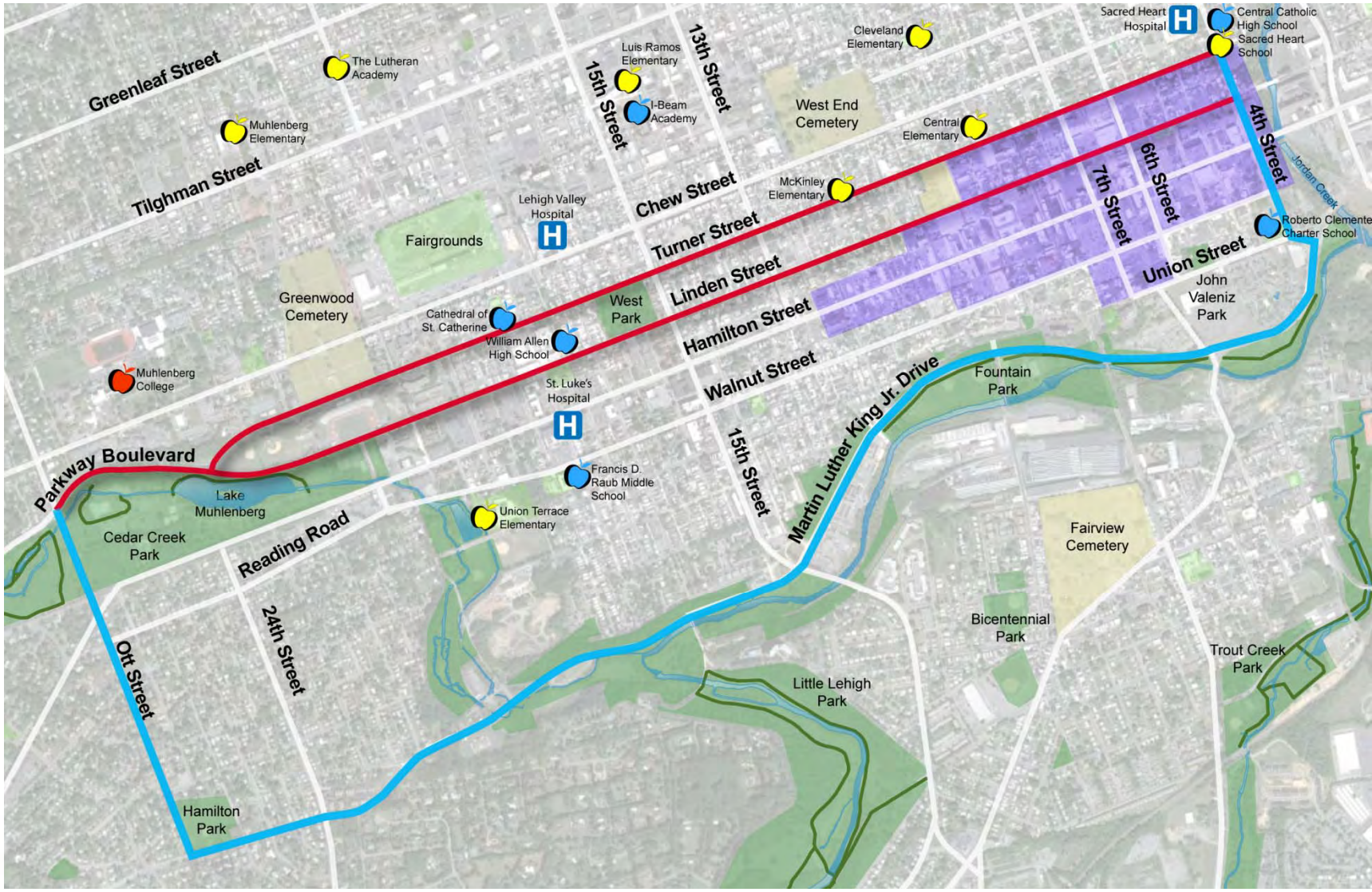
- Requires removal of 100% of parking, OR
- Conversion to one-way street *and* remove 50% of parking
- Reduces access to Muhlenberg College and Lehigh Valley and Sacred Heart Hospitals
- Bump-outs at west end of route prevent any option other than sharrows

Walnut Street

- Distance from population
- Lack of connectivity
- Topography limits access from south
- 100% loss of parking
- Requires conversion of one-way segment (4th – 10th streets) to two-way

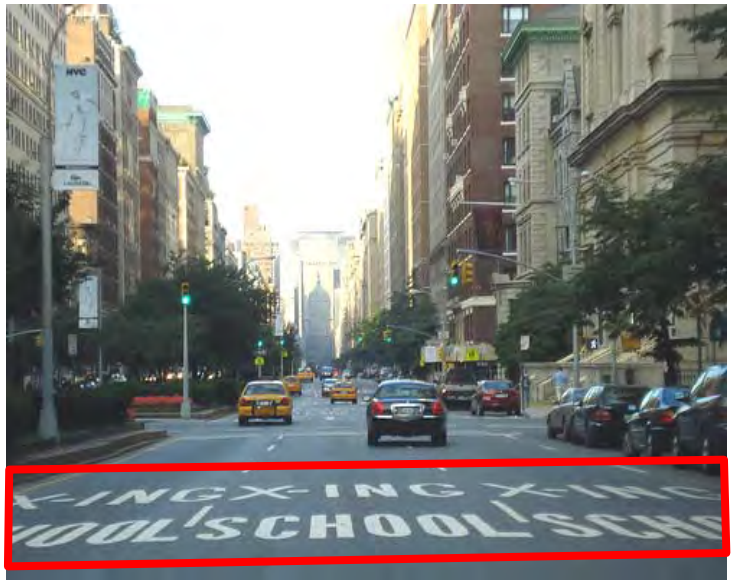
Allentown
City without limits.

Safe Routes to Schools



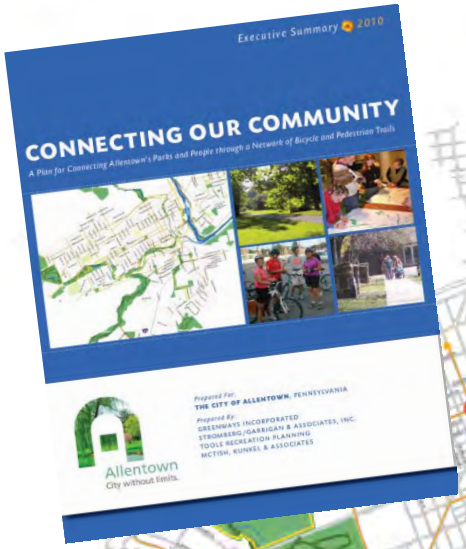
Safe Routes to School

- 20 MPH school speed limit
- 10’ advance stop bar
- High-visibility “ladder” crosswalk
- SCHOOL XING marking
- Daylighting



CONNECTING OUR COMMUNITY

A Plan for Connecting Allentown's Parks and People through a Network of Bicycle and Pedestrian Trails



TRAIL PROJECTS

WEST END TRAIL PROJECTS
1 Trexler Memorial Park to Cedar Creek Park
2 Cedar Creek Park to Dodsonna Park
3 Dodsonna Park to Little Lehigh Parkway
4 Bike and Ped Streetscape Improvements

CENTER CITY TRAIL PROJECTS
5 MLK Parkway Trail
6 Jordan Park to Jordan Meadows
7 Jordan Park to Fountain Park
8 Bike and Ped Streetscape Improvements

1ST AND 4TH WARD TRAIL PROJECTS
9 Lehigh River Rails-to-Trails
10 Auburn Creek Trail to Lehigh Landing
11 Bike and Ped Streetscape Improvements
12 Tilghman Street Bridge

EAST SIDE TRAIL PROJECTS
13 Bike and Ped Streetscape Improvements
14 Hamilton Street Bridge
15 Green Alleyway Pilot Project
16 East Side Trail

SOUTH SIDE TRAIL PROJECTS
17 Little Lehigh Creek Rails-to-Trails
18 Bike and Ped Streetscape Improvements
19 Trout Creek Park to South Mountain Park
20 Auburn Creek Trails Park

Concept Plan Highlights:

34 miles of existing trail[3]
14 miles of new trail
47 miles of bicycle shared-lane markings
4 miles of bicycle lanes or paved shoulders
2 miles of new side paths
New trail bridges and bridge retrofits
New crosswalks and pedestrian facilities

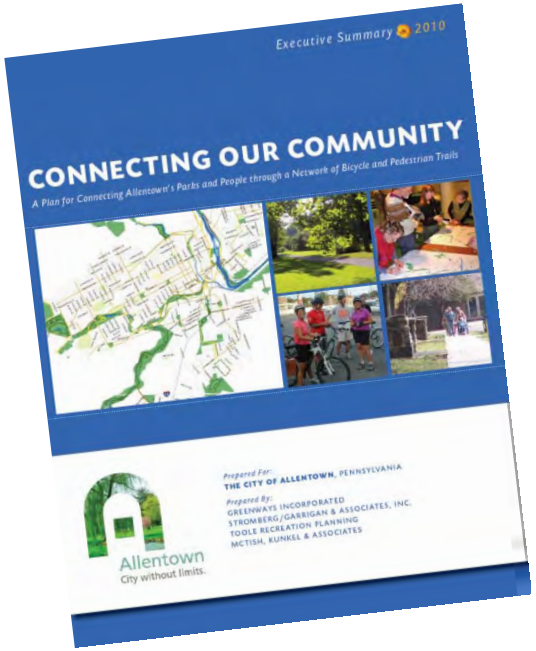
0 0.25 0.5 1 Miles

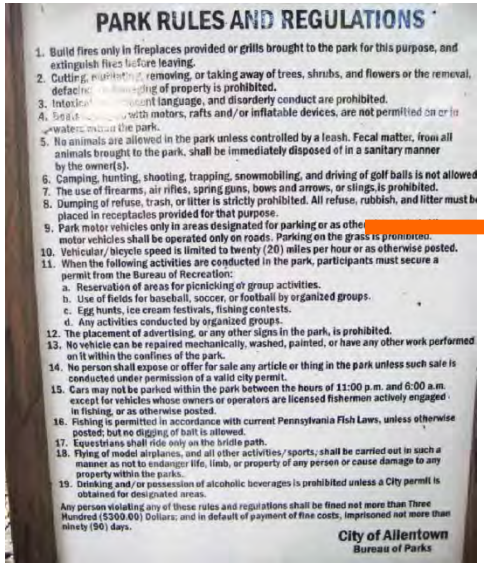
Data Source: City of Allentown

Opportunities

- New Trails
- Bicycle and Pedestrian Streetscape Improvements
- New Side Paths
- Existing Paved Trail
- Existing Unpaved Trail
- Non-Active Rail Road
- Rail Road
- Cemetary
- Water
- Parks and Open Space
- Community Points of Interest

SIGNAGE PROGRAM





PARK RULES AND REGULATIONS

1. Build fires only in fireplaces provided or grills brought to the park for this purpose, and extinguish fires before leaving.
2. Cutting, [illegible], removing, or taking away of trees, shrubs, and flowers or the removal, defacing [illegible] of property is prohibited.
3. Intoxic[illegible] language, and disorderly conduct are prohibited.
4. Boat[illegible] with motors, rafts and/or inflatable devices, are not permitted on or in waters within the park.
5. No animals are allowed in the park unless controlled by a leash. Fecal matter, from all animals brought to the park, shall be immediately disposed of in a sanitary manner by the owner(s).
6. Camping, hunting, shooting, trapping, snowmobiling, and driving of golf balls is not allowed
7. The use of firearms, air rifles, spring guns, bows and arrows, or slings is prohibited.
8. Dumping of refuse, trash, or litter is strictly prohibited. All refuse, rubbish, and litter must be placed in receptacles provided for that purpose.
9. Park motor vehicles only in areas designated for parking or as other motor vehicles shall be operated only on roads. Parking on the grass is prohibited.
10. Vehicular/bicycle speed is limited to twenty (20) miles per hour or as otherwise posted.
11. When the following activities are conducted in the park, participants must secure a permit from the Bureau of Recreation:
    a. Reservation of areas for picnicking or group activities.
    b. Use of fields for baseball, soccer, or football by organized groups.
    c. Egg hunts, ice cream festivals, fishing contests.
    d. Any activities conducted by organized groups.
12. The placement of advertising, or any other signs in the park, is prohibited.
13. No vehicle can be repaired mechanically, washed, painted, or have any other work performed on it within the confines of the park.
14. No person shall expose or offer for sale any article or thing in the park unless such sale is conducted under permission of a valid city permit.
15. Cars may not be parked within the park between the hours of 11:00 p.m. and 6:00 a.m. except for vehicles whose owners or operators are licensed fishermen actively engaged in fishing, or as otherwise posted.
16. Fishing is permitted in accordance with current Pennsylvania Fish Laws, unless otherwise posted; but no digging of bait is allowed.
17. Equestrians shall ride only on the bridle path.
18. Flying of model airplanes, and all other activities/sports, shall be carried out in such a manner as not to endanger life, limb, or property of any person or cause damage to any property within the parks.
19. Drinking and/or possession of alcoholic beverages is prohibited unless a City permit is obtained for designated areas.

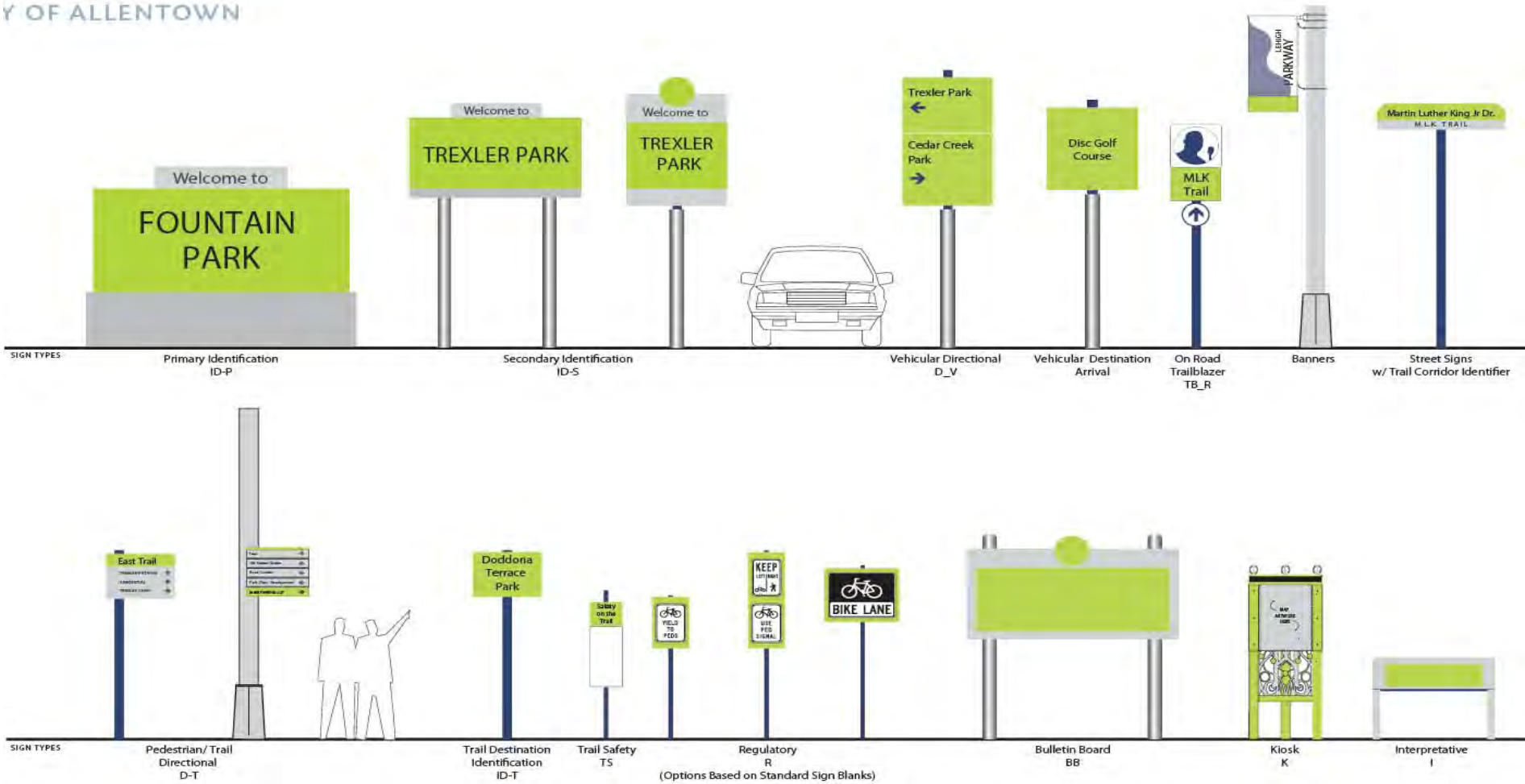
Any person violating any of these rules and regulations shall be fined not more than Three Hundred ($300.00) Dollars; and in default of payment of fine costs, imprisoned not more than ninety (90) days.

City of Allentown
Bureau of Parks

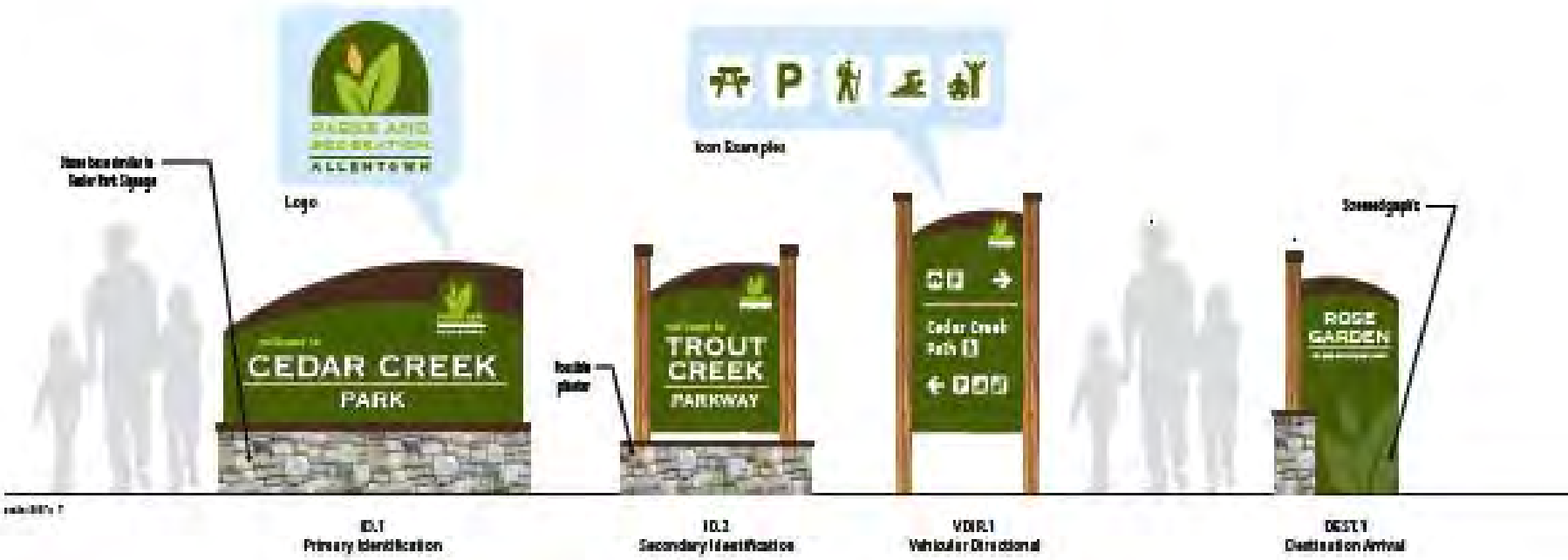
Objective: To establish a comprehensive citywide park and trail signage and wayfinding system.

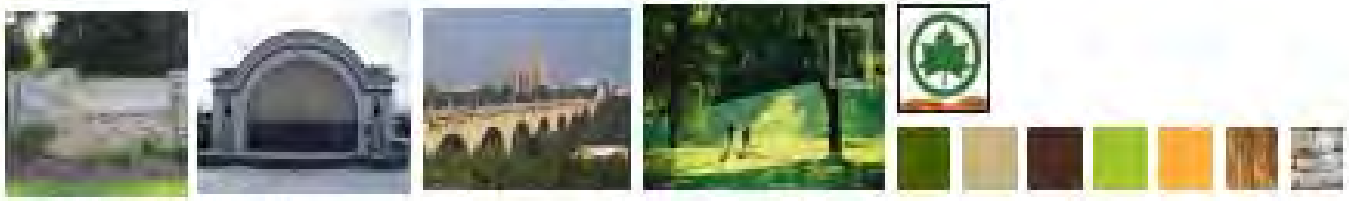
SIGNAGE PROGRAM

- New signage would reduce clutter and present a consistent design and organized information for the citywide park and trail system.



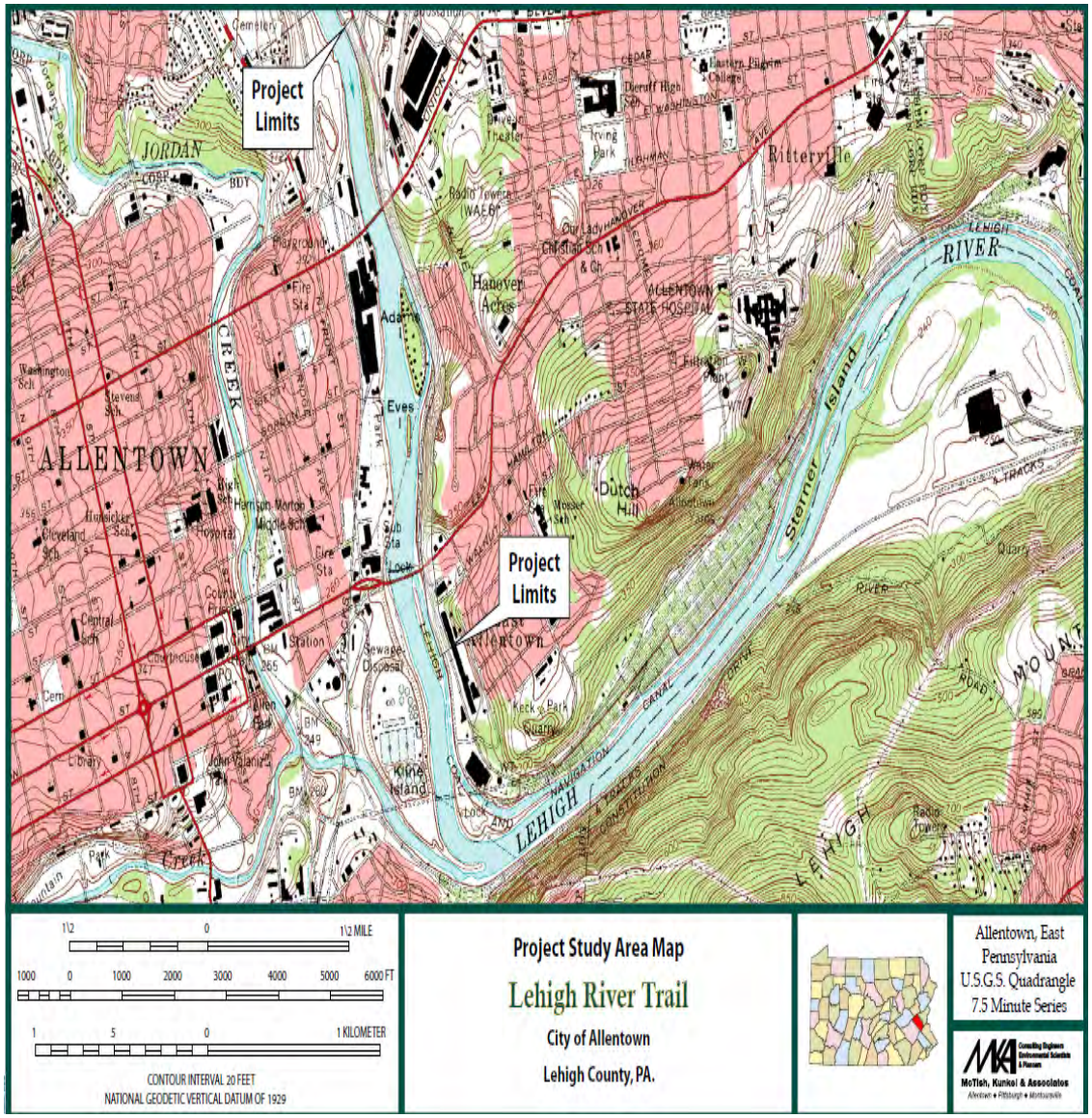
NEW SIGNAGE PROGRAM





Design Inspiration and Colors/Materials

LEHIGH RIVER EAST SIDE TRAIL



- Project Cost $350k
- Create Trail Connection from Canal Park to Kimmet's Landing
- On Street & Off Street Bike & Pedestrian Lanes
- Repair Bridge Along Canal Path

MLK TRAIL PROJECT

CENTER CITY PROJECT 5 MLK PARKWAY TRAIL

RECOMMENDATION - *ENHANCE TRAIL SYSTEM ALONG MLK PARKWAY*: The existing 'trails' within Fountain Park are a combination of sidepaths and sidewalks, often lacking connectivity. Recommended enhancements include filling the gaps in the existing system, adding new spurs to adjacent trails, and making critical on-street improvements, such as pedestrian-friendly intersections and striping bicycle lanes or striped shoulders.

Rendering of new bicycle lanes on MLK

Existing conditions on MLK

Existing conditions on MLK + Lehigh St

Rendering of new crosswalks on MLK + Lehigh St

CENTER CITY PROJECT 5

MLK PARKWAY TRAIL

LOCATOR MAP

Stripe shoulder or bicycle lanes on MLK and widen existing sidewalk

Fill gaps in the existing sidewalk/ sidepath

Where parking is allowed on MLK, create bay parking to accommodate space for bicyclists

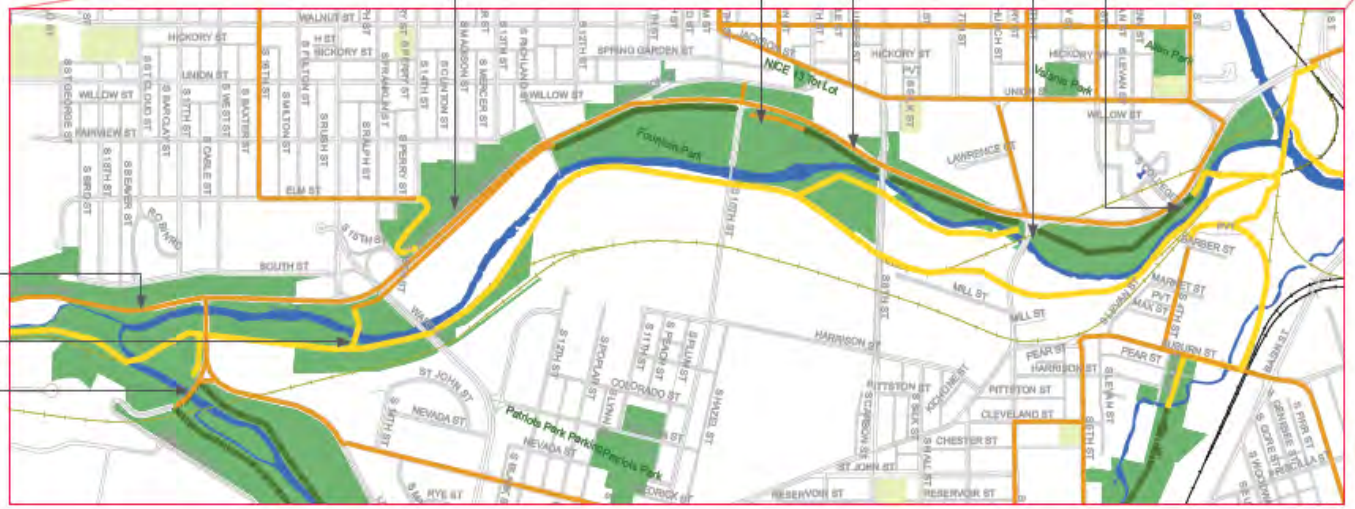
Major intersection improvements

New trail will cross over existing bridge to Auburn Cross Trails Park

MLK narrows in this section: Reduce speed limit to 35 MPH and enforce; Use shared lane-markings rather than bicycle lanes in narrow section.

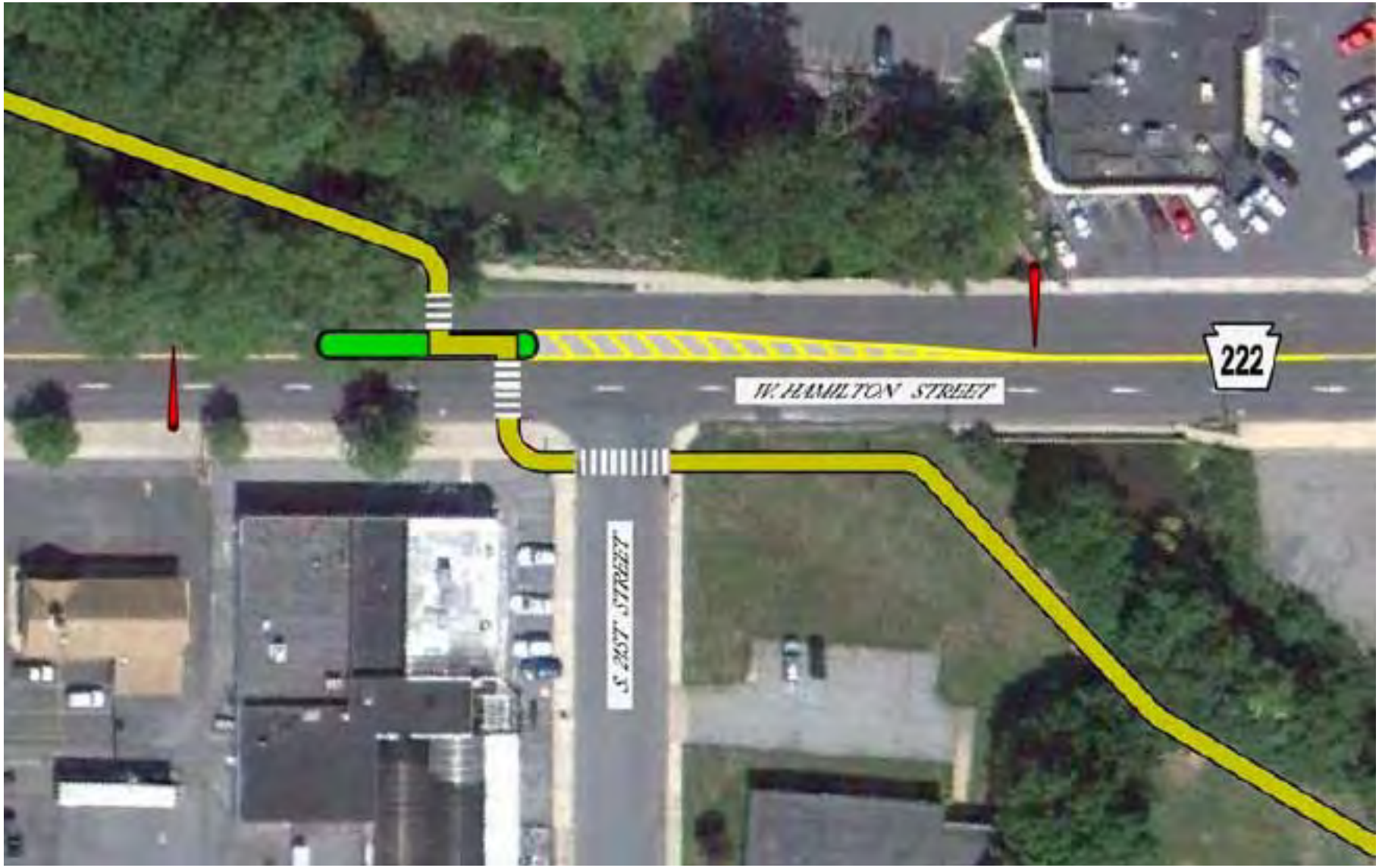
Bike-ped bridge to connect with recommended rail-trail (project #17)

New trail to connect directly into Little Lehigh Parkway's trail system



- New Trails
- Bicycle and Pedestrian Streetscape Improvements
- New Side Paths
- Existing Paved Trail
- Existing Unpaved Trail
- Non-Active Rail Road
- Rail Road
- Cemetary
- Water
- Parks and Open Space
- Community Points of Interest

CROSSING HAMILTON STREET



AUBURN CROSS TRAIL PROJECT

"Hub of the New Trail Network"

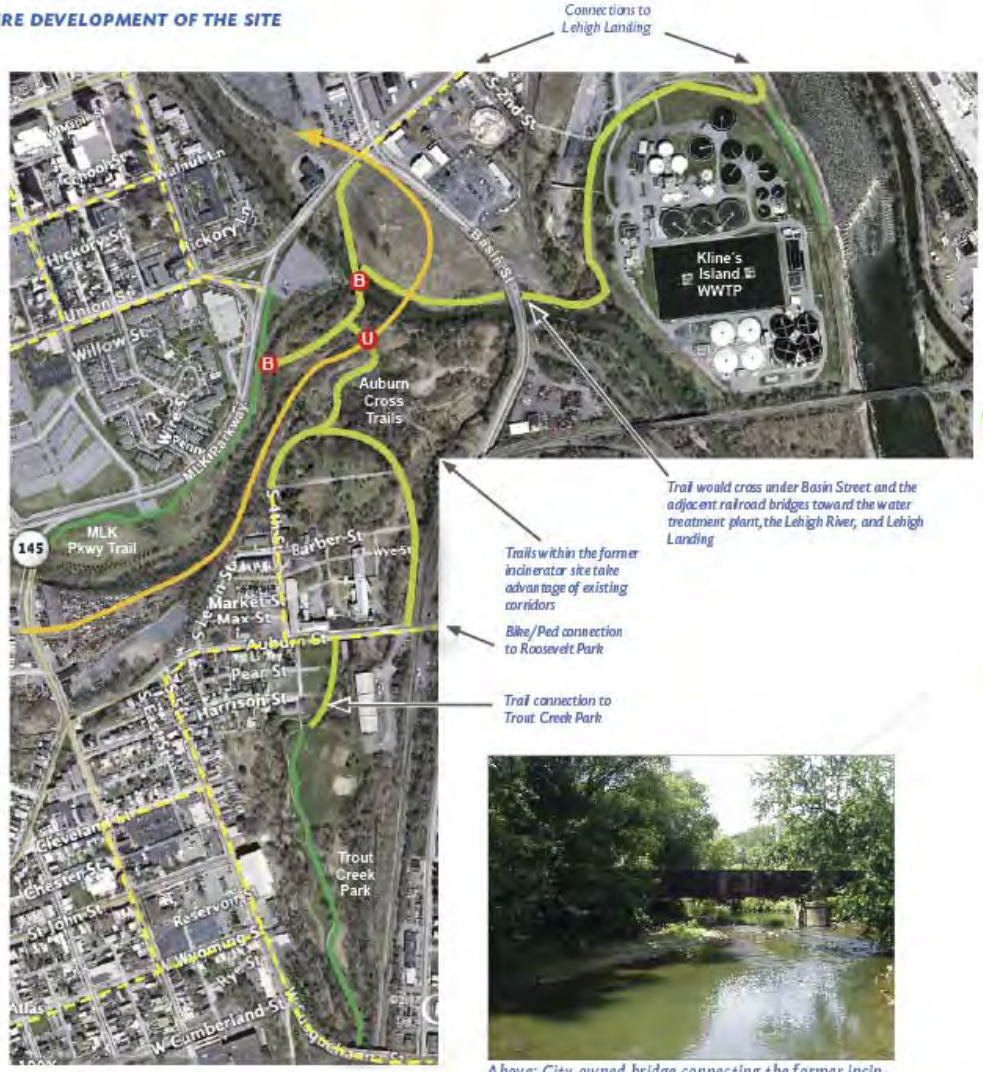
SOUTH SIDE PROJECT 20 AUBURN CROSS TRAILS PARK

RECOMMENDATION - *INCLUDE TRAILS IN FUTURE DEVELOPMENT OF THE SITE*

There are several main factors influencing the future of the area known as Auburn Cross Trails (Allentown's former incinerator site). The site is generally bound by MLK Blvd./Union St. to the north and west; Basin St. to the north and east; and Barber Street to the south. The map at right depicts a combination and compromise of recommended trail routes to reflect the factors listed below:

- The 2005 Auburn Cross Trails Park Conceptual Plan (see page 2-32)
- The 2009 Transportation Investment Generating Economic Recovery, or TIGER, grant program
- The future sale of this property by the City to private ownership

Trails recommended in the 2005 Conceptual Plan for Auburn Cross Trails Park were scaled back to take into account potential rail road reactivation (shown in solid orange) and to reflect a more likely scenario for trail routing, should the land be purchased by a private party for development.



Above: City-owned bridge connecting the former incinerator site to the MLK Pkwy trail.

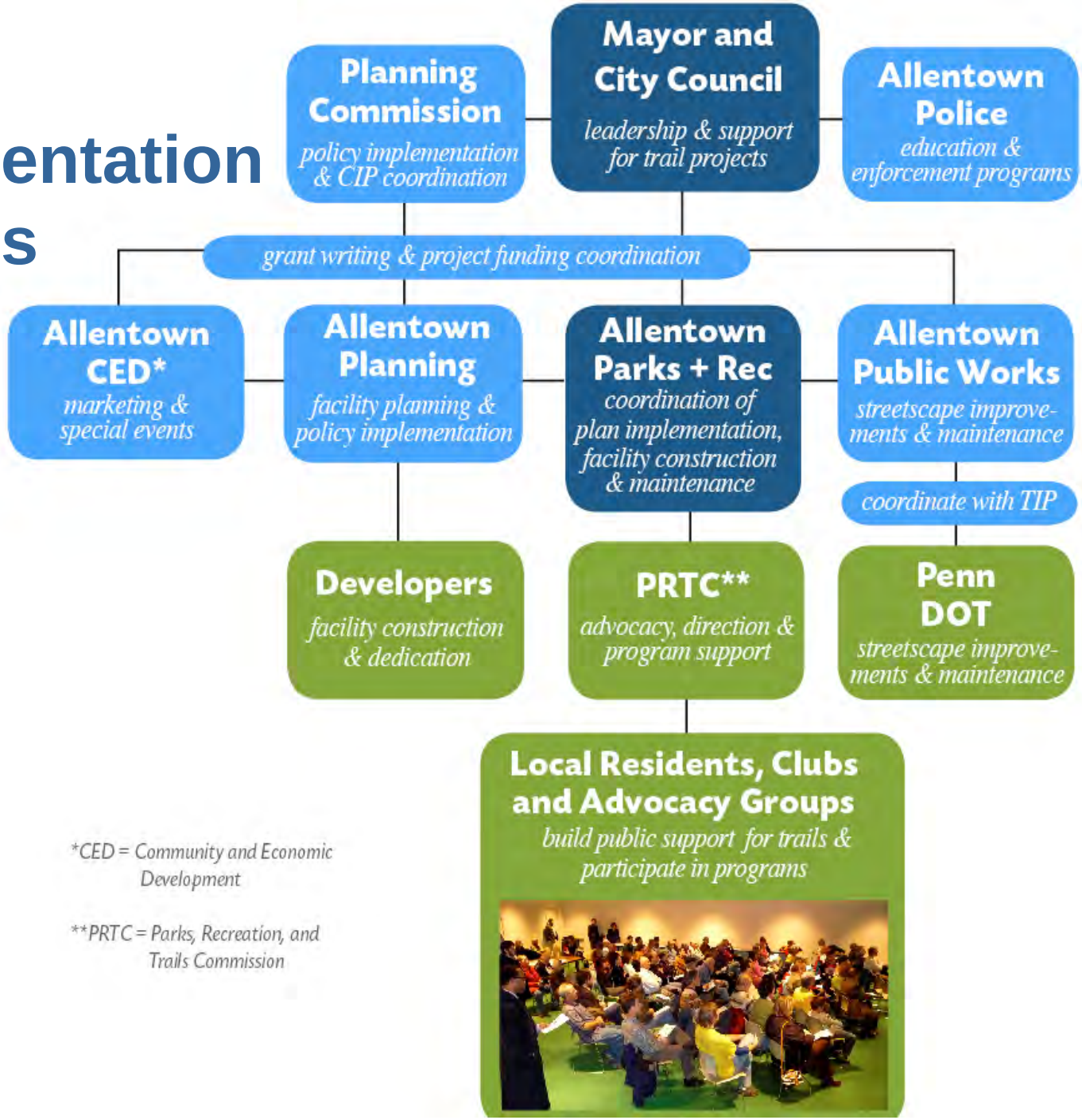
Above: City-owned bridge connecting the former incinerator site to the area just south of MLK Blvd./Union St

SOUTH SIDE PROJECT 20 AUBURN CROSS TRAILS PARK

LOCATOR MAP

- Proposed Trail
- Proposed Rail Reactivation
- Inactive Rail Corridor
- Existing Trail
- On-street Bike/Ped Improvements
- (B) Existing city-owned bridges to be retrofitted as bike/ped bridges
- (U) Underpass req'd if railroad is reactivated with the TIGER grant program

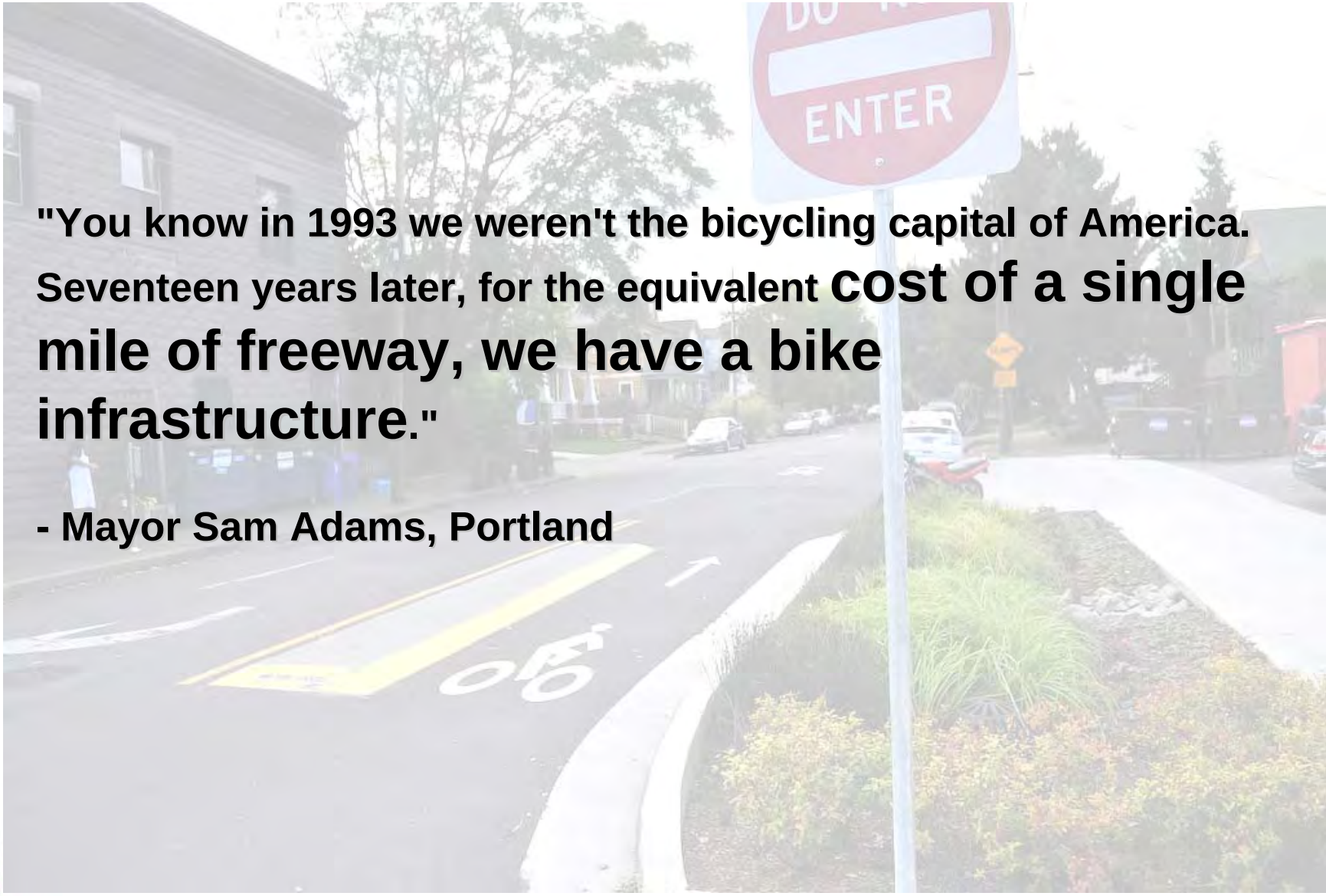
Key Implementation Partners



*CED = Community and Economic Development

**PRTC = Parks, Recreation, and Trails Commission

Realizing the Vision



"You know in 1993 we weren't the bicycling capital of America. Seventeen years later, for the equivalent cost of a single mile of freeway, we have a bike infrastructure."

- Mayor Sam Adams, Portland

Allentown
City without limits.

Realizing the Vision

"There's the congestion problem, the pollution problem, the obesity problem, the gas problem. Bikes are definitely a symbol of what your city stands for."

- Gabe Klein, Chicago Transportation Commissioner
Former Washington, DC, Transportation Commission

Allentown
City without limits.

Realizing the Vision

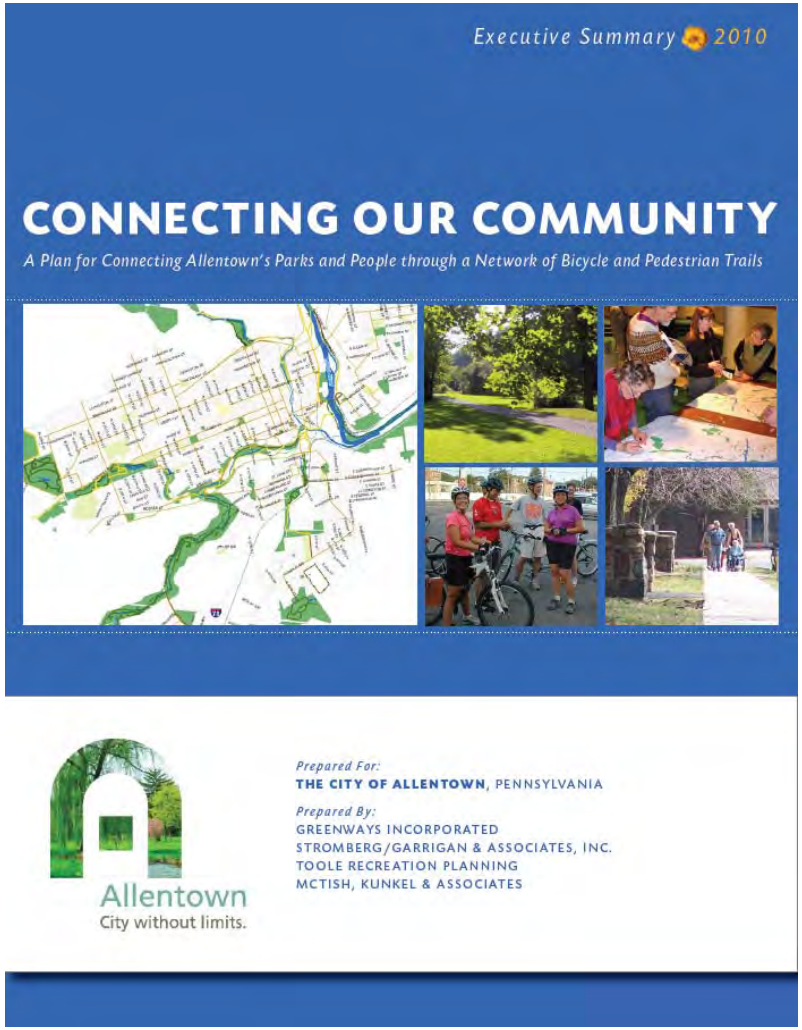
"Whether you ride to work, ride for fun, or ride for exercise, these new bike lanes are a great addition to our city streets. The opening of these bike lanes is a clear demonstration of our commitment to ensuring that the streets of Philadelphia are open, accessible, and available for all travelers. Whether you drive, ride, walk or use public transport you will be able to make your way around this great, green city of ours."

- Mayor Michael Nutter, Philadelphia

Allentown
City without limits.

CONNECTING OUR COMMUNITY

A Plan for Connecting Allentown's Parks and People through a Network of Bicycle and Pedestrian Trails



Questions Answers & Comments