# Allentown CITYWIDE BIKE PLAN

June 11, 2025 | Version: Final

## Citywide Bike Plan for All Steering Committee

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## Funding Acknowledgment

Funding was provided by the Pennsylvania Department of Health through the Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention. The City of Allentown would also like to thank the PA WalkWorks Program and Pennsylvania Downtown Center for their assistance.

## Community Members & Organizations

Thank you to all the community members who responded to the Citywide Bike Plan survey and stopped by the pop-up table! Your lived experiences helped inform the recommendations in this plan. The Citywide Bike Plan

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The City of Allentown is dedicated to advancing transportation safety projects that align with the guiding principles of the Allentown Bike Plan, the Allentown Safe Streets for All Action Plan, Complete Streets, the Zone Allentown Comprehensive Plan, and the Vision Zero initiative. Through strategic planning and collaboration across departments, the

# Existing Bike Infrastructure

The City of Allentown maintains a growing network of bicycle facilities, consisting of on-street bike lanes, shared lanes, and off-street multi-use trails. These facilities vary in terms of user comfort, connectivity, and overall safety. This section provides a breakdown of the current infrastructure and defines each facility type to support analysis and

# Bike Commuting

Data from the U.S. Census Bureau's American Community Survey (ACS) 2020 5-Year Estimates provide insight into current commuting patterns among working Allentown residents for the past year, including the prevalence of bicycle commuting.

Although, bicycle commuters make up a negligible part of the total number of non-car using

## Contributing Factors

PennDOT tracks a variety of contributing factors related to crashes with the PCIT database. While factors are limited on their relation to on- and off-road bike infrastructure, additional factors remain important for identifying these contributing factors. This data can be used to help highlight existing trends within the data and aid in developing potential interventions along key corridors.

There was little variation in crashes by month with the highest concentrations taking place in the summer months of June (18), July (17), and September (17). This is not abnormal as bike ridership tends

# Overview

Effective public engagement is an essential, intentional, and ongoing process. With this in mind, the consultant team created a stakeholder and public engagement program that built upon the City's longstanding commitment to community involvement. This program leveraged the groundwork laid by previous City initiatives.

The engagement program included the following components:

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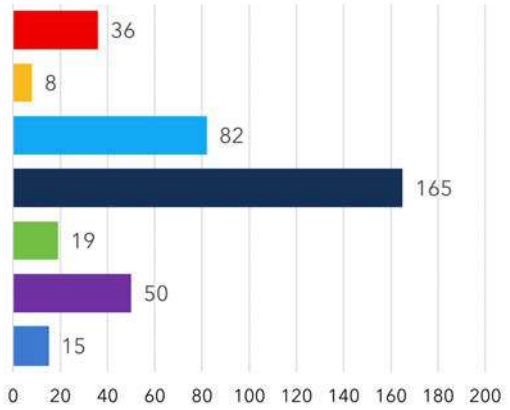
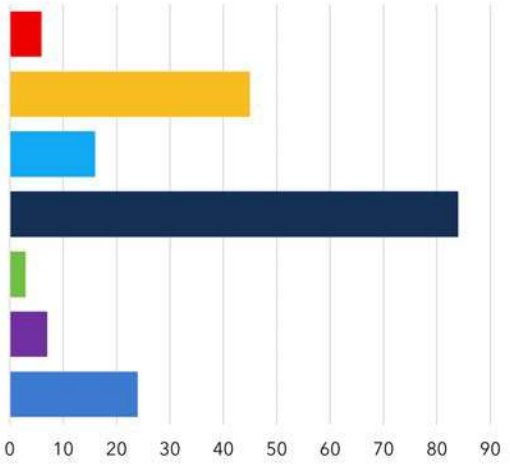
# Community Survey

A user-friendly survey was published to gather feedback on existing bicycle infrastructure, with a focus on safety challenges and improvement opportunities. The survey was open in April 2025. Survey outreach was supported by a pop-up event at the Blue Zones Allentown Community Kick-Off.

The survey received a total of 196 responses. Based on data from the



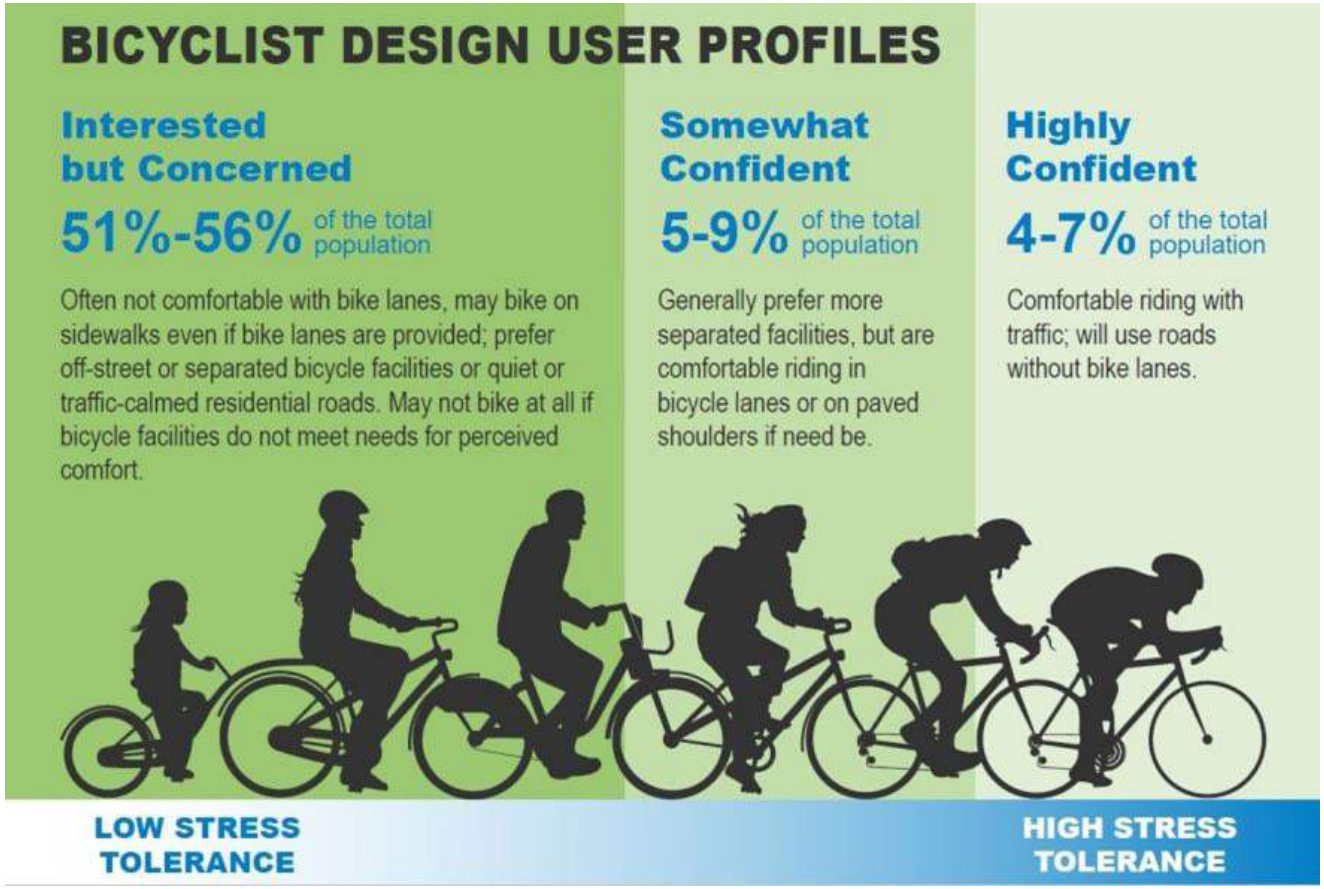
# ROUTE IDENTIFICATION & INFRASTRUCTURE ANALYSIS

## Bicycle Users, Bikeway Selection, & Infrastructure Design

Before identifying specific streets and other areas for improvements, it is important to understand the different types of bicycle riders and most appropriate infrastructure for each type of user.

Bikeway users can vary widely, and understanding their needs is crucial for effective bikeway design. Here are the main categories of bikeway

**Somewhat Confident Bicyclist:** Somewhat Confident Bicyclists are individuals who are comfortable on most bicycle facilities. They are, however, less tolerant of heavy vehicle traffic and generally prefer




*Source: NACTO Urban Bikeway Guide.*

# Developing a Bikeway Network for All Ages & Abilities

A bikeway network for a urban area like the City of Allentown should be designed for all ages and abilities from eight to 80 years of age. This will allow for the widest usage and safest system for childre, adults, and active seniors. The table to the left provides recommendations for development of the most appropriate bicycle facility based on the speed and volume of the roadway involved.

According to the American Association of State Highway and

## Signed/Marked Shared Roadway

This facility is designated by bike route signs, Bikes May Use Full Lane signs and/or shared lane markings (i.e., sharrows) along an existing roadway and has two purposes. One purpose is to provide continuity to other bicycle facilities, such as bike lanes. Another purpose is to designate preferred routes through high-demand corridors. These

## Bicycle Boulevards

A Bicycle Boulevard is a road or street that is ideal for bicycle transport through specialized road treatment such as traffic calming and speed reduction, way finding signage and pavement markings, and intersection crossing treatments.

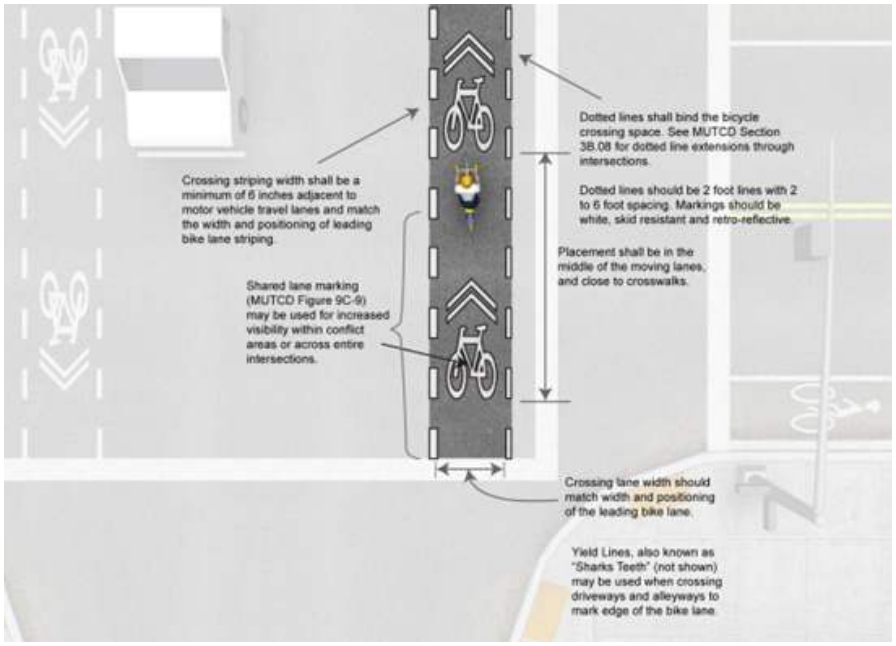
## Bicycle Lane

This facility's purpose is to enhance conditions for bicyclists on the streets through the use of appropriate pavement markings and signing. Bike lanes are used in areas where there is both a high bicycle demand and distinct needs that can be served by using them. Bike lanes delineate the right-of-way for bicyclists and motorists, separating the traffic and increasing

## Shared Use Path

This facility consists of any independent, off road, trail on a separate alignment specifically designed for pedestrians and bicyclists. Shared use paths (SUP) are often constructed along rivers, ocean fronts, canals, utility rights-of-way, former or active railroad rights-of-way, within college campuses, within and between parks, or as part of a planned development. Shared paths offer opportunities not provided by road

## Intersection Crossing Markings – Shared Lane Marking




*Source: NATCO Urban Bikeway Guide*

This treatment consists of six inch dotted lines adjacent to the vehicle travel lanes and near crosswalks through the intersection crossing space. Dotted lines should be two foot lines with two to six foot spacing. Shared lane markings or "sharrows" (2009 MUTCD Figure 9C-9) may be used to increase visibility within areas of conflict or through the

## Intersection Crossing Markings – "Elephant Feet" Markings

This treatment consists of 14-20 inch squares which serve as an alternative to dotted line extensions through the intersection crossing space. The markings should be positioned on the outside of the bike lane with equal distance spacing. The crossing lane width should match the width and positioning of the leading bike lane. Additionally, when crossing any driveways or alley streets, yield lines may be used to mark the edge of the bike lane. This can be used in conjunction with all of the treatments listed above.

## Bike Box

# Route Identification

The consultant team collaborated with City staff and the Steering Committee to identify a network of potential bicycle improvements throughout the City. The plan includes various types of bike lanes, such as shared bike lanes (sharrows), dedicated bike lanes, bike boulevards as well as off road trails that will enhance bicycle travel in the City. The goal is to enhance the City's infrastructure to promote safer and more efficient cycling routes for residents and visitors.

The potential improq

# Key Bicycle Routes

An additional goal of this plan was to identify one key east-west bike route and one key north-south bike route. Based on examination of the existing and proposed City bike network and available right-of-way, the following key routes are recommended:

**Key East-West Bike Route**

This route will use a combination of on-road and off-road trails to traverse the City from the east to the west. Key parts of the route starting from the east side of the City include:

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# Proposed East West Route


Parkway Blvd/Linden St (Cedar Crest to N. Saint Elmo) – convert sharrows

Use Jordan Creek Greenway/Meadow St. (MacArthur Rd to Turner Street)

Proposed bike lane/shared use path from Turner St.

## Linden Street

Linden Street near the Center City area is a one-way street with two 11 foot travel lanes and two seven foot parking lanes on either side. The proposed improvements would include the removal of a travel lane, for the installation of a five foot bike lane, and two three foot buffers on both sides of the bike lane. Traffic studies are recommended to

## Parkway Boulevard

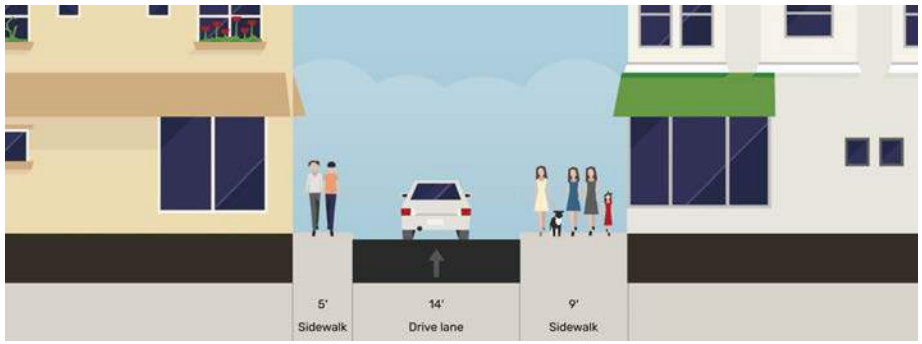
Parkway Boulevard currently consists of a 15 foot travel lane, a 12 foot travel lane, and an eight foot parking lane. The proposed improvements would remove the parking lane and narrow the travel lanes to 12 foot in order to implement two 5 ½ foot bike lanes in both directions.

## East Cedar Street

East Cedar Street currently consists of two 8 foot travel lanes and two 7 foot parking lanes in both directions. Due to the narrow existing cross

## West Maple Street

West Maple Street is a one-way alley street which currently consists of a 14 foot travel lane. The proposed condition would add a four foot contra-flow bike lane and  10 foot travel lane in the other direction with a shared lane marking.




*Existing Maple Street conditions.*

*Proposed Maple Street conditions.*

# HEALTH & ENVIRONMENTAL IMPACT ANALYSIS

This plan recognizes the importance of biking in providing much more than just transportation services. Improving the bike infrastructure will connect people with economic opportunities, improve community and environmental health.

1 Allentown Health Bureau. (2023). Community Health Needs Assessment. https://www.allentownpa.gov/en-us/Government/Departments/Community-Economic-Development/Health-Bureau/Community-Health-Needs-Assessment

Enhanced bike infrastructure can significantly improve health outcomes for residents in Allentown. One of the primary benefits is the increase in physical activity among the population. Improved bike lanes and paths encourage more people to cycle, which can help reduce the risk of chronic diseases such as heart disease, diabetes, and obesity.

The 2024 Priority Climate Action Plan for the Lehigh Valley[6] also emphasizes the importance of enhancing bike infrastructure as part of its strategy to reduce carbon emissions through the expansion of bike lanes, the development of a bike share program, expansion of off-road bike paths, and community engagement. One of the goals of the Plan is to implement Walk/RollLV: Active Transportation Plan[7]

# EVALUATION & REPORTING

Evaluating and reporting metrics for a bike plan is crucial for understanding the effectiveness of the plan and making necessary adjustments to improve its impact. The evaluation process involves collecting data on various aspects of the bike plan, such as usage rates, safety incidents, and linear distance of infrastructure constructed. This data can be gathered through tracking of completed projects, bicycle traffic counts, and annual

**Bicycle Trips Counts:** To measure progress, the City will need to establish a baseline count of bicycle trip data at various locations throughout the City. Then, bike counts will need to be replicated each year or other regular intervals at the same general time frame and

**New Bicycle Infrastructure Projects:** It is recommended that the City Public Works Department track the mileage of new bicycle infrastructure installed each year as part of this effort. Then, the mileage can be compared to the above goals and measure where the City is excelling and where the City needs improvement related to these goals.

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# IMPLEMENTATION PLAN

The City of Allentown is committed to enhancing its transportation infrastructure by implementing a comprehensive bicycle network. This initiative aims to promote sustainable transportation, improve public health, and increase connectivity within the community. The bicycle network implementation

**Top Bicycle Related Policy Recommendation:** Efforts to support Pennsylvania's initiative to make parking-protected bike lanes legal have been ongoing. Parking protected bike lanes are on-street biking facilities that are separated by parking. Typically, a buffer is created between the bike facility and the parking spaces. The buffer may be as simple as pavement markings between the parking space and the bike lane, or it can include something more prominent such as

# Proposed Projects

The following are the proposed bicycle infrastructure projects recommended for implementation in the future:

**Cost:** $=Low Cost, $$=Medium Cost, $$$=High Cost

**Timeline:** Short Term = 1-2 yrs, Medium Term = 3-5 yrs, Long Term = 5 yrs+

# General Recommendations

**Resurfacing Program:** Using roadway resurfacing to create bike lanes is an efficient and cost-effective way to enhance urban mobility and promote sustainable transportation. When roads are resurfaced, it

**Wayfinding Signage:** Wayfinding signage for a bicycle network is essential for guiding cyclists through urban environments and ensuring they can navigate safely and efficiently. These signs provide critical information about distances, directions, and destinations, helping cyclists plan their routes and make informed decisions while

## PennDOT Multimodal Transportation

Act 89 also established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and

## PA Department of Conservation and Natural Resources – Keystone Grant Program and Recreational Trails Program

Established on July 1, 1995, the Pennsylvania Department of Conservation and Natural Resources is charged with maintaining and preserving the 117 state parks; managing the 2.1 million acres of state forest land; providing information on the state's ecological

# APPENDICES

The following appendices are referenced throughout the plan:

## Appendix A: Maps

A section with all versions of the bike infrastructure improvement maps for easy reference.

## Appendix B: Concept Plan for East West Bike Route

The concept p

# APPENDIX A: MAPS

# APPENDIX B: CONCEPT PLAN FOR EAST WEST BIKE ROUTE

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# E

# APPENDIX C: BIKE ROUTE LINEAR MILEAGE

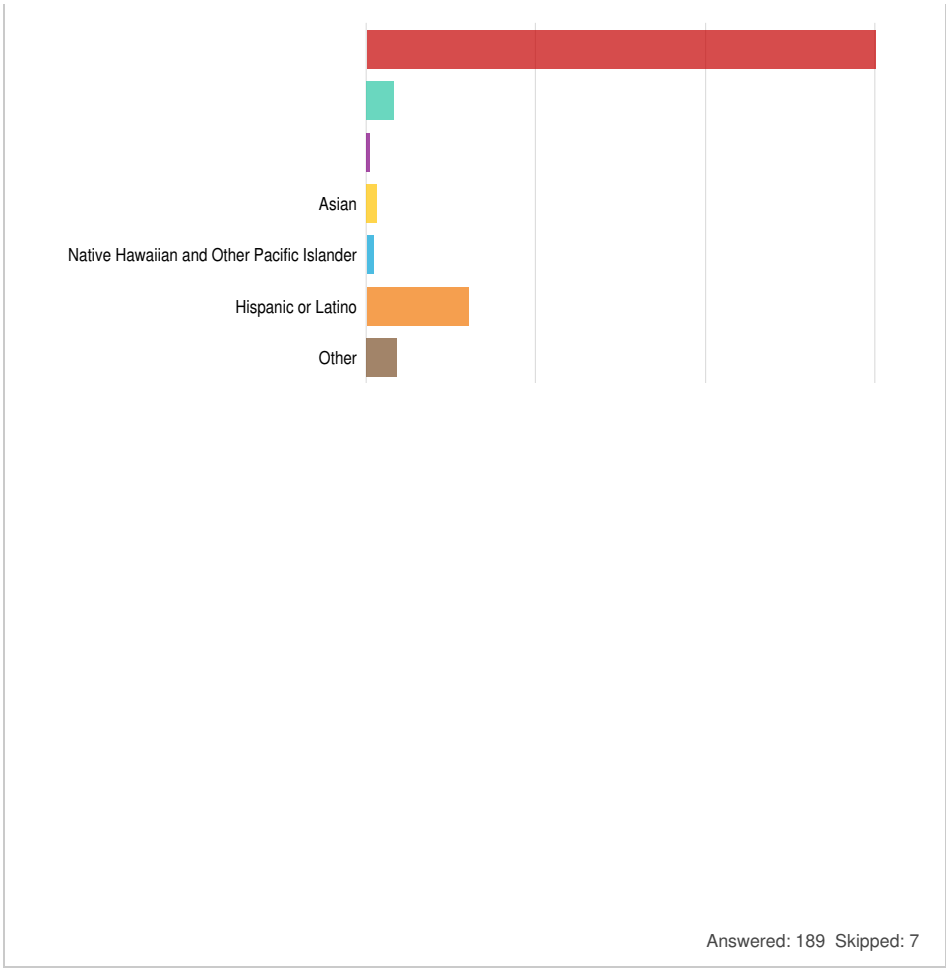
# APPENDIX D: COMMUNITY SURVEY SUMMARY

# Allentown Bike Plan Survey

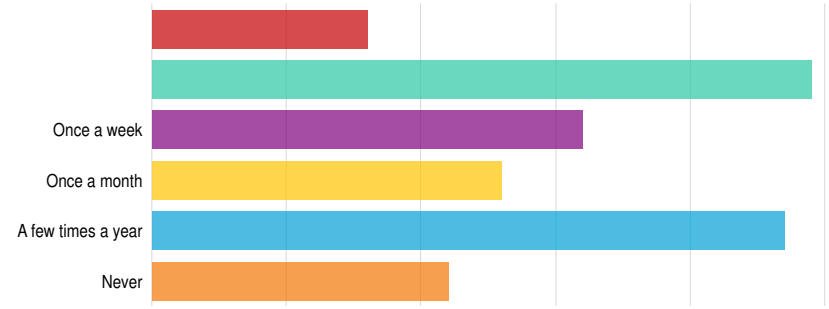
**Demographics**

**What is your age?**

Answered: 190 Skipped: 6


Asian
Native Hawaiian and Other Pacific Islander
Hispanic or Latino
Other
Answered: 189 Skipped: 7

Bike Habits

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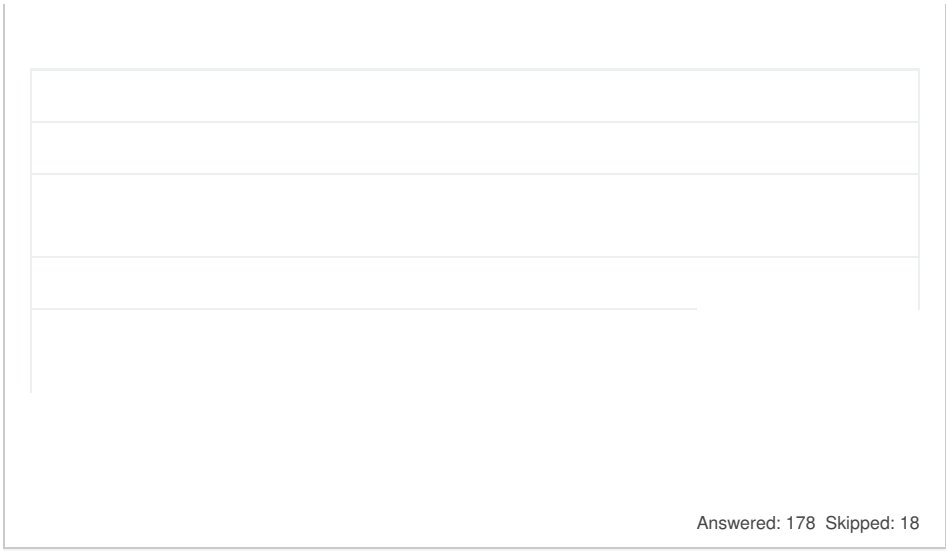
Answered: 172 Skipped: 24



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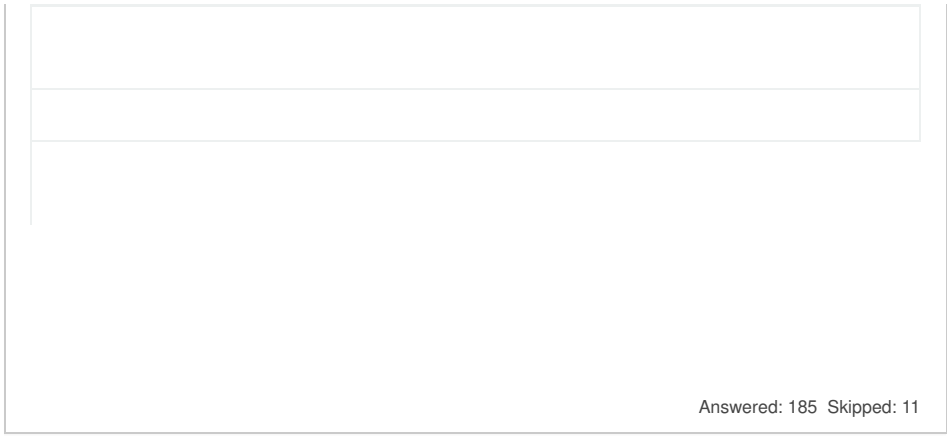


Bike Lane and Trail Map

Allentown

CITYWIDE BIKE PLAN

www.AllentownPA.gov