

Tomorrow's Palmer

Actively Moving Towards Our Future



2025 Active Transportation Plan

Prepared in Cooperation with NV5, Inc. and Palmer Township Planning Department

Adopted by the Palmer Township Board of Supervisors on April 7, 2025

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**BOARD OF SUPERVISORS
TOWNSHIP OF PALMER
NORTHAMPTON COUNTY, PENNSYLVANIA**

RESOLUTION NO. 2025-10

**A RESOLUTION AUTHORIZING THE ADOPTION OF THE 2025
PALMER TOWNSHIP ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Board of Supervisors of the Township of Palmer adopted a new Comprehensive Plan on January 23, 2018; and

WHEREAS, to further implement the goals of the Comprehensive Plan and to provide additional elements relating to active transportation, Township staff prepared an Active Transportation Plan containing updated goals and priorities relating to bicycle and pedestrian infrastructure, policy and program initiatives, and intersections and crossings; and

WHEREAS, the Active Transportation Plan will shape the focus of the Township's actions and investments in pedestrian, bicycle, and transit infrastructure over the next decade; and

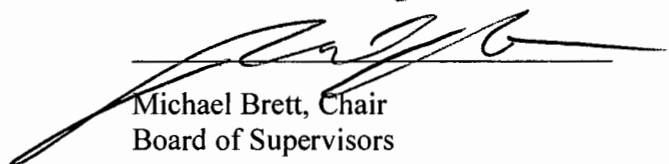
WHEREAS, the Active Transportation Plan was shaped by public engagement from residents, Township staff and committee members, and community partners; and

WHEREAS, the Board of Supervisors of the Township of Palmer seeks to adopt the Active Transportation Plan to promote health, wellness, active transportation, and improve the lives of residents.

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors of the Township of Palmer adopts the 2025 Active Transportation Plan as a guide for improving pedestrian and bicycle infrastructure and encouraging residents and visitors to utilize active transportation.

RESOLVED AND ENACTED this 7 day of April, 2025.

TOWNSHIP OF PALMER


Michael Brett, Chair
Board of Supervisors

ATTEST:



Robert A. Williams
Township Manager/Secretary

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Acknowledgements

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1. Project Overview



Introduction

The Palmer Township Active Transportation Plan explores opportunities to expand choices for walking, biking, wheeling, and being more physically active in Palmer Township, Northampton County, PA. It is considered a companion to the 2020 Parks, Recreation and Open Space Plan and intends to build upon past efforts to provide a comfortable and safe network of sidewalks, trail paths, and bicycle facilities for people of all ages and abilities.

The plan encompasses a wide range of strategies and initiatives, beginning with the improvement of existing pedestrian and bicycling facilities and then the location of new trails, shared-use paths, bike lanes, and sidewalks. It was developed through various community engagement efforts, including steering committee meetings, surveys, and public meetings, to gather input from residents, businesses, and community stakeholders. This collaborative approach ensures that the plan reflects the diverse needs and aspirations of the community and takes into consideration the uniqueness of the township land use patterns, transportation corridors, and community preferences.

Strategies to achieve the vision of the plan include specific, prioritized near-term and long-term capital improvements, policy updates, and programs to encourage and raise awareness of active transportation. Working with local, county, regional, state, and national partners, Palmer Township will close key gaps in the existing network and connect existing neighborhoods, schools, commercial areas, recreational resources, and other key destinations.

Palmer Township secured funding for this plan through a WalkWorks grant provided by the Pennsylvania Department of Health, Division of Nutrition and Physical Activity, in collaboration with the Pennsylvania Downtown Center and the Pennsylvania Department of Conservation & Natural Resources.

What Is Active Transportation?

Active transportation refers to human-powered transportation, such as walking, biking, and wheeling. People walk and bike for a variety of trip purposes, including trips to work, school, shopping, and recreation. This plan identifies active transportation connections and strategies to support walking, biking, wheeling, as well as access to transit in and around Palmer Township and everyday destinations.

Planning for active transportation can provide numerous community benefits, such as:

- Increased safety
- Improved public health, both physical and mental
- Reduced congestion
- Reduced environmental impact (cleaner air and water)
- Expanded access and mobility for those unable to drive
- Increased support for the local economy
- Improved personal and public finance (reduced costs)
- Increased social cohesion/reduces isolation

Who Are We Planning For?

One of the most key features of an active transportation network is that it provides safe, comfortable connections for people of all ages and abilities. This requires a holistic approach that considers the unique needs of a wide range of user types, especially those who are more vulnerable (children, elderly, people with disabilities, etc.).



People with Disabilities



Leisure Walkers



Active Walkers/
Joggers



Commuter/
Daily Errands



Casual Cyclists



Confident Cyclists



Advanced/
Sport Cyclists

Benefits of Active Transportation

It seems easier to tell a friend or family member to “eat better,” “get in shape,” or buy the latest healthy juice, than it is to do these things on our own. A better approach is to keep it simple and take the first step to getting healthier by getting a little more active. The benefits of being more active, being in nature, using walking trails, gathering with friends for exercise and improving the walkability of communities, including all forms of non-motorized mobility, are well documented and ever increasing in their numbers.

Walking just 20 minutes/day helps to:

- lower your blood pressure;
- lower your risk of an early death; and
- lower your risk of heart disease, diabetes, strokes, cancer, and depression.

Walking paths, routes and outdoor trails help:

- improve tourism—cycling tourists have been known to spend almost \$60/day;
- promote local businesses with new kiosks and wayfinding signage;
- improve property values—just being close to a trail can increase a property's value;
- improve your mental health—time spent outdoors improves cognitive reasoning;
- improve the national outdoor recreation industry— by \$730 billion or more per year



Our Vision, Purpose, and Goals

Palmer Township is a regional leader in accessible pedestrian, bicycle, and transit networks, respects the different abilities of each of its users, and encourages and promotes regular usage and healthy lifestyles.

The primary purpose of the Palmer Township Active Transportation Plan is to identify the opportunities and constraints of improving the pedestrian, bicycle, and transit network of sidewalks, trails, shared-use paths, bike-lanes, and other non-motorized routes to help residents and visitors get more active and create healthier lifestyles.

OUR GOALS

1. Establish and expand safe and accessible connections to park, recreation, and open space resources and key destinations, both in the township and regionally.
2. Prioritize improvements that will serve more vulnerable populations.
3. Enhance resident health by adding multimodal transportation options to vehicular travel.
4. Create comfortable “Bicycle Boulevards” along lower speed, lower volume, roadways and develop traffic calming strategies.
5. Strengthen local engagement and outreach with residents and the greater Palmer Township community through signage, information, and events.
6. Create lasting partnerships with National, State, County and Regional agencies and organizations.

OUR METHODOLOGY

To achieve the goals of the plan, a volunteer steering committee was established to help identify the plan study area, help gather relevant data and public input, and to make recommendations. Locally available plans were reviewed; questionnaires, handouts, and surveys shared; walkability assessments initiated, and recommendations compiled.

- Reviewed local and regional plans, reports, and studies;
- Reviewed Community Health Needs Assessments;
- Mapped existing active transportation facilities;
- Mapped key destinations;
- Reviewed existing vehicle and pedestrian counts;
- Gathered public input;
- Compiled recommendations;
- Conducted field inspections of all major trail crossings and trailheads;
- Analyzed accessibility to existing parks and recreation facilities;

Defining the Study Area

Palmer is an unusually long and narrow township compared to its peers in the Lehigh Valley. From the Lehigh River northward to Tatamy and Stockertown boroughs, the township is almost 6 ½ miles long and only ever an average of 2 miles wide. If the facilities existed for a person to walk or bicycle from west to east, it would be easier and more likely that they would do so in Palmer than most other communities. To honor the uniqueness of Palmer Township: its history, its shape, and its potential, this active transportation plan divides the municipality into three unique study areas:

1. The North End Study Area

From North Corriere Road to the top of Palmer Township. The primary land uses are industrial and warehouse, but residential neighborhoods do exist. Township, county, state, and national trail planners have made substantial progress with developers to create and propose pedestrian and bicycle connections between Nazareth and Tatamy boroughs and through Palmer toward even more outdoor recreation opportunities.

2. Central Palmer Study Area

U.S. Route 22 is a four-lane highway running across the lower half of Palmer. From Route 22 north to the north segment of Corriere Road, the primary land use is residential, but the age and style of housing and streets are more varied than elsewhere in the township. In this central part of Palmer, sidewalks and street crossings are more prevalent due to newer development standards.

3. The Lower End and Riverfront Study Area

The lower third of Palmer Township holds the greatest mixture of people, housing, businesses, road types, hazards, topography, challenges and especially opportunities for someone to get more active. From the edge of the Lehigh River north to Route 22, this part of Palmer has a minimum of twelve existing parks, trail segments, and school properties offering key destinations.

Study Areas

Palmer Township

Study Areas

Legend

- Palmer Township
- River or Stream
- Schools
- Parks
- Existing Multi-Use Path
- Existing Trail

The North End

Central Palmer

The Lower End and Riverfront

0 2,000 4,000'



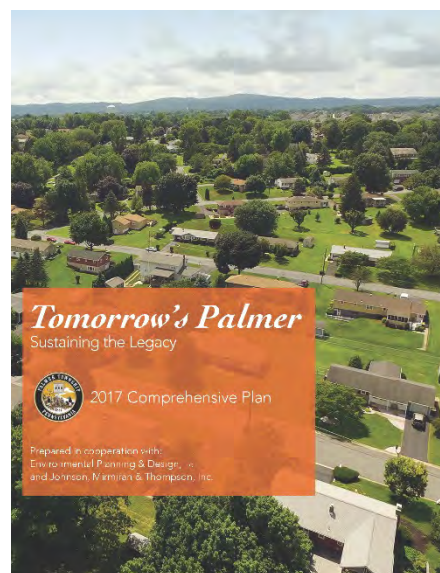
Relevant Plans and Studies

This plan builds upon the past and ongoing planning efforts of the township and surrounding region. The following plans and studies were reviewed for pedestrian and bicycle goals, recommendations, and priorities, specifically relevant to Palmer Township.

2018 Palmer Township Comprehensive Plan

As part of the Pennsylvania Municipalities Planning Code, municipalities are required to regularly update their comprehensive plan to provide direction for planning decisions over a 10-year period. The most recent update (completed in 2018) covers a wide range of planning guidance focusing on **“...collaboration along community leaders, Township departments, local institutions and businesses, residents, regional stakeholders, and agencies of the Commonwealth.”** The document presents many overarching goals, including the following related to transportation:

- Identify and address pedestrian safety needs, congestion, traffic flow challenges, and safety concerns where they exist
- Support integrated, safe bicycle/trail networks to support recreation and connectivity of community assets and neighborhoods
- Improve transit ridership convenience and safety between areas of employment, shopping, neighborhoods, and transit stops
- Provide a wide range of active and passive recreation areas and facilities that are well-distributed throughout the Township
- Protect natural and dedicated open space areas and riparian corridors, inclusive of floodplains, as a cohesive, interconnected system
- Align development with accessible infrastructure service



The previous comprehensive plan update (2003) encouraged the redevelopment of existing commercial corridors (Nazareth Road/25th St; William Penn Highway; and Freemansburg Avenue) and promotion of public transit and bicycle as important modes of travel.

The 2018 update reflects and builds upon this analysis based on progress that has taken place and lessons learned from 2003-2018. The plan utilized a series of public engagement efforts to prioritize the goals of the plan. Several areas that were identified by the public were related to transportation:

- Increased Trails and Sidewalks

- Safer Bike and Pedestrian Connections
- Intersection Improvements
- Corridor Improvements
- Eliminating Traffic Safety Hazards
- Public Transportation

Although motor vehicle transportation and intersection safety were the primary focus of the plan, there are notable goals and objectives related to pedestrian and bicycle improvements as well. These include:

- Complete detailed pedestrian studies and establish a plan to promote pedestrian/bicycle links between major destinations.
- Establish a Complete Streets Policy that could be implemented on specific residential arterial corridors to help promote alternative modes of transportation, as well as provide traffic calming.
- Host bi-annual dialogues with PennDOT and LANTA to review ridership information and identify adequacies/deficiencies of public transit services in the community.
- Sponsor and host initiatives in the public realm to highlight ways the community's rights-of-way are pedestrian-focused.

2020 Palmer Township Parks, Recreation and Open Space Plan



The Active Transportation Plan is an update to the *2020 Parks, Recreation and Open Space Plan*, which provides a vision for continuing Palmer Township's commitment to open space and recreation access within its boundaries. Reflecting upon current land use patterns and resident input, the plan identifies two goals relevant to active transportation:

1. Continue to enhance connections and segments of the pedestrian trail network throughout the Township.
2. Encourage continuity between parks, recreation, and open space planning and the Township's Comprehensive Plan and other policy documents.

The Parks, Recreation and Open Space Plan recommends the development of a Capital Improvements Plan, specifically outlining trail and greenway improvements for expanding trails outside of parks and connecting them to other neighborhoods and areas of interest. Additionally, the plan recommends improving accessibility across the Township to ensure citizens of all ability can access public spaces.

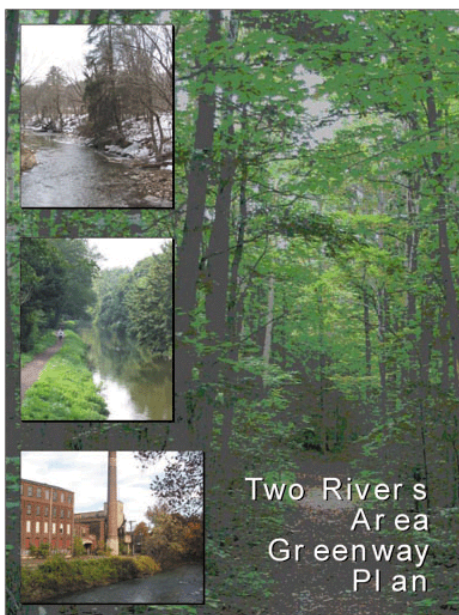
2015 Northampton County Open Space Plan

The 2015 *Livable Landscapes: An Open Space Plan for Northampton County* guides enhancement of the County's open space resources and creates linkages between the County's vast natural resources, outdoor recreational facilities and greenways and trails. Prioritizing trails and greenway opportunities, the plan states a major goal:

Goal 2 – Provide and maintain an exemplary park, trail, and recreation system to meet residents' needs and enhance tourism opportunities.



The County Plan offers recommendations to municipalities to achieve this goal. These include: improve existing and design new outdoor recreation facilities to be compliant with the Americans With Disabilities Act; acquire rail rights-of-way needed for recreation or alternative transportation purposes; consider opportunities to use floodplains and riparian buffers for trails; use an official map to proactively plan for future trails and bicycle and/or pedestrian pathways; amend subdivision regulations to assure street connectivity and provide for sidewalks and bikeways; pursue opportunities for the development of trails and bicycle lanes when roadways are constructed or repaired; and work with PennDOT and local road departments to include bicycle and pedestrian-friendly facilities.



2005 Two Rivers Area Greenway Plan

The 2005 *Two Rivers Area Greenway Plan* envisions a “hub and spoke” network of greenways and trails surrounding the Lehigh and Delaware Rivers. Palmer Township, centrally located within the Two Rivers Area, is a priority area linking the City of Easton to the other portions of the Two Rivers Greenway. Notably, the Palmer plan will help realize the Core Goals of:

1. Complete a multiple use trail system linking the Palmer Bikeway, D&L Trail, and Center City Easton, including trails along the Bushkill Creek along abandoned rail corridors.

2. Redevelop brownfield sites along Bushkill Creek and Lehigh River, encouraging recreation and eco-based business.
3. Enhance existing tourism-based amenities by establishing a link to the greenway network.

The township Active Transportation Plan will expand upon the Two Rivers Greenway concept and propose connections from the main trail into the surrounding communities. It will link other municipalities to the Palmer Bikeway, D&L Trail, and the 9/11 Memorial Trail. It will encourage economic development opportunities, identifying areas for mixed-use projects near active transportation corridors and tourism opportunities through signage, wayfinding, and branding.

2020 Walk/Roll LV: Active Transportation Plan

This study from the Lehigh Valley Planning Commission/Lehigh Valley Transportation Study was created to provide a clear vision of how walking, biking, and other forms of active transportation fit within the larger transportation network throughout the Lehigh Valley. Although the study provides analysis and recommendations from a regional scale, there are aspects of the plan that directly relate to active transportation in Palmer Township. Most notably, Walk/Roll LV provides site-specific recommendations for corridor



improvements aimed at improving both the bicycle and pedestrian networks throughout the region. Relevant recommendations from the plan are summarized below.

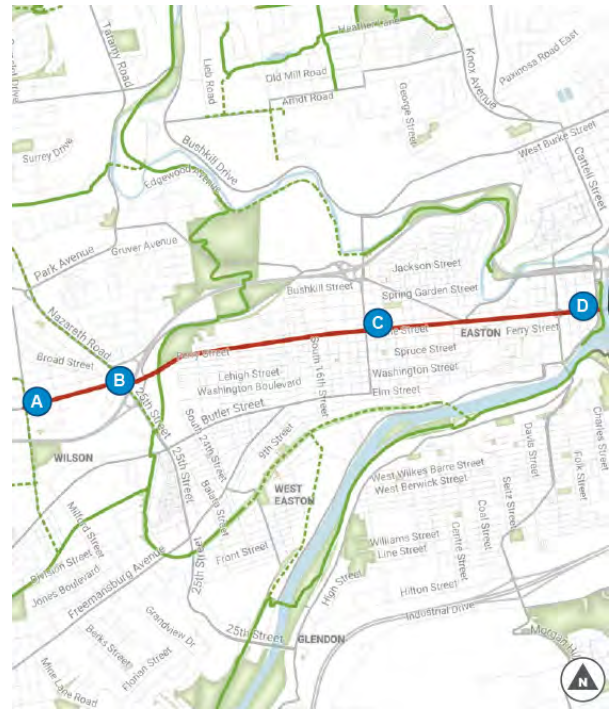
Pedestrian Network Recommendations

Although there are no specific recommendations for Palmer Township in particular, the plan proposes an overall strategy for the region at-large to create a comprehensive pedestrian network that connects key destinations such as schools, parks, and commercial areas. This includes improving sidewalks, crosswalks, and other pedestrian infrastructure to make walking safer and more convenient. The plan also recommends incorporating pedestrian-friendly design features such as benches, lighting, and landscaping to enhance the walking experience. Additionally, the plan suggests prioritizing pedestrian safety through traffic calming measures, such as speed humps and roundabouts. Many of these recommendations can be applied within the context of the township.

Bicycle Network Recommendations

Northampton Street (Greenwood Avenue to Larry Holmes Drive)

Northampton Street is one of five corridors within Northampton County to be recognized as a “Bicycle Commuting Corridor,” indicating that it has the potential to facilitate bicycling as a mode of transportation to work or to reach public transit as a part of a work trip. The analysis was based on a corridor’s potential to connect people to employment, overcome existing barriers to bicycling if improved, existing bicycling patterns, and topography. Selected corridors were prioritized based on five criteria: potential demand for commuting, safety and accessibility, convenience and connectivity, seamless multimodal integration, and equity.



Visionary Bicycle Network

The plan describes the Visionary Bicycle Network as a comprehensive network of on-road and off-road bicycle routes that connects key destinations throughout the Lehigh Valley region. The network is comprised of three components: Visionary Connections, Priority Bicycle Network (Catalytic Projects and Priority Bicycle Commuting Corridors), and Existing and Previously Proposed Regional Trails.

Visionary Connections were identified from previously planned trails and candidate Bicycle Commuting Corridors and Catalytic Projects not selected for field assessment, along with newly proposed on-road and off-road bicycle routes, critical for establishing regional connections. The plan recommends improving bicycle infrastructure such as bike lanes, sharrows, and multi-use paths to make bicycling safer and more convenient. The Visionary Bicycle Network includes several corridors within Palmer Township.

2022 LANTA Enhanced Bus Service Study



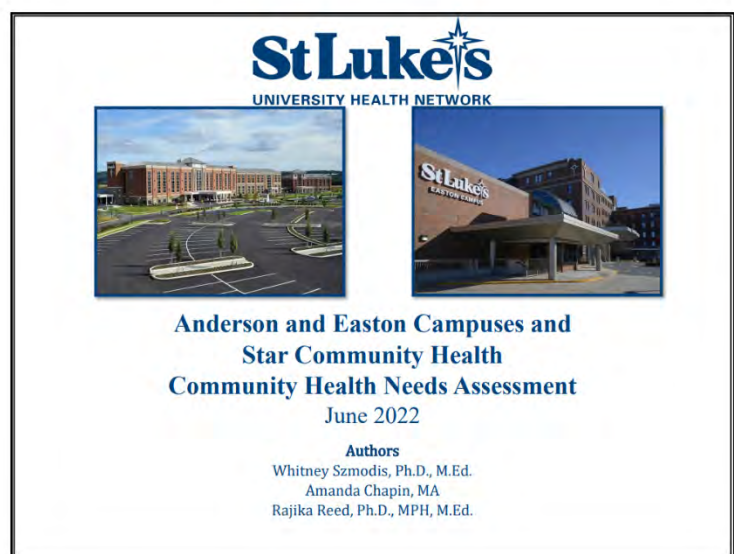
This study, commissioned by LANTA in 2014 and updated in 2022 as part of their long-range planning efforts for the region, provides a conceptual enhanced bus rapid transit service plan within the Lehigh Valley. The plan highlights eight “trunk corridors” that were selected for further analysis based on a set of eight criteria (travel time savings, net gain in passenger trips, transit-supportive land-use potential, productivity, total cost of the project, financial effectiveness, and total corridor ridership). These corridors represent the busiest segments of the existing transit network and provide connections to important trip-generating centers throughout the region.

From the initial trunk corridors, the plan further highlights four priority corridors presenting the best conditions for Enhanced Bus Service (EBS).

One of these priority corridors passes through Palmer Township along William Penn Highway Avenue serving as an important link between the urban areas of Easton and Bethlehem. This corridor is now by an EBS route with additional phased transit improvements in the works.

2022 St. Luke's Community Health Needs Assessment

This report is a comprehensive analysis of the health needs of the communities served by the Anderson and Easton campuses and Star Community Health. It includes an overview of the data collection and analysis methods used to identify health needs, as well as a discussion of social determinants of health that impact community health outcomes. The report identifies several key health needs in the community, including chronic disease, mental health, and access to care.



Based on these findings, the report provides recommendations for addressing these health needs, including improving access to care*, promoting healthy behaviors*, addressing social determinants of health, increasing public transportation use*, and enhancing community partnerships. Overall, this report provides valuable insights into the health needs of the community and offers actionable recommendations for improving community health outcomes:

1. Improving access to care: this includes expanding healthcare services and increasing the number of healthcare providers in underserved areas.
2. Promoting healthy behaviors: this includes increasing physical activity, improving nutrition, and reducing tobacco use.*
3. Addressing social determinants of health: this includes addressing poverty, improving education, and increasing access to affordable housing.
4. Increasing public transportation use: this includes improving public transportation infrastructure and promoting alternative modes of transportation such as biking and walking.*
5. Enhancing community partnerships: this includes building collaborative partnerships between healthcare providers, community organizations, and local government to address community health needs.

*Items directly related to the Active Transportation Plan



2022 LVHN Community Health Needs Assessment

Similarly, LVHN completed a countywide assessment of the health needs within Northampton County. Their assessment shares similar findings as the St. Luke's CHNA, but notes that the county is notably better off in terms of health outcomes and factors than most of Pennsylvania.

2023 Bethlehem Township Active Transportation Plan



In September 2023, Bethlehem Township adopted the *Bethlehem Township Active Transportation Plan*.

Recommendations for capital improvements, policies, new programs and action items help describe a possible future for the pedestrian and bicycle network. Most relevant to Palmer Township are the recommendations related to the streets, trails, and recreation facilities shared by the municipalities and along 3.12 miles of municipal boundary.

Palmer and Bethlehem residents share the use of the Palmer-Bethlehem Bikeway, a pedestrian bridge over Freemansburg Avenue, the PA Fish & Boat Commission 'Route 33 Access Point' boat launch, LANTA Bus access, William Penn Highway and Freemansburg Avenue corridors, and D&L Trail.

1. Church Road and William Penn Highway Bicycle Boulevards—major portions of William Penn Highway are identified with proposed bicycle boulevards. A bicycle boulevard is also proposed for Church Road, beginning at the intersection with William Penn Highway travelling east about 2 miles to the municipal border with Palmer. Just before the border, a separate north-south bicycle lane is proposed on Bethman Road to connect to Chrin Community Center.
2. Freemansburg Avenue Sidewalks—sidewalks are proposed along Freemansburg Avenue
3. D&L Trail and Trailhead Improvements—general improvements are recommended for the access to D&L Trail and its shared trailhead with the PA Fish & Boat Commission

2020 Statewide Active Transportation Plan

The Palmer plan seeks to match the themes of the 2020 Pennsylvania Statewide Active Transportation Plan:

1. Enhance Safety—eliminate dangerous conditions on local streets and increase safety for all road users.
2. Provide Transportation Equity—senior populations and all underserved and underrepresented communities within Palmer
3. Connect Walking and Bicycling Networks-reliably and easily connect users of all ages and abilities to destinations and other transportation modes
4. Leverage Partnerships-work actively and collaboratively with federal, state, regional, local, and private partners to support and advance walking and bicycling.
5. Improve Public Health-provide active living environments with safe, connected, and accessible facilities along with programs that influence public health by encouraging walking, bicycling, and taking public transportation for commuting which promotes regular physical activity and decreases air pollution, which in turn decrease chronic diseases and obesity rates.
6. Increase Economic Mobility-maximize economic competitiveness through walking and bicycling networks that improve access to jobs, businesses, and other destinations, and attract tourists, new residents, and new businesses

2020 Statewide Comprehensive Outdoor Recreation Plan

Several of the important priorities of the Pennsylvania Statewide Comprehensive Outdoor Recreation Plan: Recreation for All 2020-2024 are especially important to Palmer Township:

1. Health and Wellness- identify additional corridors and segments to provide safe, close to home access to recreation and encourage healthy behavior in communities
2. Recreation for All- highlight transportation, recreation, and public health opportunities to enable regular engagement in outdoor recreation and ensure nature enthusiasts and park users of all ages and abilities have meaningful access to the recreation opportunities are accessible by nearby trails, sidewalks, or bike paths
3. Sustainable Systems- provide recommendations for improvements to the existing trails and help address infrastructure and maintenance needs in Pennsylvania's existing outdoor recreation areas
4. Funding and Economic Development- strengthen strategic partnerships and a larger coalition of outdoor recreation, non-profit, and private businesses that each promote outdoor recreation and active transportation.

Ongoing Projects

In addition to plans and studies, there are also a number of ongoing projects underway within the township and surrounding areas that will play a major role in the shaping of the transportation network. It will be important to collaborate with project partners and stakeholders to ensure consistency and continued alignment of goals.

LANTA Enhanced Bus Service (EBS)

Enhanced Bus Service (EBS) is LANTA's initiative to provide Bus Rapid Transit (BRT), which is a mode of transit that provides fast, frequent, and comfortable transit service along a dedicated transit line or corridor.



LANTA began this process in 2010 by identifying rapid transit as a regional need, and in 2014 the LANTA Enhanced Bus Service Study was completed (updated in 2022). Core network corridors and alignments were identified and assessed in the study and have been refined in the years since to finalize corridors and station stop locations.

There are three EBS stop locations within the township along William Penn Highway. Pedestrian infrastructure, including sidewalks and crosswalks, is needed to provide access to the EBS service. Ongoing collaboration with LANTA, including design and potential grant funding coordination, will be essential to the continued success of these efforts.

Public Improvement Deferrals

Palmer Township is in the process of collecting several public improvement deferrals. Previous administrations allowed developers to postpone the installation of sidewalks, curbing, street trees, and other improvements for a later date; however, many of the deferrals have been uncollected. Township staff are currently working to require landowners to install outstanding items, especially sidewalks, to expand our sidewalk network.



Public Participation

Public input is vitally important when preparing any community plan, especially for an Active Transportation Plan. The intent of an active transportation plan is to assess and then direct a community toward implementing change for the benefit of all its residents, and even its visitors. At its core, the plan needs to describe where and how the people want to travel, without a vehicle, and that is not possible without their input!

Stakeholder/Steering Committee

The members of the stakeholder/steering committee held regular monthly meetings on the second Wednesday of each month. Discussions and presentations held each meeting included opportunity for public feedback and interaction. Members of the committee represented health advocacy and outreach groups, regional trails, state agencies, schools, recreation groups, and the Township.

Public Input

The township hosted two public meetings to highlight the ongoing efforts related to the Active Transportation Plan and gather public input for priorities and goal setting. The first meeting was held in conjunction with Palmer Township's Earth Day Celebration to gather community needs and issues. The second meeting was open-house-style at the regularly scheduled Planning Commission meeting to review proposed networks and improvements. Members of the community were invited to review project materials, ask questions, and make comments about active transportation within their community.

Overall, these were the summary of responses:

- Need for traffic calming measures
- Need for crosswalks and lighting upgrades
- Need for sidewalks and bike lanes on major corridors
- Desire for major overhauls to William Penn, Freemansburg, 248, and Greenwood



Online Survey

An online survey was used to gather additional public input related to existing constraints and potential connections.

Between March 25 and April 30th, over 200 responses were given to an online and paper survey, asking about how people currently travel, as well as specific questions about walking, biking, and commuting with children. Most respondents indicated that they drive either alone (76%) or with others (41%) to commute, and many indicate they also walk daily (42%). Very few bike (11%), take transit (1%), or use mobility devices (4%)

Respondents most frequently indicated that their most important destinations were parks, stores/restaurants, and schools. When asked about walking and biking, some of the biggest barriers were the lack of sidewalks/crosswalks, dangerous intersections, and lack of lighting. Many indicated they would be willing to bike more if there were protected bike facilities, more bike racks, and better connections to trails. Those with children indicated they do not let their kids walk or bike alone in the Township due to dangerous road conditions.

Stakeholder Interviews

Several community groups and organizations were interviewed to gain additional insights and observations related to the existing active transportation network. As part of the interviews, stakeholders were asked to identify existing strengths, opportunities, and potential barriers within the existing network. This feedback played an important role in developing the potential improvements.

What is your vision for the future of walking and biking in Palmer Township?

Stakeholders shared a desire for providing safe and accessible connections for walking and biking, especially regarding connectivity to schools and existing neighborhoods. Several stakeholders noted that barriers near major corridors would need to be addressed for safe connections. Sidewalks and active transportation should be prioritized. A major vision shared is the connection to its extensive parks and trail system, as well as with regional destinations.

What should Palmer Township do to improve the walking and/or biking environment for its residents? For students? For visitors?

Stakeholders provided several different responses on how to approach improvements for walking and biking. Most reoccurring is the need for safe or new sidewalks and crosswalks, especially along congested corridors. Some expressed the need for better wayfinding signage and replacement of old and outdated infrastructure along trails. In terms of larger improvements, improvements should be focused along key intersections and corridor nodes that have higher transit and pedestrian activity, with several funding opportunities dedicated for these types of projects. Additionally, several stakeholders believe that bike

lanes and side trails should be explored along major routes, especially where trail connections exist.

How should Palmer Township balance the needs of residents with the anticipated increased demand on the transportation network?

Overwhelmingly, stakeholders said there needs to be a focus on connectivity and mixed-use development along the high-traffic areas, especially promoting multimodal options with LANTA, bicyclists, and pedestrians.

Are there any areas of the Township or planning concepts that the team should focus on during this planning process?

Some of the planning concepts mentioned include:

- Develop better mapping and signage,
- Coordinate with PennDOT on improvements to state routes
- Make connections and close gaps on trails
- Focus on developing transportation hubs
- Explore complete street policies and official maps,
- Implement streetscape projects with a pedestrian-oriented design
- Install missing curb cuts
- Ensure equity and inclusivity with users of roads and trails

Are there any areas of the Township or planning concepts that you believe should not be under consideration through this planning process?

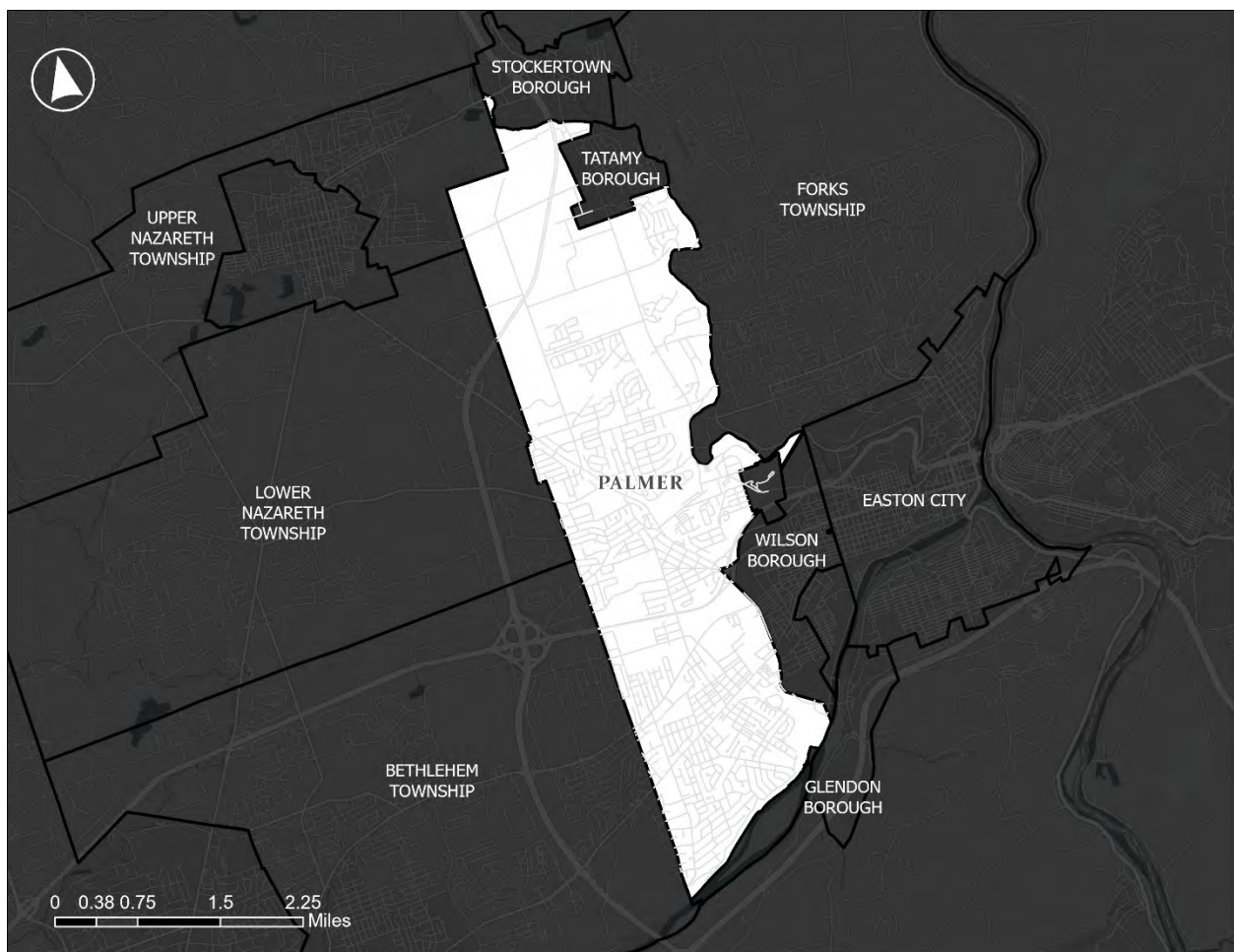
No specific elements were identified to be avoided, but several stakeholders recommended focusing on improvements on targeted corridors and intersections first. Policy reviews of Township ordinances are recommended, but that could be conducted as a part of a different project.

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2. Existing Conditions

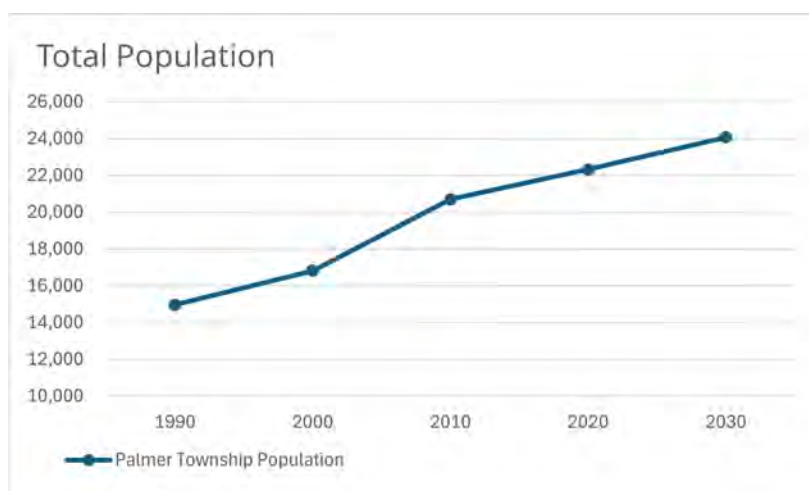
Located in the heart of the Lehigh Valley, Palmer Township covers an area of approximately 10 square miles and is surrounded by Bethlehem Township, Lower Nazareth Township, and Upper Nazareth Township to the west; Stockertown Borough, and Tatamy Borough to the north, Forks Township, Wilson Borough and West Easton to the east, the City of Easton to the southeast, and Glendon Borough to the south. The township encompasses a variety of land uses, including residential neighborhoods, commercial and retail areas, industrial zones, and open green spaces. Its central location within the Lehigh Valley region positions it as a vital hub of both economic activity and transportation infrastructure.

Regional Context Map



Population

Since 2000, the combined study area has experienced a 32.7% population growth going from 16,809 to 22,317, based on the U.S. Census Bureau 2020 Census. A growing population can place additional strain on the existing transportation network and reinforce the need to increase safety and enhance connections for users of all ages and abilities and shift modal share away from private motor vehicles.



Additionally, Palmer Township has become more racially diverse, seeing a rise in all racial characteristics except white and Pacific Islander. The area saw an increase of African American residents by 327.5% increase (360 to 1,539), Asian residents by 309.4% (308 to 1,261), and residents who are two or more races went up 480.8% (167 to 1,635). Additionally, the Hispanic ethnic population grew 649.9% (393 to 2,947). These growths are just continuations of patterns established since 2000. (Decennial Census 2000, 2010, 2020).

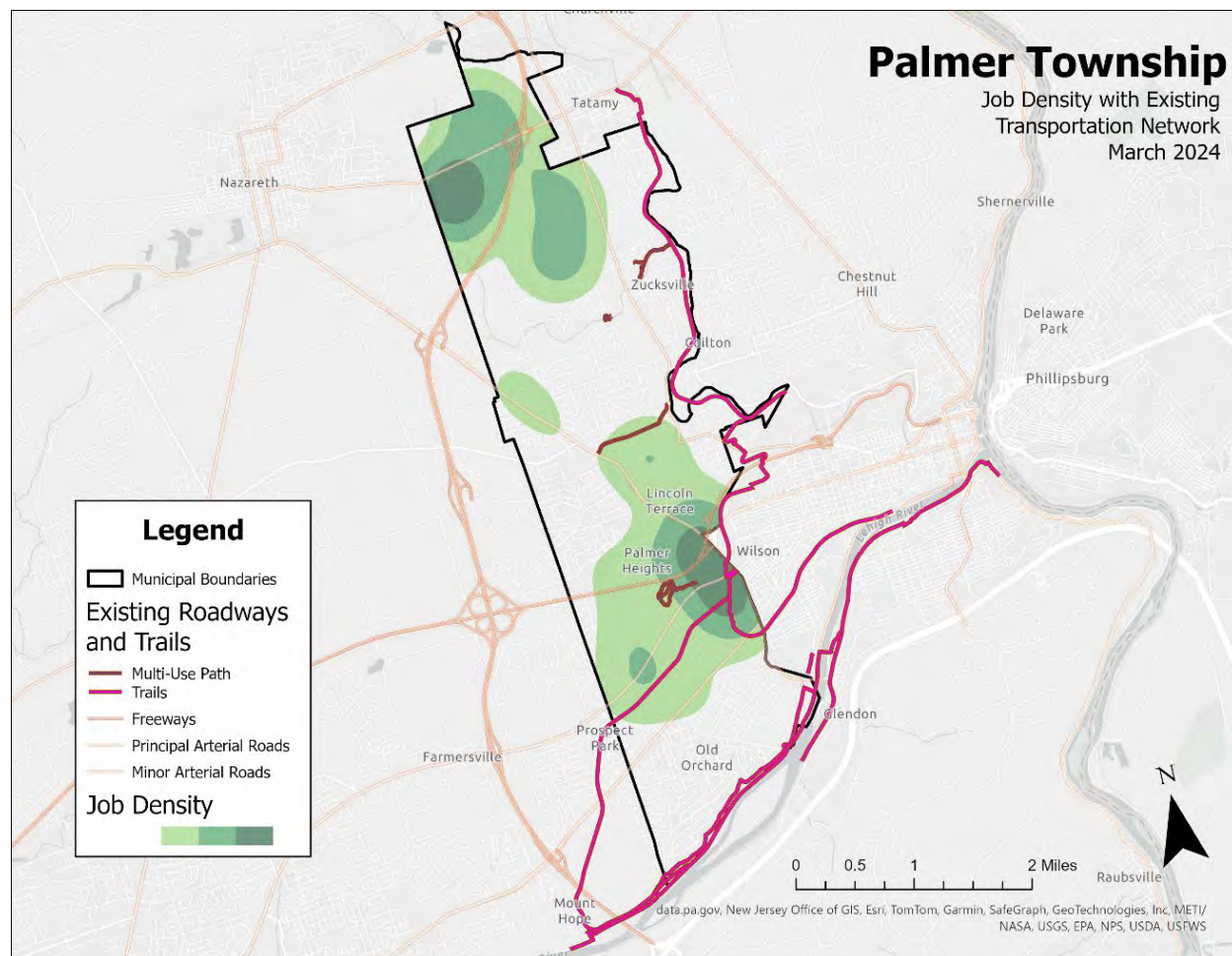
In terms of age, the population of Palmer Township is close to the state's age cohorts with a majority being working age adults (18-65 years old). However, the study area has a notable number of children between the ages of 5 and 18. For the state overall, 15.5% of the population is within this age range, while nearly 19% of the Palmer Township population is between 5 and 18. In addition, the area has a slightly higher aging population with 22.2% of the study area population being 65+ years old, compared to the state average of 18.2% (ACS 2017-2021).

Active transportation must take into consideration the disabled population and make sure all transportation decisions should be made in a manner that considers how it can also improve their ability to traverse the study area. Overall, 8.7% of the study area's population, or 972 individuals, have a disability. Furthermore, 55% of that population is over the age of 65 and 16.3% of that population has at least one ambulatory difficulty.

Palmer Township features a high percentage of families with children. As it stands, 29.2% of families within Palmer Township have school-age children, versus 27.2% of families in the county and 26.4% of families in the state as a whole. Palmer Township is significantly wealthier than Northampton County and Pennsylvania as-a-whole. Based on recent ACS data, the median household income is \$107,386. This is significantly higher than the median household income of Northampton County (\$74,696) and nearly double the State's median household income of \$67,587.

Commuting Patterns

Palmer Township is a significant job center with a total of 9,828 jobs. Only 8% (825) of the employed residents both live and work within Palmer Township, representing 7.4% of all jobs in the area. 9,003 workers commute from outside of Palmer Township to the area.



In terms of the mode of transportation individuals select for their commute, there has been a significant shift in recent years, both for Palmer Township residents and others commuting into the area. While the number of residents commuting to work has increased 20.9% between 2012 and 2022, there has been an increase in drivers, and decreases in carpooling, walking, and transit usage. Meanwhile the number of residents working from home has more than doubled in recent years, and biking to work has remained stable. Working from home is important to highlight because in 2012 it made up around 3.2% of workers while in 2022 it made up around 11.3% of workers.

In terms of vehicle access, households have seen a shift in the last decade based on the overall household growth. While from 2012 to 2022 we saw a 10.8% increase (850) in the number of households, car ownership in each household saw different shifts. The number

of carfree households rose 170% from 55 to 149, maintaining a 1.7% share of the households. Single-car households saw a 11.6% rise and had a 12.7% share of households. Two-car homes rose 2.1% from 3,946 to 4,029, accounting for 46% of households. Three-car households saw a 19.5% increase from 2,902 to 3,468 households (maintaining a 39.6% share).

Vehicles Available	2012 Households	2012 % of Area	2022 Households	2022 % of Area	% Change 2012-2022	Total Change
No vehicle available	55	0.7%	149	1.7%	170.9%	94
1 vehicle available	996	12.6%	1,112	12.7%	11.6%	116
2 vehicles available	3,946	49.9%	4,029	46%	2.1%	83
3 vehicles available	2,902	36.7%	3,468	39.6%	19.5%	566
Area Total Households	7,908		8,758		10.8%	850

(Source: US Census)

Transportation Infrastructure

Transit services in the area are provided by LANTA, which enhances connectivity and mobility for residents and commuters. Furthermore, major highways (such as US Route 22, PA 248, and PA 33) and arterial corridors (William Penn Highway, and Freemansburg Avenue) provide convenient vehicular access to neighboring communities and regional centers. Although these major thoroughfares increase vehicle access, they also present significant barriers to accessing parks, schools, and other key destinations.



Transportation Barriers Map

Palmer Township

Barriers and Challenges

Legend

-  Palmer Township
-  Major Barrier Corridor
-  Minor Barrier Corridor
-  Steep Slopes
-  River or Stream
-  Schools
-  Parks



Transportation Indicators

Many factors influence people's transportation decisions including the physical constraints of their surroundings, how far they need to travel, and their access to reliable transportation.

Within the township, a wide majority (81.7%) of workers drive alone to work with an average commute travel time of 26.1 minutes. Although only 1.7% of households have no access to a vehicle, low-income individuals spend 65% of their income on transportation related expenses (compared to 56% for Northampton County). This highlights the additional stress placed on overburdened populations.

Environmental Justice Indicators

Environmental justice is the idea that everyone has the right to live in safe, healthy environments with equal environmental protections.

Existing issues with the transportation network often have a disproportionately adverse effect on vulnerable populations. Environmental justice indicators can aid in identifying focus efforts on needed areas.

Palmer Township has a median age of 46.9 years of age and a senior population (age 65 or older) of 22.2%. Older individuals can have limited mobility that requires additional considerations for active transportation.



Other key indicators to consider include people of color (24.4%), limited English-speaking households (4.5%), and households below poverty level (11.1%). It is important to plan for these populations throughout the process.

Community Health Indicators

Although not available at the township level, community health indicators for Northampton County help provide a snapshot of health trends that affect residents. Over 21% of adults reported having no time for physical activity, slightly below statewide figures. Lack of physical activity is a prime contributor to obesity, and Northampton County ranks similarly to statewide figures with 31% of adults reporting a BMI of over 30.

Vulnerability Mapping

The following maps show areas with the highest concentrations of residents with increased vulnerability based on the following key indicators:

- People of Color
- Households Below Poverty
- Limited English-Speaking Households
- Persons Without a High School Diploma
- Senior Population

High concentrations of vulnerable populations (darker blue) can be found in the central and south-central portions of the Township, centralized around the William Penn Highway and Nazareth Road/25th Street corridors.

These trends are reinforced by Social Vulnerability Index (SVI) data from the US Center For Disease Control, which uses a set of 16 social factors grouped into four themes to measure vulnerability among communities. This data can be used to help identify and prioritize areas of the township for investments in active transportation.



Environmental Justice Areas

Palmer Township

Environmental Justice Areas

Legend

[---] Palmer Township

Light Blue River or Stream

Medium Blue Schools

Green Parks

Environmental Justice
Areas (PennEnviroScreen
2024)

0 - 10

11 - 20

21 - 30

31 - 40

41 - 50

51 - 60

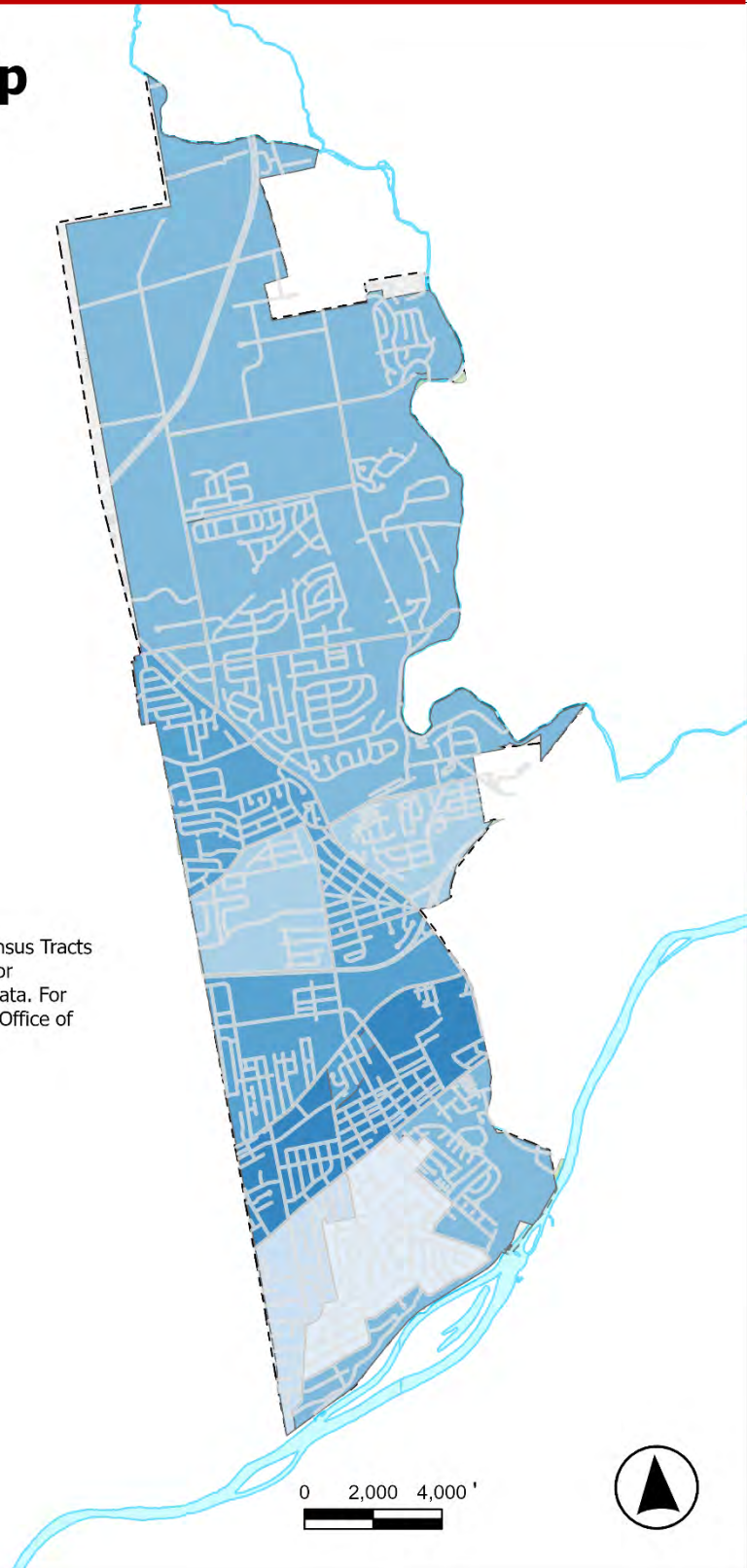
61 - 70

71 - 80

81 - 90

91 - 100

* Above categories represent percentiles of Census Tracts whose residents are at elevated environmental or sociological risks based on recent U.S. Census data. For more information, please visit the Pennsylvania Office of Environmental Justice



Social Vulnerability Index

Palmer Township

Social Vulnerability Index

Legend

[---] Palmer Township

Blue River or Stream

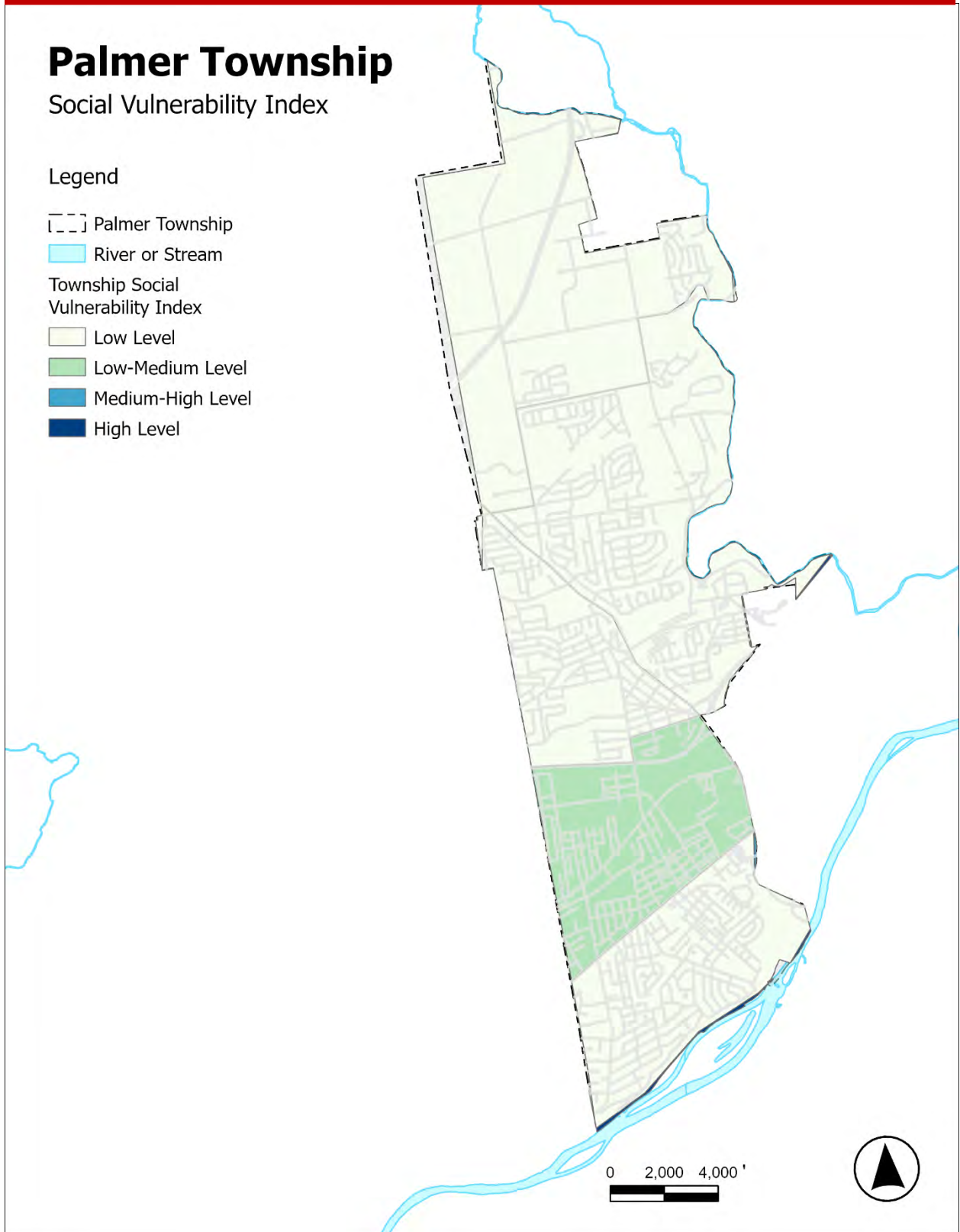
Township Social
Vulnerability Index

Low Level

Low-Medium Level

Medium-High Level

High Level



Roadway Network

The existing roadway network within Palmer Township is made up of a combination of state and locally-owned public roadways currently totaling approximately 165 miles. Of those, the township is responsible for maintenance of around 140 miles.

The township is bisected by two highways: US Route 22 (east/west) and PA 33 (north/south), as well as three major state-owned arterial roadways (Nazareth Road/25th Street, William Penn Highway, and Freemansburg Avenue). Although these roadways provide important vehicular access, they also act as significant barriers for walking, biking, and wheeling within the active transportation network.

Roadway ownership also influences the planning and design of pedestrian and bicycle facilities since facilities can be within the public right-of-way and may also cross or intersect with a roadway. Roadway ownership can also influence design and maintenance requirements and potential funding sources for improvements.

Traffic Volumes

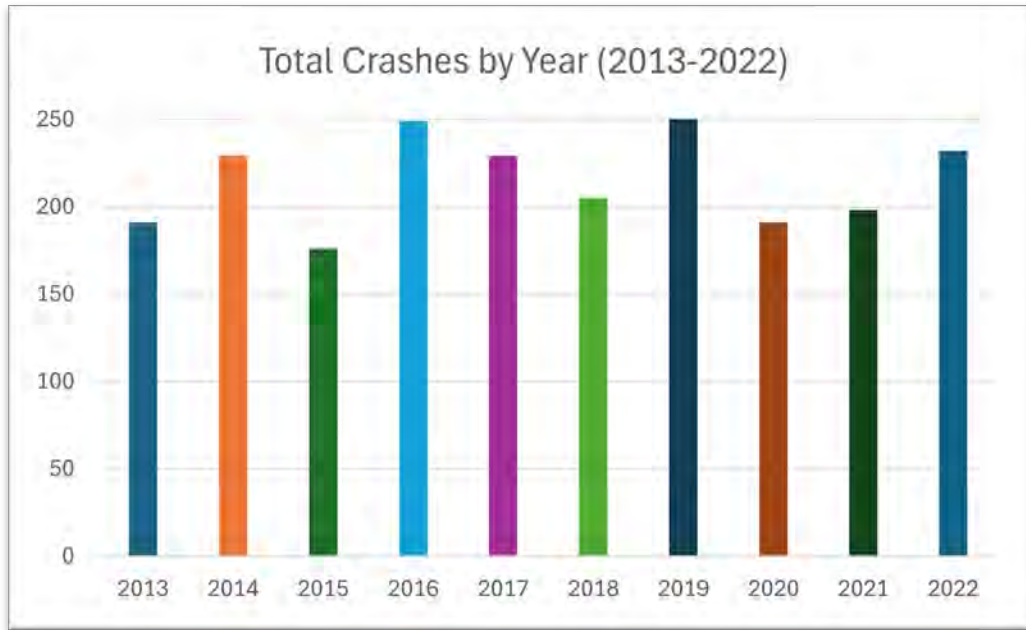
These barriers are further highlighted when looking at traffic volumes based on average annual daily traffic estimates. US Route 22 and PA 33 both experience over 30,000 vehicles each day (in each direction). This is further evidence that both roadways act as significant barriers to active transportation.

The three major arterial corridors (Nazareth Road/25th St, William Penn Highway, and Freemansburg Avenue) all experience traffic volumes of 10,000 - 20,000 vehicles per day. This volume of traffic creates uncomfortable and unsafe environments for walking, biking, and wheeling, and substantial barriers for crossing. The volume of traffic on a roadway is also one of several key factors that influence the feasibility and design requirements for bicycle and pedestrian infrastructure.

Safety Analysis

Reportable crashes within the township were reviewed using PennDOT's Pennsylvania Crash Information Tool for the ten-year period between 2013-2022. A reportable crash is one in which there is injury to anyone involved and/or a vehicle must be towed from the scene and cannot be driven.

Crashes involving pedestrians (1.5%) and bicycles (0.7%) represented a small percentage of the 2150 total reportable crashes within the township. However, out of 33 crashes involving pedestrians, four resulted in fatalities. Additional crashes involving pedestrians or bicyclists may have occurred in the study area but were not reported to PennDOT.



Looking at data for all crashes can also be useful for determining trends and hotspots with potentially unsafe conditions for all users. The heatmap on the following page reveals that crashes were clustered around the following intersections and corridors:

Intersections:

- William Penn Highway and 25th Street
- Sales Street and 25th Street
- Greenwood Avenue and William Penn Highway

Corridors:

- Nazareth Road/25th Street
- William Penn Highway
- Freemansburg Avenue
- Main Street
- Van Buren Road
- Greenwood Avenue
- Park Avenue

Crash Heat Map – Ped/Bike Crashes 2013-2022

Palmer Township

Crash Heat Map - Pedestrians and Bicyclists, 2013-2022

Legend

Palmer Township

River or Stream

Schools

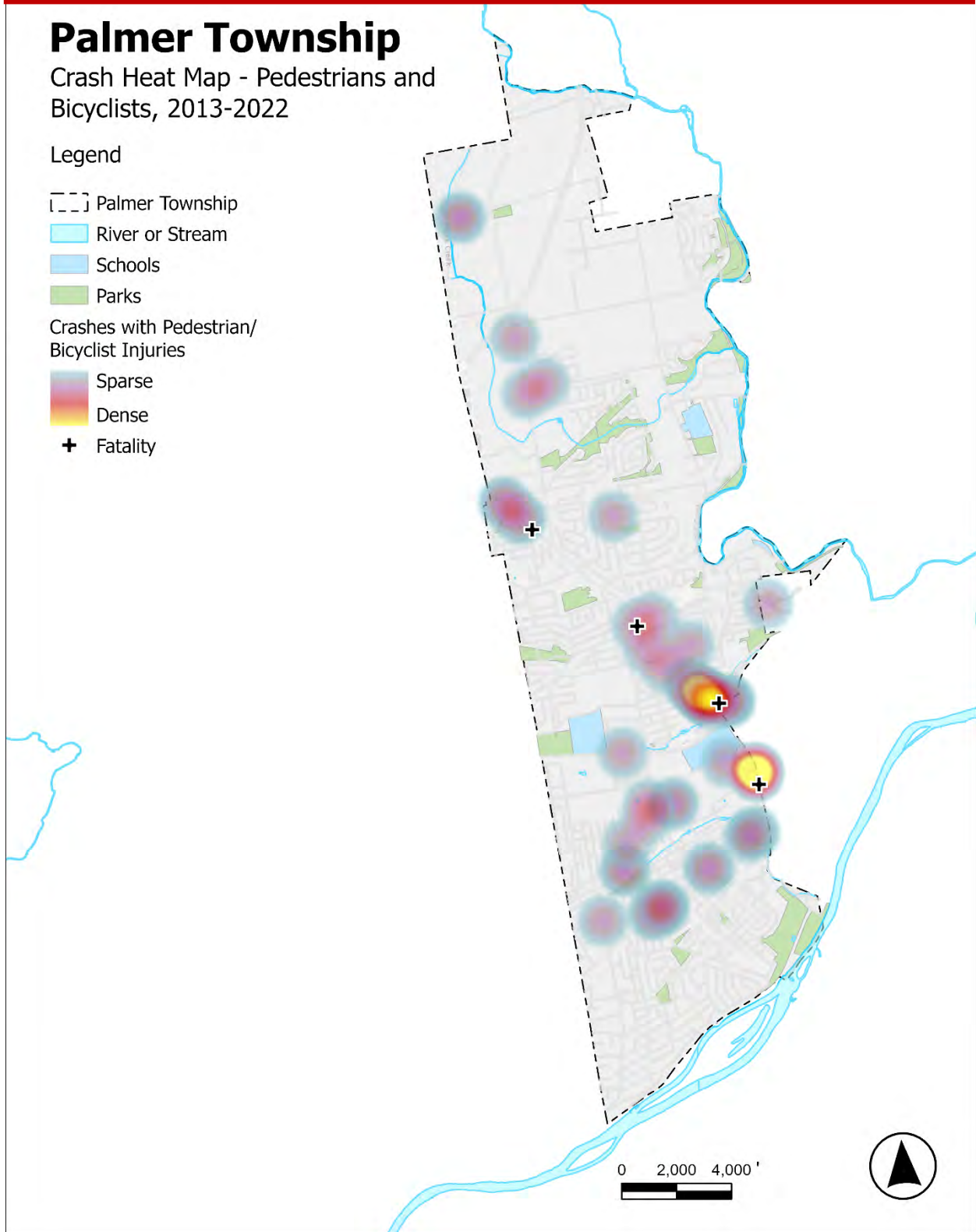
Parks

Crashes with Pedestrian/
Bicyclist Injuries

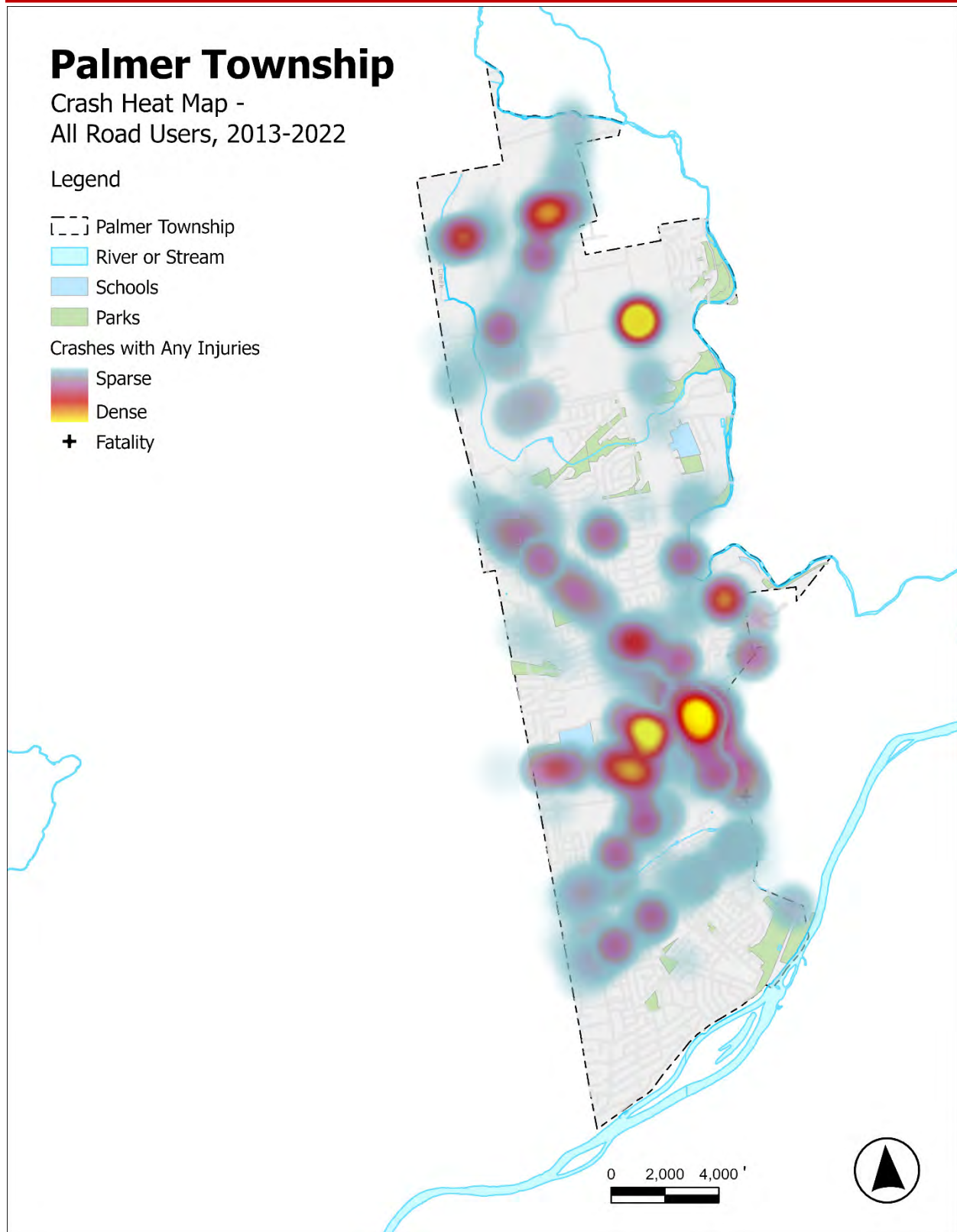
Sparse

Dense

+ Fatality



Crash Heat Map – Reportable Crashes 2013-2022



Active Transportation Features

Palmer Township is home to some existing active transportation features that serve an important role in community mobility. The township hopes to build upon the existing facilities to increase connections and enhance access for users of all ages and abilities.

Trails

Palmer has several noteworthy trails for walking, rolling, bicycling, and outdoor recreation. At times, more than one named trail may share the same trail path of another. This is the result of shared promotion of the trail network by the township, county, regional, and now the national memorial trail advocates and partners.

Palmer Bikeway

The Palmer Bikeway has had several names, like the Palmer Township Recreation Trail and Palmer-Bethlehem Bikeway. The trail is the result of one of the nation's first 'Rails to Trails Conservancy' conversions of abandoned rail line to recreational trail. The Palmer trail runs for about 12 miles, connecting various parts of the township and beyond. It has an initial point of access at the northern connection with the Tatamy Trail, follows the Bushkill Creek for a time, and passes by landmarks, parks, schools, and businesses before reaching Bethlehem Township and looping back toward Wilson Borough, the City of Easton, and the Hugh Moore Park and Canal Museum.

The Palmer Bikeway is one of the region's most complete and well-used trails. It connects 8 separate state, municipal, and non-profit park and nature preserve destinations. It passes by the original Binney Smith Crayola Crayon factory. It connects school students from the Easton Area High School to surrounding neighborhoods, playgrounds, and sports fields. Most importantly, it is the number one recreation resource of Palmer Township residents. The Palmer Township Active Transportation Plan aims to update the township parks, recreation, and open space plan to account for the importance of all the trails in the township.

Chain Dam Road Bike Lane

The Chain Dam Road Bike Lane consists of an in-road striped bike lane traveling approximately 1.5 miles from Mine Lane Road to Stones Crossing Road. This route offers residents in the Lower End and Riverfront portion of Palmer the chance to walk or bike along a mostly wooded ridge and then use two trail connections downhill to D&L Trail and the Palmer Bikeway Trail

Sidewalks

There are portions of the township with existing sidewalks, but this is limited primarily to newer residential neighborhoods and developments. These sporadic pockets of sidewalk are useful for localized travel but are not well connected to each other and result in a disjointed network. Many of these key gaps exist along major arterial roadways (Nazareth Road/25th Street, William Penn Highway, and Freemansburg Avenue) that serve as important commercial/employment corridors with essential links to transit services.



Figure 1. A sidewalk gap, preventing pedestrians from reaching the nearby LANTA bus stop.

Regional Trails

THE LINK Trail Network

THE LINK Trail Network is the name given to the entire network of trails and trail systems in the Lehigh Valley. The name and organization website help residents find their local trails, the regional trails, and where they all connect. Currently THE LINK has 125 miles of trails throughout the Lehigh Valley. Each trail can be researched for its history, location, amenities, mileage, and ease of use. A coalition of non-profit organizations, municipalities, and state and regional planners help to promote THE LINK and regularly share information about upcoming events and trail development progress. The entire system of trails in Palmer Township is identified in THE LINK Trail Network. By clicking on the page 'Palmer Bikeway' a trailer enthusiast can find information regarding Trail Access, Public Restrooms, Future Plans, and other trails connected to Palmer Township.

Northampton County Two Rivers Trail Network

The Two Rivers Trail Network was established for the purpose of promoting and implementing the separate and soon to be connected trails of Palmer, Forks, Plainfield, Bushkill, and Bethlehem townships; Tatamy, Wind Gap, and Wilson boroughs; and the City of Easton. Palmer Township contributes more than 12-miles of trail path to this network.

The Sections of the Two Rivers Trailway

1. Easton Section
2. Forks Section
3. Karl Stirner Arts Trail Section
4. Palmer Section
5. Tatamy Section
6. Wilson Section



D&L Trail

The D&L Trail is a major trail corridor along a former industrial canal that extends from Wilkes-Barre, PA to Bristol, PA. There are currently 140 open miles of primary trail and 150 miles of primary and spur trail. When complete, it will be the longest multiuse trail in Pennsylvania, spanning over 165 miles. The trail serves important roles as both a transportation corridor, as well as connecting people to nature and recreational opportunities.

Palmer Township is situated within a section of 76 miles of connected and continuous trail, with connections to the cities of Bethlehem and Allentown to the west and Easton to the east. The trail was highlighted as an important resource for residents through committee feedback, stakeholder interviews, and public outreach. Existing access to the trail from the township is limited due to steep slopes and narrow roadways that make it difficult to reach two primary trailheads without driving. Furthermore, there is a low-lying portion of the trail subject to flooding near the Route 33 Boat Launch that has resulted in washouts and poor surface conditions.

September 11th National Memorial Trail

In October 2021, the September 11th National Memorial Trail Route was officially designated a national memorial trail. When it is complete, it will serve as a tribute and remembrance trail to honor the memory of those lost and impacted by the tragic events of September 11, 2001. A total of 1,300 miles of trail will connect the 9/11 Memorial and Museum, in New York City, the National 9/11 Pentagon Memorial in Arlington, Virginia, and the Flight 93 National Memorial in Somerset County, Pennsylvania. In Palmer Township, the 9/11 Trail borrows from the existing trail paths of the Palmer Bikeway Trail and the Palmer section of D&L Trail.

In Palmer, the 9/11 Trail travels on the Palmer Bikeway for a distance of 3.5 miles, from the township border with Tatamy Borough to the township border with Wilson Borough. After travelling through Wilson and downtown City of Easton, it pairs up with D&L Trail. Together on the same trail path, they head west along the Lehigh River. For 2 miles, the 9/11 Trail runs through Palmer's Riverview Park, and the woods along the river, to the Bethlehem Township border and Route 33 Access Point-Hope Road Boat Launch Park.

Bethlehem Township Bikeway

Palmer Township and Bethlehem Township share portions of D&L Trail and the Palmer-Bethlehem Township Bikeway. Residents in either municipality can access the full length of D&L Trail from Palmer's Riverview Park or the Route 33 Access Boat Launch Park. The two trails connect in Palmer Township. Trail users heading west and north on the Bikeway travel 2.5 miles through Bethlehem before curling back into Palmer.

Lafayette College Campus Connections

Lafayette College is currently planning to connect its primary campus location in Easton to its Metzgar Campus in Forks Township with a new trail system. This will provide new connections between the Forks Community Bike Network and the Two Rivers Trailway. Palmer Township residents could benefit from the new trails if they attend the college or if they are interested in using a large recreation loop created by the Palmer and regional and college trails.

Tatamy Trail

The Tatamy Trail is a dedicated trail path starting at Braden Park then heading ½ mile south to become the Palmer Bikeway. Tatamy continues to celebrate the origin of the trail as a portion of the Northern and Eastern Railroad line converted to trail. The Tatamy Trail features amenities like ADA parking, a pavilion, and stream access points at Roderick Werkheiser Park, as well as historical and business sites along its route.

Shared Use Paths

The township features a network of local pedestrian paths and shared use paths along roadways and within municipal parks. These paths are typically asphalt with varying widths (8-10 feet).

Public Transportation

LANTA provides transit service throughout the township and to neighboring communities within the Lehigh Valley. There are multiple bus routes that circulate through the township, including an Enhanced Bus Service (EBS) route along William Penn Highway. Improving connections to transit is a vital component of the Active Transportation Plan and will help enhance access and mobility for residents, especially those with limited vehicle access.

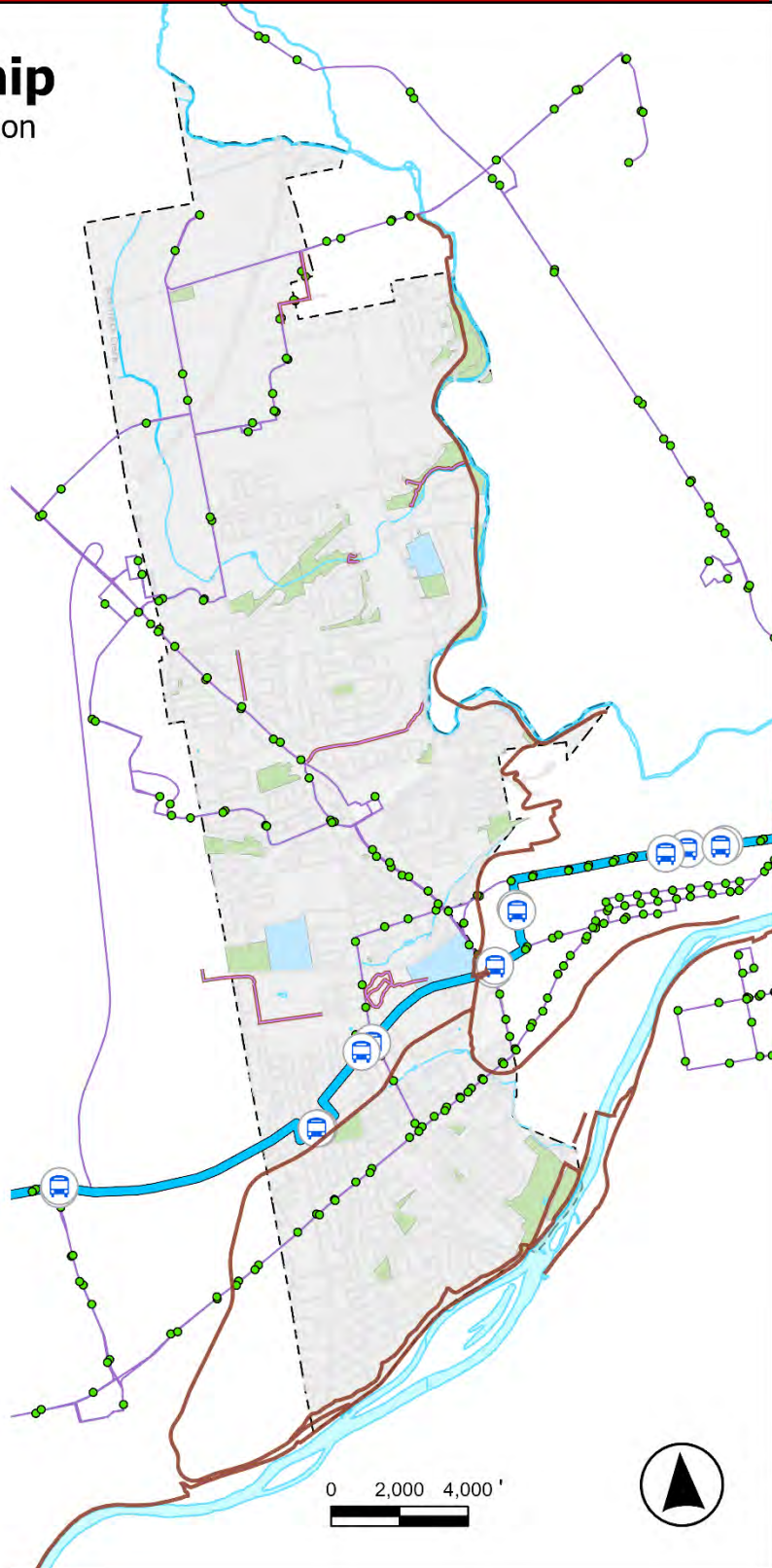
Existing Active Transportation Network

Palmer Township

Existing Active Transportation Network

Legend

-  Palmer Township
-  River or Stream
-  Schools
-  Parks
-  Existing Multi-Use Path
-  Existing Trail
-  Existing Sidewalks
-  LANTA Bus Route
-  Fixed Bus Route
-  EBS Rapid Transit
-  LANTA Bus Stops
-  EBS Stops



Key Destinations

One of the most essential elements of an active transportation network is that it provides safe connections to places people want to go. These key destinations provide the starting points for building the framework of the network by connecting where people live and work. Palmer has a wealth of important community resources and key destinations were identified based on input from the project steering committee, stakeholders, and members of the community.

Key destinations vary by type and include shopping/retail centers located along major arterials. These roadways were also identified as overlay districts that have been marked as priority areas for increasing access and mobility in both local and regional plans. Parks and recreational resources were also identified as key destinations, especially those that are currently difficult to reach on foot or via bicycle, such as Briarcliffe Park, Fairview Park, and D&L Trail.

Township amenities, including the Municipal Building, Public Library, and the Charles Chrin Community Center provide important services to residents. Enhancing access to these resources through safe, convenient connections is a vital piece of the active transportation puzzle. Additionally, institutional and employment centers, including local schools, shopping areas, and major employers were identified as areas in need of safe access for students and employees.

To improve a sense of safety and well-being throughout the network, it was also important to identify several public safety destinations. With such a large existing trail network, and growing use of the trails by electric bicycles and students and new residents, the plan identifies the location of the Palmer Township Police Department, at 5 Weller Place, the Palmer Township Fire Department and Emergency Management, at 3254 Old Nazareth Road, and the headquarters of the Suburban Emergency Medical Services at 3231 Freemansburg Avenue. These emergency services are available not just to Palmer Township residents, but also users of D&L Trail.

Key Issues and Considerations

A set of key issues and considerations were identified based on input received from the steering committee, stakeholders, and members of the community combined with background research and field observations. This information was used to guide the development of vision, goals, and the active transportation network.

INCOMPLETE SIDEWALKS

Many corridors, especially important commercial corridors (Nazareth Road/25th Street, William Penn Hwy, and Freemansburg Ave) feature incomplete sidewalk networks that limit accessibility.

BARRIERS

High-volume/speed highways (US Route 22 and PA 33) and arterial corridors bisect the township and create barriers that are particularly difficult for people to navigate.

LACK OF CONNECTIONS

Major institutions, regional recreation destinations, and shopping centers lack direct connections and are difficult to access by walking and biking. Including those with a vested interest in access or health.

TRANSIT ACCESS

Lack of sidewalks and pedestrian infrastructure (especially on major roadways) limit access to transit facilities.

LACK OF ACCESS

Connections to significant parks and recreational areas are not easily accessible for people who walk or ride bicycles. Many trails within parks do not allow bicycles or dog walking.

NARROW STREETS

Many roadways (including residential streets) are narrow, and some have poor surface conditions with no sidewalks and limited space for new facilities.

PEDESTRIAN CROSSINGS

Lack of safe pedestrian infrastructure creates unsafe crossings, especially over major barrier roadways.

TOPOGRAPHY

Steep slopes create issues for access in the southern portion of the township and make it difficult to easily connect to the regional trail network and Lehigh River.



3. Recommendations

Based on the reviews of existing data and conditions, the results of the public participation activities, and recommendations of the planning team, the Steering Committee developed a list of potential improvement projects grouped into the three different study areas. Each study area reflects the unique characteristics of that section of the Township, allowing for more personalized and targeted recommendations.

The North End Study Area

From North Corriere Road to the top of Palmer Township. The primary land uses are industrial and warehouse, but residential neighborhoods do exist. Township, county, state, and national trail planners have made substantial progress with developers to create and propose pedestrian and bicycle connections between Nazareth and Tatamy boroughs and through Palmer toward even more outdoor recreation opportunities.

Central Palmer Study Area

From Route 22 north to the north segment of Corriere Road, the primary land use is residential, but the age and style of housing and streets are more varied than elsewhere in the township. In this central part of Palmer, sidewalks and street crossings are more prevalent due to newer development standards.

The Lower End and Riverfront Study Area

The lower third of Palmer Township holds the greatest mixture of people, housing, businesses, road types, hazards, topography, challenges and especially opportunities for someone to get more active. From the edge of the Lehigh River north to Route 22, this part of Palmer has a minimum of twelve existing parks, trail segments, and school properties.

These projects will all advance the goals of the Active Transportation Plan, improving mobility and safety for community residents. Each project contains a description, range of cost, anticipated level of complexity, identification of facility ownership, and an estimate on the implementation timeframe.

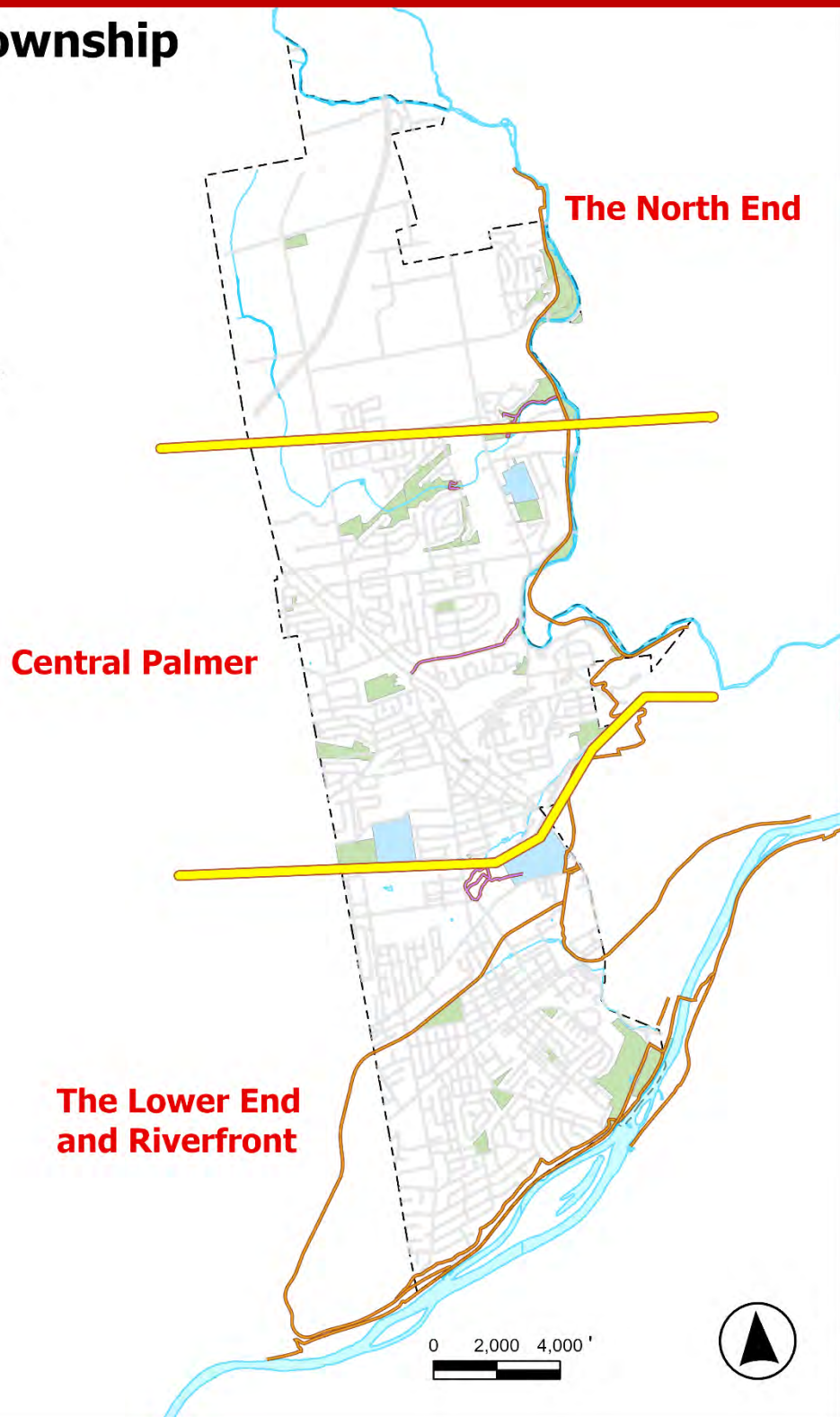
Study Areas

Palmer Township

Study Areas

Legend

-  Palmer Township
-  River or Stream
-  Schools
-  Parks
-  Existing Multi-Use Path
-  Existing Trail



The North End Study Area

Project Name: *Van Buren Road Path (1)*

Description of Improvement: A 2.3-mile multi-use path along the east side of Van Buren Road, beginning at Nazareth Road (Route 248), travelling north to Main Street. Approximately 2.0 miles are yet to be built but will be completed through pending or deferred improvements on several parcels. A low-stress bicycling and pedestrian connection can be extended south into Lower Nazareth Township if future development occurs between the western terminus of Van Buren Road and Wellness Way, where connections to the trail network within the Hospital can occur. This is also a section of the “West Palmer Bicycle Boulevard.”

Cost: \$\$

Complexity: Low

Ownership: Township

Implementation: Short-term

Project Name: *North End Open Space (2)*

Description of Improvement: A newly preserved and forested open space upon five acres of township owned land, located on the southeast corner of Main Street and Van Buren Road.

Cost: \$

Complexity: Low

Ownership: Township

Implementation: Mid-term

Project Name: *Nazareth to Tatamy Path (3)*

Description of Improvement: A 1-mile-long connection of sidewalks and multi-use paths between Upper Nazareth Township and Tatamy Borough. This connection is primarily the responsibility of developers through pending and deferred improvements. However, Palmer Township is still responsible for several sections.

Cost: \$

Complexity: Medium

Ownership: Township/State

Implementation: Mid-term

Project Name: *The Big Loop (4)*

Description of Improvement: A 2.8-mile loop using developer installed sidewalks, on-road bike lanes, and multi-use paths along Corriere, Van Buren, Newlins Mill, and Tatamy Roads. Several portions will be constructed by developers in conjunction with land development projects; however, the Township will need to negotiate with several property owners along this corridor.

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Mid-term

Project Name: *Tatamy Road Intersection Improvements (5)*

Description of Improvement: The upgrading of two intersections to include pedestrian and bicycle infrastructure: Tatamy/Newlins Mill and Corriere/Tatamy. Additional intersection improvements, such as signalization, bus stop upgrades, and traffic calming, will also be explored with PennDOT

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Short-term

Project Name: *Tatamy Road Path (6)*

Description of Improvement: A 1.2-mile multi-use path along the west side of Tatamy Road, beginning at the Tatamy Borough border and continuing south to the Schoeneck Creek. Future connections will be made to Schoeneck Creek, connecting Van Buren Road to the Palmer Bikeway

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Short-term

Project Name: *Corriere Road Bike Lanes (7)*

Description of Improvement: Protected bike lanes along both sides of Corriere Road between Van Buren Road and Palmer Bikeway. This will also connect to the “Heart of Palmer Bicycle Boulevard.”

Cost: \$

Complexity: Medium

Ownership: Township

Implementation: Short-term

Project Name: *Hollo Road Connector (8)*

Description of Improvement: Protected bike lanes along Hollo Road between the Township border and Van Buren Road.

Cost: \$

Complexity: Medium

Ownership: Township

Implementation: Long-term

Project Name: *Palmer Township North End Path (9)*

Description of Improvement: A 1.5-mile multi-use path along the north side of Newlins Mill Road, then proceeding north along the eastern side of McFadden Road. Portions of this path are under development from a developer obligation. This will connect with the “Van Buren Road Path” and the “Nazareth to Tatamy Path.”

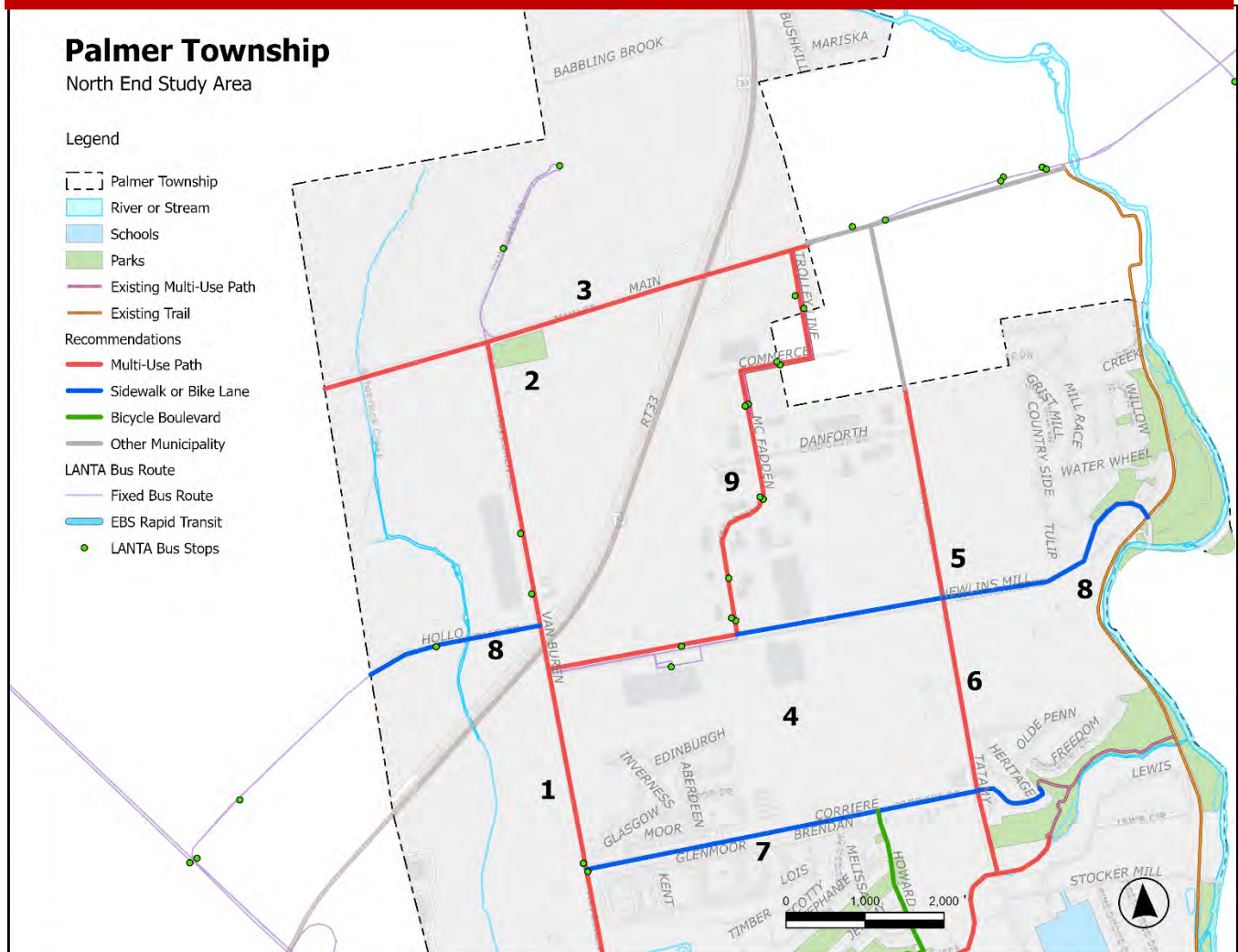
Cost: \$\$

Complexity: Medium

Ownership: Township

Implementation: Short-term

North End Study Area Recommendations



1. Van Buren Road Path
2. North End Open Space
3. Nazareth to Tatamy Path
4. The Big Loop
5. Tatamy Road Intersection Improvements
6. Tatamy Road Path
7. Corriere Road Bike Lanes
8. Hollo Road Connector
9. Palmer Township North End Path

Central Palmer Study Area

Project Name: *Seipsville to Bushkill Path (1)*

Description of Improvement: A 1.15-mile multi-use path and sidewalk system connecting residents west of Nazareth Road (Route 248) to the Palmer Bikeway. Connecting with the “Seipsville Connector Bicycle Boulevard,” the project will involve a reimagined intersection in the area of Nazareth Road, Park Avenue, Seip Avenue, Old Nazareth Road, and Greenwood Avenue. A multi-use path along the north side of Park Avenue will continue along Palmer Park Mall frontage and paper alleys, turning north on the western side of Tatamy Road. Township-owned open space and utility corridors will be utilized to reach Crest Boulevard, connecting to a trail crossing to Forks Township, which leads to the Two Rivers Trailway.

Cost: \$\$\$

Complexity: High

Ownership: Township

Implementation: Long-term

Project Name: *Connecting Our Schools to the Chrin Community Center (2)*

Description of Improvement: A 1.2-mile system of sidewalk and multi-use path connecting the Easton Area High School with the Charles Chrin Community Center. From the future “Northampton Street Bike Lane,” an on-street sharrow system will guide users towards the existing multi-use path to Palmer Elementary School, off of Hay Terrace, connecting to the Palmer Athletic Complex trail system and the Community Center. An improved multi-use path connection will be installed in conjunction with the future Bethman Road Bridge replacement, connecting to the Laubach Lane multi-use path. Improved signage will direct users to the existing multi-use concrete path along Nulton and Hartley Avenues, connecting St. Jane’s Church, Palmer Pointe Apartments, and the existing single-family neighborhood. On-road bike lanes along Church Road will provide connection to Bethlehem Township, per the *Bethlehem Township Active Transportation Plan*. At the improved Greenwood and Hartley Avenue intersection, the path will connect to Easton Area High School.

Cost: \$\$

Complexity: Medium

Ownership: Township/School District/State

Implementation: Mid-term

Project Name: *Northampton Street Bike Lane (3)*

Description of Improvement: A 1-mile-long protected bike lane along the entire length of Northampton Street to connect Palmer Elementary and the Charles Chrin Community Center with the Two Rivers Trailway and eventually to Downtown Easton. Sidewalks will be on both sides.

Cost: \$\$

Complexity: Medium

Ownership: State

Implementation: Mid-term

Project Name: *Fischer Road and Newburg Road Library Sidewalk (4)*

Description of Improvement: A 2,000 ft long sidewalk on the south side of Newburg Road, from Fischer Road to Nazareth Road, providing a new connection to the Palmer Township Municipal Complex and the library. Future expansions of this improvement will be considered west into Lower Nazareth to the LVHN Hospital and south to the Palmer Municipal Fire Department.

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Mid-term

Project Name: *Northwood Avenue to Fox Run Park Trail Gap (5)*

Description of Improvement: A 1,000 ft multi-use path between existing concrete path, just north of the intersection of Northwood Avenue and Van Buren Road, connecting Northwood Farms to Fox Run Park. This is also a section of the “West Palmer Bicycle Boulevard.” A trail easement may need to be negotiated with one property owner to connect the paths.

Cost: \$

Complexity: Low

Ownership: Township

Implementation: Short-term

Project Name: *Fox Run Park to Penn’s Grant Trail (6)*

Description of Improvement: A 1.4-mile multi-use path connecting Fox Run Park and Penn’s Grant Trail. Several sections will be constructed as a developer obligation. A feasibility study is needed to explore the remaining gaps between Howard Lane and Penn’s Grant. Future connections will extend westward, connecting to Palmer View Apartments and Northampton Crossings.

Cost: \$\$\$

Complexity: Medium

Ownership: Township

Implementation: Long-term

Project Name: *Northwood Avenue Streetscape Improvements (7)*

Description of Improvement: A 1.1-mile streetscape project along state-owned road, consisting of new curbing, sidewalks, street trees, and lighting. This will improve pedestrian connectivity between the “Van Buren Road Path” and the Palmer Bikeway.

Cost: \$\$\$

Complexity: High

Ownership: Township/State

Implementation: Long-term

Project Name: *Weller Tract Path (8)*

Description of Improvement: A loop trail within the Palmer Township Municipal Complex, providing wellness opportunities for Township employees and nearby residents. Future improvements also include planning studies for a new Township park, as well as connections to bicycle paths.

Cost: \$\$

Complexity: Low

Ownership: Township

Implementation: Mid-term

Project Name: *Briarcliffe Park Path (9)*

Description of Improvement: A 0.3-mile multi-use path, connecting the “Heart of Palmer Bicycle Boulevard” to the “West Palmer Bicycle Boulevard.” This will utilize existing roadway, as well as new multi-use paths that extend into Lower Nazareth Township. Collaboration between the two entities will be required.

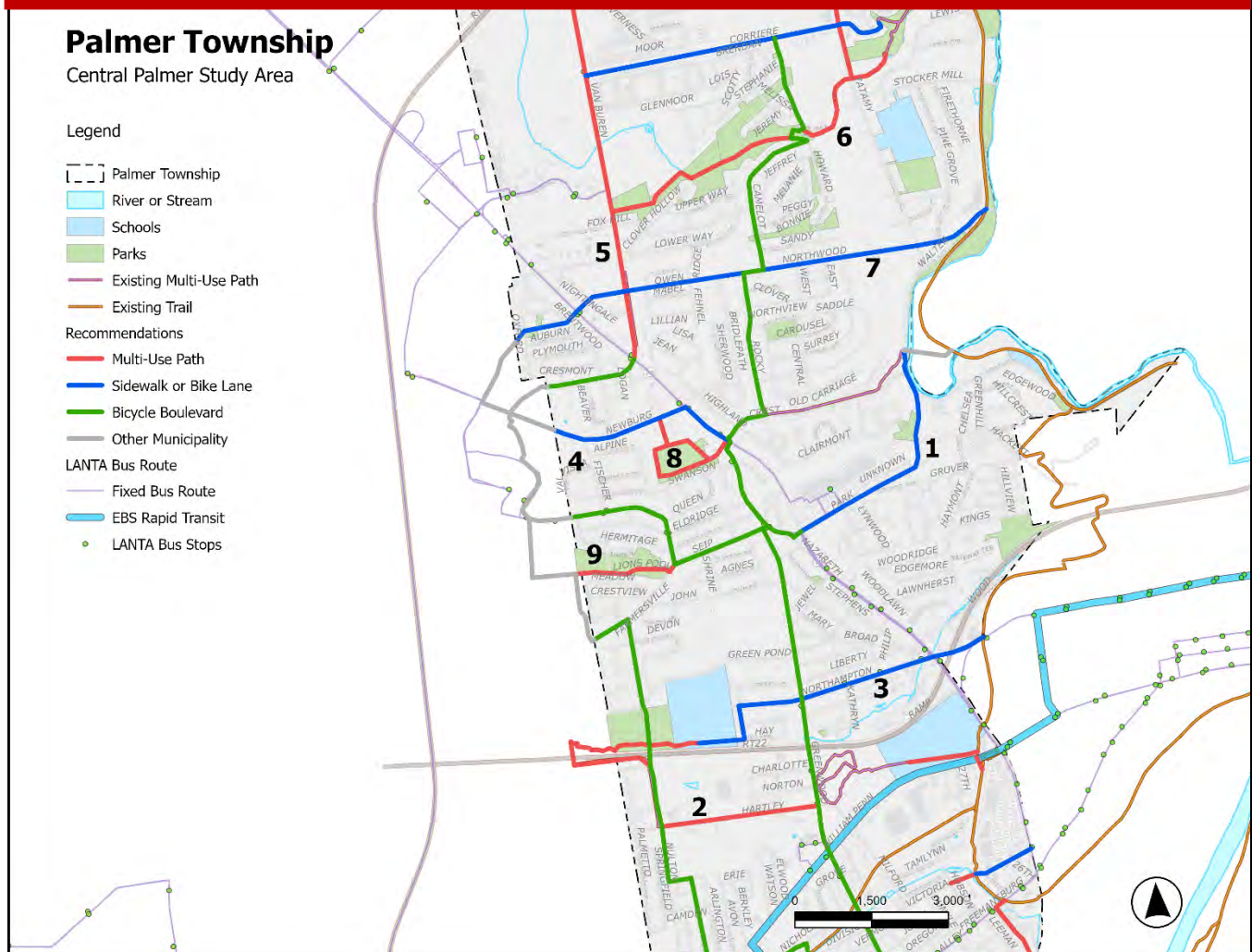
Cost: \$\$

Complexity: Low

Ownership: Township/Lower Nazareth Township

Implementation: Long-term

Central Palmer Study Area Recommendations



1. Seipsville to Bushkill Path
2. Connecting Our Schools to the Chrin Community Center
3. Northampton Street Bike Lane
4. Fischer Road and Newburg Road Library Sidewalk
5. Northwood Avenue to Fox Run Park Trail Gap
6. Fox Run Park to Penn's Grant Trail
7. Northwood Avenue Streetscape Improvements
8. Weller Tract Path
9. Briarcliffe Park Path

The Lower End and Riverfront Study Area

Project Name: *William Penn Highway and 25th Street Pedestrian Bridge (1)*

Description of Improvement: A pedestrian bridge spanning 25th Street from Easton Area High School to the east side of 25th Street in Wilson Borough (a similar bridge was previously existing at this site). Feasibility studies and traffic analysis will be required, with partnership from PennDOT, Easton Area High School, Lehigh Valley Planning Commission, and Wilson Borough.

Cost: \$\$\$\$

Complexity: High

Ownership: State / Township / Wilson Borough / School District

Implementation: Long-term

Project Name: *William Penn Highway and 25th Street Intersection Improvements (2)*

Description of Improvement: A planning study of improvements at the intersection of William Penn Highway/Butler Street and 25th Street. With partnership from PennDOT, Wilson Borough, and LANTA, multimodal improvements will be explored for bicycle, pedestrian, and transit upgrades.

Cost: \$\$\$

Complexity: Medium

Ownership: State

Implementation: Long-term

Project Name: *Don Juan Trail Crossing (3)*

Description of Improvement: A realigned trail crossing from the Don Juan Mex Grill restaurant to the north side of William Penn Highway. This crossing is mis-aligned and lacks signage and contemporary design. Coordination will be needed from adjacent property owners and PennDOT.

Cost: \$\$\$

Complexity: High

Ownership: State

Implementation: Long-term

Project Name: *William Penn Highway Streetscape Improvements (4)*

Description of Improvement: A 1.4-mile streetscape project along state-owned road between 25th Street and Stones Crossing Road, consisting of new curbing, sidewalks, street trees, lighting, and transit improvements. A planning study will be required, as well as collaboration between PennDOT, LANTA, and adjacent property owners.

Cost: \$\$\$

Complexity: High

Ownership: State

Implementation: Long-term

Project Name: *The Division Street Cut Through (5)*

Description of Improvement: A 540 ft multi-use path between Division Street and the Palmer Bikeway (located behind the GIANT grocery store) utilizing a paper street. This cut through is proposed to be timed with a new stormwater improvement project.

Cost: \$\$

Complexity: Medium

Ownership: Township/Stormwater Authority

Implementation: Mid-term

Project Name: *Dearborn Street Bike Lane Connector (6)*

Description of Improvement: A planning study of a bike lane connection along Dearborn Street between South 25th Street and the Palmer Bikeway.

Cost: \$\$

Complexity: Medium

Ownership: Township

Implementation: Mid-term

Project Name: *Neighborhood Walking Loops (7)*

Description of Improvement: A planning study for creating neighborhoods walking loops in various areas of the Township. These will consist of loop segments of low-volume roadways with traffic calming measures to encourage outdoor exercise and social interaction, encouraging walking clubs. In the Lower End and Riverfront Study Area, a **Walk Audit** is especially proposed. Several parks can become launch and destination points for proposed walking loops.

Cost: \$

Complexity: Low

Ownership: Township

Implementation: Short-term

Project Name: *Stones Crossing to Palmer Bikeway (8)*

Description of Improvement: A new intersection and crossing at William Penn Highway and Stones Crossing and 1,000 feet of sidewalk improvements. This will provide safer connections to the Palmer Bikeway and nearby parks.

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Mid-term

Project Name: *Nicholas Street Sidewalks to Fairview Park (9)*

Description of Improvement: A 2,200 ft sidewalk along both sides of Nicholas Street, connecting Redner's Market with Fairview Park, as well as the Palmer Bikeway and LANTA EBS Blue Line.

Cost: \$\$

Complexity: Low

Ownership: Township

Implementation: Mid-term

Project Name: *Keane Street to the Palmer Bikeway and Aldi Grocery Store (10)*

Description of Improvement: A 200 ft sidewalk/culvert crossing/right of way access connecting the trail at the Richards Drive-In Ice Cream to sidewalks near Aldi.

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Long-term

Project Name: *Greenwood Avenue Post Office Crossing (11)*

Description of Improvement: An improved trail crossing at the Greenwood Avenue Post Office, utilizing traffic calming and Bicycle Boulevard concepts. Coordination with PennDOT is required.

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Short-term

Project Name: *Chain Dam Road Improvements (12)*

Description of Improvement: Signage and 1.5 miles of re-stripped bike lane along Chain Dam Road. This would also include improvements and connections between Chain Dam and the trail.

Cost: \$

Complexity: Low

Ownership: Township

Implementation: Short-term

Project Name: *Chain Dam Road Overlook (13)*

Description of Improvement: A future overlook park along the south side of Chain Dam Road looking toward the Lehigh River, providing a scenic overlook and trail destination. Detailed feasibility studies and coordination with several agencies will be required.

Cost: \$\$\$

Complexity: High

Ownership: Township

Implementation: Long-term

Project Name: *Riverview Park Master Plan and Internal Crossings (14)*

Description of Improvement: A new master site development plan and trailhead plan for Riverview Park, including trail alignment evaluation and potential improvements. In the near term, internal road crossings will be evaluated for safety improvements.

Cost: \$\$\$

Complexity: Medium

Ownership: Township/D&L

Implementation: Long-term

Project Name: *Streetscape Enhancement Corridors (15)*

Description of Improvement: Three major arterial roadways pass through the township: Nazareth Road/25th Street, William Penn Highway, and Freemansburg Avenue. These roadways serve as thoroughfares through the township as well as important hubs of commercial activity. The importance of these corridors has been highlighted in the Comprehensive Plan and the Zoning Ordinance where they appear as Overlay Districts. These distinctions emphasize the importance of enhancing pedestrian safety, access, and connectivity. Existing pedestrian features such as sidewalks, lighting, street trees, and transit amenities are sporadic or missing completely in some areas. Potential treatments can make these corridors more comfortable and connected for people who walk.

Cost: \$\$

Complexity: Medium

Ownership: Township/State

Implementation: Mid-term

Project Name: *25th Street Bypass Path (16)*

Description of Improvement: A 0.6-mile multi-use path adjacent to 25th Street, connecting the Palmer Bikeway to the D&L trail. Further detailed study and analysis will be needed to determine ultimate feasibility, due to steep terrain, utility areas, and proximity to the police firing range.

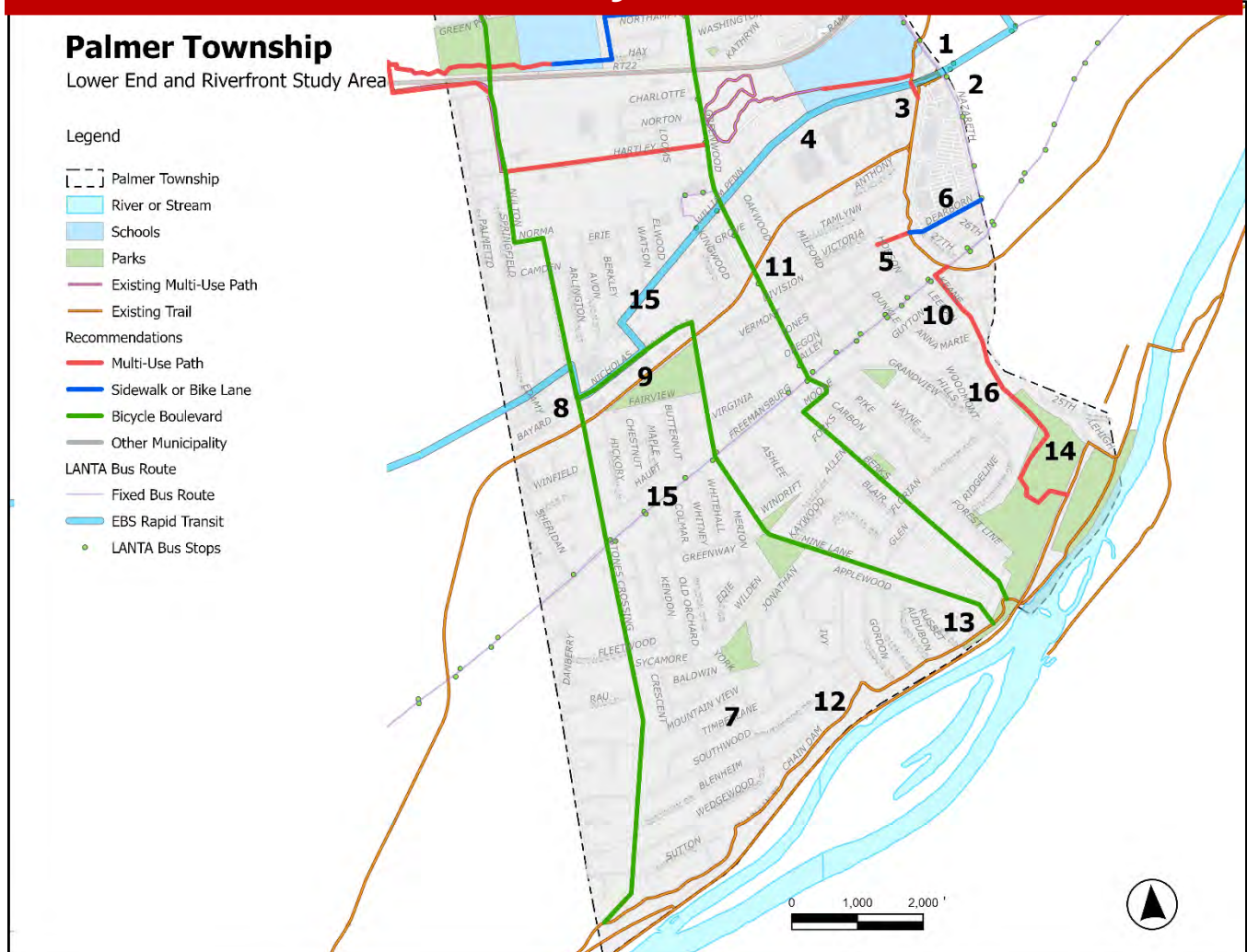
Cost: \$\$\$

Complexity: High

Ownership: Township

Implementation: Mid-term

Lower End/Riverfront Study Area Recommendations



1. William Penn Highway and 25th Street Pedestrian Bridge
2. William Penn Highway and 25th Street Intersection Improvements
3. Don Juan Trail Crossing
4. William Penn Highway Streetscape Improvements
5. The Division Street Cut Through
6. Dearborn Street Bike Lane Connector
7. Neighborhood Walking Loops
8. Stones Crossing to Palmer Bikeway
9. Nicholas Street Sidewalks to Fairview Park
10. Keane Street to the Palmer Bikeway and Aldi Grocery Store
11. Greenwood Avenue Post Office Crossing
12. Chain Dam Road Improvements
13. Chain Dam Road Overlook
14. Riverview Park Master Plan and Internal Crossings
15. Streetscape Enhancement Corridors
16. 25th Street Bypass Path

Bicycle Boulevards

A bicycle boulevard is a corridor, typically with low traffic volumes and low travel speeds (under 2,500 AADT and under 25 MPH operating speeds), that has a combination of treatments to support bicyclists operating within a roadway shared with motor vehicle traffic. For Palmer Township, many of the bicycle boulevards provide north-south connectivity to key destinations, including the D&L Trail and Two Rivers Trailway.

The specific design treatments for each bicycle boulevard can be tailored to the conditions of each corridor. At a minimum, pavement markings and signage should be used to make both bicyclists and motorists aware of the shared roadway. In addition to basic treatments, traffic calming measures and intersection treatments can help to increase safety and comfort for bicyclists.

Signage alone is usually not enough, and the following treatments and strategies are important to help improve safety along bicycle boulevards. Bicycle boulevards should have a maximum posted speed of 25 mph. Maintaining slower speeds for motorized vehicles can improve bicyclists' comfort and improve motorists' ability to see and react to bicyclists. Traffic calming measures, such as speed humps and curb extensions, can be implemented to help reduce speeds. In addition, there may be the need for improvements at key intersections to provide adequate sight distance and allow for safe crossings by bicyclists. Stop signs and flashing warning devices are two examples of intersection improvements that may be warranted. Other strategies that can be considered for bicycle boulevards include electronic speed feedback signs, speed enforcement, and routine roadway maintenance to provide smooth riding surfaces.

West Side Bicycle Boulevard – A signed on- and off-street 7.6-mile bikeway along the western boundary of the township. From south to north:

- Involves a traffic-calmed Stones Crossing Road between Chain Dam Road and William Penn Highway (sharrows, speed tables, signage, etc.).
- Implement intersection improvements at William Penn Highway
- Continue on-street bike riding north on Stones Crossing
- Build 265' long shared use path on paper street between Arch St. and Camden St.
- Build 440' long shared use path on paper street (Norma St.) along edge of water plant.
- Go north along the east side of Nulton Road on a side path.
- Long term, consider bridge over Route 22 between Nulton Ave and Chrin Community Center (see map). Short term, use "Connecting Our Schools" route described above.
- North of Chrin Community Center, use Nulton, Farmersville, and easements on private property (in Lower Nazareth and Bethlehem Twps.) to connect to Hospital trail network.
- Connect to Van Buren Road as described above.

Heart of Palmer Bicycle Boulevard – A signed on- and off-street 5-mile bikeway through the center of the township. From south to north:

- Involves a traffic-calmed Greenwood Avenue between Freemansburg Avenue and Old Nazareth Road (sharrows, speed tables, signage, etc.).

- Starting at Mine Lane Road and Chain Dam Road intersection, use paper streets to reach Berks Street
- Continue on-street bike riding north on Greenwood Avenue
- Implement intersection improvements at Freemansburg and William Penn Highway Avenues
- Long term, consider reconfiguring intersection at Old Nazareth Road and Seip Avenue
- Go north along Old Nazareth Road to connect to Crest Blvd Path
- Continue on-street bike riding north on Rocky Lane, Camelot Drive, and Howard Lane
- Connect to Corriere Road

Mine Lane Connector Bicycle Boulevard – A signed on-street 1.8-mile bikeway connecting the West Palmer and Heart of Palmer Bicycle Boulevards in the Lower End:

- Involves a traffic-calmed Mine Lane Road between Chain Dam Road and Nicholas Street (sharrows, speed tables, signage, etc.).
- Starting at Mine Lane Road and Chain Dam Road intersection, continue north on Mine Lane Road
- Implement intersection improvements at Freemansburg Avenue and Palmer Bikeway
- Continue west along Nicholas Street
- Connect to Stones Crossing Road

Seipsville Connector Bicycle Boulevard – A signed on-and off-street 1-mile bikeway connecting the West Palmer and Heart of Palmer Bicycle Boulevards in Central Palmer:

- Involves a traffic-calmed Seip Avenue and Fischer Road (sharrows, speed tables, signage, etc.).
- Starting at Greenwood Avenue and Seip Avenue intersection, continue west on Seip
- Implement intersection improvements at Greenwood and Seip and Farmersville Road and Fischer/Seip.
- Continue north along Fischer Road
- Implement intersection improvements at Fischer and Queen and Fischer and Hecktown
- Connect to West Palmer Bicycle Boulevard in Lower Nazareth

Bicycle Boulevard Recommendations

Palmer Township

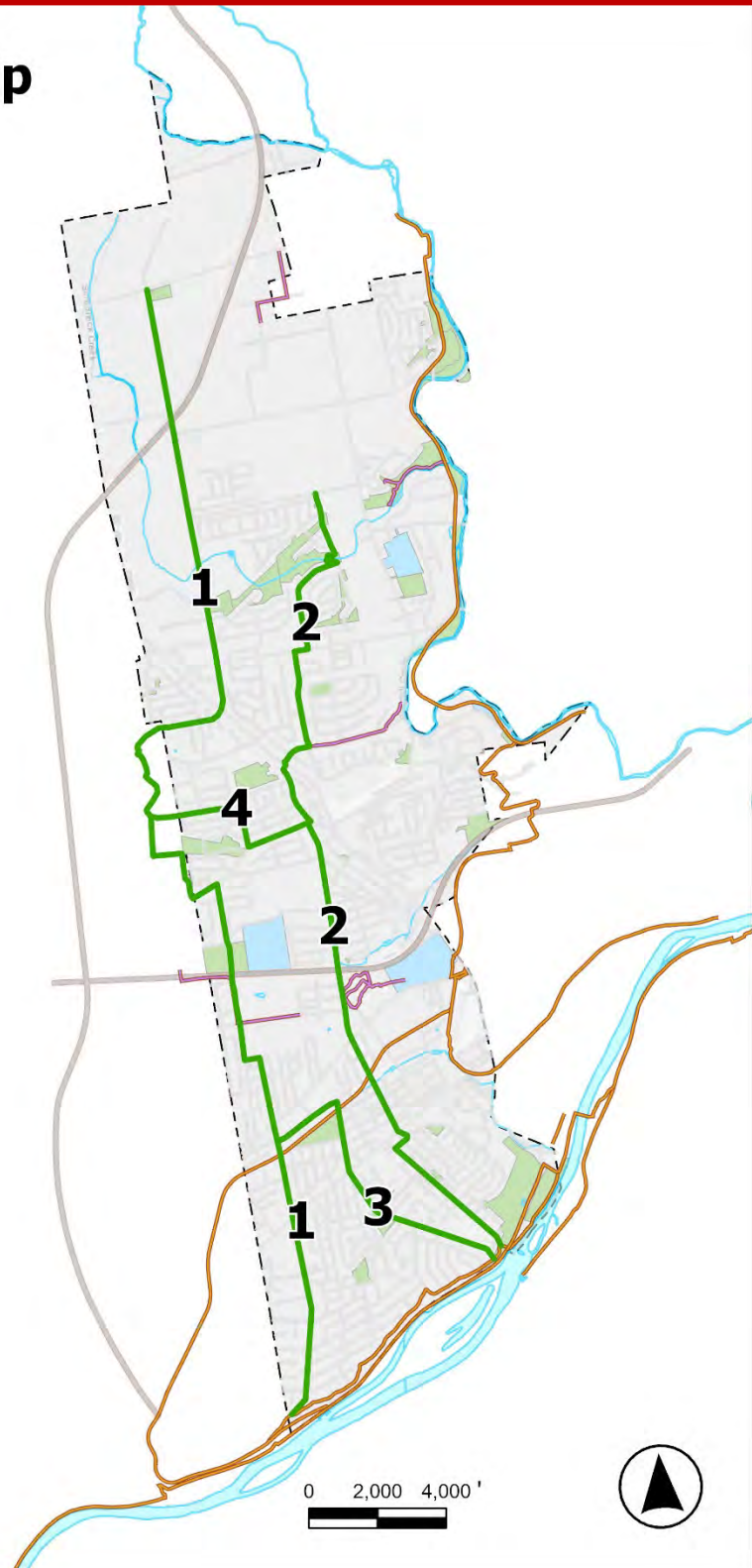
Bicycle Boulevards

Legend

-  Palmer Township
-  River or Stream
-  Schools
-  Parks
-  Existing Multi-Use Path
-  Existing Trail
-  Bicycle Boulevards

Bicycle Boulevards

1. West Palmer
2. Heart of Palmer
3. Mine Lane Connector
4. Seipsville Connector



Overall Recommendations

Palmer Township

Recommendations

Legend

[---] Palmer Township

Light Blue River or Stream

Blue Schools

Green Parks

Purple Existing Multi-Use Path

Brown Existing Trail

Recommendations

Red Multi-Use Path

Blue Sidewalk or Bike Lane

Green Bicycle Boulevard

--- Other Municipality

LANTA Bus Route

Grey Fixed Bus Route

Light Blue EBS Rapid Transit



4. Policies and Programs

Township Policy Review

In addition to constructing new infrastructure, updating municipal policies can help to implement the vision and goals of this plan. Palmer Township has utilized existing policies to implement sidewalks through the land development process. The Zoning Ordinance (ZO) and Subdivision and Land Development Ordinance (SALDO) and other township policies were reviewed to identify how active transportation themes are currently addressed.

This review can serve as the basis for determining how the ordinances can be updated to better address active transportation from a policy perspective. The following recommendations address general regulatory gaps and provide guidance on how these themes can be regulated by Palmer Township. Customized research and drafting of ordinance language will be needed to incorporate these recommendations into municipal code.

Terminology

It may be useful to define active transportation-related terms in municipal ordinances. Defining terms in the municipal code ensures that all parties agree as to what a specific facility is and is not.

Design Standards

Active transportation elements can be incorporated into the design standards. At a minimum, the design standards should include the following:

- Where a feature is required.
- When a feature is required.
- The dimensions of the feature and its elements, including minimum and/or maximum dimensions.
- Any additional design or construction requirements.

The design standards may include references to accepted design standards or build specifications that have also been adopted by Palmer Township.

Summarized below are the issues identified based on the review of the township ordinances related to active transportation and recommendations to address these deficiencies.

Sidewalks and Pedestrian Amenities

The Palmer Township SALDO requires sidewalks built to township specifications for all subdivisions and land developments. New developments require a separate plan sheet to be

submitted to depict the proposed interconnected network for pedestrian access including sidewalks, trails, bicycle paths, and other pathways. The SALDO includes the following design requirements for sidewalks:

- Sidewalks shall be located within the street right-of-way.
- Grass planting strip may be required between the curb and sidewalk (no width specified).
- Minimum width of five feet along arterials and four feet along collector or local streets.
- Handicap access (curb cuts) at intersection of two or more public streets.
- Sidewalk maintenance is responsibility of adjacent landowner

The SALDO also provides a provision for streetlighting requirements:

"The developer shall be required to provide streetlights when the Board of Supervisors, upon the recommendation of the Planning Commission, deems them necessary to provide safe traffic or pedestrian circulation. Streetlights shall be required to be provided at intersections involving a collector, connector, and/or arterial street, at sharp curves in streets and at very isolated areas of a development."

Palmer Township should consider:

1. Adopting a Complete Streets and Context Sensitive Design section in the SALDO, requiring roadways to include appropriate active transportation infrastructure including sidewalks.
2. Adopting a five-foot sidewalk minimum in accordance with current ADA standards, regardless of road classification.
3. Adopting more explicit sidewalk requirements and/or removing the option to defer or waive sidewalks.
4. Evaluating process for enforcing sidewalk maintenance requirements.

Bikeways and Paths

The township's SALDO states that an easement for a path or bikeway may be required in a subdivision or land development if deemed necessary by the Board of Supervisors. It states that "A bikeway or pathway may be required to have a width of up to 8' and may be required to be illuminated and/or paved to township standards." This language does not provide a clear definition for when these facilities are required and what design standards must be met.

Palmer Township should consider:

1. Adopting a Complete Streets and Context Sensitive Design section in the SALDO, requiring roadways to include appropriate active transportation infrastructure including bike paths.
2. Adopting into the township's SALDO the distinct definitions and design standards that this Active Transportation Plan uses to delineate shared use paths, pedestrian paths.
3. Incorporating an active transportation map that identifies the planned paths and bikeways in the township's SALDO.
4. Adopting definitions for on-road active transportation infrastructure. Including standards

that are consistent with nationally accepted and statewide guidelines for on-road active transportation features.

5. Utilizing recommendations from the Active Transportation Plan to expand areas that constitute the “Township Bike Path” to create a network of specified paths throughout the township and within township-owned parks.
6. Including maps of Active Transportation Network at bus stops and trail crossings.

On-Road Bicycle Infrastructure

On-road bicycle infrastructure is not defined in the ZO or SALDO. This is understandable as the township does not currently have any on-road bicycle facilities. However, setting definitions and standards would be helpful if new infrastructure is proposed and could be beneficial to completing gaps in the active transportation network.

Palmer Township should consider:

1. Adopting a Complete Streets and Context Sensitive Design section in the SALDO, requiring roadways to include appropriate active transportation infrastructure including bike lanes.
2. Adopting into the township’s SALDO the distinct definitions and design standards that this Active Transportation Plan uses to delineate on-road bike facilities
3. Requiring the development of bike lanes within residential subdivisions and commercial spaces.
4. Requiring bicycle parking for future developments.

Pedestrian and Trail Crossings

The township’s SALDO does not provide any specific definitions or guidance on trail crossings. Crosswalks are not defined in the ZO. Also, the ordinance does not include any design standards for crosswalks.

Palmer Township should consider:

1. Adopting a definition for trail crossings.
2. Incorporating appropriate design standards and guidelines, including ADA and the Manual on Uniform Traffic Control Devices (MUTCD).
3. Requiring the evaluation of crosswalks and trail crossings as part of the land development process.
4. Adopting uniform standards for the type of crosswalks to be painted (parallel lines, diagonal hatching, or perpendicular) based on the functional classification of the roadway and other criteria.

Traffic Calming Measures

Traffic calming measures include physical changes to a roadway to reduce speeds and cut-through traffic. They can be implemented in conjunction with bicycle and pedestrian infrastructure to slow traffic and create a safer and more comfortable environment for walking and biking.

The SALDO does not have a specific section on traffic calming. However, it does mention that the Board of Supervisors may require certain improvements to be made to a development plan to ensure safe and efficient traffic flow, as outlined in § 165-59. This may include requirements for street design, such as lane widths, turning radii, and sight distances. Additionally, the document states that the Board of Supervisors may require traffic impact studies for certain developments to evaluate potential impacts on traffic flow and safety.

The Active Transportation Toolbox includes several common traffic calming measures. Additionally, PennDOT's Traffic Calming Handbook (Publication 383) provides details regarding the appropriate placement and design of traffic calming measures.

Palmer Township should consider:

1. Adopting definitions for common measures, such as speed humps, curb extensions, and medians/pedestrian refuge islands.
2. Requiring evaluation of traffic calming as part of the land development process, particularly for residential streets.

Public Transportation

LANTA provides important public transportation services to Palmer Township, and this will continue to grow with the addition of an EBS route along William Penn Highway. However, neither SALDO nor the ZO include specific recommendations for the installation of such facilities.

Palmer Township should consider:

1. Requiring the installation of bus shelters when determined by LANTA and Palmer Township.
2. Requiring ADA landing pads at designated LANTA stops when determined by LANTA
3. Adopting standard definitions related to bus stop elements, including an ADA landing pad and bus shelters.
4. Requiring coordination with LANTA during the land development review and approval process, particularly for developments along existing bus routes or developments that may warrant future transit service (this is currently optional).
5. Requiring installation of appropriate bus stop elements (landing pads, seating, trash receptacles, shelters, etc.) as part of land developments when determined by LANTA.

Program Recommendations

There are several programs that can support active transportation in Palmer Township. Beyond building new infrastructure, these initiatives can create an atmosphere and attitude that encourages walking and biking, increases road safety, and gives people the tools and confidence to remain active in the community.

PennDOT Connects

The PennDOT Connects program provides an opportunity for municipalities to coordinate with PennDOT, Northampton County, and other planning partners during the implementation of maintenance and capital improvement projects. This coordination is vitally important to advancing the community vision.

Increased communication and coordination during the pre-planning phase is critical for Active Transportation Plan implementation moving forward. It is the local and county governments opportunity to raise awareness of their local pedestrian and transportation priorities/plans. It is critical that local representatives, as well as other community stakeholders, have the opportunity for input prior to utilizing resources on engineering/ permitting costs.

Complete Streets

Complete Streets are streets that are designed, operated, and maintained to provide safe access for all users. Complete Streets policies identify procedural approaches to designing and maintaining roadways that serve the needs of all users. Effective Complete Streets policies identify parties responsible for ensuring that Complete Streets principles are considered during the design process for all transportation improvement projects. The township could consider developing a Complete Streets policy or formalize practices to consider bicyclists, pedestrians, and the needs of all users and a greater commitment to road safety as part of all transportation improvement projects.

Safe Routes to School

The Safe Routes to School program encourages students to walk, bike, and roll to school, helping to reverse an alarming decrease in students' physical activity and an associated increase in obesity and other health conditions. Funding is available from the state for infrastructure improvements, education, and incentives. The township should consider exploring partnerships with the Easton Area School Districts and other community partners like CAT to explore such a program in Palmer.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries (whether walking, biking, driving, wheeling, or riding transit) while increasing safe, healthy, and equitable mobility for all users. Vision Zero involves a multidisciplinary and systems approach to improve policies and roadway environments to prevent fatal and severe crashes. This involves a shift from considering traffic deaths inevitable rather than preventable and focusing on managing speeds. Municipalities can make a Vision Zero Commitment and develop a Vision Zero Action Plan to outline steps, metrics, and a timeline to achieve zero traffic deaths in the community.

Enforcement Programs

There are several state and local laws and regulations that address bicycle and pedestrian safety issues. Ensuring compliance with these laws can help to provide a safe environment for walking, biking, driving, and riding public transit. Listed below are several ideas of ways to enhance the enforcement of laws that impact bicycle and pedestrian safety:

1. Use of non-motorized patrols
2. Training for law enforcement officials on walking/biking laws
3. Use of driver feedback speed signs
4. Targeted speed enforcement on roads with shared use facilities and high-crash/injury rates

Routine and Regular Maintenance

Active transportation infrastructure requires routine and ongoing maintenance. Some maintenance may be related to seasonal conditions, such as clearing snow and ice or overgrown vegetation. Sidewalks, paths, and trails may require minor repairs and occasionally full replacement. The township should consider updating policies to address minor maintenance responsibilities, including maintenance of non-township-owned facilities, such as paths owned by HOAs. Additionally, the township should consider financial planning and budgeting for annual maintenance and future repairs or replacement of infrastructure.

For roadways, street sweeping and clearing of roadside vegetation can help to provide an unobstructed travel way and smooth riding surface for cyclists. However, maintenance of all township-owned roads contributes to overall roadway performance for all users.

There may be opportunities for the township to work with PennDOT regarding maintenance of state-owned roadways in the township. For example, PennDOT's Agility Program enables PennDOT to exchange services and equipment without monetary payments. The township may be able to provide maintenance related services on state-owned roadways in exchange for PennDOT performing other services. This can lead to smoother, safer, and clearer roadways and roadsides.

5. Action Plan

Implementing the recommendations of the Palmer Township Active Transportation Plan will result in a healthier and more engaging community. It will require the commitment of elected officials, commissions, staff, volunteer committees, residents, businesses, consultants, and professionals. Each recommendation is presented in the Action Plan table as part of a whole, with a greater goal of connecting the entire Township pedestrian and bicycle network. Some recommendations will impact the Township financially in ways which require strategic partnerships.

Priority Projects

After reviewing the proposed recommendations, several projects were identified as Priority Projects by Township staff, steering committee members, and the public. These projects were selected and developed based on each project's ability to:

- Address a known safety issue
- Improve pedestrian and bicycle network connectivity
- Facilitate access to transit, trails, parks, or key destinations
- Produce a significant local economic benefit
- Meet the needs of residents, employees, and visitors of Palmer Township.

Ten Priority Projects were selected for further detailed assessment and concept renderings. These are, in no particular order or ranking:

- Neighborhood Greenway – Greenwood Avenue
- Neighborhood Greenway – Stones Crossing Road
- Bike Network – Northampton Street
- Bike Network – Van Buren Road
- Trail Crossing – William Penn Highway
- Trail Crossing – 25th Street
- Intersection Improvement – Nazareth Road and Crest Boulevard
- Intersection Improvement – Nazareth Road and Newburg Road
- Intersection and Facility Improvement – Tatamy Road and Corriere Road
- Intersection and Facility Improvement – Tatamy Road and Newlins Mill Road

Neighborhood Greenway – Greenwood Avenue

Greenwood Avenue is a major collector road in Palmer Township, providing access to key destinations such as Easton Area High School, the U.S. Post Office, and numerous shopping centers and residences. The Palmer Bikeway crosses Greenwood Avenue, providing access to these amenities for all trail users. However, few accommodations currently exist for pedestrians and bicyclists along this corridor, creating serious safety concerns for those trying to access these areas.

Connecting these areas to the Palmer Bikeway would enhance the quality of life for nearby residents, employees, and students and provide additional regional connections to and from Palmer Township. Improved treatments would encourage more users to explore the nearby neighborhoods and businesses, as well as provide alternatives to vehicular travel. The Heart of Palmer Bicycle Boulevard utilizes Greenwood Avenue for several portions of its alignment, which would allow users to connect to the D&L Trail, the Palmer Bikeway, and numerous other future paths.

Greenwood Avenue's specific design treatments may vary across its entire length to be tailored to the conditions of each specific block, but will consistently feature enhanced signage, improved painting and striping, and traffic calming measures. These items combined increase safety for all road users and create a more enjoyable experience for pedestrians and bicyclists.

A few proposed improvements include:

- Bike Lane and Bicycle Boulevard Signage, as well as directional signage to other paths
- Maximum speed limits of 25 miles per hour
- Traffic calming measures, such as speed humps and curb extensions
- Stop signs, flashing warning devices, and electronic speed feedback signs as warranted
- Enhanced roadway painting and striping, including bike lanes, sharrows, painted shoulders, and crosswalks

A proposed treatment of Greenwood Avenue at the Palmer Bikeway is illustrated here, and features:

1. Raised crosswalk with protected median
2. Extended sidewalks to William Penn Highway
3. Bike lanes, sharrows, and other traffic calming to Greenwood Avenue to create a Bicycle Boulevard
4. Narrowed USPS exit driveway to improve safety
5. ADA compliant bus landing pad

PALMER BIKEWAY AT GREENWOOD AVENUE | EXISTING



PALMER BIKEWAY AT GREENWOOD AVENUE | PROPOSED



GREENWOOD AVENUE PERSPECTIVE RENDERING

Neighborhood Greenway – Stones Crossing Road

Stones Crossing Road is another major roadway in Palmer Township, serving as a major access point for major residential neighborhoods like Old Orchard, shopping centers, and parks and recreation. As the first signalized intersection in Palmer Township traveling eastbound, it is a significant gateway for the community. It also serves LANTA's bus rapid transit system, the EBS Blue Line, providing frequent service between Easton and Trexlertown.

However, existing conditions make travel difficult for all road users. The intersection with William Penn Highway is off-centered, creating difficult conditions for sight distances, maneuverability, and traffic congestions. Additionally, gaps in the pedestrian network make it difficult to reach areas like Redner's Market or Fairview Park without walking in the roadway. The crossing of the Palmer Bikeway leaves little room for neighborhood connectivity due to the lack of accommodations, resulting in less economic activity from nearby trail users.


To provide safer road conditions and encourage neighborhood access, the West Palmer Bicycle Boulevard will travel through Stones Crossing, connecting the D&L Trail northbound to the Charles Chrin Community Center and beyond. Similar to Greenwood Avenue, enhanced signage, roadway markings, and traffic calming measures will be implemented depending on the needs of the neighborhood. Rectangular Rapid Flashing Beacons with user detection, similar to use on the Saucon Trail Rail, should be implemented at major trail crossings.

A proposed treatment of Stones Crossing Road between William Penn Highway and the Palmer Bikeway is illustrated here, and features:

1. Realigned Stones Crossing Road to create a straight intersection. Added ADA ramps and crosswalks on all four corners.
2. Added sidewalk and crosswalk for residents to directly access shopping center.
3. Added raised crosswalks to manage vehicular speeds at pedestrian/bicycle crossings.
4. Added sidewalks and crosswalks for resident access to businesses and LANTA stops.



PLAN RENDERING - LOCATION 1 (1:100 scale)

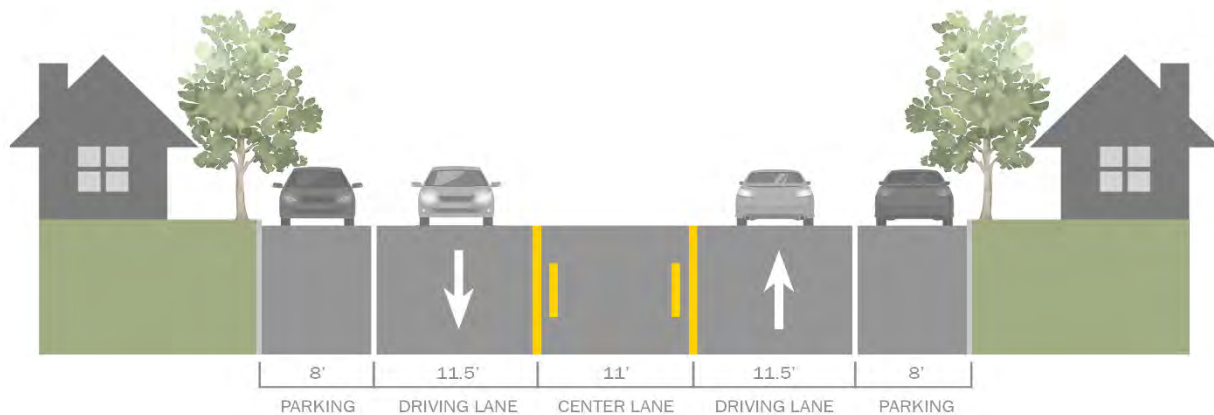
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Bike Network – Northampton Street

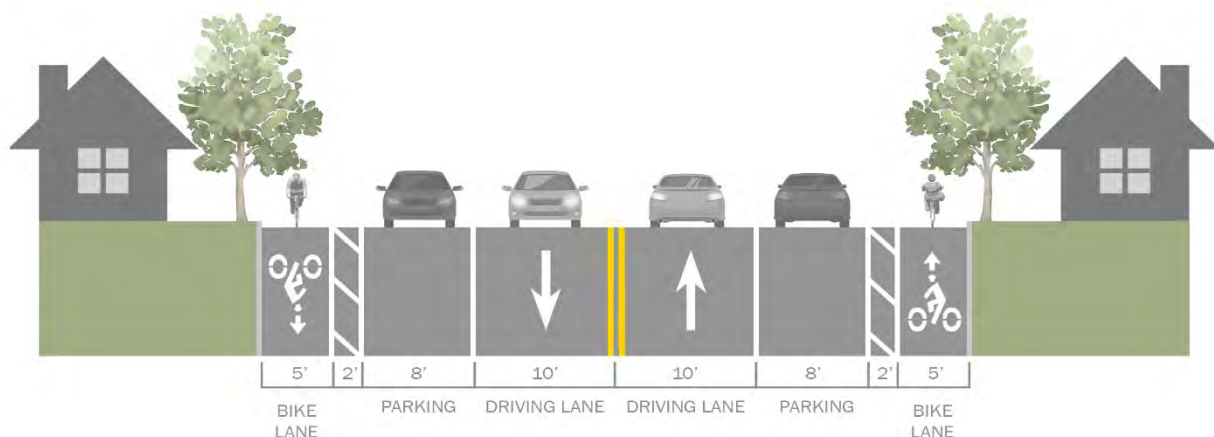
As the main connection between Palmer Township and the City of Easton, Northampton Street serves as the access point to key destinations such as Palmer Elementary School, 25th Street Shopping Center, and the Two Rivers Trailway. Beyond Palmer, Northampton Street provides access to major employment centers such as Easton Hospital, Northampton County Courthouse, and Downtown Easton.

To create a major bicycle route between Palmer and Easton, a new buffered bike lane is proposed across the entirety of Northampton Street. From Greenwood Avenue to 25th Street, the center left-turn lane will be removed from areas where turns are less likely and buffered bike lanes will be installed on each side of the street. Turn lanes will still be provided as key intersections and will be context sensitive, and parking will be maintained.

NORTHAMPTON STREET | EXISTING



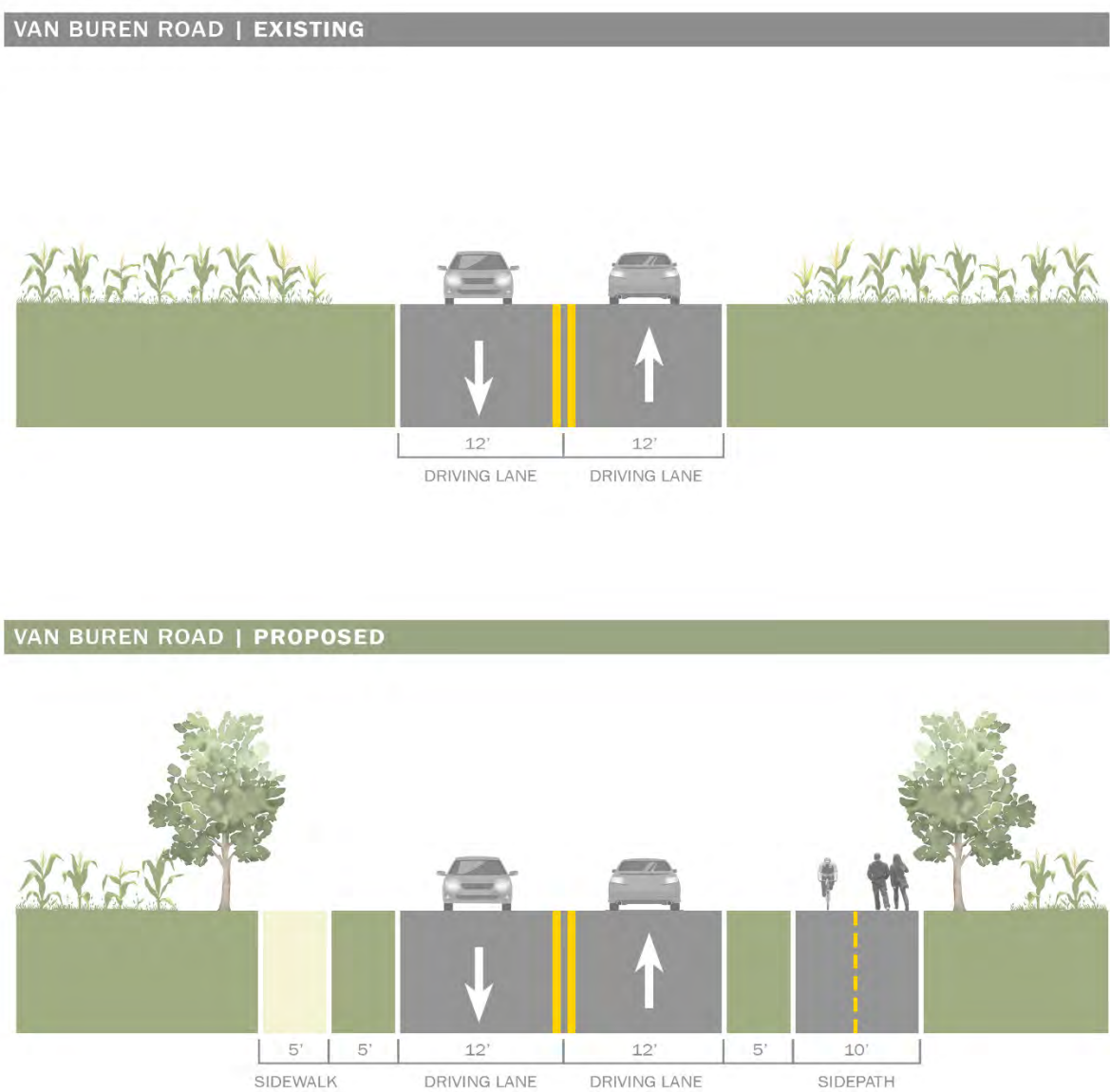
NORTHAMPTON STREET | PROPOSED



Bike Network – Van Buren Road

Palmer Township’s newest employment center, the North End Business District, serves as a major destination for commerce, retail, and transportation. As the spine between this district and Route 248, Van Buren Road links hundreds of residences with retail, parks, trails, and jobs. As additional development occurs along this corridor, additional pressures have grown for pedestrian and bicycle infrastructure to provide needed connections between these areas.

A new Van Buren Road Path is proposed, running the entire length from Route 248 to Main Street, creating connections to future paths along the Schoeneck Creek and Corriere Road. New sidewalks, street trees, and street lighting will be installed as well to create a welcoming environment for all road users along Van Buren Road.



Trail Crossing – William Penn Highway

One of the most consistent needs expressed from residents is a safe crossing on William Penn Highway for the Palmer Bikeway. A proposed crossing is proposed here, and features:

1. Realigned path and new protected median.
2. Bump out curb to shorten crossing distance.
3. Clearly delineated and narrowed down business driveways.



PLAN RENDERING - LOCATION 2 (1:50 scale)



Trail Crossing – 25th Street

Residents also expressed a large desire to see safer conditions along 25th Street and the return of the old railroad bridge as an elevated crossing. A proposed crossing is proposed here, and features:

1. Installation of a 125' long bridge over 25th Street.
2. Realigned path to take advantage of higher grade.
3. Connections to the future Dixie Cup Park in Wilson Borough.
4. ADA compliant bus landing pad



PLAN RENDERING - LOCATION 3 (1:50 scale)



Intersection Improvement – Nazareth Road and Crest Boulevard

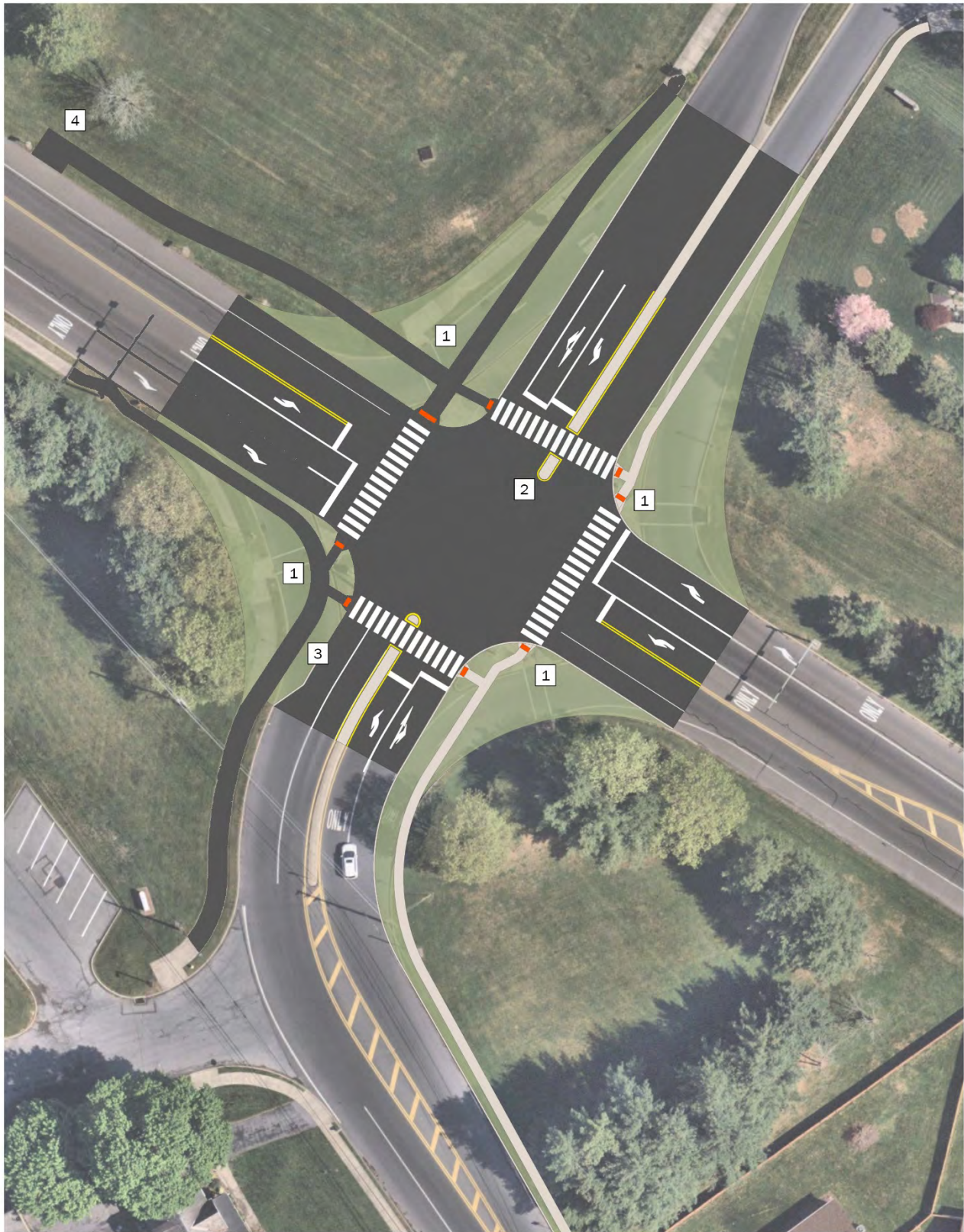
Nazareth Road and Crest Boulevard provide major connections to the township. Nearby, the Palmer Township Municipal Complex is home to the Township Building, Police Department, Fire Department, and Library, providing critical services to the residents. Nearby residential neighborhoods are connected to the rest of the community through this intersection, and it serves as a major point of access for the nearby fire station.

However, the current intersection has frequently been mentioned in public outreach as a concern for active transportation. The intersection of Nazareth Road and Crest Boulevard is currently a wide area, featuring slip lanes on all corners of the roadways and minimal infrastructure for pedestrians and bicyclists. As a connector between the Crest Boulevard Path and the Heart of Palmer Bicycle Boulevard, safety improvements are critical at this intersection, not only for pedestrian and bicyclists, but for drivers and emergency responders as well.

A redesigned intersection would help encourage nearby residents to walk to nearby destinations, such as the Municipal Complex, and would provide safer turning conditions for drivers and bicyclists alike. Cooperation with PennDOT will be required for this improvement, as well as the Palmer Municipal Fire Department to ensure adequate turn radii are provided for fire trucks.

A proposed treatment of the intersection of Nazareth Road and Crest Boulevard is illustrated here, and features:

1. Removal of all slip lanes and resized corners for fire truck turning.
2. New protected median to create gateway into neighborhood.
3. Bump out curbs to create gateway to neighborhood.
4. ADA compliant bus landing pad



PLAN RENDERING - LOCATION 4 (1:50 scale)



Intersection Improvement – Nazareth Road and Newburg Road

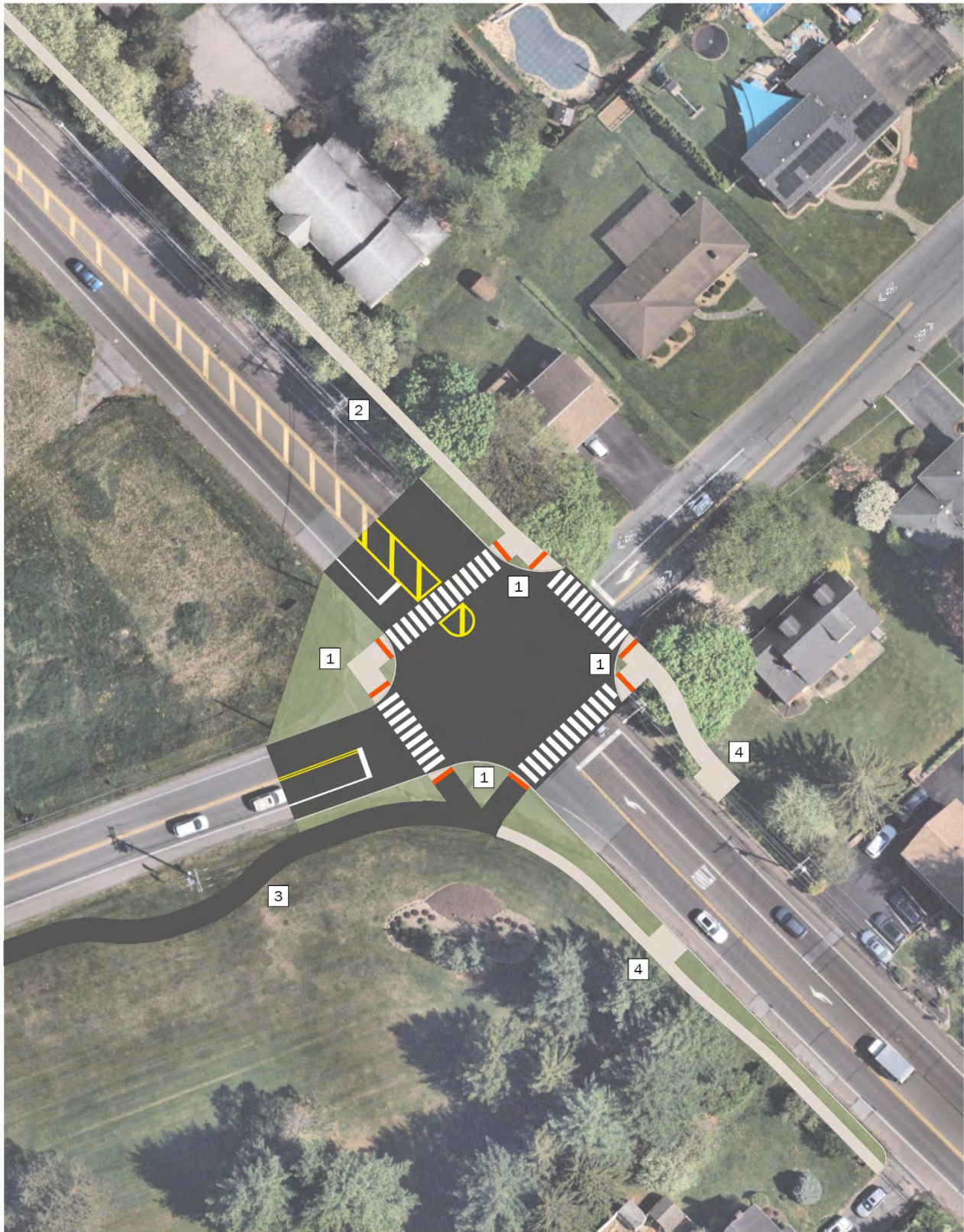
Similar to Crest Boulevard, the intersection of Nazareth Road at Newburg Road is a critical segment of the Township's network. The main entrance to the Palmer Township Municipal Complex is located here, and it serves as the Police Department's and Township staff's primary access to the rest of the community. Newburg additionally is utilized as a route to Lehigh Valley Hospital – Hecktown Oaks Campus and Lower Nazareth Township, eventually reaching the Borough of Bath. LANTA provides service on its Route 216, connecting passengers between Nazareth and Easton.

Residents have also mentioned a desire to see improvements at this intersection during public engagement. There are currently no sidewalks at this intersection, despite the traffic-generating uses nearby. Currently, LANTA passengers board and dismount in grassy areas that are not accessible or safe, and there is no easy path to reach any nearby locations.

An upgraded intersection and nearby improvements would drastically improve conditions with minor changes, such as new sidewalks, enhanced stripping, and ADA upgrades. Cooperation with PennDOT will be required for this improvement, as well as the Palmer Municipal Police Department to ensure there will be no impact on emergency response.

A proposed treatment of the intersection of Nazareth Road and Newburg Road is illustrated here, and features:

1. Shortened turn radii at all corners to shorten crosswalk distance, and slow turning traffic down.
2. Additional sidewalk along Nazareth Road to the northwest, largely through deferred sidewalk improvements.
3. New shared-use path along the south side of Newburg Road.
4. ADA compliant bus landing pad



PLAN RENDERING - LOCATION 5 (1:50 scale)

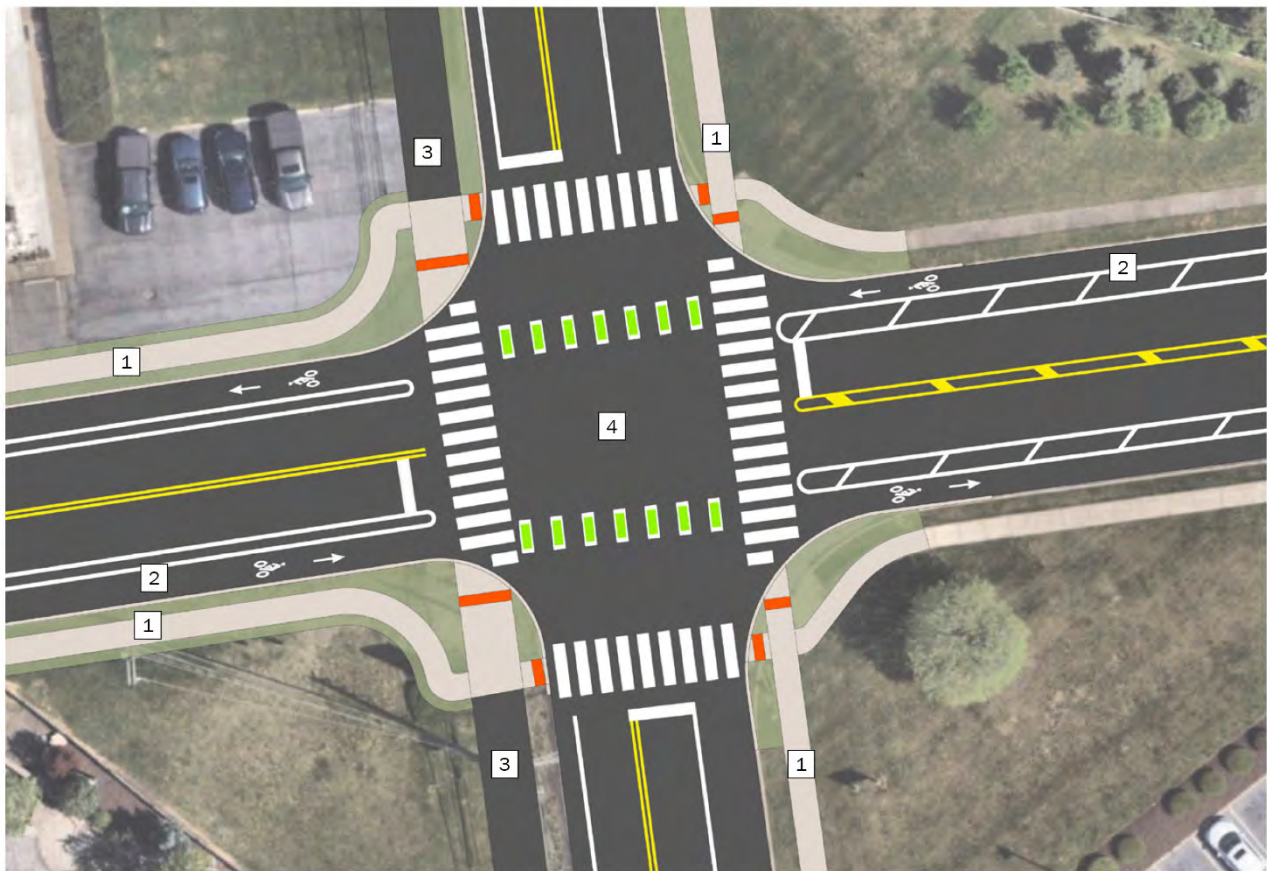


Intersection and Facility Improvement – Tatamy Road and Corriere Road

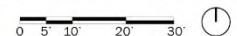
Tatamy Road experiences a large number of vehicular accidents, focused on the intersections of Corriere Road and Newlins Mill Road, and it was ranked as the number one safety concern from our public engagement outreach. This is largely due to outdated intersection controls and improper roadway design, as well as a lack of pedestrian and bicycle infrastructure. Coordination will be required with PennDOT, but several improvements can be made to drastically improve safety conditions at both intersections.

A proposed treatment of the intersection of Tatamy Road and Corriere Road is illustrated here, and features:

1. Additional sidewalks to Corriere Road west of Tatamy Road, and on east side of Tatamy Road.
2. New buffered or protected bike lanes to Corriere Road with adequate painting/stripping.
3. New shared-use path to west side of Tatamy Road.
4. Installation of a four-way stop or traffic signal (as warranted and approved by PennDOT). Make bicycle movements at intersection protected.



PLAN RENDERING - LOCATION 6 (1:30 scale)

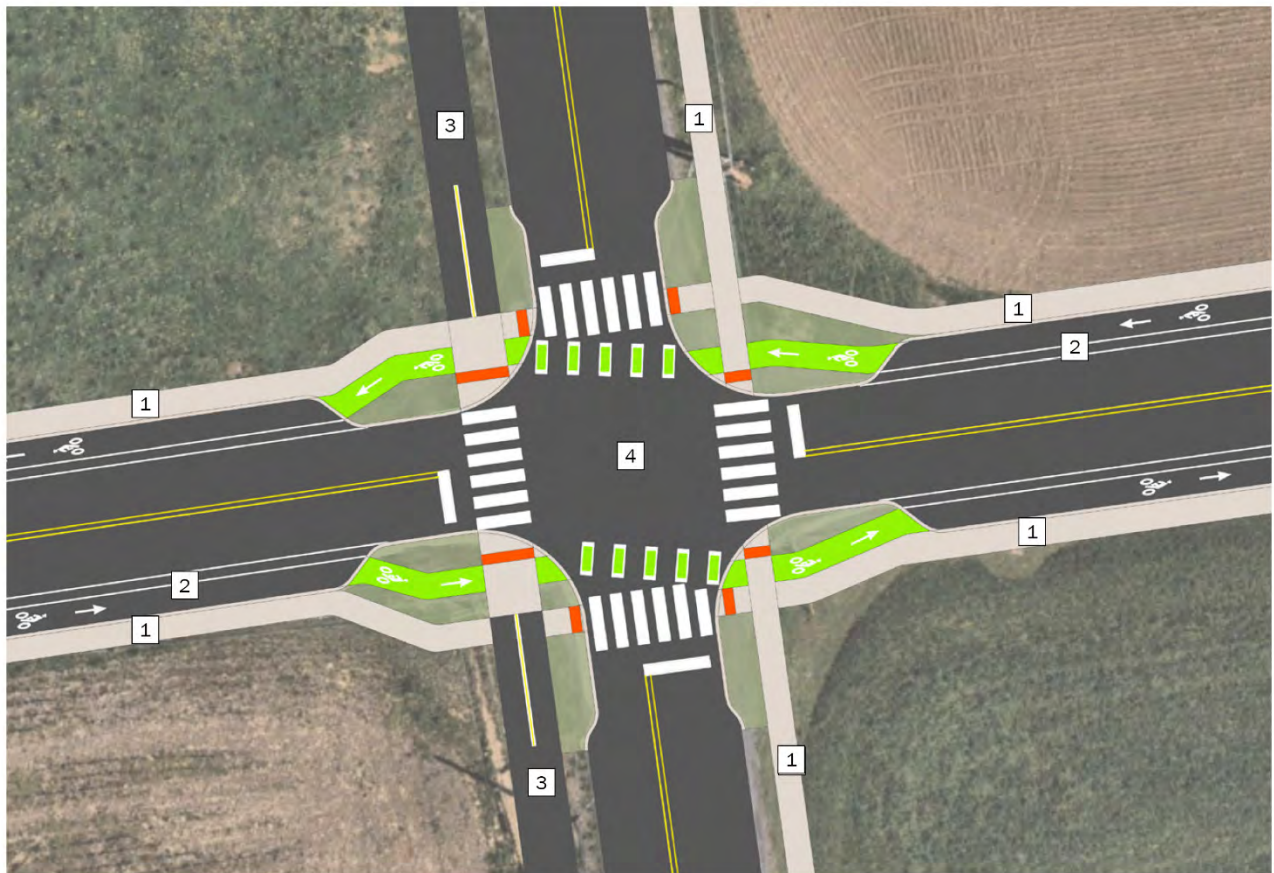


Intersection and Facility Improvement – Tatamy Road and Newlins Mill Road

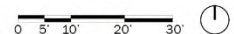
Tatamy Road experiences a large number of vehicular accidents, focused on the intersections of Corriere Road and Newlins Mill Road, and it was ranked as the number one safety concern from our public engagement outreach.

A proposed treatment of the intersection of Tatamy Road and Newlins Mill Road is illustrated here, and features:

1. Additional sidewalks on both sides of Newlins Mill Road, and on the east side of Tatamy Road.
2. New buffered or protected bike lanes to Newlins Mill Road.
3. New shared-use path to west side of Tatamy Road.
4. Installation of a four-way stop or traffic signal (as warranted and approved by PennDOT).
Make bicycle movements at intersection protected.



PLAN RENDERING - LOCATION 7 (1:30 scale)



General Costs

Achieving the goals of the Palmer Township Active Transportation Plan will require significant forethought with regard to the availability and timing of funds; funds to plan, design, and construct each upgrade or new improvement. Improvements small and large can have an immense impact on walkability. Even seemingly small improvements can have large expense and immediately change the outcome of a poorly planned improvement.

Engineers and planners prepared the General Cost Estimates, in basic units, to support the Township's prioritization of improvements. (EA = Each; LF = Linear Foot)

Improvement	Unit	Low Cost	High Cost	Notes
Sidewalk (5' Wide)	LF	\$ 140.00	\$ 270.00	Cost is dependent on a number of variables including available right-of-way, grading, possible retaining walls, and drainage.
Shared-Use Path (10'-12 Wide)	LF	\$ 160.00	\$ 320.00	Cost is dependent on a number of variables including available right-of-way, grading, possible retaining walls, and drainage.
Crosswalk Markings	LF	\$ 20.00	\$ 50.00	
Raised Crosswalk	EA	\$ 6,100.00	\$ 20,000.00	Cost is dependent on the need for additional roadway drainage inlets
ADA Curb Ramp	EA	\$ 2,000.00	\$ 5,600.00	
Rectangular Rapid Flashing Beacon	EA	\$ 20,000.00	\$ 80,000.00	Cost may vary based on need for overhead mast arms for wider crossings.
Sharrow	EA	\$ 1,000.00		
Painted Bike Lane	LF	\$ 30.00	\$ 90.00	Cost may vary based on amount of buffer paint used.
Protected Bike Lane	LF	\$ 32.00	\$ 340.00	Cost will vary based on the type of protection; for example, permanent concrete curbs will be much higher than flex posts or temporary planters.
Driveway Apron	EA	\$ 8,750.00	\$ 30,000.00	Cost will vary based on width and length of driveway.
Bump out	EA	\$ 1,600.00	\$ 35,000.00	Low end costs assume "quick build" approach using paint and flex posts; high end costs assume relocation of permanent curb, inlet relocation, etc.

Partnerships

Implementing this Plan will require significant coordination and collaboration with other partners. Implementation will be more efficient and effective if the partners communicate regularly and work together to implement capital improvements, policies, and programs.

Coordinate with PennDOT and Lehigh Valley Planning Commission (LVPC)

PennDOT and LVPC have various roles and responsibilities related to planning, funding, designing, permitting, constructing, and maintaining transportation infrastructure. Palmer Township should continue to coordinate with both PennDOT and LVPC regarding implementation of active transportation capital improvements, particularly those involving federal or state transportation funding or along state-owned roadways.

Coordinate with LANTA

Palmer Township should continue to coordinate and collaborate with LANTA on implementation of active transportation improvements near LANTA bus service and bus stops. In particular, locations for LANTA's Enhanced Bus Service (EBS) stops on William Penn Highway are located in areas identified for sidewalk, streetscape, and pedestrian crossing improvements. There may be opportunities to partner with LANTA to pursue grant funding and implement improvements that benefit bicyclists, pedestrians, and transit riders.

Coordinate with St. Luke's and LVHN

Active transportation is aligned with several of our local health networks' priorities to promote physical activity as a strategy to prevent chronic disease and to provide access to care. St. Luke's "Get Your Tail on the Trail" initiative is one example of how they are actively supporting walking and biking. Palmer Township should continue to work with St. Luke's and LVHN to ensure that their facilities are accessible by walking, biking, and riding transit and identify opportunities to partner in promoting walking and biking on their properties, in the township, and in the greater Lehigh Valley region for their employees and for the community.

Identify other partnership opportunities

Palmer Township is home to several institutions and entities that own and maintain active transportation infrastructure, including sidewalks, paths, and bikeways. The township should identify and evaluate other opportunities to work with these institutions and entities to expand the active transportation network and promote walking and biking. For example, the township

could coordinate with educational institutions and Homeowners Associations about opportunities to provide public access on paths that may currently have restricted use, especially in locations where the sidewalk or path may provide a key connection in the active transportation network.

Additionally, local non-profits, such as the Coalition for Appropriate Transportation, Community Bike Works, and others offer bicycle education for youth and adults, providing opportunities to practice bike control and understand traffic laws. These organizations can result in fruitful partnerships for education and outreach.

Potential Funding Sources

Primary sources of funding include the use of municipal dollars, earned from tax revenue, fees, developer concessions, and borrowing. Federal, State, County, and local funding opportunities are available to help plan, design, and construct the recommendations of this plan to improve the health, safety, and mobility of residents. Secondary sources of funds include private foundation monies and contributions from private donors, benefactors, and non-profit groups.

Funding sources change from year to year: in some cases, available funds have decreased and in others the variety of funds is more interesting; for example, the Commonwealth now has funding for trail maintenance and equipment. The active transportation recommendations of this plan incorporate multi-modal means of transportation, recreation facilities, and streetscape improvements, and are therefore eligible for grant support through multiple funding sources

A summary of the current competitive grant programs is provided below. Each grant program has different eligibility for the type of project, use of funds, matching requirements, and timelines for implementation. Grant programs typically require the project sponsor to provide matching funds.

Program (Administering Agency)	Details
Transportation Alternatives Set Aside (TASA) - Pennsylvania Department of Transportation - Lehigh Valley Planning Commission	- Federal transportation funds - Match requires funding all pre-construction activities - \$50,000 minimum and \$1 - \$1.5 million maximum - 2-year timeframe to complete design, right-of-way, and utility clearance
CFA/DCED – Multimodal Transportation Fund (MTF) - Commonwealth Financing Authority with Department of Community and Economic Development	- Annual competitive grant program for state funds (Act 89) - 30% match; \$100,000 minimum; \$3 million maximum - 2 - 3-year timeframe to complete the grant funded activities - Design and engineering cannot exceed 10% of the grant award
PennDOT – Multimodal Transportation Fund (MTF) - PennDOT	- Annual competitive grant program for state funds (Act 89) - 30% match (based on grant award); \$100,000 minimum and \$3 million maximum - 3-year timeframe to complete the grant funded activities - Design and engineering cannot exceed 10% of the grant award

Greenways, Trails, and Recreation Program (GTRP) - CFA with DCED & Department of Conservation of Natural Resources	- Annual competitive grant program for state funds (Act 13) - 15% match; \$250,000 maximum - 2 - 3-year timeframe to complete the grant-funded activities - Design and engineering cannot exceed 10% of the grant award
Community Conservation Partnerships Program (C2P2) - Department of Conservation and Natural Resources	- Annual competitive grant program - Various federal and state funds available for trails and improving access to recreational opportunities - Match requirement depends on program, 20% - 50%
Municipal Assistance Program (MAP) - Department of Community and Economic Development	- Grant program with rolling applications (always accepting applications) - 50% match required
Safe Streets For All - U.S. Department of Transportation	- Federal transportation funds - 20% match requirement - Planning and Demonstration Grants: \$100,000 - \$10 million - Implementation Grants: \$2.5 - \$25 million; Projects must be identified in an Action Plan
Community Challenge Grant - AARP	- Quick-action projects that increase mobility options and connectivity - Grant awards typically \$15,000 or less
Local Share Account (LSA) - Statewide - Commonwealth Financing Authority with Department of Community and Economic Development	- Competitive grant program for distribution of gaming revenues through the state - No match required; \$25,000 minimum and \$1 million maximum
Smart Growth Grant - National Association of Realtors	- Educational programs and activities that support active transportation - Level One: up to \$1,500; Level Two: up to \$5,000; Level Three: up to \$10,000
T-Mobile Hometown Grants - T-Mobile (Smart Growth America and Main Street America)	- Competitive grant program selected on a quarterly basis - Community projects that foster connections in towns with populations less than 50,000 - \$50,000 maximum

Active Transportation Design Toolkit

There are a variety of infrastructure features that form the building blocks for an active transportation network. The Lehigh Valley Planning Commission developed a Design Toolkit, which presents facilities that may be appropriate in Palmer Township to serve the broad transportation needs of the community. The toolkit also helps to define terminology used in the plan and presents a brief description and illustrative photo for each facility. For some facilities, additional information is provided regarding design guidelines.

To review the design considerations, please refer to *Walk/RollLV*, Appendix A.

Appendices



PALMER TOWNSHIP

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer, PA 18045-1975, Tel. 610-253-7191

To: Kent A. Baird, AICP, Director of Planning
Palmer Township Active Transportation Plan Steering Committee

From: Craig S. Beavers, CFM, CZO, Assistant Director of Planning

Date: March 12, 2024

Re: Demographic Analysis for Active Transportation Plan

As a part of the Active Transportation Plan for Palmer Township, census data and other data was pulled to note existing conditions and trends. While identifying demographics and datasets, particular care was taken to ensure that the process underscores the values of fairness, justice, and equal treatment for all individuals or groups, especially within the social and economic context.

Summary

The study area is growing in racial diversity. It is one of the wealthier municipalities in Northampton County. There is a significant number of seniors and children to consider when moving forward on this plan. Any design features should center on their experience traversing the study area. Usually, these design features will also benefit the population as-a-whole. Many Palmer Township residents commute elsewhere for work and a significant number of the employees who work within the township do not live there. This means, any transportation plan developed for the area should include extensive inter-municipal coordination to encourage the desired transportation mode types. In terms of shortening the commuting patterns, that should be addressed in a housing policy that could be recommended at a later date. There has been a rise in work from home occupations within the area by the residents. 11.3% of workers who live within Palmer Township work from home; however, they are making other trips within the area to fulfill their household needs. While commuting data is easy to access, it can harm transportation planning as a majority of trips made by network users are to everywhere else, except work. Commuting should only be viewed as an aspect of this plan and not set its path. In addition to exploring the inter-municipal transportation network, this plan should seek to encourage the flow of residents towards goods and services via active transportation modes or shorten the distances from residents to goods and services via active transportation.

Population Characteristics

Since 2000, the combined study area has experienced a 32.7% population growth going from 16,809 to 22,317. This change continued the growth of the municipality from previous decades. Additionally, Palmer Township has become more racially diverse, seeing a rise in nearly all racial characteristics except white and Pacific Islander. The area saw an increase of African American residents by 327.5% increase (360 to 1,539), Asian residents by 309.4% (308 to 1,261), and residents who are two or more races went up 480.8% (167 to 1,635). Additionally, the Hispanic ethnic population grew 649.9% (393 to 2,947). These growths are just continuations of patterns established since 2000. (Source: Decennial Census 2000, 2010, 2020)

Race	2000	2010	2020	% Change 2000-2020	% of Twp Population (2020)	% of State Population (2020)
White	15,854	17,904	16,870	-6.4%	75.6%	61.6%
African American	360	1,105	1,539	327.5%	6.90%	12.4%
Asian	308	845	1,261	309.4%	5.65%	6%
Native Hawaiian or Pacific Islander	4	1	4	0%	0.02%	0.2%
American Indian or Alaskan Native	10	34	38	280%	0.17%	1.1%
Some Other Race	106	379	970	310%	4.35%	8.4%
Two or More Races	167	423	1,635	480.8%	7.33%	10.2%
Total Study Area Population	16,809	20,691	22,317	32.7%	-	-
Ethnicity	2000	2010	2020	% Change 2000-2020	% of Twp Population (2020)	% of State Population (2020)
Hispanic	393	1,126	2,947	649.9%	13.21%	8.1%

(Source: US Census)

In terms of age, the population of Palmer Township is close to the state's age cohorts with a majority being working age adults (18-65 years old). However, the study area has a notable number of children between the ages of 5 and 18. For the state overall, 15.5% of the population is within this age range, while nearly 19% of the Palmer Township population is between 5 and 18. In addition, the area has a slightly higher aging population with 22.2% of the study area population being 65+ years old, compared to the state average of 18.2% (ACS 2017-2021).

Active transportation must take into consideration the disabled population and make sure all transportation decisions should be made in a manner that considers how it can also improve their ability to traverse the study area. Overall, 8.7% of the study area's population, or 972 individuals, have a disability. Furthermore, 55% of that population is over the age of 65 and 16.3% of that population has at least one ambulatory difficulty.

Palmer Township features a high percentage of families with children. As it stands, 29.2% of families within Palmer Township have school-age children, versus 27.2% of families in the county and 26.4% of families in the state as a whole.

Commuting Patterns

To develop an effective visualization of commuting patterns within the study area, the five-year ACS surveys released in 2022 and 2012 were compared to identify any shifts on top of any existing patterns. Additionally, the Census application OnTheMap was used, which incorporates data from 2020 for the Unemployment Insurance Wage Records, Office of Personnel Management, and the Quarterly Census for Employment and Wages. As these are built around estimates, there is a variation in their employment totals.

Palmer Township is a significant job center with a total of 9,828 jobs (Figure 1). Only 8% (825) of the employed residents both live and work within Palmer Township, representing 7.4% of all jobs in the area. 9,003 workers commute from outside of Palmer Township to the area.

Overall, a plurality of the 10,244 employed Palmer Township residents work within the Township or within 10 miles of Palmer (52%), with the leading tracts falling in Lower Nazareth and Bethlehem (Figure 2). Additionally, Figure 3 highlights areas where individuals employed in Palmer Township commute from.

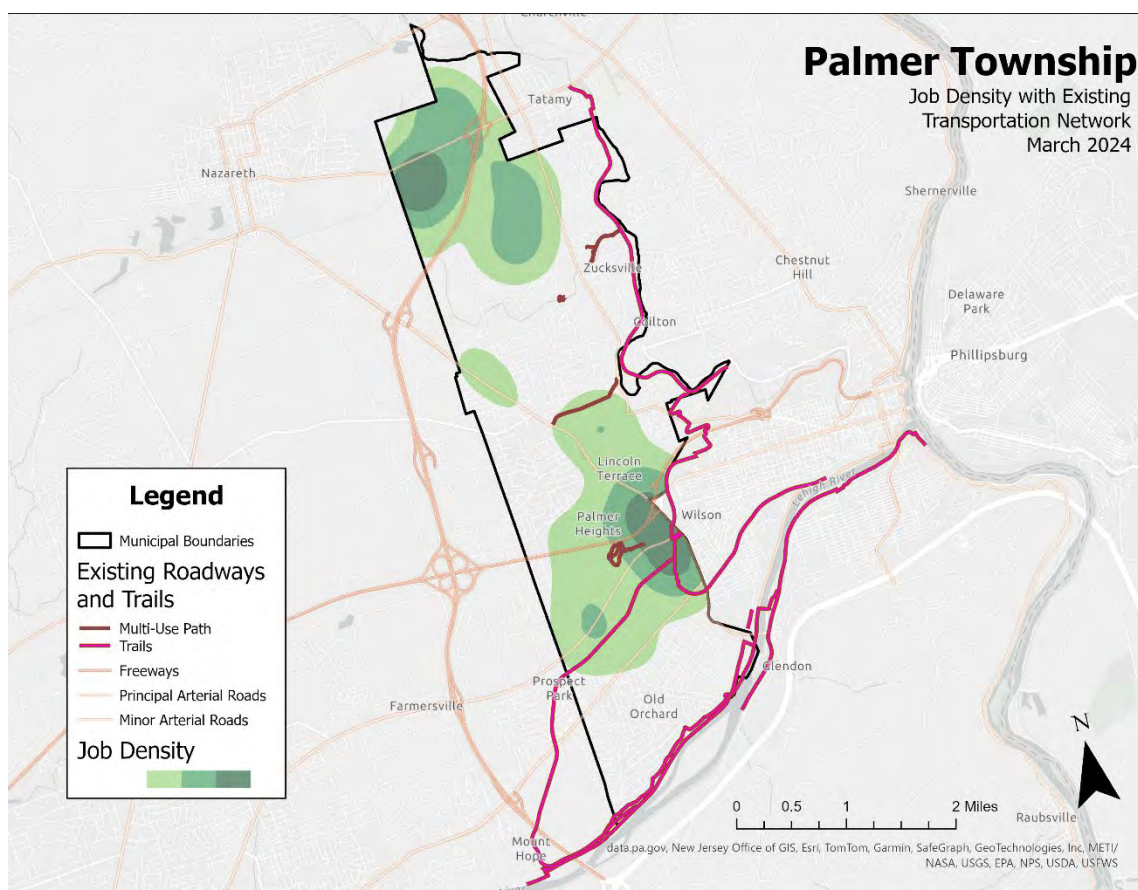


Figure 1. Job Density and the Existing Transportation Network within Palmer Township (Source: US Census)

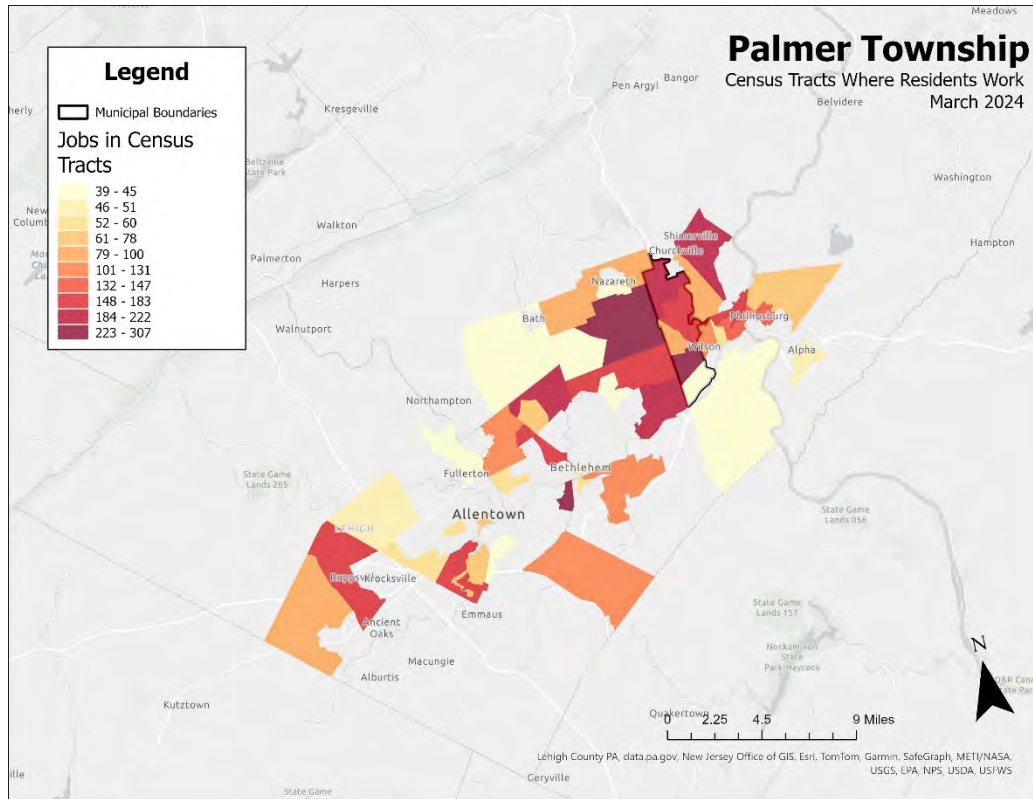


Figure 2. Top 50 Census Tracts where Employed Palmer Township Residents Commute to (Source: US Census)

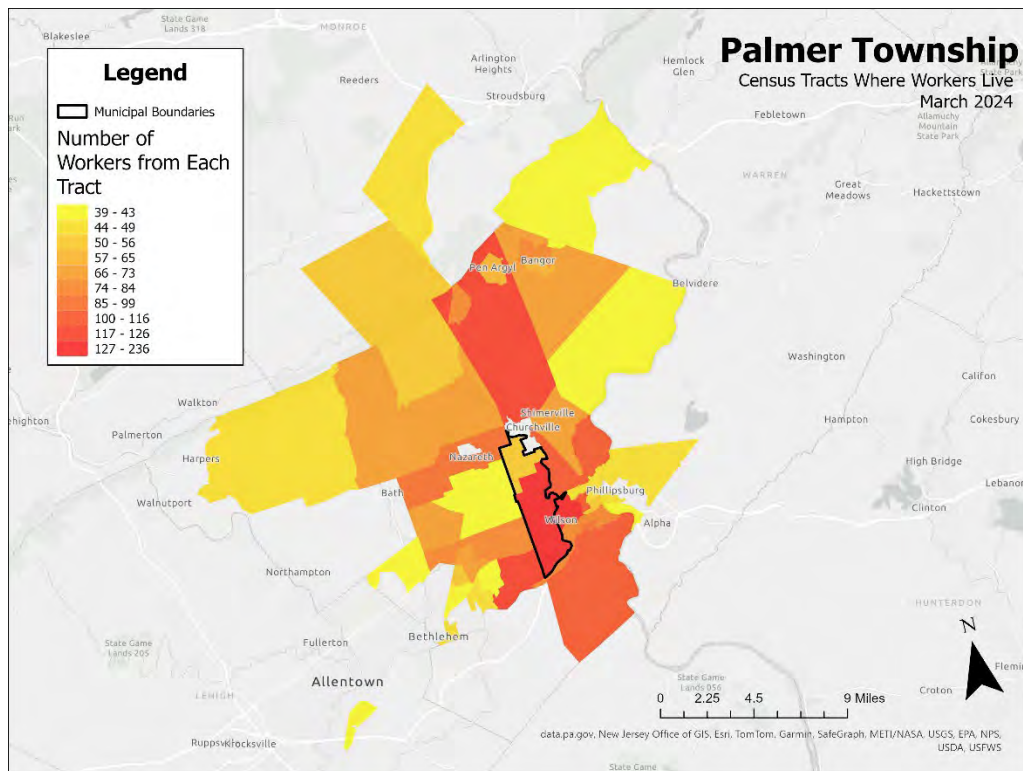


Figure 3. Top 50 Census Tracts where Workers within Palmer Township Commute From (Source: US Census)

In terms of the mode of transportation individuals select for their commute, there has been a significant shift in recent years, both for Palmer Township residents and others commuting into the area. While the number of residents commuting to work has increased 20.9% between 2012 and 2022, 12.9% more residents drive, 9.7% fewer carpool, 19.5% fewer walk, and 9.1% fewer take transit. Meanwhile the number of residents working from home has more than doubled in recent years, and biking to work has remained relatively stable. Working from home is important to highlight because in 2012 it made up around 3.2% of workers while in 2022 it made up around 11.3% of workers.

Mode of Commuting	Number of Workers (2012)	% of Workers (2012)	Number of Workers (2022)	% of Workers (2022)	% Change 2012-2022
Car, truck, or van (drove alone)	8,461	87.5%	9,554	81.7%	12.9%
Car, truck, or van (carpooled)	609	6.3%	550	4.7%	-9.7%
Public transportation (excluding taxicab)	77	0.8%	70	0.6%	-9.1%
Walked	174	1.8%	140	1.2%	-19.5 %
Taxicab, motorcycle, bicycle, other means	48	0.5%	59	0.5%	22.9%
Worked from home	310	3.2%	1,322	11.3%	326.5%
Area Working Residents	9,670		11,694		20.9%

(Source: US Census)

In terms of vehicle access, households have seen a shift in the last decade based on the overall household growth. While from 2012 to 2022 we saw a 10.8% increase (850) in the number of households, car ownership in each household saw different shifts. The number of car free households rose 170% from 55 to 149, maintaining a 1.7% share of the households. Single-car households saw a 11.6% rise and had a 12.7% share of households. Two-car homes rose 2.1% from 3,946 to 4,029, accounting for 46% of households. Three-car households saw a 19.5% increase from 2,902 to 3,468 households (maintaining a 39.6% share).

Vehicles Available	2012 Households	2012 % of Area	2022 Households	2022 % of Area	% Change 2012-2022	Total Change
No vehicle available	55	0.7%	149	1.7%	170.9%	94
1 vehicle available	996	12.6%	1,112	12.7%	11.6%	116
2 vehicles available	3,946	49.9%	4,029	46%	2.1%	83
3 vehicles available	2,902	36.7%	3,468	39.6%	19.5%	566
Area Total Households	7,908		8,758		10.8%	850

(Source: US Census)

Economic Characteristics

Palmer Township is significantly wealthier than Northampton County and Pennsylvania as-a-whole. Based on recent ACS data, the median household income is \$107,386. This is significantly higher than the median household income of Northampton County (\$74,696) and nearly double the State's median household income of \$67,587.

Equity Analysis

Equity Analysis	% of Study Area Population
Households with no access to vehicles	1.7%
Adult population with no high school diploma or equivalent	6.4%
Individuals of working age who are living at or below 200 percent of the Federal Poverty Level (FPL)	11.1%
Percentage of the population that identifies as not speaking English well or at all	4.5%
Percentage of the population that identifies as non-white	21.7%
The population under 18 years of age and over 65 years of age	41.4%

(Source: US Census)



PALMER TOWNSHIP

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer, PA 18045-1975, Tel. 610-253-7191

To: Kent A. Baird, AICP, Director of Planning
Palmer Township Active Transportation Plan Steering Committee

From: Craig S. Beavers, CFM, CZO, Assistant Director of Planning

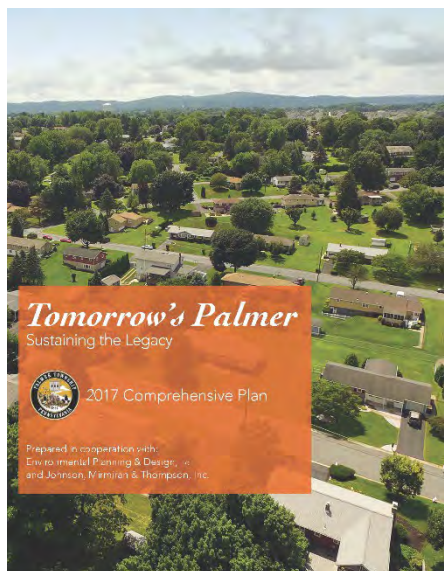
Date: March 12, 2024

Re: Plan, Policy, and Study Review for Active Transportation Plan

As a part of the Active Transportation Plan for Palmer Township, staff reviewed documents both within the municipalities and counties and throughout the region and the state to find existing plans, policies, and studies related to active transportation policies or projects. These documents and policies will help shape the Active Transportation Plan to improve the multimodality of the community and assist the growth of active transportation for the region at large.

This memo is divided into three parts, which are meant to be brief and quickly digestible as each plan or policy mentioned is more extensively described in the corresponding document, which is linked below, where applicable. The first section summarizes plans and policies from Palmer Township. Here, there is more detail provided as these will be the primary shapers of this plan. Second, there are the neighboring municipalities, region, and state planning, policies, and studies related to active transportation within and near the municipalities. These are all noted in the document and can be further elaborated upon request. Finally, staff created a list of several institutions to potentially reach out and partner with regarding active transportation infrastructure and policies.

PART 1: PALMER TOWNSHIP



Palmer Township's [2018 Comprehensive Plan](#) includes a transportation element that outlines recommendations for all modes of transportation. The comprehensive plan includes many relevant recommendations that should be evaluated as part of the active transportation plan, including:

- Intersection Analyses and Evaluations
- Improved Pedestrian/Bicycle Access to Major Destinations
- Reduction of Cut-Through Traffic and High Speeds
- Establishing a Complete Streets Policy
- Completing Traffic Audits of Key Corridors
- Coordinating a Standing Task Force with PennDOT, LVPC/LVTS, LANTA, and Planning
- Bicycle Connectivity Improvements Map
- Prioritized Corridor Revitalization Areas

Overall, the comprehensive plan recognizes that the outer portions of the Township are characterized as primarily low-density, auto-oriented residential neighborhoods, which has notably different active transportation opportunities and needs than the denser, more walkable, mixed-use neighborhoods in the central portions of the Township along Nazareth Road/25th Street, William Penn Highway, and Freemansburg Avenue. The plan balances recommendations to address traffic congestion and safety through physical roadway improvements, with land use policies and off-road improvements that encourage active transportation, and therefore less vehicular use.

CURRENT STATUS: The land use recommendations were used as the basis for the 2023 Zoning Ordinance, which encourages pedestrian-oriented uses and scales along the Township's key corridors. The Township, through the Active Transportation Process, is anticipating initiating several initiatives related to bicycle connectivity and complete streets.

The [Two Rivers Trailway](#) is an established 30-mile network of multi-use trails located in Palmer Township and the surrounding municipalities. Originating from the Two Rivers Area Greenway Plan, the trail is a major transportation corridor within the region, also serving as host to the Delaware and Lehigh Trail and the 9/11 National Memorial Trail. The complete trail envisions an uninterrupted connection from the Forks of the Delaware and Lehigh to the Appalachian Trail.



CURRENT STATUS: While much of the trail in Palmer Township has been completed, there are several gaps throughout the region that inhibit a complete trail network. Additionally, safety improvements and signage are needed along the corridor and at crossings.

Palmer Township is nearing completion of a draft **Climate Action Plan**, outlining the Township’s continued commitment to all the aspects of sustainability. Some relevant recommendations include ...

CURRENT STATUS: The Climate Action Plan has been officially “received” and review of the draft is ongoing between the Environmental Administrator and the Environmental Steering Committee.

The existing **Subdivision and Land Development Ordinance** provides requirements and design standards for streets, sidewalks, and bike paths. The SALDO is anticipated to be revised during 2024 or 2025.

CURRENT STATUS: The SALDO will be revised, with the potential to include Complete Streets and Context Sensitive Design standards, providing more requirements for complete streets, sidewalks, crosswalks, bicycle amenities, bus stop designs, and more.

In 2023, Palmer Township adopted a new **Zoning Ordinance**. The ordinance includes several overlays along key commercial corridors, promoting mixed-use development and pedestrian oriented scale. Additionally, considerations for bicycle parking and pedestrian circulation are included in many use requirements.

CURRENT STATUS: Future data from the final plan may suggest future amendments to the ordinance, such as requiring bicycle parking in some form in all residential uses with 8 or more units, hotels, similar lodging, commercial space, institutions, and hospitals.

PART 2: REGION AND STATE

LEHIGH VALLEY PLANNING COMMISSION (LVPC)

Plans, Studies, Tool	Description
FutureLV: The Regional Plan	<p>Goals</p> <ul style="list-style-type: none"> • Efficient and Coordinated Development Pattern • Connected, Mixed-Transportation Region • Protected and Vibrant Environment • Competitive, Creative, and Sustainable Region • Safe, Healthy, Inclusive, and Livable Communities <p>Projects</p> <ul style="list-style-type: none"> • Tatamy Road Bridge Replacement • 25th Street Resurface and Hill Improvement • State Route 248 Betterment Project • Tatamy Road Betterment Project • Northwood Avenue Resurface Betterment Projects • South 25th Street Multimodal Corridor Study • US State Route 22, State Route 248 and 25th Street Study
Walk/RollLV: Active Transportation Plan	<p>Goals</p> <ul style="list-style-type: none"> • Safety and Accessibility • Convenience and Connectivity • Seamless Multimodal Integration • Regional Coordination • Culture • Equity • Air Quality and Climate • Emerging Technologies <p>Relevant Projects</p> <ul style="list-style-type: none"> • Northampton Street (Greenwood Avenue to Larry Holmes Drive) • Easton Avenue (Linden Street to Emrick Boulevard) • Let's Connect Easton • Visionary Bicycle Network 23: Palmer Bikeway to Louise Moore Park • Visionary Bicycle Network 27: 25th Street to D&L Trail • Visionary Bicycle Network 30: Route 248 and Northwood Avenue to Two Rivers Trailway • Visionary Bicycle Network 31: Main Street and Van Buren Road to Two Rivers Trailway •
Traffic Safety Plan	<p>In 2016, the LVPC and the Lehigh Valley Transportation Study (LVTS) adopted an updated Traffic Safety Plan that reaffirmed a general goal of striving toward zero traffic-related deaths and serious injuries and set a specific goal of reducing average annual fatalities and serious injuries by at least 50% between 2006-2010 and 2026-2030.</p>

<u>Priority Climate Action Plan</u>	Goals <ul style="list-style-type: none"> • Implement Walk/RollLV: Active Transportation Plan • Increase transit ridership • Supporting deployment of alternative fuel vehicles (AFVs) of all types. • Increase alternative fueling infrastructure and stations • Reimagine and retrofit major transportation corridors with green infrastructure • Plan and implement Intelligent Transportation Systems (ITS) technologies
<u>Sidewalk Gap Analysis</u>	This tool highlights gaps in sidewalks and measures transit connectivity to the sidewalk network.
Equity Analysis	Tool that identifies populations of interest under Title VI of the Civil Rights Act and the Executive Order on Environment Justice through 9 Indicators of Potential Disadvantage (IDP): youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income.
<u>Transportation Improvement Program (TIP)</u>	The TIP is the region's capital budget for federal and state transportation funds. It is updated every 2 years and covers the upcoming 3-4 years. In order to be on the TIP, projects must be included in local and regional plans, including FutureLV.

NORTHAMPTON COUNTY

Plans, Studies, Tool	Description
Livable Landscapes: An Open Space Plan	Open Space plan for Northampton County includes several recommendations regarding closing trail gaps, connecting Palmer parks through trail greenways, and further enhancing the Two Rivers Trailway and 9/11 National Memorial Trail.

CITY OF EASTON

Plans, Studies, Tool	Description
<u>Transform, Unify, Thrive: Easton Comprehensive Plan 2035</u>	Comprehensive plan includes several goals and initiatives related to active transportation and connectivity to trails, including integrating the Delaware and Lehigh Rivers and Bushkill creek with neighboring communities through a connected system of pedestrian, bike, and open space networks.
<u>West Ward Plan</u>	This plan provides numerous recommendations to improve the West Ward neighborhood, including creating a walkable and bikeable environment, developing a neighborhood specific Bike and Pedestrian Plan, and advocating for local and regional active transportation infrastructure.
<u>Third Street Corridor Evaluation Report</u>	<ul style="list-style-type: none"> • Improvements and addition of high-visibility crosswalks • Replacement of curb ramps with ADA accessible ones • Study of mid-block crossings along key blocks • Enhancement of pedestrian amenities and streetscaping

BETHLEHEM TOWNSHIP

Plans, Studies, Tool	Description
Bethlehem Township 2017 Update	The comprehensive plan recommends improvements to the main commercial corridors, including connections to Palmer along William Penn Highway and Freemansburg Avenue, as well as walkable development.
Bethlehem Township Active Transportation Plan	<ul style="list-style-type: none"> • Connection to Charles Chrin Community Center via Bike Lane • The William Penn Highway bike lane runs along most of the corridor, but currently no connection to Palmer Township is proposed • The Church Street bike lane runs along most of the corridor, but currently no connection to Palmer Township is proposed

LOWER NAZARETH TOWNSHIP

Plans, Studies, Tool	Description
Official Map	<ul style="list-style-type: none"> • Proposed trail connections along Corriere Road, Northwood Avenue, Newburg Road, and Hecktown Road.

UPPER NAZARETH TOWNSHIP

Plans, Studies, Tool	Description
Official Map	<ul style="list-style-type: none"> • Proposed trail connections along Main Street and Tatamy Road, as well as Schoeneck Creek • Recommends connections through Main Street and Nazareth Road in Palmer Township

FORKS TOWNSHIP

Plans, Studies, Tool	Description
Forks Township Comprehensive Plan Update	Comprehensive plan includes several goals and initiatives related to active transportation and connectivity to trails, including developing a bike/pedestrian master plan, connecting trails to roadways, and improving existing trails.

NAZARETH AREA PLAN (Upper and Lower Nazareth Townships, Stockertown and Tatamy Boroughs)

Plans, Studies, Tool	Description
NazPlan	Multi-municipal comprehensive plan recommends the implementation of active transportation options throughout the municipalities, such as in Policy 5.4

LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

Plans, Studies, Tool	Description
Existing Service	<p><u>Bus</u></p> <p>All LANTA buses are equipped with bicycle racks that can hold two bicycles</p> <ul style="list-style-type: none"> • Routes 106, 200, 216, and 217 operate within the Township • Flex route 502 services the North End of the Township <p><u>EBS (Bus Rapid Transit)</u></p> <p>All LANTA EBS buses are equipped with bicycle racks that can hold two bicycles</p> <ul style="list-style-type: none"> • Blue Line operates along William Penn Highway. Stations at Stones Crossing, Greenwood, and 25th Street.
Enhanced Bus Service	<p><u>LANTA EBS Study</u></p> <ul style="list-style-type: none"> • Improved running ways, including off-board fare collection, transit signal priority, and queue jumps • Project #14 recommends relocation and improvements to 25th Street and Butler Street bus stop including <ul style="list-style-type: none"> ○ Relocating bus stop ○ Installing bus bulb outs ○ Installing full sized shelter with real-time signage, ticket vending machines, lighting, benches, and bike parking ○ Installing transit signal priority
<u>Transit Supportive Land Use</u>	Plan recommends improvements to land use patterns around transit corridors to include denser developments, sidewalks, site planning, and promoting development centers.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PennDOT)

Plans, Studies, Tool	Description
<u>PennDOT Connects</u>	Program where PennDOT staff assists with localized transportation plans and help allocate resources
<u>Pennsylvania Active Transportation Plan</u>	2020 state-wide plan provides a vision and framework for establishing safety and equity for active transportation modes, improving public health and local economic mobility. A How-To Guide for Developing Active Transportation Plans serves as a resource for local municipalities.
<u>Pennsylvania's Traffic Calming Handbook</u>	2012 publication providing guidance and recommendations on traffic calming measures. Should be used in conjunction with more contemporary guidance, including the Federal Highway Administration's Traffic Calming ePrimer and the Institute of Traffic Engineer's Traffic Calming Measures website.
<u>Safe Routes to School</u>	National grant program to assist schools in improving their students' ability to walk and bike to schools.
<u>Traffic Information Repository (TIRe)</u>	State run mapping site that includes traffic volume, improvement projects, PennDOT's Roadway Management System (RMS) and Highway Performance Monitoring System (HPMS).
<u>PA Crash Info Tool (PCIT)</u>	Provides a variety of reports related to all crashes within the state (last 20 years). Map can be searched based on geography, timeframe, crash type, severity, etc.

PENNSYLVANIA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES (DCNR)

Plans, Studies, Tool	Description
Recreation For All: Statewide Comprehensive Outdoor Recreation Plan	2020 state-wide plan provides a vision and framework for providing a welcoming and accessible outdoor recreation system. Its priorities include health and wellness, recreation for all, sustainable systems, funding and economic development, and technology.
Growing Outdoor Recreation for Pennsylvania	2024 report that establishes the goals of the Office of Outdoor Recreation of building capacity of the industry, building community and economic development, and building inclusivity and equity.

PART 3: LOCAL INSTITUTIONS AND MAJOR EMPLOYERS

School or Daycare

- Easton Area School District
- St. Jane Frances de Chantal School
- Tatamy Creek Buxmont Academy
- Creative Learning Center of the Lehigh Valley
- Early Bird Day School Academy
- Palmer Childcare Academy & Learning Center
- Rising Star Learning Center
- Little People Country Club
- Lehigh Valley Children's Centers
- Vinco Academy
- Kids First Child Care
- St. Andrew's Nursery School
- Active Learning Centers: Palmer
- Kids Learning Kingdom

Religious Institutions

- St. Jane's R.C. Church
- St. Andrew's Lutheran Church
- St. Paul's Lutheran Church
- Bethel Memorial Baptist Church
- New Creation United Church
- First Baptist Church of Easton
- Palmer Moravian Church

Business Community

- St. Luke's University Health Network
- Lehigh Valley Health Network
- Business, Industrial & Professional Association of Palmer Township
- Charles Chrin Companies
- Rizz Containers
- Warehouse and Logistic Centers
- Palmer Park Mall
- Businesses in Palmer Town Center and 25th Street Plaza



PALMER TOWNSHIP

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer, PA 18045-1975, Tel. 610-253-7191

To: Kent A. Baird, AICP, Director of Planning
Palmer Township Active Transportation Plan Steering Committee

From: Craig S. Beavers, CFM, CZO, Assistant Director of Planning

Date: July 16, 2024

Re: Survey, Outreach, and Interview Results for Active Transportation Plan

As a part of the Parks, Recreation, and Open Space Update: Active Transportation Plan for Palmer Township, staff conducted several types of activities to collect feedback from the public, community stakeholders, and key personnel on various different topics. This memo provides a summary of responses. The first section summarizes the feedback about parks and recreation facilities received from the Palmer Township Community Weekend 2023 survey and interactive activity. The second section summarizes the results of the community survey and workshop activities related to active transportation conditions, which were conducted from March to June 2024. Finally, the responses from stakeholder interviews are summarized in the final section.

Part 1: Parks and Recreation

During Palmer Township's annual Community Weekend celebration in 2023, staff created several avenues for residents and visitors to provide feedback about the parks and recreation system.

A community poll was conducted between August 17 and 23, 2023, where residents could submit digital or physical surveys about amenities, connectivity, and accessibility, and fourteen responses were collected. When asked what their favorite park was, 64% of respondents said the Charles Chrin Community Center, single responses for other parks. The



most popular amenities were volleyball (72%), trails (29%), and playgrounds (29%). When asked what they would like to see prioritized with park funding, nearly all respondents wished for expanding or renovating existing facilities, enhancing programming and events, and the equitable distribution of park resources across the community.

Additionally, respondents were asked if they feel comfortable using the parks, and if it is easy to get to them. All 14 respondents said it was easy or very easy to get to parks, but mode of travel was not asked. 57% of respondents said they feel comfortable using parks, but the remaining 43% said they felt uncomfortable.

In a separate activity, attendees were asked to pick their top three amenities they'd like to see in their park. The top results were dog parks (113), splash pads (96), and event spaces or venues (71).

Part 2: Active Transportation

Throughout the spring of 2024, staff collected community feedback through several different events and outreach activities.

Between March 25 and April 30th, over 200 responses were given to an online and paper survey, asking about how people currently travel, as well as specific questions about walking, biking, and commuting with children.

Most respondents indicated that they drive either alone (76%) or with others (41%) to commute, and many indicate they also walk daily (42%). Very few bike (11%), take transit (1%), or use mobility devices (4%)

Respondents most frequently indicated that their most important destinations were parks, stores/restaurants, and schools. When asked about walking and biking, some of the biggest barriers were the lack of sidewalks/crosswalks, dangerous intersections, and lack of lighting. Many indicated they would be willing to bike more if there were protected bike facilities, more bike racks, and better connections to trails. Those with children indicated they do not let their kids walk or bike alone in the Township due to dangerous road conditions.

In addition to the community survey, three different public events were held asking for feedback from the public:

- Initial workshop with Planning Commission members
- Outreach at Earth Day Celebration
- Public community workshop



Overall, these were the summary of responses:

- Need for traffic calming measures
- Need for crosswalks and lighting upgrades
- Need for sidewalks and bike lanes on major corridors
- Desire for major overhauls to William Penn, Freemansburg, 248, and Greenwood

Part 3: Stakeholder Interviews

As a final outreach effort, staff conducted several interviews with key stakeholders in the community, such as Township departments and community partners.

Township Departments: Parks and Recreation, Public Works, and Fire Department

Community Partners: United Way, Coalition for Appropriate Transportation, Lehigh Valley Center for Independent Living, Delaware & Lehigh Natural Heritage Corridor, Northampton County Parks and Recreation, Lehigh Valley Planning Commission, and LANTA.

What is your vision for the future of walking and biking in Palmer Township?

Stakeholders shared a desire for providing safe and accessible connections for walking and biking, especially regarding connectivity to schools and existing neighborhoods. Several stakeholders noted that barriers near major corridors would need to be addressed for safe connections. Sidewalks and active transportation should be prioritized. A major vision shared is the connection to its extensive parks and trail system, as well as with regional destinations.

What should Palmer Township do to improve the walking and/or biking environment for its residents? For students? For visitors?

Stakeholders provided several different responses on how to approach improvements for walking and biking. Most reoccurring is the need for safe or new sidewalks and crosswalks, especially along congested corridors. Some expressed the need for better wayfinding signage and replacement of old and outdated infrastructure along trails. In terms of larger improvements, improvements should be focused along key intersections and corridor nodes that have higher transit and pedestrian activity, with several funding opportunities dedicated for these types of projects. Additionally, several stakeholders believe that bike lanes and side trails should be explored along major routes, especially where trail connections exist.

How should Palmer Township balance the needs of residents with the anticipated increased demand on the transportation network?

Overwhelmingly, stakeholders said there needs to be a focus on connectivity and mixed-use development along the high-traffic areas, especially promoting multimodal options with LANTA, bicyclists, and pedestrians.

Are there any areas of the Township or planning concepts that the team should focus on during this planning process?

Some of the planning concepts mentioned include:

- Develop better mapping and signage,
- Coordinate with PennDOT on improvements to state routes
- Make connections and close gaps on trails
- Focus on developing transportation hubs
- Explore complete street policies and official maps,
- Implement streetscape projects with a pedestrian-oriented design
- Install missing curb cuts
- Ensure equity and inclusivity with users of roads and trails

Are there any areas of the Township or planning concepts that you believe should not be under consideration through this planning process?

No specific elements were identified to be avoided, but several stakeholders recommended focusing on improvements on targeted corridors and intersections first. Policy reviews of Township ordinances are recommended, but that could be conducted as a part of a different project.

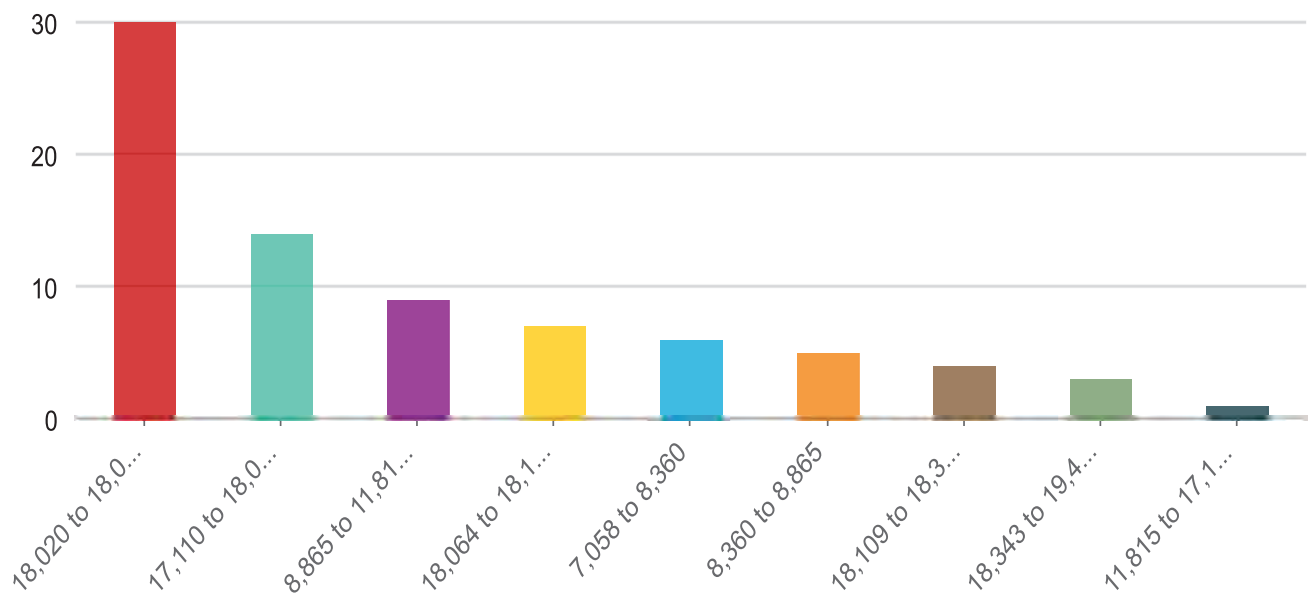
Palmer Active Transportation Survey #1

Demographic Questions

What is your home Zip Code?

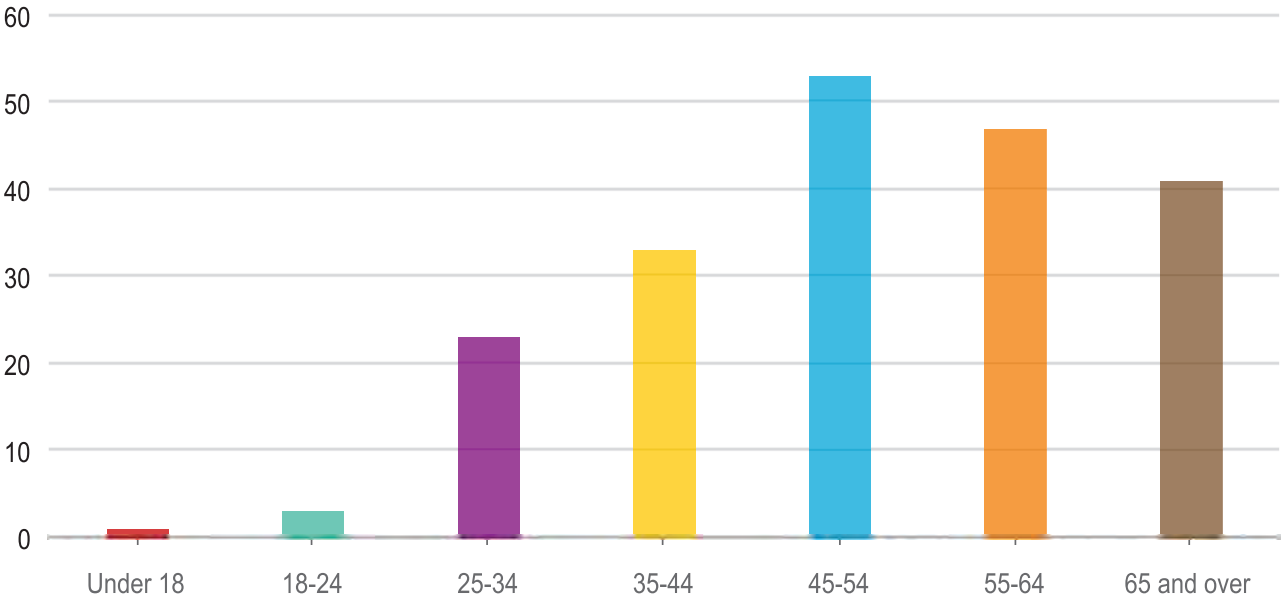
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If you work outside of Palmer, what is the Zip Code of your workplace?



Answered: 79 Skipped: 123

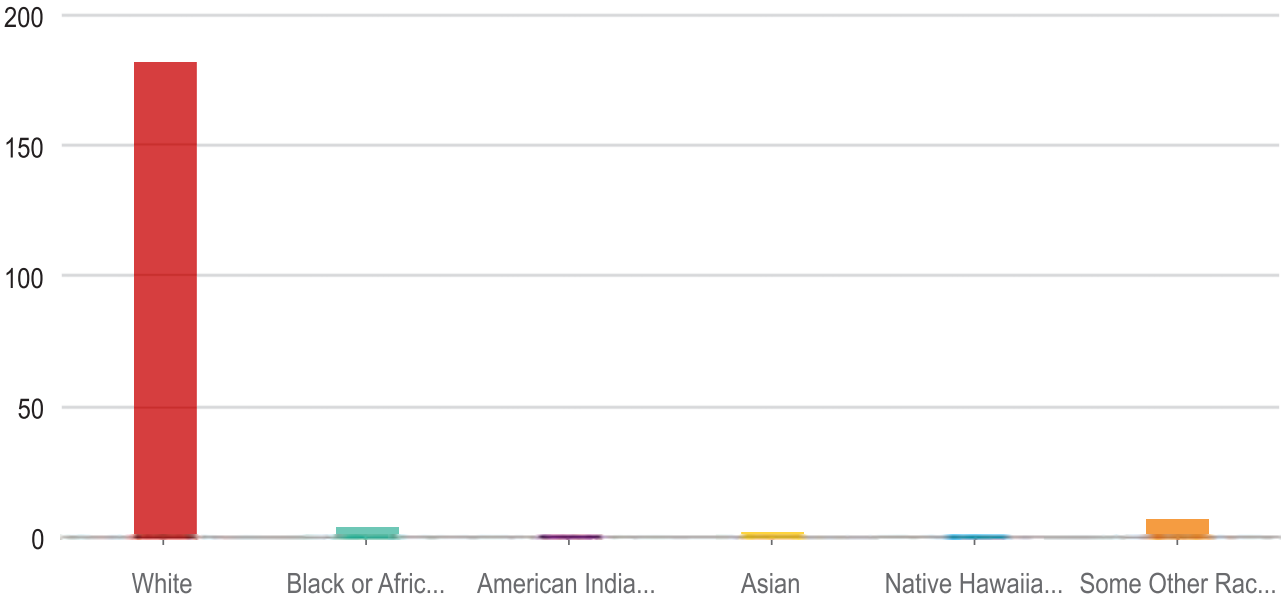
What is your age range?



Answers	Count	Percentage
Under 18	1	0.5%
18-24	3	1.49%
25-34	23	11.39%
35-44	33	16.34%
45-54	53	26.24%
55-64	47	23.27%
65 and over	41	20.3%

Answered: 201 Skipped: 1

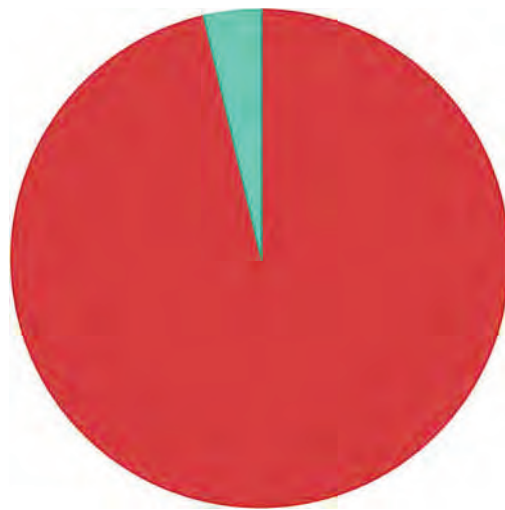
What is your race?



Answers	Count	Percentage
White	182	90.1%
Black or African American	4	1.98%
American Indian or Alaskan Native	1	0.5%
Asian	2	0.99%
Native Hawaiian or Other Pacific Islander	1	0.5%
Some Other Race	7	3.47%

Answered: 193 Skipped: 9

What is your ethnicity?



● Not Hispanic or Latino

● Hispanic or Latino

Answers

Count

Percentage

Not Hispanic or Latino

186

92.08%

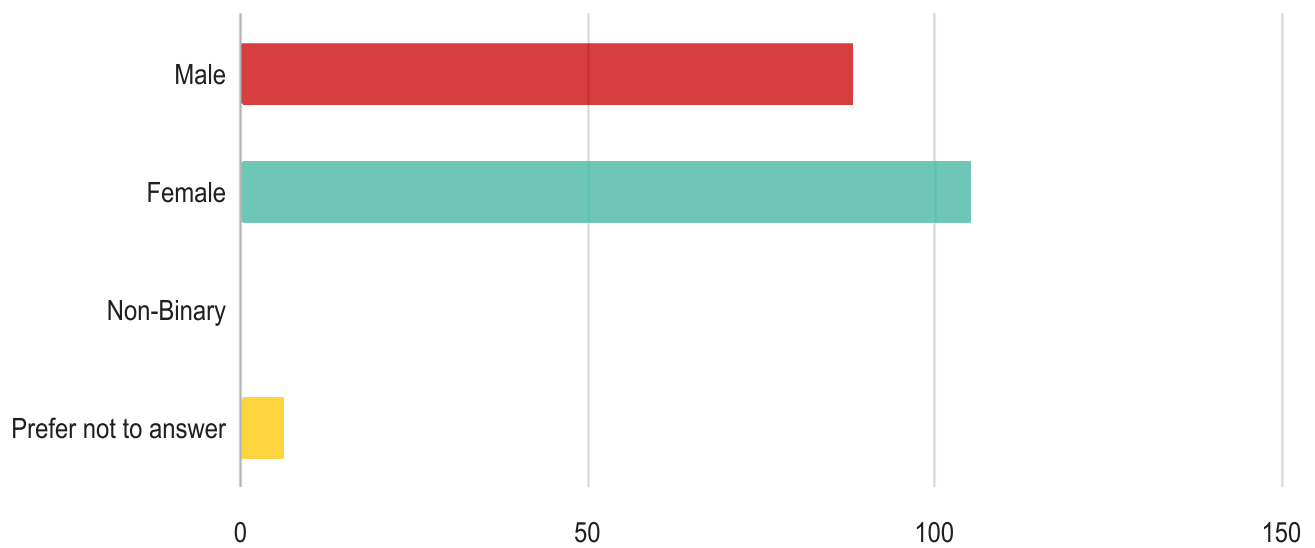
Hispanic or Latino

7

3.47%

Answered: 193 Skipped: 9

What is your gender identity?



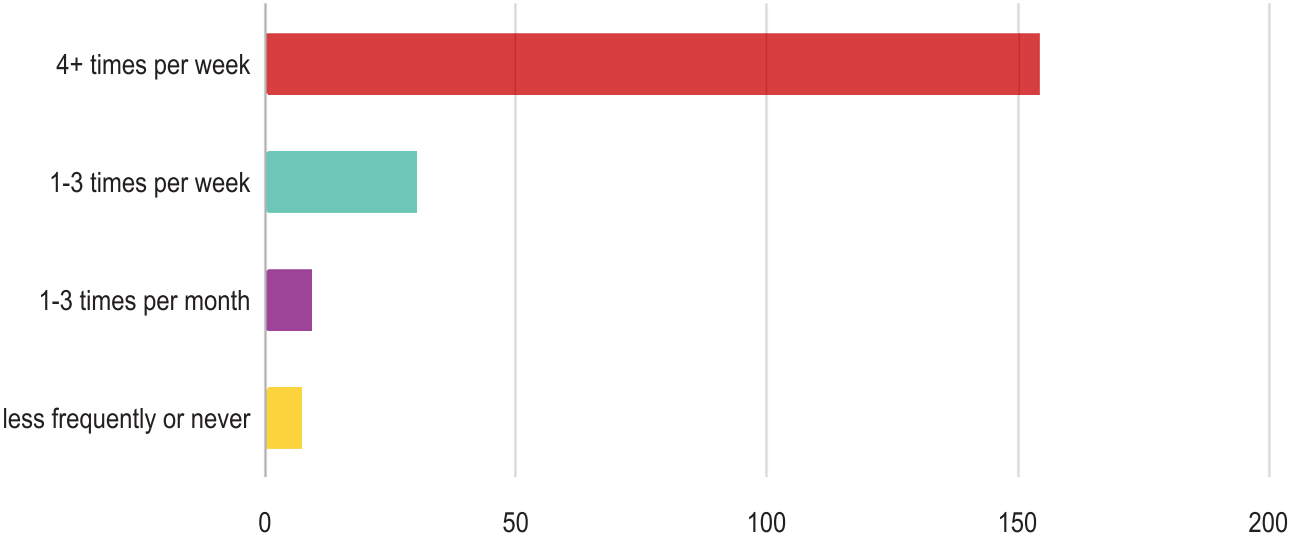
Answers	Count	Percentage
Male	88	43.56%
Female	105	51.98%
Non-Binary	0	0%
Prefer not to answer	6	2.97%

Answered: 199
 Skipped: 3

Current Travel

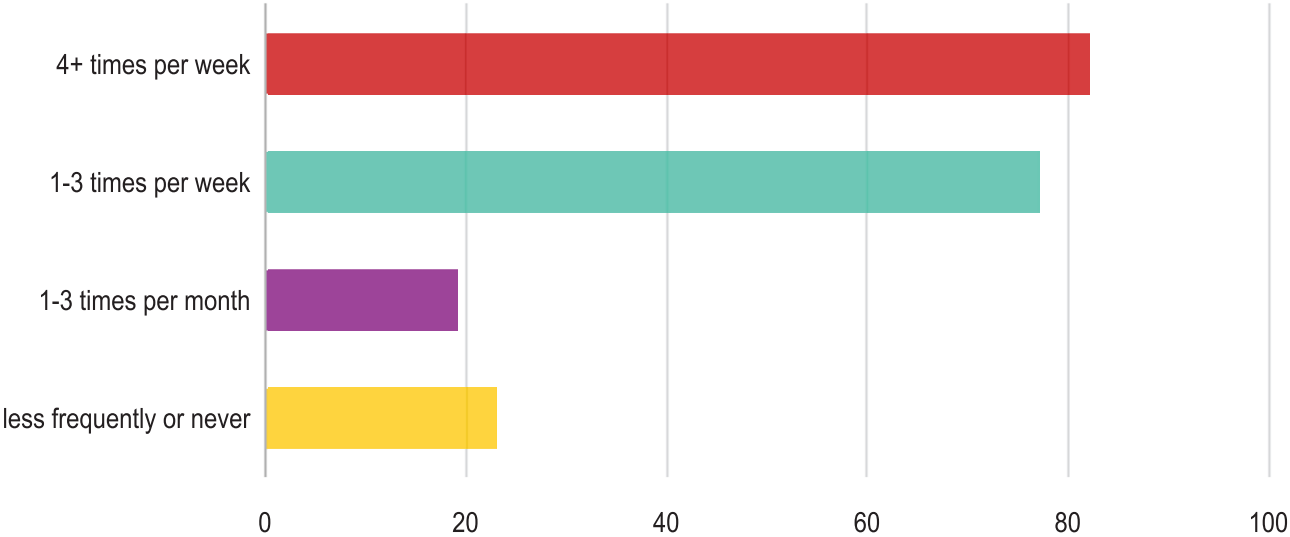
Current Travel > How often do you typically use each of these modes of travel in Palmer?

○ ○ Drive alone



Answers	Count	Percentage
4+ times per week	154	76.24%
1-3 times per week	30	14.85%
1-3 times per month	9	4.46%
less frequently or never	7	3.47%

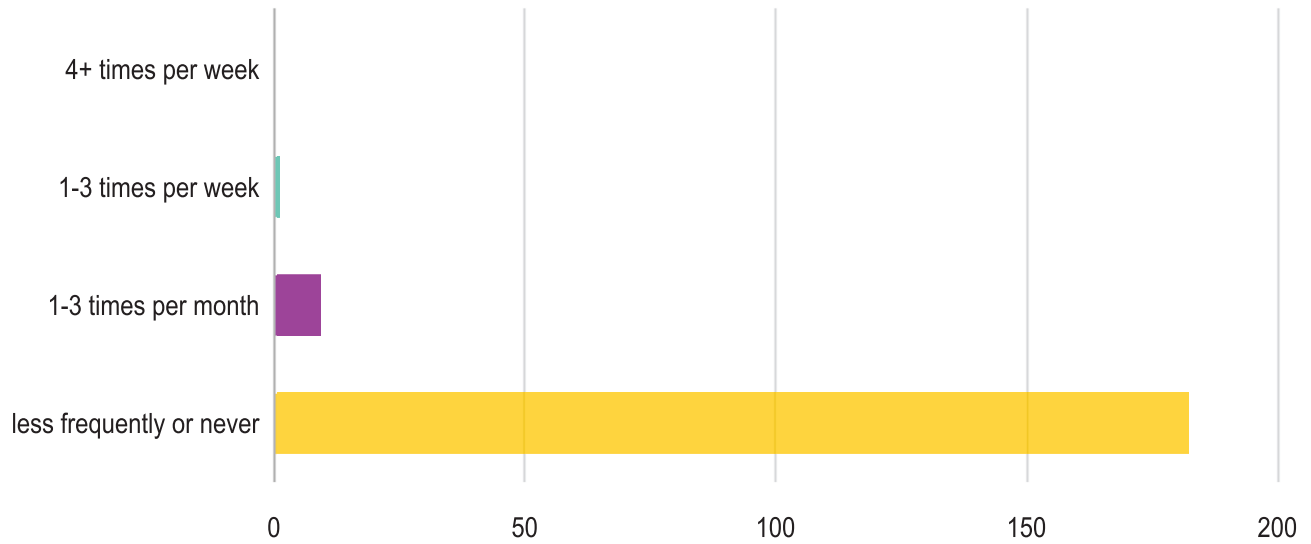
Drive with others



Answers	Count	Percentage
4+ times per week	82	40.59%
1-3 times per week	77	38.12%
1-3 times per month	19	9.41%
less frequently or never	23	11.39%

Answered: 201 Skipped: 1

Rideshare (Uber, Lyft)



Answers

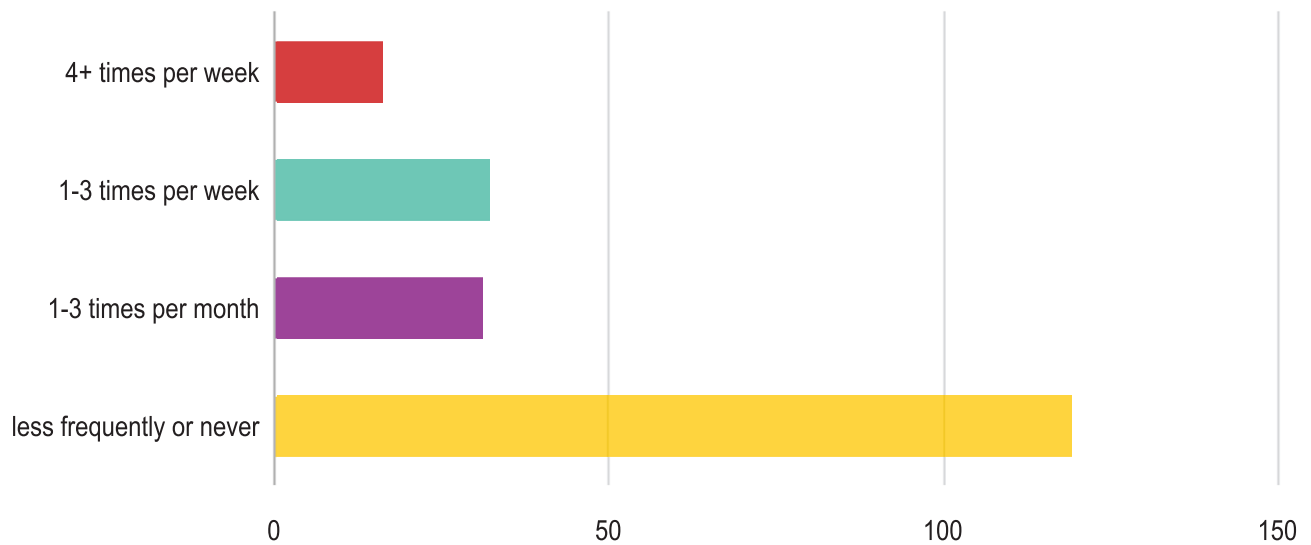
Count

Percentage

4+ times per week	0	0%
1-3 times per week	1	0.5%
1-3 times per month	9	4.46%
less frequently or never	182	90.1%

Answered: 192 Skipped: 10

○ ○ Bicycle (including e-bike)



Answers**Count****Percentage**

4+ times per week

16

7.92%

1-3 times per week

32

15.84%

1-3 times per month

31

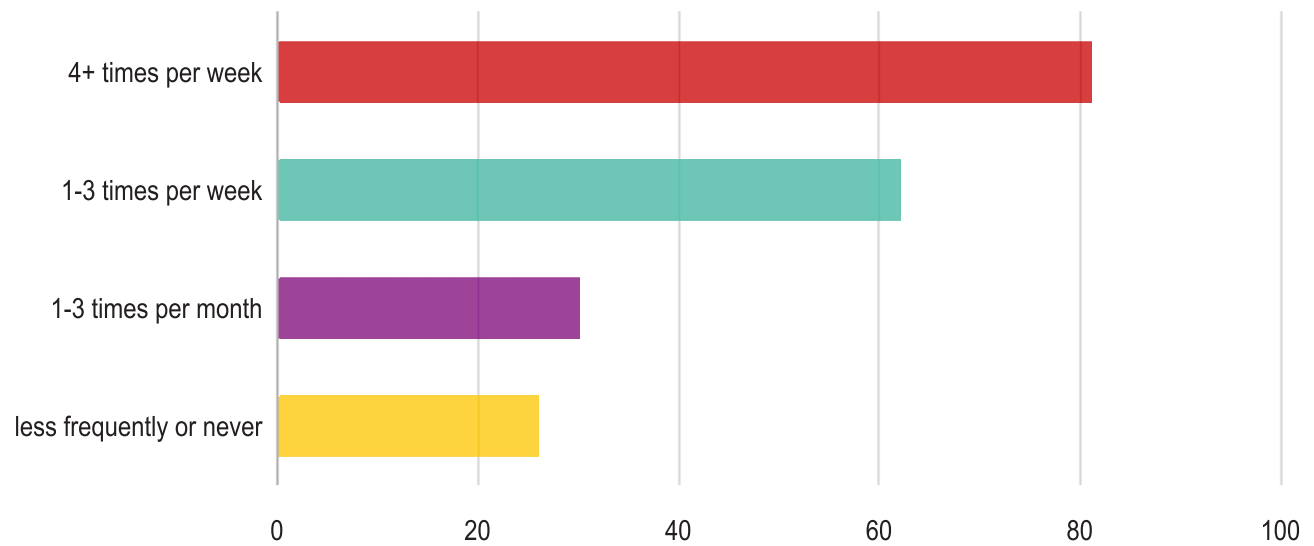
15.35%

less frequently or never

119

58.91%

Answered: 198 Skipped: 4

○ ○ Walk**Answers****Count****Percentage**

4+ times per week

81

40.1%

1-3 times per week

62

30.69%

1-3 times per month

30

14.85%

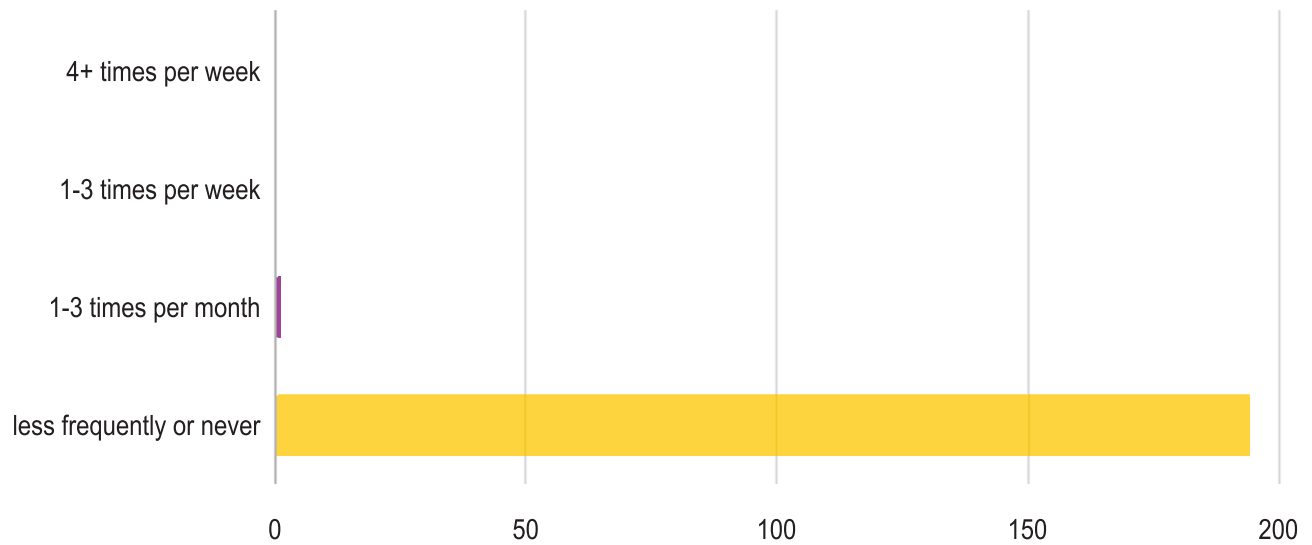
less frequently or never

26

12.87%

Answered: 199 Skipped: 3

☐ ☐ Use a wheelchair, walker, or other mobility device



Answers

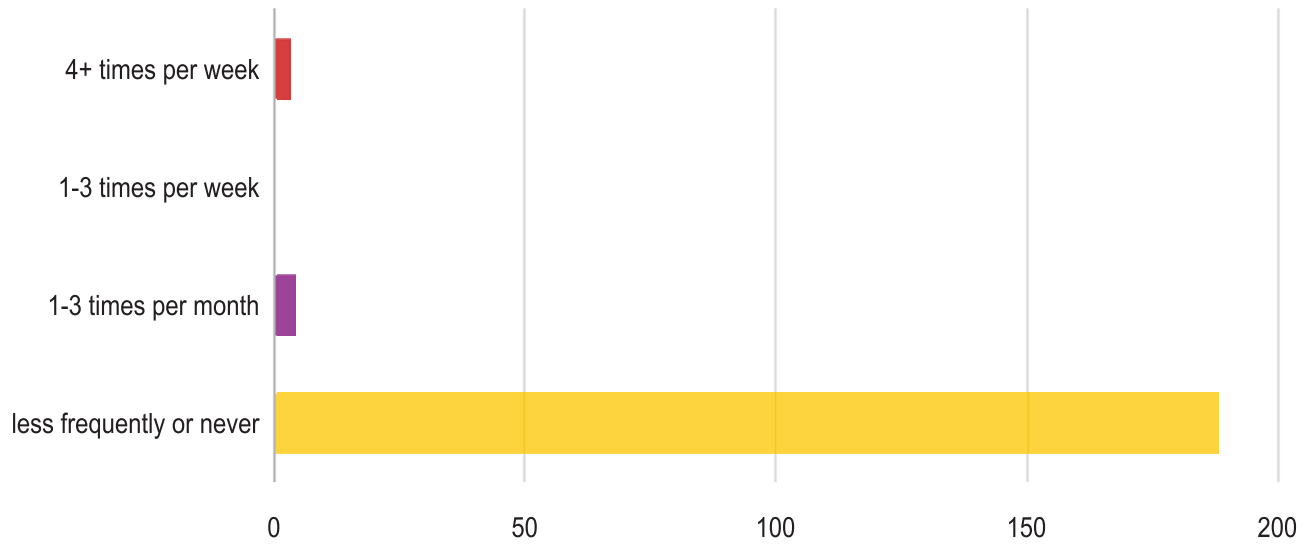
Count

Percentage

4+ times per week	0	0%
1-3 times per week	0	0%
1-3 times per month	1	0.5%
less frequently or never	194	96.04%

Answered: 195 Skipped: 7

☐ ☐ Ride public transit (LANTA)



Answers

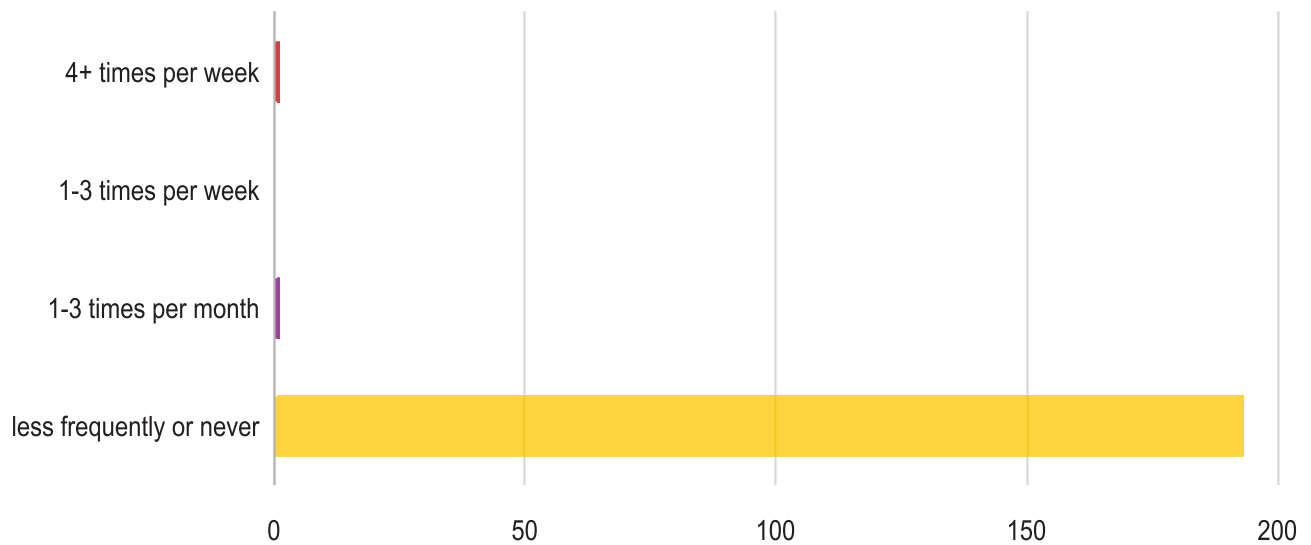
Count

Percentage

4+ times per week	3	1.49%
1-3 times per week	0	0%
1-3 times per month	4	1.98%
less frequently or never	188	93.07%

Answered: 195 Skipped: 7

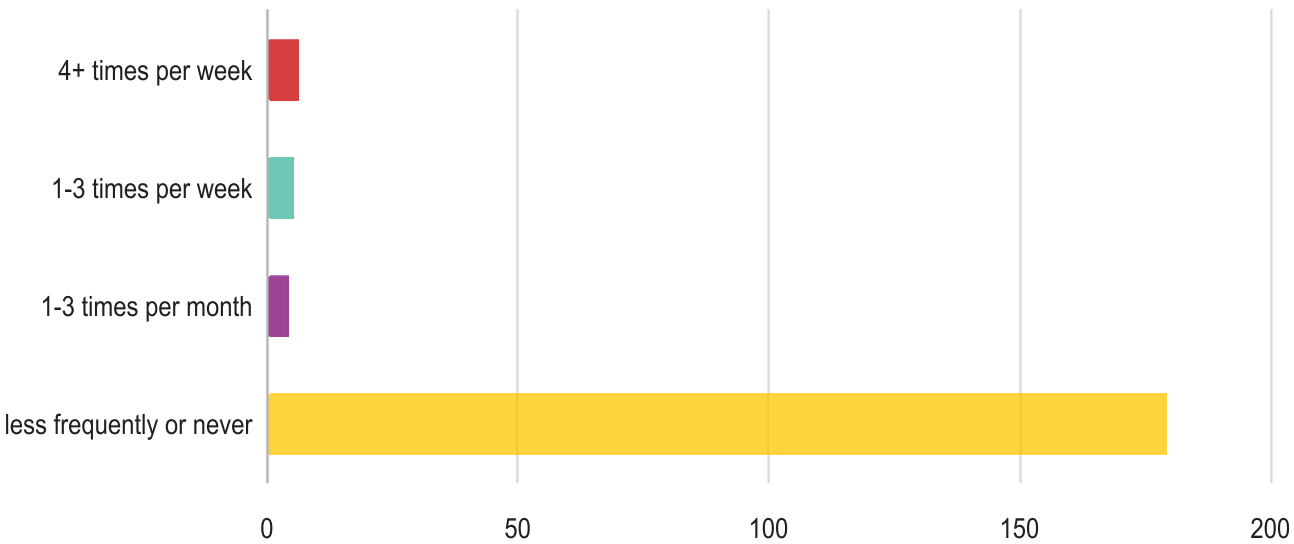
○ ○ Ride other transit or shuttle services (school bus, employer/resident...



Answers	Count	Percentage
4+ times per week	1	0.5%
1-3 times per week	0	0%
1-3 times per month	1	0.5%
less frequently or never	193	95.54%

Answered: 195 Skipped: 7

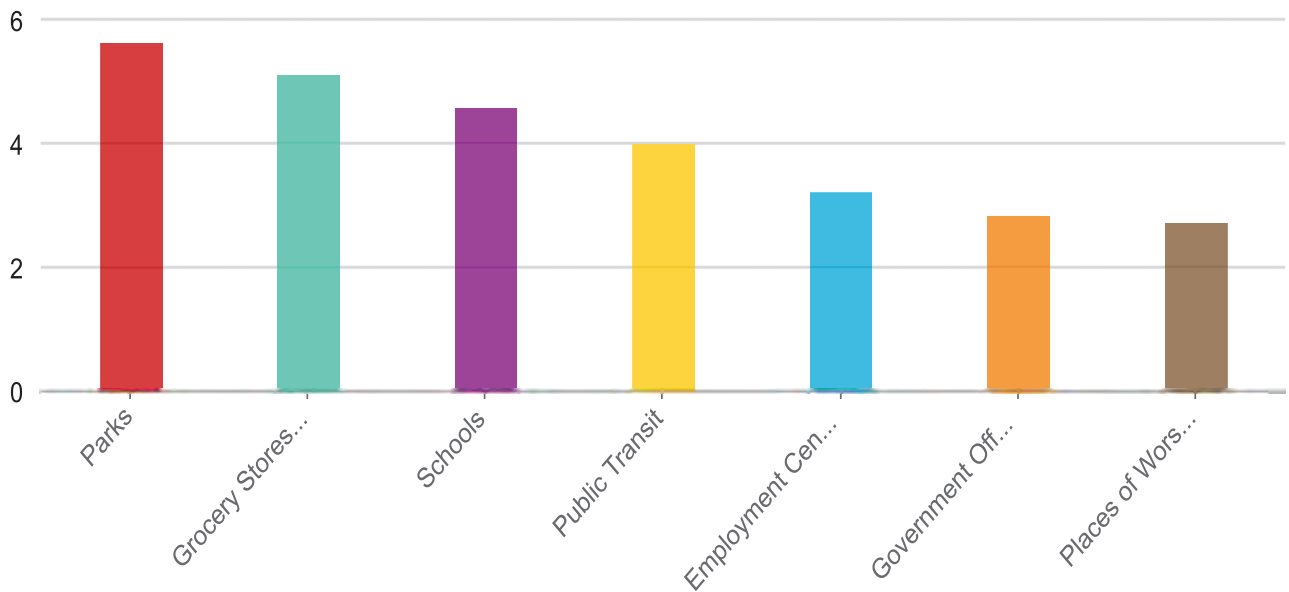
○ ○ Skateboard, scooter, other



Answers	Count	Percentage
4+ times per week	6	2.97%
1-3 times per week	5	2.48%
1-3 times per month	4	1.98%
less frequently or never	179	88.61%

Answered: 194 Skipped: 8

○ Please rank in order of importance the destinations that should be consider...



Rank	Answers	1	2	3	4	5	Average score	
1	Parks	46.15%	19.49%	12.31%	7.69%	6.15%	3.59%	4.62%
		90	38	24	15	12	7	9
2	Grocery Stores/Shops or Restaurants	23.08%	23.59%	23.08%	14.36%	6.15%	5.63	5.10
		45	46	45	28	12		
3	Schools	14.36%	22.56%	20%	14.87%	11.28%	10.77%	6.15%
		28	44	39	29	22	21	12
4	Public Transit	10.26%	14.87%	14.87%	22.05%	11.79%	12.8	3.98
		20	29	29	43	23		
5	Employment Centers (Offices, Warehouses, etc.)	4.1%	9.23%	10.77%	14.36%	23.59%	16.92%	21.03%
		8	18	21	28	46	33	41
6	Government Offices	1.54%	5.13%	9.23%	12.82%	21.54%	28.2	2.82
		3	10	18	25	42		

Answered: 195 Skipped: 7

Other destinations important to a pedestrian network.



Response	Count
Hospitals	2
You should be able to walk EVERYWHERE IN A COMMUNITY	1
Yes	1
We must have a police dept. that works for the safety of the people. There are drivers in palmer that are nuts and we see them every day but no police.	1
Walking trails	1
Train stations, bus stations/stops, roads not filled with potholes, sidewalks, walking paths, bike paths,	1
Trails for biking and hiking	1
trails	1
Trail systems	1
The stretch of Van Buren Road between the east and west spurs of Corriere Road could use Pedestrian access so that people can walk or bike to 248.	1
The libraries! I live by the Palmer pool and it's dangerous just to bike to the Palmer Branch!!!! I'd also love to see bike lanes on William Penn Highway since there are so many businesses there! Also, we need places to LOCK the bikes.	1
Sidewalks on busy roads	1

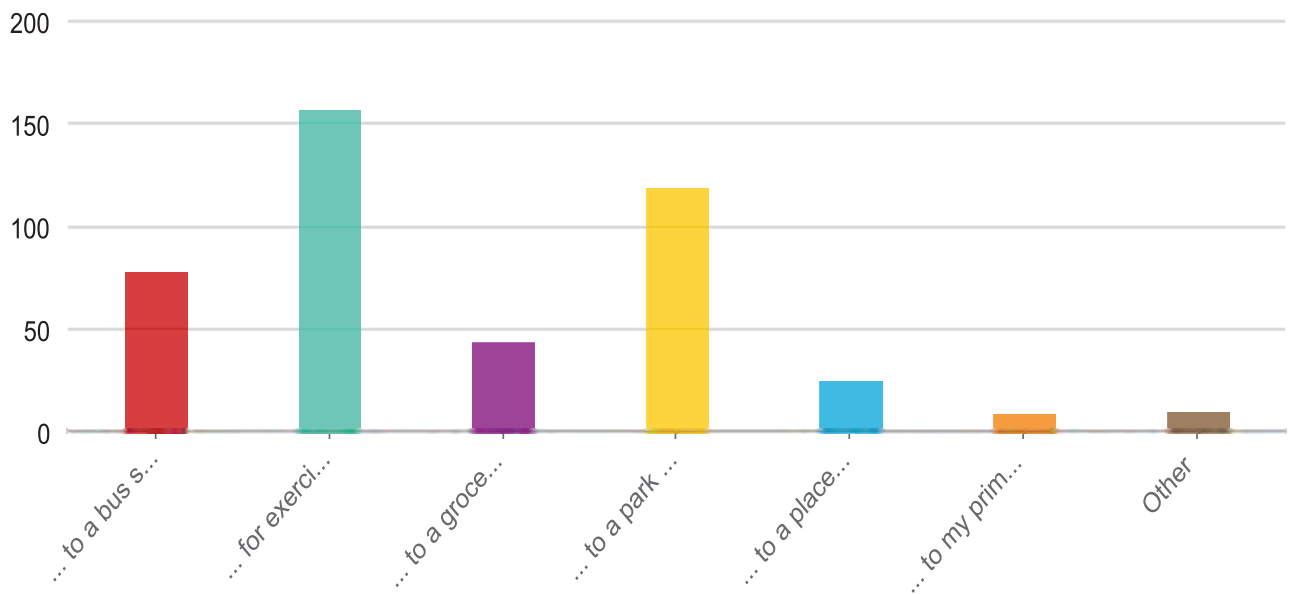
scenic over look	1
residential neighborhoods	1
Residential areas. No sidewalks in this town.	1
Public bathrooms	1
Previous fields don't work.	1
Pretty much all of Palmer	1
Post office, bank, community centers	1
Please partner with Easton and combine Two Rivers Trail with KSAT behind 13th street. That strip of Bushkill rd to connect the two is dangerous on foot/bike.	1
Physician	1
Parks & playgrounds	1
Parks	1
Palmer Pool, Palmer Library, spots where the bike paths do not connect	1
Palmer Park Mall	1
Palmer Mall, 25thSt. Shopping Center	1
Nice scenery	1
Neighborhoods, gas stations.	1
Neighborhoods walking to school bus stops and neighbors houses	1
Medical facilities	1
I can't rank the above choices correctly, so 1) Grocery Stores, 2) Public Transit 3) Employment Center s 4) Government Centers 5) Parks 6) Worship Places 7) Schools because the EASD already runs private buses. Offset taxpayer costs with walking is a goal.	1
Hospitals and Libraries	1
Healthcare facilities	1
Healthcare	1

Health facilities/offices	1
Gyms	1
Gym	1
Grocery stores	1
Food places, banks, sporting games	1
Family	1
Downtown Easton to avoid the parking fiasco	1
Dog Park	1
D&L Trail; Palmer Park Mall, Downtown Easton	1
Connection to existing trail networks	1
Community centers; sports fields; downtown	1
Community Center	1
Can't put in order	1
bike path	1
Auto repair shop	1
1-parks, 2-public transportation-our roads, 3-schools, 4-places of worship, 5-grocery stores, restaurants, 6-warehouses, 7-gov. buildings	1

Answered: 51 Skipped: 151

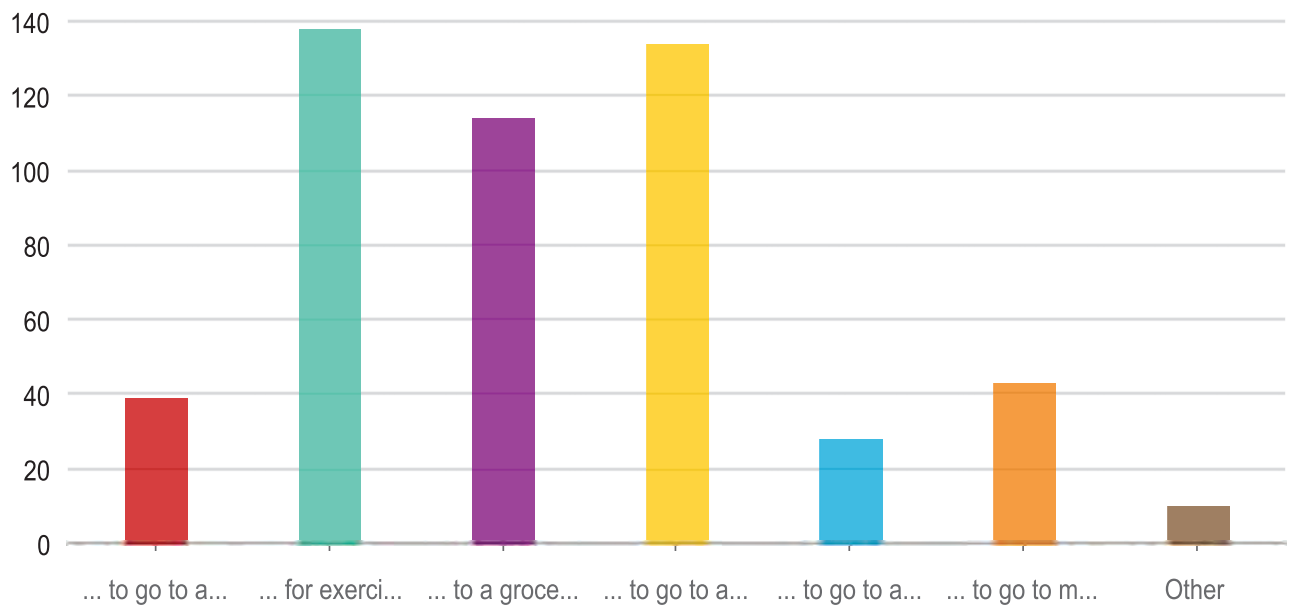
Walking Questions

- o I can safely walk from my home/workplace in Palmer...



Answered: 178 Skipped: 24

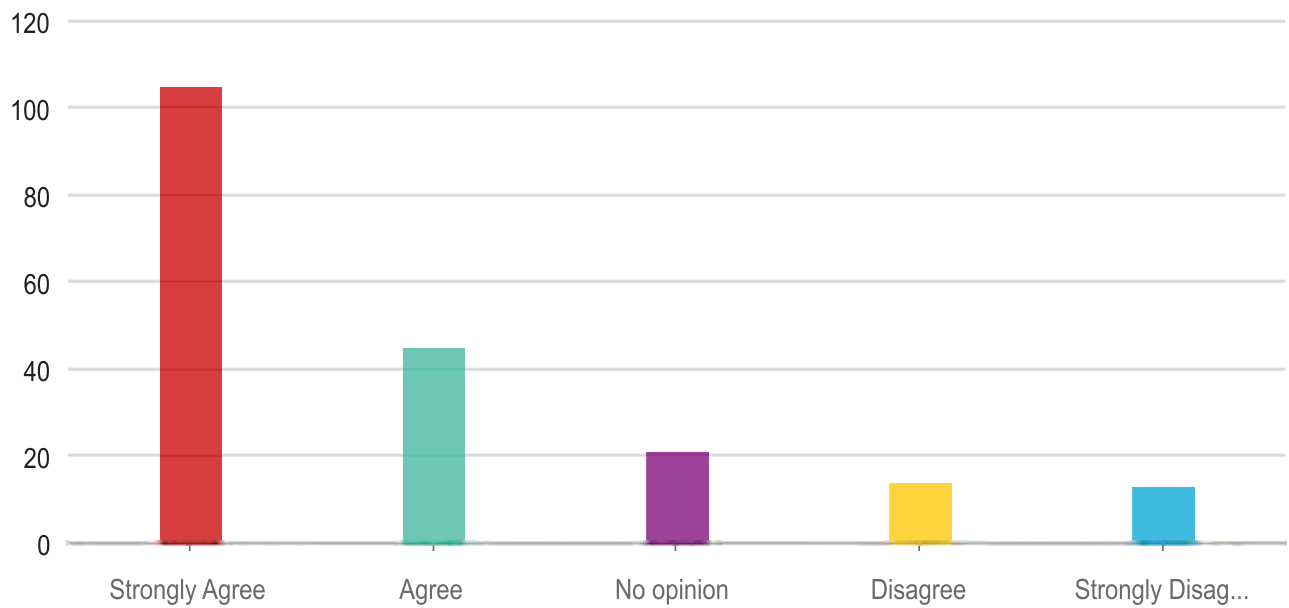
☐ I want to walk from my home/workplace in Palmer...



Answered: 181 Skipped: 21

Walking Questions > I would walk more if...

- ☐ ... there were more sidewalks.



Answers

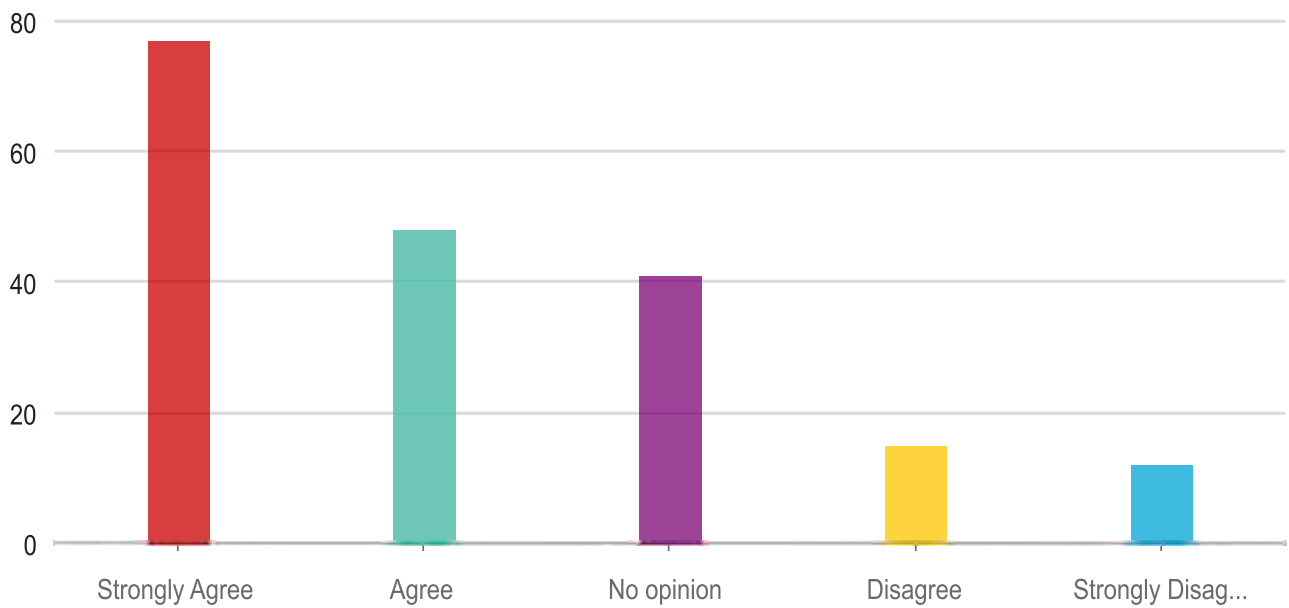
Count

Percentage

Strongly Agree	105	51.98%
Agree	45	22.28%
No opinion	21	10.4%
Disagree	14	6.93%
Strongly Disagree	13	6.44%

Answered: 198 Skipped: 4

... sidewalks were wider/in better repair.



Answers

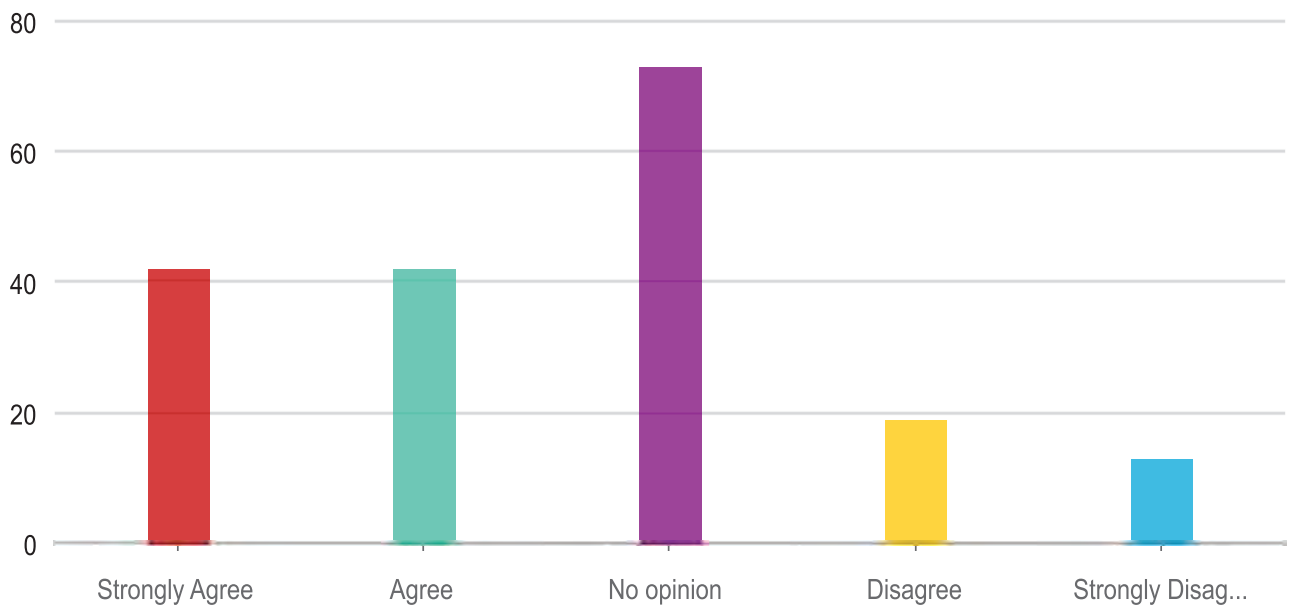
Count

Percentage

Strongly Agree	77	38.12%
Agree	48	23.76%
No opinion	41	20.3%
Disagree	15	7.43%
Strongly Disagree	12	5.94%

Answered: 193 Skipped: 9

- ○ ...there were fewer obstructions such as utility poles and vegetation.



Answers

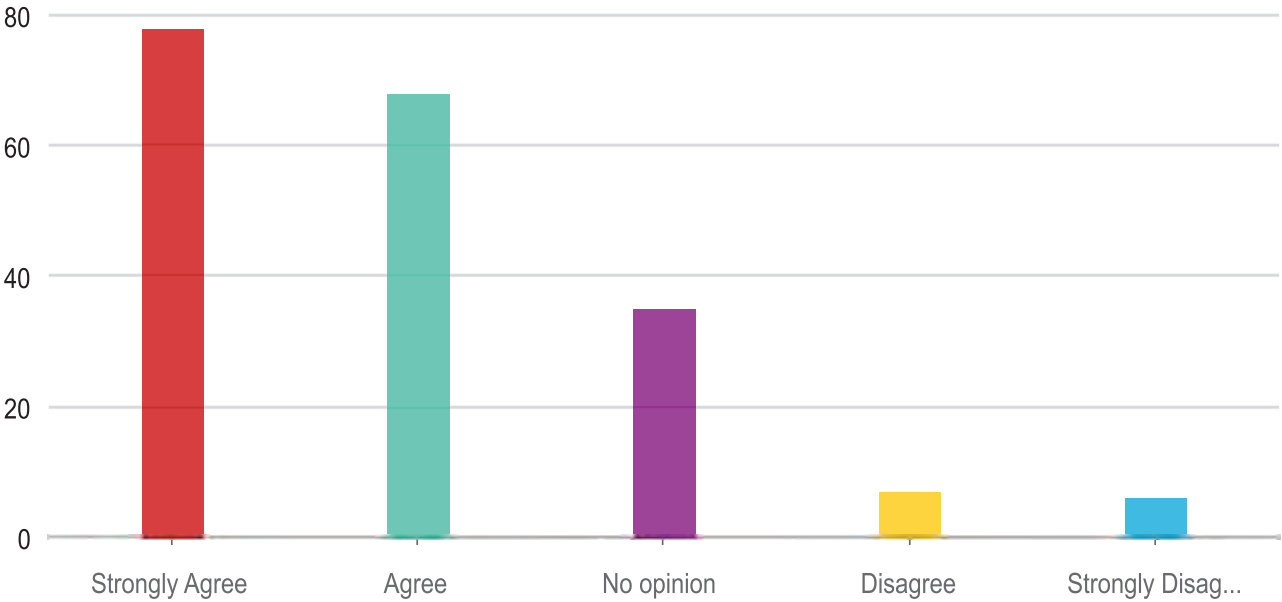
Count

Percentage

Strongly Agree	42	20.79%
Agree	42	20.79%
No opinion	73	36.14%
Disagree	19	9.41%
Strongly Disagree	13	6.44%

Answered: 189 Skipped: 13

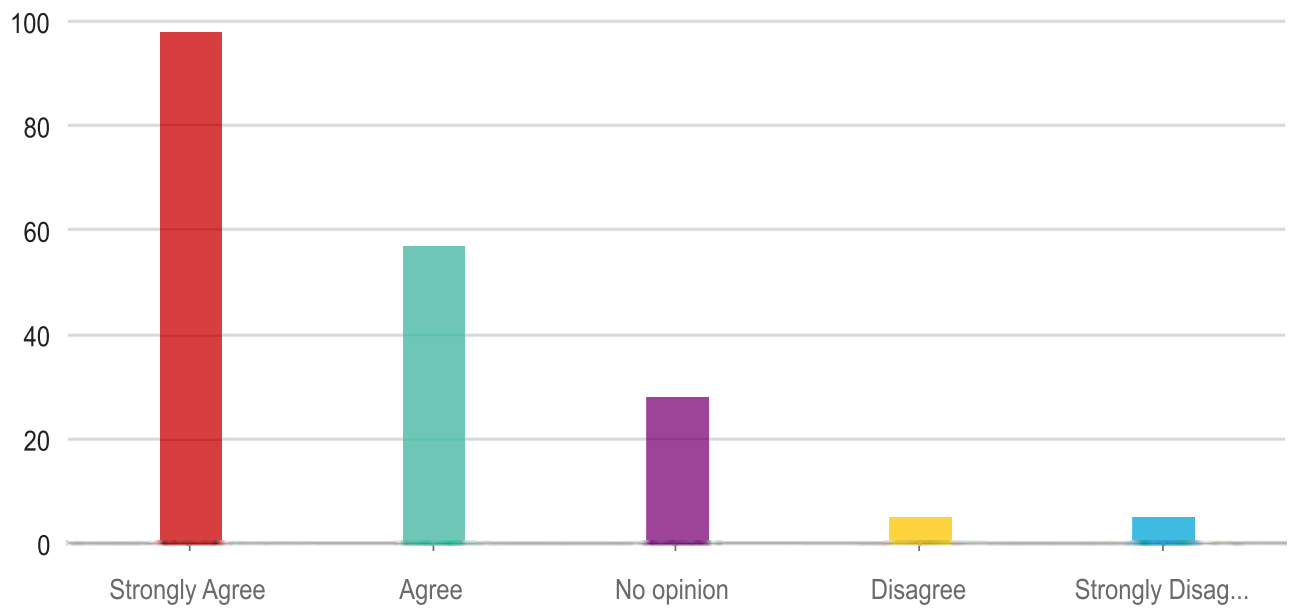
... there were more crosswalks.



Answers	Count	Percentage
Strongly Agree	78	38.61%
Agree	68	33.66%
No opinion	35	17.33%
Disagree	7	3.47%
Strongly Disagree	6	2.97%

Answered: 194 Skipped: 8

☐ ☐ ... there were better/safer crosswalks.



Answers

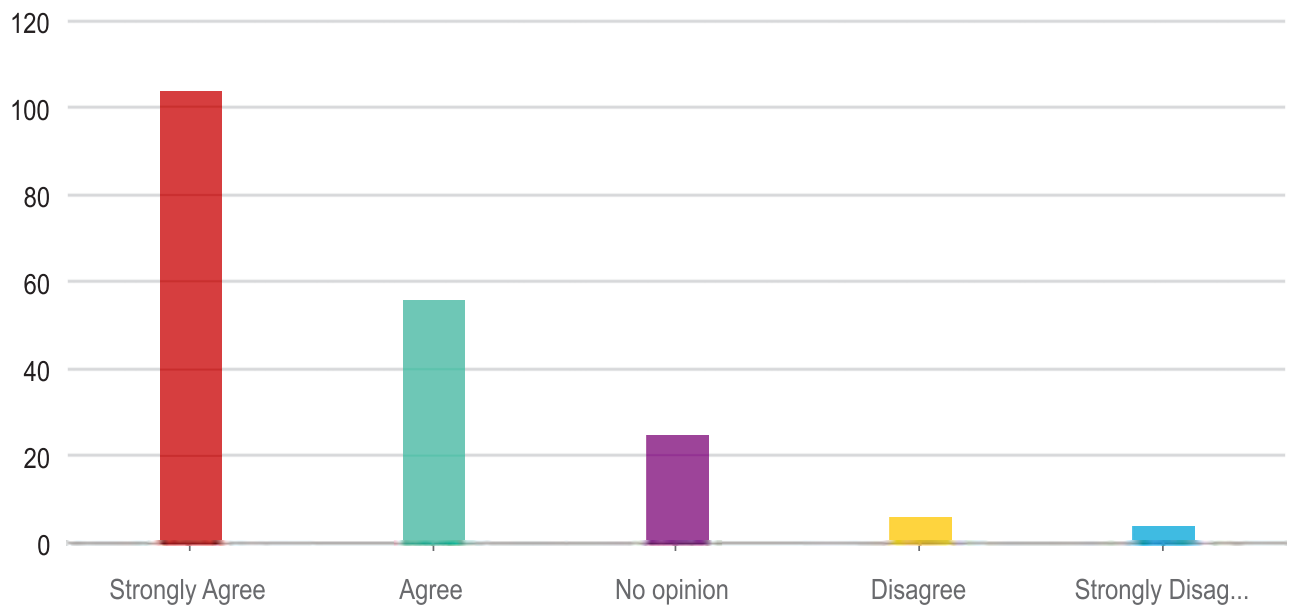
Count

Percentage

Strongly Agree	98	48.51%
Agree	57	28.22%
No opinion	28	13.86%
Disagree	5	2.48%
Strongly Disagree	5	2.48%

Answered: 193 Skipped: 9

... there was less vehicular traffic, or vehicular traffic went at slower...



Answers

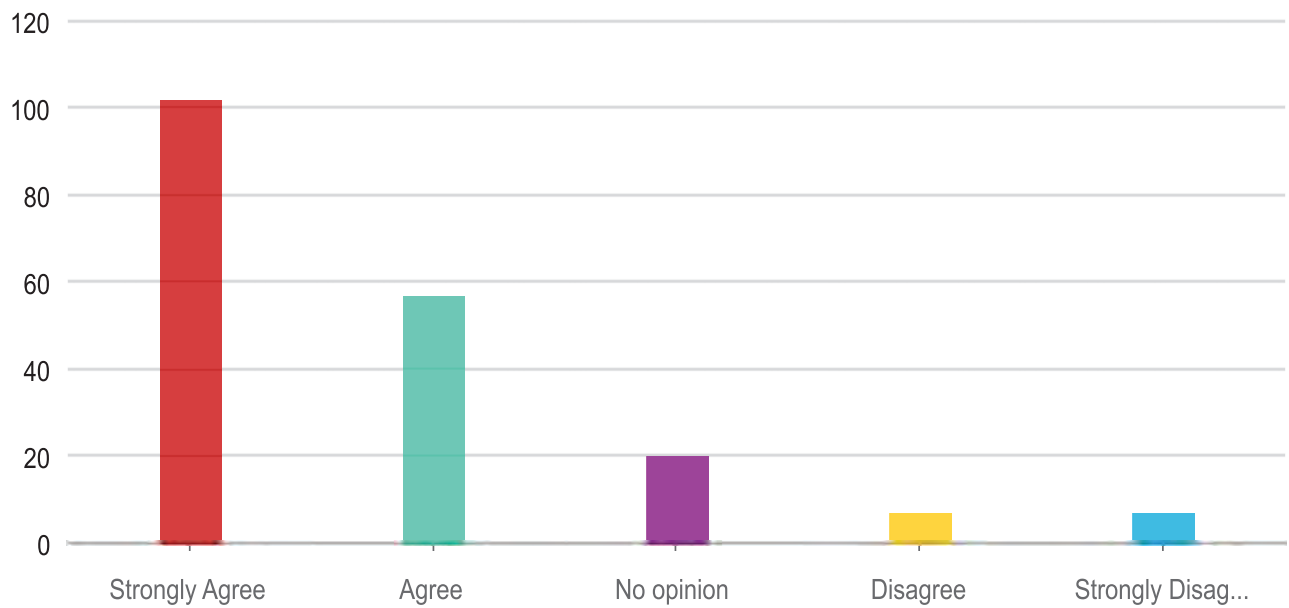
Count

Percentage

Strongly Agree	104	51.49%
Agree	56	27.72%
No opinion	25	12.38%
Disagree	6	2.97%
Strongly Disagree	4	1.98%

Answered: 195 Skipped: 7

... there was more lighting on sidewalks and crosswalks after dark.



Answers

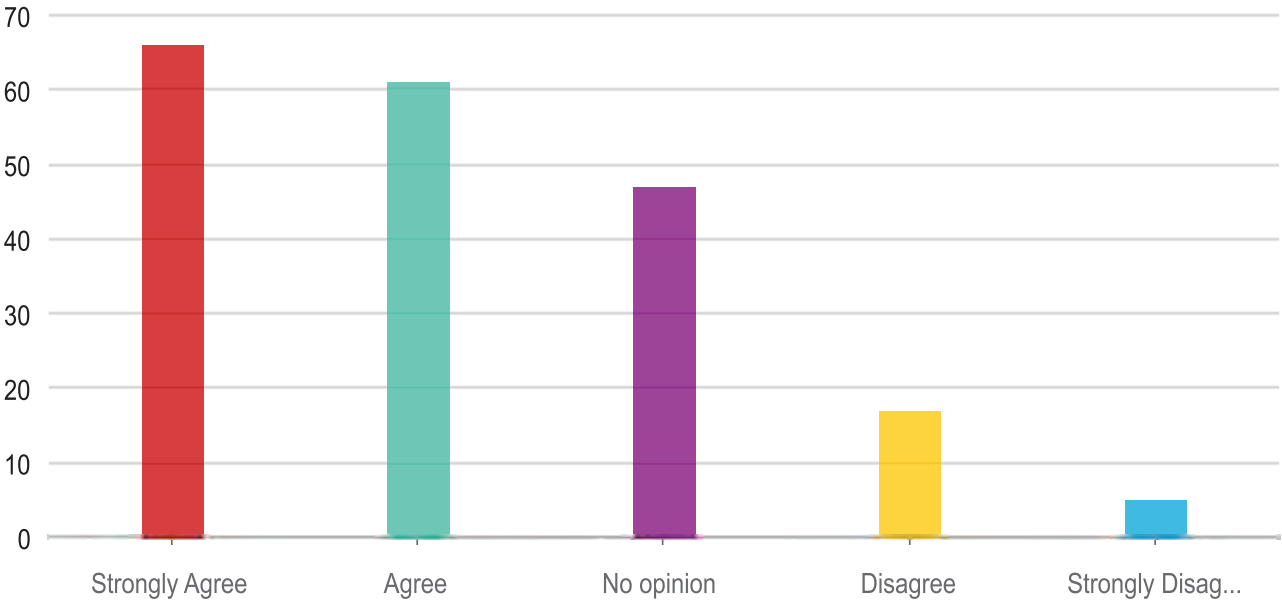
Count

Percentage

Strongly Agree	102	50.5%
Agree	57	28.22%
No opinion	20	9.9%
Disagree	7	3.47%
Strongly Disagree	7	3.47%

Answered: 193 Skipped: 9

○ ○ ... there were more streetscape amenities to make walking more...



Answers	Count	Percentage
Strongly Agree	66	32.67%
Agree	61	30.2%
No opinion	47	23.27%
Disagree	17	8.42%
Strongly Disagree	5	2.48%

Answered: 196 Skipped: 6

○ Comments on Walking



Response	Count
Where our residence is we have no side walks and no street lights in the neighborhood (Brentwood Area). This is an issue for most people who work late and may want to go for a walk. It is also a concern for Trick-or-Treat. Most families go to safer, well lit areas.	1
When walking in crosswalks with the lights flashing, cars need to stop. They often don't stop.	1
We need more sidewalks, more connections to the parks and trails, and more safety facilities. When do you think you could get these done? Thanks in advance.	1
Walking for exercise on the bike paths in Palmer is very nice. Better than walking on street because there is too much traffic and people driving too fast. Bike path is cleaned of snow and debris in a timely matter. There are some areas that flood and it would be nice if something could be done about that.	1
Traffic enforcement division needs to be increased tremendously. The amount of traffic not obeying the laws is astounding making it very unsafe for pedestrians walking on streets .	1
to much goose dropping at chrin center ,too many people walking dogs at certain streets and parks.	1
There's no sidewalks outside of neighborhoods and that should be addressed. There's not even sidewalks at some bus stops. The sidewalks in neighborhoods are horrible due to the trees the township planted. It should be addressed by the township not homeowners who didn't choose to grow a huge tree on a tiny sidewalk grass area.	1
There's no clear walking path to community centers, sports fields, or downtown. Only in newer developments are sidewalks present.	1

There should be more benches and covered rest areas along recreational routes and between businesses	1
There are very few crosswalks to cross William Penn on foot/bike.	1
There are no sidewalks in my neighborhood at all. I also live in a very busy street in Palmer.	1
There are neighborhoods in Palmer that are located along the East side of 248 that force the crossing or walking on the dangerous shoulder of 248 to take a walk.	1
The warehouses have created more traffic on streets.. including trucks that aren't supposed to be there.	1
The sidewalks being in disrepair are an issue, but when the town forces you to have a tree who's roots destroy the sidewalk, there isn't much one can do.	1
The path from south 27th to Milford needs to be fixed. A large section of this stretch is ruined by tree roots. It is an accident waiting to happen followed by a lawsuit.	1
The path at the south is nice, but needs serious repair. Some street crossings are not safe. It would be amazing to have an interacting path that connected south Palmer to the shopping area by Wegmans.	1
The part of the bike path by the river and 33 is overgrown. Also when walking by Fairview and Mine Lane people speed through there all the time on Mine Lane Rd. And nothing is done to slow them down.	1
The northern part of the township has become so dangerous with so much traffic. Drivers run stop signs, make illegal left turns and drive faster than the posted speed limit.	1
The more you can encourage people to walk by improving the infrastructure of our community, the healthier our community will be.	1
The bike path in Palmer township hasn't been repaved in a long time. It probably is the same surface that was originally paved. Parts of the bike path have roots pushing up the black top closer to the high school. Lights at night would be good for walking close to dusk. The bike path and walking in Palmer township is difficult at night. The residential areas don't need more street lights but the crosswalks need to be more appropriate for people walking. All crosswalks of the bike path should have a button for safe crossing. The only intersection with a button is at the post office.	1
The bike path feels dangerous and dark and not patrolled	1
That crosswalk at Richard's Drive in should be treated like the one at the post office. Not sure if that's possible being it's Freemansburg Ave. But it surely needs to be looked at and improved.	1

Street trees or benches are not important. What is important is safety	1
Street trees mandated by PTWSP need to have deep root systems instead of current sidewalk destroyers Teach people to NOT pile mulch up around tree trunks - results in roots close to surface!	1
Some routes requires walking on busy roads which are somewhat dangerous for walkers. Please focus on these first! e.g. William Penn Highway, Greenwood Ave, 248 - These should be safer for walkers, or have proper alternative routes for walkers.	1
Some parts of Palmer are more walkable than others. Crossing Freemansburg or William Penn is always hazardous and needs to be made safer.	1
So much speeding in our township and NOBODY stops at stop signs in our neighborhood. Police presence is never existent in our part of Palmer, despite numerous requests for more police presence and enforcement of basic traffic safety laws.	1
Since we have no sidewalks, it's sometimes difficult to walk even to the bus stop. People whipping around corners, speeding. Lack of stop signs or useful crosswalks.	1
Sidewalks would be the most important. That creates a major, limitation on walking as it is a safety issue. We also need more connections from existing walking paths to other paths or areas of destination	1
Side walks are really bad in the crest Blvd community. There also needs to be better enforcement of leash laws, I have been charged by off leash dogs more times than I can count	1
Side streets do not need sidewalks, the taxes don't need to go up to pay for this more should residents have to pay for sidewalks.	1
Pedestrian access to Palmer Mall and 25th shopping center is horrible, especially along Rt. 248. Walking on Seip Ave. is unpleasant because pedestrians are sharing road with cars. Pedestrian access to Briarcliffe Park/Palmer pool is extremely dangerous, especially at the 3 way intersection (Seip, Fischer, Farmersville), and the partial stop intersection at Fischer and Hermitage. Children often navigate these intersections on their own, either on foot or on bikes, as well as groups of kids and adults with strollers.	1
Palmer is a walkable community. If the Township is paying for this survey, it is a waste of resources.	1
On the walk path the potholes need fixing. It would also be nice if there were more benches for the elderly, disabled or those that are unfit trying to become fit to stop and rest.	1
Old Orchard (the older side) does not have sidewalks. There are many cars parked along the streets here and on the other side Mine Lane. These cars and the speeding cars make walking a bit hazardous.	1

Not a very walking friendly town. No sidewalks, drivers don't care, and you keep putting up warehouses which increases truck traffic and road wear	1
No side walk in my neighborhood, if I wanna walk anywhere I have to use the streets or step on other's lawn.	1
No geese dropping to walk around to keep shoes clean. In some places dogs are not allowed but the geese dropping are all over the place. disgusting	1
Need wide walking paths cuz me n my Gurlfriends are deaf we can't hear people ride bikes to tell us move so it wasn't big path walking it frustrated us	1
need more and safer bike lanes (in addition to rail trails which are awesome), more bike awareness, a culture that supports biking as a commuting activity.	1
Mostly just need more sidewalks, especially along 248(25th st). I see too many people walking on the shoulders to get to the mall.	1
Most important place for continuous sidewalks is the entire distance on Freemansburg Ave from 25th St to Madison Farms.	1
many older neighborhood have Yield signs, even on the way to parks, which make it dangerous for children to bike or walk to parks.	1
Many of the main streets that used to be bucolic and easy to walk are now heavily traveled (motor vehicles), and without sidewalks, making you feel unsafe to walk (Mine Lane Road and Freemansburg Ave.) Although there is a walking trail, winding around, it is exactly that - winding around and unnecessarily long to get to point A from point B.	1
Love walking thru neighborhoods in Palmer	1
Love and use the pathway 1 to 2 times a week .	1
Live on South Greenwood Ave, 1 sidewalk would be such a game changer, at least connection to bike path	1
It is simply more effective, efficient, and safer to travel by car, rather than walk or bicycle. It is a tradeoff for secure and quieter living.	1
It is hard to walk in major streets like Freemansburg Ave, so it is mostly impossible to get from home to trail or park or grocery walking.	1

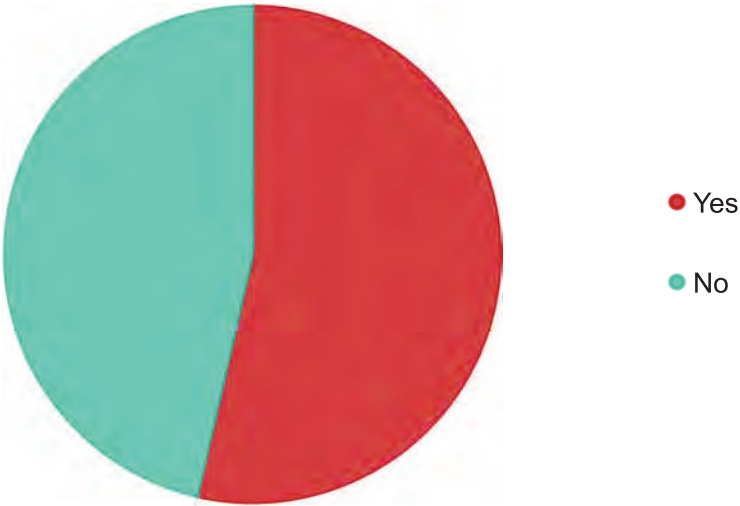
Install bike racks and bike sharing stations at key locations such as parks, schools and shopping centers to encourage cycling as a mode of Transportation. Implement traffic calming measures such as speed bumps, roundabouts and pedestrian crossings to slow down vehicle traffic and make streets safer for pedestrians and cyclists. Organize community events such as bike rides, walking tours and safety workshops to promote walking and biking as healthy and sustainable modes of Transportation. Improve signage and way findings for pedestrians and cyclists to help people navigate the township easily and safely. Collaborate with local businesses schools and community organizations to support and promote walking and biking incentives such as providing backed rights, hosting, walking or biking events and offering incentives for employers or students who walk or bike to school.	1
In my neighborhood (Palmer Heights) there are absolutely no sode walks. I also live next to the community pool, park and hospital. This makes it unsafe for me and my children. There is also close to no speed enforcement in our neighborhood.	1
Improve the bike path fill in the damage	1
I'm a runner but do walk as well for exercise. I prefer asphalt paths to concrete sidewalks. Rail trails in palmer need repaving for biking as well.	1
live in Palmer Heights. I live close enough to the Chrin Community Center to walk, but it's not safe. A new school just went up next to it. Kids from my neighborhood take buses there. The bus situation is not great. If it were safe, I bet more kids would walk or bike to school. I also live close to the PennDot shopping center on 248. I could easily walk there but getting across 248 is a problem. It's high time so meone addressed this issue.	1
If you need or want to walk the township is fine . If youbwant to complain or make excuses you will. Exceptions maybe people with special needs	1
If this is about making residents put in sidewalks, NO.	1
I'd like to see additional crosswalks installed at points of access along the bike path and near parks. Older neighborhoods without sidewalks would be safer for biking, walking, running, if street parking was n't allowed, and if parking restrictions were enforced, like parking backwards, parking near a stop sign or intersection, storing large work trucks that should be parked at your work place (i.e. Easton Towing,) large campers, boats on street. Certain intersections in older neighborhoods like Old Orchard or in the North end of the township are not recognized as corners or intersections simply because the rods were designed to curve. At school bus pick-up and drop off times, it is unsafe to bike or walk because parents are idling in their cars all over the neighborhoods, often right at stop signs/intersections, often on their phones not paying attention. Overall biking, walking, running feels unsafe because so many d rivers are obviously on their phones.	1

I walk at 5 am with my dog. We wear reflective lighting and still sometimes cars don't yield. We don't trust everyone to not hit us. We were in fact hit once in the daytime near the post office by a driver exiting. We were not hurt as the driver stopped in the nick of time. We were in the middle of the crosswalk.	1
I walk and bike everywhere, and there's barely bike lanes around here. The ones we do have are like a foot and a half wide, which my handlebars are wider than	1
I use the bike path a lot mostly on a bike and it is basically a dog walking trail. People do not have their animals under control. Also walkers often block the path and do not hear the bells. I have to yell and often stop for walkers. Also, the trail is in bad shape and needs repaving. Everyone could use a courtesy lesson on sharing the path.	1
I mostly walk around my neighborhood for exercise. It isn't safe to walk to a store or to work. Maybe if there were more bike paths to get to places.	1
I live on Tatamy Rd. We have no sidewalk and if we need to exercise, we need to walk on the 1300 block of Tatamy. We take our lives in our hands with the speed of traffic and zero traffic enforcement in the 21 years I have lived here. In 21 years, I have only seen one Palmer PD cruiser stop someone anywhere near my house. I have seen Tatamy PD pulling people over for speeding and other infractions dozens of times.	1
I live near Palmer raceway on Grandview. Where there are no sidewalks, you have to be aware you will be nearly run down on a regular basis. I've seen someone pulled over (don't know the offense) in the 29 years I've lived here.	1
I live in Highlands of Glenmore and the only thing that I can *safely* walk to is my clubhouse	1
I like walking on a dedicated exercise trail, like the Palmer Bike Path / Two Rivers Trailways.	1
I generally only walk for pleasure or exercise	1
I frequent our trails about daily. D&L, Palmer Bike, Two Rivers, etc. And kudos to you and your team! You do a fabulous job keeping them clean and safe, even maintained in poor weather. Thank you so much! We love that about Palmer!	1
I enjoy walking through Mill Race Park on the trail. However, lately people walking with dogs have taken to walking them unleashed and even letting them run loose on the soccer fields. They do not pick up after their pets so you have to watch where you step. Walking an unleashed dog is a danger to the public - an incident waiting to happen. This needs to be addressed in the township.	1
How can you not talk about speed control on the traffic	1
Greenwood Ave the worse. Need light at Grove n greenwood	1

Generally, I don't see many sidewalks in the Township.	1
Generally, as a Suburban area, Palmer's original design embraced the 1950's trend towards private automobile transportation. Changing the township into a walkable area will be a major undertaking. If the bike paths become those inroads, then new challenges will move to our bike paths, like heavier usage volume, poor lighting and more crime and that would detract from the original intent of our bike paths.	1
Ever since I moved to Palmer, I've been going on walks and wishing that there were more sidewalks. I'm lucky in that I can drive and have a car and yet even for me there are times when it would be better to walk somewhere or I can't use my car, and I find that it's really hard to get where I need to go because of the lack of sidewalks or crosswalks.	1
Drivers fail to follow traffic laws - speeding, not stopping at stop signs, running red lights, etc. that makes it very dangerous for pedestrians and bicyclists.	1
Didn't allow to rank places in my order. Only selected one and the rest ranked in auto.	1
Crosswalk safety is paramount, especially at the trail crossings.	1
Connect existing walk/ bike paths between communities- for example the Palmer Bikeway Trail and the Karl Stirner Arts Trail. The paved walkways are best.	1
Can not walk easily in Palmer to anything where I live.	1
bike paths and walking paths are essential.	1
Bike Path has been very bad with people walking who are elderly and people who are handicapped. People on Motorbikes and bikes are way too fast and encountered many of us almost getting hit by them especially with no warning signals This needs to be change for people safety in Ike Park! Siding it's bike lane can go on one side and people on the other side	1
Bike etiquette is non existence. So no motorized vehicles. What does that include should be none including no e bikes or motorized scooters. Only motorized should be for handicapped	1
Allow for more bus stations with overhead cover Specific areas 25th st by the pizza hut upwards would greatly benefit from sidewalks	1
After living here for 43 years I can honestly the last 3 has been the worst for speeding in the township. Not even talking the main roads, the side roads are atrocious with speeders now. It needs to be addressed before someone kills a kid.	1
Add sidewalks to freemansburg Ave, Wm Penn Hwy and Greenwood Ave	1

Bicycle Questions

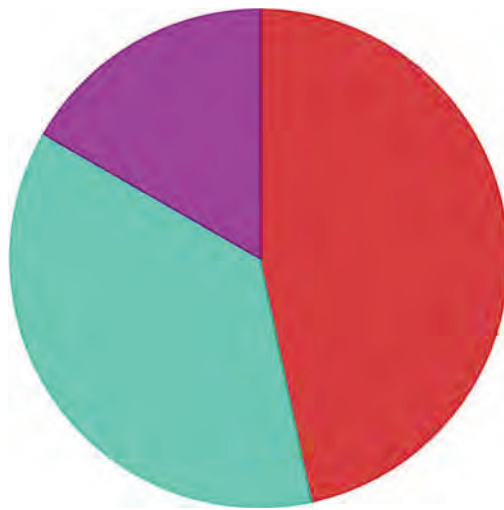
Do you currently ride a bicycle in Palmer?



Answers	Count	Percentage
Yes	105	51.98%
No	91	45.05%

Answered: 196 Skipped: 6

Would you consider riding a bicycle in Palmer?

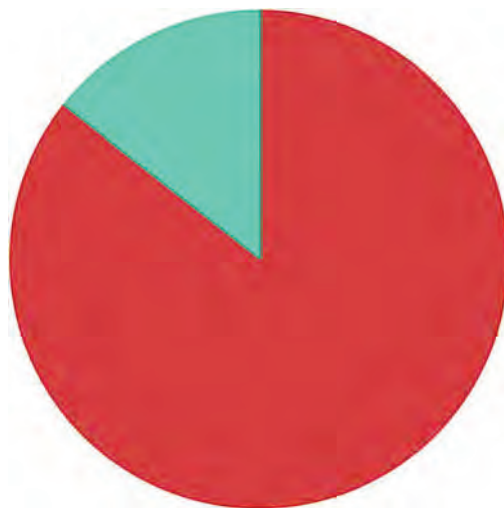


- No
- Yes
- Maybe, if I had some more information or training.

Answers	Count	Percentage
No	42	20.79%
Yes	33	16.34%
Maybe, if I had some more information or training.	15	7.43%

Answered: 90 Skipped: 112

○ Do you currently own a bicycle?



- Yes
- No

Answers**Count****Percentage**

Yes

131

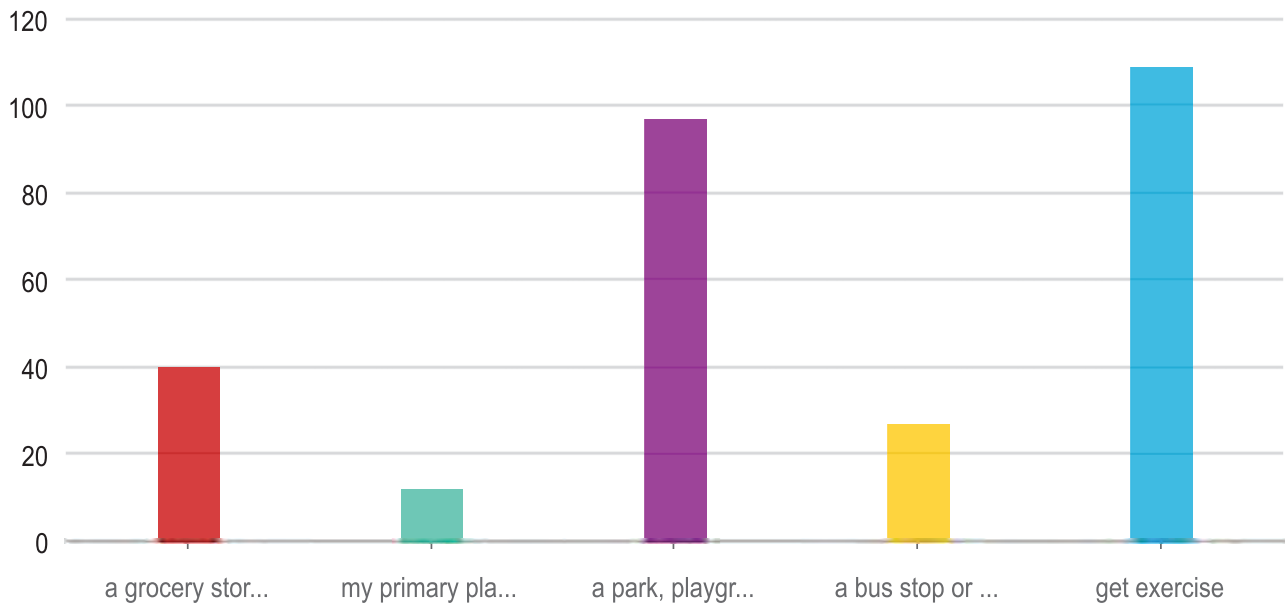
64.85%

No

22

10.89%

Answered: 153 Skipped: 49

○ I can safely bicycle from my home/workplace in Palmer to...**Answers****Count****Percentage**

a grocery store/shop or restaurant

40

19.8%

my primary place of work or school

12

5.94%

a park, playground, or trail

97

48.02%

a bus stop or train station

27

13.37%

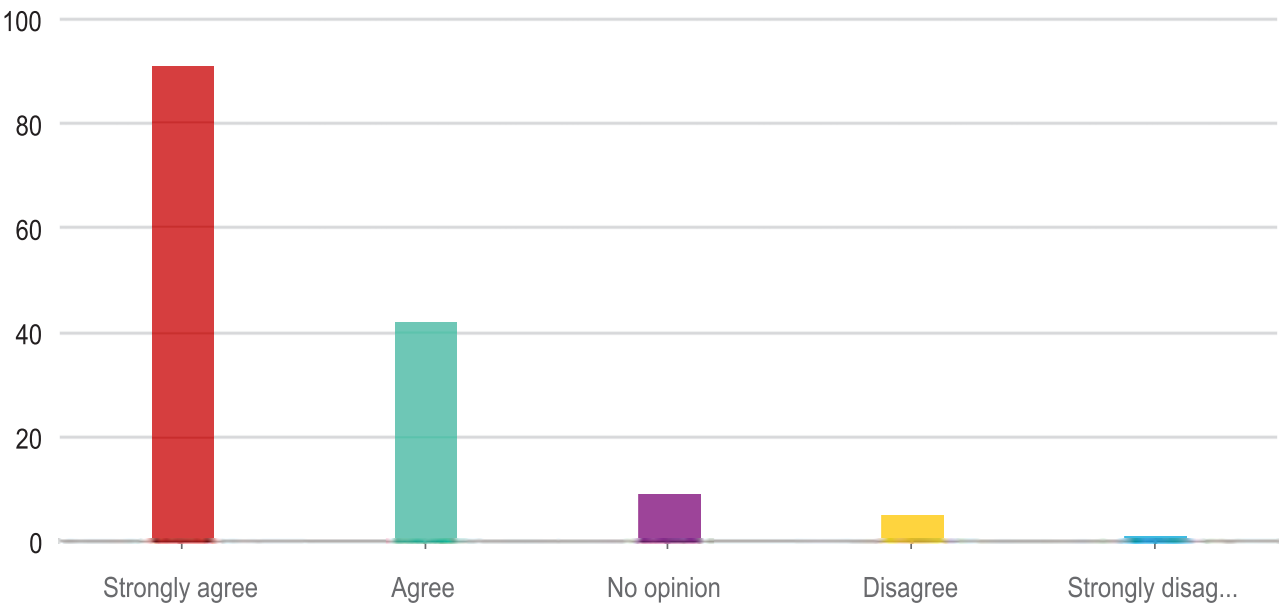
get exercise

109

53.96%

Answered: 123 Skipped: 79

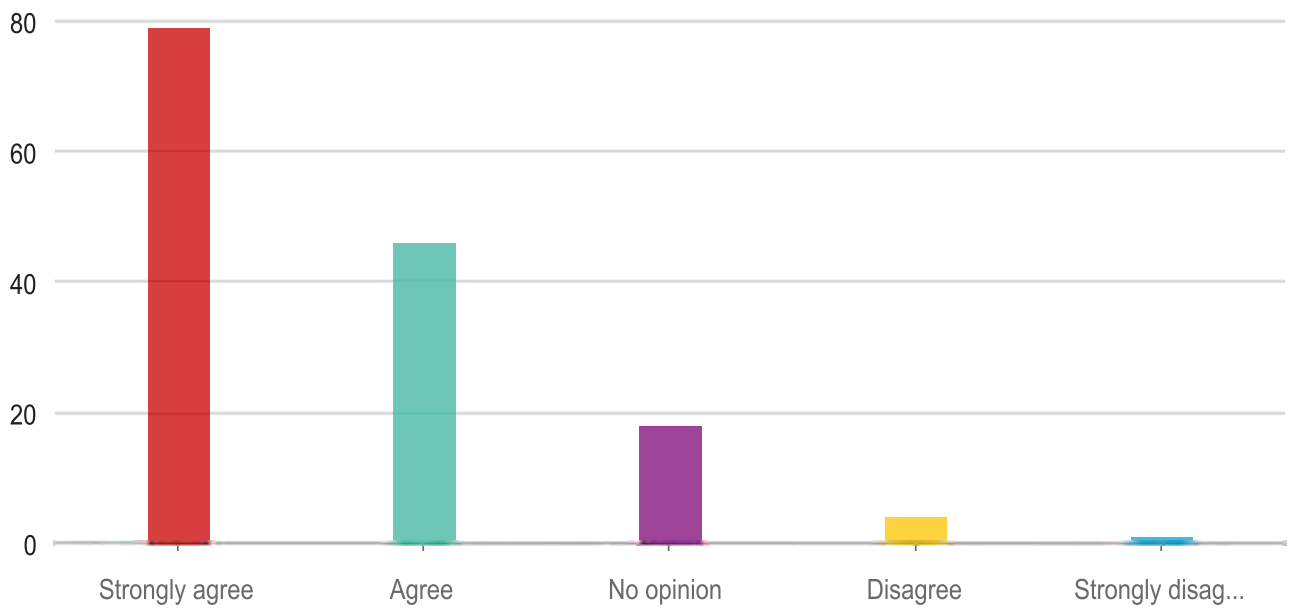
Bicycle Questions > I would ride a bicycle more often in Palmer if...**○ ○ ... I felt more protected from vehicular traffic while riding a bicycle.**



Answers	Count	Percentage
Strongly agree	91	45.05%
Agree	42	20.79%
No opinion	9	4.46%
Disagree	5	2.48%
Strongly disagree	1	0.5%

Answered: 148 Skipped: 54

... there were lower traffic volumes where I was trying to bike.



Answers

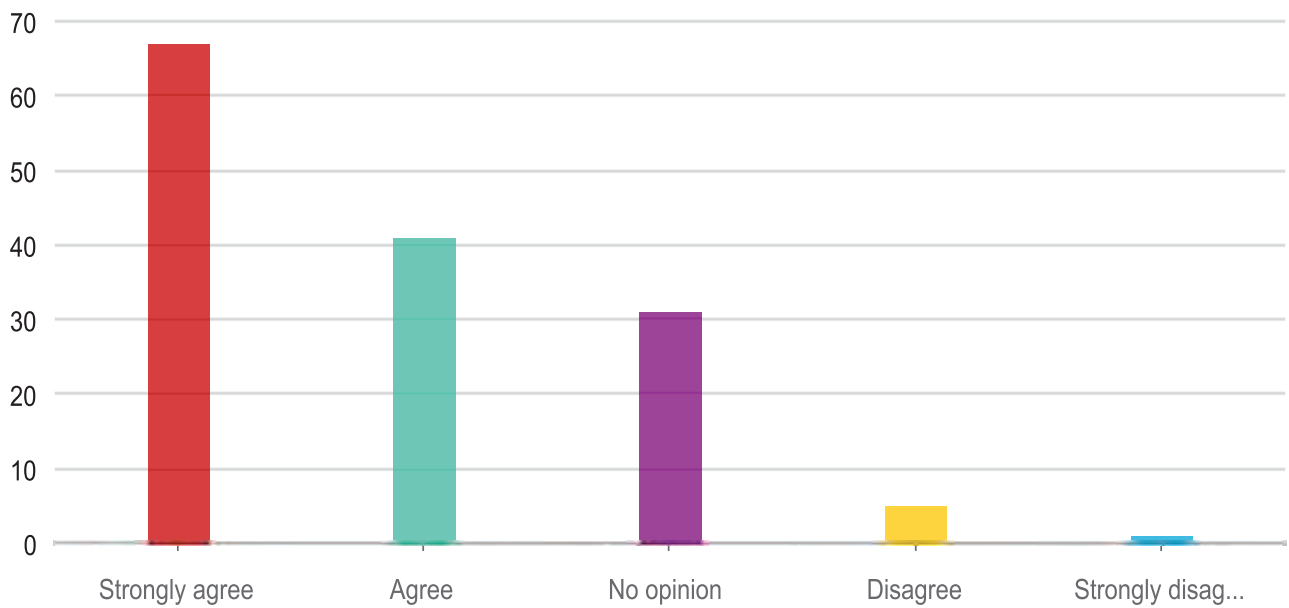
Count

Percentage

Strongly agree	79	39.11%
Agree	46	22.77%
No opinion	18	8.91%
Disagree	4	1.98%
Strongly disagree	1	0.5%

Answered: 148 Skipped: 54

○ ○ ...there was better signage of bicycle routes.



Answers

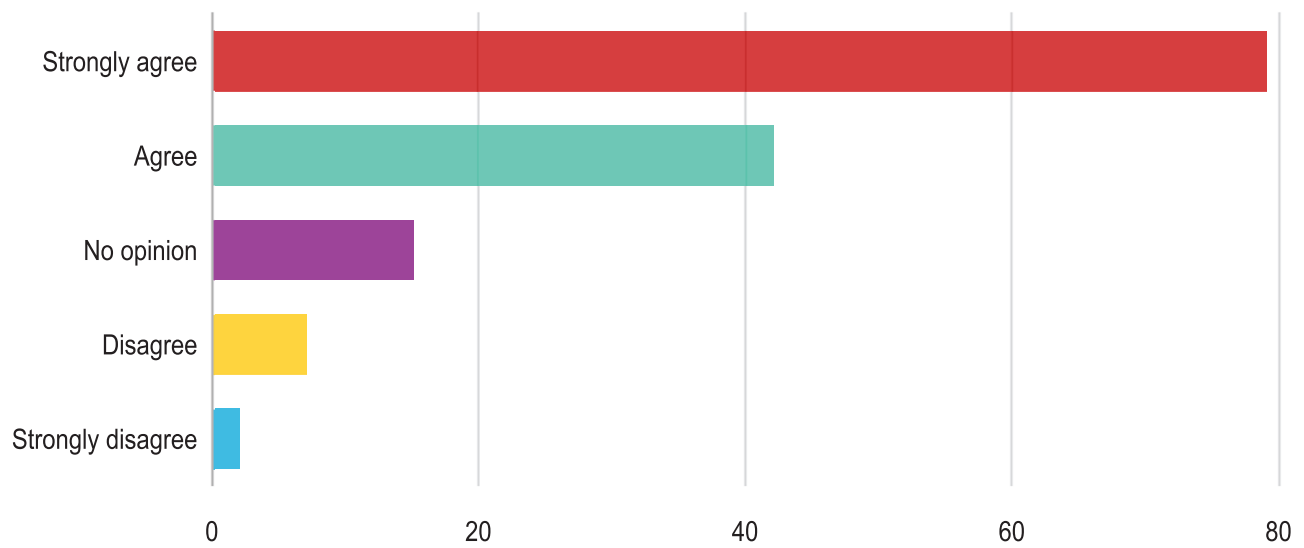
Count

Percentage

Strongly agree	67	33.17%
Agree	41	20.3%
No opinion	31	15.35%
Disagree	5	2.48%
Strongly disagree	1	0.5%

Answered: 145 Skipped: 57

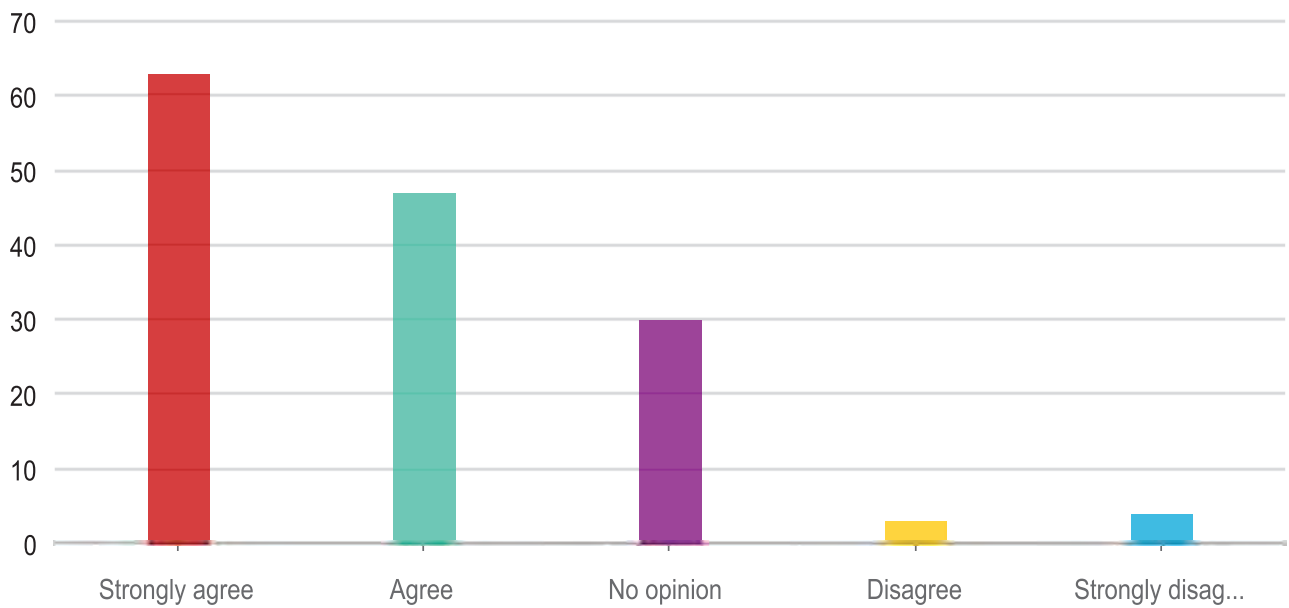
... there were more off-road trails or paths for bicycling.



Answers	Count	Percentage
Strongly agree	79	39.11%
Agree	42	20.79%
No opinion	15	7.43%
Disagree	7	3.47%
Strongly disagree	2	0.99%

Answered: 145 Skipped: 57

☐ ☐ ... there was more lighting on bicycling areas after dark.



Answers

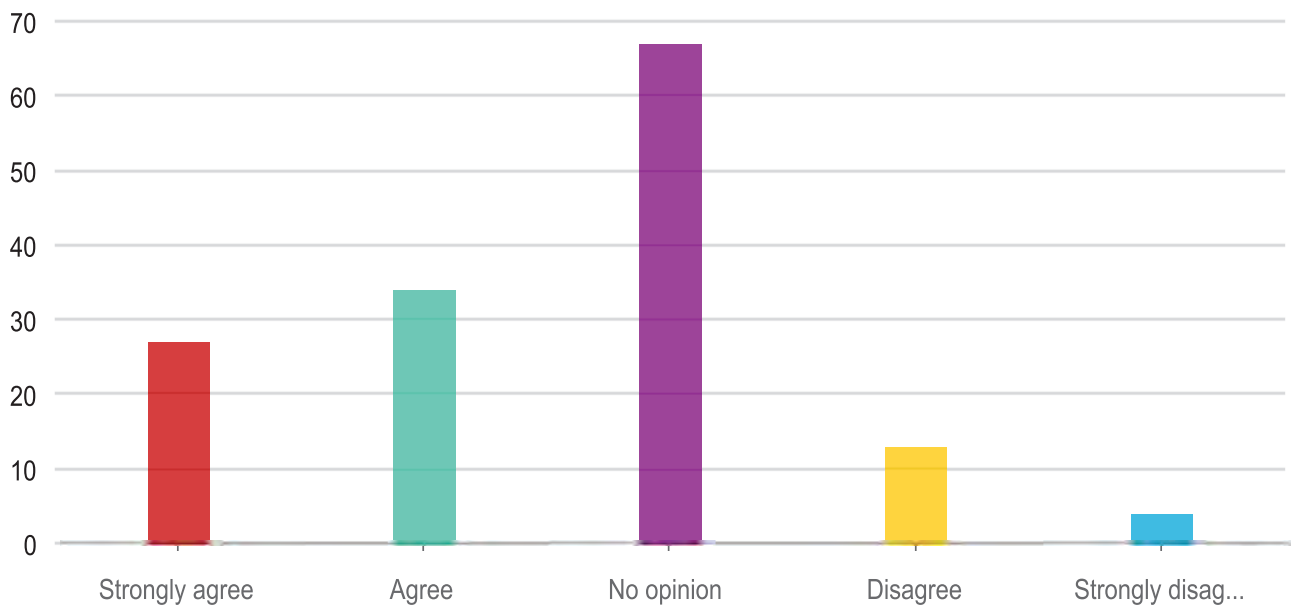
Count

Percentage

Strongly agree	63	31.19%
Agree	47	23.27%
No opinion	30	14.85%
Disagree	3	1.49%
Strongly disagree	4	1.98%

Answered: 147 Skipped: 55

... I lived closer to the locations I need to get to.



Answers

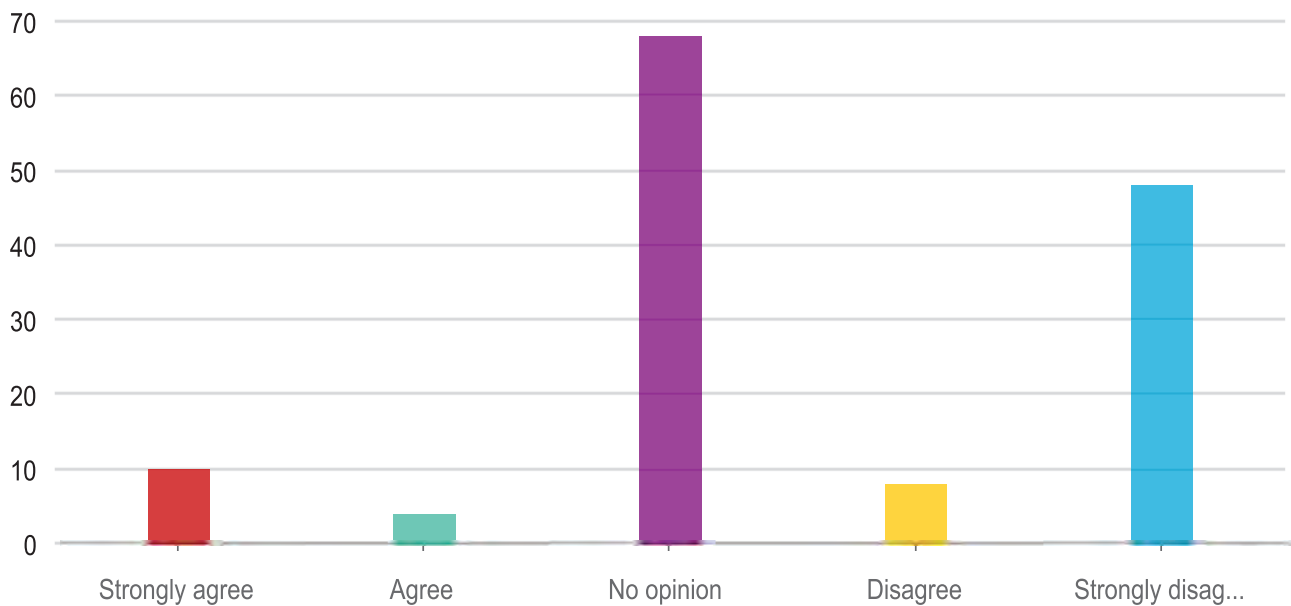
Count

Percentage

Strongly agree	27	13.37%
Agree	34	16.83%
No opinion	67	33.17%
Disagree	13	6.44%
Strongly disagree	4	1.98%

Answered: 145 Skipped: 57

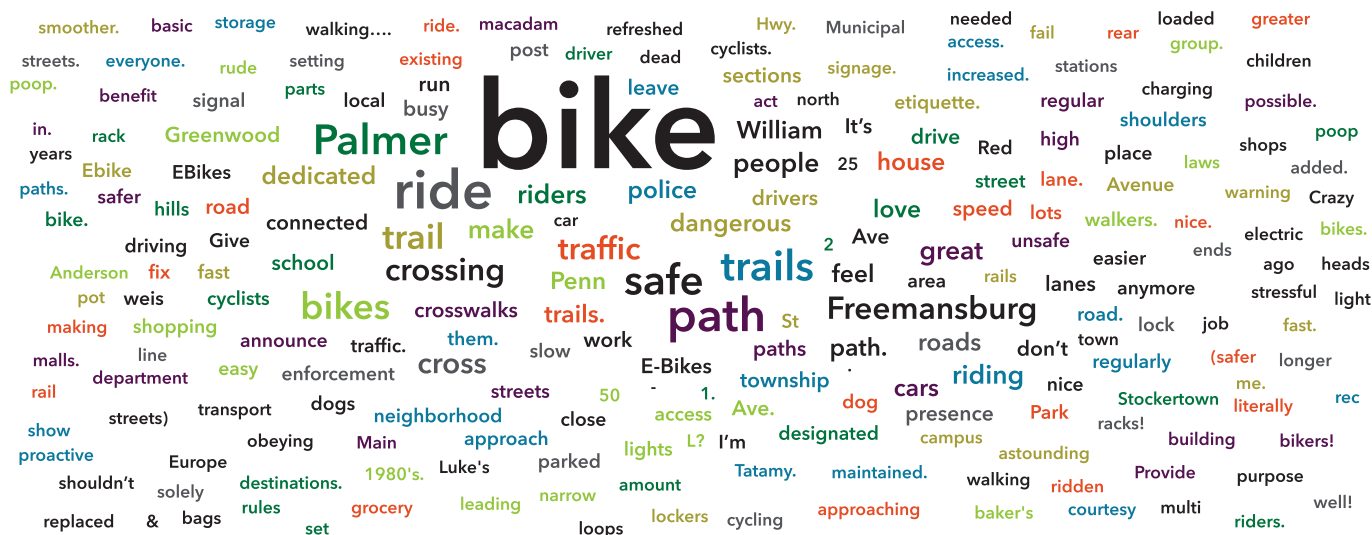
... I knew how to ride a bike.



Answers	Count	Percentage
Strongly agree	10	4.95%
Agree	4	1.98%
No opinion	68	33.66%
Disagree	8	3.96%
Strongly disagree	48	23.76%

Answered: 138 Skipped: 64

○ Comments on Riding a Bicycle



Response	Count
You need to slow traffic down	1
You need to have more dedicated bike lanes and signage.	1
Would like to see more trails, and existing trails connected without having to ride on busy streets to get between them. Palmer trail north dead ends at Main street in Tatamy. Would like to see it connected to the Stockertown trails. Also local access to St Luke's Anderson campus would be nice.	1
While there are lots of great trails and bike paths in the area, I always transport my bike in my car to get to them, as I do not feel safe riding in local traffic.	1
We need more bike racks!	1
Traffic enforcement department needs to be increased. The amount of traffic not obeying laws is astounding making it unsafe for cyclists.	1
Township has done a great job setting up the bike path. The macadam could be better maintained. Some parts of the bike path hasn't been refreshed since the 1980's.	1
Too much traffic	1
There are lots of rails to trails to access in the area (safer to ride than streets) . However from my neighborhood near Palmer Municipal building no safe way to ride to access. We drive to trails and have a bike rack to take our bikes or if walking still drive to trails.	1

Some cyclists are rude and don't give warning when approaching walkers. There are electric bikes too which go too fast	1
Same as for walking....	1
Safe cycling lanes benefit everyone. As a driver, it's stressful having to get around bike riders who don't have a dedicated lane.	1
Roads are too narrow and cars are too close and fast. I literally used to ride all over Palmer 25 years ago but no longer safe to do so	1
Provide safe bike storage at destinations. Europe is leading the way with bike lockers at grocery shops and even charging stations for ebikes at malls.	1
Post trail courtesy rules at trail heads some baker's fail to announce their approach from the rear The trails are multi purpose and not solely for bikers!	1
Palmer township should have more proactive police enforcement to help bike riders. The only safe way to ride on busy streets shouldn't be in a group. I would bike more often if the bike path was smoother.	1
Palmer rail trails need to be replaced and more trails and loops added. I love what we have, and would like to see more if possible.	1
Need to have designated bike paths. I only know of 1.	1
My children ride their bikes. They must cross Freemansburg Ave. drivers love to speed and run red lights along Freemansburg Ave and William Penn Hwy. A greater police presence is needed as well as crosswalks with pedestrian crossing lights (specifically intersection of Freemansburg and Stones Crossing). Red light cameras are a must as well!	1
Many people on the bike path do not know basic rec path etiquette. People leave dog poop or plastic bags of dog poop. People walk dogs off-leash or allow dogs in the middle of the path or to approach runners/walkers/bikers. There is no police presence, people smoking pot, ignoring crosswalks, driving dangerously. Too many parked cars all over the township to be safe to ride. When you get off the bike path by the high school, that street is loaded with parked trucks and cars and it is unsafe to cross that road.	1
Make the bike trails accessible from Old Orchard. Crazy hills	1
It would be nice to have a bike path infrastructure like in some European countries where they can go anywhere on a bike, work, school, shopping, etc.	1

It would be great if we can have rental bikes E bikes would be great but necessary	1
It has greatly improved crossing on Greenwood Avenue on the bike trail, although we need a public awareness campaign to inform drivers! Not all stop as they should! We sorely need improvements on the bike/walking trail crossing on Freemansburg Ave, more in line with the crossing at Greenwood Ave.	1
If they would fix the bike path from behind the Taylor Wharton thru Chain Dam Hill, it would make riding much easier on equipment. Nothing has been done to certain sections of it since it was put in. I asked Kent Baird to ride it with me last year and he said he would, but didn't respond to my last 2 emails. I'm still waiting to show him the worst sections of the path. It needs an easier way to cross William Penn Highway. It is dangerous the way they have it set up now, going to the corner, then crossing, then coming back and crossing the exit and entrance of the shopping complex. Also the traffic signal by the high school only seems to work during the week and not during the weekends. Is there any grant money to fix the sections that desperately need it from the D & L?	1
I would love to see one continuous, connected bike trail from Palmer to Bethlehem, without ever having to go on or cross a road.	1
I would definitely ride to work more if a safer route was available	1
I used to be able to leave my house in Wolfs Run and ride all over safely. Now I'm afraid to get on my bike and leave from my neighborhood because of all the traffic in the northern part of the township. Trails are OK but I really enjoy road riding because you can go further and different places than just trails.	1
I run often to daily in the area.	1
I ride frequently and regularly, but only after driving with my bike and parking at a palmer bike trail (yeah for the bike trails) or on the canal tow path. It is far too dangerous to ride on the roads that lead from my house to anywhere in the Lehigh Valley. All the roads curve to and fro with zero room for a bike. Drivers of cars are completely unaware of bikers. It's far too dangerous for anyone to ride a bike on our roads.	1
I only ride on the bike path, and it is wonderful. So great that we have had one in Palmer for almost 50 years. I won't ride on the road anymore because drivers don't pay attention and speed too close to me. I don't want to make my wife a widow!	1
I live near Redner's on Nicholas. I have ridden to Wegmans Nazareth, but only during Covid lockdown when there was little traffic. E-bikes make hills easy, so it's mostly creating routes people feel safe riding. Trying to cross Rt.33 anywhere requires significant confidence for a rider	1

I don't feel safe riding my ebike anywhere in Palmer from my house - I only feel safe when I go to a trail or park that allows them. I would love to bike to Weis, my gym Planet Fitness, and the Palmer library where I go to work. Only PF has a place to lock the bikes, but riding on William Penn is scary. I've gone to Weis once, but there isn't a designated space to lock the bike.	1
I don't ride a bike that often anymore, but I don't get the impression that the town is particularly bike-friendly. There's a bike path near our house that is easy to get to, but it's not always practical if I want to bike to a specific place. It's good for exercise, though	1
Give riders a dedicated path, rather than having cyclists in the busy streets. Riders are extremely annoying to maneuver around, especially when there is traffic, and when riders disregard proper safety precautions.	1
E-bikes should be permitted where ever regular bikes are allowed.	1
EBikes should be allowed on bike trails. I've seen regular bikes go faster than an bike could go on the trail.	1
E-Bikes on the bike paths travel too fast for "sharing" the road with standard bikes and pedestrians. Also, they regularly do not alert other bike riders of their approach. Ordinances with fines, posted signage, speed limits and a police presence are some ideas.	1
Ebike are the way of the future and we need more paths to make using them more fun and safer to get around town.	1
Due to lack of crosswalks we have to drive to the bike path	1
Do own a bike but rarely ride	1
both of William Penn highway and Freemansburg Avenue are dangerous when it comes to bicycling and that pretty much cuts off Palmer residence from being able to commute.	1
Bikers need a class on etiquette. How to announce when passing and to slow down when there is a group of walkers. They act like they own the path. There is no enforcement.	1
Bike lanes would be very helpful or at least shoulders on roads that have none if there are no bike trails available. It would also be nice to sweep the shoulders once in awhile to remove all the glass, trash, and other debris that force bikes out into the lane. A crossing signal at Hackett Park similar to the one on Greenwood by the post office doesn't seem like too much to ask for.	1
Between 25th St and Madison Farms, there is only one safe place to cross Freemansburg Ave south to north. It's the bike path bridge that crosses over Freemansburg Ave.	1

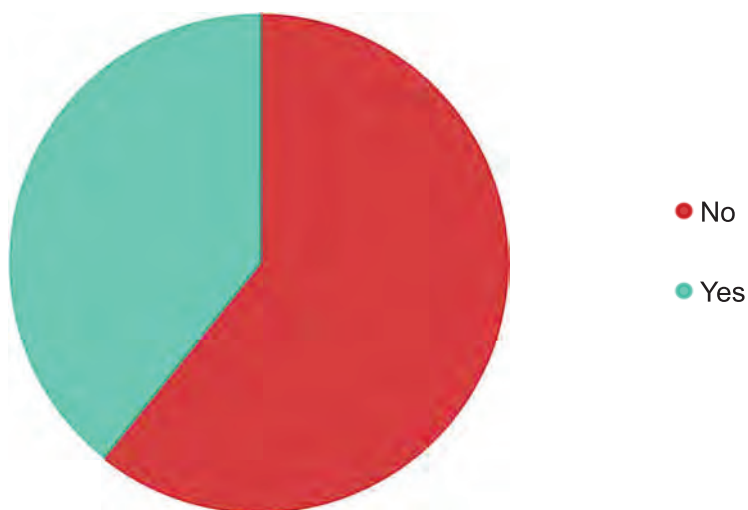
Any new sidewalk construction should include dedicated bike bath built in

1

Answered: 46 Skipped: 156

Children

○ Are there children under 18 in your household?



Answers

Count

Percentage

No

119

58.91%

Yes

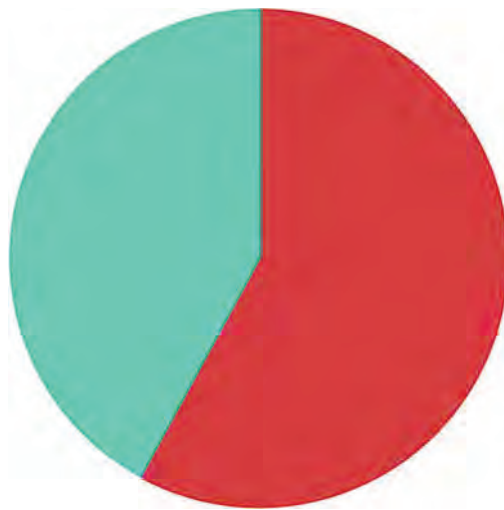
77

38.12%

Answered: 196 Skipped: 6

Children > Currently, or when they are old enough, do you feel comfortable letting child(ren) in your household walk or bicycle in Palmer without an adult...

○ ○ ...to a friend's house?



- Yes, they can walk or bike.
- No, they cannot walk or bike.

Answers

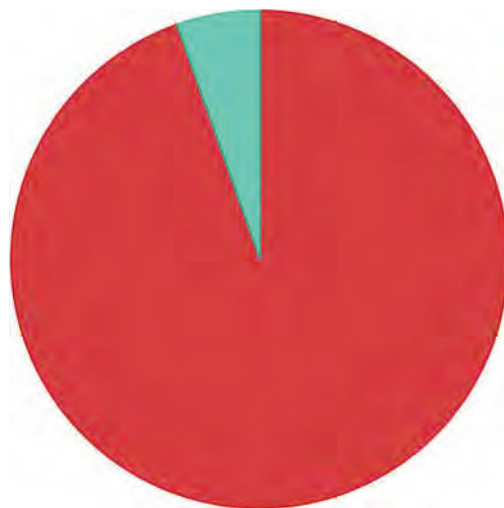
Count

Percentage

Yes, they can walk or bike.	44	21.78%
No, they cannot walk or bike.	32	15.84%

Answered: 76 Skipped: 126

○ ○ ...to school?



- No, they cannot walk or bike.
- Yes, they can walk or bike.

Answers**Count****Percentage**

No, they cannot walk or bike.

71

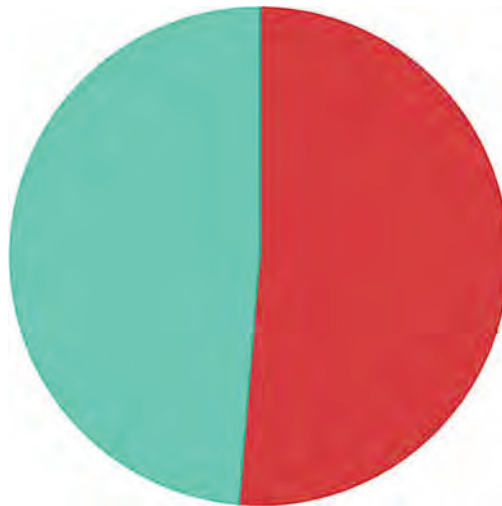
35.15%

Yes, they can walk or bike.

4

1.98%

Answered: 75 Skipped: 127

...to a park or playground?

● No, they cannot walk or bike.

● Yes, they can walk or bike.

Answers**Count****Percentage**

No, they cannot walk or bike.

39

19.31%

Yes, they can walk or bike.

37

18.32%

Answered: 76 Skipped: 126

...to the library or community center?



- No, they cannot walk or bike.
- Yes, they can walk or bike.

Answers

Count

Percentage

No, they cannot walk or bike.

69

34.16%

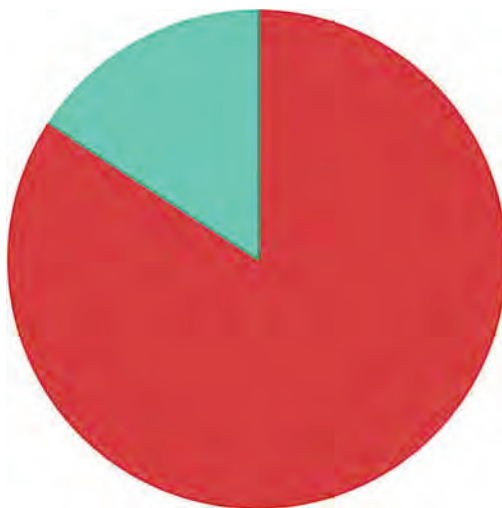
Yes, they can walk or bike.

6

2.97%

Answered: 75 Skipped: 127

○ ○ ...to a commercial area with shops?



- No, they cannot walk or bike.
- Yes, they can walk or bike.

Answers**Count****Percentage**

No, they cannot walk or bike.

64

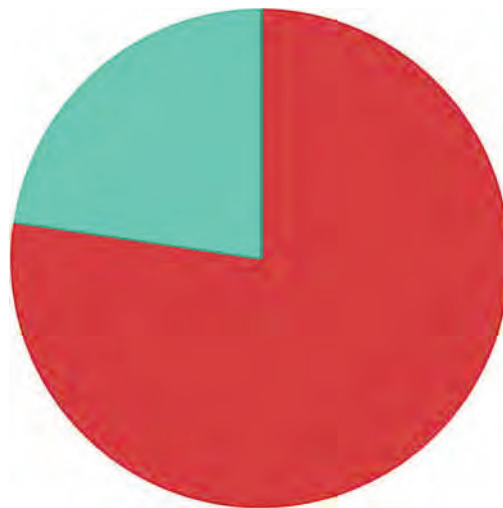
31.68%

Yes, they can walk or bike.

12

5.94%

Answered: 76 Skipped: 126

...to a LANTA bus stop?

● No, they cannot walk or bike.

● Yes, they can walk or bike.

Answers**Count****Percentage**

No, they cannot walk or bike.

58

28.71%

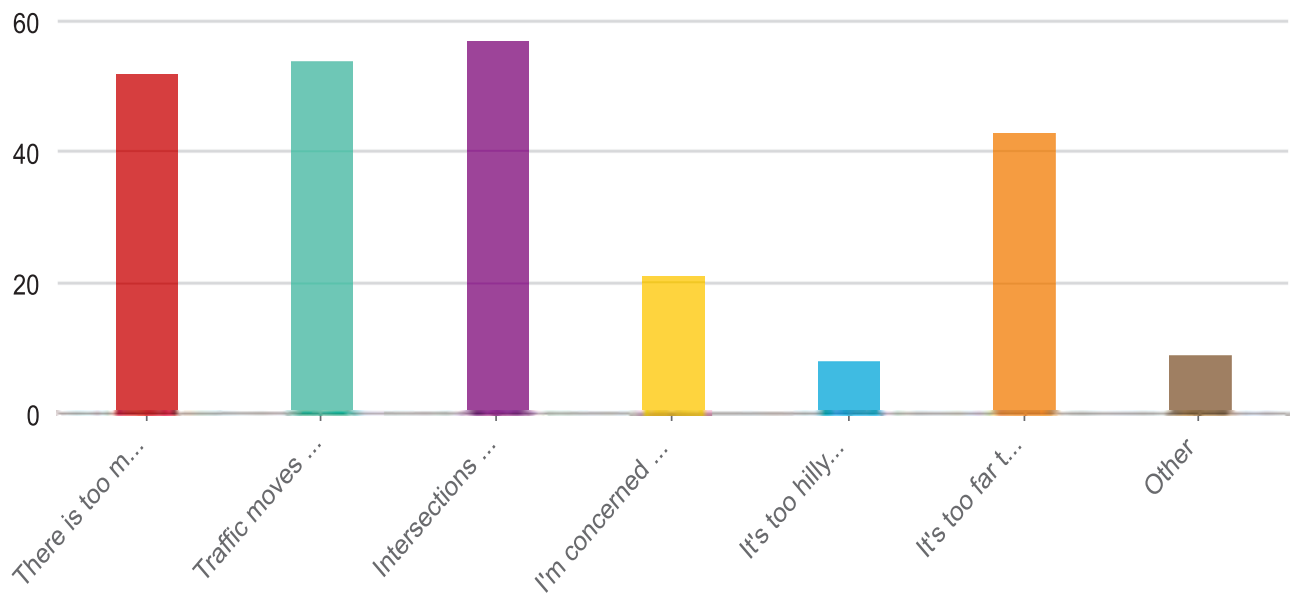
Yes, they can walk or bike.

17

8.42%

Answered: 75 Skipped: 127

If you answered that children cannot walk or bike to any of the above, please indicate...



Answers

Count

Percentage

There is too much traffic.	52	25.74%
Traffic moves too fast.	54	26.73%
Intersections are unsafe.	57	28.22%
I'm concerned about crime.	21	10.4%
It's too hilly,	8	3.96%
It's too far to some of those locations.	43	21.29%
Other	9	4.46%

Answered: 73 Skipped: 129

Comments on Children Walking or Biking



Response	Count
Why are children prohibited from riding to school by the school district? Solve the reasons for this and everything else will fall into place.	1
Walking or biking with kids is terrific exercise for the whole family. It should be encouraged. It also fosters community among neighbors.	1
Too unsafe for my child to leave our street	1
Too much crime and the drivers in town are insane.	1
too many kids on scooters or electric scooters and e bikes not adhering to safety rules.	1
There's no sidewalks on the way to the park or to their friends house down the street	1
There can be a danger for children given the volume and the recklessness of some drivers.	1
There are no shoulders for safe biking, and the roads are in terrible shape.	1
The trails should have emergency call boxes.	1
The current township environment is not friendly to children under 12 walking or riding unattended by an adult.	1
The current generation of children are terrors, they antagonize both walkers and vehicles by riding in the middle of the road and tearing down the bike path. Zero respect.	1

The amount of traffic around our house is alarming. I feel unsafe letting my daughter go out because of sex trafficking, etc.	1
Thank God we live on a cul-de-sac. 4 way stop at corner where no one stops.	1
See previous comment about pedestrian access to Briarcliffe Park and Palmer Pool.	1
See my previous comment about traffic, speed, and lack of enforcement on Tatamy Rd.	1
Roads are in terrible conditions- almost unsafe for bikes	1
protecting them never see the police	1
People are just as responsible for their own safety. Be respectful and smart to traffic and others . Drivers need to be safe way.	1
Parents need to know rules and teach their children what they are.	1
Palmer is too concerned with building new warehouses and housing developments without concern for creating more space for the community to convene with nature. With the increase in traffic, and people always speeding in a rush, I would not feel comfortable letting my children venture very far.	1
Palmer is not a safe area to walk at all let alone for children.	1
Only the Palmer Bikeway/Two Rivers Trail/September 11th National Memorial Trail is safe and I don't live close enough for my child to bike to the trail before using it.	1
No safe way for them to cross the intersecting streets.	1
NC	1
My younger sister, who is under 18, lives in Palmer as well, and her area has even fewer sidewalks than mine so sometimes I worry about her safety when she's walking around	1
My child bikes with me or his father around the neighborhood and on the bike paths and can handle the hills. But we do not think it is safe here for kids to bike alone. I'm often out on the bike paths running or biking, or in the parks, and I rarely see any police presence, the intersections on the bike path are dangerous, there is no safe place to cross from the path to the high school. The township is great about clearing down trees on the paths, but the pavement quality is not great. Drivers don't pay attention to cyclists, and break traffic and parking laws.	1

My child biked to nursery school with me, but Stones Crossing always seemed dangerous. It isn't possible to bike safely to Palmer School. Drivers don't pay attention. Parents dropping kids off at bus stops or picking up are idling all over the township, obstructing the roads, making it even harder for other drivers to see walkers, bikers, runners.	1
Lots of kids ride their bikes in the neighborhoods in the summer.	1
Keep as close to grass or sidewalk as possible; children can be unpredictable when playing or walking/biking in the streets.	1
It's important to keep lanes connected. Once bike lanes stop suddenly a ride can quickly become dangerous because drivers believe they own the roads	1
If there was a sidewalk on Bethman road bridge over 22 and Green Pond rd, we would be able to walk to the community center and the elementary school.	1
I'd love to allow my child to walk to a friend's or to the local gas station for snacks. Drivers are out of control and distracted.	1
I live on Heritage Lane in Penn's Grant. I don't feel like the kids who are out playing are safe on my street, because drivers speed down Heritage Lane. I mean, when they round the turn from Corriere Road onto Heritage Lane, more often than not, drivers gun it. I can't understand why. I've thought about finding out what it would take to get a speed hump installed. We have decent sidewalks here, but kids play - they cross the street on their bikes, their basketball rolls out into the street. I fear for their safety.	1
I don't think the current environment in the Township is safe for children to walk or ride bicycles as a means of getting to their friends homes, sports practices or schools	1
I do plan on having my kids ride bikes when they are ready, but I will be there to supervise due to no sidewalks and the speed of cars.	1
How about instead of surveying for improvements on the walkway, you guys at the very least do some basic fuckin maintenance. It's been too many years since anything has been painted including those little yellow metal blockades at the crosswalk, the doggie bag stations. Etc. How about you add some fuckin sealer to the pathways so they don't deteriorate. Any vinyl signs show also be pressure washed. Come on guys wake up!	1
Get the LANTA bus stops off 25th st and 248. And move them back into the shopping center for public safety your own data shows it	1
Drivers are too fast and distracted..a dangerous mix. They ignore crosswalks and some are not well identified..like by Home Depot and the high school. A dedicated bike line would be great! With heightened safety protections around schools and parks.	1

Difficult to get children across greenwood on bike path

1

Community events for children to bike and walk on the bike path in Palmer township. I wouldn't feel comfortable taking my sister's kids biking in Palmer township. Walking for kids is good in Palmer township but the speed of drivers in residential areas has been increasing in the past few years.

Again, speed limits are not adhered to in our neighborhood

1

Answered: 41 Skipped: 161

Palmer Township

Active Transportation Plan

Moving Towards Our Future



What key issues regarding biking, walking, and transit-use are important to you?

CARS NOT STOPPING FOR PEOPLE

Bike travels (out of car traffic) smoother.

SAFE CROSSINGS

Destructious - like small restaurants
Van Buren / 248 disaster - NEEDS Change

Lighting on Pathway &

Lighting / Cover / Safe distance from roadways → bus stops

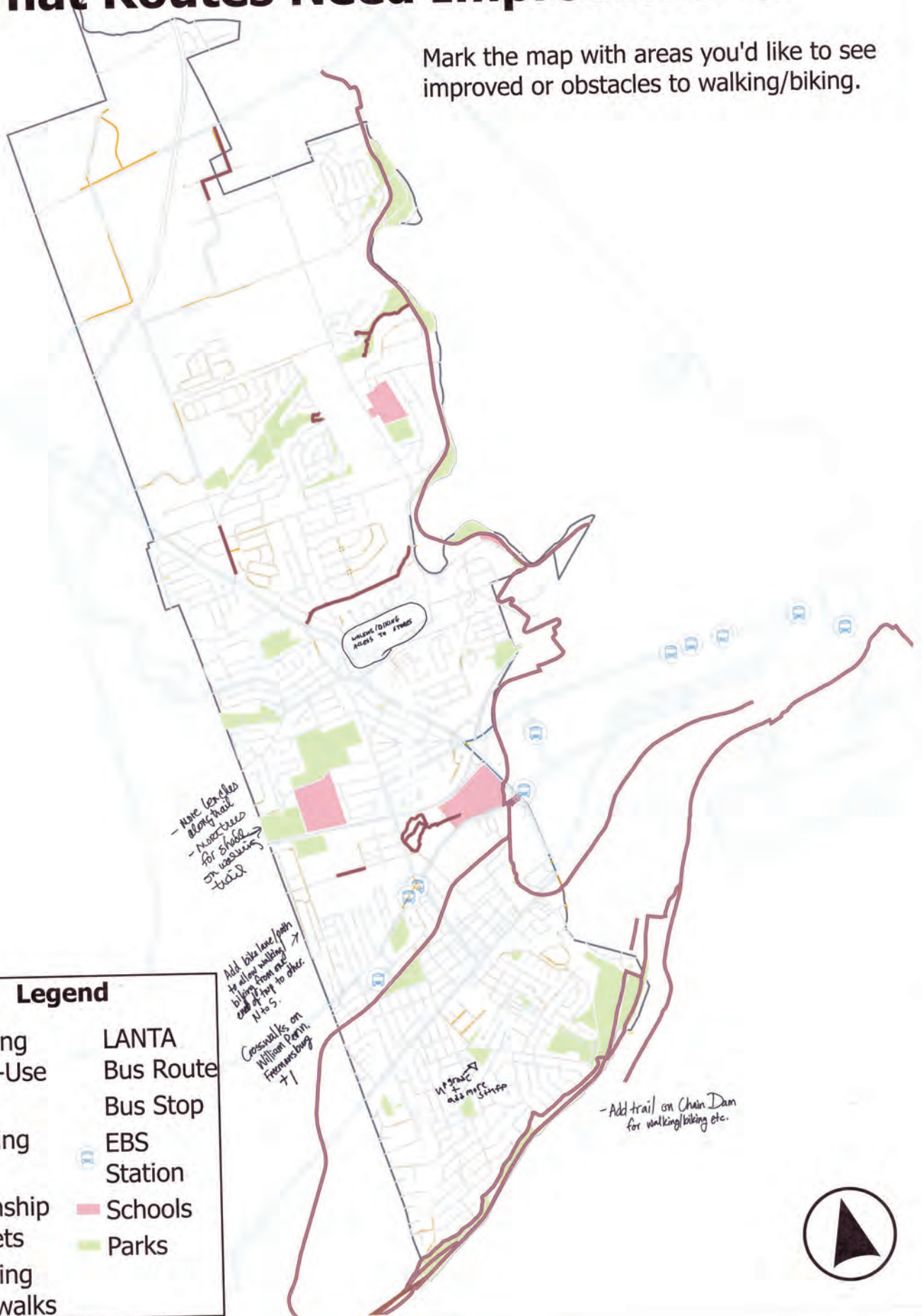
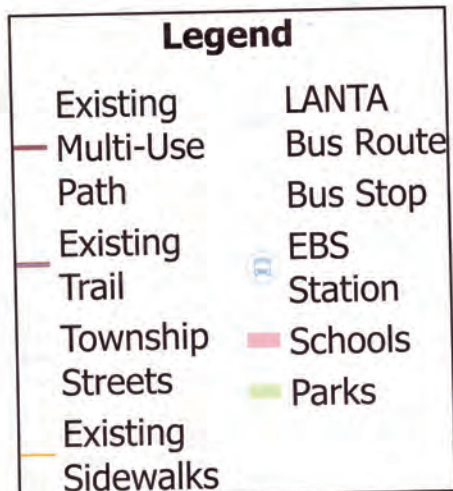
248 Van Buren Area is out of control!!

WATER Fountains in PARKS.

Bikers come up behind you when you're taking a walk and they yell "left" or whatever. It's really annoying and a friend was hit by a biker so I feel there should be a safety concern.
Focus off the duck feeding area on Boulevard creek and put a sign against feeding dispenser with putting food for ducks across the creek on the bike path

What Routes Need Improvement?

Mark the map with areas you'd like to see improved or obstacles to walking/biking.

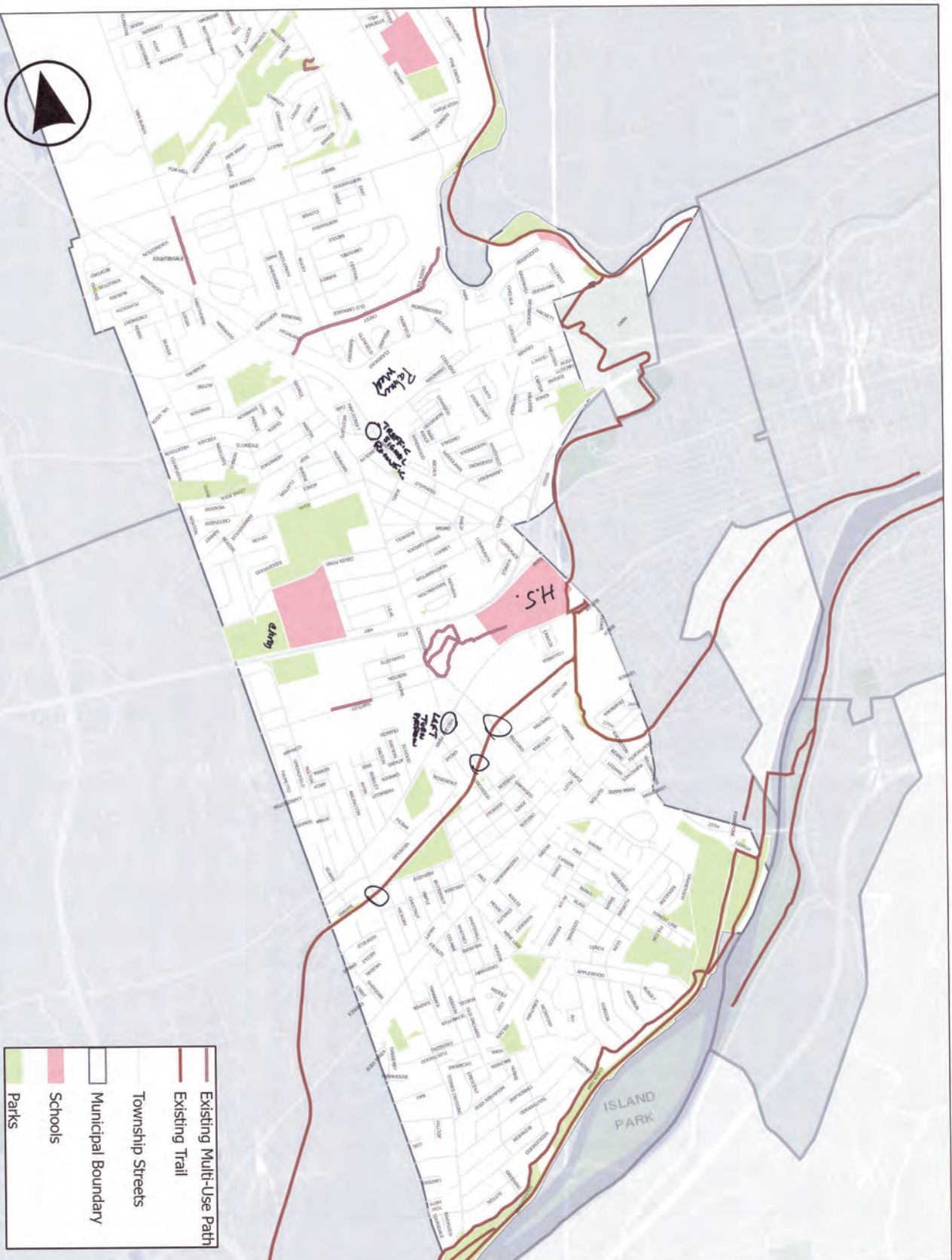


Where do you go/would like to go?

Comments:



Where do you go/would like to go?



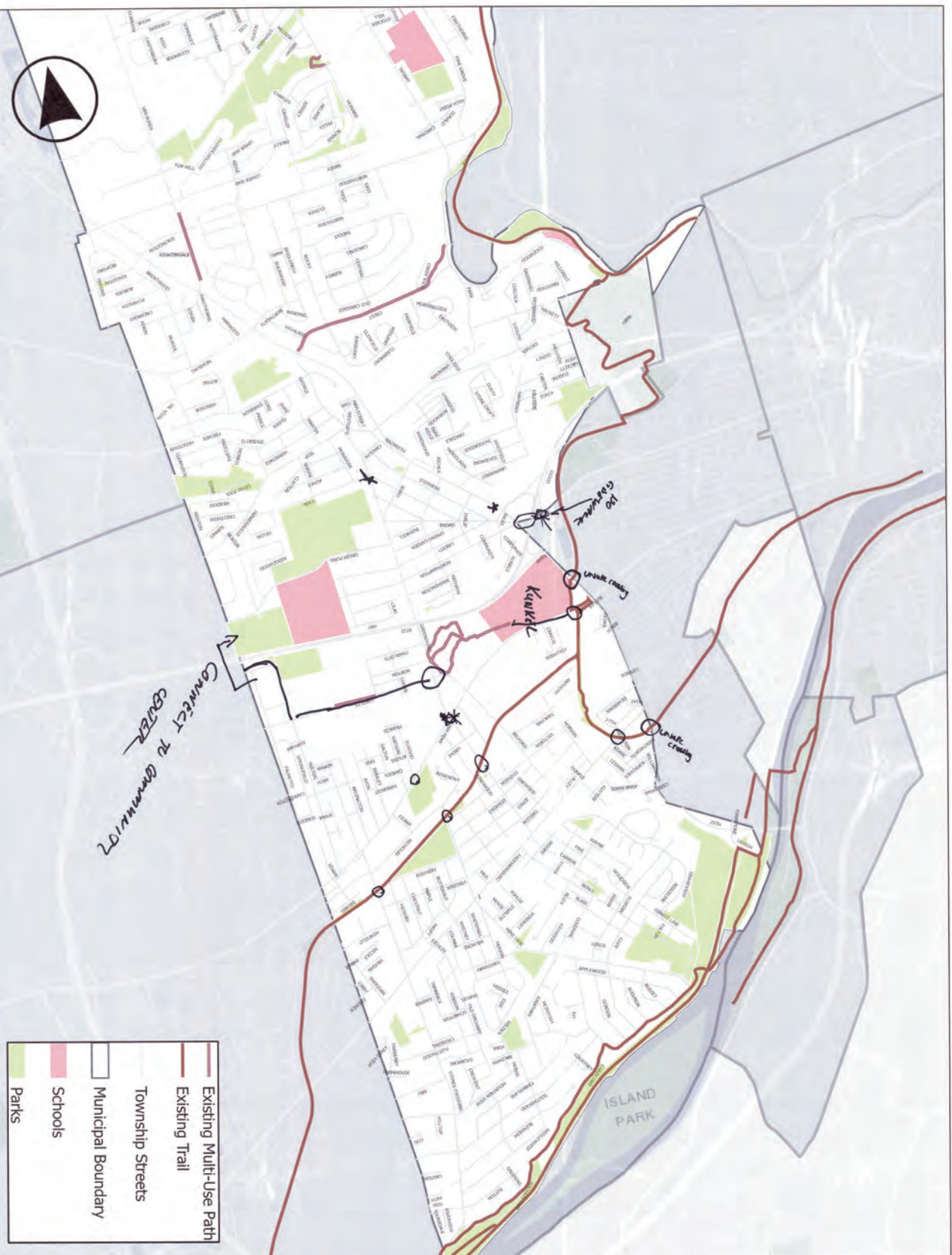
100%

Solve conversations across 1st- to 3rd school. I see your trying to learn in the morning; first afternoon by bike or on foot and there's no way easy, in the way do do so.

- Trial connection to restaurants? ~~leaving~~ brewnes

Crosses - small LAUTE
STAVES

Where do you have safety concerns?



Comments:

FIREHOUSE & NIDE LANE
CROSSING

248 & NORTHERN RD ST
CROSSING?

NO SIDEWALK AT 22 OVERPASS
TO
WASH AVE

Improve Hartley to connect
the HS → Hartley to
the Chris Center
William Penn & Greenlands
Sweet Low/Windmill rivers

Get use of the road or
25 ft to cover the side road

