CITY OF EASTON

ACTIVE TRANSPORTATION PLAN

EST. 1752
EASTON
PENNSYLVANIA

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ACKNOWLEDGMENTS

This plan is made possible through Pennsylvania's WalkWorks program. WalkWorks is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of active transportation plans or related policies.

Funding is provided by the Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

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City Council Adoption Date Month #, 2024

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(Source: TPD)

01

Introduction & Plan Goals

01

INTRODUCTION & PLAN GOALS

PROJECT BACKGROUND

The City of Easton is a compact, walkable city with a growing population and vibrant business community. Events held throughout the year, including festivals, races, and the weekly farmers market, attract visitors from throughout the region. Downtown Easton is home to dozens of locally owned shops and restaurants, entertainment options such as the State Theater, and essential City and County services. Ensuring safe and convenient access to these amenities is paramount, whether individuals drive, walk, use a wheel chair, take the bus, or ride their bicycle.

There is a need throughout Easton for expanded pedestrian amenities, infrastructure upgrades, and initiatives that improve safety and accessibility and make it possible for people to choose to walk. It is crucial to provide various means of getting to everyday destinations like work, school, parks and nearby recreational areas.

Easton is already one of the most walkable communities in the region. However, at key locations in the city the built environment or natural features create a barrier that disrupts the walkable fabric of the surrounding neighborhood. By identifying these barriers and targeting investment in these areas, the city can make walking and biking a safe and attractive option for more daily trips.

As Easton experiences an influx of newcomers and tourists, community leaders are actively exploring avenues to enhance connectivity and convenience for residents and visitors. Within this context, the City of Easton applied to the WalkWorks program for funding to create an Active Transportation Plan.

PLAN PURPOSE & APPROACH

The purpose of this Active Transportation Plan is to create a comprehensive plan that lays the groundwork for new and improved pedestrian connections between important destinations, enabling people to easily navigate Easton by foot or by bike.

This ATP is an action-oriented plan that addresses four questions. The plan provides answers and solutions to these key inquiries, ensuring a comprehensive and effective approach:

1. **WHERE ARE WE TODAY?** Reviewed under Chapter 2 (Walking Conditions Today).
2. **WHERE DO WE WANT TO GO?** Discussed in Chapters 3 (Project Recommendations) and 4 (Program & Policy Recommendations).
3. **HOW CAN WE GET THERE?** Outlined in Chapter 5 (Implementing the Plan).
4. **HOW WILL WE MEASURE SUCCESS?** Also presented in Chapter 5.

PLAN GOALS

GOAL 1

Connect Neighborhoods to Downtown

Identify barriers that prevent or inhibit safe and efficient non-motorized travel between Downtown Easton and its three surrounding neighborhoods.

GOAL 2

Improve Accessibility within Downtown Easton

Review the existing pedestrian network, including sidewalks, curb ramps, and crosswalks, and identify barriers to accessibility.

GOAL 3

Connect Residents to Recreational Opportunities

Residents of all ages should be able to safely access recreational opportunities, including the riverfront, city parks, the Karl Stirner Arts Trail, and the D&L Trail.

THE LAND USE AND WALKABILITY CONNECTION

The proximity of goods and services to homes and workplaces plays a vital role in determining whether people choose to walk to their destination. An essential aspect of promoting pedestrian activity is creating a land use environment that fosters higher density and a mix of housing, offices, and retail. Research has consistently shown that areas with higher densities of either housing or employment tend to attract more pedestrians. Creating compact, mixed-use developments that bring together residential, commercial, and employment opportunities within close proximity makes it easier for people to access the goods and services they need on foot. This proximity reduces reliance on cars and promotes a pedestrian-friendly environment.

By prioritizing higher density land use patterns and fostering a diverse mix of housing and employment options, Easton can create more vibrant, walkable neighborhoods that promote active lifestyles, improve public health and reduce dependence on motor vehicles.

EASTON COMPREHENSIVE PLAN 2035 is a blueprint that lays the groundwork for future land development, transportation, parks and green space, and much more. Looking forward 20 years and beyond, this comprehensive plan provides the opportunity to define Easton's identity and its path toward a sustainable and prosperous future.

The plan is a tool for prioritizing resources and future planning efforts. City leadership and staff use the plan as a guide for budgeting, strategic planning, and making policy decisions. Short term priorities of the comprehensive plan include:

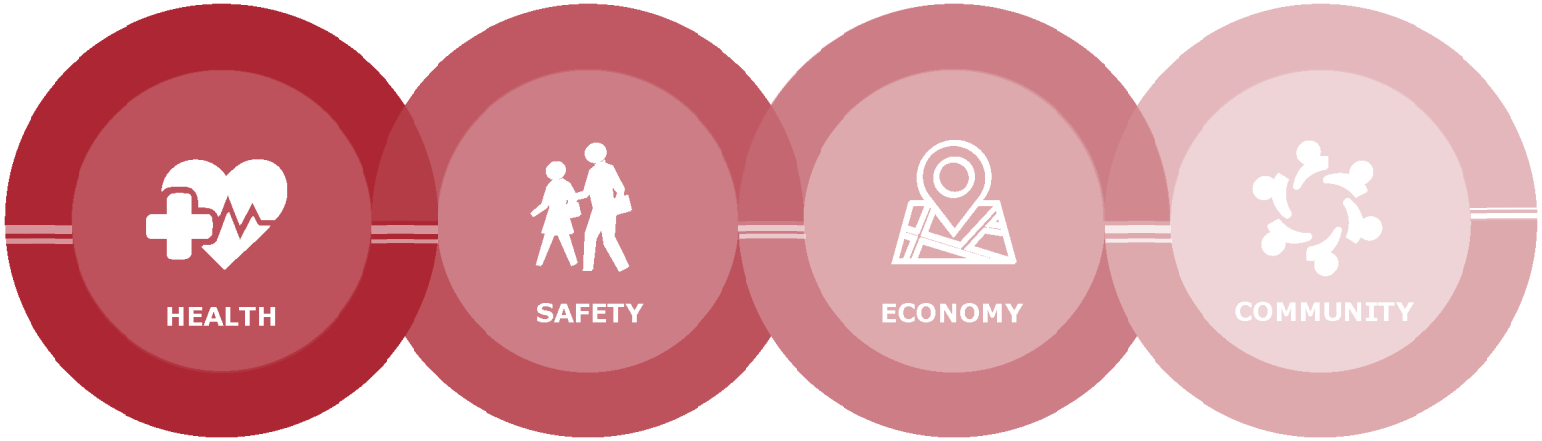
- Create friendly and safe environments for pedestrians and bicyclists, and reduce traffic speed in residential neighborhoods (Objective 2.1b).
- Create safer pedestrian access to Delaware River across Larry Holmes Drive (Objective 2.3a).
- Encourage active transportation such as walking and biking (Objective 2.5b).

https://www.easton-pa.com/170/Comprehensive-Plan

THE POSITIVE IMPACT OF WALKABLE NEIGHBORHOODS

Multimodal infrastructure can serve as a valuable community asset, providing free and accessible travel, recreation, and exercise opportunities for everyone, including children, older adults, people with disabilities, and families with limited access to amenities. By increasing opportunities for active travel, Easton can enjoy a more equitable distribution of public resources, particularly for those who do not want to or cannot drive. This can lead to financial savings and expanded opportunities for lower-income individuals while improving mobility options for those lacking adequate transportation access.

Figure 1. The Many Benefits of Walking & Bicycling Infrastructure



Facilitates physical activity

Improves psychological health and reduces stress

Reduces negative effects of air pollution

Improves social health and connections

Helps make sure streets are safe for all

Promotes equitable access to infrastructure and destinations

Moves toward zero roadway fatalities

Improves personal and household savings

Promotes tourism

Attracts and retains business

Improves property values

Provides neighborhood connections and opportunities for social interaction

Reconnects children with nature

Helps protect the environment

Promotes regional thinking

MOBILITY FOR EVERYONE

Every car ride, bus ride, and bicycle journey starts and ends with someone walking, so it is important to think about all trips as they relate to people on foot. By ensuring that our transportation network is accessible and accommodating for pedestrians and individuals using mobility devices like wheelchairs, we create a system that benefits everyone, including those most vulnerable or unable to drive, such as young children, older adults, and a large percentage of people with disabilities.

INTEGRATING THE NEEDS OF PEOPLE WALKING

By integrating the needs of people walking into the planning and design of various transportation components, we create a more inclusive, safe, and efficient transportation system that benefits the entire community.

1. When we design car parking facilities with pedestrians in mind, it allows for safe and convenient access to vehicles and surrounding destinations. Providing well-designed sidewalks and crosswalks, adequate lighting, and clear signage improves the overall pedestrian experience and enhances their safety when navigating parking areas. When possible, new parking facilities should be located at the periphery of the downtown to avoid creating congestion in the downtown core.

2. Similarly, integrating pedestrian pathways and connections to greenways and bike infrastructure encourages multimodal transportation and creates a seamless and interconnected network for people walking, biking, and using other active transportation modes. This approach improves accessibility and connectivity.

3. Bus stops designed with the needs of pedestrians in mind consider factors such as shelter, seating, and accessibility features, providing a comfortable and user-friendly experience for transit users who rely on walking to access and use public transportation. First and last mile connections for people reliant on transit are vital for uptake, and often the sidewalk network is that critical infrastructure.

(Source: Angie Schmitt)

(Source: City of Detroit)

(Source: Discoverlehighvalley)

Image 1. *Parking Lot Pedestrian Path in Berea Ohio (top)*

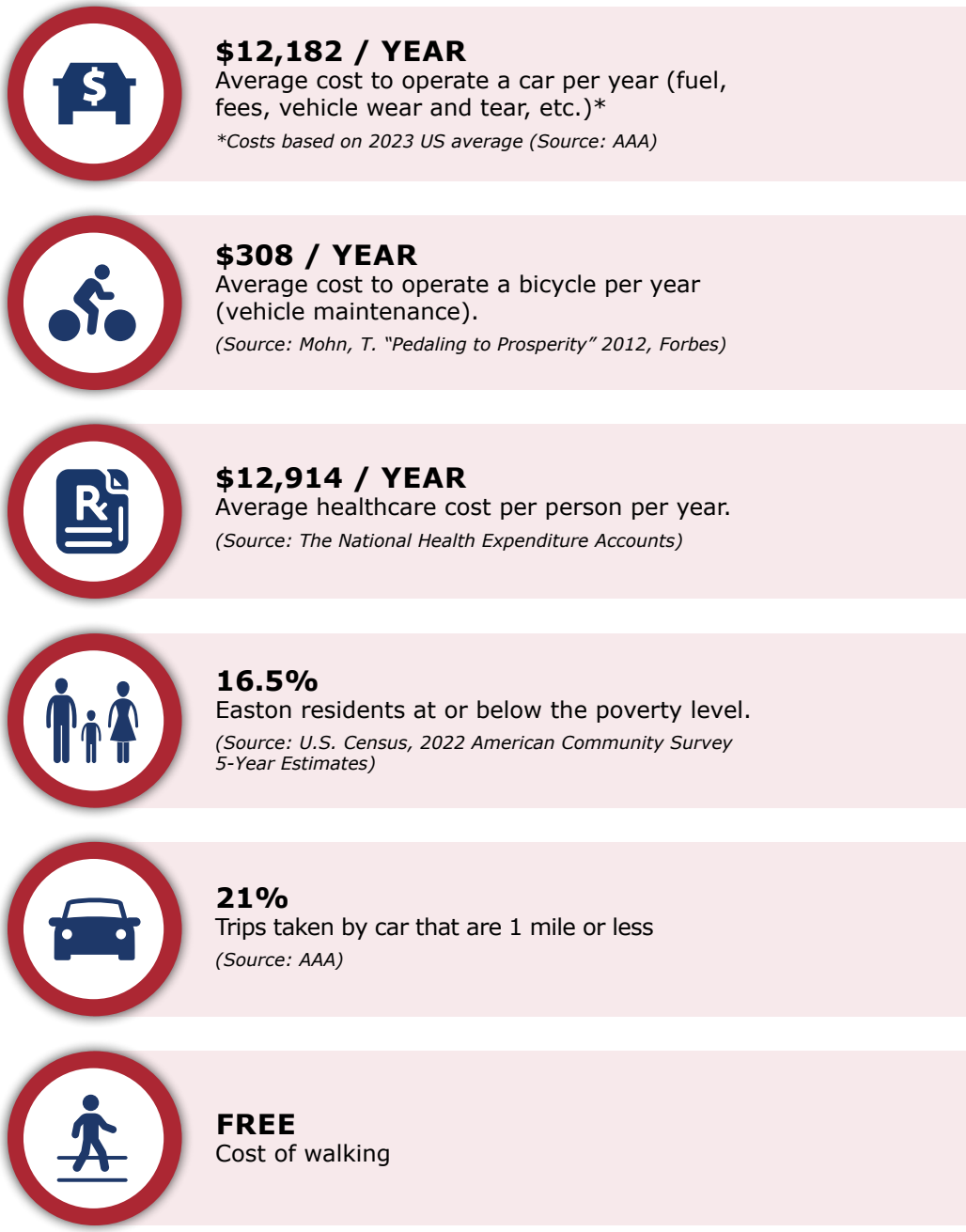
Image 2. *Joseph Campau Greenway Trailhead (middle)*

Image 3. *LANTA Bus (bottom)*

As individuals age, the percentage of people who no longer drive increases significantly. Research shows that the percentage of individuals who cease driving doubles every decade after age sixty-five.[1] This trend poses a planning challenge as life expectancy continues to rise and the number of older Americans grows.

By recognizing the changing demographic landscape and the evolving mobility needs of older non-drivers, communities can develop inclusive transportation systems that support active aging and promote social connectivity. This planning approach benefits older adults and enhances the livability and accessibility of communities for residents of all ages. By focusing on mobility for people walking and using wheelchairs, we address the common denominator that underpins a successful transportation system. Prioritizing pedestrian infrastructure and accessibility not only promotes safety and inclusivity but also enhances the experience of visitors and the overall quality of life for residents.

Figure 2. Poverty & Mobility Costs



EQUITY: DRIVING IS NOT AN OPTION FOR EVERYONE

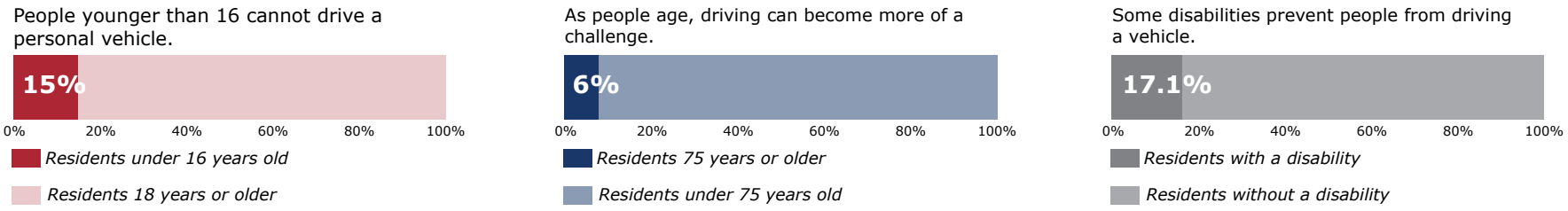
Adopting an equity lens in transportation planning and decision-making processes simply means that the needs and experiences of our most vulnerable community members are considered and prioritized, regardless of their preferred mode of transportation, age, or physical ability. It is important to acknowledge and consider the diverse range of individuals who reside in and visit Easton, extending beyond just those who own or operate motor vehicles.

This approach recognizes that not everyone has equal access to private vehicles and that individuals rely on varied transportation options, including walking, cycling, public transit, and mobility devices. It considers the specific challenges and barriers faced by marginalized and underserved populations, such as low-income individuals, older adults, people with disabilities, and communities of color, who may disproportionately rely on non-motorized transportation modes. By applying an equity lens, transportation planning can aim to provide fair and inclusive access to essential services, employment opportunities, education, healthcare, recreation, and other amenities for everyone in the community.

EQUITY IN TRANSPORTATION

An equity approach to transportation considers both the past and the future. By looking back, we can ***UNDERSTAND*** *how past policies and practices have created inequities in some communities. Looking forward, we* ***APPLY*** *this knowledge to ensure that future projects distribute the benefits and burdens of transportation equitably among all individuals, regardless of race, income, or ability.*

Figure 3. Age and Disability in Easton
(Source: U.S. Census, 2022 American Community Survey 5-Year Estimates)



The positive impact of
WALKING & BIKING

SAFETY

Estimated 67,336 pedestrians
were injured nationwide in 2022.[2]

More than 7,522 people
(an average of nearly 21 per day)
nationwide were struck and killed while walking in 2022.[1]

There has been a **57% increase** in pedestrian deaths since 2013.[1]

184 **people killed while walking**
in Pennsylvania in 2022[3]

While walking and bicycling may represent a smaller portion of total trips compared to other modes of transportation, people walking and biking bear a disproportionate burden when it comes to traffic fatalities. In 2022, 7,522 pedestrians and 1,105 bicyclists were killed in crashes with motor vehicles in the United States. Together these road users account for a growing share of total US traffic fatalities: in 2013, pedestrians, bicyclists, and other non-motorists (e.g., micromobility devices) represented 17.4 percent of total traffic fatalities, and in 2022 they accounted for 21.1 percent of fatalities. Between 2013 and 2022, fatalities involving people walking and biking increased by 56.5 percent.[4]

By investing in dedicated infrastructure, communities can work towards reducing the risks pedestrians face. Investments in sidewalk and greenway infrastructure often result in positive safety benefits for all roadway users because they create separate spaces for different modes of travel, minimizing speed differentials and conflicts.[5]

In 2021, the Bipartisan Infrastructure Law (BIL) was passed. Among other advancements, the BIL's investment in safety and equity is significant. In FY22, the law invests $5 billion over 5 years in the new and first of its kind Safe Streets and Roads for All program to fund local efforts to reduce roadway crashes and fatalities through grants for planning and projects — especially for people who walk and bike who are disproportionately impacted by crashes. The law also requires States and Metropolitan Planning Organizations to spend funds on activities that support Complete Streets, such as adopting and developing standards, policies, and plans to foster more walking and biking.[6]

A 2011 study showed that recreation on open space in Southeast Pennsylvania helped **avoid $800 million** in health-care costs annually.[7]

5 Reasons to Walk

Walking for as little as 20 minutes a day has been found to show significant improvements in your overall health, including:

- **Improve Heart Health**
- **Strengthen Muscles & Bones**
- **Increase Focus, Mood & Memory**
- **Boost Immune System Function**
- **Prevent & Manage Common Health Problems**

In 2022, Northampton County completed a Community Health Needs Assessment (CHNA), with many findings and recommendations originating from this work. The adult obesity rate in the County was found to be 31%, which is higher than the state and national average.

Regular physical activity is known to improve overall health, chronic disease, and has numerous benefits regardless of age, sex, race, ethnicity, or current fitness level.[2] However, according to the County's CHNA, 26.2% of adults age 20 and older self-report no active leisure time physical activity in the past month. The lack of leisure time physical activity increased 11% in 10 years.

Community members and leaders highlighted high rates of obesity in Northampton County, which leads to more health issues, such as diabetes. Participants also acknowledged that fitness and physical activity contribute greatly to obesity prevention.

Building a high-quality well-connected pedestrian network in Easton will provide neighborhoods access to walkable and bikeable spaces, contributing to the community's health.

The positive impact of
WALKING & BIKING

ECONOMY

It is estimated that construction of the Circuit Trails is creating **764 jobs directly.**[8]

7,000 jobs

A 2011 study of Southeast Pennsylvania found that open spaces attracted visitors, helped create/sustain **7,000 jobs** and resulted in **$566 million in expenditures**.[8]

A 2009 study of the Schuylkill River Trail found that more than **800,000 people visit the trail** annually with direct **economic impact of $7.3 million**.[9]

$500 Million

A study by the New Jersey Department of Transportation found that active transportation contributed nearly **$500 million to the state's economy** in 2011.[10]

Multiple studies conducted in Pennsylvania have highlighted the substantial economic benefits of investing in bicycle and pedestrian facilities. These studies have documented the economic advantages of greenways, including enhanced property values and increased spending on recreational activities such as equipment, dining, and accommodations.[11]

Other studies have demonstrated that well-designed non-motorized transportation enhancements can increase customer visits and local business activity. Pedestrians are more likely than drivers to notice window displays, explore multiple stores, and spend more time, which ultimately has the potential to boost sales. By prioritizing and promoting walkable communities, we create an environment that fosters the success of independent businesses, stimulates economic growth, and strengthens the overall local economy.[12]

Robust active transportation networks also have the potential to boost tourism by attracting visitors who seek outdoor recreational opportunities and walkable downtowns. Investing in greenways and trails directly contributes to job creation, higher wages, and increased business output for outdoor recreation-related industries and nearby establishments.[13]

The positive impact of
WALKING & BIKING

COMMUNITY

The Circuit Trails network served as the **springboard for youth education programs** to visit local watersheds and become stewards of the environment with other fellow youth and public leaders.

+3.1 friends per person
Residents of a street with 2,000 vehicles per day have three times as many friends as one with 16,000 vehicles.[14]

Residents of highly walkable, mixed use neighborhoods exhibited at least **80% greater levels of four indicators of social capital** (knowing neighbors, sociability, trust and political participation) than those in less walkable neighborhoods.[15]

> **"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places."**
>
> *- Fred Kent, Project for Public Spaces*

Enhancing walking and biking in communities improves quality of life. It ensures that everyone, regardless of their circumstances or preferences, has access to essential services and opportunities.

Prioritizing and supporting a variety of transportation options gives individuals the freedom to choose how they get around and contributes to a vibrant and inclusive community where everyone can thrive.

A regional example of the community benefits of trails is in the Circuit Trails' impact on transportation equity for youth and adults living in underserved neighborhoods in both Philadelphia and Camden. Through Rails-to-Trails Conservancy's (RTC's) Watershed Education by Bike program, youth were empowered to travel by bike—some for the first time in their lives—to various points in Philadelphia. This opened up the greenway and expanded transportation freedom to youth and their communities.

Shifting more trips from a motor vehicle to walking also helps reduce traffic and parking congestion in our communities. With a reduction in traffic, conditions for walking and biking also improve.

Greenways play a crucial role in supporting the natural environment. They contribute to improving air quality, which effectively eliminates harmful pollutants like ozone, sulfur dioxide, carbon monoxide, and airborne heavy metal particles. Greenways enhance water quality by serving as natural buffer zones, shielding streams, rivers, and lakes from pollutants, preventing soil erosion,and filtering out pollution resulting from agricultural and road runoff. Additionally, greenways serve as a protective barrier against natural disasters like flooding, acting as a line of defense.

EASTON FACILITY TYPES

This plan encompasses a range of recommendations, including policies and programs aimed at fostering and promoting walking and bicycling. At its essence are various types of infrastructure facilities designed to facilitate safe and comfortable walking and biking experiences.

SIDEWALK

A designated area along a street intended for use by pedestrians or individuals using mobility devices such as wheelchairs.

(Source: TPD)

PEDESTRIAN SIGNAL HEAD/PUSH BUTTON

Mounted on the traffic signal pole, these are intended to communicate to the person walking whether it is safe to walk with a walk/don't walk signal and sometimes a countdown. People can use the push button to activate the pedestrian signal.

(Source: VTrans)

SHARED USE PATH (GREENWAY)

A two-way off-street path used for both transportation and recreation, frequently situated alongside a stream or river corridor.

(Source: TPD)

CURB RAMPS

Sloped surfaces that link the sidewalk to the street, designed in compliance with ADA regulations to facilitate access for individuals using mobility devices to navigate sidewalk curbs.

(Source: City of San Francisco)

MULTIUSE SIDEPATH

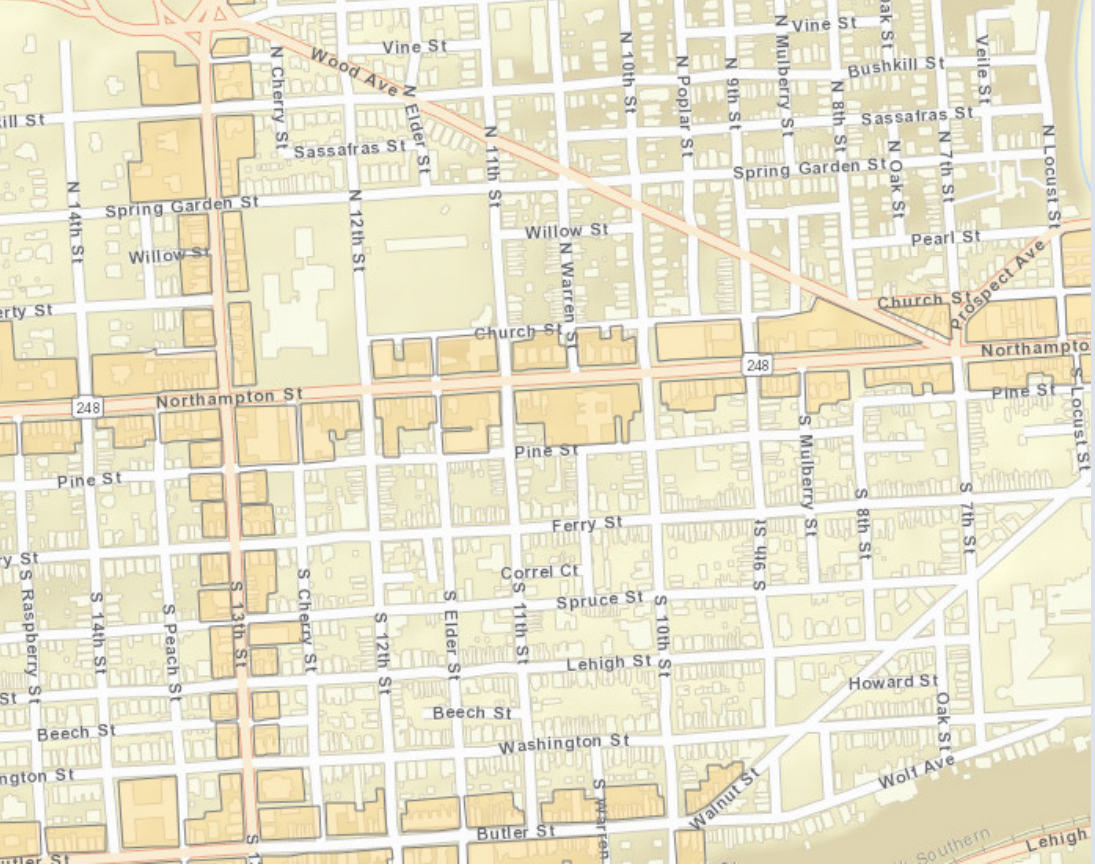
A two-way shared use path, accommodating bicyclists, pedestrians, roller skaters, and similar users, running parallel to and adjacent to a roadway.

(Source: Montgomery County, MD)

CROSSWALK

Locations where drivers are legally required to yield to pedestrians crossing the street. Crossings can be at intersections or midblock locations. Additional countermeasures such as high-visibility pavement markings, signage, flashing beacons, or raised crosswalks may be used to enhance the crosswalk.

(Source: TPD)



Easton has established several ***STREET CORRIDOR ENHANCEMENT OVERLAY DISTRICTS*** *to encourage medium- and high-intensity development at the city's gateways and along key vehicular and pedestrian corridors. These districts* ***PROMOTE COMPACT, WALKABLE, MIXED-USE BUILDINGS THAT INTEGRATE LOCAL AND REGIONAL COMMERCIAL SERVICES, LIGHT INDUSTRIAL USES, AND RESIDENTIAL AREAS.*** *This approach effectively supports active streetscapes along important corridors.*

LAND USE CHARACTERISTICS

Easton features a diverse array of land uses that contribute to its vibrant and dynamic character. The downtown area is primarily commercial, with a mix of shops, restaurants, and service-oriented businesses that create a bustling urban environment. Surrounding the downtown core, the city transitions to predominantly residential neighborhoods. These areas, West Ward, South Side, and College Hill, offer a range of housing types along walkable and bikeable streets laid out in a grid pattern with lower volumes and speeds, enabling many people to live within walking distance of the city's main attractions and employment centers. However, major waterways and roadways like PA 248, PA 611, and US 22 divide the city with only a few connections, making it challenging to travel between neighborhoods on foot or by bike.

Beyond the bustling downtown and residential neighborhoods, Easton is anchored by significant institutions like Lafayette College, which plays a key role in the city's educational and cultural life. Situated on College Hill, the college provides a range of public events, including lectures, art exhibitions, and performances, strengthening ties between the campus and the community.

Easton also offers various public spaces and recreational areas that enhance the city's livability. Parks, greenways, and cemeteries provide residents and visitors with opportunities for outdoor activities and quiet reflection. Notably, Easton Cemetery serves as both a historic site and a tranquil green space within the urban landscape. Nearby greenways and parks, such as Hugh Moore Park and the Karl Stirner Arts Trail, further contribute to the city's blend of nature and urban life, offering spaces for walking, biking, and enjoying the outdoors. Together, these institutions and public spaces support the community's well-being and add to Easton's unique character.

The zoning map provides an overview of the city’s land use designations, which aligns with ordinances to outline permitted uses and set the framework for future growth. As Easton continues to evolve, these regulations will play a key role in shaping the city's development, ensuring a balanced approach to accommodating population, land use, and transportation changes.

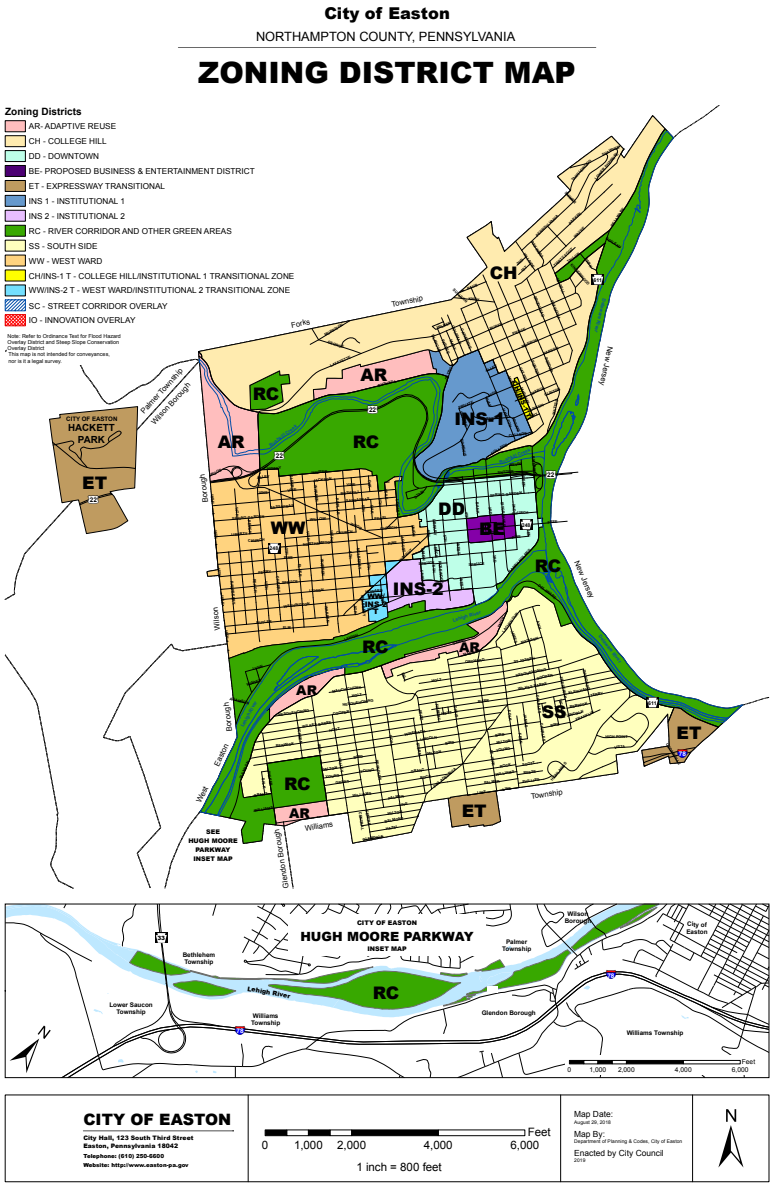


Image 4. *Easton Zoning Map*

ENDNOTES

1 All pedestrian fatality data for the report are from: National Highway Traffic Safety Administration. (2020). *Fatality Analysis Reporting System.* Available from www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

2 National Center for Statistics and Analysis. (2023, June). Pedestrians: 2021 data (Traffic Safety Facts. Report No. DOT HS 813 458). National Highway Traffic Safety Administration

3 *Pennsylvania Department of Transportation (2022). Pennsylvania Crash Facts and Statistics.*

4 Institute for Transportation Research and Education. (2017). *Evaluating the Economic Contribution of Shared Use Paths in NC*. https://itre.ncsu.edu/wp-content/uploads/2018/03/NCDOT-2015-44_SUP-Project_Final-Report_optimized.pdf

5 American Independent Business Alliance: Multiplier effect, quoted in WalkBoston, Good walking is good business 2003.

6 Nick Cavill, Sonja Kahlmeier, Harry Rutter, Francesca Racioppi, Pekka Oja, *Economic analyses of transport infrastructure and policies including health effects related to cycling and walking: A systematic review*, Transport Policy, Volume 15, Issue 5, 2008, Pages 291-304, ISSN 0967-070X, https://doi.org/10.1016/j.tranpol.2008.11.001.

7 Montgomery County Planning Commission. 2011. *Return on Environment: The Economic Impact of Protected Open Space in Montgomery County, Pennsylvania.*

8 Rails to Trails Conservancy. *Circuit Trails Case Study: Pennsylvania and New Jersey.* https://www.railstotrails.org/resource-library/resources/circuit- trails-case-study/

9 Tomes, Patricia A. 2009. *Schuylkill River Trail User Survey and Economic Impact Analysis.*

10 New Jersey Department of Transportation. 2013. *The Economic Impacts of Active Transportation in New Jersey.*

11 Institute for Transportation Research and Education. (2017). *Evaluating the Economic Contribution of Shared Use Paths in NC*. https://itre.ncsu.edu/wp-content/uploads/2018/03/NCDOT-2015-44_SUP-Project_Final-Report_optimized.pdf

12 American Independent Business Alliance: Multiplier effect, quoted in WalkBoston, Good walking is good business 2003.

13 Nick Cavill, Sonja Kahlmeier, Harry Rutter, Francesca Racioppi, Pekka Oja, *Economic analyses of transport infrastructure and policies including health effects related to cycling and walking: A systematic review*, Transport Policy, Volume 15, Issue 5, 2008, Pages 291-304, ISSN 0967-070X, https://doi.org/10.1016/j.tranpol.2008.11.001.

14 *Livable Streets, by Donald Appleyard, M. Sue Gerson, Mark Lintell. 1981. University of California Press*

15 *Making the case for investment in the walking environment: A review of the evidence, by Danielle Sinnett, Katie Williams, Kiron Chatterjee and Nick Cavill. 2011*

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(Source: TPD)

02

Existing Conditions

02

EXISTING CONDITIONS

COMMUNITY OVERVIEW

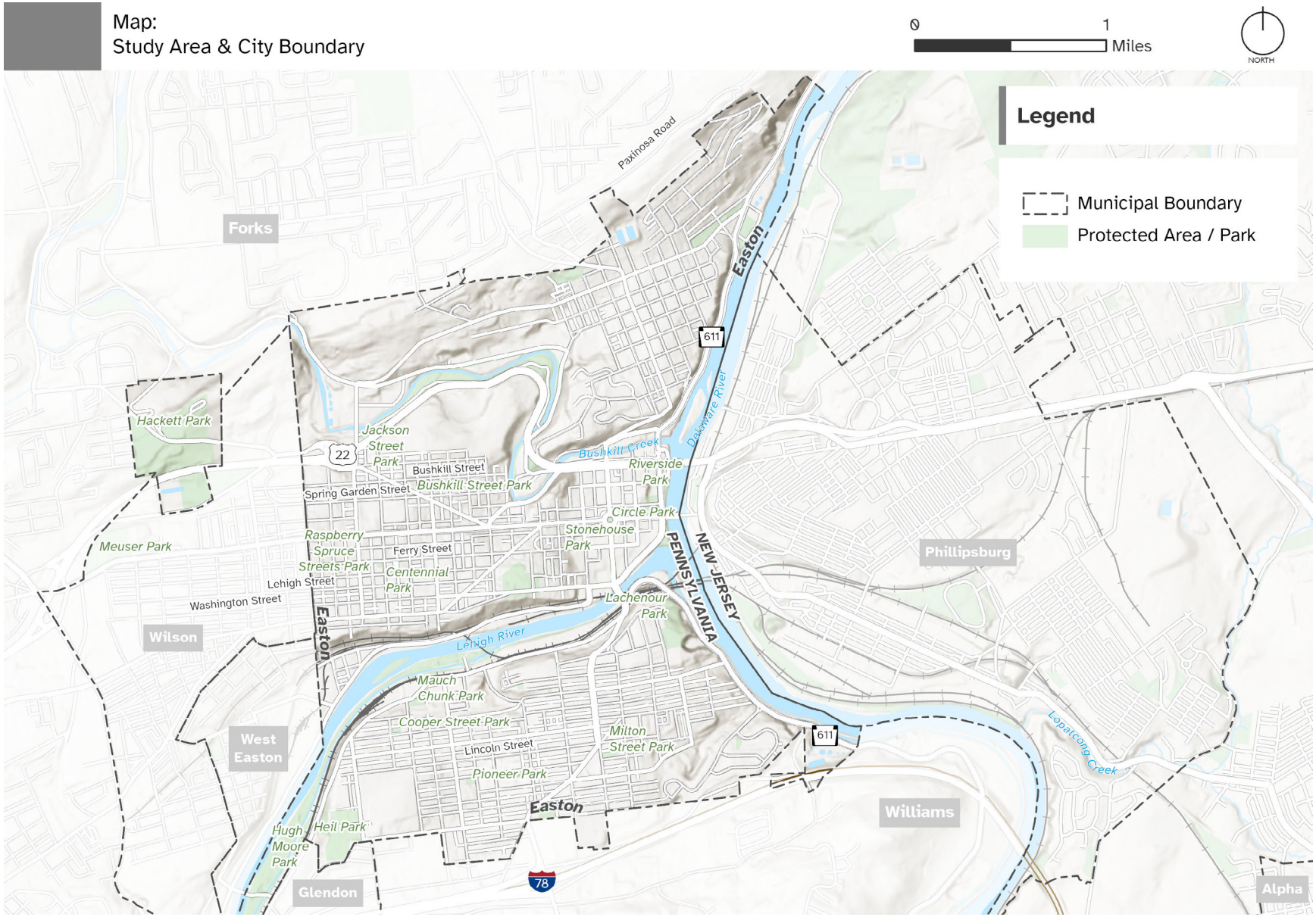
Easton was founded in 1752 and served as a regional hub for transportation and commerce for many decades before the automobile. As a result, the city is built upon a traditional walkable street grid. The short block lengths and high degree of connectivity serve as the starting point for a very walkable and bikeable community. The City's narrow streets, mix of land uses, and density of destinations further contribute to the walkable environment.

In recent years, local leaders have built on these advantages with traffic calming measures and a growing trail network. Infill development has continued to boost walkability by providing more destinations and services within the pedestrian friendly downtown. New living opportunities in and around downtown have allowed more residents to choose a car-optional lifestyle. Outside of

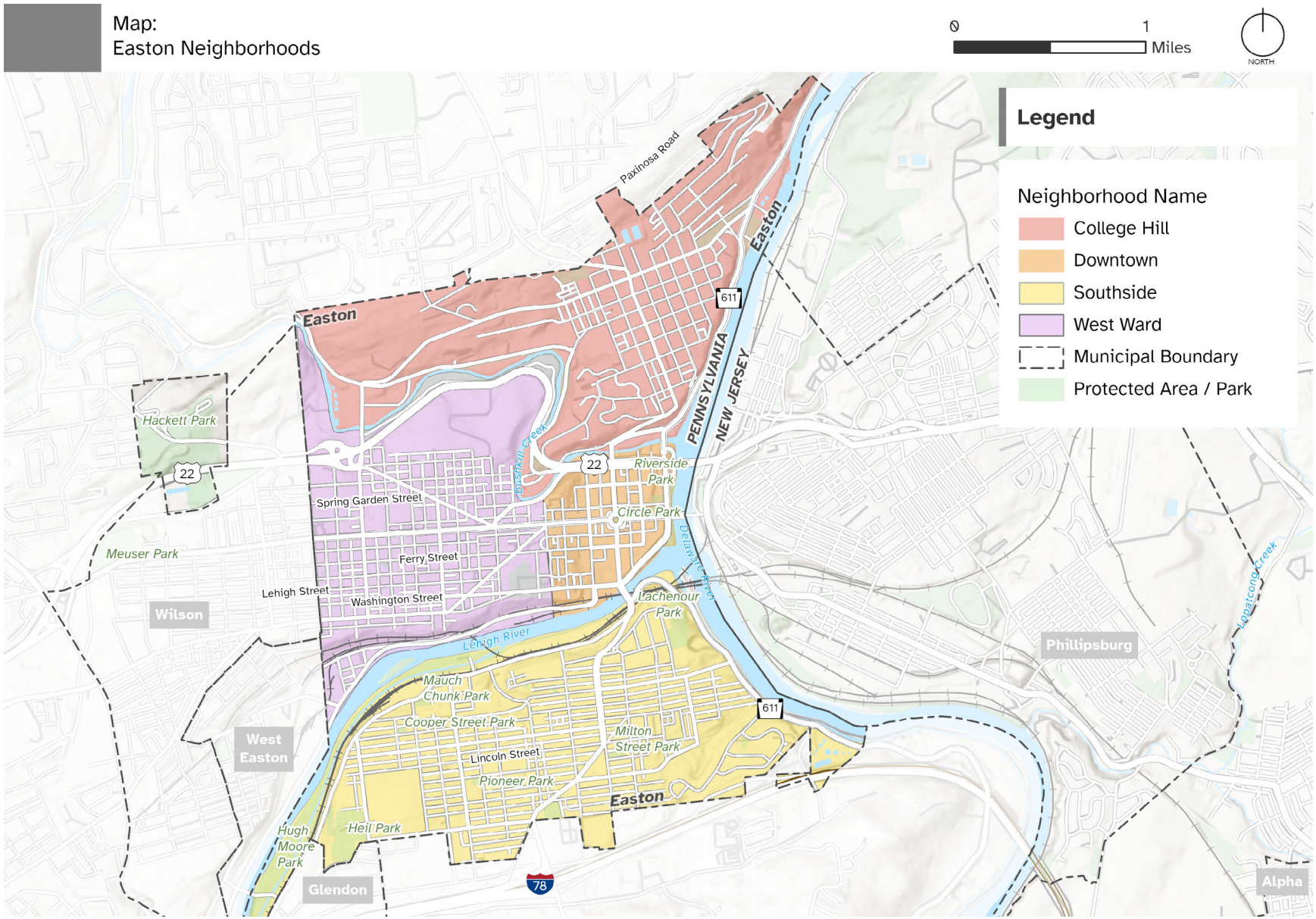
(Source: www.exhibits.lafayette.edu)

Image 5. *Bird's Eye View of Easton, PA. 1873*

Map 1. Study Area & City Boundary



Map 2. Easton Neighborhoods



downtown, adaptive reuse projects such as Simon Silk Mill redevelopment and the Black Diamond site have extended the City's growth into the surrounding neighborhoods.

ROADWAY NETWORK

Roadways are typically characterized by the level of traffic they accommodate and the entities responsible for their upkeep. In Northampton County, Interstate 78 runs from east to west along the southern edge of Easton. The region's other major east-west highway, Route 22, passes through the city immediately north of the downtown business district.

Additionally, the Pennsylvania Department of Transportation (PennDOT) owns and maintains a number of other roadways. The state routes, functional classification, and Average Annual Daily Traffic (AADT) are summarized in Table 1.

While PennDOT maintains these major roadways, the majority of Easton's streets are owned and maintained by the City. Map 1 provides a visual representation of the most up-to-date AADT data available for the roads in Easton, based on data published by PennDOT. Knowing a road's AADT helps identify pedestrian facilities that are appropriate for a road's volume, making sure to consider the functionality of the system as a whole and the safety of people walking. A street with a high AADT may also serve as a barrier to walking and biking if appropriate crossing facilities are not available.

Image 6. *Route 22 overpass between Downtown and College Hill (top)*

Image 7. *Ferry Street (middle)*

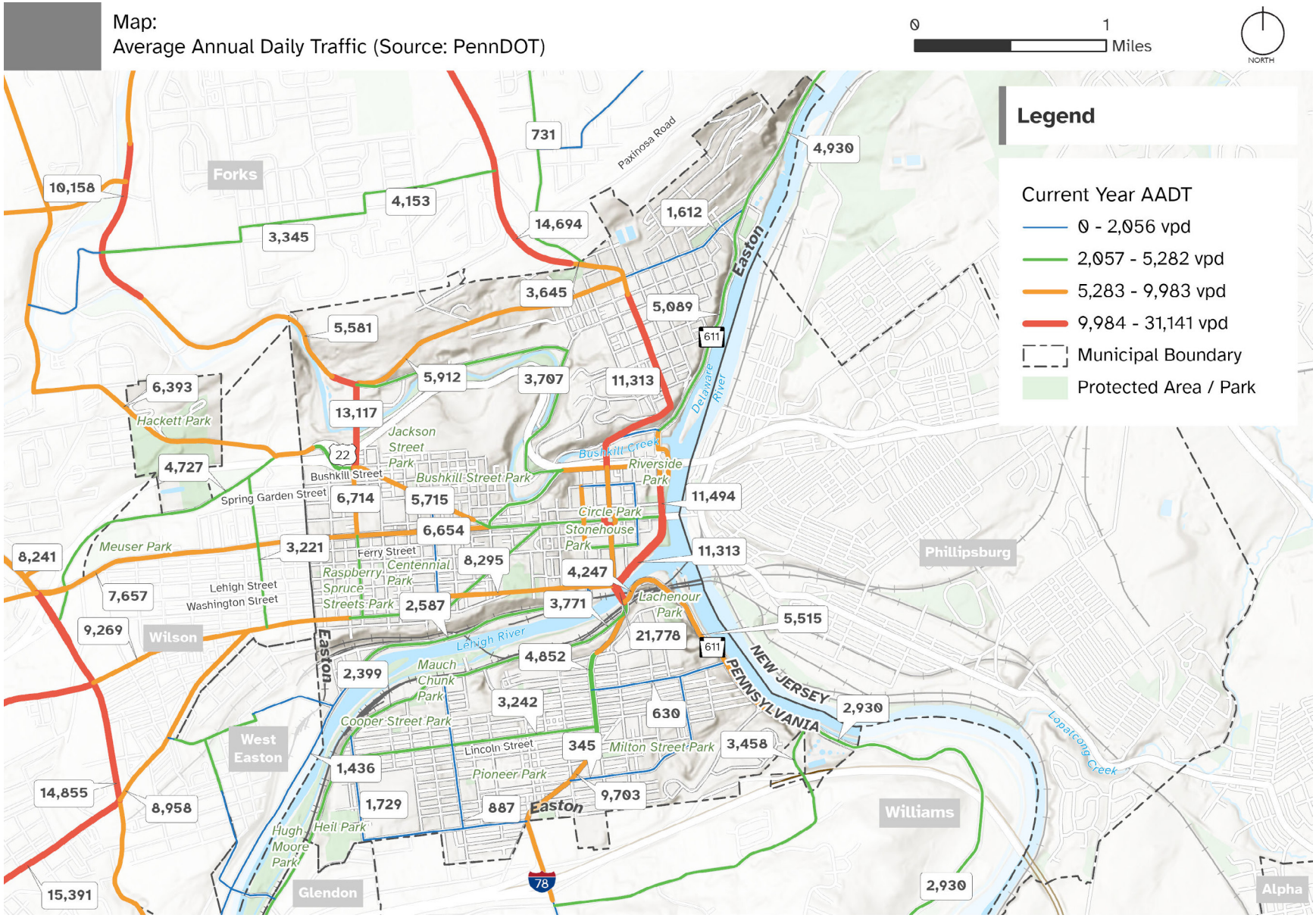
Image 8. *South Delaware Drive (Route 611) (bottom)*

(Source: TPD)

Table 1. State Routes, Functional Classification and Average Daily Traffic (ADT)

STATE ROUTE	FUNCTIONAL CLASSIFICATION	STREET NAME(S)	AVERAGE DAILY TRAFFIC
Interstate 78	Interstate Highway	--	78,442
U.S. Route 22	Freeway/Expressway	--	43,619
S.R. 248	Principal Arterial	Northampton Street/Prospect Avenue/Pearl Street/Bushkill Street	6,654
S.R. 611	Principal Arterial/Minor Arterial	Delaware Drive	5,480
S.R. 2005	Principal Arterial	Morgan Hill Road/Philadelphia Road/St. John Street/Smith Avenue	9,703
S.R. 2017	Minor Arterial	Hackett Avenue	6,393
S.R. 2019	Major Collector	Bushkill Drive/Thirteenth Street	13,117
S.R. 2020	Major Collector	Butler Street/Thirteenth Street	8,734
S.R. 2023	Principal Arterial	N. Third Street/Bushkill Drive	5,581
S.R. 2024	Major Collector	Wood Avenue	8,495
S.R. 2025	Minor Arterial	College Avenue/Cattell Street	11,313
S.R. 2026	Major Collector	Lehigh Drive/Washington Street	6,130
S.R. 2030	Major Collector	W. Lafayette Street	5,912

Map 3. Average Annual Daily Traffic *(Source: PennDOT)*



EXISTING SIDEWALK NETWORK

The majority of streets throughout the city have sidewalks (at least on one side). Marked crosswalks are typically provided at major intersections. The resulting sidewalk network provides a high degree of connectivity within neighborhoods and connects residents to nearby destinations.

The core downtown area has a comprehensive network of connected sidewalks and crosswalks. The newly renovated Centre Square is a great example of a pedestrian-focused street, with wide sidewalks, places to sit in the shade, public art and attractive landscaping, and safe crossings. The public parking garages on Third Street and Fourth Street are centrally located and encourage visitors to park their car once and walk to several different destinations downtown.

(Source: TPD)

Image 9. *Wide sidewalks on N. Third Street (top)*

Image 10. *Recent improvements to Centre Square (middle)*

Image 11. *Enhanced crosswalk on College Avenue (bottom)*

(Source: TPD)

Image 12. *The D&L Trail alongside the Lehigh River (left)*

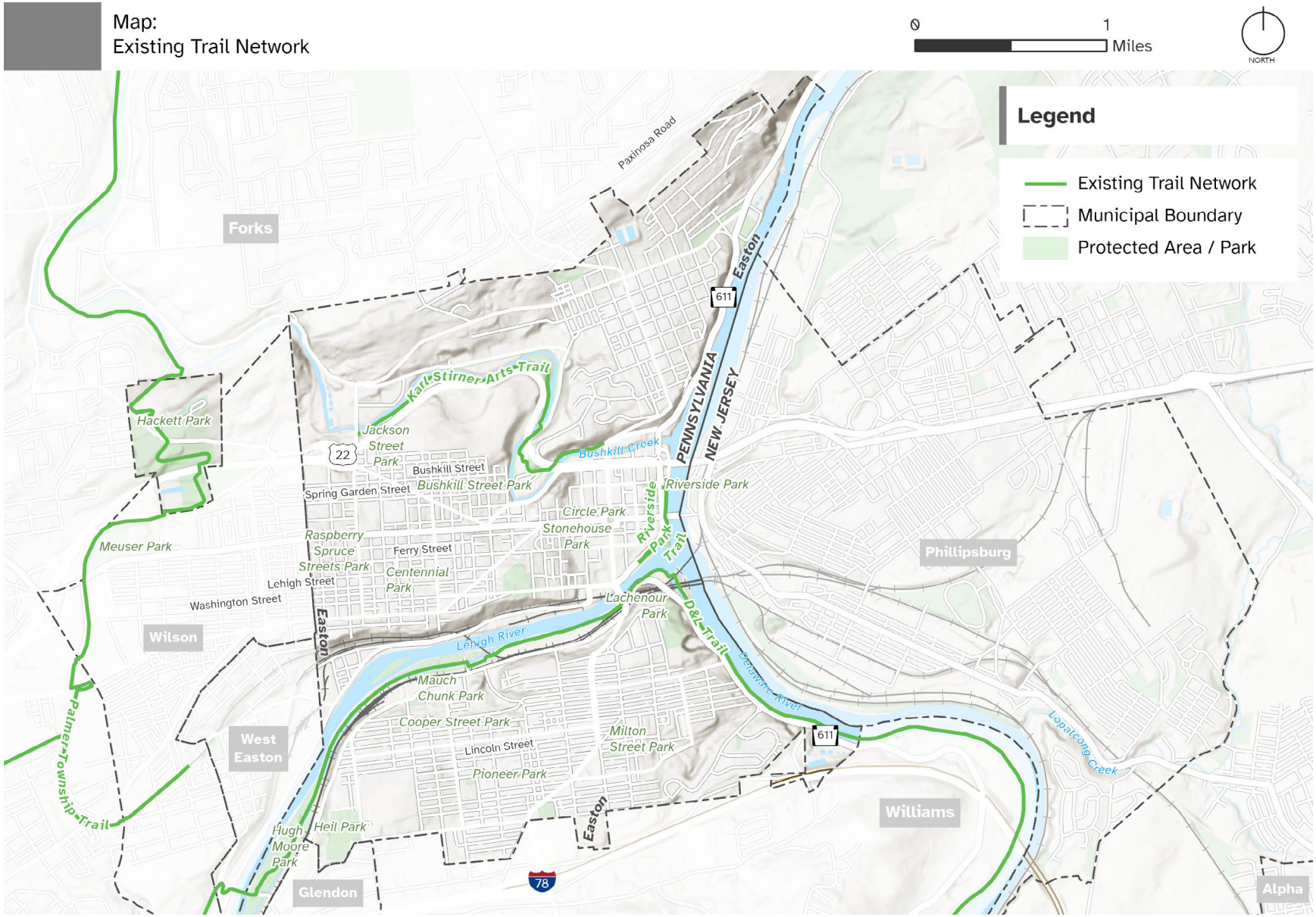
Image 13. *Downtown Easton, viewed from the D&L Trail (right)*

EXISTING TRAIL NETWORK

The D&L Trail, the backbone of the regional trail network, passes through Easton following the Lehigh River. The D&L Trail is a 165-mile-long multiuse trail that follows the Lehigh River and Delaware River corridors from Wilkes-Barre, Luzerne County, PA to Bristol, Bucks County, PA. In Easton, the trail passes through Hugh Moore Park, a recreation destination featuring the National Canal Museum, a large playground, and a bike skills course. The trail then continues east along the south shore of the Lehigh River to the confluence with the Delaware River. The trail then continues south through Delaware Canal State Park. The trail can be accessed by car via trailheads with parking lots in Hugh Moore Park and Delaware Canal State Park (Forks of the Delaware Trailhead). However, the trail is not easily accessible by residents traveling by foot or by bike. Near the confluence of the Delaware and Lehigh Rivers, trail users have a great view of Downtown Easton on the north side of the river. The shops, restaurants, and museums would be a natural destination for trail users, but reaching downtown by bike requires on-road cycling along Route 611 and the busy Third Street Bridge over the Lehigh River.

Easton is also home to the Karl Stirner Arts Trail, a 1.75-mile trail along the Bushkill Creek that connects the redeveloped Simon Silk Mill complex to Downtown Easton and Lafayette College. The trail is not just a walking and biking connection, it is a destination for the natural beauty and art installations. The trail consists of a 1.2-mile shared use path from N. 13th Street to Bushkill Drive. From there, the trail continues on-road along Bushkill Drive to N. Third Street.

Map 4. Existing Trail Network



VULNERABLE ROAD USER CRASH ANALYSIS

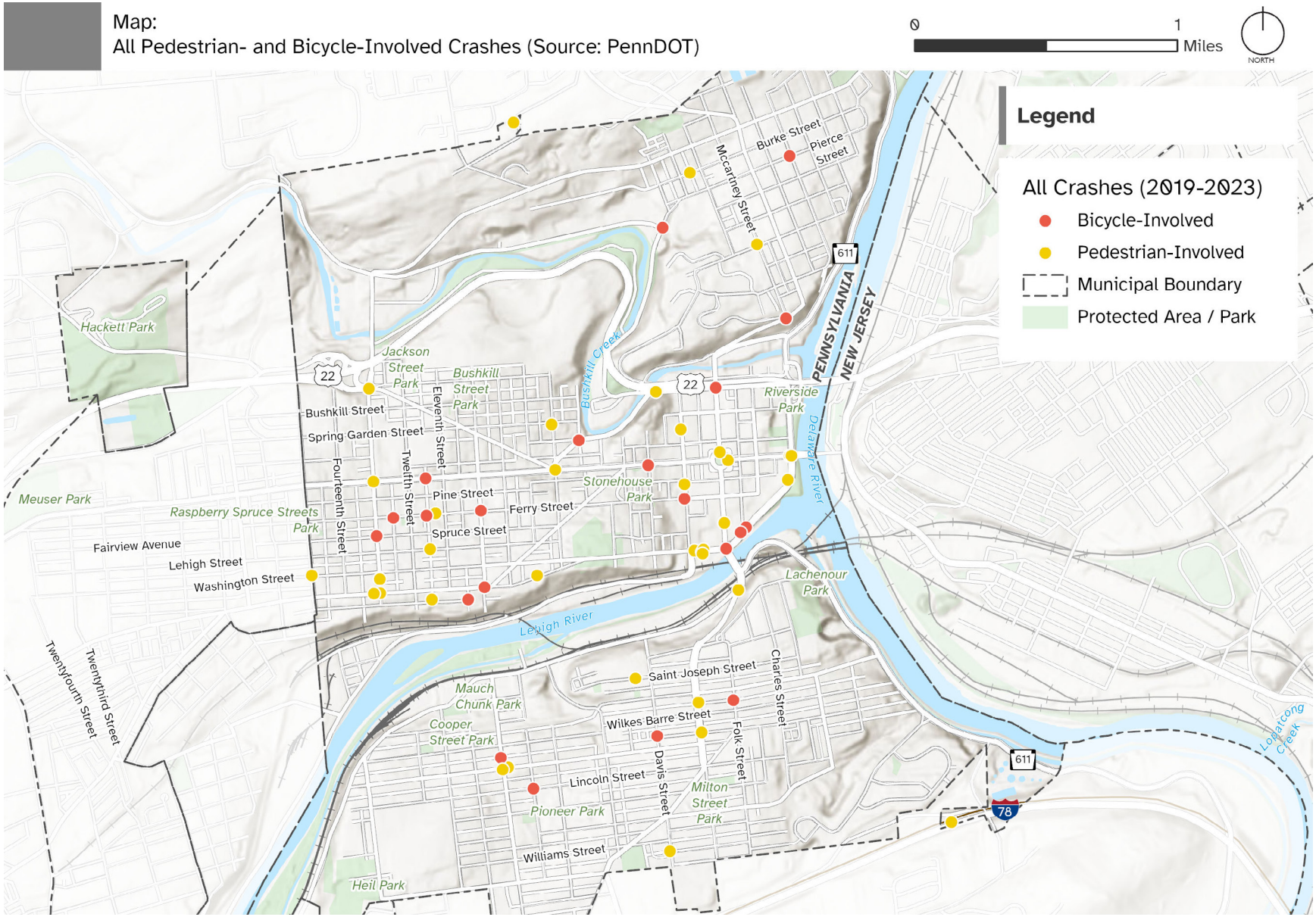
Gaining insights into the location and characteristics of crashes is decisive for evaluating the effectiveness of a transportation network. Specifically, understanding crashes involving pedestrians and bicyclists helps identify areas that require further attention.

Map 5 illustrates the locations of reported crashes in Easton involving a person driving and a person walking or riding a bike between 2019 and 2023. During this five-year period (2019-2023) there were 39 crashes involving pedestrians and 24 crashes involving bicyclists. It is important to note that these reported crashes are based on data provided to PennDOT and do not include unreported incidents. Map 6 is a heat map showing the density of crashes involving vulnerable road users at locations throughout the city. Crashes marked with a circle on the map indicate suspected serious injuries or fatalities.

While this data provides valuable information, it should not be the sole basis for understanding pedestrian safety. Additional factors such as traffic volume, roadway width (number and width of lanes), and speeds are essential in identifying safety concerns. The combination of crash reporting and other relevant factors helps assess crash risk and prioritize projects, which is an approach explored further in this plan document.

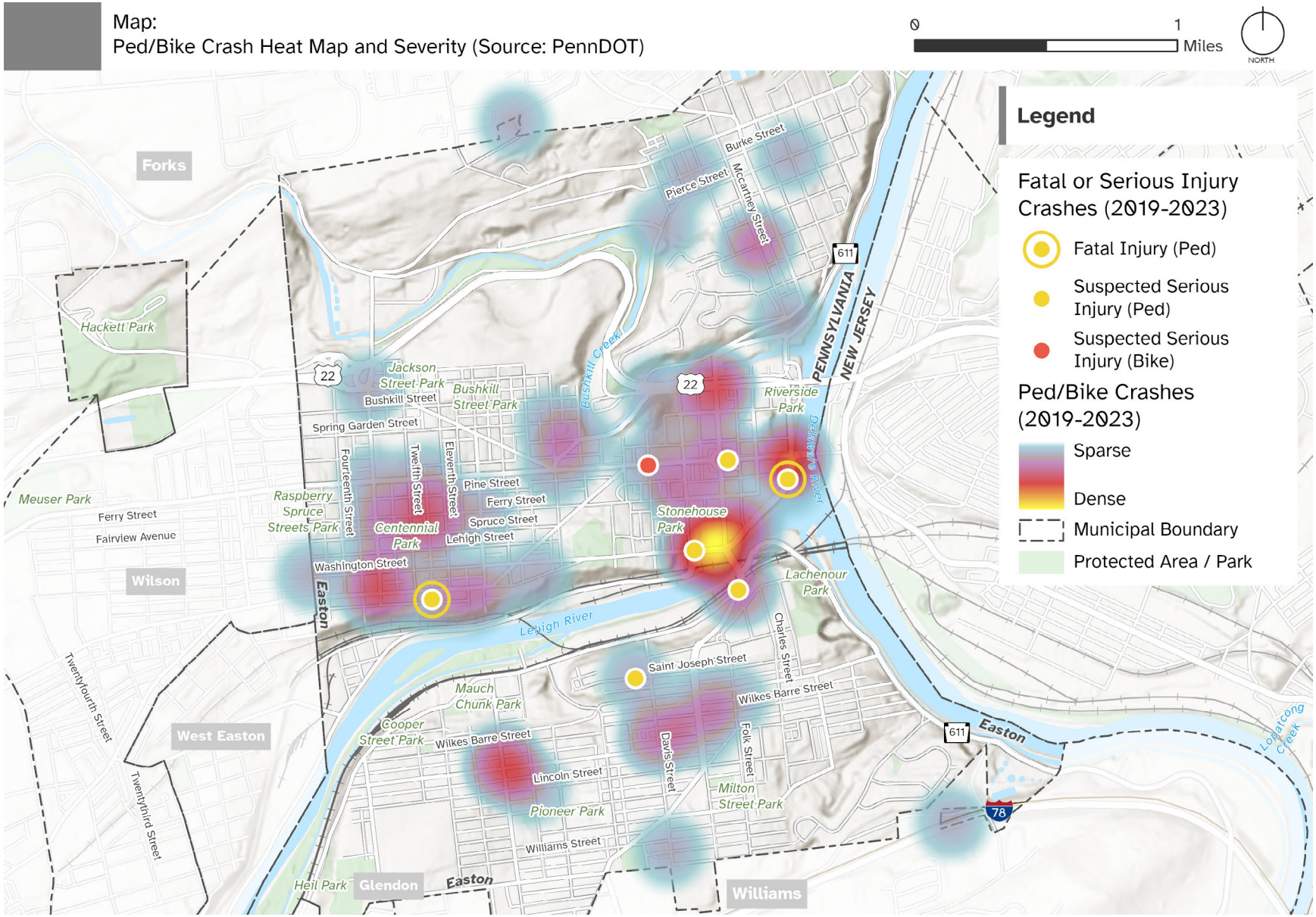
Both the presence of crashes and the absence of crashes can indicate an issue - the former showing acute conflict points; the latter may indicate latent or suppressed demand for walking and biking access.

Map 5. All Pedestrian - and Bicycle-Involved Crashes *(Source: PennDOT)*



Map 6. Crash Heat Map and Severity *(Source: PennDOT)*

Map:
Ped/Bike Crash Heat Map and Severity (Source: PennDOT)



INTERACTION WITH TRANSIT

Public Transportation in Northampton County is provided by LANTA (Lehigh and Northampton Transportation Authority). Within Easton, LANTA provides service via six LANtaBus fixed bus routes: Route 106 (Northampton Crossings-Palmer), Route 214 (Easton- Chrin Commerce Centre), Route 216 (Easton-Nazareth Plaza), Route 220 (Easton-Bethlehem), Route 606 (South Easton Circulator), and the EBS Blue Line. Most LANTA routes provide hourly service during the week.

The EBS Blue Line is part of LANTA's Enhanced Bus Service (EBS) system, which provides fast, frequent, and comfortable transportation. The EBS Blue Line provides service across the Lehigh Valley from Easton to Trexlertown, with service every 30 minutes 7 days a week. Within Easton, the Blue Line stops at Northampton Street & 15th Street (at the city's western border), Northampton Street & 10th Street. Northampton Street & 6th Street, and the Easton Intermodal Transit Center. Map 7 shows all fixed-route transit within the city.

LANtaFlex service is also provided in South Easton and portions of West Easton via the Route 507 Flex Zone. LANtaFlex is a reservation-based service that connects residents within the Flex zone to other LANTA services.

Across LANTA's service area, it is vital that people who rely on public transportation can easily access their nearest bus stop and safely reach their destination on foot. All bus stops attract pedestrian activity throughout the day. Many buses are also equipped with a bike rack on the front, serving riders who choose to bike the "last mile" of their transit trip.

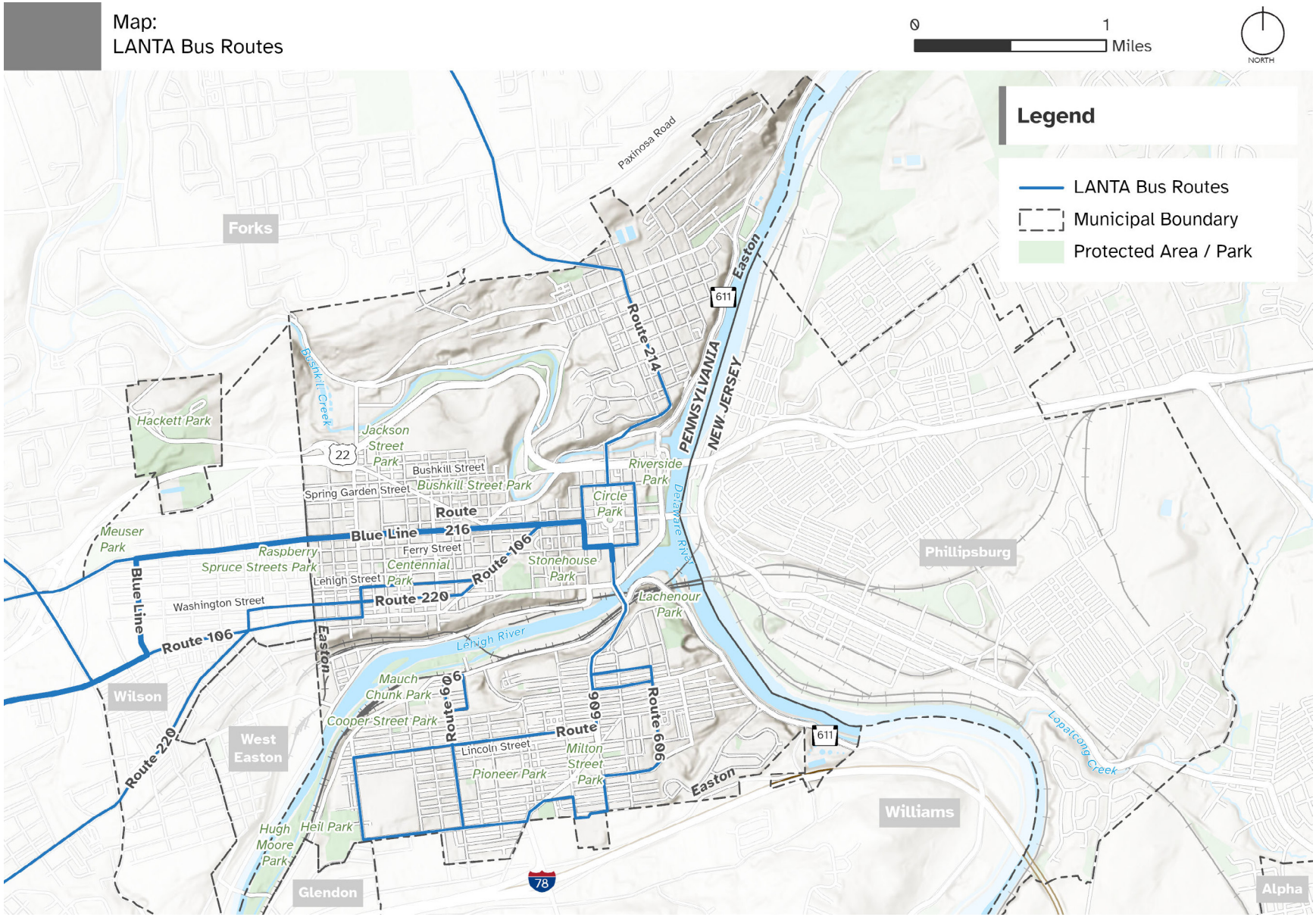
RELEVANT LOCAL AND REGIONAL PLANS

Previous plan documents that were adopted in a community are a helpful place from which to understand desires and project ideas. By reviewing these previous plan documents, this Active Transportation Plan can build upon the existing goals and strategies, ensuring alignment with the community's aspirations and the larger planning framework. It allows for the integration of past ideas and initiatives while shaping a cohesive and forward-looking approach to pedestrian infrastructure and mobility. The Appendix provides the full review of relevant local, regional, and state plans. The plans that have been reviewed can be found in Table 2.

Table 2. Relevant Local and Regional Plans

YEAR	LOCAL AND REGIONAL PLANS
2017	Easton Comprehensive Plan 2035: Vision to Transform, Unify, & Thrive
2019	West Ward Neighborhood Plan
2020	West Ward Connectivity Plan
2020	Walk/Roll LV Active Transportation Plan (Lehigh Valley Planning Commission)
2023	Two Rivers Trailway Access & Bridge Feasibility Study

Map 7. LANTA Bus Routes



WALKABLE DOWNTOWN EVENTS

Easton is host to outdoor events throughout the year. A sample of these events include:

- Every Saturday from May through December, the Easton Farmers' Market (EFM) is held in Scott Park and along Larry Holmes Drive.
- On Memorial Day weekend, amateur and professional cyclists converge in Easton, as downtown streets become a temporary racecourse for the Easton Twilight Criterium.
- The Heritage Day festival takes place each July, celebrating the public reading of the Declaration of Independence in Easton on July 8, 1776.
- The annual late-summer Clam Jam is a downtown block party with live music, family activities, and seafood.
- For one day each fall, College Hill PorchFest welcomes local musicians to the porches of College Hill. Community members can bring their lawn chairs and stroll neighborhood streets from one porch to the next.
- Garlic Fest is a two-day October festival held in and around Centre Square, where visitors can sample all types of garlic-based products.

Image 14. *Easton Twilight Criterium (top)*

(Source: Adam Hoff for Discover Lehigh Valley)

- For one weekend every November, the Greater Easton Development Partnership November hosts the PA Bacon Fest in the heart of downtown. Visitors are encouraged to walk, bike, or take the shuttle as streets are closed in and around Centre Square.

- During the holiday season, Easton Winter Village takes over downtown, with an outdoor skating rink and more than 40 vendors in huts around Centre Square.

All of these events hinge on Easton's walkability. They encourage people to stay a while and wander downtown, with opportunities to connect with local artists-in-residence at a gallery, enjoy the view of the rivers, engage with local shop owners, and find a lovely place for dinner. The events rely on foot traffic for their success and benefit from wide sidewalks and safe crossings and an easy transition from driving in to town to walking. This practice could be further built on.

(Source: Max Blease lehighvalleylive)

(Source: Northampton County Historical and Genealogical Society)

(Source: Harry Fisher The Morning Call)

Image 15. *Heritage Day Festival (top)*

Image 16. *Easton Winter Village (middle)*

Image 17. *Garlic Fest (bottom)*

Image 18. *New multi-use trail constructed by Lafayette College*

(Source: TPD)

BARRIERS TO CONNECTIVITY BETWEEN DOWNTOWN AND THE NEIGHBORHOODS

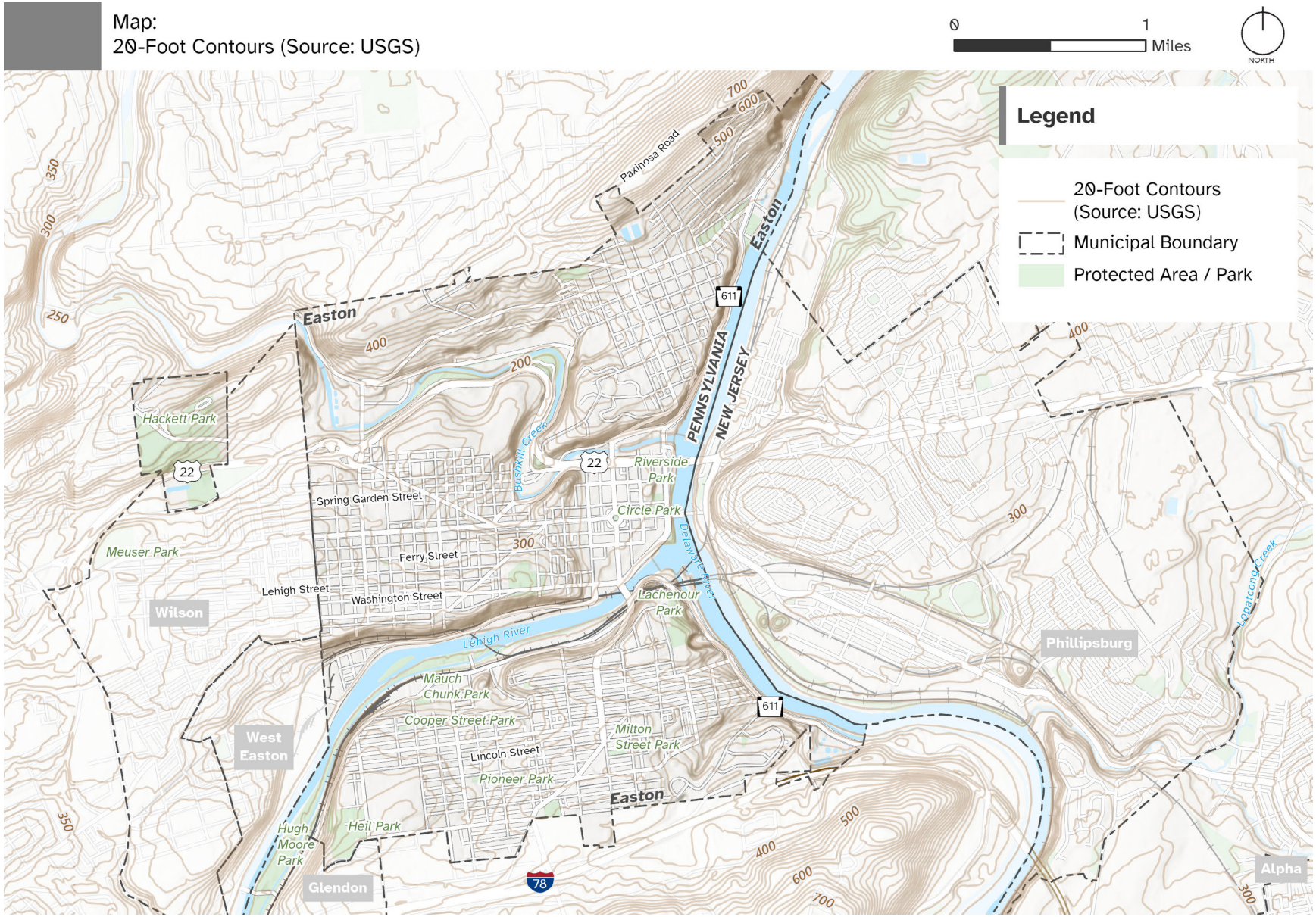
Downtown Easton is surrounded by three neighborhoods: the South Side, the West Ward, and College Hill. Many residents live less than a mile from downtown, a distance that should allow for a pleasant 20-minute walk, or a bike ride of less than 10 minutes. However, the natural features and built environment in the city create obstacles that discourage walking and biking.

TOPOGRAPHY

The flat, low-lying downtown is surrounded by hills extending to the west, north, and south. Walking or biking to College Hill requires a climb up the steep slopes of College Avenue or Sullivan Road. A new multi-use trail up the hill was constructed by Lafayette College in 2023, along with refurbishment of historic steps in the area.

Traveling west from downtown, all streets climb upward west of Fourth Street. Northampton Street has the gentlest incline, reaching a peak at Sixth Street before sloping

Map 8. 20-Foot Contours *(Source: USGSI)*



downhill towards Seventh Street and then gradually climbing again toward the western limits of the city. Ferry Street has a steeper climb uphill from Fourth Street to Sixth Street before leveling off between Union Street and Eleventh Street. West of Eleventh Street, Ferry Street travels uphill again towards a peak near the 15th Street border with Wilson Borough. Washington Street has the steepest grade, with an estimated climb of 150 feet between Fourth Street and the Northampton County Courthouse at Seventh Street.

On the south side of the Lehigh River, Smith Avenue follows a continuous uphill grade from the river to the intersection with St Joseph Street.

THE LEHIGH RIVER

The South Side neighborhood is largely built along a well-connected rectilinear grid where walkers and bikers can easily travel in any direction. However, the Lehigh River disrupts that grid, with only a single bridge at Third Street connecting the South Side to Downtown. A resident who lives on Mauch Chunk Street in the South Side is located 0.5 miles from the Northampton County Courthouse, but would have to walk 1.5 miles to get there.

Image 19. *The Lehigh River, as viewed from the Third Street Bridge*

(Source: TPD)

HIGH SPEED OR HIGH TRAFFIC STREETS

As a result of these geographic features, the remaining streets that do connect from the neighborhoods to downtown, such as Smith Avenue, College Avenue, and Northampton Street, typically carry concentrated traffic volumes. The heavy traffic on these streets may discourage potential cyclists, and crossing these streets may be challenging for both cyclists and pedestrians.

(Source: TPD)

Image 20. *Cyclist on Third Street Bride (top)*

Image 21. *Pedestrians on Smith Avenue (bottom)*

BARRIERS TO CONNECTIVITY WITHIN DOWNTOWN CORE

Downtown Easton is built around a compact street grid with a well-connected sidewalk network. In recent years, investments by the city and PennDOT have further improved pedestrian connectivity with traffic calming, improved sidewalks and curb ramps, and new crosswalks. Because the sidewalks of downtown are busy with pedestrian traffic throughout the year, one of the focus areas for this plan is to identify the remaining barriers within downtown.

LARRY HOLMES DRIVE

Larry Holmes Drive carries traffic around the periphery of downtown, with direct connections to the Northampton Street Bridge and Third Street Bridge. The average daily traffic on Larry Holmes Drive is nearly double the traffic volumes of other downtown streets. The roadway is also less connected to the street network, with spacing of up to 1,350 feet between intersections. Other major downtown streets are equipped with closely spaced traffic signals to accommodate cross traffic and pedestrian crossings. On Larry Holmes Drive, there are only two signalized intersections: one at the western end of the Northampton Street Bridge, and one at the northern end of the Third Street Bridge. At these two signals, high volumes of turning traffic create conflicts and delay for crossing pedestrians.

(Source: TPD)

Image 22. *Larry Holmes Drive near Scott Park (top)*

Image 23. *Intersection of Third Street & Larry Holmes Drive (bottom)*

As a result, destinations along the waterfront feel disconnected from the rest of the city. Scott Park and Riverside Park have walking trails, playgrounds, and open space overlooking the rivers. With a growing residential population downtown, easy access to these recreational opportunities is more critical than ever. West of Third Street, businesses such as McDonald's, Wawa, and the adjacent businesses are destinations at all hours of the day. However, with four lanes of traffic and heavy turning movements, pedestrians have limited opportunities to cross Larry Holmes Drive.

These barriers to walking and biking are reflected in the crash data, which shows that Larry Holmes Drive has a higher frequency and severity of vulnerable road user crashes than other streets within the downtown core.

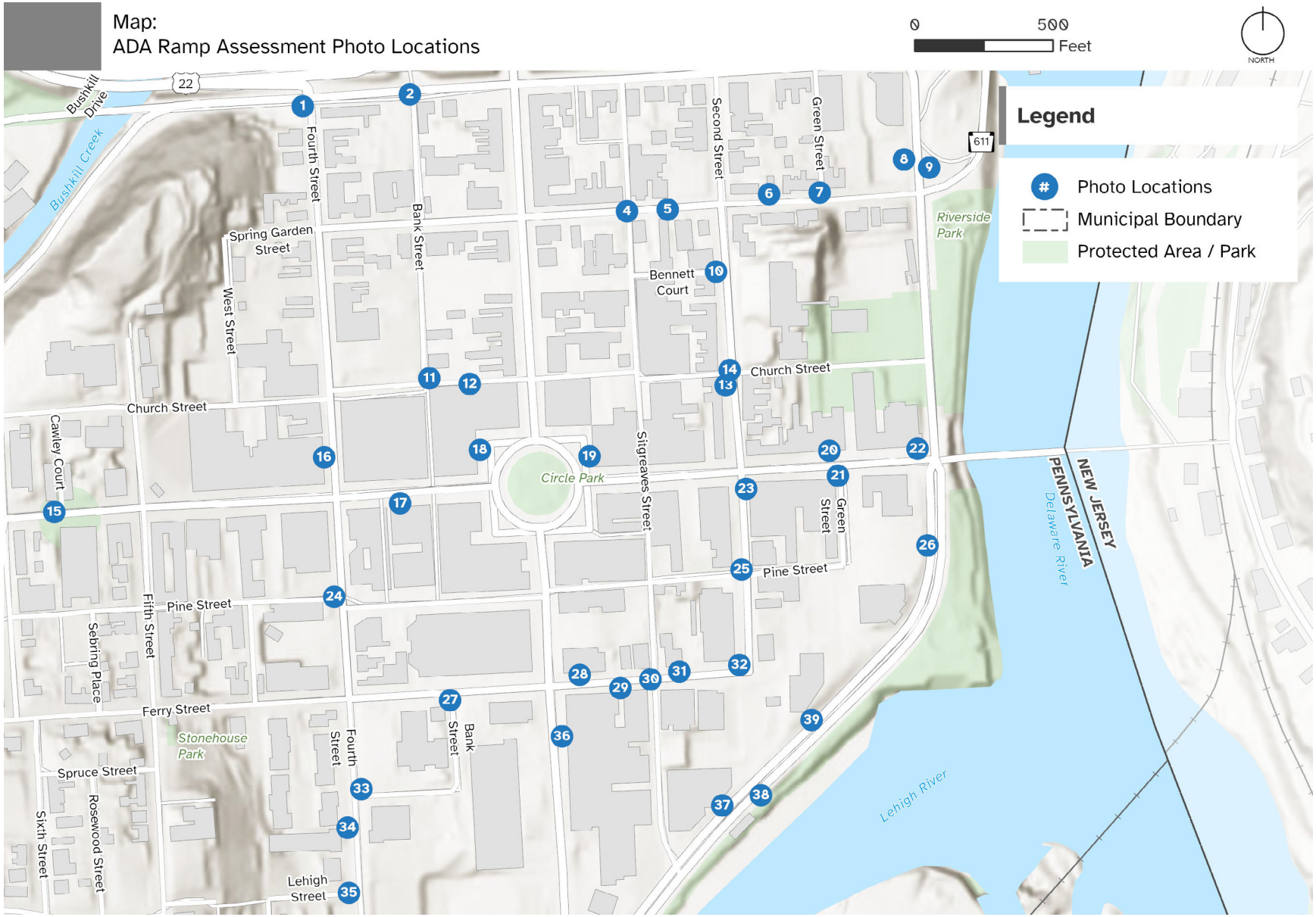
OBSTACLES IN SIDEWALK NETWORK

Throughout downtown, there are also scattered barriers to connectivity created by inadequate sidewalks, missing crosswalks, and non-compliant curb ramps. While the city has made noticeable progress in improving accessibility on the sidewalk network, the remaining faults create obstacles for people with disabilities. Improving these targeted locations will benefit all pedestrians, whether they are using a wheelchair, pushing a stroller, or walking home in the evening when daylight is limited. This report includes a visual inventory of sidewalks, crosswalks, and curb ramps in the core downtown area.

VISUAL INVENTORY OF DOWNTOWN SIDEWALK NETWORK

To identify barriers to accessibility with the core downtown area, the project team conducted a visual inventory of all sidewalks, curb ramps, and crosswalks within the core downtown area. Based on our field visits, and supporting information provided by city staff, TPD identified several potential opportunities for improvement.

Map 9. ADA Ramp Assessment Photo Locations



VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Non-compliant curb ramps at the intersection of Fourth Street & Bushkill Street (four corners).

Missing curb ramps at the intersection of Bushkill Street & Bank Street (four corners).

Non-compliant curb ramps at the intersection of Bushkill Street & Green Street (two corners).

Missing curb ramps at the intersection of Spring Garden Street & Sitgreaves Street (three corners).

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Sidewalk in disrepair.

Pedestrian access route is limited by stairs/parking meters.

Missing curb ramps at the intersection of Spring Garden Street & Green Street (two corners).

Non-compliant curb ramps at the intersection of Larry Holmes Drive & Route 611 (four corners)

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Sidewalk in disrepair.

Missing curb ramps at the intersection of Second Street & Bennet Court (two corners).

The sidewalk on the north side of Church Street between Bank Street and Third Street is narrow, has a significant cross slope, and does not have curb ramps.

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

The sidewalk on the south side of Church Street between Bank Street and Third Street is used for the storage of trash cans.

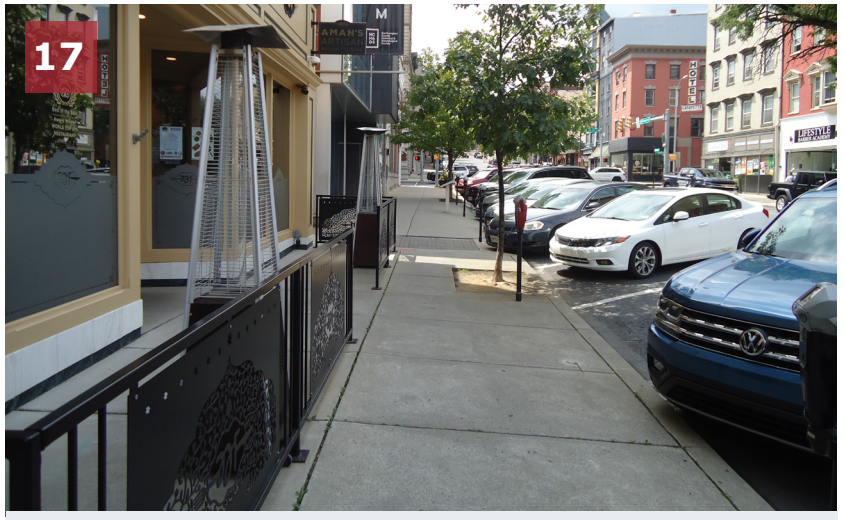
Condition of sidewalk may limit pedestrian access route.

Missing curb ramps at the intersection of Second Street & Church Street (four corners).

Missing curb ramps at the intersection of Northampton Street & Library Court (two corners).

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Outdoor seating may partially obstruct pedestrian access route.



Outdoor seating and street tree/parking meters may partially obstruct pedestrian access route.

Pedestrian access route is limited by outdoor dining and parking meters.

Pedestrian access route is limited by outdoor dining and parking meters/street tree.

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Sidewalk in disrepair.

Missing curb ramps at the intersection of Northampton Street & Green Street (two corners).

Outdoor seating may partially obstruct pedestrian access route.

Sidewalk in disrepair.

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Missing/non-compliant curb ramps at the intersection of Fourth Street & Pine Street (four corners).

Non-compliant curb ramp at the intersection of Second Street & Pine Street (four corners).

The lamp posts and street signs limit the pedestrian access route along the west side of Larry Holmes Drive.

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Missing/non-compliant curb ramps at the intersection of Ferry Street & Bank Street (two corners).

Pedestrian access route is limited by parking meters.

Missing curb ramps on south side of Ferry Street (two corners).

Missing curb ramps at the intersection of Ferry Street & Sitgreaves Street (four corners).

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Pedestrian access route is limited by outdoor dining and parking meters/street tree.

Missing curb ramps at the intersection of Second Street & Ferry Street (two corners).

Missing curb ramp at the intersection of Fourth Street & Spruce Street (one corner).

Missing/non-compliant curb ramps at driveway to Fourth Street (two corners).

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Missing/non-compliant curb ramps at the intersection of S. Fourth Street & Michael J. Koury Place (two corners).

Outdoor seating may partially obstruct pedestrian access route.

The lamp posts and street signs limit the pedestrian access route along the west side of Larry Holmes Drive.

VISUAL INVENTORY OF ALL SIDEWALKS, CURB RAMPS, AND CROSSWALKS WITHIN THE CORE DOWNTOWN AREA

Pedestrian access route limited by lamp post on Larry Holmes Drive.

The lamp posts and street signs limit the pedestrian access route along the west side of Larry Holmes Drive.

Intentionally blank to facilitate double-sided printing.

(Source: Credit Homes.com)

03

Project Recommendations

03

PROJECT RECOMMENDATIONS

Based on the barriers identified under the Existing Conditions assessment, TPD developed a blueprint for improvements to improve connectivity in Downtown Easton and the surrounding neighborhoods. These improvements include an array of multi-modal upgrades to improve walking and bicycling comfort that can be implemented gradually. The scale, scope, and complexity of the improvements range from easy/immediate to long-term and complex.

PROJECT CUTSHEETS

For a selection of the high-priority projects, TPD developed project cutsheets to aid in future implementation steps. The cutsheets provide information on the identified priority projects, delving into specific details such as key elements, challenges/constraints, crossings, and cost estimates. These cutsheets provide a deeper understanding of each project's scope and requirements and a jumping off point for project development. By leveraging the information provided in these cutsheets and the accompanying cost estimates, stakeholders can make informed decisions, prioritize projects, and effectively allocate resources to advance the implementation of this plan.

The cost estimates contained in each cutsheet encompass various components, including design, right-of-way, utilities, and construction costs.

Map 10. All Project Locations

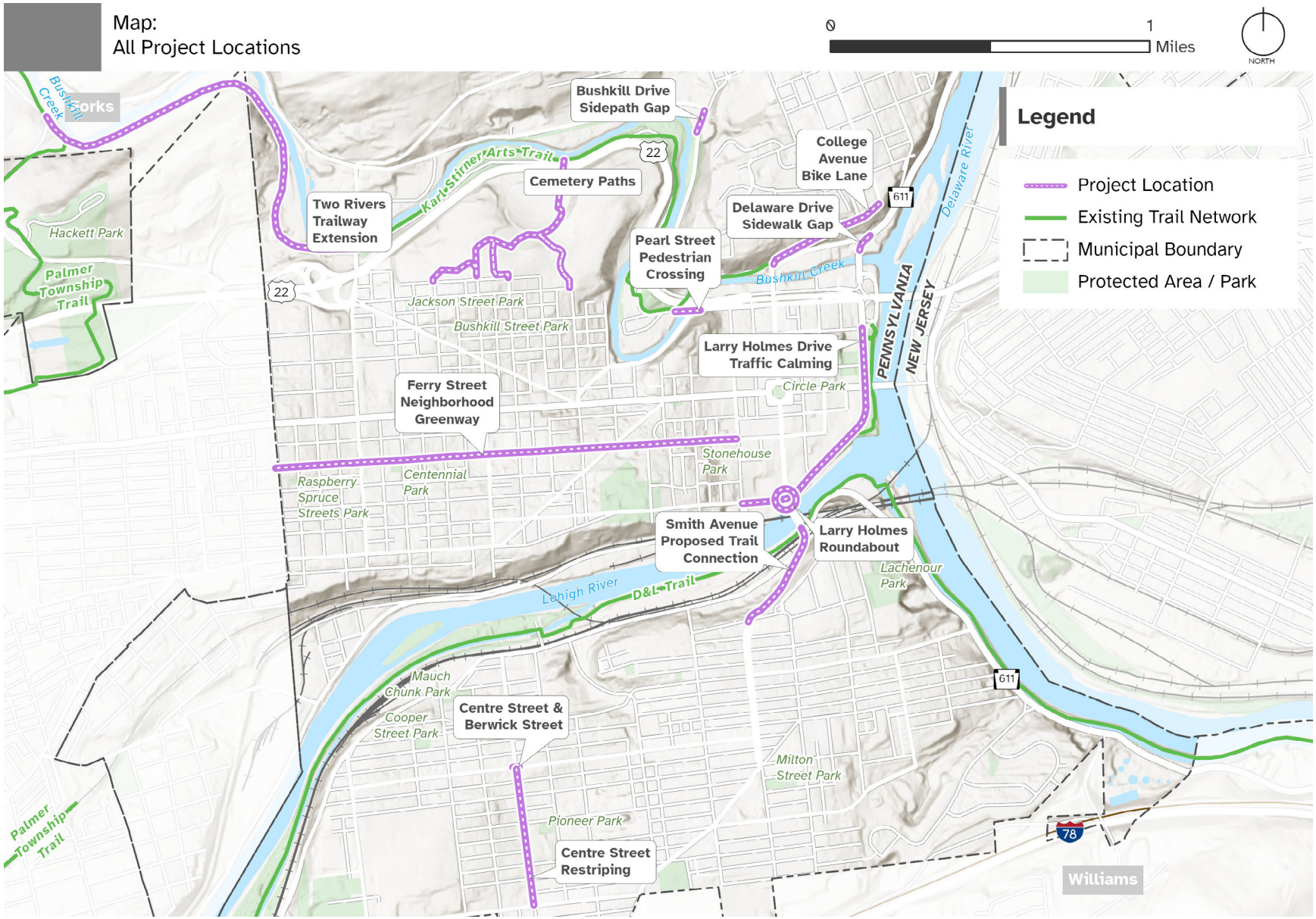


Table 3. Project Recommendations

PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	$	DIFFICULTY
Smith Avenue Pathway and Sidewalk*	Trail/Sidewalk	Construct new shared use path on west side of Smith Avenue and new sidewalk on east side of Smith Avenue.	$$$	Medium
Roundabout at Third Street & Larry Holmes Drive*	Intersection Improvement	Evaluate feasibility of a single-lane roundabout at intersection of Larry Holmes Drive & Third Street.	$$$$	High
Ferry Street Traffic Calming and Bikeway*	Traffic Calming and Bike Lane	Implement traffic calming to reduce traffic speeds and discourage cut-thru traffic. Install contraflow bike lane.	$$	Low
College Avenue Bike Lane*	Bike Lane	Restripe College Avenue to provide a northbound bike lane.	$	Low
Larry Holmes Drive Traffic Calming*	Intersection Improvements	Install additional traffic calming on Larry Holmes Drive and enhance existing crosswalks with bump-outs, raised crosswalks, and pedestrian refuge islands.	$$$	Medium
Two Rivers Trailway Extension	Trail	Connect Karl Stirner Arts Trail to Wilson Bike Path via abandoned railbed.	$$$$	High
Cemetery Paths	Trail	Create connections to Karl Stirner Arts Trail through Easton Cemetery and Easton Heights Cemetery Properties.	$	Medium
Bushkill Drive Sidepath Gap	Trail	Extend sidepath on west side of Bushkill Drive approximately 350 feet to intersection with Detrich Road.	$$	Medium
Pearl Street Pedestrian Crossing	Intersection Improvement	Reconfigure intersection of Bushkill Street & Pearl Street to improve pedestrian safety.	$	Low
Delaware Drive Sidewalk Gap	Sidewalk	Construct sidewalk along the east side of Delaware Drive to remove sidewalk gap near Bushkill Drive.	$$	Low

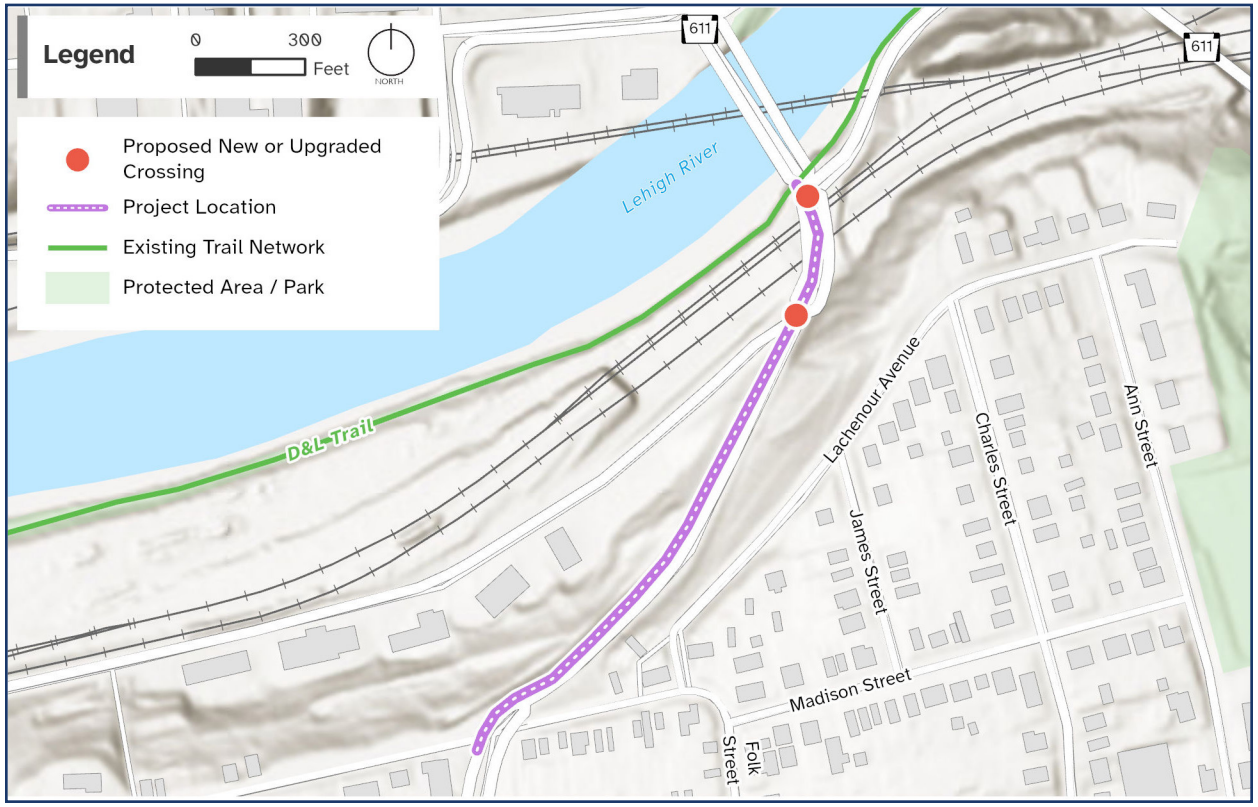
Table 3. Project Recommendations (continued)

PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	$	DIFFICULTY
Centre Street Restriping	Traffic Calming	Restripe to reduce lane width to ten feet.	$	Low
Centre Street & Berwick Street	Intersection Improvement	Evaluate potential change to all-way stop control.	$	Low

**See cut sheet for more information*

PROJECT 1

Smith Avenue Pathway and Sidewalk



PLANNING LEVEL COST ESTIMATE

$3,300,000

Includes Design, Right-of-Way, Utilities and Construction Per Assumptions from the PennDOT Bicycle and Pedestrian Cost Estimating Tool

PROJECT DESCRIPTION

- Install a ten-foot wide pathway on the west side of Smith Avenue.
- Install a new sidewalk on the east side of Smith Avenue, connecting to the historic staircases.
- Provide new crosswalks and signal modifications at Canal Street and Route 611.

CONNECTIONS

- South Side to Downtown

CROSSINGS

- Smith Avenue at Route 611
- Smith Avenue at Canal Street

ADDITIONAL NOTES

- The intersection of Smith Avenue & Canal Street is currently a transition point between a four-lane cross-section and a two-lane cross section. This transition would be shifted to create a continuous pathway on the west side and minimize conflicts.
- The pathway would connect to the existing pedestrian pathway under the railroad underpass.

PROPOSED CONCEPT PLAN

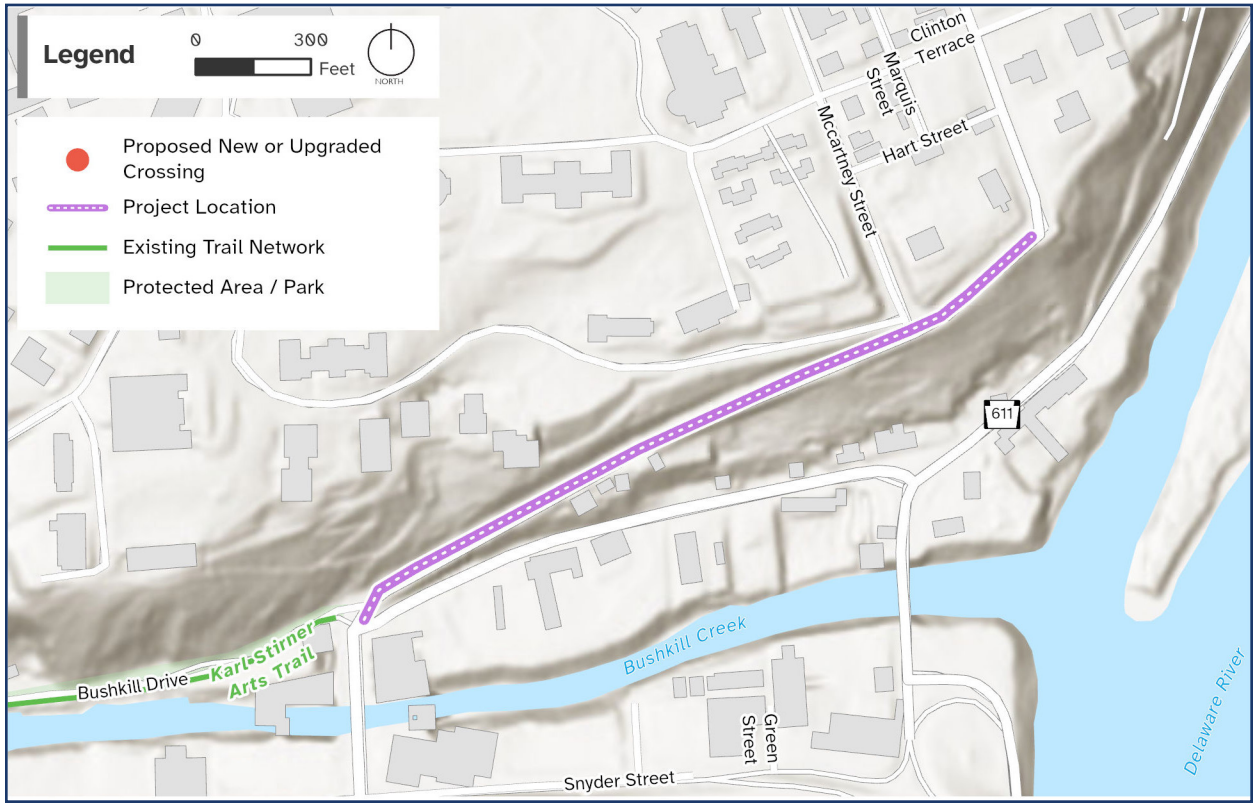
The proposed sidewalk on the east side of Smith Avenue would end at the intersection with Canal Street. A new crosswalk would be installed at the intersection. The roadway configuration would be modified to accommodate a continuous pathway.

There are three historic staircases along the east side of Smith Avenue. The proposed sidewalk would connect the staircases to the city's sidewalk network.

A new pathway along the west side of Smith Avenue would allow for low-speed two-way bike traffic.

PROJECT 2

College Avenue Bike Lane



PLANNING LEVEL COST ESTIMATE

$25,000

Includes Design, Right-of-Way, Utilities and Construction Per Assumptions from the PennDOT Bicycle and Pedestrian Cost Estimating Tool

PROJECT DESCRIPTION

- The existing on-street parking on the east side of College Avenue would be replaced by a buffered bike lane.
- A transition area would be provided between McCartney Street and Cattell Street for cyclists to merge with vehicular traffic.

CONNECTIONS

- College Hill to Downtown

CROSSINGS

- Utilize recently upgraded crossings at Third Street and McCartney Street

ADDITIONAL NOTES

- College Avenue provides a direct connection between College Hill and Downtown Easton. The steep grade and heavy traffic discourage bicycle traffic. A buffered bike lane will reduce conflicts for uphill bicyclists.
- Shared lane markings should be added in the westbound (downhill) travel lane.
- A dynamic speed feedback sign and other traffic calming measures should also be considered for downhill traffic.

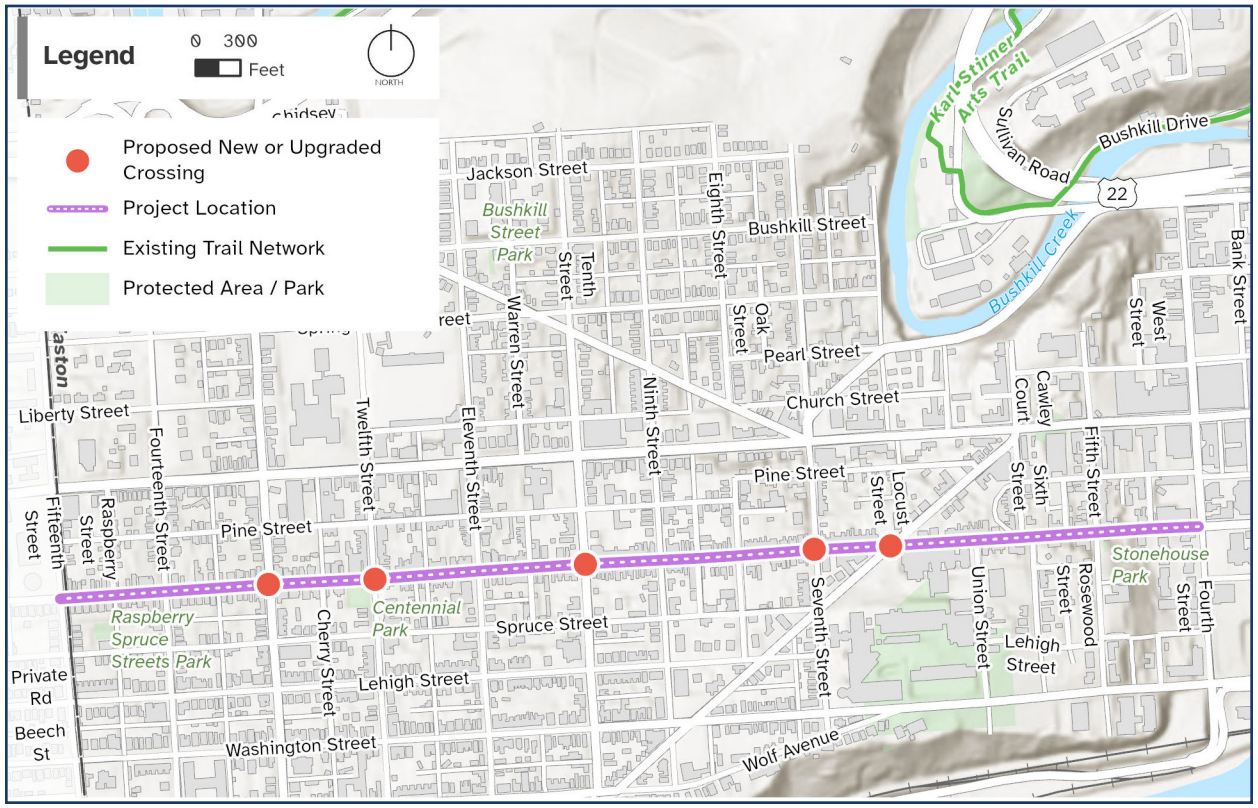
The proposed buffered bike lane would replace the lightly used parking on the east side of College Avenue.

There is an existing traffic calming gateway at the bottom of the hill to slow traffic entering downtown. Additional traffic calming on downhill College Avenue can reduce traffic speeds approaching this area.

The recently installed crossing improvements at the intersection of College Avenue & McCartney Street provide an opportunity for cyclists northbound cyclists to stop and turn left.

PROJECT 3

Ferry Street Traffic Calming and Bikeway



PLANNING LEVEL COST ESTIMATE

$1,600,000

Includes Design, Right-of-Way, Utilities and Construction Per Assumptions from the PennDOT Bicycle and Pedestrian Cost Estimating Tool

CONNECTIONS

- West Ward to Downtown

CROSSINGS

- Improved crossings at Walnut Street, Seventh Street, Tenth Street, Twelfth Street, and Thirteenth Street

PROJECT DESCRIPTION

- Ferry Street is a low-speed residential street that provides a direct path through the neighborhood to downtown
- Traffic calming should be added to discourage speeding and reduce cut-through traffic.
- Two-way bicycle traffic should be permitted, while retaining the existing one-way traffic pattern for cars.

ADDITIONAL NOTES

- Ferry Street is currently one-way westbound west of Walnut Street. A contraflow bike lane would allow two-way bicycle traffic.
- Currently, cross traffic has the right-of-way where Ferry Street crosses Seventh Street and Tenth Street. The intersections should be reconfigured to provide all-way stop signs and new marked crosswalks.
- Curb bump-outs should be installed at the intersection of Ferry Street & Tenth Street to reduce the crossing distance and improve pedestrian visibility.
- Curb bump-outs should also be installed at the intersection of Ferry Street & Twelfth Street near Centennial Park.
- The existing traffic signals where Ferry Street intersects Thirteenth Street and Walnut Street should be modified to allow for eastbound bicycle traffic and provide leading pedestrian intervals.

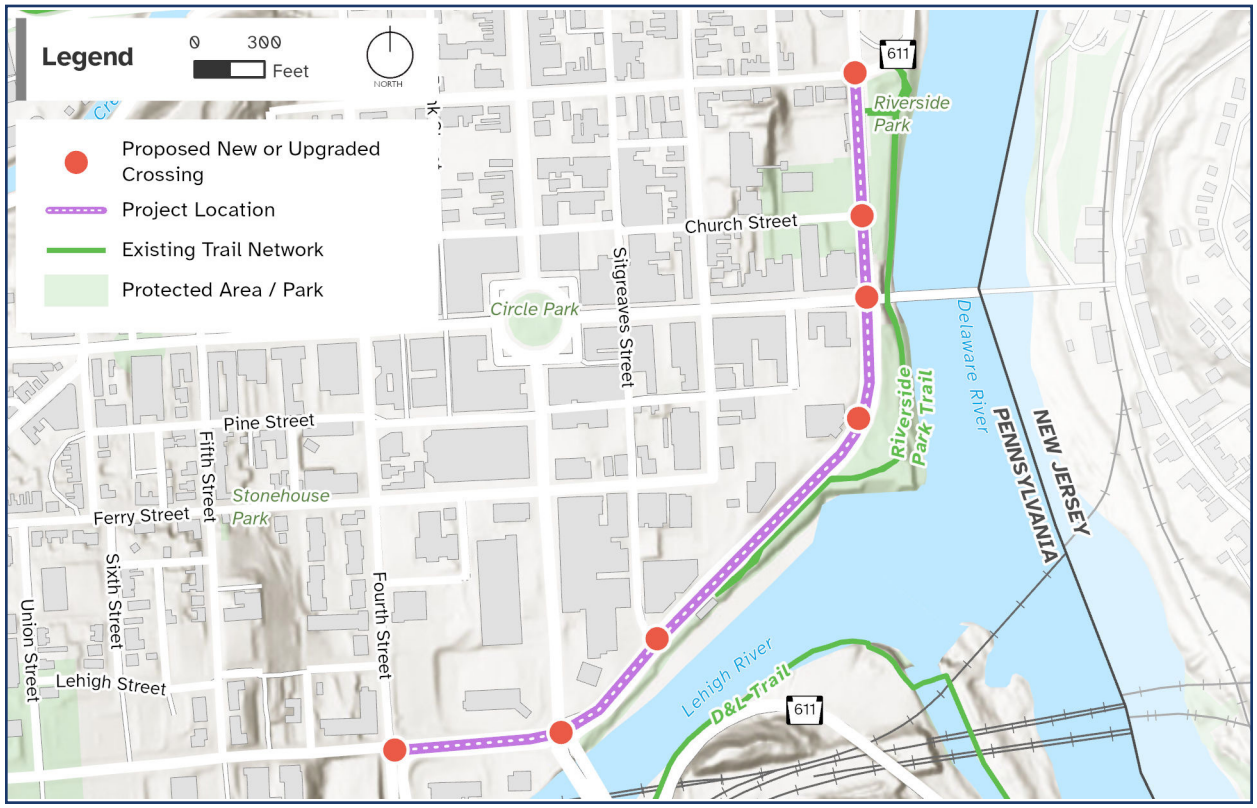
At the intersection of Ferry Street & Tenth Street, cross traffic does not have to stop. Tenth Street is the widest cross street, with a width of 48 feet, and vehicles are traveling downhill for three blocks as they approach Ferry Street. The intersection should reconfigured with curb bump-outs, enhanced crosswalks, and all-way stop signs.

Where Ferry Street is one-way, the width of the street may encourage speeding and cut-through traffic. The addition of bike lanes and bump-outs will reshape the street to better suit a residential neighborhood. All existing parking spaces would remain.

The existing traffic signals at the intersection of Ferry Street & Walnut Street should be modified to allow for eastbound bicycle traffic. High visibility crosswalks, pedestrian countdown signals, and leading pedestrian intervals should be added.

PROJECT 4

Larry Holmes Drive Traffic Calming



CONNECTIONS

- Downtown residents and visitors to Riverside Park and Scott Park
- Downtown residents and visitors to restaurants and businesses on south side of Larry Holmes Drive

CROSSINGS

- Improved crossings at Fourth Street, Sitgreaves Street, Northampton Street Church Street, and Spring Garden Street

ADDITIONAL NOTES

- This project builds on success of previous traffic calming efforts.
- Introduces safer, low stress crossings at key locations.
- Future planning for the waterfront should consider a new public pedestrian connection between Ferry Street/Pine Street and Scott Park.

PLANNING LEVEL COST ESTIMATE

$3,400,000

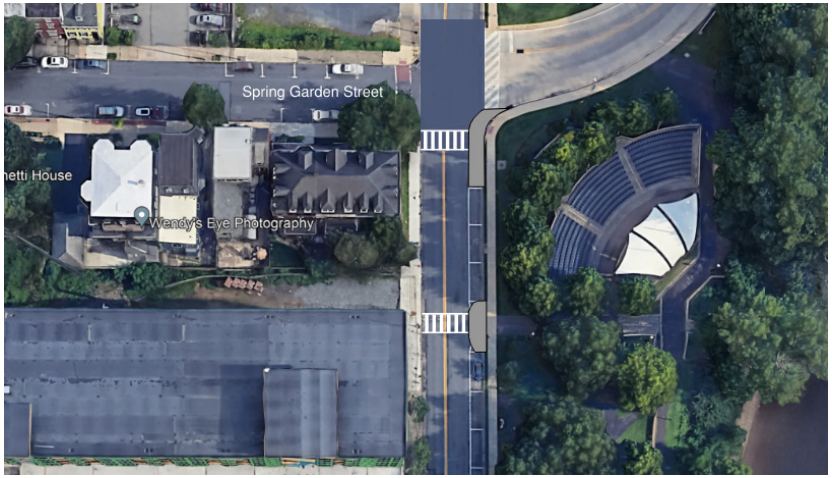
Includes Design, Right-of-Way, Utilities and Construction Per Assumptions from the PennDOT Bicycle and Pedestrian Cost Estimating Tool

PROJECT DESCRIPTION

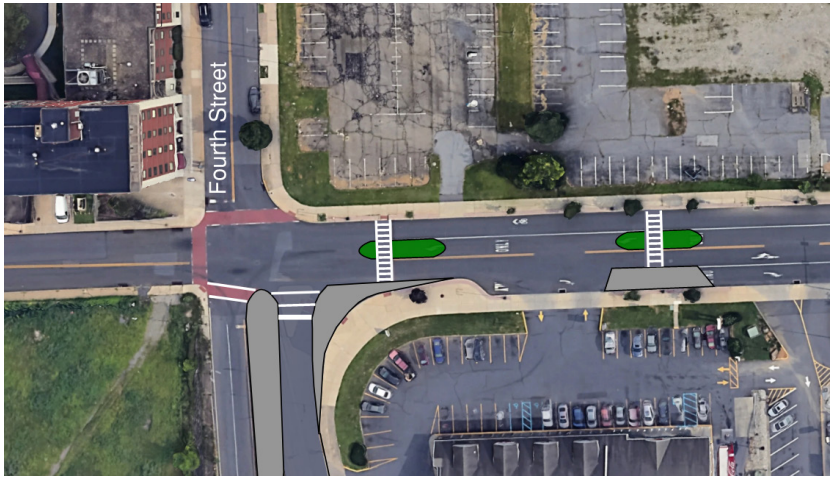
- Install curb extensions and raised crosswalks at key crossing locations along Larry Holmes Drive.
- Install curb extensions at the intersection of Larry Holmes Drive & Fourth Street.
- Reconfigure the intersection of Larry Holmes Drive & Sitgreaves Street to reduce the curb radii, add a curb extension, and install a raised crosswalk with a pedestrian refuge island.
- Reconfigure the intersection of Larry Holmes Drive & Third Street to provide pedestrian refuge islands.
- Reconfigure the intersection of Larry Holmes Drive & Lehigh Street to eliminate the channelized right-turn lane and add a pedestrian refuge island.

Intersection of Larry Holmes Drive & Northampton Street with curb extensions.

Intersection of Larry Holmes Drive & Sitgreaves Street with curb extensions and refuge island.

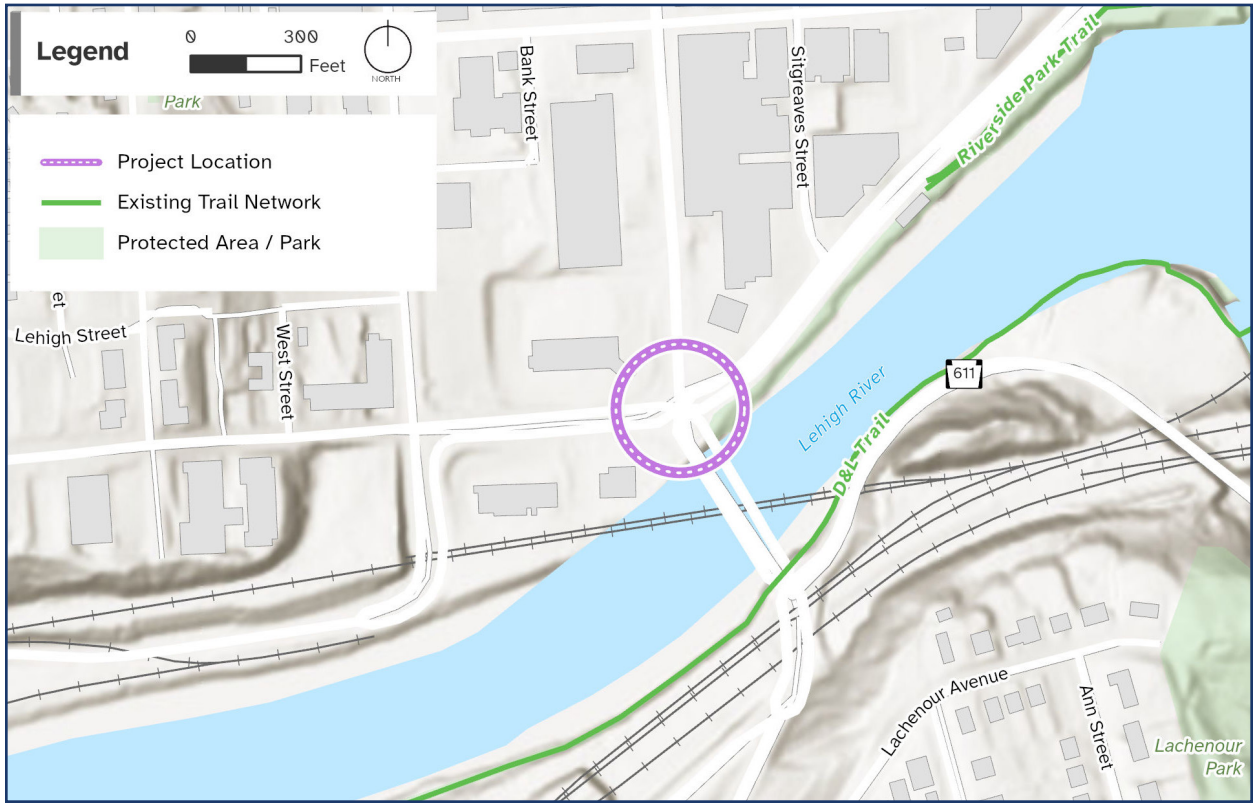


Intersection of Larry Holmes Drive & Spring Garden Street with curb extension and raised crosswalk.



Reconfigured intersection of Larry Holmes Drive & Fourth Street.

PROJECT 5
Roundabout at Third Street & Larry Holmes Drive



CONNECTIONS

- Downtown residents and visitors to D&L Trail
- South Side to Downtown
- Downtown residents and visitors to restaurants and businesses on south side of Larry Holmes Drive

CROSSINGS

- Improved crossings at intersection of Third Street & Larry Holmes Drive

PLANNING LEVEL COST ESTIMATE

$2-5 million

Includes Design, Right-of-Way, Utilities and Construction Per Assumptions from the PennDOT Bicycle and Pedestrian Cost Estimating Tool

PROJECT DESCRIPTION

- The existing traffic signal at Third Street & Larry Holmes Drive has multiple approach lanes and complex turning phases.
- Roundabouts promote lower speeds and reduce conflict points.
- A well designed single-lane roundabout can reduce pedestrian crossing distances and reduce vehicular speeds at conflict points.
- The excess travel lane on the Third Street Bridge can be repurposed to provide a walking and biking path along the east side of the bridge.
- Additional engineering work is needed to determine if a roundabout is feasible in this location and finalize a design that will improve safety for all road users.

PROPOSED CONCEPT PLAN

A single-lane roundabout is designed to function at lower vehicle speeds than a signalized intersection and requires fewer approach lanes.

ADDITIONAL NOTES

- Further assessment is needed to confirm the feasibility of a roundabout at this location due to the proximity of the Third Street Bridge.
- The roundabout should be designed to ensure low speeds at entry/exit points.
- Crossing locations should be set back from the circulatory roadway to separate driver decisions at the crosswalk from driver decisions at the circulatory roadway.

The intersection of Third Street & Larry Holmes Drive has high volumes of vehicles turning to and from the Third Street Bridge. The intersection is equipped with multiple turning phases, and pedestrians often face conflicts with turning vehicles in the crosswalks.

With six traffic lanes on the Third Street Bridge, the crossing distance is nearly 100 feet. Crossing distances across Larry Holmes Drive are 60 feet. The long crossing distances and high volumes of turning vehicles increase the exposure of pedestrians to conflicting traffic.

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(Source: Credit Homes.com)

04

Program & Policy Recommendations

04

PROGRAM & POLICY RECOMMENDATIONS

Physical infrastructure improvements are essential to Easton's vision for the future, but it is also important to establish supportive programs and policies that help foster and sustain a culture of active transportation in the community. Given the city's limited resources to manage these initiatives independently, Easton can tap into its network of partnerships with local and regional organizations, partner agencies, entrepreneurs, schools, and tourism boards to help drive these efforts forward.

(Source: Adam Hoff for Discover Lehigh Valley)

(Source: Discover Lehigh Valley)

Image 24. *The Easton Twilight Criterium 2022 (left)*

Image 25. *Easton Twilight Criterium Kids Community Ride (right)*

The Easton Twilight Criterium is a great event to highlight competitive bicycling and encourage the next generation.

Programming should prioritize youth and senior populations to ensure that those with limited access and mobility restrictions are included. These efforts will contribute to a more equitable and vibrant community, where everyone can engage, connect, and thrive. By focusing on youth programming, Easton can offer engaging and educational activities that promote active lifestyles, build social connections, and enhance overall well-being. Additionally, refining local policies will help ensure that Easton has the necessary standards and processes to advance infrastructure projects effectively, whether in collaboration with PennDOT or private developers.

CITY POLICIES TO SUPPORT WALKING AND BIKING

VISION ZERO

Adopt a Vision Zero policy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. This involves setting clear goals for reducing traffic deaths to zero within a specific timeframe and implementing data-driven policies and infrastructure improvements. Vision Zero prioritizes safety over speed, rethinking street design, speed limits, and enforcement practices to create safer streets for pedestrians, cyclists, and drivers alike.

MAINTENANCE ISSUE REPORTING

Develop an accessible and user-friendly system for reporting minor maintenance issues that can create hazards for cyclists and pedestrians. This system should be available via a mobile app, website, and hotline, allowing residents to quickly report issues like potholes, uneven sidewalks, or overgrown vegetation. Coordination with PennDOT is key to ensuring these issues are addressed promptly, improving safety and convenience for all non-motorized road users.

INFRASTRUCTURE SPOT MAINTENANCE

Establish a proactive program in collaboration with the Public Works Department and PennDOT's maintenance teams to quickly respond to maintenance issues affecting cyclists and pedestrians. This program should include regular inspections of critical cycling routes and pedestrian pathways, with a focus on timely street sweeping, repairing potholes, and maintaining clear signage and lighting. Identifying and prioritizing high-use routes for regular maintenance ensures that these pathways remain safe and accessible year-round.

COORDINATION WITH LANTA

Work closely with the Lehigh and Northampton Transportation Authority (LANTA) to identify and address maintenance issues around bus stops, particularly those with high ridership. Prioritize pedestrian improvements, such as installing or repairing sidewalks, adding shelters, and ensuring safe crosswalks near these stops. This collaboration can enhance accessibility to public transit, making it safer and more convenient for pedestrians and cyclists to use LANTA services.

TARGETED ENFORCEMENT

Collaborate with local law enforcement to develop a targeted enforcement strategy that focuses on protecting vulnerable road users like pedestrians and cyclists. This could include enforcing speed limits, cracking down on distracted driving, and ensuring compliance with yield-to-pedestrian crosswalk laws. Identify key enforcement zones, such as school zones, high-crash areas, and popular cycling routes, where these efforts can have the greatest impact on safety.

PILOT PROJECTS AND QUICK BUILD INFRASTRUCTURE

Implement pilot projects and quick-build infrastructure to test and refine new ideas for improving pedestrian and cycling conditions. These projects could include temporary bike lanes, pedestrian plazas, painted bump-outs or

enhanced crosswalks made with low-cost materials. By starting small and evaluating the results, the city can gather valuable data, build community support, and make informed decisions about permanent infrastructure improvements.

SAFE ROUTES TO SCHOOL PROGRAMS

Develop and expand Safe Routes to School programs to encourage walking and biking among students. These programs can include education initiatives, infrastructure improvements near schools, and organized walking or biking groups. Partner with local schools, parents, and law enforcement to create safe, monitored routes that make it easier and safer for children to walk or bike to school.

MULTI-MUNICIPAL COOPERATION ON DEVELOPMENT OF GREENWAYS AND TRAILS

Continue to advance the development of the regional trail and greenway network. These dedicated paths for pedestrians and cyclists can provide safe, scenic routes that encourage active transportation. Although future expansion projects may fall outside city limits, filling in missing gaps will benefit residents by linking the city to a broader network. Work with local organizations and regional partners to secure funding and resources for these projects, ensuring they are accessible and well-maintained.

PARTNERSHIPS WITH LOCAL BUSINESSES

Engage local businesses in promoting walking and biking by encouraging them to provide amenities like bike racks, benches, and water stations. Businesses can also participate in incentive programs that reward employees and customers who choose active transportation. This partnership fosters a community-wide commitment to improving walkability and bikeability, while also driving foot traffic to local establishments.

REDUCE SIDEWALK OBSTRUCTIONS

Ensure that there are clear policies prohibiting the obstruction of sidewalks with signs, seating, or other items. Where outdoor dining is permitted, a clear pedestrian path of at least five feet in width should be provided.

EDUCATION AND ENCOURAGEMENT PROGRAMS

Education and encouragement initiatives are essential in promoting walking and bicycling as attractive alternatives to driving in Easton. By implementing supportive messaging and programs, we can boost individuals' confidence and foster a culture that celebrates and embraces active transportation. When people feel secure and valued as pedestrians and cyclists, they are more likely to incorporate these modes of transportation into their daily lives.

To ensure these programs are effective, it is important to convey positive, inspiring messages. Research shows that traditional slogans like "share the road" may have lost their impact, as they can unintentionally create divisions among different road users. Instead, education and encouragement efforts in Easton should focus on creative, relevant, and memorable messaging that aligns with the city’s unique character and commitment to outdoor activity. The following programs and initiatives could be particularly impactful for Easton:

BUILD ON EXISTING EVENTS

Easton can build on existing events to support walking and bicycling by integrating active transportation elements into festivals, community gatherings, and public celebrations. For example, organizing group bike rides to events, setting up temporary pedestrian zones, or hosting walking tours can encourage residents to explore their city on foot or by bike. The city should work with community partners to provide temporary large-scale secure bike parking at prominent locations during festivals and other events. By making walking and biking a natural part of these activities, the city can promote healthy, sustainable transportation choices while enhancing the overall event experience for participants.

OPEN STREETS EVENTS

Organizing Open Streets events in Easton is a powerful way to encourage walking, bicycling, and other non-motorized activities by temporarily closing off a portion of a street to vehicular traffic. These events transform streets into vibrant community spaces where residents can safely walk, bike, roller skate, and participate in various activities without the concerns of car traffic. To enhance the experience, event organizers can curate the corridor with engaging performers, interactive booths, local vendors, and more, creating a lively atmosphere that celebrates active transportation. Open Streets events not only promote healthy lifestyles but also foster a strong sense of community by providing a shared space for residents to connect and explore downtown Easton.

These events also offer opportunities for innovative partnerships and funding. Local health care providers focused on physical activity can act as sponsors, while businesses can support the event to attract customers. Hosting Open Streets on Sundays could involve partnerships with local churches, further enhancing community engagement and making the event inclusive for all.

(Source: Health Heritage Walks)

(Source: Dave Block for KSAT)

Image 26. *Get Your Tail on the Trail Health & Heritage Walks (top)*

Image 27. *Artful Dash 5K at Karl Stirner Arts Trail (bottom)*

Existing Events promote active living while also highlighting the area's history, culture, and natural beauty. They are collaborations between agencies like the Lehigh Valley Community Foundation, Pennsylvania Council on the Arts, and many others.

NATIONAL WALK TO SCHOOL DAY AND WALKING SCHOOL BUSES

Building on National Walk to School Day in October, Easton can create more sustained efforts to promote walking to school by enlisting parent volunteers to lead "walking school buses." These are organized groups of students who walk together from designated meet-up points, escorted by adults. Such initiatives can be extended beyond a single day, with schools establishing "Walking Wednesdays" or similar programs to encourage regular walking and biking to school. These efforts promote physical activity, reduce childhood inactivity, and help children build stronger connections to their neighborhoods and schools.

Image 28. *Bike Camp for Children with Disabilities*

The iCan Shine bicycle riding program partners with local schools to host a five-day bike camp for people with disabilities wanting to learn how to ride a regular two-wheel bicycle.

(Source: April Garniz for The Morning Call)

PUBLIC AWARENESS CAMPAIGNS

Launching public awareness campaigns is crucial for educating the community about the benefits of walking and biking and encouraging active transportation. Easton can roll out campaigns that use creative, memorable messaging tailored to the city's unique character. These could include social media initiatives, posters, and public service announcements highlighting safety tips, health benefits, and environmental advantages of walking and cycling. Public awareness campaigns can also emphasize the city's commitment to becoming more walkable and bike-friendly, inspiring residents to make these modes of transportation a regular part of their lives.

PLACEMAKING INITIATIVES

Partnering with the Greater Easton Development Partnership (GEDP), Easton can embark on placemaking initiatives that enhance public spaces and promote walking and biking. These initiatives could include hosting both large and small events, installing public art, and creating temporary or permanent installations that invite people to linger and explore on foot. Placemaking projects might involve transforming underused areas into vibrant community hubs where residents can gather, socialize, and engage in activities, further embedding active transportation into the city's culture.

(Source: Saed Hindash for Lehigh Valley Live)

(Source: A Traveling Life)

Image 29. *Mural on Church Street (top)*

Image 30. *Mural on Northampton Street (bottom)*

Murals and public art transform ordinary spaces into vibrant, visually engaging places. They foster a sense of community identity, spark local pride, and encourage social interaction, making public spaces more inviting and reflective of the community's unique character.

(Source: Amy Shortell for the Morning Call)

Image 31. *Easton Mayor at 2023 Lehigh Valley Bike to Work Week (top)*

Image 32. *Lehigh Valley Bike to Work Week 2023 (bottom)*

ICE CREAM RIDES

Reviving the popular weekly ice cream rides that were once hosted by the former Genesis Bike Shop downtown could be a fun and engaging way to bring the community together. These rides offer a casual, family-friendly activity that encourages cycling while ending on a sweet note with a stop at a local ice cream shop. The tradition can be reinstated as a recurring event, drawing participants from across Easton and building a cycling community that enjoys both the ride and the reward.

COMMUNITY BIKE RIDES

Organizing community bike rides that connect neighborhoods to downtown Easton is a great way to build on new community connections proposed in the city's transportation plans. These rides can be designed to highlight safe routes, showcase recent infrastructure improvements, and promote cycling as a viable means of transportation. By creating regular opportunities for residents to explore the city by bike, Easton can strengthen its cycling culture and make biking a more prominent feature of city life.

COMMUNITY ENGAGEMENT AND EDUCATION

Launch a series of community engagement and education campaigns to raise awareness about the benefits of walking and biking. These campaigns could include workshops, public service announcements, and events like "Bike to Work Day" or "Walk to School Day." Engaging the community helps build a culture of active transportation and ensures that residents are informed about new initiatives and safety practices.

Bicycle-friendly driver training is available in Pennsylvania using the National League of American Bicyclists curriculum. Drivers pose the greatest risk of VRUs and have a major role to play in making streets safe.

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(Source: Lafayette College)

05

Implementing the Plan

05

IMPLEMENTING THE PLAN

A clear implementation strategy is key for the successful execution of the Easton Active Transportation Plan. Identifying short-term priorities, funding strategies, and evaluation criteria will allow the city to successfully advance the plan.

BEGIN WITH A QUICK IMPLEMENTATION PROJECT

To show immediate progress on implementation, the city can implement the College Avenue Bike Lane project. This project can be accomplished with pavement markings and will provide an immediate benefit for cyclists traveling from Downtown to College Hill.

ADVANCE A KEY INFRASTRUCTURE PROJECT

Investments in transportation infrastructure can have a multi-year path from planning to construction. To ensure the successful implementation of the plan, the city should prioritize one key project and identify potential funding sources for short-term advancement. For example, the Smith Avenue improvements would be a high-visibility investment in safety and connectivity. The project could serve as a catalyst to future improvements on the Third Street bridge, South Delaware Avenue, or St. John Street.

ADOPT A VISION ZERO POLICY

In 2023, the City of Easton received a Safe Streets for All grant through the US Department of Transportation, Federal Highway Administration's Office of Safety. With this funding, the City plans to prepare a safety action plan to promote safety and prevent death and serious injuries on public roadways.

In conjunction with this effort, the City should consider a Vision Zero policy. Vision Zero policies typically commit to a target date for eliminating or substantially reducing roadway fatalities and serious injuries.

POTENTIAL FUNDING SOURCES FOR IMPROVEMENTS

COMMUNITY CONSERVATION PARTNERSHIPS PROGRAM (C2P2) - PA DCNR

Primary Purpose: Public Parks, Trails, & Preserves

Amount: Up to $500,000, 20% match

Application Window: January - April 2025 (Anticipated)

GREENWAYS, TRAILS AND RECREATION PROGRAM (ACT 13) - CFA

Primary Purpose: Parks, Greenways, and Trails

Amount: $250,000 max, 15% match

Application Window: February - May 2025 (Anticipated)

AUTOMATED RED LIGHT ENFORCEMENT (ARLE) - PENNDOT

Primary Purpose: Signal Upgrades

Amount: No min or max amount, no match required but encouraged

Application Window: June 2025 (Anticipated)

MULTIMODAL TRANSPORTATION FUND - CFA/DCED

Primary Purpose: Roadway, Bridge, Multimodal, Transit, Freight Improvements

Amount: $100,000 - $3,000,000; 30% match

Application Window: March - July 2025 (Anticipated)

MULTIMODAL TRANSPORTATION FUND - PENNDOT

Primary Purpose: Roadway, Bridge, Multimodal, Transit, Freight Improvements

Amount: $100,000 - $3,000,000; 30% match

Application Window: November 2024 (Anticipated)

PENNDOT - GREEN LIGHT GO

Primary Purpose: traffic signal/signal system improvements

Amount: No minimum or maximum amount listed, 20% match

Application Window: February 2025 (Anticipated)

TRANSPORTATION ALTERNATIVES SET-ASIDE - PENNDOT

Primary Purpose: multimodal improvements

Amount: $50,000 - $1,000,000; pre-construction match

Application Window: Summer 2025 (Anticipated)

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE)

Primary Purpose: Road, rail, transit and port projects

Amount: For capital grants, the minimum RAISE grant award is $5 million in urban areas. There is no minimum award amount for planning grants. The maximum grant award for capital and planning grants is $25 million.

Application Deadline: January 13, 2025

RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM

Primary Purpose: Reconnecting communities by removing or mitigating highways or other transportation facilities that create barriers to connectivity.

Amount: Maximum planning grant is $2 million. Capital construction grants may range from $5 million to $100 million.

Application Deadline: Monday, September 30, 2024

SAFE STREETS FOR ALL (SS4A) IMPLEMENTATION GRANTS

Primary Purpose: Improving roadway safety for all users.

Amount: $2,500,000 to $25,00,000, 20% match

Application Window: Early 2025 (Anticipated)

LOCAL SHARE ACCOUNT – CFA (STATEWIDE)

Primary Purpose: Infrastructure, Planning, Acquisitions, Engineering, Demolition (May Include Sidewalk Replacement)

Amount: Up to a $1,000,000 (No Matching Requirement)

Application Window: November 2024 (Anticipated)

LOCAL SHARE ACCOUNT – CFA (NORTHAMPTON AND LEHIGH COUNTIES)

Primary Purpose: Infrastructure, Planning, Acquisitions, Engineering, Demolition

Amount: Up to a $1,000,000 (No Matching Requirement)

Application Window: July – September 2025

CONTINUOUS EVALUATION

Evaluating the effectiveness of pedestrian and bicycle infrastructure investments is essential for ensuring these improvements meet the needs of Easton's residents and visitors. Regular assessment allows the city to understand whether these investments are achieving their intended goals, identify areas for improvement, and guide future decision-making. Here are key aspects of evaluating pedestrian and bicycle infrastructure:

The findings from these evaluations will inform long-term planning and the prioritization of future pedestrian and bicycle improvements. This process helps Easton identify areas where further investment is needed, opportunities for expanding or enhancing existing infrastructure, and strategies for addressing emerging transportation needs and trends. By committing to an iterative process of evaluation and improvement, Easton can continue to develop a pedestrian- and bicycle-friendly environment that is inclusive and beneficial for all residents and visitors.

SAFETY

Assessing the impact of infrastructure improvements on pedestrian and cyclist safety is paramount. This evaluation involves analyzing crash data, tracking changes in pedestrian-vehicle and cyclist-vehicle conflicts, and reviewing the effectiveness of safety measures such as crosswalks, bike lanes, traffic signals, and signage. By focusing on safety metrics, Easton can ensure that its streets and pathways are secure for all users, reducing accidents and enhancing the overall sense of safety for pedestrians and cyclists.

USAGE & DEMAND

Understanding the usage and demand for pedestrian and bicycle infrastructure is crucial. This can be achieved through pedestrian and cyclist counts, community surveys, and feedback collection to gauge how well the infrastructure meets the needs of users. Evaluating whether these improvements encourage more people to walk or bike as a mode of transportation helps the city assess the success of its initiatives and plan for future enhancements that will further increase active transportation.

COMMUNITY FEEDBACK

Engaging with the community is vital for a comprehensive evaluation. Gathering input from residents, businesses, and other stakeholders provides valuable insights into the real-world effectiveness of pedestrian and bicycle improvements. Through surveys, public meetings, and

ongoing dialogue, Easton can understand the community's experiences, concerns, and suggestions, allowing the city to make informed adjustments and ensure that infrastructure improvements align with the needs and desires of those who use them.

ECONOMIC IMPACT

Evaluating the economic impact of pedestrian and bicycle infrastructure investments is another critical component. This includes analyzing changes in property values, business activity, and tourism-related spending that result from improved access and walkability. Understanding the economic benefits can help justify further investments in infrastructure and demonstrate how enhancing pedestrian and cycling conditions contributes to the overall prosperity of Easton.

TRACKING IMPLEMENTATION

As the city moves to implement the Active Transportation Plan, the following tables may be used to track the progress of the goals outlined in this plan.

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION METRICS: SIDEWALKS

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or "high, medium, low").

Potential linear miles: Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

MAP OR PG. NO.	PRIORITY	PROJECT LOCATION	POTENTIAL LINEAR FEET	CONNECTED DESTINATIONS
Page 68	Medium Term	Smith Avenue Pathway and Sidewalk	1,000 feet	Will connect South Side neighborhood to Downtown Easton.
Page 70	Medium Term	Delaware Drive Sidewalk Gap	200 feet	Will connect residents of N. Delaware Drive to the surrounding sidewalk network.

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION METRICS: CROSSWALKS AND INTERSECTIONS			
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan. **Priority:** Indicate the ranking of each priority (e.g., by number or "high, medium, low"). **Project:** Describe project location and what improvements are being made. **Connected destinations:** Name the destinations that will be connected with implementation of each project.			
MAP OR PG. NO.	**PRIORITY**	**PROJECT DESCRIPTION**	**CONNECTED DESTINATIONS**
Smith Avenue Pathway and Sidewalk	Medium Term	Includes new crosswalks at two signalized intersections.	Will connect South Side neighborhood to Downtown Easton.
Third Street Bridge Roundabout	Long Term	Single lane roundabout at Third Street & Larry Holmes Drive	Will connect South Side neighborhood to Downtown Easton.
Pearl Street Pedestrian Crossing	Short Term	Pedestrian safety improvements at intersection of Pearl Street & Bushkill Drive	Will connect Karl Stirner Arts Trail to Downtown Easton.
Centre Street & Berwick Street	Short Term	Evaluate change in intersection control.	Will connect LANTA bus stops to surrounding neighborhood.

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION METRICS: BICYCLE INFRASTRUCTURE IMPROVEMENTS

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or "high, medium, low").

Project Description: Describe project location and what improvements are being made. Examples: low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, bike share stations, etc.

Potential linear miles: Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

MAP OR PG. NO.	PRIORITY	PROJECT DESCRIPTION	POTENTIAL LINEAR FEET	CONNECTED DESTINATIONS
Page 72	Medium Term	Ferry Street Traffic Calming and Bikeway (Contraflow Bike Lane)	5,800 feet	Will connect West Ward neighborhood to Downtown Easton.
Page 70	Short Term	College Avenue Bike Lane (Buffered Bike Lane)	1,500 feet	Will connect College Hill neighborhood to Downtown Easton.

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION METRICS: MULTI-USE PATHS

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or "high, medium, low").

Potential linear miles: Linear miles of proposed paths, rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

MAP OR PG. NO.	PRIORITY	PROJECT LOCATION	POTENTIAL LINEAR MILES	CONNECTED DESTINATIONS
Page 68	Medium Term	Smith Avenue Pathway and Sidewalk (Shared Use Path)	1,200 feet	Will connect South Side neighborhood to Downtown Easton.
Page 65	Long Term	Two Rivers Trailway Extension	5,800 feet	Will connect Karl Stirner Arts Trail to Two Rivers Trailway Network.
Page 65	Medium Term	Bushkill Drive Sidepath Gap	350 feet	Will connect Karl Stirner Arts Trail to College Hill neighborhood.

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION METRICS: PROGRAMMATIC AND POLICY IMPROVEMENTS	
Plan/Policy/Project: Project, policy or plan development or improvements. Examples: *Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan; Development of a Vision Zero Action Plan or a Comprehensive Safety Action Plan.*	
POLICY/PROJECT	**DESCRIPTION**
Vision Zero Policy	Set clear goals for reducing traffic deaths to zero within a specific timeframe and implement data-driven policies and infrastructure improvements.
Maintenance Issue Reporting	Develop an accessible and user-friendly system for reporting minor maintenance issues that can create hazards for cyclists and pedestrians.
Infrastructure Spot Maintenance	Identify and prioritizing high-use pedestrian pathways and cycling routs for regular maintenance to ensure these pathways remain accessible year-round.
Coordination with LANTA	Work closely with the Lehigh and Northampton Transportation Authority (LANTA) to identify and address maintenance issues around bus stops, particularly those with high ridership.
Targeted Enforcement	Collaborate with local law enforcement to develop a targeted enforcement strategy that focuses on protecting vulnerable road users like pedestrians and cyclists.
Pilot Projects and Quick-Build Infrastructure	Implement pilot projects and quick-build infrastructure to test and refine new ideas for improving pedestrian and cycling conditions.
Safe Routes to School Programs	Develop and expand Safe Routes to School programs to encourage walking and biking among students.
Multi-Municipal Cooperation	Coordinate with regional partners to advance the development of the trail and greenway network.
Partnerships with Local Businesses	Engage local businesses in promoting walking and biking by encouraging them to provide amenities like bike racks, benches, and water stations.
Reduce Sidewalk Obstructions	Ensure that there are clear policies prohibiting the obstruction of sidewalks with signs, seating, or other items.

ACTIVE TRANSPORTATION PLAN IMPLEMENTATION METRICS: PROGRAMMATIC AND POLICY IMPROVEMENTS	
Program/Education/Encouragement: Programming introduced to educate and encourage community members. Examples: *Open Streets events, ongoing Active Transportation Committee meetings, Walk to School Day, Bicycle-Friendly Driver Trainings.*	
PROGRAM	**DESCRIPTION**
Open Streets Events	Encourage walking, bicycling, and other non-motorized activities by temporarily closing off a portion of a street to vehicular traffic.
National Walk to School Day and Walking School Buses	Enlist parent volunteers to lead "walking school buses." These are organized groups of students who walk together from designated meet-up points, escorted by adults.
Public Awareness Campaigns	Using social media, posters, and public service announcements, the City can highlight that Easton is a place where it is easy and fun to walk and bike.
Placemaking Initiatives	Partner with the Greater Easton Development Partnership (GEDP), to continue to enhance public spaces and promote walking and biking.
Ice Cream Rides	Revive the popular bike rides that were once hosted by the former Genesis Bike Shop, ending with a stop at a local ice cream shop.
Community Bike Rides	Highlight new improvements that connect neighborhoods to downtown with community bike rides.
Community Engagement and Education	Launch a series of community engagement and education campaigns to raise awareness about the benefits of walking and biking.

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(Source: Discover Lehigh Valley)

06

Conclusion

06

CONCLUSION

Downtown Easton, with its well-connected sidewalk network and historic grid street pattern, has long been the heart of the city—a vibrant and bustling hub with a strong sense of community. The pedestrian-friendly infrastructure, coupled with Easton's rich history, cultural offerings, and scenic landscape, make it an appealing place to live and visit.

To build on this foundation, the Easton Active Transportation Plan aims to create comfortable connections between neighborhoods, schools, jobs, and other key destinations. The collective efforts of elected leaders, city and county staff, volunteer groups, nonprofits, and community members have been instrumental in shaping Easton's progress. As the city continues to grow and attract new development and tourism, there is an increasing need to expand access to recreational opportunities and reduce barriers to walking and biking.

Focusing on the pedestrian and bicycle network will position Easton for a prosperous future. Implementing the recommendations in this plan will require ongoing collaboration and effort. Starting with small, achievable goals—such as striping bike lanes and enhancing pedestrian crossings with low-cost safety improvements—can build momentum for larger projects down the line.

Every aspect of the plan contributes to a stronger, more resilient framework for the city. Even modest progress can significantly improve the quality of life for residents. By creating a clear path toward a more walkable and bikeable Easton, the city will become a place where people of all ages and abilities can comfortably get around.

Easton's authentic charm and abundant opportunities to connect with nature and gather as a community will continue to draw people in. With this plan, the city has the tools to responsibly manage its transportation system, forge strategic partnerships, and envision the future of its active transportation network. The strategies and projects outlined in the plan provide a roadmap for enhancing the city's livability, connectivity, and overall well-being for residents and visitors alike.

(Source: Homes.com)

*With this plan, the city has the tools to **RESPONSIBLY MANAGE ITS TRANSPORTATION SYSTEM, FORGE STRATEGIC PARTNERSHIPS, AND ENVISION THE FUTURE OF ITS ACTIVE TRANSPORTATION NETWORK**. The strategies and projects outlined in the plan provide a roadmap for enhancing the city's livability, connectivity, and overall well-being for residents and visitors alike.*


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