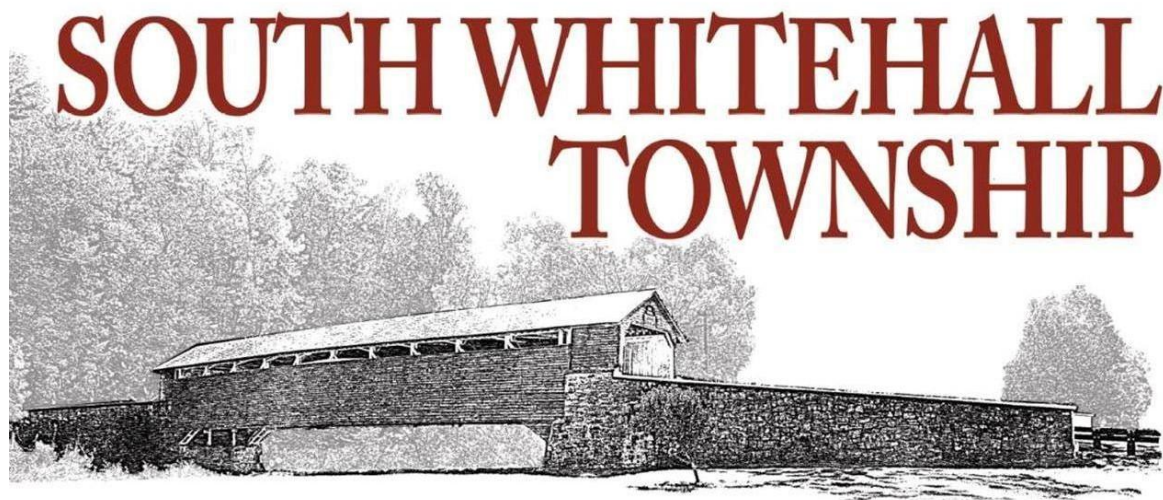


2021
Comprehensive
Plan Update

Phase 4 – Transportation Workbook



Comprehensive Plan Update: Working Groups Introductory Meeting

In March 2021, South Whitehall Township kicked off Phase 4 of the Comprehensive Plan Update. South Whitehall is excited to have community participation in the Phase 4 Working Groups: Housing; Transportation; Resource Protection; Community Facilities; and Community Utilities.

When did Phase 4 of the Comprehensive Plan Update begin?

The Comprehensive Plan Phase 4 Kickoff Meeting on March 31st, 2021 introduced the five Working Groups which reflect the required Plan Elements from the PA Municipalities Planning Code (MPC). Community members joined Township staff, elected officials, and the Lehigh Valley Planning Commission (LVPC) to learn more about how to engage in the Working Groups. The meeting reviewed work to date, and LVPC staff provided brief presentations during breakout sessions on existing conditions and how each topic fits into regional context.

What's next?

Community participation is needed to assess existing conditions and develop Working Group recommendations during Phase 4 of the Comprehensive Plan Update. The groups will follow the meeting schedule on the next page, where Working Group members will evaluate data and future scenarios, and build out recommendations for the Comprehensive Plan Update.

housing

transportation

community
facilities

community
utilities

resource
protection

**Comprehensive Plan Update:
Phase 4 Working Groups Timeline**

Introductory Virtual Meeting [All Working Groups together]: Tuesday, June 29th, 2021, 6-8PM



Meeting #1 – Existing Conditions [by Topic Area]: Week of July 12th



Meeting #2 – Recommendation Brainstorm with Subject Matter Experts from LVPC [by Topic Area] Virtual Meetings: Week of July 19th

7/19, 6-7:30PM: Community Facilities

7/20, (Sessions 1 and 2 running concurrently) 6-7:30PM: 1) Transportation 2) Housing

7/21, (Sessions 1 and 2 running concurrently) 5:30-7PM: 1) Resource Protection 2) Community Utilities



Meeting #3 – Identify and Develop Recommendations [by Topic Area]: Week of August 2nd



Concluding Meeting Working Groups [all Working Groups together]: Week of August 9th

Phase 4 Working Group Resources

- South Whitehall Comprehensive Plan Update Webpage: www.southwhitehall.com/compplan
- South Whitehall Township 2009 Comprehensive Plan: <https://www.southwhitehall.com/Home/ShowDocument?id=575>
- South Whitehall Township Comprehensive Plan Update “Where Should We Grow?” StoryMap: <https://storymaps.arcgis.com/stories/d7a161a6324c4b39beaa4af2eeafc24b>
- South Whitehall Township Comprehensive Plan Update Existing Conditions Report: https://ksand.southwhitehall.com/PDF/CompPlan/ExistingConditionsReport_20190618.pdf
- South Whitehall Township Comprehensive Plan Update Planning Trends Supplement: https://ksand.southwhitehall.com/PDF/CompPlan/PlanningTrends_Supplement.pdf
- Lehigh Valley Planning Commission (LVPC) and Lehigh Valley Transportation Study (LVTS) Comprehensive Plan and Long-Range Transportation Plan FutureLV: <https://www.lvpc.org/futurelv.html>
- March 31st Phase 4 Kickoff Meeting Recordings and Presentations here: <https://www.southwhitehall.com/departments/community-development/land-development/planning/comprehensive-plan-update/phase-4-kick-off-meeting>

Access All Resources on the Transportation Working Group webpage at www.southwhitehall.com/compplan/transportation or with the QR Code:



Contact Information

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Guiding Principles



Protect natural, historical, recreational, scenic, open space, and agricultural, amenities, resources, and assets.



Coordinate future land use, development, and redevelopment, in sync with the capacity of the road network and utilities to absorb changes.



Promote an effective continuation of opportunities, facilities and services for open space, parks, recreation, education, public safety, and wellness.



Promote techniques to limit the sprawling pattern of development, by advocating for land use with more effective smart growth attributes.



Coordinate with PennDOT, LVPC, and adjoining Municipalities, in order to alleviate existing problems and to avoid future conflicts, and to promote opportunities for alternative transportation such as bus service, ride sharing, bicycling, and walking.

MPC Guidelines: **Comprehensive Plan**

The Pennsylvania Municipal Planning Code (MPC) enables local jurisdictions to conduct a comprehensive planning process to identify areas where growth and development will occur so that a full range of public infrastructure services, including sewer, water, highways, police and fire protection, public schools, parks, open space and other services can be adequately planned and provided as needed to accommodate growth.

The comprehensive plan, consisting of maps, charts, and textual matter, shall include, but not be limited to, the following related basic elements:

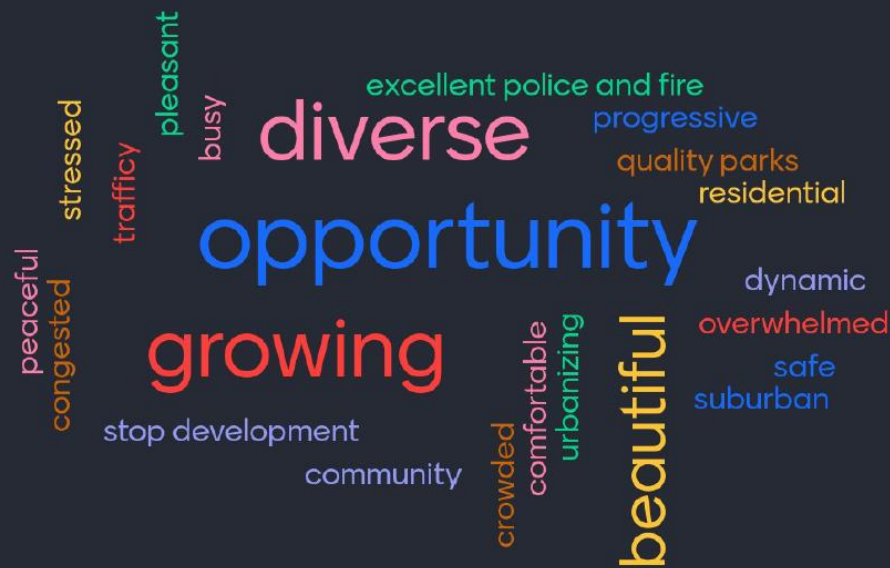
- Statement of objectives concerning future development, including, but not limited to, the location, character and timing of future development
- A plan for land use
- A plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality
- A plan for movement of people and goods
- A plan for community facilities and utilities
- A statement of interrelationships among the plan components
- A discussion of short- and long-range plan implementation strategies
- A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities
- A plan for the protection of natural and historic resources to the extent not preempted by federal or state law

The MPC requires that comprehensive plans shall be reviewed at least every ten (10) years.

South Whitehall Today:
Phase 4 Kickoff Meeting March 31, 2021

What is one word you would use to describe South Whitehall Township today?

Mentimeter



25



South Whitehall Future:
Phase 4 Kickoff Meeting March 31, 2021

What is one word you would use to describe your vision for South Whitehall Township 10 years from now?

Mentimeter



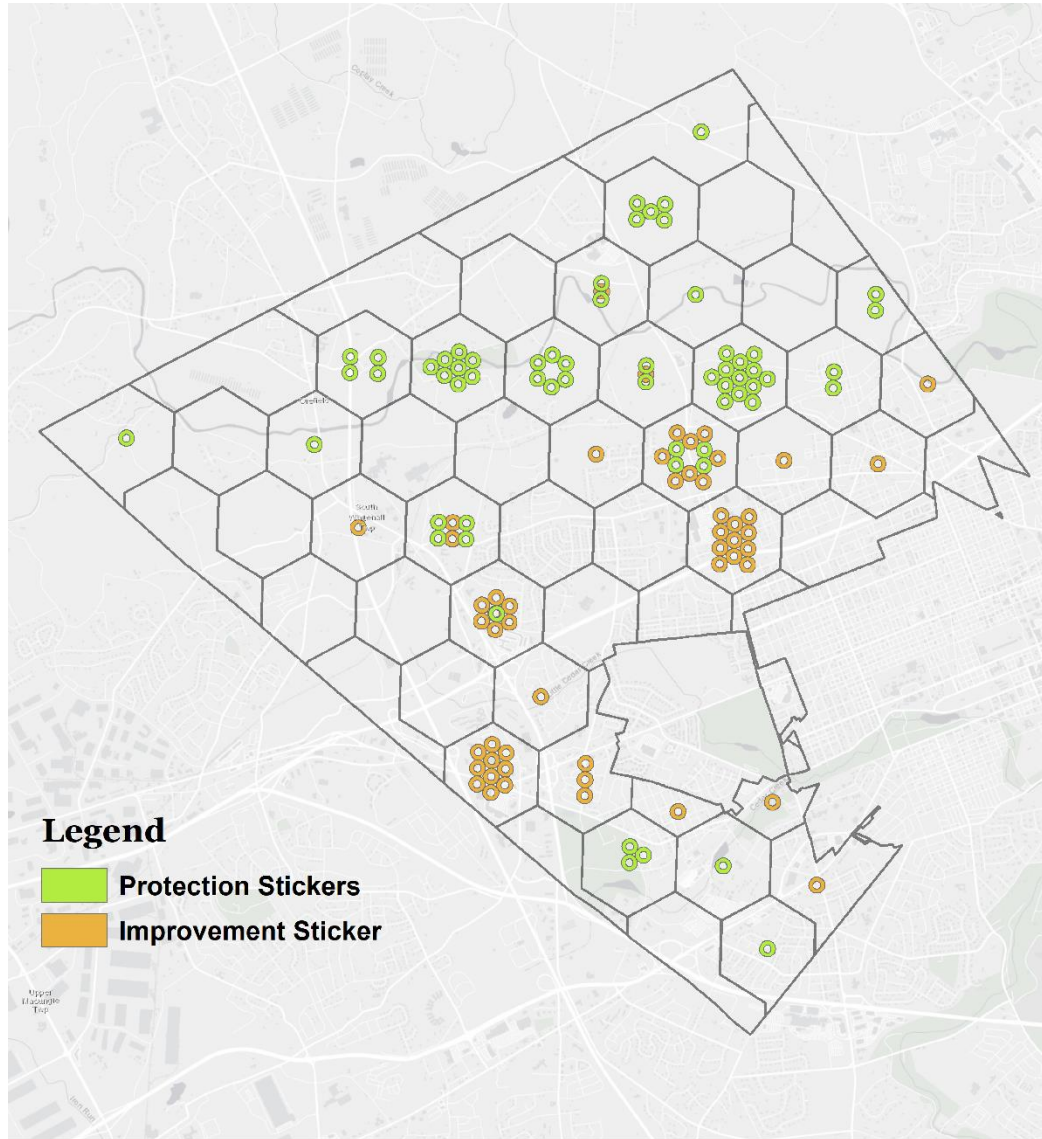
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Framing Concepts

- 1. South Whitehall Growth and Future Land Use**
- 2. South Whitehall Economic Development Scenario presented by 4ward Planning**
- 3. South Whitehall Transportation Model presented by Keystone Consulting Engineers**

South Whitehall Township Growth and Future Land Use



WHERE SHOULD WE GROW?

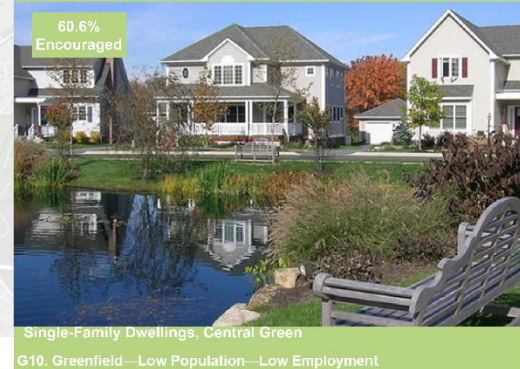
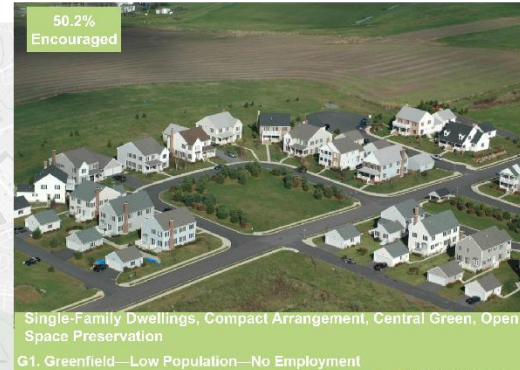
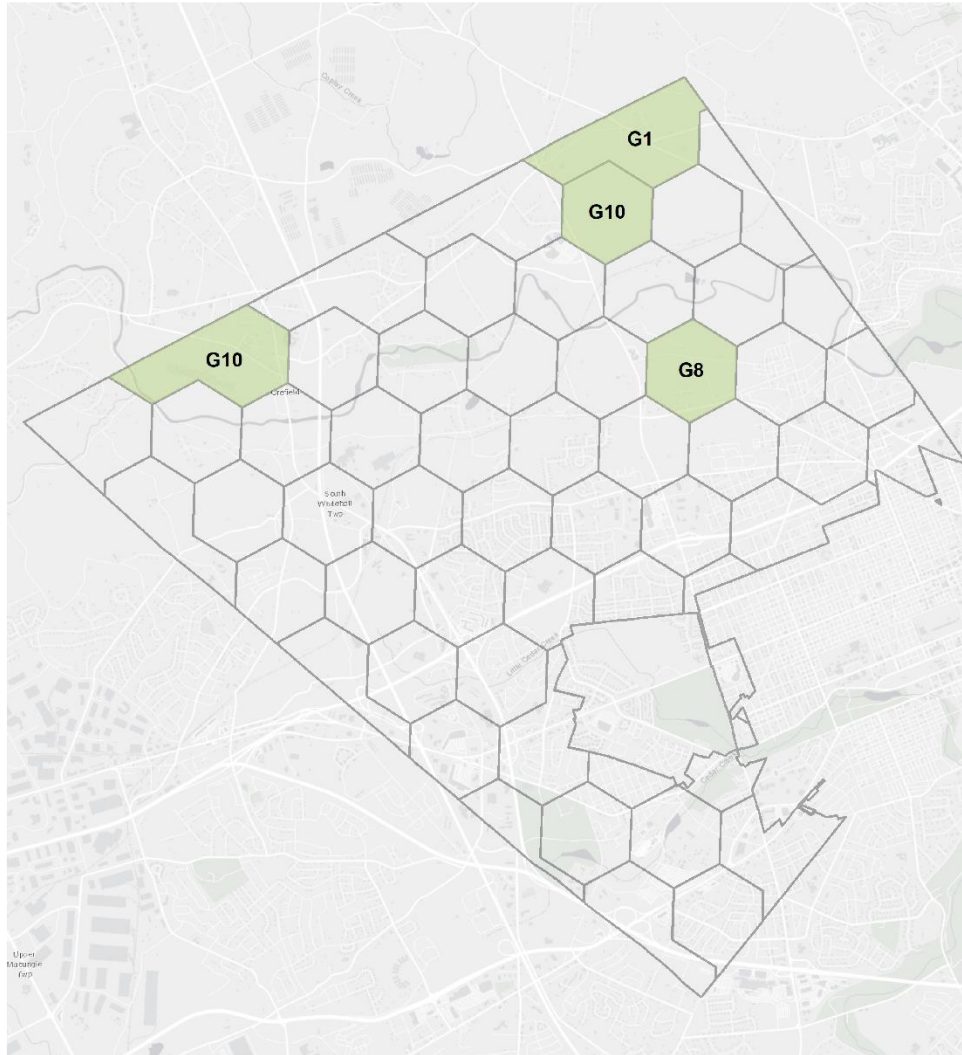
This map presents results of the “Where should we grow?” build out exercises conducted throughout South Whitehall Township. These included four public engagement meetings, two focus group meeting and a joint meeting between the Board of Commissioners and the Planning Commission. Participants were asked to accommodate future growth in population and jobs. This was accomplished by participants placing stickers on a map of South Whitehall Township divided into hexagons. Thus, answering the question “Where should we grow?”.

In addition to placing future population and jobs, participants were asked to indicate areas to protect and areas to improve. Each group was provided two green stickers (protect) and two orange stickers (improve). These were purposely limited to two each to encourage discussion and thoughtful placement among the groups.

This map of the South Whitehall Township is divided into hexagons. Each hexagon depicts an area of the township. These areas have been used to classify existing development. These hexagons were then used to determine where future development should occur.

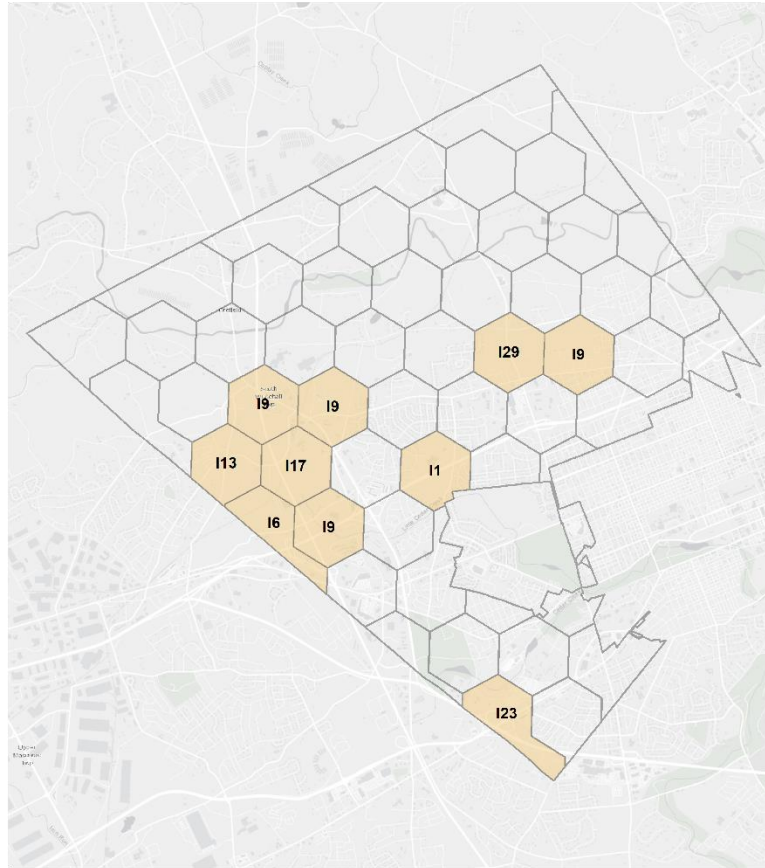
How Should We Grow? - Survey Results

GREENFIELD



How Should We Grow? - Survey Results

INFILL



50.2% Encouraged

Single-Family Dwellings, Compact Arrangement, Central Green, Open Space Preservation
1. Infill—Low Population—No Employment

29.8% Encouraged

Multi-dwelling/Apartment, Central Green, Walkable
113. Infill—Medium Population—Low Employment

42.2% Encouraged

Mixed Use, Main Street Environment, Outdoor Dining, Architectural Variation
25. Infill—Medium Population—Medium Employment

50.7% Encouraged

Single-Family Dwellings, Compact Arrangement, Central Green, Open Space Preservation
1. Infill—Low Population—No Employment

45.3% Encouraged

Single Family Dwellings, Central Green, Pedestrian Connectivity, Alley Access
19. Infill—Low Population—Low Employment

50.0% Encouraged

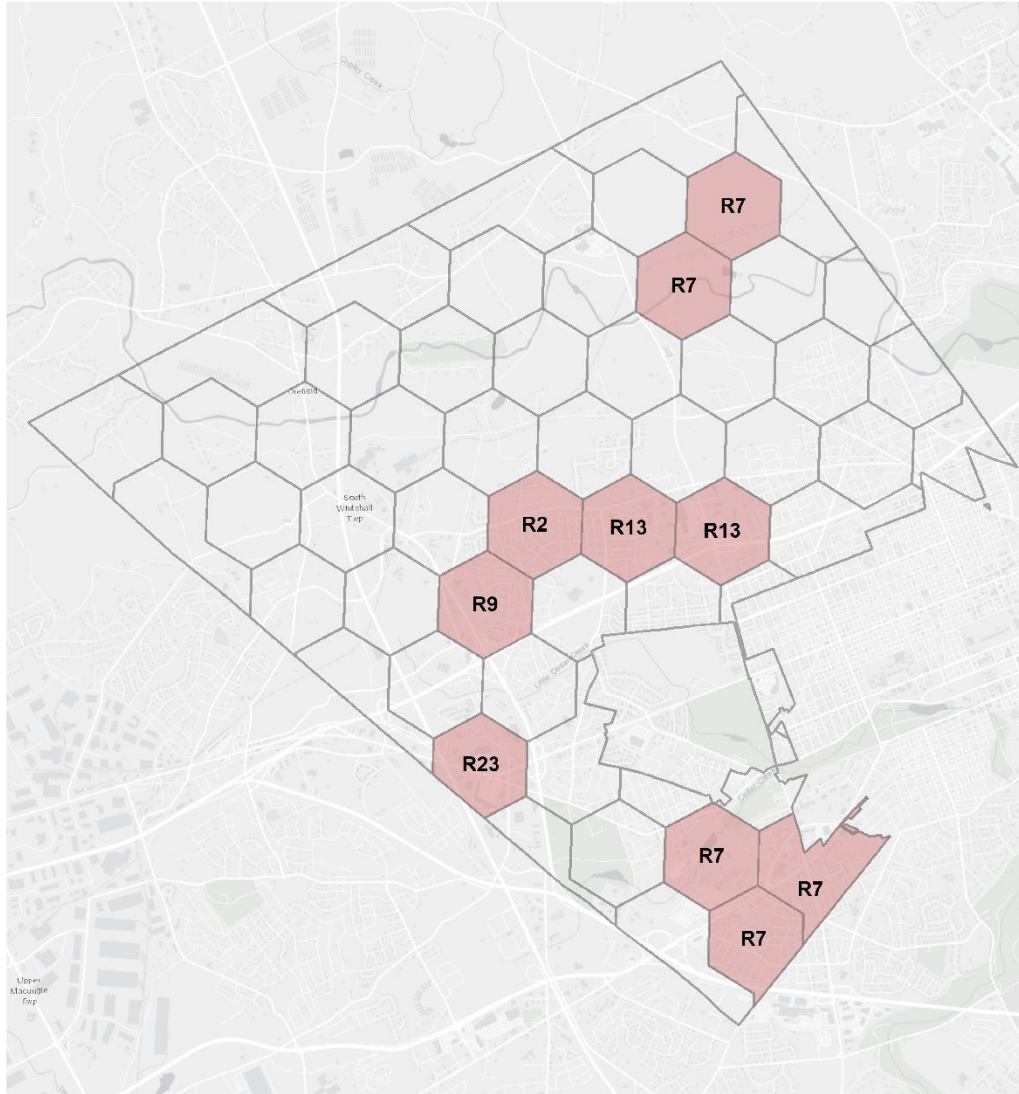
Commercial/Retail Use, Central Green, Pedestrian Oriented, Neighborhood Center
17. Infill—Low Population—Medium Employment

41.2% Encouraged

Mixed Use, Accommodates a variety of uses, Main Street Environment, Outdoor Dining, Pedestrian Oriented
29. Infill—High Population—Medium Employment

How Should We Grow?- Survey Results

REDEVELOPMENT



68.1% Encouraged		Single-Family Dwellings, Adaptive Reuse
R2, Redevelopment—Low Population—No Employment		
64.6% Encouraged		Commercial/Retail Use, Outdoor Dining, Adaptive Reuse
R7, Redevelopment—No Population—Low Employment		
48.8% Encouraged		Mixed Use, Adaptive Reuse
R9, Redevelopment—Medium Population—Low Employment		
54.4% Encouraged		Commercial/retail Uses, Accommodates a variety of uses, Main Street Environment, Pedestrian Oriented, High quality Architectural Design/Materials
R13, Redevelopment—Low Population—Medium Employment		
53.1% Encouraged		Mixed Use, Central Open Space, Pedestrian Oriented
R23, Redevelopment—Medium Population—High Employment		

South Whitehall Economic Development Scenario Presented by 4ward Planning



A fiscal impact analysis examines the linkage between local government revenue generated by new development and its resultant municipal service costs (e.g., police, fire, schools, sanitation, etc.). The outcome of such an analysis is to produce a project-related estimate of community service costs to projected revenues, a “cost-revenue ratio,” which will be positive (a revenue surplus), negative (a revenue shortfall), or neutral (break-even).

4ward Planning will evaluate the projected fiscal impacts (utilizing current service cost and tax rate metrics) for various build-out scenarios according to proposed zoning within South Whitehall Township.

Utilizing its proprietary fiscal impact model (inclusive of the latest residential multipliers identified within Pennsylvania), we will incorporate projected revenue and expenditure figures provided by the township and local school district, allowing for an examination of their relationship to existing land-use, employment, and population factors. 4ward Planning will then use the model to evaluate the projected fiscal impacts and potential public facility needs associated with various development scenarios (e.g., single-family detached housing; multi-family housing; shopping center development, professional/medical office; light industrial, etc.).

We will examine the following prospective outcomes:

- Estimate of development-generated capital needs/costs
- Estimate of development-generated municipal service costs/revenues
- Estimate of development-generated public-school district costs/revenues
- Estimate of development-generated public school-age children
- Estimate of development-generated employment (permanent)

4ward Planning will use one or a combination of qualitative and quantitative methods to conduct the fiscal impact analyses, based on the two fiscal impact methodologies most often employed by land-use practitioners: Per Capita Method and Case Study Methods.

The fiscal impact model is designed to perform sensitivity testing, such that changes to development type or intensity, value factors, etc. will update impact outputs.

The value of incorporating a fiscal impact analysis during the comprehensive planning process is to identify likely service and/or capital costs associated with permitted future development. In this way, comprehensive plan stakeholders can determine, in advance of development occurring, if the projected impacts will be detrimental or beneficial to the township and by what degree.

It should be understood, however, that the fiscal impact analysis model is based on currently known factors and, as such, cannot precisely predict future impacts; however, its utility is in illuminating the likely direction (positive or negative impact) and scale (how many new residents and school students; how many new employees; what increase in municipal and school district personnel might result; what new municipal and/or school district facilities might be required).

South Whitehall Transportation Model Presented by Keystone Consulting Engineers



An Evaluation of Future Traffic Impacts Associated with Planned Greenfield, Urban Infill, and Redevelopment in South Whitehall Township

Keystone Consulting Engineers, Inc. has prepared this traffic evaluation in support of South Whitehall Township’s comprehensive plan update. The purpose of this evaluation is to inform future planning efforts by identifying highlighting traffic impacts associated with greenfield, urban infill, and redevelopment in the areas identified during volunteer public workshop sessions. This evaluation will also provide various mitigating strategies that could be considered for areas where congested traffic conditions are anticipated.

The above noted analysis was performed in accordance with the following methodology:

- **Study Scope:** Critical intersections along the major roadway corridors within the Township have been identified to use as a basis of determining traffic impacts. These intersections were selected based on KCE’s local knowledge of the Township and based on guidance received from Township Staff.
- **2040 Base Traffic Conditions:** A 2040 Base Traffic Scenario was developed to use as a baseline by which to compare the impacts of a future Township development scenario. This base scenario was prepared as follows:
 - Existing traffic counts were compiled for the study intersections using traffic impact studies submitted to South Whitehall Township as part of various land development projects. Where existing traffic count information was not available from prior studies, KCE engaged Tri-State Traffic Data to perform new traffic counts, which were subsequently adjusted to account for fluctuations in traffic volumes resulting from the COVID-19 pandemic. The existing traffic volumes were then projected to the year 2040 using a static growth rate for Lehigh County as published by PennDOT’s Bureau of Planning & Research.
 - Anticipated traffic volumes from approved developments in the Township (not reflected in the above mentioned counts) were also obtained from submitted traffic studies and were layered onto the 2040 traffic projections to arrive at a 2040 base scenario. The quality of traffic flow was determined using the Intersection Capacity Utilization (ICU) method, which provides a quantitative index of intersection performance and also provides qualitative flow descriptions for Levels of Services (LOS) A through H, where LOS A indicates no congestion and LOS H indicates excessive prolonged periods of traffic congestion during peak periods.

South Whitehall Township Transportation Model – Continued

- **2040 Future Traffic Conditions:** A 2040 Future Scenario was developed based the greenfield, redevelopment, and urban infill conditions identified during the planning workshops. Specific locations where this traffic was expected to enter the roadway network were provided by Township Staff.
- **Trip Generation and Distribution:** Trip Generation for the various development types was determined using the ITE Trip Generation Manual, Tenth Edition, for representative land uses for retail, residential, and industrial land use types.
 - Trips generated from planned multi-use sites in the Township were reduced to account for internal (shared) trips between uses (an example of a shared/internal trip would be traveling to the grocery store and also stopping at the bank located on the same site as part of the same trip). Further, shared trips that were expected to occur between uses within the Township were also identified and generally accounted for in the analysis (an example of this would be a Township resident making a trip from their home to a retail shopping center located within the Township. In this event the trip originates and terminates within the Township and does not result in an external trip into or out of the Township).
 - The specified trip generation was also reduced to account for trips for retail uses being served by traffic that is already present on adjacent roadways. This is referred to as a “pass-by” trip (an example of a pass-by trip would be stopping for gas on the way home from work along the normal commuter route).
 - The analysis was limited to vehicular traffic, although it is generally recognized that other modal transportation choices would generally serve to reduce traffic impacts (i.e. LANTA bus service, Biking, and/or walking along sidewalks or other defined pedestrian routes).
 - The above noted trips were then distributed to the extents of the Township and/or to origins/destinations within the Township in a proportional manner in accordance with existing roadway traffic volumes and/or using engineering judgement.
- Anticipated traffic volumes from the future development types identified were then layered onto the 2040 Base traffic conditions and evaluated for quality of traffic flow using the above described Intersection Capacity Utilization method. Areas of significant degradation were noted and indicated as areas where special consideration is recommended to maintain the quality of traffic flow
- Since this evaluation was performed for planning purposes and was therefore not prepared to the rigors of a formal traffic impact study, specific mitigating improvements for areas anticipated to be affected by development traffic were not identified. However, structural mitigating improvements could generally include roadway widening/lane additions, interchange modifications, signal timing adjustments, and/or enhancement of alternate transportation modes and infrastructure, such as expanding public transportation routes, construction of sidewalks and/or bike paths, etc. Planning efforts could also be employed to help mitigate future traffic impacts including the encouragement of multi-use development to facilitate trip sharing. Lastly, travel-demand management strategies could be considered in an effort to influence driver behavior to reduce traffic congestion during peak periods (i.e. staggering of employment shift times, provision of incentives for ride-sharing, etc.).

Working Group Meeting #1: Existing Conditions

This meeting will focus on the current existing conditions for Transportation in South Whitehall Township. Relevant information will be discussed and presented from the growth, economic development, and transportation scenarios, the South Whitehall Township 2009 Comprehensive Plan, Comprehensive Plan Update Guiding Principles [2019], Comprehensive Plan Update Existing Conditions Report [2019], and the regional comprehensive plan FutureLV.

Goals

- **Identify significant data trends within South Whitehall Township**
- **Identify where updated data and/or additional information is needed**
- **Complete Existing Conditions Discussion Template**

Outcome

Solidify a baseline understanding of current data and information to best inform the recommendation process.

MPC Guidelines: Transportation

The PA Municipalities Planning Code (MPC), Act of 1968, P.L.805, No. 247 as reenacted and amended states in Article III, Section 301, that in the Preparation of Comprehensive Plans, in relationship to Transportation, shall include:

(3) A plan for movement of people and goods, which may include expressways, highways, local street systems, parking facilities, pedestrian and bikeway systems, public transit routes, terminals, airfields, port facilities, railroad facilities and other similar facilities or uses.

2009 SWT Comprehensive Plan Goal Themes & Statements: Transportation

Transportation Efficiency & Effectiveness

Goal:

Facilitate the safe and efficient movement of people and goods now and as the Township grows.
Promote multimodal circulation, particularly walkability, throughout the Township.

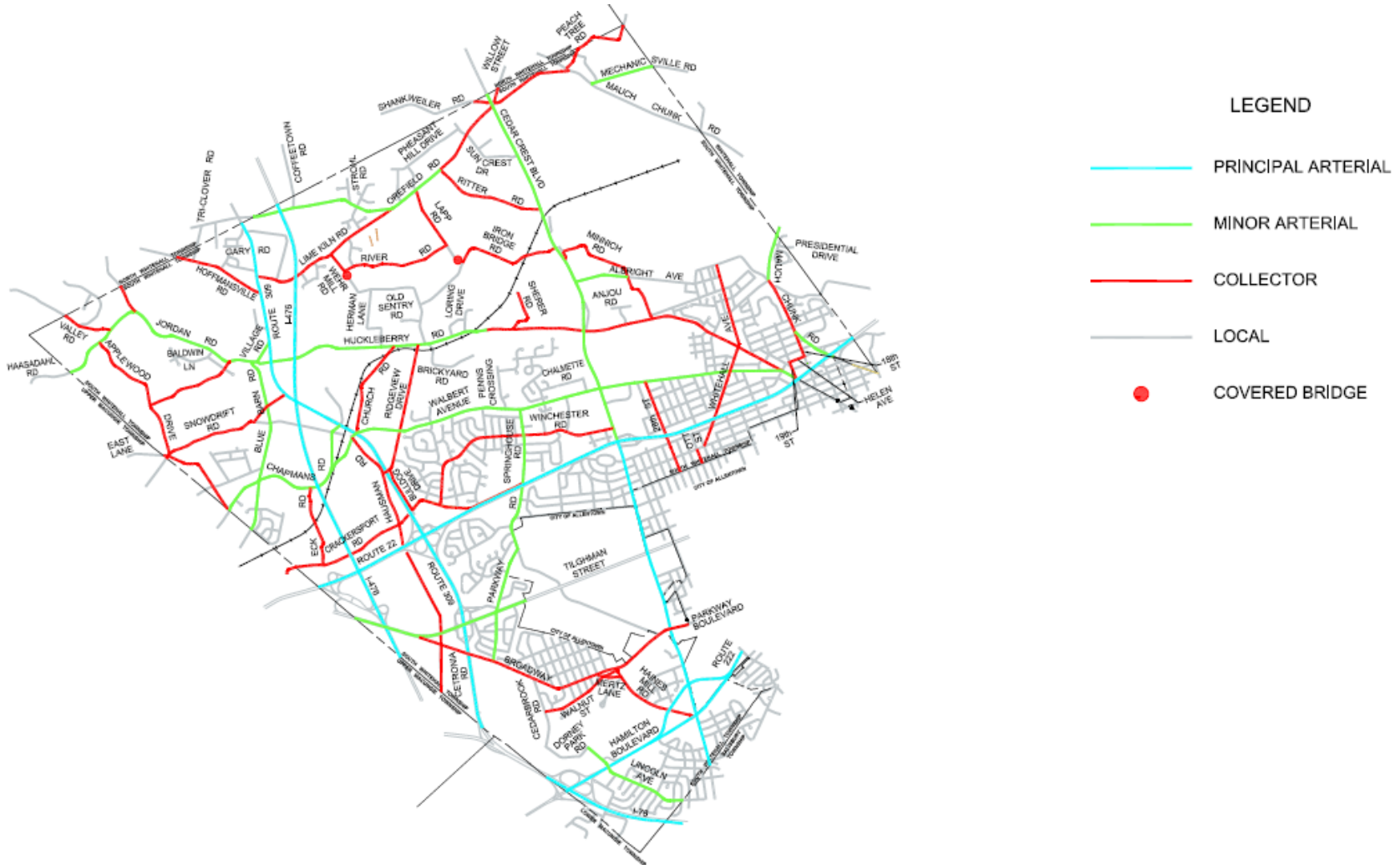
Goal Statements:

1. Identify transportation improvements needed to alleviate existing problems and avoid future conflicts resulting from growth and development
2. Use the Official Map to lay out potential/probable sites for new roadways in advance of submitted plans for land use
3. Promote opportunities for alternative transportation means, such as walking, biking and increased bus service.
4. Provide the opportunity for neighborhood shopping (for convenience items) and Live-Work units (a form of “zero-commute housing”) to reduce the number of vehicle trips and congestion on local roadways.
5. Provide opportunities for Park & Ride sites near I-78/Rt. 22/Rt. 309 and other areas to encourage carpooling.
6. Consider mass transit in site planning for more efficient access to this type of transportation.
7. Amend the Township zoning map so that the traffic-related intensity of permitted uses is appropriate to the capabilities of the existing and planned road network.
8. Reevaluate the viability and design of cul-de-sacs due to their potential to cumulatively create traffic congestion on the collector roads.
9. Increase the number of secondary north/south and east/west routes in the Township.
10. Consider establishing official transportation districts as part of an Act 209 Plan in order to provide an opportunity for future impact fees.
11. Develop a Capital Improvements Plan and program that will properly prioritize transportation improvement projects by evaluating the urgency of an improvement with the cost of that improvement.
12. Work closely with LVPC and adjacent municipalities on regional transportation issues.
13. Establish a citizen advisory group that focuses on traffic problems.
14. Define the role, scope and feasibility of uses for the existing rail line.

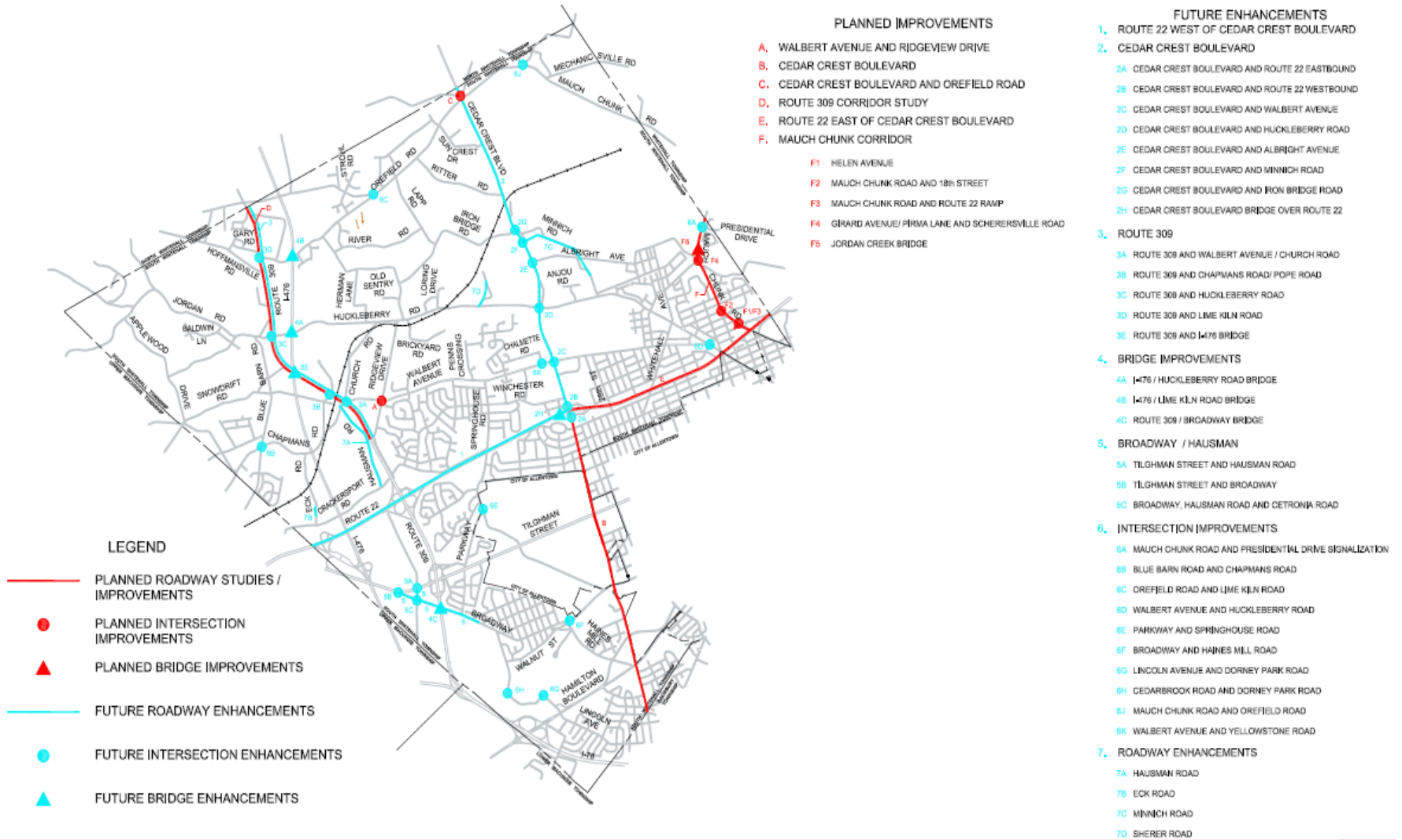
2009 SWT Comprehensive Plan: Current Traffic Volume



2009 SWT Comprehensive Plan: Roadway Classification



2009 SWT Comprehensive Plan: Planned and Future Transportation Infrastructure Improvements



2009 SWT Comprehensive Plan: Vehicular Transportation Recommendations

Notes

Vehicular Transportation: Recommendations

1. *Update of Functional Classification of Township Roads in accordance with Map 7-2.*
2. *Consider an Act 209 Plan.* Pennsylvania Act 209 was signed into the law in 1990 and amends the Municipalities Planning Code to permit a Township to assess transportation impact fees on new development provided it has adopted a municipal transportation impact fee ordinance in accordance with the Act. While currently not deemed appropriate for the Township, an Act 209 Plan may possibly be considered in the future for a portion or portions of the Township.
3. *Incorporate planned and future transportation projects as part of a Capital Improvements Plan.* Transportation infrastructure comprises a large portion of any municipal budget. With proper planning and foresight these costs can be managed and distributed over time. It is in the Township's interest to consider creating a long-term capital improvements plan that informs and is informed by annual budgets and reviewed on a regular basis.
4. *Coordinate closely with PENNDOT, LVPC and adjacent municipalities and participate in regional transportation initiatives.*
5. *Enhance access management and traffic calming requirements in the SALDO.*
6. *Identify roads with scenic and/or historic value and evaluate interest in Scenic Byway designation and protections.*

2009 SWT Comprehensive Plan: Alternative Transportation Recommendations

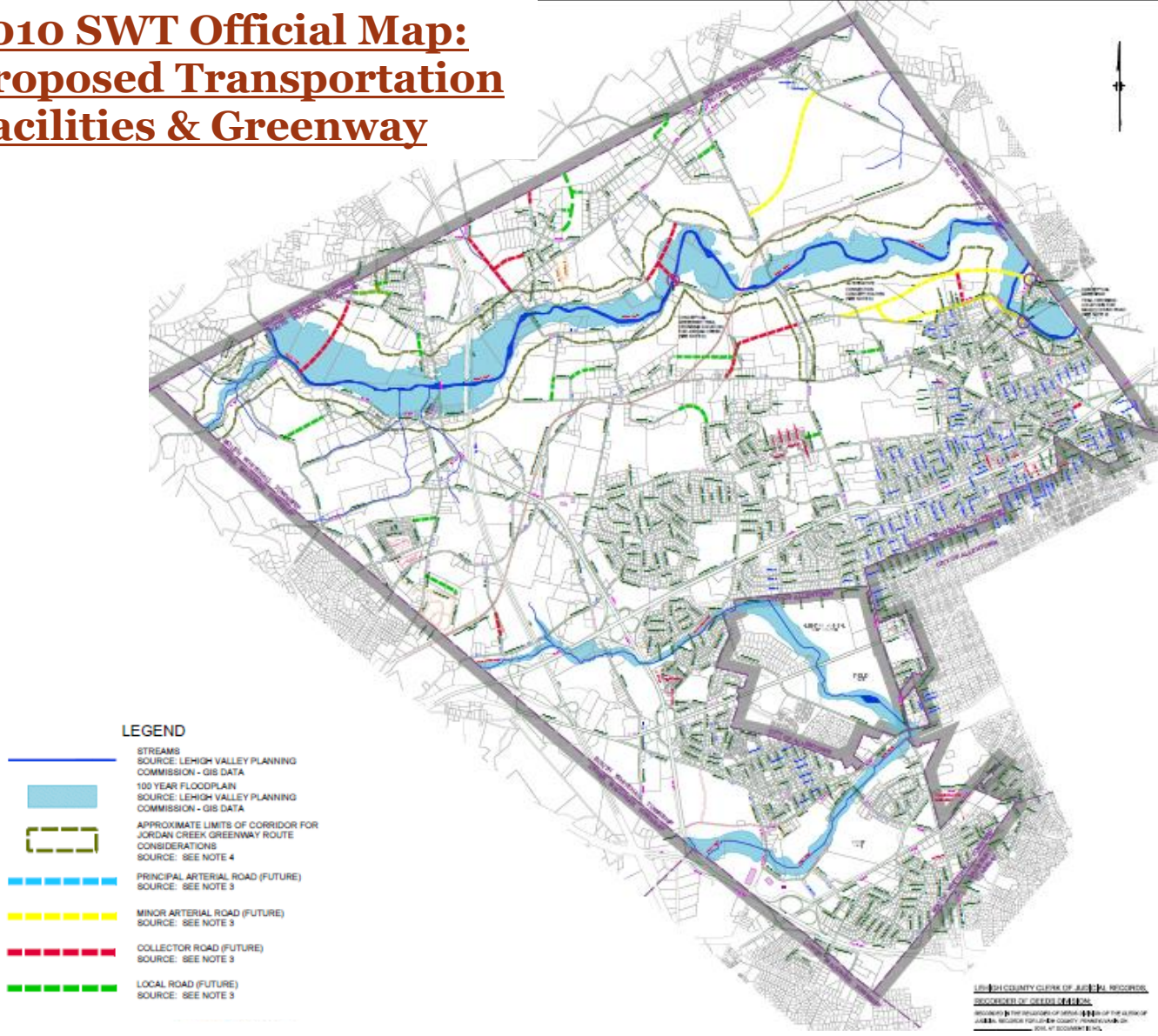
Notes

Alternative Transportation Modes: Recommendations

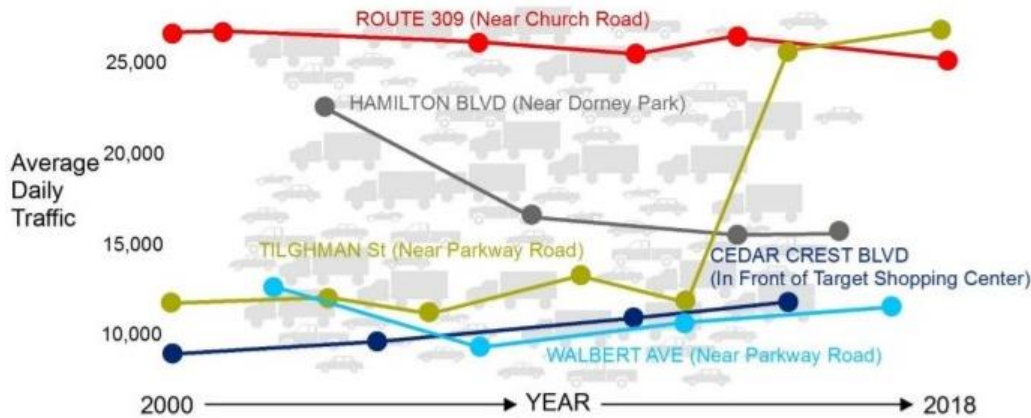
1. *Plan higher density housing, shopping, and employment facilities along existing or planned transit routes.*
2. *Encourage communication between shopping/commercial centers, business/industrial park (etc.) owners and LANTA to determine appropriate locations for bus shelters within developed areas of the Township and require developers to place bus shelters at these locations, as part of Subdivision and Land Development Ordinance (SALDO) requirements.*
3. *Plan for an Enhanced Pedestrian Network:* The network should be a combination of sidewalks, crosswalks, paved paths, and trails that connect across the Township.
4. *Safe Routes to Schools:* Focus on sidewalks accessing neighborhood schools; Work with Parkland School District.
5. *Crosswalks:* Improve standards per PENNDOT criteria in the SALDO and Zoning Ordinance (ZO) for crosswalk design; and require improvements with new and redevelopment, especially in areas in proximity to schools, parks and other public facilities, and employment and shopping hubs.
6. *Promote bicycle safety education programs.*
7. *Seek grants for alternative transportation mode improvements.*
8. *Consider input from agencies specializing in alternative transportation modes.*
9. *Consider applicable standard roadway signage installations where deemed appropriate associated with bicycling and pedestrian activities.*
10. *Paths and Trails:* Continue progressing with the development of the pathway system recommended as part of the latest approved Parks, Recreation and Open Space Plan.
11. *Greenways Network and Regional Trails:* Continue involvement in the Jordan Creek Greenway/Trail Project.

2010 SWT Official Map: Proposed Transportation Facilities & Greenway

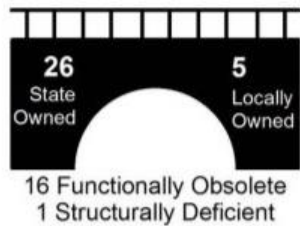
Notes



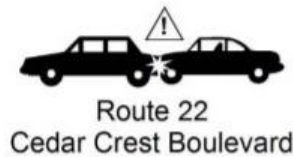
2019 Existing Conditions Report: Transportation Data



BRIDGES



HIGH CRASH CORRIDORS



Transportation
Improvement
Program

CONGESTED CORRIDORS

North Cedar Crest Boulevard
(Orefield Road to Parkway Boulevard)

Route 22*
(Route 100 to Wood Avenue)

State Route 309
(Route 873 to Walbert Avenue)

309 & Tilghman Interchange
Beginning 2021

Route 22 Widening
Beginning 2022

309 Betterment Project
Beginning 2021

Transportation

SWT consists of 108.2 miles of Township roadway and 37.18 miles of State roadway. The highest traveled roads include SR309, Interstate 78, Interstate 476 and US Route 22 at more than 20,000 trips per day.

Transportation Improvement Program

Larger infrastructure improvement projects are funded through the Transportation Improvement Program (TIP). There are three (3) projects included in the TIP for SWT.

Congestion Corridors

High traffic congestion corridors are identified in the 2016 Congestion Management Process (CMP) report. Several model inputs are used to make these determinations including percentage of truck traffic. Three (3) congestion corridors have been identified in SWT.

High-Crash Corridors

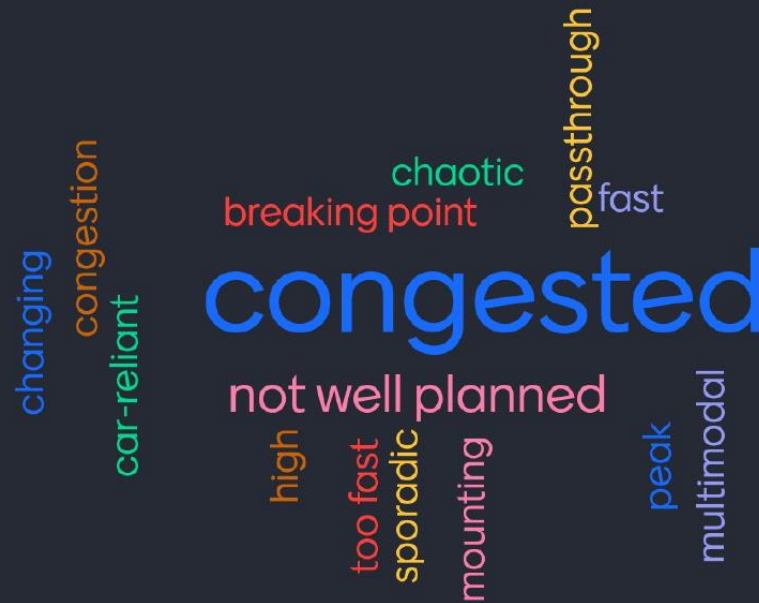
High crash corridors and intersections are identified in the 2016 Traffic Safety Plan. The plan includes injury and fatality data along with a series of mitigation strategies designed to minimize or eliminate future events. Two (2) corridors have been identified in SWT.

Notes

Transportation Today:
Phase 4 Kickoff Meeting March 31, 2021

What is a word you would use to describe Transportation in South Whitehall Township today?

Mentimeter



6

Discussion Template

1. What information or data is significant?

- Status of TIP projects
- How can trails that originate in SWT or travel through SWT better link to other trails in the area?
- Anticipated growth for SWT and surrounding municipalities that will impact SWT's transportation infrastructure
- How can we improve pedestrianways and bikeways?
- Safety crash data, high crash corridors and intersections
- Existing sidewalk gaps
- Congested corridors (process for identifying by LVPC)
- Historical traffic data, trends of volumes
- Planned and completed sections of Jordan Creek Greenway
- Projections on the impact of hybrid working on commuter traffic

2. Why is it significant?

- Reduced commuter traffic because of hybrid work could impact/reduce some traffic counts or restrain traffic growth
- Students to be able to walk to school in some instances and not rely on buses so much
- Investigating if act 209 is feasible, if impact fees can assess to developers outweighs upfront costs - may be a good thing to pursue
- Without knowing what's on the horizon (short, medium, and long term), we will always be playing "catch up" with transportation infrastructure
- Identified areas of concern (congested corridors, safety corridors, etc..) can help with funding from PennDOT
- Jordan Greenway is a key multi modal corridor connecting multiple municipalities. The status of the plans and funding is key to implementation
- Traffic volumes along with high crash corridors and crash intersections lead to areas of concern to be addressed

3. *Where geographically is it significant?*

- 309 and ridgeview
- Route 22-cedar crest interchange
- Cedar Crest at Huckleberry is a dangerous intersection
- Improve or connect Secondary roads to reduce volume on main routes. Brickyard road for example
- Hamilton-dorney park pedestrians
- Back to sidewalks in neighborhoods surrounding elementary schools or middle schools, like Parkway Manor and Springhouse Middle School
- High classification roads, higher volumes lead to bigger problems....re 309, Mauch Chunk Road, Cedar Crest Blvd, Tilghman Street
- Yes, Hamilton Blvd folks walking makes me crazy too
- Orefield Road at Cedar Crest, especially at afternoon rush hour
- Trail network need to connect residents to businesses and schools -- needs to be more than recreational
- Tilghman Street and Cedar Crest could be more pedestrian friendly

4. *Do you disagree with anything?*

- Disagree with how little we spend on trails compared to how much we spend on roads (from Mike D. and yes I am biased.)
- Data capabilities and they can be improved for usability
- The Comp Plan should be continually updated, not the whole thing every 10 years, take a section and update it, traffic and development change rapidly effecting the planning process
- Need to know all the ramifications of ACT 209, if a developer is on the hook for a fee, the improvements at their project may not be done by them, yet the cost by the township due to prevailing wage etc can be prohibitive in the bid process do an example of of act 209 fees versus developer installed improvements

5. Is anything surprising?

- The amount of 2009 recommendations not completed or even acknowledged
- How little a township like SWT invests in expanding or enhancing roads. Put another way, how much PennDOT controls our road infrastructure

6. What are we missing?

- Money
- Bicycle infrastructure
- How do we get money to upgrade roads? Extremely expensive, and municipalities don't have the money to make the improvements. Will it sit on the shelf and nothing gets done - how do we get the money to implement recommendations?
- Political will power

Key Takeaways – Working Group Meeting #1

- Money money money
- The control of PennDOT
- We will not change the transportation issues in one plan, its a long game, but the game keeps changing players
- The Jamboard is cool!
- Recommendations that form a roadmap and plan for implementation
- More frequent updates are needed
- How will we work collaboratively with other working groups? To ensure recommendations aren't conflicting/work against each other
- The importance of the official map - and including projects in the comp plan/official map to get them done
- Reactionary to developers - when, where - we are just responding. We have a lot of control over this stuff
- As 2009 plan shows, not everything gets done, be selective in your priorities

Working Group Meeting #2: LVPC Subject Matter Experts

Subject Matter Experts (SMEs) from the Lehigh Valley Planning Commission (LVPC) will present relevant data, tools, and best practices to each working group. Participants will have a chance to discuss the ways to address problems in South Whitehall Township and move forward towards identifying recommendations with SMEs.

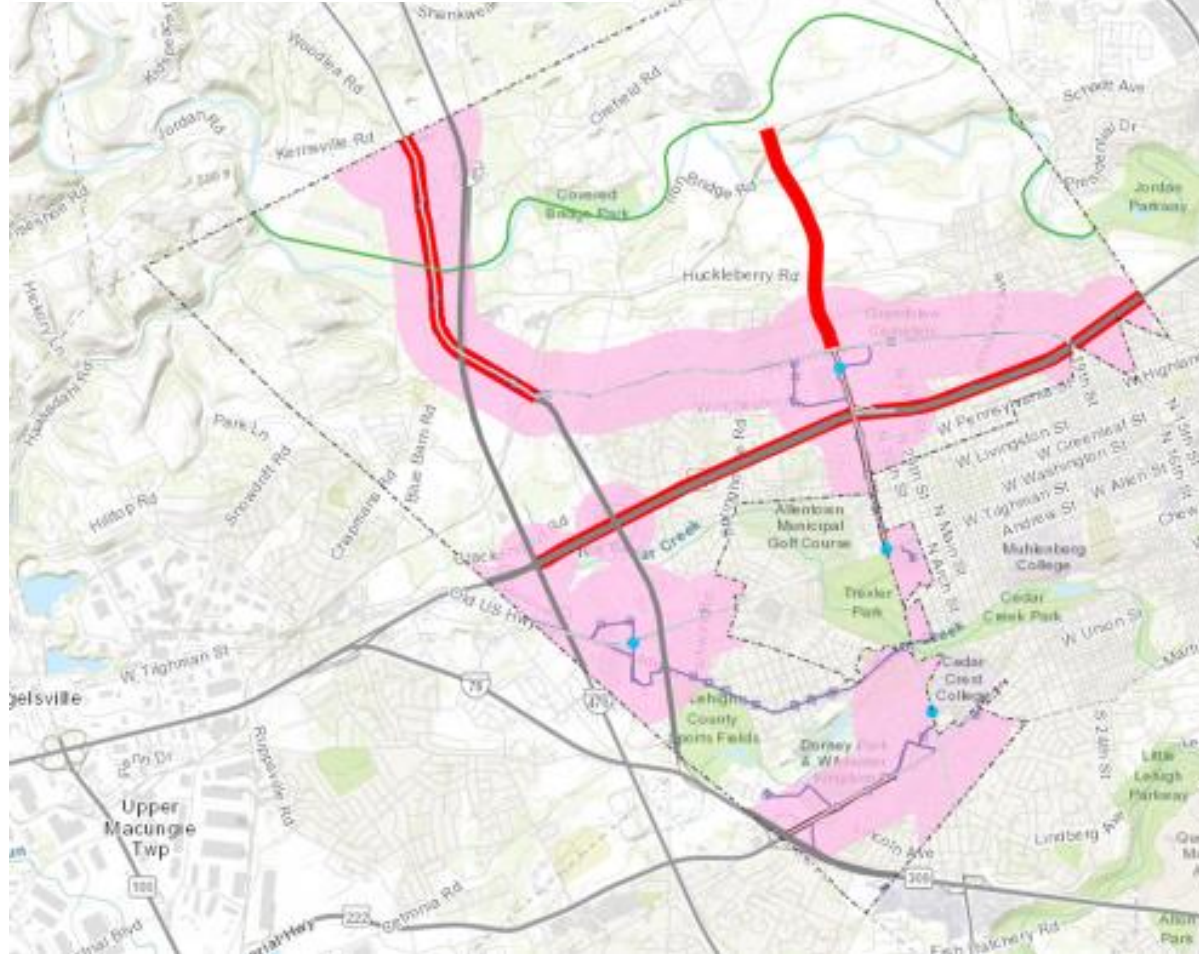
Goals

- **Review and discuss SME sourced data**
- **Learn about tools and best practices**
- **Identify initial recommendations**

Outcome

Create a high-level list of initial recommendations that will be prioritized and built out at Working Group Meeting #3.

FutureLV Data (LVPC): Transportation Plan



Transportation Plan

This plan shows major transportation infrastructure and opportunities for creating denser, mixed-use and transit-supported development and is used to guide efforts to improve the transportation network by private, non-profit organizations, government agencies and individuals. The plan identifies a series of Centers and Corridors that may be appropriate for higher-density development and improved mixed-transportation options, as well as critical regional highways and major intersections between highways and mixed-transportation corridors. The LVPC uses this plan as an important component of development review, and highly encourages projects that expand, improve or connect the mixed-transportation network. The LVTS also utilizes this plan to guide transportation policy and investments.

Centers

- Post-War Center
- Historic Center
- Emerging Center

Multimodal Accessibility Buffer



Corridors

- Major Corridors
- Regional Highways
- High-Frequency Bus Service

Commuter Trails



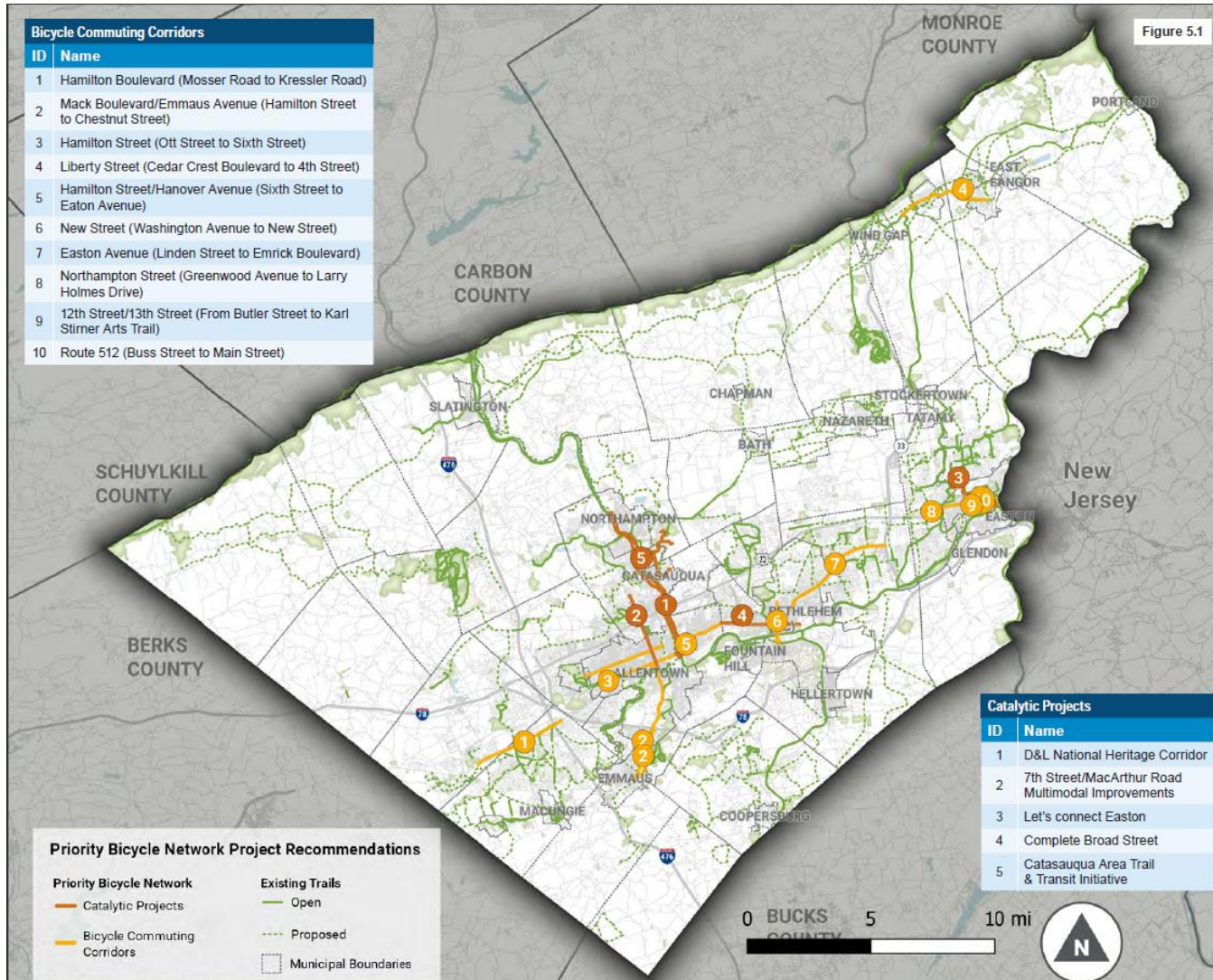
Interchanges



Access the LVPC FutureLV's Interactive Transportation Plan Map here: <https://tinyurl.com/5ezz59ya>

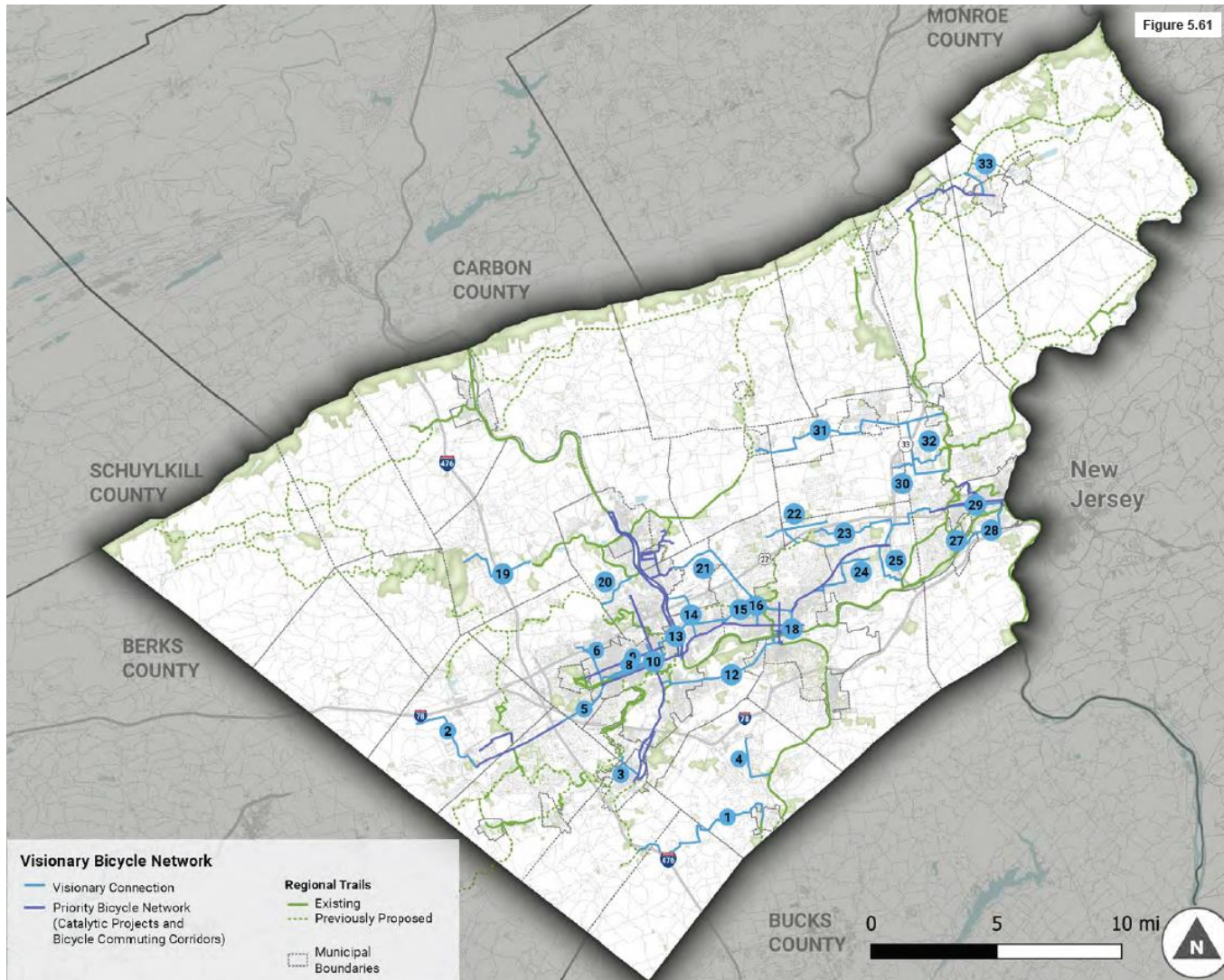
Walk/RollLV (LVPC): Bicycle Commuting Corridors (2019)

Notes



Walk/RollLV (LVPC): Visionary Bicycle Network (2019)

Notes



Transportation Future:
Phase 4 Kickoff Meeting March 31, 2021

What is a word you would use to describe Transportation in South Whitehall Township in the next 10 years?

Mentimeter

gridlock
mixed
dense
overwhelming
over-developed
flexible
bike and pedestrian
horrendous
unsustainable
build trails
massive
multimodal

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Discussion Template

1. *What is working well now in South Whitehall Township?*

- Public works maintenance and weather response of local roads
- Including sidewalks in new development plans (or deferring)
- Not deferring or waiving sidewalks in land development processes
- Good park system
- Establishing the Jordan Creek Greenway
- Good plan and implementation of the Jordan Creek Greenway
- Recent build of trail along Jordan Creek
- Having an electric car supercharger, Tesla
- Always walkability and sidewalks
- Creating connections
- Improved walkability
- Get our needs into Future LV and eventually to TIP
- Planning focus on multi-modalism
- Using the Official Map to connect Brickyard Road into the north/south road network
- The Bridge at Broadway and Cedar Crest is a considerable improvement
- Talking about the importance of an Official Map! First step in being the change
- The ability to straighten Eck Road as a result of the official map
- Covered bridge park improvements look great!

2. *What are the problem areas?*

- Not enough North South Connections through the Township
- Political priorities all over the place no consensus of elected officials
- Limited capacity feeder roads (e.g., Orefield Road) and corridors (e.g., North Cedar Crest) that can't handle current traffic loads, let alone expected/planned development
- Repeated repair of potholes instead of addressing the root cause (e.g., poor drainage)
- Lack of sidewalk infrastructure, critical gaps in sidewalks on major bus routes
- Walkability and sidewalks on Tilghman, Hamilton, and Cedar Crest
- Lack of modern bus stops
- Planning has become to reactionary rather than being proactive to transportation needs
- Not enough money
- Lack of township road improvement plan to keep up with growth
- Update street lights to LED to improve lighting, conserve energy and save township funding
- The last comp plan had dense development centers but no plan to improve infrastructure
- Need to improve streetlighting
- Lack of political consensus within the Township. Without it we can't get things done
- Opportunity for LTAP program (consider for recommendations) - address pedestrian and connectivity issues (Engineer and LVPC staffer)
- No capital improvement plans
- Lack of shoulders wide enough to safely accommodate cyclists and pedestrians on main corridors such as Cedar Crest Road (between Walbert and Orefield)
- Growth must include the reality of the traffic increase that it brings
- No vision
- We need to understand the planning laws more. It will help us be more proactive and have better outcomes
- Enforceability [impact fees] - how get things done (Act 209). Need these policies for the Township
- Township needs to learn more about the traffic impact fees to fully understand options before the comp plan is complete

3. What SME Tools or Best Practices are relevant to addressing these problems?

- Update the official map with more detail to create a vision
- Build relationships with the money people
- Better understanding of available infrastructure capacity when updating zoning
- How can we manage congestion - drive to other modes (walk/bike/transit), manage it with traffic signals optimization, use what have road already to most efficient capability
- Traffic Impact Fees
- Understanding vast amount of data out there, understand where we are right now
- Have the township use Tech Assists like the City of Allentown
- South Whitehall needs to participate in the LVTS to be part of project funding
- Presentation by the LVPC to the township to keep the elected officials in sync with the regional plan. Need to work together

4. What recommendations based on SME tools and best practices should we carry forward to the Comprehensive Plan Update?

- Become subject matter experts ourselves on the township as a whole transportation wise
- Identify safety areas and high crash areas to address
- Take a serious look at implementing an ACT 209 Study
- Traffic impact fees. Dense growth must include infrastructure impact.
- Traffic impact fees
- How use what we have efficiently?
- Encourage more transportation connections where feasible
- Knowledge is power. The more info the township can attain - multi municipal plans, traffic impact fees, etc - the better we can construct the new comp plan.
- More frequent updates to the comp plan.
- Create a dedicated bank account (impact fees) to match funds from state and federal for projects
- Discuss multi municipal planning and how it would benefit the township
- LTAP program
- Get our projects on the TIP
- Prepare now for the call for projects to get on the path to the TIP
- Tech Assist Programs - w/ engineer and LVPC staff
- Create a transportation improvement plan for the township (roads and trails)
- Coordinate with other municipalities just how many warehouses we can absorb in the Lehigh Valley. Sadly we are becoming the VALLEY OF THE TRUCKS
- Bus transit improvements to enhance ridership and mitigate congestion
- Official Map update to leverage funding and create a vision
- Update Official Map with desired transportation projects
- Connect people with places, how do we do that best?
- Better connectivity based on multi-modalism
- Create and implement a Capital improvements Plan
- Amend the Township zoning map so that the traffic-related intensity of permitted uses is appropriate to the capabilities of the existing and planned road network

Working Group Meeting #3: Prioritize and Develop Recommendations

Meeting #3 focuses on building out the recommendations identified in Meeting #2. Working Group members will prioritize their recommendations and develop recommendations utilizing the Recommendation Template.

Goals

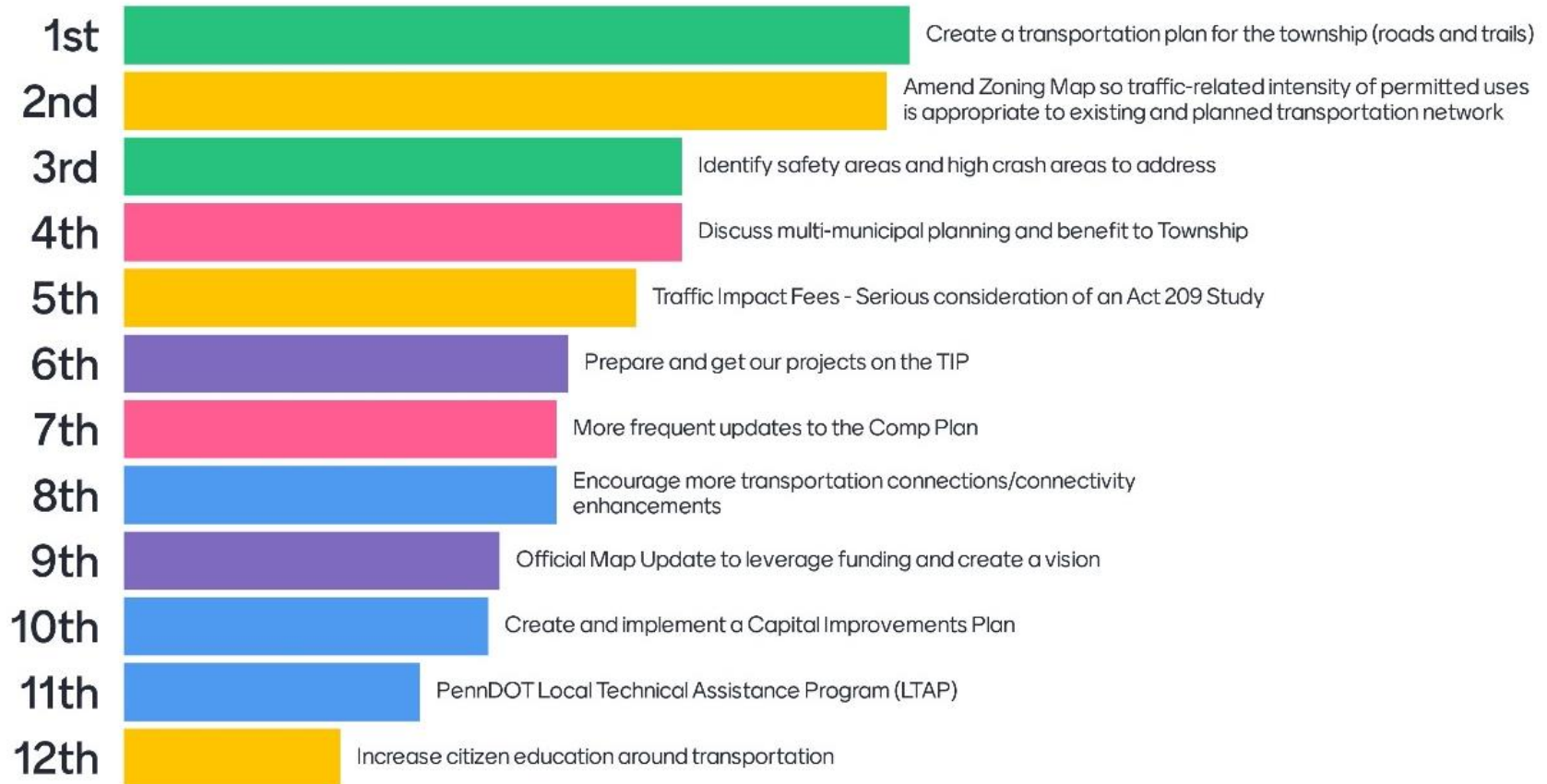
- **Prioritize and assess recommendations**
- **Build out Recommendation Templates**
- **Prepare to present Recommendations at the Concluding Working Group Meeting**

Outcome

Prioritize recommendations and then identify key goals, key actions, leaders, partners, funding, and timeline. These recommendations will be presented to the South Whitehall Township Planning Commission at the Concluding Working Group Meeting, and will directly inform the Comprehensive Plan Update.

Prioritization Exercise

Final Working Group Recommendation Prioritization



Recommendation: Create a Transportation Plan for the Township (Roads and Trails)

Key Goals:

- Look to other local municipalities who may have had success with this - to gather possible ideas and guidance
- Work to balance future planned growth with appropriate future traffic capabilities
- Coordinate Zoning with road capacity and infrastructure
- To prioritize our projects to put them in line for transportation funding
- Understand high traffic areas for the duration of the plan
- Utilize the Official Map and keep it in concert with Transportation Plan

Key Actions:

- Inventory non-automotive transportation options (e.g., trails) in the Township
- Action: make sure to coordinate trail development with The Link trail network
- Provide transportation options beyond cars (transit, bike, pedestrians)
- Calculate financial impact of long range transportation needs
- Action: ask PennDot for their planning assistance
- Coordinate Zoning with road capacity and infrastructure
- Stand Alone Plan? Can it be a part of the Comp Plan?

Stakeholders

Who Leads?

- Community Development Department, Township Engineer, Public Works

Who Partners?

- PennDOT, LVPC, Link Trail Network, Neighboring municipalities, Developers

Funding Sources

- PennDOT
- Gas Tax/Liquid Fuels
- State grant opportunities for township plans? DCED?
- Developers
- Grants for ADA that could be used for sidewalks/trails

Implementation Timeline (near-term, mid-term, or long-term):

- Creation = Near
- Should still include mid- and long-term elements

Measures of Success:

- Creation of Plan itself as deliverable
- Getting projects on TIP
- If in 30 years all major SWT roads are not rated H
- Citizen satisfaction that the Plan developments are supported by the planned or existing infrastructure

Recommendation: Amend Zoning Map so traffic-related intensity of permitted uses is appropriate to existing and planned transportation network

Key Goals:

- Intensity of permitted uses is appropriate to existing and planned transportation network

Key Actions:

- Inventory available capacity of individual roads and intersections
- Coordination with adjacent municipalities on large developments (Warehouses leading to truck traffic)
- Make sure we don't miss existing planned/ongoing developments when considering transportation evaluation
- Inventory of usage on roads

Stakeholders

Who Leads?

- Planning Commission, Township Planning Staff, Township Engineer

Who Partners?

- PennDOT, LVPC, Neighboring Municipalities

Funding Sources

- Township Budget (Line Item?)
- Grants?

Implementation Timeline (near-term, mid-term, or long-term):

- Near-Term (But after Comp or Transportation Plan)
- Consider mid- and long-term aspects

Measures of Success:

- Traffic alleviation
- Citizen acceptance that development plans are reasonable
- Safe roads and intersections

Recommendation: Identify safety areas and high crash areas to address

Key Goals:

- Eliminate hazard areas
- Minimize injury and property loss
- Pedestrian safety
- Sidewalk improvements
- Zero Pedestrian deaths

Key Actions:

- To inventory hazard areas
- Capital Improvement Plan to implement the safety strategies
- Consulting public safety on areas that are unsafe to pedestrians
- No deferral of sidewalks anywhere

Stakeholders

Who Leads?

- BOC

Who Partners?

- Resident input, Police, Township Engineer

Funding Sources

- Township Budget
- Grants

Implementation Timeline (near-term, mid-term, or long-term):

- Near-term to begin process
- Identifying areas = near
- addressing issues may be mid to long term
- Township roads v state roads may increase time

Measures of Success:

- Crash/Fatality/Injury Data and Statistics
- Zero accidents zero injuries
- "Vision Zero"
- Create categories to define improvement
- Deliverable of graphic representation (GIS)

Recommendation: Discuss multi-municipal planning and benefits to Township

Key Goals:

- Coordinate activities of increased traffic due to development

Key Actions:

- Approach all neighboring municipalities to gauge interest on multi-municipal plan
- Utilize LVPC support

Stakeholders

Who Leads?

- BOC, Township Staff

Who Partners?

- LVPC, PennDOT, Neighboring Municipalities

Funding Sources

- Township Budget
- Grants for Multi-municipal Plans

Implementation Timeline (near-term, mid-term, or long-term):

- Near-term

Measures of Success:

- Plan adoption

Recommendation: Traffic Impact Fees – Serious consideration of an Act 209 Study

Key Goals:

- Study to identify whether or not this is worthy or feasible
- Get additional funding sourced for roads
- Speak to townships that have these fees, or to LVPC
- Education for township to better understand our options, gains, potential negatives

Key Actions:

- See which, if any, neighboring townships have an act 209 plan
- Education and understanding best practices
- Understand landscape of those that have 209 Plan

Stakeholders

Who Leads?

- BOC

Who Partners?

- LVPC, Local Legislators, Residents

Funding Sources

Implementation Timeline (near-term, mid-term, or long-term):

- Mid- to Long-term

Measures of Success:

- Money

Recommendation: Official Map Update to leverage funding and create a vision

Key Goals:

- Community consensus
- Leverage funding and create a vision

Key Actions:

- Look at 2009 Plan and re-evaluate
- Roadway improvements
- Intersection improvements; new trail; new parks; new schools

Stakeholders

Who Leads?

- Planning Commission and Staff

Who Partners?

- Public, Any Township Department

Funding Sources

- Township Budget
- Grants

Implementation Timeline (near-term, mid-term, or long-term):

- Near
- Directly follows Comp Plan Update (1 year)

Measures of Success:

- Achieving our Goals

Working Group Concluding Meeting

Each Phase 4 Working Group will present their recommendations to SWT staff and the Planning Commission to generate constructive feedback and discussion. The recommendations, feedback, and discussion will inform the drafting of the Comprehensive Plan Update.

Goals

- **Present recommendations**
- **Provide feedback and facilitate discussion**
- **Advance recommendations to Planning Commission drafting of Comprehensive Plan**

Outcome

Phase 4 will conclude with presentations of Working Group recommendations to the Planning Commission, informing the Comprehensive Plan Update.