



City of Allentown Safe Streets for All Presentation to City Council

Allentown

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INTERNATIONAL

April 2, 2024

Overview of Presentation

- The Big Picture
- Planning Process Components
- Example Conceptual Improvement Plans
- Goals & Recommendations
- Next Steps & Questions

The Big Picture

Framing the Urgency

From 2019 to 2023, there were...

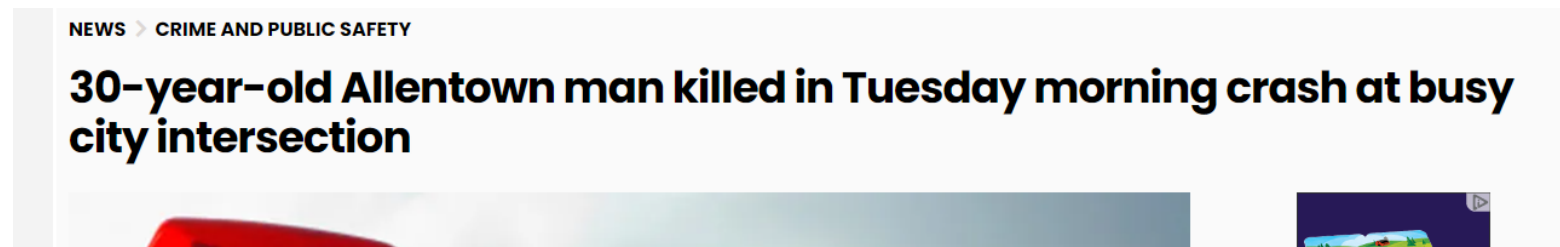
8,600+ crashes within the City limits

284 High-injury crashes

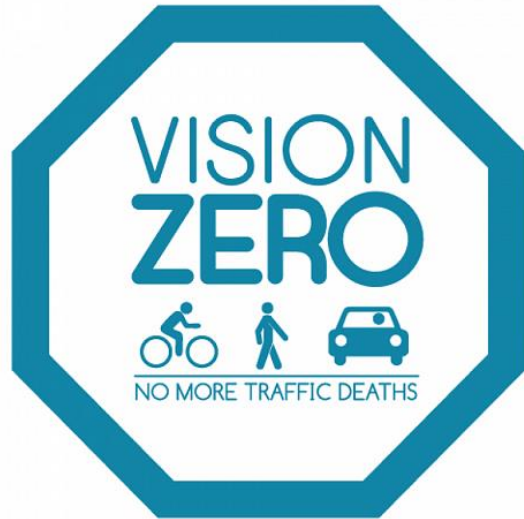
69 pedestrian-related crashes

11 Fatalities

Framing the Urgency



Vision Zero: Resolution to Action



TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

SS4A Action Plan Vision

“Allentown’s streets are safe and accessible for all community members who live, work, or visit Allentown no matter their mode of transportation or background. By 2030, there are zero traffic fatalities and serious injuries.”

Planning Process Components

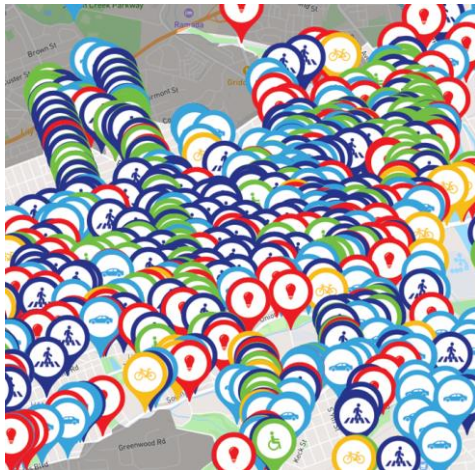
Community Engagement



Widespread Outreach Program



Stakeholder Engagement



Online Community Engagement



In-Person Community Engagement

What do you think are the biggest safety issues on Allentown Streets?

Lack of off-road biking
and walking

Issues at bus stops

Speeding motorists

Lack of ADA access

Lack of bike lanes

Community Engagement Comments

**"Repaint
street
markings."**

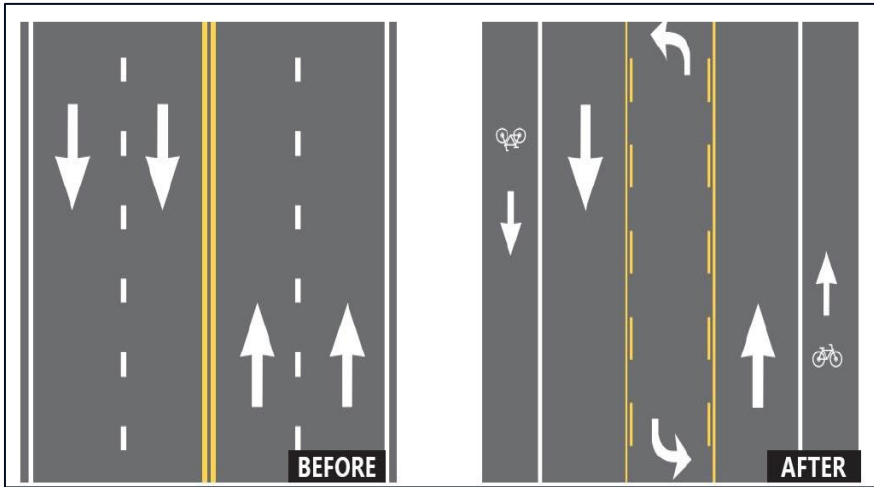
**"People are in a
rush in
Allentown, and
they always
cause accidents."**

**"Sidewalks around the
park with multiple
crosswalks, maybe
with flashing signs."**

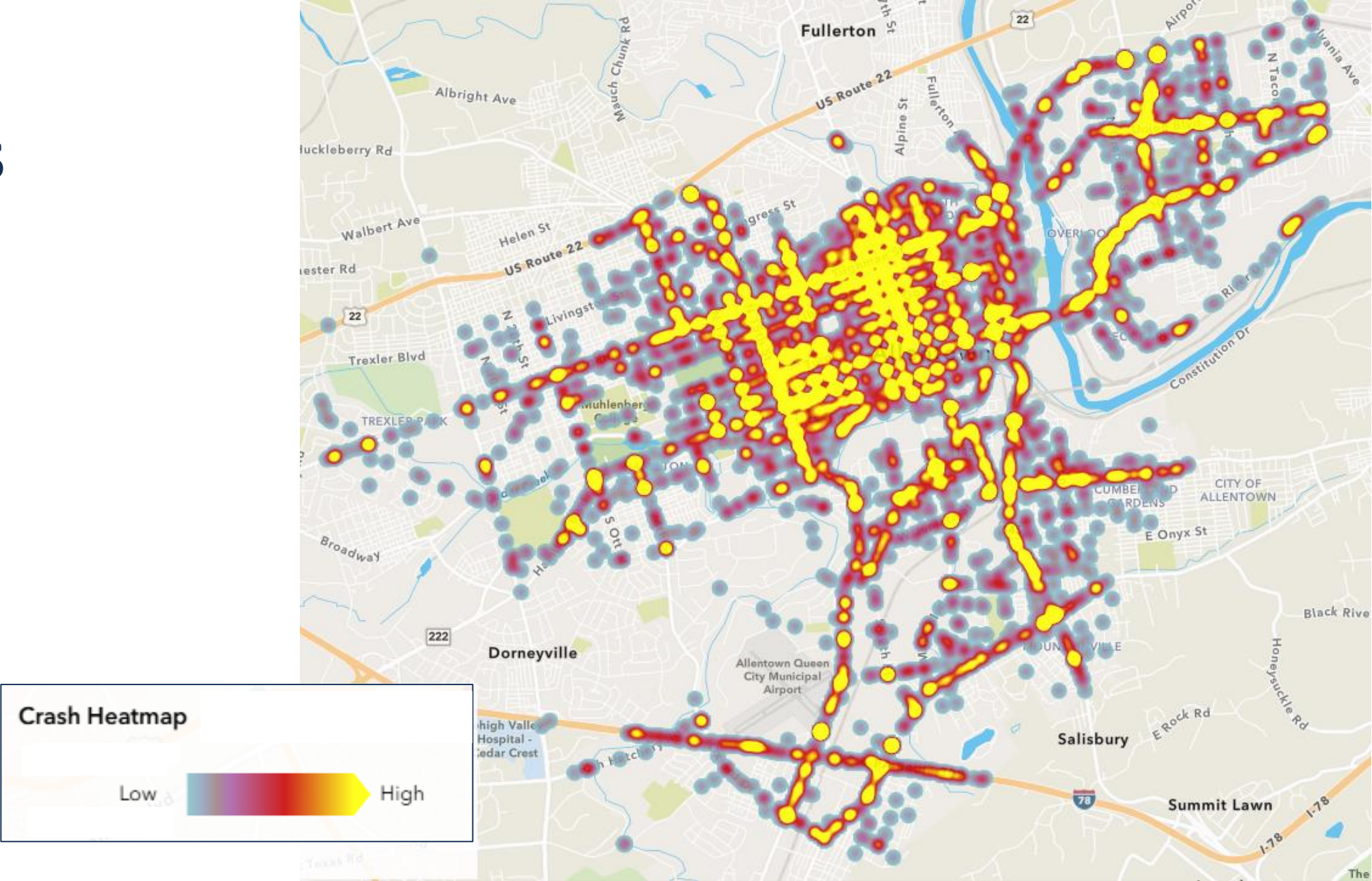
**"Lack of
enforcement of
existing laws,
speed limits."**

**"More lighting in dim
lit roadways. Mirrors
to see at intersections
when cars park to
close to corner."**

Recommendations to Address Community Concerns



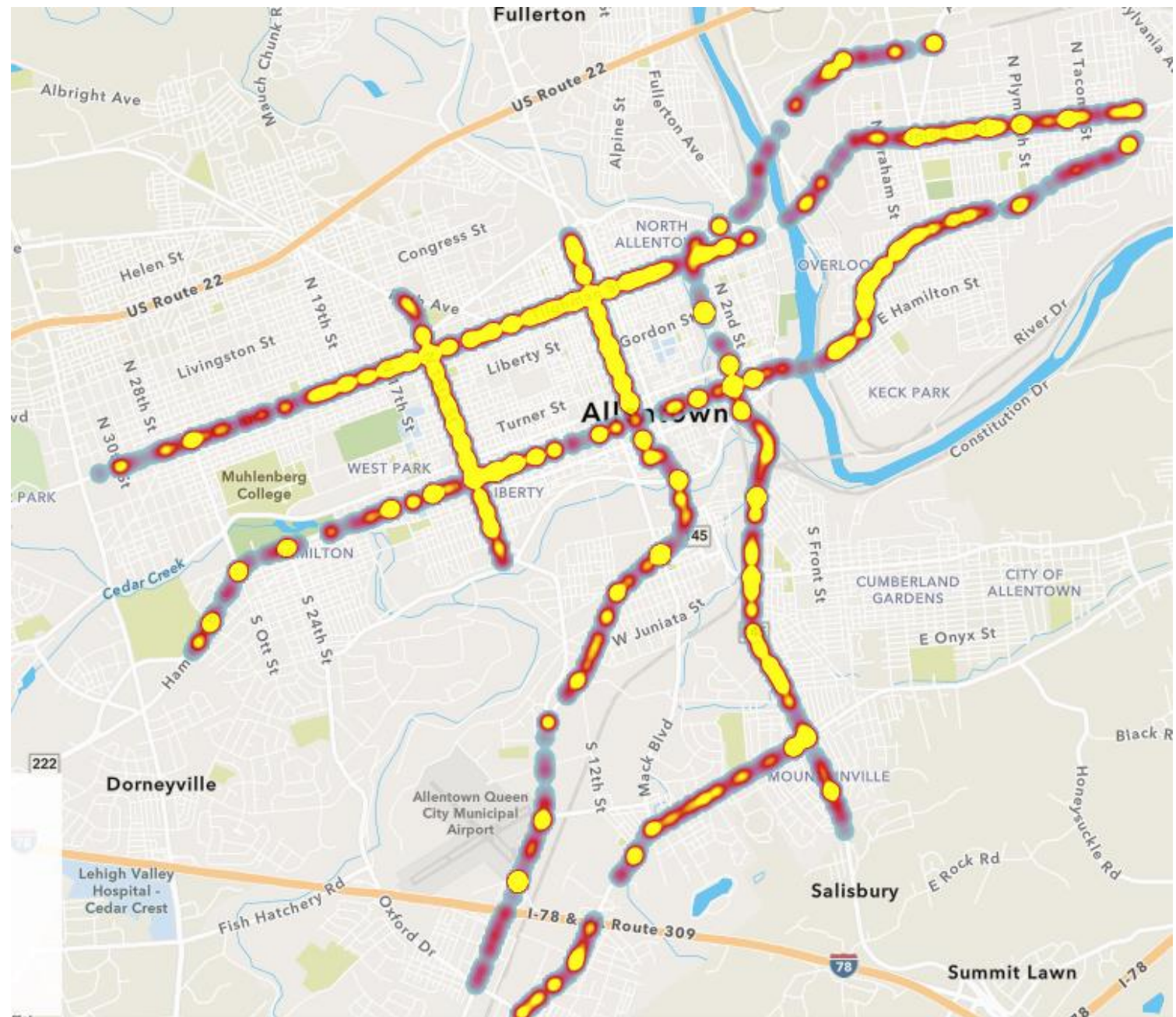
Safety Analysis



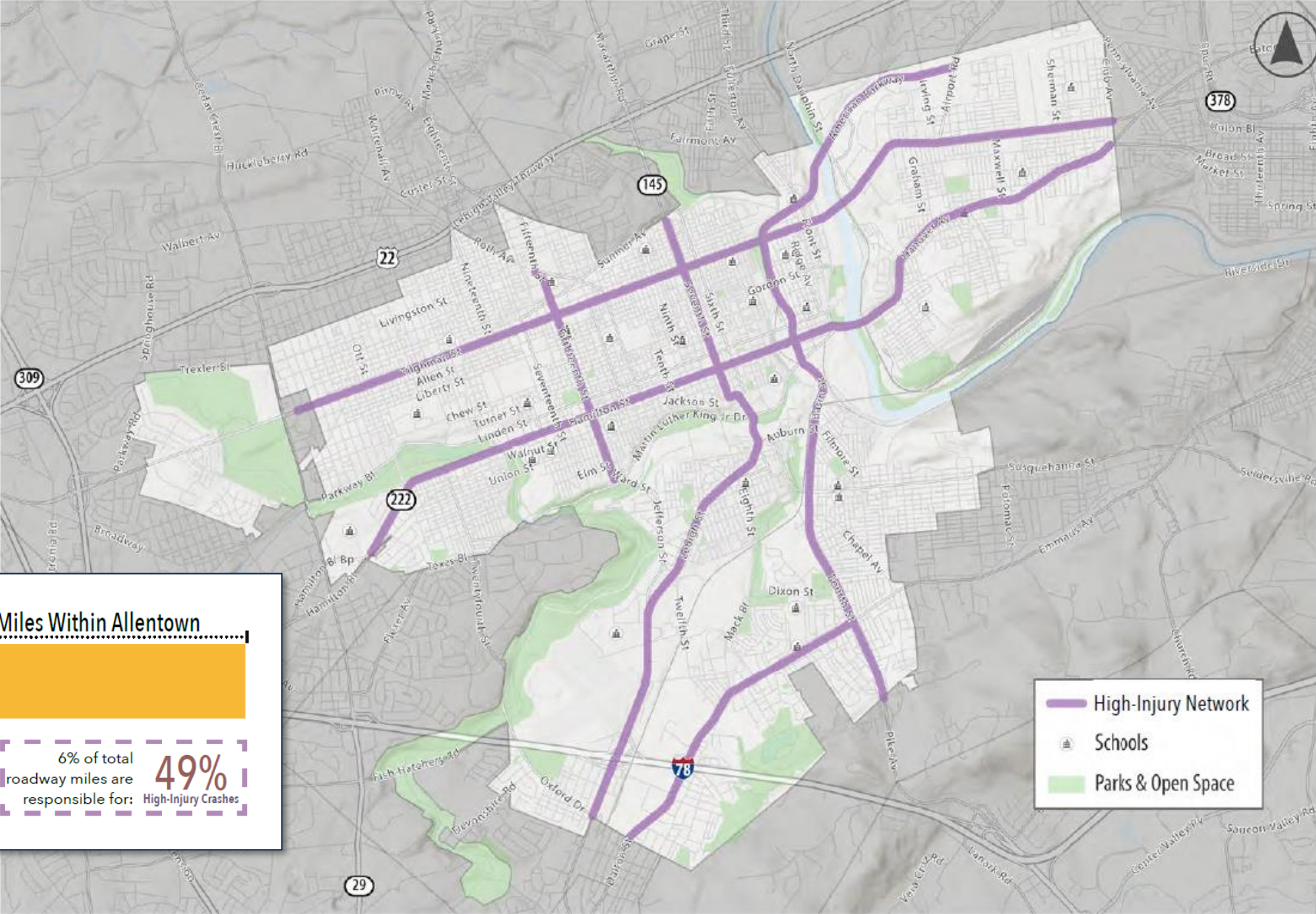
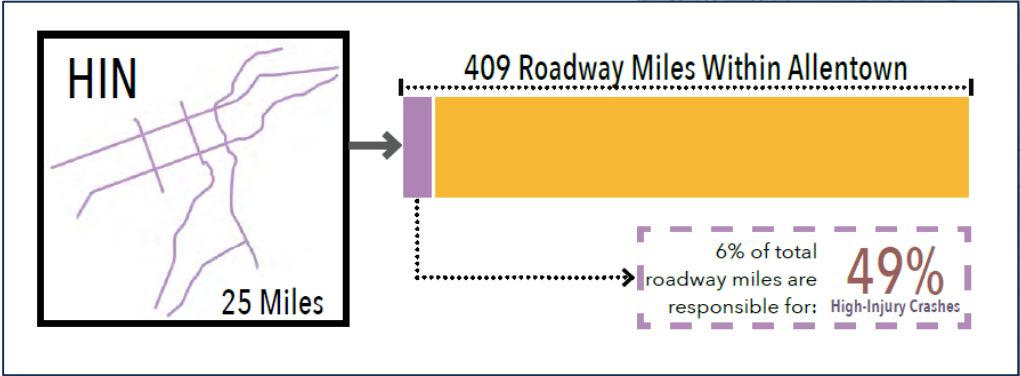
Safety Analysis

***3,228 crashes
on the HIN in
2019-2023***

High Injury Network:
*a small number of
streets in the City
where the majority of
serious injury and fatal
crashes occur.*



High-Injury Network

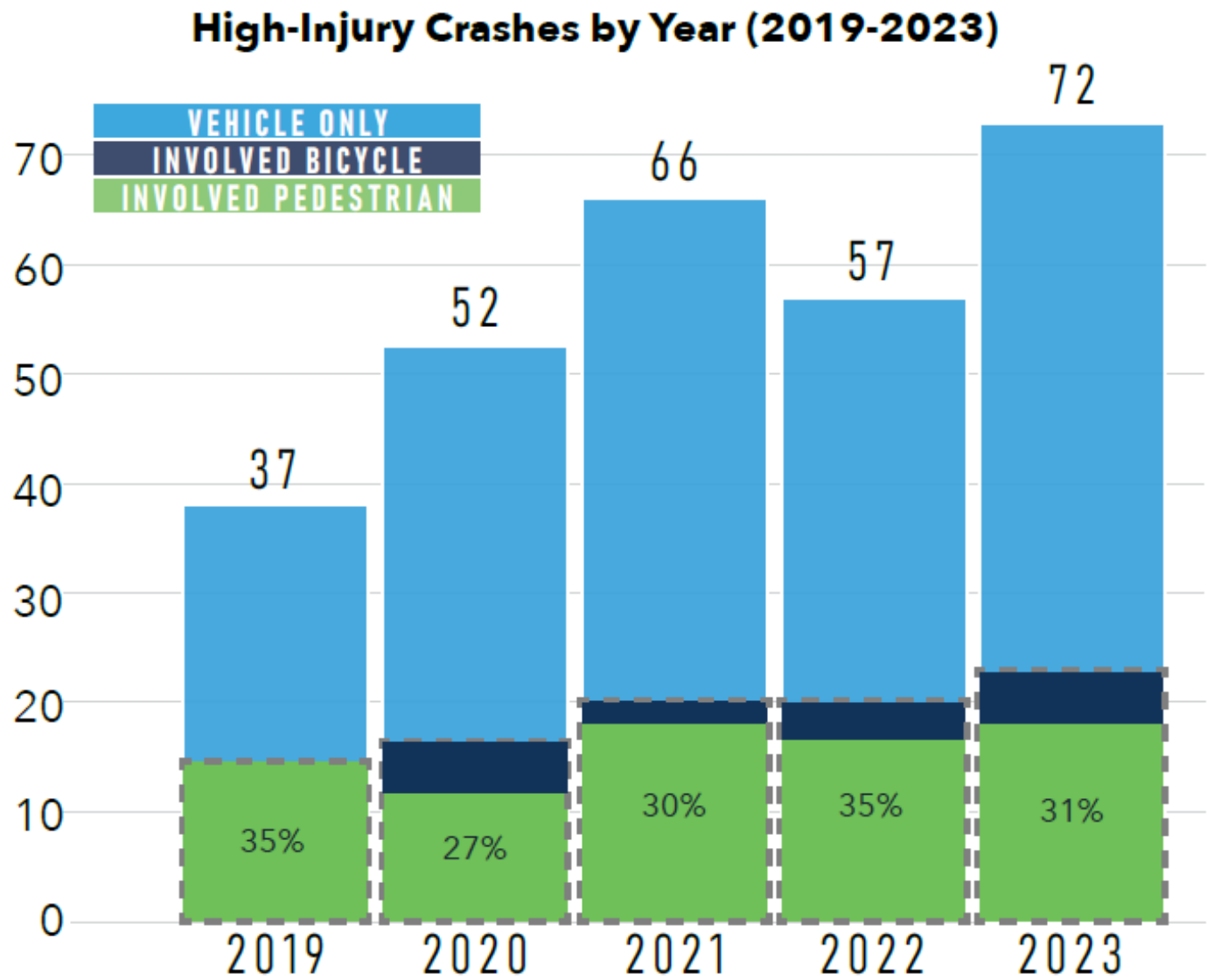


Safety Analysis

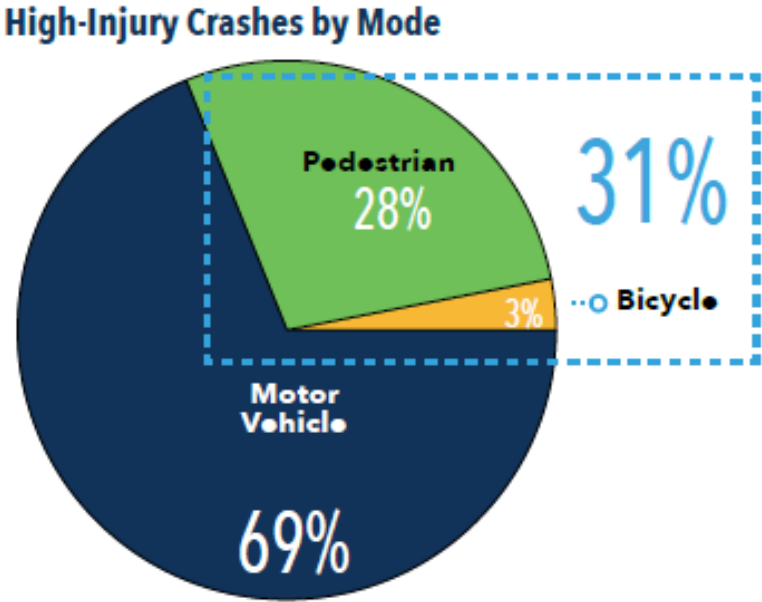
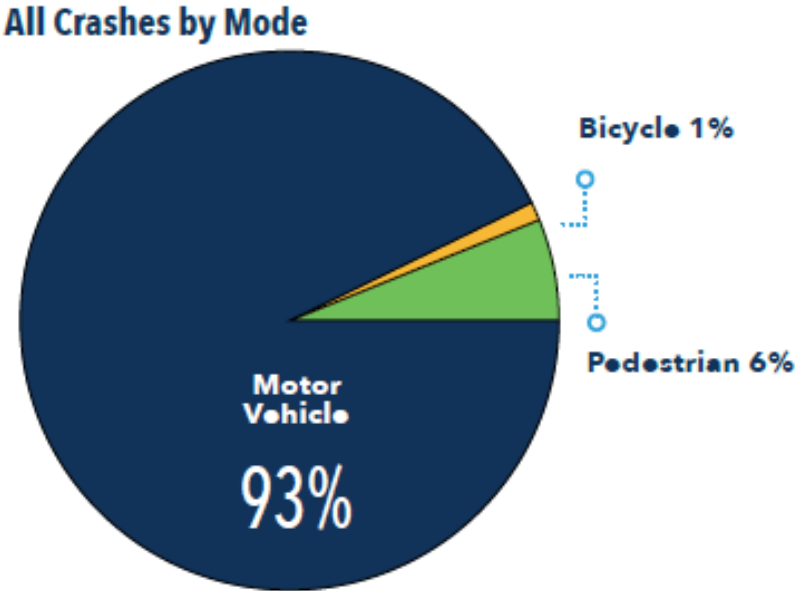
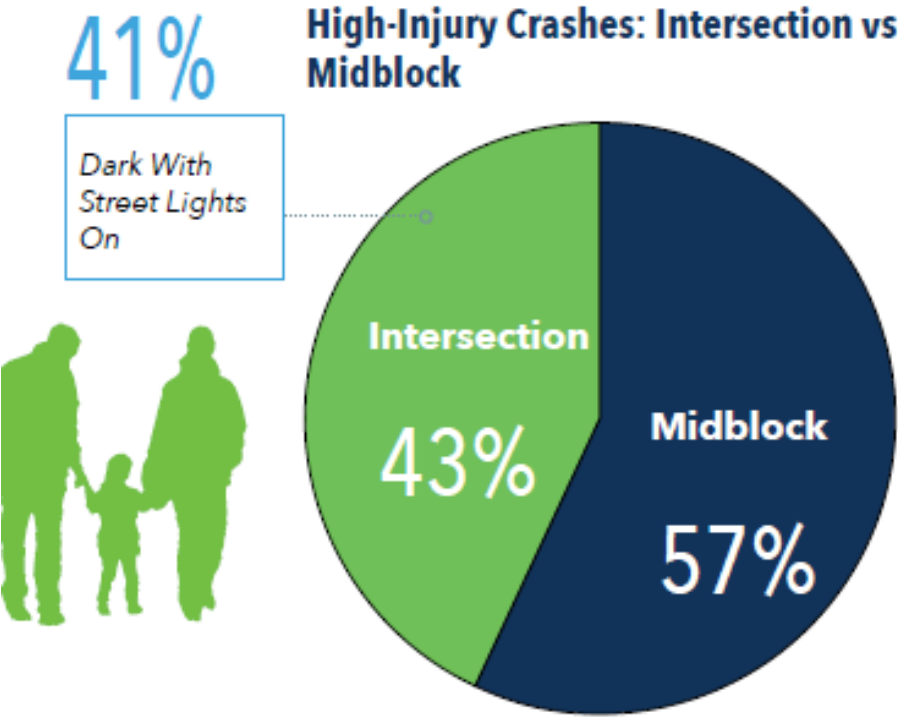
Top 5 High-Injury Crash Corridors					
	Roadway Name	Crashes	%	Direction	Owner
1	Tilghman Street/ Union Boulevard	45	15.8%	Two-Way	State
2	Hamilton Street/ Boulevard	15	5.3%	Two -Way/ One-Way	State/ Local
T3	E Hamilton Street/ Hanover Avenue	14	4.9%	Two-Way	Local
T3	American Parkway	14	4.9%	Two-Way	Local
4	Lehigh Street	13	4.6%	Two-Way	State

Total: 101 35.5%

Safety Analysis



Safety Analysis

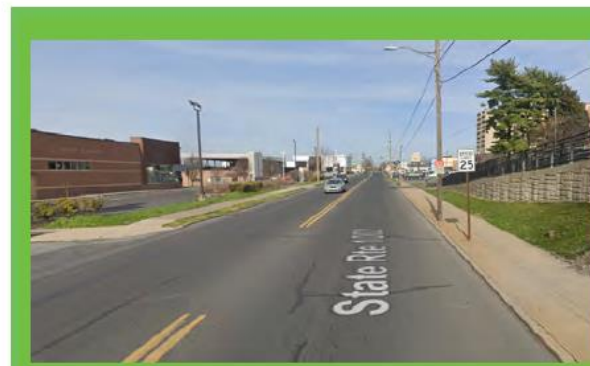


Example Conceptual Improvement Plans

Tilghman Street Improvement Plan

Challenges:

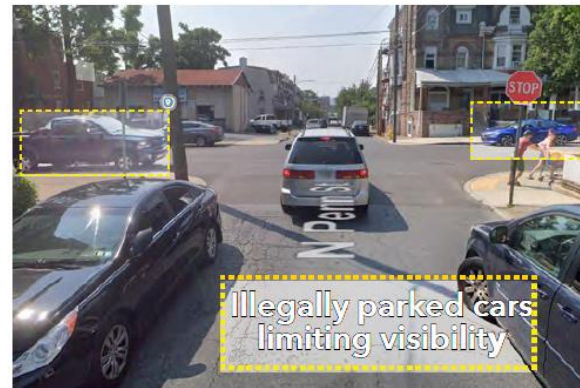
- Pedestrian and motorcycle crashes
- Visibility at intersection corners
- Crashes at unsignalized intersections and mid-block



Section 1 - 15th Street to 7th Street



Section 2 - 7th Street to North Front Street



High-Injury Crashes

	13		Fatal	Serious Injury
Vehicle Only	0	1		
Pedestrian	1	6		
Bicycle	0	0		
Motorcycle	0	5		
Totals	1	12		

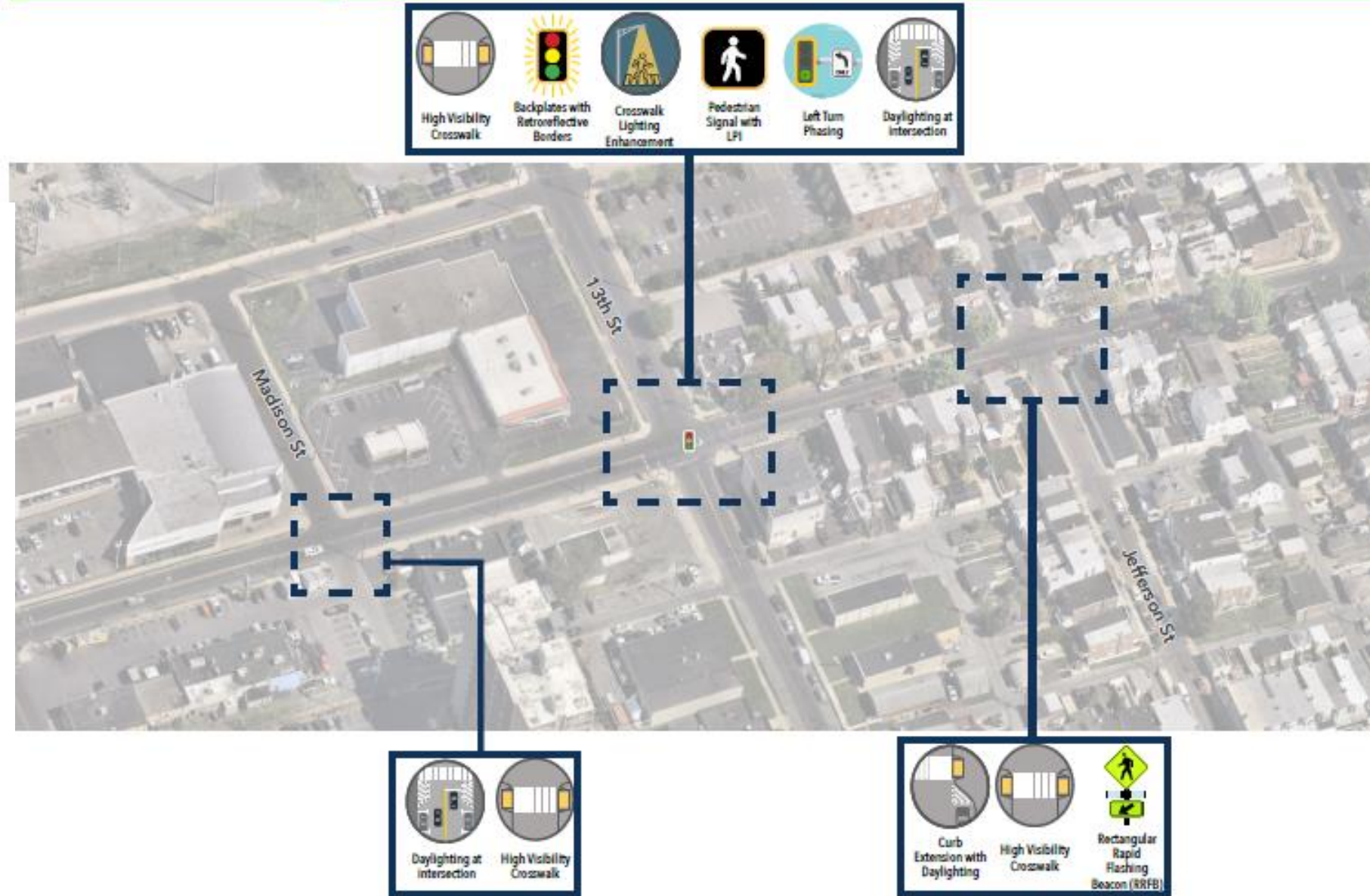


Over 29% of HI Crashes along corridor occurred within this 4,712' stretch

Section 1 Concept Plan - 14th Street to South 12th Street

Solutions:

- High visibility crosswalks
- Better lighting
- Intersection Daylighting
- Curb Extensions
- Flashing Beacon Signals



Example: 6th Street and Artswalk

- Better lighting
- Curb Extensions
- Flashing Beacon Signals
- Decorative Crosswalk



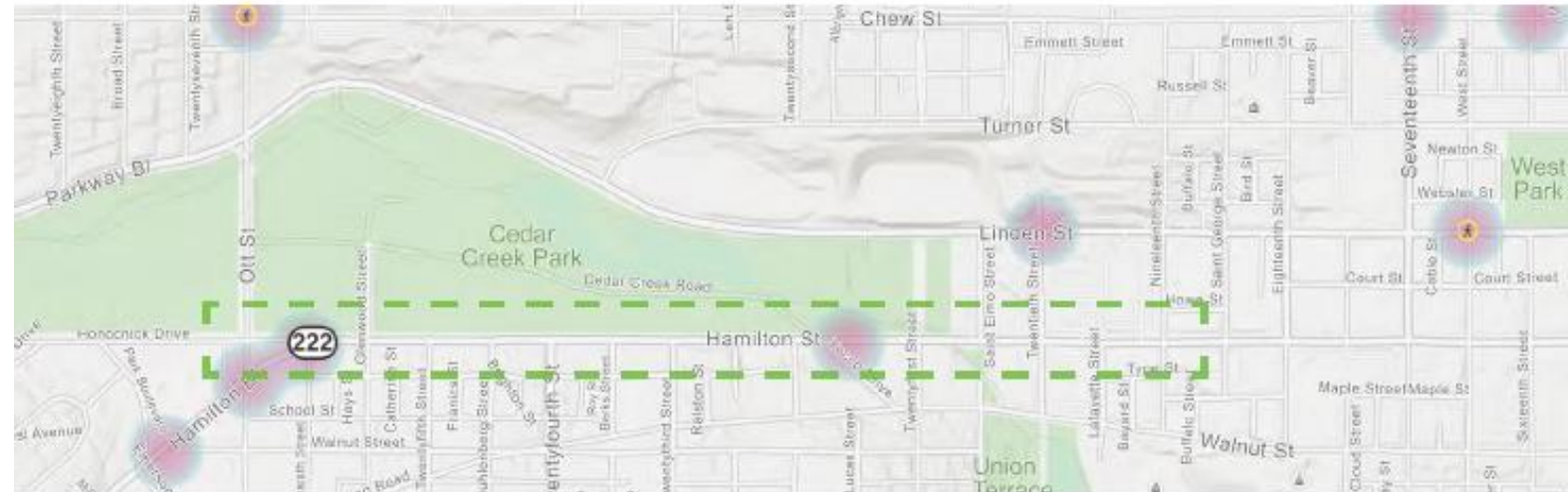
HAMILTON STREET CORRIDOR

Section 1 - Ott Street to 19th Street



Roadway Context

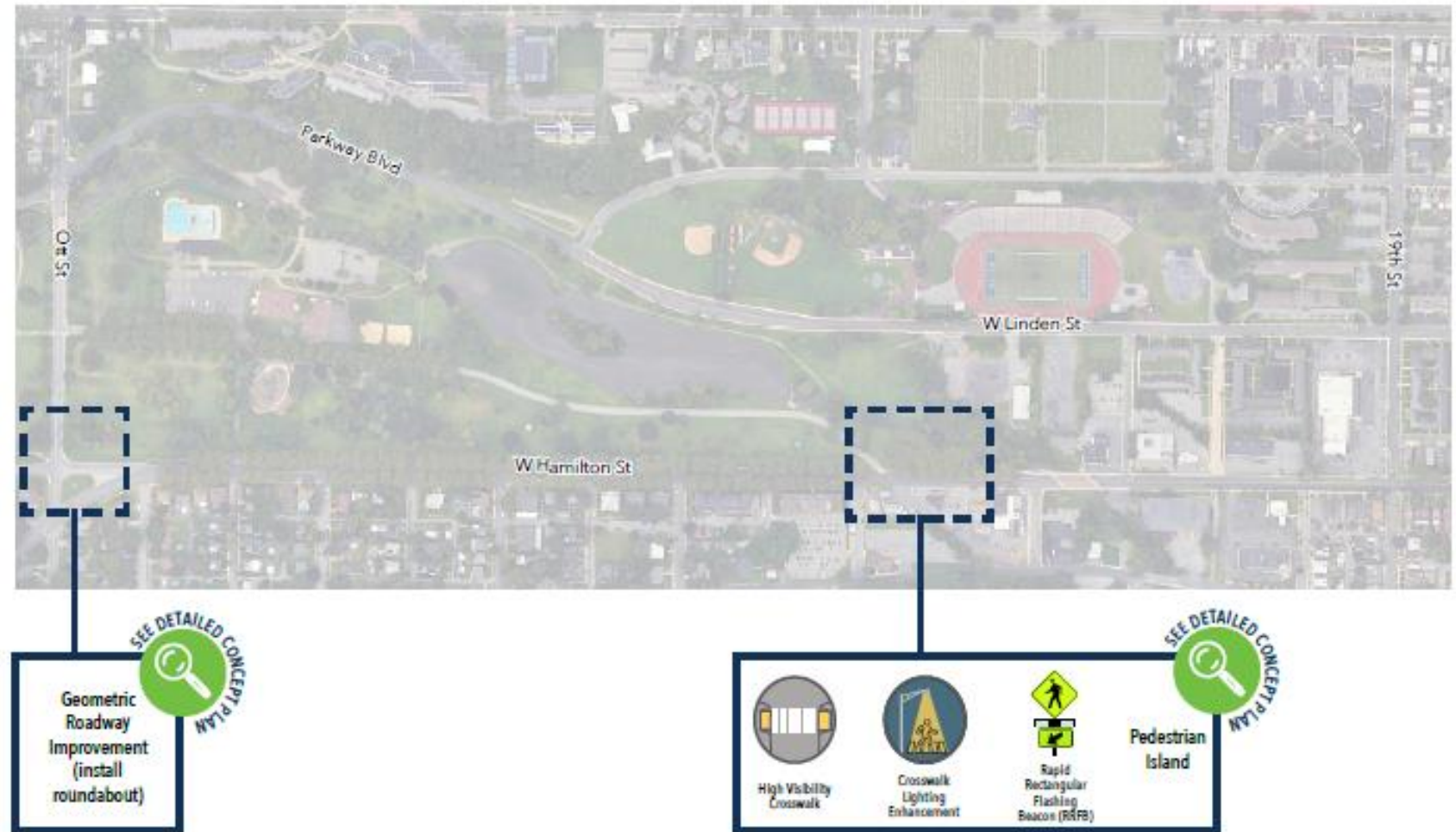
- speeding
- intersection conflicts
- lack of safe ped crossings



Section 1 Concept Plan - Ott Street to 19th Street

Solutions:

- Roundabout
- High visibility crosswalks
- Better Lighting
- Flashing Beacon Signals
- Formal ped crossing with refuge island and RRFBs



Hamilton St & Ott Street (existing)



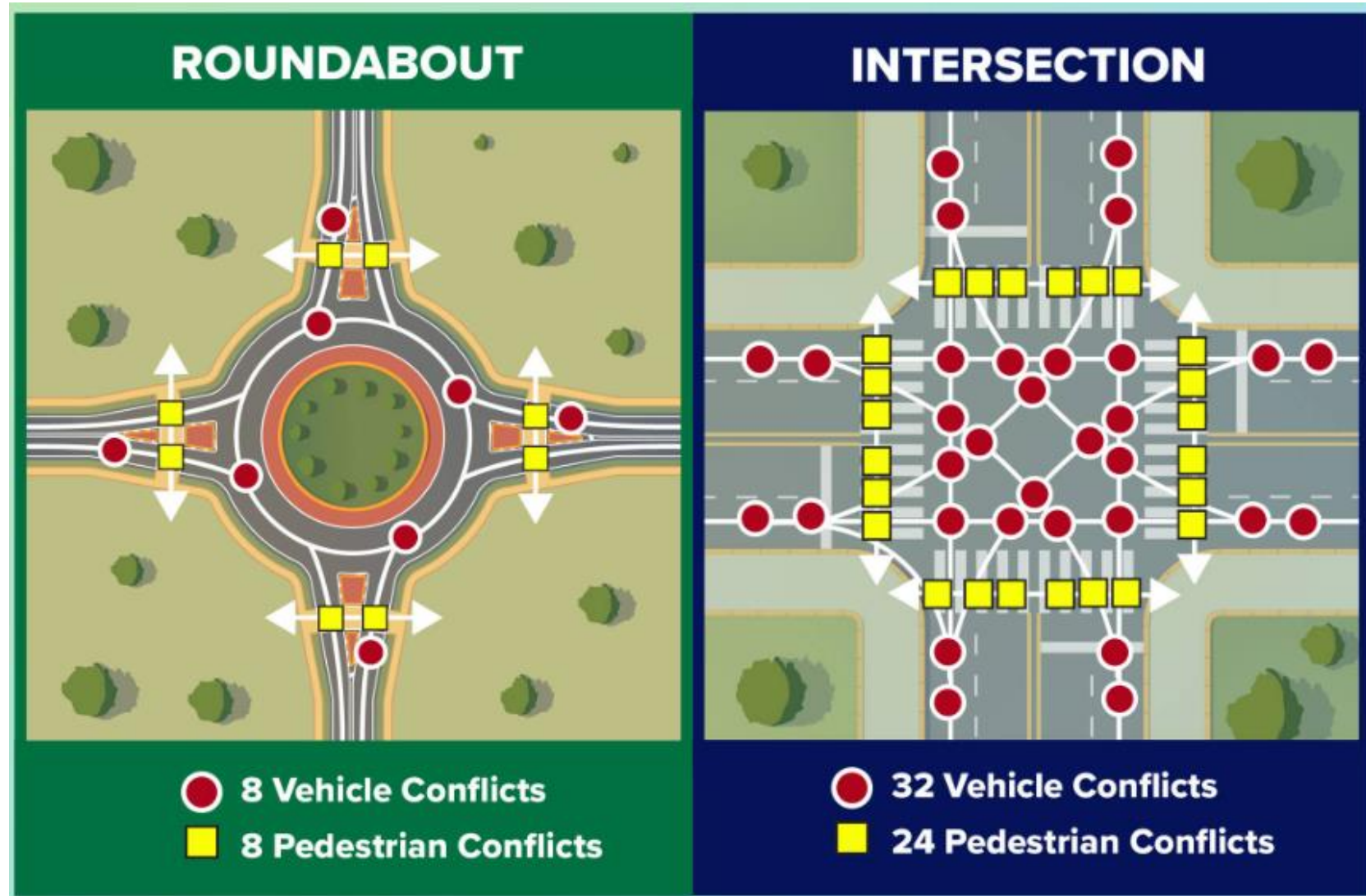
Hamilton Boulevard and Ott Street Roundabout



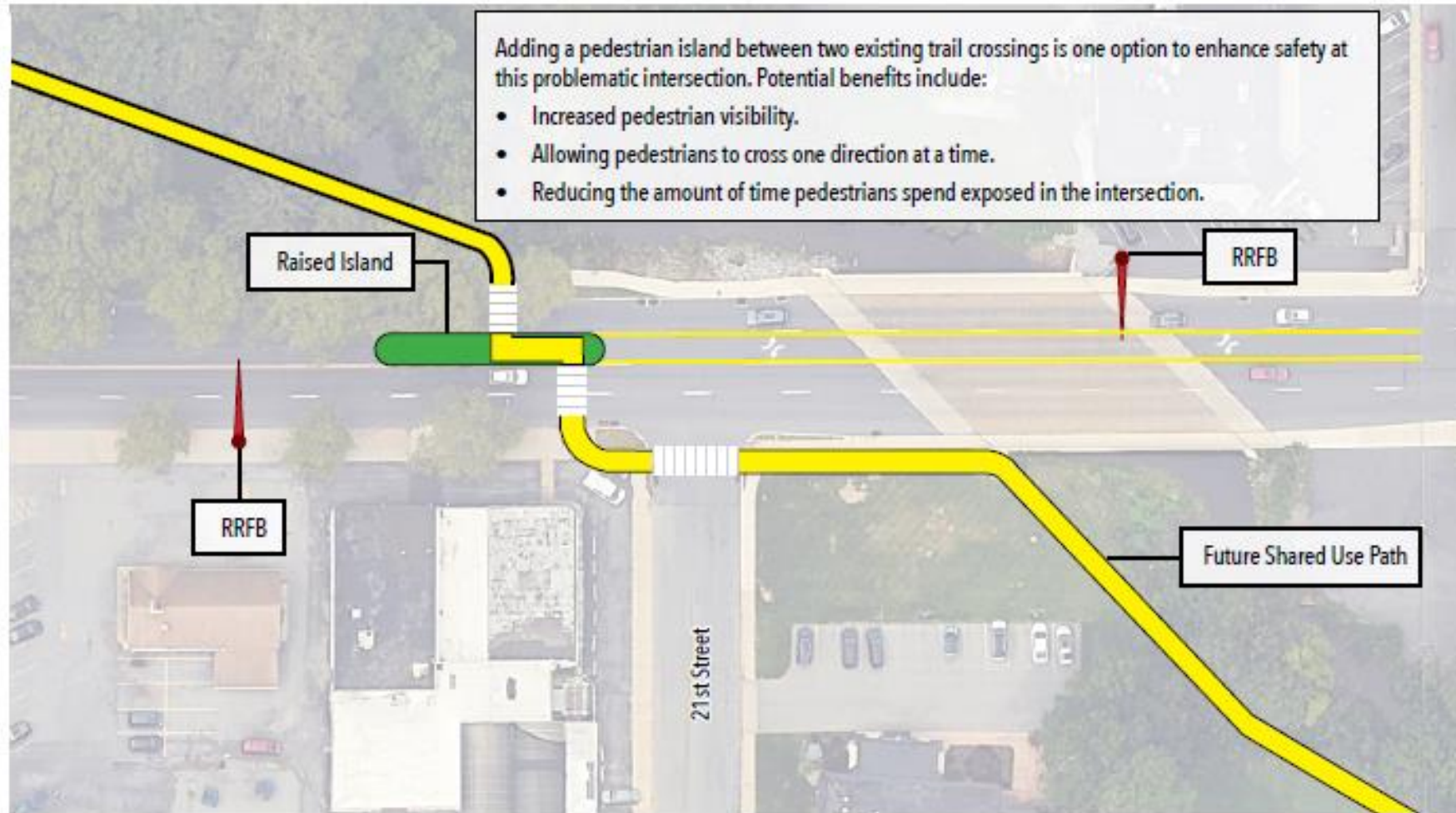
Rendering of possible roundabout design at the intersection of Hamilton Boulevard and Ott Street.

Advantages of Modern Roundabouts

- Improved safety from reduced speed
- Reduced conflict points
- Improved ped safety
- Reduced number and severity of crashes
- Traffic calming measure
- Improved traffic flow/less vehicle delays



Pedestrian Island 21st Street and Hamilton Street



Union Blvd. Improvement Plan

Challenges:

- Overly wide roadway
- Varies from 4 lanes to 2 lanes
- Excessive Speeding
- Lack of safe ped crossings

UNION BOULEVARD CORRIDOR

Focus on Section 3 due to high number of high-injury crashes

Section 3 - Airport Road to East City Limits

High-Injury Crashes **11**

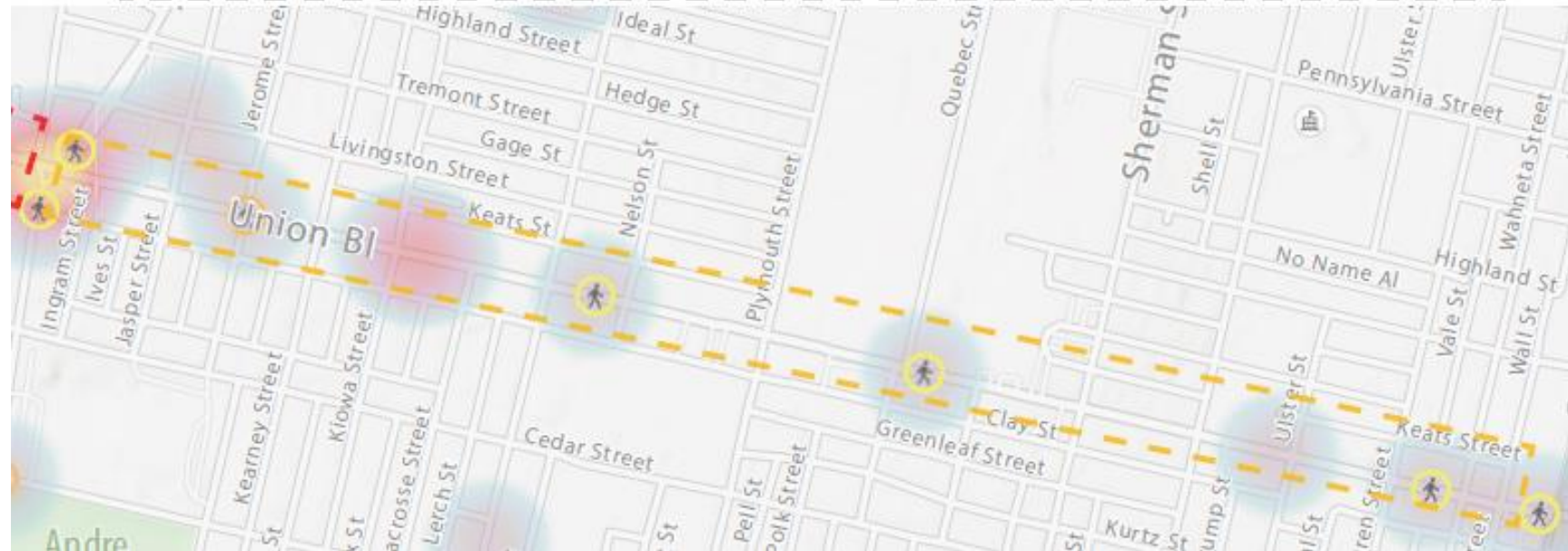
SPEED LIMIT 35



Two-lane (~50' wide) cross-section with no turn lanes.

Roadway Context

- Primarily commercial with residential to north/south
- Sidewalks both sides of roadway
- Intermittent on-street parking
- Crosswalks at intersections

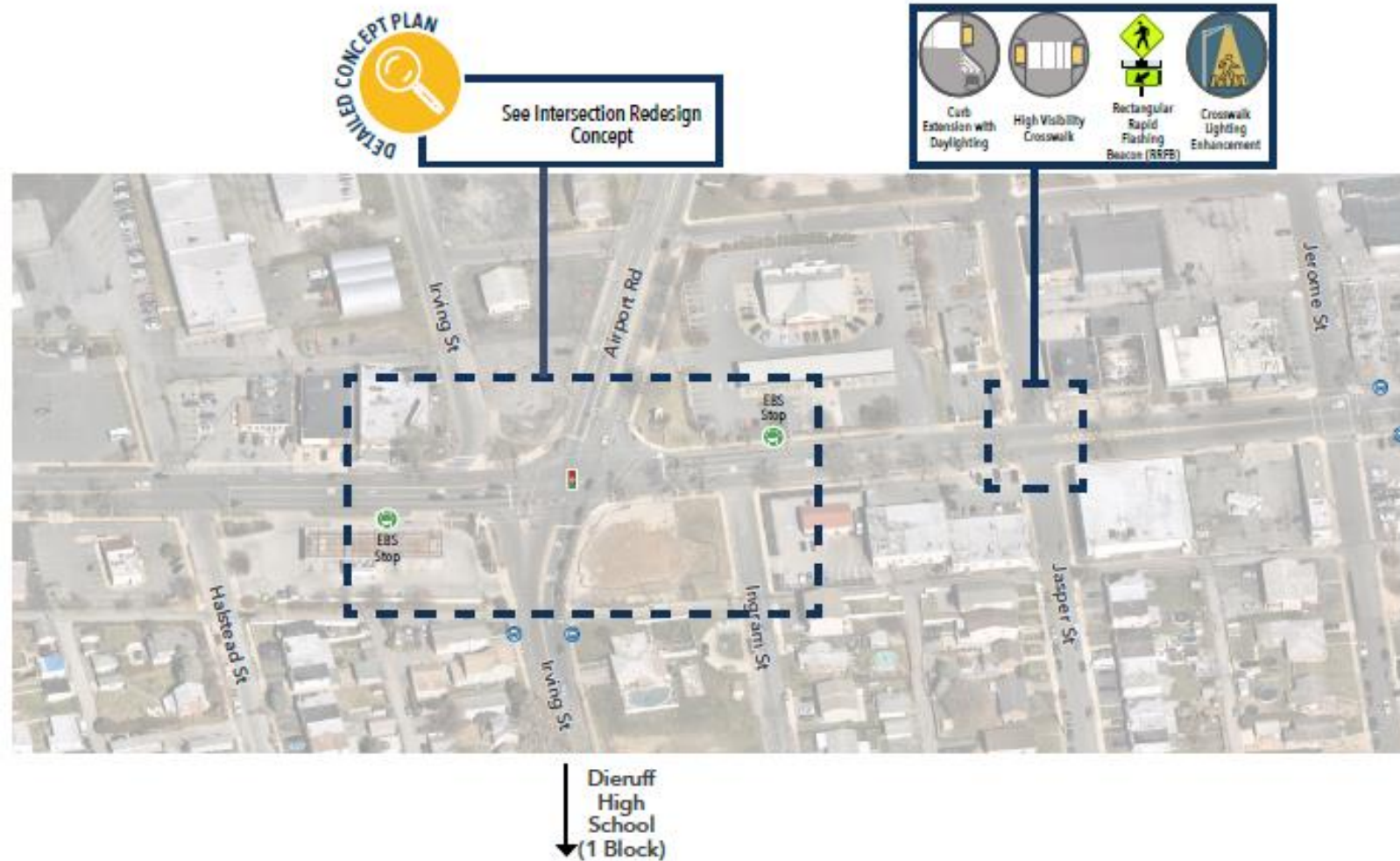


Union Blvd. Improvement Plan

Solutions:

- Roundabout
- “Road diet” to add bike and/or bus lanes
- Curb extension with day lighting
- High visibility crosswalks
- Enhanced Street lighting
- Flashing Beacon Signals

UNION BOULEVARD CORRIDOR Section 3 Concept Plan - Halstead Street to Jerome Street



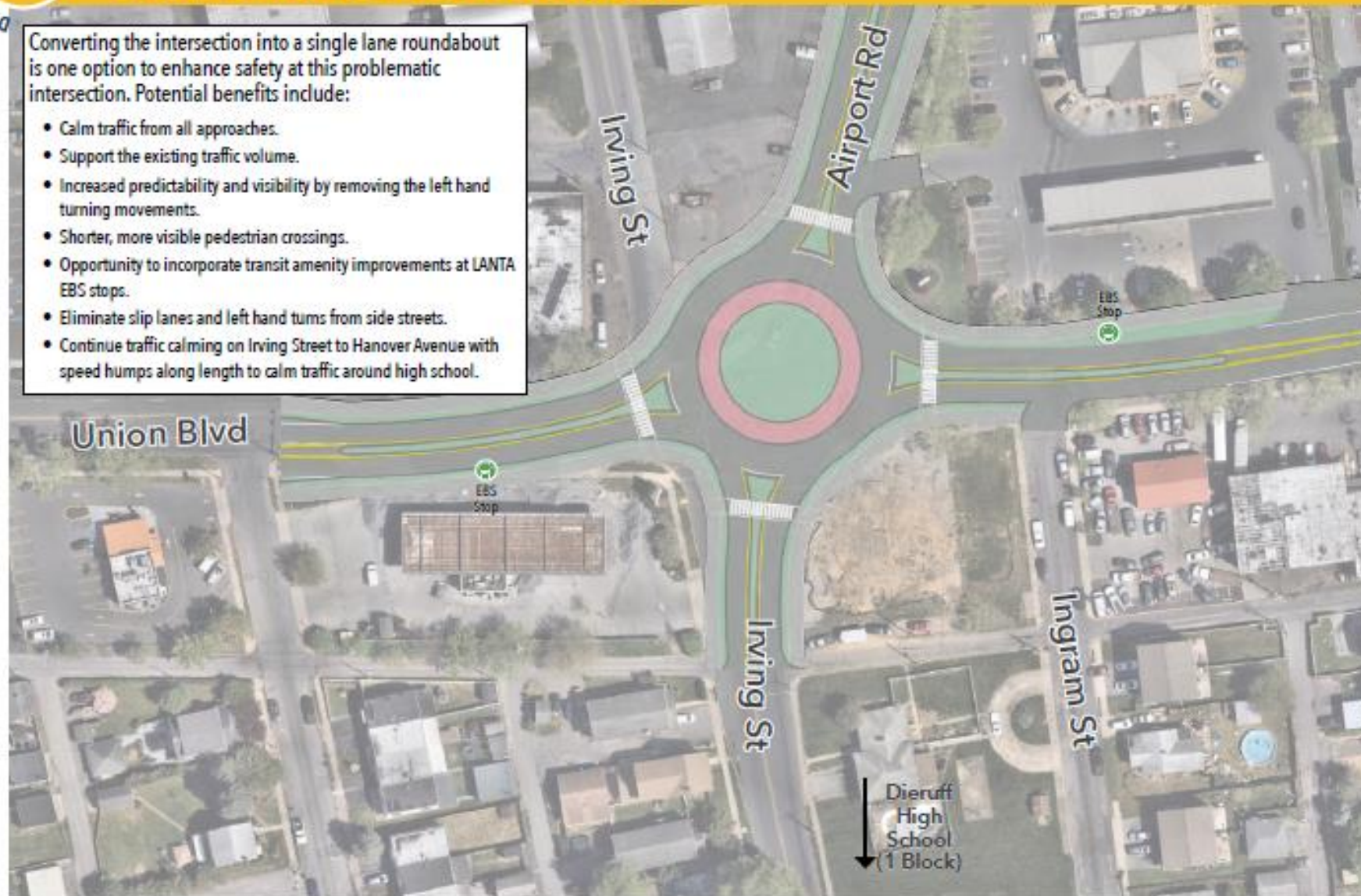
Union Boulevard/Airport Road/ Irving Street Intersection - Existing



Potential Roundabout Treatment

Converting the intersection into a single lane roundabout is one option to enhance safety at this problematic intersection. Potential benefits include:

- Calm traffic from all approaches.
- Support the existing traffic volume.
- Increased predictability and visibility by removing the left hand turning movements.
- Shorter, more visible pedestrian crossings.
- Opportunity to incorporate transit amenity improvements at LANTA EBS stops.
- Eliminate slip lanes and left hand turns from side streets.
- Continue traffic calming on Irving Street to Hanover Avenue with speed humps along length to calm traffic around high school.



Goals & Recommendations

Goals



Implement proven safety countermeasures.



Integrate the Safe System Approach into all aspects of City operations.



Utilize a monitoring and evaluation framework to track effectiveness of implementation.



Foster strong partnerships with residents and regional collaboration for planning and funding.



Expanding connectivity of the multimodal network.



Create a multimodal network that supports a shift from driving to nonmotorized forms of transportation.

Recommendations

EXAMPLES

SYSTEM-WIDE IMPROVEMENTS

- Restore one-way streets in Allentown's core to two-way streets.
- Evaluate and upgrade street lighting.
- Use annual resurfacing program for traffic calming on HIN and other streets.

PROCESS IMPROVEMENTS

- Formalize a request/review process for road safety concerns.
- Adopt Complete Streets Policy and Design Standards
- Create a staff position to focus on safety, long range planning, and grant funding

COLLABORATION OPPORTUNITIES

- Engage in regional collaboration facilitated by the Lehigh Valley Planning Commission.
- Coordinate with the Allentown School District on improvements around schools and along routes to schools.

PROGRESS & TRANSPARENCY

- Develop and maintain an annual Safety Action Plan Report.
- Conduct ongoing community education on roadway safety and maintenance.
- Maintain a Vision Zero Dashboard

Next Steps & Questions

Implement Demonstration Project

- \$384,000 SS4A Demonstration Grant awarded for a “Quick Build” project

1) Jefferson Street Traffic Calming

- Restriping to delineate parking lanes, add two 5' bike lanes, & two 12' travel lanes
- Add flexible delineators at skewed / multi leg intersections
- Add high visibility crosswalks at key locations

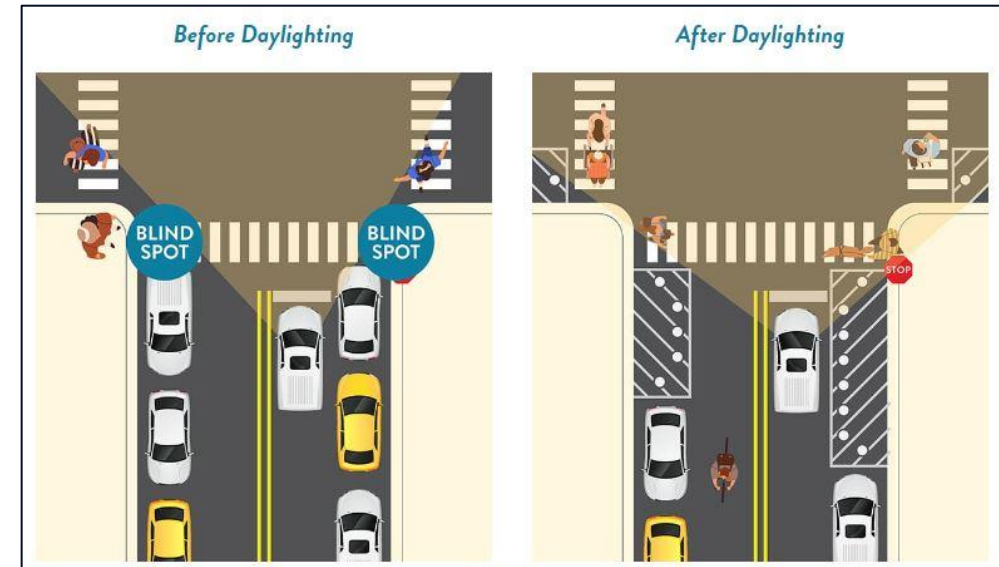


2) School and Park Speed Cushions

- 50 speed cushions on 12 streets known for speeding

3) Safety Measures on the High Injury Network

- Intersection Daylighting at 20 locations along Tilghman St. and Hanover Ave.



Next Steps

Now

- Approve a resolution to adopt the SS4A Plan.
- Advance the SS4A Demonstration Project.
- Share the final SS4A plan and dashboard on City website.

Later

- Apply for Federal SS4A Implementation funding.
- Consider other grant programs for improvements.
- Coordinate with LVPC to get priority projects on the TIP.
- Evaluate 2025 and 2026 resurfacing plan for SS4A improvements.

Questions?

Thank you!

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Engagement Lead
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Project Component	2024										2025	
	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB /MAR
Project Kick-Off												
Steering Committee Meetings												
Public Launch Meeting												
Pop-Up Events												
Stakeholder Questionnaires and Interviews												
Survey												
Data Collection and Review												
Safety Analysis												
Equity Review												
Projects and Recommendations												
Dashboard and Toolkit												
Draft Report												
Final Report and Presentation to Council												

KEY: Stakeholder and Community Engagement Data Collection Plan Development Other

Ongoing Safety Improvement Projects

Traffic Signal Improvements

- 1 Lehigh St./Union St.
- 2 15th St./Highland St.
- 3 Union Blvd./Fenwick St.
- 4 Tilghman St./ N 12th St.
- 5 Allen St./7th St.
- 6 Tilghman St./4th St.
- 7 Turner St./7th St.
- 8 Chew St./7th St.
- 9 Susquehanna St./Front St.
- 10 Union St./S 3rd St.
- 11 Basin St./Auburn St.
- 12 Airport Rd./American Pkwy.
- 13 N Irving St./ American Pkwy.
- 14 Hamilton St./S 3rd St.
- 15 American Pkwy./Gordon St.
- 16 Linden St./American Pkwy.
- 17 American Pkwy./Sumner Ave.
- 18 Front St./American Pkwy.
- 19 American Pkwy./N Bradford St.
- 20 PennDOT 4th St. Plans
- 21 Hanover Ave.
- 22 15th St.

Intersection Improvements

- 23 15th St./Greenleaf St.
- 24 7th St./Hamilton St.
- 25 15th St./Roth Ave.
- 26 15th St./Sumner Ave.

Road Extension

- 27 Riverside Dr. and D&L Trail (Furnace St. to Lehigh Ave.)
- 28 Riverside Dr. Extension to Hamilton St.

Speed Cushion Installation

- 29 Hamilton St. (16th-19th Sts.)

Trail Improvement

- 30 MLK Trail (Fountain Park to Lehigh Pkwy. East)

Traffic Calming

- 31 Jefferson St.

