Allentown CITYWIDE BIKE PLAN

June 11, 2025 | Version: Final

ACKNOWLEDGEMENTS

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Engagement Partners

Thank you to Blue Zones Allentown for hosting an Allentown Citywide Bike Plan pop-up table at their Community Kick-Off Event.

ACKNOWLEDGEMENTS

Funding Acknowledgment

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

Community Members & Organizations

Thank you to all the community members who responded to the Citywide Bike Plan survey and stopped by the pop-up table! Your lived experiences helped inform the recommendations in this plan. The Citywide Bike Plan Steering Committee is also grateful for all the organizations and individuals who used their connections and platforms in the community to share information throughout the planning process.

Consultant Team

Michael Baker International

Statement of Consistency

The City of Allentown is committed to ensuring that all transportation safety projects are planned, designed, and implemented in alignment with the goals and principles of the Allentown Bike Plan, The Allentown Safe Streets for All Action Plan, Complete Streets, the Zone Allentown Comprehensive Plan, and the Vision Zero initiative. Through coordinated planning and cross-departmental collaboration, the city will ensure that infrastructure investments support safety, equity, multimodal mobility, and sustainable urban development throughout the community.

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INTRODUCTION

The City of Allentown is dedicated to advancing transportation safety projects that align with the guiding principles of the Allentown Bike Plan, the Allentown Safe Streets for All Action Plan, Complete Streets, the Zone Allentown Comprehensive Plan, and the Vision Zero initiative. Through strategic planning and collaboration across departments, the City will ensure that infrastructure investments promote safety, equity, multimodal transportation, and sustainable urban development for all members of the community.

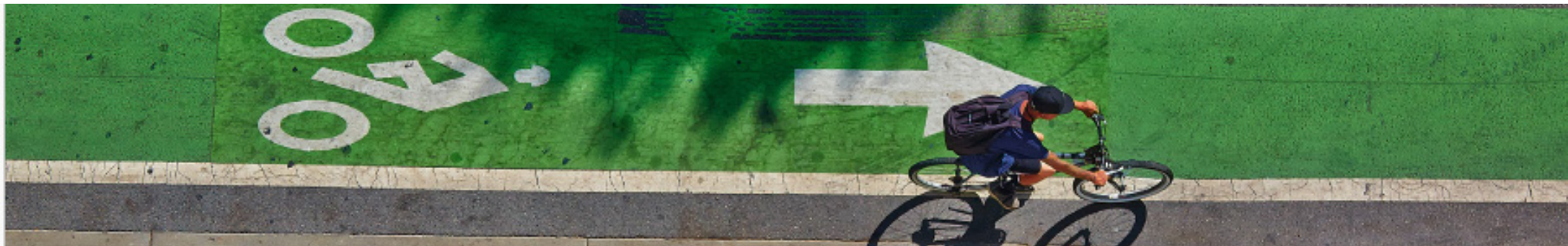
Bicycling is a cost effective and sustainable mode of transportation that is very effective in dense, urban areas like Allentown. The City also has an extensive park system which includes many miles of multi-use trail are utilized for recreation as well as transportation. The development of more dedicated, protected and better connected bicycle facilities will encourage citizens to shift some of their transportation trips to this more environmentally friendly and healthier transportation option. This plan has been developed to assist with that effort.

The City of Allentown would like to thank the PA WalkWorks Program[1] for funding assistance with this plan. WalkWorks is an initiative between the Pennsylvania Department of Health and Pennsylvania Downtown Center that supports the development and adoption of Active Transportation Plans in communities across the Commonwealth. This plan includes the following components:

- **Inventory of Existing Facilities and Bicycle Safety Analysis**
- **Community Engagement and Outreach**
- **Route Identification and Infrastructure Design**
- **Health and Environmental Impact Analysis**
- **Evaluation and Reporting**
- **Implementation Strategy and Recommendations**

This plan will provide the City with specific infrastructure improvements as well as general policy recommendations to encourage the growth of bicycling in Allentown.

1 Pennsylvania Department of Health. (2025). What is WalkWorks?. https://www.pa.gov/agencies/health/programs/healthy-living/walkworks.htm



02 COMPREHENSIVE INVENTORY ANALYSIS

Existing Bike Infrastructure

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

Inventory of Existing Bike Facilities

Dedicated Bike Lanes

Dedicated bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage, and enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Currently, there is only one dedicated bike lane within the City along Mack Boulevard. The total length of this bike lane is approximately one mile. As the only dedicated bike lane, it remains disconnected from other major on- and off-road routes.

Shared Lanes

Allentown has implemented shared lane markings on several prominent streets primarily in the Downtown and West End neighborhoods. There are a total of 14 shared routes totaling approximately 12 miles. Shared routes are meant to increase driver awareness of bicyclists and give lateral guidance to bicyclists to avoid the door zone of parked cards, but often lack continuity or connection to other bicycle facilities such as off-road bicycle routes.

Multi-Use Trails

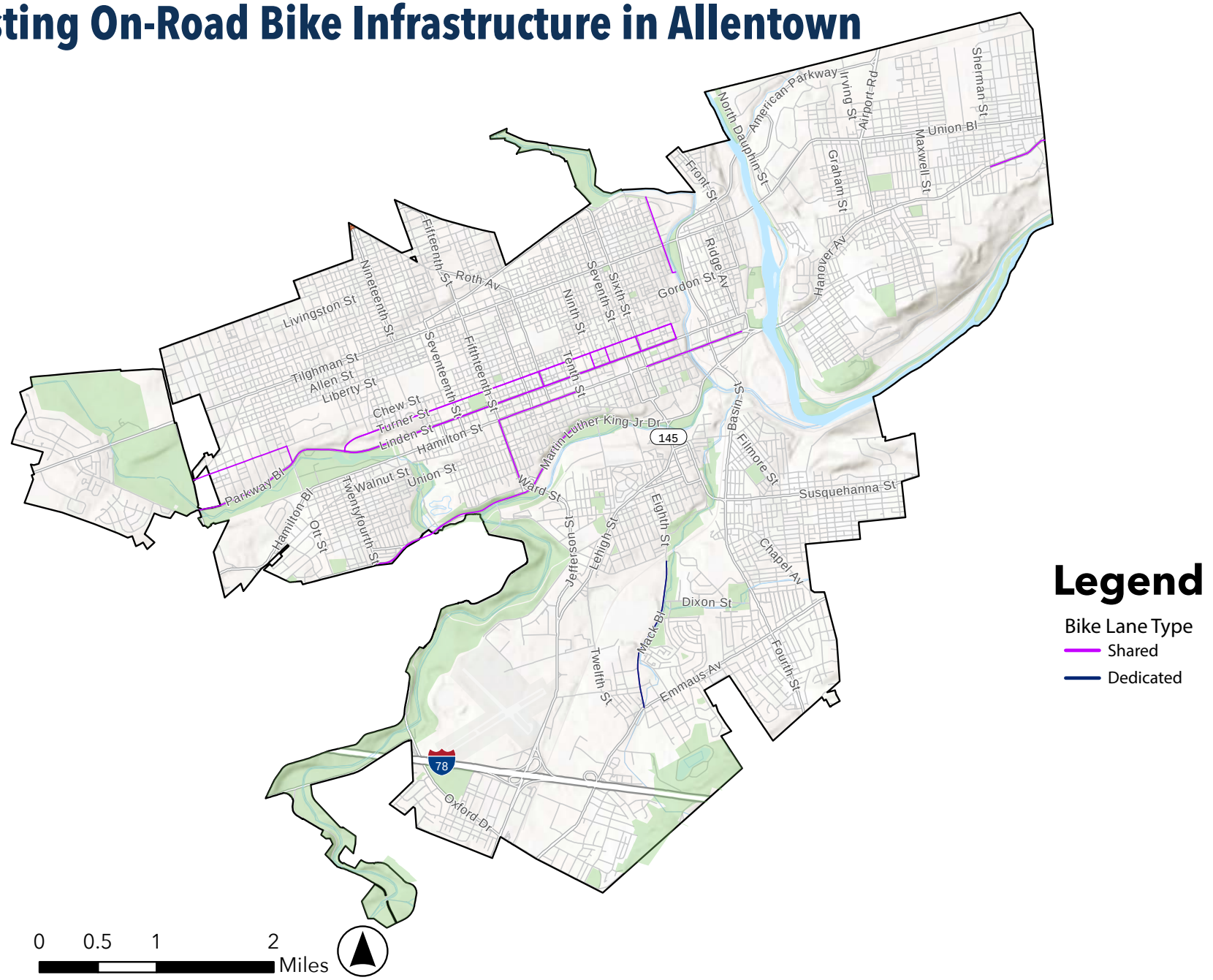
The City has approximately 32 miles of off-street multi-use trails. These trails are suitable for pedestrians and all levels of bicylists. Key assets within Allentown include:

- **The D&L Trail:** A regional trail that enters Allentown along the Lehigh River corridor, providing a scenic and low-stress route for both recreational and commuting bicyclists.
- **Jordan Creek Greenway:** A developing greenway trail network that runs along Jordan Creek, linking parks and residential neighborhoods.
- **Lehigh Parkway Trails**: A system of over five miles of shared use paths along both sides of the Little Lehigh Creek and within City park land.

These trails are valued for their separation from vehicular traffic and potential as key components of an expanded, connected bike network which could provide inter-municipal communiting corridors. There are over 13 additional trails within the City's boundaries, allowing for intra-city connectivity.

A composite map of the existing bike facilities within Allentown is on the following page. Full maps are also included in **Appendix A**.

Existing On-Road Bike Infrastructure in Allentown

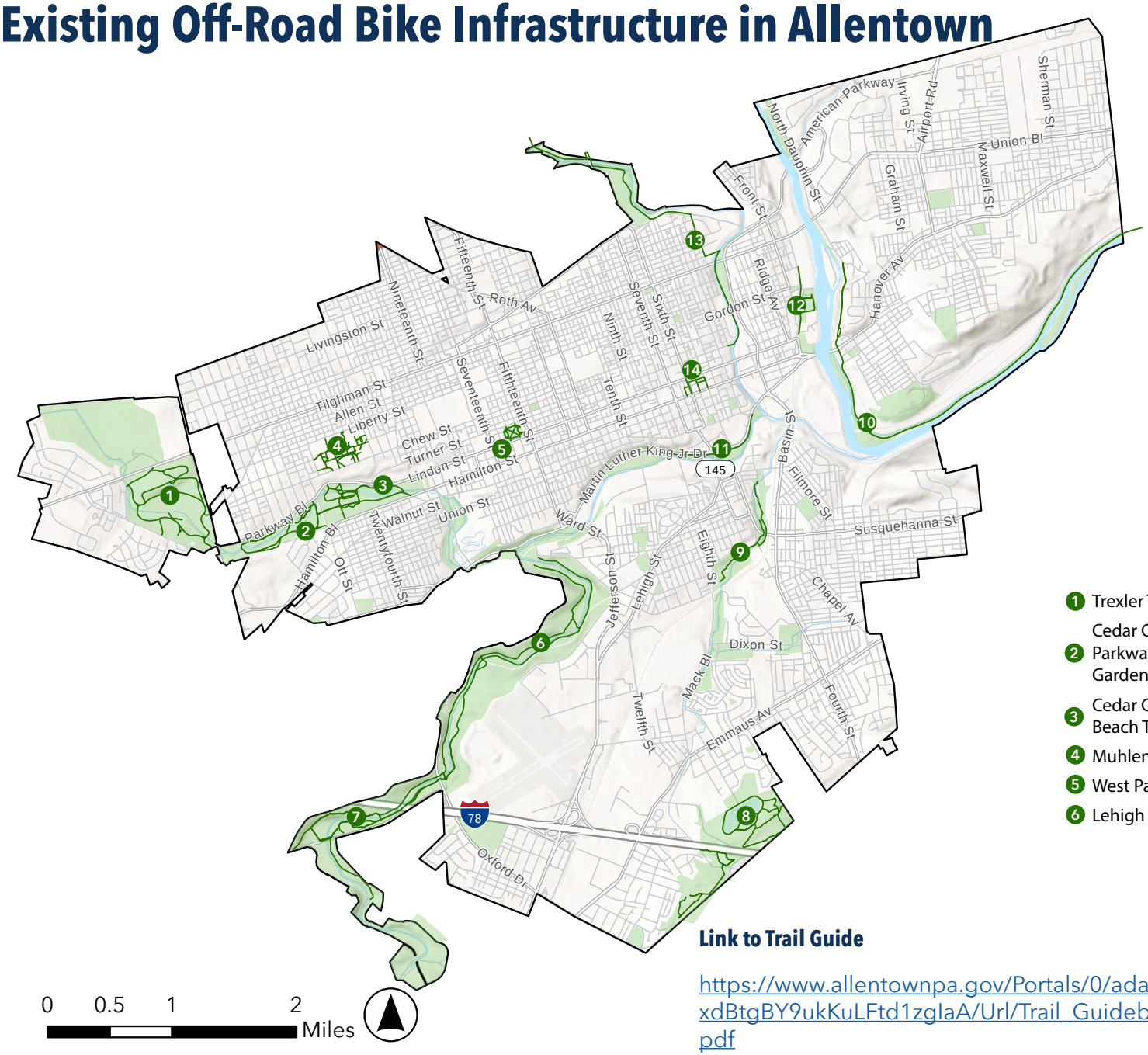


Legend

Bike Lane Type

- Shared
- Dedicated

Existing Off-Road Bike Infrastructure in Allentown



1. Trexler Trail
2. Cedar Creek Parkway (Rose Garden Trail)
3. Cedar Creek (Cedar Beach Trail)
4. Muhlenberg Trail
5. West Park Trail
6. Lehigh Parkway
7. Trout Nursery Trail
8. South Mountain Trail
9. Trout Creek Trail
10. Lehigh Canal Trail
11. MLK Trail
12. Bucky Boyle Trail
13. Jordan Creek Trail
14. Art Walk Trail

0 0.5 1 2 Miles

Link to Trail Guide

https://www.allentownpa.gov/Portals/0/adam/Content/xdBtgBY9ukKuLFtd1zgIaA/Url/Trail_Guidebook_2022_-_JCG_Trail_Update_.pdf

Bike Commuting

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

Means of Transportation in Past Year (2023)

Transportation Type	Estimate
Bicycle	8
Walk	2,305
Public transportation	1,785
Taxicab, motorcycle, or other means	1,766
Total Commuters	5,864

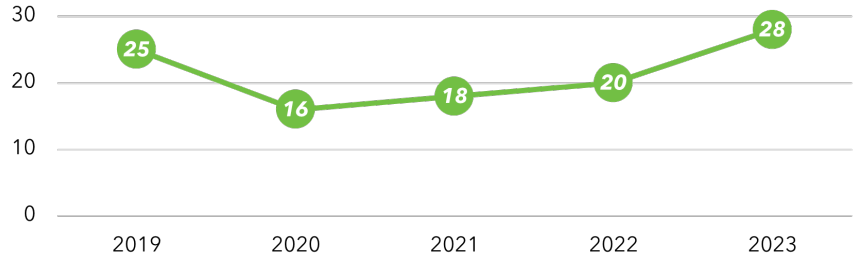
Although, bicycle commuters make up a negligible part of the total number of non-car using commuters, the City's compact land use pattern, established trail network, and growing public interest in active transportation presents opportunities to increase this share.[1] In 2023, of the 53,082 workers in Allentown City, 18,849, or 35%, also live in the city.[2] The proximity of workers to their place of work also opens the door to the possibility of commuting by bike. Enhanced infrastructure, improved safety conditions, and targeted education and encouragement campaigns will be essential to grow Allentown's biking commuters cohort.

Safety Analysis

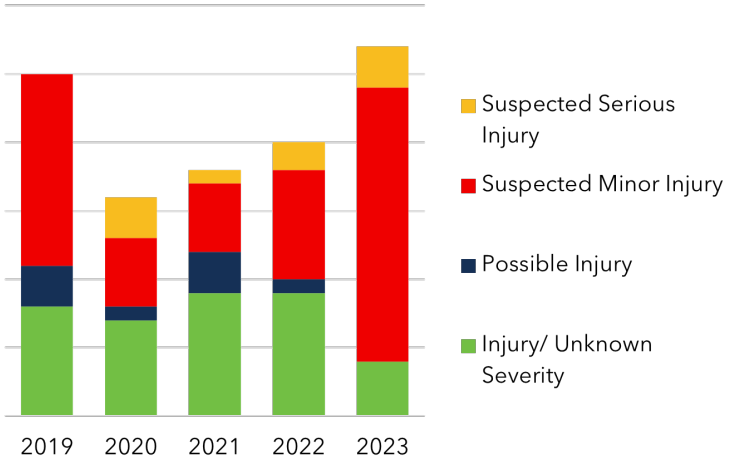
Reportable crashes within the City of Allentown were reviewed using PennDOT's Pennsylvania Crash Information Tool (PCIT) for the five-year period between 2019-2023. A reportable crash is one in which there is injury to anyone involved. Over the past five years there have been 107 crashes involving bicyclists. Over the five year period, there were an average of 26 crashes per year with low deviation from year to year.

Additional analysis was conducted specifically for high-injury crashes, which include all crashes that resulted in either a fatality or suspected serious injury. These types of crashes were chosen because they represent the most serious threat to safety and negatively impact the use and perception of bike safety. There were zero fatalities for bicyclists in the past five years, however, there were nine high injury crashes, meaning 25% of all bike crashes in the past five years resulted in serious injuries.

Total Bicycle Crashes per Year (2019-2023)



Type of Bicycle Crashes per Year (2019-2023)



1 American Community Survey. (2023). Sex of Workers by Means of Transportation to Work. https://data.census.gov/table/ACSDT5Y2023.B08006?q=B08006:+Sex+of+Workers+by+Means+of+Transportation+to+Work&g=160XX00US4202000

2 American Community Survey. (2023) Sex of Workers by Place of Work. https://data.census.gov/table/ACSDT1Y2023.B08008?q=Commuting&g=160XX00US4202000

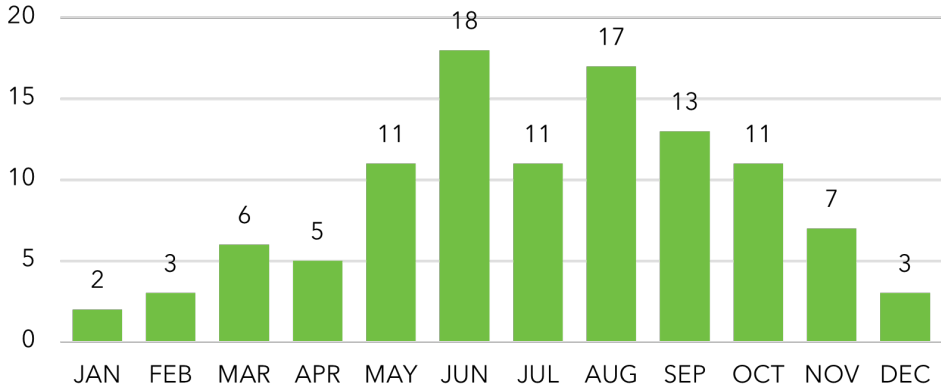
Contributing Factors

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

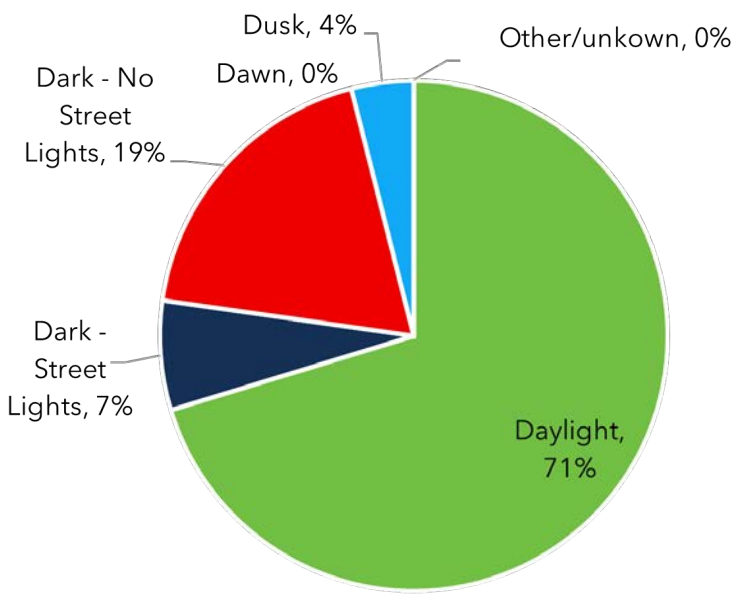
There was little variation in crashes by month with the highest concentrations taking place in the summer months of June (18), July (17), and September (17). This is not abnormal as bike ridership tends to be higher in warmer months when riding a bicycle is more enjoyable. Additionally, with school being on summer break, the number of hours riders can be on the roads increases.

In terms of environmental conditions, close to three fourths of the crashes that involved a bicyclist took place during the day. 19% of crashes took place in the dark with no street lights. When it comes to incidents with suspected high injury, there was nearly a fifty-fifty split between crashes occurring both during the day and at night. Weather also had a minimal impact in the case of crashes as 91% of crashes involving bicyclists happened during dry conditions. This data may indicate that the challenges are primarily with driver behavior and available bike infrastructure rather than lighting or weather.

Bicycle Crashes by Month (2019-2023)



Type of Illumination: All Bicycle Crashes



03

COMMUNITY OUTREACH SUMMARY

Overview

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

The engagement program included the following components:

- A diverse Steering Committee that guided the process and provided feedback to the consultant team.
- A user-friendly survey.
- A public outreach event to gain additional feedback.

Steering Committee

To support a comprehensive planning effort, the City alongside the consultant team put together a Steering Committee of key community stakeholders including PennDOT, Lehigh and Northampton Transportation Authority (LANTA), and Allentown School District, among others. This committee met three times throughout the planning process to guide development of the plan. Committee members identified priority corridors, offered design guidance, and ensured that public-facing materials were relevant and constructive.

Public Outreach Event

A public outreach event was held to promote the public survey and get feedback on the proposed bike plan. It was held at the Blue Zones Allentown Community Kick-Off on April 19th, 2025. Along with flyers promoting the survey, Ipads were available on-site for community members to take the survey in real time. In addition to the survey, the table included information on the purpose of the Citywide Bike Plan and an interactive poster serving as feedback activity for members of the public.

The Citywide Bike Plan pop-up table at the Blue Zones Allentown Community Kick-Off. Source: The Morning Call.

Community Survey

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

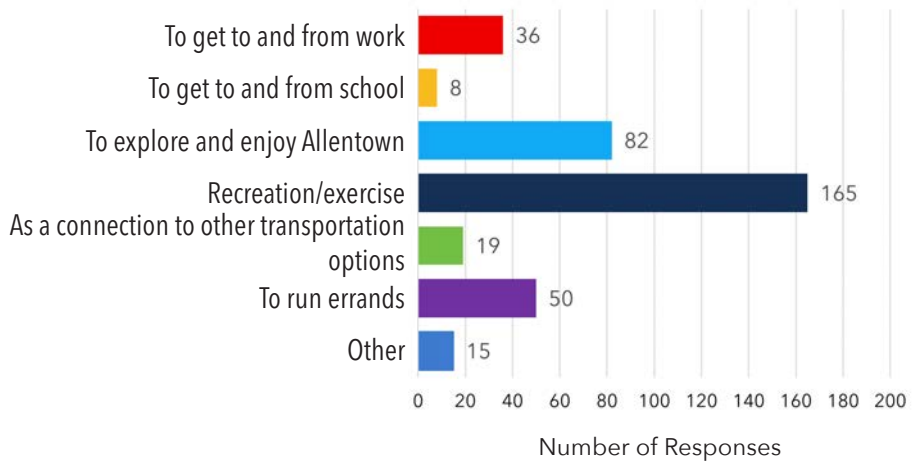
The survey received a total of 196 responses. Based on data from the survey, the majority of respondents currently bike for recreation and exercise while only a few community members commute by bike.

Key concerns included speeding vehicles, unsafe crossings, limited parking, and insufficient on- and off-road bike facilities. Respondents assert that they would be more likely to bike if both on- and off-street bike infrastructure was improved and installed.

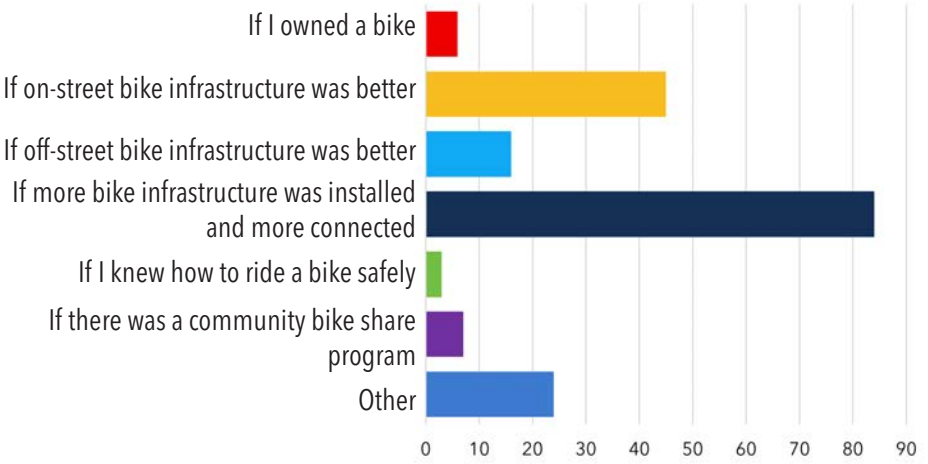
A full survey report can be found in **Appendix D.**

Flyer promoting the community survey.

What types of trips do you bike for? (Select all that apply)



What would make you bike more? (Select all that apply)



04

ROUTE IDENTIFICATION & INFRASTRUCTURE ANALYSIS

Bicycle Users, Bikeway Selection, & Infrastructure Design

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

Bikeway users can vary widely, and understanding their needs is crucial for effective bikeway design. Here are the main categories of bikeway users as described by the National Association of City Transportation Officials (NACTO) Urban Bikeway Guide:[1]

- **Commuters:** These users typically travel to and from work or school. They often prefer direct routes and may prioritize speed and efficiency. Safety and connectivity are key concerns for commuters.
- **Recreational Cyclists:** These users ride for leisure, exercise, or social reasons. They may prefer scenic routes and paths that offer a pleasant riding experience. Comfort and accessibility are important for recreational cyclists.
- **Families:** Families, including children and older adults, often require low-stress bikeways that are safe and easy to navigate. Protected bike lanes and bike boulevards are ideal for these users.
- **Utility Cyclists:** These users ride for practical purposes, such as running errands or shopping. They need convenient access to destinations and secure bike parking.
- **Tourists:** Tourists may use bikeways to explore new areas. They often look for routes that are well-marked and provide access to local attractions.

Designing bikeways to accommodate these diverse users helps create a more inclusive, safer, and effective cycling network.

Bicyclist Design User Profiles

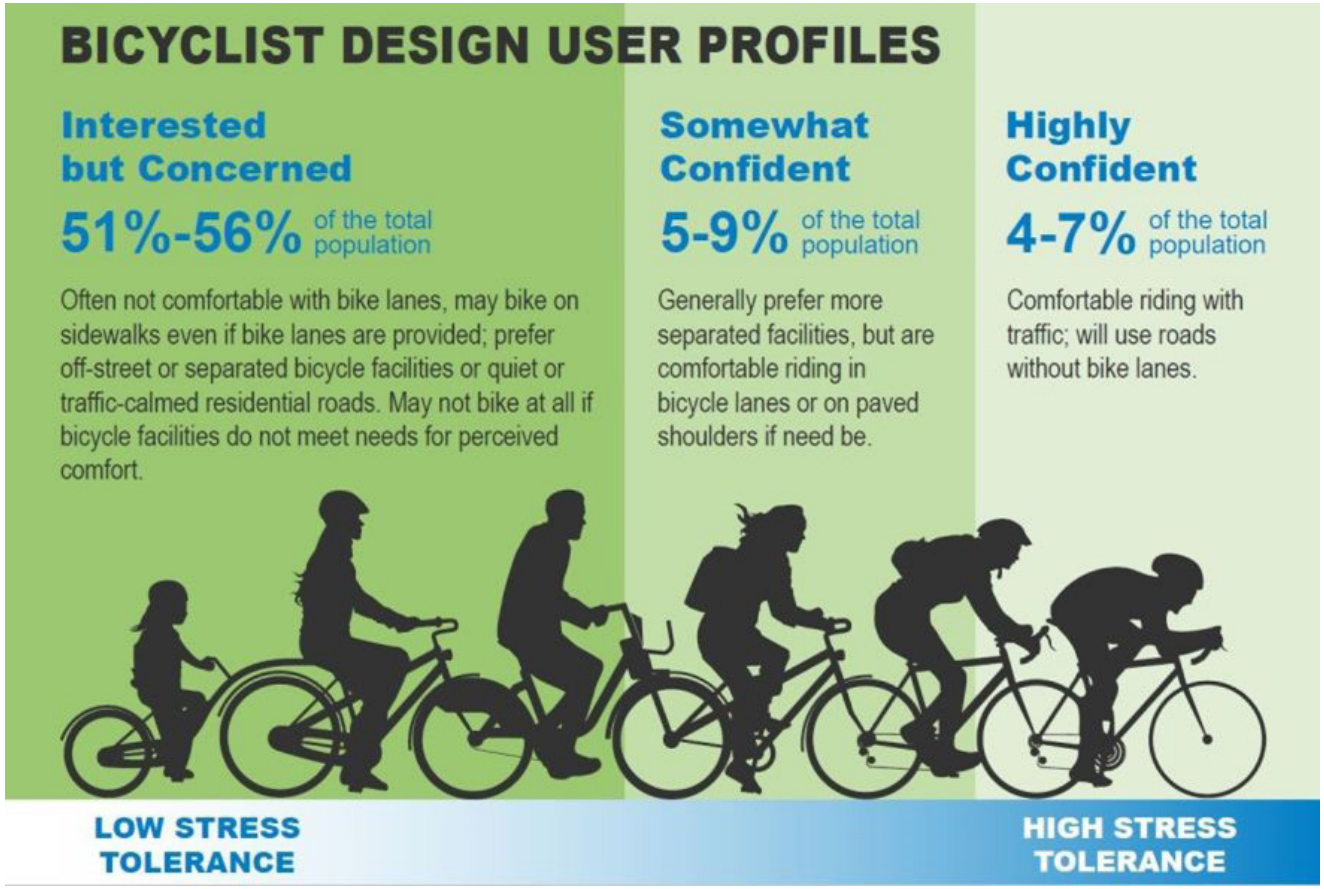
Understanding the confidence level of bicyclists when operating near motor vehicles is critical to evaluating which bicycle facilities to implement. To help establish the criteria for a bikeway design, three bicyclist user profiles have been developed. The design user profiles are grouped as follows:

Highly Confident Bicyclist: Highly Confident Bicyclists are individuals who prefer to take the most direct route to a destination, even if it involves operating on roadways with higher motor vehicle volumes and speeds. These individuals may utilize bikeways separate from motor vehicle traffic but may refrain from using bikeways that have more pedestrians, slower moving bicyclists, or require a significant deviation from their preferred route. This group is the smallest group identified through research and only represents approximately four to seven percent of the total population.

1 National Association of City Transportation Officials. (2025) Urban Bikeway Guide. https://nacto.org/publication/urban-bikeway-design-guide/

Somewhat Confident Bicyclist: Somewhat Confident Bicyclists are individuals who are comfortable on most bicycle facilities. They are, however, less tolerant of heavy vehicle traffic and generally prefer low-volume residential streets and striped or separated bike lanes along major streets. These individuals are willing to travel along higher traffic roadways for short distances to reach a destination or to avoid a significant deviation from their route. This group is the second smallest group and accounts for five to nine percent of the total population.

Interested but Concerned Bicyclist: Interested but Concerned Bicyclists are individuals who have little to no tolerance for vehicle traffic. These individuals tend to avoid cycling unless they have access to separated bikeways or very low-volume streets with safe roadway crossings. This is the largest group accounting for 51-56% of the total population. Because Interested but Concerned Bicyclists consist of the overall largest design user profile, it is recommended that facilities be designed for this group as the resulting bikeway network will ultimately serve those in the Confident and Somewhat Confident design user profiles.



Source: NACTO Urban Bikeway Guide.

Guidance for Selecting All Ages & Abilities

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume (per day)	Motor Vehicle Volume (peak hour in peak direction)
Protected Bike Lane	Any	Any	Any
Shared Spaces	≤ 10 mph ≤15 km/h	≤1,000	≤60
Bicycle Boulevard	≤20 mph ≤30 km/h	≤500 - 2,000	<50 - 150
Advisory Bike Lane	≤20 mph ≤30 km/h	≤500 - 2,000	<50-150
Constrained Bike Lanes	≤20 mph ≤30 km/h	≤1,500 - 3,000	≤300
Constrained Bike Lane with Buffer	≤25 mph ≤40 km/h	≤6,000	≤600

Source: NACTO Urban Bikeway Guide

Developing a Bikeway Network for All Ages & Abilities

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

According to the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities, there are several different types of bicycle facilities.[2] The selection of the facility should be based on factors such as the ability of the users, specific corridor conditions, and facility cost. The different types are the following:

Shared Roadway (No Bikeway Designation)

This facility represents the majority of existing bicycle travel in the United States. Some street systems provide efficient bicycle travel and do not require the use of additional signing and striping. In other instances, it would be inappropriate to designate a certain route a bikeway because the roadways are not suitable for bicycling. In some cases, such as residential areas, the bicycle demand is not high enough to warrant a bikeway designation. Rural highways that are used for intercity and recreational travel should only be designated as a bikeway where there is a need for enhanced continuity with other bicycle routes.

2 American Association for State Highway and Transportation Officials. (2024). Guide for the Development of Bicycle Facilities. https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/chapter-22-guide-development-bicycle-facilities-4th

Signed/Marked Shared Roadway

This facility is designated by bike route signs, Bikes May Use Full Lane signs and/or shared lane markings (i.e., sharrows) along an existing roadway and has two purposes. One purpose is to provide continuity to other bicycle facilities, such as bike lanes. Another purpose is to designate preferred routes through high-demand corridors. These routes are implied to be more advantageous than alternate routes to bicyclists. Therefore, responsible agencies should ensure that these routes are adequate and well maintained for the needs of bicyclists. The special signing and pavement markings also makes drivers aware of the presence of bicyclists.

As indicated in the NACTO guide, Shared Lane Markings (SLMs), or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits. The Manual of Uniform Traffic Control Devices (MUTCD) outlines guidance for shared lane markings in section 9C.07. Green backed sharrows are another option that can be used to enhance visibility of these pavement markings. Sharrows are most appropriate on low stress, low volume streets like bicycle boulevards.

Top: Examples of sharrows. Bottom: Example of a Shared Roadway using shared lane markings and signage. Source: NACTO.

Bicycle Boulevards

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

The following identifies some of the specific treatments that can be used to create bicycle boulevards:

Signage

- Identification Signs
- Way-finding Signs
- Warning Signs
- Bicycles May Use Full Lane Signs

Prioritize Bicycle Travel on Bicycle Boulevard

- Pavement Markings
- Stop/Yield Signs

Intersection Treatment

- Bicycle Boxes/Advanced Stop Bar
- Bicycle Activated Signals
- High Visibility Raised Crossing Islands

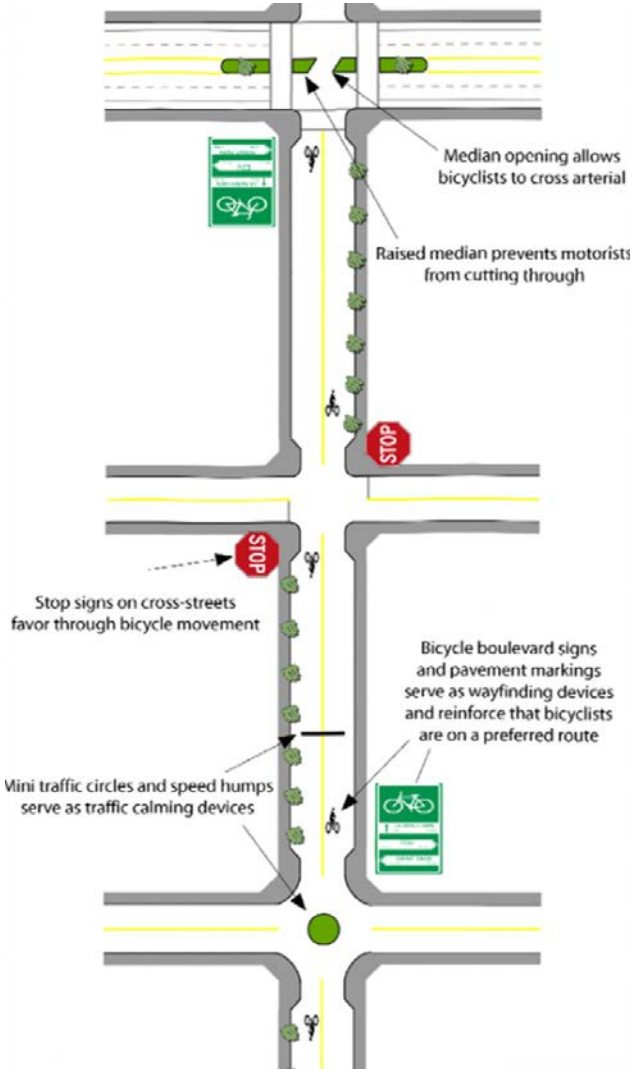
Traffic Reduction

- Non-Motorized Only Crossings
- Partial Non-Motorized Only Crossings

Traffic Calming

- Roundabouts
- Speed Tables /Speed cushions
- Painted and Patterned Surfaces
- Chicanes
- Curb Extensions
- Residential Speed Limit
- Advisory Bicycle Lane
- Contraflow Bicycle Lane
- Diverters and filters to reduce cut through traffic in neighborhoods

Wayfinding Signage on a Bike Boulevard.



Example diagram showing the combination of road treatments for bicyclists. Source: Michael Baker International.

A combination of the treatments on the previous page is often utilized to enhance the use of specific roadways as bicycle boulevards. The above treatments are typically used on a regular interval along a number of blocks of a roadway corridor to as shown in the figures below.

Bicycle Lane

This facility's purpose is to enhance conditions for bicyclists on the streets through the use of appropriate pavement markings and signing. Bike lanes are used in areas where there is both a high bicycle demand and distinct needs that can be served by using them. Bike lanes delineate the right-of-way for bicyclists and motorists, separating the traffic and increasing the capacity of highways with mixed traffic. Bike lanes also provide an adequate area for bicyclists where there is insufficient space on the roadway for comfortable riding. For effective bike lanes, bicycle-safe drainage inlet grates should be used, pavement surfaces should be smooth, and traffic signals should be responsive to bicyclists. Regular maintenance should be a top priority to ensure potholes, broken glass, debris, or other impediments do not interfere with the bicyclists.

Protected Bike Lane

A protected bike lane is an exclusive bicycle facility where bicyclists are separated from sidewalks and motor vehicle traffic by physical features intended to prevent encroachment. These physical features can include curbs, flexible delineator posts, permanent planters, or other raised elements. In some cases, parked cars may function as physical separators, but special attention must be given to the buffer between the parked cars and the protected bike lane. They are designed to provide a comfortable bike facility for people of all ages and abilities on all types of streets.

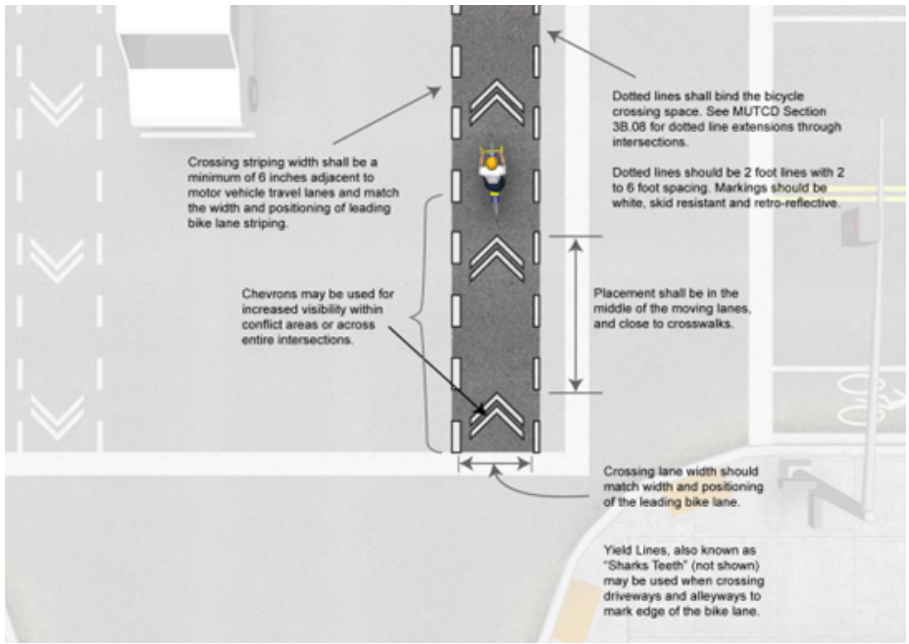
Shared Use Path

This facility consists of any independent, off road, trail on a separate alignment specifically designed for pedestrians and bicyclists. Shared use paths (SUP) are often constructed along rivers, ocean fronts, canals, utility rights-of-way, former or active railroad rights-of-way, within college campuses, within and between parks, or as part of a planned development. Shared paths offer opportunities not provided by road systems, such as recreation or a direct commute. A shared use path is designed with the safety of all users in mind. This includes bicyclists, joggers, pedestrians, dog walkers, people with baby strollers, people with disabilities, roller bladders, etc. It is important that the proposed facility does not encourage or require bicyclists or motorists to operate in a manner that is different from the rules of the road. The needs of both bicyclists and motorists must be considered in the selection of the facility. Continuity of the overall system should be taken into consideration in the selection of the facility. Alternating segments of shared use path and bike lanes may result in street crossings at the end of the segments or wrong-way bicycle travel beyond the limits of the path due to the inconvenience of crossing the street. Sidewalks should be used in limited circumstances, such as along bridges or in areas of sporadic bicycle use.

Bike Lane Intersection Crossing Treatments

One important safety enhancement that the City should implement is intersection crossing treatments for bicycle facilities. The following are different types of intersection crossing treatments that can be utilized to raise the visibility of bicycle facilities to motorists.

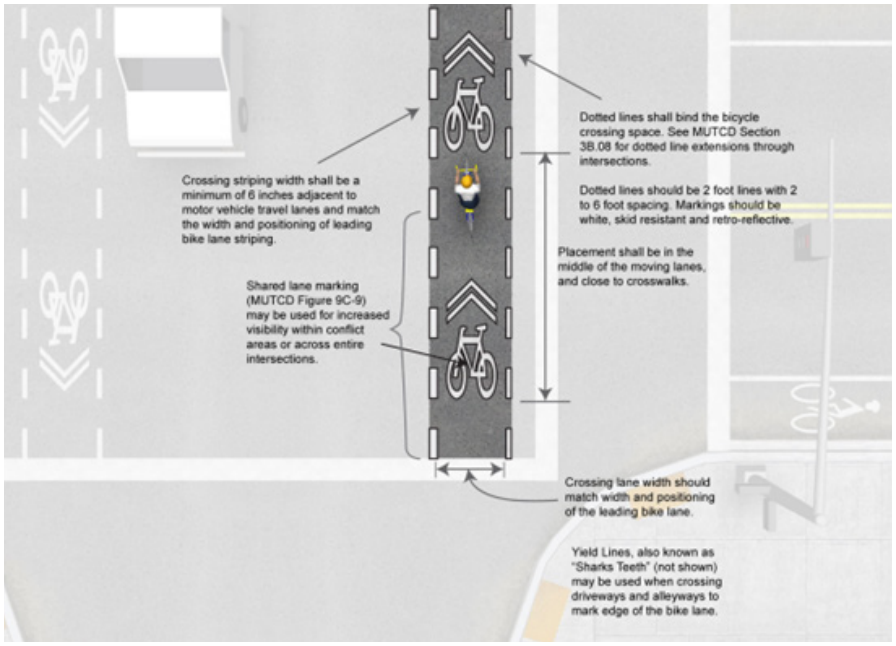
Intersection Crossing Markings – Chevron



Source: NATCO Urban Bikeway Guide

This treatment consists of six inch dotted lines adjacent to the vehicle travel lanes and near crosswalks through the intersection crossing space. Dotted lines should be two foot lines with two to six foot spacing. Cheverons may be used to increase visibility within areas of conflict or through the entire intersection. The crossing lane width should match the width and positioning of the leading bike lane.

Intersection Crossing Markings – Shared Lane Marking



Source: NATCO Urban Bikeway Guide

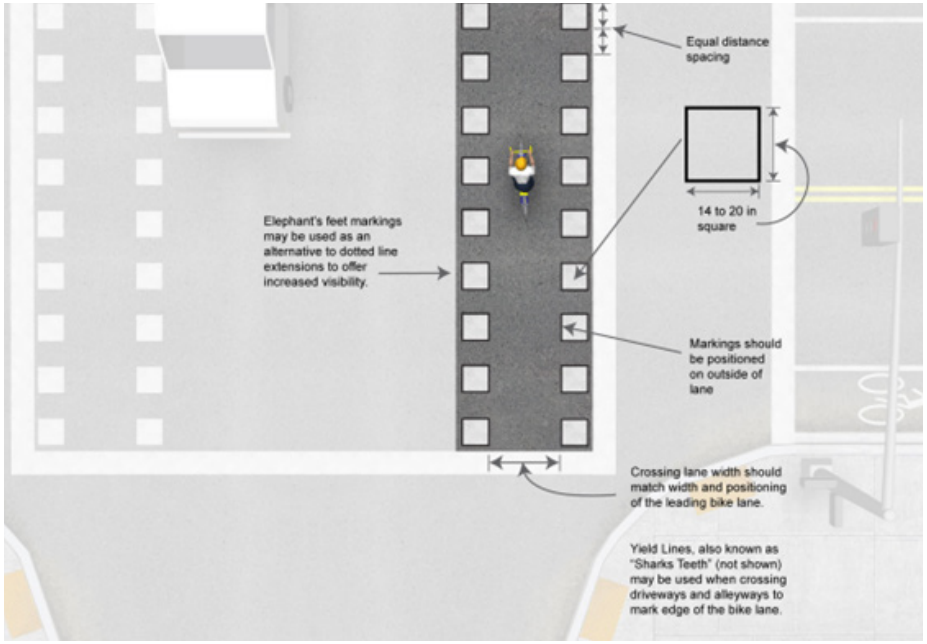
This treatment consists of six inch dotted lines adjacent to the vehicle travel lanes and near crosswalks through the intersection crossing space. Dotted lines should be two foot lines with two to six foot spacing. Shared lane markings or "sharrows" (2009 MUTCD Figure 9C-9) may be used to increase visibility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

Intersection Crossing Markings – Colored Pavement

Source: NATCO Urban Bikeway Guide

This treatment consists of six inch dotted lines adjacent to the vehicle travel lanes and near crosswalks through the intersection crossing space. Dotted lines should be two foot lines with two to six foot spacing. Green pavement may may be used to increase visibility within areas of conflict or through the entire intersection. The crossing lane width should match the width and positioning of the leading bike lane.

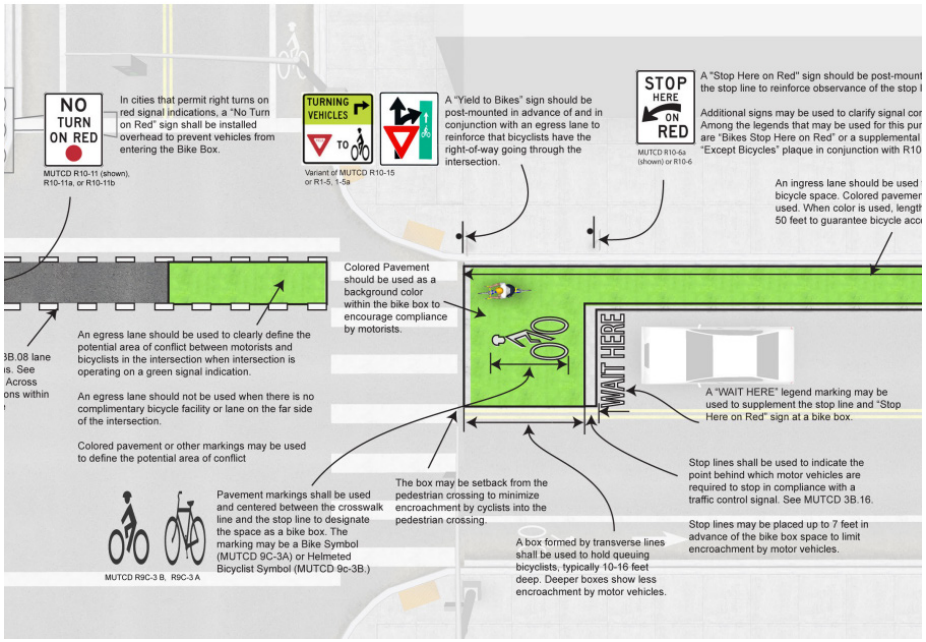
Intersection Crossing Markings – "Elephant Feet" Markings



Source: NATCO Urban Bikeway Guide

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

Bike Box



Source: NATCO Urban Bikeway Guide

A "bike box" is a designated area in front of a traffic lane at a signalized intersection, designed to provide cyclists with a safe and visible space to get ahead of vehicle queues and clear the intersection quickly after a green light. Essentially, it's a buffer zone that helps cyclists navigate intersections more safely and efficiently.

Route Identification

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

The potential improvements are identified as follows and on the accompanying maps:

Proposed Shared Bike Lanes (Sharrows)

- 4th Street (MLK Drive to North Whitehall Street)
- 9th Street (Sumner Avenue to Jackson Street)
- 19th Street (Tilghman Street to Roth Ave)
- Chew Street (Ott Street to Jute Street)
- East Liberty Street (North Bradford Street to North Dauphin Street)
- Madison Street (Fairview St to Allen Street)
- Walnut Street (Ott Street to Saint Elmo Street)

Proposed Dedicated Bike Lanes

- 7th Street (Linden Street to Walnut Street)
- Chew Street (College Heights Boulevard to 26th Street)
- College Heights Boulevard (North Cedar Crest to Tilgham Street)
- Hanover Avenue (Carlisle Street to Irving Street)
- Jefferson Street (Lehigh Street to 15th Street)
- Linden Street (9th Street to 18th Street)
- Parkway Boulevard (North Saint Elmo Street to Cedar Crest Boulevard)
- Turner Street (4th Street to Parkway Boulevard)

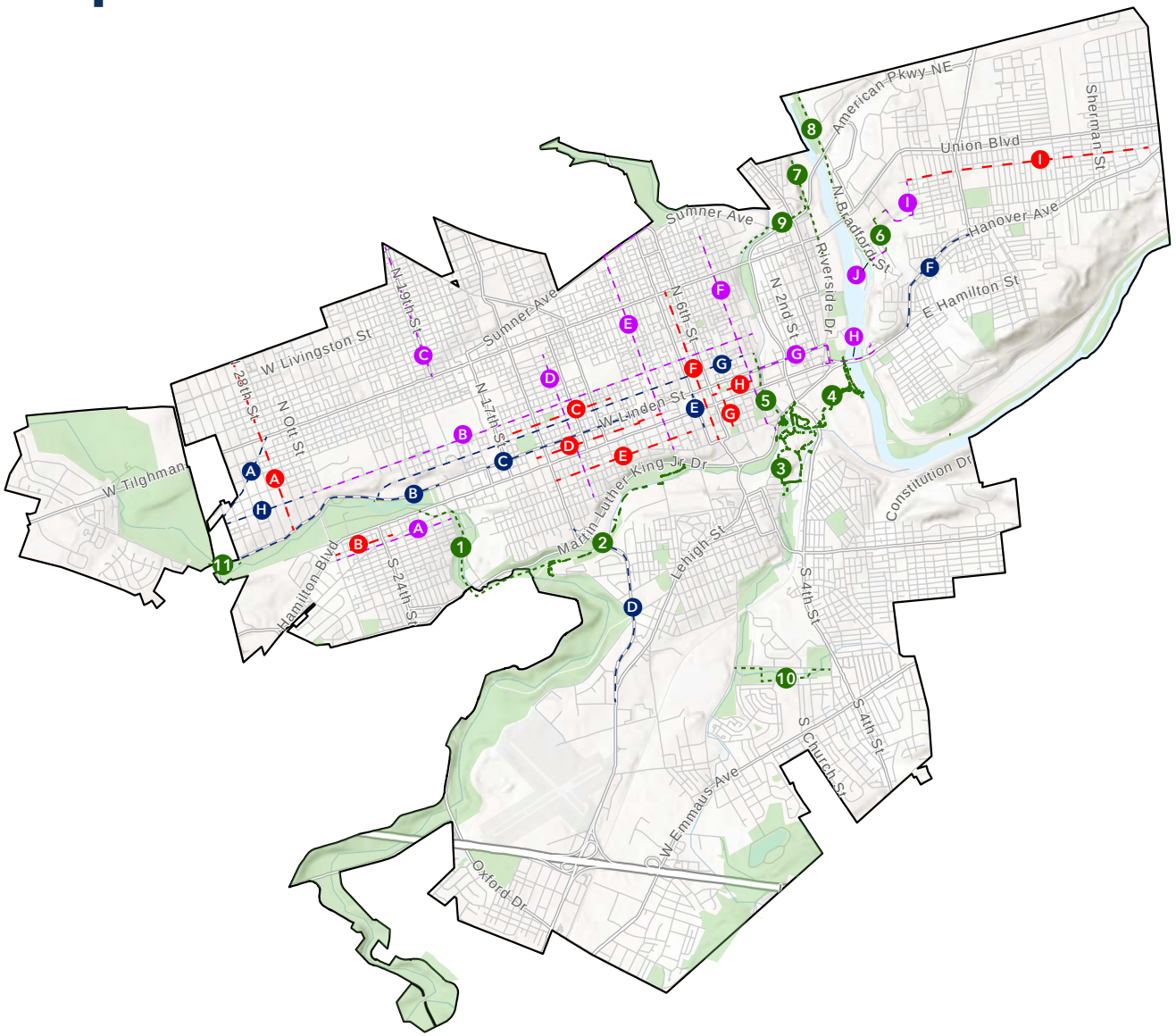
Bike Boulevards

- 28th Street (City line to Parkway Boulevard)
- Church Street/Park Street (Union Street to Tilghman Street)
- Court Street (6th Street to 4th Street)
- Court Street (North Fulton Street to 9th Street)
- East Cedar Street (North Fenwick to North Wahneta)
- Law Street (Hickory Street to Linden Street)
- Russell Street (11th Street to 17th Street)
- School Street (Ott Street to South Berk Street)
- Walnut Street (8th Street to 15th Street)

Off-Road Trails/Shared Use Paths

- Auburn Cross Trails
- Cedar Beach to Trexler Park Connector
- Dixon Street Trail
- D&L Trail Allentown East
- East-West Multi-Use Trail
- Jordan Creek Greenway Extension Trail
- Lehigh Landing Trail
- MLK Trail
- Riverside Drive Trail
- Union Terrace

All Proposed Bike Infrastructure in Allentown



On-Road Bike Infrastructure

Proposed Routes

Shared Bike Lanes (Sharrows)

- A — Walnut St (Ott St to St Elmo St)
- B — Chew St (Ott St to Jute St)
- C — 19th St (Tilghman St to Roth Ave)
- D — Madison St (Fairview St to Allen St)
- E — 9th St (Sumner Ave to Jackson St)
- F — 4th St (MLK Blvd to N. Whitehall St)
- G — Linden St (4th St to Riverside Dr)
- H — Hamilton St Bridge
- I — E.Liberty St (N. Bradford St to N. Dauphin St)
- J — Elsworth St (E Carey St to N Fenwick St)

Bike Boulevards

- A — 28th St (City line to Pakway Blvd)
- B — School St (Ott St to S. Berk St)
- C — Russell St (11th St to 17th St)
- D — Court St (N. Fulton St to 9th St)
- E — Walnut St (8th St to 15th St)
- F — Church St/Park St (Union St to Tilghman St)
- G — Law St. (Hickory St to Linden St)
- H — Court St (6th St to 4th St)
- I — E. Cedar St (N. Fenwick St to N. Wahneta St)

Dedicated Bike Lanes

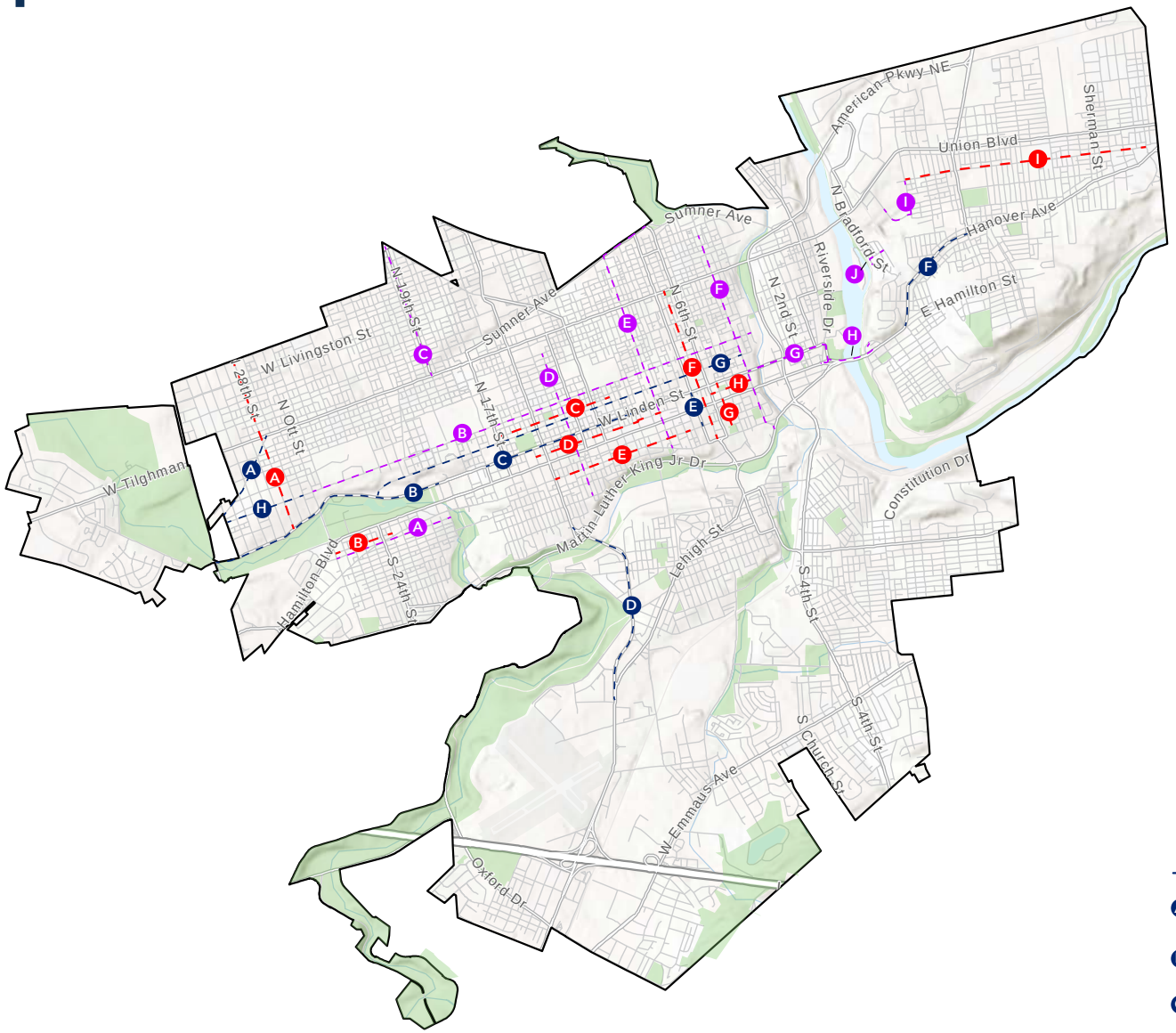
- A — College Heights Blvd (N. Cedar Crest to Tilghman St)
- B — Parkway Blvd (N. Saint Elmo St to Cedar Crest Blvd)
- C — Linden St (9th St to 18th St)
- D — Jefferson St (Lehigh St to 15th St)
- E — 7th St (Linden St to Walnut St)
- F — Hanover Ave (Carlisle St to Irving St)
- G — Turner St (4th St to Parkway Blvd)
- H — Chew St (College Heights Blvd to 26th St)

Off-Road Bike infrastructure

Proposed Trails

1. Union Terrace Trail
2. MLK Trail
3. Auburn Cross Trail
4. Lehigh Landing Trail
5. Jordan Creek Trail Extension
6. East-West Bike Trail- Multi-Use Trail
7. Riverside Drive Trail
8. D&L Trail Allentown East
9. Jordan to Riverside Connector Trail
10. Dixon Street Trail
11. Cedar Beach to Trexler Park

Proposed On-Road Bike Infrastructure in Allentown



0 0.5 1 2 Miles

On-Road Bike Infrastructure

Proposed Routes

Shared Bike Lanes (Sharrows)

- A — Walnut St (Ott st to St Elmo St)
- B — Chew St (Ott St to Jute St)
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Dedicated Bike Lanes

- A — College Heights Blvd (N. Cedar Crest to Tilghman St)
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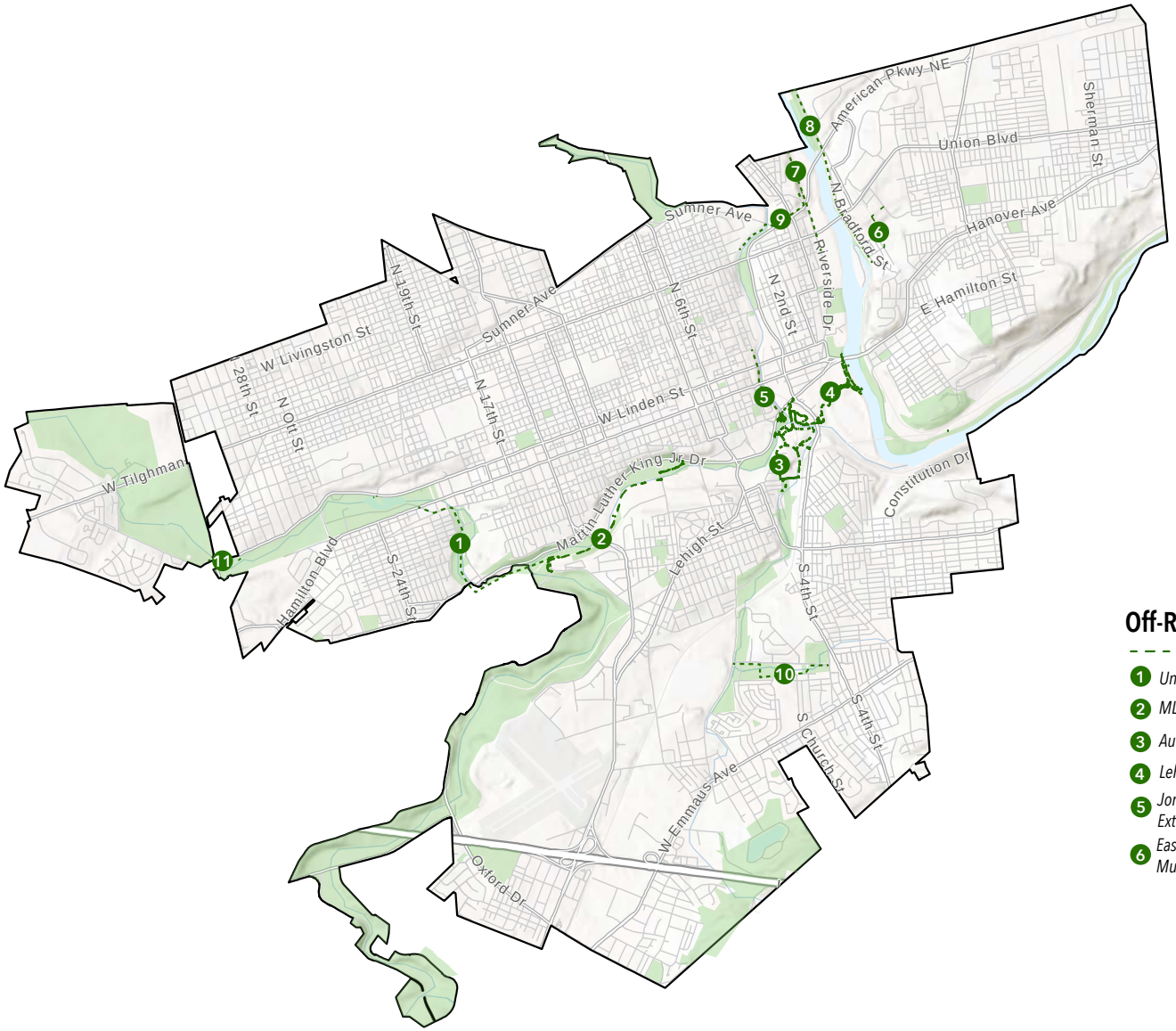
- D — Jefferson St (Lehigh St to 15th St)
- E — 7th St (Linden St to Walnut St)
- F — Hanover Ave (Carlisle St to Irving St)
- G — Turner St (4th St to Parkway Blvd)
- H — Chew St (College Heights Blvd to 26th St)

Proposed Off-Road Bike Infrastructure in Allentown



Legend

Off-Road Bike infrastructure

- – – – Proposed Trails

1. *Union Terrace Trail*
2. *MLK Trail*
3. *Auburn Cross Trail*
4. *Lehigh Landing Trail*
5. *Jordan Creek Trail Extension*
6. *East-West Bike Trail-Multi-Use Trail*
7. *Riverside Drive Trail*
8. *D&L Trail Allentown East*
9. *Jordan to Riverside Connector Trail*
10. *Dixon Street Trail*
11. *Cedar Beach to Trexler Park*

Key Bicycle Routes

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

Key East-West Bike Route

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

- Bike boulevard along East Cedar Street/East James Street.
- Proposed shared use path on vacant City land to sharrows on East Liberty Street.
- Existing section of the D&L Trail from Bradford Street to Hamilton Street.
- Utilize existing sidewalk on Hamilton Street bridge over the Lehigh River to sharrows on Hamilton Street/4th Street to reach Linden Street. Westbound traffic will use Turner Street.
- Utilize proposed bike lanes on Linden Street or current sharrows. Linden Street turns into Parkway Boulevard.
- Utilize proposed bike lanes on Parkway Boulevard or current sharrows. An alternative route would to be to use off road trails through Cedar Beach/Cedar Creek Park and new trail connection to reach the intersection of Parkway Boulevard/ Cedar Crest Boulevard

A more detailed conceptual level pavement marking plan for the Parkway Boulevard/Linden Street corridor can be found in **Appendix B**.

Key North-South Bike Route

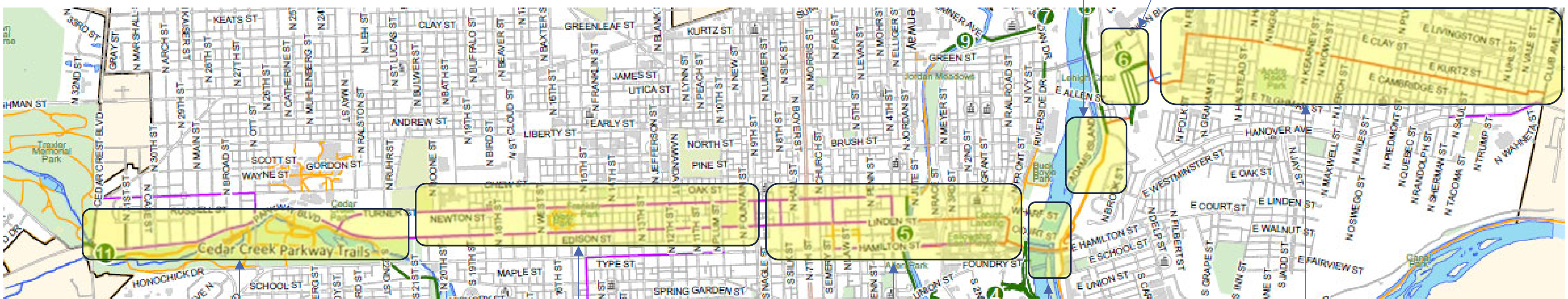
This route will use a combination of on-road and off-road trails to traverse the City from the north to the south. Key parts of the route starting from the north part of the City include:

- Use Jordan Creek Greenway trail and Meadow Street sharrows to reach Turner Street.
- Use sharrows on Turner Street to reach 4th Street.
- Utilize proposed bike lane/shared use path along 4th Street to MLK Drive.
- Follow proposed off road trails included in Auburn Cross Trails Park Master Plan and South 4th Street sharrows to reach existing Trout Creek Trail.
- Follow Trout Creek Trail to Mack Boulevard. Cross under existing railroad bridge using sidewalk area or travel lanes to connect to existing bike lanes/sharrows on Mack Boulevard to reach Emmaus Avenue.

Proposed East to West Route Map

Use existing sidewalk D&L Trail to proposed bike lanes on E. Liberty St

Proposed shared use path on City property to E. James St



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

Use Linden St/Turner St sharrows or evaluate converting these roads from two lanes to one lane plus buffered bike lane up to 9th St

Use Linden St/Turner St sharrows and 4th St to Linden St/Hamilton St sharrows to Front St

Proposed bike lanes/bike boulevard on E. James St, N. Fenwick St, and E. Cedar St

Since changes are proposed to make Hamilton St/ Hanover Ave a three lane cross section in the future, an interim solution that could be considered is conversion of one of the lanes on the bridge to a separated area for bike lanes.

Use existing sidewalk across Hamilton St bridge over Lehigh River; recommend future 10 to 12 foot wide shared use path when bridge is rebuilt

Proposed North to South Route Map

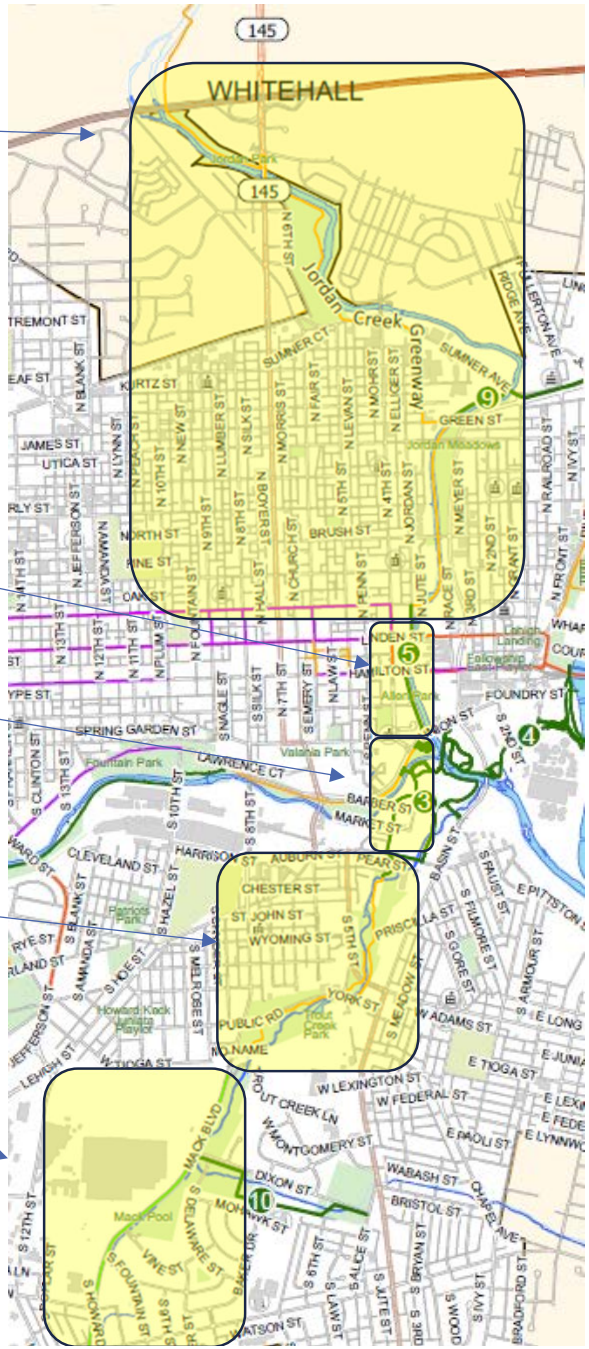
Use Jordan Creek Greenway/Meadow St (Macarthur Rd to Turner St)

Proposed bike lane/ shared use path from Turner St to MLF Dr along 4th St

Use proposed Aubrun Cross Trails Master Plan Trails and 4th St to connect to existing Trout Creek Trail

Use existing Trout Creek Trail

Use existing Mack Blvd bike lanes

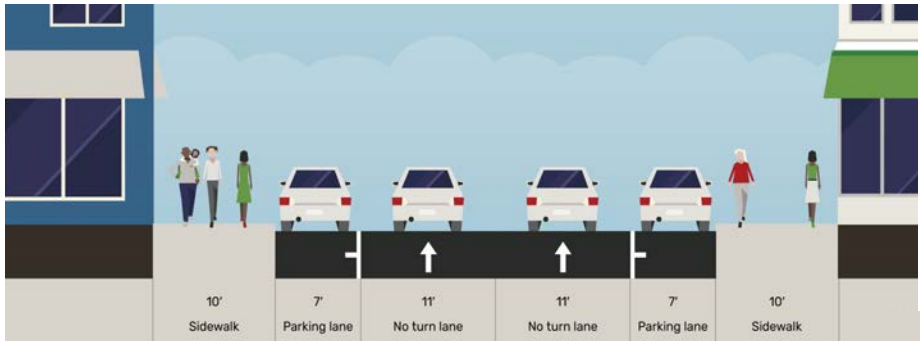


Cross Sections

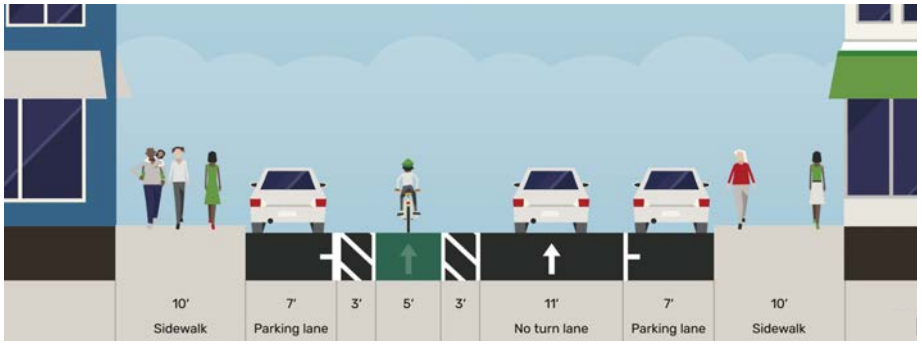
Five typical cross sections were developed along different types of roadways to provide a sample of the recommended treatments that could be applied on similar streets throughout the City of Allentown:

Linden Street

Linden Street near the Center City area is a one-way street with two 11 foot travel lanes and two seven foot parking lanes on either side. The proposed improvements would include the removal of a travel lane, for the installation of a five foot bike lane, and two three foot buffers on both sides of the bike lane. Traffic studies are recommended to ensure that one lane of traffic is sufficient for anticipated traffic volumes. This condition is recommended west of 9th Street to avoid issues with PPL center event traffic and the parking garages in this area. When legally feasible, a parking protected bike lane configuration should be considered. A similar cross section should also be considered on Turner Street as a one way pair with Linden Street. If parking protected bike lanes become legal in the future, the bike lane could be moved to be adjacent to the curb to enhance safety.



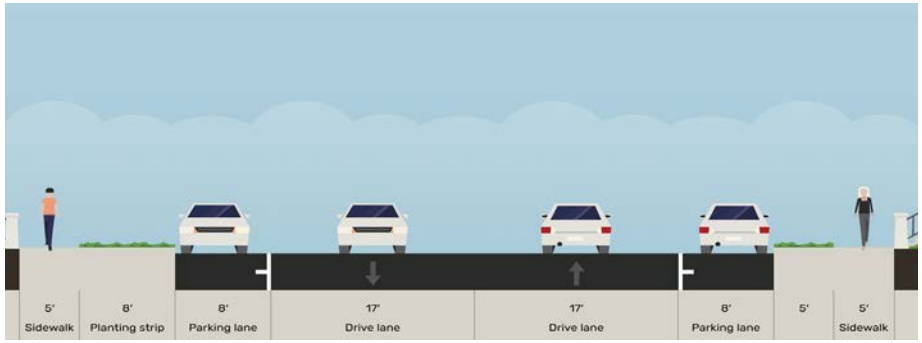
Existing Linden Street conditions.



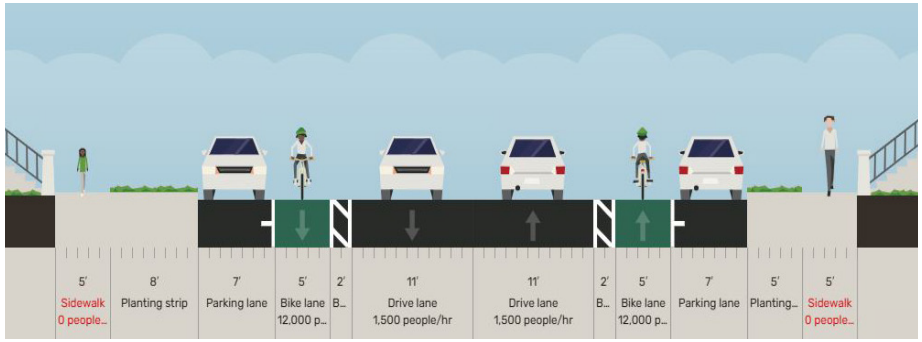
Proposed Linden Street conditions.

Jefferson Street

Jefferson Street currently consists of two 17 foot travel lanes with two eight foot parking lanes. The proposed improvements would narrow the travel lanes so that two five foot bike lanes can be implemented in both directions. The proposed improvements would narrow the travel lanes so that two five foot bikes with two foot buffers can be implemented in both directions. The two parking lanes would be narrowed to seven foot as well.



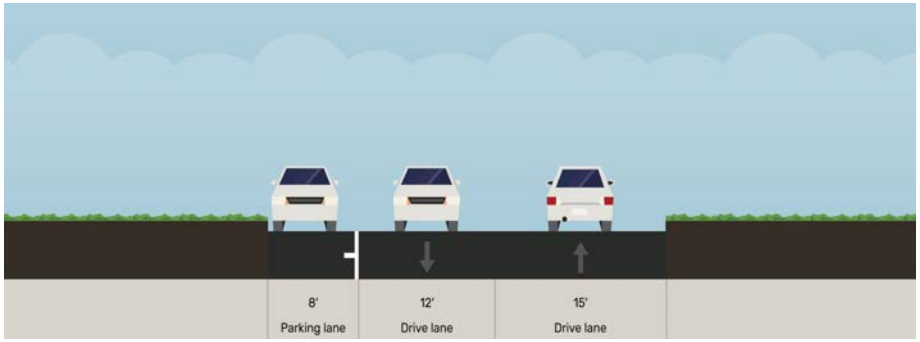
Existing Jefferson Street conditions.



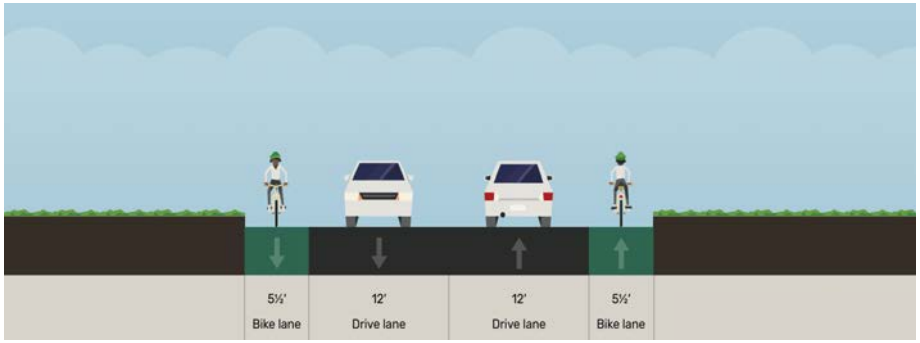
Proposed Jefferson Street conditions.

Parkway Boulevard

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



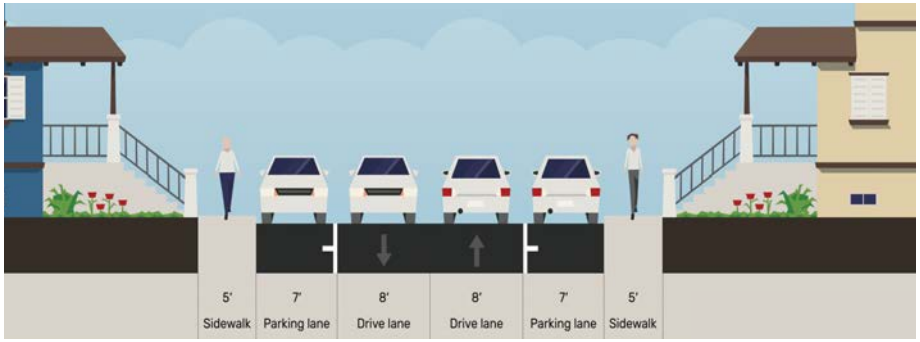
Existing Parkway Boulevard conditions.



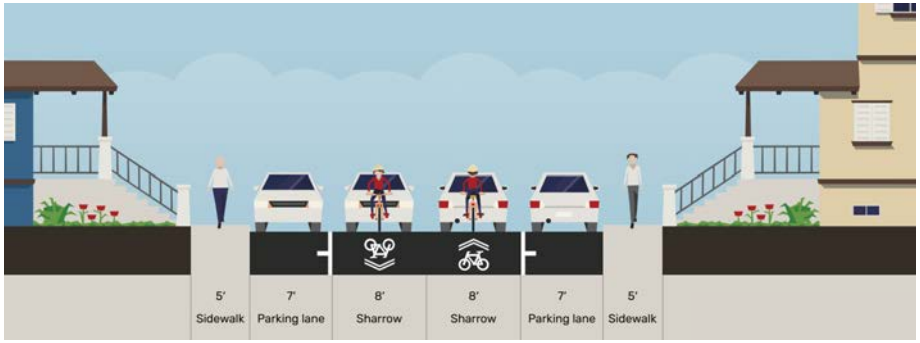
Proposed Parkway Boulevard conditions.

East Cedar Street

East Cedar Street currently consists of two 8 foot travel lanes and two 7 foot parking lanes in both directions. Due to the narrow existing cross section, shared lanes arrows (sharrows) will be added to emphasize the shared use of the travel lanes throughout the street.



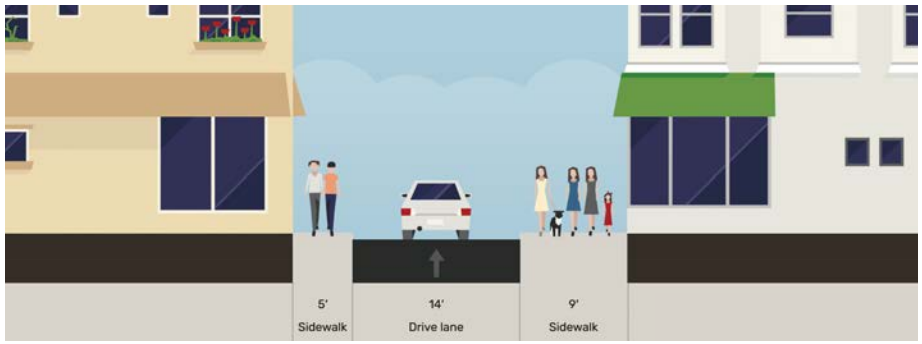
Existing East Cedar Street conditions.



Proposed East Cedar Street conditions.

West Maple Street

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



Existing Maple Street conditions.

Proposed Maple Street conditions.

05

HEALTH & ENVIRONMENTAL IMPACT ANALYSIS

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

Health Impact Analysis

The Allentown Health Bureau conducted a Community Health Needs Assessment (CHNA)[1] in 2023-2024 which provides a snapshot of health and social factors in the City of Allentown, underlying trends that impact health status, and a public health system assessment. An interactive dashboard was launched alongside the assessment to allow residents, stakeholders, and policymakers to explore critical health issues in the City. The Allentown Bike Plan will contribute to the following indicators in the assessment:

- **Reduction of adults considered obese (BMI >30):** Regular cycling is effective in preventing weight gain and obesity. Research indicates that individuals who commute by bike are more likely to meet national physical activity guidelines, which are essential for maintaining a healthy weight.
- **Reduction of adults with heart disease:** A Harvard Health study found that bicyclists had about 15% fewer heart attacks than non-bicyclists.[2] Even as little as half an hour of biking per week offered protection against heart disease. Additionally, another study involving over 263,450 commuters found that bike commuting significantly reduced the risk of cardiovascular disease compared to other modes of transportation.[3]
- **Reduction in adults with self-reported mental health distress and with self-reported depression:** A study found that regular physical activity, including biking, can reduce the risk of major depression by 26% for each major increase in objectively measured physical activity.[4]

Progress can be tracked through the periodic update of data on the interactive dashboard.

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

2 Harvard. Health. (2017). Pedal your way to a healthier heart. https://www.health.harvard.edu/heart-health/pedal-your-way-to-a-healthier-heart

3 Harvard Health. (2017). Biking to work linked to reduced risk of hear disease, cancer, and early death. https://www.health.harvard.edu/blog/11813-2017061511813

4 Harvard health. (2019). More evidence that exercise can boost mood. https://www.health.harvard.edu/blog/11813-2017061511813

Enhanced bike infrastructure can significantly improve health outcomes for residents in Allentown. One of the primary benefits is the increase in physical activity among the population. Improved bike lanes and paths encourage more people to cycle, which can help reduce the risk of chronic diseases such as heart disease, diabetes, and obesity. Cycling is an excellent cardiovascular exercise that can improve heart health, lower blood pressure, and enhance overall fitness.

In addition to physical health benefits, cycling also positively impacts mental health. Engaging in physical activities like cycling can reduce stress levels and improve mental well-being. Physical activity is linked to lower rates of depression and anxiety. Furthermore, bike-friendly environments can foster social interactions and community engagement, which are important for mental health and combating loneliness.

Environmental health benefits are another crucial aspect of enhanced bike infrastructure. By reducing the number of motor vehicles on the road, bike infrastructure can lead to lower emissions and improved air quality; this is elaborated on in the next section, Environmental Impact Analysis. This is particularly important for respiratory health. Additionally, bicycles are quieter than motor vehicles, contributing to a reduction in noise pollution, which can have positive effects on mental health and overall well-being.

Improved bike infrastructure also promotes accessibility and equity by providing affordable and healthy transportation options for all residents. Dedicated bike lanes and paths enhance safety for bicyclists, reducing the risk of accidents and injuries.

Enhancing bike infrastructure in Allentown presents a significant opportunity to improve public health, both physical and mental. The Plan's benefits can be tracked through the Health Bureau's ongoing community health assessment efforts.

Environmental Impact Analysis

Shifting from motor vehicles to biking can yield substantial environmental benefits, particularly in terms of reducing air pollution and vehicular emissions. Bicycles do not emit harmful particles, chemicals, or gases, unlike motor vehicles, leading to cleaner air and a significant reduction in air pollution. This shift can drastically cut carbon emissions, as a typical passenger vehicle emits almost five metric tons of carbon dioxide annually. Even a moderate increase in biking can save millions of tons of CO2 each year, contributing to a healthier environment. The Allentown Bike Plan will contribute to the improved air quality and pollution indicators in the CHNA by reducing vehicle emissions.

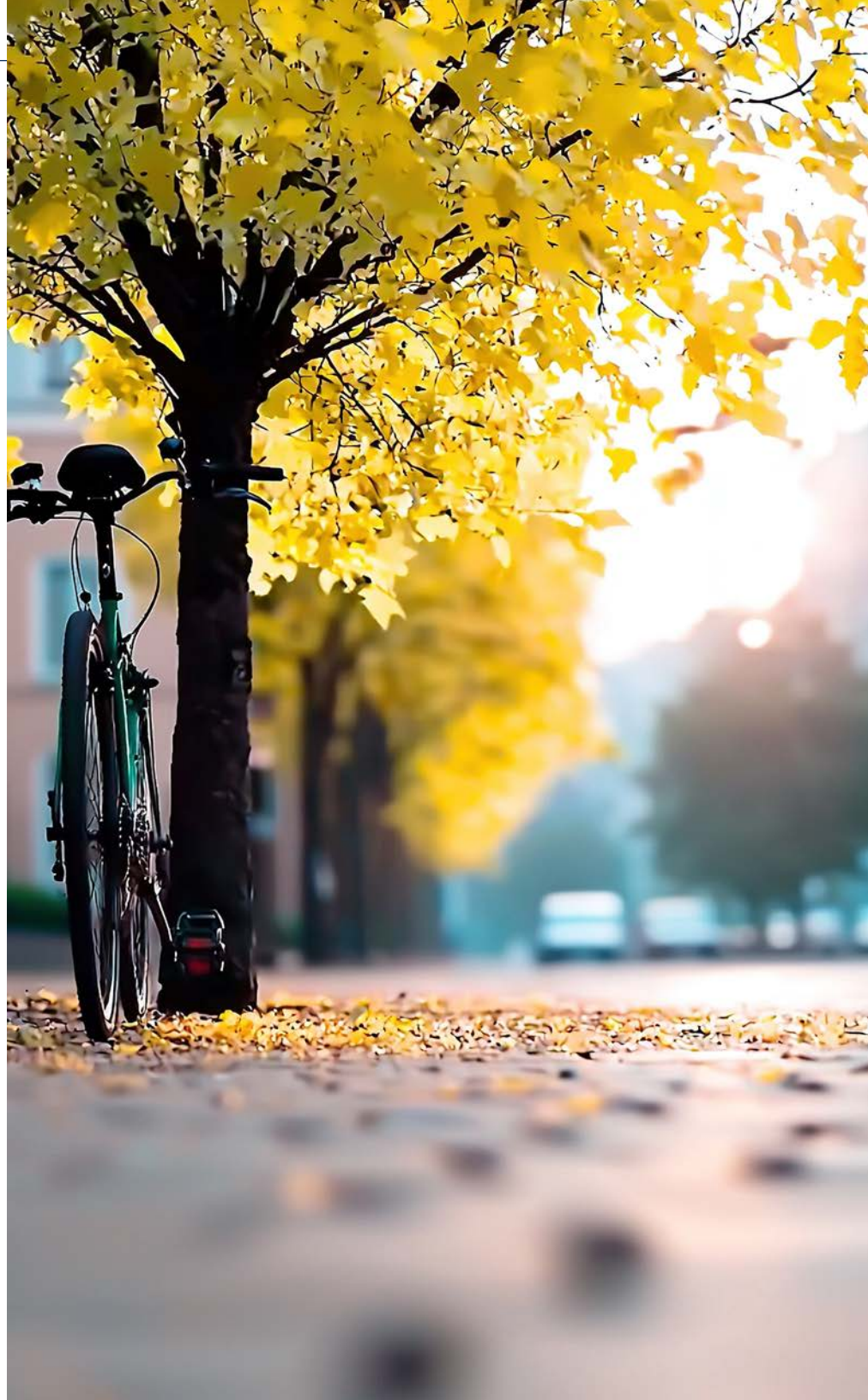
In Allentown, air pollution emerged as a key concern in the focus groups conducted as part of the CHNA. Promoting biking can directly address this issue by reducing the number of motor vehicles on the road, thereby improving air quality and overall community health. Additionally, biking saves liters of fuel, reducing the demand for fossil fuels and the associated emissions from their combustion.

The 2024 Greater Lehigh Valley Greenhouse Gas Inventory[5] found that the transportation sector is responsible for approximately 27% of the total greenhouse gas emissions in the Lehigh Valley. Vehicle emissions primarily consist of carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), which contribute significantly to the region's overall greenhouse gas footprint. This plan specifically identifies the need to reduce vehicle emissions through enhancing infrastructure for biking and walk, in addition to other strategies such as promoting electric vehicles and improvement public transportation.

5 Lehigh Valley Planning Commission. (2024). Greater Lehigh Valley Green House Gas Inventory. https://content.lvpc.org/Publications/Environment/2024%20Greater%20Lehigh%20Valley%20Greenhouse%20Gas%20Inventory.pdf

The 2024 Priority Climate Action Plan for the Lehigh Valley[6] also emphasizes the importance of enhancing bike infrastructure as part of its strategy to reduce carbon emissions through the expansion of bike lanes, the development of a bike share program, expansion of off-road bike paths, and community engagement. One of the goals of the Plan is to implement Walk/RollLV: Active Transportation Plan[7] which includes planning for transit, bike, and pedestrian networks. The Lehigh Valley Planning Commission estimates that if the 25% of the 158-mile priority bike network is completed, there would be a reduction of 1,149 metric tons of greenhouse gases.

Implementing the Allentown Bike Plan offers a significant opportunity to enhance environmental sustainability in the City. By reducing air pollution and vehicular emissions, biking contributes to cleaner air and a healthier community. The Allentown Bike Plan, along with the 2024 Priority Climate Action Plan, underscores the importance of expanding bike infrastructure to achieve these objectives. Through the development of bike lanes, bike share programs, and improved off-road paths, the City and region can substantially lower its greenhouse gas emissions. These initiatives not only address the concerns highlighted in the Community Health Needs Assessment but also pave the way for a greener, more sustainable future.



6 Lehigh Valley Planning Commission. (2024). Lehigh Valley Propriety Climate Action Plan. https://content.lvpc.org/Publications/2024%20Priority%20Climate%20Action.pdf

7 Lehigh Valley Planning Commission. (2020). Walk/Roll LV Active Transportation Plan. https://content.lvpc.org/Publications/Transportation/2020%20WalkRollLV.pdf

06 EVALUATION & REPORTING

Evaluating and reporting metrics for a bike plan is crucial for understanding the effectiveness of the plan and making necessary adjustments to improve its impact. The evaluation process involves collecting data on various aspects of the bike plan, such as usage rates, safety incidents, and linear distance of infrastructure constructed. This data can be gathered through tracking of completed projects, bicycle traffic counts, and annual crash reports. Once the data is collected, it is analyzed to identify trends and areas for improvement. The following table indicates recommended metrics that the City and stakeholders should track on an annual basis to track the level of improvement for the City's bike network.

Goal	Short Term (1-3 years)	Medium Term (3-5 years)	Long Term (5+ years)
Increase Number of Bicycle Trips	+5%	+10%	+15%
Increase Bike Lane Miles	0.5 miles	1.5 miles	3 miles
Increase Shared Lane Miles	0.5 miles	1.5 miles	3 miles
Increase Bike Blvd Miles	1 mile	2 miles	3 miles
Decrease Bicycle Crashes	-5%	-10%	-15%
Decrease Obesity Rates	-0.1%	-0.2%	-0.3%
Increase Bicycle Parking Spots[1]	100 spots	200 spots	300 spots

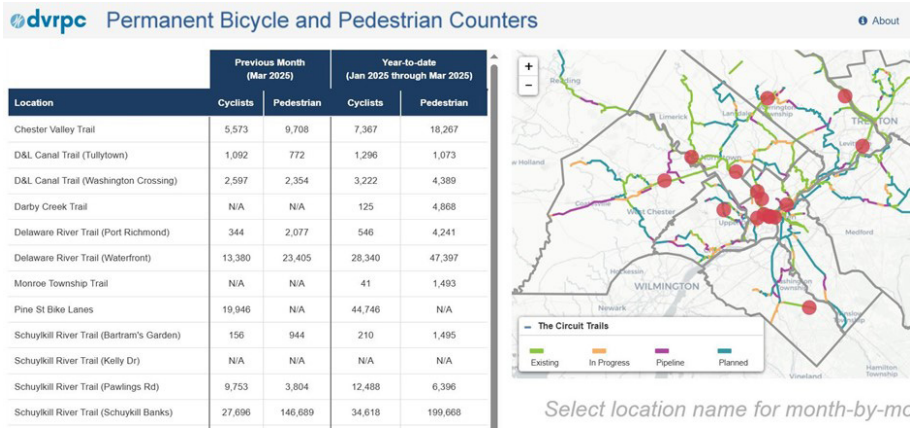
1 Goal based on Zone Allentown proposed bicycle parking requirements. Data could be collected from permit data via EnerGov.

Bicycle Trips Counts: To measure progress, the City will need to establish a baseline count of bicycle trip data at various locations throughout the City. Then, bike counts will need to be replicated each year or other regular intervals at the same general time frame and locations to establish the trends in bicycle trips over time. Conducting bicycle traffic counts is essential for understanding the usage and effectiveness of bicycle infrastructure. Here are some key methods:

1. **Manual Counts:** This involves physically counting bicyclists at specific locations and times. Volunteers or staff members can be stationed at intersections or along bike paths to record the number of cyclists passing by. This method is straightforward but can be labor-intensive and requires consistent training and coordination. Organizations like the Coalition for Appropriate Transportation have done this effort in the past and could be approached in the future to assist with this effort.
2. **Automated Counts:** Automated counters use sensors, tubes or cameras to detect and count bicycles. These devices can be installed permanently or temporarily at various locations. Automated counts provide continuous data and can be more accurate than manual counts, but they require initial investment and maintenance. There are private companies that can provide this counting service as well using video camera detection and counting of bicycle trips. This can be done in tandem with motor vehicle counts using cameras as well.
3. **Strava Metro:** This software can also be used for bicycle counts.

The Delaware Valley Regional Planning Commission (DVRPC) has an excellent bike and pedestrian counting system that serves an high quality source of continuous data. See https://www.dvrpc.org/webmaps/permbikeped/ for more information.

We recommend that the City work with Lehigh Valley Planning Commission (LVPC) and PennDOT to collaborate on a bicycle count program in the Lehigh Valley to better understand bicycling trends in the region.



Screenshot from DVRPC's permanent Bicycle and pedestrian Counters tool.

Active Lifestyle and Obesity Rates: Although there are many contributing factors toward obesity in this country, incorporating bicycling for transportation and recreation can be an important part of a more active lifestyle that can help reduce obesity rates in our communities. We recommend measuring these rates on a regular basis can assist in tracking this metric. Bicycling can play a meaningful role in reducing obesity rates in Allentown. Regular physical activity, such as cycling, helps to burn calories, improve cardiovascular health, and increase overall fitness levels. By incorporating bicycling into daily routines, residents can achieve a healthier lifestyle and combat obesity. The city's efforts to enhance bicycle infrastructure, including bike lanes and shared paths, will encourage more people to choose cycling as a mode of transportation. This increased physical activity can lead to a reduction in obesity rates, contributing to a healthier community.

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

Crash Data: The City can utilize PennDOT's PCTI website (https://crashinfo.penndot.pa.gov/) to acquire bicycle crash data for each year and compare it to past years to measure safety trends.

PennDOT's PA Crash Information Tool.

Consistent evaluation and reporting out of results to City residents and leadership is important to measuring progress in development of the City's bicycle network.

07

IMPLEMENTATION PLAN

The City of Allentown is committed to enhancing its transportation infrastructure by implementing a comprehensive bicycle network. This initiative aims to promote sustainable transportation, improve public health, and increase connectivity within the community. The bicycle network implementation plan outlines the strategic steps necessary to develop safe, accessible, and efficient bicycling routes throughout Allentown. By prioritizing the needs of bicyclists, the plan seeks to create a more inclusive and environmentally friendly urban landscape. This project is a collaborative effort involving various stakeholders, including local government agencies, community organizations, and residents, to ensure that the bicycle network meets the diverse needs of Allentown's population. Through targeted investments in infrastructure, policy changes, and community engagement, the City of Allentown is dedicated to transforming its streets into vibrant, active spaces that support the well-being and mobility of all residents.

Priority Design and Construction Project: The City requested identification of one top priority design and construction project to apply for funding immediately. The top project that was identified during the study was the major East West Corridor using Parkway Boulevard. and Linden Street/Turner Street between Trexler Park and 9th Street. The conversion of Linden and Turner Streets from two travel lanes to one travel land and a buffered bike lane as well as reconfiguration of Parkway Boulevard with dedicated bike lanes in both directions has tremendous potential to enhance bicycle travel in the City. It will connect Center City Allentown to Cedar Beach Park, Cedar Creek Park, Trexler Park as well as all of the West End of Allentown. A detailed traffic study is recommended for Linden and Turner Streets to confirm that the conversion of one lane travel lane to bike lane will not cause significant traffic issues for the City. A short-term pilot project using cones/channelizing devices to simulate the final condition could be utilized to test the concept before significant investment is made to restripe the streets. Coordination with LANTA for bus service to the existing bus stops along this corridor will also be required.

Quick Implementation Project: The City requested identification of a quick implementation project that the City can implement right now using internal resources. The 0.65-mile Chew Street corridor from North Cedar Crest Boulevard to Ott Street was identified as a preferred bicycle route. The existing seven foot parking lanes on both sides of the street are lightly used for on-street parking since virtually all the adjacent residences have their own driveways. The parking lanes could be converted to seven foot bike lanes or five foot bike lanes with two foot buffers with some inexpensive pavement marking and signing improvements. These proposed bike lanes would connect many residents to Trexler Park and Muhlenberg College. Trexler Memorial Park spans 137.4 acres and offers a variety of trails that cater to different fitness levels. The park features an easy 1.3-mile loop trail and a longer 3.2-mile route which is more challenging. The trails offer a blend of scenic beauty and invigorating exercise opportunities, making it an ideal destination for outdoor enthusiasts.

Top Bicycle Related Policy Recommendation: Efforts to support Pennsylvania's initiative to make parking-protected bike lanes legal have been ongoing. Parking protected bike lanes are on-street biking facilities that are separated by parking. Typically, a buffer is created between the bike facility and the parking spaces. The buffer may be as simple as pavement markings between the parking space and the bike lane, or it can include something more prominent such as physical bollards, planters, curbs, etc. There is a need for legislation to be passed to make a technical tweak to the PA Vehicle Code, allowing parking next to a painted line instead of just within 12 inches of a curb. This type of bicycle facility has significant safety advantages for bicyclists and should be available to Cities for implementation where appropriate. The Pennsylvania House Transportation Committee advanced legislation that would give local authorities the option to install parking-protected bicycle lanes between the curb and parking lanes on roadways under their jurisdiction. The House previously passed legislation on parking-protected bicycle lanes in June 2023 with overwhelming bipartisan support, but it was never considered in the Senate. The Bicycle Coalition of Greater Philadelphia has been advocating for the passage of HB 1283, which aims to legalize parking-protected bike lanes on state roads in Pennsylvania. The coalition emphasizes that allowing municipalities to build parking-protected bike lanes is about making all road users safe, increasing sustainable modes of transportation, and local control of road design. It is recommended that the City of Allentown approve the parking protected bike lanes on City streets and strongly support the Statewide effort to make them legal on all roadways within the Commonwealth.

Top view of a diagram of a parking protected bike lane.

Bicycling Education Activities

Walk, Bike, and Roll to School Day: This is a national event held in May each year that encourages students to walk, bike, and roll to school. The event aims to create safe, convenient, and healthy opportunities for students to walk and bicycle to school, helping to reverse an alarming decrease in students' physical activity and an associated increase in obesity and other health conditions. Communities are welcome to celebrate any day in May that best fits their schedules. We recommend that the City collaborate with the Allentown School District to hold a "Walk, Bike and Roll" to school day each year to encourage this sustainable and healthy mode of transportation. See https://www.walkbiketoschool.org/ for resources.

Youth Bicycle Safety Programs: Expanding programs like Community Bike Works' Earn-A-Bike and CAT's Bike Day rodeos will equip young riders with essential safety skills. These events teach kids how to check their bikes and helmets, control their bikes confidently, and navigate traffic situations like intersections and crosswalks. These skills are vital for preventing crashes and promoting healthy, active lifestyles.

Adult Education & Driver Awareness: Adult-focused efforts like Bike to Work Week and regular group rides encourage safe cycling and build community. Education should cover traffic laws, bike lighting, and defensive riding. Equally important is driver education—teaching motorists to slow down, change lanes to pass, and stay alert for cyclists. Promoting shared responsibility helps create safer, more respectful streets for all.

Other educational recommendations include the implementation of city cycling ambassadors that can assist new riders with training to ride in the urban environment. They can also assist with bike mechanical issues like fixing flat tires. Organizations like AAA can also assist members with bicyclist breakdown issues and transport as well.

Proposed Projects

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

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

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

Location	Project Description	Order of Magnitude Cost	Timeline
Proposed Shared Lane Marking Projects			
4th Street (MLK Drive to North Whitehall Street)	Shared Lane Markings	$	Short term
9th Street (Sumner Avenue to Jackson Street)	Shared Lane Markings	$	Short term
19th Street (Tilghman Street to Roth Ave)	Shared Lane Markings	$	Short term
Chew Street (Ott Street to Jute Street)	Shared Lane Markings	$	Short term
East Liberty Street (North Bradford Street to North Dauphin Street)	Shared Lane Markings	$	Short term
Madison Street (Fairview St to Allen Street)	Shared Lane Markings	$	Short term
Walnut Street (Ott Street to Saint Elmo Street)	Shared Lane Markings	$	Short term
Proposed Bike Lane Projects			
7th Street (Linden Street to Walnut Street)	Bike Lanes	$	Short term
Chew Street (College Heights Boulevard to 26th Street)	Protected Bike Lanes	$	Short term
College Heights Boulevard (North Cedar Crest to Tilgham Street)	Bike Lanes	$	Short term
Hanover Avenue (Carlisle Street to Irving Street)	Protected Bike Lanes	$	Short term
Jefferson Street (Lehigh Street to 15th Street)	Buffered Bike Lanes	$	Short term
Linden Street (9th Street to 18th Street)	Buffered Bike Lanes	$	Short term
Parkway Boulevard (North Saint Elmo Street to Cedar Crest Boulevard)	Bike Lanes	$	Short term
Turner Street (4th Street to Parkway Boulevard)	Bike Lanes	$	Short term

Location	Project Description	Order of Magnitude Cost	Timeline
Proposed Bike Boulevard Projects			
28th Street (City line to Parkway Boulevard)	Bike Blvd.	$$	Medium Term
Church Street/Park Street (Union Street to Tilghman Street)	Bike Blvd.	$$	Medium Term
Court Street (6th Street to 4th Street)	Bike Blvd.	$$	Medium Term
Court Street (North Fulton Street to 9th Street)	Bike Blvd.	$$	Medium Term
East Cedar Street (North Fenwick to North Wahneta)	Bike Blvd.	$$	Medium Term
Law Street (Hickory Street to Linden Street)	Bike Blvd.	$$	Medium Term
Russell Street (11th Street to 17th Street)	Bike Blvd.	$$	Medium Term
School Street (Ott Street to South Berk Street)	Bike Blvd.	$$	Medium Term
Walnut Street (8th Street to 15th Street)	Bike Blvd.	$$	Medium Term
Proposed Off-Road Shared Use Paths Projects			
Auburn Cross Trails	Shared Use Path	$$$	Long Term
Cedar Beach to Trexler Park Connector	Shared Use Path	$	Short Term
Dixon Street Trail	Shared Use Path	$$	Long Term
D&L Trail Allentown East	Shared Use Path	$$$	Short Term
East-West Multi-Use Trail	Shared Use Path	$$	Long Term
Jordan Creek Greenway Extension Trail	Shared Use Path	$$	Long Term
Lehigh Landing Trail	Shared Use Path	$$$	Long Term
MLK Trail	Shared Use Path	$$$	Short Term
Riverside Drive Trail	Shared Use Path	$$$	Medium Term
Union Terrace	Shared Use Path	$$$	Medium Term

General Recommendations

Resurfacing Program: Using roadway resurfacing to create bike lanes is an efficient and cost-effective way to enhance urban mobility and promote sustainable transportation. When roads are resurfaced, it presents an ideal opportunity to reconfigure the roadway to include dedicated bike lanes. This process involves reallocating existing space within the right-of-way to accommodate cyclists, often through methods such as lane narrowing, road diets, or shoulder paving. By integrating bike lanes into resurfacing projects, communities can create connected networks of bicycle facilities, improving safety and comfort for cyclists. The City should review its roadway resurfacing program each year to determine if bicycle facilities can be incorporated into re-striping plans.

Integration with Bus Stops: Integrating bus stops into a bike network is essential for creating a seamless and efficient multimodal transportation system. This approach involves designing corridors that accommodate both buses and bicycles, ensuring that cyclists can safely navigate around bus stops without conflicts and buses are not delayed by bicyclists as well. Since LANTA buses have bicycle racks on the front of their buses, bicyclists can significantly extend their trips by utilizing LANTA's system through out the Lehigh Valley. It is recommended that LANTA add three bike carriers as existing two bike carriers are retired.

Subdivision and Land Development Ordinance: Incorporating bicycle facilities into the City's subdivision and land development ordinance (SALDO) is a crucial step towards creating a sustainable and connected urban environment. The City's updated SALDO should ensure that all land development comply with the Citywide Bike Plan as well as Vision Zero and Complete Streets policies (see proposed SALDO Sec. 350-6.A(1)). The SALDO should integrate the Citywide Bike Plan's recommendations into its complete streets provisions (see proposed SALDO Sec. 305-6.D). By setting clear standards for bicycle facilities, cities can promote safe and convenient cycling, reduce traffic congestion, and enhance public health. Additionally, these ordinances can encourage developers to design streets and public spaces that prioritize non-motorized transportation, fostering a more inclusive and environmentally friendly community.

Bicycle Parking: The integration of bike parking facilities within urban environments is a critical component of enhancing bicycle infrastructure. Properly designed and strategically located bike parking solutions significantly contribute to the overall efficacy of a city's transportation network. These facilities provide secure and accessible storage options for bicycles, thereby encouraging cycling as a viable mode of transportation. The implementation of bike parking infrastructure involves the use of durable materials and adherence to standardized design specifications to ensure the safety and convenience of users. Additionally, the incorporation of bike parking into urban planning initiatives supports the reduction of vehicular traffic congestion, promotes sustainable transportation practices, and contributes to the improvement of public health outcomes. The Association of Pedestrian and Bicycle Professionals has created a useful guide for bike parking. See https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf.

It is recommended that City building codes require "U-shaped" bike racks for short term needs such as restaurants/stores, covered bike parking for employees during work hours and long term secure parking for apartments/dorms.

The proposed Zone Allentown has a bicycle parking requirement table (Table 660-10) and minimum parking ratios as proposed in Zone Allentown should be adopted.

High quality bike parking on Linden Street in Allentown.

Wayfinding Signage: Wayfinding signage for a bicycle network is essential for guiding cyclists through urban environments and ensuring they can navigate safely and efficiently. These signs provide critical information about distances, directions, and destinations, helping cyclists plan their routes and make informed decisions while traveling. The signage system typically includes confirmation signs to indicate that cyclists are on a designated bikeway, turn signs to prepare cyclists for upcoming turns, and decision signs at junctions to provide information about key destinations. By using standardized designs and placement guidelines, wayfinding signage can create a cohesive and easily navigable network that enhances the cycling experience and promotes the use of established bike routes. The City of Allentown already has a standardized wayfinding sign system for their park network that is very attractive and useful for trail and park users. Expansion of this style of sign or something similar should be considered for on-road bicyclists in the City.

Wayfinding sign along Allentown's Jordan Creek Greenway.

Potential Funding Sources

Securing adequate funding for the design and construction of these types of projects can be a challenge. The following is a list of possible funding sources for this project:

Pennsylvania Transportation Alternatives Program

The Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

DCED Act 13 Grants: Greenways, Trails and Recreation Program (GTRP)

Act 13 of 2012 establishes the Marcellus Legacy Fund and allocates funds to the Commonwealth Financing Authority (the "Authority") for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails and Recreation Program (GTRP).

DCED Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

https://dced.pa.gov/programs/multimodal-transportation-fund/

PennDOT Multimodal Transportation

Act 89 also established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode.

https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx

PennDOT Surface Transportation Program

The Twelve Year Transportation Program (as required by Act 120 of Pennsylvania State Law and its amendments) targets the Commonwealth's improvement efforts in all major transportation modes: highways, bridges, aviation, rail and transit. Transportation projects that focus on improving safety, enhancing mobility, moving goods and preserving the existing system are key to achieving the Department's goals and objectives. The Division will continue to focus on incorporating the philosophy of the most current Federal and State Regulations in the continuous update of the Program; this includes the tie-in of planning requirements for Transportation Improvement Plans (TIPs), and the all encompassing State TIP (STIP). This program also involves the preparation of comprehensive information packages for key Department staff, the State Transportation Commission (STC), and elected state and federal legislators and officials. These packages facilitate and communicate the development of a transportation system responsive to the needs of the Commonwealth, monitors progress on key programs and projects, and aids in resolving outstanding Transportation Program issues. Staff and support services are also provided to the STC and other Program Center functions to prepare improvement programs which maintain and enhance the existing transportation system.

https://lvpc.org/transportation-programs

Robert Wood Johnson Foundation

The mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans. Our goal is clear: To help our society transform itself for the better.

Website: http://www.rwjf.org/grants/

William Penn Foundation

The William Penn Foundation, founded in 1945 by Otto and Phoebe Haas, is dedicated to improving the quality of life in eastern Pennsylvania through efforts that foster rich cultural expression, strengthen children's futures, and deepen connections to nature and community. In partnership with others, the Foundation works to advance a vital, just, and caring community.

http://www.williampennfoundation.org/Grants.aspx

National Parks Service – Trails Assistance Program

The Rivers, Trails, and Conservation Assistance Program is the community assistance arm of the National Park Service. RTCA supports community-led natural resource conservation and outdoor recreation projects. RTCA staff provides technical assistance to communities so they can conserve rivers, preserve open space, and develop trails and greenways.

Website: http://www.nps.gov/ncrc/programs/rtca/

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

Established on July 1, 1995, the Pennsylvania Department of Conservation and Natural Resources is charged with maintaining and preserving the 117 state parks; managing the 2.1 million acres of state forest land; providing information on the state's ecological and geologic resources; and establishing community conservation partnerships with grants and technical assistance to benefit rivers, trails, greenways, local parks and recreation, regional heritage parks, open space and natural areas.

Local governments, county governments and non-profit organizations can apply for Community Conservation Partnerships Program (C2P2) funding to assist them with addressing their recreation and conservation needs as well as supporting economically beneficial recreational tourism initiatives.

Website: https://www.dcnr.pa.gov/Communities/Grants/TrailGrants/Pages/default.aspx

Local Sources

The following local funding sources may also be available:

- County and City Capital budgets
- Private sponsorships, local fund raisers, etc.
- County Open Space funds

APPENDICES

The following appendices are referenced throughout the plan:

Appendix A: Maps

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

Appendix B: Concept Plan for East West Bike Route

The concept plan including the redesign of Parkway Boulevard and Linden Street which shows the addition of bike lanes.

Appendix C: Bike Route Linear Mileage

Tables that details the linear mileage of each proposed bike route.

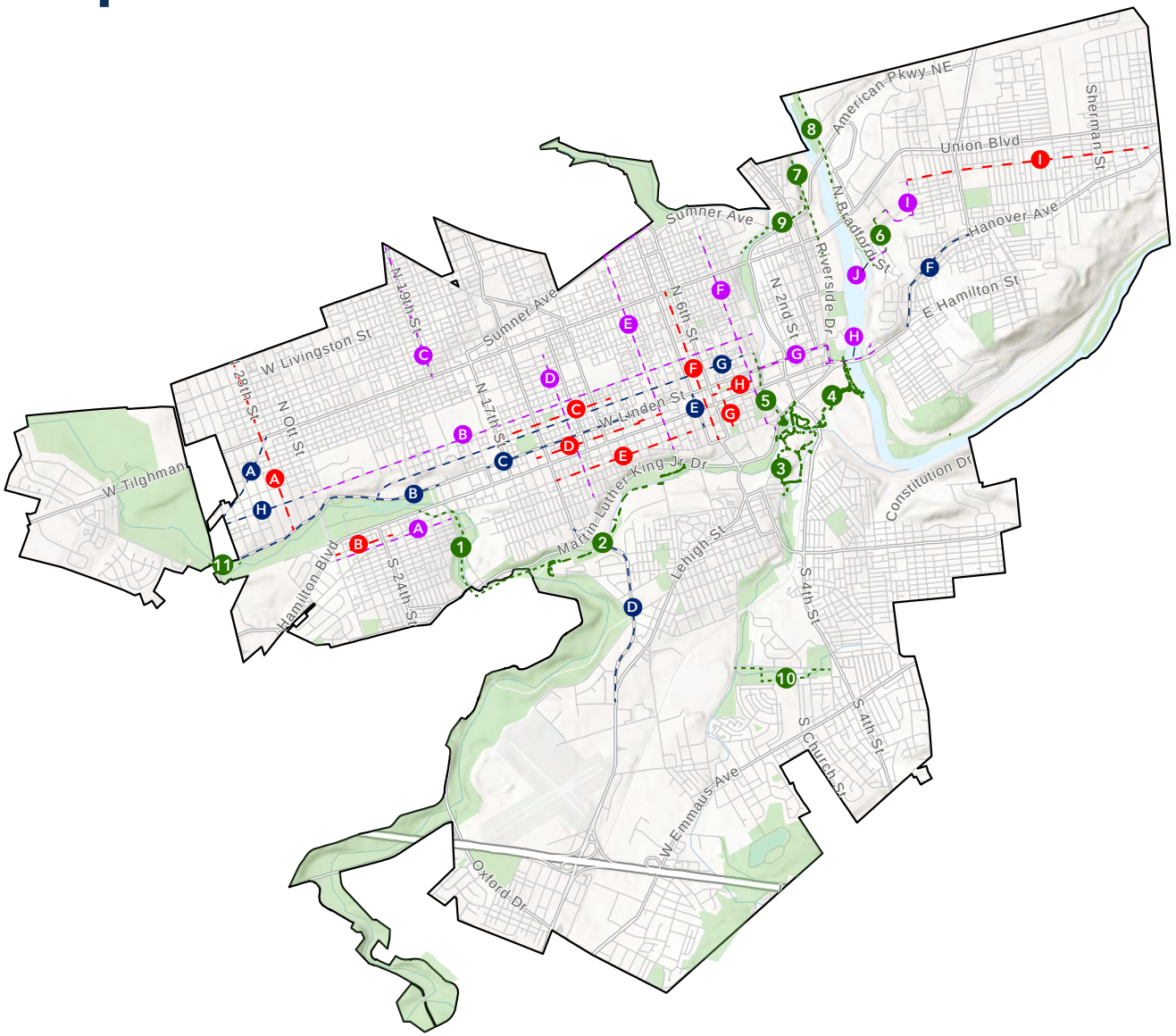
Appendix D: Community Survey Report

A report of findings from the community survey with data and an associated map of points plotted by community members.

A

APPENDIX A: MAPS

All Proposed Bike Infrastructure in Allentown



On-Road Bike Infrastructure

Proposed Routes

Shared Bike Lanes (Sharrows)

- A — Walnut St (Ott St to St Elmo St)
- B — Chew St (Ott St to Jute St)
- C — 19th St (Tilghman St to Roth Ave)
- D — Madison St (Fairview St to Allen St)
- E — 9th St (Sumner Ave to Jackson St)
- F — 4th St (MLK Blvd to N. Whitehall St)
- G — Linden St (4th St to Riverside Dr)
- H — Hamilton St Bridge
- I — E.Liberty St (N. Bradford St to N. Dauphin St)
- J — Elsworth St (E Carey St to N Fenwick St)

Bike Boulevards

- A — 28th St (City line to Pakway Blvd)
- B — School St (Ott St to S. Berk St)
- C — Russell St (11th St to 17th St)
- D — Court St (N. Fulton St to 9th St)
- E — Walnut St (8th St to 15th St)
- F — Church St/Park St (Union St to Tilghman St)
- G — Law St. (Hickory St to Linden St)
- H — Court St (6th St to 4th St)
- I — E. Cedar St (N. Fenwick St to N. Wahneta St)

Dedicated Bike Lanes

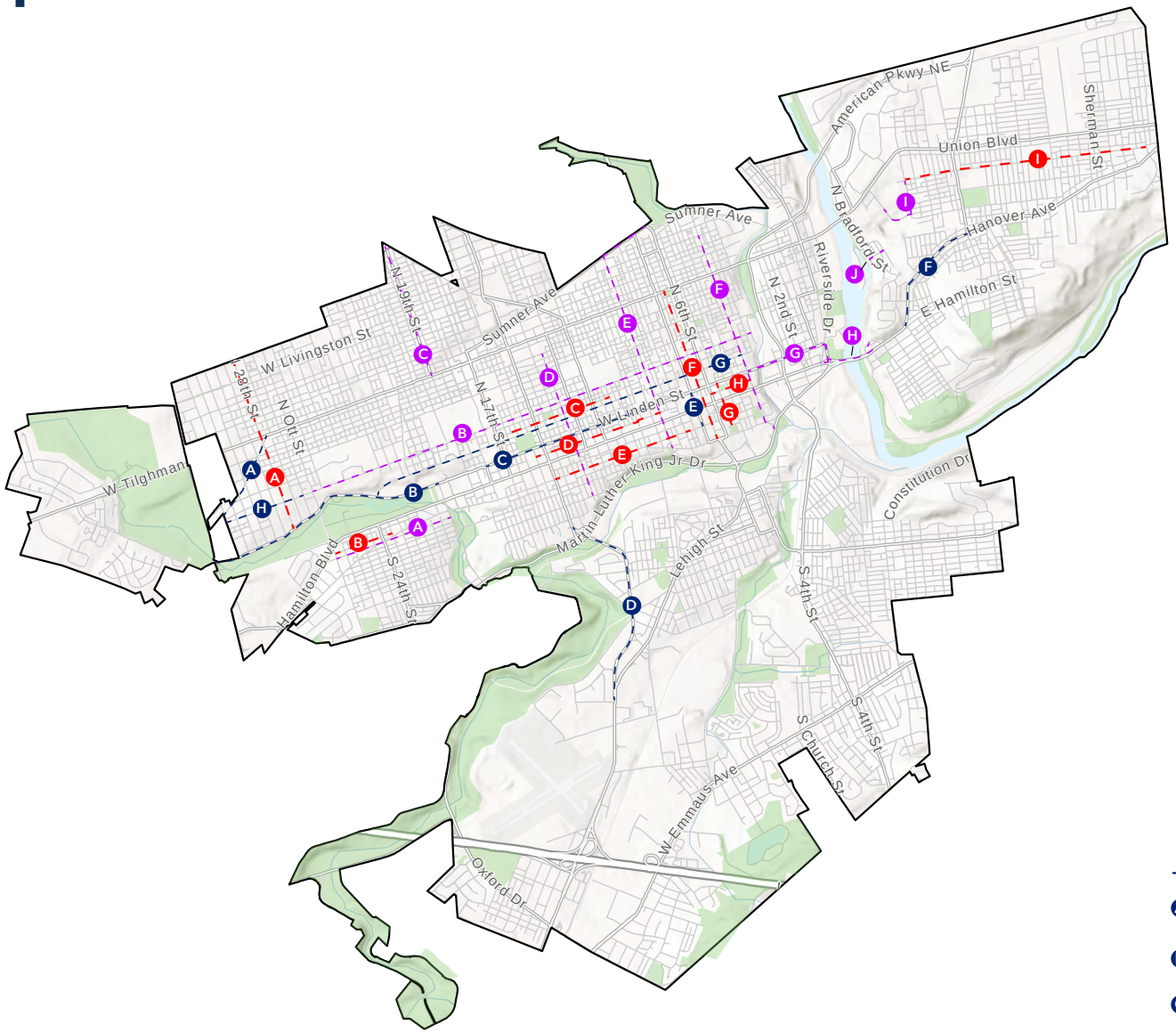
- A — College Heights Blvd (N. Cedar Crest to Tilghman St)
- B — Parkway Blvd (N. Saint Elmo St to Cedar Crest Blvd)
- C — Linden St (9th St to 18th St)
- D — Jefferson St (Lehigh St to 15th St)
- E — 7th St (Linden St to Walnut St)
- F — Hanover Ave (Carlisle St to Irving St)
- G — Turner St (4th St to Parkway Blvd)
- H — Chew St (College Heights Blvd to 26th St)

Off-Road Bike infrastructure

Proposed Trails

1. Union Terrace Trail
2. MLK Trail
3. Auburn Cross Trail
4. Lehigh Landing Trail
5. Jordan Creek Trail Extension
6. East-West Bike Trail- Multi-Use Trail
7. Riverside Drive Trail
8. D&L Trail Allentown East
9. Jordan to Riverside Connector Trail
10. Dixon Street Trail
11. Cedar Beach to Trexler Park

Proposed On-Road Bike Infrastructure in Allentown



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On-Road Bike Infrastructure

Proposed Routes

Shared Bike Lanes (Sharrows)

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- B — *Chew St (Ott St to Jute St)*
- C — *19th St (Tilghman St to Roth Ave)*
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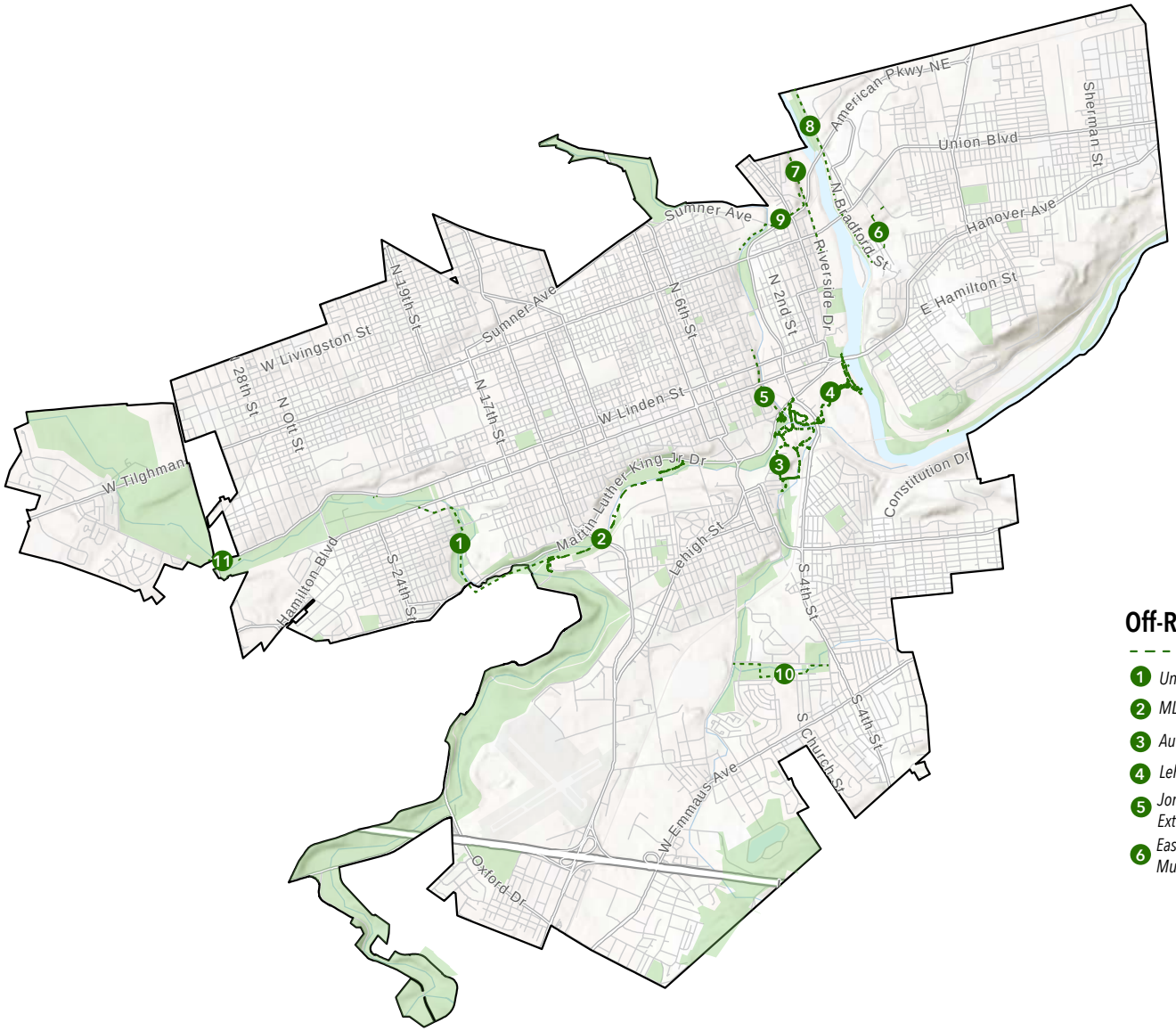
- G — *Turner St (4th St to Parkway Blvd)*
- H — *Chew St (College Heights Blvd to 26th St)*

Proposed Off-Road Bike Infrastructure in Allentown



Legend

Off-Road Bike infrastructure

- – – – Proposed Trails

1. *Union Terrace Trail*
2. *MLK Trail*
3. *Auburn Cross Trail*
4. *Lehigh Landing Trail*
5. *Jordan Creek Trail Extension*
6. *East-West Bike Trail-Multi-Use Trail*
7. *Riverside Drive Trail*
8. *D&L Trail Allentown East*
9. *Jordan to Riverside Connector Trail*
10. *Dixon Street Trail*
11. *Cedar Beach to Trexler Park*

B

APPENDIX B: CONCEPT PLAN FOR EAST WEST BIKE ROUTE


DISTRICT 5-0
COUNTY LEHIGH
ROUTE 0000
SECTION XXX
SHEET 1 OF 10
CITY OF ALLENTOWN
REVISION NUMBER
REVISIONS
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PARKWAY BLVD
N 31ST ST
N MARSHALL ST
S CEDAR CREST BLVD
CEDAR CREEK
CEDAR CREEK
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R4-11 30"x30" TYPE F
SEE SHEET 2
0 50 100 FEET
Michael Baker INTERNATIONAL
645 WEST HAMILTON STREET, SUITE 206
ALLENTOWN, PA 18101
Phone: (484) 781-6300 · MBAKERINTL.COM
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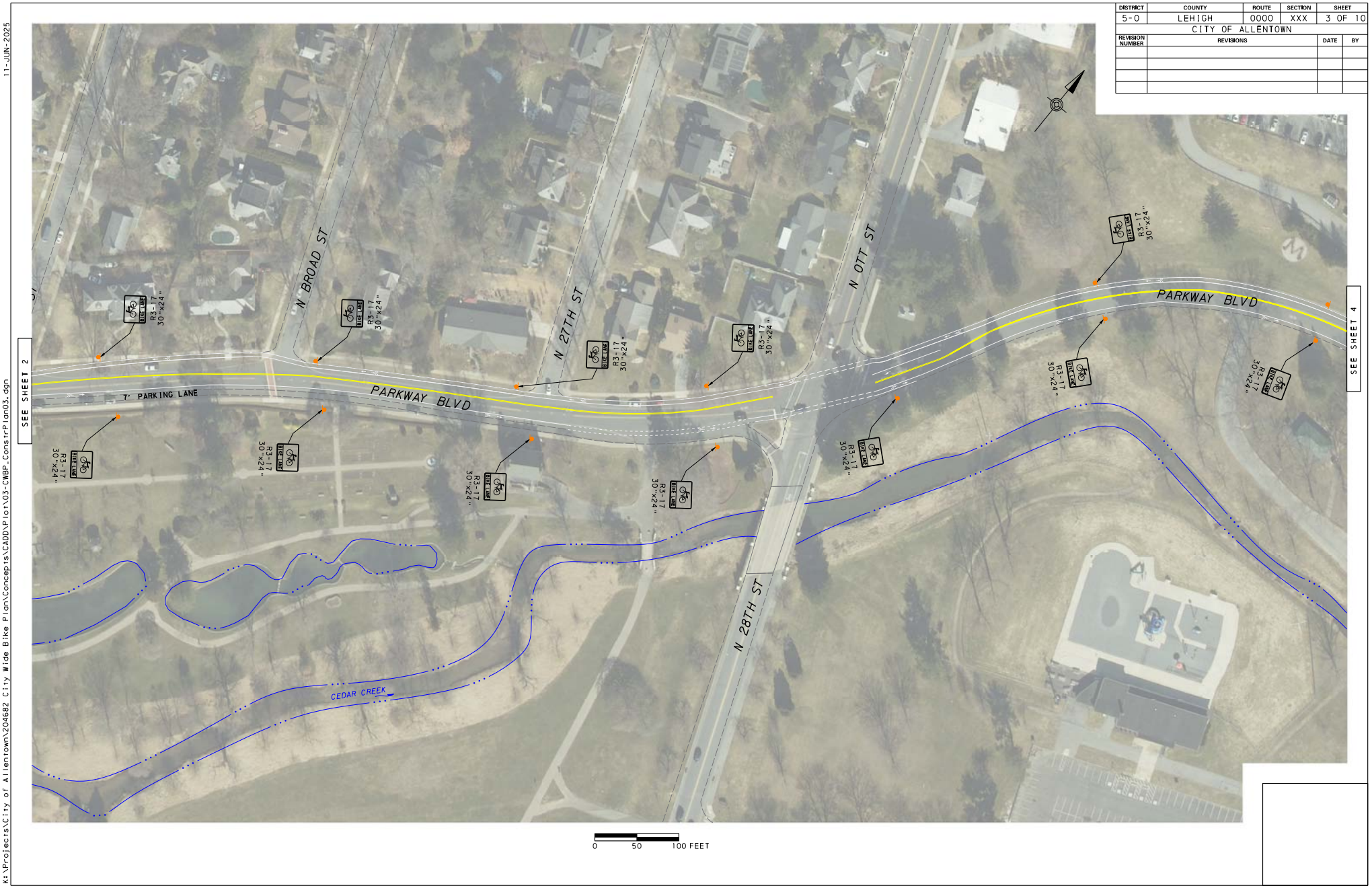
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CEDAR CREEK
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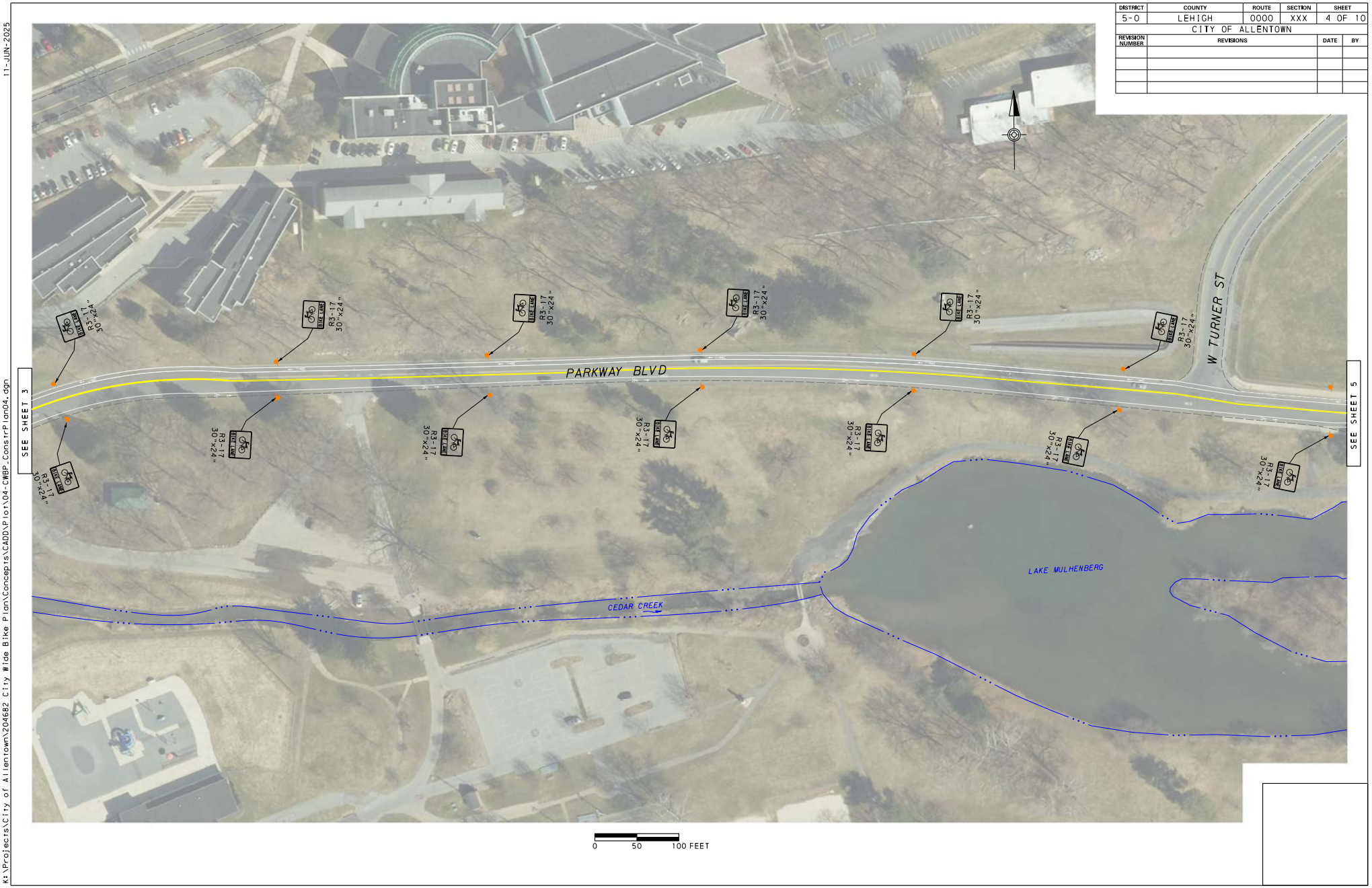
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CITY OF ALLENTOWN
REVISION NUMBER
REVISIONS
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CEDAR CREEK
LAKE MULHENBERG
SEE SHEET 3
SEE SHEET 5
R3-17 30"x24"
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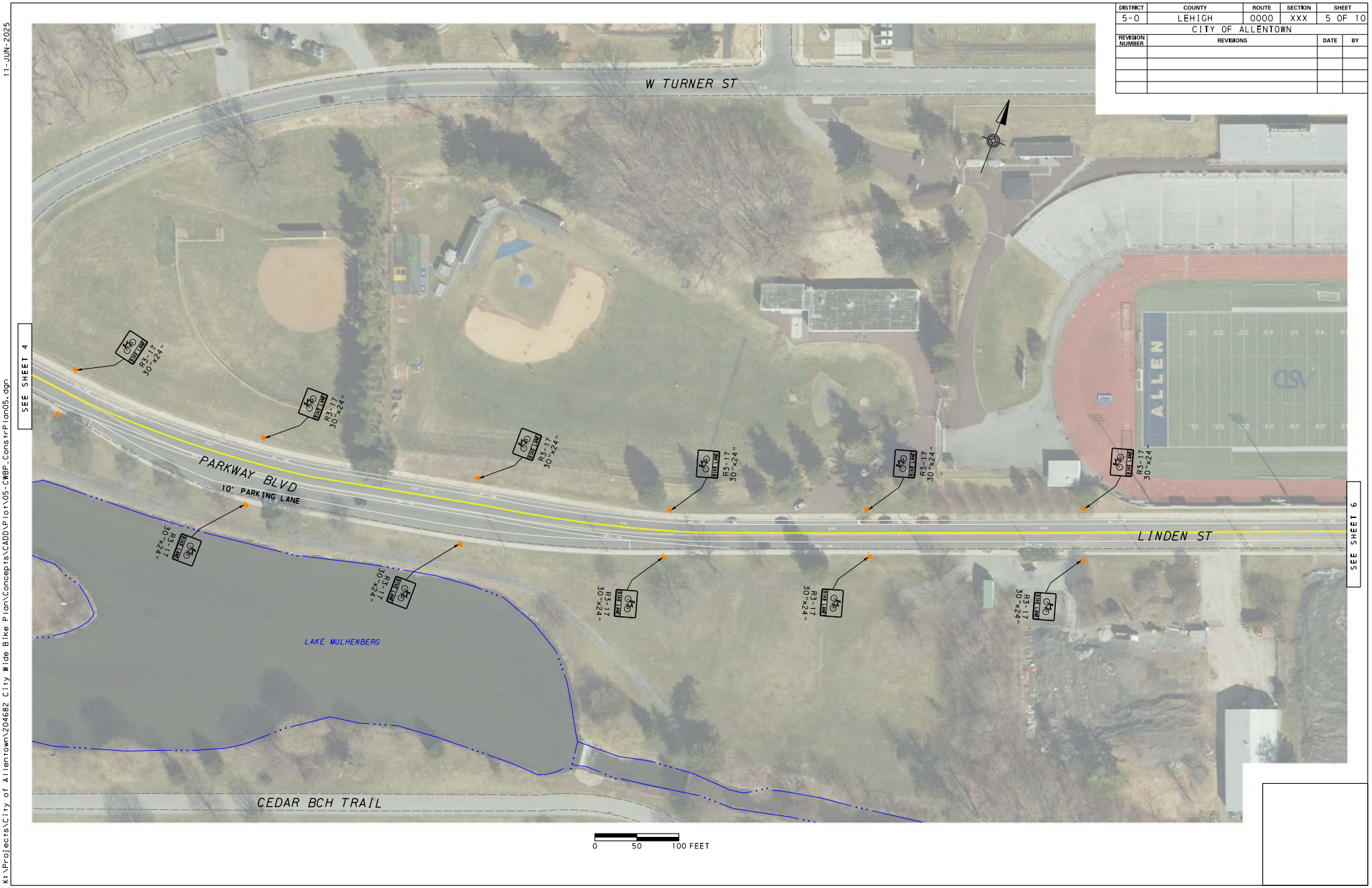
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ROUTE 0000
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PARKWAY BLVD
10' PARKING LANE
LINDEN ST
LAKE MULHENBERG
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R3-17 30"x24"
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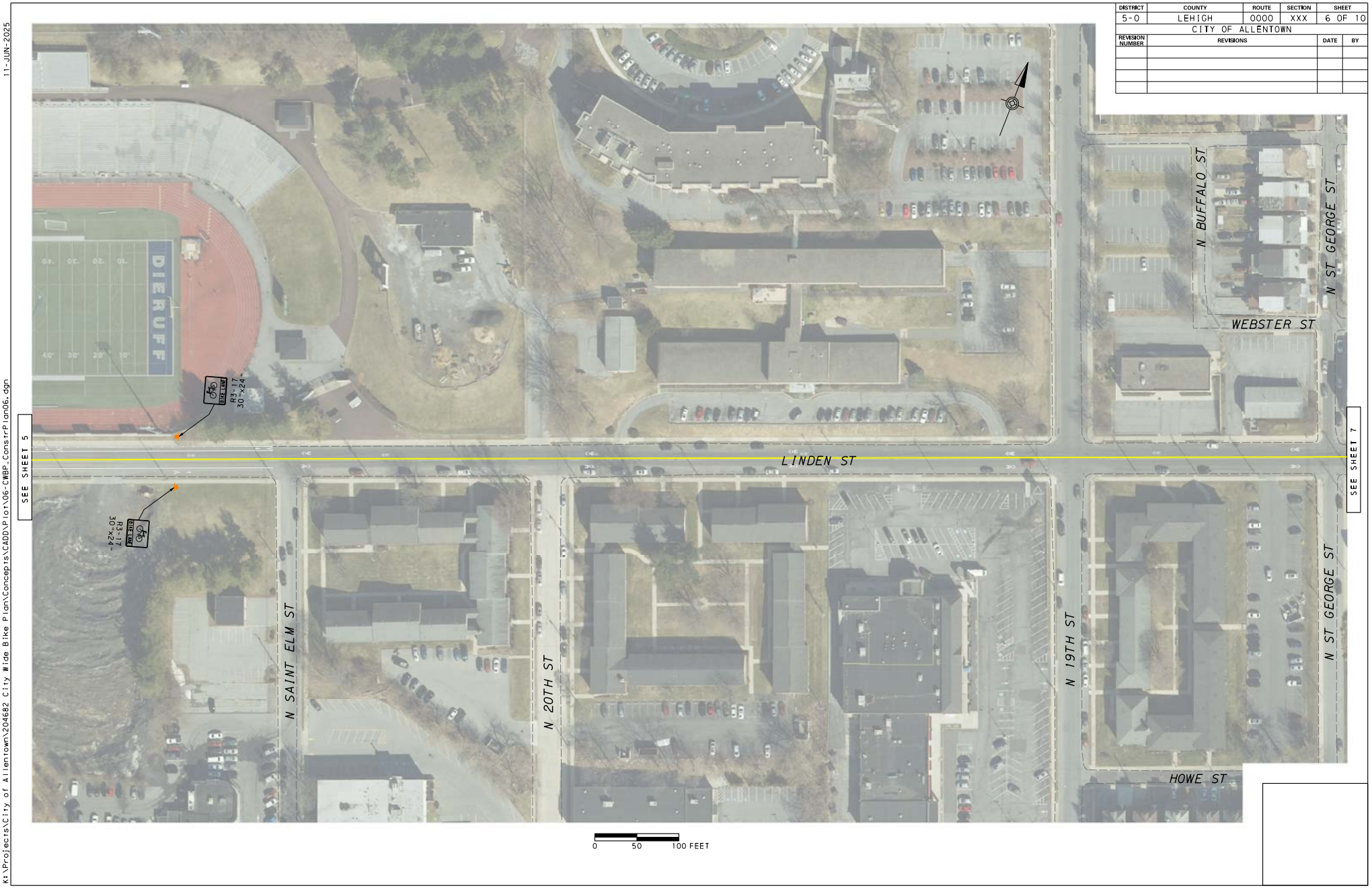
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CITY OF ALLENTOWN
REVISION NUMBER
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DISTRICT 5-0
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N ST GEORGE ST
N 18TH ST
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N 17TH ST
N CABLE ST
N WEST ST
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HAMILTON ST
HAMILTON ST
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COUNTY LEHIGH
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SHEET 8 OF 10
CITY OF ALLENTOWN
REVISION NUMBER
REVISIONS
DATE
BY
LINDEN ST
WEBSTER ST
COURT ST
N 16TH ST
N FULTON ST
N 15TH ST
N FRANKLIN ST
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N MADISON ST
N 13TH ST
N RICHLAND ST
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APPENDIX C: BIKE ROUTE LINEAR MILEAGE

C

Location	Potential Linear Miles	Connected Destinations
Proposed Shared Lane Marking Projects		
4th Street (MLK Drive to North Whitehall Street)	1.22	Place of worship, Eatery, Art Gallery
9th Street (Sumner Avenue to Jackson Street)	1.48	Place of worship, Mart, Bus Stop, Eatery, Businesses
19th Street (Tilghman Street to Roth Ave)	0.80	Businesses, Bus Stops, Dentist, Eatery
Chew Street (Ott Street to Jute Street)	2.71	Place of Worship, Cemetery, Eatery, Physician, Hospital, Museum, Businesses, Market
East Liberty Street (North Bradford Street to North Dauphin Street)	0.10	River, Park
Madison Street (Fairview St to Allen Street)	0.88	Eatery, Place of Worship, Market, Bus Stop, Bookstore, Learning Center
Walnut Street (Ott Street to Saint Elmo Street)	0.71	Place of Worship, Eatery
Proposed Shared Lane Marking Projects		
7th Street (Linden Street to Walnut Street)	0.21	Offices
College Heights Boulevard (North Cedar Crest to Tilgham Street)	0.53	Medical Services, Place of Worship, Businesses
Hanover Avenue (Carlisle Street to Irving Street)	0.70	Eatery, Small Businesses
Jefferson Street (Lehigh Street to 15th Street)	1.22	Eatery, Place of Worship, Bus Stops
Linden Street (9th Street to 18th Street)	1.06	Bus Stop, Place of Worship, Eatery, Cemetery, Park
Parkway Boulevard (North Saint Elmo Street to Cedar Crest Boulevard)	1.44	Field, Stadium, Lake

Location	Potential Linear Miles	Connected Destinations
Proposed Bike Boulevard Projects		
28th Street (City line to Parkway Boulevard)	1.03	Residences, Place of Worship, Park
Church Street/Park Street (Union Street to Tilghman Street)	0.91	Recreation center, Place of Worship, Bus Stop, Eatery
Court Street (6th Street to 4th Street)	0.25	Museum, Bus Stops, Park, Businesses
Court Street (North Fulton Street to 9th Street)	0.78	Residences, Place of worship, Businesses, Stores, Recreational services
East Cedar Street (North Fenwick to North Wahneta)	1.41	Shops, Residences
Law Street (Hickory Street to Linden Street)	0.26	Eatery, Convenience Store, Bus Stops, Bank, Park, Theater, Community Center
Russell Street (11th Street to 17th Street)	0.69	Eatery, Businesses/Shops, Places of worship, Residences
School Street (Ott Street to South Berk Street)	0.35	N/A
Walnut Street (8th Street to 15th Street)	0.84	Schools, Shops, Grocery, Eatery, Place of Worship, Library
Proposed Off-Road Shared Use Paths Projects		
Auburn Cross Trails	8.55	River/Park
Cedar Beach to Trexler Park Connector	0.05	Creek, Park
Dixon Street Trail	0.56	Creek, park
D&L Trail Allentown East	1.11	Trail, Park, River
East-West Multi-Use Trail	0.46	D&L trail
Jordan Creek Greenway Extension Trail	0.42	Soccer field, Creek, Trail, Park
Lehigh Landing Trail	9.54	River, Creek
MLK Trail	1.64	Place of Worship, Park, Recycling center
Riverside Drive Trail	0.57	Park, Football Field
Union Terrace	1.22	Union Terrace park

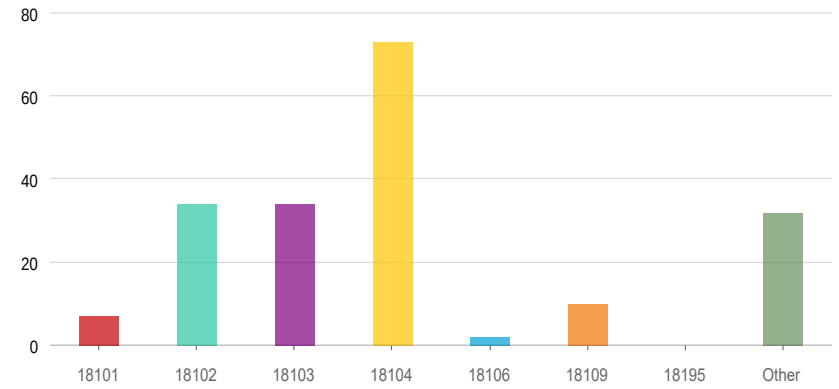
D

APPENDIX D: COMMUNITY SURVEY SUMMARY

Allentown Bike Plan Survey

Demographics

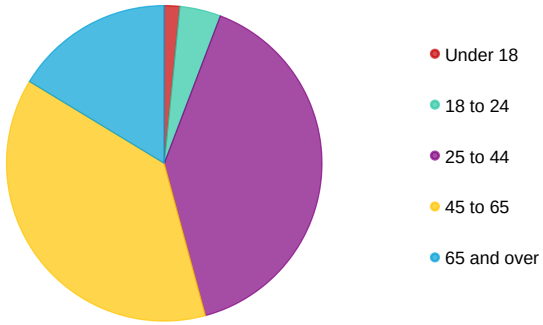
What is your zip code?



Answers	Count	Percentage
18101	7	3.57%
18102	34	17.35%
18103	34	17.35%
18104	73	37.24%
18106	2	1.02%
18109	10	5.1%
18195	0	0%
Other	32	16.33%

Answered: 192 Skipped: 4

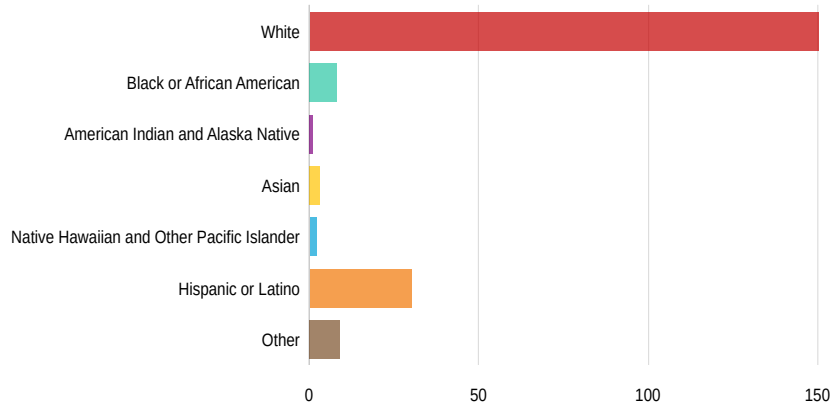
What is your age?



Answers	Count	Percentage
Under 18	3	1.53%
18 to 24	8	4.08%
25 to 44	76	38.78%
45 to 65	72	36.73%
65 and over	31	15.82%

Answered: 190 Skipped: 6

What is your race/ethnicity?

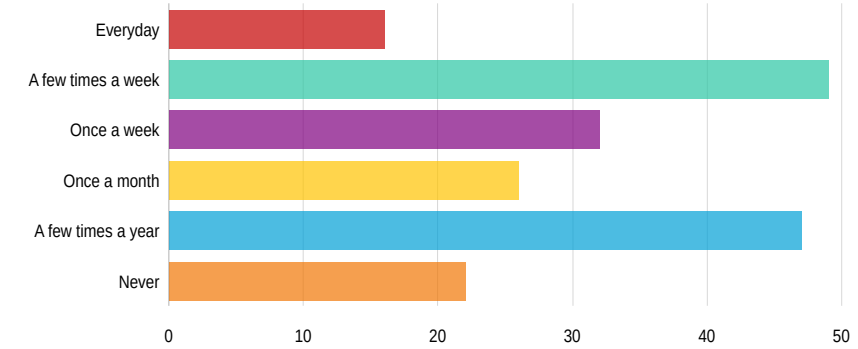


Answers	Count	Percentage
White	150	76.53%
Black or African American	8	4.08%
American Indian and Alaska Native	1	0.51%
Asian	3	1.53%
Native Hawaiian and Other Pacific Islander	2	1.02%
Hispanic or Latino	30	15.31%
Other	9	4.59%

Answered: 189 Skipped: 7

Bike Habits

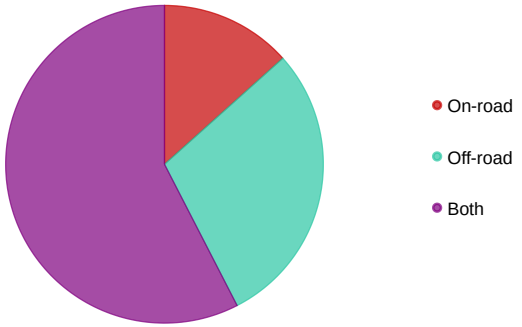
How often do you bike?



Answers	Count	Percentage
Everyday	16	8.16%
A few times a week	49	25%
Once a week	32	16.33%
Once a month	26	13.27%
A few times a year	47	23.98%
Never	22	11.22%

Answered: 192 Skipped: 4

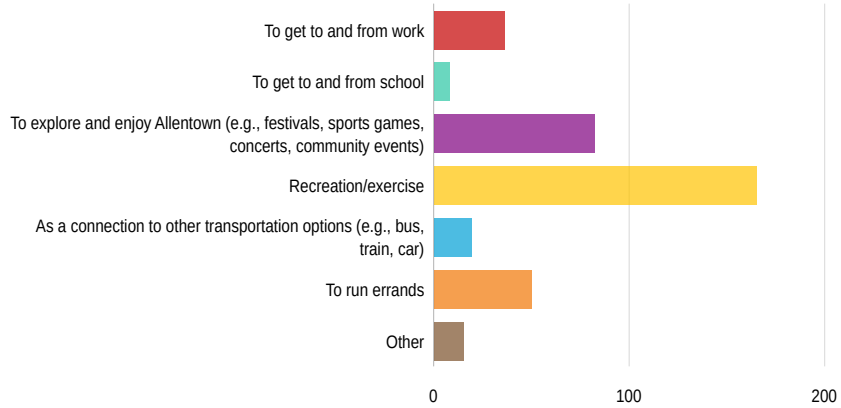
When you bike, do you use on-road (e.g., bike lanes, sharrows) or off-road…



Answers	Count	Percentage
On-road	23	11.73%
Off-road	50	25.51%
Both	99	50.51%

Answered: 172 Skipped: 24

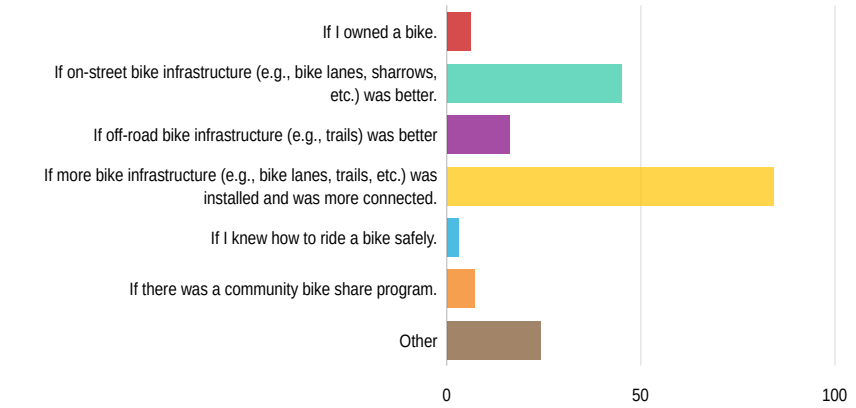
What types of trips do you bike for? (select all that apply)



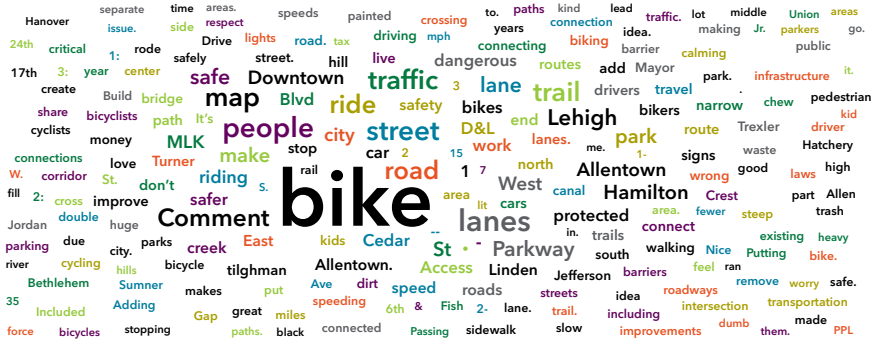
Answers	Count	Percentage
To get to and from work	36	18.37%
To get to and from school	8	4.08%
To explore and enjoy Allentown (e.g., festivals, sports games, concerts, community events)	82	41.84%
Recreation/exercise	165	84.18%
As a connection to other transportation options (e.g., bus, trai n, car)	19	9.69%
To run errands	50	25.51%
Other	15	7.65%

Answered: 178 Skipped: 18

What would make you bike more often? (select your top choice)



Answers	Count	Percentage
If I owned a bike.	6	3.06%



5/12/25, 10:50 AM Allentown Bike Plan Survey

If on-street bike infrastructure (e.g., bike lanes, sharrows, etc.) was better.	45	22.96%
If off-road bike infrastructure (e.g., trails) was better	16	8.16%
If more bike infrastructure (e.g., bike lanes, trails, etc.) was installed and was more connected.	84	42.86%
If I knew how to ride a bike safely.	3	1.53%
If there was a community bike share program.	7	3.57%
Other	24	12.24%

Answered: 185 Skipped: 11

Bike Lane and Trail Map

○ **Please elaborate on any additions to the map you made.**

Note: Some responses were provided by community members that do not ride bicycles. Comments suggest the important providing education on biking.

Allentown

CITYWIDE BIKE PLAN

www.AllentownPA.gov