

CITY OF EASTON

SAFE STREETS **FOR ALL** ACTION PLAN



Independent at Heart.®

| August 2025

ACKNOWLEDGMENTS

Steering Committee

Thank you to our Steering Committee members who committed their time, effort, and ideas throughout the Safe Streets for All (SS4A) planning process.

- AJ Jordan, Director of Planning and Scheduling, LANTA
- Crystal Rose, City Council Member, Easton City Council
- Dave Hopkins, Director, Department of Public Works, City of Easton
- Jared Mast, Executive Director, Greater Easton Development Partnership
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- Molly Wood, Planner and Land Use Specialist, LANTA
- Rachel Hogan, Executive Director, Nurture Nature Center, and Resident, Easton
- Scott Slingerland, Executive Director, Lehigh Valley Coalition for Appropriate Transportation (CAT)
- Tanya Ruiz, Manager, West Ward Community Initiative
- Trevor Pinho, Deputy Director, Department of Community & Economic Development, City of Easton

Stakeholder Groups

Thank you to the stakeholders who shared their experiences and ideas in one of the Easton SS4A Focus Groups: City Departments & Boards, Regional Partners, Business Community, Institutions & Development Community, and Community Members & Organizations.

Engagement Partners

Thank you to the organizations who allowed the Easton SS4A team to participate in their events to get community feedback: Easton Farmers Market and City of Easton Environmental Advisory Council at Arbor Day.

We also want to thank AARP and United Way and their volunteers for conducting a Walk Audit of important intersections near the high-injury network and senior housing to help inform the concept plans.

Community Members

We appreciate every single community member who responded to the Easton SS4A survey and stopped by one of the pop-up tables! Your lived experiences helped add depth to the plan and informed the recommendations in this plan.

The SS4A Steering Committee is also grateful for all the organizations and individuals who spread information to their networks and on their platforms throughout the planning process.

Consultant Team

Michael Baker International & Bowman

TABLE OF CONTENTS



Introduction

Purpose, Safe System Approach, Safe Streets for All, Vision & Goals, Process, Alignment with Other Planning Efforts, & Plan Organization



Safety Analysis

Crash Analysis, Crashes by Collision Type, Public Feedback, High-Injury Network, & Community Considerations



Projects & Recommendations

Physical Improvements, Process & Policy, Collaboration Opportunities, & Progress & Transparency



Implementation

Implementation Tables for Recommendations & Concept Plans, & Funding Glossary



Appendices

Focus Groups Summary, Survey Summary, Comparison to Peer Cities, Walk Audit, & Monitoring & Evaluation Template



INTRODUCTION

Purpose

The City of Easton, known for its compact urban form and thriving business community, is one of the fastest growing areas in the Lehigh Valley. However, with rapid growth comes increased risk. Between 2020 and 2024 there were 1,145 crashes in Easton that resulted in injuries, including 33 high injury incidents where 29 individuals were seriously injured and four were killed.

As Easton’s population continues to grow and the city remains a popular tourist destination, serious crashes have been on the rise. These crashes are concentrated along a set of city streets known as the high-injury network (HIN). In response, Easton is prioritizing the need for safer streets through its recent planning efforts: the Active Transportation Plan and this Safe Streets for All (SS4A) Action Plan.

This plan presents concepts for street redesigns aimed at significantly reducing traffic-related incidents and serious injuries. The plan’s concepts and recommendations are dedicated to enhancing the experience of all road users, including pedestrians, cyclists, public transit riders, and drivers, by creating a safer and more accessible transportation network.

Residents and visitors alike deserve safe, reliable, and connected pedestrian routes, upgraded infrastructure, and initiatives that promote accessibility for all. This plan is designed to meet those needs by implementing targeted safety improvements, policy reforms, and community collaboration initiatives through 2030. By enhancing the safety of all road users, Easton aims to create streets that support connection and mobility for everyone, regardless of age, ability, or mode of transportation. The City of Easton’s Safe Streets for All Action Plan proactively plans for and responds to national trends and community needs in transportation safety while also building off existing City plans. Easton’s SS4A Plan examines these trends and plans for them by promoting:

Shared Accountability for Safety
Too often, crashes involving pedestrians and cyclists are blamed on individual behavior, rather than the design of the streets themselves. This plan recognizes that street safety is a shared responsibility and that the design of our roadways and the systems that govern them must support safe behavior for all users. Our approach is rooted in creating predictable, forgiving environments that reduce the risk of severe crashes.

Data-Driven Safety Solutions
This plan is built on proven safety strategies backed by data. Measures such as speed reduction, traffic calming, and safer pedestrian crossings have been shown to save lives and reduce injury. These evidence-based interventions form the backbone of our recommendations, ensuring each action we take has a real-world impact.

Designing for People, Not Just Cars
For too long, streets have been designed primarily for the convenience of vehicles. This plan reimagines that model by putting people first in every phase of street design. By prioritizing comfort, safety, and accessibility for those on foot, bike, or transit, we’re creating a transportation system that supports healthy communities and a higher quality of life for all.

PRINCIPLES OF A SAFE SYSTEMS APPROACH

1. Death and serious injuries are unacceptable.
2. Humans make mistakes. The transportation system can be designed and operated to accommodate certain types and levels of human mistakes.
3. Humans are vulnerable. It is critical to design and operate a transportation system that is human-centric.
4. Safety is proactive. Tools should be applied proactively to prevent crashes rather than waiting for crashes to occur and reacting.
5. Responsibility is shared. Involvement of all stakeholders is needed.
6. Redundancy is crucial. All parts of the transportation system need to be strong so that if one part fails, the other parts still protect people.

OBJECTIVES OF A SAFE SYSTEMS APPROACH

1. Safer People: Encourage safe, responsible driving and behavior by people who use roads.
2. Safer Vehicles: Expand vehicle systems and features that help prevent crashes and minimize crash impacts.
3. Safer Speeds: Promote safer speeds through roadway design, appropriate speed limits, education, campaigns, and enforcement.
4. Safer Roads: Design roadways to mitigate human mistakes, encourage safer behaviors, and facilitate safe travel.
5. Post-Crash Care: Enhance survivability of crashes through access to emergency medical care.

Safe Systems Approach

The Federal Highway Administration (FHWA)'s Safe System Approach is a comprehensive and proactive strategy aimed at enhancing road safety by addressing the inherent risks within the transportation system. The FHWA's approach is based on the understanding that human errors are inevitable, and it seeks to design and manage road infrastructure in a way that minimizes the consequences of these mistakes. By acknowledging that traffic related incidents are the result of both human mistakes and human vulnerability, the Safe System Approach aims to prevent crashes from occurring and reduce the severity of injuries when crashes do happen. The City of Easton's SS4A Plan integrates the Safe Systems Approach by proactively addressing inherent risks within the transportation system to enhance road safety and reduce traffic-related incidents and injuries. The Safe System Approach is based on six core principles and five objectives



Vision & Goals

The vision provides a framework for the plan's goals and paints a picture of the City of Easton's future if all the goals in this plan are accomplished:

Easton's streets are safe and inclusive, designed for people of all ages, abilities, and backgrounds. Walking, biking, and public transit are easy, reliable, and comfortable ways to get around. Streets connect communities, support local businesses, and promote healthy, active lifestyles.

With safety at its core, Easton's transportation network is designed to serve everyone.

The SS4A Plan's intent, as established by City Council resolution in June 2023, is to reduce fatalities and injuries by 75% by 2030. This plan's recommendations and concept plans for redesigned streets not only works towards this goal, but an ultimate goal, to eliminate all roadway fatalities and serious injuries.

By passing the resolution in June 2023 and securing federal funding, the City established both a mandate and the means to pursue transformational road safety improvements, demonstrating a leadership commitment to safer streets for all.

Safe Streets for All

Following the passage of both the Federal Bipartisan Infrastructure Law (BIL) or the Infrastructure Investment and Jobs Act (IIJA) in November 2021, a historic level of funding for transportation and placed an increasing emphasis on roadway safety through the introduction of new discretionary programs such as Safe Streets and Roads for All (SS4A). The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and its goal of zero roadway deaths using a Safe Systems Approach.

The SS4A Program supports the development of a Comprehensive Action Plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address the identified top roadway safety issues. Action Plans, such as this one, are the foundation of the SS4A implementation grant program; an Action Plan must be in places before a municipality can be eligible to receive SS4A federal funding to implement projects and strategies. The SS4A program provides funding for two types of grants:

Planning & Demonstration Grants

These grants provide Federal funds to develop, complete, or supplement a Safety Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan.

Implementation Grants

These grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies funded can include infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants.

Process

The SS4A Plan was developed over the course of 10 months, starting in December 2024 and concluding in September 2025.

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| Project Components | | 2024 | 2025 | | | | | | | |
|-------------------------|-------------------------------------|------|------|-----|-----|-----|-----|-----|-----|--------------|
| | | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug/ Sept |
| Project Commencement | | | | | | | | | | |
| Community Engagement | Steering Committee Meetings | | | | | | | | | |
| | Community Survey & One Pop-Up | | | | | | | | | |
| | Focus Groups | | | | | | | | | |
| Plan Development | Safety Analysis | | | | | | | | | |
| | Community Impact Review | | | | | | | | | |
| | Concept Plans & Implementation Plan | | | | | | | | | |
| | Goals & Recommendations | | | | | | | | | |
| Draft & Final Plan | Draft Report Submission | | | | | | | | | |
| | Final Report & Council Presentation | | | | | | | | | |

Data Collection

The project team evaluated both quantitative and qualitative data that was supplemented by insights gathered from key stakeholders and the public. Data collected includes:

- Past crash data as detailed in the **Safety Analysis** chapter.
- Ongoing projects and initiatives as detailed in the Ongoing Efforts sections in the **Project and Recommendations** chapter.
- Comparison data from peer cities as detailed in **Appendix C**, Peer City Comparison Report.



Easton SS4A Plan’s Pop-Up outreach event at the Easton Farmers Market.

Stakeholder & Public Engagement

Effective public engagement is an essential component of the planning process as residents’ lived experiences provide insights beneficial to the SS4A Plan that cannot be revealed through data points alone. With this in mind, the consultant team created a stakeholder and public engagement program that built upon the City’s commitment to the community and leveraged the groundwork that has been established by both by City plans like the Active Transportation Plan and key community organizations.

- The stakeholder and public engagement program included the following components:
- A Steering Committee that guided the process and provided feedback to the consultant team.
- A user-friendly survey to get feedback on safety challenges and opportunities. The survey was open for three months from February to May 2025. The survey was supported by outreach through various email channels and community pop-up events. The survey received a total of 1,172 responses.
- Five focus groups with community stakeholders in the following sectors: City Departments & Boards, Regional Partners, Business Community, Institutions & Development Community, and Community Members & Organizations.
- A community pop-up event at the Easton Farmers Market to promote the survey and get public buy-in. A community pop-up at the Arbor Day event hosted by the City of Easton Environmental Advisory Council.
- A presentation to City Council at the conclusion of the planning process to present the SS4A Plan.

A full summary of the focus groups and community survey can be found in **Appendices A and B**.

Alignment with Other Planning Efforts

This SS4A Plan aligns with existing planning efforts at the state, regional, and local level. It is designed to complement and build upon existing efforts, while emphasizing the role that roadway safety plays in achieving the objectives of these planning efforts.

Statewide Efforts



PennDOT Strategic Highway Safety Plan

In 2022, PennDOT released a Strategic Highway Safety Plan (SHSP) that details the Commonwealth’s blueprint to reduce fatalities and serious injuries on Pennsylvania roadways by identifying Priority Emphasis Areas such as lane departure crashes, impaired driving, and pedestrian safety. PennDOT

also identified Safety Focus Areas that have the most influence on improving highway safety on all public roads throughout the commonwealth. Among the state’s priority emphasis areas include:

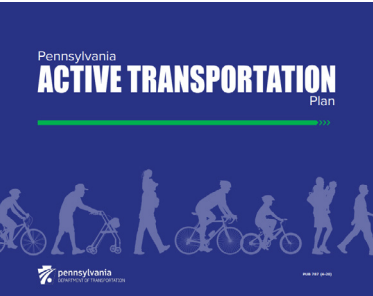
Pedestrian Safety: Walking is the most fundamental form of transportation used by people of all ages and physical abilities. While the total number of fatalities have been trending downward in Pennsylvania, pedestrian fatalities have been marginally increasing and account for 14% of the statewide fatalities each year. Active transportation is on the rise and being promoted across all areas of the state from urban centers to small rural towns. This has resulted in increasing pedestrian activity making it more likely to have collisions with motor vehicles if safety measures are not implemented.

Lane Departure Crashes: Pennsylvania sustains more fatalities (52%) and serious injuries (42%) each year due to vehicles departing their travel lane compared to any other crash type. A lane departure occurs when a vehicle crosses the edge line or center line of a roadway.

Two-thirds of all fatal and serious injury lane departures include a collision with a fixed object, most commonly trees, utility poles, embankments, and guiderails.

Impaired Driving: Alcohol related crashes have been a top concern in PA since the first edition of the SHSP in 2006. While fatalities in this area have steadily decreased over the last 15 years, they remain high. Drug-related fatalities have been increasing and may even grow more with the potential legalization of recreational marijuana. Driving while impaired by any substance (legal or illegal) puts all roadway users in harm’s way and continues to account for approximately one of every three highway fatalities.

Vulnerable Pedestrian and Bicyclist User Safety: PennDOT continues to work with its partners at the regional and municipal level in driving down the total number of crashes related to Vulnerable Road Users.



PennDOT Active Transportation Plan

Developed in 2019, PennDOT’s active transportation plan aims to enhance walking and bicycling infrastructure and safety across the state. This plan provides a vision and recommendations for improving conditions for pedestrians and cyclists with an emphasis on safety,

multimodal connectivity, and increased active transportation. At the core of this plan is the promise that “PennDOT shall make accommodations for active transportation a routine and integral element of planning, project development, design, construction, operations, and maintenance.” This SS4A Plan encourages ongoing collaboration with PennDOT whenever improvements are planned for state-owned roadways in Easton.

Regional Plans



FutureLV: The Regional Plan

FutureLV is the region’s comprehensive plan. Elements of FutureLV act as the Long-Range Transportation Plan (LRTP) for the Lehigh Valley. The LRTP plans for a 25-year horizon and is updated every four years. It serves as a long-term funding plan with projects and plans that the region can reasonably expect to achieve in the future.



Walk/Roll LV

This is the first active transportation plan for the Lehigh Valley region. Adopted in 2020, this plan coordinates transit, trail, sidewalk, bikeway, and roadway systems to create a robust regional transportation network that is safe, convenient and efficiently accommodate bicycle and pedestrian

transportation. The SS4A Plan aligns with these concepts, the priority pedestrian and bicycle network connections, and the policies and programs noted in the Walk/Roll LV Plan.

Traffic Safety Plan



The Lehigh Valley Traffic Safety Plan, adopted in 2016, aims to reduce fatalities and major injuries from traffic related incidents by at least 50% over the next two decades. The plan analyzes crash trends from 2010 to 2014, identifying high-priority areas and recommending countermeasures.

Key goals include reducing the average annual fatality rate from 56.2 to 30.4 by 2030 and the major injury rate from 151 to 84.1. The rates are determined by the number of fatalities or serious injuries in a year divided by population at risk. The plan emphasizes a multidisciplinary approach, incorporating education, enforcement, engineering, evaluation, encouragement, and equity to improve highway safety.

The plan identifies several crash types and contributing factors, proposing mitigation strategies such as improved signage, off-road improvements, bicycle and pedestrian accommodations, and advanced technologies. Specific areas of focus include pedestrian and head-on crashes, which have shown upward trends. The plan also highlights the importance of community engagement and equitable distribution of safety benefits. Funding sources for safety improvements include federal and state grants, loans, and programs like the Highway Safety Improvement Program (HSIP) and the Pennsylvania Multimodal Transportation Fund (MMTF). The LVPC will continue to monitor and evaluate safety investments to ensure effective implementation and resource allocation.



LANTA Enhanced Bus/BRT Study

The Lehigh and Northampton Transportation Authority (LANTA) is implementing Enhanced Bus Service (EBS), and the Lehigh Valley's Bus Rapid Transit System (BRT). EBS routes only service certain bus stops known as EBS stops, each located in the named EBS Station area. In the near future, these named EBS Stations will receive passenger amenities like shelters, benches, advanced technology, and enhanced service. LANTA is currently on phase four of a seven phase implementation plan. The SS4A Plan's concept plans along EBS routes apply transit-supportive design guidelines promoted by LANTA and prioritize safety improvements near EBS stations and along LANTA bus routes.



Coordinated Public Transit: Human Services Transportation Plan

Developed by LVPC, this coordinated public transit-human services plan identifies the unique transportation needs of individuals with disabilities, older adults and people with low incomes. Strategies for meeting

local needs are provided along with a plan for the prioritization of transportation services for funding and implementation. The SS4A Plan aligns with the goal of increased collaboration between regional agencies and the close link between economic opportunities and adequate transit options.

Local Efforts



City of Easton Active Transportation Plan

Adopted in 2024, the City of Easton's Active Transportation Plan creates a comprehensive plan that lays the groundwork for new and improved pedestrian connections between important destinations, enabling people to easily navigate Easton by

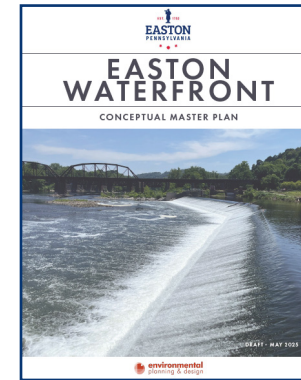
foot or bike. The SS4A Plan aligns with the Active Transportation plan's goals and objectives and builds off some of the project recommendations listed.



Transform, Unify, Thrive: The City of Easton Comprehensive Plan

The 2017 City of Easton Comprehensive Plan presents a ten-year vision that will guide development focused on revitalization, the unification of the city's neighborhoods, and the attraction of diverse local businesses. The plan was developed alongside community members and key stakeholders and resulted in a set of 15 strategies and 52 supporting initiatives. The SS4A Plan closely aligns with the unify theme which focuses on strategic

opportunity sites at the seams of its four neighborhoods, site-specific urban development, transportation infrastructure and public realm projects.



Easton Waterfront Plan

The Easton Waterfront Plan focuses on reimagining the connection between its Delaware River and Lehigh River waterfronts. This planning effort aims to continue the progress the City has been making in developing the waterfront by improving the riverfronts to align with the City's aspirations for vibrant, accessible, and active spaces. The SS4A Plan most closely aligns with the planning aspiration focused on achieving

connectivity with local trail systems.



West Ward Connectivity Study Plan

The West Ward Connectivity Study builds off the work done in the West Ward Neighborhood Plan with a focus on increasing downtown connectivity. This plan proposes a mobility framework for the West Ward that uses key existing street corridors to improve the overall

bike and pedestrian network without sacrificing or compromising the vehicular network. This action plan includes the on the key corridors identified in this plan and implements these changes to achieve system wide safety.



Two Rivers Trailway Access & Feasibility Study

This plan evaluated the possibility of linking the Downtown to the D&L Trail through the construction of a new pedestrian bridge from Larry Holmes Drive to Delaware Canal State Park. Additionally, the plan included more short-term solutions to make the

pedestrian and cyclist experience better at a lower cost without the construction of a new bridge.

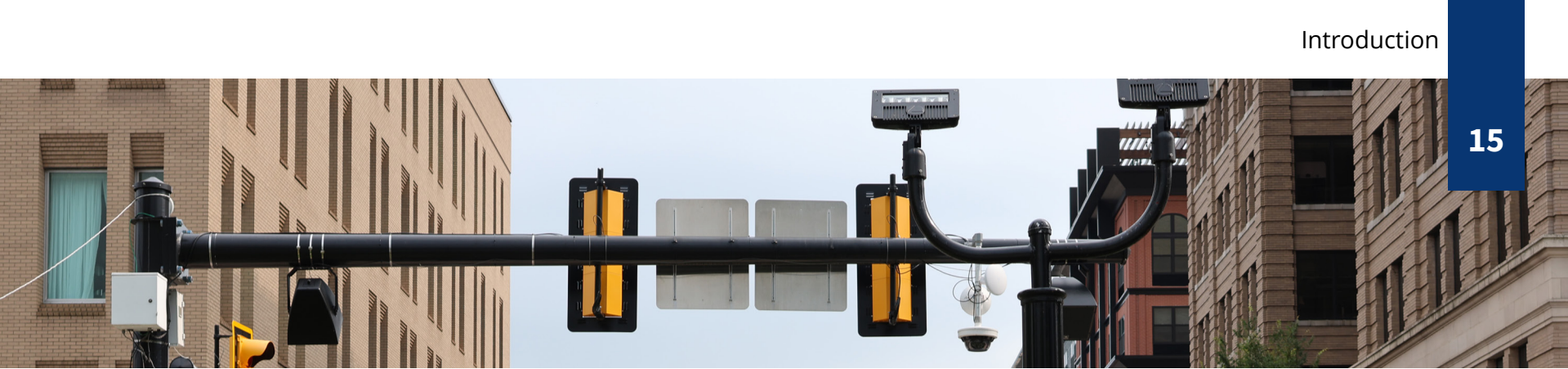


Part of the walkable Easton downtown known for its thriving businesses.

Plan Organization

The SS4A program, as detailed in the Safe Streets and Roads Funding for All Federal Program Notice of Opportunity, requires that a grant-funded Action Plan adhere to a standard organizational structure. This SS4A Plan is organized into four chapters and four appendices aligned with the U.S. Department of Transportation’s Safe Streets and roads for All Action Plan Components.

| Chapter | Contents | Alignment with SS4A Requirements |
|----------------------------|---|--|
| Introduction | The Introduction chapter sets the scene for the Action Plan by describing its purpose and the Safe System Approach. The Safe System Approach sets the foundation for the plan recommendations, plan development process, and alignment with other planning efforts. This chapter also includes overarching vision and goals that guide the Action Plan. | <ul style="list-style-type: none">Planning StructureEngagement and CollaborationLeadership CommitmentGoal Setting |
| Safety Analysis | An in-depth analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users. The Safety Analysis chapter establishes the high-injury network. The high-injury network is a set of city streets that have a concentration of high-injury crashes (i.e., crashes that have resulted in a fatality or serious injury). | Safety Analysis |
| Projects & Recommendations | The Projects and Recommendations chapter is organized into four focus areas: Physical Improvements, Collaboration Opportunities, Policy and Process Improvements, and Progress and Transparency. | <ul style="list-style-type: none">Policy and Process ChangesStrategy and Project SelectionsProgress and Transparency |
| Implementation | The Implementation chapter consolidates all of the recommendations into a matrix that identifies project leads, partners, time frame, and status. Funding options for these recommendations are included as a funding glossary. | <ul style="list-style-type: none">Policy and Process ChangesStrategy and Project Selections |



| Chapter | Contents | Alignment with SS4A Requirements |
|--|---|---|
| Appendix A: Focus Group Summary | The Focus Group Summary shares more details on the six focus groups that were conducted during the engagement and collaboration stage of the planning process. | <ul style="list-style-type: none">Planning StructureEngagement and Collaboration |
| Appendix B: Survey Summary | The Survey Report shares more details about the community survey and the comments and themes that emerged through the survey analysis. This appendix includes an outreach and survey report. | <ul style="list-style-type: none">Planning StructureEngagement and Collaboration |
| Appendix C: Peer Cities Comparison Report | This report is a review of comparable cities and their existing road safety initiatives that were evaluated as best practices to be incorporated into the Action Plan. The report helps to establish benchmarks for comparing crash rates per capita. | Not applicable SS4A Plan component; however, it supports Strategy and Project Selections. |
| Appendix D: Monitoring & Evaluation Template | This section provides a template for City officials and residents to help monitor the status and progress made on the recommendations and projects identified in this Action Plan. | Progress and Transparency |





SAFETY ANALYSIS

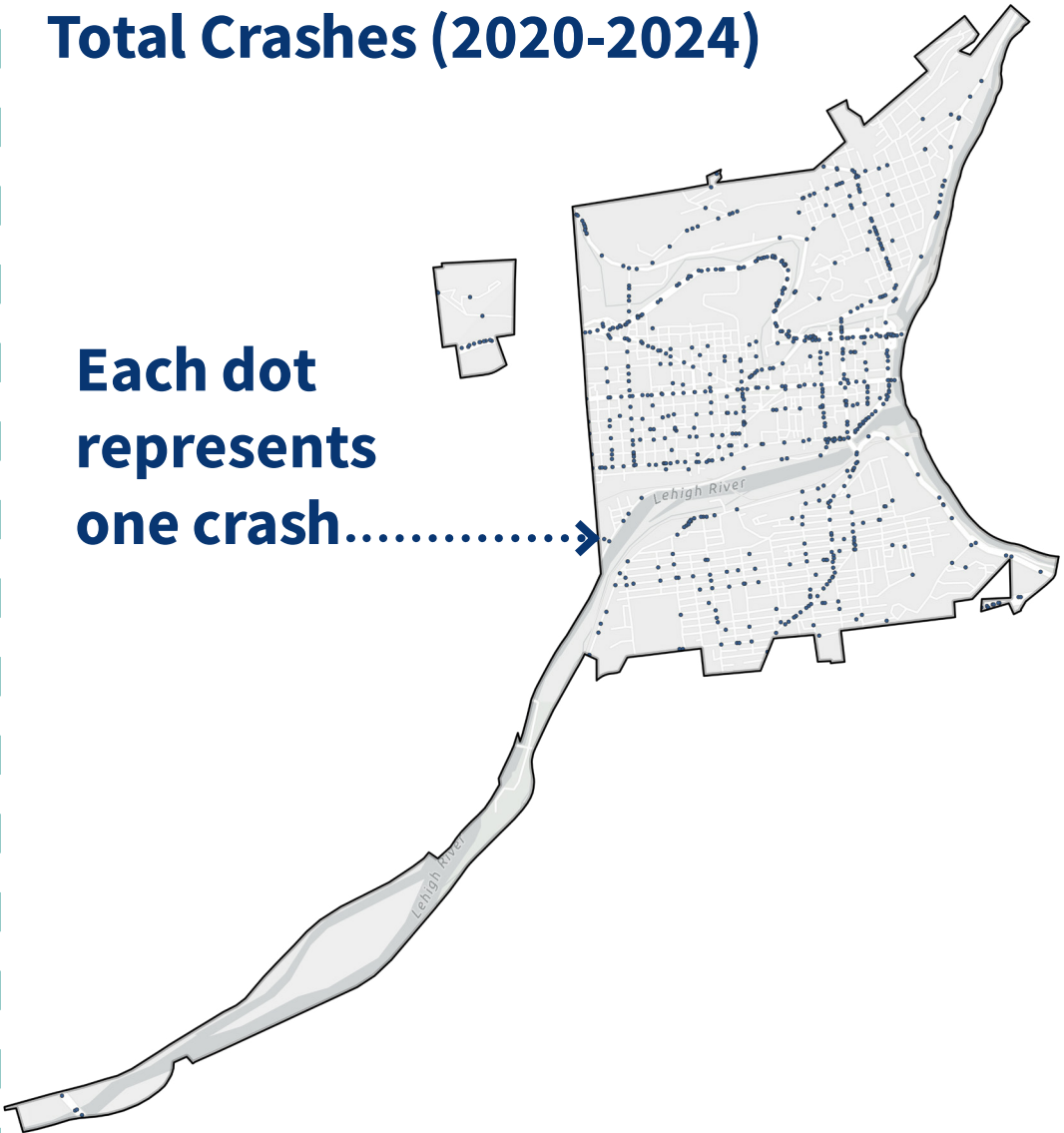
Crash Analysis

Reportable crashes within the City were reviewed using PennDOT’s Pennsylvania Crash Information Tool (PCIT) for the five-year period between 2020-2024 to help identify trends. A reportable crash is one in which there is injury to anyone involved and/or a vehicle must be towed from the scene and cannot be driven. Analysis was conducted for all crashes as well as “high-injury” crashes, which include all crashes where a person was either seriously injured or killed in the crash.

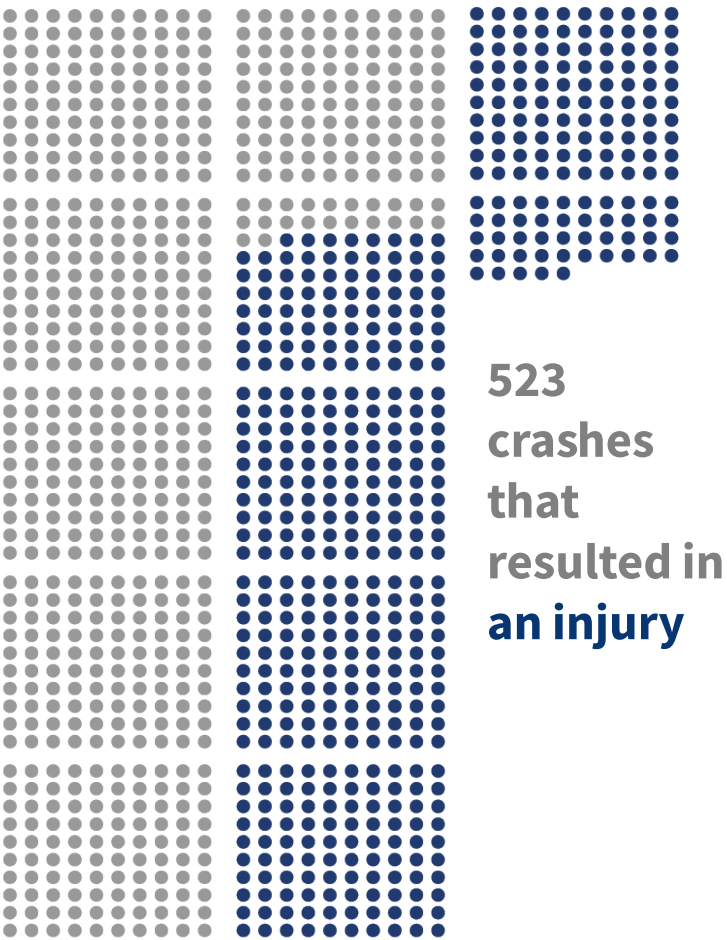
Between 2020-2024 there were a total of 1,145 reported crashes in the City of Easton for an average of around 229 crashes per year. The graphic to the right shows how these crashes were distributed throughout the city with each individual dot representing a crash location.

Total Crashes (2020-2024)

Each dot represents one crash.....➔

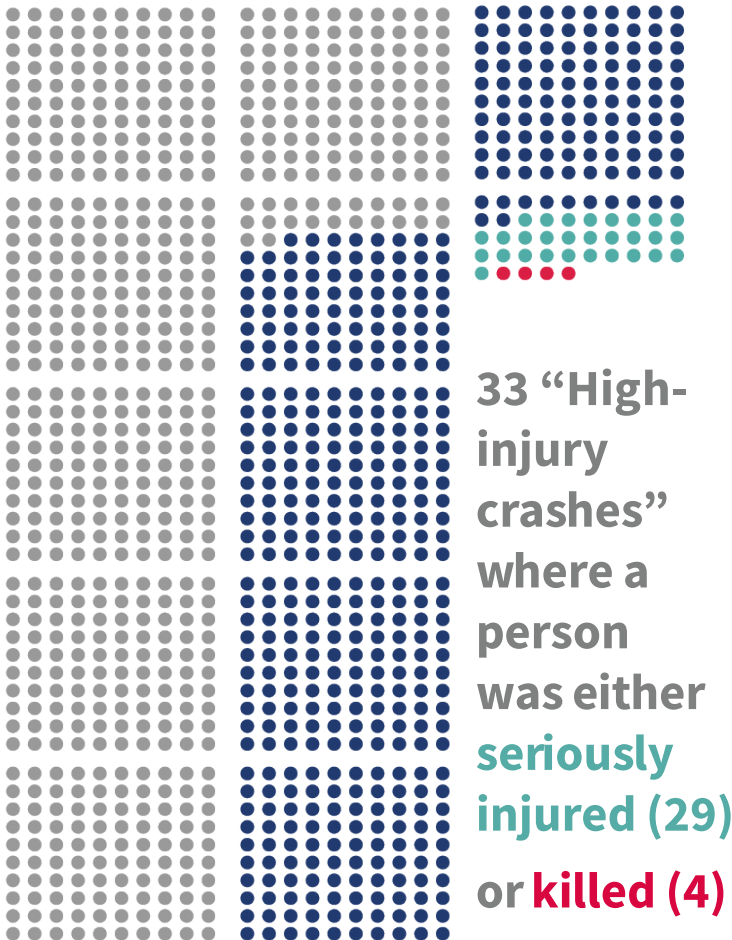


1,145 TOTAL CRASHES



Injury Crashes

Although 1,145 crashes is a large number, the majority of reportable crashes (622 or 54%) did not result in injuries. When narrowing it down to crashes that did result in an injury of some kind there were 523 such crashes.



High-Injury Crashes

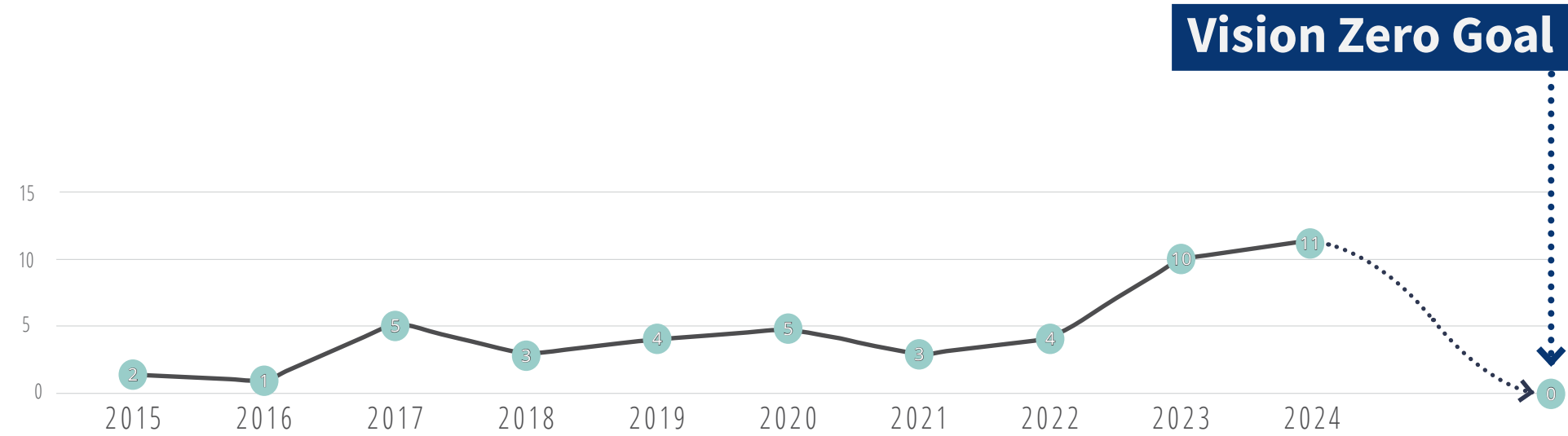
Between 2020-2024 there were 33 high-injury crashes where a person was seriously injured or killed. The loss of life and debilitating injuries that result from these crashes have a profoundly detrimental effect on communities. A Vision Zero, Safe Systems Approach to traffic safety focuses specifically at eliminating these types of crashes.

High-Injury Crashes

Looking at crash statistics over the past ten years can help establish a baseline and identify longer term trends. Through this lens we see the number of high-injury crashes remained relatively low and stable from 2015-2022 (average of three per year). High-injury crashes rose dramatically in 2023 to three times the average over the previous eight years with a total of 10 high-injury crashes. This was followed by another double digit crash year (11) in 2024, indicating a potentially worrying trend. This uptick in high-injury crashes could be the result of a variety of factors including increased vehicle speeds, roadway design, aggressive behaviors, increased traffic volumes, and larger vehicles on the road.

The goal of Vision Zero is to eliminate high-injury crashes through a Safe System approach that recognizes the interrelated nature of transportation and attempts to improve safety by focusing on safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Although this plan incorporates all of these aspects, it places particular emphasis on the safe speeds and safe roads elements of the system. This approach both identifies existing problem areas and prioritizes setting and designing for lower speeds on roadways to enhance safety for everyone.

High-Injury Crashes By Year (2015-2024)



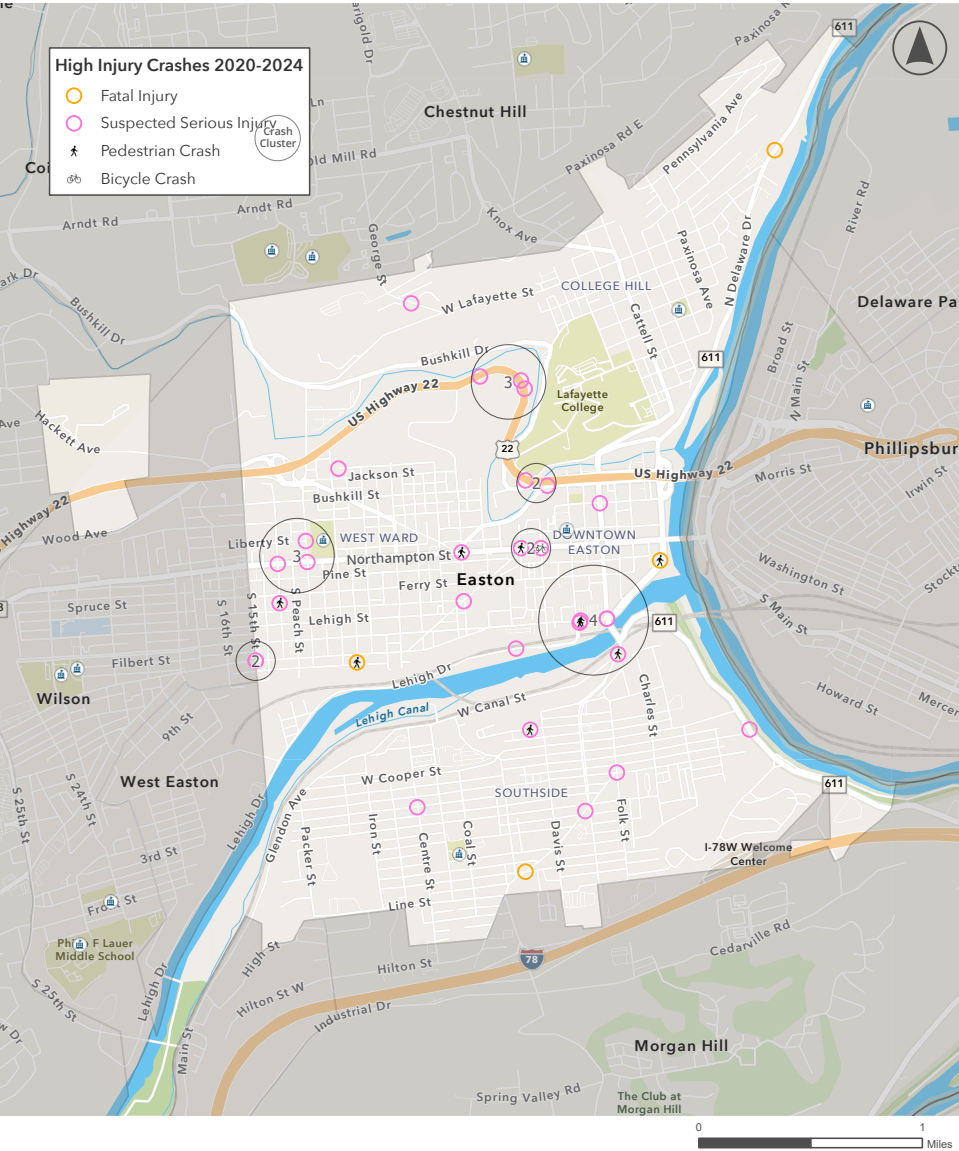
Crash Analysis Time Frame

For this study, the most recent five-year window of crash data was utilized for a deeper dive into the data to determine existing factors that lead to high-Injury crashes as well as potential countermeasures that can help reduce and eventually eliminate such crashes. Reportable crash data was accessed through the PennDOT Pennsylvania Crash Information Tool (PCIT) and represents the standard time frame typically utilized by the agency for analysis purposes.

The map to the right show the locations of the 33 high-Injury crashes within the city between 2020-2024. These crashes resulted in four people that were killed and another 46 that were seriously injured. Crashes were spread throughout the City with notable clusters near Larry Holmes Drive and 3rd/4th Street and along stretches of Northampton Street. The table below shows the corridors with the highest concentrations of high-injury crashes. These corridors served as the starting point for developing the high-injury network (HIN).

| Roadway Name | Crashes | % | Owner |
|---|---------|-----|-----------------|
| Northampton Street | 5 | 15% | State/ Local |
| Larry Holmes Drive/ Washington Street | 5 | 15% | State/ Local |
| Lehigh Valley Throughway (US Route 22) | 4 | 12% | State |
| Old Philadelphia Road | 2 | 6% | State |
| Butler Street | 2 | 6% | State |

High-Injury Crashes (2020-2024)

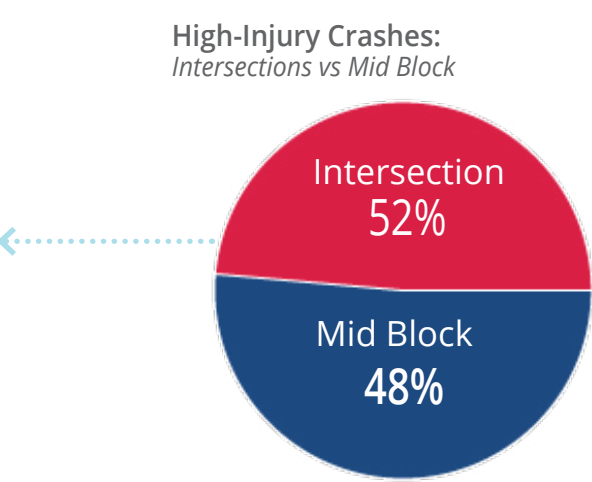
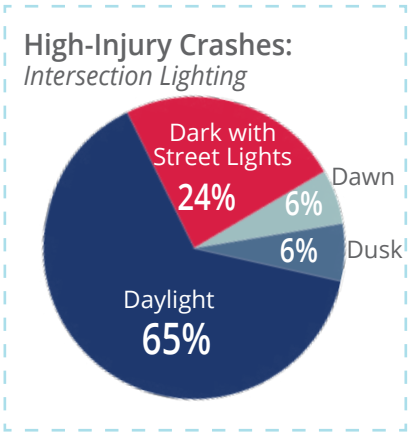
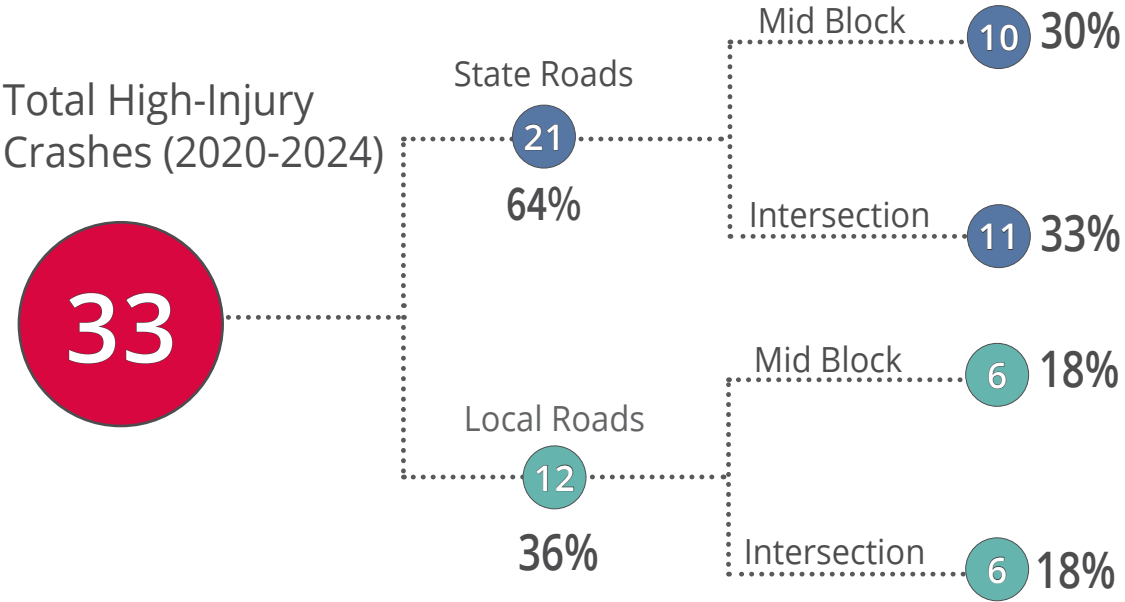


By Jurisdiction

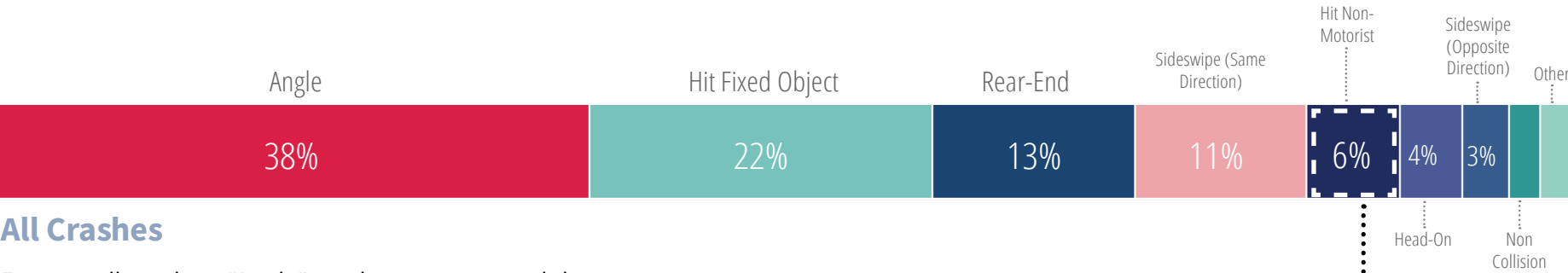
Of the 33 High Injury crashes within the city, the majority (64%) took place on state owned roads maintained by PennDOT. The Lehigh Valley Throughway (US Route 22) is a notable example as a national route with a history of high-injury crashes that is maintained by PennDOT. Due to this, the city has little control over major changes to the roadway. With this in mind, it is important to work closely with PennDOT on future planning efforts to ensure that local priorities are considered as part of efforts to improve safety along the corridor, and other state-owned roadways.

Looking deeper into the location of crashes, there were slightly more high-injury crashes at intersections (52%) with a similarly even split among state owned roadways and local roadways. In addition, nearly a quarter of high-injury crashes at intersections occurred during dark conditions with street lights on. This could potentially indicate issues of inadequate lighting that limits night time visibility at these locations.

High-Injury Crashes by Roadway Ownership



Crashes by Collision Type

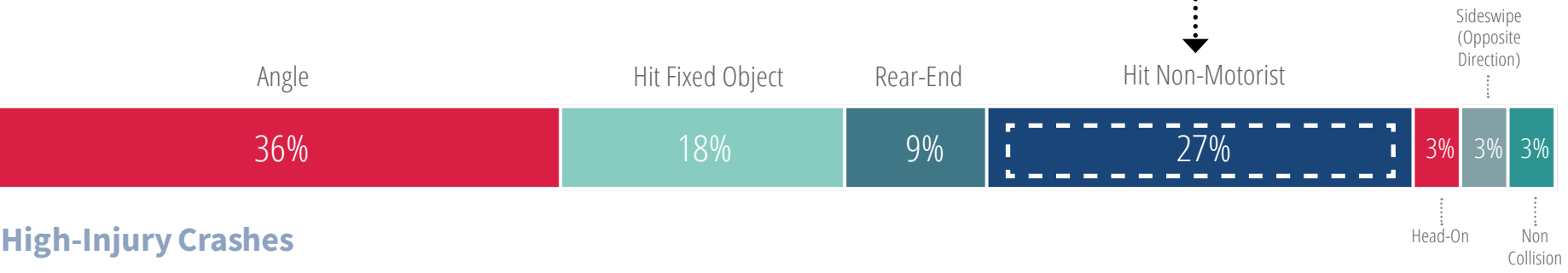


All Crashes

For overall crashes, “Angle” crashes represented the largest percentage with approximately 38% followed by “Hit Fixed Object” at 22%, “Rear-End” with 13%, and “Sideswipe (Same Direction)” at 11%.



Vulnerable road users (VRUs) such as pedestrians, people on bikes, or those with disabilities are much more likely to be in high-injury crashes.



High-Injury Crashes

Similar to overall crashes, “Angle” crashes were also the largest percentage among high-injury crashes (36%). Most notably, “Hit Non-Motorist” crashes were the second highest with 27% of high-injury crashes. This highlights the increased vulnerability among people who walk, bike or roll.

Crash Collision Type Comparison

Looking at the types of collisions can tell a lot about the relative injury risks associated with each type and help identify areas where they are more likely to occur. The table to the right shows a comparison between the percentages of crash types for all crashes within the City and then specifically for high-injury crashes.

Non-Motorist Crashes

Crashes where a non-motorist (pedestrian, person on a bicycle, etc.) was struck by a vehicle were far and away the most overrepresented collision type among high-injury crashes. Hit Non-Motorist crashes accounted for over 27% of high-injury crashes compared to just 6% of overall crashes. This represents a 22% increase and in terms of a “Severity Ratio” means that a **non-motorist is nearly five times more likely to be in a high-injury crash.**

Angled Crashes

Angle crashes made up the largest share of crashes for both datasets (38% or all crashes; 36% of high-injury crashes). Although angled crashes are not overrepresented among high-injury crashes, the fact that they are happening so frequently means the chances of fatal or serious injuries increases dramatically when another factor enters into the mix: **speed.**

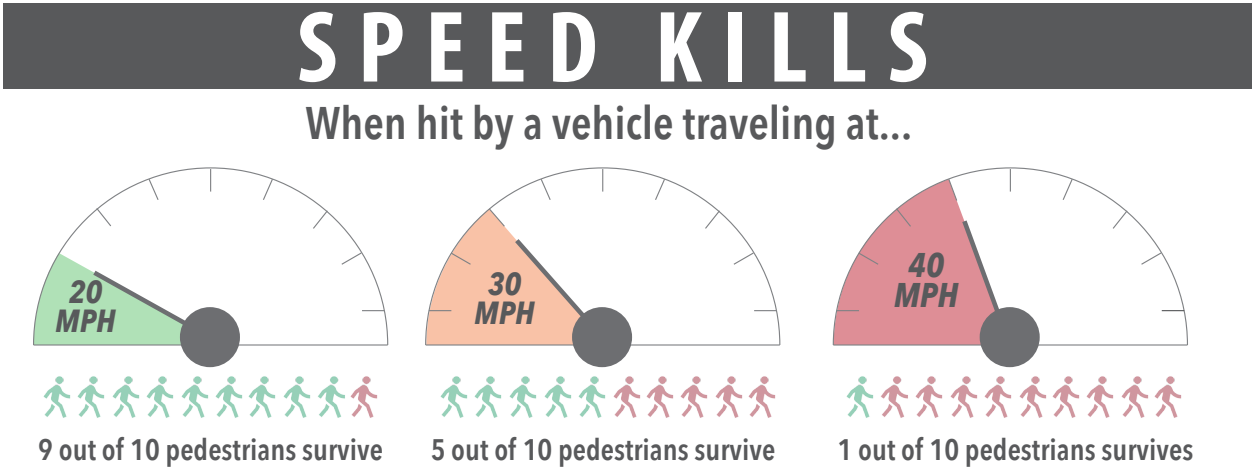
Angled crashes involve side impacts where there is less structure between the person and point of impact. They typically occur at intersections (34% of all crashes; 33% of high-injury crashes) and often involve drivers running red lights, failing to yield, misjudging turns, or visibility issues. When these actions happen at high speeds, the high intensity impacts are more likely to lead to serious injuries and fatalities. Identifying areas with high traffic speeds and troublesome intersections can help pinpoint priority areas at risk for high-injury crashes. This is especially helpful when there is a smaller sample size of high-injury crashes to establish trends and was utilized when developing Easton’s high-injury network.

| Collision Type | % of Crashes | | Change |
|---------------------------|--------------|-------------|--------|
| | All | High Injury | |
| Hit Non-Motorist | 6% | 27% | ↑ 22% |
| Non-Collision | 2% | 3% | ↑ 1% |
| Sideswipe (Opposite Dir.) | 3% | 3% | 0% |
| Head-On | 4% | 3% | ↓ 1% |
| Angle | 38% | 36% | ↓ 2% |
| Hit Fixed Object | 22% | 18% | ↓ 4% |
| Rear-End | 13% | 0% | ↓ 4% |
| Sideswipe (Same Dir.) | 10% | 0% | ↓ 10% |



The crash collision types are not surprising when considering the increased vulnerability of these types of road users. In a vehicle crash, energy is absorbed by the vehicle first whereas when a pedestrian, or person, or bicycle is involved they have no protection and their bodies take the full impact of the collision. Vehicle speed and size also play a big factor in increased risk as larger vehicles traveling at high speeds greatly increase impact forces when crashes occur. Children, older adults, and people with disabilities are even more at risk due to factors like limited visibility and mobility.

The figure on the right shows the relative survival rates for a pedestrian when struck by a vehicle traveling at certain speeds (source: Vision Zero Network). Although most people will survive crashes at low speeds (below 20 mph) the chances of survival decrease dramatically as speeds intensify. Identifying areas with high vehicle speeds in places where people want to walk and bike is the best way to prioritize safety for vulnerable road users.



Source: Vision Zero Network

Vulnerable Road Users (VRU) Injury Crashes

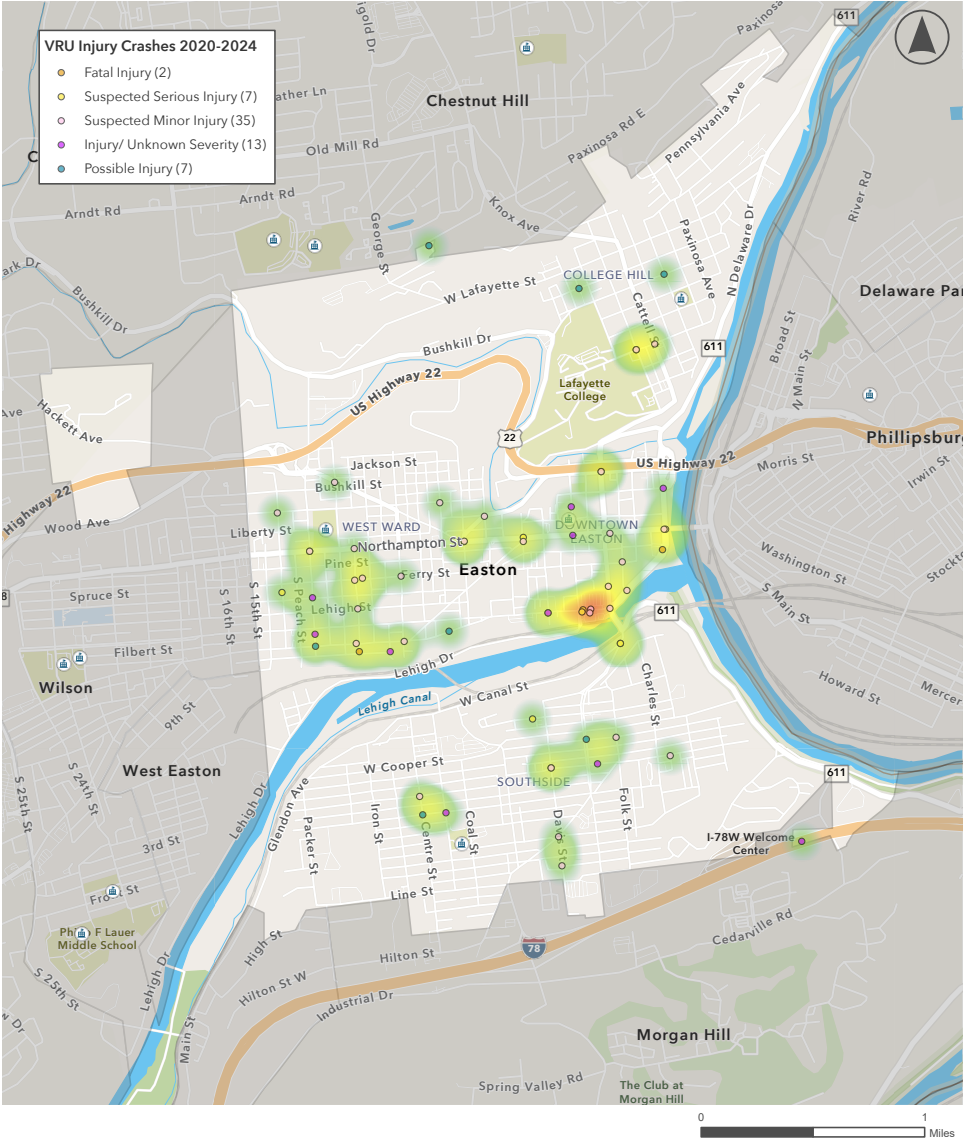
Vulnerable road users (VRUs) include pedestrians, cyclists, motorcyclists, and others who are at a higher risk of injury or death on the road due to their lack of protection compared to vehicle occupants. Due to the alarmingly increased risk for non-motorist, and vulnerable road users (VRU), this analysis took a closer look at where injury crashes of any severity involving VRUs have taken place. This can highlight areas with unsafe conditions with increased risk and can help supplement data when overall high-injury crash numbers are low.

The map on the right shows areas with high concentrations of VRU injury crashes as well as the severity of each crash. Based on the map the following areas/roadways were identified as having high concentrations of VRU injury crashes.

- Northampton Street (9).
- Larry Holmes Drive/Washington Street (9).
- 13th Street (5).
- Butler Street (3).
- Old Philadelphia Road (2).
- Walnut Street (2).

Although some of these roadways were consistent with results from the high-injury crash mapping, some roadways (such as 13th Street, Butler Street, and Walnut Street) were new additions. These findings helped inform the development of the high-injury network.

VRU Injury Crashes (2020-2024)



Contributing Factors

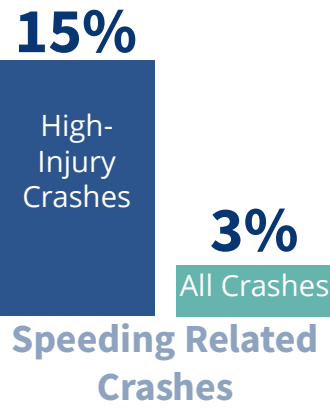
Looking at contributing factors that led to crashes can offer insight into the causes of crashes and can help identify areas where conditions increase the risks of high-injury crashes. Similar to VRU crashes, there were two factors that stood out as overrepresented among high-injury crashes:

- Crashes that were speeding related.
- Crashes that involved aggressive driving.

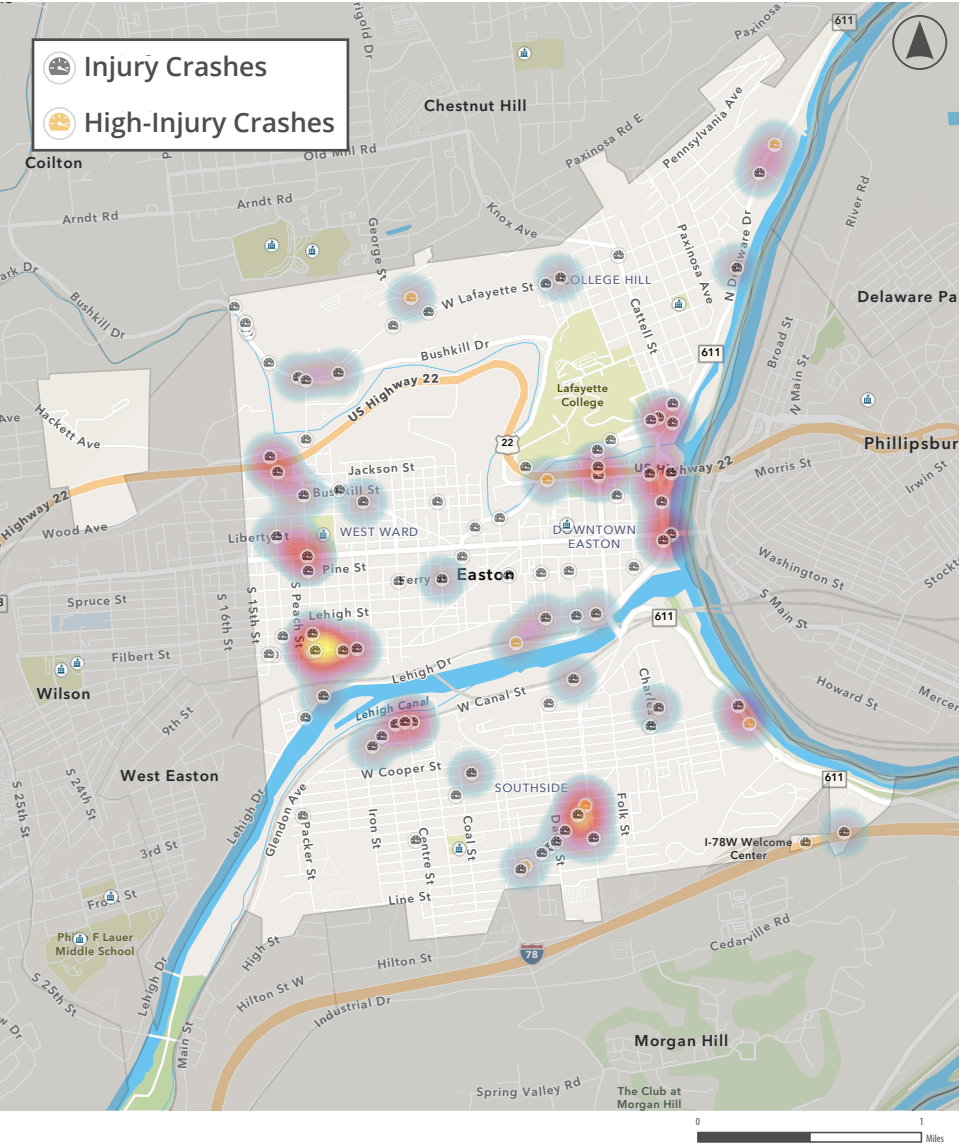
Speeding Related Crashes

For crashes that were speeding related, only 3% of all crashes involved speeding compared to 15% among high-injury crashes. The map to the right shows all injury crashes that involved speeding. As previously discussed, speed plays a major factor in high-injury crashes due to increased forces at impact. For this reason, speeding related crashes can serve as an indicator for roadways with heightened risks and was utilized in the development of the high-injury network. Some corridors that stood out during this analysis include:

- Cattell Street/ College Avenue / 3rd Street (11).
- Old Philadelphia Road (10).
- Lafayette Street (7).
- Butler Street (7).
- 13th Street (7).
- Canal Street (6).



Speeding Related Injury Crashes

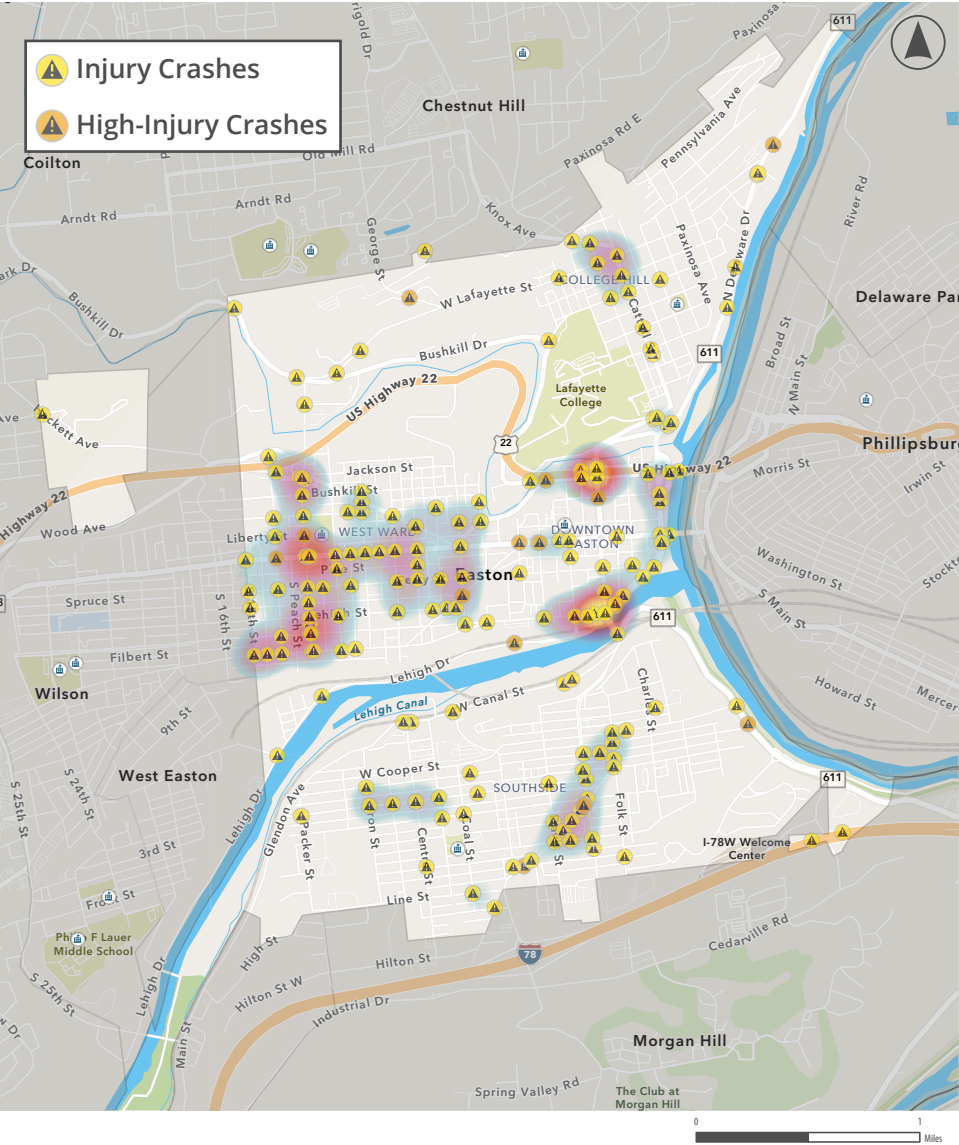


Aggressive Driving Crashes

Aggressive driving was a major contributing factor among total crashes within the city (57%). Aggressive driving crashes are defined by PennDOT as a crash that includes at least two aggressive factors, such as following another car too closely, ignoring red lights or stop signs, careless passing, and speeding. This was even more pronounced among high-injury crashes where over 70% of such crashes involved aggressive driving behavior. Due to this, injury crashes that involved aggressive driving were also utilized in the development of the high-injury network. Some corridors with high concentrations of aggressive driving injury crashes include:

- Northampton Street (36).
- 13th Street (33).
- Larry Holmes Drive / Riverside Drive (32).
- Cattell Street / College Avenue / 3rd Street (32).
- Ferry Street (22).
- Butler Street/Walnut Street (16).
- Berwick Street (15).
- Washington Street (14).
- Old Philadelphia Road (12).

Aggressive Driving Injury Crashes



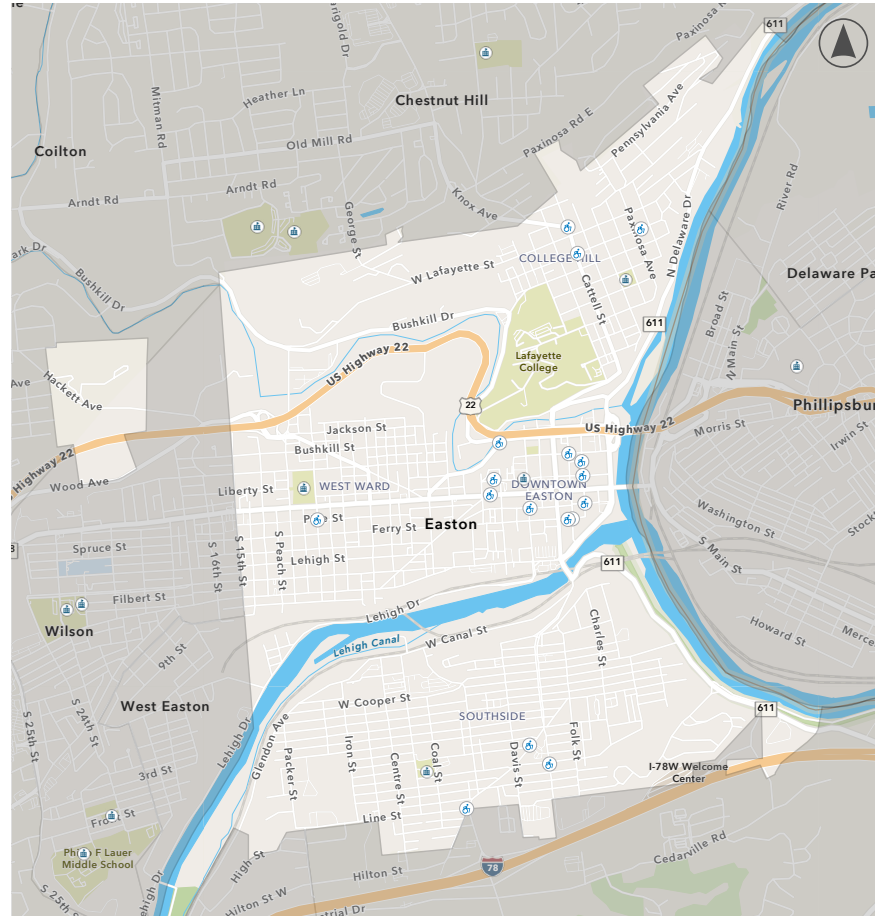
Public Feedback

In addition to the data discussed, the safety analysis also considered input from public feedback survey mapping. People shared their safety concerns related to walking, driving, accessibility, and biking.

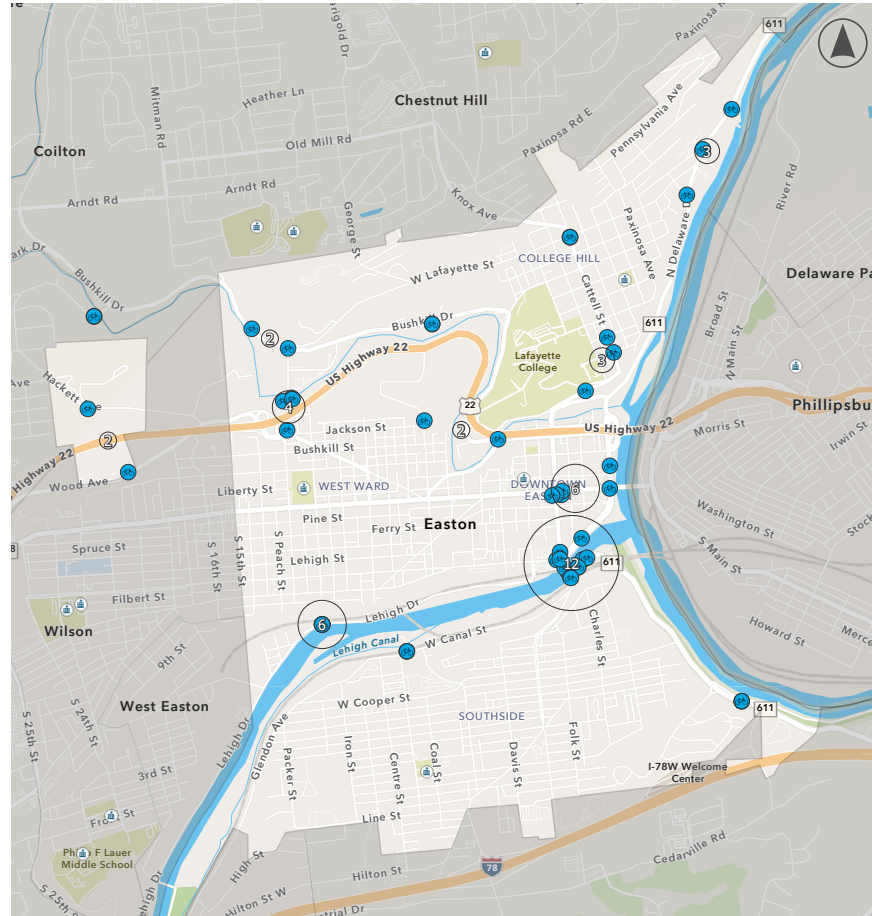
This data was helpful because it highlighted areas with known issues where people feel uncomfortable and might even actively avoid due to unsafe conditions. This is important to help identify areas where crashes have not happened yet, but where the current conditions increase the risk of future high-injury crashes - especially in areas with fewer recorded crashes.



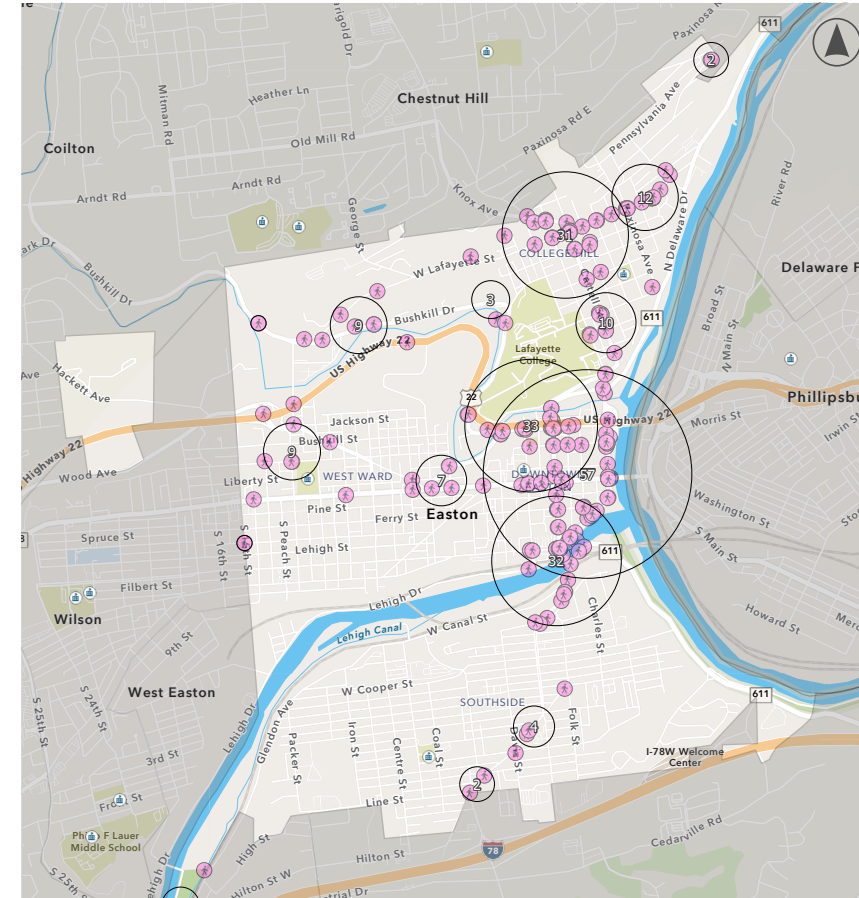
Accessibility Concerns



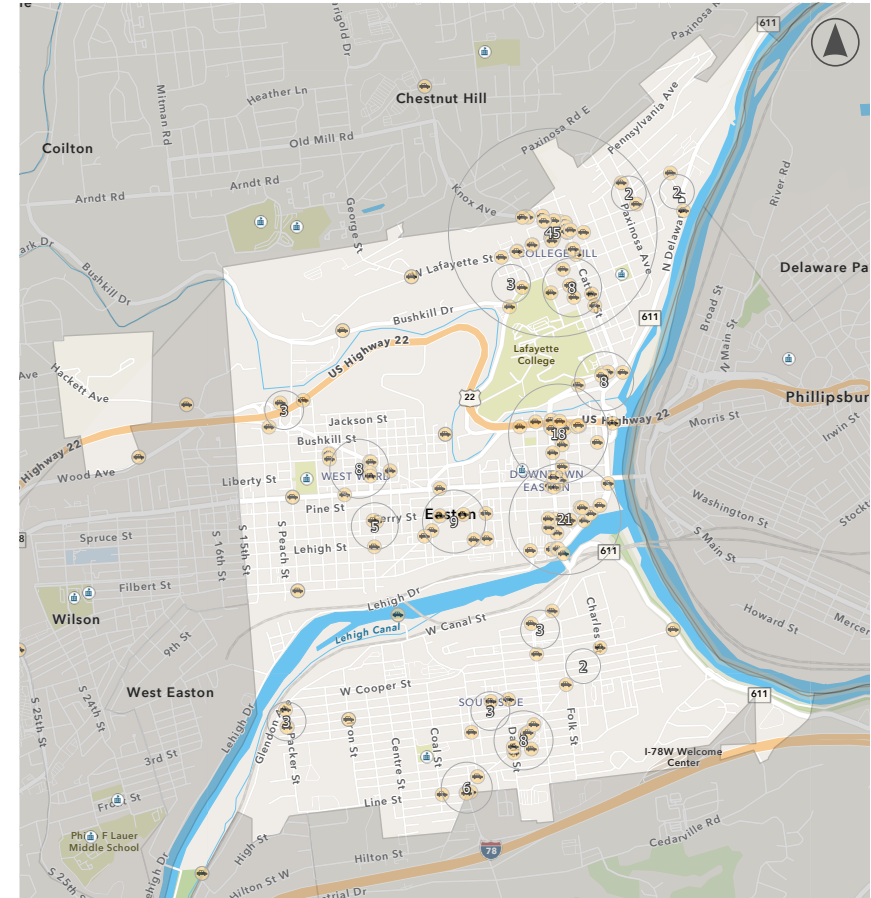
Biking Concerns



Walking Concerns



Driving Concerns



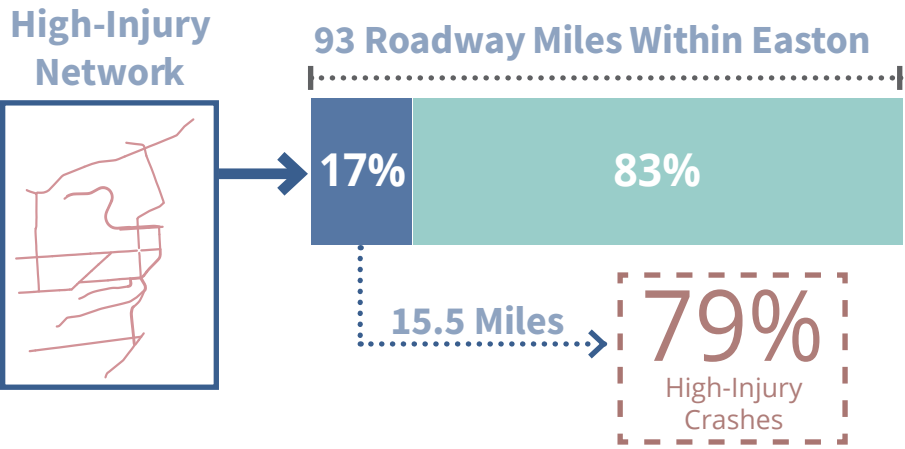
High-Injury Network

Developing a high-injury network (HIN) is essential to highlighting where high-injury crashes have occurred. It also plays a key role in identifying areas with conditions prone to such crashes and can aid in developing strategic countermeasures to prevent future crashes.

To develop the HIN for the City, the high-injury crashes were mapped to identify corridors and intersections with high concentrations of crashes. Since the total number of high-injury crashes was low, the analysis also looked at the following overrepresented factors to serve as potential predictors of high-injury crashes:

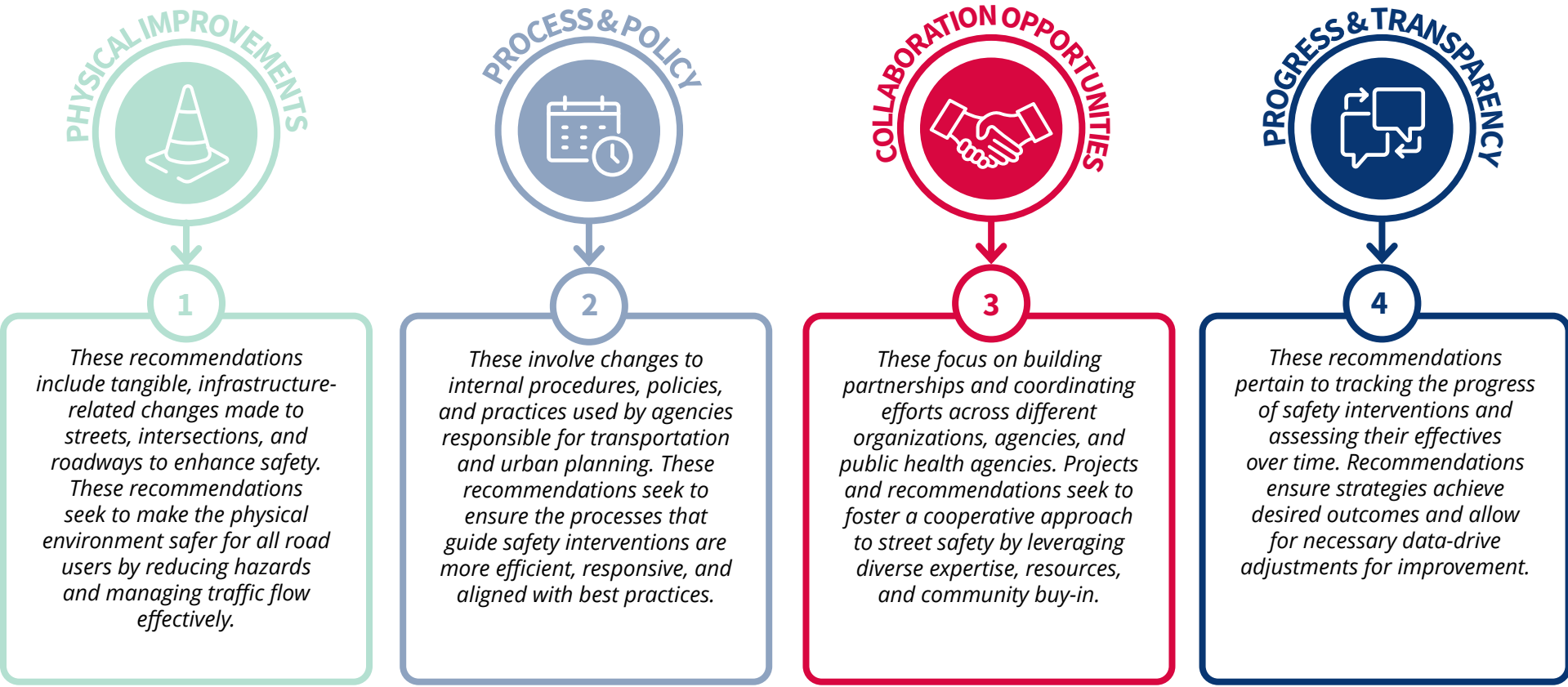
- Injury crashes that involved a vulnerable road user.
- Injury crashes that were speeding related.
- Injury crashes that involved aggressive driving.
- Community concerns from public feedback mapping.

The resulting network was then reviewed and manually adjusted to identify a subset of corridors where the most high-injury crashes have occurred. Collectively, the 15.5 miles of roadway within the HIN represent just **17% of total roadway miles** within the city but account for **nearly 79% of high-injury crashes**.



PROJECTS & RECOMMENDATIONS

This section highlights the commitments the City of Easton will take to achieve the goals that are at the core of this plan. These projects and recommendations are categorized into four focus areas:



Physical Improvements

Physical improvements refer to concrete changes to the infrastructure on city streets and intersections. These upgrades are focused on the design of roadways and intersections that make the environment safer for all users whether they are pedestrians, cyclists, and drivers. A safer transportation system is achieved through the reduction of potential risks and by preventing crashes through better design and engineering solutions. Any physical improvements must consider ownership and responsibilities of the roadway to ensure coordination with the appropriate entities, especially on state routes.

Ongoing Efforts

Within the City of Easton, there are many physical improvements already underway to the roadway infrastructure that demonstrate the City’s commitment to implementing principles of the Safe Systems Approach and proven safety countermeasures. Descriptions for some of the projects are included on the following pages.

In Summer 2025, Easton received \$1.3 million in transportation grants through the Lehigh Valley Transportation Study. \$300,000 will redesign an intersection near Scott Park at Northampton Street and Larry Holmes Drive and \$1 million will go towards traffic calming and safety improvements in the West Ward. These grants support and align with ongoing efforts and proposed concept plans.

Intersection Improvements

- **Bushkill Street and Pearl Street:** This plan includes resurfacing roadways and adding full depth pavement at the intersection. Existing sidewalks are to be lowered and redone to align with ADA considerations such as the inclusion of detectable warning surface and depressed curbing.

- **ADA Compliant Ramps:** A citywide plan to improve and add 19 ADA compliant curb ramps. These improvements include restoring asphalt, adding detectable warning surfaces and non-walk surfaces, and depressing curbs.
- **4th Street and Bushkill Street:** An ADA accessible crossing will be put in at the intersection of 4th Street and Bushkill Street. This plan involves depressing curbs and adding detectable warning surfaces.
- **Green Light Go Grant Improvements:** ADA Upgrades and New Traffic Equipment at Larry Holmes Drive and Northampton Street, 13th Street and Northampton Street, and Berwick Street and Seitz Street.
- **North 3rd Street and East Snyder Street:** Traffic signal improvement plan including signage upgrades.
- **North 3rd Street and Bushkill Street:** Traffic signal improvement plan including signage upgrades.
- **Old Philadelphia Road, St John Street, and West Lincoln Street:** Traffic signal improvement plan including enhanced pavement marking and signing upgrades.

Street/Corridor Improvements

- **Cattell Street and Knox Avenue Street Sight Improvements:** This project involves a number of infrastructure improvements to promote traffic safety. Sight improvements will include trimming brushes and hedges along Knox Ave in order to improve the sight distance for cyclists and drivers coming around the curve. A dynamic curve warning device will also be put in place. Additional improvements include speed bar pavement markings, flashing beacons, and a median on Knox Avenue.

- **Pedestrian Walkway Along North Sitgreaves Street:** A four-foot-wide stamped walkway with a 10-foot-wide drive lane is proposed on North Sitgreaves Street from Northampton Street to Spring Garden Street.

Concept Plans from Citywide/Area Plans

- **Saint Anthony Square:** Several concept plans were prepared for Saint Anthony Square on Washington Street in 2019. In one concept plan option, 9th Street is reimagined as a shared pedestrian space, in the second option, 9th Street is intended as a shared street that could be closed for festivals, and a third option focuses on Mulberry Street being converted into a two-way shared street.
- **Waterfront Plan:** The Waterfront Plan focuses on increasing the connectivity between the Lehigh and Delaware Rivers. As part of the concept plans, a few trail connections are proposed. These include Vista Ridge Trailway, Future Two-Rivers Multi-Use Trail, and a few smaller connections along the Lehigh River.
- **West Ward Neighborhood Connectivity Plan:** This plan includes a few concept plans for connecting the West Ward Neighborhood to downtown Easton. As part of this plan, a few proposed trails identified including a connection from Hackett Park to Silk Mill and the Lehigh River Greenway. Additionally a few bike infrastructure improvements are proposed along 10th Street and Ferry and Lehigh Streets.

- **South Sitgreaves and Pine Street Pedestrian Thoroughfare:** This placemaking plan provides a framework for converting South Sitgreaves and Pine Street into a pedestrian thoroughfare. South Sitgreaves currently serves as a one-way alleyway with a small parking lot. This plan proposes creating a community space with retractable bollards to prevent car traffic, murals, seating, and lighting in order to make the thoroughfare more appealing to visitors and making a community meeting space with connections to Northampton Street.



Rendering from Sitgreaves and Pine pedestrian thoroughfare concept plan.

Recommended Improvements

For this SS4A Plan, the infrastructure improvements are recommended in two basic categories:

- **System-Wide:** Action items that can be implemented in a set of locations that have similar roadway/roadside attributes or crash types on the HIN or citywide. These are typically lower-cost action items that can be aggregated into a “package” and implemented as one project, as a maintenance focus, or as an add-on to location-specific projects.
- **Corridor and Intersection-Specific:** Concept plans that include location-specific recommendations.

System-Wide Improvements

Implement proven safety countermeasures citywide.

Proven Safety Countermeasures (PSCs) are evidence-based strategies identified by the Federal Highway Administration (FHWA) to significantly reduce roadway crashes and improve safety for all users. These measures have demonstrated effectiveness through rigorous research and real-world application. Proven safety countermeasures recommended for system-wide application in the City of Easton are:

- High-visibility crosswalks at stop-controlled and signalized intersections.
- Leading Pedestrian Interval (LPI) signal timings at signalized intersections.
- Traffic signal reflectorized backplates on all vehicular signal heads.
- Pedestrian countdown signal heads and Accessible Pedestrian Signals (APS) with audible pedestrian detection.

- Flashing Yellow Arrow (FYA) at left-turn traffic signal heads.
- Intersection daylighting via enforcement (no parking within 20 feet of a marked or unmarked crosswalk).
- Trimming or removal of vegetation causing sight distance obstructions at intersections and in advance of signage.
- Stop-controlled intersection enhancements such as reflectorized strips on poles, stop bars, larger stop signs, and a second stop sign on the left side of the approach.

Use temporary pilot projects to test out traffic safety improvements.

These short-term installations, often called “quick builds,” allow planners and engineers to experiment with new street designs and safety features like temporary bike lanes, pedestrian zones, or traffic calming elements. They offer a cost-effective way to evaluate real-world performance and gather community input before committing to more permanent, higher-cost infrastructure changes.



Example of curb bump out demonstration project.

Assess and enhance roadway lighting systems.

Reviewing and improving street lighting is essential for increasing nighttime safety, especially for people walking. Adequate lighting helps both drivers and pedestrians better identify potential hazards, reducing the likelihood of collisions and boosting confidence in using streets after dark. Well-lit environments also contribute to crime prevention and encourage more evening activity. The Federal Highway Administration (FHWA) recognizes lighting as a key safety strategy, with studies showing it can cut nighttime pedestrian crashes at intersections by up to 42%. When upgrading lighting, it is important to use breakaway poles or ensure fixtures are positioned to minimize the risk of fixed-object crashes. Modern lighting technologies also allow for precise control to avoid light pollution and spillover. The City can refer to the FHWA's Pedestrian Lighting Primer for guidance on evaluating lighting needs and applying design best practices.¹

Incorporate Complete Streets Design Principles into road repair and improvement projects.

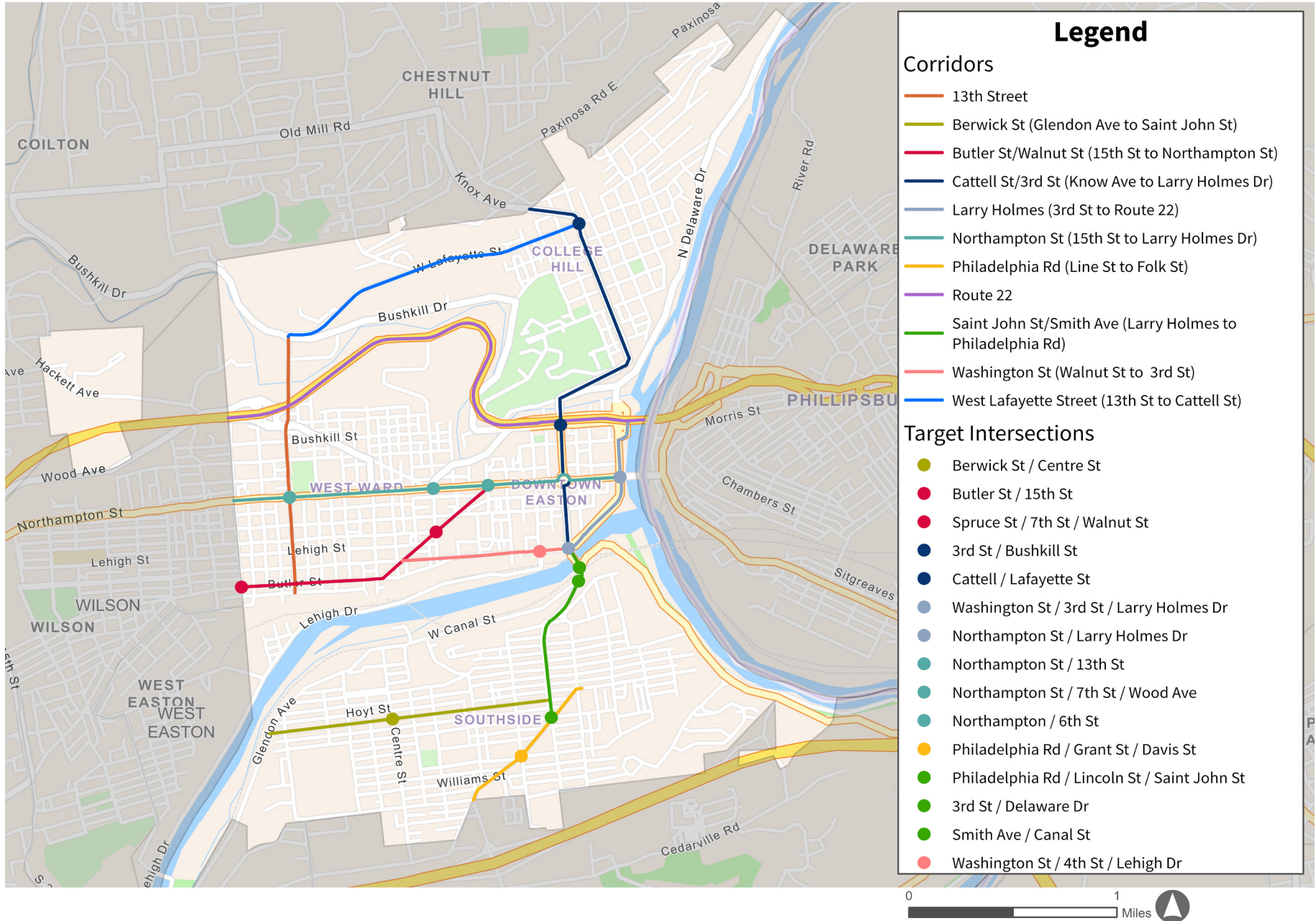
Complete Streets refers to the principle of designing streets with all road users (pedestrians, bicyclists, transit users, and drivers) in mind. The City of Easton should work with PennDOT to incorporate Complete Street Design Principles into future road repair and improvement projects wherever feasible. For example, the Department of Public Works could, during a street repaving project, add a bicycle lane or daylighted intersection when workers apply new road striping.

¹

U.S. DOT FHWA. (2022) Pedestrian Lighting Primer. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/Pedestrian_Lighting_Primer_Final.pdf



Corridors and Intersections Included in the Concept Plans



Corridor and Intersection-Specific Improvements

In addition to system-wide improvements, targeted improvements along the high-injury network are included in a set of concept plans. The following pages outline the existing conditions as well as proposed improvements for a set of corridors and intersections. Engineering level recommendations and action items addressing the safety concerns along the high-injury network are drawn from several sources: FHWA Proven Safety Countermeasures; MUTCD (Manual on Uniform Traffic Control Devices); best practices; engineering judgement; and community feedback.

Each plan set begins with a cover page that provides an overview of the sections that constitute the corridor, existing conditions along the corridor, proposed changes, and a cost estimate for the proposed changes. The corridor and intersection-specific improvements are proposed for:

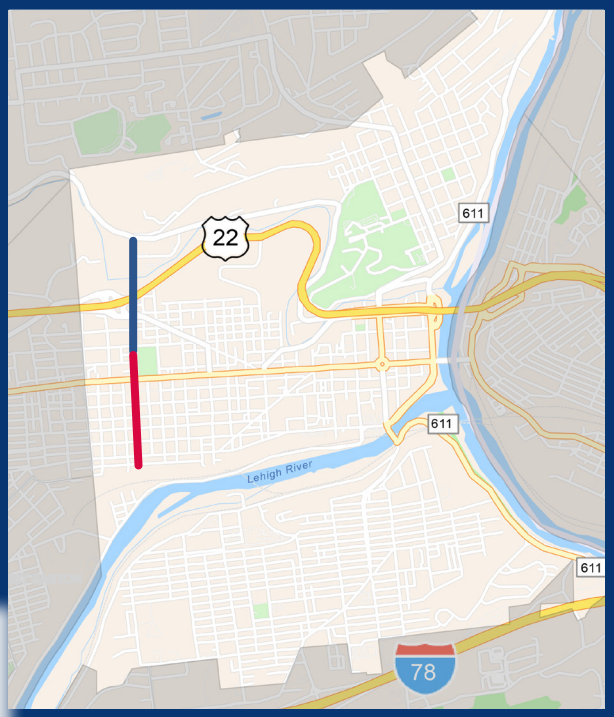
- **13th Street**
- **Berwick Street**
 - » **Intersection:** Berwick Street and Centre Street
- **Butler Street/Walnut Street** (15th Street to Northampton Street)
 - » **Intersection:** Butler Street and 15th Street
 - » **Intersection:** Spruce Street, 7th Street, and Walnut Street
- **Cattell Street/3rd Street** (Knox Avenue to Larry Holmes Drive)
 - » **Intersection:** Cattell Street and Lafayette Street
- **Larry Holmes Drive** (3rd Street to Route 22)
 - » **Intersection:** Washington Street, 3rd Street, and Larry Holmes Drive
 - » **Intersection:** Northampton Street and Larry Holmes Drive
- **Northampton Street** (15th Street to Larry Holmes Drive)
 - » **Intersection:** Northampton Street and 13th Street
 - » **Intersection:** Northampton Street and 6th Street
- **Old Philadelphia Road** (Line Street to Folk Street)
 - » **Intersection:** Old Philadelphia Road, Grant Street, & Davis Street
- **Route 22**
- **Saint John Street/Smith Avenue** (Larry Holmes Drive to Old Philadelphia Road)
 - » **Intersection:** Old Philadelphia Road, Lincoln Street, and Saint John Street
 - » **Intersection:** 3rd Street and Delaware Drive
 - » **Intersection:** Smith Avenue and Canal Drive
- **Washington Street** (Walnut Street to 3rd Street)
 - » **Intersection:** Washington Street, 4th Street, and Lehigh Drive
- **West Lafayette Street** (13th Street to Cattell Street)

13TH STREET

PLANNING LEVEL COST ESTIMATE
\$525,000

The 13th Street corridor extends from north-south between West Lafayette Street and Elm Street. This corridor includes a full interchange with Route 22 making it a popular route for motorists going to/from this high-speed limited access highway. 13th Street carries upwards of 14,700 vehicles each day near the interchange. North of Route 22, the Simon Silk Mill, a mixed use, commercial, and residential complex, is a destination along this corridor. To the south of Route 13, the land use is primarily residential with some retail/commercial at select locations. The Paxinosa Elementary School is also located adjacent to 13th Street.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a Pedestrian or Bike | Speed | Aggressive Driving | |
| 14,700 | 1 | 2 | 2 | 13 | 16 |



PROPOSED CONCEPT PLANS



Corridor Section 1

Elm Street to Spring Garden Street



Corridor Section 2

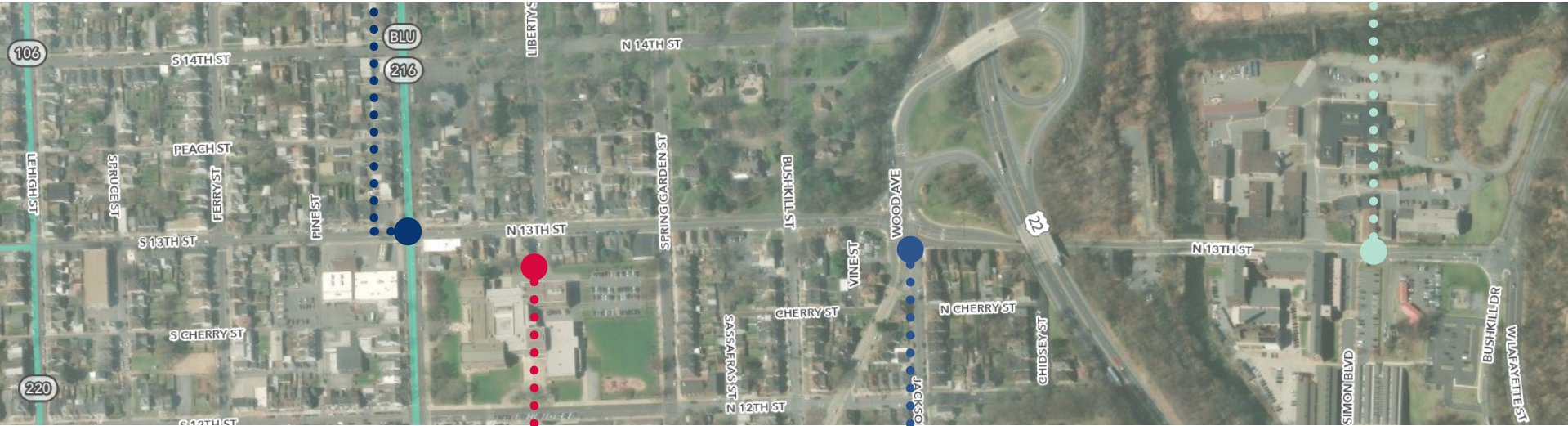
Spring Garden Street to Bushkill Drive

13th Street Existing Conditions

Northampton Street (State Route 248) - an important commercial and transit corridor



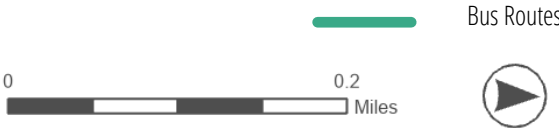
Simon Silk Mill



Paxinosa Elementary School

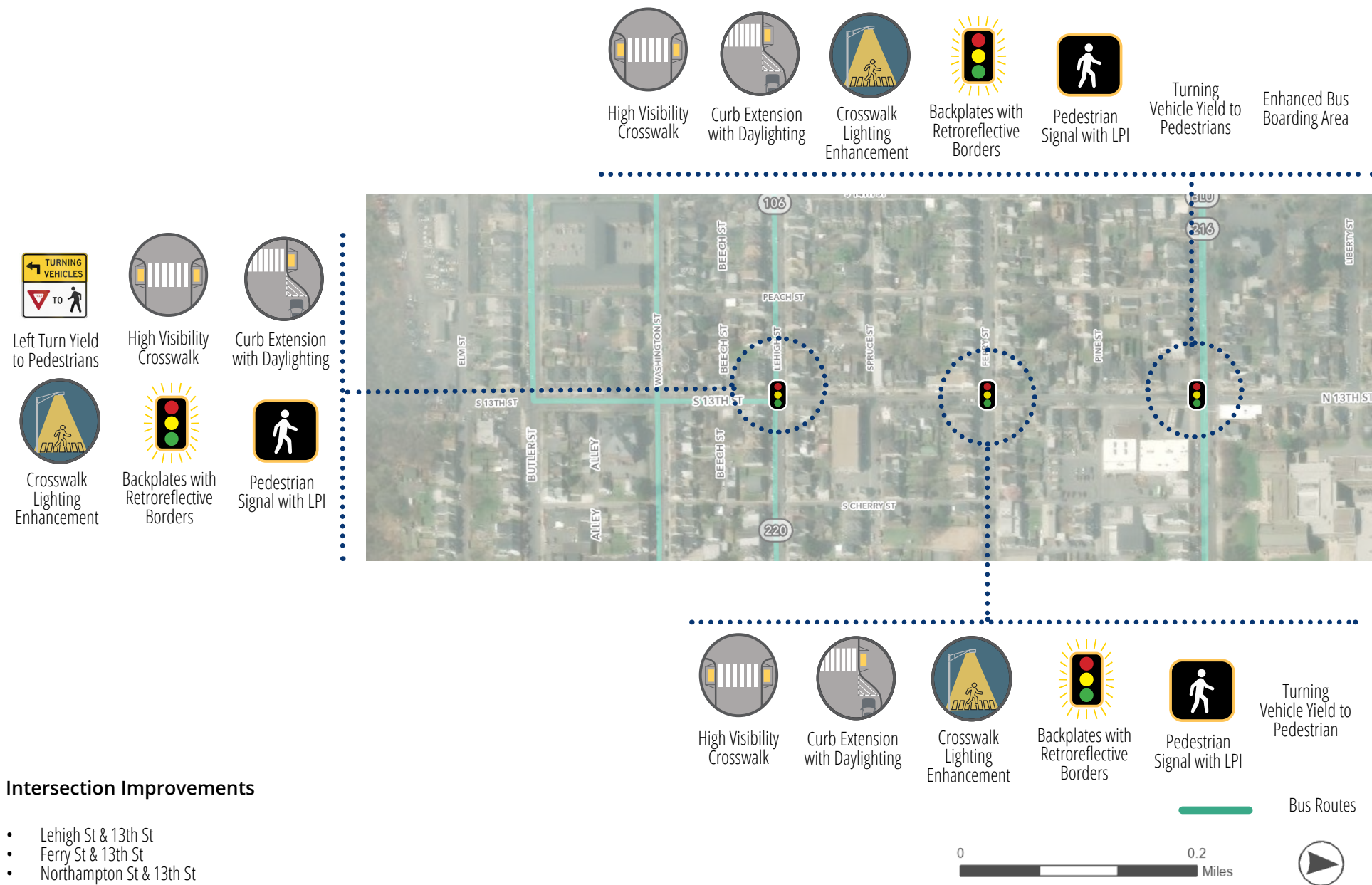


Route 22 Interchange



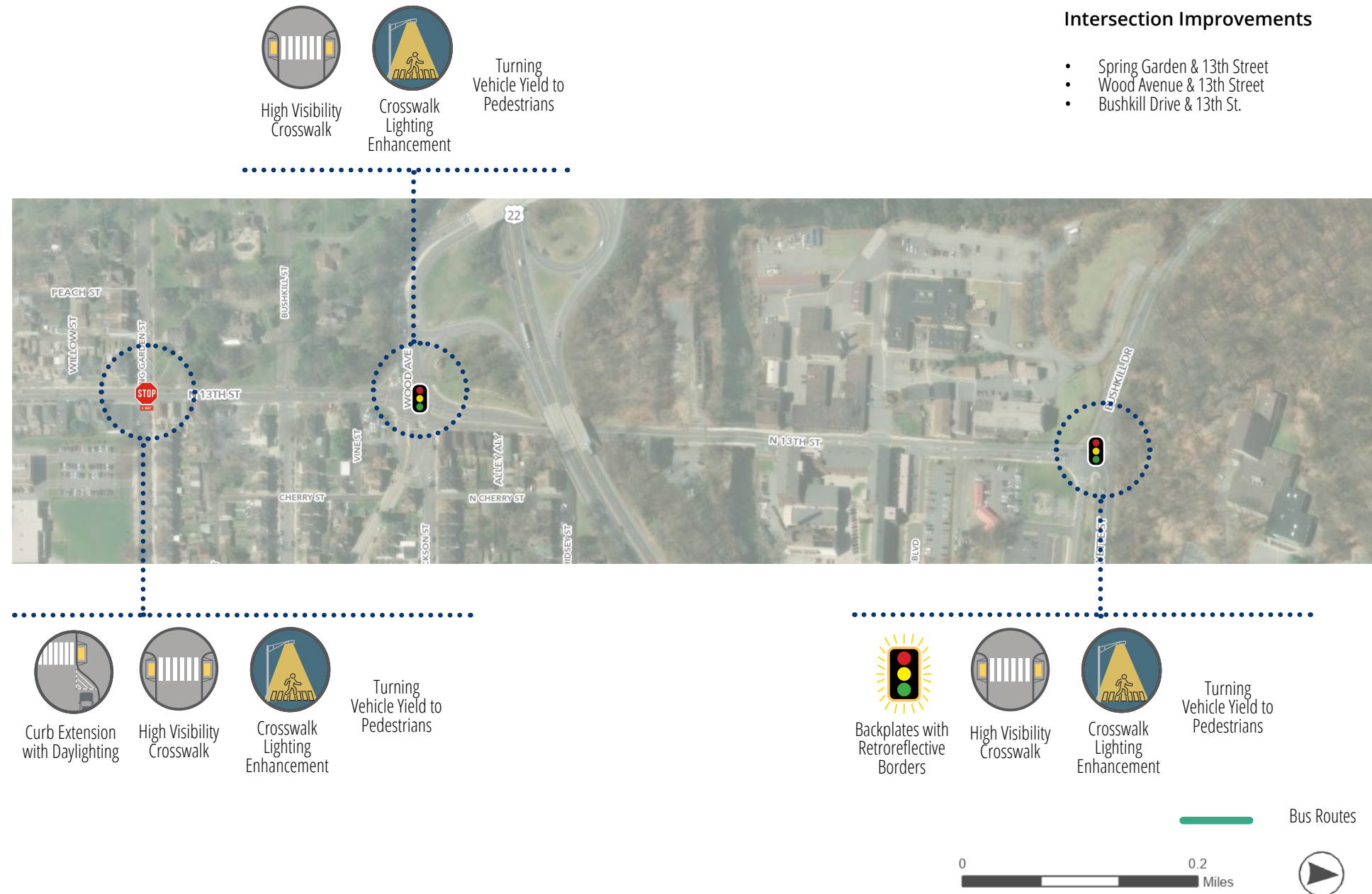
13th Street Corridor Concept Plan: Section 1

Elm Street to Spring Garden Street



13th Street Corridor Concept Plan: Section 2

Spring Garden Street to Bushkill Drive

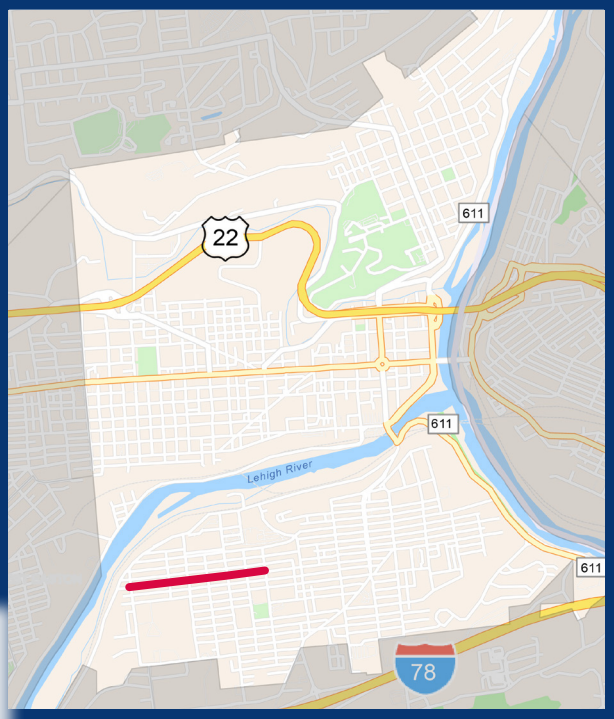


BERWICK STREET

PLANNING LEVEL COST ESTIMATE
\$718,900

The Berwick Street corridor stretches east/west from Glendon Avenue near the Lehigh River to Philadelphia Avenue. Throughout the 1.09 miles of dense residential neighborhood, Berwick Street features on-street parking and 25 mph speeds. The corridor also has 2 traffic signals and 12 intersections with stop signs. Additionally, Berwick Street is located along the LANTA bus route and features 15 different bus stops along the corridor. Spring Garden Children's Center, Confluence Community Center, as well as several local businesses are located along Berwick Street, which necessitates a priority for pedestrian safety.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a Pedestrian or Bike | Speed | Aggressive Driving | |
| 3,500 | 1 | 1 | 2 | 15 | 12 |



PROPOSED CONCEPT PLAN



Corridor Section
Packer Street to Coal Street

Berwick Street Existing Conditions

Lacks crosswalk;
No ADA ramps;
No Daylighting



Lacks high visibility crosswalk; lacks curb extension/daylighting



Lacks high visibility crosswalk; Lacks daylighting and/or curb extension; no ADA ramps

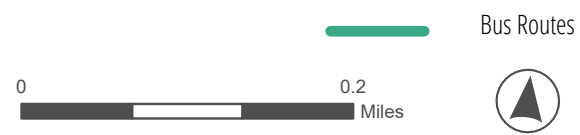


ADA ramps need updating;
no daylighting/curb
extention; no high visibility
crosswalks

Lacks Crosswalk;
No Daylighting/
curb extentions;
no ADA ramps



No retroreflective back plates on stoplights; No high Visibility Crosswalks; No daylighting/curb extentions; no ADA ramps; lack of ammenities for bus stops



High Visibility
Crosswalk

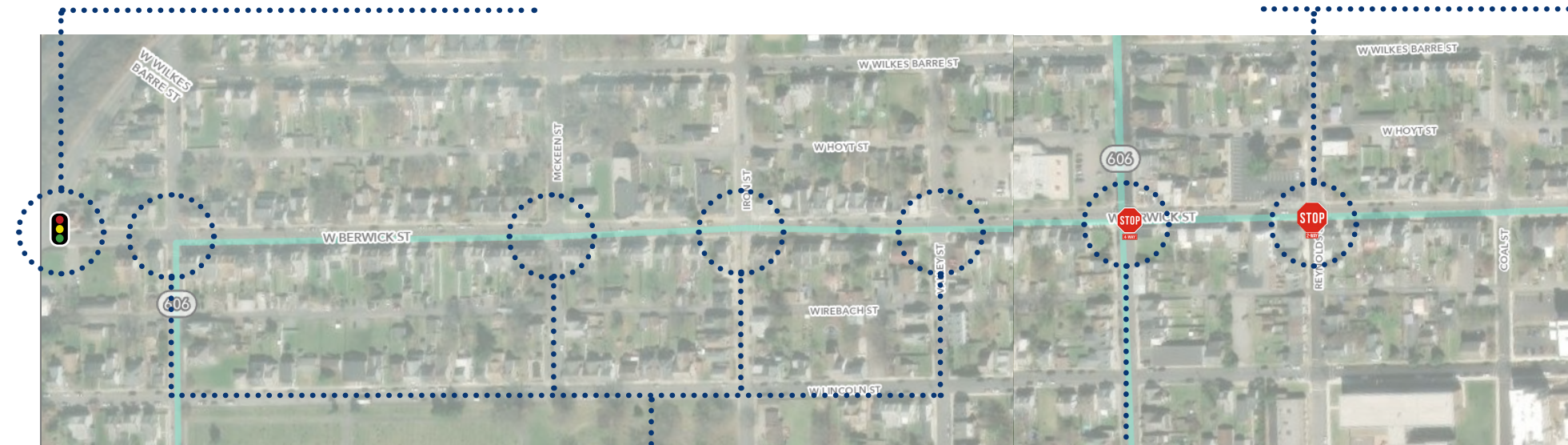


Crosswalk Lighting Enhancement

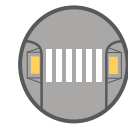


Curb Extension with Daylighting

Install ADA
ramps at
each corner



Curb Extension with Daylighting



High Visibility
Crosswalk



Crosswalk Lighting Enhancement

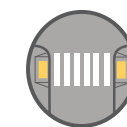
Install ADA ramps at each corner

Intersection Improvements

- Glendon Avenue & Berwick Street
- Packer Street & Berwick Street
- McKean Street & Berwick Street
- Iron Street & Berwick Street
- Valley Street & Berwick Street



Curb Extension with Daylighting



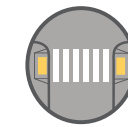
High Visibility
Crosswalk



Crosswalk Lighting Enhancement



Curb Extension with Daylighting



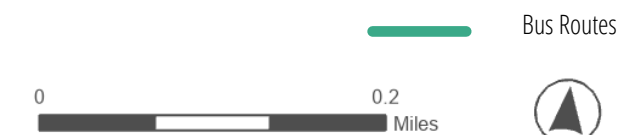
High Visibility
Crosswalk



Crosswalk Lighting Enhancement

Install ADA ramps at each corner

Turn from two
way to four
way stop



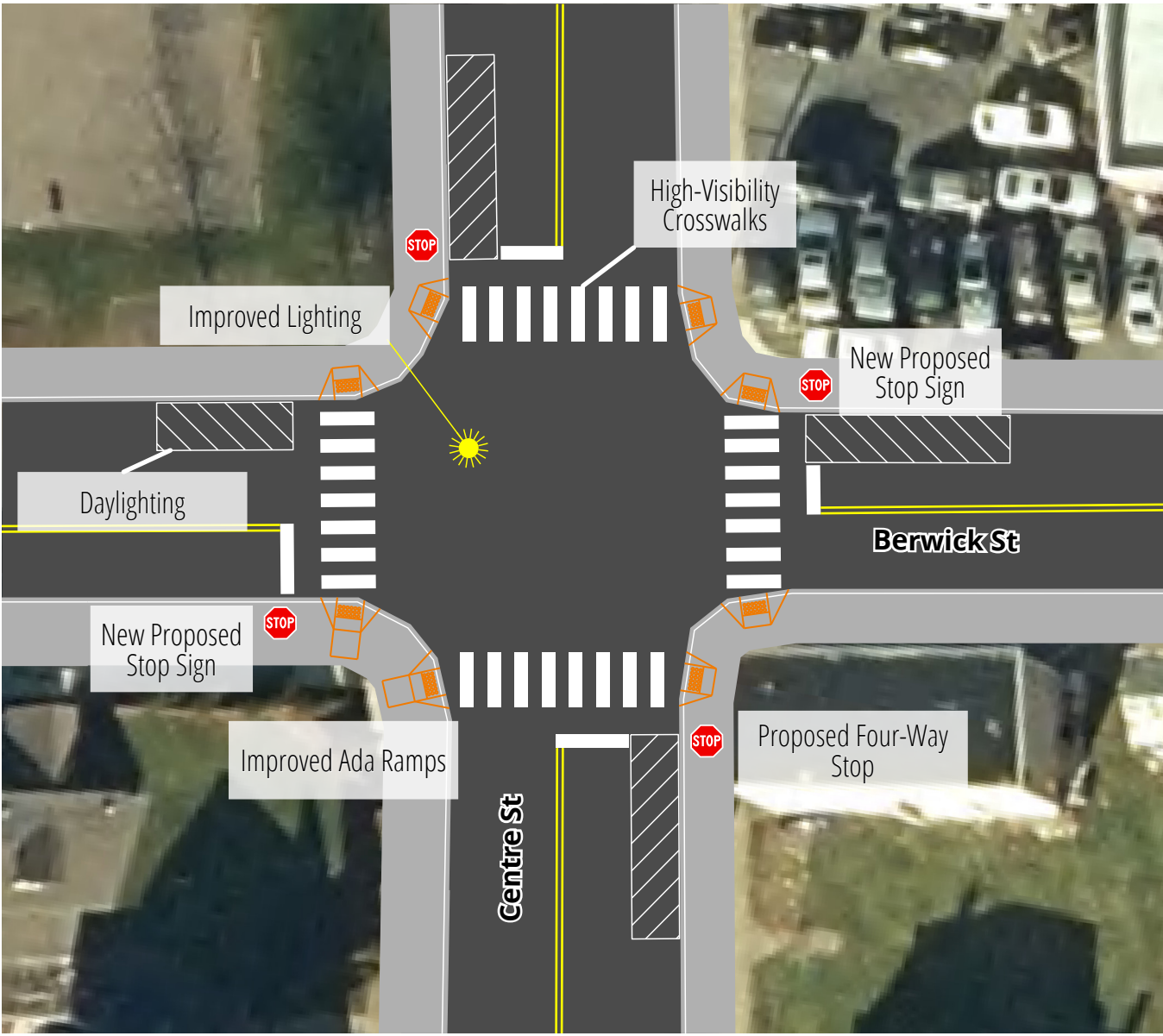
Intersection Detail: Berwick Street & Centre Street

The proposed improvements to this intersection aim to enhance safety, visibility, and accessibility for all users. Key upgrades include the installation of high visibility crosswalks and improved lighting to increase pedestrian and driver awareness, especially at night. The plan also introduces daylighting measures to clear sightlines at corners, along with new stop signs that support the conversion of the intersection into a four-way stop for better traffic control. Additionally, the project includes the enhancement of ADA-compliant ramps to ensure accessibility for individuals with disabilities.

Existing Condition



Concept Plan

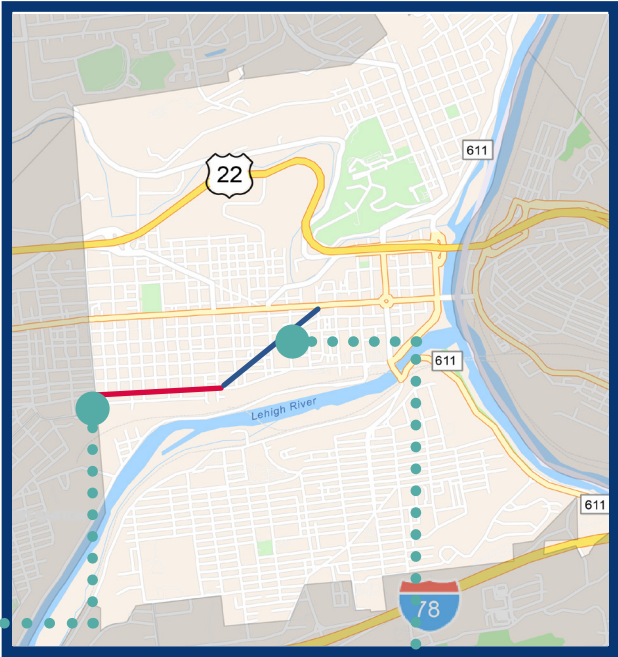


BUTLER STREET/ WALNUT STREET

PLANNING LEVEL COST ESTIMATE
\$495,180

Butler Street runs east/west from 15th Street to Walnut Street through a dense urban residential neighborhood. The roadway is two-way from 15th Street before transitioning to one-way (eastbound) at 13th Street. The posted speed limit is 35 mph and transitions to 25 mph at 12th Street. Walnut Street is 25 mph and is one way (northbound) before transitioning to two-way at Washington Street. The corridor runs along a northeast diagonal resulting in multiple intersections with difficult geometries. Both Butler Street and Walnut Street are on a LANTA bus route.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a pedestrian or bike | Speed | Aggressive Driving | |
| 8,951 | 1 | 5 | 4 | 15 | 36 |



PROPOSED CONCEPT PLANS



Butler Street
15th Street to Walnut Street



Walnut Street
Butler Street to 6th Street



Intersection Detail
Butler Street & 15th Street



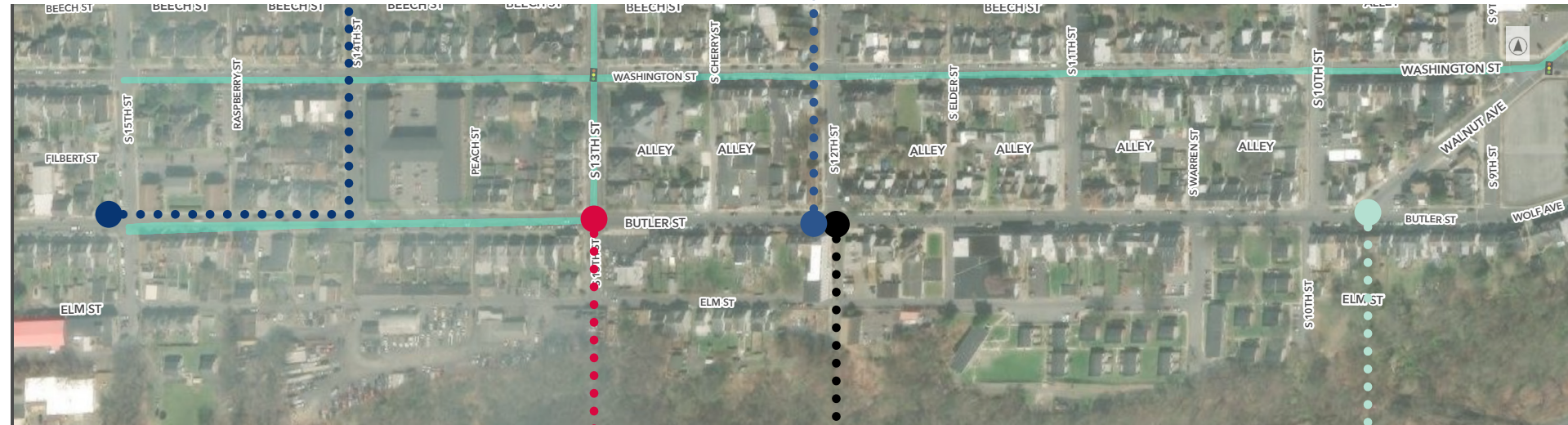
Intersection Detail
Walnut Street & Spruce Street & 7th Street

Walnut Street Existing Conditions

Visibility issues due to illegal parking and buildings near right of way



Lack of pedestrian crossings and visibility issues from illegally parked vehicles



Transitions to one-way at 12th Street with wide ~20' eastbound travel lane that can lead to excessive speeds

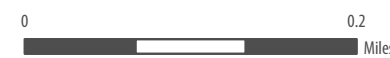


Speed limit transitions from 25 mph to 35 mph

Confusing intersection with no stop control and multiple decision points for drivers



Bus Routes



Existing Conditions - Walnut Street

Wide ~20' northbound travel lane that can lead to excessive speeds



Difficult turn with limited visibility and no pedestrian crossings



Transition from one-way to two-way

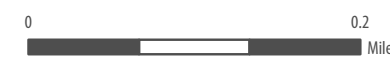
Five legged intersection with wide turning radii, angled pedestrian crossings, and limited visibility



Dutchtown Park



Bus Routes

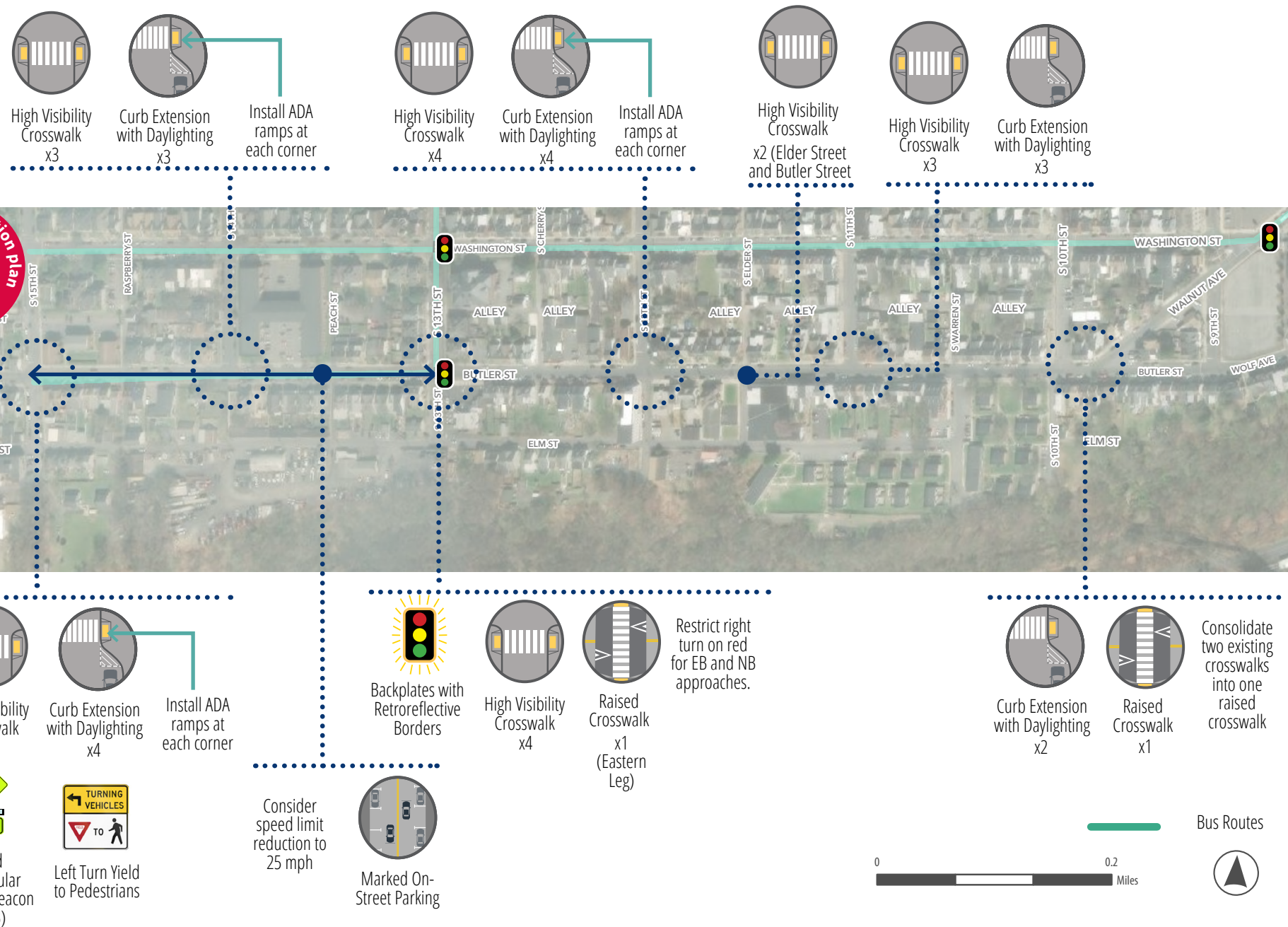


Butler Street Corridor Concept Plan

15th Street to Walnut Street

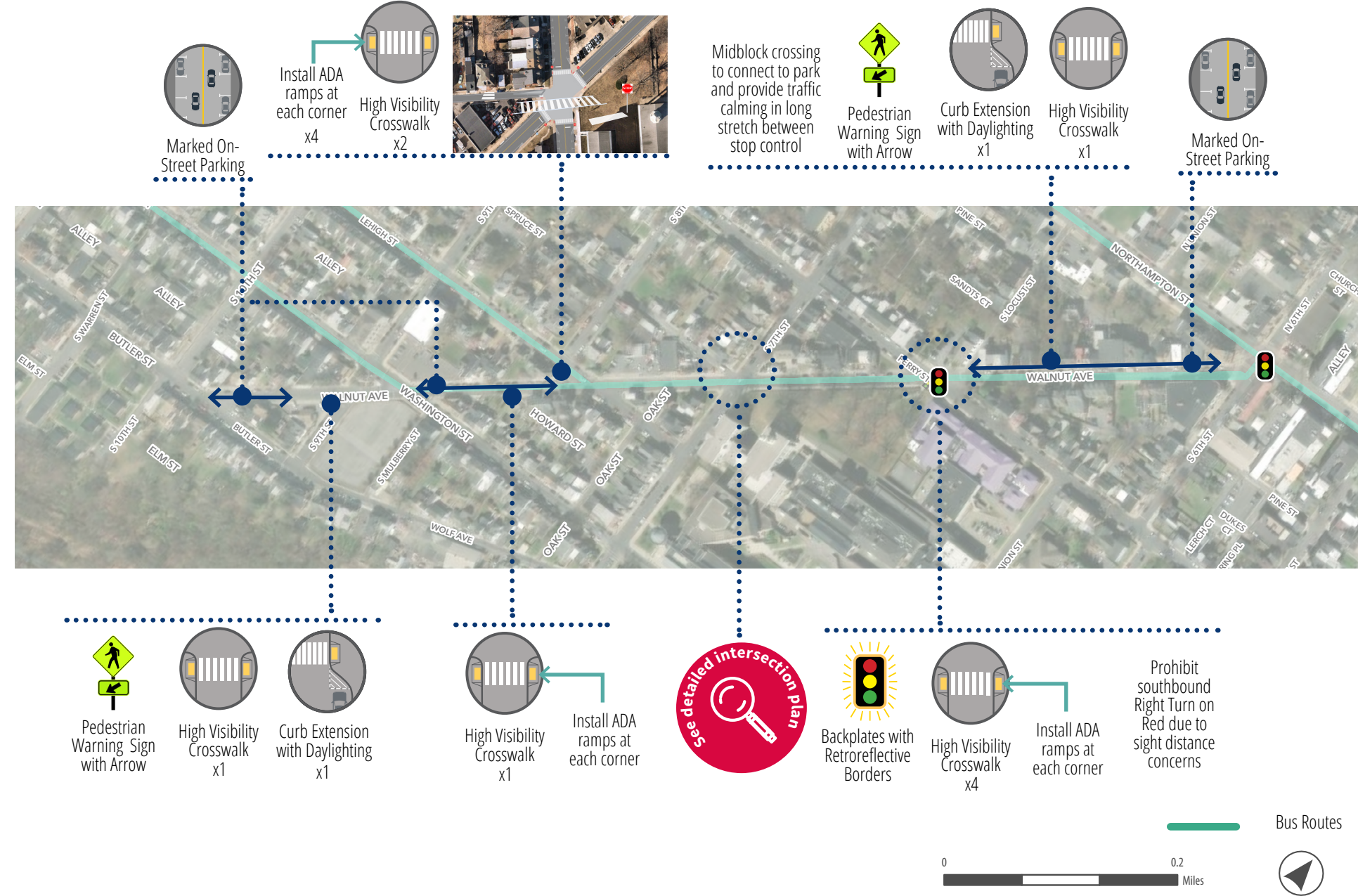
Intersection Improvements

- 15th Street & Walnut Street
- 14th Street & Walnut Street
- 13th, 12th, 11th, 10th Street & Walnut Street



Walnut Street Corridor Concept Plan

Butler Street to 6th Street



Intersection Detail: Butler Street & 15th Street

The intersection of Butler Street and 15th Street had two high-injury angle crashes and four other angle injury crashes. Many of these involved vehicles proceeding without clearance and were likely the result of limited visibility (from existing structure on the northwest corner as well as vehicles illegally parking up to the corners). The intersection also features high vehicle speeds on Butler Street due to the posted 35 mph speed limit and lack of stop control.

Potential improvements include curb extensions with daylighting and enhanced crosswalks to improve visibility. Study to determine if stop sign is warranted (could install RRFB if not) and consider speed limit reduction to 25 mph.

Existing Condition



Concept Plan



Intersection Detail: Spruce Street, 7th Street, & Walnut Street

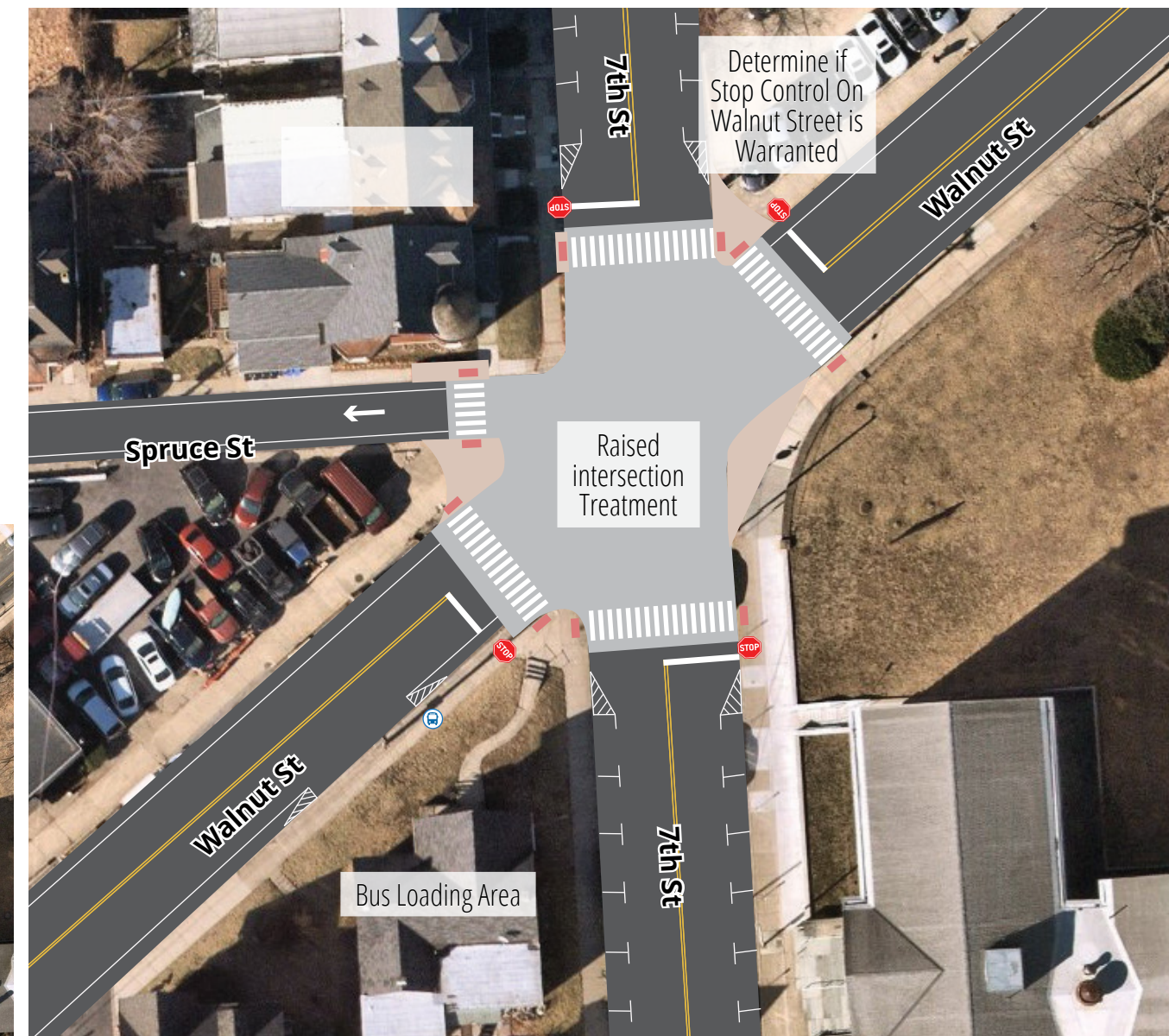
The intersection of Walnut Street, 7th Street and Spruce Street is a five-legged intersection with difficult geometry due to the diagonal orientation of Walnut Street. This results in long, angled pedestrian crossings, visibility concerns, and confusion from the number of turning movements. Walnut Street has no stop control and sees high vehicle speeds.

Potential improvements include squaring up and enhancing pedestrian crossings and applying a raised intersection treatment to help calm traffic. Clearly marking edge lines and parking with daylighting can also help visibility.

Existing Condition



Concept Plan



KNOX AVENUE/CATTELL STREET/COLLEGE AVENUE/3RD STREET

PLANNING LEVEL COST ESTIMATE
\$580,300

This corridor is one of the more challenging of the High-Injury Network due to a combination of factors including high traffic volumes, visibility concerns, steep slopes, and changes in land use. The corridor is separated into three sections based on these existing conditions: Section 1 (Sullivan Trail to College Avenue); Section 2 (College Avenue to Bushkill Street); Section 3 (Bushkill Street to Larry Holmes Drive). Although there was only one high-injury crash, there were significant injury crashes involving aggressive driving and the corridor received a significant number of concerns from the public.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a Pedestrian or Bike | Speed | Aggressive Driving | |
| 13,959 | 1 | 2 | 3 | 34 | 189 |

PROPOSED CONCEPT PLANS



Corridor Section 1
Sullivan Trail to College Avenue



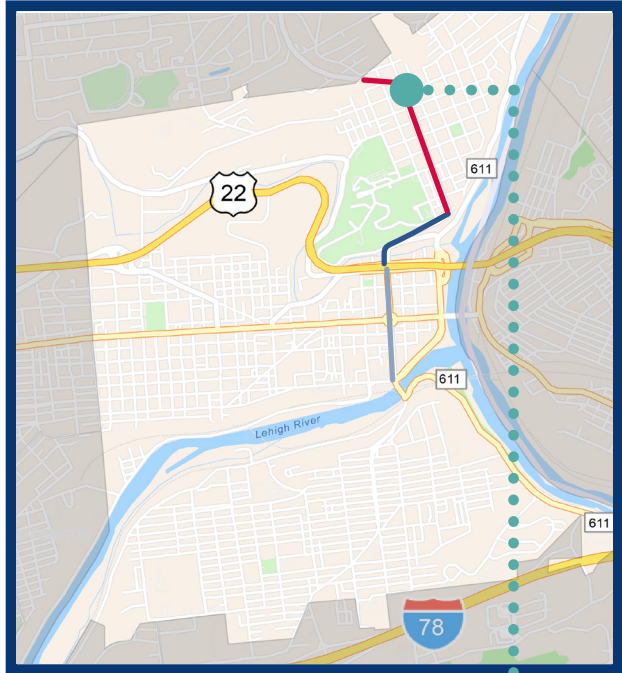
Corridor Section 2
College Avenue to Bushkill Street



Corridor Section 3
Bushkill Street to Larry Holmes Drive



Intersection Detail
Cattell Street and Lafayette Street



Cattell Street Existing Conditions

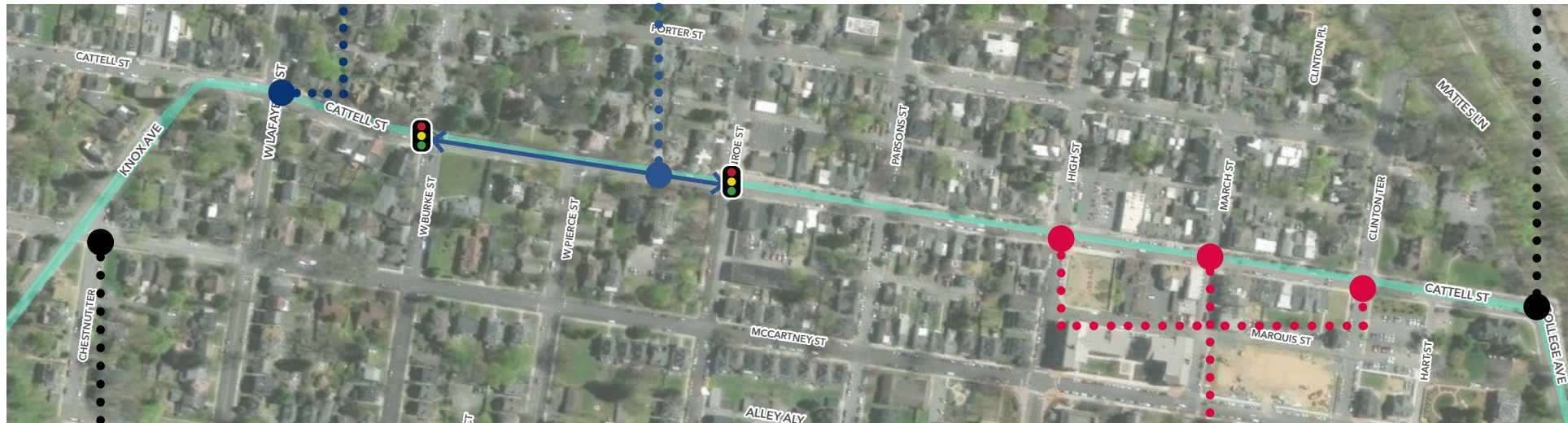
Steep slope, tight curve, and sight distance visibility concerns



Long stretch of wide roadway with no stop control or pedestrian crossings and visibility issues from parking



Tight turn leading to downhill slope on College Avenue



Difficult intersection geometry with steep slopes

Updated intersections with curb extensions and enhanced pedestrian crossings



0 0.2 Miles

Bus Routes



College Avenue Existing Conditions

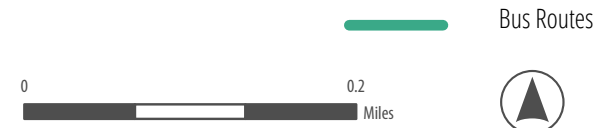


Sight distance visibility issues at midblock pedestrian crossing



Steep downhill slopes

Uphill bike lane recently installed

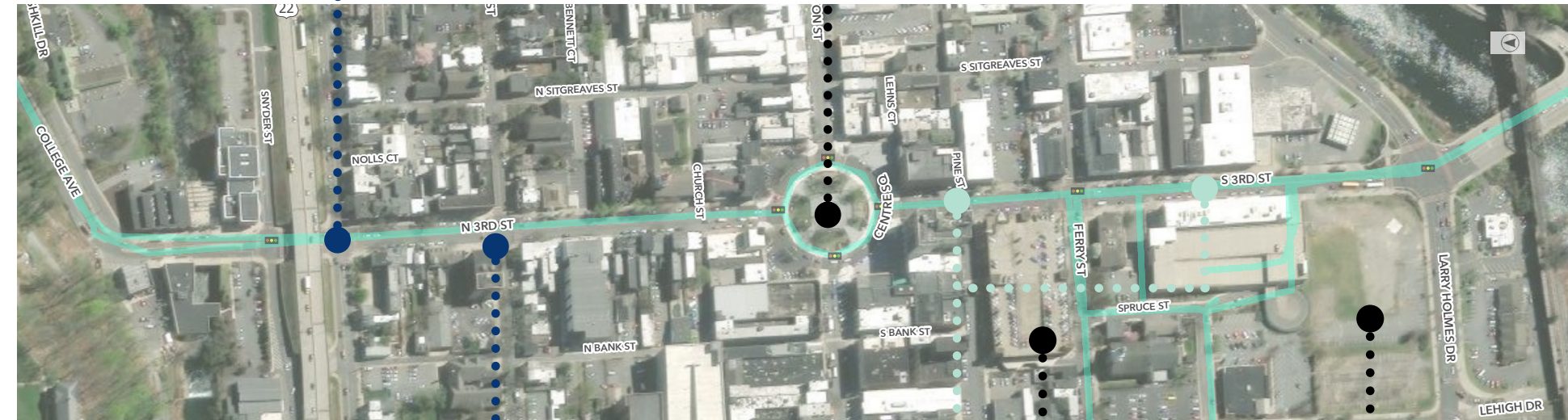


3rd Street Existing Conditions

Difficult series of intersections near US Route 22 Interchange



Existing roundabout



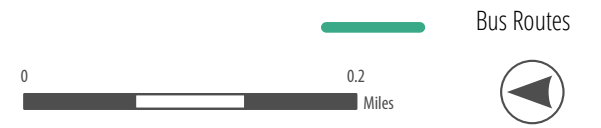
Dense downtown development with parking visibility issues



Midblock pedestrian crossings

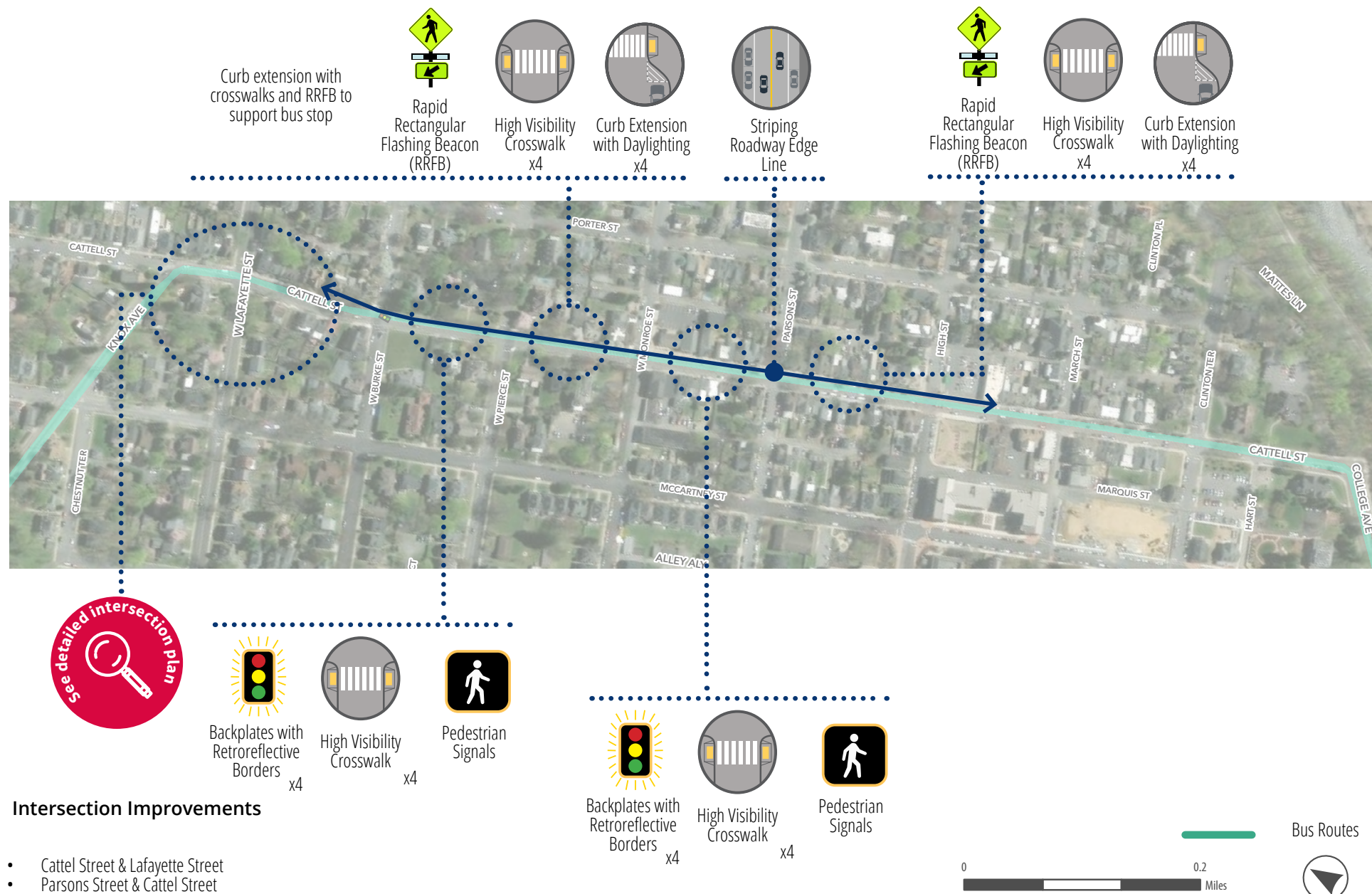


New high-density residential development



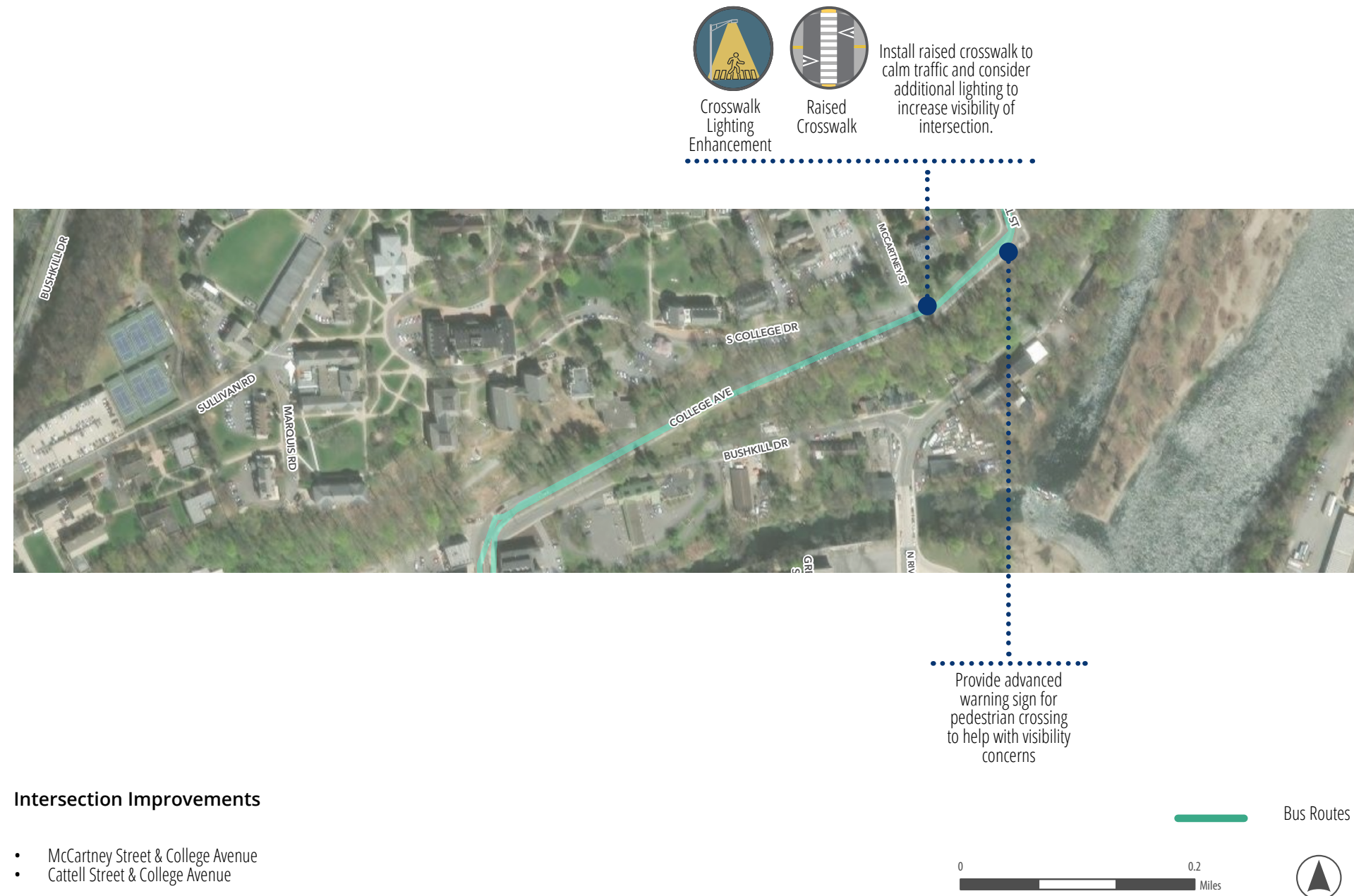
Cattell Street Corridor Concept Plan: Section 1

Sullivan Trail to College Avenue



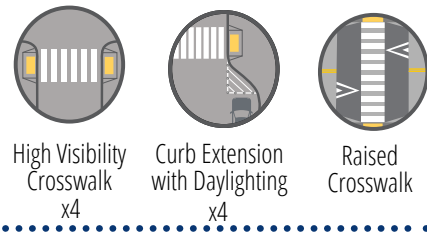
College Avenue Corridor Concept Plan: Section 2

College Avenue to Bushkill Street



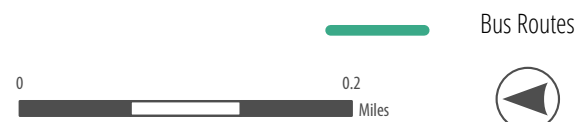
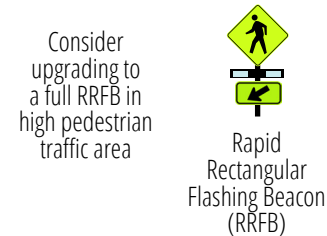
3rd Street Corridor Concept Plan: Section 3

Bushkill Street to Larry Holmes Drive



Intersection Improvements

- 3rd Street & Route 22
- 3rd Street & Spring Garden Street

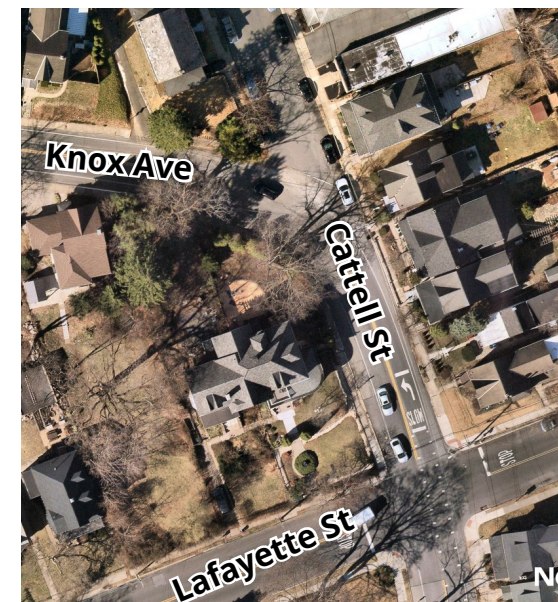


Intersection Detail: Cattell Street & Lafayette Street

The intersection of Cattell Street and Lafayette Street did not have a high number of crashes but did receive a significant number of public concerns. These concerns were related to steep slopes, sharp curves, limited visibility, and high speed traffic. This helps highlight conditions where crashes have not happened yet but could be prone to future crashes.

These improvements aim to build off recently completed and planned enhancements for the corridor. The most significant involves adding a stop sign at Lafayette for southbound traffic due to existing sight distance issues. High visibility crosswalks, marking edge lines and parking with daylighting, and clearing obstructions from corners will also help increase visibility.

Existing Condition



Concept Plan



LARRY HOLMES DRIVE

PLANNING LEVEL COST ESTIMATE
\$2,750,000


The Larry Holmes Drive corridor was identified as part of the high-injury network between Route 22 and 3rd Street. This roadway carries over 11,000 vehicles per day. It is part of State Route 611 and includes an interchange with Route 22. At the north end of this corridor, the interchange with Route 22 and State Route 611 consists of a very compressed partial clover leaf configuration with extremely short acceleration/deceleration lanes. This is due to the location of the Easton-Phillipsburg Toll Bridge and the Delaware River. The substandard nature of these roadway features has led to many crashes in this area. Riverside Park also runs adjacent to the east side of Larry Holmes Drive, which has many recreational and community gathering areas that draw pedestrians to this area. Many large-scale community events happen along Riverside Park which leads to pedestrians crossing all along Larry Holmes Drive at random locations. In addition, the Two Rivers Trailway runs along Riverside Park/Larry Holmes Drive as well. The Two Rivers Trailway is a planned 30-mile trail system in and around Easton.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a Pedestrian or Bike | Speed | Aggressive Driving | |
| 11,900 | 2 | 2 | 0 | 21 | 29 |


PROPOSED CONCEPT PLANS




Corridor Section 1
3rd Street to Northampton Street



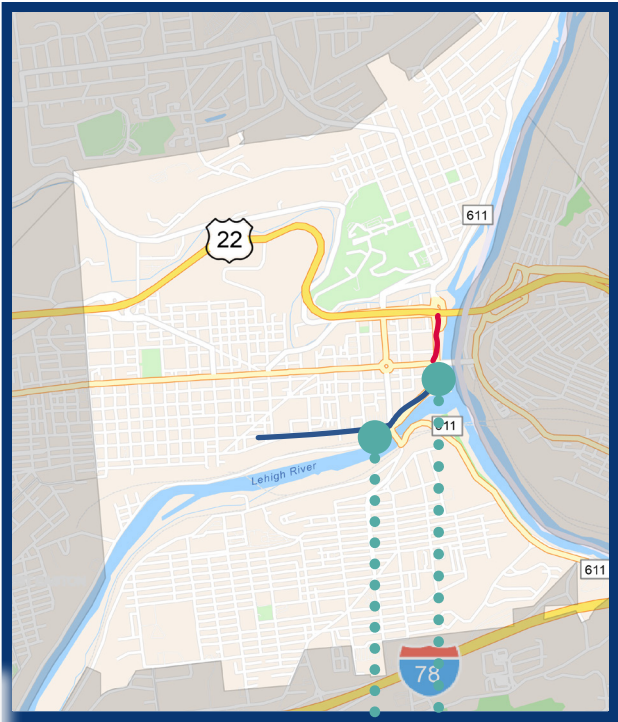
Corridor Section 2
Northampton Street to Route 22



Intersection Detail
Washington Street, 3rd Street, & Larry Holmes Drive



Intersection Detail
Northampton Street & Larry Holmes Drive

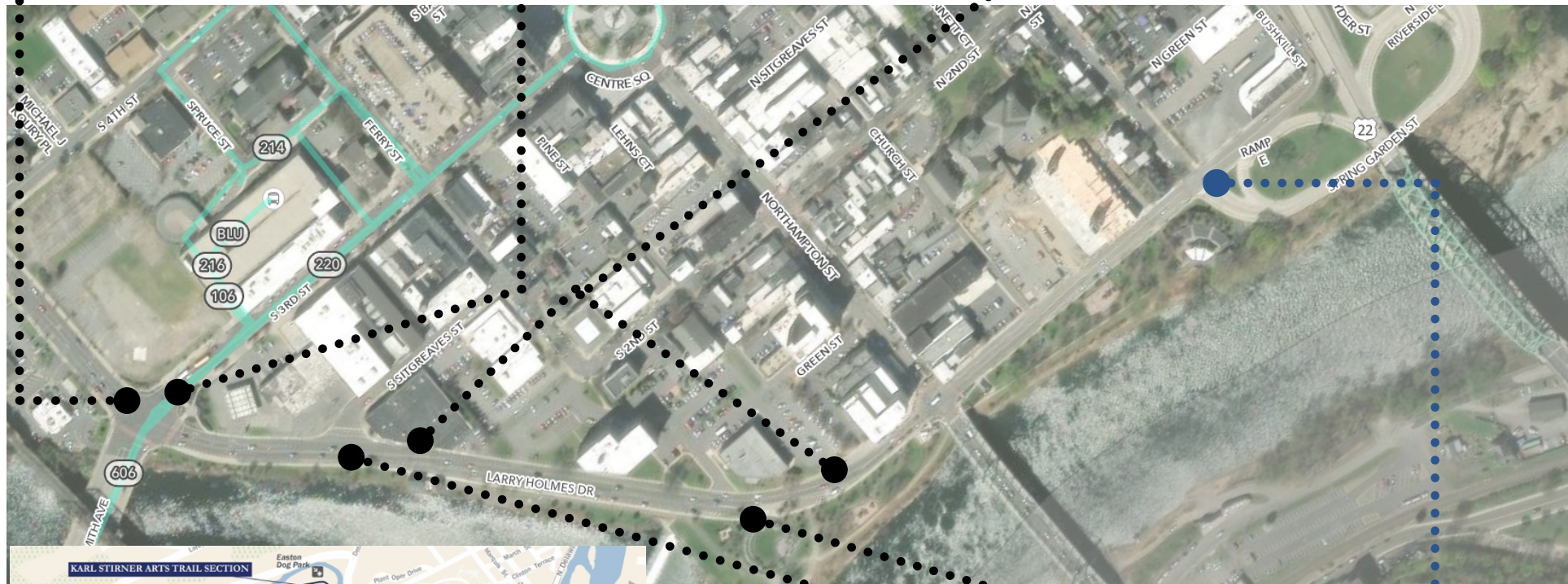


Larry Holmes Drive Existing Conditions

Challenges with pedestrian crossings identified in public survey

AARP Walk Audit results notes lack of available crosswalks and minimal time to cross at designated crosswalks

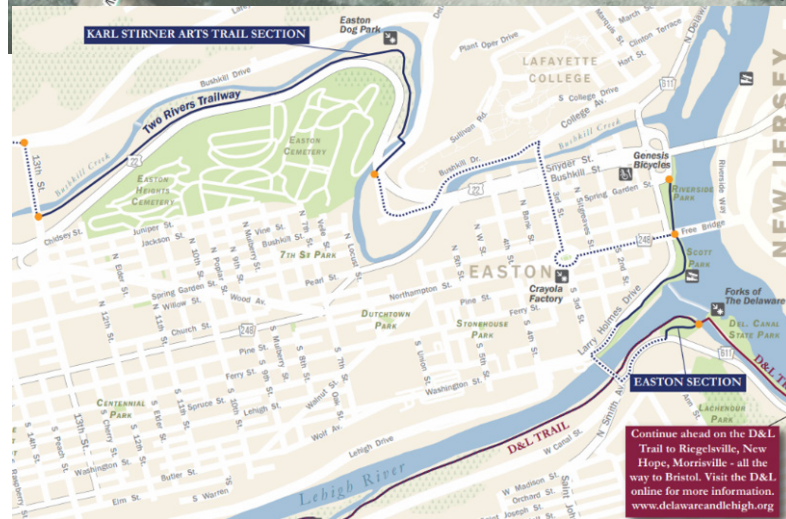
High numbers of pedestrian crossings to park and during events in Riverside Park



Two Rivers Trailway creates potential for more conflicts between vehicles and bikes/pedestrians

Exit of frontage road at extreme skew angle

Route 22 interchange with very compressed cloverleaf and short ramps



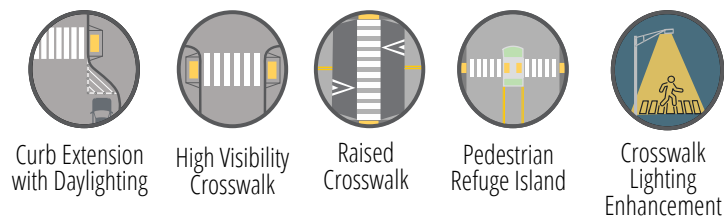
Larry Holmes Drive connects many trail networks within Easton.



Bus Routes

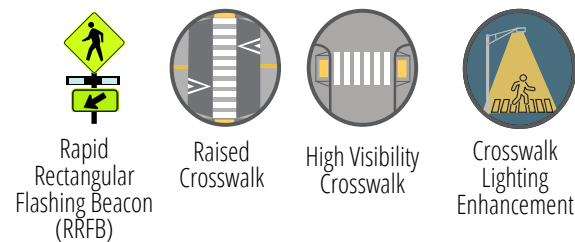
Larry Holmes Drive Corridor Concept Plan: Section 1

3rd Street to Northampton Street



Intersection Improvements

- 3rd Street & Larry Holmes Drive
- Larry Holmes Drive & Sitgreaves Street

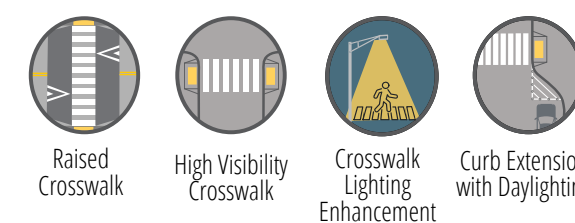
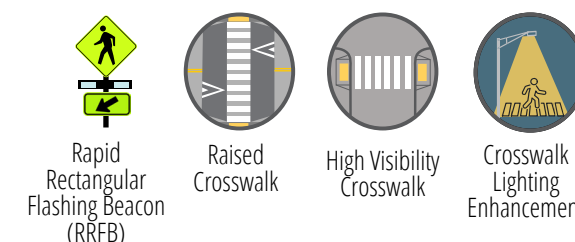
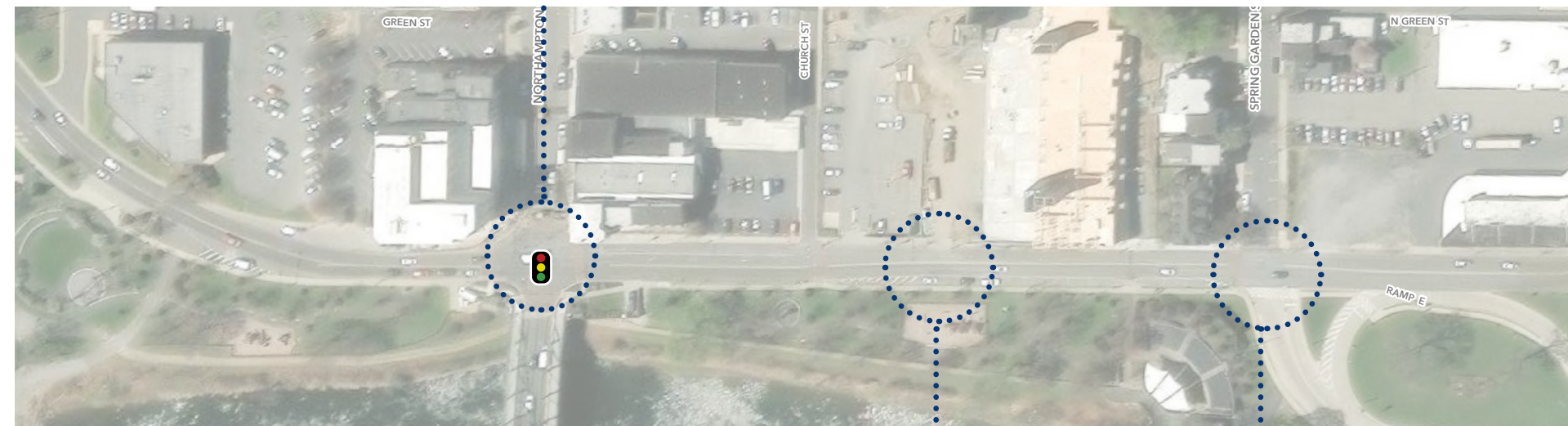


Bus Routes



Larry Holmes Drive Corridor Concept Plan: Section 2

Northampton Street to Route 22



Intersection Improvements

- Larry Holmes Drive & Northampton Street
- Larry Holmes Drive & Spring Garden Street

Intersection Detail: Washington Street, 3rd Street, & Larry Holmes Drive

The Larry Holmes Drive corridor has the highest number of high injury crashes in the City of Easton. These crashes included both head on collisions and angled crashes. One involved a cyclist. In its current form the intersection makes turning difficult due to the four-way intersection and the number of lanes included. Additionally, this intersection is a high foot traffic area due to the Easton Farmers Market and is only projected to increase with a new apartment complex which is currently under development.

To minimize the number of crashes and plan for increased pedestrian traffic, the new design proposes converting the current four-way intersection to a roundabout. Additionally, existing four-lane roadways are proposed to be converted to two-lane roadways through a road diet. In order to make turning less dangerous for drivers and pedestrians alike, all turn lanes are proposed to be right-turn lanes only. Pedestrian infrastructure is proposed to be improved by including four ADA-compliant high-visibility crosswalks and right turn only lane. This will allow for easy access to parks and events along Larry Holmes Drive.

Existing Condition



Concept Plan



Visual Renderings of Concept Plan



What is a Modern Roundabout?

A modern roundabout is a circular intersection designed to manage traffic flow safely and efficiently. Unlike older traffic circles or rotaries, modern roundabouts feature specific design elements that prioritize efficiency and reduce collision risks. Key characteristics include a circular roadway where vehicles travel counterclockwise, yield-on-entry rules, curved approaches, and low-speed limits typically between 15-25 mph. Additional features, such as splitter islands, guide traffic into the roundabout, protect pedestrians, and provide safe crossing points. Roundabouts differ from traffic circles as modern roundabouts have smaller footprints, priorities low speeds, include no stop signs or traffic signals, and require entering vehicles yield to traffic inside the roundabout compared to traffic circles.

Roundabouts are becoming an increasingly popular safety countermeasure in the US. Maryland currently has over 100, New York over 65, and Virginia over 30. The state with the most roundabouts is Washington with about 200 roundabouts.

| Roundabouts | Traffic Circles |
|--|---|
| Low Speeds | High Speeds |
| Small Footprint | Large Footprint |
| Entering vehicles yield to traffic inside the roundabout | Vehicles inside circle yield to entering vehicles |
| No stop signs or traffic signals | Can include stop signs or traffic signals |

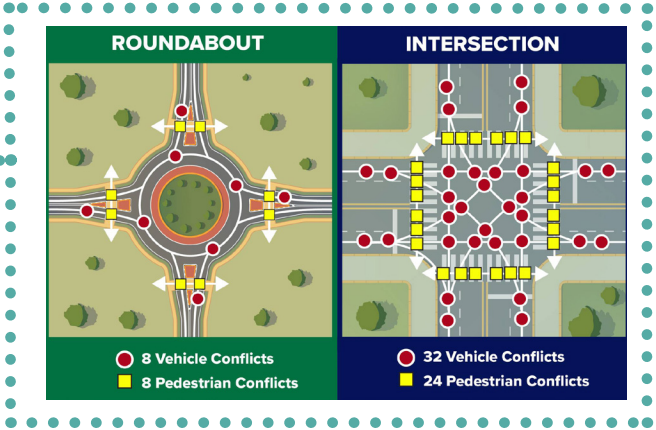
Safety Benefits

Modern roundabouts offer significant safety advantages over traditional intersections. One of the most notable benefits is the reduction in conflict points. A traditional four-way intersection has 32 vehicle conflict points and 24 pedestrian conflict points, while a roundabout has only eight vehicle and eight pedestrian conflict

points. The curved design and reduced speeds also lower the risk of severe collisions. Studies show that roundabouts reduce fatal crashes up to 90%, injury crashes by 76%, and overall crashes by 35%.¹ Furthermore, roundabouts virtually eliminate high-speed head-on and T-bone collisions, which are common at traditional intersections. Pedestrian safety is enhanced as well, with shorter crossing distances and refuge islands that allow them to cross one direction of traffic at a time.

Traffic Capacity Benefits

In addition to improving safety, modern roundabouts enhance traffic flow and capacity. Unlike stop signs or traffic signals, roundabouts allow continuous vehicle movement, reducing delays and idle times. This makes them particularly effective during off-peak hours when vehicles would otherwise wait unnecessarily at red lights. Roundabouts typically carry about 30% more vehicles than similarly sized signalized intersections during peak flow conditions. Multi-lane roundabouts can handle higher traffic volumes, efficiently separating and directing traffic streams. Their ability to accommodate fluctuating traffic demand makes them an excellent choice for a wide range of road networks.



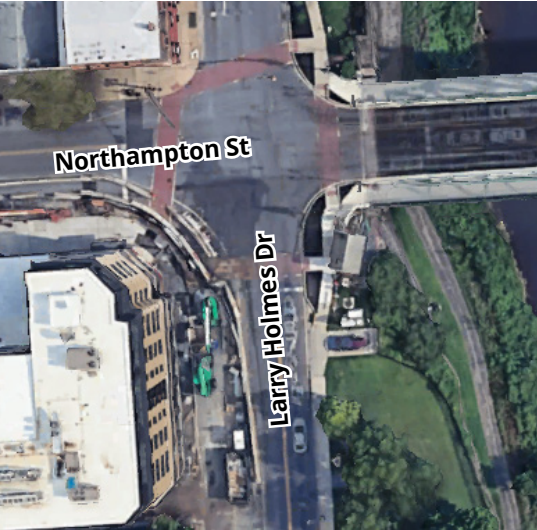
Source: NY DOT 2024.

¹ FHWA (n.d) Modern Roundabouts: A Safer Choice. <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa15016.pdf>

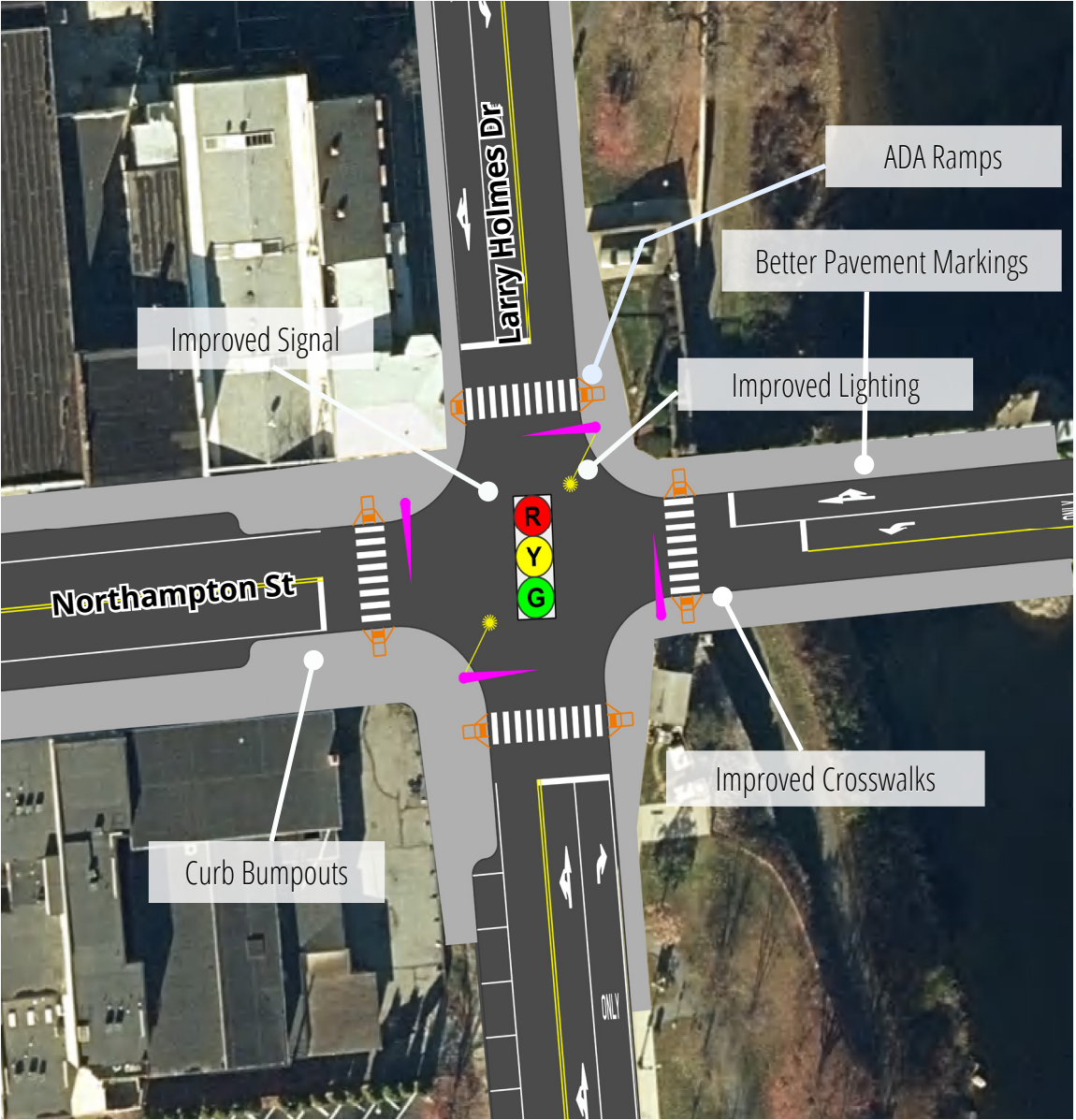
The intersection at Larry Holmes Drive and Northampton Street in its current condition poses major challenges for pedestrians trying to access the waterfront and parks due to its proximity to the Northampton Street bridge. This intersection was the third most mentioned intersection for concerns related to pedestrians during the public engagement portion of this plan and has seen two crashes involving non-motorists. Public concerns noted that drivers disregard signals and high vehicle speeds.

To counteract these challenges and increase access to the City's waterfront a number of changes are proposed to increase pedestrian and driver cohesion. Most notably, an improved signal is proposed to be installed at the intersection, along with increased street lighting to enhance pedestrian safety. Two curb bump-outs are proposed for the west side of Northampton Street to reduce the time pedestrians spend in the street and to encourage drivers to slow down. Additionally, crosswalks are proposed to be improved by adding ADA ramps and repainting marked stripes. Lastly, pavement markings for drivers coming off the Northampton Bridge are proposed to be repainted and improved to eliminate possible confusion regarding traffic flow.

Existing Condition



Concept Plan

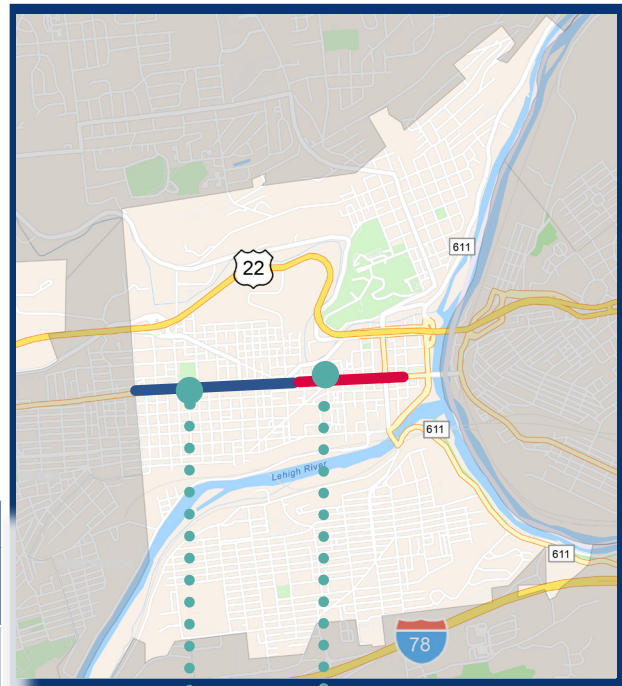


NORTHAMPTON STREET


PLANNING LEVEL COST ESTIMATE
\$1,125,000

This corridor extends from 15th Street to Larry Holmes Drive. It carries between 8,000 and 11,000 vehicles each day and is an important LANTA route. A portion of this roadway is also designated as State Route 248. This corridor includes a mix of residential and commercial businesses with signalized intersections at major cross streets. This corridor leads right to Easton's Centre Square and to the Northampton Street bridge crossing the Delaware River. Several of the intersections on the east end of the corridor have been upgraded with colorized and textured crosswalks and other improvements. Enhancements are still needed on the west end of the corridor.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a Pedestrian or Bike | Speed | Aggressive Driving | |
| 11,000 | 3 | 6 | 2 | 19 | 2 |




PROPOSED CONCEPT PLANS




Corridor Section 1
15th Street to 8th Street



Corridor Section 2
8th Street to 2nd Street

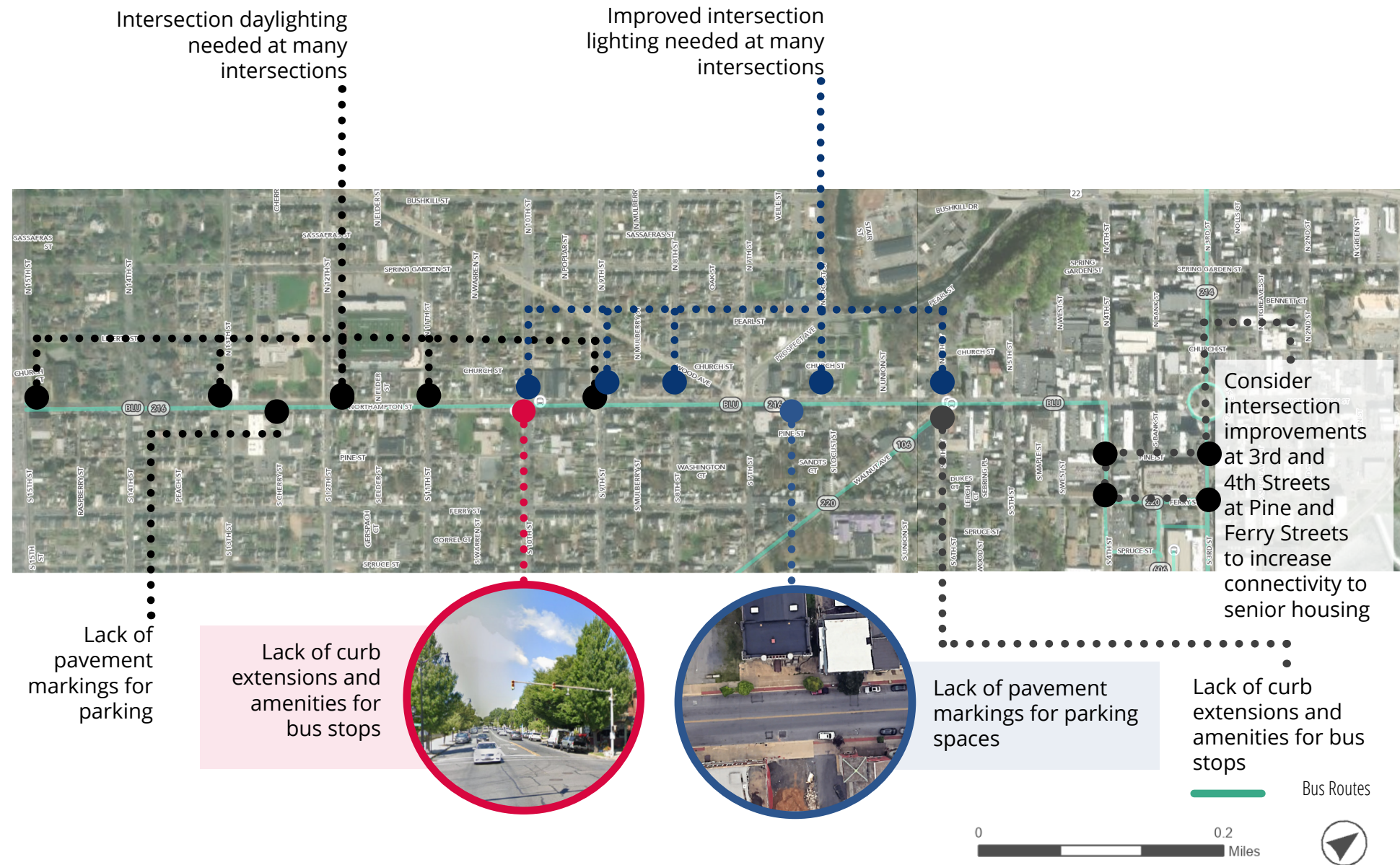


Intersection Detail
Northampton Street & 13th Street



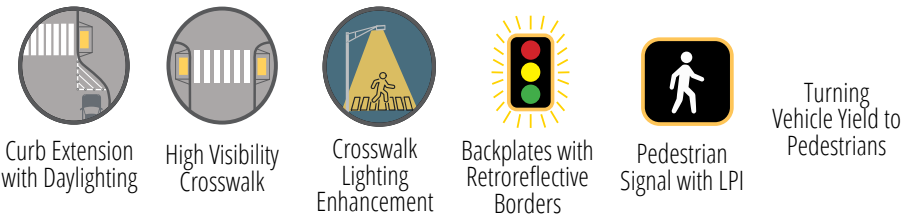
Intersection Detail
Northampton Street & 6th Street

Northampton Street Existing Conditions



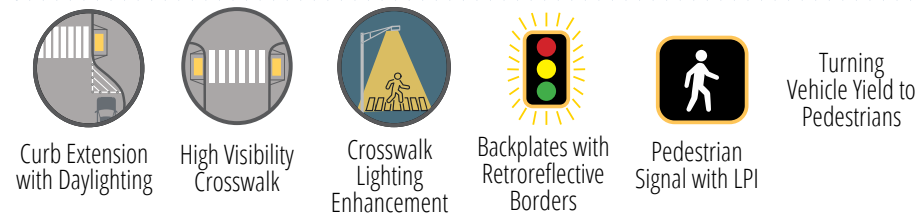
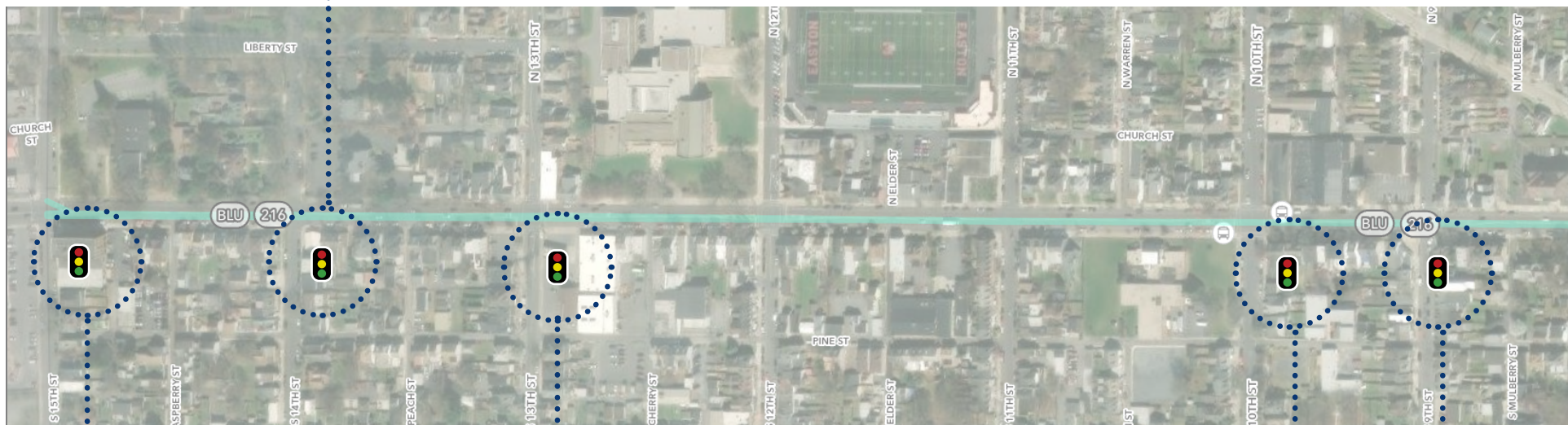
Northampton Street Corridor Concept Plan: Section 1

15th Street to North 8th Street



Intersection Improvements

- Northampton Street & 15th, 14th, 13th Street
- Northampton Street and 10th Street
- Northampton Street & 9th Street



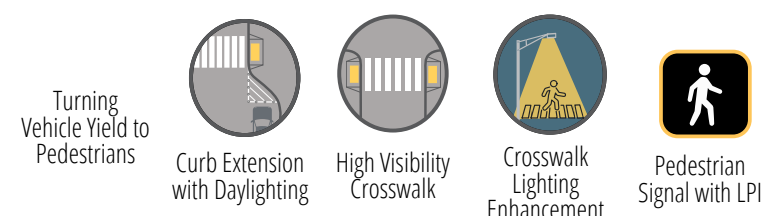
Bus Routes

0 0.2 Miles



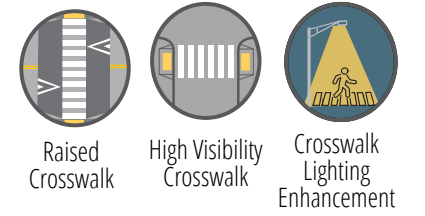
Northampton Corridor Concept Plan: Section 2

North 8th Street to North 2nd Street



Intersection Improvements

- Northampton Street & Wood Avenue
- Northampton Street and Walnut Street
- Northampton Street & 5th Street, West Street, 4th Street
- Northampton Street & 2nd Street



Bus Routes

0 0.2 Miles



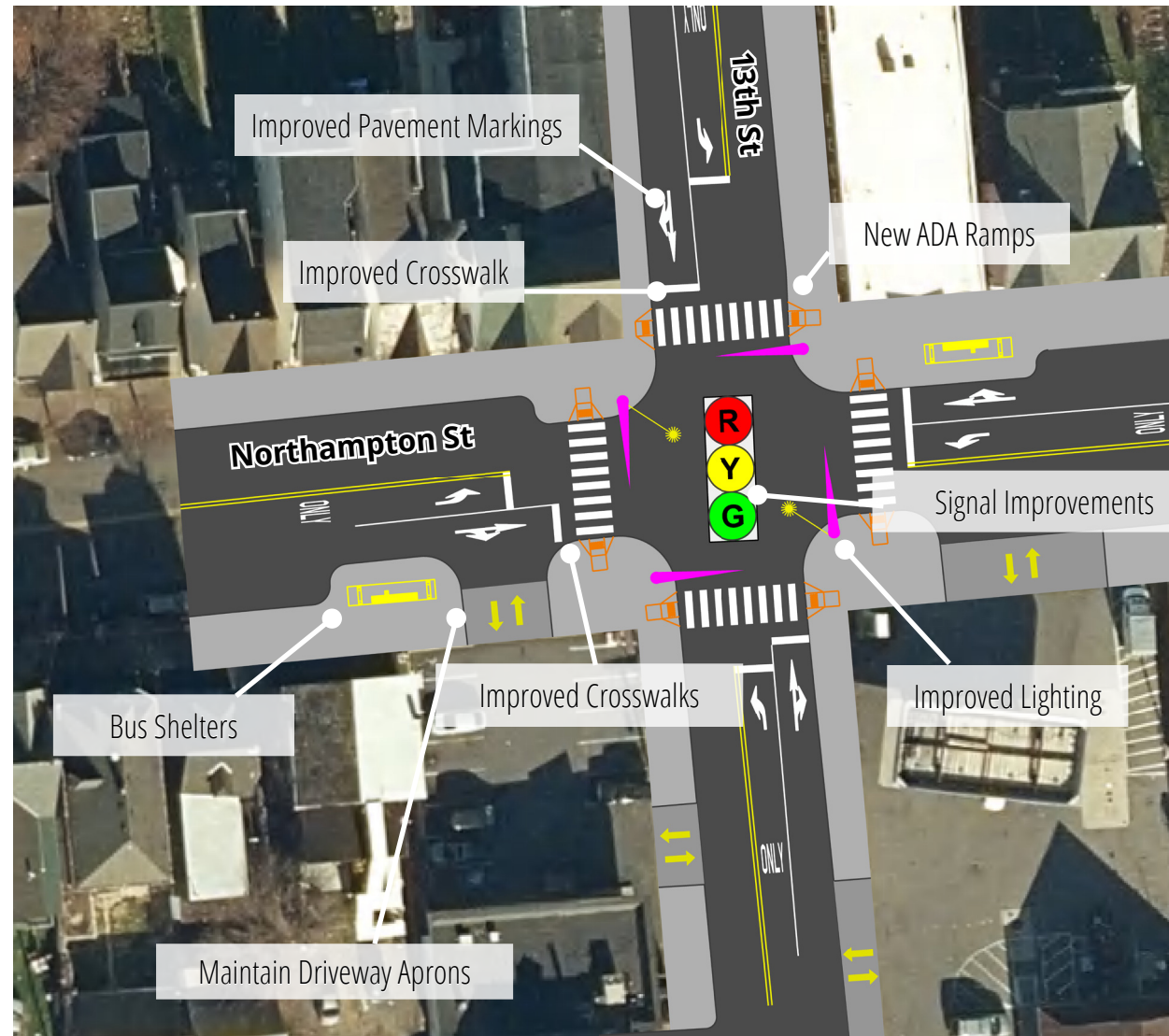
Intersection Detail: Northampton Street & 13th Street

The Northampton Street and 13th Street intersection is a high injury intersection and in the past four years there have been a total of 11 crashes at just this intersection. The current makeup of this intersection makes it difficult for pedestrians to cross the street due to visibility and speeds, worsened by the increased foot traffic due to the nearby bus stop. To minimize potential harm a number of intersection visibility improvements are proposed in this concept plan. Improved street lighting along with repainted and ADA compliant crosswalks are proposed to add increased visibility. Additionally, the proposed curb bump outs will assist in minimizing the time pedestrians need to cross the street.

Existing Condition



Concept Plan



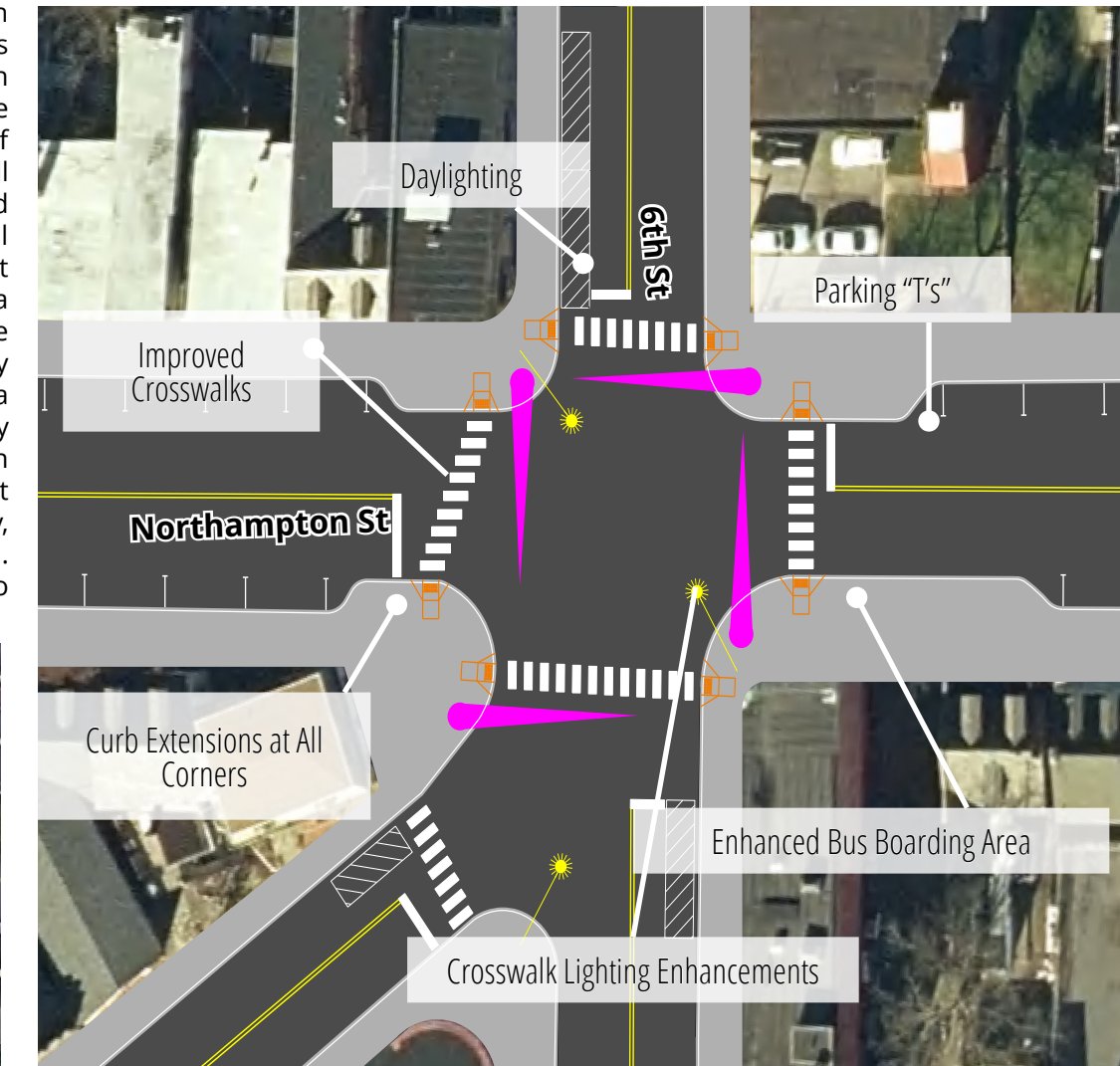
Intersection Detail: Northampton Street & 6th Street

Along the Northampton Street corridor, the intersection at 6th Street has seen crashes resulting in a suspected serious injury and involving non-motorists. There are also two bus stops located in this intersection. The current condition of this intersection makes it difficult for pedestrians to get to the bus stop on Northampton Street due to issues with visibility and speeding. To mitigate potential harm to pedestrians and drivers alike a number of improvements focused on increased visibility are proposed. First, all crosswalks should be improved to be ADA accessible and repainted for visibility. Introducing new crosswalk lighting enhancements will help improve visibility of pedestrians at crosswalks, particularly at night or in low-light conditions. On the north side of 6th Street a curb extension with daylighting should be introduced to reduce the crossing distance for pedestrians and narrowing the roadway to discourage speeding. Daylighting will assist in keeping the area surrounding the crosswalk clear of obstructions to improve visibility for both drivers and pedestrians. On both sides of Northampton Street, marked on street parking will help to prevent encroachment into travel lanes or intersections by organizing parking. Importantly, an enhanced bus service (EBS) boarding area should be added. This is an important bus stop and improvements are crucial to establishing an EBS station here.

Existing Condition



Concept Plan



OLD PHILADELPHIA ROAD

PLANNING LEVEL COST ESTIMATE
\$500,000

This corridor extends from Line Street/Morgan Hill Road to Folk Street. This roadway runs at a diagonal to the rest of the street grid creating five and six legged intersections that are unconventional and create unanticipated situations for drivers. In addition, this corridor is a main access to and from Interstate 78 and carries as many as 10,000 vehicles a day. This 45 foot wide roadway encourages higher speeds, especially in areas with little or no on street parking.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a Pedestrian or Bike | Speed | Aggressive Driving | |
| 12,300 | 2 | 2 | 0 | 21 | 29 |

PROPOSED CONCEPT PLANS



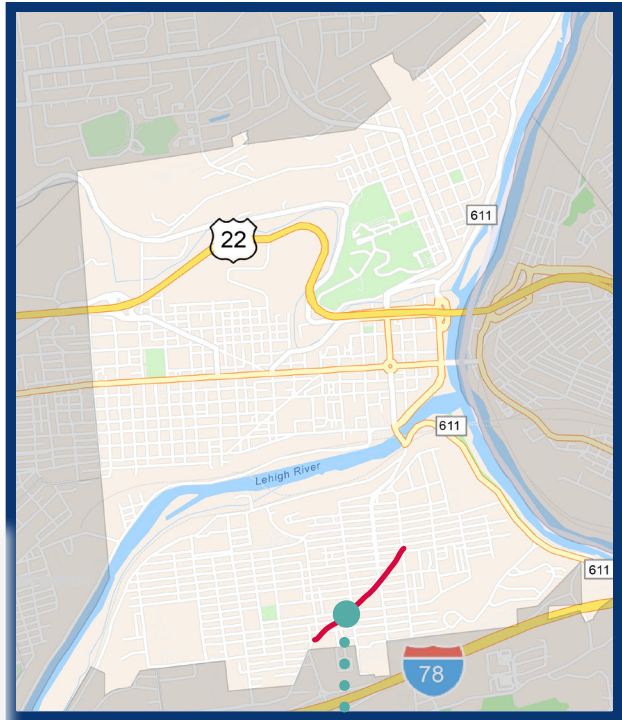
Corridor

Seitz Street to Folk Street



Intersection Detail

Old Philadelphia Road,
Grant Street, & Davis Street



Old Philadelphia Road Existing

Leads to I-78 interchange

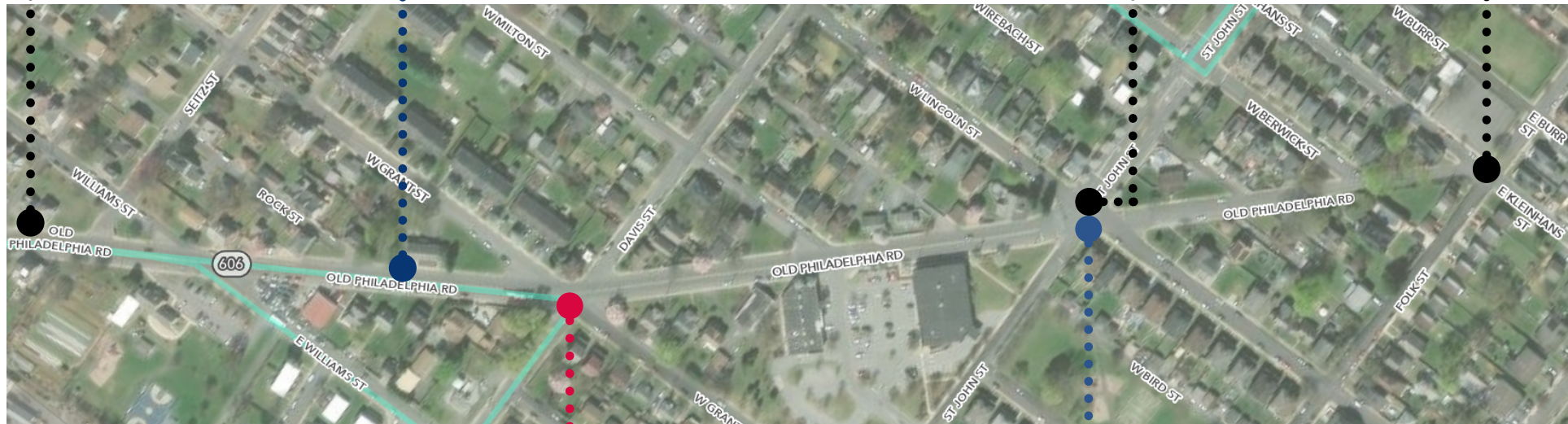


Wide roadway encourages higher vehicle speeds

Skewed alignment for main through lanes

Lane merge required to stay straight toward I-78

Sight triangles are blocked



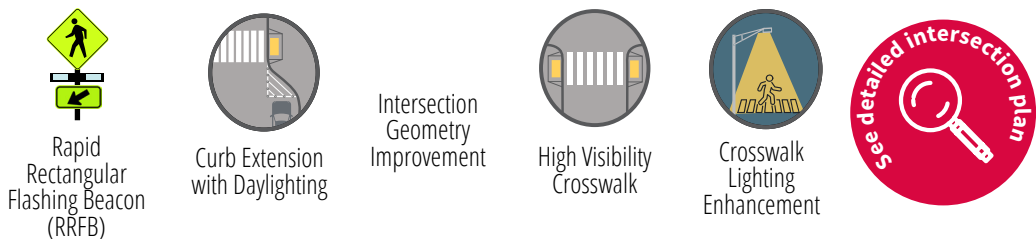
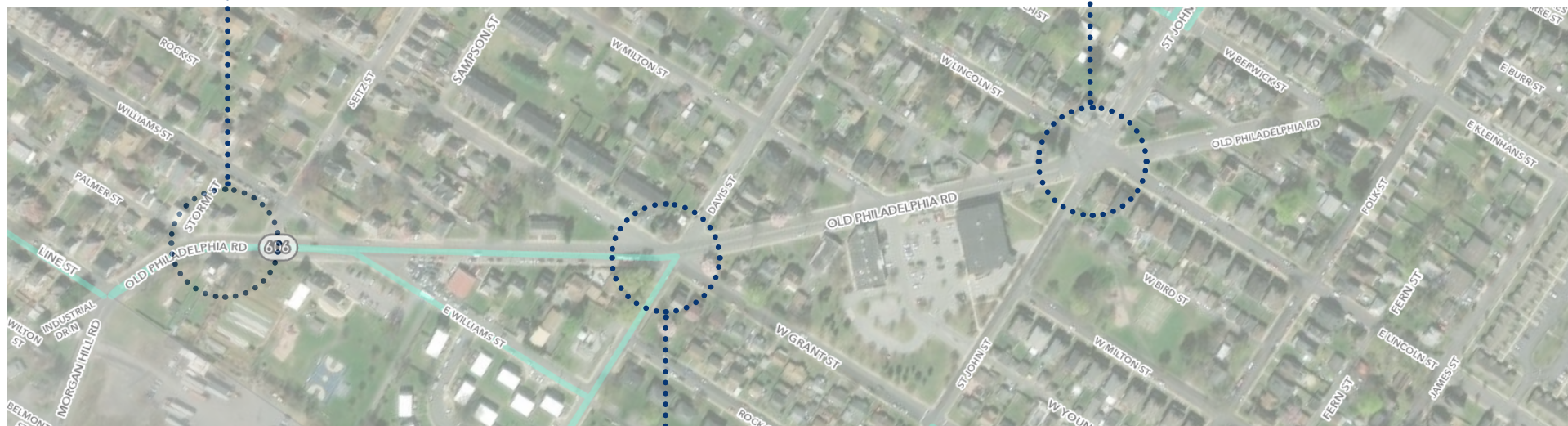
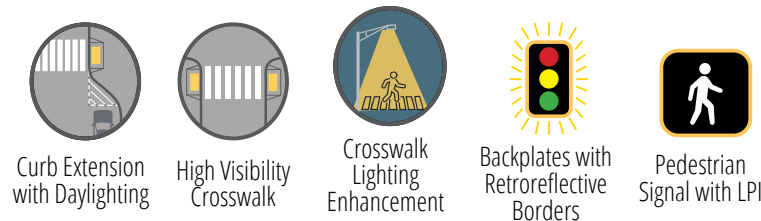
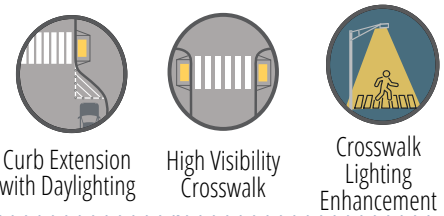
Lack of crosswalks for pedestrian movements



Unconventional six-legged intersection

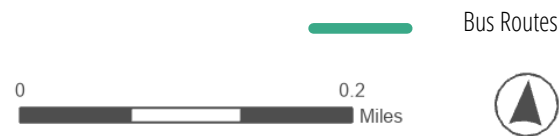


Old Philadelphia Road Corridor Concept Plan Seitz Street to Folk Street



Intersection Improvements

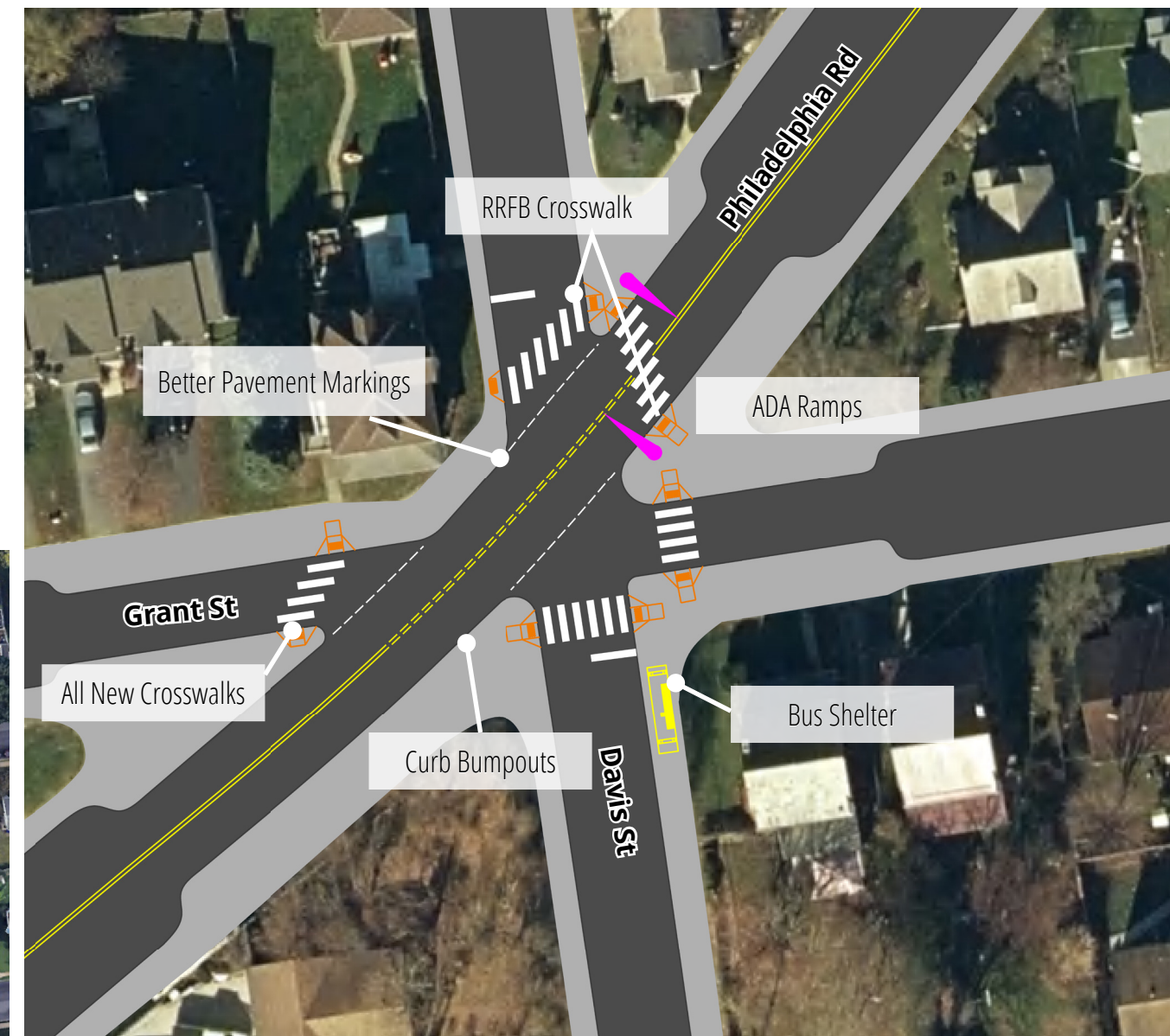
- Old Philadelphia Road & Palmer Street
- Old Philadelphia Road & Davis Street
- Old Philadelphia Road & Lincoln Street



Intersection Detail: Old Philadelphia Road, Grant Street, & Davis Street

This five-way intersection on Philadelphia Street and the surrounding areas is the location of over a dozen crashes ranging from head on collisions to crashes involving pedestrians, a number of which have been high injury crashes. This intersection currently has no pedestrian infrastructure like crosswalks or curb bump outs. This new concept design includes five new ADA compliant crosswalks and adds curb bump outs to minimize the time pedestrians spend crossing the street and ensuring high visibility. Additionally, these crosswalks will use rapid rectangular flashing beacons to draw attention to pedestrians beginning to cross. For drivers, better pavement markings will eliminate confusion on where cars should be waiting to make turns and help organize the flow of traffic.

Concept Plan



Existing Condition

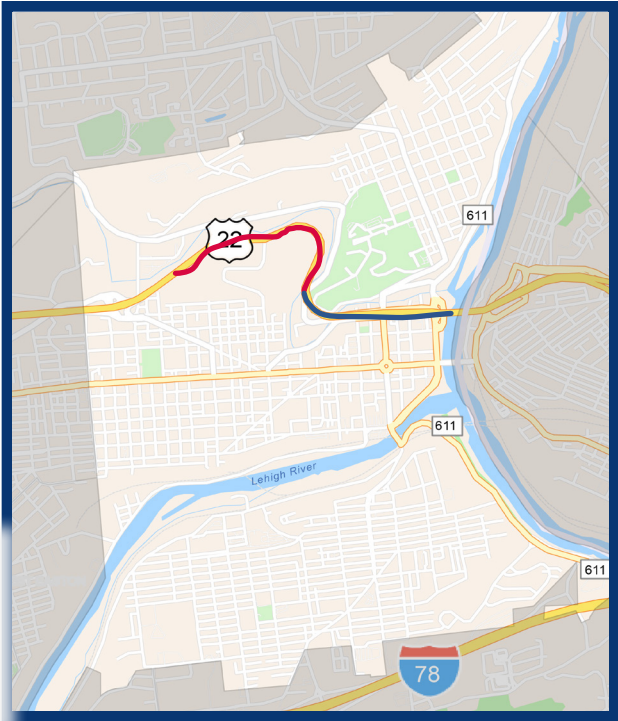


ROUTE 22

PLANNING LEVEL COST ESTIMATE
\$1,200,000 - 10,000,000+

State Route 22 is a high speed, limited access highway that is one of the primary transportation corridors in the Lehigh Valley. A challenging portion of Route 22 crosses through Easton. We understand that the roadway is under the jurisdiction of PennDOT but we have identified two high injury crash locations that should be highlighted for improvements as part of any major upgrades to the roadway. There are two sharp horizontal curves to the west of 4th Street that are the location of several high injury crashes.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a pedestrian or bike | Speed | Aggressive Driving | |
| 43,000 | 4 | 0 | 4 | 0 | 10 |



PROPOSED CONCEPT PLANS



Corridor Section 1

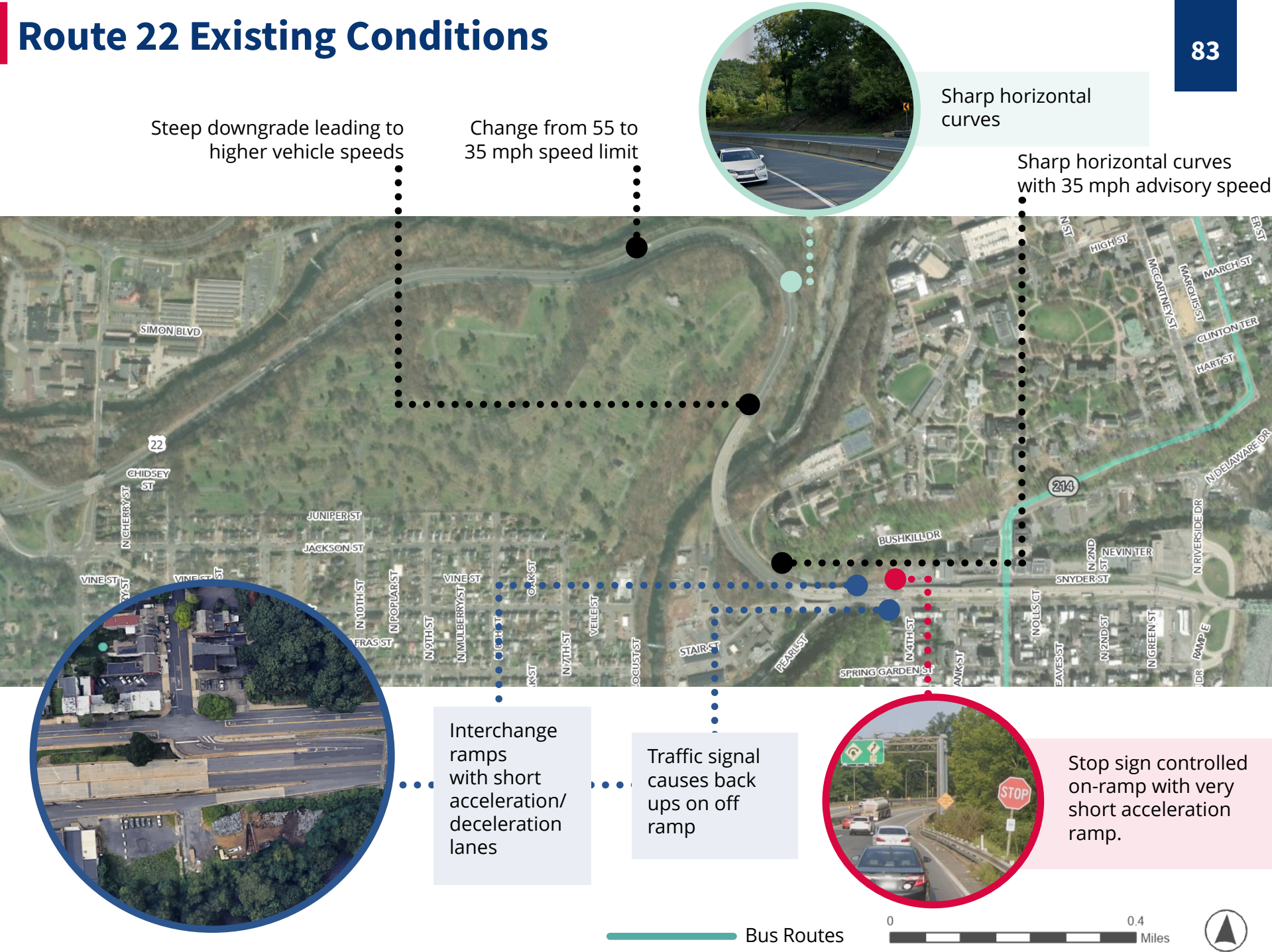
Simon Boulevard to Bushkill Drive



Corridor Section 2

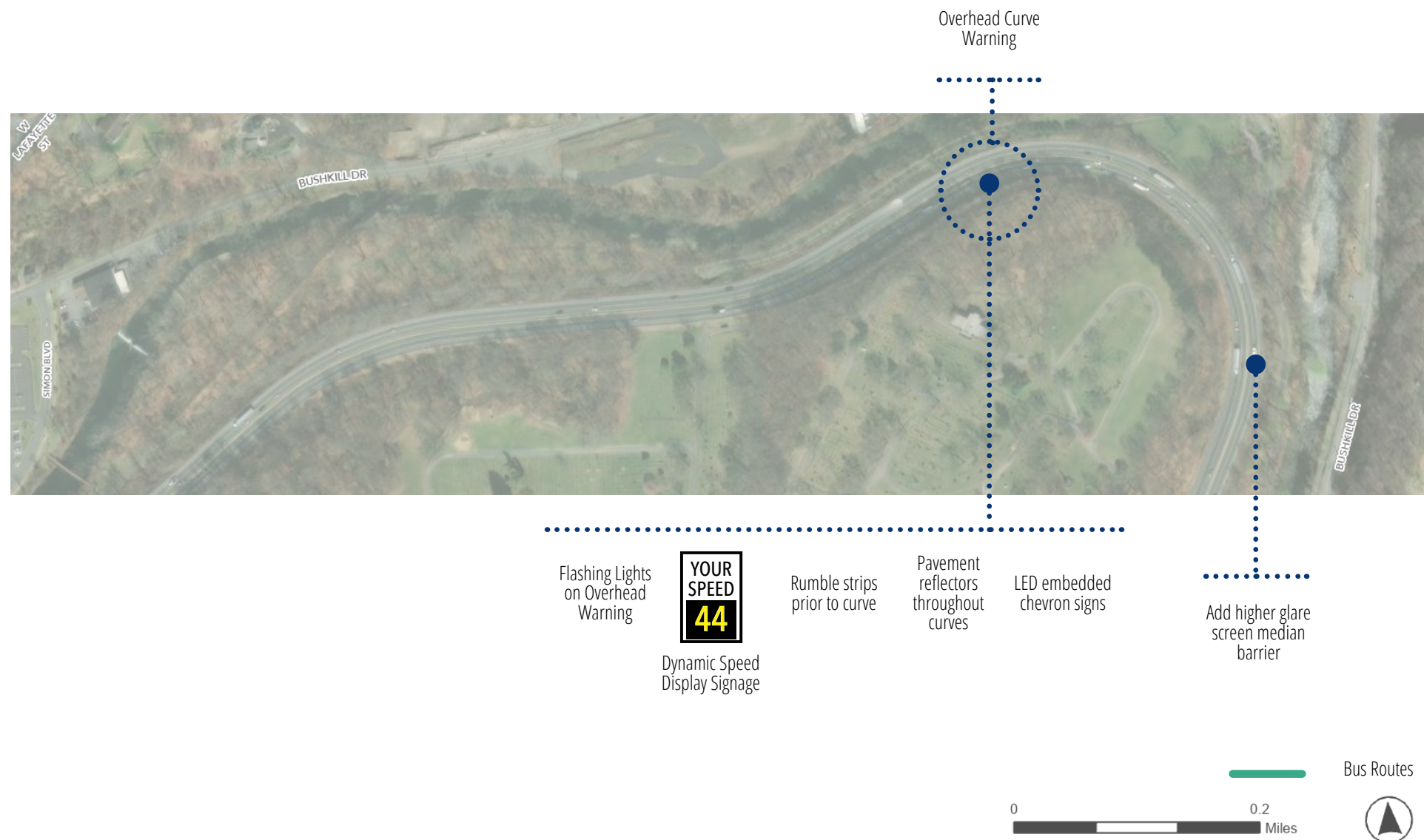
Bushkill Drive to Riverside Drive

Route 22 Existing Conditions



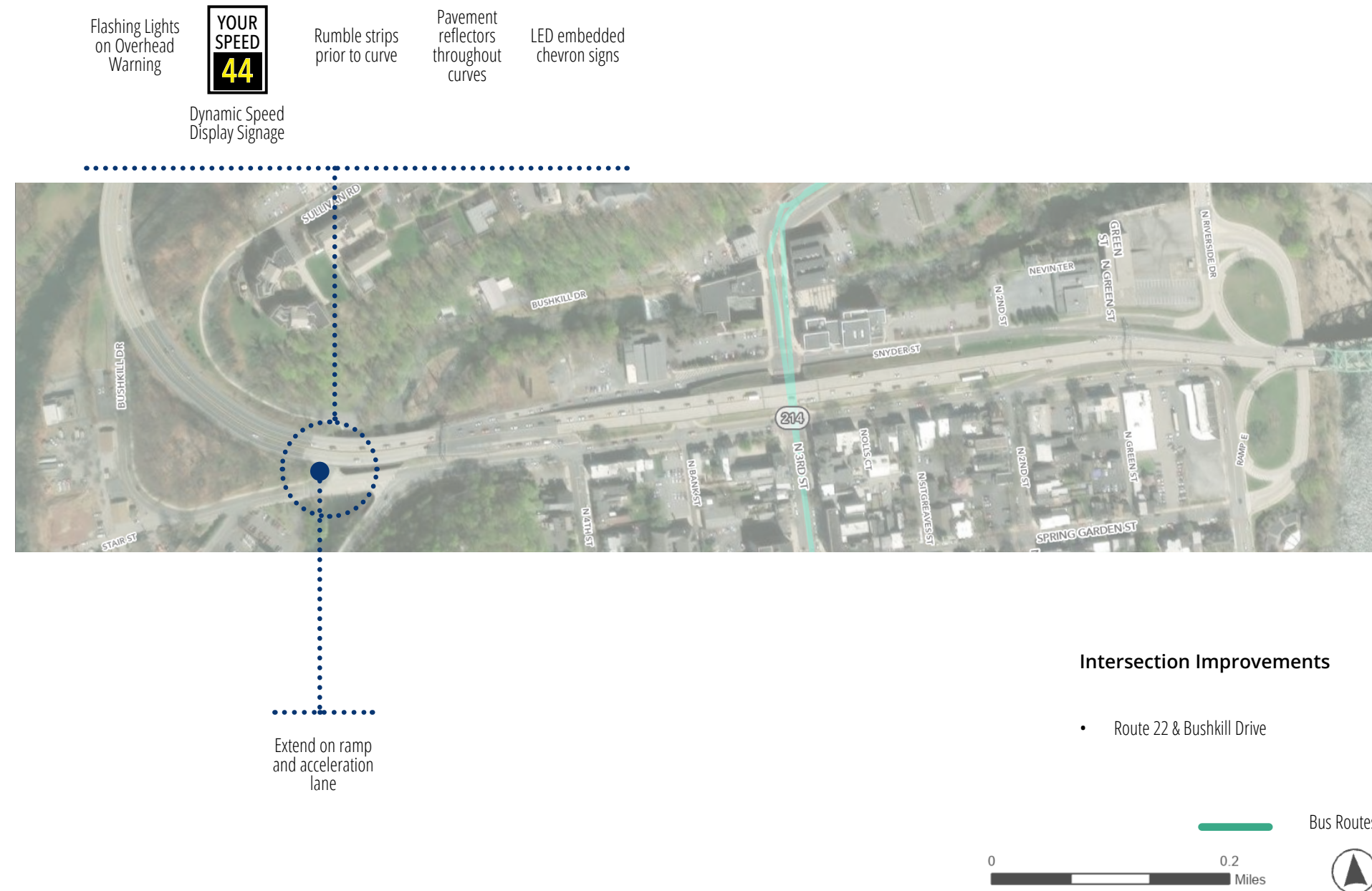
Route 22 Corridor Concept Plan: Section 1

Simon Boulevard to Bushkill Drive



Route 22 Corridor Concept Plan: Section 2

Bushkill Drive to Riverside Drive

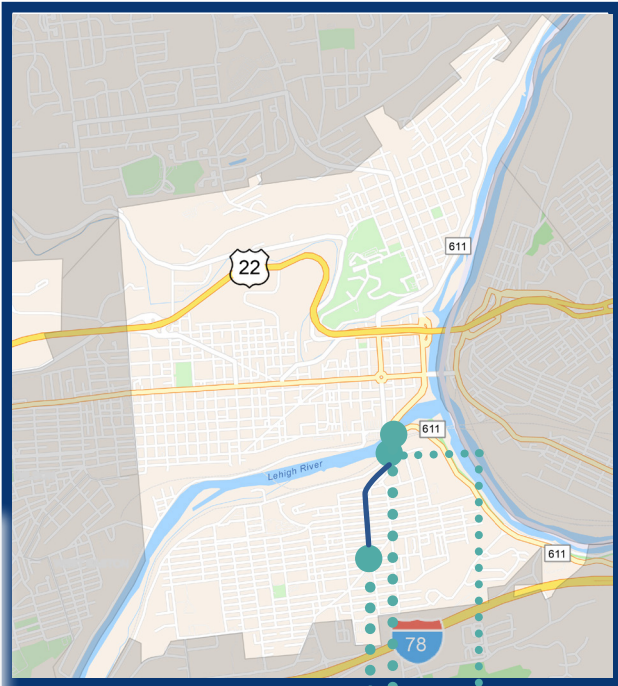


SAINT JOHN STREET/ SMITH AVENUE

PLANNING LEVEL COST ESTIMATE
\$960,000

The Saint John Street/Smith Avenue corridor extends from South Delaware Drive to Old Philadelphia Road. The steep roadway creates safety issues with high vehicle speeds and traction issues in bad weather. The roadway transitions from one lane to a two lane boulevard and back to one lane over a relatively short distance causing conflicts at the merge points.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a pedestrian or bike | Speed | Aggressive Driving | |
| 12,300 | 2 | 0 | 2 | 7 | 10 |



PROPOSED CONCEPT PLANS

Corridor

Lincoln Street to Larry Holmes Drive

Intersection Detail

Old Philadelphia Road, Lincoln Street, & Saint

Intersection Detail

3rd Street & Delaware Drive

Intersection Detail

Smith Avenue & Canal Street

Saint John Street Existing Conditions

Sharp Curves for straight through lanes

Two lanes merge into one

Roadway transitions from lane to two and back to one

Sharp Curve in Roadway Alignment

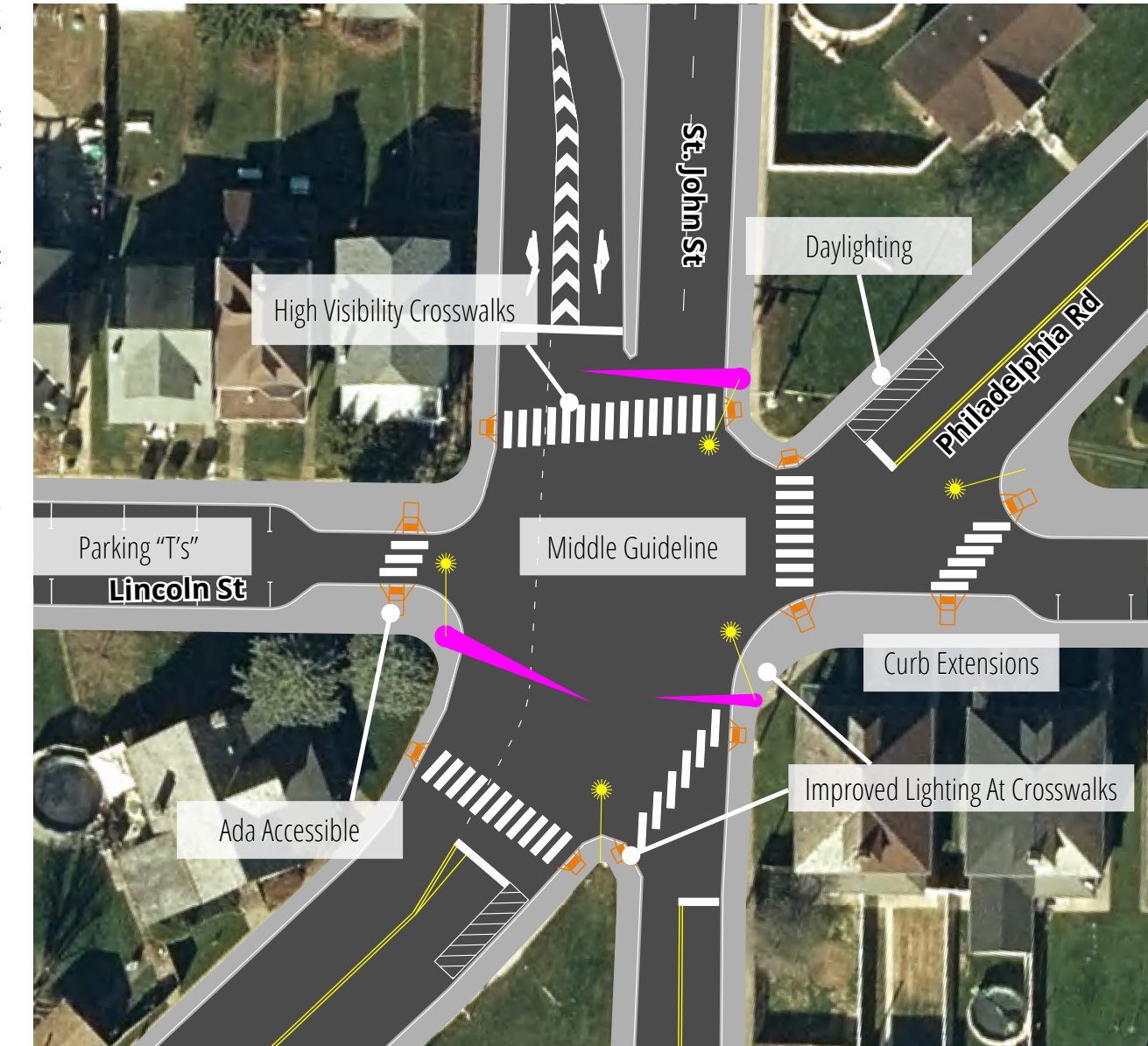
Lack of pedestrian crossing

Lack of transit amenities

Unconventional six-legged intersection

No sidewalk on southside of roadway from stairway

- St. John Street & Old Philadelphia Road
- St. John Street & Smith Avenue

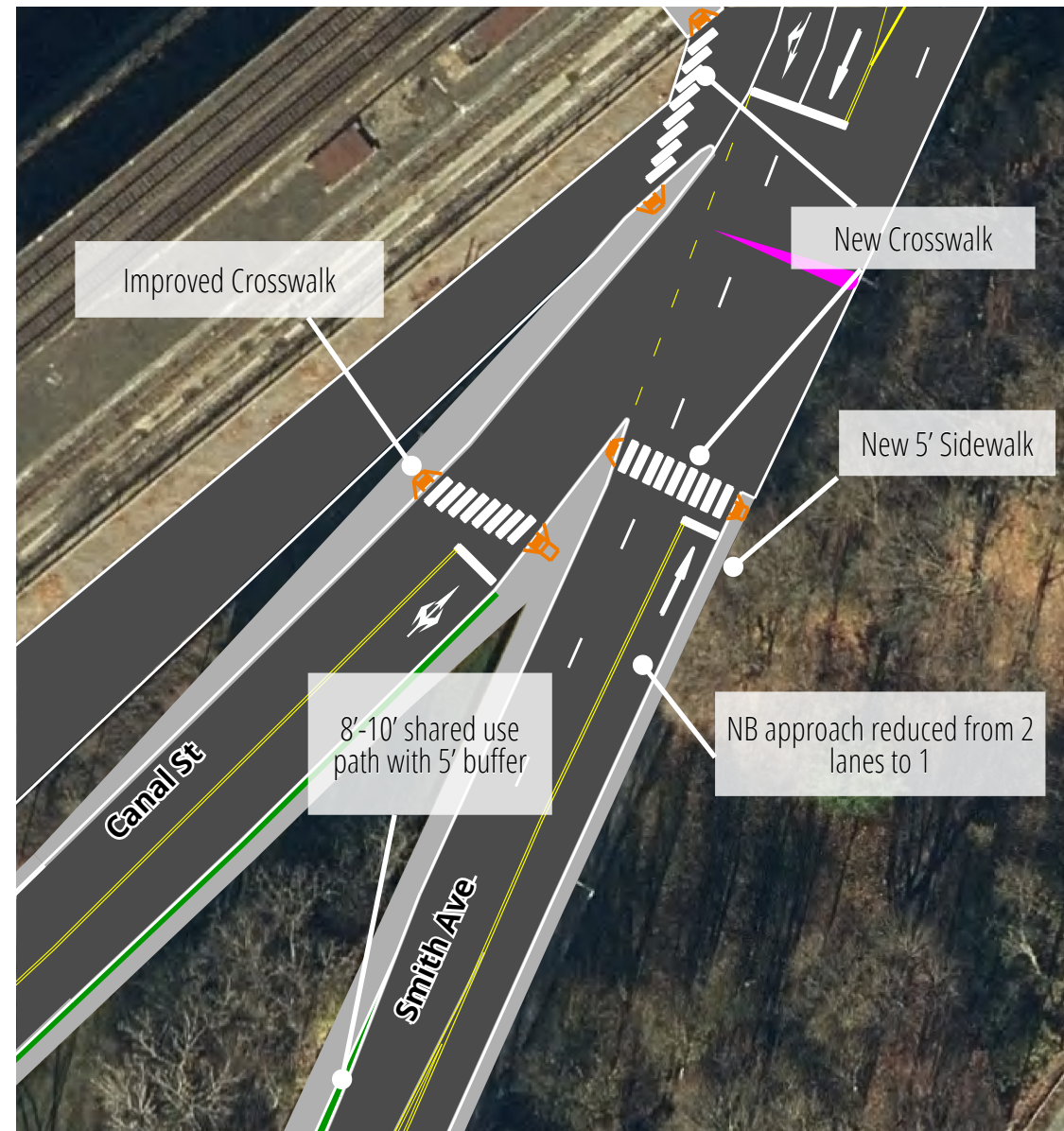


Intersection Detail: Smith Avenue & Canal Street

This section of the corridor features one distinct intersection that presents safety concerns for all road users. The intersection of Canal Street and Smith Avenue has minimal pedestrian infrastructure making it dangerous for residents and visitors trying to either get into downtown or access the waterfront. This is only highlighted by the history of crashes involving pedestrians at this intersection. These crashes were suspected to be attributed to aggressive driving.

The new design seeks to mitigate the types of crashes seen at this intersection. The two existing crosswalks on Canal Street will be improved to be ADA compliant and a new crosswalk will be put across Smith Avenue connecting pedestrians to Canal Street. A new shared use path for cyclists and pedestrians will be put in along Smith Avenue to enhance bicycle and pedestrian access in this area. Additionally, the northbound approach on Smith Avenue will be reduced from two lanes to one to mitigate speeding and create space for the new five foot sidewalk on the east side of the roadway.

Concept Plan



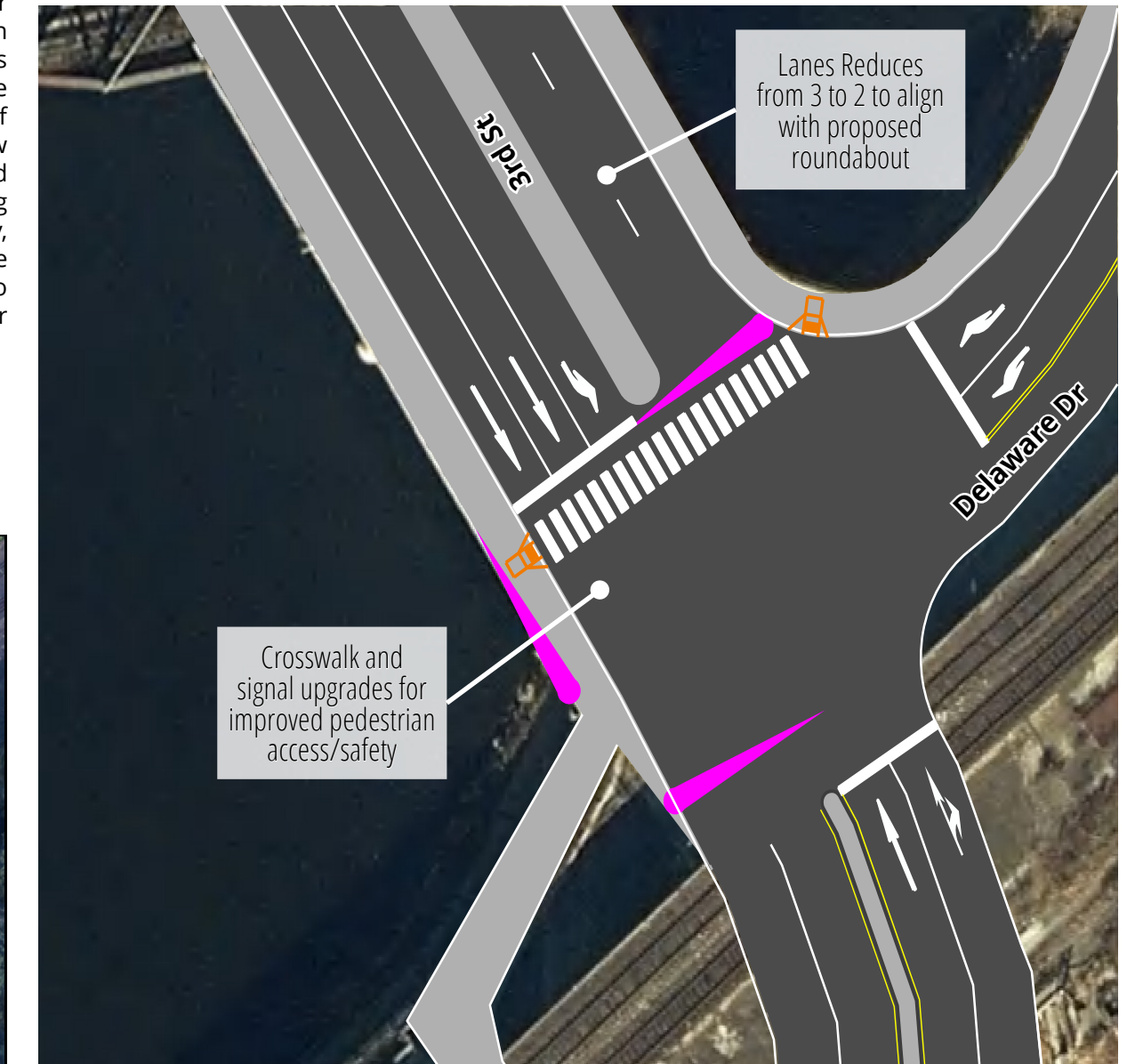
Existing Condition



Intersection Detail: 3rd Street & Delaware Drive

The intersection at Delaware Drive and 3rd Street has seen two crashes related to aggressive driving and was noted as a dangerous crossing for pedestrians during the public engagement section of the plan. The current state of the corridor makes it difficult for pedestrians and cyclists to access the waterfront and D&L Trail due to the condition of the crosswalks and high speed traffic. The new design includes the addition of a new crosswalk and completing signal upgrades for pedestrians trying to cross 3rd Street to Delaware Drive. Additionally, to minimize speeding and aggressive driving a lane reduction from three lanes to two is introduced to align with the proposed roundabout across the river at Larry Holmes Drive and 3rd Street.

Concept Plan



Existing Condition



WASHINGTON STREET

PLANNING LEVEL COST ESTIMATE
\$244,083

The Washington Street corridor is two-way east/west corridor beginning at the intersection with Walnut Street to the west and ending at the intersection with 4th Street/Lehigh Drive to the east. This two-lane roadway features wide lanes and experiences relatively high traffic volumes. The corridor provides access to the residential neighborhoods to Northampton County Courthouse to the west and downtown/riverfront further east and features a steep downhill slope between Union Street and 4th Street.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a pedestrian or bike | Speed | Aggressive Driving | |
| 6,794 | 4 | 7 | 2 | 23 | 57 |

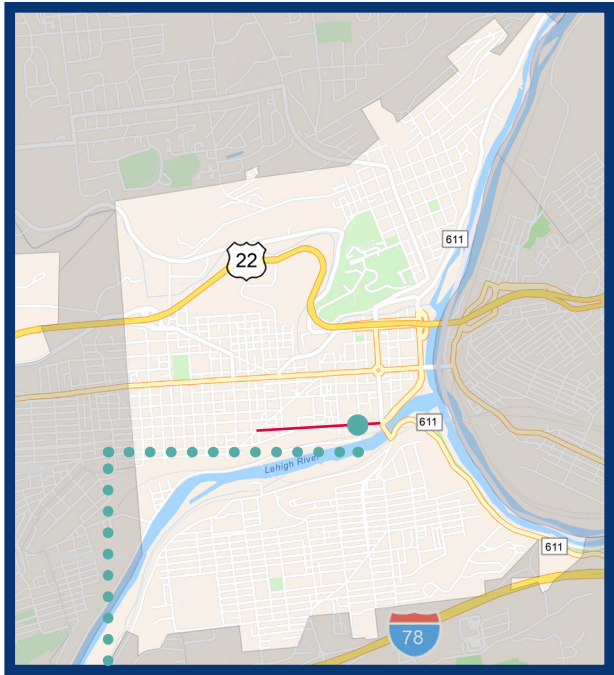
PROPOSED CONCEPT PLANS



Corridor
Walnut Street to 3rd Street



Intersection Detail
Washington Street & 4th Street



Washington Street Existing Conditions

Wide, one-way roadway with no marked parking/edge lines



Steep decline leading eastbound towards the riverfront area



New, high-density residential development



Difficult intersection with limited visibility

Lack of ADA ramps and worn pedestrian crossings near memory care facility



Unprotected pedestrian crossing with multiple high-injury crashes



Shopping center / McDonald's

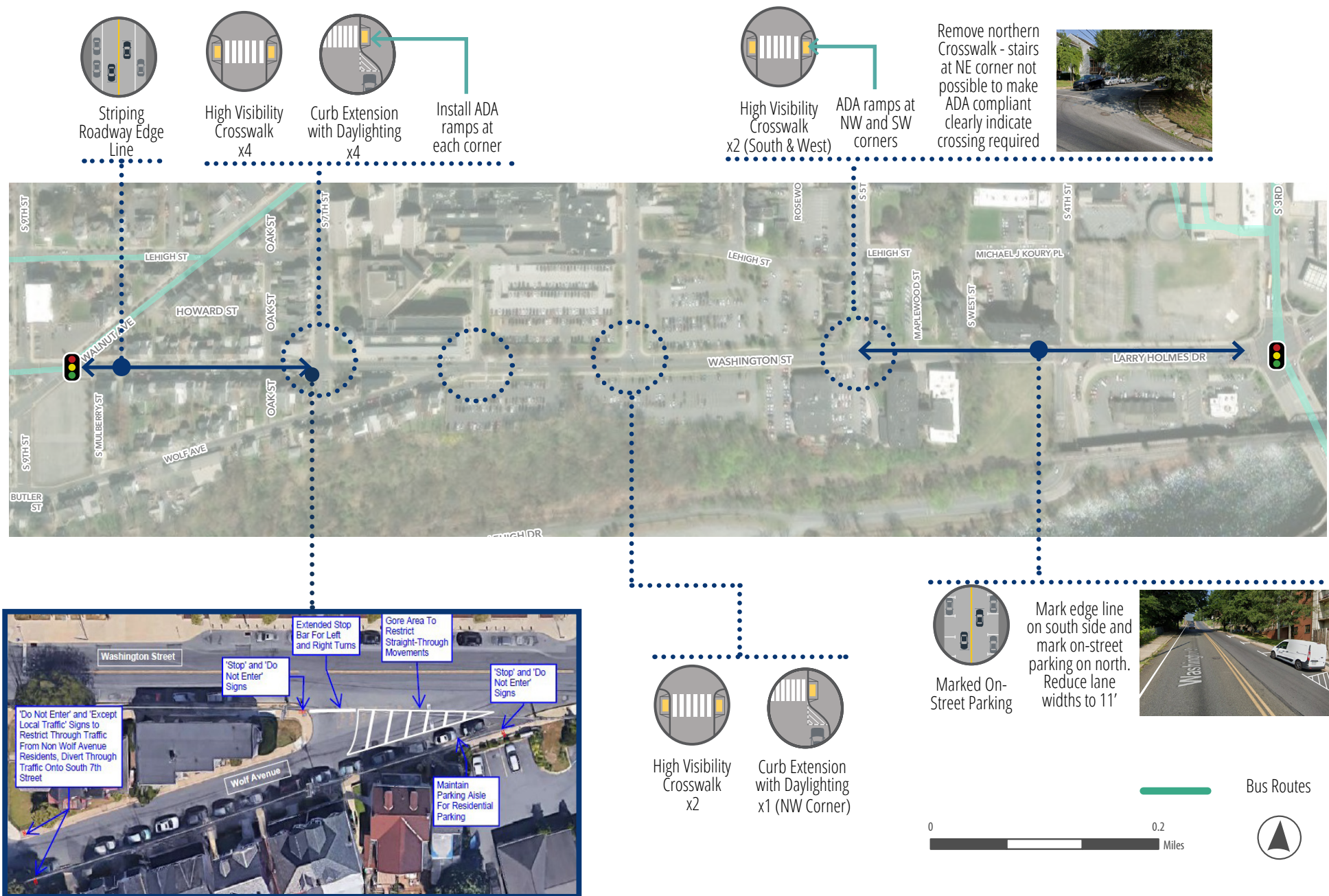


Washington Street Corridor Concept Plan

Walnut Street to 3rd Street

Intersection Improvements

- Washington Street & Walnut Street
- Washington Street & 7th Street
- Washington Street & Union Street
- Washington Street & 5th Street

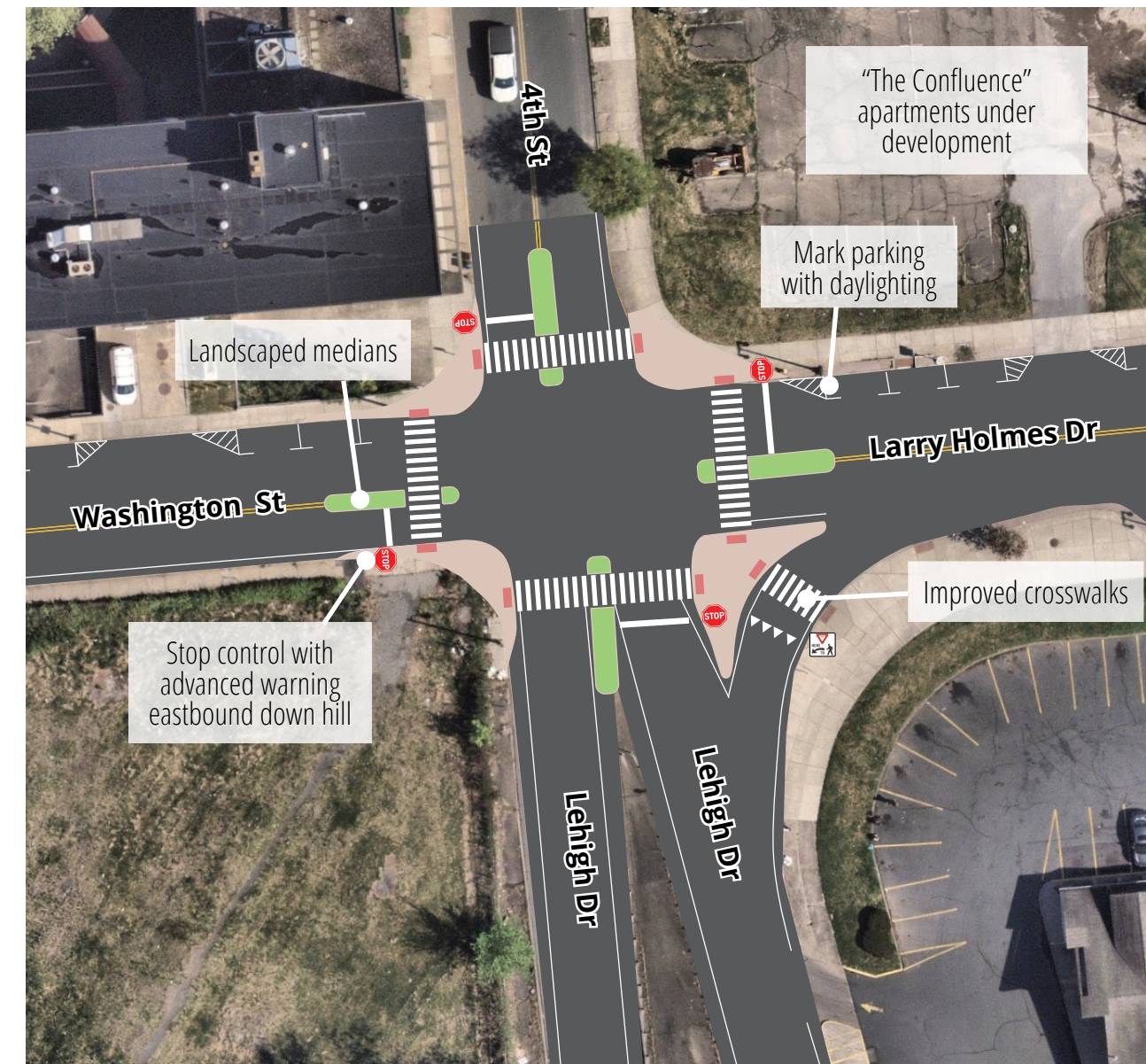


Intersection Detail: Washington Street and 4th Street

The intersection of Washington Street and 4th Street represents one of the highest crash intersections in the city. This is especially the case for non-motorists with two high-injury crashes, both at the set back eastern crossing. The intersection sees high speeds due to the steep slope of Washington Street and no stop control for east/west travel. There were also seven aggressive driving injury crashing that could point to the unpredictable nature of the current configuration.

Proposed improvements aim to increase visibility and awareness of pedestrians through enhanced crossings and marking parking with daylighting to improve sight lines. Further traffic study to determine whether stop signs for east/west approaches or a full signal is warranted to improve operations and reduce unpredictable movements.

Existing Condition

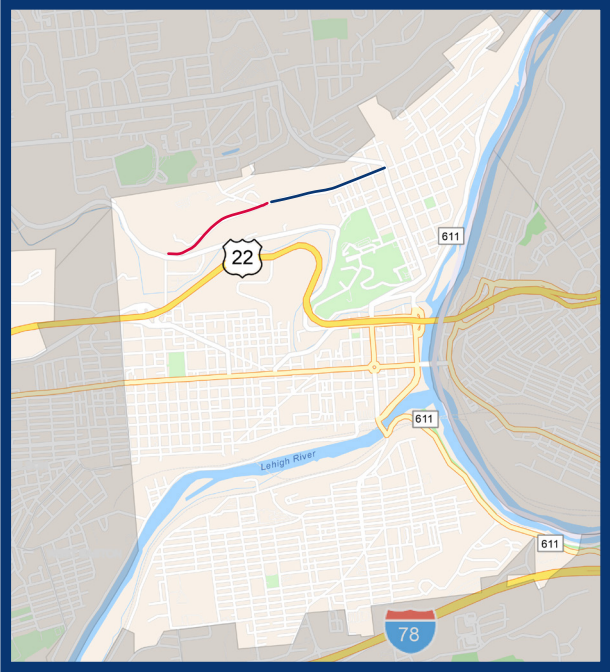


WEST LAFAYETTE STREET

PLANNING LEVEL COST ESTIMATE
\$425,600

Spanning from 13th Street to Cattell Street, the 1.2-mile West Lafayette Street corridor has both low and high density residential. This 35 mph road turns to 25 mph as it transitions to high density residential, making speeding a common occurrence. This portion of West Lafayette Street features 1 stoplight at its westernmost point and 6 additional intersections with stop signs as the road continues east. Lafayette Street does not have any bus routes but does feature the Easton YMCA and a few small businesses along its route.

| Annual Average Daily Traffic | Crash History | | Factors | | Number of Public Concerns Received on the Survey |
|------------------------------|---------------|-------------------------------|---------|--------------------|--|
| | High Injury | Involved a pedestrian or bike | Speed | Aggressive Driving | |
| 11,000 | 0 | 0 | 1 | 9 | 22 |



PROPOSED CONCEPT PLANS



Corridor Section 1

13th Street to George Street



Corridor Section 2

George Street to Cattell Street

West Lafayette Street Existing Conditions

Wide roadway encourages higher speeds



Changes from 35 mph to 25 mph speed limit



Dynamic speed sign present

Lack of curb extensions and adequate lighting

West Lafayette Street Corridor Concept Plan

13th Street to George Street



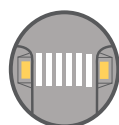
Crosswalk Lighting Enhancement



Left Turn Yield to Pedestrians



Backplates with Retroreflective Borders



High Visibility Crosswalk



West Lafayette Street Corridor Concept Plan

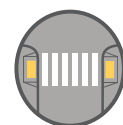
George Street to Cattell Street



Gateway Treatment including curb extensions and speed tables/cushions



Crosswalk Lighting Enhancement



High Visibility Crosswalk



Curb Extension with Daylighting

New improved ADA ramps

Intersection Improvements

- 13th Street & West Lafayette Street
- Coleman Street & West Lafayette Street
- Hamilton Street & West Lafayette Street
- McCartney Street & West Lafayette Street
- Cattell Street & West Lafayette Street

Policy & Process

The efforts and recommendations outlined in this section focus on refining the internal procedures, policies, and practices of City departments involved in transportation planning in Easton. These recommendations aim to establish clear, intentional processes that guide safety interventions efficiently and in alignment with the principles of the Safe System Approach.

Ongoing Efforts

Active participation in the regional Long-Range Transportation Plan (LRTP) update and Transportation Improvement Program (TIP) Cycle.

The TIP is the Lehigh Valley’s four-year plan to maintain and enhance the regional transportation system in both Lehigh and Northampton Counties. This plan covers enhancements and priority projects for the next four years and is updated every two years based on progress and municipal needs. Projects eligible from the TIP must also be included in the region’s Long-Range Transportation Plan (LRTP) which is reviewed and updated every four years.

Recommendations

Reassess and adjust speed limits where appropriate.

Conduct a thorough evaluation of posted speed limits on local streets to determine if reductions are warranted. Even modest decreases, such as lowering the limit by 5 miles per hour, can lead to noticeable reductions in crash frequency and speeding behavior. Lower speed limits can also enable the use of alternative street design strategies that enhance safety and comfort for all users, as design standards often align with posted speeds. For roads outside local jurisdiction, coordination with agencies like PennDOT is recommended to pursue similar assessments.

Prepare for potential use of radar in local speed enforcement.

Should Pennsylvania law change to permit municipal use of radar for speed enforcement, the City should be ready to act. This would involve adopting a local ordinance authorizing radar use and ensuring that officers complete the necessary state-approved training. Pennsylvania is currently the only state that prohibits municipal police from using radar, but enabling legislation would provide a valuable tool for improving compliance with speed limits and enhancing roadway safety.

Develop a Complete Streets Policy and incorporate Complete Streets Design Standards into routine maintenance and improvement projects.

To promote a safer, more accessible transportation network, the City of Easton should adopt a Complete Streets policy requiring all future roadway projects—new construction, reconstruction, and major maintenance—to accommodate users of all ages and abilities. This policy should follow national design standards (e.g., NACTO, AASHTO) while respecting local context and land use.

As part of the policy, the City can implement a Complete Streets Checklist to guide land development applicants, Public Works, and other stakeholders. The checklist would address land use, pedestrian and bicycle infrastructure, transit, traffic calming, maintenance, and long-term planning. It would be required for projects involving curb line changes, right-of-way encroachments, or major land development.

The City should also collaborate with PennDOT and the Lehigh Valley Planning Commission to integrate Complete Streets principles into road projects. Routine repaving, for example, could include improvements like daylighting intersections or adding curb extensions to enhance safety.

Collaboration Opportunities

These recommendations promote collaboration between the Department of Public Works, internal stakeholders, and external stakeholders.

Ongoing Efforts

Department-wide collaboration during the land development process.

The City currently facilitates a coordinated technical review of land development projects. These reviews include all departmental stakeholders such as the Police, Fire Department, Code Enforcement and Zoning Office, and the Department of Public Works. This collaboration ensures that traffic impacts are thoroughly assessed, safety improvements are integrated, and infrastructure investments are aligned with long-term community goals.

Recommendations

Establish regularly occurring collaboration meetings with surrounding municipalities.

With neighboring municipalities, such as Palmer Township, actively implementing their own transportation safety plans, there is a timely opportunity to formalize and strengthen multi-municipal coordination, particularly for addressing issues related to poor connectivity, on-road facility gaps, and land development near shared borders. While some collaboration currently occurs on an informal basis, establishing structured coordination would lead to more consistent and effective outcomes. Joint planning efforts can streamline the implementation of infrastructure improvements such as trail connections, intersection upgrades, and pedestrian safety enhancements.

Establish City-wide Interdepartmental Data Sharing Processes between the Department of Public Works and the Police Department Using GIS.

Currently, the City Police Department collects all crash data, while the Department of Public Works is responsible for analyzing it to inform transportation safety improvements. This division of responsibilities can slow down planning and create inconsistencies in how data is managed. Establishing a centralized GIS dashboard that integrates data from all City departments would streamline access, promote real-time collaboration, and ensure consistency in data handling. This centralized system would not only accelerate the planning and coordination of safety improvements but also ensure that crash data is consistently managed and readily accessible. This would result in more informed, timely, and effective decisions that enhance traffic safety across the city.

Encourage and support educational and outreach efforts to develop community interest in walking and bicycling.

Walking and bicycling are more than just modes of transportation; they’re opportunities to build stronger, healthier, and more connected communities. The City should actively support and encourage walking and biking by investing in educational and outreach efforts that make these activities more accessible and appealing to people of all ages and backgrounds. Organizations like the Coalition for Appropriate Transportation (CAT) already play a key role in this mission. CAT hosts community bike rides, educational workshops, and events, which foster a welcoming environment for new and experienced riders alike.

Progress & Transparency

As the City segues from planning to implementation, there will be a transition. Planning is only one side of the coin; the other involves the real work of implementing plan recommendations. The City of Easton is committed to implementing the plan recommendations and will seek to maintain the momentum necessary for a robust and successful implementation process. This includes a multipronged approach for monitoring, education, and communication.

Recommendations

Track and report on SS4A Plan implementation and outcomes.

The adage “the things that get measured are the things that get done” aligns with the SS4A program’s emphasis on progress and transparency. An important charge of this plan is monitoring the performance of the City transportation system as the plan recommendations are being implemented. The data included within the plan document will serve as a planning baseline. The City will utilize the monitoring and evaluation template included as **Appendix D** to provide an annual report to City Council. The data collected during monitoring and evaluation will also be helpful when pursuing external funding for future transportation safety projects. The following performance measures are included in the template:

- **Number of Crashes:** Number of all crashes by severity, travel mode, and road jurisdiction. This measure helps the City to better understand the effectiveness of safety countermeasures and where crashes are occurring. Annual will include available crash data for the most recent five years.
- **Fatal and Serious Injury Crashes:** Number of fatal and serious injury crashes. Annual reports will include available data for the most recent five years.

- **Top Contributing Factors in Fatal and Serious Injury**

Crashes: Track crash contributing factors such as speeding, impaired driving, or distracted driving to inform project priorities, investments, and program development. Annual reports will include available data for the most recent five years.

- **Proven Safety Counter Measures Implemented:** Track the number of Proven Safety Countermeasures implemented in different projects throughout the year.
- **High-injury network Projects:** Track the number of projects completed along the high-injury network.
- **Bicycle Network Mileage:** Track the length of bicycle lanes that are added to the network.
- **Sidewalk Network Mileage:** Track the length of sidewalk network that is constructed or reconstructed.
- **Number of Transportation Safety Policy Changes:** Annual reports will include an update on the number of transportation safety policy changes.
- **Number of Transportation Safety Related Events:** City-sponsored, -endorsed, or -organized outreach and engagement events.
- **Project-Specific Speed Data:** Conduct speed studies before and after implementing traffic calming measures and safety focused projects to determine the effectiveness of strategies.
- **Project-Specific Fatal and Serious Injury Crashes:** Track crash records three years prior to a construction project and for three years after construction is completed to assess impacts on safety.

Utilize the City of Easton website to increase community awareness and buy-in.

The City of Easton should use its official website as a central hub to communicate its transportation safety efforts. The City can post all its recent transportation plans, including this SS4A Plan and the Active Transportation Plan, to ensure public access and awareness. Additionally, regular updates can be posted on implementation progress, including the annual monitoring and evaluation report.

Support educational efforts to promote awareness of bicycle and pedestrian rights and responsibilities to drivers.

The average driver can sometimes be unaware of the rules surrounding bicycles and pedestrians, like having to yield to pedestrians in a crosswalk or giving at least four feet of distance when overtaking a bicycle. The City of Easton should actively support initiatives that educate the public about these important safety laws. This could involve distributing informative materials in public spaces like City Hall, local libraries, and community centers; installing clear signage at high-traffic intersections and along popular biking routes; hosting educational booths at events like Easton’s Farmers’ Market; and sharing safety tips through the City’s social media platforms.





IMPLEMENTATION

This chapter includes an implementation matrix for SS4A Plan recommendations which notes ongoing efforts and proposed recommendations, along with identifying lead implementers, potential partners, and time frames for implementation. The matrix does not include the physical improvements proposed in the concept plans. Instead, the concept plans are summarized in a matrix that provides cost estimate per corridor and a time frame for implementation. In addition to the implementation matrices, a funding glossary is included with a list of funding opportunities that will assist in developing the design and construction of physical improvements.

Implementation Key

The implementation matrix on the pages that follow includes the following as columns for each recommendation helping to classify level of effort and expand transparency. The matrix includes:

Status of Implementation

- **Ongoing Effort:** A project or recommendation that began before the SS4A Plan planning process kicked off.
- **In-Progress:** A project or recommendation that has recently been started during the SS4A Plan.
- **Not Started:** A project or recommendation that has not yet been started and has emerged from the SS4A Plan.

Leads and Partners for Implementation

- **CEPO:** Code Enforcement and Planning Office
- **DCED:** Department of Community and Economic Development
- **DPW:** Department of Public Works
- **LVPC:** Lehigh Valley Planning Commission
- **PD:** Police Department

Time Frame for Implementation

The implementation horizon of the recommendations and action items has been identified as:

- **Short Term:** These action items are typically either lower cost and can be implemented systematically. The time horizon associated with a short-term designation is one to three years.
- **Medium Term:** These action items require a higher level of planning, funding, and coordination with other agencies and would follow a normal timeline for such projects. The time horizon associated with a medium-term designation is four to seven years.
- **Long Term:** These projects require a significant level of planning, funding, and coordination with other agencies. The time horizon associated with medium-term designation is eight to 10 years.
- *****: Indicates a recommendation/project that might occur during a specific timeframe but will be an ongoing effort.

Recommendation Implementation

| Recommendation | Lead | Partners | Time Frame | Status |
|--|------|---------------|----------------------|----------------------------|
| Implement proven safety countermeasures citywide. | DPW | DCED, PennDOT | Ongoing | In progress |
| Use temporary pilot projects to test out traffic safety improvements. | DPW | CEPO, DCED | Short Term* | Not started |
| Assess and enhance roadway lighting systems. | DPW | PD | Medium Term* | Not started |
| Incorporate Complete Streets Design Standards into road repair and improvement projects. | DPW | CEPO | Short Term* | In progress (unofficially) |
| Active participation in the regional Long-Range Transportation Plan (LRTP) update and Transportation Improvement Program (TIP) Cycle. | DPW | LVPC | Ongoing | In progress |
| Reassess and adjust speed limits where appropriate. | DPW | PD, PennDOT | Short to Medium Term | Not started |
| Prepare for potential use of radar in local speed enforcement. | PD | DPW | Short to Medium Term | Not started |
| Develop a Complete Streets Policy and incorporate Complete Streets Design Standards into routine maintenance and improvement projects. | DPW | CEPO | Short Term | Not started |

| Recommendation | Lead | Partners | Time Frame | Status |
|--|---------------------|------------------------|------------|-------------|
| Department-wide collaboration during the land development process. | DPW | CEPO, DCED, PD, PR | Ongoing | In progress |
| Establish regularly occurring collaboration meetings with surrounding municipalities. | CEPO | DCED, DPW | Short Term | Not started |
| Establish City-wide Interdepartmental Data Sharing Processes between the Department of Public Works and the Police Department Using GIS. | City Administration | DPW, PD | Short Term | Not started |
| Encourage and support educational and outreach efforts to develop community interest in walking and bicycling. | DPW | PR, Community partners | Short Term | Not started |
| Track and report on SS4A Plan implementation and outcomes. | DPW | - | Short Term | Not started |
| Utilize the City of Easton website to increase community awareness and buy-in. | City Administration | DPW | Short Term | Not started |
| Support educational efforts to promote awareness of bicycle and pedestrian rights and responsibilities to drivers. | DPW | Community partners | Short Term | Not started |

PRIORITY

| Corridor/Intersection | Time Frame | Cost Estimate |
|---|----------------------|---------------|
| Larry Holmes Drive | Medium- to Long-Term | \$2,750,000 |
| Intersection: Washington Street, 3rd Street, & Larry Holmes Drive | | |
| Intersection: Northampton Street & Larry Holmes Drive | | |
| 13th Street | Medium-Term | \$525,000 |
| Berwick Street | Medium-Term | \$718,900 |
| Intersection: Berwick Street & Centre Street | | |
| Butler Street/Walnut Street | Medium-Term | \$495,180 |
| Intersection: Butler Street & 15th Street | | |
| Intersection: Spruce Street, 7th Street, & Walnut Street | | |
| Cattell Street/3rd Street | Medium-Term | \$580,300 |
| Intersection: Cattell Street & Lafayette Street | | |
| Northampton Street | Medium- to Long-Term | \$1,125,000 |
| Intersection: Northampton Street & 13th Street | | |
| Intersection: Northampton Street & 6th Avenue | | |

| Corridor/Intersection | Time Frame | Cost Estimate |
|--|-------------|---------------------------|
| Old Philadelphia Road | Medium-Term | \$500,000 |
| Intersection: Old Philadelphia Road, Grant Street, & Davis Street | | |
| Route 22 | Long-Term | \$1,200-000 - 10,000,000+ |
| Saint John Street/Smith Avenue | Medium-Term | \$960,000 |
| Intersection: Old Philadelphia Road, Lincoln Street, & Saint John Street | | |
| Intersection: 3rd Street and Delaware Drive | | |
| Intersection: Smith Avenue & Canal Drive | Short-Term | \$244,083 |
| Washington Street | | |
| Intersection: Washington Street, 4th Street, & Lehigh Drive | Short-Term | \$425,600 |
| West Lafayette Street | | |



Funding Glossary

The following outlines potential funding sources that may support various elements of this plan:

Department of Community and Economic Development (DCED) Act 13 Grants: Greenways, Trails, and Recreation (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.

Department of Conservation and Natural Resources (DCNR) 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.

Green Light-Go: Pennsylvania’s Municipal Signal Partnership Program

The “Green Light-Go Program”, is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by the Pennsylvania Department of Transportation, Bureau of Maintenance and Operations. The Green Light-Go Program is a reimbursement grant program and applicants are required to provide a minimum 20% match.

Local Share Account - Commonwealth Financing Authority (CFA) (Statewide)

As required under Act 71 (the Gaming Act), the CFA has developed program guidelines for Local Share Account funds in Northampton and Lehigh Counties. LSA funds may be used for economic development, community development and public interest projects.

- **Primary Purpose:** Infrastructure, Planning, Acquisitions, Engineering, Demolition (May Include Sidewalk Replacement)
- **Amount:** Up to a \$1,000,000 (No Matching Requirement)
- **Application Window:** November 2025 (Anticipated)

Local Share Account – CFA (Northampton and Lehigh Counties)

- **Primary Purpose:** Infrastructure, Planning, Acquisitions, Engineering, Demolition
- **Amount:** Up to a \$1,000,000 (No Matching Requirement)
- **Application Window:** July – September 2025

National Parks Service – Trails Assistance Program

The Rivers, Trails, and Conservation Assistance (RTCA) 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.

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 Programs (TIPs), and the all encompassing State TIP (STIP). Additionally, projects should align with the region’s Long Range Transportation Plan through the Lehigh Valley Transportation Study. 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.

PennDOT ARLE Funding Program

The Automated Red Light Enforcement Transportation Enhancements Grant Program (ARLE Funding Program) was established in 2010 as a PennDOT-administered competitive grant program in accordance with Vehicle Code (75 Pa.C.S.) §3116(l)(2), §3117(m)(2), and §3370(m)(2) §3117(m)(2). Funding for the program is generated from the net revenue of fines collected through Automated Red Light Enforcement Systems and Automated Speed Enforcement Systems. Grant applications are accepted annually during the month of June.

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.

Pennsylvania Transportation Alternatives Set-Aside

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.

Robert Wood Johnson Foundation

The mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans.

Safe Streets for All (SS4A) Implementation Grants

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Almost \$2 billion is still available for future funding rounds.

- **Primary Purpose:** Improving roadway safety for all users.
- **Amount:** \$2,500,000 to \$25,00,000, 20% match
- **Application Window:** Early 2026 (Anticipated)



APPENDICES

116

Appendix A
Focus Groups Summary

130

Appendix B
Survey Summary

154

Appendix C
Peer Cities Comparison Report

156

Appendix D
AARP Walk Audit

158

Appendix E
Monitoring & Evaluation Template

APPENDIX A



City of Easton Safe Streets for All (SS4A) Focus Group Summary



4/28/2025

Table of Contents

- Focus Group Overview
- Key Findings
- Overlapping Themes and Differences

Focus Group Overview

Focus Groups

Purpose: Start to understand challenges, assets, and priorities from different community perspectives, inform the community survey, and build plan buy-in.

- **4/21/25:** City Departments & Boards
- **4/22/25:** Regional Partners
- **4/23/25:** Business Community
- **4/24/25:** Institutions & Develop Community
- **4/25/25:** Community Members & Organizations

Focus Group Participants

| Regional Partners | City Departments & Boards | Business Community | Community Members & Organizations | Institutions & Development Community |
|--|---|--|--|---|
| <ul style="list-style-type: none">• LANTA• Palmer Township• Forks Township• Williams Township• PennDOT | <ul style="list-style-type: none">• Public Works• Community and Economic Development• Planning and Zoning• EAC | <ul style="list-style-type: none">• Greater Easton Development Partnership• Easton Business Association• Easton Main Street Initiative• Hearst Corporation• Greater Lehigh Valley Chamber of Commerce – Easton Chamber of Commerce | <ul style="list-style-type: none">• The Neighborhood Center• ProjeCt of Easton• CAT• West Ward Neighborhood Partnership• United Way• AARP• Lehigh Valley Center for Independent Living• Nature Nurture Center | <ul style="list-style-type: none">• Crayola Experience• City Center• Valley Health Partners• Peron Development |

Key Findings

City Departments & Boards

Challenges

- Drivers are hesitant to accept infrastructure improvements that may affect parking.
- General culture change in driver's frame of mind.
- Finding funding to implement infrastructure improvements.
- Community trust in planning efforts.

Priorities

- Southside connectivity.
- Reduction in the number of motorized trips.
- Safety and connectivity for pedestrians.

Regional Partners

Challenges

- Sidewalks are not accessible (e.g., quality of the sidewalk, utility poles, etc.).
- Multi-municipal collaboration.
- Sharp changes from urban to suburban in relation to the pedestrian network.
- 78 Interchange traffic.

Priorities

- Connections near municipal borders.
- Increased multi-municipal coordination.
- LANTA bus stops along street/sidewalk networks.

Business Community

Challenges

- Lack of protected bike lanes within city limits.
- Construction in downtown affecting walkability and businesses.
- Lack of crossings and speed on Larry Holmes Drive.
- People's protection of parking in the downtown.

Priorities

- Implementing missing connections to the waterfront and City trails.
- Streetscaping to increase positive perception of intersections.
- Increasing the number of bike lanes within the city limits.
- Pilot programming for pedestrian and bike-only blocks.

Institutions & Development Community

Challenges

- Visitor's unfamiliarity with downtown endangering pedestrians.
- Lack of wayfinding downtown.
- Bushkill drive serving as a barrier to those who are looking to access services.
- Uneven sidewalks and lack of lighting in the stadium area.

Priorities

- Increasing wayfinding for visitors and new residents to help walkability.
- Improving streetscaping to increase positive association with walkways.
- Ensuring safe alternate routes for pedestrians when construction is going on.
- Illuminated crosswalks, final mile wayfinding, and cement bollards.

Community Members & Organizations

Challenges

- Lack of safe connections prevents easy access to services.
- Sidewalks not accessible.
- Unsafe connections due to speed and lack of infrastructure.
- Signals need to be recalibrated.

Priorities

- Priority connections to essential services for vulnerable populations.
- Improved bus shelters.
- Curbing speeding and improving visibility on Larry Holmes Drive.
- Southside connectivity.
- Balancing short term and long-term priorities.

Overlapping Themes and Differences

Challenges

- Lack of safe connections to key assets within the city (e.g., essential services, trails, downtown).
- Southside connection to downtown.
- Lack of wayfinding signage downtown increasing time on the road by visitors.
- Key corridors of Larry Holmes Drive and Philadelphia Road are unsafe.
- Construction creates unsafe conditions and hurts local businesses.

Priorities

- Increasing neighborhood connectivity to downtown.
- Ensuring accessibility of sidewalks.
- Increased multi-municipal participation to ensure connections don't stop at borders.
- Streetscaping that focuses both on infrastructure and the perception of safety.
- Improved wayfinding downtown.

APPENDIX B



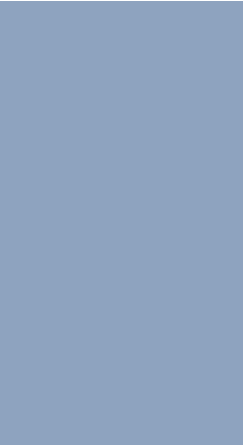
City of Easton
Safe Streets for All (SS4A)
Survey Report



June 17, 2025

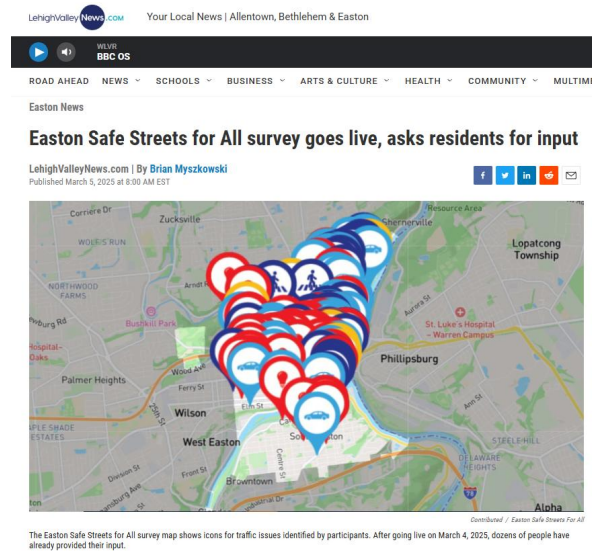


Overview



Outreach & Engagement Activities

The survey was supported by outreach via the City of Easton's media channels, the Steering Committee's networks, and at pop-up events at the Easton Farmers' Market and Arbor Day*.

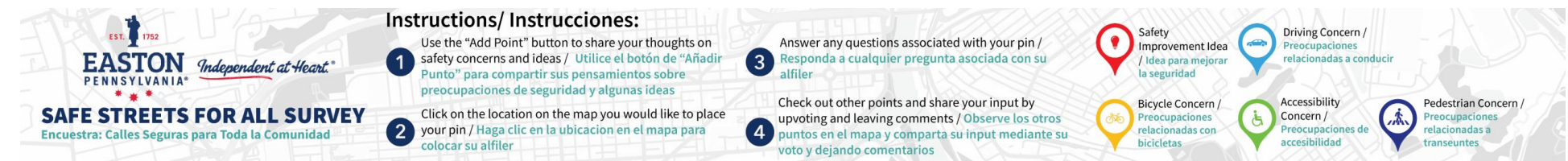
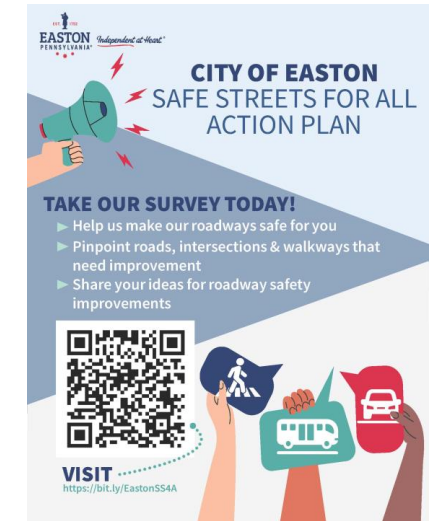


*Thanks to the Easton EAC for hosting the pop-up at Arbor Day!

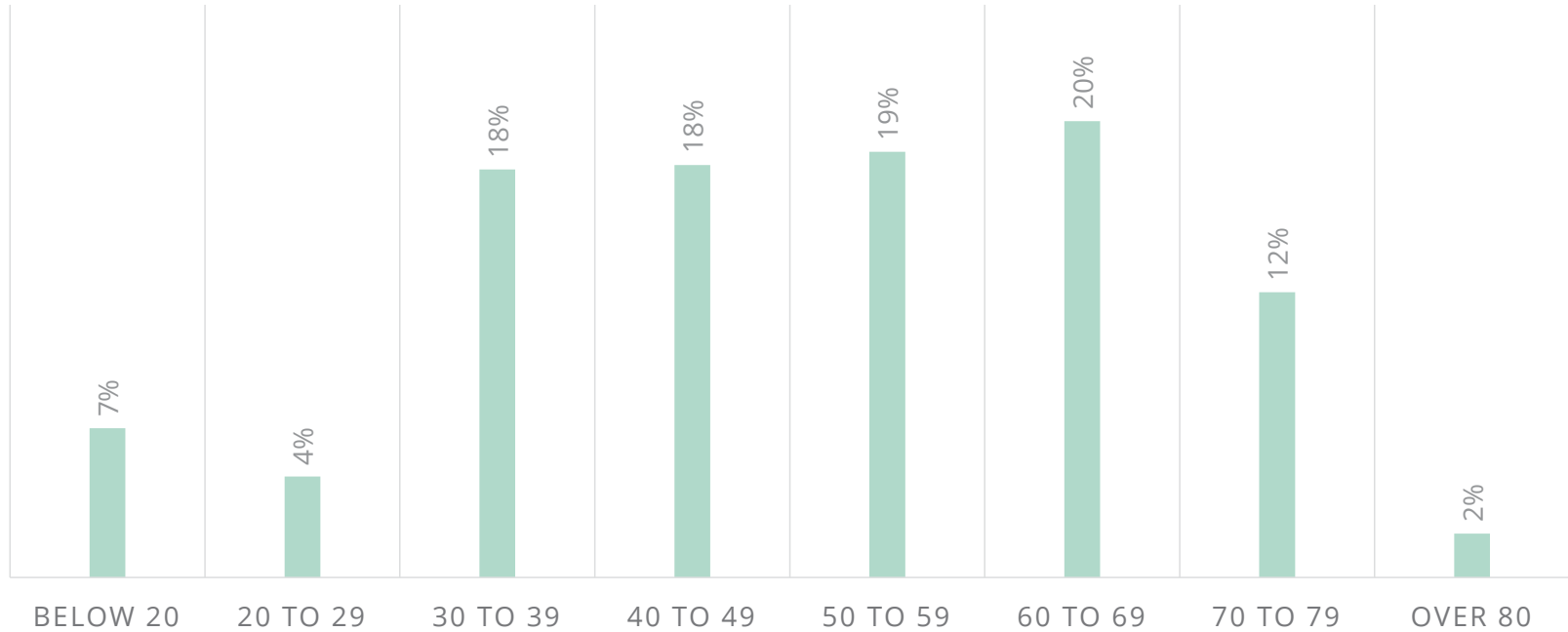
Community Responses

Total Survey Responses: 1,172

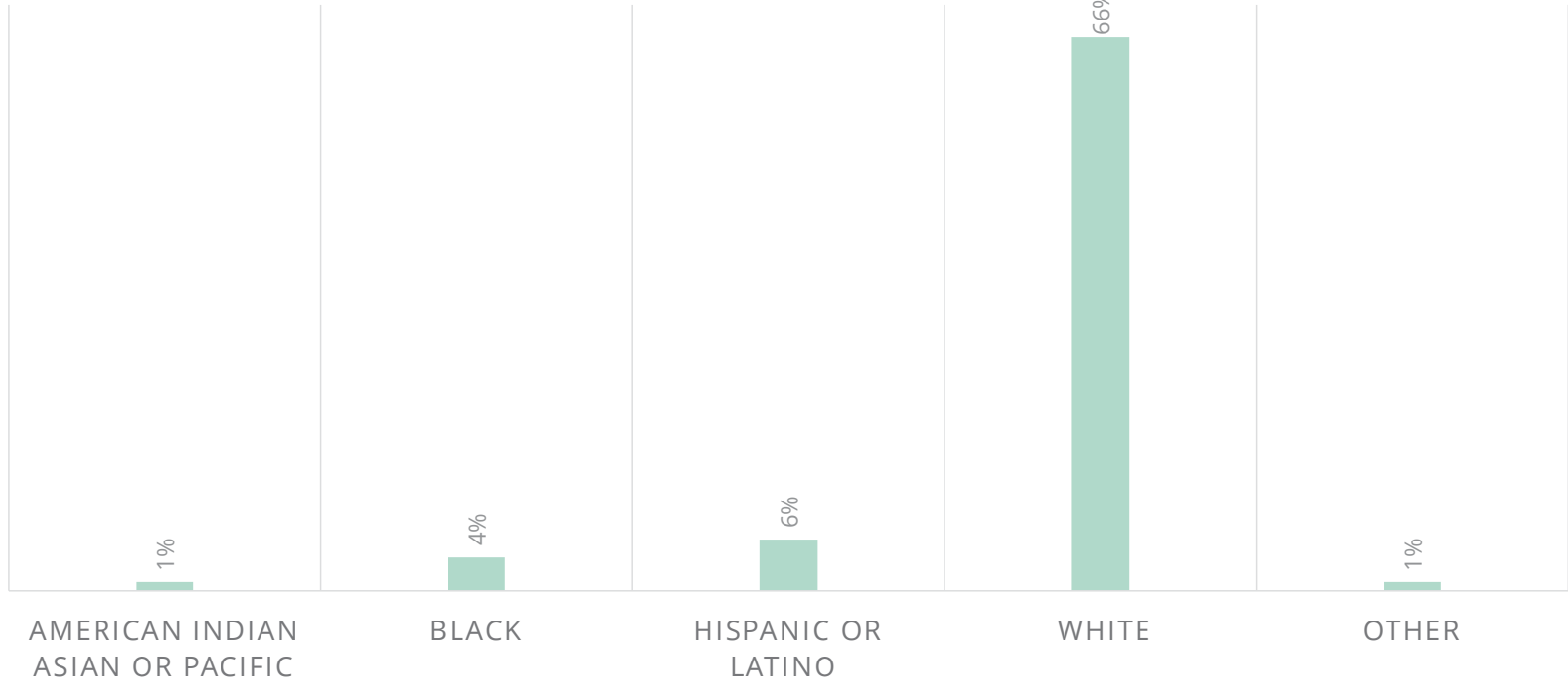
- This report includes data collected from the survey.
- Over 570 responses to the welcome survey.
- Over 600 comments on the survey.



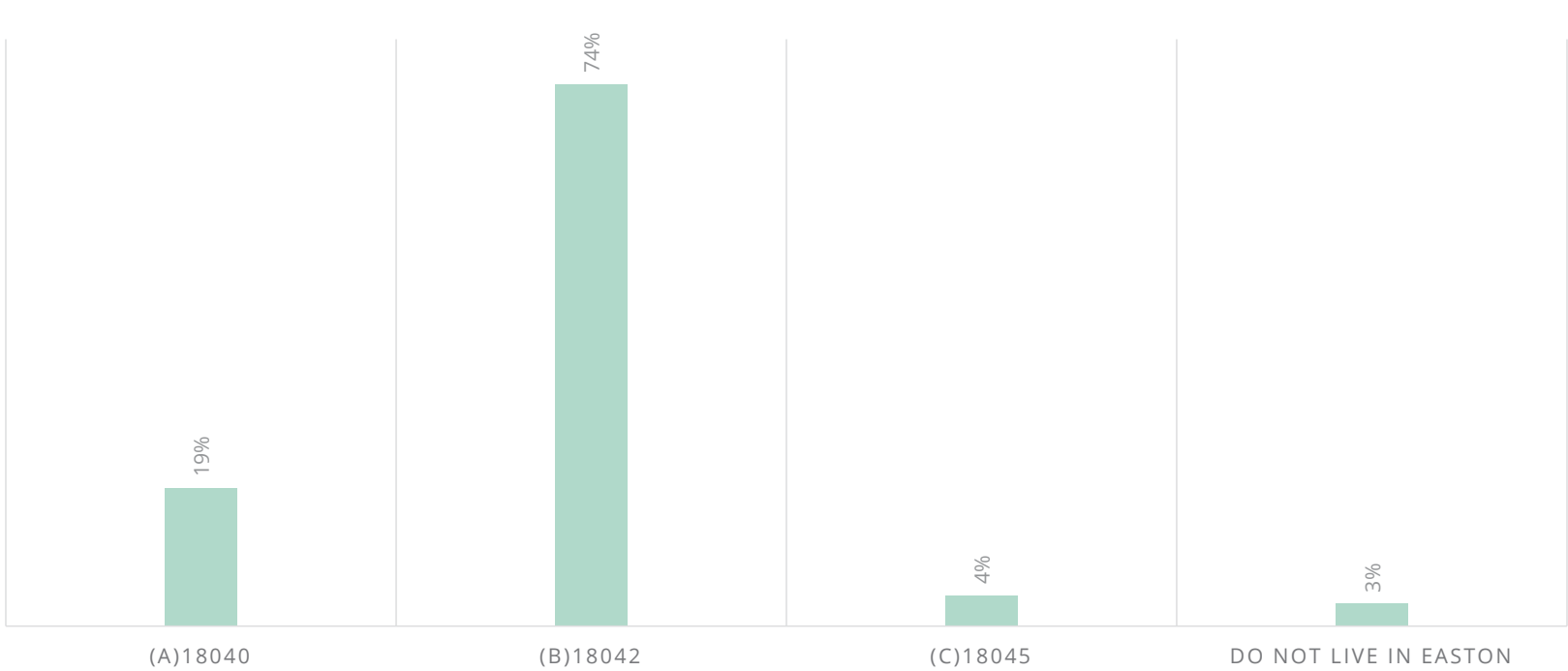
Survey Demographics | Age



Survey Demographics | Race and Ethnicity

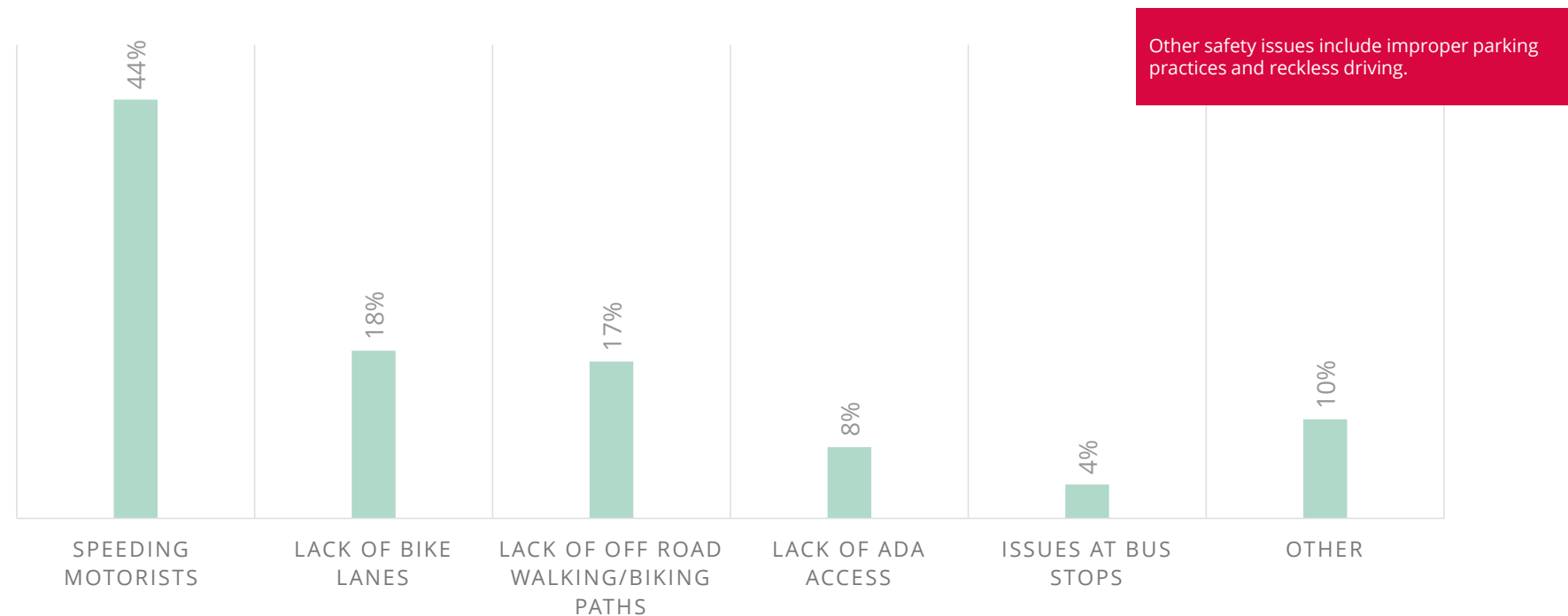


Survey Demographics | Location in Easton



Priorities & Key Takeaways Welcome Survey

What do you think is the **biggest safety issue** on Easton streets?



What do you think are the biggest safety issues on Easton Streets? | **Additional Comments & Takeaways**

- Lack of pedestrian-friendly infrastructure was cited multiple times as a primary safety issue in Easton. This includes construction activity obstructing sidewalks and roads.
- People also reported that cars parked too close to the curb and street parking are major safety issues.
- Some also reported roads being too narrow for the type of vehicles that drive on them.

"Several times, I have nearly been hit at this intersection, particularly during the early morning hours while heading to or from the parking lot on my way to work. Drivers frequently ignore pedestrian right-of-way and traffic signals, creating a dangerous situation."

*"I constantly see people walking across this bridge despite it having **no pedestrian infrastructure**, very dangerous."*

"Trucks on residential streets, example: Cattell, Lafayette, downtown"

What do you think would improve safety the most on Easton streets? | Additional Comments & Key Takeaways

- People suggested that adding more sidewalks and pedestrian friendly infrastructure could improve safety on Easton streets.
- People also wanted there to be timely repairs on roads and widening of certain roads that were previously made smaller.

Less "involvement" from the city. Make the streets intuitive and able to be traveled. If people aren't as aggravated by winding through the city, they are in less of a rush and tend to be more courteous

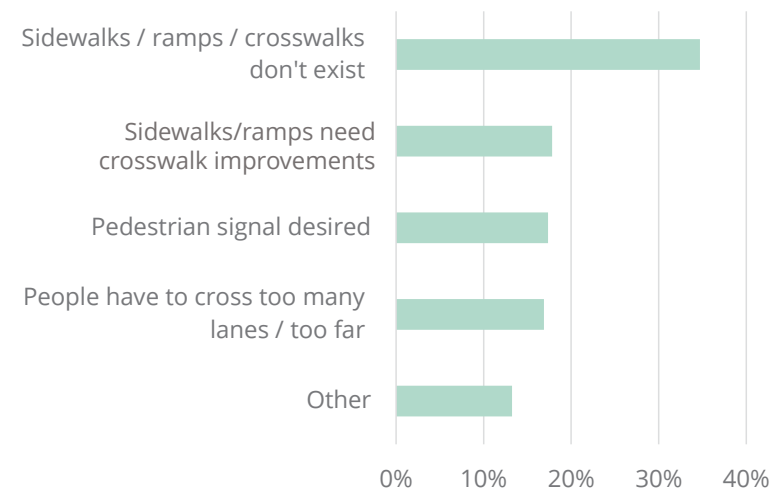
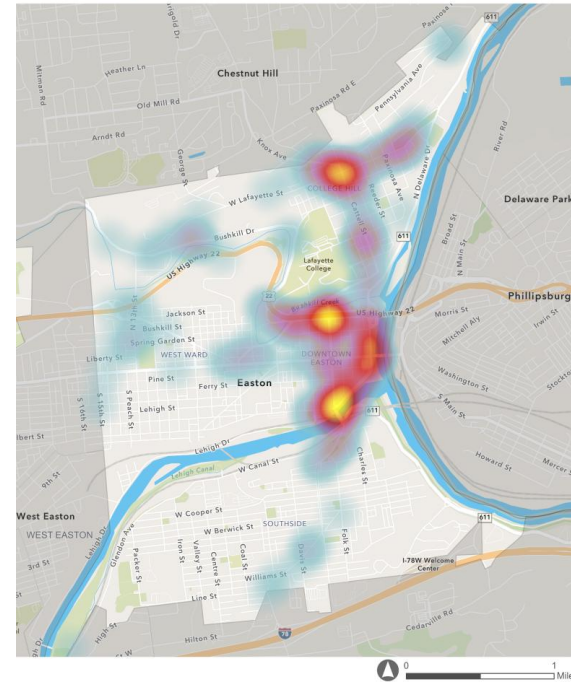
Current codes and zoning amendments and enforcement. These box trucks present a variety of safety threats to City of Easton streets.

Wider streets, too many cars on the road for these streets!

Priorities & Key Takeaways Point Data

Pedestrian | Key Takeaways

Easton SS4A | Pedestrian Concern



Zero responses for:

- Vehicles don't yield to pedestrians in crosswalk
- It's hard to see/ low visibility
- People aren't given enough time to cross the street
- The wait for the signal is too long
- Pedestrian signal not working
- People have to cross too many lanes/ too far

Pedestrian | Key Takeaways

- Pedestrians cite busy intersections and a lack of crosswalks as a major concern for their safety.
- People also believe that there is no regulation for controlling speeding which make streets in Easton much more unsafe.

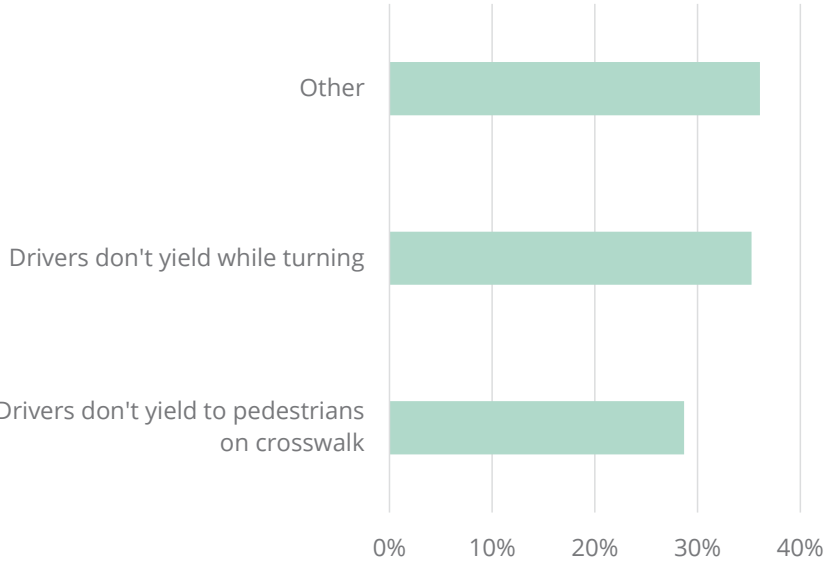
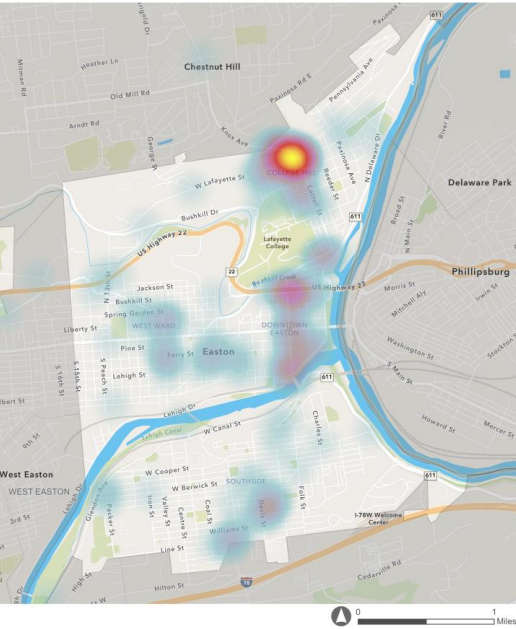
*"Excessive vehicle speeds. Low-vision sidewalk panel, but no crosswalk? Needs crosswalk blazes to meet paved walkway in park. AND **SOME SPEED ENFORCEMENT, PLEASE.**"*

*"Drivers making a left from 3rd onto Bushkill do not yield to pedestrians. I have almost been hit here 3 times in just 2 years, and I've seen one accident directly related to this. This **is the most dangerous intersection** I have personally seen in downtown Easton."*

*"Drivers coming off the bridge are often speeding and not looking ahead into the crosswalk for pedestrians making this a **very dangerous intersection** to try to cross on foot and or with children. This makes getting to our waterfront and parks unnecessarily dangerous."*

Driving | Key Takeaways

Easton SS4A | Driving Concern



- Zero responses for:
- Drivers park illegally / double park their vehicles
 - Drivers run red lights / stop signs
 - Drivers speed
 - Its hard to see / low visibility / view obstructed

Driving | Key Takeaways

- Drivers cite lack of visibility at intersections.
- Pedestrians state that cars park too close to the curb, sometimes even driving over sidewalks. They said cars park in the wrong direction as well.
- Respondents also said that people coming into Easton treat roads like highways, and don't stop at the signs. There is a lot of speeding and a lack of allowing the right of way to pedestrians.

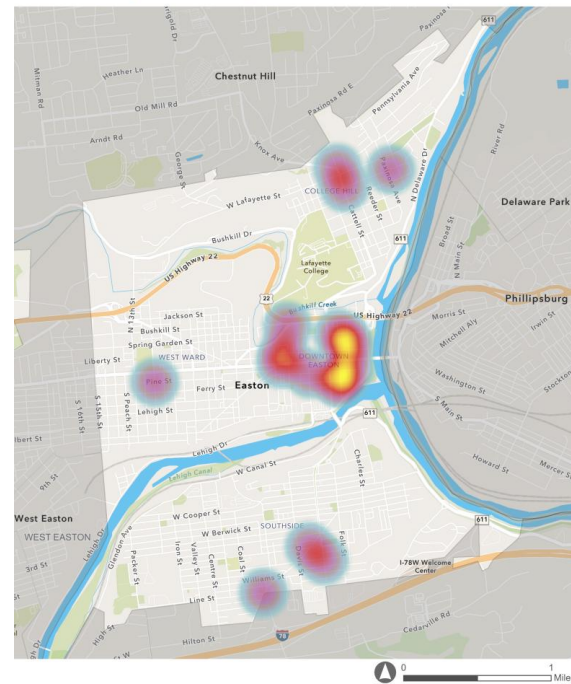
"At this intersection, visibility for vehicles traveling on Washington Street and Larry Holmes Drive is extremely poor, making it difficult to merge onto these roads. Accessing Lehigh Drive is even more challenging. Implementing better access control measures for these roads would significantly improve safety and traffic flow."

"I live on this street, there are so many accidents here we avoid using this to enter or exit our street. Visibility is poor (can't see people coming from over the hill), people speed and no one yields."

"The vast majority of drivers on this stretch of route 22 exceed the speed limit, with even the slowest vehicles traveling at least 60 mph. Many drivers aggressively tailgate to pressure others into speeding, and some even recklessly swerve into your lane. This speeding creates an extremely dangerous situation, especially near the Fourth Street and 13th Street exits, where traffic merges to enter Easton. I strongly believe increased speed enforcement is needed on Route 22 to address this hazardous behavior."

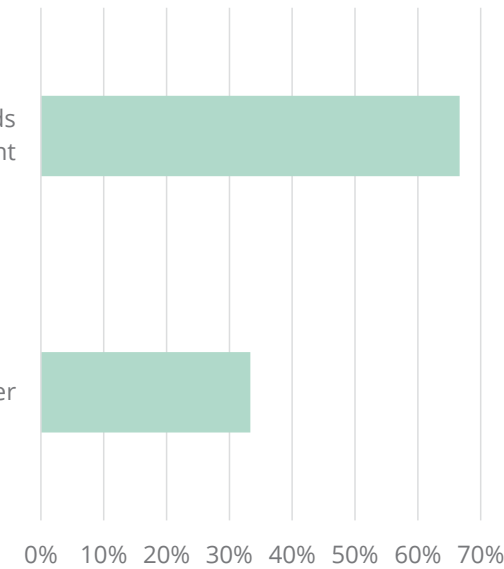
Accessibility | Key Takeaways

Easton SS4A | Accessibility Concern



ADA infrastructure needs improvement

Other



Zero responses for:

- ADA infrastructure doesn't exist
- Signal timing is too short for people with wheelchairs, walkers, and strollers or any mobility challenges
- hard to see / low visibility / view obstructed

Accessibility | Key Takeaways

- Lack of sidewalks/ sidewalks not maintained
- Lack of ramps.
- People parking cars in the crosswalks blocking all access.

"No ramps on "ring road" intersection "

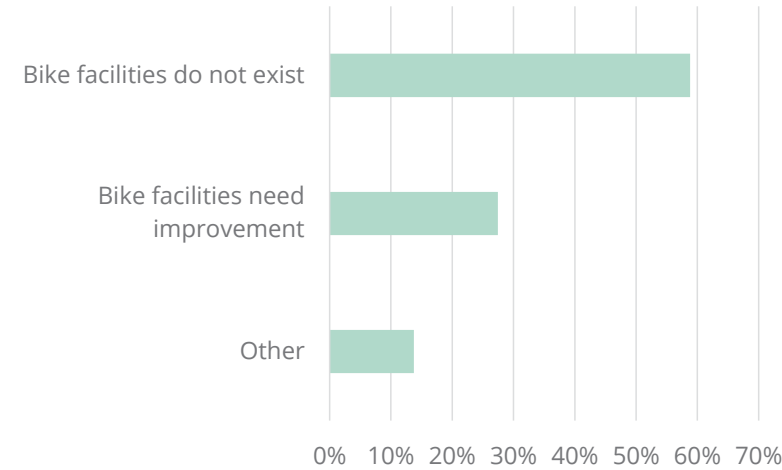
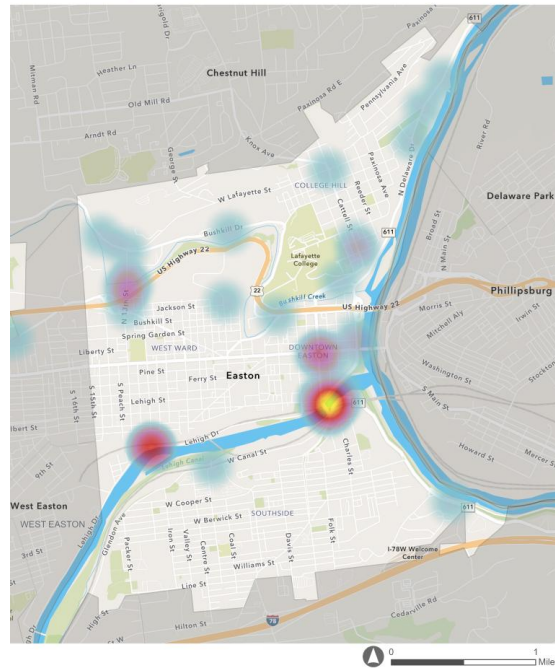
"Sidewalks in awful shape"

"there should be a way to get to the lower level of the library without having to go into the street - there are people with strollers where there is no sidewalk all the time because there is no ramp connecting the two floors of the library."

"Sidewalk ramp at intersection has had a pile of hardened concrete poured on it for at least the last 4 years."

Bicycle | Key Takeaways

Easton SS4A | Driving Concern



Zero responses for:

- Drivers don't share the road
- Turning conflict with vehicles
- Hard to see/low visibility

Bicycle | Key Takeaways

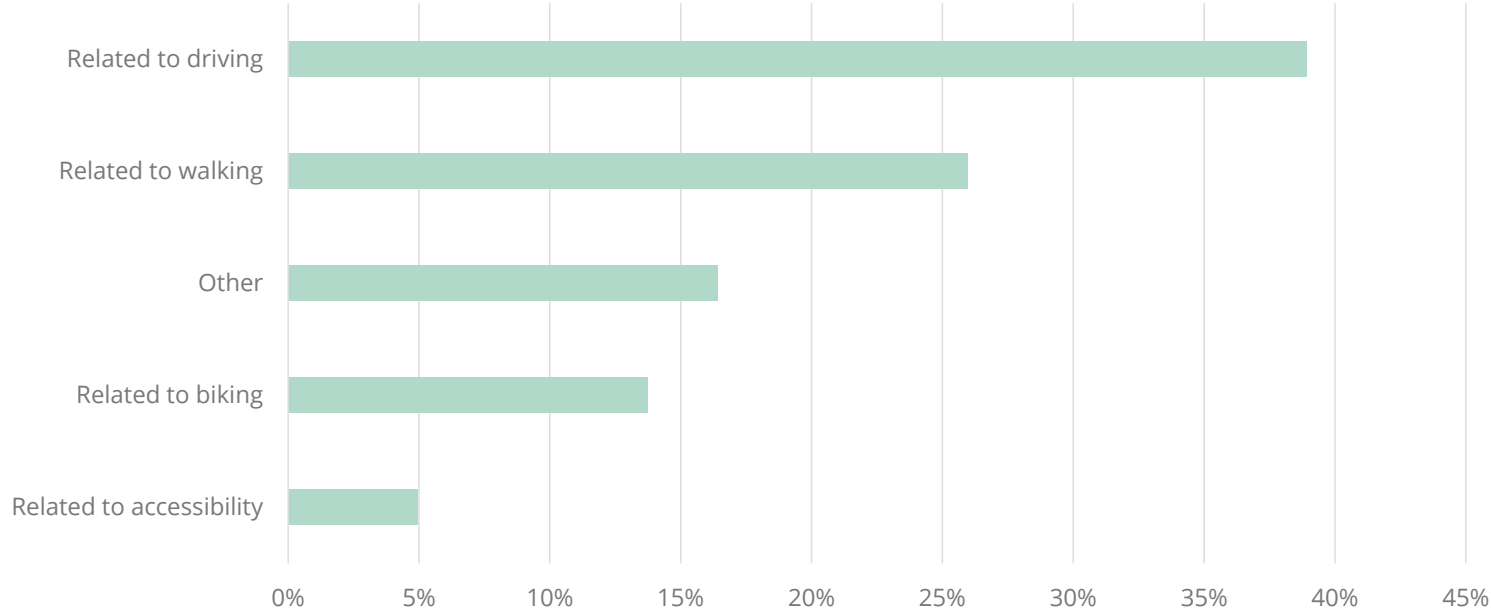
- Sidewalks not appropriate for bicycling and streets too unsafe.
- No bike lanes.
- Trails too short and not connected to one another.
- Right of way not given to bicyclists and pedestrians by car users.

"It feels criminal to have a highway running along the ONLY street to southside! There needs to be bike and walking lanes that make crossing this road feel not just comfortable but pleasant. Cars access should be secondary to people walking and biking. Can you imagine how beautiful to cross the Lehigh on this bridge without cars?"

"The path to the D&L is insufficient for bicycle riders."

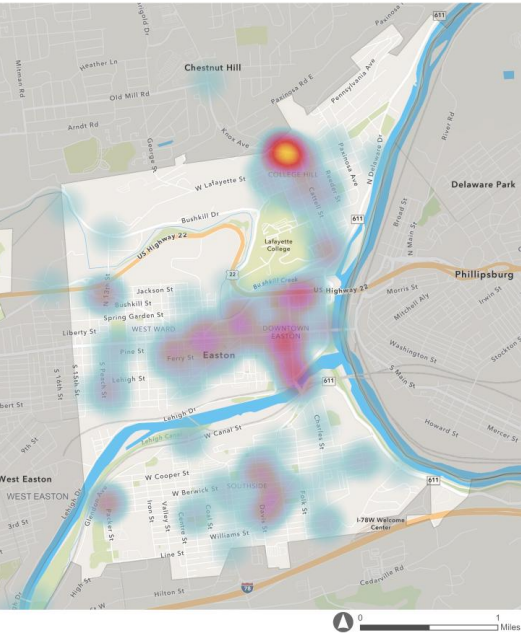
"The trail crosses Hackett Ave at this point. This crossing is not particularly safe since there is no signage or anything else for drivers to know about the crossing nor have them slow down for it."

Safety Improvement Ideas | Key Takeaways



Safety Improvement Ideas | Key Takeaways

Easton SS4A | Safety Improvement Idea



“This signalized intersection operates with a pre-timed signal. Because of the five point intersection, a very safe (in theory) cycle was chosen that allows for one approach at a time. Unfortunately, because there is no actuation for the signals, drivers will often wait for the extremely long cycle length with no other movements being made. This frustration encourages bad behavior like speeding to “make the light.” or avoiding the signal.”

“There is a school bus stop at this intersection and people speed excessively. It is not safe. Suggest a 4-way stop at this intersection.”


“There is a consistent flow of tractor trailers making a very hard left turn onto Milton st. from Philadelphia road to service the new DG Market. This intersection is too sharp of a left turn and trucks are often unable to make the swing and end up stuck in the travel lanes of Philadelphia road. Milton is also too narrow for a tractor trailer and a car to pass each other at the same time causing additional back ups. Trucks should use a more suitable route to DG Market.”

“There are not IMO nearly enough street lights on any block on College Hill which is an issue for both drivers and pedestrians.”



Next Steps

Survey findings will be used...

- 
- To inform safety improvement concept plans that will be included in the SS4A action plan
 - To inform the priority recommendations within the SS4A Action Plan.
 - As a reference document for future safety improvements. Comments associated with specific locations will be referenced whenever safety improvements, paving, or utility work is performed in that area.

Peer City Analysis

As Safe Streets for All efforts have grown across the nation, there are a variety of examples of best practices to draw from when crafting a Safe Systems Approach for the City of Easton. With so many case studies to choose from, it is important to consider context when fine tuning measures that best fit the city. What works in New York City or Seattle might not be appropriate for the unique context of Easton so finding examples of cities with similar population sizes/characteristics, topography, traffic patterns, and land use is important. This not only helps identify effective strategies based on local context but also aids in establishing measurable goals and attainable timelines to meet them.

To aid in this process, a Peer City Analysis was conducted to look at cities with similar characteristics within Pennsylvania and compare their respective crash rates per capita. This process helped see where Easton compares to peer cities in terms of high-injury crash trends and helped with both setting a baseline and determining attainable benchmarks to reduce high injury crashes to meet the city’s Vision Zero goal.

Peer City High-Injury Crashes Rate by Year (2020-2024)

| Municipality | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Population | Rate |
|--------------|------|------|------|------|------|-------|------------|------|
| Allentown** | 52 | 66 | 57 | 72 | 60 | 307 | 125,845 | 24.4 |
| Bethlehem** | 18 | 19 | 29 | 23 | 32 | 121 | 75,781 | 16.0 |
| Harrisburg** | 20 | 43 | 44 | 31 | 31 | 169 | 50,012 | 33.8 |
| Hazleton | 16 | 10 | 12 | 11 | 11 | 60 | 29,963 | 20.0 |
| Easton | 5 | 3 | 4 | 10 | 11 | 33 | 28,127 | 11.7 |
| Williamsport | 10 | 9 | 6 | 10 | 11 | 46 | 27,754 | 16.6 |
| Lebanon | 13 | 12 | 7 | 24 | 23 | 79 | 26,814 | 29.5 |
| Average | | | | | | | | 21.7 |

*Rate= Crashes per 10,000 population | ** Vision Zero Policy

The following cities were chosen as peers based on a combination of similarities including population size, regional proximity, land use patterns, and environmental context:

- Allentown
- Bethlehem
- Harrisburg
- Hazleton
- Williamsport
- Lebanon

The analysis looked at 2020 US Census population counts and PennDOT crash data for high-injury crashes from 2020-2024 to develop a crash rate (high-injury crashes per 10,000 population) to compare across municipalities. The table below shows the crash totals for each city over the past five years as well as the respective crash rate based on population.

The six cities had an average crash rate of 21.7 high-injury crashes per 10,000 population with Harrisburg leading the way at 33.8 followed by Lebanon (29.5) and Allentown (24.4). Easton was by far the lowest with a rate of 11.7, which was 10 less than the average.

The analysis also looked at whether or not a city has established a Vision Zero Policy. As of this report, three of the peer cities had adopted a Vision Zero Policy with two being well established in Bethlehem (2016) and Harrisburg (2019), and another brand new policy in Allentown (2025).

Although the low overall crash numbers in Easton are encouraging, It is also helpful to look at the crash rates on a year to year basis to help identify directional trends in the data. Based on this analysis, we see that Easton had very low crash rate from 2020-2022 (average of 1.4) but then more than doubled the following two years (2023: 3.6; 2024: 3.9). This is a worrying trend that is further explored in the Safety Analysis chapter of this report.

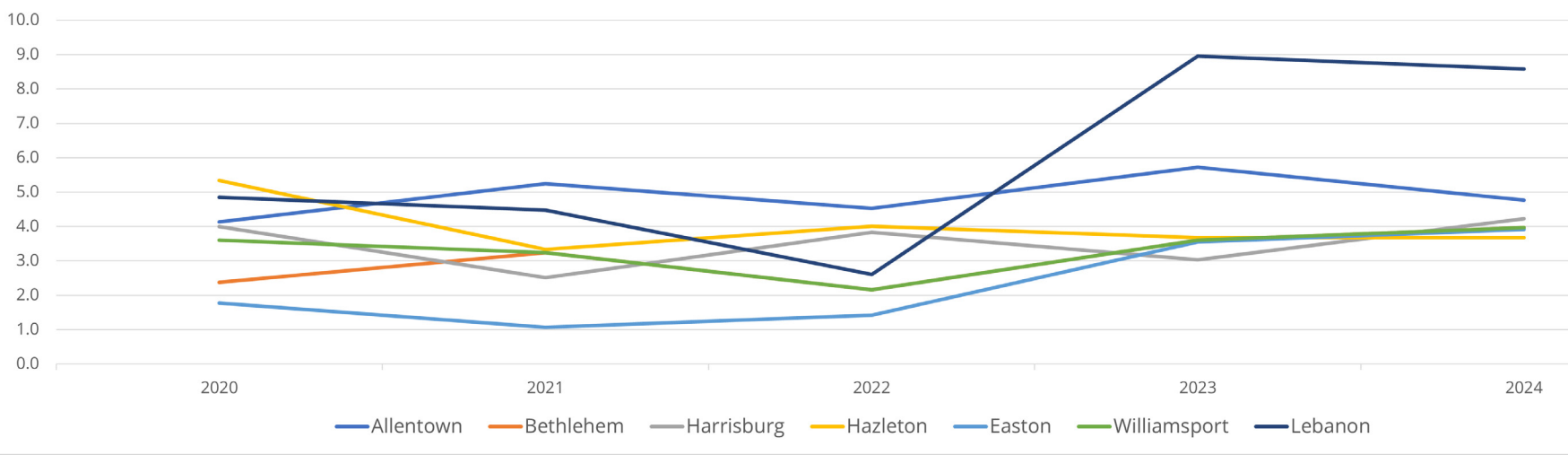
This trend is not unique to Easton, as can be seen by the increasing average crash rate for the entire sample set over the last two years. This is also reflective of overall trends at a statewide level where high-injury crashes have become more and more prevalent. This helps illustrate that there is still much work to be done to reach a goal of Vision Zero. It is important to remember that implementing a Safe Systems Approach is an iterative process that does not happen overnight and requires an holistic mindset and commitment across all aspects of the community.

Peer City Crash Rate by Year (2020-2024)

| Municipality | 2020 | 2021 | 2022 | 2023 | 2024 | Population |
|--------------|------|------|------|------|------|------------|
| Allentown** | 4.1 | 5.2 | 4.5 | 5.7 | 4.8 | 125,845 |
| Bethlehem** | 2.4 | 3.2 | 2.2 | 3.6 | 4.0 | 75,781 |
| Harrisburg** | 4.0 | 2.5 | 3.8 | 3.0 | 4.2 | 50,012 |
| Hazleton | 5.3 | 3.3 | 4.0 | 3.7 | 3.7 | 29,963 |
| Easton | 1.8 | 1.1 | 1.4 | 3.6 | 3.9 | 28,127 |
| Williamsport | 3.6 | 3.2 | 2.2 | 3.6 | 4.0 | 27,754 |
| Lebanon | 4.8 | 4.5 | 2.6 | 9.0 | 8.6 | 26,814 |
| Average | 3.7 | 3.3 | 3.0 | 4.6 | 4.7 | |

*Rate= Crashes per 10,000 population | ** Vision Zero Policy

Peer City Crash Rate by Year (2020-2024)



| | 4th St. and Ferry St. | 3rd St. and Pine St. | 4th St. and Northampton St. | Washington St. & 5th St. |
|---|-----------------------|----------------------|-----------------------------|--------------------------|
| The Sidewalk | | | | |
| Separated from street by barrier or buffer | | | | |
| Surfaced with a material that is smooth and consistent | | | | |
| In good condition, without cracks or raised sections | | | | |
| Free of obstacles | | | | |
| Free of interruptions from driveways | | | | |
| Continuous and Complete | | | | |
| Wide enough for people to walk side by side or pass one another | | | | |
| Has tactile ground surface indicators | | | | |
| Has a curb cut ramp whenever it is interrupted by a street | | | | |
| The Street | | | | |
| Has traffic lights and/or stop signs at intersections and crossings | | | | |
| Traffic lines and/or stop lights are clearly visible to drivers and pedestrians | | | | |
| Has crosswalks | | | | |
| Crosswalks well marked and clearly visible to drivers and pedestrians | | | | |
| Has signage alerting drivers to the presence of pedestrians | | | | |
| Has a designated bicycle lane | | | | |
| Has pedestrian crossing signal | | | | |
| The Pedestrian Crossing Signal | | | | |
| Are working | | | | |
| Have push-to-walk mechanism | | | | |
| Have audible prompts for people with vision impairment | | | | |
| Are placed in appropriate locations | | | | |
| Provide enough time to cross | | | | |
| Provides suitable opportunity to cross | | | | |

[illegible]

On June 10th, more than a dozen volunteers from both organizations, along with Age-Friendly Lehigh Valley, divided into teams to assess pedestrian conditions at intersections such as Washington Street and 5th Street, Larry Holmes Drive and 3rd Street, and others identified through community feedback at events like the Easton Farmers Market. Their observations, focused on accessibility, safety, and connectivity, were integrated into the SS4A concept plans to ensure that the needs of older adults and mobility-challenged residents were addressed in future infrastructure improvements.

APPENDIX E: MONITORING & EVALUATION TEMPLATE

The Easton Safe Streets for All (SS4A) Monitoring and Evaluation Framework is a structured template to track progress on Easton’s roadway safety goals and to measure the effectiveness of the SS4A Plan’s implementation. This framework draws on best practices from other SS4A plans and Vision Zero initiatives, focusing on performance measures such as reductions in traffic fatalities and serious injuries and the completion of safety improvements. By regularly monitoring these indicators and comparing them against targets, Easton can evaluate what is working, identify challenges, and adjust strategies to stay on track toward the ultimate goal of eliminating serious crashes. Please see the template on the following page set up for a 2025 annual report.

Easton Safe Streets for All (SS4A) Action Plan Monitoring & Evaluation Report for 2025

| Performance Measure | 2021 | 2022 | 2023 | 2024 | 2025 |
|--|--------------|--------------|--------------|--------------|------|
| Number of Crashes | | | | | |
| Number of Fatal and Serious Injury Crashes | | | | | |
| Top Contributing Factors in Fatal and Serious Injury Crashes | | | | | |
| Number of Proven Safety Countermeasures Implemented | Not reported | Not reported | Not reported | Not reported | |
| Number of Projects Completed Along the high-injury network | Not reported | Not reported | Not reported | Not reported | |
| Bicycle Network Mileage Added | Not reported | Not reported | Not reported | Not reported | |
| Sidewalk Network Mileage Added | Not reported | Not reported | Not reported | Not reported | |
| Number of Transportation Safety Policy Changes | Not reported | Not reported | Not reported | Not reported | |
| Number of Transportation Safety Related Events | Not reported | Not reported | Not reported | Not reported | |

Progress Details

Number of Crashes

There were [insert number of crashes] in [year]. This is a [xx%] [increase/decrease] from the previous year and a [xx%] [increase/decrease] from [insert year five years prior to reporting year].

Number of Fatal and Serious Injury Crashes

There were [insert number of fatal and serious injury crashes] in [year]. This is a [xx%] [increase/decrease] from the previous year and a [xx%] [increase/decrease] from [insert year five years prior to reporting year].

Top Contributing Factors in Fatal and Serious Injury Crashes

The top contributing factors in fatal and serious injury crashes are [insert factors]. [insert factor 1] contributes to [xx%] of fatal and serious injury crashes and [insert factor 2] contributes to [xx%] of fatal and serious injury crashes. Modify if needed for additional factors.

Number of Proven Countermeasures Implemented

[Insert number of proven countermeasures implemented] proven safety countermeasures were implemented] in [year]:

| Proven Safety Countermeasure | Location |
|------------------------------|----------|
| | |
| | |
| | |
| | |

Number of Projects Completed Along the High-Injury Network

There were [insert number of projects completed] projected completed along the High-Injury Network in [year]

| High-Injury Network Street | Project |
|----------------------------|---------|
| | |
| | |
| | |
| | |
| | |
| | |

Added Bike Network Mileage

[Insert number of miles] of bike lanes were added to the bike network in [year]:

- [insert number of miles] miles on [insert street] from [insert street] to [insert street]
- Repeat as needed.

Added Sidewalk Network Mileage

[Insert number of miles] of sidewalks were added in [year]:

- [insert number of miles] miles on [insert street] from [insert street] to [insert street]
- Repeat as needed.

Number of Transportation Safety Policy Changes

[Insert number] of transportation safety policy changes were approved [year]:

- [insert number of miles] miles on [insert street] from [insert street] to [insert street]
- Repeat as needed.

Number of Transportation Safety Related Events

[Insert number] of transportation safety related events were held in [year]:

- [Insert description of event; include date, how the City was involved, purpose of the event, outcomes, and participation]
- Repeat as needed.

Looking Forward

Include a brief description of:

- Grants that the City is pursuing for transportation safety and the status of those grants.
- Other initiatives that the City is planning to implement in the following year.
- Any proposed modifications to the Safe Streets for All Action Plan based on lessons learned throughout the year.
- Any other information that would be helpful for the City Council to know about future transportation safety plans.