

Recommendations of the Traffic/Parking Committee, November 2016

Phased Plan for IronWorks Project & PennDOT Race St Project

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## FAQs regarding recommendations of the Traffic/Parking Committee

- **Why:** Development of IronWorks site and economic development of downtown and surrounding commercial district to bring in rateables (tax paying properties) and higher valued uses to increase tax revenues. Such revenues are needed for the borough to keep up with inflation, repay bond on new borough municipal building, and cover infrastructure improvements (street paving, etc.), avoiding having all these costs borne by existing taxpayers. Two-way is also consistent with safety changes planned by PennDOT at Front & Race.
  - Relocation of Fire & Police facilities to site between Bridge and Pine; in effect by July 2017.
    - Two access points: Bridge and Willow
    - Two-way Front between Bridge & Willow and extend two-way Front to Union/Race to avoid overloading Willow and other narrow streets east of Front.
  - Commercial Development requires two-way Front between Race & Pine and enforcement of curb parking in the commercially zoned areas on Front, Bridge, and Pine St as short-term parking to accommodate increased business use. The ordinance and timing of conversion is needed to have the commitment for 2-way in place at the time the RFP for development is released, 1Q2017.
- The recommendation for two-way Front and its implementation is built on previous studies including
  - 1995 Community Vision
  - Borough Comprehensive Plan, 1999
  - Downtown Vision Action Strategy 2002 Survey
    - Borough Business Revitalization Program 2002 (zoning for Downtown Business District, façade program and downtown/gateway wayfinding signage)
  - 2008 Downtown Revitalization Plan & 2016 consultations with T. Comitta Associates
  - Pidcock Engineering: signage and marking requirements
  - Spillman Farmer Master plan & Catasauqua Municipal Project Final Presentation 2015
  - LVPC Catasauqua Front Street Study, 2015
  - Taggart Associates: business development of IronWorks site
  - Newton Engineering traffic study in conjunction with Benesch and PennDOT study/consultation

Council held a meeting in 2015 to solicit feedback from residents and to establish a joint council-resident committee that would evaluate and make recommendations regarding parking and traffic needs associated with returning Front St to two-way. The committee accomplished the following:

- Evaluated pros and cons of 1-way (single wide lane) vs 2-way potential benefits
  - Better local access and wayfinding, business access (downtown revitalization)
  - Improve emergency services response time
  - Traffic calming
  - Reduce crime and promote law enforcement
  - Increase property values
- Evaluated requirements of two-way traffic
- Reviewed on-street and off-street parking options.
  - Review short term and long term parking needs, alternatives, along with metered/kiosk options.
  - Planned for street markings, traffic safety.
  - Developed options distinguishing between short term street parking in the business district, versus longer term parking for business owners & employees and for area residents.
- **Affected Streets: First phase – April 2017**
  - Convert Front St to two-way between Pine and Union
    - Bridge St to Pine – remove parking on east and west sides (3 traffic lanes at Pine St intersection)
    - Church St to Wood – remove parking on east side; and on west side above Blondies
    - Intersection of Union and Front – add 4-way stop
  - Union Street – remove parking on south side

## FAQs regarding recommendations of the Traffic/Parking Committee, cont'd

**Who:** The recommendations are those of the Traffic/Parking Committee, which reports to Borough Council.

**Where:** Affected streets are

- Race between the canal bridge and 10th
- Second between Race and Pine
- Front between Race and Pine
- Union between Front and Second
- 5 Points intersection at Second, Union and Howertown Rd.
- Lehigh between Catasauqua Creek bridge and Race
- Pineapple between Race and School
- Bounded streets that may see changes in thru traffic, access to parking.

**Why:** Redevelopment plans for IronWorks site and PennDOT changes to the Intersections of Race at Lehigh, Front, and Second Sts.

- **Safety upgrades to Race St** between Lehigh and Second by PennDOT will create controlled traffic at all three intersections with the following requirements: no left turns from Race (heading east) onto Front and the addition of a left turn traffic onto Second for east bound Race St . A contributing factor to the design changes is the additional traffic expected with development in Allen Twp. The changes are also expected to impact parking on the north side of Race St due to the addition of a turning lane.
  - Make Front St two-way at Race & extend two-way to Bridge to avoid all traffic being pushed onto Union, School, Willow, Church, etc.
  - Second St between Race and Union to become either one-way going the opposite direction or 2-way.
    - Recommendations took into account traffic/turning radii, traffic flow at Five Points, Rock Hill traffic, church traffic and parking, residential traffic and parking, traffic flow to downtown, local congestion, and phasing of changes.
- **Development of IronWorks site** and economic development of downtown and surrounding commercial district to bring in rateables (i.e., additional tax paying properties) and higher valued uses to add/increase tax revenues. Such revenues are needed for the borough to keep up with inflation, repay bond on new borough municipal building, and cover infrastructure improvements (street paving, etc.), avoiding having all these costs borne by existing taxpayers. A healthy downtown also improves quality of life for residents.
  - Relocation of Fire & Police facilities to site between Bridge and Pine requires easy access to/from the site, and two means of access.
    - Access points at Bridge and Willow
    - Two-way Front between Bridge & Willow and extend two-way Front to Union/Race to avoid overloading Willow and other narrow streets east of Front between Willow and Race.
  - Commercial Development requires two-way Front between Race & Pine and enforcement of curb parking in the commercially zoned areas on Front, Bridge, and Pine St to short-term (vs long term) parking to accommodate increased business use.
- **Replace one-way streets with 2-way streets, where feasible**
  - Better local access and wayfinding
  - Improve emergency services response time
  - Traffic calming; Reduce crime and promote law enforcement
  - Increase property values

## FAQs regarding recommendations of the Traffic/Parking Committee, cont'd

**What:** Recommended street plans and associated parking policies for consideration by Borough Council. The recommendations are as follows:

- Front St two-way between Union and Pine (Phase II) and Race and Pine (Phase III) (See last page for Phase information)
  - Maintain parking on both sides of street where street is wide enough to accommodate both parking and additional lanes of traffic.
    - Line streets and mark parking spaces along all affected streets (Phase I, II, IV)
      - Use Tom Comitta lane width criteria (travel lanes @ 9'-6" each and parking lanes @ 6'-10"), LVPC plan/measurements, and PennDOT requirements for clear sight triangles.
      - Widen Front on the west side where economical to maximize parking (By Developer, Phase VI)
  - Target and incent off-street parking lots for long term use
    - Supplement existing private and municipal off-street parking areas with shared commercial/residential lots (MOUs) and new pocket lots.
    - Install pay kiosks along streets in business district to create short term parking for business development. Use parking revenues to subsidize, finance maintenance and construction of municipal lots, and pay for enforcement, as needed.
      - Church to Pine (2017, Phase III)
      - Bridge, Pine and Lower end of Front as needed (Phase III, V, VI)
    - Improve Municipal parking as needed (Phase III+)
      - Add safety lighting at 141 Canal
      - Brewery lot (optimize layout & terms of use)
      - Purchase 223-225 Front St and develop for long term parking
      - Add lot on Fireman's Field (design TBD, Phase IV)
- Downtown parking options
  - To help offset loss of parking between Bridge and Pine, a right-of-way is identified in waterfront development (WFD) plan for more dense parking along west side of Front St between new Bridge St extension and ClimaTemp. (By Developer, Phase VI)
  - Maintain current zoning requirements for parking; variances recommended for new businesses
- Develop Willow west of Front for second point of access to IronWorks site for Emergency Services
  - Adjust parking for emergency egress and construction (Phase I, III)
  - Add emergency signaling at Willow & Front (Phase III)
  - Provide for 2-way traffic at Willow
- Widen Race St to three lanes of traffic between the canal bridge and Second. (By PennDOT Phase IV); subject to change)
  - Timing of lights coordinated to clear stacking lanes on Race.
  - At Race and Lehigh; with signaling
    - Three lanes on Lehigh St between the canal bridge and Race St (widen)
      - One South bound lane
      - Two north bound lanes: one left-turn to go west on Race ; one right-turn lane to go east on Race
    - Three lanes on Race St – west side of intersection (mill/church to be razed)
      - One west bound lane
      - One right turn lane onto Lehigh St
      - One thru-traffic, east bound lane (middle), which continues into the right hand lane past the intersection

## FAQs regarding recommendations of the Traffic/Parking Committee, cont'd

- No traffic can turn left onto Front
- Three lanes on Race – east side of intersection
  - One east bound lane
  - One left turn lane onto Lehigh St
  - The right hand lane is for thru-traffic/west bound
- At Race & Front: with signaling
  - Front St: three lanes/two-way
    - One lane heading north
    - Two south bound lanes
      - Right turn onto Race (west bound)
        - remove parking on west side, south of Linden
      - Left turn onto Race (east bound)
  - Three lanes on Race – west side of intersection
    - One east bound lane
    - Two west bound lanes
      - Right lane for thru traffic heading west
      - Middle lane is a stacking lane heading west for left turns onto Lehigh St
  - Three lanes on Race – east side of intersection
    - One east bound lane
    - Two west bound lanes
      - The right hand lane is shared by thru-traffic/west bound and those turning right onto Front St.
      - Middle lane is a stacking lane heading west for left turns onto Lehigh St
- Race St at Second – west side of intersection
  - Three lanes
    - One thru traffic, east bound
    - Middle lane for left turns onto Second
    - One west bound.
- Race St at Second – east side of intersection
  - Two lanes: one east, one west
- Race between Second and Front
  - The middle lane changes direction mid-block ~ Railroad St
    - Changes from east bound stacking for a left turn onto Second and west bound stacking for a left turn onto Lehigh
    - Remove parking on north side of Race between Pineapple and Front to accommodate added stacking lane(s). Replace curbside parking with parking in Fireman's Field along Race. Add cross walk at light(s).
- Switch direction of Pineapple St between Race and School, eliminating turns onto Pineapple from Race St. (Schedule TBD by Public Safety)
- Second St
  - 2-way between Race and Union. Remove parking on east side of street, if needed. (Phase II)
  - Reverse direction or two-way from Union to Bridge (TBD, Phase V))
  - Possible two-way between Bridge and Pine; remove parking on one side (TBD, Phase V)
  - No stop sign for Second St thru traffic heading north (Phase V). Will revisit if this unacceptably constrains traffic flow from Howertown and/or Union.
- Union Street
  - Remove parking on south side of Union St between Second and Front. (Phase II)

## FAQs regarding recommendations of the Traffic/Parking Committee, cont'd

- Add 4-way stop at Front & Union (Phase II)
- Make Union between Second and Front one way west with two lanes: a right turn lane onto Front and a straight/left turn lane. (Phase V)
- No changes to Union east of Second (continue 2-way) or west of Front (continue 2-way).
- Howertown Road at 5 Points – change in traffic direction, signage as described above (Phase V). Will revisit if traffic flow from Howertown onto Second or Union is unacceptably constrained (i.e. add 4-way stop)
- Canal Street
  - Ordain Canal Street from Willow to Mulberry
  - Improve Canal St for parking and for Willow Street access for emergency vehicles
  - Maintain D&L towpath route on west side of canal up to Willow to not encroach on Canal St

**When:** Schedule is based on redevelopment plans for IronWorks site and PennDOT changes to the Intersections of Race and Lehigh, Front, Second Sts. The recommendations to be introduced for council action beginning in 2016.

- Pre-Phase 1: Review all past feasibility studies and recommendations. Evaluate requirements of two-way traffic. Review off-street parking options. Review short term and long term parking needs, alternatives, along with metered/kiosk options. Plan for street markings. Communicate need to view street parking in the business district as short term parking, rather than parking for business owners & employees and daytime parking for residents. Water bill insert to alert residents. Summer 2016.
- Phase I: Line streets and parking. Prepare ordinance for two-way Front. Fall 2016. Issue recommendations.
- Phase II: Two-way Front St from Pine to Union beginning April 2017. Remove curb parking on south side of Union. Remove curb parking on Front where road is too narrow to accommodate both two-way traffic and curb side parking. Current projections are loss of 10 spaces between Bridge & Pine (east & west sides of street) and 6-10 spaces between Wood and Church (west side of street). Add 4-way stop at Front and Union.
- Phase III: Open Bridge St extension onto IronWorks site in conjunction with opening of municipal services building. 2017
- Phase IV: PennDOT modifications to Race. Remove curb parking on east side of Second between Union and Race. Add parking to Fireman's Field lot, and remove curb parking on north side of Race. Open parking option on Fireman's field. 2018-? (subject to PennDOT design, schedule)
- Phase V: PennDOT complete: Activate signaling. Change direction of Second. Change direction of Front from Race to Union. (Subject to PennDOT schedule)
- Phase VI: Street and parking markings/signage on Front St between Church and Pine in conjunction with development of south end of IronWorks site. (Dependent on contract terms between Borough and Developer)

### RESOURCES

- Recommendations of the Parking/Traffic Committee for two-way Front and its implementation are built on previous studies including:
  - 1995 Community Vision
  - Borough Comprehensive Plan, 1999
  - Downtown Vision Action Strategy 2002 Survey
    - Borough Business Revitalization Program 2002 (zoning for Downtown Business District, façade program and downtown/gateway wayfinding signage)
  - 2008 Downtown Revitalization Plan & 2016 consultations with T. Comitta Associates
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