

COMMUNITY PROFILE

Data Sources: US Census Bureau ACS 5-year Estimates 2017-2021

Vulnerable Populations Indicators

PEOPLE OF COLOR
26.1%

MEDIAN AGE (ACS 2017-2021)

BETHLEHEM TWP - 43.6

NORTHAMPTON CO - 42.1

PENNSYLVANIA - 40.8

19.2%
Senior Population
65 and older

4.6% HOUSEHOLDS BELOW
POVERTY LEVEL

2.3% LIMITED ENGLISH
SPEAKING HOUSEHOLDS

Transportation Indicators

% of Income Spent on Transportation

23.1% Median Income Families

59.5% Low Income Individuals

COMMUTE MEAN TRAVEL TIME **27.8** Minutes

80.4% Drive Alone to work

3.9% % of Households with no access to a vehicle

SAFETY ANALYSIS

Reportable crashes within the township were reviewed using PennDOT's Pennsylvania Crash Information Tool for the five-year period between 2017-2021. Crashes that took place on US Route 22 or PA 33 were excluded because bicycle and pedestrians are prohibited.

Crashes involving pedestrians (1.6%) and bicycles (1.2%) represented a relatively small percentage of the 838 total reportable crashes within the township. However, out of 13 crashes involving pedestrians four resulted in a "Suspected Serious Injury" and of a total of 10 crashes involving a bicycle, there were three "Suspected Serious Injury" cases and one fatality (one of four total fatal crashes within the township). Additional crashes involving pedestrians or bicycles may have occurred in the study area but were not reported to PennDOT.

Looking at data for all crashes can also be useful for determining trends and hotspots with potentially unsafe conditions for all users. The heatmap above reveals that crashes were clustered around the following intersections and corridors:

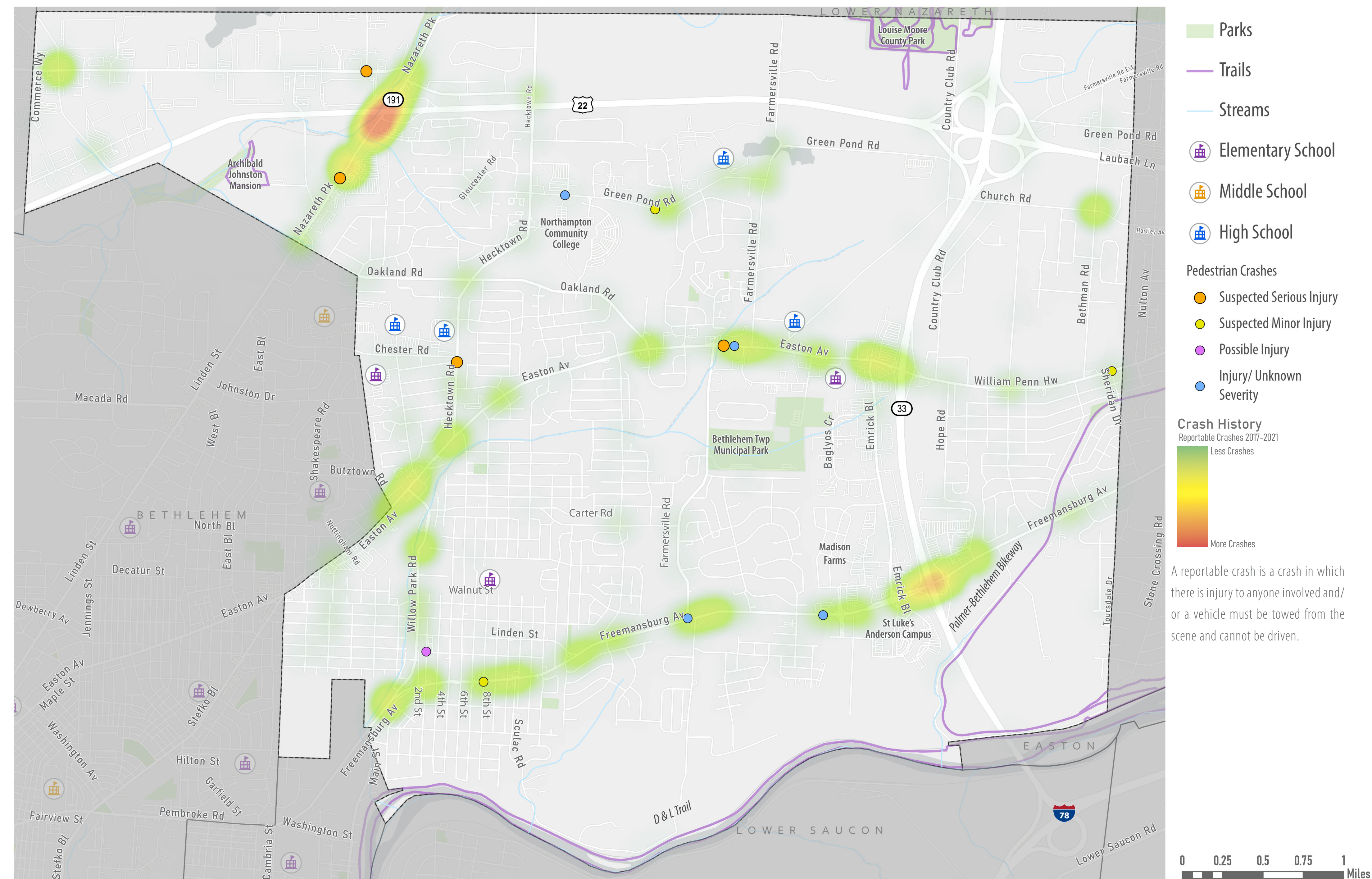
INTERSECTIONS

- Easton Ave/Willow Park Rd
- Nazareth Pike/US Route 22
- Freemansburg Ave/PA 33

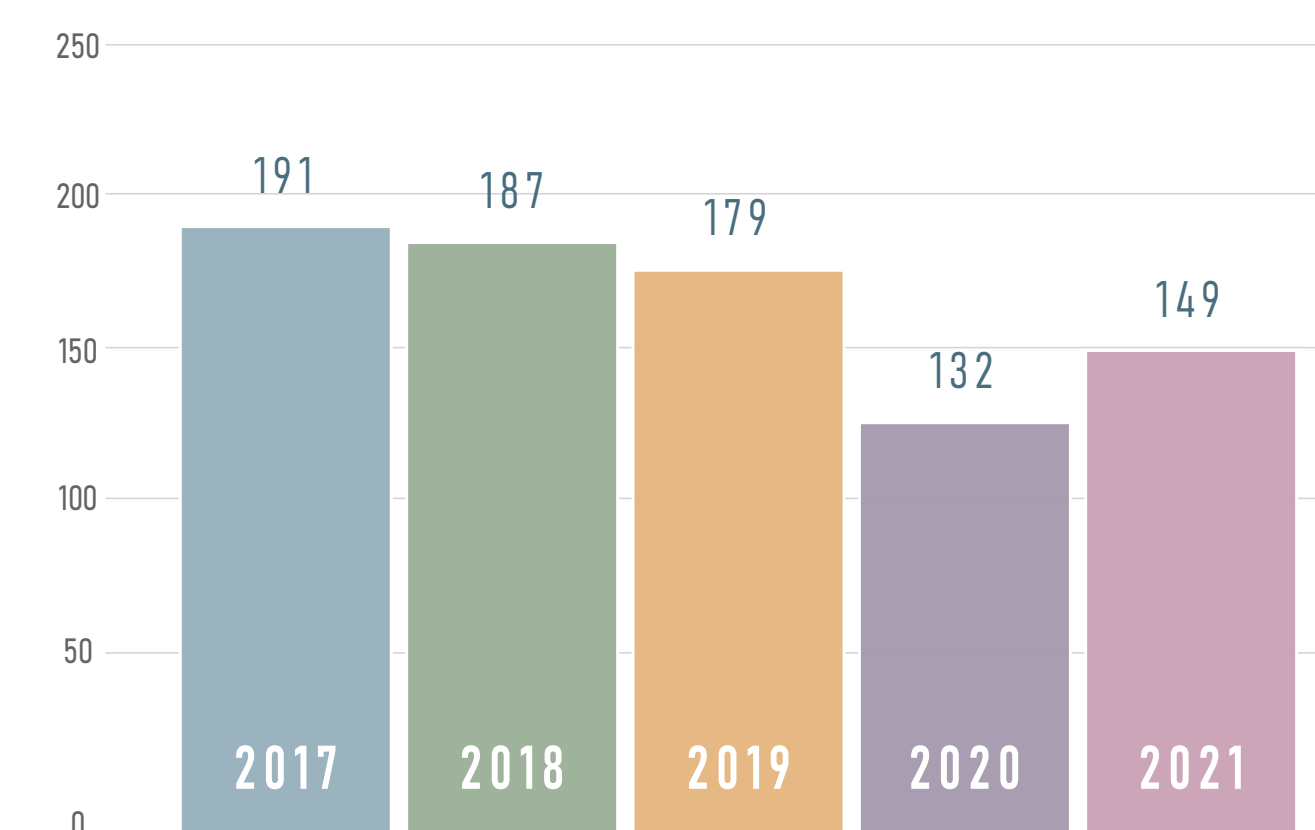
CORRIDORS

- Easton Ave/William Penn Hwy (PA 2020)
- Freemansburg Ave (PA 2018)
- Nazareth Pike (PA 3015)
- Willow Park Rd (PA 3007)

CRASH HEAT MAP - REPORTABLE CRASHES (2017-2021)

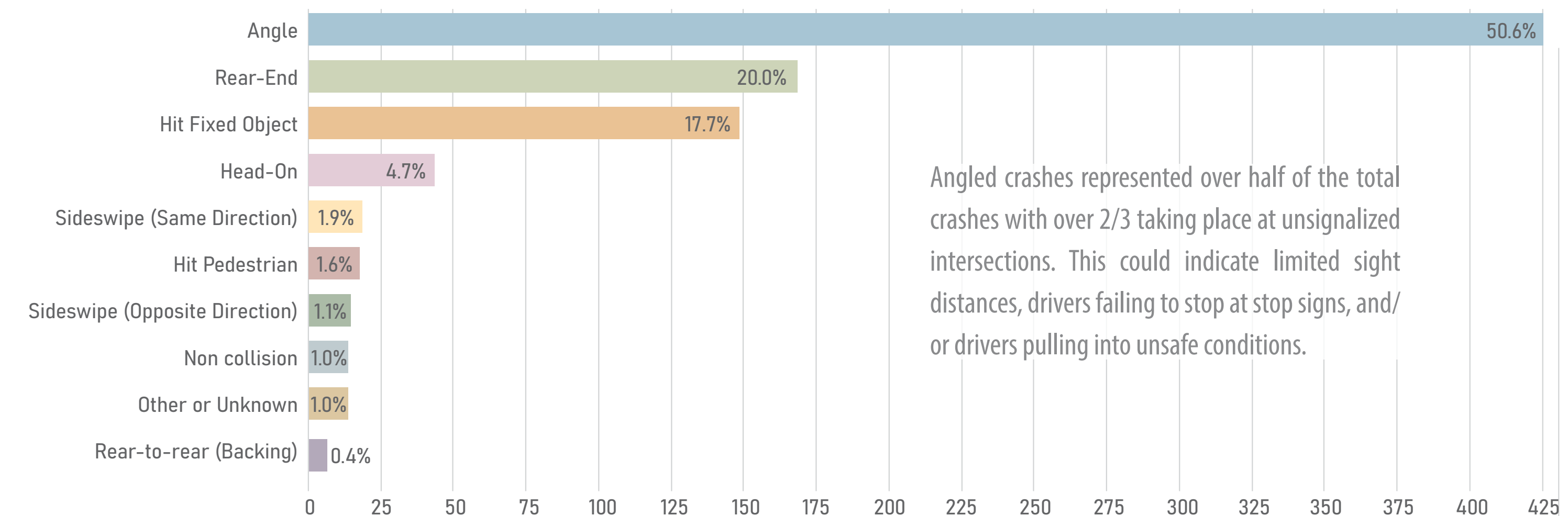


TOTAL CRASHES BY YEAR (2017-2021)



There were an average of 168 crashes/year between 2017-2021 with a high of 191 in 2017 and a low of 132 in 2020 (likely due to reduced driving during COVID-19 related travel restrictions).

TOTAL CRASHES BY TYPE (2017-2021)



Angled crashes represented over half of the total crashes with over 2/3 taking place at unsignalized intersections. This could indicate limited sight distances, drivers failing to stop at stop signs, and/or drivers pulling into unsafe conditions.

BETHLEHEM TOWNSHIP

Active Transportation Plan



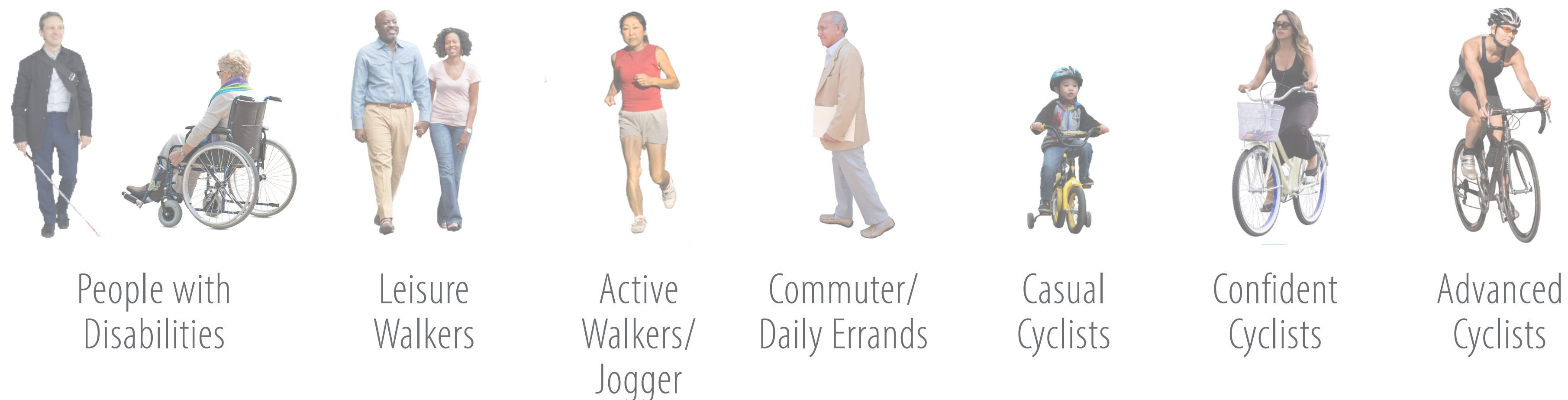
Project Overview

Do you wish you could comfortably walk, bike, wheel, and ride transit to more places in Bethlehem Township? With grant funding through the PA Department of Health WalkWorks Program, Bethlehem Township is developing a township-wide active transportation plan to identify capital projects, policies, and programs to improve safety, increase opportunities for walking/biking/wheeling, and expand transit access. The plan aims to improve community health and expand transportation options by creating safe connections to key destinations throughout the Township.

Project Schedule

Task	2023													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep					
1. Project Management	[Timeline bar from Jan to Aug]													
2. Existing Conditions	[Timeline bar from Jan to Feb]													
• Field View		+												
3. Active Transportation Network		[Timeline bar from Feb to Apr]												
4. Active Transportation Infrastructure Improvements			[Timeline bar from Mar to May]											
5. Policies and Programs			[Timeline bar from Apr to Jun]											
6. Strategies for Implementation			[Timeline bar from Apr to Jun]											
7. Public Participation	[Timeline bar from Jan to Jun]													
• Steering Committee Meetings (3)	■		■		■									
• Partner Interviews		[Timeline bar from Feb to Mar]												
• Public Meetings/Outreach			▲		▲									
• Online Map			●		●									
• Commission Presentation									★					
8. Draft and Final Report						[Timeline bar from Jun to Sep]								
• Steering Committee and Staff Review							☞							
• Public Review								☞						
• Final Report									☞					

Who are we planning for?



BETHLEHEM TOWNSHIP

Active Transportation Plan



DRAFT VISION

A safe, accessible, and connected active transportation network of where people of all ages and abilities can comfortably reach key destinations and resources throughout the Township and beyond.

DRAFT GOALS

Expand safe connections between key destinations and recreational resources within the Township and the surrounding region

- Employment Centers
- Recreational Resources
- Regional Trails
- Schools
- Commercial/Retail
- Community Resources
- Institutions/Campuses

Improve safety for pedestrians and people who ride bikes at crossings, especially those along major arterial roadways (Easton Ave/William Penn Hwy, Freemansburg Ave) and highways (US 22, Route 33)

Expand walking and biking access to existing trails, parks, and other recreational resources to promote healthy lifestyles and improve public health

Develop policies and educational campaigns to promote active transportation network and increase awareness among residents and visitors

- Online Map of Trail Network
- Wayfinding and Informational Signage
- Driver Education and Awareness Campaigns

Improve connections to transit services and transit supportive infrastructure, especially at future Enhanced Bus Service station locations and other bus stops

Prioritize improvements that will serve more vulnerable populations including:

- Limited Vehicle Access
- Households Below Poverty
- Racial and Ethnic Minorities
- Limited English Proficiency
- Older Adults
- Youth
- People with Disabilities

Create comfortable connections for walking and biking along lower speed, lower volume residential roadways

Share your vision and goals below!

A large dashed-line rectangular box intended for users to share their vision and goals.

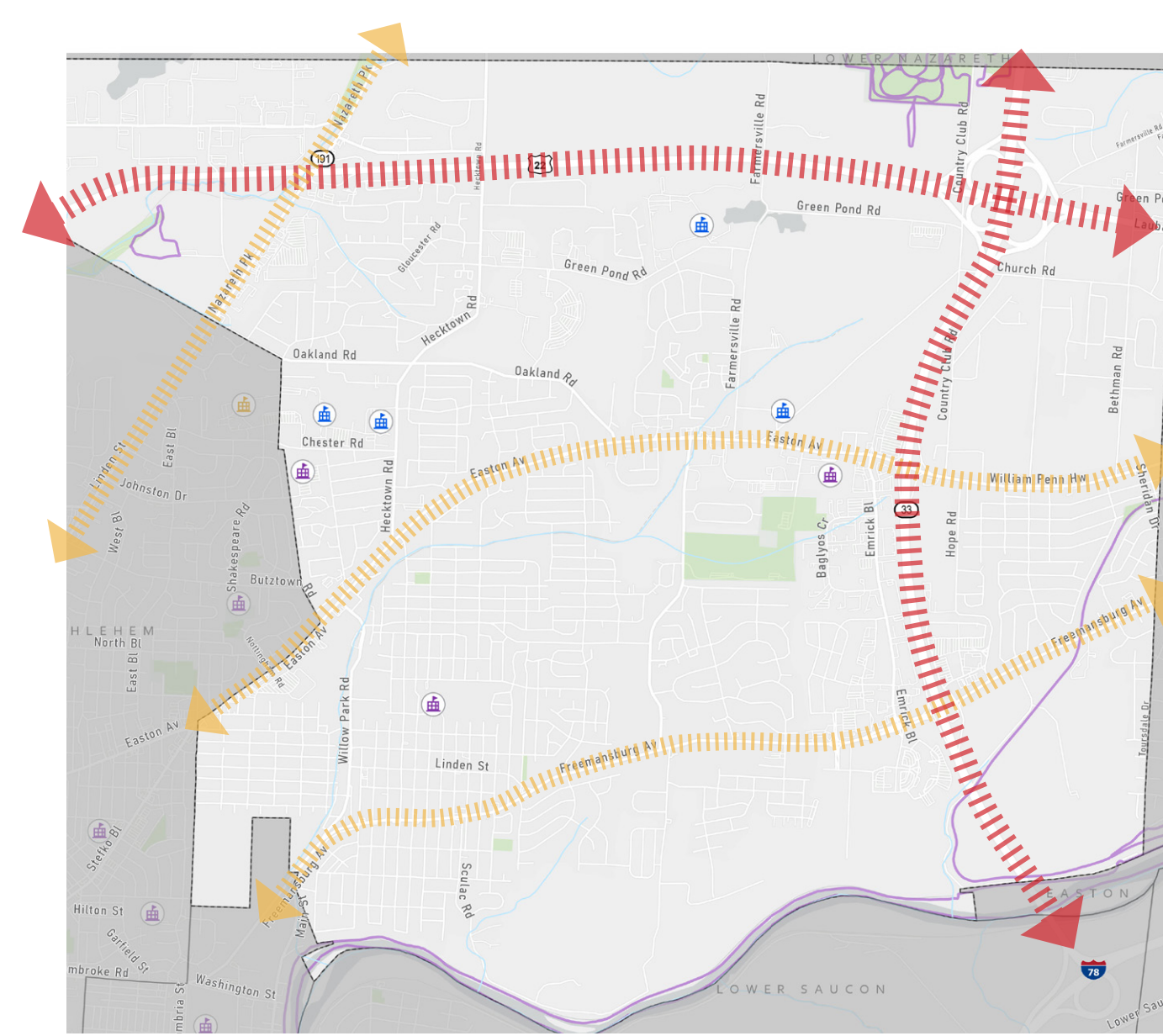
KEY ISSUES & OPPORTUNITIES FOR IMPROVEMENT

INCOMPLETE SIDEWALKS



Many corridors, especially important commercial corridors (Nazareth Pike, Easton Ave/William Penn Hwy, Freemansburg Ave) feature incomplete sidewalk networks that limit accessibility.

BARRIERS



High volume, high speed highways (US 22 and Route 33) and arterial corridors bisect the township and create barriers that are particularly difficult for pedestrians and people on bicycles navigate.

LACK OF ACCESS



Connections to significant parks and recreational areas are not easily accessible for people who walk or ride bicycles. Many trails within parks do not allow bicycles or dog walking.

NARROW STREETS



Many roadways (including residential streets) are narrow and some have poor surface conditions with no sidewalks and limited space for new facilities.

LACK OF CONNECTIONS



Major institutions (St. Luke's, Northampton Community College), regional recreation destinations (D&L Trail, Louse Moore County Park), and shopping centers lack direct connections and are difficult to access by walking and biking.

TRANSIT ACCESS



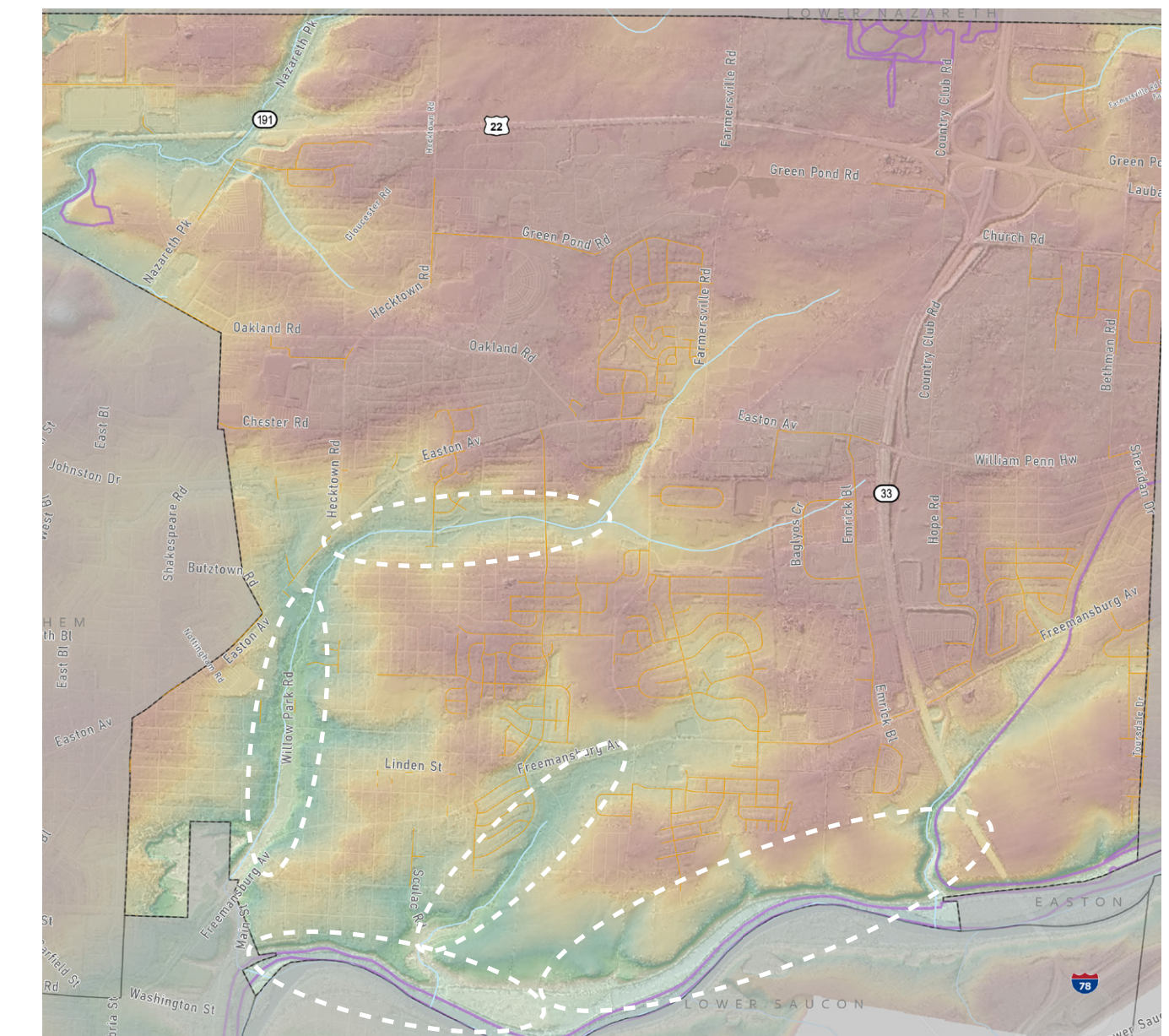
Lack of sidewalks and pedestrian infrastructure (especially on major roadways) limit access to transit facilities.

PEDESTRIAN CROSSINGS



Lack of safe pedestrian infrastructure creates unsafe crossings, especially over major barrier roadways.

TOPOGRAPHY



Steep slopes create issues for access in the southern portion of the township and make it difficult to easily connect to the river.

Please add other key issues that are important to you...