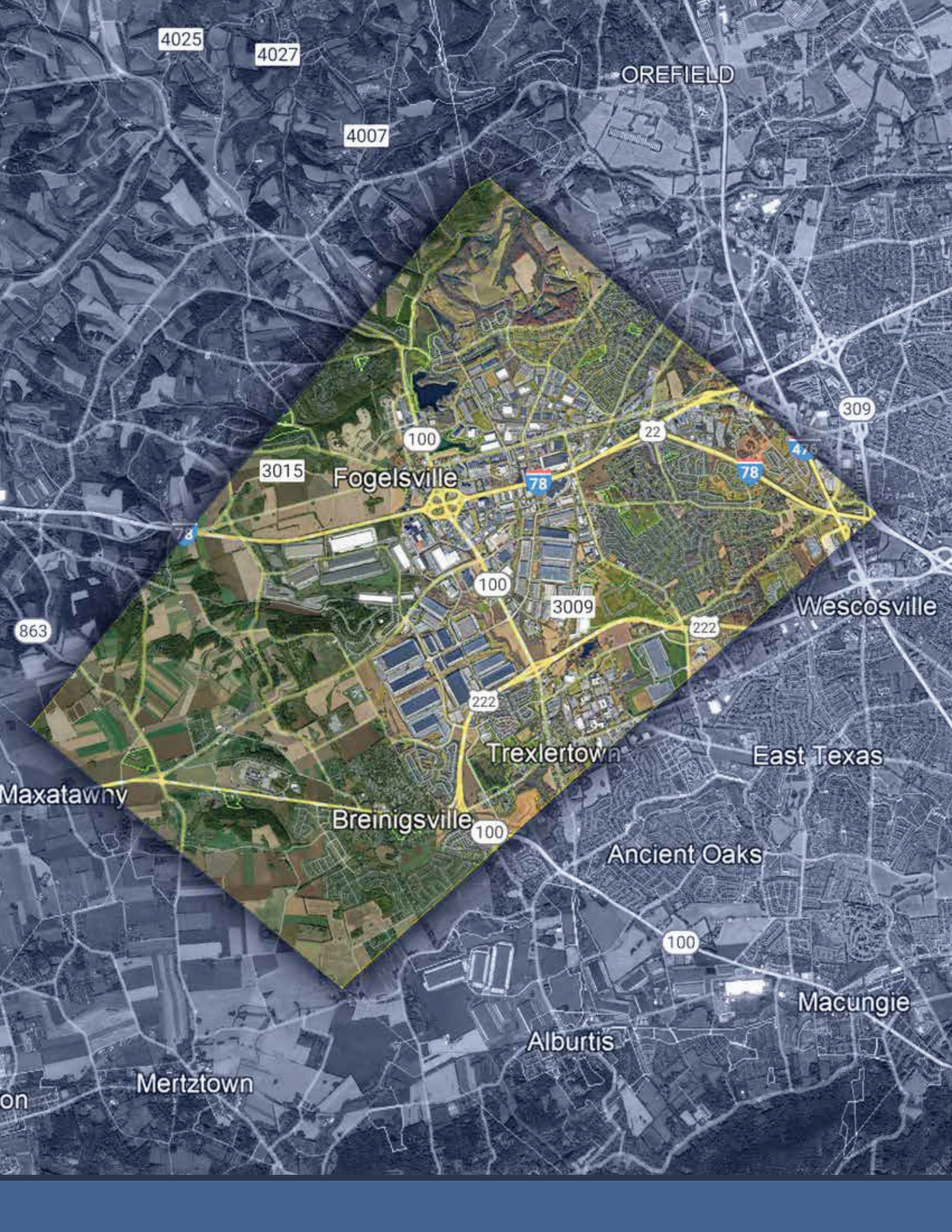




Existing Conditions & Analysis



4025

4027

4007

OREFIELD

309

3015

Fogelsville

100

22

78

8

100

3009

222

Wescosville

863

222

Trexlertown

East Texas

Maxatawny

Breinigsville

100

Ancient Oaks

100

Macungie

Albutis

Mertztown

on

A. Overview & Township Context

The Upper Macungie Township Comprehensive Plan 2019 committed to serve current and future residents by proactively balancing the needs and challenges of development with preserving open space, recreation, and vital transportation infrastructure.

As stated in the Plan *“a lack of pedestrian and bicycle facilities with few transit routes connecting neighborhoods to schools, shopping centers, park and recreation facilities, community centers, and employment centers impacts quality of life and limits travel within UMT to use of automobiles”.*

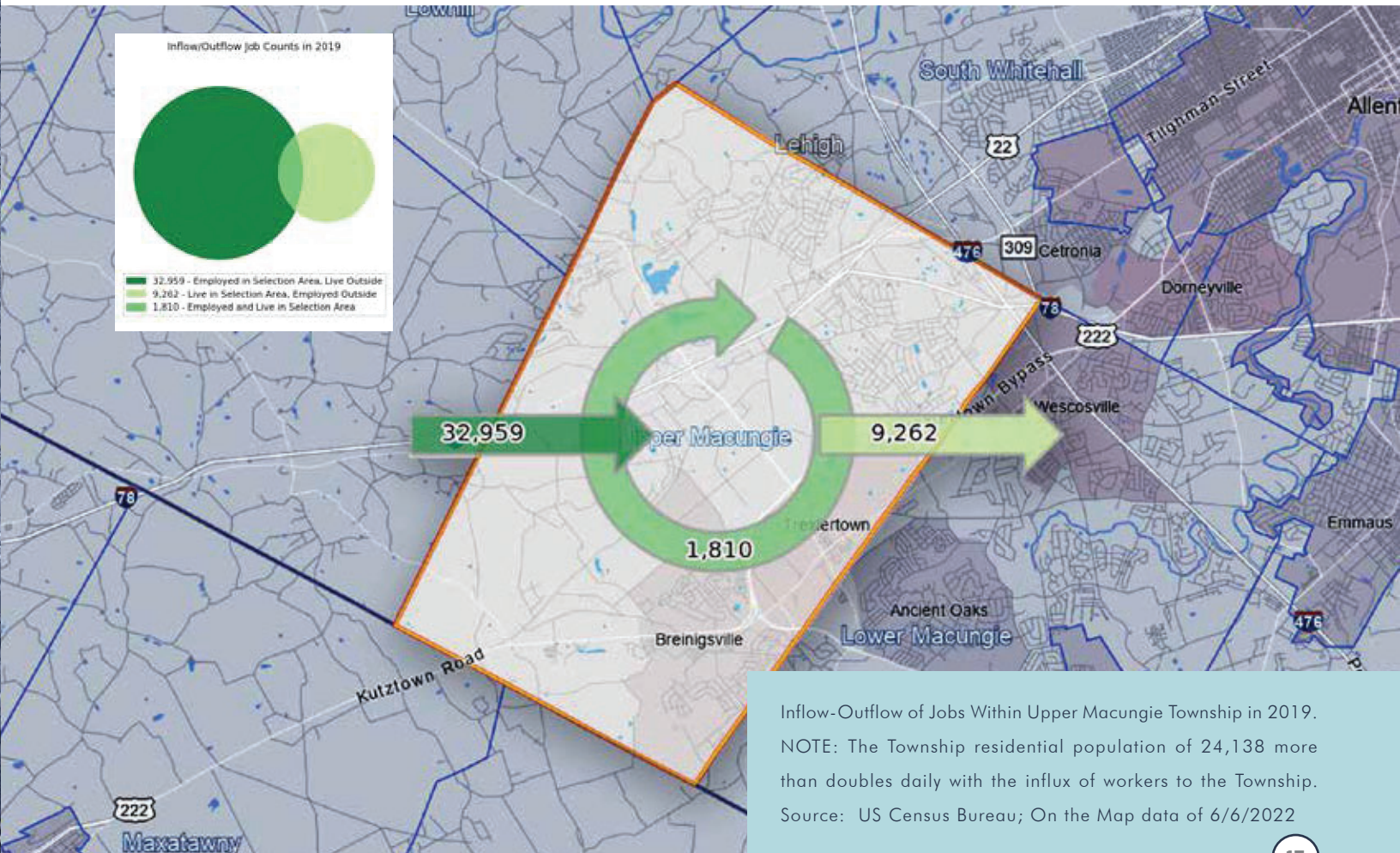
Investments in multimodal options within the Township can provide multiple benefits. These opportunities exist at the intersection of the major planning areas considered in the Comprehensive Plan: Land Use and Housing Implementation, Community Character, Economic Action,

Natural, Cultural and Agricultural, and Transportation Action recommendations.

Within the context of the Township’s commitment to a ‘Vision Zero’ and ‘Complete Streets’ policy, multimodal connectivity improvements address important safety and equity issues within the realm of transportation planning.

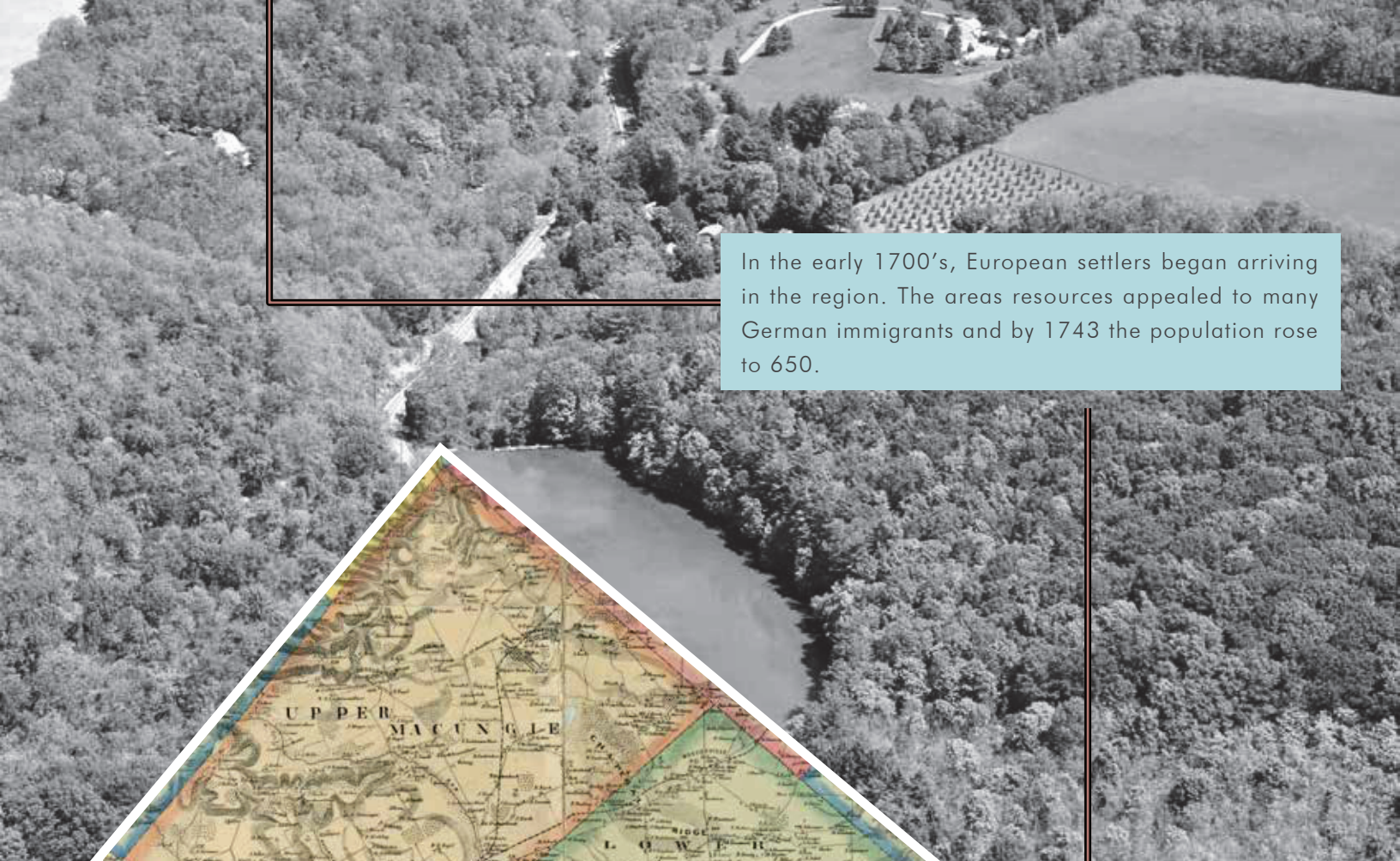
Macungie’s many natural resources appealed to its first residents, the Lenni Lenape tribe of Native Americans, and to the German immigrants who created villages throughout the region that have endured and maintained their cultural flavor.

Upper Macungie is historically an agriculturally focused township, and while agriculture remains in the area, the Township economy now reflects a regional trend of manufacturing and warehousing facilities that take advantage of the prominent transportation network. Companies like Uline, Air Products, and Bimbo now call Upper Macungie ‘home’, bringing with them employees from outside the immediate community.



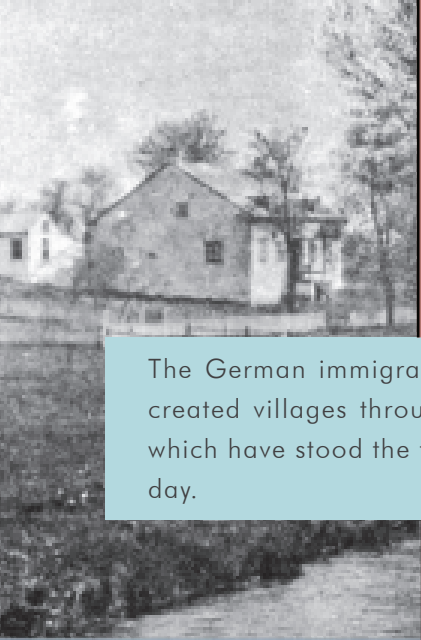
Township History

The first residents in what then was a consolidated and singular Macungie were members of the Lenni Lenape Tribe.

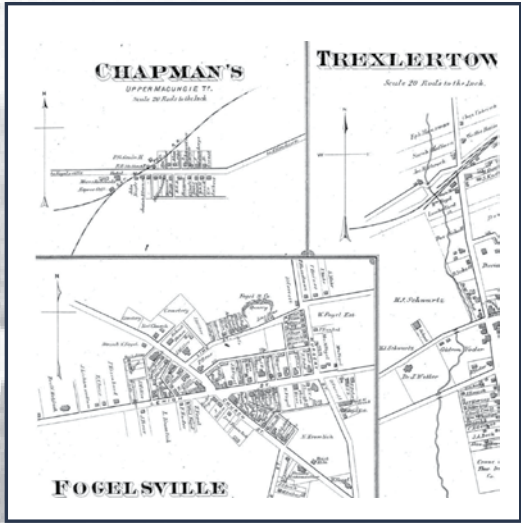


In the early 1700's, European settlers began arriving in the region. The areas resources appealed to many German immigrants and by 1743 the population rose to 650.

Macungie Township was split into Upper Macungie and Lower Macungie in May of 1832, and in 1845 the population of Upper Macungie was 1,769.



The German immigrants that inhabited the area created villages throughout the region, many of which have stood the test of time into the modern day.



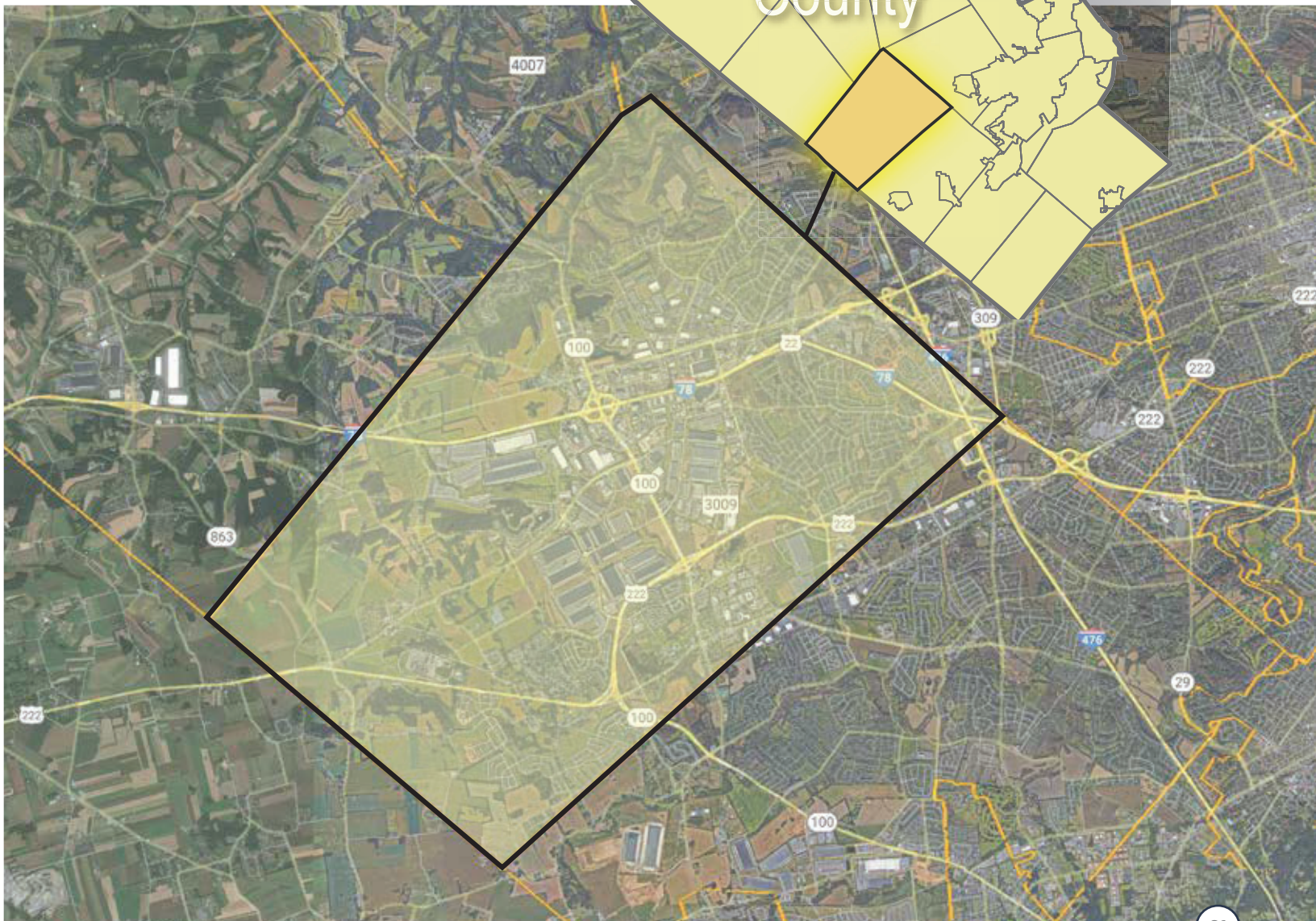
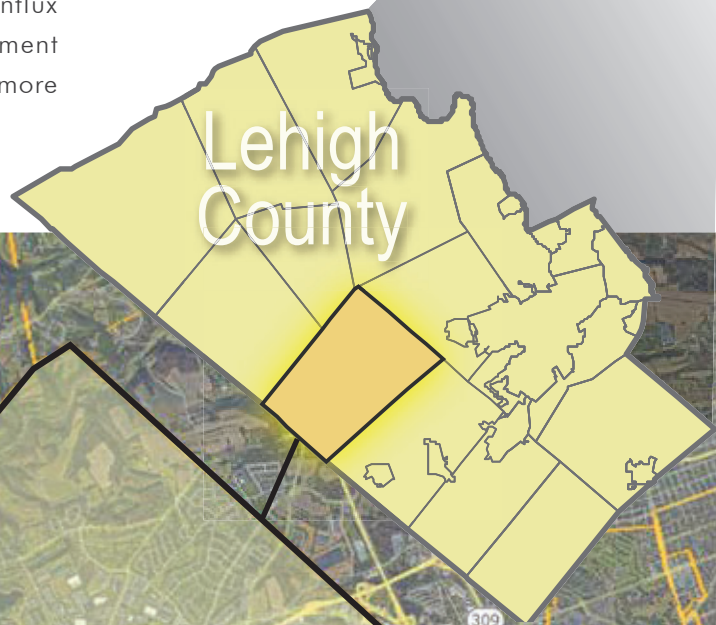
Upper Macungie is historically an agriculturally focused township, and while agriculture remains in the area, the regional economy now revolves around manufacturing with companies like Air Products, ULINE, and Keurig Dr. Pepper being cornerstone operations.

Township Context

Upper Macungie Township is within Lehigh County, Pennsylvania. It is bordered by Lower Macungie, South Whitehall, Lowhill, and Weisenberg Townships. Additionally, the southern edge of Upper Macungie Township is the county line between Lehigh County and Berks County. Although it does not directly border its limits, Upper Macungie can also be considered a suburb of Allentown

The 2019 population of Upper Macungie Township was 24,138. This number is based on the 2019 American Community Survey 5-year estimate.

Note: As evidenced by the graphic on page 17, the influx of employees who travel to the Township for employment each day swells the total daily population to 57,097 (more than double the residential population).



B. Existing Planning Document Review

Upper Macungie Township Comprehensive Plan

The recently completed 2019 Comprehensive Plan directly addresses the Township's need to manage growth to be consistent with the goals it has established. Implementation of the actions needed to accomplish these goals reflect the urgency of the goals of this Vision Zero Action Plan.

A summary of 'how' the Vision Zero Action Plan integrates the elements of the Comprehensive Plan and its implementation schedule follows:

Land Use Goals



Overall land use policies that support sustainable development principles including a multimodal transportation system.

Action: Prepare and adopt an Official Map consistent with the 'Transportation' section which includes pedestrian & bicycle facilities.

Timeframe: 1-3 Years





Community Character & Design

The Township will be a place that successfully integrates its rural character and the needs of modern communities with infrastructure that is important to livability and economic sustainability.

Action: Prepare and adopt a Complete Streets Policy

Timeframe: 1-3 Years

Action: Strengthen ordinances to include standards for pedestrian, bicycle, transit facilities, and connections to adjacent neighborhoods and community centers.

Timeframe: 1-3 Years

Action: Consider Lehigh Valley Planning Commission's (LVPC) Walk/Roll initiative for regional connections that are part of an Official Map.

Timeframe: 1-3 Years

Action: Work collaboratively with Lehigh and Northampton Transit Authority (LANTA) to coordinate bus service, bus stops, and sidewalks in the early stages of planning and land development.

Timeframe: 1-10 Years.

Action: Plan, design, and construct an off-road bicycle/pedestrian facility along Cetronia Road east of Rt. 100 to connect with the Uline company path.

Timeframe: 1-5 Years

Natural, Cultural, and Agricultural Resources

Development will be 'environmentally sustainable'—where the challenges to the environment can be managed without reducing its ability to allow people to live well now and in the future.

Action: Apply for grant and loan applications for planning, design, and construction of public trails and paths.

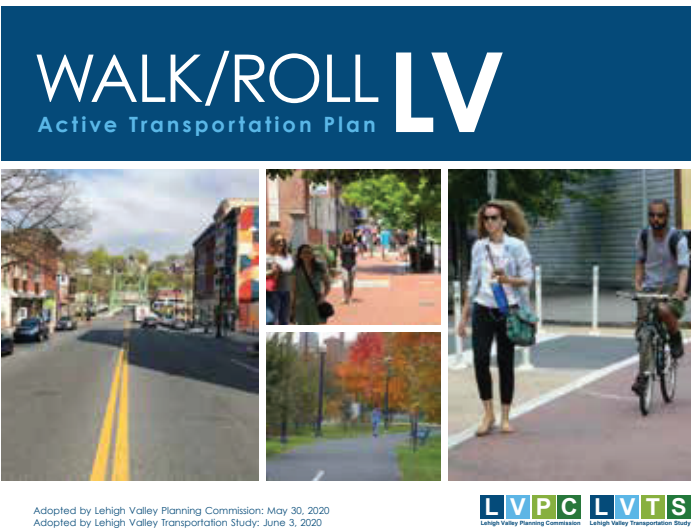
Timeframe: 1-10 Years (ongoing)

Lehigh Valley Planning Commission

2013 Lehigh Valley Trails Inventory

The Lehigh Valley Planning Commission (LVPC) completed an existing inventory of County and State trails in Lehigh and Northampton Counties with locations designated for proposed and conceptual trails (land for trail not yet acquired or under control).

NOTE: No County trails proposed in Upper Macungie Township as of the printing of this report.



2020 Walk/Roll LV

The Lehigh Valley Planning Commission (LVPC) published a comprehensive ‘look’ at the existing and desired state of pedestrian and bicycle networks of the Lehigh Valley region in 2020. Upper Macungie has embraced as part of their Comprehensive Plan the consideration of Walk/Roll recommendations for both pedestrian and bicycle connections. Those recommendations follow:

Policy & Program Recommendations

- Support ‘Complete Streets’ and Context-Sensitive Bicycle and Pedestrian Design
- Support a Safe Systems/ Vision Zero Approach to Traffic Safety

CONTAINED IN THE UPPER MACUNGIE TOWNSHIP VISION ZERO ACTION PLAN (VZAP)

Pedestrian Network Recommendations

- No specific recommendations for Upper Macungie Township

Bicycle Network Recommendations

Recommendations for the bicycle network include the following:

- *Visionary Bicycle Network* includes existing/previously proposed regional corridors along with priority bicycling commuting corridors and ‘catalytic’ projects. Included in this network is the desired connection of South Whitehall, Lower Macungie, and Upper Macungie along the Hamilton Boulevard corridor.
- *Bicycling Commuting Corridor* is a corridor that has the potential to facilitate biking to work or to public transit as part of a daily work commute. Highlighted in this network is the connection of key employment centers in Lower Macungie and Upper Macungie using the Hamilton Boulevard/Cetronia corridor.

Upper Macungie Recommended Action:

Recommendation 1.6 Cetronia Road Alternative: If improvements at the railroad underpass are not feasible, an alternative bicycling route should be considered along Cetronia Road between Trexlertown Road and Mill Creek Road. The existing sidepath along the west side of Mill Creek Road and the south side of Cetronia Road could be extended west to Trexlertown Road. Upper Macungie Township may also wish to consider future extensions to the west of Trexlertown Road to connect with the Bob Rodale Cycling and Fitness Park, Fred Jandl Elementary School, and other destinations.

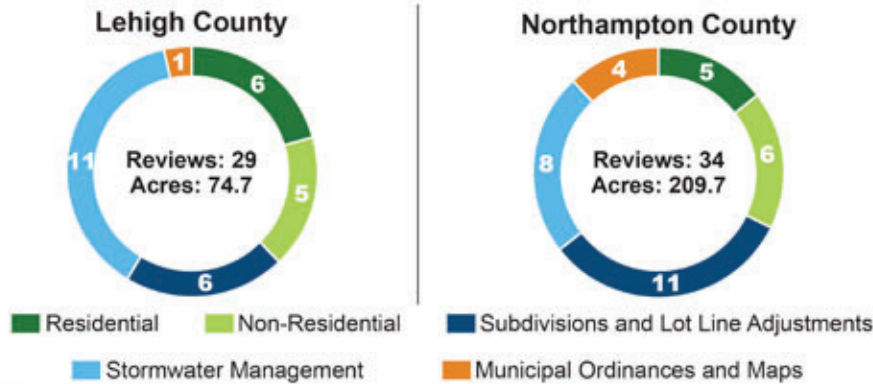
ADDRESSED/ COORDINATED IN UPPER MACUNGIE TOWNSHIP VZAP IMPROVEMENTS PLAN (See Chapter 7 Connectivity Improvement Recommendations.)

June 2022

BUILD LV

Subdivision + Land Development Monthly Report

Plan Activity



Regional Totals*

17
Subdivision/Lot Line Adjustments

22
Development

19
Stormwater Management

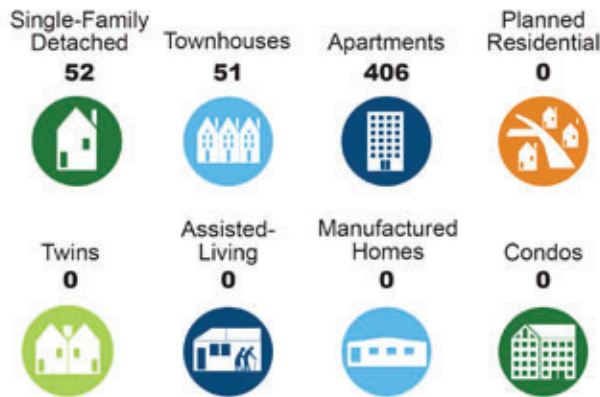
5
Municipal Ordinances and Maps

284.4
Acres

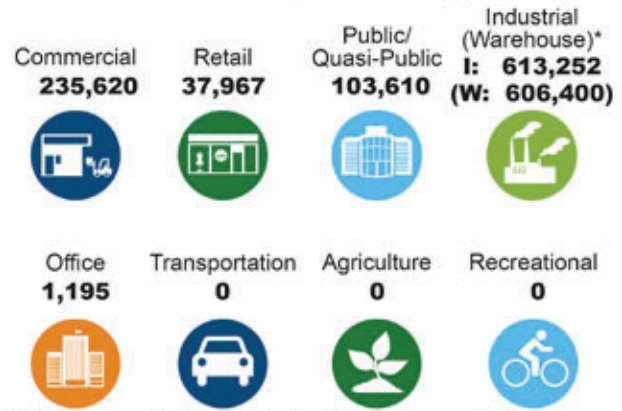
* Includes preliminary and final plans

Types of New Development

Housing: 509 Total Units

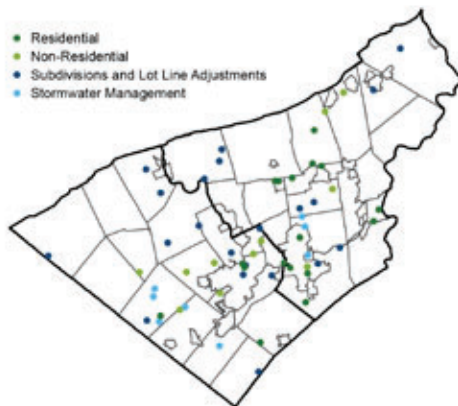


Non-Residential: 991,644 Total Square Feet

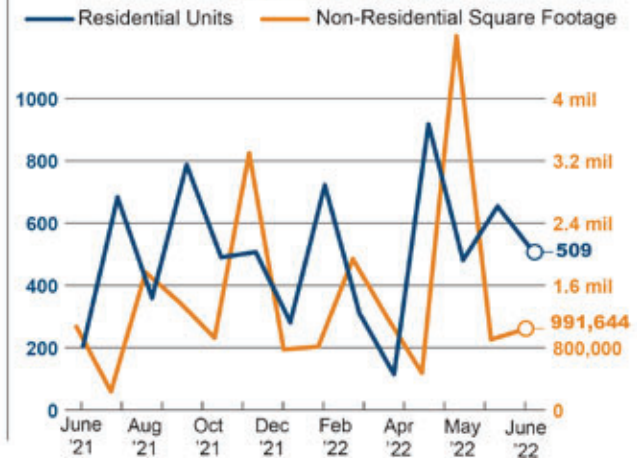


* Warehouse number is a subset of industrial total square footage

Location of Development

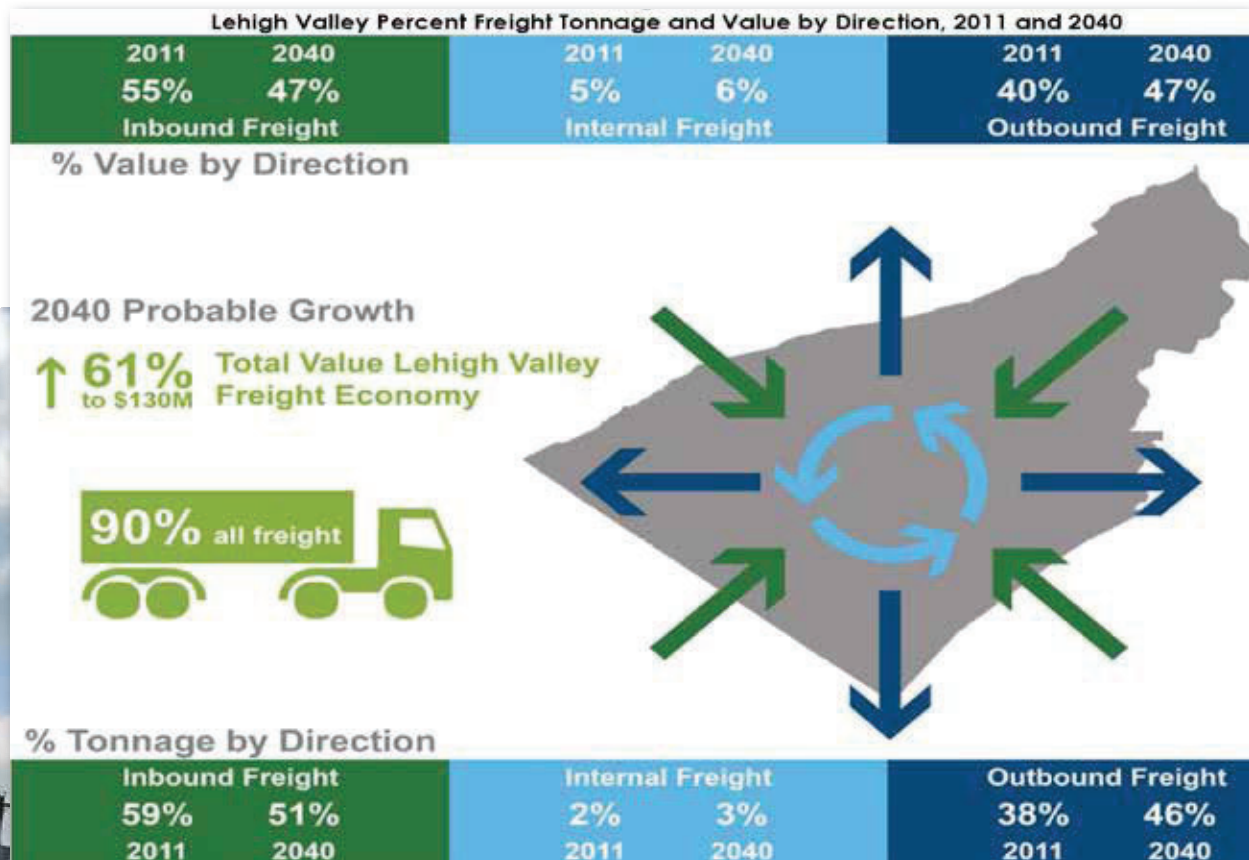


Year to Date



LVPC Land Development Reports

The LVPC provides a monthly report on the recent land developments within Lehigh and Northampton counties in order to give a snapshot of both residential and non-residential development activity. Graphic depictions of proposed subdivision and commercial development will continue to inform the Improvements Plan of the VZAP—a living document that will be updated annually.



LVPC Regional Freight Plan 2015

A review of this LVPC planning guide projects a probable growth of 61% (value of tonnage transported) in the Lehigh and Northampton counties. This is a direct correlation to development of logistical and warehousing space in Upper Macungie. Overall safe pedestrian/bicycle connections must be considered in relationship to increased truck traffic and any improvements planned as a result of truck movement.

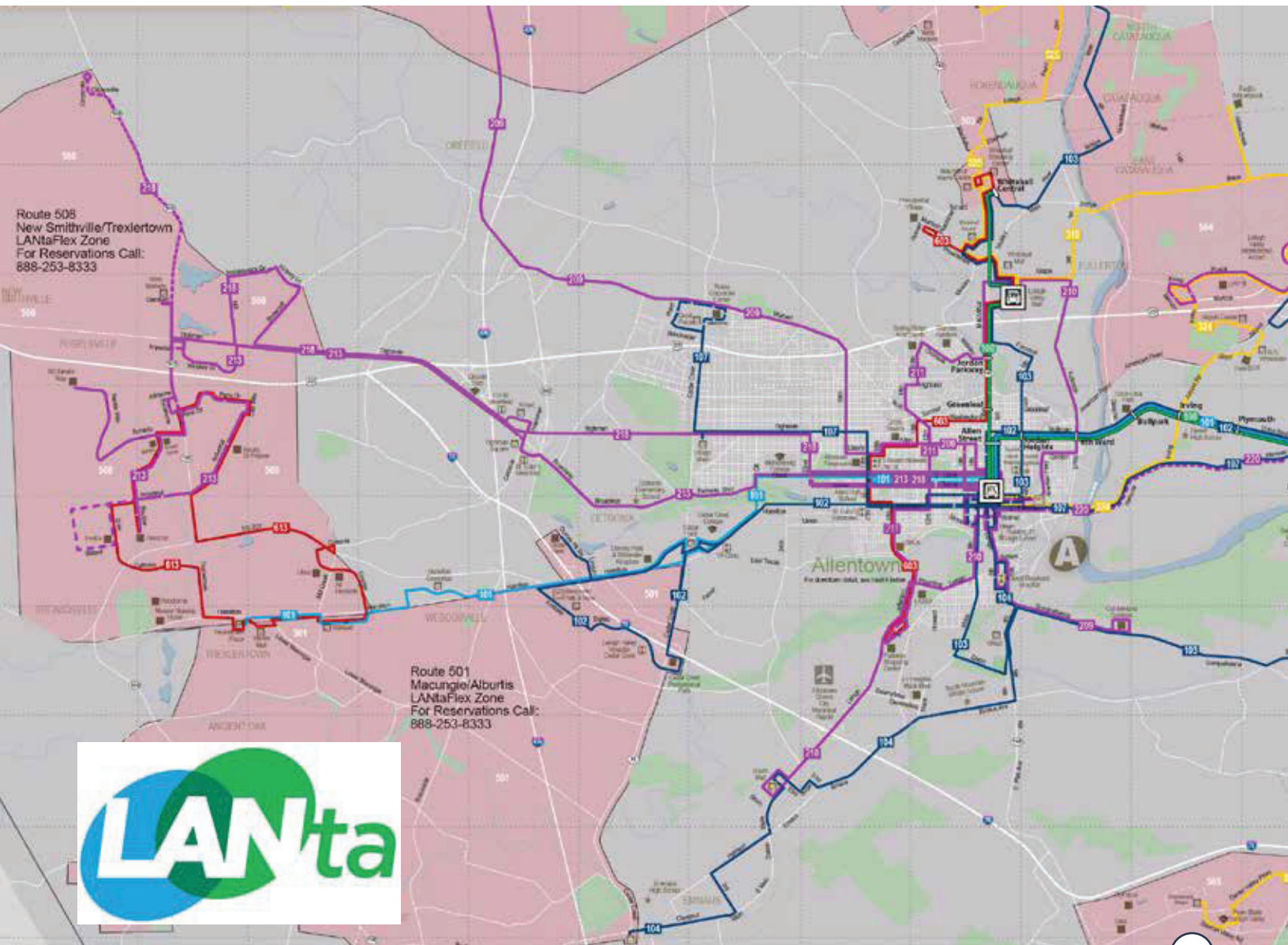
LANTA (Lehigh and Northampton Transit Authority) Planning

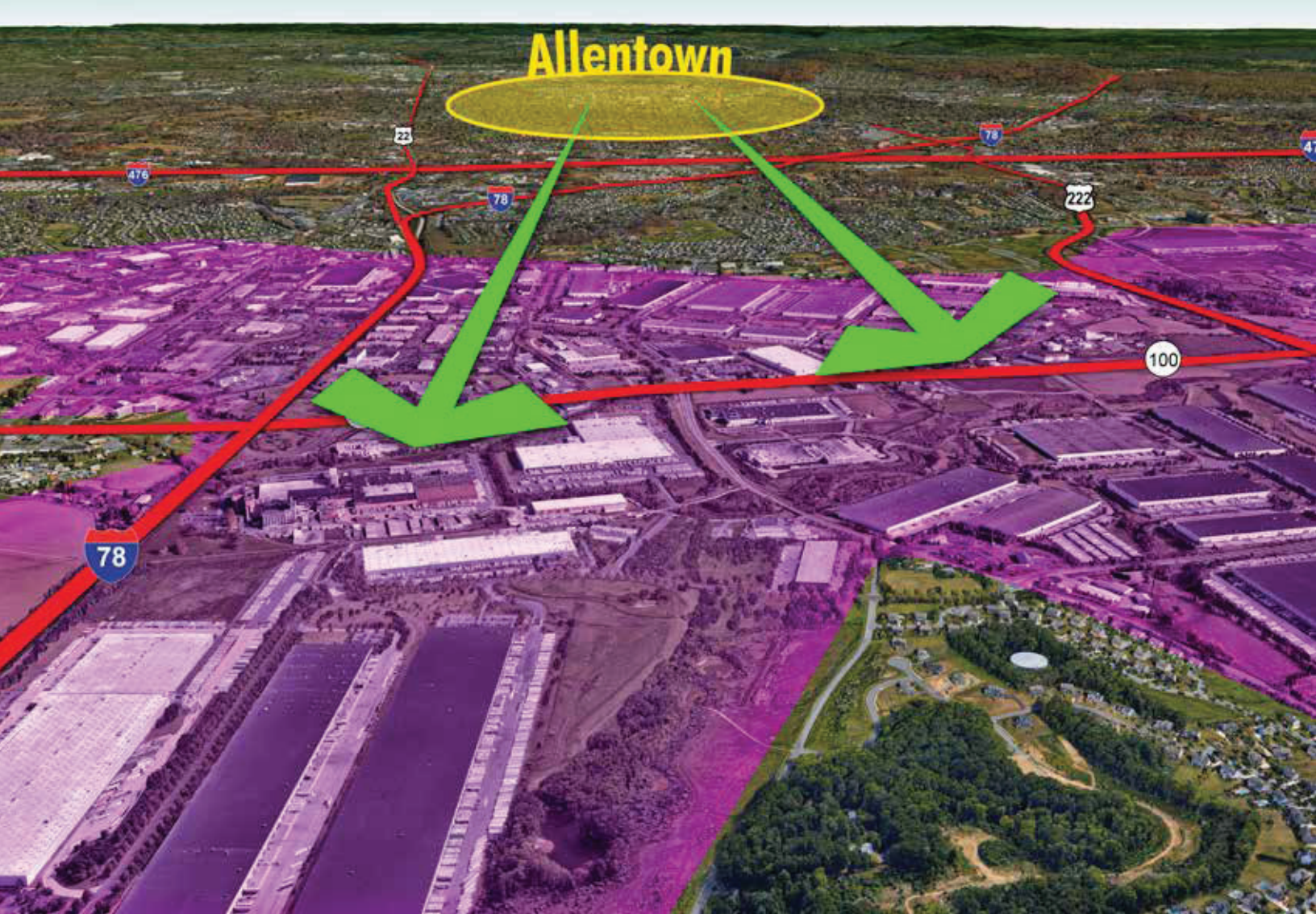
Improving the ability for both residents and employees who makeup Upper Macungie’s population to access

transit as a pedestrian or a bicyclist is an important part of the VZAP as it helps achieve an over-arching Township goal of planning to reduce the amount of single-occupant vehicles on the road.

In 2014 LANTA completed an aggressive expansion planning exercise entitled *Lehigh Valley Enhanced Bus/ Bus Rapid Transit Study (EBS)*. While interrupted by the recent drastic pandemic-induced ridership reduction, elements of the plan remain. Analyses of ‘activity density’ (defined as population and employment per acre) show areas with potential to support these enhanced transit services. Upper Macungie Township with its significant commercial/ logistical/warehouse area contains areas with a high activity density.

This VZAP coordinated heavily with LANTA to identify





where and how the VZAP Improvements Plan could support these connections. Multiple meetings allowed exchange of ridership data and discussions on the future plans for LANTA service in Upper Macungie. The current routes service Upper Macungie Township:

- Route 101 (Main Trunk Line)
- Route 213
- Route 218
- Route 613






Highlights of those discussions and data exchanged to inform the Upper Macungie VZAP include:

- LANTA Ridership: Post-pandemic ridership data shows that the routes servicing Upper Macungie Township represent the highest growing ridership in the current LANTA system.

2022 RIDERSHIP EXCEEDED 2021 RIDERSHIP IN UMT BY 27% WITH SOME STOPS DOUBLING OR TRIPLING RIDERSHIP.

- Accessing specific locations in Upper Macungie Township may require multiple transfers for riders: LANTA riders accessing employment locations require transfers in most cases, adding time to a commute.
- Need for Pedestrian Sidewalks/ Landing Areas to receive the discharge of passengers at bus stops: LANTA technical standards require pedestrian hardscape for the placement of bus shelters. The current lack of sidewalks at bus stop locations proves problematic for riders accessing entrances to their place of employment. On-going discussions with site owners will be important in developing these connections.
- Servicing growing locations in Upper Macungie Township: LANTA is planning for the future in Upper Macungie and evaluating improvements to the efficiency of service through route adjustment and potential partnerships with UMT employers.

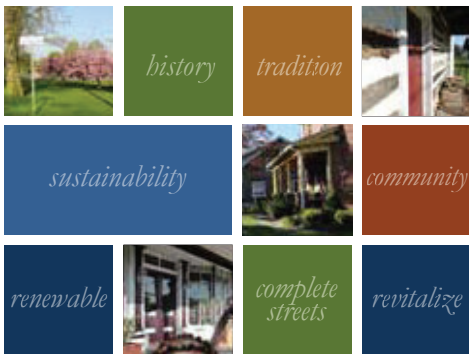
Upper Macungie Township: LANTA Service Routes,
Bus Stops and Potential New Bus Stops Based on
LANTA Service Planning

-  LANTA Bus Stop
-  Existing Bus Stop Shelter
-  Potential Bus Stop Shelter
-  LANTA Bus Route
-  LANTA Express Route

HAMILTON BOULEVARD CORRIDOR STUDY

Lower Macungie Township • Upper Macungie Township
Lehigh County • Pennsylvania

~ August 2015 ~



Prepared By: KAIROS DESIGN GROUP

- Recommendations were made for bus stop locations identified for future bus shelter locations. Providing pedestrian connections to these future shelter locations is critical for encouraging transit mode in Upper Macungie.

LANTA is an important stakeholder in Upper Macungie Township and was included as a 'Key Person Interview' in the development of this VZAP. See Section D.d-'Public Participation-Key Person Interviews' of this report.

Neighboring Community Trail & Connectivity Plans

A corridor master plan study named *Hamilton Boulevard Corridor Study* was performed for Lower Macungie Township in coordination with Upper Macungie Township in 2015. As noted above in the discussion of LVPC 'Visionary Bike Network', the connection between Upper Macungie and Lower Macungie using the Hamilton Boulevard corridor is the primary goal of regional trail connectivity. A ten-sheet plan set (evenly divided between the two townships) proposed a comprehensive approach to pedestrian and bicycle travel along Hamilton encompassing traffic roundabouts; bike lanes on both sides of the corridor;

pedestrian trails and streetscape amenities. Preliminary concept plans and costs estimates were established totaling approximately \$16M. Important multi-jurisdictional effort was identified here.



PennDOT & PA Turnpike Authority

PennDOT District 5-0 and the PA Turnpike Authority regularly supply the Township with plan updates on major roadway maintenance and bridge replacement projects.

C. Data

Upper Macungie Demographic Snapshot

Detailed demographic analyses were performed for the Township Comprehensive Plan in 2019. A summary of the recent census data is contained in the appendix. Important extractions from the census data is summarized below:

Population Trends/ Forecasts*

- 2010-2020: Upper Macungie Township population grew by 31%
- 2010-2020: Lehigh County population grew by 7%
- 2020-2040: Projected Upper Macungie Township population growth of 22%

*See Upper Macungie Township – Current Development Section below for data.

Population by Age

- 2021: The 50+ age group grew to 35.7% of the total population---an increase of 8% over the previous decade
- 2021: Children and young adults under 20 years dropped to 27.2% of the population
- 2021: While remaining the largest demographic group, the 20-50 year group lost significant population in the 40-50 year range over the last decade

Racial & Ethnic Composition: 2010-2020

- Percentage of total Township population: White residents dropped by 14% of total
- Percentage of total Township population: African American residents doubled to 4% of total
- Percentage of total Township population: Asian residents doubled to 14.3% of total
- Percentage of total Township population: Hispanic/ Latino residents grew by 150% to 9.5% of total.



Median Household Income

The average median household income in Upper Macungie was \$104,600, approximately 50% above the median income for Lehigh County.

Commute to Work

The use of single-occupant vehicles to access employment predominates in Upper Macungie Township. The following graphic shows the commuting trends as compared with all of Lehigh County.

Upper Macungie Township-Current Development (2022-2023)

Upper Macungie Township’s Planning and Engineering consultant has created a map of the currently proposed (application submitted) developments, or those under construction, for the purposes of informing the development of the UMT VZAP.

As of July 2022, the status of the following subdivisions have been noted on the Township map as well as any significant pedestrian/trail or roadway safety improvements accompanying such plan:

Subdivision Name	Status	Type/# of Units	Safety Improvements Proposed
Hamilton Walk Subdivision	In-Construction	Residential/ 157 Single Family Units	Sidewalks; ADA compliant crossings; mid-Block pedestrian crossing of Weilers Road
Parkland Crossing	In-Construction	Residential/ 144 Single Family Units	Sidewalks; Mid-Block Crossing of Weilers to Rodale Fitness Park
Mosser Road Subdivision	In-Construction	Residential/ 10 Single Family Units	Sidewalks
Lehigh Hills Subdivision	In-Construction	Residential/ 230 Single Family Units	Sidewalks; ADA compliant crossings
Wrenfield Subdivision	In-Construction	Residential/ 99 Single Family Units	Sidewalks; ADA compliant crossings
Trexler Point Subdivision	Application	Residential/ 128 Single Family Units	Sidewalks; ADA compliant crossings; mid-block ped. Crossing of Weilers Road
Fallbrooke Subdivision	Application	Residential/ 90 Single Family Units	Sidewalks; interconnecting (gap filling) sidewalks on Twin Ponds Road
Glenlivet West Subdivision	Application	Residential/ 52 Single Family Units	Sidewalks; sidewalk connection (gap filling) on Main Street
Hidden Meadow-Phase 3 Subdivision	Application	Residential/ 20 Single Family Units	
Carriage East Subdivision	Application	Residential/ 11 Single Family Units	
Laurel Fields Phase 5 Subdivision	Application	Residential/ 25 Single Family Units	Sidewalks; ADA compliant crossings; ped. Crossing across Werley Road

Summary: Subdivisions planned or completed in Upper Macungie with associated safety improvements. Source: Keystone Consulting Engineering, Inc.

The value of the 'Current Development' mapping to the synthesis of a Township-wide VZAP cannot be overstated. Aside from informing the development of a logical pedestrian/ bicycle connectivity plan, it assists the overall planning effort for the Township in the areas of resource development, safety, and public works planning.

STRAVA Pedestrian & Bicycle Data

Data was collected using the STRAVA app. STRAVA is a tracking app that allows runners, cyclists, and hikers to map their time, pace, and routes. The route data is extremely useful as it is compiled into heat maps which illustrate where each user group is performing their activity. These maps provide insight into the thought process of experienced runners and riders within the community.

STRAVA data for Upper Macungie Township is contained in the report Appendix.





D. Public Participation

Critical to the success of a Vision Zero Action Plan for any community is the interest and input of residents, business leaders, and township staff.

The UMT VZAP, under the leadership of a volunteer Steering Committee, helped to oversee a robust public participation process including Steering Committee meetings, a public opinion survey, an on-line graphic input tool---wikimapping, public meetings, and key person interviews (KPIs).

Steering Committee & Committee Meetings

Upper Macungie Township invited all residents to be part of the Steering Committee for this VZAP. As a result, thirty-five (35) residents stepped forward to serve. Their knowledge and commitment to the improvement of their community was evident through the duration of the constructive Steering Committee process.

A total of seven (7) committee meetings were held over a 14-month period. A summary of each meeting’s purpose follows:

- Committee Meeting #1 (CM1)-February 8, 2022: Introduction to the original project scope of *Connectivity & Walkability Plan*. Schedule, public input, basic pedestrian and bicycling planning concepts taught. Presented possible ‘toolbox’ items to be used for safety and connectivity improvements. Discussed the final product: A ‘Multimodal Improvements Plan’.
 - 29 Attendees

- CM2-May 10, 2022: Presented an overview of the base mapping produced for the project; provided a summary of the online public opinion survey result to-date; presented some preliminary connection ‘toolbox’ items proposed for Township locations.
 - 20 Attendees

- CM3-July 12, 2022: Presented a summary of key person interviews input; survey updates; spent time discussing specific Township locations needing safety and connectivity improvements.
 - 13 Attendees

- Committee Bike Ride Through the Township – August 2, 2022: Committee was invited to experience the ‘ride-ability’ of the Township through an interactive experience of local roads.
 - 4 Attendees



- CM4-August 16, 2022: Presented results of township-wide bicycle ride; survey, key person interviews; discussed progress of 'Multimodal Improvements Plan' --showing relevant connections. Showed progress cost estimate effort.

- 13 Attendees

- CM5-November 14, 2022: Committee notified of additional scope added to the project to create a 'Vision Zero Action Plan' from the original *Connectivity & Walkability Plan* in order to qualify for funding opportunities presented to the Township by the recent federal infrastructure investment act (BIL). Discussed the important components of the additional analysis: safety and equity in Upper Macungie Township. Revised schedule; discussed initial cost estimates of current 'Multimodal Improvements Plan' to be reviewed in light of 'vision zero' analysis. Developed preliminary implementation priorities for Township improvements.

- 9 Attendees

- CM6-February 21, 2023: Reviewed safety analysis based on plotting of crash data information plotted; discussion on equity areas discussed with LANTA and staff. Reviewed previous implementation priority corridors for safety, equity, important connectivity components.

- 9 Attendees

- CM7-April 11, 2023: Reviewed draft final report: Final 'Multimodal Improvements Plan'; 'Implementation Priority Plan' and VZAP 'Matrix'— the method proposed to be used to track the implementation of the VZAP.

- 9 Attendees

A full summary of meeting agendas and notes is included in the Appendix



March 2022-Committee member input to VZAP using notations on Google Maps.

Public Opinion Survey

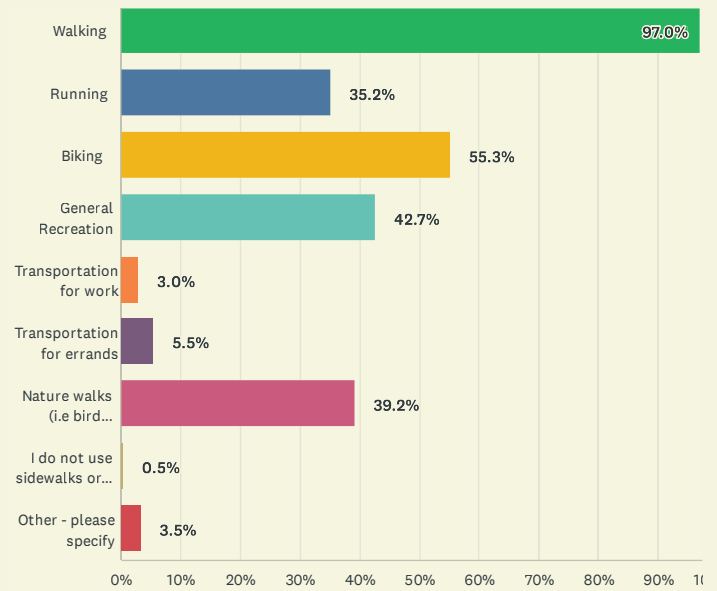
A public opinion survey was created to engage community input to the 'improvement plan' portion of the VZAP in April 2022. A total of 238 responses were received to the 33 question survey. The specific data received from these responses supplemented the overall demographic information from census data and provided a clear indication of the priorities of residents for safe connections to specific destinations.

In summary, the survey gave the Committee and consultants specific direction on the priority concerns of residents and the desired locations of preferred multimodal connections. Public input to the survey gave definitive voice to the sentiment that most residents feel 'uncomfortable' or 'very uncomfortable' walking and cycling in Upper Macungie. A total of 60% of the respondents have lived in Upper Macungie for over ten years. Based on demographic information from the census, these respondents have experienced the 'growth' spurt within the Township as a resident, giving weight to the responses regarding safety and destinations.

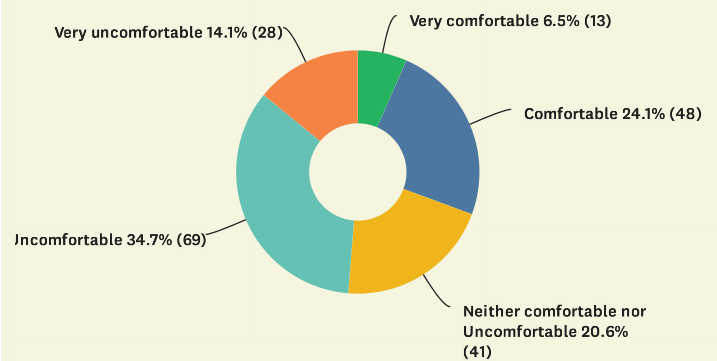
Concern about the increased development of warehouse and logistical centers also was evident in the survey. Residents noted that commercial areas with trails are also important walking and recreational amenities to them.

A summary of the responses to the entire survey are found in the Appendix. However, the responses most impactful on the development of the VZAP Multimodal Improvements Plan were the following:

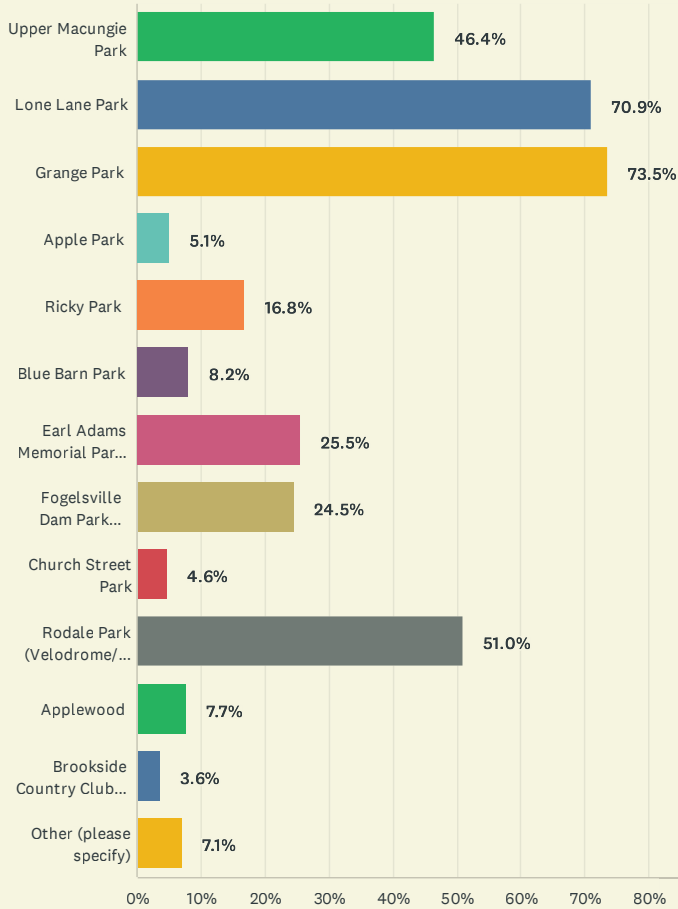
- o >50% of respondents feel 'uncomfortable' as a pedestrian or cyclist in Upper Macungie
- o There is no current interest in walking or biking as a way to access work or school locations
- o There is concern for safety based on the increased truck traffic experienced within the Township
- o There is desire for off-road walking, hiking, and biking trails
- o There is overwhelming desire for pedestrian and bicycle connections to other neighborhoods, parks, recreational opportunities, and retail areas



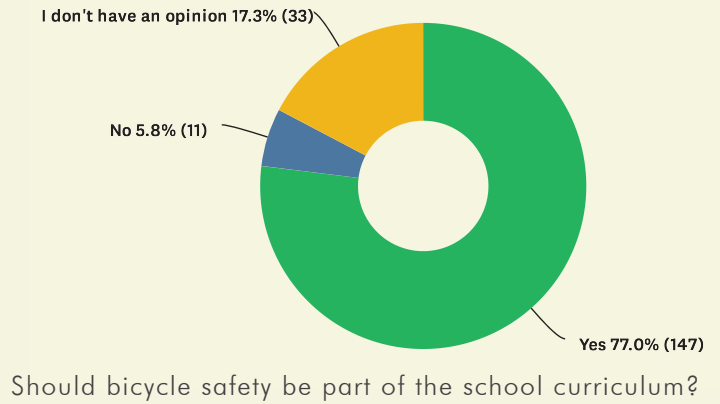
For which activities do you use the sidewalks and trails?



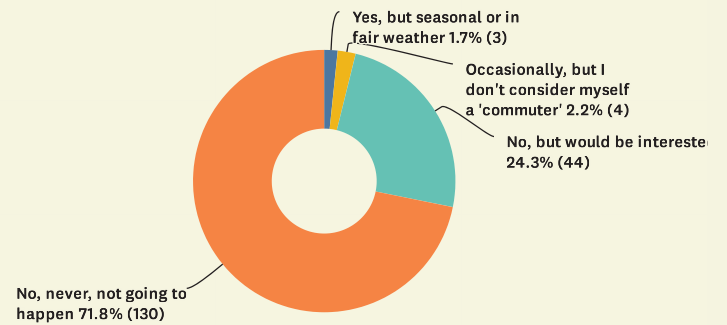
From a perspective of traffic safety, how comfortable do you feel walking in Upper Macungie Township?



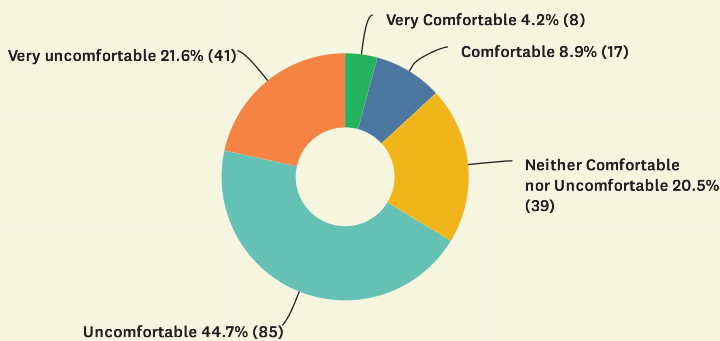
Which trails, parks, natural areas, or open spaces areas do you currently visit?



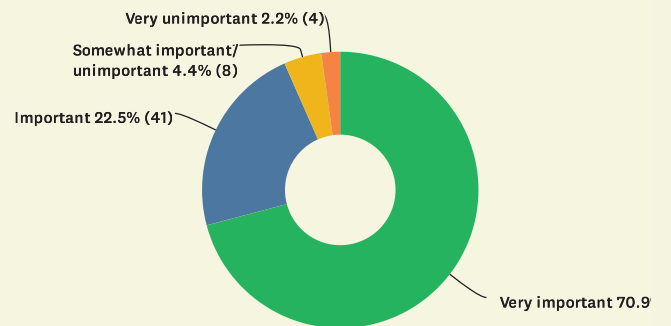
Should bicycle safety be part of the school curriculum?



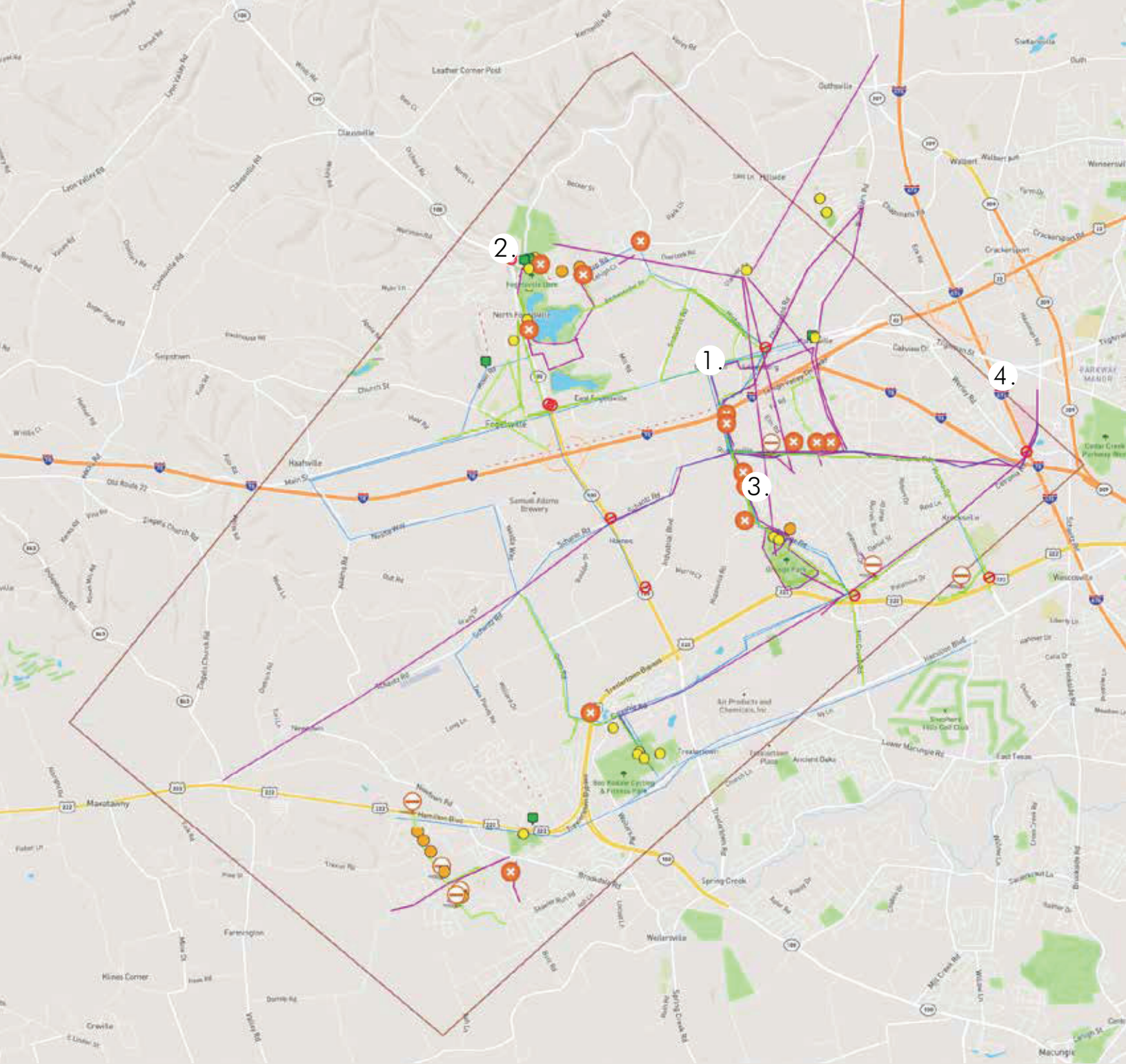
Do you presently commute to work by bicycle?



From a perspective of traffic safety, how comfortable do you feel biking in Upper Macungie Township?



How important are sidewalk connections and trails to the well-being of the community and the quality of life in Upper Macungie Township?



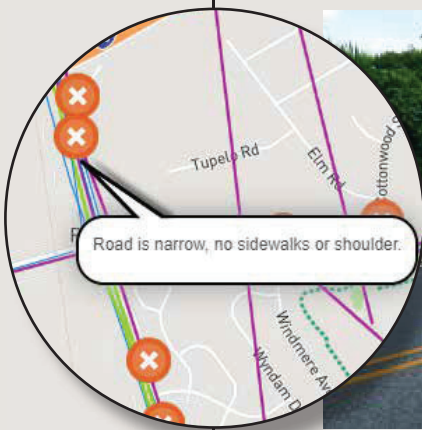
Wikimapping Input

An interactive web-based map was created using the WikiMapping platform to solicit input on safety and connectivity from the public. This application allowed respondents to post a photograph, add a point, or draw lines on the map to suggest a connection, show an existing condition, cite challenging areas, or provide ideas and opportunities. Over 140 persons participated

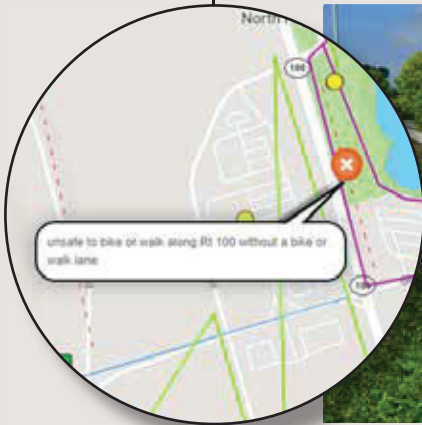
in creating the wikimap for this project. Routes and destinations in the wikimap mirrored responses given to the public opinion survey: inter-neighborhood routes and park destinations were the common inputs. Notations of 'difficult' or 'challenging' intersections or crossings helped focus attention to additional 'tools' that may be needed to connect pathways.

A full map showing the 140 entries received is contained in the Appendix.

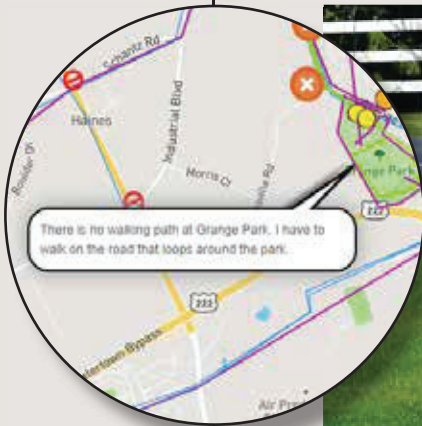
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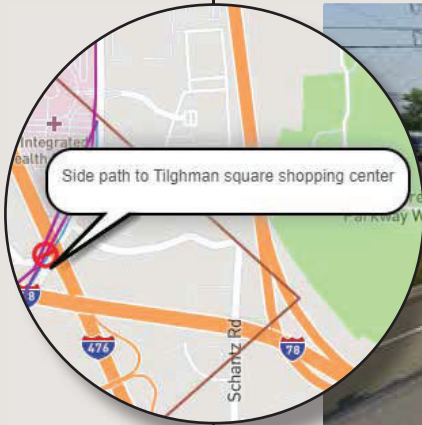
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3.



4.



Public Meetings

Public meetings followed the meetings of the Committee in order to provide a systematic dissemination of the information shared and vetted with the committee. Built into the structure of the meetings was time to discuss specific issues, questions, and ideas shared at these forums. The consultant team brought large printed maps showing the progress of the analysis, allowing groups of people to linger after meetings to offer ideas on the importance of certain areas and types of multimodal improvements.

Residential input to the consultant team showed impressive overall knowledge of the process by which safety and connectivity improvements are identified, analyzed, estimated, and implemented.

- Public Meeting #1 (PM1)-February 22, 2022: Introduction to the project scope of *Connectivity & Walkability Plan*. Schedule, public input, basic pedestrian, and bicycling planning concepts taught. Presented possible 'toolbox' items to be used for safety

and connectivity improvements. Discussed the final product: A Multimodal Improvements Plan.

o 27 Attendees

- PM2-May 31, 2022: Presented a summary of the public opinion survey results to-date; lots of discussion generated by ten (10) specific questions on connectivity. Presented a summary of key person interviews input; survey updates; spent time discussing specific Township locations needing safety and connectivity improvements.

o 13 Attendees

- PM3-September 13, 2022: Presentation included the progression of the improvements plan; a closer look at specific locations and toolbox application at these sites; preliminary costs and priorities; consultant presented options for funding the improvements.

o 14 Attendees

- PM4-April 25, 2023: Presentation of the draft final report of the UMT Vision Zero Action Plan,



Multimodal Safety Improvements Plan, final cost estimates, funding opportunities, and Township-wide implementation strategies.

- o 41 Attendees

Key Person Interviews

The impact of development in Upper Macungie on both the residents who call UMT home and the staff and emergency personnel who service the community is significant. Additionally, Upper Macungie is an important part of the region through its extensive transportation network, recreational offerings, and overall economic impact. Incorporating the people and agencies responsible for the planning efforts in all of these areas was an important part of the public outreach for this project.

A total of seventeen (17) individual key person interviews (KPIs) were incorporated into the scope of this VZAP.

A summary of those interviews follows with full transcript of meeting notes included in the Appendix:

1. Upper Macungie Township Police Department
Discussed: The current and past descriptions of important safety issues within the Township; important ways that the UMT Police engage with the community on safety; historic initiatives for residents to express concerns over safety issues perceived in the Township (Good Neighbor Coalition); specific guidance on where safety issues are encountered; exchange of data on accidents.
2. Upper Macungie Twp. Planning & Engineering (#1)
Discussed: The overall scope of the original Connectivity & Walkability Plan; specific direction on locations and areas of the Twp needing multimodal connectivity; easement locations; new ordinance adoptions regarding mixed-use developments; sidewalk requirements; needed coordination with PennDOT 5-0; pending Official Map development; need for current development information.

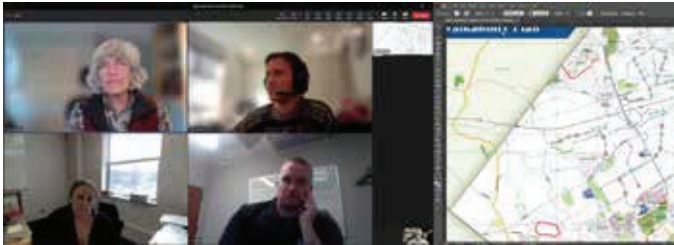


3. Upper Macungie Parks & Recreation Department

Discussed: The impact on safe pedestrian connections to Township-wide park and recreational offerings; goals of the recreation department and Parks & Recreation Board; parks hampered by poor pedestrian connections; current investments in Township facilities (Grange Park Community Center); importance of inter-connectedness of parks for walking and biking.

4. Upper Macungie Township Planning Commission

Discussed: Thoughtful input to 'where' multimodal connections are needed based on the current development climate in the Township Kuhnsville commercial area, Hamilton Crossing, important crossings under PA tpke and PennDOT bridges; wayfinding for truck safety and off-road trails; suggested LANTA coordination.



5. LANTA (Lehigh and Northampton Transit Authority)

Discussed: Current transit service in Upper Macungie Township; challenges of recovery from the pandemic; critical pedestrian safety accommodations required in transit service; ridership; planning for increased ridership; review of current improvements plan; LANTA discussions with business owners; The more pedestrian connectivity there is, the more opportunities LANTA has to incorporate service that encourages people to use LANTA transit services.

6. Lehigh Valley Planning Commission (LVPC – Metropolitan Planning Organization (MPO))

Discussed: Regional significance of Upper Macungie; progress on improvements plan and public participation; LVPC data exchange and upcoming LVPC initiatives that incorporate safety; funding opportunities including Federal Bipartisan Infrastructure Law (BIL) SS4A program.

7. Parkland School District

Discussed: Current transportation of school students in UMT (Township contains three elementary schools); almost exclusively bus transportation with no established school walking routes; approximately 550-600 bus stops in the Township; not all neighborhoods

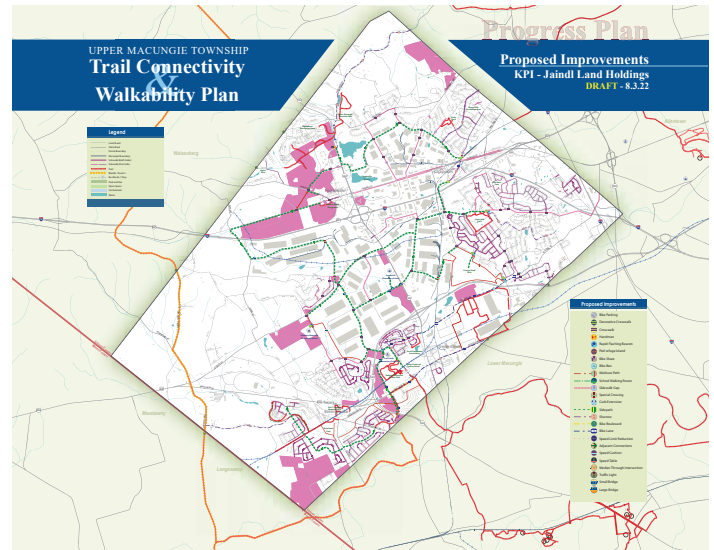
have sidewalks at bus stops; specific areas where walking could be considered; overall fewer students walking than 30 years ago; perceived safety issues of parents as well as lack of safe connections to schools the main reasons.

8. ProLogis (Logistical/Warehouse Developer in UMT)

Discussed: The goals of safe, multimodal connections in UMT; how the progress improvements plan might affect ProLogis property holdings; questions on how development of proposed safe pedestrian network impacts future development plans of the company; how business owners might collaborate with Township efforts.

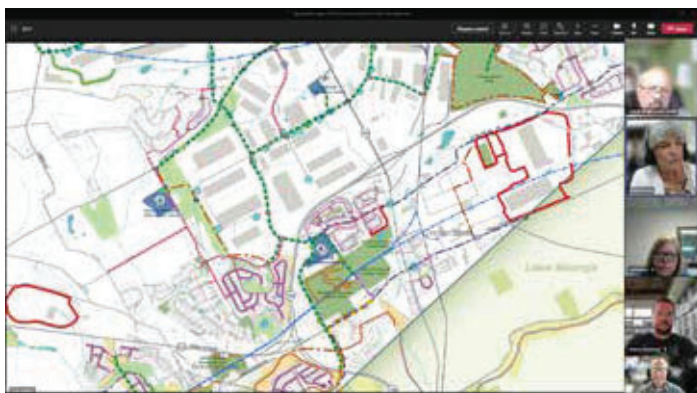
9. Uline (Large corporate resident of UMT)

Discussed: The goals of safe, multimodal connections in UMT; community appreciation of public use of Uline's property trail; model for other corporate entities in UMT; how Uline trail could connect to other corporate entities (Cetronia to former Air Products site).



10. Jaindl Land Holdings Company (Large residential/commercial land developer in UMT)

Discussed: Continued coordination with UMT on development activity; support of goals of the project; review of proposed improvements/questions on 'tools' proposed in different areas; updates on parcels that have changed ownership; pledged cooperation as



implementation begins.

11. Lehigh County Parks & Recreation (Owner of Rodale Cycling Center & Fitness Park)

Discussed: Importance of the County-owned cycling center as a destination for more experienced cyclists (economic generator; regionally/nationally significant); side paths vs. bike lanes for cyclists; specific connections needed (Mosser to Cetronia to Rodale and former Air Products to Grange Park to Rodale); use of site for farm market attractions which need pedestrian connections.

12. Lower Macungie Township

Discussed: Lower Macungie's success with integrating sidewalks and trails into their growing Township; importance of connecting to the established Jordan Creek Greenway Master Plan established in South Whitehall Township---a goal of Upper Macungie Township.

13. UMT Homeowner Associations (Highgate, Trexler Fields & Terrace at Lehigh HOAs)

Discussed: The goals of the study; publicizing public meetings to solicit community involvement; HOA involvement with Township to extend ped/bike connections; appetite of HOAs to give easements for more connections; direct input to where these communities would like to see safe ped/bike connections; distribution of the survey to be included in HOA communications.

14. PennDOT District 5-0

Discussed: Regional significance of this multimodal safety improvements plan; specific PennDOT 5-0 projects where accommodations make sense; getting the information contained in plan to proper PennDOT departments for planning.

Additional Key Person Interviews: Vision Zero Action Plan

15. CJ Logistics LLC (Logistics Center/ Major Employer in UMT)

Discussion: Goals of the UMT VZAP; typical patterns of employees accessing work through multimodal connections and LANTA transit; effect of current infrastructure on employee safety in accessing work location; employees access/ hiring; availability of workers; safety.

16. Upper Macungie Police Department

Discussion: Presentation of the 'heat maps' generated for the safety analysis in UMT; relationship of proposed multimodal improvements in high crash areas; enforcement; suggestions.

17. Upper Macungie Planning Commission (#2)

Discussion: Presentation of the draft final Vision Zero Action Plan report containing Multimodal Improvements Plan, Priority Improvements Plan, cost estimates, Implementation Matrix.

