



Lardner/Klein Landscape Architects, P.C.

Memorandum:

To: Delaware River Valley Scenic Byway Advisory Committee and Interested Stakeholders
From: Jim Klein
Date: September 28, 2010
Subject: Handout: Enhancement and Transportation Related Goals and Strategies

For reference, below is the initial draft of the vision statement for the byway – we will revisit this after the November meeting.

Recommended Vision Statement for CMP (first draft - 2010)

The Delaware River Valley Scenic Byway in Pennsylvania links the Delaware and Lehigh Canal Heritage Corridor to the south with the Delaware Water Gap to the north to help preserve and enhance its farms, forests, and historic villages and celebrate the Delaware River's natural and cultural heritage. The byway will help to tell the story of the Delaware River's unique heritage by helping visitors and residents alike to better understand the layers of nature and culture that have formed the river valley and which can be readily seen in the landscape of Lower Mount Bethel Township.

The Byway planning effort will help the Township keep things “pretty much the same way they are today” – by building upon the long tradition of land stewardship that has led to its recognition as a scenic area in the first place. The Byway plan will respect the private property rights of all landowners and business interests. The Byway will help to preserve and promote the area's agriculture and by leveraging more resources for agricultural land preservation in support of farmers and through farm to table tours and programs that highlight locally grown and produced food and wine from the region.

As part of a larger regional byway and community development effort, the Township's historic villages will evolve to bring back “a vibrant life of shops, cafes, and sustainable businesses- like a village from the past”. Heritage-based tourism, agri-tourism and eco-tourism, based on the heritage of the everyday working landscape, will provide the engine to support small business development and to help sustain the rural farms and small, historic villages of the region.

GOAL: Enhancement and Management Strategies for the Road Itself (for discussion October 7, 2010)

Work with PennDOT and the Township to develop innovative approaches for balancing the needs of all roadway users while maintaining the character defining features of the Byway. Manage the roadway and roadside character in a manner that accommodates the wide range of needs for all roadway users including commuters, agricultural vehicles, heritage visitors, bicyclists, pedestrians, and neighbors while maintaining the character defining features of the byway context.

Challenges Identified (transcribed directly from note cards during the public meeting)

- Road related noises
- Litter and unattractive clutter in yards
- The “Free” bridge truck traffic (Riverton Bridge)- [NOTE: this comment may refer to Belvidere Highway truck traffic from the quarries and power plant as there is a weight limit, which is strictly enforced on the Riverton Bridge]
- Making roadways safe should they become more used
- No sidewalks or way to get around without a car; completing the pedestrian trail from Keifer Park to Martins Creek for more recreation opportunities

- *Traffic thru the village of Martins Creek does need to be calmed- please help!!*
- *People's negative attitudes who think the byway traffic is going to push us over the threshold when in fact it's already over the threshold with thru traffic!*
- *Enforcing speed limits on Little Creek Rd, Belv-MC Highway, 611, elsewhere*
- *Increased traffic; way too much traffic & trucks; traffic; do not increase traffic*
- *Roads are not wide enough; road safety; traffic control*

Potential Transportation and Enhancement Strategies for Consideration

1. Establish clear and direct lines of communication between PennDOT District Engineering Staff, PennDOT and County Bridge Engineering and Design staff and Township officials as a means of communicating the desire to preserve, maintain and/or enhance the rural character of the byway corridor as projects and programs are implemented along the roadway.
2. Address speed and safety issues along the byway by utilizing traffic calming techniques appropriate to a rural community to slow traffic approaching Martins Creek and Riverton, and generally along the byway.

Examples of different techniques for consideration will be presented at the meeting including the use of small splitter islands and other adjustments to the horizontal road alignment approaching town designed as a self-enforcing method for slowing both automobile and truck traffic. Features will be low key and accommodate snow plowing in winter. The speed limits will be adjusted to transition from 45 in the open rural sections to 35 approaching towns and 25 in Martins Creek and Riverton.

3. Work directly with industrial sites whose trucks pass through the Township to identify ways in which the impacts of truck travel on byway travel and adjoining neighborhoods can be minimized, including working with truckers to demonstrate how the traffic calming and/or roundabout (s) will benefit them and be accommodated in any traffic calming measures installed in the Township.
4. Utilize context sensitive solutions (CSS) and smart transportation principles as an approach to ensuring that future modifications to the roadway will retain the character defining features of the byway route.

Examples of different techniques that can be utilized will be shown at the meeting on October 7th.

5. Develop a specific set of guidelines for PennDOT, Northampton County and the Township to utilize on future bridge replacement projects to ensure the preservation of the 1-lane bridge and rural road sections associated with the Little Creek segment of the byway.
6. Develop a specific set of guidelines for the Township to utilize in accommodating future growth in Martins Creek in a manner that will maintain its character defining features associated with its agricultural, industrial and river heritage, including access management, neighborhood infill development, community appearance issues, and environmental issues.
7. Develop a system of pathways that link together the communities, historic sites and natural areas with the Delaware River in a manner consistent with the Township's Comprehensive Plan and the Lehigh Valley Greenways Plan and utilize the pathway system as a destination unto itself for visitors and residents alike.

8. Utilize the pathway system as means of telling the stories associated with the agricultural, river, and industrial heritage associated with the settlement of the Delaware River Valley

In addition to the trails and greenways identified in the comprehensive plan, consideration should be given for developing a footpath system that links together Martins Creek with the Community Center and Three Church Hill. An additional idea would be to create an "Industrial Heritage Walking Tour" (requiring the development of a new pathway) from Martins Creek out along Route 611 to the south and east of Martins Creek to incorporate the story of quarrying and blasting, and the cement industry and its role in the development of Martins Creek and the Lehigh Valley.