



Borough of Coopersburg

E. Station Ave. Streetscape Project

Questions & Answers from 3/15/18 Public Meeting

- **Question 1:** How can I obtain a copy of the Coopersburg E. Station Street Streetscape PowerPoint presentation?

Answer 1: A PDF of the Coopersburg E. Station Street Streetscape presentation is available on the Borough website at <http://www.coopersburgborough.org/wp-content/uploads/2012/06/Streetscape-Plan-East-Station-Ave-Public-Meeting-3-15-2018.pdf>.

- **Question 2:** Why is Coopersburg doing a Streetscape?

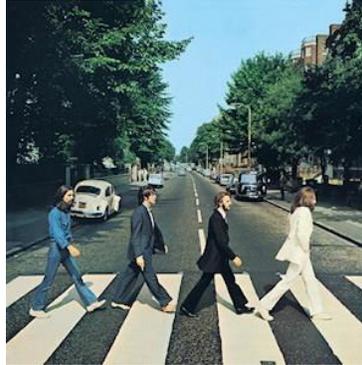
Answer 2: For the same reasons a resident may periodically upgrade their home (e.g. new kitchen or bathroom) a community may reinvest in their infrastructure (e.g. streetscape) as follows:

1. Improve Quality of Life
 - a. Calm (slow) traffic on Main Thoroughfares
 - b. Create Safe, Walkable, Bicycling & Drivable Main Thoroughfares and Intersections
 - c. Beautify & Enhance Our Community's Historic Character
 - d. Connectivity of Residents with Commercial, Educational, Historical & Recreational Assets
 - e. Designate On Street Parking on Main Thoroughfares
2. Make Community More Attractive
3. Increase Value of Properties

- **Question 3:** How can the Streetscape improve the safety of E. Station Ave. pedestrian / bicycle crossing at Rte. 309?

Answer 3: Yield to Pedestrian signs can be added on the signal mast arms at the intersection, and continental crosswalks can be provided for the 309 crosswalks to better catch the eye of drivers on Route 309. Continental crosswalks feature two-foot wide yellow or white painted stripes paired with a limit (stop) line setback from the crosswalk

to reduce vehicular encroachment into the crosswalk. The crosswalks alert motorists that they are approaching a pedestrian zone and are widely considered more safe than pedestrian crossings marked by two thin lines currently connecting the corners this intersection.



➤ **Question 4:** Can a pedestrian bridge be built over Rte. 309?

Answer 4: A pedestrian bridge could be built over Route 309; however, for the millions of dollars it would cost, this solution wouldn't make much sense for the following reasons:

- To obtain the proper clearance over Route 309, the approaches would need to begin at least a half block down E. Station Avenue (on either side) from the Route 309 intersection. With the numerous commercial and residential driveways, this would create a lot of conflict for these driveways to maintain access to E. Station Avenue.
- There are signals present so vehicles are required to stop, by law.
- Coming from Route 309 or any business near the intersection, the pedestrian/bike access would become choppy, and the route would be lengthened as they would then need to travel hundreds of feet (or maybe 1000'+) out of their way to get to the beginning of the bridge approach, to then double-back to cross Route 309.

So, for the cost and practicality at this intersection, it would not make sense to build a pedestrian bridge.

➤ **Question 5:** Why is PennDOT involved in overview of this project?

Answer 5: Two main reasons:

1. E. Station Avenue is a State Route (SR 2026)
2. This \$1.1M project is funded primarily (\$938K) with a PennDOT Transportation Alternatives Program (TAP) Grant requiring PennDOT approval

- **Question 6:** Who is responsible for sidewalk and ADA ramps at intersections?

Answer 6: Property owners are ultimately responsible for the repair and maintenance of curb & sidewalks adjacent to their property. However, in this E. Station Avenue Streetscape project the cost of replacing damaged curb, sidewalk and non-ADA compliant ramps at intersections will be covered by the PennDOT TAP Grant and a small portion by the Borough of Coopersburg. Looking ahead to post-construction, the property owners remain responsible to care for the curb, sidewalks and curb ramps per Borough Ordinances.

- **Question 7:** Who maintains the new textured crosswalks and how difficult is that?

Answer 7: The new texturized crosswalks are just typical macadam, stamped with a “herringbone cookie cutter design” and then a colored thermal strip is melted over the texturized surface. If the macadam is not dug up, the only required maintenance would be to reapply the colored thermal strip periodically (e.g. every 10 years +/-). This would be done by the Borough of Coopersburg. The Borough currently maintains crosswalks by painting them every other year.

- **Question 8:** Are there any structural changes going to be made to E. Station Ave.?

Answer 8: No

- **Question 9:** Does the Borough plan on developing a “traffic calming” crosswalk for Saucon Rail Trail at E. Station Ave.?

Answer 9: Future phases of the Streetscape Plan, which includes extending the Saucon Rail Trail from E. Station Avenue to the Bucks County line, WILL include traffic calming crosswalk for Saucon Rail Trail at E. Station Ave.

- **Question 10:** Why are 2 decorative crosswalks being provided to cross Station Avenue at the T-intersection with 5th Street? The additional crosswalk seems redundant.

Answer 10: The provision of the second crosswalk is thought to better calm traffic as it will slow vehicles down through the entire intersection, not just on one Station Avenue approach. It also maintains uniformity amongst all Station Avenue intersections within the project limits, with the exception of Horse Alley, which is more of a secondary crossing rather than a main intersection.