

Borough of Coopersburg Street-Scape Plan

COOPERSBURG “Bringing Possibilities To Life”



Approved July 21, 2015

ATTACHMENT 7

Borough of Coopersburg Street-Scape Plan (July 21, 2015)

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BACKGROUND

The 2010 Borough of Coopersburg Comprehensive Plan (Page 18, Goal #2) adopted as a primary economic development goal, a continued effort to maintain the downtown (Main Street Commercial Zone) as a pedestrian-oriented, historic area, both as an amenity and convenience to Borough residents and as a potential attraction for visitors and economic development.

In particular the **DEVELOPMENT OF A STREET-SCAPE PLAN** to:

- Improve walkability and pedestrian safety
- Better define and link the historic and business districts
- Simplify and improve traffic, directional signage and parking
- Define gateways
- Continue to improve the physical characteristics of the Borough through facade grant program

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With this goal in mind the Coopersburg Comprehensive Planning Committee requested and Coopersburg Borough Council authorized a survey of Main Street. Utilizing this information the Coopersburg Comprehensive Planning Committee identified and studied the needs, best practices in street-scape design and implementation, and developed this action plan. At the recommendation of the Coopersburg Comprehensive Planning Committee, the Borough Council engaged Architerra Landscape Architects to develop preliminary design and costs for certain Street-Scape elements.

Please note that the Street-Scape considerations contained in this report are focused primarily on Main Street, Station Avenue, State Street and other arterial streets linking Main Street to Rt. 309 & Rail Trails but should not preclude Street-Scape applications elsewhere.

Should Coopersburg Borough Council approve this Street-Scape Plan the Comprehensive Planning Committee would begin to pursue each one of the component recommendations. These would include, but not be limited to:

- Feasibility
- Capital cost
- Long term operational cost
- Funding source availability
- Design details
- Impact on the community
- Etc.

Each component part detailed analysis, with recommendations, would then be brought back to the Borough Council (and the Public) for their review, consideration, input, and action before moving ahead on that individual action item.

Approval of this plan by Coopersburg Borough Council does not commit Council to any specific design or expense of any of the component parts.

STRENGTHS / WEAKNESSES / OPPORTUNITIES / THREATS (SWOT) ANALYSIS

In order to identify Coopersburg Street-Scape needs and potential improvements we needed to first identify the existing Strengths / Weaknesses / Opportunities / Threats (SWOT) of Main Street area. The following are a summary of our findings.

Strengths

1. Attractive, historic nature of Main Street properties, most of which are in their original form
2. Most businesses in Commercially zoned area of Main Street are almost fully occupied, stable, desirable, destination businesses
3. Most residential properties are almost all occupied, stable, well maintained properties.
4. Main Street adequately accommodates current local residential & commercial traffic flow; as Rt. 309 accommodates majority of through traffic.
5. Most Main St. properties have front yards providing a “Green-Scape” of lawn, shrubs, flowers, and in many cases trees.
6. Main Street is considered Clean and Safe
7. Main Street is used by “walkers” from Borough and surrounding suburbs for routine walks / jogs.
8. There exists a good mix of commercial and residential properties on Main Street with well-defined commercial business and residential zones
9. Recognition of 175 contributing buildings in the central business district and surrounding residential areas of Coopersburg as a National Historic District. Also the Linden Grove Pavilion was added to the National Register of Historic Places in 1982



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STRENGTHS

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Weaknesses

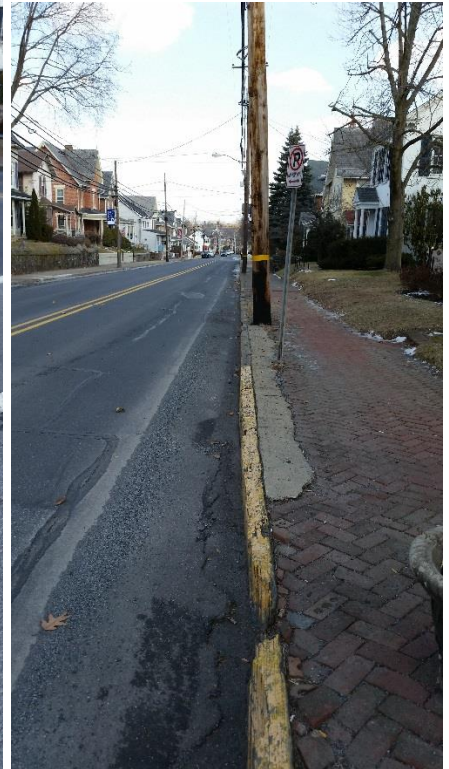
1. **Sidewalk and curb** quality is inconsistent. While most property owner sidewalks and curbs are acceptable, some are very poor. In some cases storm water, or basement sump water runs across sidewalks and streets creating perpetual ice sheets in winter. Accessible cross walk curb cuts and sidewalks do not meet current Americans with Disability Act (ADA) standards. All of this creates poor walkability
2. Often **traffic** on Main Street moves in excess of speed limit, making street walking / crossing unsafe. This is particularly true from State Street intersection to the southern Borough line, as most cars enter or leave the Borough doing 45-55 MPH uninterrupted by traffic signalization or traffic calming.
3. Inadequate **pedestrian lighting**, in particular in Commercial zoned Main Street district
4. **Street conditions** in specific areas are poor. The intersection of S. Main & E. Station Avenue is an example. There is no storm inlet on the southeast corner, so storm water runs across the intersection causing an ice sheet in winter. E. Station Avenue at its intersection with S. Main Street is dug up annually for maintenance and repair.
5. **Storm Sewer Inlets:**
 - a. On S. Main Street from Charles to State Streets do not exist causing hazardous driving and walking conditions, and on occasion flooding of properties.
 - b. On south side of E. Station Avenue from Rt. 309 to Rail-Trail are positioned so that water flows around the inlets causing hazardous driving and walking conditions
6. **Parking** on street is poorly marked, poorly measured out, and in many cases vehicles put right tires on sidewalk to assure safety of their vehicle. All off street parking is privately owned, there is no public off street parking in Main Street Commercial zone. There is a perception that on and off street parking is poor
7. There are few **benches and trash receptacles** in Main Street Commercial zone
8. Rush hour **traffic** difficulties at Main Street intersections
 - a. E. Station Ave.
 - b. Linden St. (Locust Valley Road)
 - c. State St.
9. **Utility Poles and Lines** along Main Street not only obstruct a clear view of the historic buildings but they, more alarmingly, obstruct the clear site triangle at intersections and pose a safety concern for the clash of on-coming traffic with pedestrians or vehicles. Many of these utility poles are directly behind the curb line.

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WEAKNESSES

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WEAKNESSES

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Opportunities

1. Extending a Main Street, Station Avenue & State street-scape creating greenway connections and awareness of Coopersburg among citizens of the Borough and traffic passing through to:
 - a. Rt. 309 (via W. Station Ave., Fairmount St., etc.)
 - b. Parks
 - c. Rails-Trails on East side of Borough
 - d. Liberty Bell trail on West side of Borough
2. Main & State Street is a broad signalized intersection. The portion of State Street directly adjacent to the Borough Hall and the adjacent grass area at the Fire Company Social Hall is currently used as a public gathering place for many occasions. This space could be enhanced to become a focal point - an active "Town Center Square / Park". It would also enhance the use of both the Borough Hall & Fire Company Social Hall as well as local businesses.
3. Coopersburg Main Street business district has become, and could continue to serve as, the Town Center and service center for destination businesses (e.g. Bank, insurance, real estate, beauty shop, restaurant, etc.) for the increasingly affluent Southern Lehigh community.
4. Preserve significant number of historic properties in National Historic District

Threats

1. Vacant store fronts, creating gaps in the urban landscape and perception of poor business climate.
2. Conversion of properties to multifamily dwellings, disintegrating the owner occupied nature and stability of home ownership, potentially leading to absentee landlord ship.
3. "Modernization" of Historic properties, eroding the culture, charm and historic nature of Coopersburg.
4. Hodge-podge approach to commercial property planning & zoning, allowing non-conforming redevelopment.
5. Becoming too commercial, in particular in residential zoned areas, eroding the owner occupied nature of the residential dwellings in the Borough and encroaching on the residential areas.
6. Inappropriate retail occupying commercial district (e.g. tattoo parlor, pawn shop, adult club, etc.) attracting undesirable retail to commercial district.
7. Allowing deterioration of properties and sidewalks through poor codes enforcement, creating an impression of un-cared for, un-walkable, commercial district.
8. Doing nothing, allowing re-development to chance.
9. Governmental & Regulatory mandates and restrictions (e.g. PennDOT, UST Sewer Authority)

RECOMMENDED IMPROVEMENTS **SCOPE AND SCHEDULE**

PHASE 1 – IMMEDIATE (WITHIN 1 YEAR)

1. **Repaint traffic center line 11' from east curb line (Main Street through the Borough)** - It appears as though sometime in the recent past the traffic line was repainted by PennDOT 12.5' from the east curb line. Since there are only 30' between the curbs on Main Street two (2) – 11' travel lanes allows 8' for safe parking (which is not currently happening).

This simple inexpensive action would:

- a. Slow down traffic, because drivers typically move more slowly with a narrower lane
- b. Create More Safe Parking on Main Street
- c. Eliminate the necessity of parking on Main Street by putting vehicle tires up on the curb / sidewalk, which deteriorates infrastructure and detracts from Main Street walkability

2. **Parking** - Main Street Commercial Zone (Fairview to Thomas Streets)

- a. Conduct a Parking Study in the Commercial Zone to determine the parking use and need.
- b. Based on results of Study better delineate **ON STREET** parking (e.g. signs, painted lines, etc.).

This would:

- i. Better delineate available parking
- ii. Slow traffic down by minimizing the use of parking lane for faster travel
- iii. Eliminate parking with wheels on sidewalk

3. **Storm Sewer Study** - S. Main Street (State Street to south of Charles Street) to determine storm sewer requirements for drainage area. Also study E. Station Avenue (Rt. 309 to Rail-Trail) storm inlet realignment as part of comprehensive Street-Scape improvement of S. Main Street & E. Station Avenue. This would be a prerequisite to Intersection Crosswalks.

4. **Historic Preservation of Properties** – Using “Best Practices” develop and adopt a Historic Preservation Zone, regulations, and conduct an inventory of appropriate properties.

This would:

- a. Minimize the defacement and / or destruction of Historical architecture of specific historic properties
- b. Provide legal protection of important historic resources
- c. Increase property values and increase tax revenue
- d. Improve aesthetics (curb appeal)
- e. Create sense of place and community pride
- f. Promote heritage tourism and educate the public

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PHASE 2 & 3 – SHORT TERM (WITHIN 5 YEARS)

1. Parking -Main Street Commercial Zone (Fairview to Thomas Streets)

a. On Street Parking

- i. Texturized colored stamped paving of on street parking spaces in Commercial Zone

b. Off Street Parking

- i. Encourage private sector shared parking (through zoning, SALDO, etc.)
- ii. Based on the results of the Parking Study (conducted in Phase 1) needs analysis, consider creation of a Public Parking lot in area of highest need

2. Intersection Cross Walks – Texturized colored stamped ADA approved crosswalks should be placed in the following intersections:

PHASE 2

- i. N. Main & Fairmount (East) Streets
- ii. N. Main & Fairmount (West) Streets
- iii. N. Main & Fairview Streets
- iv. N. Main & Landis Streets
- v. N. Main & Oxford Streets
- vi. S. Main Street & Carpenter Alley
- vii. Main & State Streets
- viii. S. Main Street & E. Station Avenue
- ix. S. Main & Thomas Streets
- x. S. Main & Charles Streets
- xi. S. Main & Cherry Streets
- xii. S. Main & Tilghman Streets
- xiii. S. Main & Linden (Locust Valley Rd.) Streets

PHASE 3

- xiv. E. Station Avenue & E. Linden Street
- xv. E. Station Avenue & Fourth Street
- xvi. E. Station Avenue & Rt. 309
- xvii. E. Station Avenue & Second Street

The purpose of these new intersection cross walks would be to:

- Serve as a traffic calming mechanism
- Provide safe / walkable designated pedestrian crossing areas
- Aesthetically enhance the Main Street
- Create a safe walkable connection to the Rail-Trail
- Fairmount & Linden (Locust Valley Road) Street intersections with Main Street would serve as a “Gateway” improvement, indicating your arrival / departure of the Borough of Coopersburg

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3. **Sidewalks & Curbs** – not meeting Borough Code or ADA standards should be replaced at no cost to the property owner for the following areas:

PHASE 2 - Commercial Zone

- a. Main Street (Thomas to Fairview Streets)
- b. W. State Street Commercial Zone (N. 5th to N. 7th Streets)
- c. E. Station Avenue (S. Main Street to Horse Alley)

PHASE 3

- d. Main Street (not in Commercial Zone)
- e. E. Station Avenue (Horse Alley to Rail-Trail)
- f. W. Locust Street (S. Main to Liberty Bell Trail)
- g. W. State Street (7th Street to Liberty Bell Trail)

These improvements will make Main Street Commercial Zone and connection to Rail – Trail “Safe and walkable”.

4. **Pedestrian Lighting** – Install historic looking PPL pedestrian lighting in Commercial Zone along:

PHASE 2 - Commercial Zone

- a. Main Street (Thomas to Fairview Streets)
- b. W. State Street Commercial Zone (N. 5th to N. 7th Streets)
- c. E. Station Avenue (S. Main Street to Horse Alley)

PHASE 3

- d. Main Street (not in Commercial Zone)
- e. E. Station Avenue (Horse Alley to Rail-Trail)
- f. W. Locust Street (S. Main to Liberty Bell Trail)
- g. W. State Street (7th Street to Liberty Bell Trail)

This improvement will illuminate the sidewalk in the Commercial District of Main Street. It will also illuminate and create a connection from S. Main Street to Rail-Trail along E. Station Avenue & Liberty Bell Trail along W. Locust Street & E. State Street:

- Highlighting and adding to the historic beauty
- Improving the safety of nighttime walkability
- Act as a traffic calming device as drivers tend to drive slower in the light as they have a better perspective of passing objects

5. Major Infrastructure Improvements

- a. **Storm Sewer** – Based on the results of the Storm Sewer Study (conducted in Phase 1):
 - i. S. Main Street (State to Charles Streets) – Install appropriate storm sewer and inlets to accommodate storm water runoff.
 - ii. E. Station Avenue (Rt. 309 to Rail-Trail) – Adjust storm sewer inlets to accommodate storm water runoff.

This will eliminate excessive storm water runoff from flooding / freezing street intersections creating a safer walking & driving conditions and extending the life of the

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streets, curbs, sidewalks, etc. It will also allow the use of curb extensions and crosswalks as an enhancement in the Commercial Zone.

b. Major Street Rebuilding & Enhancement

- i. **Main & W. State Street** – Rebuild entire intersection as a central “focal point” for the community, including Intersection Crosswalks in keeping with Architerra Landscape Architects design. This will complement and expand Town Center Park concept detailed below.
- ii. **Main St. & E. Station Ave, intersection improvement** - S. Main Street at, and south of E. Station Avenue are subject to repeated excavation and damage requiring annual patch maintenance and utility damage repairs. Therefore rebuild intersection, and adjacent road base to include but not be limited to:
 1. S. Main Street road base near E. Station Avenue
 2. E. Station Avenue road base from S. Main Street and east of intersection
 3. Repair and / or replace utility (e.g. gas, water, etc.) lines subject to ongoing excavating repair.
 4. Install storm water inlet / system on S. Main St. just south of intersection (as indicated 5.a.i above) to prevent storm water from crossing and freezing intersection
 5. Intersection Crosswalks as specified above in keeping with Architerra Landscape Architects Design
- iii. **Main & Linden Street (Locust Valley Road) Intersection improvement** – High traffic volumes at rush hour and traffic exceeding speed limit on Main Street requires a major intersection improvement that would facilitate the traffic flow, act to slow down “calm” traffic, and serve as a “Gateway” feature for the south end of Borough of Coopersburg. Intersection Crosswalks as specified above.

These improvements will:

- Beautify major intersections
- Calm traffic flow on Main Street
- Improve safety for vehicles and pedestrians
- Reduce excessive road and utility maintenance on the troubled spots
- Main & Linden Street improvements to serve as a “Gateway” to Coopersburg

6. **Town Center Park** – Develop the portion of State Street directly adjacent of the Borough hall as well as adjacent grass area at the Coopersburg Fire Company Social Hall as a Town Center Park. It is currently used as a public gathering place for many occasions and could become a focal point that would support and enhance its use as an active “Town Center” as well as enhance the use of surrounding facilities & businesses. This Town Center Park, combined with a major intersection design, would make center square Coopersburg “POP”.

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7. Trail Development

- a. **Rail-Trail Extension (E. Landis Street to E. Station Avenue)** – Design and extend trail from Landis Street to meet with E. Station Avenue Street-Scape improvements. This improvement connects the new safe, walkable Street-Scape of Coopersburg to the Rail-Trail and Hellertown as well as to Living Memorial Community Park.
- b. **Liberty Bell Trail Development (Locust Street to W. State Street)** – Design and develop trail from Locust Street to meet with W. State Street. Provide Street-Scape improvements from trail heads to Main Street. This creates another safe and walkable trail linked to Main Street.

8. Signage – Provide unique signage along Main Street and other areas as determined for:

- a. **Directional Signage** (e.g. Borough Hall, Post Office, Police Station, etc.)
- b. **Identification Signage** (e.g. Historic points of interest, etc.)
- c. **Regulatory Signage** (e.g. Parking, Pedestrian Crossing, etc.)

9. Façade Improvements – Encourage Main Street Commercial Zone façade improvements in keeping with the historic nature. Continue the Façade Grant Program and enhance it to target particularly needy looking properties in the Main Street Commercial Zone.

10. Green-Scape

- **New Development** - Enhance the Borough of Coopersburg Subdivision and Land Development Ordinance (SALDO) to include best practice tree, shrub, and plant requirements for front of new developments. This would be applied throughout the Borough
- **Existing Properties** – Create a grant program similar to the Facade Improvement Grant to encourage application of best practice tree, shrub, and plant for front yards of Main Street properties from Borough line to Borough line.

11. Amenities

- a. **Banners** – Continue and expand use of historic and festive banners attached to utility poles on Main Street from Borough line to Borough line
- b. **Benches** – Provide ornate benches throughout Main Street Commercial zoned district and in new Town Center Park
- c. **Trash Receptacles** – Provide and maintain ornate trash receptacles throughout Main Street Commercial zoned district (in particular near eating establishments) and in new Town Center Park
- d. **Planters** – Provide and maintain ornate planters throughout Main Street Commercial zoned district.

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FUTURE - LONG TERM (5 - 10 YEARS)

1. **Relocate Utility Poles and Overhead Lines** - Main Street off of both sides in the Historic Downtown (underground or in alley behind Main St.)
2. **Intersection Cross Walks** – Texturized colored stamped ADA approved crosswalks, should be placed in the following intersections to extend the Street-Scape design along and purpose along Fairmount Street from N. Main Street to Rt. 309:
 - i. Fairmount & Fifth Streets
 - ii. Fairmount & Fourth Streets
 - iii. Fairmount Street & Rt. 309

The purpose of these new intersection cross walks would be to:

- Serve as a traffic calming mechanism
 - Provide safe / walkable designated pedestrian crossing areas
 - Aesthetically enhance the intersections
 - Provide as connectors to shopping centers, parks, trails, and east side businesses
3. **Sidewalk & Curbs** – not meeting Borough Code or ADA standards should be replaced at no cost to the property owner for the following areas:
 - a. Fairmount Street – (N. Main Street to Rt. 309)
 - b. Oxford St – (N. Main Street to Rt. 309)
 - c. E. State Street – (N. 5th Street to Rt. 309)

These improvements will make the major pedestrian traffic streets safe and walkable

4. **Pedestrian Lighting** – Install historic looking PPL pedestrian lighting along other primary pedestrian streets:
 - a. Fairmount Street – (N. Main Street to Rt. 309)
 - b. Oxford St – (N. Main Street to Rt. 309)
 - c. E. State Street – (N. 5th Street to Rt. 309)

This improvement will illuminate the sidewalk along other primary pedestrian streets connecting Main Street to Rt. 309:

- Highlighting and adding to the historic beauty
 - Improving the safety of nighttime walkability
 - Act as a traffic calming device as drivers tend to drive slower in the light as they have a better perspective of passing objects
5. **Amenities** – Along major connector streets from Main Street to Rt. 309 (e.g. Fairmount Street, Oxford St., E. State Street, etc.)
 - a. **Banners** - Continue and expand use of historic and festive banners attached to utility poles on along major connector streets from Main Street to Rt. 309.

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- b. **Benches** - Provide ornate benches along major connector Streets leading to Rt. 309, especially at publically owned property (e.g. Park, Post Office, etc.).
 - c. **Trash Receptacles** – Provide and maintain ornate trash receptacles along major connector streets from Main Street to Rt. 309 (in particular near eating establishments).
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INITIAL PLANNING COSTS & FUNDING SOURCES

	PHASE 1 < 1 Year	PHASE 2 2-3 Years	PHASE 3 4-5 Years	TOTAL 1-5 Years	FUTURE 6-10 Years
COST (TOTAL PHASES 1-3)	\$ 100,000	\$2,800,000	1,100,000	4,000,000	\$1,400,000
FUNDING SOURCES (TOTAL PHASES 1-3)	\$ 100,000	\$2,800,000	\$1,100,000	\$4,000,000	\$1,400,000
<u>PennDOT Operating Budget</u>	\$ 50,000			\$ 50,000	
<u>Borough of Coopersburg Operating Budget</u>	\$ 50,000			\$ 50,000	
Commonwealth of Pennsylvania (50%)		\$ 1,400,000	\$ 550,000	\$1,950,000	
PA Redevelopment Assistance Capital Program (RACP) Grant					
PennDOT Transportation Alternatives Program Grant					
PennDOT Multi Modal Transportation Fund					
PA DCED Multi Modal Grants					
PA DCED Greenways, Trails, and Recreation Program					
PA DCED Grow Our Greener II					
PA DCNR Recreational Trail Grant					
Historic PA Tax Credit					
Community Development Block Grant					
Borough of Coopersburg (40%)		\$1,120,000	\$ 440,000	\$1,560,000	
Development Set Aside					
Water System Capital & Maintenance Fund					
Debt					
Other (10%)		\$ 280,000	\$ 110,000	\$ 390,000	
Lehigh County Green Future Fund					
GLV Chamber of Commerce - Main Street Foundation					
Corporate Contributions					
Borough Business Revitalization Program					
UGI Capital & Maintenance budget					
Other (e.g. Trexler Trust, etc.)					
COOPERSBURG DEBT	\$ 1,560,000	TOTAL			
DEBT SERVICE 20 Yrs @ 3.5% =	\$ 108,326	Per Year			

TO BE DETERMINED

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**HOW CAN COOPERSBURG OBTAIN
APPROXIMATELY \$110K PER YEAR
WITHOUT RAISING TAXES???**

NEW HOME DEVELOPMENT REVENUE	\$ 110,000
Number of New Homes	44
Ave. Net Annual Revenue Per Household for RE TAXES, EIT, Water & Sewer Fees	\$ 2,500.00

Please note that these costs and funding sources are preliminary and theoretical and are meant for illustrative purposes only!!!

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NEXT STEPS

1. Present Coopersburg Street-Scape Plan to Borough Council & Public for input. **JUNE 2015**
 2. Revise Coopersburg Street-Scape Plan based on input. **JUNE 2015**
 3. Coopersburg Borough Council acts on revised Coopersburg Street-Scape Plan **JULY 2015**
 4. Coopersburg Comprehensive Planning Committee working, with Borough Manager, begins to evaluate each component recommendation for feasibility, capital cost, long term operational cost, funding sources availability, design details, impact on the community, etc. **AUGUST 2015 – JULY 2020**
 5. As each component recommendation is developed, the Coopersburg Comprehensive Planning Committee, will bring that component part forward to the Coopersburg Borough Council and Public for review, input, and action **AUGUST 2015-JULY 2020**
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COOPERSBURG COMPREHENSIVE PLANNING COMMITTEE

Ben Craig
Jack Felch
Dave Horn

Colby Kent
Mark McCormick
Ken Mohr

Tim Paashaus
Duane Wetzel
Christine Zataveski

COOPERSBURG STREET-SCAPE SCOPE, SCHEDULE & BUDGET		Phase 1 ≤ 1 YEAR	Phase 2 2-3 YEARS	Phase 3 4-5 YEARS	FUTURE 6-10 YEARS
1	Repaint Traffic Center Line - Main Street				
2	Parking (Main Street Commercial Zone)				
A	Conduct a Parking Use / Needs Study				
B	Based on Study realign On Street Parking				
C	Main Street Parallel Parking Paving / Striping				
D	Based on Study create / realign Off Street Parking				
3	Intersection Cross Walks				
A	N. Main & Fairmount (East) Streets				
B	N. Main & Fairmount (West) Streets				
C	N. Main & Fairview Streets				
D	N. Main & Landis Streets				
E	N. Main & Oxford Streets				
F	S. Main Street & Carpenter Alley				
G	Main & State Streets				
H	S. Main Street & E. Station Avenue				
I	S. Main & Thomas Steets				
J	S. Main & Charles Steets				
K	S. Main & Cherry Streets				
L	S. Main & Tilghman Streets				
M	S. Main & Linden (Locust Valley Rd) Streets				
N	E. Station Avenue & E. Linden Street				
O	E. Station Avenue & Fourth Street				
P	E. Station Avenue & Rt. 309				
Q	E. Station Avenue & Second Street				
R	Fairmount & Fifth Streets				
S	Fairmount & Fourth Streets				
T	Fairmount Street & Rt. 309				
4	Sidewalk & Curb Improvements				
	Main Street (Thomas to Fairview Streets)				
A	W. State Street (N. 5th to N. 7th Streets)				
B	E. Station Avenue (Main Street to Horse Alley)				
C	Balance of Main Street (not in Commercial Zone)				
D	E. Station Avenue (Horse Alley to Rail-Trail)				
E	Fairmount Street (Main St. to Rt. 309)				
F	Oxford Street (N. Main Street to Rt. 309)				
G	E. State Street (N. 5th Street to Rt. 309)				
H	W. Locust Street (S. Main to Liberty Bell Trail)				
I	W. State Street (7th Street to Liberty Bell Trail)				
5	Pedestrian Lighting				
A	Main Street (Thomas to Fairview Streets)				
B	W. State Street (N. 5th to N. 7 Streets)				
C	E. Station Avenue (Main Street to Horse Alley)				
D	Balance of Main Street (not in Commercial Zone)				
E	E. Station Avenue (Horse Alley to Rail-Trail)				
F	Fairmount Street (Main St. to Rt. 309)				
G	Oxford Street (Main Street to Rt. 309)				
H	E. State Street (N. 5th Street to Rt. 309)				
I	W. Locust Street (S. Main to Liberty Bell Trail)				
J	W. State Street (7th Street to Liberty Bell Trail)				
6	Infrastructure Improvements				
A	Storm Sewer				
	Engineering Study				
	S. Main Street (State to Charles Streets)				
	E. Station Avenue (Rt. 309 to Second Street)				

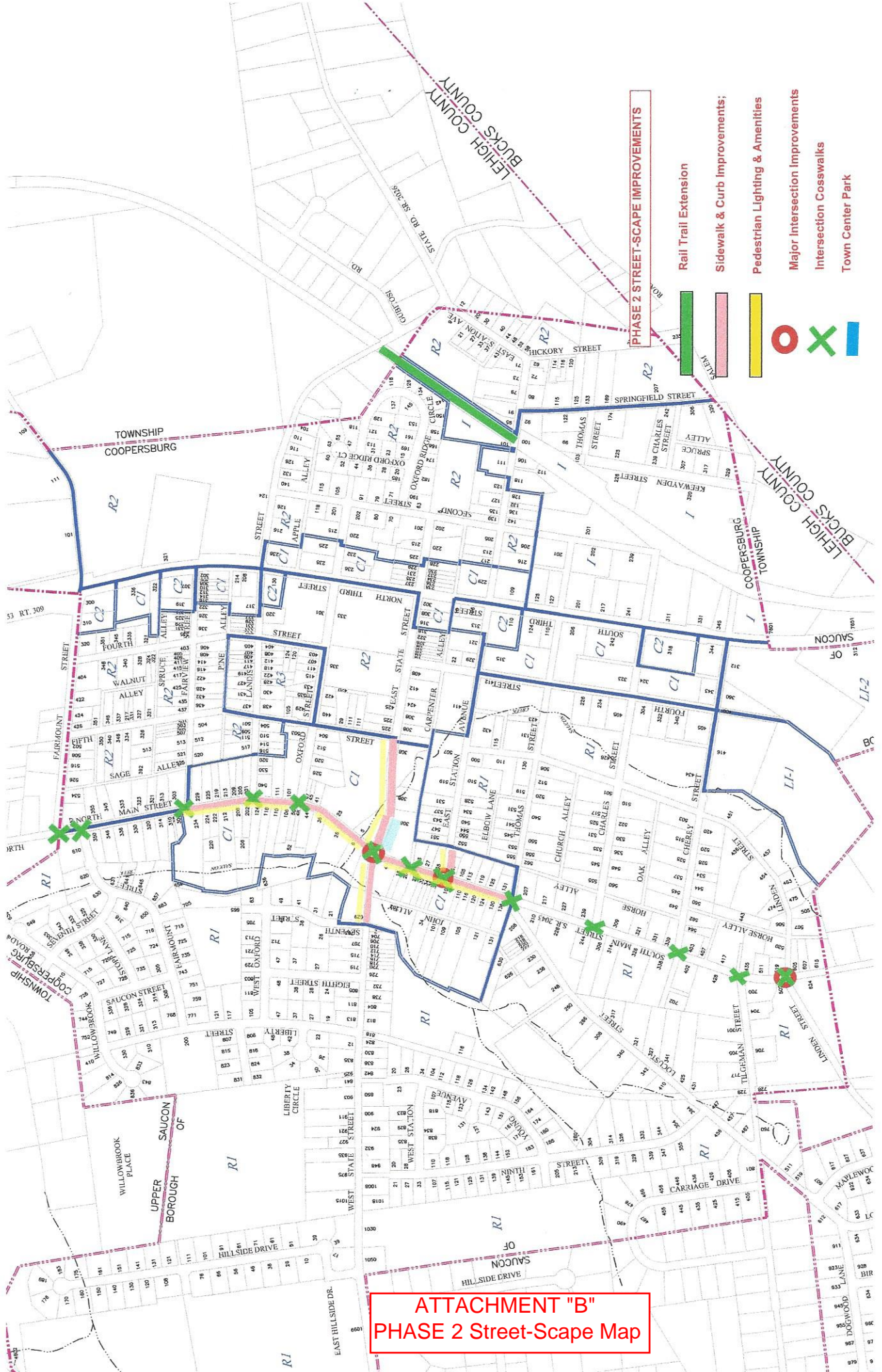
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ATTACHMENT "A"

COOPERSBURG STREET-SCAPE SCOPE, SCHEDULE & BUDGET		Phase 1 ≤ 1 YEAR	Phase 2 2-3 YEARS	Phase 3 4-5 YEARS	FUTURE 6-10 YEARS
B	Major Street Rebuilding & Enhancement				
	S. Main Street & E. Station Avenue				
C	Relocate Utility Poles & Lines - S. Main Street (State to Thomas Streets)				
7	Town Center Park (State Street at Boro Hall)				
	Street Improvement				
	Greenscape Improvements				
8	Trail Development				
	Rail - Trail Expansion (E. Landis St. to E. Station Avenue)				
	Liberty Bell Trail Development Locust Street to State Street)				
9	Signage - Directional, Identifying & Regular				
10	Historic Preservation Regulations				
11	Façade Improvements - Main Street Commercial Zone				
12	Green - Scape				
13	Amenities				
a	Banners				
	Main Street throughout Borough				
	E. Station Avenue from Main to Rail-Trail				
	Fairmount Street from Main to Rt. 309				
b	Benches				
	Main Street Commercial Zone & new Town Center Park				
	E. Station Avenue at Park & Post Office				
c	Trash Receptacles				
	Main Street Commercial Zone & new Town Center Park				
	E. Station Avenue at Park & Post Office				
d	Planters - Main Street Commercial Zone				
	TOTAL COST (Phase 1-3) = \$4,000,000	\$ 100,000	\$ 2,800,000	\$ 1,100,000	\$ 1,400,000

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ATTACHMENT "A"



ATTACHMENT "B"
PHASE 2 Street-Scape Map

PHASE 2 STREET-SCAPE IMPROVEMENTS

- X Rail Trail Extension
- Sidewalk & Curb Improvements;
- Pedestrian Lighting & Amenities
- Major Intersection Improvements
- X Intersection Crosswalks
- Town Center Park

