

CHAPTER 18

EXISTING PEDESTRIAN CIRCULATION AND PARKING ISSUES

INTRODUCTION

A map has been prepared showing pedestrian circulation within St. Lawrence Borough, Exeter Township and Amity Township. The map indicates the location of areas with existing sidewalks, the Thun Trail, and a proposed regional trail system.

St. Lawrence Sidewalk System

The map shows the extent of the existing sidewalk system in the region. There are gaps in the existing system, and areas where sidewalk does not exist. It will be necessary for the Borough to determine whether a proactive policy to eliminate gaps in the system and serve additional areas should be followed, particularly when routes to community facilities are involved.

Pedestrian Circulation in the Townships

The map shows the existing sidewalk and trails in Exeter and Amity Townships. The sidewalk system is based on the existing development pattern which has occurred and is isolated in some cases. Trail systems exist in the Daniel Boone Homestead, on Monocacy Hill, and along portions of the Schuylkill River. Less defined and unmapped trails exist in the St. Lawrence Watershed.

The region has the opportunity to explore the possibility of a trail system that would link existing sidewalks and trails to a number of community facilities and natural areas. Residents have expressed interest in having more trails available to the public, including new trails, which would provide access to Neversink Mountain, the Thun Trail, the Daniel Boone Homestead, the St. Lawrence watershed, and Monocacy Hill.

St. Lawrence Avenue in St. Lawrence

Given the limited on-street parking along the north and south sides of the street in the center of the Borough, and limited space for private parking areas for businesses on small lots, parking can become an issue in the Borough. As businesses expand, are converted, or are started, it is important to assure that adequate, safely accessible off-street parking is available.

Pedestrian Enhancement in the Townships

There are also several areas within the Townships that should be made more pedestrian friendly to coordinate with existing or future transit service. BARTA provides service along portions of Route 422, and it is almost virtually impossible for transit users to access this service eastbound or westbound from the opposite side of the road. Areas which should be considered for pedestrian enhancements include the Villages of Baumstown, Douglasville, and Amityville, and Route 422 in the vicinity of Shelbourne and Lincoln Roads.