



2027-2030 Lehigh Valley Transportation Improvement Program
Public Comments and Responses
April 15th through May 17, 2026

Comment #	Date	First	Last	Organization	Comment	Response
1	15-Apr	Dave	Hopkins	City of Easton	How can the scope of a project get updated, particularly in the context of a completed Safe Streets and Roads for All study?	Project scope and timeline changes are not uncommon. If the project is already on the TIP, PennDOT District 5 will coordinate with the municipality on the changes. If the project has not yet made it onto the TIP, then the municipality should submit those changes as part of the open call for projects for the Metropolitan Transportation Plan.
2	15-Apr	Craig	Beavers	Palmer Township	On behalf of Palmer Township, thank you for including the Tatamy Road over Schoeneck Creek bridge. This project is a major priority for the township not only for vehicle traffic, but also as a priority trail gap in the township.	Thank you for your comment.
3	15-Apr	Toni	Mitman		I don't think PennDOT should have voting membership on the Lehigh Valley Transportation Study(LVTS) because PennDOT is a major beneficiary of the funding obligated by the LVTS. This could be perceived as a conflict of interest.	United States Code requires that Metropolitan Planning Organization boards include local elected officials, public transportation officials, and appropriate state officials. The LVTS bylaws require that both the Technical and Coordinating Committees include a representative from PennDOT District 5 and PennDOT Central Office.
4	15-Apr	Lee	Rackus	Whitehall Township	It doesn't really seem appropriate that 4 out of the 6 places to view the document are in Allentown. There are other public libraries that could also make it available.	The LVTS' Public Participation Plan requires that public comment materials be physically available at the three city libraries and the offices of LANTA, PennDOT District 5, and the LVPC. Materials are also available to be reviewed online at www.lvpc.org . If you would like a copy emailed to you, this can also be arranged. This comment will be considered as the LVTS updates its Public Participation Plan.
5	16-Apr	Stephen	Reider	Bangor Borough	Under Bridge Replacement and Rehabilitation, Bridge Preservation #7 there is \$50,000 allocated for Federal Fiscal Year(FFY) 2027 and nothing for FFY 2028-2030 with 8 projects listed including Map# 26e in Bangor Borough. I believe there should be more money allocated to these projects as I do not believe that \$50,000 is adequate to sufficiently rehabilitate all of these bridges.	Funding is capped each federal fiscal year. Some projects start and then wait for funding in future years. This is often the case for bundled projects, where final cost per bridge is estimated by PennDOT upfront, and then final costs determined as each bridge goes through the investment process. Additional funds are typically moved to these bundled projects. This bridge bundle is expected to begin in this TIP cycle.
6	16-Apr	Stephen	Reider	Bangor Borough	Two projects that should be considered as part of Road Construction Modernization, Automation project grouping should be the realignment of PA Route 512 in Bangor Borough which I believe is in the Long Range Transportation Plan, and the modernization of the signalized intersection at the intersection of State Routes 191 and 512 in Bangor Borough. The current signals at the intersection are from the 1960's and are obsolete. Upgrades are needed for both pedestrian safety and traffic calming because of the traffic volume that is experienced on these major thoroughfares.	These projects are in the Long-Range Transportation element of <i>FutureLV: The Regional Plan</i> . As other projects are completed, these projects may move up the list.
7	15-Apr	Kim	Schaffer	Community Bike Works	Is there anything proactive that Community Bike Works or the Coalition for Appropriate Transportation need to do at this point to be included in the next round of the TIP? Please let me know if there's anything you need from us.	There's nothing specifically that you need to do or anything we need from you currently. You should have received an email from the LVPC detailing the public comment process for the TIP and the upcoming meetings. As always, reach out if you have any additional questions.

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8	20-Apr	Nicholas	Csorba		<p>I am not an engineer but when it comes to this area and the high traffic volume we now have and is likely to increase; I would suggest an out of the box brainstorming for this area. My vision sees the current Hill to Hill Bridge in place for local traffic on the south side - to the right for hospital access improved and local fountain hill traffic - to the left for south Bethlehem traffic. The out of the box comes in with the high volume (currently unsafe practice of accessing the 378 hill south of the bridge /meaning cutters and high volume with trucks). Need to consider quite the modernistic approach for the near future outlook. We see a straight away access to the hill from 378 on the northern side by a high tech build...no stop roadway. The current Hill to Hill is for local access while a high tech build is for the southern 378 corridor. The high tech build can be over the local access bridge or the entire bridge reshaped to provide for this enhancement and 'elimination' of a big headache/sore spot in Bethlehem travelling. You see the NY bridges done in this fashion - the duplex style. Really, consider the current unsafe traffic situation (cutters) to Wyandotte hill after exiting the Hill to Hill on the south side and the (cutters) on the bridge itself to access the Wyandotte stretch on the bridge itself. This has to be entirely reinvented and redesigned in a thoroughly encompassed modern engineering feat....good for 100 years.</p>	<p>In order for a project to be included on the TIP, it must first be included in the Metropolitan Transportation Plan (previously called the Long Range Transportation Plan). LVPC is currently updating its MTP as part of the update of Future LV: The Regional Plan. LVPC will be conducting an Open Call for Projects later this year. This comment has been forwarded to the MTP project team. The commenter is welcome to introduce this proposal when the Open Call for Projects is conducted.</p>
9	20-Apr	Ken	Abruzzese		<p>Here is my opinion on what needs to be done to make traffic in the Lehigh Valley run smoother. 1- (top priority) make I-78 three lanes from the NJ border to PA Route 100! This was planned to be three lanes when it was originally finished! What happened? 2- (top priority) make PA Route 33 three lanes from PA Route 248 to I-78. The bottleneck at US Route 22 and PA Route 33 is enough reason. 3- Install solar powered flashing caution arrows on US Route 22 around cemetery curve in Easton to warn drivers to slow down! 4- Longer on and off ramps on all US Route 22 and PA Route 309 exits. 5- Use Artificial Intelligence to synchronize the stop lights along all the exits from I-78, US Route 22, PA Route 33 and PA Route 309 for smoother traffic flow. 6- Fix the bridge and restore the road on Bushkill St. (by The Widow's Tavern in Stockertown) to alleviate traffic on Uhler Rd and Sullivan Trail. Longer term (but still needed badly) 7- Add exit and entrance from I-78 directly onto PA Route 378 in south Bethlehem. 8- Add exit and entrance ramps from I-78 onto 25th street in Easton via the Glendon Bridge. Why does the Lehigh Valley constantly get kicked to the bottom of the list when it comes to road projects in this state? US Route 22 has been scheduled to be widened to three lanes in both directions since the 70's, but every budget it gets extended or tabled to later years. 50 years this project has been delayed?!!! We need stronger political representation in Harrisburg to make these projects happen.</p>	<p>In order for a project to be included on the TIP, it must first be included in the Metropolitan Transportation Plan (previously called the Long Range Transportation Plan). LVPC is currently updating its MTP as part of the update of <i>Future LV: The Regional Plan</i>. LVPC will be conducting an Open Call for Projects later this year. This comment has been forwarded to the MTP project team. The commenter is welcome to introduce this proposal when the Open Call for Projects is conducted.</p>

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10	20-Apr	Ken	Abruzzese		Great example is the reconstruction on I-78 right now. Heaviest traffic on the entire stretch of highway is NJ state line to PA Route 33. But every other section of this road in PA was fixed first, except the heaviest traveled part, the Lehigh Valley! Do we not have anyone looking out for the Lehigh Valley's needs in Harrisburg? How does the Lehigh Valley end up on the short end of road funding every year for over 50 years???? I travel extensively in the state and the entire northeast and we consistently have the worst traffic. Even when fixed, the funding and engineering is short-sighted and just barely covers what needs to be done! Please get the funds we need approved and used on the road projects stated above instead of going into someone's pockets!	Please see comment #9 above.
11	20-Apr	Justin	Zuberka		I have read though most of the transportation and improvement program draft. I do support many of these programs and projects I just wanted to voice my further opinion and concerns on the topic. Much of our infrastructure in the valley is in a state of disrepair to put it kindly and disregard to speak truthfully. This budget will not come close to being what is needed to even fix many of these bridges roads and issues. The only sustainable solution to begin the process of solving our infrastructure nightmare is light passenger rail(LPR). I have witnessed many months-long projects to repair road surfaces causing frustration, delays, and accidents only for that same surface to have the exact same potholes with a matter of weeks after completion. We can redo every highway every road in the county ever single year and waste hundreds of millions just on basic upkeep of infrastructure that is already outdated and over loaded. The definition of insanity is repeating the same thing over and over again, expecting a different result. I am urging the committee to immediately take action and prepare and implement a comprehensive plan for an East-West light passenger rail corridor connecting Easton, Bethlehem, and Allentown. The only way to accomplish the goals of this committee and the needs of the public is rail. Decisive action is needed. The public already holds city planners in low regard due to previous generations' lack of leadership and failure in vision.	The LANTA operated transit service from Allentown-Bethlehem-Easton and has begun the first phases of the Enhanced Bus/Bus Rapid Transit Corridor between these cities, north into Whitehall and west into the Macungie area. This enhanced bus service is essentially a light rail service with buses. Additional improvements, including station stops, dedicated rights-of-way where possible, queue-jumps for transit at traffic lights and many other enhancements are in the planning stages. This project is partially funded and additional details are available on page 43 of the TIP Made Easy document.

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12	20-Apr	Justin	Zuberka		<p>Please do not make the same mistake. It would be better to shut US Route 22 down and build passenger rail in its place (though this is not my proposal) versus continuing down the path of insanity. Every year brings more drivers, more buses, more commuters, more commercial trucks and freight. There is only one way to fix the infrastructure problems that the valley is experiencing. The Lehigh Valley is the second largest metro area in the state and one of the fastest growing areas in the entire US. Property values are soaring. We all live in one of the most desirable places to live in the world. It is far past the time where our infrastructure should support our community. The only long term path forward is LPR. All road expansion projects should be immediately halted until there is an operational LPR east-west network. Every dollar spent on road repairs and renewals until that point is a dollar stolen from the public and five dollars stolen from our children and grandchildren. The cost of a LPR system would be very significant, but the returns would more than offset the initial investment. Let us not repeat the mistakes of previous failed generations. We need to care for the future of the valley as well as the present. I ask this committee in the strongest way possible to please consider this comment for future consideration. When it is a hot summer day and you are in need of shade the best time to plant a tree was 25 years ago; the second best time is today. I would be willing to assist in any way I could to help in regards to planning advocacy or discussing this further in a more complete and detailed way.</p>	<p>Please see comment # 11 above. In addition, the LVPC is working with PennDOT, communities along Route 22, both counties, LANTA and the Lehigh and Northampton Airport Authority to develop a practical and forward thinking strategy for Route 22. This planning project is underway now and you are welcome to learn more by attending any or all the LVTS meetings where the plan progress and recommendations will be discussed.</p>
13	20-Apr	Lawrence	Dusold		<p>Thank you for a well presented plan. As someone who uses the Center Valley interchange at PA Route 309 at least 4 days per week, the congestion in this area is overdue for improvement. Although I may not be working when it is completed (I'll be 70 years old), it will be a great benefit to those in the area.</p>	<p>Thank you for your comment.</p>
14	21-Apr	Donald	Brandt		<p>Please replace Church Rd from William Penn Highway to Country Club Road in Bethlehem Township . It was been torn up multiple times by utilities and construction crews. It's a bumpy nightmare.</p>	<p>This project would be considered a resurfacing/repaving project. Church Road is a local road maintained and operated by Bethlehem Township. This comment will be forwarded to the township for further consideration. In order for a project to be included on the TIP, it must first be included in the Metropolitan Transportation Plan (previously called the Long Range Transportation Plan). LVPC is currently updating its MTP as part of the update of Future LV: The Regional Plan. LVPC will be conducting an Open Call for Projects later this year. Bethlehem Township has the ability to submit this project during that time if they feel it is considerable as a repaving project.</p>

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15	22-Apr	Matthew	Epstein		I reside in Bethlehem and frequently cross the Hill-to-Hill bridge to get to South Side. The pedestrian walkway is extremely uncomfortable to walk on because it is 1) too close to traffic, and 2) too noisy. The noise issue is by far the biggest issue, but the two are related because it's the sound of traffic right next to you that is making the noise. Because this area in general is very pedestrian friendly and is frequented by a fair number of pedestrian traffic, runners, and bikers, I think adding some type of acoustic barrier would be really transformative and make walking between historic Bethlehem and South side much more comfortable and encourage more pedestrian traffic. I think maybe the simplest way to do this would be to install a hybrid opaque and transparent acoustic panel, with the bottom 4 feet being concrete as there is already a small concrete raised barrier here, and then 4 feet extending above this either transparent laminated glass or coated polycarbonate. I'm not an engineer so don't know the perfect solution, but thought it might be helpful to float an initial idea. Since the Hill-to-Hill bridge is already going to be updated during this plan, I think this is the perfect time to do it!	PennDOT has hosted several project meetings with their design for this bridge rehabilitation project. At these meetings comments similar to yours were discussed and PennDOT is planning enhanced pedestrian, ADA and bicycle accessibility and mobility. However, this comment is being forwarded to the PennDOT project team. Thank you.
16	23-Apr	Julie	Wright		Is there any plans to address I-476(PA Turnpike) in the Lehigh Valley? We could really use slip ramps in Emmaus. To go south on I-476 from Emmaus, you have to either go 15 minutes north to get on in Allentown, which adds 20-25 minutes to the commute. Or you have to take dark, windy, steep back roads for 25 minutes to Quakertown. At rush hour, these back roads have so many cars on these winding back roads all trying to get to the Lehigh Valley, which can be unsafe, especially at night, in rain, and in snow. As someone who commutes to the Philadelphia area for work, there has to be a better way to get there. Happy to discuss more.	I-476 is managed by the Pennsylvania Turnpike Commission who analyzes expansion projects or new interchanges. This comment is being forwarded to the Turnpike Commission. Thank you.
17	23-Apr	Craig	Beavers		Great job developing the TIP. I think the TIP and the FutureLV update should consider a complete streets resurfacing plan. Similar to the projects in the DVRPC region, this would be a great opportunity to evaluate the feasibility of implementing a complete streets resurfacing program. Here is a link with more information: https://www.dvrpc.org/completestreetsresurfacing/	Thank you for your comment. The Delaware Valley Regional Planning Commission (DVRPC) utilizes Congestion Mitigation Air Quality and Transportation Alternatives Set Aside funds primarily for their complete streets resurfacing program. We admire DVRPC's program as well, and will consider it as part of the update of <i>FutureLV: The Regional Plan</i> .
18	23-Apr	Armando	Moritz-Chapelliquen		Is the TIP funding by category pretty standard, as far as the breakdown between project types?	The funding per category varies based on the regulations on the funding source. PennDOT prepares financial guidance with USDOT, which we are required to follow, and that sets how much funding is available for each category. These rules limit what each type of funding can be utilized to do.

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19	23-Apr	Kevin	Schmidt		How is the proposed cost of a project developed? Especially for something large like the Hill to Hill Bridge	Cost estimates are developed in several stages. In the first stage, before any engineering or examination of right of way issues, an order of magnitude estimate is developed based on the cost of comparable projects in other parts of the state. These costs are refined during the environmental review phase, which develops more detail on the project elements. Once a project moves into preliminary engineering and then final design, the cost estimates get more precise. The project is then competitively bid and the contract goes to the lowest bid, which establishes the construction cost, which is final, unless there are change orders. This can happen when an unforeseen condition complicates the project. Any adjustments made to a TIP project where the change is under \$2 million can be made by PennDOT; adjustments of \$2 million or more must be voted on by the LVTS.
20	28-Apr	Larry	Green		With the evolution of the numerous warehouses, the roadways are inadequate for the loads that these trucks are putting on and also the restriction of traffic flow as most of our roads are single lane roads	The LVTS in partnership with Lackawanna/Luzerne Transportation Study (LLTS), Lebanon County Metropolitan Planning Organization (LEBCO), , Northeastern Pennsylvania Alliance (NEPA), and Reading Area Transportation Study (RATS) formed the Eastern Pennsylvania Freight Alliance and created a joint freight infrastructure plan. This region has joined to address the unique opportunities and challenges associated with freight industry growth, focused on impacts to mobility, safety, land uses, and overall state of good repair of the transportation infrastructure. The 10-County EPFA region (Berks, Carbon, Lackawanna, Lebanon, Lehigh, Luzerne, Monroe, Northampton, Pike, and Schuylkill Counties) is among the largest and fastest-growing freight handling regions in the country, with rapid development and redevelopment for warehouse and distribution functions. The plan is available here: https://epennfa.org/ .
21	5-May	Jason	Mauger	Clubhouse LV	A lot of people don't know how to learn more about this stuff, is there a way our organization could contact you so we could learn more?	Yes, please contact the LVPC, we'd be happy to engage with the community members and groups to get more information on planning and transportation.
22	5-May	Scott	Slingerland	Coalition for Appropriate Transportation	Public transit funding was cut in the budget last year; LANTA service will be reduced by 7%. Is there any way to advocate for additional transit funding on the TIP? Does the TIP cover capital funding or operations?	The Transit TIP is currently set at \$193,152,767 per FTA guidance. That includes funding that is flexed from the Congestion Mitigation Air Quality program (CMAQ). Project descriptions on the Transit TIP include the type of project (capital, operational etc.). You may also choose to advocate for transportation finance to the Lehigh Valley's state and federal delegations, who jointly provide transit and overall transportation funding.
23	5-May	Scott	Slingerland	Coalition for Appropriate Transportation	There are a lot of projects that don't specifically focus on pedestrians or bicyclists. It would be great if all of those projects would take those folks into consideration, 8-10 foot sidewalks. Are there any restrictions on funding that can't cover the funding needed for these elements?	Projects are funded through different programs, which each have their own requirements. When the Metropolitan Transportation Plan and TIP are drafted the LVPC and LVTS look to incorporate multi-modal elements, check if proposals are listed as local and regional multimodal priorities and generally attempt to coordinate all possible modes as part of the projects selection process. When funded projects begin design, those managed by PennDOT, go through the Connects process which invites stakeholders to collaborate on needs across various modes.

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24	5-May	Scott	Slingerland	Coalition for Appropriate Transportation	Mega projects, especially those \$80 million, they should include high functional multimodal facilities.	See answer to question #23 above.
25	5-May	Jason	Mauger	Clubhouse LV	What's the status on the Hill to Hill Bridge construction? Does this one have to be restored with specific requirements?	The Hill-to-Hill Bridge Rehabilitation project (Route 378) involves the comprehensive rehabilitation of the bridge spanning the Lehigh River, Norfolk Southern Railroad, and several city streets in Bethlehem, Lehigh County. Construction is scheduled to begin in Fall 2026, and the project spans approximately 1.35 miles. The work focuses on extending the bridge's service life and ensuring structural safety. Rehabilitation efforts will include structural repairs and updates to meet current safety and design standards. The project will support safe and reliable transportation along Route 378 while maintaining connectivity for vehicles, bicycles, and pedestrians in the region. The project is funded through a combination of federal and state programs, including National Highway Performance Program (NHPP), Bridge Replacement and Improvement Program (BRIP), Surface Transportation Program – Urban (STU), State Bonding/Bridge Fund (BOF), and State Infrastructure Funding Program (Act 581) funds, reflecting a coordinated investment in maintaining this critical infrastructure.
26	14-May	Michael	Levitsky		I recently attended a meeting on May 6 for the I-78 widening project from Berks County line to just beyond PA Route 100. I was very disappointed as I thought it would be more of a discussion than a show and tell, especially when some of the presenters had no clue when you tried to have a discussion with them. Others were quite helpful. My concerns are: Why is this section on the fast track on being done when other corridors in the Lehigh Valley are in much more need? This section is proposed to be widened to 6 lanes, yet the traffic count is only 41,000 compared to US Route 22 which has a range of 66,000 to 97,000 from I-78 to PA Route 33. The I-78 corridor traffic count from the PA Route 309 split at PA Route 145 to the New Jersey line ranges from 57,000 to 74,000. These two corridors are in much more need of attention and of widening to 6 lanes before what is proposed in Upper Macungie Township. Another concern is the proposed interchange with Adams Road. If this interchange is put in, it will create more traffic and congestion from opening it up to more development much like the US Route 22 bypass is creating now. It has not diminished traffic on Hamilton through Wescosville, which it was promised to do. The proposal of the Adams Road interchange is faulty as well. Since the developers are the ones who want and are pushing for this interchange, then they should pay for it, like the precedent set by the Tatamy interchange with PA Route 33, which the developers paid for.	The I-78 project is part of PennDOT's Interstate program, which is a statewide effort separate from the LVTS TIP; though the LVTS must report on them. This comment has been shared with the project's management team.
27	14-May	Michael	Levitsky		Also, design wise, the relocation of Adams Road should go in between the Olympus building at 871 Nestle Way and the DSC building at 861 Nestle Way/ This will keep everything away from Iron Run Creek, which has some protected species in it, as well as keep truck traffic off the currently residential Adams Road.	See answer to question #26 above.