FUTURELV

FUTURE LEHIGH VALLEY

THE REGIONAL PLAN

LVPC Lehigh Valley Planning Commission

LVTS Lehigh Valley Transportation Study

November 15, 2023

YOU ARE THE

FUTURE

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Arabic

”هذه الوثيقة متاحة في أشكال أخرى عند الطلب، وفقًا لقوانين الولاية والقوانين الفيدرالية السارية. لجنة التخطيط لمنطقة لي هاي فالي **(LVPC)** على استعداد لتوفير الخدمات المتعلقة بالترجمة التحريرية أو الشفوية بناء على الطلب. للحصول على مزيد من المعلومات، يُرجى الاتصال باللجنة على الرقم **4544-264-610**“

Vietnamese

Chúng tôi có thể cung cấp tài liệu này theo các định dạng khác nếu quý vị yêu cầu, chiếu theo luật hiện hành của tiểu bang và liên bang. LVPC sẽ cung cấp các dịch vụ thông dịch và chuyển ngữ tài liệu khi có yêu cầu. Để biết thêm thông tin, vui lòng gọi LVPC tại số **610-264-4544**.


Center Valley
Easton
Allentown
Whitehall
Trexler Nature Preserve
Bethlehem
South Mountain
Phillipsburg, NJ
Delaware River

A BI-COUNTY COMPREHENSIVE PLAN

Elements of ***FutureLV: The Regional Plan*** serve as the bi-county comprehensive plan per the Pennsylvania Municipalities Planning Code. These elements were developed in 2018-2019, and adopted as noted here in. The bi-county comprehensive plan is reviewed every ten years, if not sooner. In combination with the Long-Range Transportation Plan, which is reviewed and revised every four years, this allows the County of Lehigh, the County of Northampton and the Lehigh Valley Planning Commission to further coordinate elements of the transportation system to create a truly comprehensive approach to planning regionwide.



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*The City of Bethlehem is located in Lehigh and Northampton Counties.

ADOPTED: OCTOBER 31, 2019

A LONG-RANGE TRANSPORTATION PLAN

Elements of **FutureLV: The Regional Plan act** as the Long-Range Transportation Plan for the Lehigh Valley. In 2018-2019, the Long-Range Transportation Plan was combined with the bi-county comprehensive plan, creating an integrated and coordinated approach to planning in the Lehigh Valley. Every four years, Long-Range Transportation Plans are required to be reviewed and revised by the designated Metropolitan Planning Organization (MPO) per federal law. In 2023, ***FutureLV: The Regional Plan*** was updated, and consistency with the elements of the bi-county comprehensive plan maintained.

Lehigh Valley Transportation Study

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*A special thank you to Michael Rebert from **PENNDOT** Central Office for his contributions to the **LVTS.***

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1
FUTURE

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THE FUTURE IS NOW

DEVELOPMENT.
TECHNOLOGY
CLIMATE CHANGE
EQUITY
RESILIENCY

The future is coming at us faster than ever before, and the Lehigh Valley is in position to lead the way. ***FutureLV: The Regional Plan*** sets the vision and direction to carry this region to 2050 and beyond.

Seven decades of uncommon growth and a unique identity—built on a foundation of beautiful natural resources, a strong workforce and close access to almost anything anyone could want—has created a prime opportunity to compete in the global economy.

The region's town centers can be the focus of new growth, while its historic, cultural and natural assets remain a selling point for people and businesses looking for a high quality of life. An already-robust transportation system is poised to become the multimodal network of the future, connecting walkable and bikeable neighborhoods, workers and job centers.

Getting there will require overcoming the challenges of balancing growth against preservation and bringing about profound change, while resources remain limited.

This plan provides a blueprint for managing future growth, building resiliency, making the most of our assets and creating a Lehigh Valley where everyone has access to health, opportunity and a livable neighborhood.

GOALS

1. Efficient and Coordinated Development Pattern
2. Connected Mixed-Transportation Region
3. Protected and Vibrant Environment
4. Competitive, Creative and Sustainable Region
5. Safe, Healthy,Inclusive and Livable Communities

PLAN INTERRELATIONSHIPS

The LVPC and the LVTS are bi-county resources that provide balanced, accurate, timely and reliable information, data, analysis, planning and guidance on all relevant aspects of the Lehigh Valley community and society.

Subdivision, development and zoning regulation in Pennsylvania, as well as comprehensive planning, is delegated through the Municipalities Planning Code (MPC). County planning agencies, such as the Lehigh Valley Planning Commission (LVPC), are tasked with the creation of the comprehensive plan to set the overall vision, goals, policies and actions for Lehigh and Northampton counties. Metropolitan Planning Organizations, such as the Lehigh Valley Transportation Study (LVTS), plan for the overall safety, maintenance, asset management, expansion and coordination of the region's mobility network. This includes a funding program for roads, bridges, transit, trails and rail systems. ***FutureLV: The Regional Plan*** serves this role by identifying known assets, sensitive lands, facilities, and current and proposed land uses, among other significant resources that make up, reinforce and change the way the Lehigh Valley functions.

LVPC Lehigh Valley Planning Commission

LVTS Lehigh Valley Transportation Study

IN SERVICE AS ADVISORS, COLLABORATORS AND SUPPORTERS OF:

The LVPC/LVTS support local governments, special authorities, boards, commissions and the community as a whole.

2
Counties

62
Municipal Governments

17
School Districts

39
Public Water and Sewer Entities

LVPC Lehigh Valley Planning Commission

LVTS Lehigh Valley Transportation Study

are committed to and **FutureLV: The Regional Plan** supports and reinforces the

MISSION

PROMOTE
the health, safety + general welfare of Lehigh + Northampton counties

ENCOURAGE
appropriate land use through implementation of the regional comprehensive plan

IMPROVE
the social + economic climate of the area + promote equity through planning

PROMOTE + ACHIEVE
a safe, well-maintained multimodal transportation system

COORDINATE + INTEGRATE

the plans for orderly growth, development + redevelopment of the Lehigh Valley

GUIDE

the orderly growth, development + redevelopment of the Lehigh Valley in accordance with the long-term objectives, principles + standards that are in the best interest + welfare of its inhabitants + political subdivisions

MAXIMIZE

utilization of the existing infrastructure + plan new infrastructure as needed to fulfill the goals + objectives of the regional comprehensive plan

COLLECT, ANALYZE + DISTRIBUTE

useful regional data

PROMOTE

conservation of energy, land, water + air in the Lehigh Valley + preservation of unique historic + natural features

Authority to Develop a Comprehensive Vision, Goals, Policies, Actions; and to Invest in the Lehigh Valley

This bi-county comprehensive plan and Long-Range Transportation Plan were developed in accordance with state and federal laws and are intended to comply with the applicable laws, rules, regulations, executive orders, policies, and guidelines and requirements.

Pennsylvania Municipalities Planning Code and the Lehigh Valley Planning Commission

The Lehigh Valley Planning Commission (LVPC), founded in 1961, is the Northampton County and Lehigh County Planning Commission with powers outlined in the Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, No. 247, as reenacted and amended). Specifically, the Pennsylvania Legislature grants authority to county planning commissions to "protect and promote safety, health, morals and general welfare through coordinated development, guidance and protection of amenity, conveniences, future governmental, economic, practical, social and cultural facilities, growth and development, as well as the improvement of governmental processes." This translates to the guidance of uses of land and structures, type and location of streets, public grounds, utilities and other facilities through bi-county comprehensive planning.

The Commonwealth also requires identification of land uses of regional significance, preservation of natural and historic resources and price agricultural lands be incorporated into plans. Municipal governments are encouraged to adopt municipal or multi-municipal land use plans and regulations that balance the needs of individual communities with that of the counties. These state-mandated requirements support small business development, facilitate the present and future viability of existing agricultural operations and encourage revitalization, all fostering a business-friendly environment that permits municipalities and counties to minimize impacts to communities and society as a whole. ***FutureLV: The Regional Plan*** is the comprehensive plan for the region, as required by the Pennsylvania Municipalities Planning Code.

United States Code, Title 23 and the Lehigh Valley Transportation Study

The Lehigh Valley Planning Commission staffs and participates in the Lehigh Valley Transportation Study (LVTS), as the federally designated, mandated and funded Metropolitan Planning Organization (MPO) for transportation policy-making. The LVTS includes representation from state and county governments and governmental transportation authorities that ensure regional cooperation in transportation planning. MPOs were introduced by the Federal Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. Congress created MPOs to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative and comprehensive planning process.

Specifically, the LVTS assesses data, congestion, feasibility, land use, transportation system performance and operations, safety, accessibility and security, equity and environmental justice, carbon reduction and climate resilience, travel demand, freight and environmental linkages to develop a cohesive plan for the reliable movement of people and goods. This planning effort consults and coordinates with local, county, state and federal governments, transit operators, adjacent regions, transportation advocates, trail partners, the mobility-impaired, environmental justice communities and the public. The Long-Range Transportation Plan, *FutureLV: The Regional Plan*, incorporates and synthesizes metrics, research, partnerships and collaborations that plan context-sensitive transportation land use solutions, supporting a livable, sustainable and resilient infrastructure system.

A SINGLE REGION AND PLAN

FutureLV: The Regional Plan establishes a single comprehensive plan for the community. This plan is innovative because it merges the land use, community, economic, natural resources, agricultural, historic preservation, housing, utilities and community facilities planning of the Lehigh Valley Planning Commission with the transportation planning and investment of the Lehigh Valley Transportation Study. The combined effort creates a balanced and forward-thinking series of strategies that will lead the Lehigh Valley into the future, while addressing the needs of today.

LVPC
Lehigh Valley Planning Commission

Bi-County Comprehensive Plan

LVTS
Lehigh Valley Transportation Study

Long-Range Transportation Plan

PLAN
VISION
FUTURE

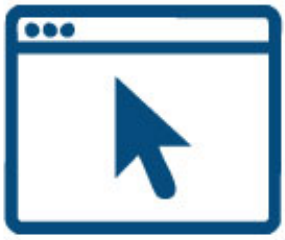
FutureLV: The Regional Plan establishes a single comprehensive plan for the community.

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FUTURE LEHIGH VALLEY
THE REGIONAL PLAN

COMMUNITY ENGAGEMENT

Community engagement is essential to the planning process.



37,856

FutureLV website page views



9,633

Total attendance at public meetings and forums



358,732

Total number of people reached through Facebook and Twitter/X



The following statistics reflect two in-depth community engagement campaigns: one from the initial development of ***FutureLV: The Regional Plan*** in 2019, and one from the 2023 update to the Long-Range Transportation Plan elements of this document.

88

Community events in which the Lehigh Valley Planning Commission engaged the public. Ranging from Galas/ Outlooks to downtown BBQs and bike tours, the LVPC provided interactive opportunities for the community to voice its thoughts and ideas on the Lehigh Valley's growth and development.

178

Public planning workshops presented by the LVPC during the development of ***FutureLV: The Regional Plan***. These included Transportation Needs Assessments, Planning + Pizzas, Strategy Labs, LVPC Board + Committee meetings, Lehigh Valley Transportation Study Board meetings, Multimodal Working Group meetings and Regional Planning Action Team meetings.

279

People from across the region were invited to identify strengths and needs in their communities. Using an interactive chalkboard cube, residents shared their aspirations for the area, pinpointing the coming trends of the Valley and what needs to be addressed for the future.

2,071

Citizens responded to regional outlook surveys in 2019 and 2023 that focused on transportation, open space, development, housing, employment, etc., and the strengths, weaknesses, opportunities and threats of each.

PEOPLE HAVE SPOKEN

>95%
IMPORTANT OR VERY IMPORTANT

- Preservation and protection of natural resources
- Road/bridge construction and maintenance
- Public water supply and sewage disposal facilities
- Economic development

90-95%
IMPORTANT OR VERY IMPORTANT

- Promotion of the agricultural economy
- Schools and educational opportunities
- Revitalization of boroughs/cities
- Managing and coordinating development
- Emergency services and disaster preparedness
- Energy conservation, renewable resources and climate change

How important will the following planning issues be over the next ten years?

In March and April of 2018, a survey given online and through the mail reached every corner of the Lehigh Valley. The 31-question survey asked residents about their likes, dislikes and ideas for the future. It gave us a window into who we are and how people view our future. Here's a sample of what people think:

80-90%
IMPORTANT OR VERY IMPORTANT

- **Broadband, cable and telephone service**
- **Housing supply, variety and affordability**
- **Social, cultural and recreational opportunities**
- **Expanding walking, biking and public transportation options**
- **Historic preservation**

<84%
IMPORTANT OR VERY IMPORTANT

- **Gas and electric service**
- **Air travel**
- **Freight improvements**

TRANSPORTATION NEEDS ASSESSMENT

A transportation-focused survey was launched and 24 needs assessment meetings were conducted in spring 2023.

We collected feedback from more than 1,000 residents, businesses and communities on transportation priorities.

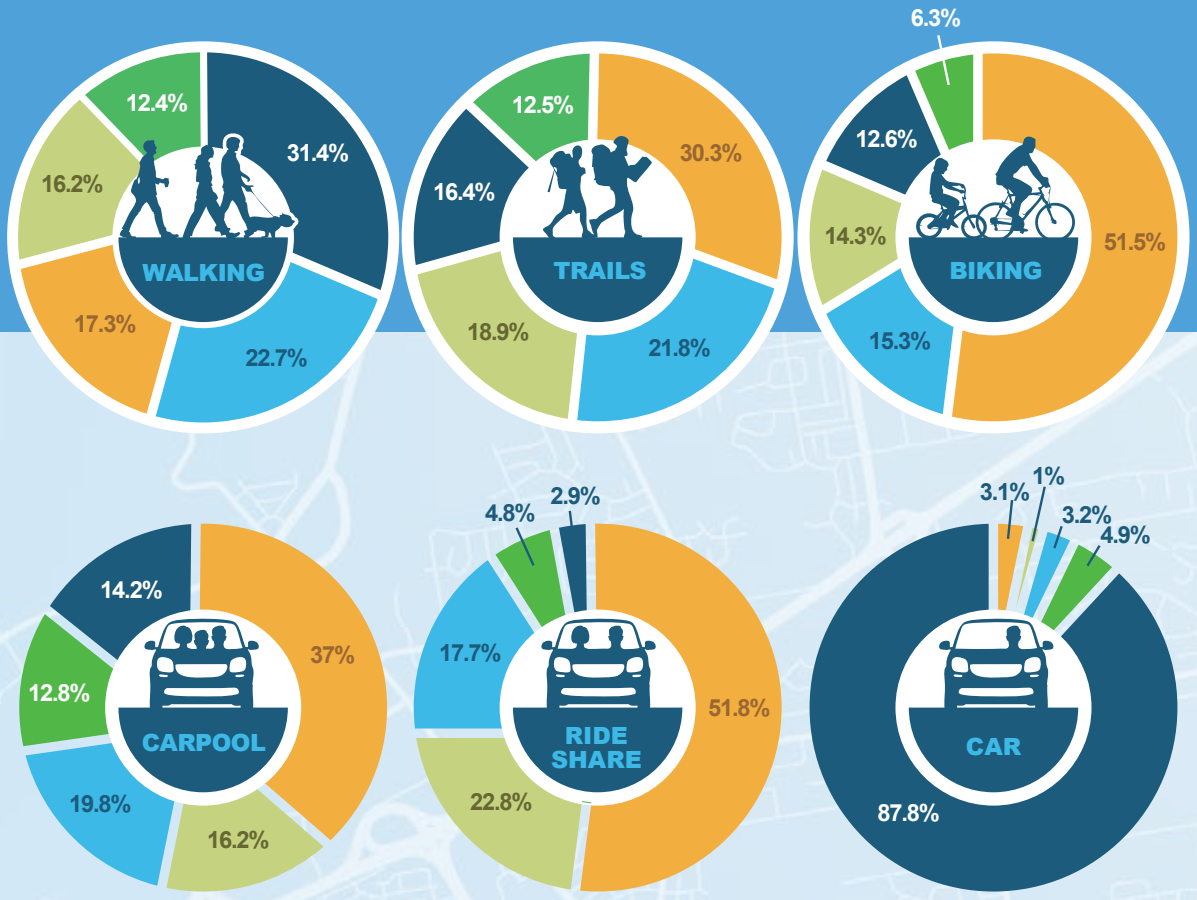
Here's what they said:

On average, the community allocated $100 to invest in transportation this way

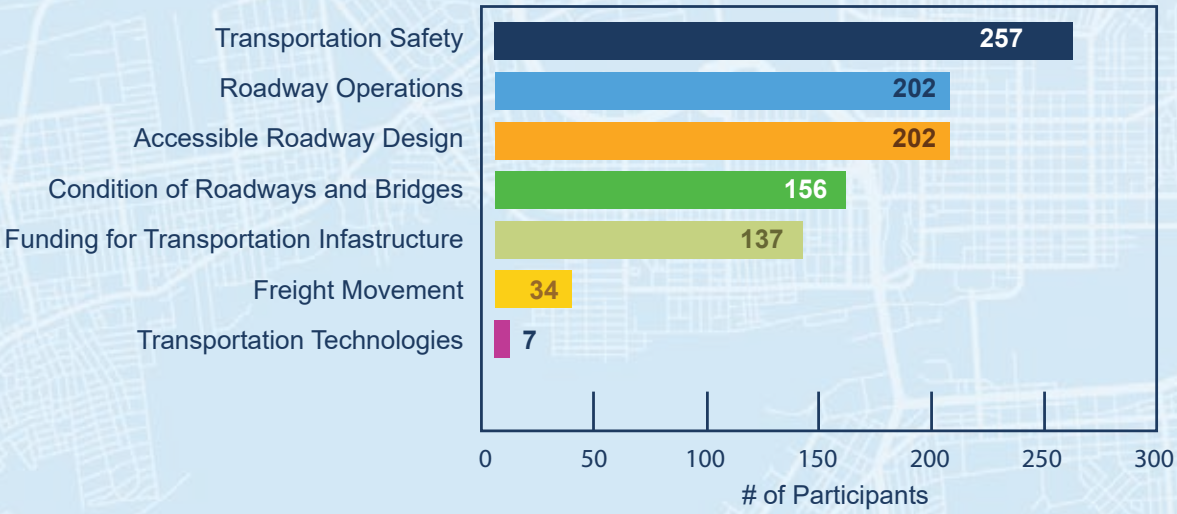


How often did you use the following transportation modes?

NEVER | ONCE OR TWICE | THREE TO TWELVE TIMES | TWELVE TO TWENTY-FOUR TIMES | TWENTY-FIVE OR MORE TIMES



Rank the following road and bridge objectives for your city



OVERVIEW

The Lehigh Valley is a community with an old world soul and new economy innovation—an uncommon combination that's made it one of Pennsylvania's fastest-growing regions.

While its extensive trail network, rolling farm fields and historic sites are what residents say keeps them here, more than 1,000 miles of waterways, 123 natural heritage sites and many cultural attractions have made the region number one in the state for tourists on recreation visits.

Its natural assets are the kind that can't be found in the big metros, yet a key to its success rests with its location within commuting distance of New York City, Philadelphia and Washington D.C. It's close enough to experience the best that the world's largest metros have to offer, yet far enough away to develop its own unique identity—one built on balance.

The historic character of Bethlehem, Catasauqua and Easton are balanced by Allentown's contemporary downtown rebirth, as the rust veneer of the century-old SteelStacks concert venue is balanced by the shine of the Tower 6 office complex. While the region's three cities and 27 boroughs evolve into a new period of urbanism, the farmland that's helped define its agricultural economy is accented by an eclectic mix of crossroads villages.

More than 300 miles of multi-use pathways, which include the D&L and Appalachian trails, are balanced by a highway network that provides easy access to much of the Northeast, the Jersey Shore and the Port of New York and New Jersey. The weekend warriors who have long used the expanding trail network are increasingly being joined by people using it to commute.



Ultimately, the region's diverse population of native residents, who value a history that began before the American Revolution, is balanced by waves of newcomers who have been adding more than 4,000 people a year for seven decades. Many arrive to find that their search for more attainable housing and a greater sense of community can end in a place where they can aspire for more.

A result of that steady growth is a resilient economy driven by education, healthcare, manufacturing, retail sales and an arts and culture industry that adds more than $200 million to the local economy, while attracting more than 16 million visitors a year.

Thousands of acres of former manufacturing sites have been repurposed into modern industrial and business parks occupied by nearly 500 companies, while 16 colleges, universities and technical schools prepare a new generation of workers for a future that will require everyone to be lifelong learners.

Now, the Lehigh Valley is well-positioned to embrace a future of profound change by enhancing its historic core and nurturing its economic and cultural strengths, while maintaining the balance that's made it a destination for so many searching for a higher quality of life.

Doing that will require embracing our farming industry and preserving our environment by directing inevitable growth toward existing population and job centers, designing a transportation network focused on moving people—not simply vehicles—and maintaining a strong economy by training the workforce of tomorrow.

101,646

People commute into the Lehigh Valley to work

38,800

PEOPLE EMPLOYED BY LOGISTICS AND WAREHOUSE COMPANIES

45,000

ACRES OF PRESERVED FARMLAND

99,986

VALLEY RESIDENTS COMMUTE OUTSIDE THE REGION TO WORK

Natural Landscape – From River to Ridge

Below the Kittatinny Ridge, locally known as Blue Mountain, a low shale plateau with undulating hills, stream headwaters and a rural setting gradually descends into a seven-mile-wide limestone valley to the foot of South Mountain. Through this landscape, the Lehigh River flows southward from the Lehigh Gap to Allentown, where it turns eastward through Bethlehem towards its confluence with the Delaware River in Easton. These waterways and topographic features create

Cultural – Industrial Landscapes

The geography and natural landscapes of the Lehigh Valley have fundamentally shaped the region's history and development patterns. The rich soils have supported an agricultural economy that has been essential to the region's identity for nearly 300 years. In the 19th century, canals and railroads following the path of the Lehigh River provided a vital corridor for transporting anthracite from the Coal Region. Similar deposits of mineral wealth within the Lehigh Valley gave rise to major extractive and manufacturing industries in the cement and slate belts. Remnants of the area's industrial past are woven throughout the region and include the monumental SteelStacks in Bethlehem, the Coplay Cement Kilns, Lock Ridge Iron Ore Furnace, the Slate Belt quarries, the Lehigh and Delaware canals, and the Simon Silk Mill.



Human Settlements – An Abundance of Places

These rich and varied natural landscapes gave rise to an abundance of distinct human settlements and man-made landscapes. The area's three cities and many of its major boroughs grew along the banks of the Lehigh and Delaware rivers. The rural landscape of Lehigh and Northampton counties is dotted with dozens of crossroads villages that give form and character to the region. The highways, shopping malls, office complexes, industrial parks and residential suburbs testify to the continuity of the region's growth and prosperity, while also posing challenges to preserving the very features that fosters growth and prosperity.



GROWING

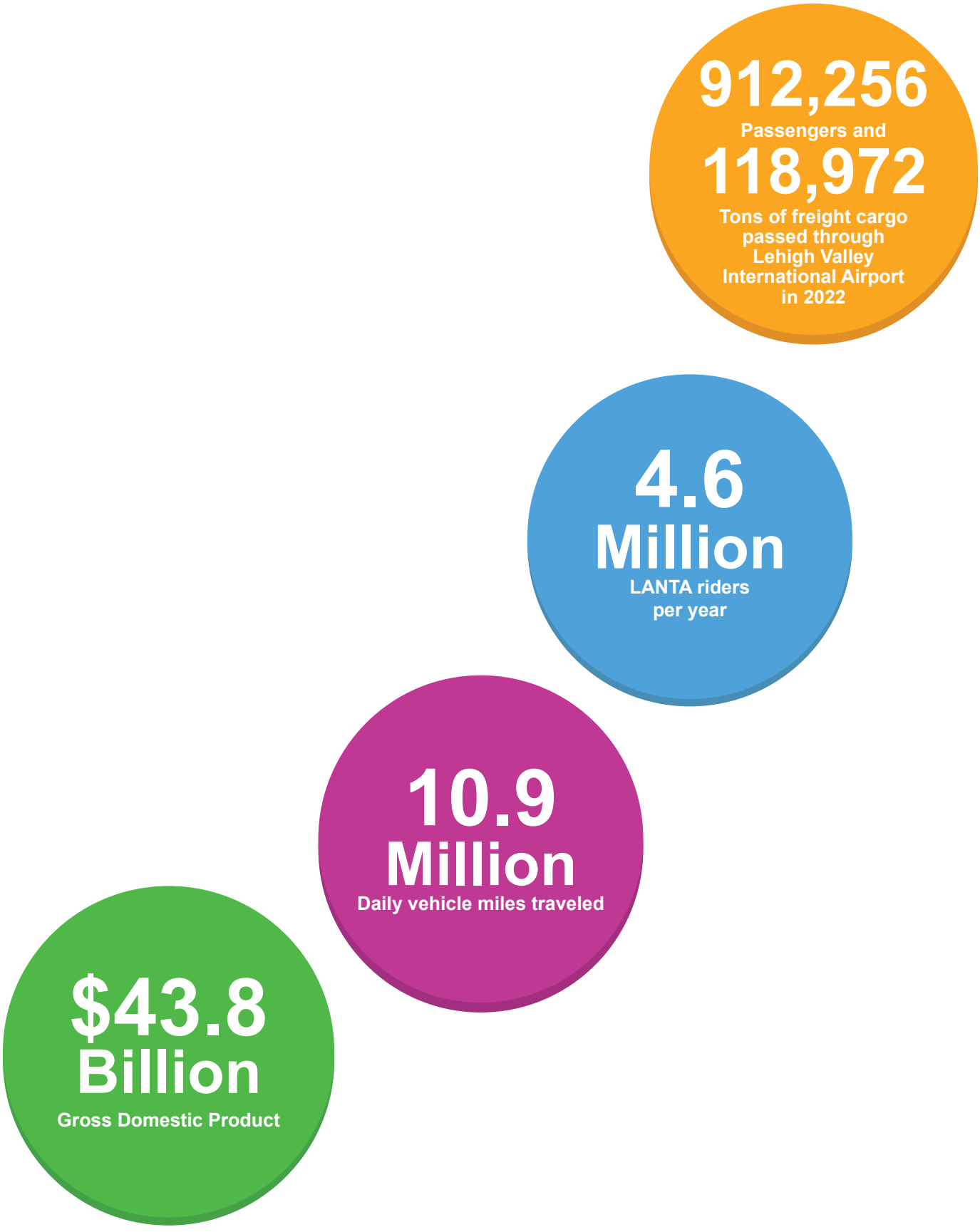
The Lehigh Valley is one of the fastest-growing regions in Pennsylvania, with a projected 14.4% population increase by the year 2050. This growth is driven by the migration of people into the region, as more workers and families are attracted to the Valley for its natural and historic character, high quality of life, affordability, and convenient location. As the region grows, the demographics are shifting. By 2050, people older than 65 are expected to grow 33% with an increase in the number of working-aged adults (25-64) by 14.8%, while the youth population remains relatively flat over the next few decades.

The Lehigh Valley has been growing more diverse as well, particularly over the past three decades. The population of people of color has grown from 8% in 1990 to 30% in 2020, with Hispanic, Black and Native American populations doubling in the last ten years and more than tripling since 2000.

9.86 million
metric tons CO^2e
The total annual greenhouse gas emissions in the Lehigh Valley annually

461,401
Projected total employment in 2050

99,243
Projected population increase by 2050


912,256
Passengers and
118,972
Tons of freight cargo passed through Lehigh Valley International Airport in 2022
4.6
Million
LANTA riders per year
10.9
Million
Daily vehicle miles traveled
$43.8
Billion
Gross Domestic Product

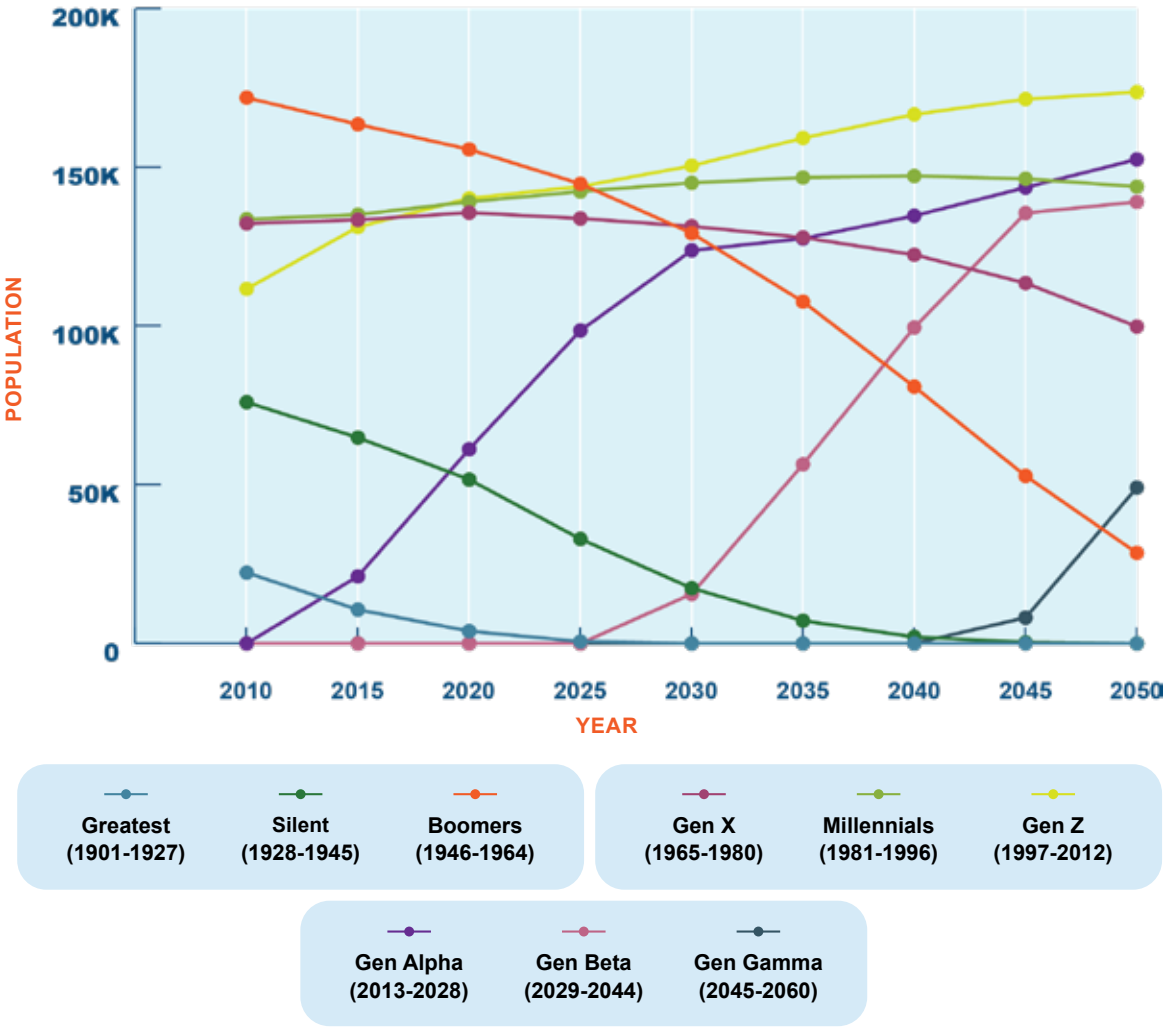
GENERATIONAL GROWTH

The Lehigh Valley has seen steady population growth since after World War II, and for several decades the Baby Boom Generation has dominated the region's demographic make-up. That will change as Generation Z becomes the Lehigh Valley's most populous generation with nearly 174,000 members by 2050. The trajectory of the region's population projections suggests a steady flow of working-age adults that include Millennials and Generation X. Both are expected to grow steadily, bringing balance and stability to the Lehigh Valley's population in the coming decades.

Consistent, sustainable growth has added an average of more than 4,000 new residents a year to the Lehigh Valley for seven decades, and that trend will continue as the region is projected to add more than 3,300 residents a year over the next 30 years, even as most of Pennsylvania shrinks. The bulk of that growth will come from migration, both domestic and international, as municipal, business, government and planning leaders are forced to make innovative choices about how to support job and economic growth.

POPULATION PROJECTIONS BY GENERATION

2010 – 2050



Source: U.S. Census/Regional Economic Modeling Inc. (REMI)

14.4%
population growth
That's the equivalent to adding nearly another Bethlehem and Easton combined

70%
of the region's growth will be due to domestic and international migration

Baby Boomers will decline from
155,000
to
30,000

Between 2020-2050, the Lehigh Valley's growth will rely heavily on

MIGRATION

Gen Z will take up the Baby Boomers' mantle, becoming the largest generation with
173,729
people

Gen Beta will begin to emerge in 2029 and will grow to
139,000
people

Emerging Gen Alpha will grow through 2030 and surpass Millenials in size by
152,521
people



POPULATION PROJECTIONS

EQUITY

Racial and ethnic diversity in the Lehigh Valley has seen a tremendous shift over the past three decades and will continue to become increasingly diverse through 2050 and beyond, when no one racial or ethnic demographic will represent more than 50% of the region's population.

As the Lehigh Valley continues to become less homogeneous, local governments, school districts, businesses, and organizations must take strides to understand and acknowledge policy decisions that result in disproportionate impacts affecting racial and ethnic groups, both historically and present-day. A deliberate regionwide effort can be made to rebuild and reposition future growth that is more inclusive and creates better economic opportunities that can be accessed by everyone.

Inequity restrains regions as a whole, inhibiting competitiveness with communities that better utilize their full human capacity. Providing equitable access to opportunity — safe and affordable housing, reliable transportation, meaningful education and employment opportunity, and social and cultural experiences — is vital to a productive and sustainable community. Lower income households have limited time and financial resources, and black, indigenous and people of color (BIPOC) and limited English-speaking populations have historically been systemically excluded from opportunities, with lingering impacts today. Increasing access to daily needs for people of color and those with lower incomes, especially by taking an intersectional approach, has been demonstrated to have wide-ranging effects on overall increased productivity, quality of life, community unity and economic success.

RACE AND ETHNICITY

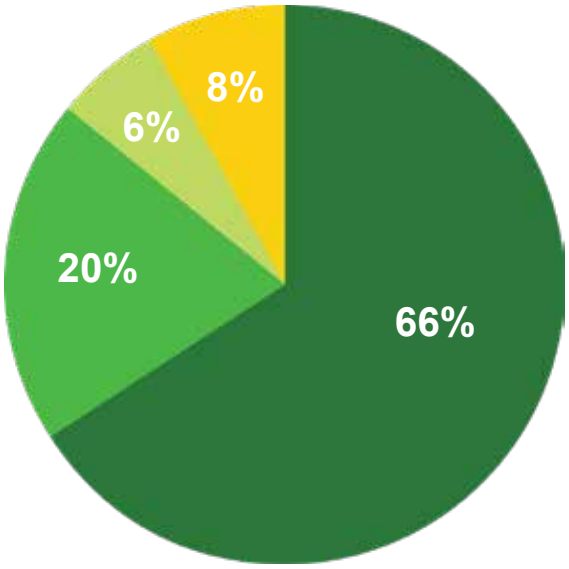
WHITE

HISPANIC OR LATINO

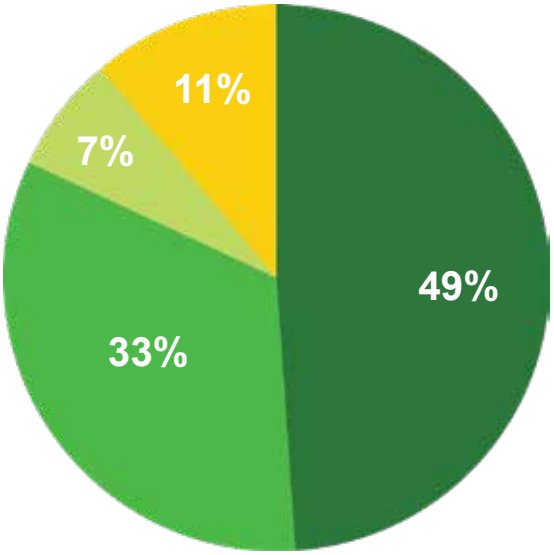
BLACK OR AFRICAN-AMERICAN

AMERICAN INDIAN OR ALASKA NATIVE, ASIAN, AND NATIVE HAWAIIAN OR PACIFIC ISLANDER

2021



2050



With significant disparities between racial and ethnic groups, the region will need to make equity-focused progress to ensure economic stability and growth.

A person who is Hispanic or Latinx is nearly 4 times as likely to live in poverty.

A person of color in the Lehigh Valley is three times less likely to graduate from high school, half as likely to own their home and more than twice as likely to live in poverty.

RACIAL EQUITY IS ACHIEVED

when race can no longer be used to predict life outcomes.

EMPLOYMENT

The Lehigh Valley's high quality of life and growing economy means that employment will grow even faster than the population, adding more than 74,108 new jobs by 2050 — a 19.1% increase in jobs regionwide. Driving that growth will be the Region's strength in healthcare, manufacturing, and transportation and warehousing, all of which are projected to see expanding workforces in the coming decades. However, the Lehigh Valley's growing population of retired residents will likely bring continued struggles for businesses filling jobs. Employers will have to be creative in attracting Generation X and Millennials workers to fill that void, and they'll need to rely on migration into the Lehigh Valley to prevent a chronic labor shortage.

BY 2050,

19.1%
Projected job growth

That's equivalent to adding three employers the size of the Lehigh Valley Health Network

Lehigh Valley is expected to add

74,108

jobs

As a majority of the workforce, Gen X, Millenials and Gen Z total over

400,000

people

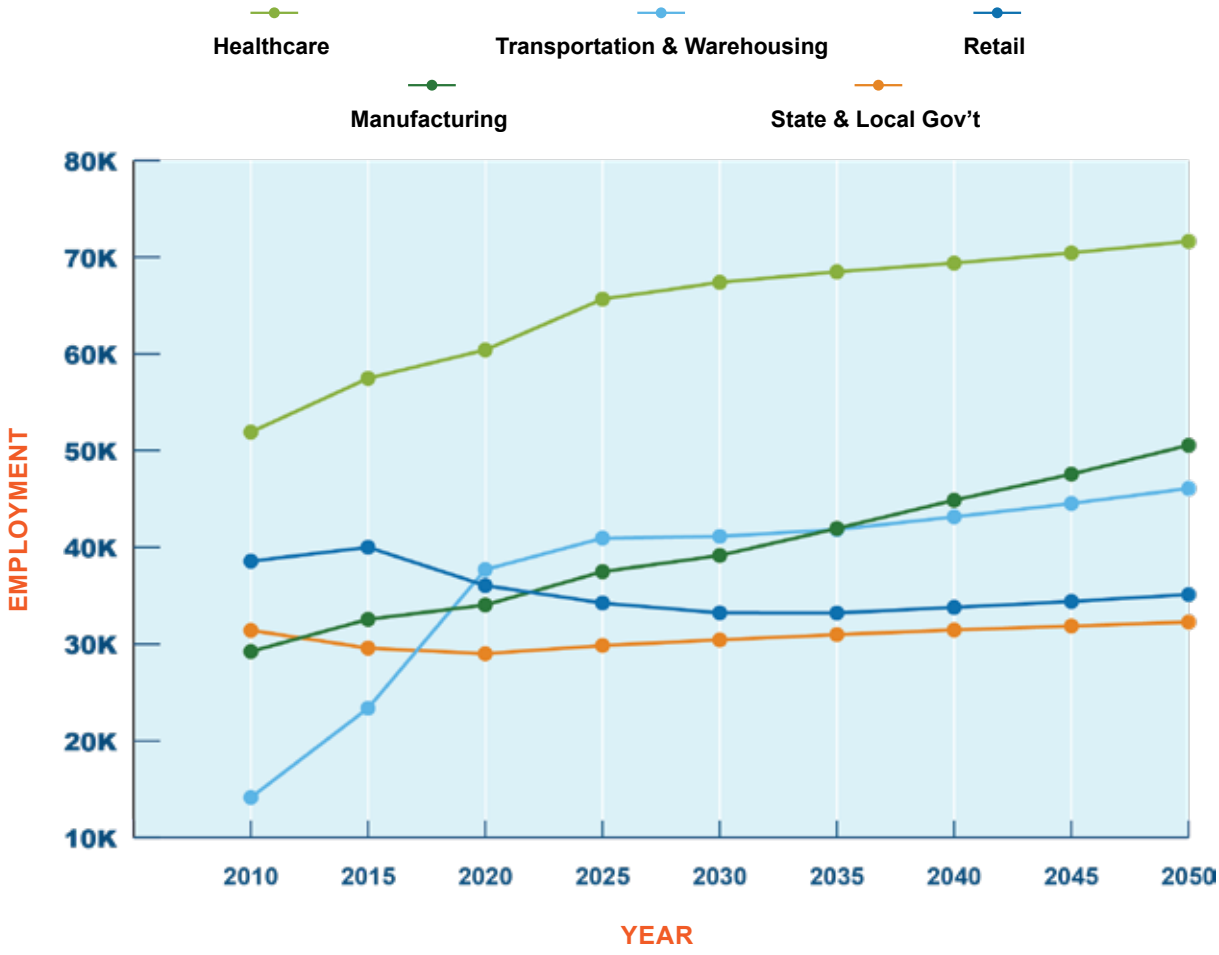
Healthcare, manufacturing and transportation/warehousing are expected to grow by

23,000

jobs

2010 – 2050

TOP FIVE INDUSTRY PROJECTIONS



= 50,000 PEOPLE

2010	2020	2030	2040	2050
351,899	387,293	422,552	440,372	461,401

EMPLOYMENT PROJECTIONS

FUTURE FORCES

We are in the midst of
THE 4TH INDUSTRIAL REVOLUTION.

FutureLV: The Regional Plan is created to support the current and future population, businesses, environment and culture of the Lehigh Valley. We know that many global and national megatrends will disrupt the region as we know it today. Some are already changing the way we live, such as on-demand and shared services like Uber and Airbnb. Others, like vehicle automation and blockchain, are evolving rapidly and will have a larger impact on our individual lives, government and business functions in the mid- and long-term.

These current and future forces will substantially change the physical and regulatory landscape of the Lehigh Valley, altering how we work, consume goods and services, and compete in the global marketplace. They'll change how we view our communities, our quality of life and, ultimately, ourselves. These factors will reshape who we are as a region by having a profound effect on all aspects of our lives. These societal disruptors are not entirely known, but where possible, these future forces have been outlined and underpin the goals, policies and actions of the plan. **Your future begins now.**

Internet of Things and Enhanced Connectivity

We can expect:

- Increased need for real-time information to make decisions, including the development of algorithms that support automation
- People will be more connected in every aspect of life. More connectivity means more prediction modeling of the future
- New expectations of privacy and security as more real-time user information is collected, analyzed, packaged and sold to consumers, businesses and governments
- Connectivity will define the 21st century, making possible everything from long-distance medical care to vehicle automation to the 3D printing of homes
- Individuals and businesses without access in a connected economy could be left behind without support. This could exacerbate poverty and increase social and economic isolation

PERABYTE

a measure of memory or data storage capacity that is equal to 1,024 terabytes (TB)

1,000 gigabytes (GB) = 1 TB

5,200 PB

Daily data usage around the world in 2020

Daily data usage will increase by

500,000 PB

by 2025 — an increase of 272 petabytes per day from 2020

That's a lot of shows streamed

Automation, Artificial Intelligence and 3D Printing

Advancements in materials science, connectivity and computer design platforms are helping to accelerate automation, artificial intelligence (AI) and 3D printing beyond industrial uses and into people's daily lives. This trend will substantially change all supportive sectors of the industrial economy and nearly every portion of the consumer market worldwide.

Everything from clothing to commercial office buildings will be able to be, in whole or in part, 3D printed and automated. Machine learning will be able to identify usage patterns and adjust to demand in real time. Automated vehicles already exist and rapid advancements are occuring that will substantially change how people, goods and services are moved. All of these innovations are built on artificial intelligence and machine learning, pillars of the

We can expect:

- 3D printers and artificial intelligence-driven systems will replace some of today's workers, but some jobs will adapt and some new jobs will be created to meet the needs of a more technologically advanced society
- The current workforce—white, gray and blue collar—will need to retrain to perform the jobs of tomorrow as 8-9% of today's jobs won't exist by 2030
- Preparing education, government, manufacturing and retail institutions for the disruptive shift in jobs and the skills needed to fill them will be critical
- Schools and training centers at all levels will need to shift focus to advanced mathematics, critical thinking and analysis, coding, machine learning, post-processing, computer-assisted design, artificial intelligence and other technological skills
- Planning, zoning and land development regulation changes in almost every community will be needed in the coming decades to repurpose warehousing facilities, retail businesses and other building spaces made obsolete by the "on-demand" nature of 3D printing
- Building code and permitting requirements will need to evolve to accommodate 3D printed homes, automated building systems and increased electrical demand
- Through 3D printing and artificial intelligence, the cost and time it takes to build homes, bridges and even roads could decline, creating benefits and negative consequences that must be handled through a sea change in zoning, subdivision and land development regulations and funding mechanisms at the local, state and federal levels

25%

of the American workforce will be disrupted by AI within the next 5 years

97 MILLION

jobs to be created worldwide due to the use of AI by 2025, compared to the 85 million jobs it will replace

3D PRINTED HOMES

are being built now in Pennsylvania

Changing Demographics

LIVING LONGER

Advances in medical technologies will help everyone understand our bodies and how they can be modified to live longer, healthier lives.

We can expect:

- People will work longer and our perception of work will change
- Changing jobs and careers at mid and later life will become common
- Filling job vacancies becomes more difficult as workplace tenure declines
- Employer and employee expectations will change as the burden of healthcare, lessened tenure and retirement benefits increases
- New consumer and service businesses will emerge
- Demand will shift to accommodate the needs of an older consumer base
- We will need more housing with access to multiple modes of travel
- Semi-assisted and assisted-living needs will increase

DIVERSIFICATION

The Lehigh Valley and nation have been becoming more diverse for decades. The Lehigh Valley minority population has more than doubled since 1990. People from a variety of cultures, backgrounds and identities will continue to

We can expect:

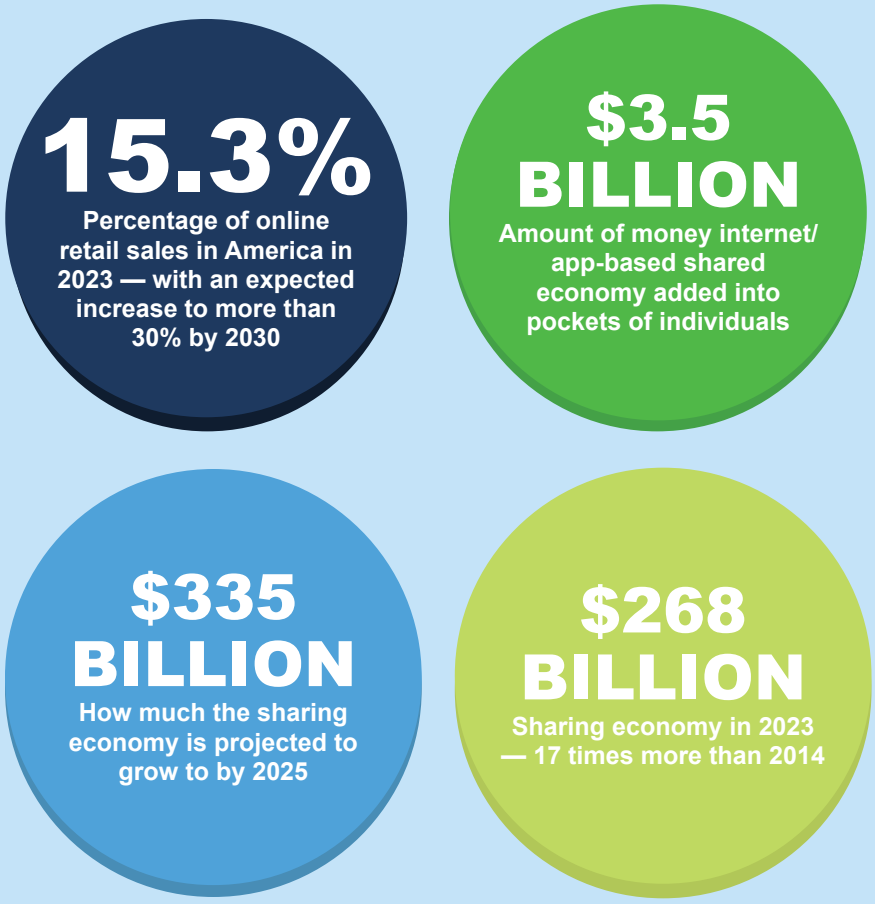
- Increased number of languages spoken. More bilingual and trilingual people. Nearly 89,000 Lehigh Valley residents speak Spanish as a first language and live in nearly all of the region's municipalities. Additionally, Arabic, Chinese (all), Vietnamese, Polish, Gujarati, Italian, German, Portuguese, French, African and other Indic languages are spoken. More than 55,000 Valley residents have limited English proficiency. That number is projected to quadruple in less than four decades
- As cultural activity options grow, the number of culture-based opportunities, businesses, services and non-profit agencies will increase
- Increased diversity will strengthen the Valley's ability to compete in a global economy
- The concept of community identity will evolve to meet the new social and cultural make-up of the region. This will affect public, non-profit and private institutions
- Cultural institutions such as entertainment venues and historical societies will add new and adapt existing programming
- All schools, at all levels of education, must prepare to teach across multiple languages from Spanish to Arabic
- Businesses will need to increase cultural and cross-cultural competencies to attract and retain workers and remain profitable with shifting demand

Rise of the Shared and On-Demand Economy

Smart phones, social media and the internet have rapidly evolved the notion of the peer-to-peer platform over the last decade. Airbnb, Uber, Lyft, Peapod, Grubhub, Amazon, Spotify, Hulu and the millions of other time-saving, cost-saving, enhanced-access and experience companies that deliver bigger, faster, smarter, less stressful products and services have changed the nature of consumption. These and other effects of the shared and on-demand economy will grow exponentially and have wide-reaching impacts on nearly every sector of the economy, especially consumer-facing industries like retail and restaurants.

We can expect:

- The private demand on public infrastructure will continue to grow
- Demand for drop-off and loading zones will increase as online, in-app purchasing and car-share services grow
- Scooter and bike-share will compete for the largely privately owned sidewalk network of the region
- The number of vehicles on the road and trips will increase as people utilize their privately owned transportation for micro-delivery businesses
- Morning and afternoon peak travel will extend into other portions of the day as ride-sharing and on-demand travel increases
- A decline in the need for retail square footage, including grocery, will lead to the need to redevelop indoor and outdoor malls, stand-alone sites and traditional first floor commercial spaces. Urban, suburban and rural communities will all be affected by the changes in land use



Blockchain

Dr. Andrew Ward, Management Professor at Lehigh University, describes blockchain as a “decentralized database that stores an encrypted registry of assets and transactions”. Bitcoin is the most widely known creation utilizing blockchain technology today. The potential for an ultra-secure, highly versatile way of verifying ownership, transactions and other information will revolutionize everything from supply chains to the way we vote.

NASDAQ has identified six real world applications of blockchain that could disrupt the business sector, including decentralized financial systems and cloud information storage, more secure digital identity, supply chain authentication, automated “smart” contracts and digital voting.

We can expect:

- Businesses and consumers will know exactly where their supplies, including food, originated. This will increase the knowledge base and information flow, allowing consumers to understand the value and even ethics of their purchase. This could create a great opportunity for agricultural and agri-processing businesses, among other sectors, to promote their authentic, locally made goods
- New forms of money and the exchange of money
- Financial markets, banking facilities, brokerage houses and other financial services sectors will greatly reduce the physical space they occupy
- Connection to physical locations could be minimized. This will continue to support the alteration of “community,” “quality of life” and “sense of place,” in much the way that online communities of choice have already
- Municipal governments will need to evolve zoning, subdivision and land development plans, and planning to support the new variety of businesses and redevelopment opportunities that blockchain technology offers
- Blockchain to support significant business and government innovation that will allow existing institutions and entities to become more secure, efficient, reliable and even profitable

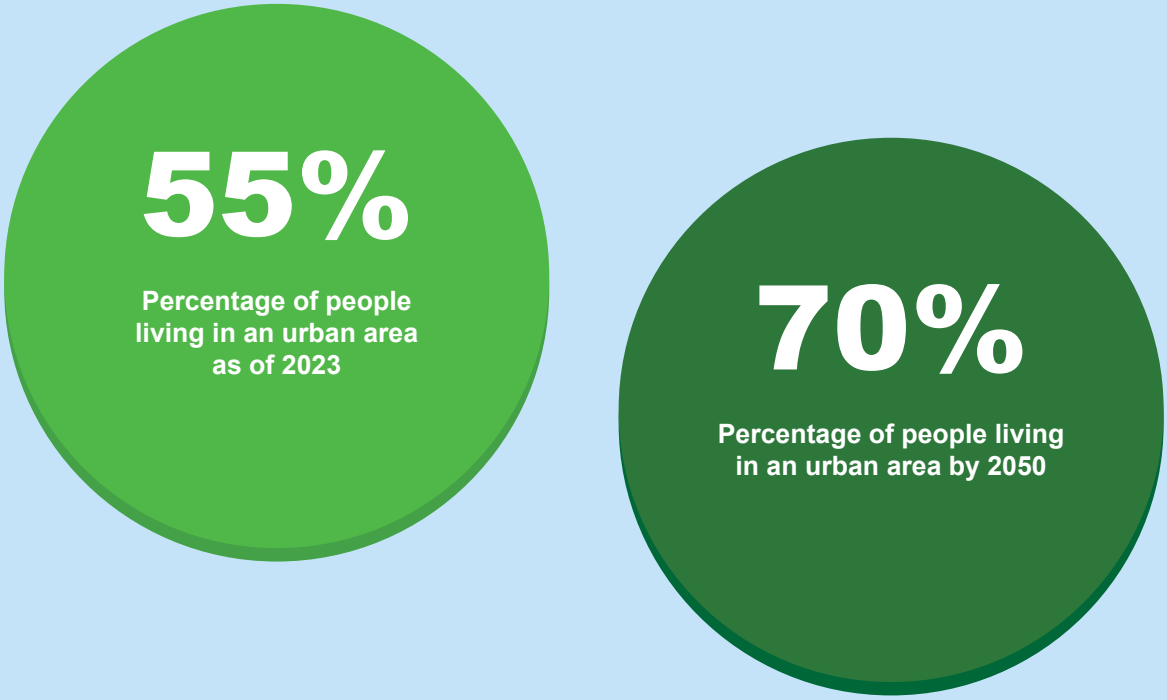
6

Number of real world applications of blockchain that could disrupt the business sector identified by NASDAQ

Rapid Urbanization and Regeneration

In the Lehigh Valley, we have seen the move back to the cities and even an increase in building, business and population density in suburban and exurban areas. The World Bank predicts that over 70% of the global population will live in urbanized areas by 2030.

The Lehigh Valley population has grown more than 4,000 people a year since the 1950s. As a result, developable land has declined, and values have increased and will continue to increase. The need to densify and more efficiently



We can expect:

- Land values of all types to increase as demand increases
- Competition between land uses, from housing to farmland to industrial to institutional, will grow
- Municipal governments will need to reprioritize land assets, public and private, in their planning, zoning and development regulations to account for increased demand and density
- Single-use zoning districts will be challenged with the increased need to diversify and densify land uses to accommodate more people, new and evolving business types, parks and recreational facilities
- The demand on infrastructure of all types, especially roads and bridges, technology, electric, water, sewer and stormwater, will increase with more people and jobs. Asset management systems to support increased usage will need to change to meet demand, affecting both the public and private sectors
- A need to re-evaluate community priorities as more land is developed, environmental and agricultural assets are challenged, and the poor, elderly and other sensitive populations are stressed and dislocated by increased land values
- Urbanization and densification raises the potential to reduce individual carbon footprints, reduce vehicle miles traveled, support a more robust transit system and more efficiently deliver public and private services

Climate Change

More intense storms, higher rainfall amounts, less snow and rising temperatures have impacted the Lehigh Valley over the last decade. US Government agencies, like the National Aeronautics and Space Administration (NASA) and the National Oceanic and Atmospheric Administration (NOAA), agree that climate change is causing significant changes in our environment. The specific effects on the Lehigh Valley are addressed in the later special section of this plan, however, climate change and adaptation affects nearly every aspect of the economy, society and environment—in the region and world.

We can expect:

- Global water shortages that will:
  - Put people at risk, causing the value of the Lehigh Valley's rich water resources to increase
  - Make supply chains more vulnerable worldwide, causing a ripple effect that will not only change how the region's logistics industry functions, but change expectations of access to goods and services
- Wholesale systems change will occur to rise to the challenges and adapt to new climate realities. New governance and management models will emerge and be
  - Comprehensive
  - Cross-sector with public, quasi-governmental and private partnerships
  - Cross-state, regional and mega-regional
- Changes in the willingness of people to pay for services and manage assets, from roads and bridges to police and fire departments
- Federal, state and local governments will regulate differently to protect the public. This will mean less regulation in some cases and more in others. Regulating floodplains and steep slopes will become a higher priority for Lehigh Valley governments, as water-related issues grow
- Emergency management will become a greater priority for municipal, county and state governments, as weather events become more severe and unpredictable
- Cross-community and regional partnerships for Emergency Management Services will grow
- State governments will need to evolve building codes, infrastructure construction standards and environmental regulations to support a natural, systems-based approach to community management and resiliency
- Existing structures will need to be rebuilt, redeveloped and retrofit to be more resilient to the impacts of climate change

37 **Number of days the Lehigh Valley will exceed 90° each year by 2050**

Energy Diversification

Electricity is a foundational element of society. Without it, we don't function. We will consume more as we become more technologically advanced, connected and interconnected. In the US, electricity generation and distribution is privately controlled, with few exceptions. However, in recent decades, significant focus has been paid to the vulnerabilities and age of the electric generation and distribution system. New efficiencies, and especially technologies, are helping to overcome challenges and will be significant economic drivers in the global, national and regional economy in the 21st century.

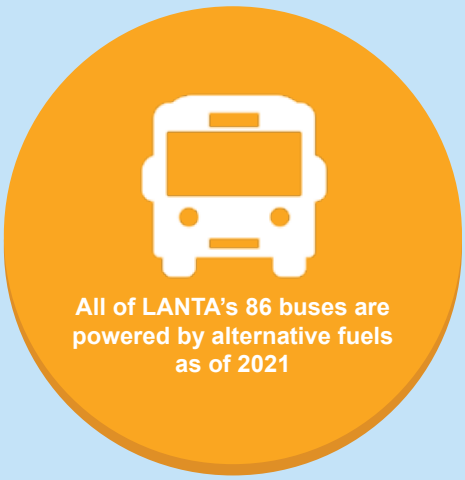
Current commercially available electric vehicles

Audi, Acura, BMW, Chevrolet, Dodge, Fiat, Ford, Honda, Hyundai, Infinity, Kia, Mercedes, Nissan, Porsche, Subaru, Tesla, Toyota and Volkswagon

We can expect:

- New electric generation and distribution technologies that will be scalable, more efficient and affordable, disaggregating the energy sector
- Power will become more personal, as everything from cars to houses and businesses will be able to generate their own power
- State government will need to evolve regulations from building codes to industrial distribution and production to adapt to the demand for a combination of multi-regional, regional, local and hyper-local energy production and distribution
- Municipal governments will need to develop new zoning, development categories and amend comprehensive plans and official maps to adapt to a new energy future
- National, state, regional and mega-regional planning for vehicle electrification and other post-oil future fuels
- The rise of new business models built on new energy generation and distribution technologies. Traditional electric utilities and battery companies will adapt and change with market forces
- Significant increase in energy consumption as more and more consumer and industrial goods and services need more power







OUR BEST FUTURE

The Lehigh Valley has evolved into a region growing in population, diversity, commerce and, ultimately, national stature. Long known for its beautiful open space and abundant recreation options, some of the nation's largest companies have also made it the Northeast epicenter for the e-commerce boom. That boom bolsters an already-strong economy anchored by healthcare, education and retail sales.

But that success has brought the Lehigh Valley to a tipping point in which government, community and planning leaders will have to make tough decisions.

Themes



Balance

Development patterns are changing, there is less available land and the region's population continues to grow—all increasing pressure on farms and open space. Striking a balance between growth and preservation will



Mobility

People and goods are moving in, out and around the Lehigh Valley in greater numbers than ever before. The next generation of mobility improvements will rely on increasing access, moderating cost, diversifying transportation



Resiliency

The job market is changing, the economy continues to diversify, temperatures are rising and weather is becoming wetter. Improving economic and environmental resiliency will help to meet the challenges of



Equity

Housing costs are increasing, new jobs often are far from population centers and education is more important than ever. Increasing access to opportunity will improve equity so all residents can benefit from continued growth and



Health

Obesity, diabetes and high blood pressure are on the rise due to low physical activity, long commutes and poor diets. Increasing the accessibility and opportunities for active lifestyles will improve physical, social and mental

Decisions about how and where to build the homes needed for the more than 3,300 new residents expected to arrive every year. Decisions about preserving natural resources, while managing millions of square feet of new industrial development annually. Decisions about overcoming declining resources to build a transportation system that welcomes not only drivers, but walkers, bicyclists and people with disabilities. Decisions about making all of the region's many benefits accessible to everyone in our diverse population. And ultimately, decisions about how to choose a future with automation, e-commerce, the sharing economy and climate change, before it chooses us.

If the Lehigh Valley is to capitalize on its many assets—culture, location and diversity—then we must collectively tackle difficult issues now.



Culture

In a connected world, social, economic, technological and political changes can have huge effects on identity. Local culture can be strengthened by investing in our values, sense of community, arts,



Funding & Finance

Government revenues are down and resources are increasingly limited. Advocating for funding and financial stability will help sustain



Technology

More devices are connecting to faster internet, renewable energy is replacing fossil fuels, automation is entering every aspect of life and the sharing economy is here to stay. Keeping up with changes in technology will enable us to capitalize on new economic and



Governance

Resources are tight, generations are aging into new roles and technology is radically changing how things get done. Increasing the capacity and adaptability of governance will be key to meeting

FUTURELV
THE REGIONAL PLAN

GOAL 1

Efficient & Coordinated Development Pattern

A booming economy, beautiful topography and a wide variety of arts and cultural activities define a region that is growing in people, jobs and opportunities. Managing that growth is key as our 62 municipalities strive to build on a regional sense of place that attracts thousands of new residents every year. Directing growth toward a series of Centers and Corridors will help create the dynamic communities of the future, while preserving our natural beauty, history and agricultural land. Working together as a region, we can prepare for a future in which lifestyles, technology and climate are changing dramatically.

1.1

Preserve natural areas and farmland by managing growth and development to enhance and strengthen cities, boroughs, suburbs and rural communities.

- **Guide the location and intensity of development.**
- **Encourage reuse and redevelopment within urban areas.**
- **Increase the social, economic and environmental well-being of the region.**
- **Match development intensity with sustainable infrastructure capacity.**
- **Improve the utility and mobility infrastructure of the region.**
- **Provide transportation options that are cost-effective and sustainable.**
- **Preserve agricultural and natural lands.**
- **Integrate efficiency measures and emerging technologies.**
- **Support evolution and adaptability of government.**
- **Organize and advocate for changes to the Pennsylvania Municipalities Planning Code that support regional and municipal planning.**

Themes



Implementation Partners

Lehigh Valley Planning Commission,
Lehigh and Northampton Counties,
62 Municipalities,
Pennsylvania Department of Transportation,
US Department of Transportation,
Lehigh and Northampton Transportation Authority

Related Policies

1.2 1.3 1.4 2.1 2.2 3.1 3.2 3.3
3.4 4.1 4.3 4.5 4.6 5.3 5.4

1.2 Direct growth by establishing a network of mixed-use centers and mixed-transportation corridors.

- **Increase density of residential and mixed-use development in centers.**
- **Link centers with high-capacity, mixed-transportation corridors.**
- **Support pedestrian-scale development.**
- **Encourage quality, sustainable design and construction.**
- **Locate educational, social and civic institutions in centers or along corridors.**

Themes



Implementation Partners

Lehigh Valley Planning Commission,
Lehigh and Northampton Counties,
62 Municipalities,
Pennsylvania Department of Transportation,
US Department of Transportation,
Lehigh and Northampton Transportation Authority

Related Policies

1.1 1.3 1.4 2.1 2.2 2.3 2.6
4.3 4.5 5.2

Suburban Corridor Concept

Walbert Avenue, South Whitehall Township

Centers and Corridors are good places for the region to grow because they support a variety of uses, housing types, lifestyles and transportation options. Low-density commercial areas can accommodate growing demand for more pedestrian-friendly, mixed-use development, and wide public rights-of-way can be reconfigured to carry drivers, walkers, rollers and transit users in the same amount of space.

Investing in quality public space, green infrastructure and community art will make them unique, attractive and desirable places for the next generation of residents and businesses, while also creating a strong social and financial foundation for the future.



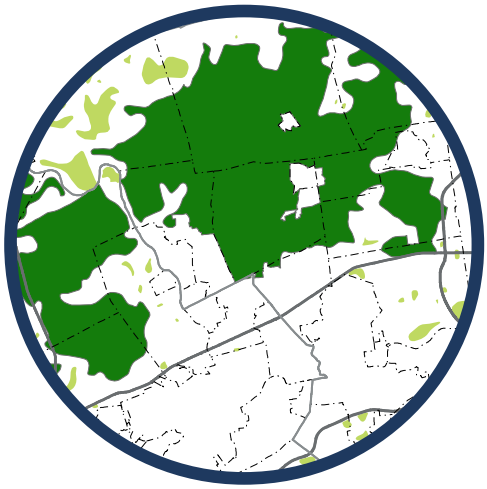

Mixed Building Uses
With Parking Behind
Public Space
Branded to Reflect
Community Identity
Sidewalks That Connect
Neighborhoods & Businesses

FUTURELV PLAN MAPS



Natural Resources Plan

The High Conservation Priority Natural Resource areas shown on the plan take precedence over other land use recommendations presented in *FutureLV*, including the General Land Use Plan. This represents a conservation first perspective. The High and Medium Conservation Priority areas are used by the LVPC in review of subdivision and land development proposals, plans and ordinances created by municipalities, grant applications and work with municipalities on municipal or multi-municipal comprehensive plans, and any other aspects of LVPC work involving natural resources. The High and Medium Conservation Priority areas should also be used by conservation organizations and government agencies to prioritize conservation efforts.



Farmland Preservation Plan

The High and Medium Priority Farmland Preservation areas on the plan represent the most significant clusters of existing farmland based on the overall size of the cluster combined with agricultural soils quality.

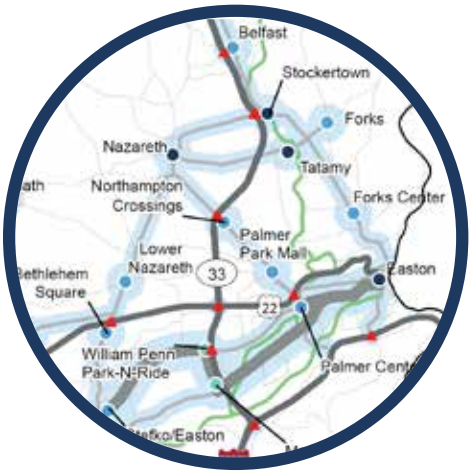
The LVPC uses this plan as an important component of proposal review. High Priority areas are the largest clusters and represent the best opportunity for infill with farmland-supportive businesses and services.

This plan should be used by government agencies and conservation organizations to prioritize areas for preservation of farming operations, typically through the acquisition of easements to permanently preserve the land as farming. Other farmlands not shown on the plan, either due to small size, lower soils quality or lack of proximity to other farmlands, should also be considered for preservation as the opportunity arises. High Priority areas are shown on the General Land Use Plan for Farmland Preservation or certain Preservation Buffer areas. In the Preservation Buffer area, Farmland Preservation is preferred.



Parks, Outdoor Recreation, Open Space and Scenic Plan

This plan shows major existing and planned park, outdoor recreation, open space and scenic facilities and should be used to guide efforts by public/private organizations and government agencies to expand, improve and connect regional assets. The LVPC uses this plan in concert with the Livable Landscapes plan for each county and other regional plans to establish priorities for funding and work efforts for these facilities. Recommended improvements shown on this plan are compatible with any land use depicted on the General Land Use Plan.



Transportation Plan

This plan shows major transportation infrastructure and opportunities for creating denser, mixed-use, mixed-transportation development and should be used to guide efforts to improve the transportation network by private and non-profit organizations and government agencies.

The LVPC uses this plan as an important component of development review and highly encourages projects that expand, improve or connect the mixed-transportation network. The LVTS also utilizes this plan for transportation planning and investment.



General Land Use Plan

This plan shows areas recommended for Development, Farmland Preservation, Preservation Buffer and Exurban uses and should guide development and preservation efforts by private and non-profit organizations, government agencies and individuals.

High Priority Areas from the Natural Resources Plan are recommended to be conserved regardless of the General Land Use Plan recommendation. High Priority areas from the Farmland Preservation Plan are included on the General Land Use Plan as recommended for Farmland Preservation or certain Preservation Buffer areas. In the Preservation Buffer area, Farmland Preservation is preferred.

Centers and Corridors located within Development areas are recommended for denser, mixed-use, mixed-transportation development. Centers and Corridors located in Preservation Buffer areas or Exurban areas are only recommended for denser, mixed-use, mixed-transportation development if they meet the development criteria. Centers and Corridors located within Farmland Preservation areas are not generally recommended for denser development.

Proposed improvements shown on the Parks, Outdoor Recreation, Open Space and Scenic Plan are compatible with any land use depicted on the General Land Use Plan.

GENERAL LAND USE PLAN

DEFINITIONS

Development

These areas have most or all of the factors needed to support growth, such as sewer and transportation infrastructure capacity and contiguity to existing development, and are capable of accommodating a substantial amount of additional development. These areas are appropriate for a variety of uses, including major commercial, residential and industrial development.

Exurban

These areas have few or none of the factors necessary for development and should remain in rural uses, including agriculture and related businesses, and parks and open space. Housing in or adjacent to rural crossroads villages or at low densities is also compatible.

Preservation Buffer

These are areas where factors may be present and capable of accommodating additional development. Conversely, these are areas where farming may be the existing land use, and it may be appropriate to preserve these areas for agriculture or to maintain rural uses. The most appropriate future land use for these areas should be based on a planning analysis of the development criteria. Natural resources conservation and farmland preservation are strongly preferred in these areas.

Farmland Preservation

These areas are predominantly agriculture and are recommended to remain agriculture. The types of uses recommended include agriculture and related housing and businesses, parks and open space, and housing not related to agriculture on a very limited scale.

Character-Defining Area

These areas represent the natural and scenic character of the Lehigh Valley as a simplified version of the Natural Resources Plan, with highest elevation areas representing scenic resources. The types of uses recommended are parks and open space, woodlands, agriculture, and low-intensity, limited scale development that preserves natural and scenic resources.

Centers

Centers are opportunities for mixed-use areas that are a focal point of social, cultural and economic activity. The goal for these areas is to offer a variety of housing prices and types close to shops, restaurants and jobs. They should feature streets that encourage walking and biking—expanding safe transportation options within the community. Further, they should be well-connected to nature and surrounding neighborhoods, promoting an active lifestyle that is good for the social, physical and psychological well-being of all people.

Corridors

Corridors are opportunities for linear mixed-use districts that connect centers with high-quality roads, trails and mass transit lines. Each corridor contains a variety of uses and development types that help to support a variety of transportation modes. Anchored by a Center on each end, Corridors unify residential neighborhoods to social, cultural and economic opportunities and make the Lehigh Valley a more livable, equitable and connected place.

Development Criteria

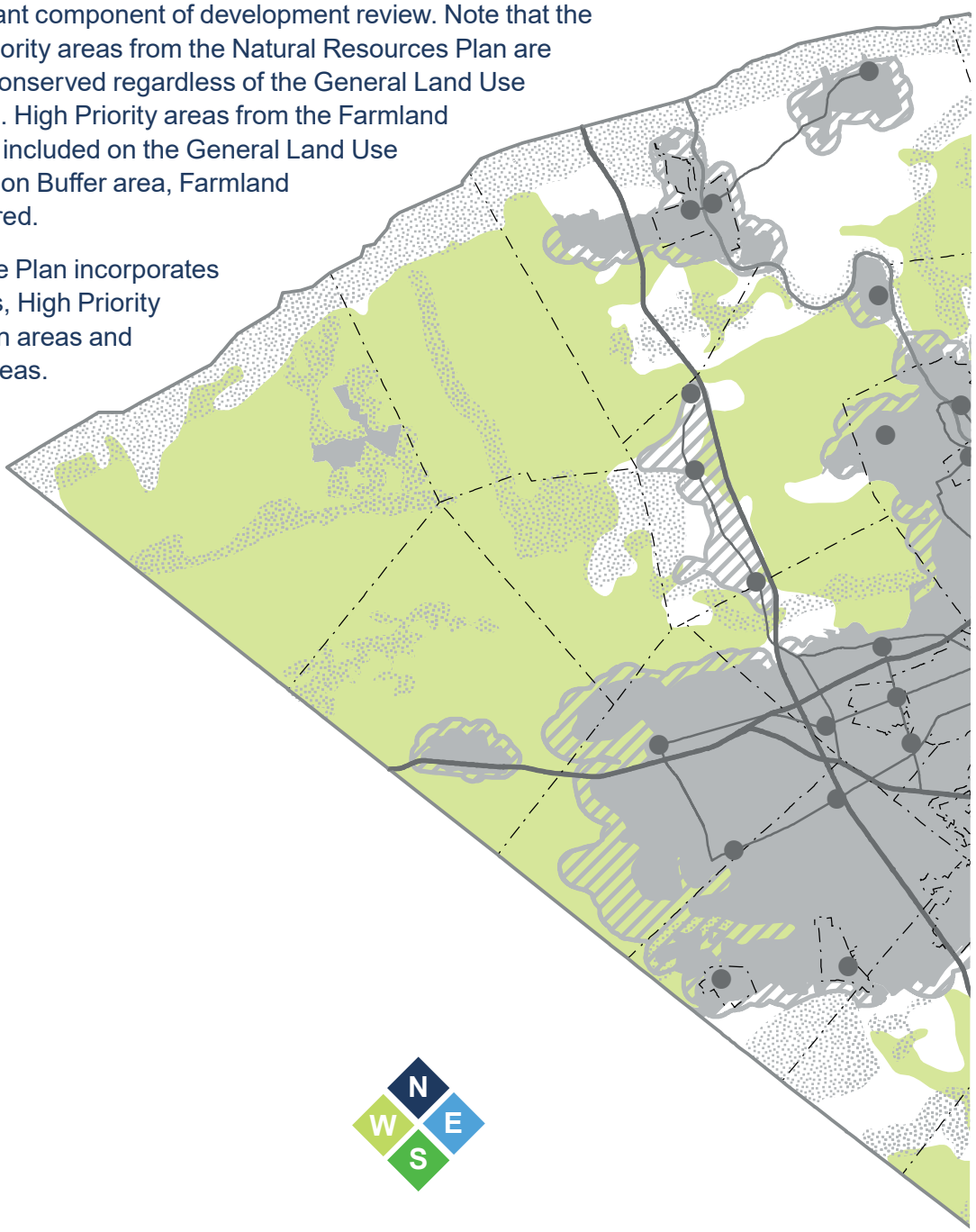
Areas shown on the General Land Use Plan as Preservation Buffer areas or Exurban areas may be considered appropriate for development if the following criteria are met:

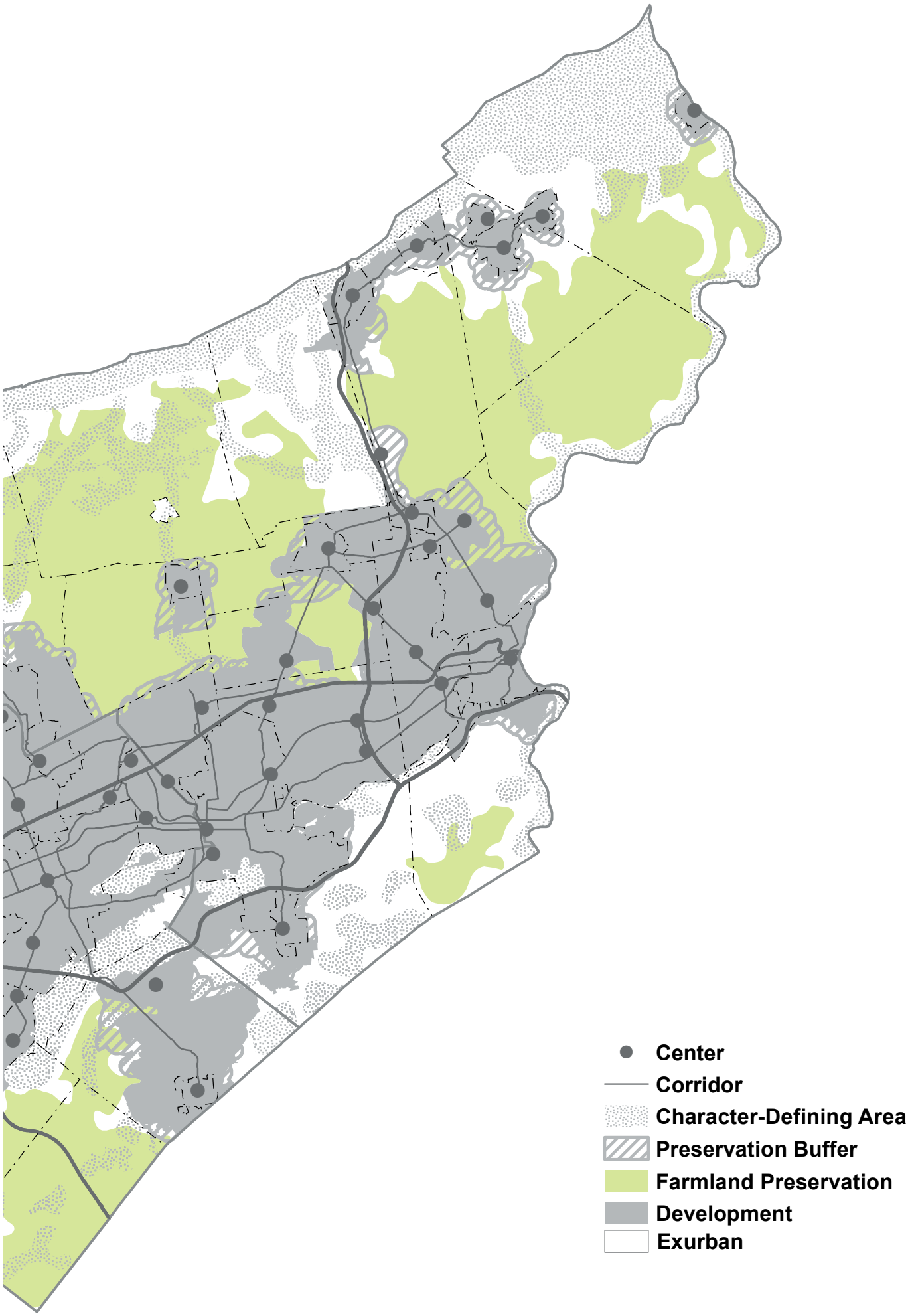
- The proposal is consistent with the conservation of high priority natural resources
- The site is contiguous to existing development
- Adequate sewage conveyance capacity is available from the site to the sewage treatment facility
- Adequate sewage allocation for the site is available in the sewage treatment facility
- Adequate sewage treatment capacity is available for the site
- The site is identified in the municipal comprehensive plan, zoning ordinance and Act 537 sewage facilities plan for development/public sewage disposal
- The site will be served by public water with adequate supply and delivery capacity
- The development will not create adverse impacts to the transportation system with respect to roads, bridges, transit facilities and bicycle/pedestrian facilities, including traffic safety or congestion, based on accepted transportation planning and engineering professional standards

GENERAL LAND USE PLAN

This plan shows areas recommended for Development, Farmland Preservation, Preservation Buffer and Exurban and is used to guide development and preservation efforts by private and non-profit organizations and government agencies and individuals. Character-Defining Areas represent a simplified version of the Natural Resources Plan plus scenic higher elevation areas and are only shown as a backdrop for the plan. Areas recommended for Development were identified using existing infrastructure, existing urbanized areas and the potential to accommodate future growth. Areas recommended as Preservation Buffer meet the same conditions as those for development, but overlap with areas identified for Farmland Preservation or Exurban. The LVPC uses this plan as an important component of development review. Note that the High Conservation Priority areas from the Natural Resources Plan are recommended to be conserved regardless of the General Land Use Plan recommendation. High Priority areas from the Farmland Preservation Plan are included on the General Land Use Plan. In the Preservation Buffer area, Farmland Preservation is preferred.

The General Land Use Plan incorporates Centers and Corridors, High Priority Farmland Preservation areas and Character-Defining Areas.




Center
Corridor
Character-Defining Area
Preservation Buffer
Farmland Preservation
Development
Exurban

1.3 Maintain regional character by preserving priority environmental, historic, cultural, scenic and agricultural assets.

- Identify assets that are critical to the character of the region.
- Protect assets from potential threats.
- Enhance the long-term viability of assets.
- Connect assets to diverse transportation options.
- Mitigate the effects of climate change.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, US Department of Transportation, Pennsylvania Department of Transportation, Pennsylvania Department of Conservation and Natural Resources, Preservation Organizations

Related Policies

1.1 1.2 3.1 3.2 3.3 4.4 5.3 5.4

1.4 Encourage an efficient development process that is responsive to regional needs.

- Coordinate land use decisions across municipal boundaries.
- Facilitate discussion among residents, stakeholders, appointed officials and elected representatives.
- Provide guidance on best practices.
- Minimize impacts of Land Uses of Regional Significance.
- Serve as the regional expert on planning, zoning and development.

Themes



Implementation Partners

Lehigh Valley Planning Commission,
Lehigh and Northampton Counties, 62 Municipalities

Related Policies

1.1 1.2 2.1 2.2 2.3 3.4 4.1 4.6 5.4

FUTURELV
THE REGIONAL PLAN

GOAL 2

Connected Mixed-Transportation Region

A seamless network where roads, trails, sidewalks and technology connect everyone to every place—that's the goal. For the Lehigh Valley to reach its potential, we must design a transportation system that is welcoming to drivers, walkers and rollers—regardless of age, income or ability—and lay the groundwork for the next generation of technology and communications. Our network of the future will provide transportation and communications options that connect work, home and places where people want to go, both locally and regionally.

Compact walkable, bikeable and safe neighborhoods improve job accessibility and enable people to spend less time in a car. Investing in existing roads, bridges, transit lines and utilities, while using next generation technology to manage freight traffic and enable new job opportunities, will create a dynamic system that improves the flow of goods, services and people.

2.1 Develop a mixed-transportation network to support a more compact development pattern, optimize roadway capacity and encourage alternative travel options.

- Establish mixed-transportation corridors
- Support enhanced transit service through denser mixed-use development in Centers and along Corridors.
- Link transportation funding to desired housing outcomes.
- Integrate automated transportation technologies.
- Enhance The Link – the Lehigh Valley multi-use trail network.
- Connect regional trails to Centers and Corridors.
- Promote funding opportunities for mixed-transportation and recreation facilities.
- Advocate for sustainable, long-term transportation funding solutions at the state and federal levels.
- Support and assist local, state and federal governments to develop innovative solutions in transportation finance.

Themes



Implementation Partners

Lehigh Valley Planning Commission, US Department of Transportation, Lehigh and Northampton Transportation Authority, Lehigh and Northampton Counties, 62 Municipalities, Lehigh Valley Greenways, Federal Transit Administration, Pennsylvania Department of Transportation, Pennsylvania Department of Community and Economic Development

Related Policies

1.1 1.2 1.4 2.2 2.3 2.4 2.5 2.6

3.4 4.5 5.2 5.4

CENTERS AND CORRIDORS

The future of the Lehigh Valley is built around Centers and Corridors. Centers are existing active economic districts near residential neighborhoods that are interconnected by busy roads, trails and transit corridors. This network already makes up the economic and transportation backbone of our region and offers the best and most sustainable opportunity for meeting the future needs of our community.

By concentrating future development in these mixed-use and transportation areas, we will increase the accessibility and diversity of housing, strengthen retail, support more active lifestyles and reduce sprawl. This shift in development will help meet growing demand for housing, while relieving development pressure on our remaining farms and open space. The resulting density will increase the activity and vibrancy in our communities, while strengthening our mixed-transportation system in a way that makes it more usable for pedestrians, bicyclists, the mobility impaired and drivers.

Not all Centers and Corridors are the same. Some are older or larger, while others have more people and traffic. To help these areas reach their potential, Centers and Corridors have been divided up into categories—centers by age and development pattern, and corridors by mix of transportation types and how many people they move. These different categories help ensure the right policies are focused in the right areas, helping the Lehigh Valley grow into a more sustainable future with greater options for transportation.

CENTERS AND CORRIDORS ARE ORGANIZED BY

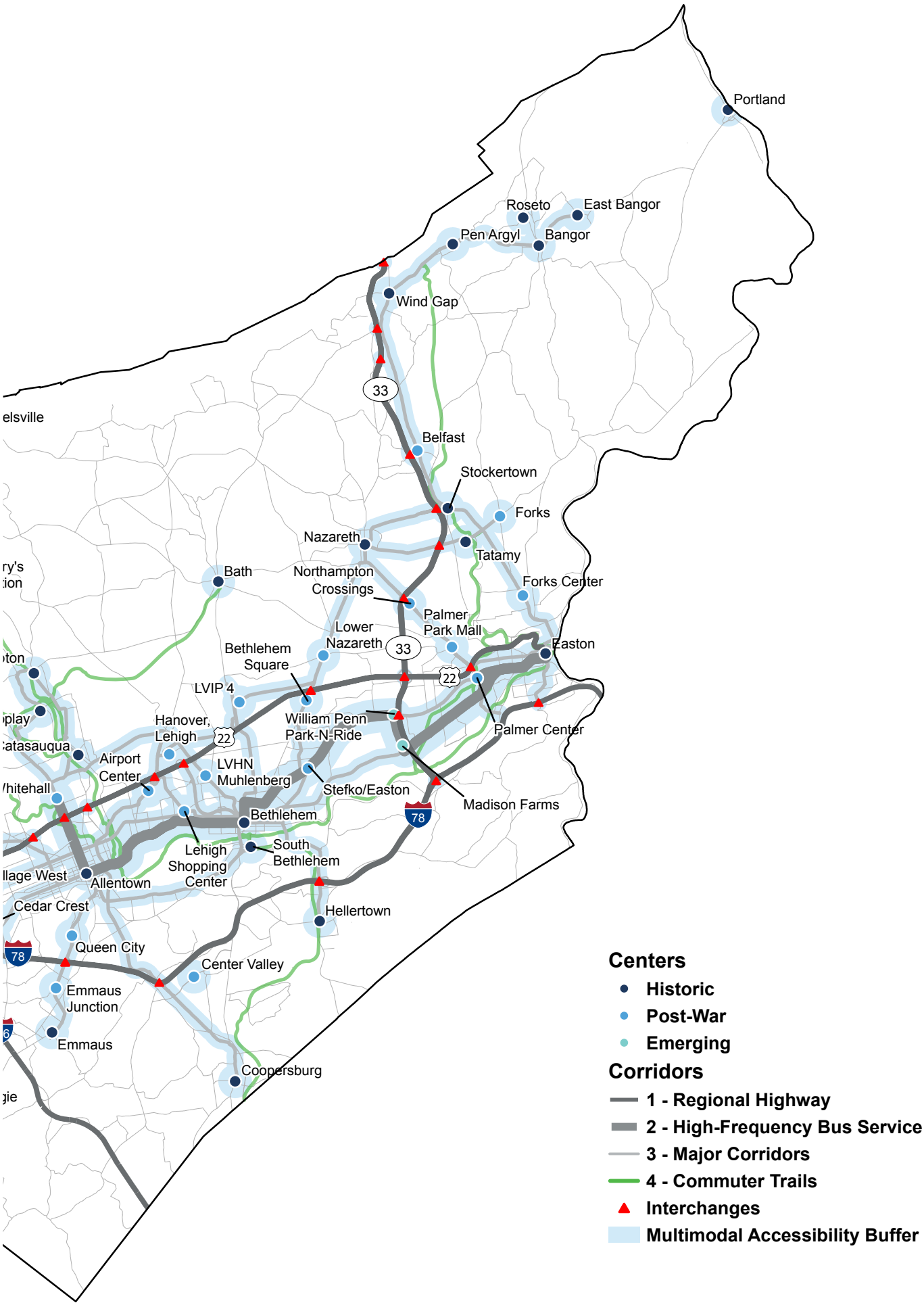
- Age and development pattern
- Mix of transportation types and how many people they move

TRANSPORTATION PLAN

This plan shows major transportation infrastructure and opportunities for creating denser, mixed-use and transit-supported development and is used to guide efforts to improve the transportation network by private, non-profit organizations, government agencies and individuals. The plan identifies a series of Centers and Corridors that may be appropriate for higher-density development and improved mixed-transportation options, as well as critical regional highways and major intersections between highways and mixed-transportation corridors. The LVPC uses this plan as an important component of development review, and highly encourages projects that expand, improve or connect the mixed-transportation network. The LVTS also utilizes this plan to guide transportation policy and investments.

Centers and Corridors are identified on the General Land Use Plan.




Portland
Roseto
East Bangor
Pen Argyl
Bangor
Wind Gap
33
elsville
Belfast
Stockertown
Forks
Nazareth
Tatamy
ry's
ion
Bath
Northampton
Crossings
Forks Center
Palmer
Park Mall
Lower
Nazareth
33
Easton
Bethlehem
Square
22
LVIP 4
William Penn
Park-N-Ride
Palmer Center
Hanover,
Lehigh
22
atasauqua
Airport
Center
LVHN
Muhlenberg
Stefko/Easton
Madison Farms
hitehall
78
Bethlehem
South
Bethlehem
Lehigh
Shopping
Center
llage West
Allentown
Cedar Crest
Hellertown
78
Queen City
Center Valley
Emmaus
Junction
Emmaus
Coopersburg
gie
Centers
Historic
Post-War
Emerging
Corridors
1 - Regional Highway
2 - High-Frequency Bus Service
3 - Major Corridors
4 - Commuter Trails
Interchanges
Multimodal Accessibility Buffer

CENTERS AND CORRIDORS

DEFINITIONS

Centers

Centers are opportunities for mixed-use areas that are a focal point of social, cultural and economic activity. The goal for these areas is to offer a variety of housing prices and types close to shops, restaurants and jobs. They should feature streets that encourage walking and biking—expanding safe transportation options within the community. Further, they should be well-connected to nature and surrounding neighborhoods, promoting an active lifestyle that is good for the social, physical and psychological well-being of residents and visitors.

- **Historic Centers** are communities that were largely designed and developed for people without a car. They are dense, pedestrian-friendly communities that offer a variety of social, cultural, transportation, economic and housing opportunities. Many of these Centers have retained their mix of uses, street networks and unique architecture that provide a strong foundation for bicycle, pedestrian, mass transit and automotive-friendly communities.
- Historic Centers will need to build upon and strengthen existing assets, adapt buildings to meet new needs, allow additional new construction and work to incorporate improvements that expand transportation choice to meet the future needs of the community.
- **Post-War Centers** were largely developed after the automobile became central to American culture. Designed during and after the inception of the national highway network, they are auto-oriented, generally low-density districts that are difficult to access with anything but a car. Though often near residential neighborhoods and businesses, bicycle, pedestrian and mass transit connections are often limited.
- Post-War Centers will require a diversification of uses that include residential. These Centers should focus on development density and investments to expand transportation choice to meet the future needs of the community.
- **Emerging Centers** have developed largely since the 2008 recession and have a mix of both Historic and Post-War features. They are mixed-use and may have sidewalks, bike lanes and mass transit facilities, but are still very auto-oriented. Connections between commercial areas and surrounding neighborhoods might not be strong or safe.
- Emerging Centers are still developing. By emphasizing diversity of uses, increased development density and transportation choice on their development and redevelopment sites, they can meet the future needs of the community.

Corridors

Corridors are opportunities for linear mixed-use districts that connect centers with high-quality roads, trails and mass transit lines. Each corridor contains a variety of uses and development types that help to support all transportation modes. Anchored by a Center on each end, Corridors connect residential neighborhoods to social, cultural and economic opportunities and make the Lehigh Valley a more livable, equitable and connected place.

Corridor Definitions

	Regional Highway Corridors	High-Frequency Bus Corridors	Major Corridors	Commuter Trail Corridors
Transportation Service Type	Auto-oriented, limited-access corridors	Mixed-transportation corridors	Mixed-transportation corridors	Bicycle and pedestrian/ roller corridors
Purpose	Moving both people and goods long distance at relatively high speed	Move people between major regional centers	Move people between centers	Move people between centers
Volume of Transportation	Carries the highest amount of traffic	Carries a high amount of car, bus, bicycle and pedestrian traffic	Carries a moderate amount of car, bus, bicycle and pedestrian traffic	Carries a high amount of bicycle and pedestrian/roller traffic
Mobility & Access	High mobility and limited access	High mobility and access	Moderate mobility and access	High mobility and access
Future Potential for Mixed-Transportation	Not appropriate for bicycle or pedestrian transportation	Good candidate for expanding mixed-transportation options, including High-Frequency Bus Service	Good candidate for expanding mixed-transportation options	Good candidate for expanded bicycle and pedestrian/roller transportation
Future Potential for Mixed-Land Use	Best for highway-dependent businesses	Best location for high-density, mixed-use development within one-half mile of the corridor	Good location for high and medium density, mixed-use development within one-quarter mile of the corridor	Best for connecting centers, scenic and recreational areas
Funding & Investment	High level of funding for maintenance and repair	High level of funding for design, construction, maintenance and repair	Moderate level of funding for design, construction, maintenance and repair	High level of funding for design and construction
Examples	• Interstate 78 • Interstate 476 • Route 22 • Route 33 • Portions of Route 309	• Route 145 • Hamilton Street (East of Route 145) • Hanover Avenue • William Penn Highway • Emrick Boulevard • Freemansburg Avenue • Butler Street • Walnut Street	• Route 512 (Slate Belt) • Hamilton Street (West of Route 145) • Tilghman Street • Lehigh Street • Route 412 • Route 309 (North of Route 22 and south of Interstate 78)	• Delaware and Lehigh National Heritage Corridor Trail • Jordan Creek Greenway Trail • Ironton Rail Trail • Nor-Bath Trail • Saucon Rail Trail • South

2.2 Provide a safe, well-maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure.

- Improve efficiency of existing infrastructure.
- Right-size transportation infrastructure projects.
- Encourage an interconnected street, sidewalk and trail network.
- Facilitate transportation education programs.
- Enhance incident management strategies.
- Reduce transportation-related emissions.
- Protect existing and future Lehigh Valley International Airport runway approaches.
- Support interregional transportation services.
- Educate and collaborate across public, private and governmental entities on the effects of land use decision-making on mobility, equity, resiliency and quality of life.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Pennsylvania Department of Transportation, US Department of Transportation, Lehigh and Northampton Transportation Authority, Lehigh-Northampton Airport Authority, Lehigh and Northampton Counties, 62 Municipalities

Related Policies

1.1 1.2 1.4 2.1 2.3 2.4 2.5 2.6 3.4 5.1 5.2

2.3 Encourage enhanced transit connections to improve mobility and job access.

- Enhance public transit service and walk/roll facilities along Corridors.
- Connect growing job and population Centers.
- Strengthen mixed-transportation connections to regional transit hubs.
- Improve connections between mass transit and walk/roll infrastructure.
- Support mass transit connections to neighboring regions.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Pennsylvania Department of Transportation, US Department of Transportation, Lehigh and Northampton Transportation Authority, Lehigh and Northampton Counties, 62 Municipalities, Workforce Board Lehigh Valley, Community Advocates

Related Policies

1.2 1.4 2.1 2.2 2.6 4.3 5.2

MacArthur Road Concept

MacArthur Road, Whitehall Township

High-Frequency Bus Service, bike lanes and good sidewalks expand transportation options and move people around the region efficiently. This new infrastructure can be supported by planning for the decline of in-store shopping and repurposing developed land for new housing and mixed-use development, a transformation that is key to maintaining and growing the economy. Areas like MacArthur Road are good places to start because the concentration of people, jobs and large lots make them good candidates for new and expanded uses.

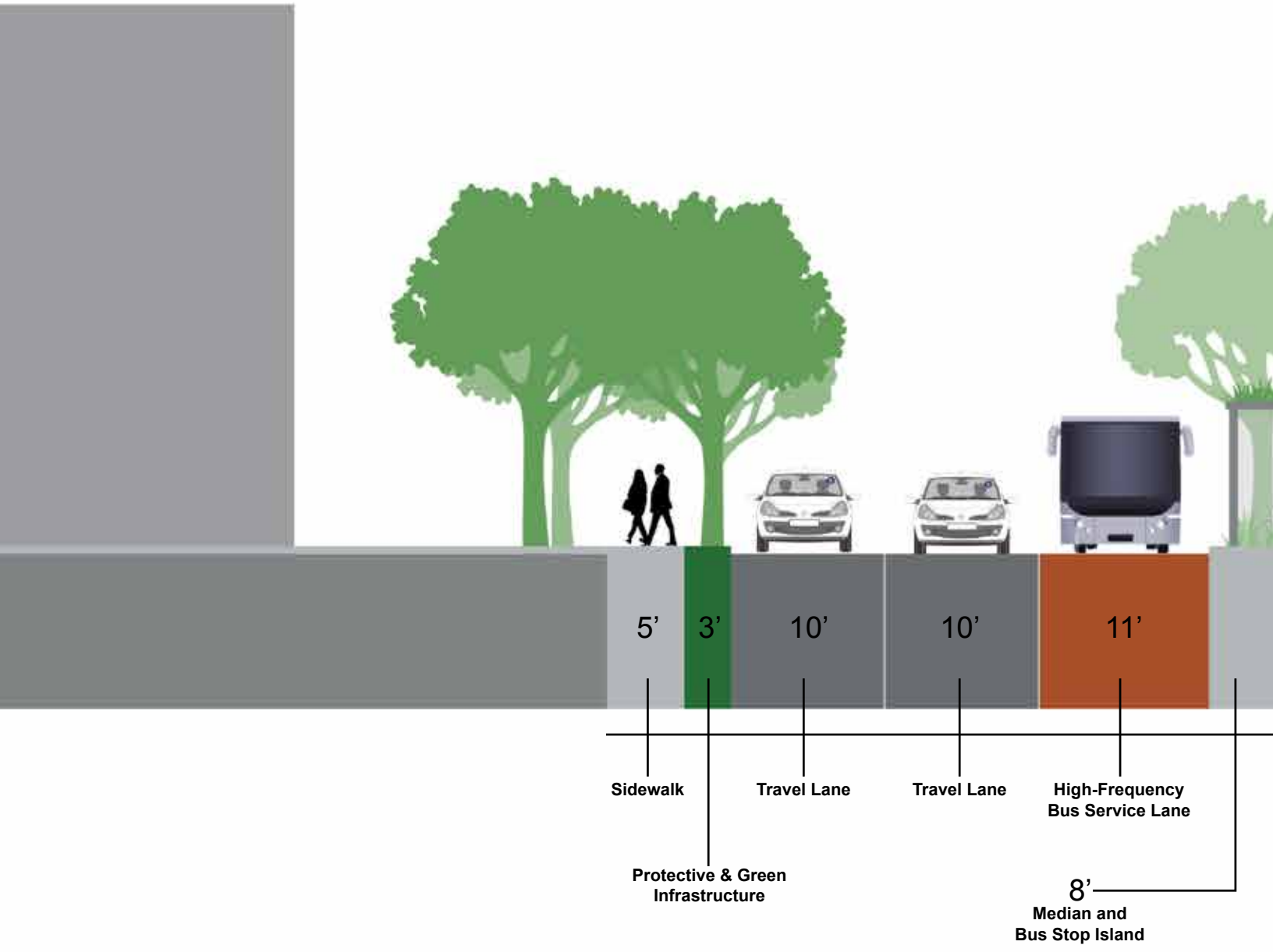


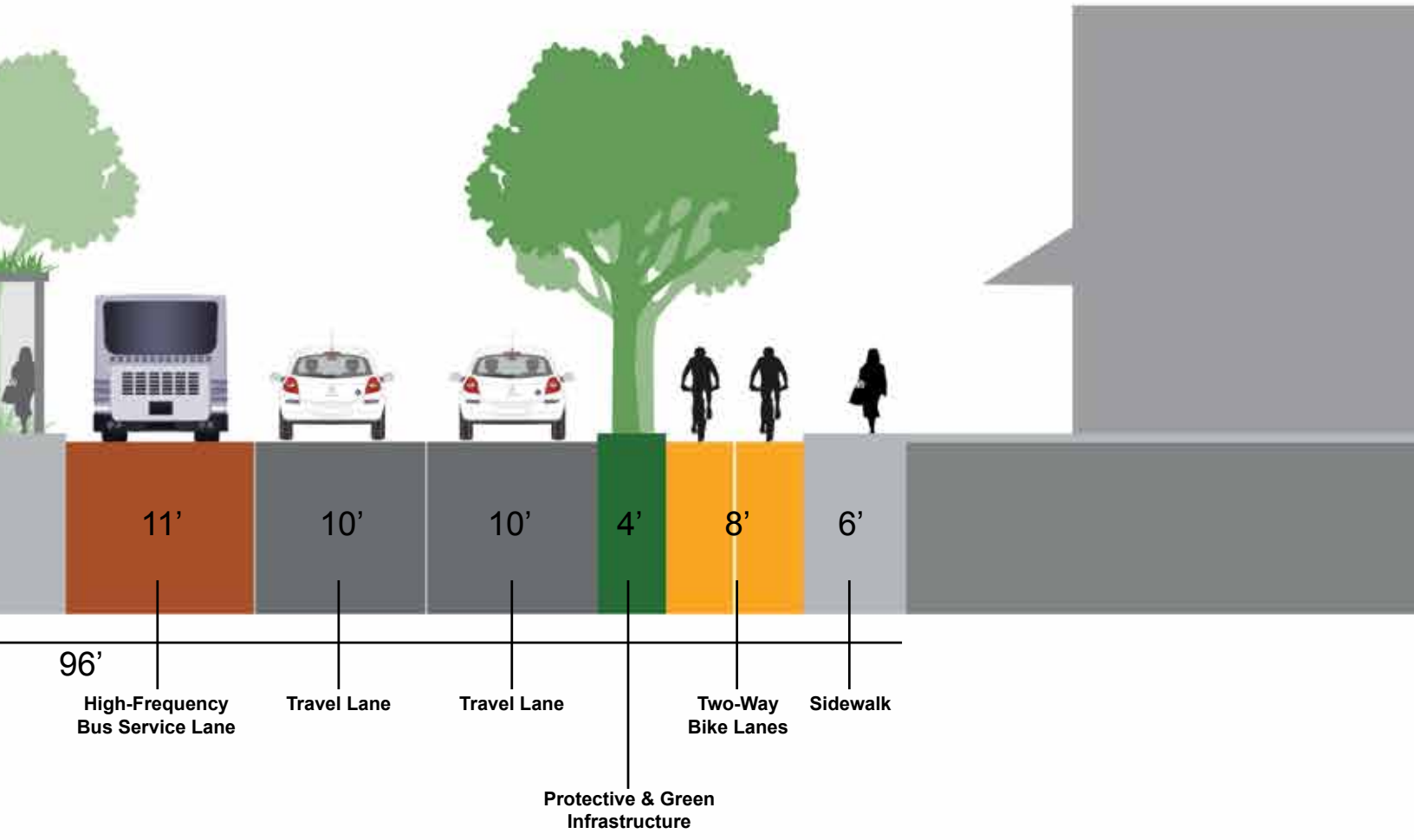

Sidewalks That Connect
Neighborhoods & Businesses
Two-Way Separated
Bike Lane
Green Infrastructure
Pedestrian Walkway

MacArthur Road Cross Section

MacArthur Road, Whitehall Township

MacArthur Road is one of the widest public roads in the Lehigh Valley. This width creates problems for bicycle, pedestrian and transportation circulation because it only focuses on moving cars and trucks. By redesigning the road to focus on people and a mix of transportation options, we can create a road that moves more people, while being safe and attractive for walkers, bikers, rollers and public transit users. Reworking the public realm also adds better, safer access to adjacent businesses and neighborhoods, reinforcing private investment and value.




11’
10’
10’
4’
8’
6’
96’
High-Frequency Bus Service Lane
Travel Lane
Travel Lane
Protective & Green Infrastructure
Two-Way Bike Lanes
Sidewalk

2.4 Strengthen freight mobility to minimize quality of life impacts to residents.

- Locate freight facilities in areas with available and planned transportation capacity.
- Encourage designation of truck routes.
- Expand truck parking options and amenities.
- Support increased use of rail and air freight.
- Improve rail and highway grade crossings.
- Municipalities are discouraged from approving land use plans that have freight impacts, without the existing infrastructure to support it.
- Municipalities must consider the global effects of new or expanded freight businesses.
- Municipalities must assess the impact of freight-based businesses on the entire regional transportation system.
- Municipalities with transportation-based facilities must consider business turnover and its impact on the infrastructure system, economy, tax base, environment and community.

Themes



Implementation Partners

Lehigh Valley Planning Commission, 62 Municipalities, Pennsylvania Department of Transportation, US Department of Transportation, Lehigh-Northampton Airport Authority, Freight Providers

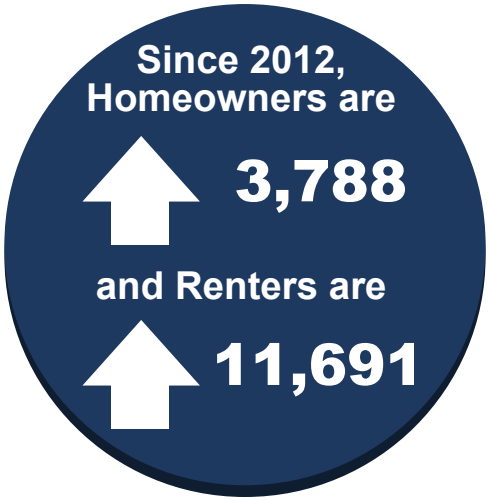
Related Policies

2.1 2.2 3.4

DENSITY

Adds value to neighborhoods and business districts

With its prime location, extensive road network and high quality of life, the Lehigh Valley has for decades been an attractive landing spot for new residents and developers. The result is hundreds, and in some cases, thousands of new homes and millions of square feet of commercial and industrial development every year. The downside of all that growth is that it often happens on the farm and open space lands that make the region such an attractive place to live, work and play.



Greenfield development can also threaten agricultural industries, food and beverage manufacturing, transportation, water, sewer emerging management services and school districts if not managed properly.

Density and infill development are powerful strategies to preserve those character-defining lands and add value to the business districts and neighborhoods where they're used, while keeping the tax base intact.

That strategy is at the core of *FutureLV: The Regional Plan.* The concept is simple. By adding density to areas that are already developed, it prevents sprawl, inefficient development patterns and, in general, the churning up of farmland and open space to accommodate the growth that is inevitable in a region as attractive as the Lehigh Valley.

All that farmland and open space—there's more than 45,000 acres of protected farmland Valleywide—adds value to the overall housing and key manufacturing sectors in the region.

Using existing infrastructure keeps taxpayers from funding new road, sewer and water projects. And adding mixed-use development to a business district increases the value of the existing businesses by adding foot traffic and vibrancy that makes the district more attractive to shoppers, workers and residents. It also addresses a trend in which people increasingly want more dense, urban and mid-scale housing in walkable neighborhoods—a fact that's spurred thousands of new apartments and more than 11,600 new renters regionwide since 2012.

Ultimately, density helps create a better transportation network. More people living or working in a particular area makes it a better candidate for more mass transit stops, further adding value to the district and making the transit system more efficient. When Amazon hunted for a second headquarters, a fully developed mass transit system was among its requirements.

If used properly, and paired with good design, density and infill development can be key tools in adding value to existing assets and protecting the quality of life Lehigh Valley residents and businesses have come to rely on.

FREIGHT

The Lehigh Valley's location at the heart of nearly 100 million potential consumers has helped make it one of the world's fastest-growing corridors for the movement of freight. As the nation's appetite for online shopping—and the need to get those goods within two days—grows, the amount of goods moving through the region increases with it. By 2040, the flow of freight is projected to increase by 96% to more than 80 million tons a year.

Some of those consumer goods are coming into the region by planes and trains, but nearly 90% are moving by truck. Many of these goods are moving through massive warehouses—some exceeding 1 million square feet—before they're delivered across the Northeast. The change in how goods are purchased and delivered is having a dramatic impact on how we develop land and how we plan our transportation system of the future.

The implications of such drastic changes to the transportation network require significant investments and further coordination with partners such as PennDOT, the Lehigh Valley Transportation Study, the Federal Highway Administration and communities across the region.

Increases in population, consumer demand and expectations of immediate delivery of goods have contributed to heavier congestion, which has a profound effect on the quality of our transportation network.

KEY CONSIDERATIONS

- Complete inventory of assets related to movement of all cargo types.
- Monitor truck traffic pattern changes.
- Inventory and plan for weight-restricted bridges near warehousing.
- Legislative policy reform concerning freight movement regulation.
- Alternative freight routes.
- Deployment of autonomous freight vehicles.



96%
Projected increase of freight through the region by 2040

90%
Freight moving by truck

30 Million
Square feet of new warehouse and distribution space approved from 2016-2023

$129.6 Billion
Value of freight moving through the region by 2050

2.5 Support the expansion of technology, communications and utilities to reduce travel demands, optimize traffic flow and prepare for the next generation of jobs.

- Prepare for a driverless future.
- Develop smart streets that use adaptive transportation technologies.
- Support uniform traffic control standards.
- Encourage trip planning technology applications for all modes of travel.
- Promote remote work and flexible schedule options to reduce travel demand needs.
- Advance autonomous, artificial intelligence, and alternative-fueled vehicle technologies.
- Expand broadband, 5G and future wireless capacity.
- Expand and reinforce electric utility capacity.
- Advance deployment of alternative fueling infrastructure.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Pennsylvania Department of Transportation, US Department of Transportation, Lehigh and Northampton Transportation Authority, Lehigh-Northampton Airport Authority, Lehigh and Northampton Counties, 62 Municipalities, Utilities, Workforce Board Lehigh Valley

Related Policies

2.1 2.2 2.6 4.6 5.2

2.6 Ensure the highest and best use of transportation funds to maximize available financial resources.

- Improve transportation performance measures.
- Adjust transportation projects to meet changing needs of the region.
- Invest transportation resources in equity communities to increase access to opportunities.
- Expand capacity only in areas recommended for development.
- Maintain and enhance existing transportation infrastructure.
- Support collaboration among project partners.
- Employ new techniques to minimize cost and speed construction.
- Utilize cost and consumer-benefit analyses.
- Advocate for innovative funding for all transportation types.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Pennsylvania Department of Transportation, US Department of Transportation, Lehigh and Northampton Transportation Authority, Lehigh and Northampton Counties, 62 Municipalities, Professional Associations

Related Policies

1.2 2.1 2.2 2.3 2.5 4.6

FUTURELV
THE REGIONAL PLAN

GOAL 3

Protected & Vibrant Environment

Lehigh Valley residents have come to consider our urban parks, rolling farmlands and scenic vistas as core to the regional identity. Whether it's enabling people to have active lifestyles, providing food or helping to make the region more resilient against climate change, those assets provide health, economic and environmental benefits that are key to our success.

Protecting our land, water and air preserves our region's character and makes it an attractive place to live, work and visit. Enhancing those assets will improve our quality of life and puts the region on a path to a sustainable future.

3.1 Conserve and manage natural lands and water resources for environmental and recreational benefits.

- Protect high-priority natural lands and water resources.
- Preserve natural, recreational, cultural, historical and scenic assets.
- Expand habitat connectivity.
- Maximize preservation of woodlands and critical habitats.
- Preserve natural resources in the land development process.
- Enhance natural resources that make our communities more resilient.
- Promote sustainable stewardship of natural lands, water resources and open space.
- Educate elected officials and the public on the benefits of conservation and preservation.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Pennsylvania Department of Conservation and Natural Resources, Preservation Organizations, Environmental Organizations, Community Advocates, Lehigh Valley Greenways

Related Policies

1.1 1.3 3.2 3.3 3.4 5.3

3.2 Minimize environmental impacts of development to protect the health, safety and welfare of the public.

- Protect the quality and quantity of surface water and groundwater.
- Ensure that mineral extraction and commercial agriculture, which impact water supply sources, are managed according to law.
- Manage the rate, volume and quality of storm runoff.
- Discourage development in hazard-prone areas.
- Promote development in areas with public sewer and water capacity.
- Strengthen public sewer and water in Centers and along Corridors, as needed.
- Discourage use of packaged sewage treatment plants.
- Provide environmentally responsible and economical solid, electronic and hazardous waste disposal and recycling.
- Educate elected officials and the public on the importance of sustainable sewer, water and green infrastructure.
- Improve regional air quality.
- Prevent adverse impacts to high-priority natural, historic and cultural resources associated with megaregional and regional utilities.
- Minimize and mitigate the impacts of utility expansion associated with technological advancements, population and business growth.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Pennsylvania Department of Environmental Protection, Preservation Organizations, Environmental Organizations, Utilities

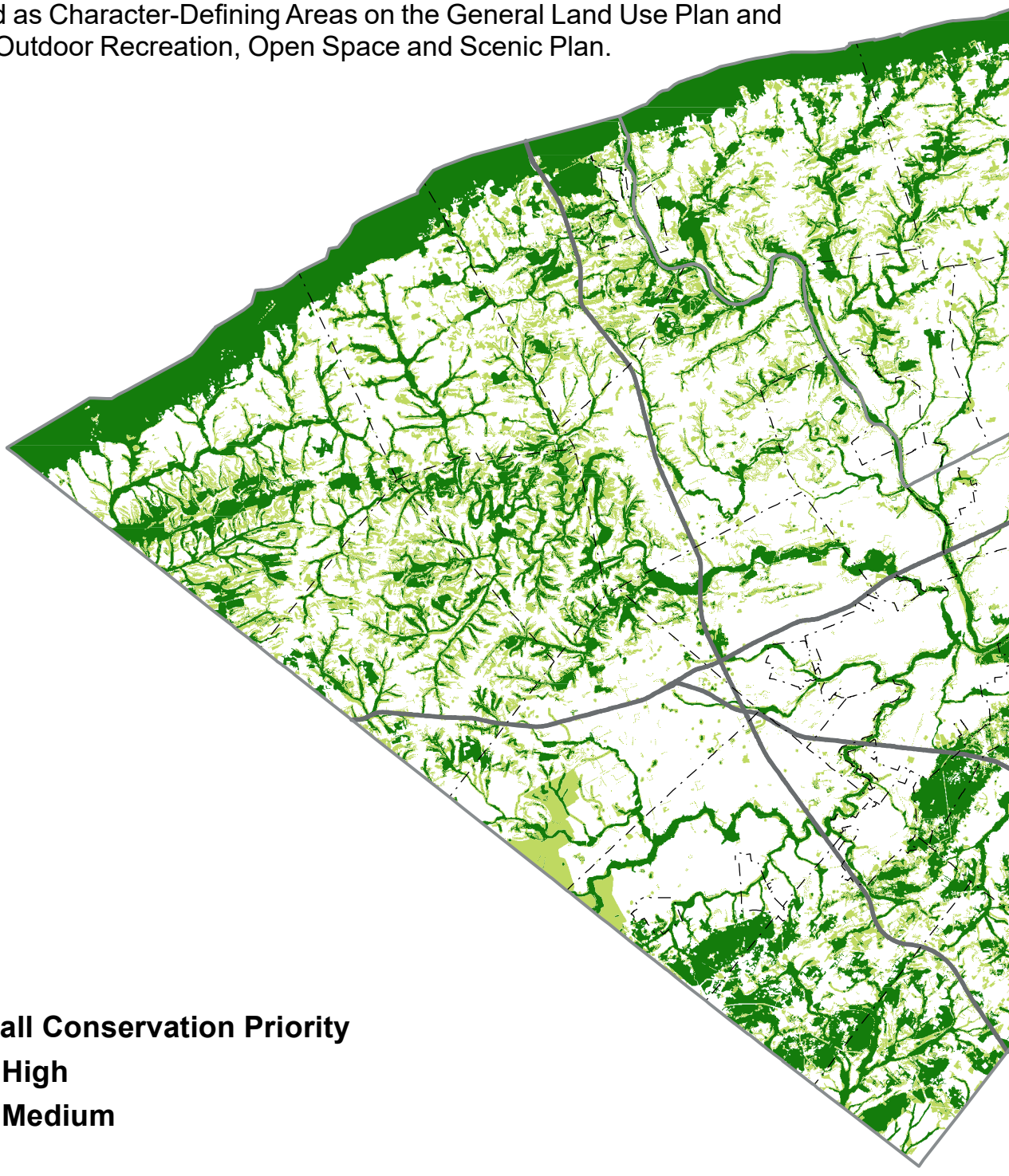
Related Policies

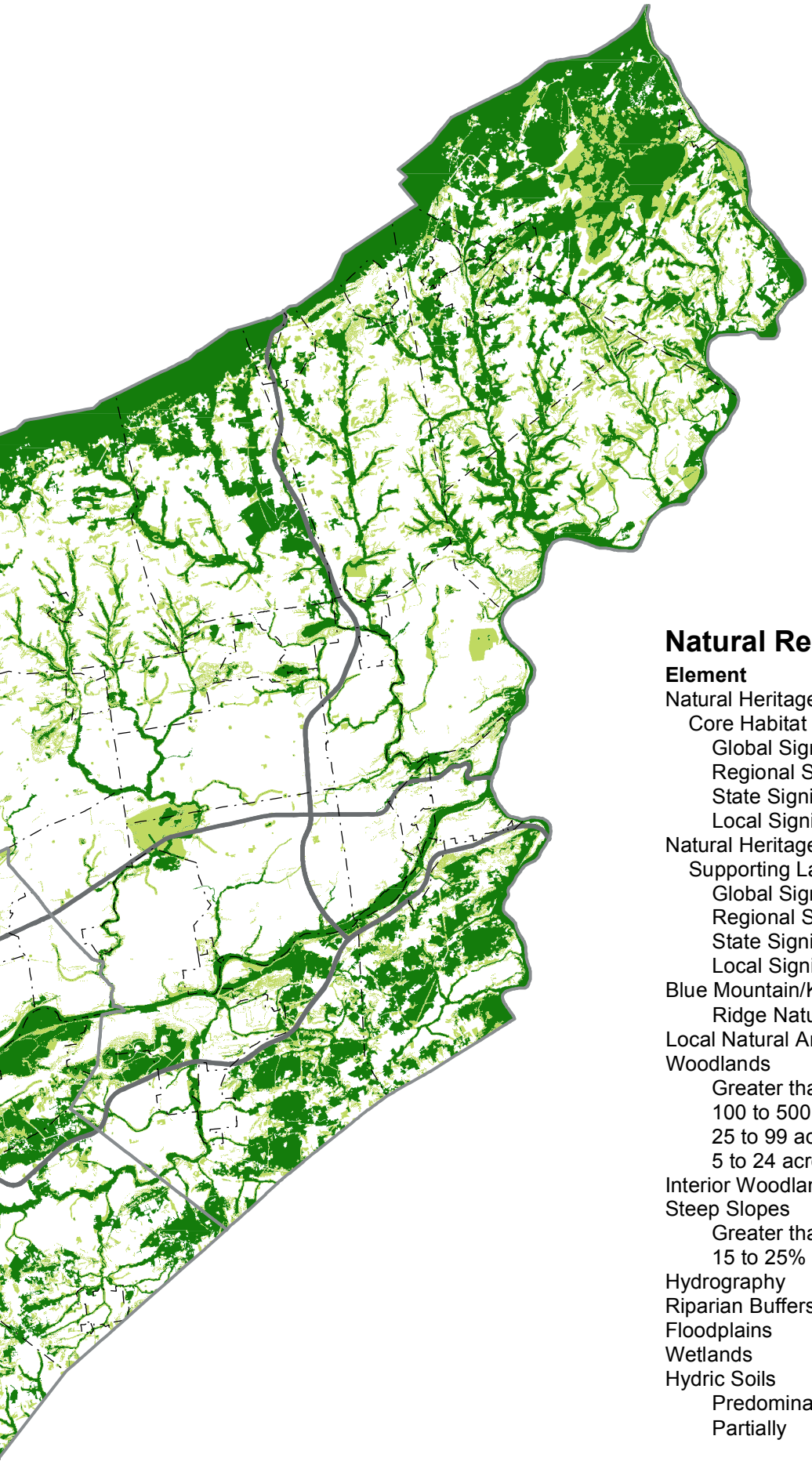
1.1 1.3 3.1 3.3 3.4 5.1 5.4

NATURAL RESOURCES PLAN

This plan shows natural resources that are important to conserve, restore or enhance and is used to guide conservation efforts by private organizations and government agencies. High and Medium Conservation Priority areas contain a mix of critical habitats, woodlands, surface waters, floodplains, wetlands, riparian buffers, steep slopes and hydric soils. The LVPC uses this plan as an important component of development review and discourages development in the High Conservation Priority areas—regardless of the underlying General Land Use Plan recommendation.

A simplified version of the High Conservation Priority Natural Resource areas is displayed as Character-Defining Areas on the General Land Use Plan and the Parks, Outdoor Recreation, Open Space and Scenic Plan.





Natural Resources Plan Elements

Element	Priority
Natural Heritage Inventory - Core Habitat	
Global Significance	High
Regional Significance	High
State Significance	Medium
Local Significance	Medium
Natural Heritage Inventory - Supporting Landscapes	
Global Significance	Medium
Regional Significance	Medium
State Significance	Low
Local Significance	Low
Blue Mountain/Kittatinny	
Ridge Natural Area	High
Local Natural Areas	Medium
Woodlands	
Greater than 500 acres	Medium
100 to 500 acres	Medium
25 to 99 acres	Medium
5 to 24 acres	Medium
Interior Woodlands	Medium
Steep Slopes	
Greater than 25%	Medium
15 to 25%	Medium
Hydrography	High
Riparian Buffers	Medium
Floodplains	High
Wetlands	High
Hydric Soils	
Predominantly	Medium
Partially	Low

Crossroads Village Concept

Belfast, Plainfield Township

Expanding crossroads villages is a good way to preserve rural character, farmland and open space, while accommodating growth and preventing sprawl. Many of these villages already have medium and large lots that can support new businesses and homes.

Adding farm and outdoor recreation businesses to these communities will support the economy and identity of the surrounding area, while mixed-use development expands housing options and maintains historic development patterns.




Preserved Farmland
Farm Incubator & Market

3.3 Preserve farmland to maintain rural character and provide open space.

- Retain and expand family farms.
- Support effective farmland preservation techniques.
- Preserve farmland of all sizes, when possible.
- Encourage natural areas protection on farmland properties.
- Promote the use of inactive agricultural lands for wildlife habitat.
- Support adoption of ecologically friendly farming practices.
- Cluster development near crossroads villages in exurban and agricultural areas.
- Support funding programs and initiatives that protect farmland and farming.
- Encourage residents and local food stores and restaurants to buy local farm-produced products.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Pennsylvania Department of Environmental Protection, Preservation Organizations, Environmental Organizations

Related Policies

1.1 1.3 3.1 3.2 3.4 4.4 5.3

3.4 Reduce climate change impacts through mitigation and adaptation.

- Reduce greenhouse gas emissions.
- Encourage reuse, sustainable building, site design and community design practices.
- Advocate for use of native, climate-adaptive and carbon-sequestering landscaping.
- Promote energy conservation and efficiency.
- Support renewable energy and diversification of sources.
- Incorporate environmentally sensitive transportation technologies.
- Support business practices that mitigate the effects of climate change.
- Educate elected officials and the public on climate change impacts, adaptation and mitigation.
- Encourage and support government officials in the development and implementation of climate action plans.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Pennsylvania Department of Transportation, Federal Highway Administration, Pennsylvania Department of Environmental Protection, Environmental Organizations, Utilities

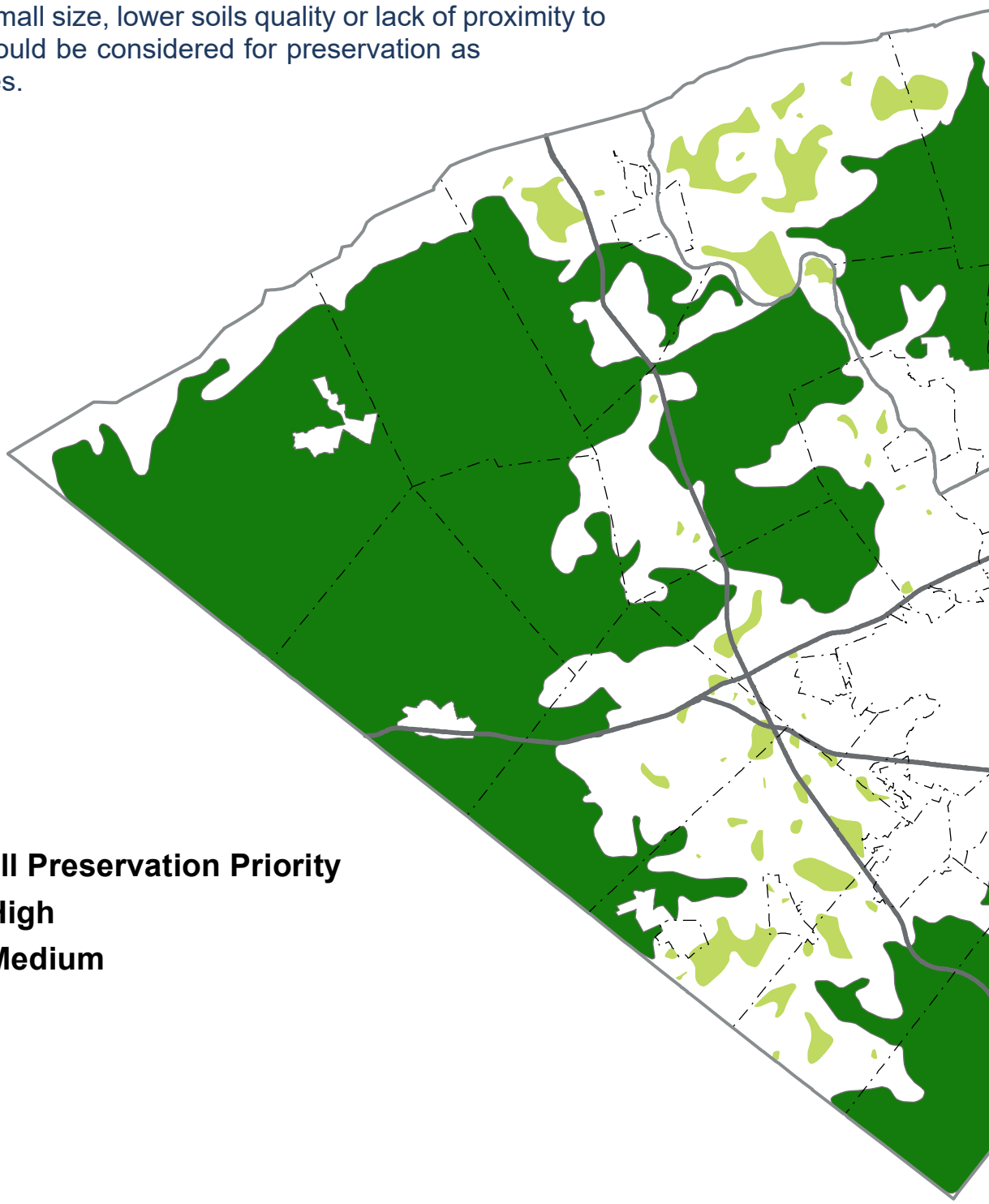
Related Policies

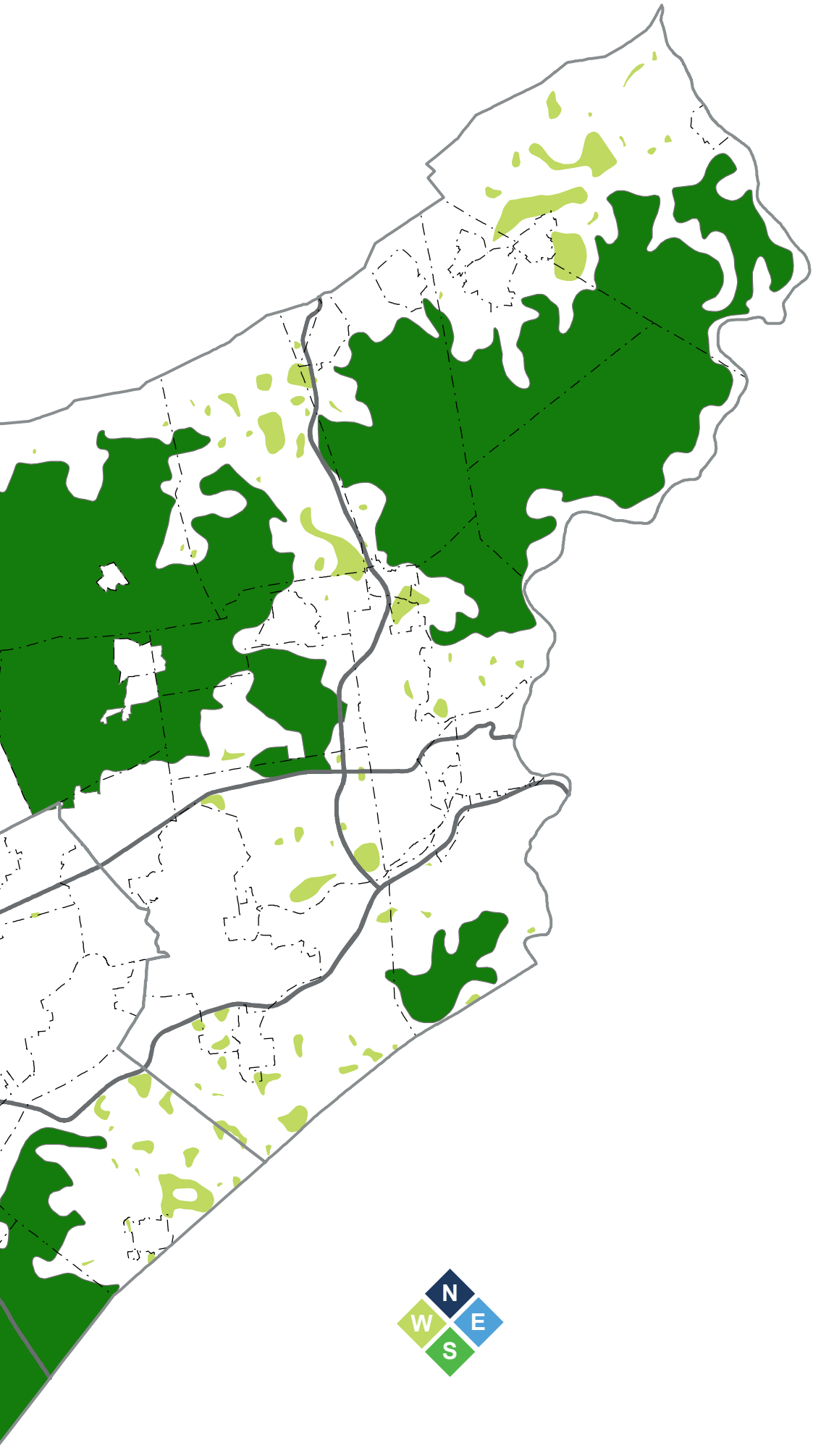
1.1 1.4 2.1 2.2 3.1 3.2 3.3 4.4 4.6 5.1

FARMLAND PRESERVATION PLAN

This plan shows farmland areas that are important to preserve and is used to guide farmland preservation efforts by private organizations and government agencies. High and Medium Priority areas were identified by looking at a combination of existing agricultural lands, existing agricultural easements, locally designated agricultural security areas, high-priority soils and their proximity to other farms. The LVPC uses this plan as an important component of development review.

High Priority areas are identified on the General Land Use Plan either for Farmland Preservation or certain Preservation Buffer areas. In the Preservation Buffer area, Farmland Preservation is preferred. Medium Priority areas should be preserved as possible through county and municipal agricultural easement programs. Other farmlands not depicted on the plan, either due to small size, lower soils quality or lack of proximity to other farmlands, should be considered for preservation as the opportunity arises.




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Brownfield Redevelopment Concept

Lehigh Valley Dairy, Whitehall Township

Former industrial sites are scattered throughout the region. Many of these facilities have good access to public space and programming. Incorporating sustainable design elements, such as green roofs, natural stormwater management, solar panels and mixed-transportation, can return them to their historic status as anchors of their communities.

These sites offer redevelopment opportunities as well, and can be repurposed for a variety of uses.




Bicycle & Pedestrian Connection to Existing Neighborhoods
Light Manufacturing, Fabrication, Maker Space
New Homes
Green & Smart Building Technology
Freight Access
Reuse & New Construction Potential

CLIMATE CHANGE

Average temperatures are increasing, the oceans are warming, sea levels are rising and weather events are becoming more extreme. The Industrial Revolution in the 1700s and 1800s began having an impact on the rate of climate change. The discovery of fossil fuels (coal, natural gas and oil) used for heat, transportation and manufacturing have increased the release of heat-trapping gases or "greenhouse gases" into the Earth's atmosphere, accelerating climate change in the 20th and 21st centuries. Carbon dioxide is the most important greenhouse gas influenced by humans. It is produced from fixed sources, such as coal-fired electricity generation, cement production and non-electric fueled vehicles. Today, fossil fuel-burning vehicles have a major impact on the region's atmosphere.

The increase in greenhouse gases is resulting in global climate warming, and the Lehigh Valley is not immune. Due to the Lehigh Valley's high particulate matter and ozone counts, the region is classified by the US Environmental Protection Agency as a "nonattainment region" for ozone and a maintenance region for particulate matter.

9.86 MILLION
metric tons CO_2e released annually

14.6 MILLION
metric tons CO_2e per resident

PROJECTED IMPACTS



- More extreme weather—More rain and heat.
- More water runoff problems and floods that damage property, roads and other infrastructure.
- Increased local water temperature, damaging aquatic life, while opening the door for unwanted invasive species.
- Forests will become unsuitable for some valued hardwood tree species, while southern species, such as oak and hickory, will thrive.
- Health Effects—Increased risk of respiratory disease, heart disease, airborne allergies and death.
- Farming changes will include a decline in cool temperature adapted fruits and vegetables, such as potatoes and apples, while warm temperature fruits and vegetables, such as sweet corn, are likely to rise. Dairy farming will become more difficult.





HOW CAN WE LESSEN IMPACTS?



- Bike, walk and use mass transit more.
- Drive less.
- Conserve water and protect our waterways.
- Switch to cleaner, more sustainable energies.
- Preserve and enhance our natural resources.
- Build more resilient infrastructure.
- Create more compact urban areas with a mix of uses.
- Conserve energy in homes and businesses.
- Create more energy-efficient building sites.
- Keep hazard mitigation planning and risk assessments up-to-date and implement mitigation projects as funding allows.

Even if we do all that, we'll need to take steps to prepare for more flooding, more extreme weather and more health problems. The time to start is now.

FUTURELV
THE REGIONAL PLAN

GOAL 4

Competitive,Creative and Sustainable Region

Our dynamic economy draws on our location, people and natural assets. Nearly 100,000 people commute to the Lehigh Valley daily for its bustling job market. Another 15 million flock here each year to experience recreation and cultural attractions. To keep the region's advantage in a global economy, we need to leverage our prime location and unique character, diversify the regional economy and train the workforce of tomorrow.

A key part of that plan includes supporting agriculture and natural resources as economic assets and giving everyone equal access to attainable housing, jobs and transportation. Cooperation among local governments and institutions will be essential to reaching these targets and preparing the region for the challenges to come.

4.1 Enhance growth by rooting economic development strategies in the unique competitive advantages of the region.

- Leverage proximity and connection to major metropolitan regions.
- Maintain quality and affordability of life.
- Enhance the character and economic viability of natural, mineral, cultural and historic assets.
- Expand access to education and job training.
- Encourage local institutions to invest in their surrounding communities.
- Encourage strategies at all levels that are geared toward preparing students for the workforce of tomorrow.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Economic Development Agencies, Lehigh and Northampton Counties, 62 Municipalities, Financial Institutions, Educational Institutions, Workforce Board Lehigh Valley, Preservation Organizations, Business Community

Related Policies

1.1 1.4 4.3 4.4 5.4

4.2 Continue diversification of the regional economy to strengthen economic resilience.

- Adapt to the contemporary retail economy.
- Revitalize historic centers and redevelop post-war centers.
- Expand small businesses and entrepreneurship.
- Promote next generation manufacturing and technology.
- Increase social, cultural and artistic opportunities.
- Encourage the purchase of local goods and services.
- Identify and support the region's natural resource assets to maximize potential for recreation and ecotourism.
- Reduce blight to improve safety, quality of life and promote sustainable economic activity.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Financial Institutions, Educational Institutions, Workforce Board Lehigh Valley, Lehigh Valley Economic Development Corporation, Business Community

Related Policies

4.3 4.4 4.6

Shopping Mall Redevelopment Concept

Whitehall Mall at MacArthur Road and Grape Street, Whitehall Township

Post-War Centers are good places for new mixed-use development because they are centrally located and connected to transportation. Many of these areas are changing as the retail economy evolves—creating opportunities for new growth and development. These large sites can accommodate two- to six-story buildings with a mix of housing, businesses, public spaces and recreational uses that support investments in bicycle, pedestrian and transit infrastructure. Furthermore, transforming declining malls and shopping centers helps stabilize the tax base by recapturing existing infrastructure investments, while meeting new market demands for apartments, recreational facilities and smaller commercial spaces.




Lehigh Valley International Airport
Lehigh River
Delaware & Lehigh National Heritage Corridor Trail
Green & Smart Building Technology
Townhomes
Apartments & Condominiums
Bike & Bus Lanes
Commercial or Residential Development
Grape Street
MacArthur Road

ENTREPREN

Entrepreneurialism drives innovation, business development and job creation. The Lehigh Valley has a long history of entrepreneurialism that has led to the creation of great industries and has remained adaptive as economic conditions have changed, thanks to the region's spirit, access to resources and proximity to major markets. Fostering that culture of innovation will be key to continuing economic growth of the region and maintaining competitiveness in an increasingly global and new economy.

Fostering new entrepreneurial businesses is key because they create new jobs and support the innovation needed to compete in the midst of the fourth industrial revolution. The challenge will be to balance local innovation with mega-regional and global connectivity that ultimately supports and enhances the position of the local talent and businesses, creating stable, well-paying jobs that drive regional stability and growth.

To be successful, these businesses need an educated and adaptable workforce. The Lehigh Valley needs to ensure the workforce is ready with the technological know-how and skills in life-long learning necessary for this rapidly changing environment. Partnerships between educational institutions, businesses, planners and economic development agencies will be important to meeting this demand, but so will creating the kinds of communities that these new workers want to live in—with easy access to transportation options, unique shops, fresh food and attainable housing. Partners will need to be simultaneously hyperlocal, local, regional, mega-regional, statewide, interstate, national and global, as educational and economic systems are now this interconnected. People attend classes and training in London from their desks in the Lehigh Valley, and researchers collaborate with others all across the globe. Business is global. Learning is global.

To position the region for short-, mid- and long-term success, new businesses and innovators need affordable places to start and grow, and access to markets that allow them to quickly scale up and test products and services before going national or global. Many of the spaces needed to incubate these start-ups can be modest in size and can easily be incorporated into plans to revitalize historic centers.

Once established, larger facilities are often needed—which can fit well into the redevelopment of post-war centers and growth along major corridors. At all stages, these businesses can benefit from the Lehigh Valley's easy access to adjacent, larger metropolitan areas, New York City and Philadelphia, and the supply chain afforded by the Lehigh Valley's role as a transportation hub, making the world physically accessible to more people and businesses within a day's drive or hour's flight. When coupled with enhanced access to communications networks, the Lehigh Valley is an instantly available, truly connected ideal economic and political environment for entrepreneurs.

The region has a history of incubating, thriving and growing industry, from mining to cement and steel production to the more recent cross-sector medical innovations. The Lehigh Valley will continue to grow entrepreneurs and their businesses, as long as we rise to the educational, training, technological and communications needs of the Fourth Industrial Revolution.

NEURIALISM

Why the Lehigh Valley Thrives as a Business Center



Location, Location, Location!
As simultaneously part of the Northeast and Mid-Atlantic mega-regions and gateway to the Midwest while distinctly autonomous, the Lehigh Valley provides connectivity and the kind of flexibility not available in larger metros





"I asked, where's the next East Coast Austin, Texas or Boulder, Colorado? I was looking for something special. I needed to be near smart people and have easy access to the world. I drew a circle around the Lehigh Valley. I told prospective startups, if you want to learn how to do this - if you want to go to the Harvard of food, beverage and pet health products, you gotta move to the Lehigh Valley."

— Richard Thompson, Managing Partner, The Factory, LLC, Bethlehem

4.3 Improve equity by encouraging the creation of living wage jobs, the expansion of technology access, the development of a well-trained workforce and the removal of barriers to employment.

- Support job training programs in industries with an identified workforce need.
- Prioritize development that provides living wages and career path opportunities.
- Promote education that improves social and economic opportunities.
- Locate schools, colleges, hospitals and clinics in centers or along corridors.
- Improve mixed-transportation access to areas with high or growing employment opportunities.
- Encourage the purchase of local goods and services.
- Expand equitable access to technology.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Developers, Educational Institutions, Workforce Board Lehigh Valley, Economic Development Agencies, Lehigh and Northampton Transportation Authority

Related Policies

1.1 1.2 2.3 2.5 4.1 4.2 5.2

4.4 Support agriculture and open space as essential components of the regional economy and identity.

- Provide for the operational needs of regional farms.
- Support agricultural processing and distribution facilities.
- Create opportunities for new farmers.
- Expand municipal agricultural security areas.
- Strengthen local markets for regional agricultural products.
- Promote sustainable agritourism.
- Connect regional trails to centers, corridors and historic assets.
- Diversify outdoor recreation opportunities.
- Preserve key scenic corridors and viewsheds.
- Mitigate impacts of invasive species on natural resources and agriculture.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Preservation Organizations, Economic Development Agencies, Lehigh Valley Greenways, Penn State Extension

Related Policies

1.3 3.3 3.4 4.1 4.2

FARMING AS A BUSINESS

Lehigh Valley residents value farming—probably because they like food and appreciate the scenic open space—but most don't value farms enough as businesses.

This Region reaps the benefit of a wide mix of farm types that add more than $115 million a year to our local economy, ranging from corn to soy to dairy to alpacas.



840
Farms in the Lehigh Valley

99%
Of all Lehigh Valley farms are family-owned

133,706
Farm acres

60%
Of all Lehigh Valley farms are smaller than 50 acres

So how do we preserve the farms we have before we lose them, and thus a piece of our regional identity?

- Lehigh and Northampton counties can continue their commitment to preserve farmland, so farmers have a financial incentive to continue
- More multi-municipal agreements that give municipal leaders greater control over development
- State and federal legislators can support laws and programs that incentivize farming as an industry
- We can all support more diversified farming operations, including urban farms, suburban cooperatives and you-pick operations
- We can support food processing operations in which farmers turn their crops into products, like hops into beer, grapes into wine and peaches into jam
- We can all buy fresh and buy local at farmers markets, farms and local shops, and support restaurants that use local ingredients

Mostly, we can value these farms for the important role they play in this region. They not only raise the quality of life for everyone, but they're a huge asset to our regional economy. As long as it's easier—and more profitable—to just sell off the land for development, we're going to continue to lose our farms. Unless we're going to be okay with that, our farming community needs our support.

$2 million

Allocated in 2023 for Farmland Preservation Regionwide

46,537

Acres of farmland preserved on

646

Farms in the Lehigh Valley

4.5 Provide a wide variety of attainable housing in locations that maximize social and economic opportunities for everyone.

- Diversify price points and types of available housing.
- Create a local balance between housing and jobs.
- Increase housing density in centers and along corridors.
- Reduce barriers to accessory dwelling units.
- Expand housing options near employment areas.
- Encourage land use regulations to facilitate development in centers and along corridors.
- Promote mixed-income neighborhoods.
- Use publicly owned property to meet housing needs.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh-Northampton Airport Authority, Lehigh and Northampton Counties, 62 Municipalities, Developers, Housing Organizations, Workforce Board Lehigh Valley

Related Policies

1.1 1.2 2.1 5.2

4.6 Promote the fiscal health and sustainability of municipalities.

- Educate municipalities on the long-term impacts of subdivision, development, zoning and planning.
- Promote use of cost-benefit analysis in planning, development and infrastructure decisions.
- Encourage reinvestment in commercial areas.
- Coordinate infrastructure investments that support Centers and Corridors.
- Expand collaboration on planning and development between neighboring communities.

Themes



Implementation Partners

Lehigh Valley Planning Commission, State of Pennsylvania, Lehigh and Northampton Counties, 62 Municipalities, Council of Mayors

Related Policies

1.1 1.4 2.5 2.6 3.4 4.2

Suburban Infill Concept

Palmer Township

Granny flats and cottage houses are an efficient way to increase density, diversity and affordability in suburban areas. Expanding housing options is critically important to attracting younger adults who cannot generally afford large suburban homes, and it makes it easier for older adults looking to downsize to stay in the community.

Such multi-generational communities have longer and healthier lives, and support investments in parks, trails and green infrastructure that improve quality of life.




Multi-Generational & Property Enhancing Housing
New Recreation Facilities
Rowhomes

FUNDING

Funding the services residents need is becoming more difficult. A fast-growing region means increasing demand for water, wastewater and stormwater systems, schools, fire, police and ambulance services, park and recreation facilities and transportation infrastructure. Aging infrastructure means increasing costs for rehabilitation or replacement of these systems. Stricter state and federal requirements mean higher costs, whether for improving the quality of our rivers and streams, the safety of our infrastructure or the quality of the air we breathe. Even the weather is increasing the stress on our infrastructure. Traditional assistance from state and federal governments for funding needed improvements is unstable or diminishing.

Funding infrastructure costs and services will require innovative approaches to raise funds, whether through taxes or dedicated fees. Many municipalities are working together to share costs of emergency services and plan together to minimize future impacts of growth on infrastructure or services. School districts also make up the largest portion of taxes in communities. While the school facilities are themselves infrastructure, education taxes fund services and programs as well. Examples and opportunities for school systems to partner with neighboring districts are abundant and can help mitigate the costs for institutions themselves and for taxpayers. Communities and school districts need to focus on maintenance, rather than expansion, of infrastructure and services. Generally, taxing entities should look for ways to cooperate, to spread the burden of increasing infrastructure and services costs and provide the highest quality, most financially and environmentally responsible services possible.

Water infrastructure in the Lehigh Valley is aging and facing increased regulation. Statewide, public water systems face an estimated $10 billion funding gap over the next ten years

“The decline in volunteers has forced us to install a 2-mill fire tax. We had to find a way to pay for the training that’s now required of every volunteer.”

— Portland Borough Mayor Lance Prator

The 300,000 volunteer firefighters statewide in the 1970s have declined to about 38,000

Education costs are already the largest portion of tax bills in the Lehigh Valley—10 times that of municipal tax rates in 1/3 of all communities—and the Valley population increase will require a greater investment in education

As climate change increases the incidents of extreme weather and flooding, about 250 critical infrastructure facilities, including bridges, water and wastewater facilities and electric power facilities, are at risk of damage because they are partially located within the floodplains of the Lehigh Valley


GOAL
5

Safe, Healthy, Inclusive and Livable Communities

The Lehigh Valley's identity begins and ends with quality of life. It rests in safe, walkable neighborhoods, where housing is attainable and public space is designed for everyone. We'll get there through targeted investments, innovative community design and the integration of housing, jobs and transportation that everyone can use. The American Dream is here for the taking.

5.1 Promote safe and secure community design and emergency management.

- Implement complete street and traffic-calming measures.
- Reduce bicycle and pedestrian fatalities towards zero.
- Incorporate resiliency and hazard mitigation into planning and design, including 100- and 500-year floodplains.
- Educate the public on hazard impacts and mitigation techniques.
- Enhance planning and emergency response efforts among emergency management personnel.
- Reduce blight to improve safety and accessibility in communities.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh-Northampton Airport Authority, Lehigh and Northampton Counties, 62 Municipalities, Pennsylvania Department of Transportation, Federal Highway Administration, Pennsylvania Emergency Management Agency, Federal Emergency Management Agency, Community Advocates

Related Policies

2.2 3.2 3.4 5.2

5.2 Increase social and economic access to daily needs for all people.

- Encourage use of universal design.
- Promote safe routes to schools and playgrounds.
- Create public spaces in underserved areas.
- Support cultural and social programs.
- Ensure transportation accessibility for all persons.
- Integrate mixed-transportation into public space design.
- Improve connections between bus stops and pedestrian and bicycle infrastructure.
- Improve data accessibility in public spaces.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Transportation Authority, Pennsylvania Department of Transportation, Federal Highway Administration, Lehigh and Northampton Counties, 62 Municipalities, Educational Institutions, Community Advocates

Related Policies

1.2 2.1 2.2 2.3 2.5 4.3 4.5 5.1 5.3

Canal Trail Concept

Delaware & Lehigh National Heritage Corridor Trail — Eastside

Green infrastructure is an important part of reducing environmental impacts from stormwater and development. While existing stormwater infrastructure helps to prevent flooding, it often doesn't look attractive or do a good job of cleaning and filtering runoff before it ends up in our creeks, streams and rivers.

Constructing wetlands and rain gardens, such as converting the old canal bed, will help to clean and manage future stormwater, creating new habitats and improving the beauty of our communities.



Canal Bike Trail


Lehigh Canal

HEALTHY COMM

The Lehigh Valley is a relatively healthy place to live with great access to parks and open space, which contributes to the two counties ranking high statewide. However, many of these health benefits are unequally distributed, and overall public health has declined regionally in recent decades. Heart disease, diabetes, obesity and low physical activity are more concentrated in our lower income neighborhoods and communities of color, but decades of auto-oriented development have made healthy active lifestyles difficult for everyone. Our dependency on driving has also contributed to poor air quality that exacerbates conditions like asthma.

To improve public health, we need to design communities to encourage healthy living

This simple directive means fundamental changes to how we live and think about our communities. Things like regional bike trails and farmers markets are not just nice features, but are critical infrastructure that enables biking to work and improves access to fresh produce. Street trees and public parks don't just look beautiful, they cool neighborhoods during the summer, improve mental health and increase opportunities to socialize with neighbors. Seemingly little things like making sure sidewalks are available and in good condition can have major impacts because they increase choice and opportunity for everyone.

By focusing on people, rather than cars, we can make our communities more connected, socially vibrant and economically successful, while promoting healthy lifestyles.

UNITIES



Access to parks, recreation and open space reduces depression, anxiety and stress

Access to preventative care drastically reduces high blood pressure, diabetes and obesity

Having a walkable neighborhood promotes better health. A 25-minute walk to the corner store burns 150-200 calories, compared to 15-20 burned driving there

Commuter Trail Concept

Delaware & Lehigh National Heritage Corridor Trail — Westside

Regional trails provide excellent opportunities for active commuting and recreation for all people, while creating opportunities to connect to our heritage, natural areas and recreational opportunities. While commuting by car often leads to weight gain and added stress, biking or walking to work improves physical health, mental well-being and workplace performance.

High-quality trails make it easier to choose these healthy commuting options by providing safe routes between neighborhoods and regional destinations.




Lehigh River Access

5.3 Create community spaces that promote physical and mental health.

- Promote revitalization of walkable historic centers.
- Improve walkability of post-war centers.
- Ensure equitable access to fresh food and produce.
- Support urban farming and community gardens.
- Improve access to green spaces.
- Promote street trees and pedestrian-scale lighting.
- Strengthen sidewalk, bike route and trail infrastructure.
- Diversify park programming.

Themes



Implementation Partners

Lehigh Valley Planning Commission, Lehigh and Northampton Counties, 62 Municipalities, Health Organizations, Environmental Organizations, Housing Organizations, Community Advocates, Lehigh Valley Greenways

Related Policies

1.1 1.3 3.1 3.3 5.2 5.4

5.4 Promote development that complements the unique history, environment, culture and needs of the Valley.

- Promote context-specific design solutions.
- Encourage reuse of vacant and underutilized properties.
- Promote adaptive reuse of historic buildings.
- Strengthen historic main streets and cultural centers.
- Create public spaces that reflect and enhance local culture.
- Integrate visual and performing art into public space.
- Support community arts.

Themes



Implementation Partners

Lehigh Valley Planning Commission, 62 Municipalities, Historic Organizations, Arts Organizations, Tourism Organizations

Related Policies

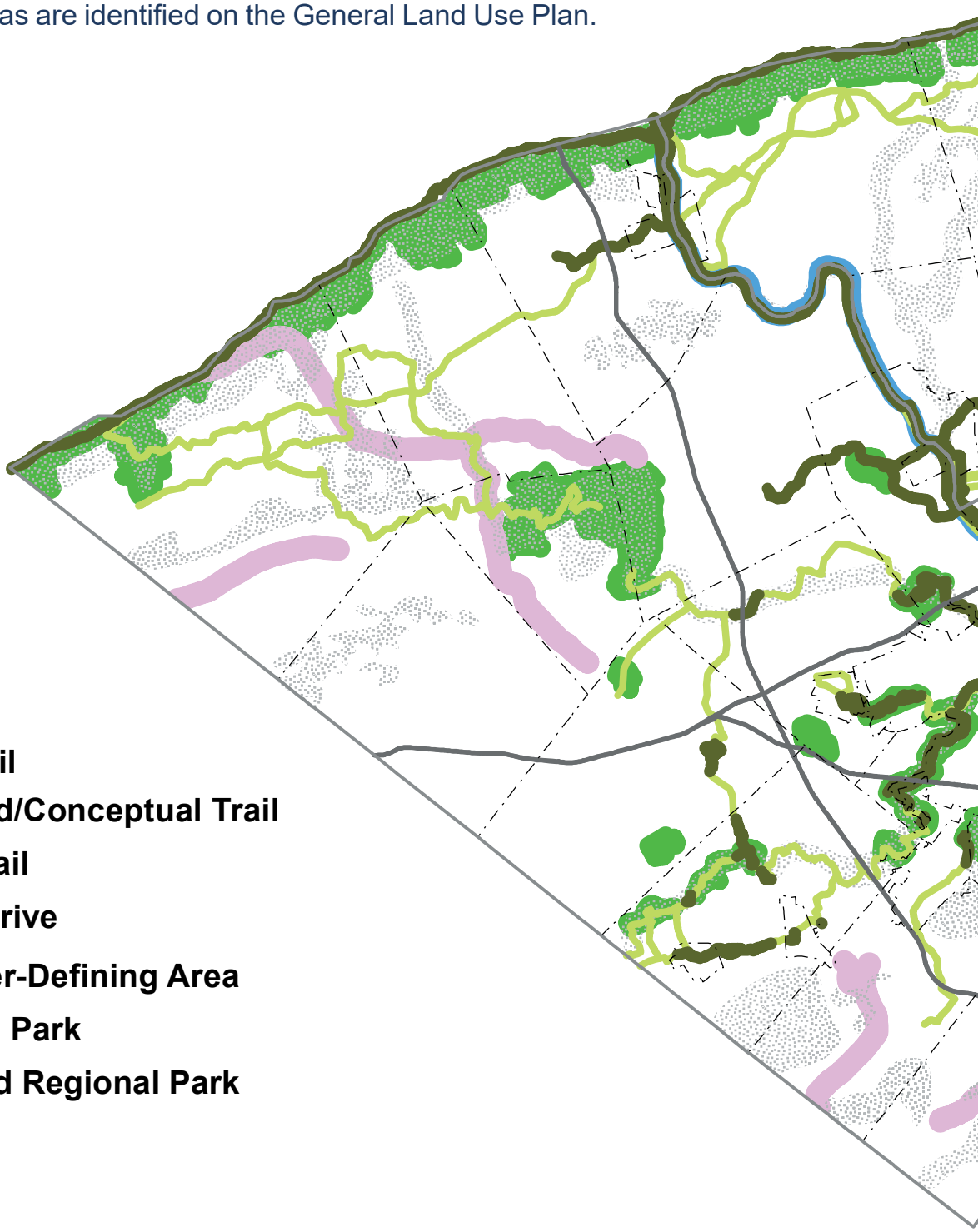
1.1 1.3 1.4 2.1 3.2 4.1 5.3

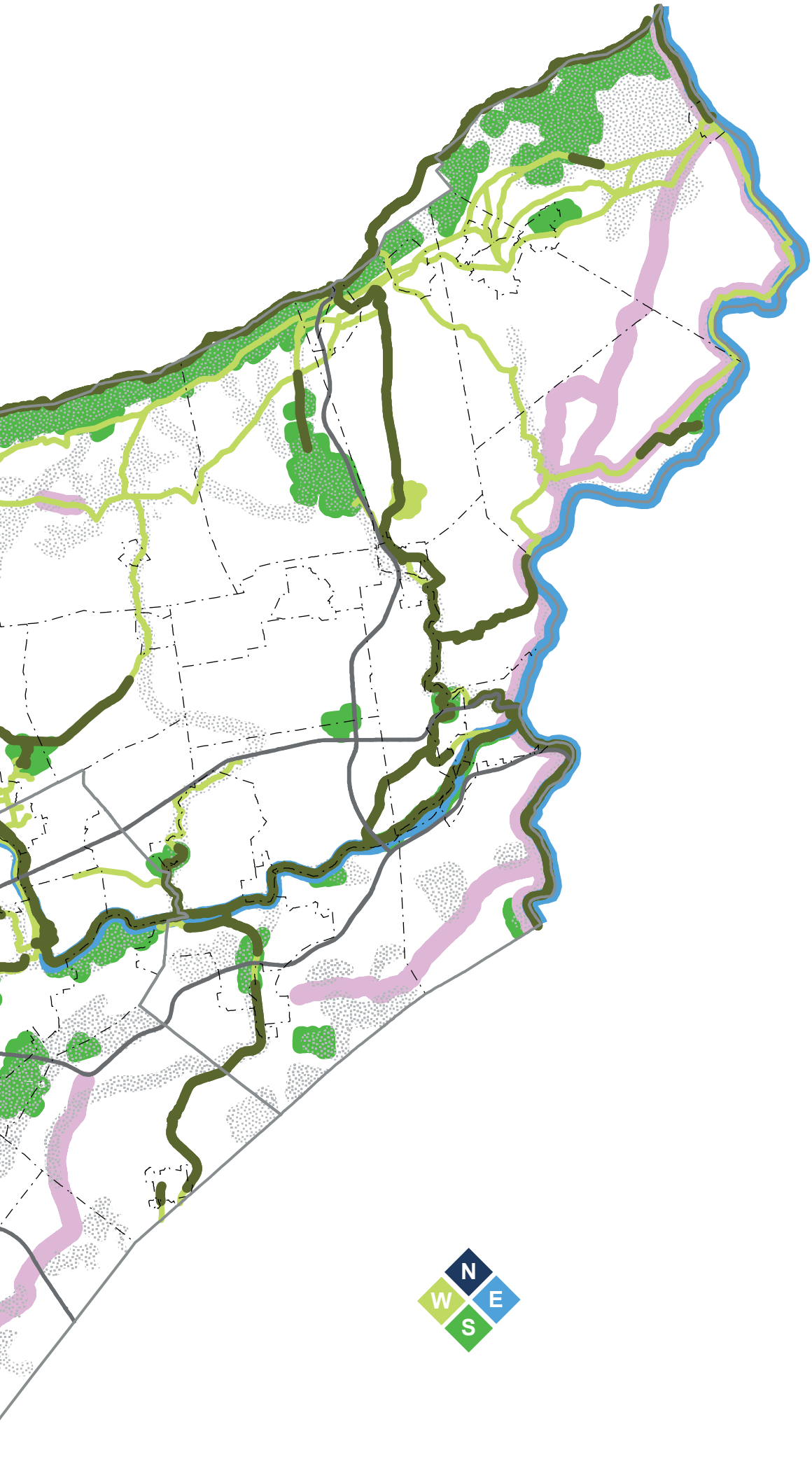
PARKS, OUTDOOR RECREATION, OPEN SPACE AND SCENIC PLAN

This plan shows major existing and planned park, recreation, open space and scenic facilities and is used to guide efforts by private organizations and government agencies to expand, improve and connect regional assets. The plan combines natural resources and scenic assets to identify Character-Defining Areas.

The LVPC uses this plan as an important component of proposal review and highly encourages projects that expand, improve or connect the network. Proposed improvements are compatible with any land use depicted on the General Land Use Plan.

Character-Defining Areas are identified on the General Land Use Plan.



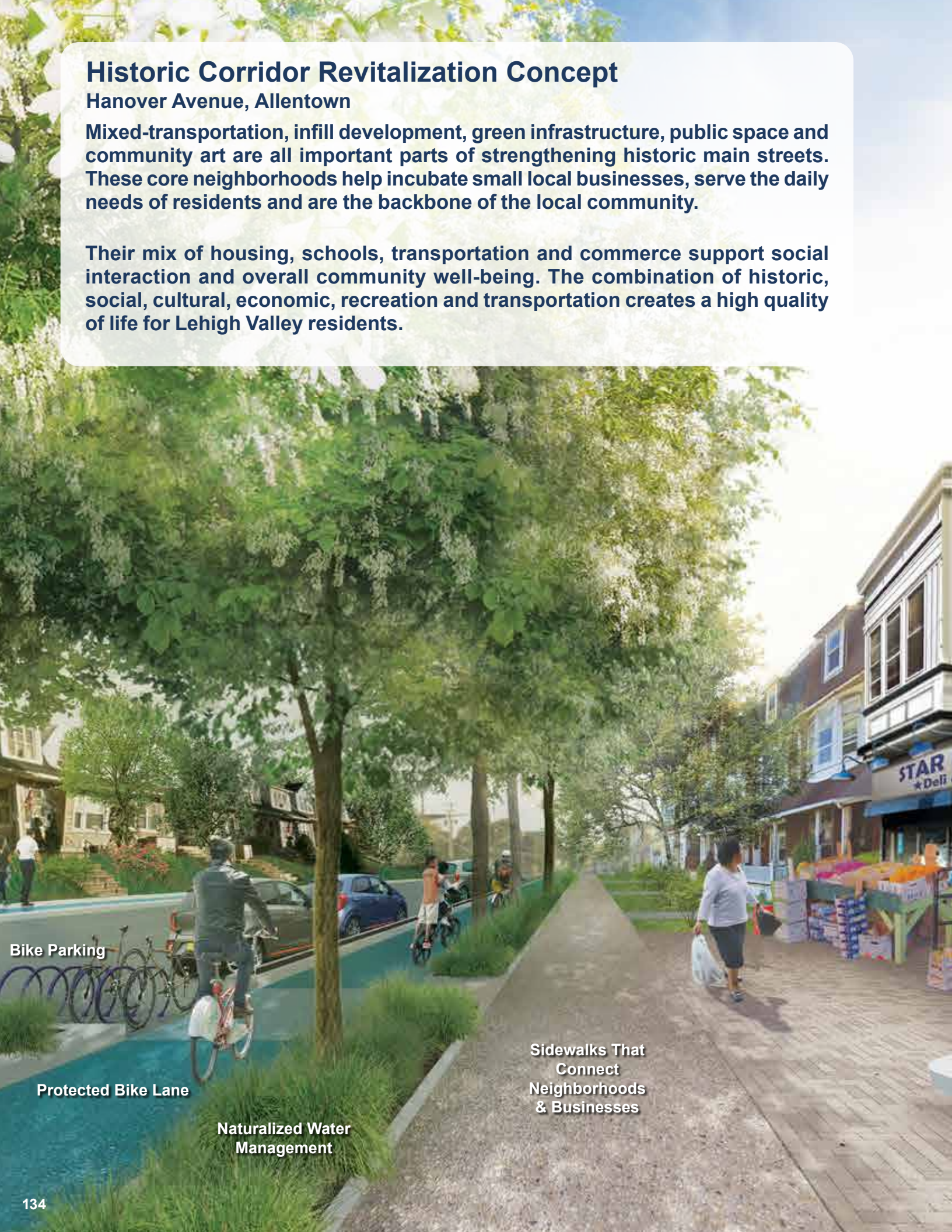

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Historic Corridor Revitalization Concept

Hanover Avenue, Allentown

Mixed-transportation, infill development, green infrastructure, public space and community art are all important parts of strengthening historic main streets. These core neighborhoods help incubate small local businesses, serve the daily needs of residents and are the backbone of the local community.

Their mix of housing, schools, transportation and commerce support social interaction and overall community well-being. The combination of historic, social, cultural, economic, recreation and transportation creates a high quality of life for Lehigh Valley residents.



Reuse Existing Buildings



Neighborhood Gathering Space

REGIONA
COLLABO

The Lehigh Valley is extremely successful, as evidenced by nearly “full employment,” development activity, city and borough revitalization and the continued desire for people to move to the region. Local leaders are advancing policy and investment around economic mobility, technology, housing attainability, rethinking infrastructure systems, climate change, resiliency, workforce training and education, among other key issues. The entire region is diligently preparing for the future.

However, no public, private or government entity can rise to the social, technological, environmental, economic, educational, health, equity or infrastructure changes, challenges or even opportunities on their own.

Most challenges, after all, span multiple jurisdictions. Carbon emissions don’t stop at city borders. Workers look for housing and jobs, consumers buy groceries and other goods, and parents seek out schools for their children across city, county and even state lines. Cities, suburbs and rural communities must work together to tackle the major issues of our time. The best local climate change plans will reflect regional commuting patterns and industry activities, just as the most effective economic strategies will connect neighborhoods to broader regional opportunities.

A unified voice is critical to state and federal governments and between local and county entities that supports revenue creation and innovative finance. Without a single message, the Lehigh Valley may miss out on vital opportunities to grow our economy, raise new revenue, pursue regulatory reforms and co-invest in shared regional priorities. Regional collaborations do already exist, but today’s economic and political realities demand more if our region is to remain an attractive and even envied place to live, work and play.

Thinking and acting regionally is key to our success, but notoriously difficult. Our region is not a single government, but instead is governed by dozens of elected officials, chief executive officers, philanthropists, educators, skills providers, neighborhood groups and other civic leaders, each of whom has different self-interests and priorities. Gathering these leaders together to agree on shared challenges and potential solutions—with action—requires significant time and resources.

Ultimately, successful regional initiatives carry political risk, can require millions of dollars of public and private funds and take years, or even decades to fully implement. Yet, the limits of single-jurisdiction approaches can be even more expensive.

AL ORATION

Five communities each owning $1 million ladder trucks within a ten-minute fire response radius is an example of inefficiency. With resources scarce, neighboring communities can strike agreements to collectively provide for police, fire and other critical services.

Without regional partnerships, individual municipal priorities can easily be dismissed by state and federal governments. But a single, organized message to Pennsylvania Legislators must be sent and reinforced to resolve the long-term $2.27 billion transportation funding shortage.

Regional collaborations that will guide the Lehigh Valley through the 21st century will need to:

- Trade traditional self-interest for shared regional aspirations.
- Unify leaders around land use, infrastructure, municipal revenue sharing, governance reforms, economic growth and inclusion.
- Rely on an expanded network of participants to create change, including businesses, non-profits, civic groups, interested members of the public and governments themselves.
- Recognize that regionalism has many forms and that subregional, multi-jurisdictional and regionwide approaches must be tailored to scale and to solve specific issues.

When the LVPC asked a roundtable of the region's Chief Executive Officers what the biggest threat to the region and their businesses is overall, there was resounding agreement that the inequitable educational system and a declining civic infrastructure were the top two concerns. These certainly are harder challenges and may be place-specific, but the larger impact is on a much greater scale. Neighborhood-level initiatives can work simultaneously with regional programs and businesses to build a healthier, prepared workforce living in safe and supported communities.

Overcoming challenges is not easy, quick or glamorous, and requires compound-complex thinking and cross-sector collaborations. However, regional leaders of all types have set high expectations. There's no reason why, through regional collaboration, we can't exceed them—together.

TO ACTION

At the core of the Lehigh Valley's success is the ability to agree to a common set of ideals that serve as a foundation for management, preservation and growth of the region. This is reflected in the Lehigh Valley's ability to overcome challenges like the decline in the demand for slate and closing of Bethlehem Steel. We have always come together during times of change—positive, negative and everything in between. We have evolved our organizational and management structures to adapt to changing needs. We've done it through the formation of organizations like the Lehigh Valley Planning Commission, Lehigh and Northampton Transportation Authority and Lehigh-Northampton Airport Authority. We've enhanced it with the development of multi-municipal partnerships like the Nazareth Area Council of Governments and Colonial Regional Police. We've built cross-industry partnerships through entities like the Workforce Board Lehigh Valley and Greater Lehigh Valley Chamber of Commerce, and we've marketed our many assets through Discover Lehigh Valley and the Lehigh Valley Economic Development Corporation.

In the face of so many future forces, whether it's globalization, the shared economy, energy diversification, living longer, or substantial population growth, we will do what we've always done: Rise to the challenge, innovate, adapt, evolve and succeed. We are a can do entrepreneurial region that values our people, families, communities, assets, environment, businesses, parks and recreation, farming and farmland, housing, buildings, educational and training institutions, land, transportation systems and connectivity. We value our history, too, and we don't revise it. We own it. We understand it. We accept that we do not need to destroy the past because it is already gone, just as we understand that the destruction of the past is one of the greatest of crimes.

We are substantive and never build on the passing novelty that plagues the fading regional beauties in other places. We are well-researched

and strategic in our thinking and actions. Who we are and what we are is our single strongest asset. We compete in a global marketplace well because of it. We manage our communities well because of it. We run our businesses well because of it. We are well-positioned for the future because of it. We can never lose sight of it, and this plan is key to the continued realization of our collective, collaborative, unified future.

The goals, policies and actions in *FutureLV: The Regional Plan* are built from a foundation of those ideals. It is a blueprint for a vibrant, sustainable, resilient and forward-moving region. The most successful regions in the US and World are built on collaboration, partnerships and a collective understanding that everyone is an owner. Our quality of life, culture and identity as the Lehigh Valley is challenged by the rapid population growth, explosion of transportation-based businesses and changes in technology and consumer preference, among other things. These factors will continue to grow, underpinning the need for change and asset management to become primary, overarching strategies to building and evolving the region to rise above the challenges and be prepared for a very advanced, technology-based economy and society. This starts with what designer, planner and educator, Bruce Mau, calls “fact-based optimism,” where we approach our current and future conditions from a perspective of possibility. We must start now. We must begin together. We must be leaders. We must create the Future Lehigh Valley we want and need. We are all owners.



Role of the Lehigh Valley Planning Commission and Lehigh Valley Transportation Study in Implementation

The LVPC has a leadership role in the implementation of goals, policies and actions of *FutureLV: The Regional Plan.* However, the plan is not a strategic organizational plan for the LVPC or the LVTS alone, but instead is a shared regional vision and global regulatory and policy guide for the entire Lehigh Valley community. The plan is for the region and by the region, as reflected in broad public participation through the entire plan development process.

The Lehigh Valley Planning Commission has several key roles in the implementation of *FutureLV: The Regional Plan,* including but not limited to:

- Implementation of formal county planning requirements outlined in the Pennsylvania Municipalities Planning Code, from advisory review of subdivision and land development plans to the writing of *FutureLV: The Regional Plan.*
- Coordinating, collaborating and supporting people, governments, non-profit organizations and private sector entities that share implementation responsibilities outlined in this plan and associated specific plans.
- Monitoring and communicating changes in the community, economy, environment, land use and other comprehensive plan elements that affect the functioning of the Lehigh Valley.
- Serving as a liaison and resource to local, county, state and federal governments and their boards, commissions and authorities on matters of land use, development, parks and recreation, planning, zoning and other matters outlined in this plan and supporting specific plans.
- Researching, writing and implementing specific plans, such as Act 167 stormwater management, green infrastructure, housing and parks, recreation and open space plans.
- Conducting new research and developing guidance documents, specific plans and supportive materials that assist in the implementation of *FutureLV: The Regional Plan*.
- Hosting and/or participating in events, information-sharing and collaborative ventures that implement *FutureLV: The Regional Plan*.
- Committing to the regular update of *FutureLV: The Regional Plan* to rise to the latest community needs, challenges and opportunities, ensuring a strategic, organized and well-prepared Lehigh Valley at all times.
- Serving as the managing entity and staff for the Lehigh Valley Transportation Study, a federally designated Metropolitan Planning Organization.

The Lehigh Valley Transportation Study serves as the Metropolitan Planning Organization for the region and has a variety of transportation planning and investment responsibilities, including but not limited to:

- Collection, analysis and reporting of PennDOT assigned traffic counts.
- Monitoring infrastructure conditions and roadway assets for strategic investments.
- Safety and high-crash data management and analysis for all modes of transportation.
- Coordination of funding and timeline changes to programmed projects on the Transportation Improvement Program.
- Utilizing performance measures to monitor the success of the transportation investment program.
- Transportation, demographic and economic analysis for coordination of transportation programs and scheduling of service with LANTA.
- Assistance in municipal and multi-municipal grant programs concerning transportation infrastructure investments, trail and recreational facilities, local roadway improvements and downtown revitalization efforts.
- Facilitation of public outreach and education on transportation-related programs.
- Coordination of a comprehensive planning process through PennDOT Connects.
- Freight transportation and intermodal freight planning.
- Partner with others and work on developing new ways to fund transportation and other critical community infrastructure maintenance, including asset management, repair, replacement and innovation that meets the goals, policies and actions of *FutureLV: The Regional Plan*.
- Planning and programming of transportation and transit projects for the Transportation Improvement Program, on a bi-annual basis.
- Maintaining and updating the Long-Range Transportation Plan, *FutureLV: The Regional Plan*, every four years, and the corresponding *Transportation Improvement Program* every two years.
- Measure, monitor and revise targets for Performance-Based Planning and Programming, as well as monitoring and reporting the progress for reaching Performance Management goals.
- Measure, monitor and revise strategies to mitigate congestion and improve air quality.
- Mitigating impacts of transportation and transit projects on equity and environmental justice populations consistent with federal regulations
- Monitoring, analyzing and developing materials and plans on current and future transportation issues, such as freight and vehicle electrification.
- Advancing Climate Action through carbon pollution reduction, clean energy deployment, and increasing multimodal transportation options, safety and accessibility
- Supporting and advancing safe and accessible transportation options through complete streets, commuter trails, age-friendly and healthy communities initiatives
- Measurement, monitoring and investment in balanced, safe and resilient transportation system through transportation-land use connectivity

KEY INIT

Several key planning initiatives have been identified for research and development, monitoring or updating specific projects or plans. These ideas are key to implementing *FutureLV: The Regional Plan* and should be considered for LVPC and LVTS planning programs.

- Integrated Water Resources Management Plan
- Comprehensive Lehigh Valley Act 167 Stormwater Plan
- Lehigh Valleywide Municipal Separate Storm Sewer (MS4) Action Plan
- Infrastructure Capital Improvements Assessment
- Water Supply and Sewage Facilities Plan
- Flood Insurance/Community Rating System Community Support
- Lehigh Valley Arts and Culture Plan Update
- Scenic/Viewshed Inventory and Plan
- Trail-Oriented Design Guide
- Regional Housing Plan Update
- Rural Design Guide
- Recreational Economy Plan
- Regional Density Increase Analysis
- Regional Carbon Reduction and Climate Action Plan
- Micromobility Assessment
- Routes 22, 33 and I-78 Interscape/ Naturalization Plan
- MacArthur Road Multimodal Corridor Redesign
- Area Plans for Mixed-Use Centers and Mixed-Transportation Corridors
- Alternative Fuels Plan and Deployment Strategy
- Regional Complete Streets Guide
- Autonomous Vehicle Planning
- Regional Bicycle and Pedestrian Wayfinding Plan
- Small Cell Technology Design Guide
- Equity, Environmental Justice and Access Opportunity Planning Enhancements
- Expanded Lehigh Valley Government Academy
- Greyfields and Retail Conversion Redevelopment Guide
- Transportation Safety, Management and Operations Plan Development
- Drop-off and Loading Zone Guide

TIATIVES

- Freight Facilities and Impacts Guide
- Smart Regions Planning and Integration
- Roadway Functional Classification Designations Revisions
- Mega-Regional Freight Plan
- Truck Parking Location Monitoring and Expansion Planning
- Regionally Significant Freight Routes Prioritization and Designation
- US Route 22 Mobility, Safety and Congestion Management Plan Plan
- US Route 22 as an Interstate Highway Designation Exploration
- Public Engagement Enhancements
- Local Technical Assistance Training and On-Site Assistance Program Expansion
- Land Use for Enhance Bus/Bus Rapid Transit Planning
- Multimodal Accessibility Analysis and Revised Investment Strategy
- Commuter Trails and Gaps Prioritization and Designation
- DataLV Regional Data Resource Web Portal Expansion
- Economic Development District Designation Application
- Permanent Climate Action Partnership Organization, Establishment and Management
- Carbon Pollution Reduction Deployment and Investment Strategy
- Transportation Safety Plan and Investment Strategy Revision
- Transportation Disruption and Mobility Hazard Mitigation Planning

SUBDIVISION AND LAND DEVELOPMENT, PLAN, ORDINANCE, OFFICIAL MAP AND IMPACT REVIEWS

One of the key county planning responsibilities granted by the Pennsylvania Municipalities Planning Code is to provide guidance to the region on the potential impacts of proposed subdivision and land development projects, municipal, school district and utility plans, maps, ordinances and associated impact fees.

Municipal governments in Pennsylvania have the “final say” on all subdivision and land development activities, zoning matters and local comprehensive and specific plans. The important role that the LVPC plays comes from the fact that the Pennsylvania Municipalities Planning Code does not give authority to any local government to act upon a development in a neighboring community. In cases where a property boundary extends across municipal borders, each community acts on the basis of its own regulations. In cases where municipalities have agreed to create and implement a multi-municipal plan, the local governments are authorized to coordinate at a minimum and even create a single zoning ordinance. Municipal and multi-municipal plans must be consistent with *FutureLV: The Regional Plan*. The interrelationships and cooperation outlined in the state statute between the LVPC and local governments help shape optimal outcomes for the region.

The LVPC utilizes *FutureLV: The Regional Plan* as well as statistics, analyses, goals, objectives, policies and specific plans for the Commission and Lehigh and Northampton counties to assess the regional impact of proposed physical, policy and regulatory changes to the Lehigh Valley.

The Lehigh Valley Planning Commission reviews proposals and comments on the following:

- Subdivision plans
- Land development plans
- School facility plans
- Utility extensions, changes and permits
- Sewage facilities plans
- Water withdrawal permits
- Solid waste permits
- Municipal comprehensive plans
- Multi-Municipal comprehensive plans
- Municipal agricultural security area designations
- Municipal zoning ordinances, amendments and maps
- Municipal official maps
- Agricultural easements
- Open space and recreation acquisition proposals
- Municipal parks, recreation and open space plans
- Traffic impact studies
- Municipal transportation impact fee ordinances
- Municipal street vacations
- Municipal subdivision and land development ordinances
- Serves as municipal planning staff in communities without a comprehensive plan or subdivision and land development ordinance.

LAND USES OF REGIONAL SIGN

While every change to the land has an impact, some have a greater effect than others, requiring more detailed review and analysis by the Lehigh Valley Planning Commission. Land Uses of Regional Significance (LURS) have substantial impacts that may cross municipal boundaries and can impact the transportation system, critical natural features and habitats, water management, school enrollment, government and non-profit services, utility capacity, parks and recreational facilities, air quality, and the economy—among all other aspects of the region's functionality and quality of life.

County planning agencies are given broad review authority under the Pennsylvania Municipalities Planning Code to assess these impacts on the community and to forward comments and suggestions to the municipal government(s) where LURS are proposed and to those that may be affected.

LURS receive special attention during the subdivision and land development review process. The Lehigh Valley Planning Commission will:

- Review and comment on the governmental and intergovernmental impacts of land uses of regional significance based on planning goals and policies outlined in *FutureLV: The Regional Plan* as well as applicable Pennsylvania Act 167 stormwater management plans, climate, energy, green infrastructure, greenways, livable landscapes, parks, recreation and open space, historic and cultural assets, housing, blight reversal and remediation, farmland preservation, environmental justice, equity, freight, transportation and traffic safety, multimodal transportation data and plans, among other LVPC, Lehigh County and/or Northampton County adopted goals and policies.
- Send reviews to all potentially impacted municipalities and agencies.
- Call on entities proposing land uses of regional significance to conduct studies that clearly indicate environmental, land use, transportation and other impacts on all municipalities that may be affected by a development.
- Provide mediation services to municipalities desirous of such services consistent with the provisions of the Pennsylvania Municipalities Planning Code.

NIFICANCE

Land Use Category	Minimum Criteria
Major Shopping Center	Greater than 200,000 square feet
Large Residential Developments	Greater than 300 dwelling units
Office Buildings	Greater than 100,000 square feet
Mixed-Use Developments	Greater than 100,000 square feet or 50,000 square feet and 150 dwelling units
Regional Entertainment or Resort Complexes	All
Regional Recreation Complexes	Identified in an LVPC inventory or plan
Educational Facilities	All (including dormitories)
Medical Facilities	Greater than 100,000 square feet
Research and Development Facilities	Greater than 100,000 square feet
Warehouse, Logistics and Storage Facilities, Freight Facility, Local Freight Generator	Greater than 250,000 square feet or a.) any proposed development located more than 1,320 feet from an interstate, principal arterial, freeway or expressway interchange, as defined by the Pennsylvania Department of Transportation functional classification system, b.) any proposed development located outside the defined Development Area as illustrated in the FutureLV General Land Use Plan
Regional Freight Center, Intermodal Freight Facility, or Port attracting or producing freight trips regardless of mode	All
General Industrial Facilities	Greater than 50,000 square feet
Major Industrial and Office Parks	Greater than 50 acres (phased or unphased)
Major Redevelopment	Five acres or 100,000 square feet
Mines and Related Activities	All
Airports	All
Railways and Rail Facilities	All
Power Plants	All
Landfills and other Solid Waste Facilities	All

GUIDING ORDERLY DEVELOPMENT AND

Overall, the goal of the LVPC, counties and local governments is to minimize negative impacts associated with subdivisions, land developments and the regulatory environment in general. Additionally, a clear historic, current and future commitment to the renewal, revitalization and redevelopment of communities, groups of parcels, specific tracts of land and infrastructure is critical to the health, safety and public welfare of the region. This latter commitment to the reuse and repurposing of developed property is key to meeting all of the goals in *FutureLV: The Regional Plan*.

GROWTH,
D REDEVELOPMENT

The Lehigh Valley Planning Commission will:

- Commit to providing high-quality, reliable research, statistics, data, information and analysis that supports the goals, policies and actions of the region.
- Review, gather data, analyze and report changes to the land, environment, economy, utilities, water supply, community facilities, farmland preservation, housing, agriculture, transportation, equity, historic preservation, arts and cultural assets, energy conservation and diversification, educational systems and future forces.
- Support the reuse, revitalization, repurposing and redevelopment of developed property in preference to new development on greenfield sites.
- Support the use of public programs, public-private partnerships, public-private-non-profit partnerships, and incentive innovations for the renewal and redevelopment of places and communities over greenfield sites.
- Promote consistency with *FutureLV: The Regional Plan*.
- Review and comment on local, county, regional, state and federal plans, policies, regulations and programs as they relate to the implementation of *FutureLV: The Regional Plan*.
- Coordinate land use and development across the Lehigh Valley based on *FutureLV: The Regional Plan*.
- Facilitate open, equitable public dialogue on comprehensive planning and utilize this information as the basis for LVPC and LVTS work.
- Partner with others and work on developing new ways to fund transportation and other community critical infrastructure maintenance, asset management, repair, replacement and innovation that meet the goals, policies and actions of *FutureLV: The Regional Plan*.

TRANSPORTATION FUNDING

The Long-Range Transportation Plan (LRTP) spans 25 years, beginning in 2024 and continuing through 2050, with a funding plan of $4,323,562,019. However, that regional funding is supplemented by $525,583,765 in state and federal grant money, and money specifically targeted for the interstate system. That brings the total funding projected to flow into the Lehigh Valley by 2050 to $4,849,145,784.

The LRTP is **not** a defined budget, but rather a long-term funding plan of how to spend money that is projected to be available in those future years. It is "fiscally constrained," which means that only enough projects can be planned that match the funding that is reasonably expected to arrive in those years. As federal and state infrastructure investment programs change and as local governments, non-profits and the private sector secure grant funding the regional pool of resources grows. In other words, projects and plans in the short, mid-term and long-range lists are priorities that the region can reasonably expect to achieve over the next 25 years.

The budget for projects and programs included in the Long-Range Transportation Plan was determined by referencing years 2022-2023 of the existing Transportation Improvement Program (TIP), years 2024-2036 of the 2025 Financial Guidance 12-year expenditure projections published by the Pennsylvania Department of Transportation, and years 2037-2050 projections of future funding at a 3% inflation rate. Even with nearly $4.9 billion in anticipated funding, $2,679,345,862 in unmet needs exist in the Lehigh Valley today.

FUNDING STAGES	YEAR RANGE	PROJECTED BUDGET	DESCRIPTION
SHORT-RANGE	2024 - 2028	$633,508,000	Comprised of programming for projects planned for the years of 2024-2028, including the projects already funded in the current TIP. Considered high-priority, with phases of work started or completed during the four-year Program timeframe.
MID-RANGE	2029 - 2036	$1,090,408,980	Comprised of projects planned for the years of 2029-2036, including some projects that may have been started during the 2024-2028 Transportation Improvement Program, but were not completed, as well as projects listed on the State Transportation Commission's 2023 Twelve-Year Program. The Twelve-Year Program project list is determined by anticipated project completion timetables, goals and targets for infrastructure through a policy-driven decision process based upon performance conditions and statewide asset needs.
LONG-RANGE	2037 - 2050	$2,599,645,039	Comprised of projects programmed, but not completed, during the State Transportation Commission's Twelve-Year Program, as well as candidate projects or plans selected from the FutureLV Transportation Needs Assessment performed in partnership with all 62 municipalities, the Pennsylvania Department of Transportation, Regional agencies, private and public partners, under the direction of the Lehigh Valley Transportation Study (LVTS).
UNMET NEEDS	2024 - 2050	N/A	Plans and projects that could not be funded with anticipated funding resources. These plans and projects are priorities for the region and funding from local capital improvements, grant, loan programs, larger state and federal infrastructure investment sources or public-private partnerships can be pursued. In the case of projects that need tens of millions or more than a billion dollars to complete, region resources will not be enough and funding outside of or in addition to the Metropolitan Planning Organization's allocation are typically needed.
OTHER FUNDING SOURCES	2024 - 2028	$525,583,765	In addition to the regional allocation, these are federal interstate, railroad crossing safety and state and federal multimodal grant funds.

Transportation Needs Assessment

The Transportation Needs Assessment was a formal process for public outreach to municipalities and potential project sponsors, fulfilling State Long-Range Transportation Plan goals of extensive public and stakeholder involvement in project programming. The Lehigh Valley's expansive public engagement process included 24 meetings, between February 27 and March 24, 2024, with municipal officials, community leaders, residents and regional agency stakeholders in all 62 municipalities, to gather project requests and community priorities.

During the course of those 22 sub-regional public meetings and two regionwide public meetings, roughly 300 projects were submitted. They were added to the funded projects in the existing LRTP, and the current Transportation Improvement Program, as well as a lengthy list of previously submitted projects that could not be funded, titled the "unmet needs list." All together, it added to more than 600 projects.

The projects were then vetted to determine their eligibility for federal and state funding, using a complex evaluation model that used more than 40 data sets to determine everything from safety, to bridge conditions to proximity to underserved or disadvantaged communities, to how it would impact the environment. Setting priorities of which projects would be planned for potential funding was based on established federal and regional goals of safety, asset management, equity and environmental justice, freight movement, economic vitality, congestion reduction, and overall cost effectiveness, considering the available funding.

Ultimately, the LVTS held public workshops June 16, 23, 30 and August 3, 2023 to discuss every project and the scoring system to determine which projects would be funded and in what funding range.

Funding Categories

The projects were put into 10 funding categories, and each category receives funding that can be used only for projects in that category.

The categories are:

Bridges	**Pg. 154**
Road	**Pg. 168**
Road Reconstruction, Modernization and Automation	**Pg. 179**
Roadway Expansion	**Pg. 199**
Multimodal	**Pg. 205**
Planning + Research	**Pg. 215**
Safe Routes to School	**Pg. 220**
Rail	**Pg. 221**
Transit	**Pg. 222**

The following charts include all of the projects in the Long-Range Transportation Plan, and the time ranges in which they are expected to be funded. Projects with funding listed as “Unmet Needs” are projects in which funding has not been identified to pay for them.

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Hollenbach Road (State Route 4009) Bridge - Rehabilitation/replacement	Lowhill Township	L	$2,000,000				PennDOT
Cementon Bridge - Bridge replacement	Whitehall Township	L	$1,000,000				PennDOT
Vera Cruz Rd Bridge over Hosensack - Bridge rehabilitation/replacement	Upper Milford Township	L	$20,000				PennDOT
Donats Peak Road Bridge - Bridge rehabilitation/ replacement	Lynn Township	L	$20,000				PennDOT
Frost Hollow Road/ Tributary of Delaware River - Bridge rehabilitation/ replacement	Forks Township	N	$20,000				PennDOT
Richmond Bridge - Bridge rehabilitation/replacement	Washington Township	N	$614,300				PennDOT
Meadows Road Bridge (County Bridge 15) - Bridge rehabilitation/ replacement	Lower Saucon Township	N	$3,400,000				Northampton County
Indian Trail Road over Hokendauqua Creek - Bridge rehabilitation/ replacement	Allen Township	N	$100,000				PennDOT
Maple Drive over Tributary to Bertsch Creek - Bridge rehabilitation/replacement	Lehigh Township	N	$324,000				PennDOT
Farmersville Road Bridge over US Route 22 - Bridge replacement/rehabilitation	Bethlehem Township	N	$4,200,000				PennDOT
Indian Creek Road over Leibert Creek - Bridge rehabilitation/replacement	Upper Milford Township	L	$1,500,000				PennDOT
Breinigsville Road over Breinig Run - Bridge rehabilitation/replacement	Upper Macungie Township	L	$20,000				Upper Macungie
Williams Township Canal Wall Replacements - Retaining wall replacements	Williams Township	N	$3,050,000				PennDOT
Mill Road over Tributary to Saucon Creek - Bridge rehabilitation/replacement	Upper Saucon Township	L	$365,820				PennDOT
State Route 143 over Tributary Ontelaunee - Bridge rehabilitation/ replacement	Lynn Township	L	$20,000				PennDOT
Mosserville Road over Ontelaunee Creek - Bridge rehabilitation/replacement	Lynn Township	L	$1,250,000				PennDOT
Belvidere Road over Tributary to Delaware River - Bridge rehabilitation/ replacement	Lower Mount Bethel Township	N	$20,000				PennDOT
Lower South Main Street over Martins Creek - Bridge rehabilitation/ replacement	Washington Township	N	$3,300,000				PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Newburg Road (State Route 3020) over Tributary to Monocacy Creek - Bridge rehabilitation/replacement	Lower Nazareth Township	N	$6,700,000				PennDOT
Newburg Road (State Route 3020) over East Branch Monocacy Creek - Bridge rehabilitation/ replacement	Upper Nazareth Township	N	Funds reside with project above				PennDOT
Washington Street over Brush Meadow Creek - Bridge rehabilitation/ replacement	Bangor Borough	N	$1,190,000				PennDOT
State Route 512 Bridge - Beth-Bath Pike over Monocacy Creek - Rehabilitation/replacement bridge over the Monocacy Creek, north of Locust Road	East Allen Township	N	$3,250,000				PennDOT
Hecktown Road Bridge over US Route 22 - Bridge rehabilitation, superstructure replacement	Bethlehem Township	N	$4,250,000				PennDOT
Country Club Road over US Route 22 - Bridge rehabilitation/replacement	Bethlehem Township	N	$450,000				PennDOT
Kernsville (State Route 4003) Road Bridge - Bridge rehabilitation/ replacement	North Whitehall Township	L	$965,000				PennDOT
Hill-to-Hill Bridge Rehabilitation - Bridge rehabilitation	City of Bethlehem	L	$37,673,097	$32,151,903			PennDOT
Easton Road (State Route 2006) over Saucon Creek East Branch - Bridge rehabilitation/replacement	Lower Saucon Township	N	$2,140,000				PennDOT
South Walnut Street Bridge - Bridge replacement	Slatington Borough	L	$6,577,580				PennDOT
Main Street (State Route 873) & Walnut Street Intersection Improvements - Realignment and reconstruction of State Route 873/Walnut Street intersection	Slatington Borough	L	Funds reside with project above				PennDOT
Fifth Street (State Route 1029) Bridge - Bridge replacement	Whitehall Township	L	$8,000,000				PennDOT
State Route 33 Bushkill Creek Bridges - Bridge replacement	Stockertown Borough	N	$8,786,685				PennDOT
Howertown Road Bridge - Bridge rehabilitation/ replacement	Allen Township	N	$560,000				PennDOT
Lehigh Gap Bridge Repairs - Bridge repairs on the Lehigh Gap Bridge	Washington Township	L	$7,000,000				PennDOT

LONG-RANGE TRANSPORTATION PLAN | BRIDGES

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Race Street over Lehigh River - Bridge rehabilitation/ replacement	Whitehall Township	L	$60,000				PennDOT
Powder Valley Road over Indian Creek - Bridge rehabilitation/replacement	Upper Milford Township	L	$965,000				PennDOT
Raubsville Road (State Route 2006) over Frey's Run - Bridge replacement of Raubsville Road over Frey's Run	Williams Township	N	$1,968,750				PennDOT
Lehigh Valley Transportation Study Bridge Preserve & Repair 6 - Bridge preservation/ rehabilitation contract for Lehigh Valley Area	Various	N	$100,000				PennDOT
Old Carriage Road (State Route 3018) Bridge Replacement - Old Carriage Road (State Route 3018) over Tributary to Catasauqua Creek bridge replacement	East Allen Township	N	$100,000				PennDOT
Box Culvert Bundle-Round 1 - Box culvert replacements	Various	N	$3,600,000				PennDOT
Box Culvert Bundle-Round 2 - Box culvert replacements	Various	L	$4,740,000				PennDOT
Church Road Newside over Tributary to Mill Creek - Bridge rehabilitation	Heidelberg Township	L	Funds reside with project above				PennDOT
West Scenic Drive over Branch Hokendauqua - Bridge rehabilitation	Moore Township	N	Funds reside with project above				PennDOT
Bushkill Drive over a Tributary to Bushkill Creek - Bridge rehabilitation	Bushkill Township	N	Funds reside with project above				PennDOT
Mountain Road over Horn Creek - Bridge rehabilitation	Bushkill Township	N	Funds reside with project above				PennDOT
South Hoch Road Bridge - Bridge rehabilitation/ replacement of Bridge Key 28783	Moore Township	N	Funds reside with project above				PennDOT
North Hoch Road Bridge - Bridge rehabilitation	Moore Township	N	Funds reside with project above				PennDOT
North Dauphin Street (State Route 1007) over Tributary to Lehigh River - Preventative maintenance activities	City of Allentown	L	$65,000				PennDOT
Jordan Creek Bridge Replacement - Bridge rehabilitation/replacement	City of Allentown	L	$10,000,000				PennDOT
Lehigh Valley Transportation Study Bridge Preservation #7 - Bridge preservation contract	Various	N	$5,000,000				PennDOT

LONG-RANGE TRANSPORTATION PLAN | BRIDGES

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Lehigh Valley Transportation Study Bridge Preservation & Repair 8 - Bridge preservation contract	Various	L	$5,000,000				PennDOT
Bridge Overlay Bundle #2 - Preventative maintenance	Various	N	$500,000				PennDOT
Main Street over Tributary to Martins Creek - Box culvert replacement	Lower Mount Bethel Township	N	$20,000				PennDOT
South Hokendauqua Drive over Hokendauqua Creek - Box culvert replacement	Moore Township	N	$20,000				PennDOT
County Bridge Reserve Line Item - County bridge rehabilitation/replacement/ preservation	Various	L/N	$4,639,933	$860,067			Lehigh, Northampton
Municipal Bridge Line Item - This line item will provide funds for rehabilitation, replacement, or preventative maintenance activities of municipal bridges that are identified through a regional review and selection process	Various	L/N	$4,639,933	$860,067			LVTS
Bogert's Bridge Rehabilitation - Rehabilitation of Bogert's Covered Bridge	City of Allentown	L	$1,300,000				City of Allentown
Fish Hatchery Road (State Route 2010) - Rehabilitation/replacement of bridge over Little Lehigh Creek	City of Allentown	L	$2,400,000				PennDOT
Limeport Pike Bridge Replacement - Over Hosensack Creek	Lower Milford Township	L	$1,950,000				PennDOT
Church Road (State Route 1016) - Rehabilitation/ replacement of bridge over tributary to Bushkill Creek	Plainfield Township	N	$1,450,000				PennDOT
Lower Saucon Road (State Route 2001) - Rehabilitation/replacement of bridge over East Branch of Saucon Creek	Lower Saucon Township	N	$1,550,000				PennDOT
Box Culvert Bundle #5 - Rehabilitation/replacement of box culverts in Lehigh and Northampton counties	Various	L/N		$7,500,000			PennDOT
Bridge Preventive Line Item - Bridge preservation in Lehigh and Northampton counties	Various	L/N		$3,589,189			PennDOT
Freight Impacted Bridges Line Item - Critical bridge repairs, including emergency rehabilitation and maintenance	Various	L/N		$11,500,000			LVTS

LONG-RANGE TRANSPORTATION PLAN | BRIDGES

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Northampton County Bridge Reserve Line Item - County bridge rehabilitation/replacement/ preservation	Various	N			$2,450,384		LVTS
Northampton County Bridge Rehabilitation/ Replacement/ Preservation - County bridge rehabilitation/ replacement/preservation related to climate change	Various	N				$5,736,736	LVTS
Lehigh County Bridge Reserve Line Item - County bridge rehabilitation/ replacement/preservation	Various	L			$2,450,384		LVTS
Lehigh County Bridge Rehabilitation/ replacement/Preservation - County bridge rehabilitation/replacement/ preservation related to climate change	Various	L				$5,736,736	LVTS
Hamilton Street Bridge - Rehabilitation/replacement of bridge carrying Hamilton Street over railroad tracks and Jordan Creek	City of Allentown	L		$16,374,239			Lehigh County
Front Street (State Route 1015) Bridge - Rehabilitation/replacement of Front Street bridge over abandoned railroad	City of Allentown	L		$768,174			Transportation Improvement Program
Fourth Street Bridge - Replacement of bridge carrying Fourth Street in the City of Allentown over Sumner Avenue and Jordan Creek	City of Allentown	L		$16,374,239			Lehigh County
Reading Road Bridge - Rehabilitation/replacement of bridge carrying Walnut Street over Cedar Creek	City of Allentown	L		$5,116,950			Lehigh County
State Route 611 Bridge - Rehabilitation of bridge over Lehigh River	City of Easton	N		$5,000,000			PennDOT
State Route 329 Bridge over Hokendauqua Creek - Rehabilitation/replacement of bridge over Hokendaqua Creek	Northampton Borough	N		$5,000,000			PennDOT
Hamilton Street Bridge - Rehabilitation/replacement of bridge carrying Hamilton Street over Albert Street, railroad tracks and Lehigh River	City of Allentown	L		$60,000,000			Lehigh County
Union Boulevard Bridge (State Route 1002) - Rehabilitation/replacement over former New England Railroad	City of Allentown	L		$3,400,000			City of Allentown

LONG-RANGE TRANSPORTATION PLAN | BRIDGES

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Northampton County Bridge #168 - Removal of closed High Street Bridge that previously connected Glendon Borough to Hugh Moore Park in City of Easton	Glendon Borough	N		$2,300,000			Northampton County
US Route 22 Bridge over Bushkill Creek - Cemetery Curve Bridge rehabilitation or deck replacement	City of Easton	N		$10,907,163	$19,794,537		PennDOT
Northampton County Bridge #19 - Rehabilitation/ replacement of Seidersville Road Bridge	City of Bethlehem	N			$16,374,239		Northampton County
Main Street Ramp Bridge Rehabilitation - Rehabilitation of bridge to connect to Main Street from State Route 378	City of Bethlehem	L			$20,467,799		City of Bethlehem
Lehigh Gap Road (State Route 873) Improvements - Rehabilitation/replacement of box culvert over tributary to Lehigh River	Washington Township	L			$1,290,000		PennDOT
Friedensville Road (State Route 3004) - Rehabilitation/replacement of bridge over Black River	Lower Saucon Township	N			$1,500,000		PennDOT
Canal Park Bridge - Rehabilitation/replacement of bridge over Lehigh Canal	City of Allentown	L			$2,050,000		City of Allentown
South 10th Street Bridge - Rehabilitation/replacement of bridge over Little Lehigh Creek	City of Allentown	L			$3,250,000		City of Allentown
8th Avenue Bridge Replacement - Replacement of bridge over abandoned Norfolk Southern railroad tracks	City of Bethlehem	L			$2,800,000		PennDOT, City of Bethlehem
Pine Street Bridge - Spanning the Lehigh River between Whitehall Township and Catasauqua Borough	Whitehall Township, Catasauqua Borough	L			$80,531,161		Lehigh County
Glendon Hill (Hugh Moore Park) Bridge - Provide access to Hugh Moore Park and the National Canal Museum	City of Easton	N	$2,326,903				Transportation Improvement Program
State Route 512 - Rehabilitation/replacement of bridge over Brushy Meadow Creek	Bangor Borough	N			$38,205		State Transportation Commission

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Silver Creek Culvert - Rehabilitation/replacement of culvert carrying Silver Creek under Main Street (State Route 412) to mitigate effects of flooding on adjacent streets in the Borough during extreme weather events	Hellertown Borough	N			$6,500,000		Hellertown Borough
South 5th Street Bridge - Rehabilitation/replacement of bridge over Trout Creek	City of Allentown	L			$2,550,000		City of Allentown
Schreiber's Bridge - Rehabilitation/replacement of bridge carrying Lehigh Parkway East over Little Lehigh Creek	City of Allentown	L			$4,000,000		City of Allentown
Market Street (State Route 512) Improvements - Realignment of State Route 512 at intersection of North Main Street to improve safety and reduce congestion	Bangor Borough	N			$5,175,231		PennDOT
South Main Street Bridge - Replacement of bridge over Martins Creek	Bangor Borough	N			$4,435,912		PennDOT
State Route 145 Bridge Replacement - Replacement of bridge over Fells Creek	North Whitehall Township	L			$2,100,000		PennDOT
Easton Road Bridge - Rehabilitation of bridge over tributary to Delaware River	Lower Mount Bethel Township	N			$38,205		State Transportation Commission
Hamilton Boulevard (State Route 222) - Rehabilitation/ replacement of box culvert over Breinig Run	Upper Macungie Township	L			$1,950,000		PennDOT
Main Street (State Route 2025) - Rehabilitation/ replacement of bridge over Little Bushkill Creek	Stockertown Borough	N			$2,500,000		PennDOT
Interstate 78/State Route 309 - Rehabilitation/ replacement of bridge over Fish Hatchery Road (State Route 2010) and Little Lehigh Creek (Lehigh Parkway)	City of Allentown	L			$20,000,000		PennDOT
Main Street (State Route 2025) Bridge - Rehabilitation/replacement of bridge over Little Bushkill Creek	Stockertown Borough	N			$2,400,000		Stockertown Borough
Schantz Road (State Route 2015)/Tributary Cedar Creek Bridge - Rehabilitation/replacement of the Schantz Road bridge over tributary to Cedar Creek	Upper Macungie Township	L			$3,399,200		Transportation Improvement Program

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Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Jacksonville Road Bridge - Rehabilitation/replacement of bridge over Monocacy Creek	East Allen Township	N			$2,800,000		East Allen Township
State Route 248 Bridge over Indian Creek - Rehabilitation/replacement near Indian Trail Park	Lehigh Township	N			$4,560,000		PennDOT
Tatamy Road Bridge Replacement - Replacement of bridge over Schoeneck Creek	Palmer Township	N			$1,000,000		PennDOT
Park Avenue Bridge - Rehabilitation of bridge over tributary to Mill Creek	Heidelberg Township	L			$38,205		State Transportation Commission
Palm Road (State Route 2029) Bridge Replacement - Replacement of bridge over Indian Creek	Lower Milford Township	L			$5,116,950		PennDOT
Huckleberry Road (State Route 4004) Bridge Replacement - Replacement of bridge over tributary to Jordan Creek	South Whitehall Township	L			$3,070,170		PennDOT
State Route 143 Bridge Replacement - Replacement of bridge over tributary to Ontelaunee Creek	Lynn Township	L			$3,070,170		PennDOT
Water Street Culvert - Rehabilitation/replacement of culvert on east end of Eberhart Road at Water Street and adjacent to Lehigh River	Whitehall Township	L			$204,678		Whitehall Township
Kings Highway (State Route 143) - Rehabilitation/replacement of box culvert over Tributary to Ontelaunee Creek	Lynn Township	L			$975,000		PennDOT
Lackawanna Trail (State Route 611) - Rehabilitation/replacement of box culvert over tributary to Delaware River	Williams Township	N			$1,040,000		PennDOT 12 Year Plan
Union Boulevard (State Route 1002) - Rehabilitation/replacement of bridge over abandoned railroad	City of Allentown	L			$3,400,000		PennDOT
Wood Street Bridge - Rehabilitation/replacement of bridge over Catasauqua Creek	Catasauqua Borough	L			$1,100,000		Catasauqua Borough
Limeport Pike (State Route 2029) Bridge over Saucon Creek Bridge - Rehabilitation/replacement of Limeport Pike Bridge over tributary to Saucon Creek	Upper Saucon Township	L			$750,000		Transportation Improvement Program
Kecks Bridge - Rehabilitation/replacement of bridge carrying Keystone Road over Little Lehigh Creek	Salisbury Township	L			$10,233,899		Lehigh County

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Male Road Bridge - Rehabilitation/replacement of bridge carrying Male Road over tributary to Bushkill Creek between Broadway (State Route 512) and State Route 33 overpass	Wind Gap Borough	N			$4,093,560		Wind Gap Borough
Coffeetown Road Bridge Replacement - Replacement of bridge over Coplay Creek	North Whitehall Township	L			$1,050,000		PennDOT
State Route 611 Retaining Wall - Improvement of retaining wall along Delaware River Canal and Delaware River	City of Easton	N			$17,309,731		PennDOT
Lehigh Drive (State Route 248) - Rehabilitation/ replacement of box culvert over tributary to Bertsch Creek	Lehigh Township	N			$1,020,000		PennDOT
Monocacy Drive (State Route 987) - Rehabilitation/ replacement of box culvert over tributary to Monocacy Creek	Moore Township	N			$1,260,000		PennDOT
State Route 309 - Rehabilitation/replacement of box culvert over tributary to Kistler Creek	Upper Saucon Township	L			$2,140,000		PennDOT
Broadway (State Route 512) - Rehabilitation/ replacement of box culvert over tributary to Bushkill Creek	Wind Gap Borough	N			$1,400,000		PennDOT
Lehigh Street (State Route 1014) - Rehabilitation/replacement of bridge over Coplay Creek	Whitehall Township	L			$2,400,000		PennDOT
Church Road (State Route 1016) - Rehabilitation/ replacement of bridge over tributary to Bushkill Creek	Plainfield Township	N					PennDOT 12 Year Plan
State Route 100 - Rehabilitation/replacement of bridge over Hassen Creek	Upper Macungie Township	L			$1,920,000		PennDOT
Kings Highway (State Route 143) - Rehabilitation/ replacement of bridge over Ontelaunee Creek	Lynn Township	L			$1,550,000		PennDOT
Main Street (State Route 412) - Rehabilitation/ replacement of bridge over tributary to Saucon Creek	Hellertown Borough	N			$2,250,000		PennDOT
Mauch Chunk Road (State Route 2017) - Rehabilitation/replacement of bridge over Coplay Creek	North Whitehall Township	L			$1,700,000		PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Spring Creek Road (State Route 3001) - Rehabilitation/replacement of bridge over Little Lehigh Creek	Lower Macungie Township	L			$2,500,000		PennDOT
Northampton County Bridge #200 - Rehabilitation/replacement of Columbus Street bridge over Roseto Creek	Roseto Borough	N			$2,600,000		Northampton County
Northampton County Bridge #212 - Rehabilitation/replacement of the Sand Pit Road Bridge over Jacoby Creek	Upper Mount Bethel Township	N			$1,950,000		Northampton County
Devonshire Bridge - Rehabilitation/replacement of bridge carrying Devonshire Road over Little Lehigh Creek	City of Allentown	L			$3,250,000		Lehigh County
Jacksonville Road (State Route 22) Bridge - Rehabilitation/replacement of bridge carrying US Route 22 over Jacksonville Road to improve safety, mitigate congestion and enhance multimodal opportunities along Jacksonville Road	Hanover Township	N			$20,000,000		Hanover Township, Northampton County
Bake Oven Road (State Route 4019) Bridge - Rehabilitation/replacement of bridge over tributary to Jordan Creek	Heidelberg Township	L			$12,500,000		Heidelberg Township
Cedar Crest Boulevard (State Route 222) Culvert Replacement - Replace pipe/culvert under Cedar Crest Boulevard near Burger King	South Whitehall Township	L			$1,179,952		PennDOT
Kings Highway Bridge Replacement - Replacement of bridge over tributary to Hosensack Creek	Lower Milford Township	L			$1,470,000		PennDOT
Northampton County Bridge #149 - Rehabilitation/replacement of the Cedar Drive Bridge over Indian Creek	Lehigh Township	N			$5,116,950		Northampton County
Airport Road Bridge - Rehabilitation of bridge over abandoned railroad	East Allen Township	N			$10,000,000		State Transportation Commission
Keystone Street Bridge - Rehabilitation/replacement of bridge over Nancy Run	Bethlehem Township	N			$4,093,560		Bethlehem Township
Saeger's Quarry Bridge - Rehabilitation/replacement of bridge carrying County Bridge Road over Trout Creek	Washington Township	L			$7,163,730		Lehigh County

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Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Lehigh Street (State Route 2018) Bridge Replacement - Replacement of bridge over Swabia Creek	Macungie Borough	L				$654,970	PennDOT
Werleys Corner Road (State Route 4019) Bridge Replacement - Replacement of bridge over Sweitzer Creek	Lowhill Township	L			$6,140,340		PennDOT
Limeport Pike (State Route 2029) Bridge Replacement - Replacement of bridge over tributary to Hosensack Creek	Lower Milford Township	L			$4,093,560		PennDOT
Newside Road (State Route 4009) - Rehabilitation/replacement of box culvert over tributary to Mill Creek	Heidelberg Township	L			$819,000		PennDOT
Neffs Laurys Road (State Route 4014) - Rehabilitation/replacement of box culvert over Fells Creek	North Whitehall Township	L			$810,600		PennDOT
Delabole Road (State Route 1016) - Rehabilitation/replacement of box culvert over Waltz Creek	Plainfield Township	N			$1,275,000		PennDOT
Main Street (State Route 2045) - Rehabilitation/ replacement of bridge over tributary to Saucon Creek	Coopersburg Borough	L			$1,654,800		PennDOT
Hill Top Road (State Route 3004) - Rehabilitation/ replacement of bridge over Little Lehigh Creek	Lower Macungie Township	L			$1,890,000		PennDOT
Northampton County Bridge #132 - Rehabilitation/replacement of Stone Bridge Road over Hokendauqua Creek	Allen Township	N			$3,050,000		Northampton County
Northampton County Bridge #228 - Rehabilitation/replacement of Middletown Road Bridge over Nancy Run	Bethlehem Township	N			$2,950,000		Northampton County
Church Street Bridge - Rehabilitation/replacement of bridge carrying Church Street over Swabia Creek from Lower Macungie Township to Alburtis Borough	Lower Macungie Township, Alburtis Borough	L			$840,000		Alburtis Borough
Delaware Avenue (State Route 611) Bridge - Rehabilitation/replacement of bridge carrying Delaware Avenue over Jacoby Creek	Portland Borough	N			$2,410,000		Portland Borough

LONG-RANGE TRANSPORTATION PLAN | BRIDGES

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Mosserville Bridge - Rehabilitation/replacement of bridge carrying Springhouse Road over Ontelaunee Creek	Lynn Township	L			$5,339,426		Lehigh County
Township Line Road Bridge - Rehabilitation/replacement of bridge over Haasen Creek	Upper Macungie Township	L			$840,000		Upper Macungie Township
Best Station Road (State Route 4022) Bridge - Rehabilitation/replacement of bridge over Trout Creek	Heidelberg Township	L			$1,260,000		Heidelberg Township
Mountain Road (State Route 4024) Bridge - Rehabilitation/replacement of bridge at Hawk View Road (State Route 4029) over tributary to Jordan Creek	Heidelberg Township	L			$798,000		Heidelberg Township
Northampton County Bridge #31 - Rehabilitation/ replacement of the Depues Road bridge over Oughoughton Creek	Lower Mount Bethel Township	N			$6,140,340		Northampton County
Rex's Covered Bridge - Rehabilitation of bridge carrying Jordan Road over the Jordan Creek	North Whitehall Township	L				$10,233,900	Lehigh County
Ruhetown Bridge - Rehabilitation/replacement of bridge carrying Jordan Road over Jordan Creek	Lowhill Township	L				$8,187,120	Lehigh County
Long's Bridge - Rehabilitation/replacement of bridge carrying Allemaengel Road over Ontelaunee Creek	Lynn Township	L				$20,467,799	Lehigh County
Kistler Valley Road (State Route 4040) - Rehabilitation/replacement of bridge over Switzer Creek	Lynn Township	L				$1,700,000	PennDOT
Penn Allen Road (State Route 4004) - Rehabilitation/replacement of bridge over tributary to Monocacy Creek	Upper Nazareth Township	N			$1,220,000		PennDOT
North Habea Street Bridge - Rehabilitation/replacement of bridge carrying North Habea Street over Catasauqua Creek	East Allen Township	N			$3,000,000		East Allen Township
Emerald Bridge #2 - Rehabilitation/replacement of bridge carrying Center Street over Trout Creek	Washington Township	L				$1,500,000	Lehigh County

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Reservoir Road Stormwater Pipe - Rehabilitation/ replacement of stormwater facilities pipe on Reservoir Road	Heidelberg Township	L				$1,400,000	Heidelberg Township
Country Road Bridge - Rehabilitation/replacement of bridge over unnamed waterway	Heidelberg Township	L				$950,000	Heidelberg Township
Werleys Corner Court Bridge - Rehabilitation/ replacement of pipe with a modern bridge or concrete box culvert to accommodate stormwater control infrastructure	Heidelberg Township	L				$950,000	Heidelberg Township
Bingen Road Bridge - Rehabilitation/replacement of Bingen Road bridge over Saucon Creek near Coal Yard Road	Lower Saucon Township	N				$3,250,000	Lower Saucon Township
Hollenbach Road Bridge Expansion - Reconstruction of bridge over Jordan Creek to widen from 1 1/2 lanes to 2 lanes	Lowhill Township	L				$1,000,000	Citizen (Farmer)
Wehr's Dam Covered Bridge - Rehabilitation of covered bridge carrying Wehr Mill Road over Jordan Creek	South Whitehall Township	L				$10,233,900	Lehigh County
Oswald's Bridge - Rehabilitation/replacement of bridge carrying Gun Club Road over Ontelaunee Creek	Lynn Township	L				$10,233,900	Lehigh County
Brookdale Road (State Route 3007) Bridge Replacement - Replacement of bridge over Breinig Run	Upper Macungie Township	L				$3,070,170	PennDOT
Blose's Bridge - Rehabilitation/replacement of bridge carrying Furnace Street over Trout Creek	Washington Township	L				$1,250,000	Lehigh County
Kocher's Bridge - Rehabilitation/replacement of bridge carrying Hollenbach Road over the Jordan Creek	Lowhill Township	L				$3,250,000	Lehigh County
Buckery Road Bridge - Rehabilitation/replacement of bridge carrying Buckery Road over Jordan Creek	Heidelberg Township	L				$750,000	Heidelberg Township
Mantz Road Bridge - Rehabilitation/replacement of bridge carrying Mantz Road over Jordan Creek	Heidelberg Township	L				$1,800,000	Heidelberg Township
Reidy Mill Road Bridge - Rehabilitation/replacement of bridge over Jordan Creek	Heidelberg Township	L				$950,000	Heidelberg Township

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Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Ulrich's Mill Bridge - Rehabilitation/replacement of bridge carrying Ulrich Mill Road over Ontelaunee Creek	Lynn Township	L				$10,233,900	Lehigh County
Kressley's Bridge - Rehabilitation/replacement of bridge carrying Kressley Road over tributary of Lyon Creek	Lowhill Township	L				$250,000	Lehigh County
Narris Road Bridge - Rehabilitation/replacement of bridge carrying Narris Road over Switzer Creek	Lowhill Township	L				$1,500,000	Lowhill Township
Old Village Road and Farrier Road Intersection Culvert - Rehabilitation/ replacement of culvert carrying Farrier Road over tributary to Cherith Brook	Lowhill Township	L				$550,000	Lowhill Township
Church Road and Farrier Road Intersection Culvert - Rehabilitation/replacement of the culvert carrying Church Road over Cherith Brook	Lowhill Township	L				$575,000	Lowhill Township
Country Spring Road Bridge - Rehabilitation/ replacement of the abutments for bridge carrying Country Spring Road over Switzer Creek	Lowhill Township	L				$45,000	Lowhill Township
Church Road Culvert - Replacement of Church Road pipe near Christmas Tree Drive with a concrete culvert	Lowhill Township	L				$575,000	Lowhill Township
Jones Road Bridge - Rehabilitation/replacement of Jones Road Bridge	Heidelberg Township	L				$250,000	Heidelberg Township
Bachman Road Bridge - Rehabilitation/replacement of bridge over branch of Jordan Creek	Heidelberg Township	L				$950,000	Heidelberg Township
Stockertown/Tatamy Bridge Replacement - Reconstruction of bridge previously destroyed between Tatamy Road (Tatamy Borough) and Bushkill Street (Stockertown Borough)	Stockertown Borough, Tatamy Borough	N			$3,000,000		Stockertown Borough, Tatamy Borough

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Route 309 Resurface - Highway resurfacing of Sand Spring Road (State Route 4010) to State Route 100	Heidelberg and North Whitehall Townships	L	$4,100,000				PennDOT
Lehigh Street Betterment - Resurface and rehabilitation (State Route 2005)	Emmaus Borough	L	$6,000,000				PennDOT
Resurface State Route 33, Interstate 78 to US Route 22 - Pavement resurface/rehabilitation	Lower Saucon Township	N	$8,025,000				PennDOT
State Route 222 North Widening LVTS - Highway resurface	Upper Macungie Township	L	$500,000				PennDOT
Nazareth Pike Resurface - Milling, base repair, Americans with Disabilities Act ramps, resurfacing and new pavement markings on State Route 191 from Newburg Road in Lower Nazareth Township to North New Street in Nazareth Borough	Lower Nazareth Township	N	$200,000				PennDOT
25th Street Resurface - Resurfacing Island Park Road (State Route 2012) from Shimersville Road (State Route 2014) to State Route 248 in City of Bethlehem, Glendon and Wilson Boroughs, and Lower Saucon, Palmer, and Williams Townships	Glendon and Wilson Boroughs, Lower Saucon, Palmer, Williams Townships	N	$1,200,000				PennDOT
25th Street Hill Improvement - A full restoration, resurfacing and rehabilitation to South 25th Street (State Route 2012) from the intersection of Freemansburg Avenue to the divided highway at the Lehigh River Bridge near Glendon Borough	Palmer Township	N	2,550,000				PennDOT
US Route 22 from Farmersville Road to State Route 512 - Resurface US Route 22, including the interchanges at State Route 512 and State Route 191	Bethlehem Township	N	$5,500,000				PennDOT
Lehigh Street Betterment - Resurface of Lehigh Street (State Route 2005) from State Route 29 to State Route 145	City of Allentown, Emmaus Borough	L	$582,452				PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Environmental Impacts Resolution Line Item - Environmental impact resolution for permit compliance such as repair and monitoring of wetland areas, and MS4 requirements of the Federal Environmental Protection Agency	Various	L	$200,000				PennDOT
State Route 309 Resurface - Roadway resurface to include mill and overlay, concrete patching, guiderail upgrades and movement markings	South Whitehall Township	L	$12,000,000				PennDOT
US Route 22, State Route 33 and Interstate 78 Landscape Project - Improvements to existing landscape infrastructure along the corridors to incorporate green spaces, public art, and sustainable design principles building on a vision from a comprehensive analysis that includes local stakeholders	Various	L/N		$1,500,000			LVPC
Slides + Climate Resiliency (PROTECT) Line Item - Reserve line item for natural disasters, such as slides and sinkholes, that may occur throughout the life-span of project planning	Various	L/N		$4,906,816			PennDOT
Resurfacing Line Item - Reserve line item for resurfacing of roads in Lehigh and Northampton counties	Various	L/N		$4,127,567			PennDOT
State Route 145/South Pike Avenue Betterment Project - Improvements from State Route 309 to Church Road	City of Allentown	L		$13,397,630	$4,000,000		PennDOT Betterment Project
Fullerton Avenue (State Route 1015) Betterment Project - Improvements from Front Street to First Avenue	Whitehall Township	L		$7,573,086			PennDOT Betterment Project
State Route 145/7th Street Betterment Project - Improvements from Church to Fairmont	Slatington Borough	L		$9,722,205			PennDOT Betterment Project
State Route 33 Betterment Project - Improvements from Interstate 78 to US Route 22	Bethlehem Township	N		$20,263,121			PennDOT Betterment Project

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
State Route 378 Betterment Project - Improvements from Colesville Road to Brighton Street	City of Bethlehem, Upper Saucon Township	L/N		$17,771,165			PennDOT
American Parkway - Ridge Avenue to Union Street milling, paving, Americans with Disabilities Act ramps, concrete repair, striping and crosswalks	City of Allentown	L		$1,036,347	$10,220,943		City of Allentown
Main Street (State Route 3005) Resurfacing - Resurface from Riverside Drive (State Route 2014) to State Route 3007 in Bethlehem and Freemansburg Borough	City of Bethlehem, Freemansburg Borough	N		$2,000,000			PennDOT
Lehigh Street (State Route 2005) Betterment - Resurface of Lehigh Street (State Route 2005) from State Route 29 to State Route 145	City of Allentown, Emmaus Borough	L			$8,183,504		PennDOT
State Route 378 Betterment Project - Improvements from Main Street to US Route 22	City of Bethlehem	L/N			$26,391,818		PennDOT
Tilghman Street (State Route 1002) Resurface Betterment Project - from State Route 100 in Upper Macungie Township, through South Whitehall Township to North Dauphin Street (State Route 1007) in Allentown	City of Allentown, South Whitehall and Upper Macungie Townships	L			$12,195,000		PennDOT
State Route 248 Betterment Project - Improvements from Newburg Road to 7th Street	Palmer Township	N		$2,000,000	$6,105,248		PennDOT Betterment Project
MacArthur Road (State Route 145) Betterment Project - Improvements from Fairmont Street to Center Street	City of Allentown	L			$12,076,002		PennDOT Betterment Project
MacArthur Road (State Route 145) Betterment Project - Improvements from Center Street to Clearview Road	Whitehall Township	L			$17,141,782		PennDOT Betterment Project
US Route 22 Betterment Project - Improvements from 25th Street to New Jersey State Line	City of Easton	N			$26,116,912		PennDOT Betterment Project
State Route 100 Betterment Project - Improvements from Creamery Road to Route 100/222 split	Lower Macungie Township	L			$8,916,950		PennDOT Betterment Project

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
State Route 100 Betterment Project - Improvements from Route 100/222 split to Tilghman Street	Lower Macungie Township	L				$10,677,403	PennDOT Betterment Project
State Route 33 North/ South Betterment Project - Improvements from US Route 22 to Tatamy Interchange (State Route 1002)	Bethlehem and Lower Nazareth Townships	N			$22,002,884		PennDOT Betterment Project
State Route 611 Betterment Project - Improvements from Browns Drive to Smith Avenue	Williams Township	N			$10,827,466		PennDOT Betterment Project
State Route 309 Resurface Betterment Project - Resurface from Lehigh/Bucks County Line in Coopersburg Borough to Center Valley Parkway (State Route 2044) in Upper Saucon Township	Coopersburg Borough, Upper Saucon Township	L				$14,130,000	PennDOT
Emmaus Avenue/ Broadway (State Route 2002) Resurface Betterment Project - Resurface from State Avenue in Allentown to Lehigh/Northampton county line in Fountain Hill Borough	City of Allentown, Fountain Hill Borough, Salisbury Township	L				$10,740,000	PennDOT
MacArthur Road (State Route 145) Betterment Project - Improvements from Clearview Road to Cove Road	North Whitehall Township	L				$11,257,289	PennDOT Betterment Project
Airport Road (State Route 987) Betterment Project - Improvements from US Route 22 to Schoenersville Road	Hanover Township	L				$7,675,424	PennDOT Betterment Project
State Route 248 Betterment Project - Improvements from Hollo Road to Race Street (State Route 329)	Lower Nazareth Township	N			$13,645,605		PennDOT Betterment Project
State Route 100 Betterment Project - Improvements from Chestnut Street to Creamery Road	Lower Macungie Township	L				$12,423,953	PennDOT Betterment Project
State Route 100 Betterment Project - Improvements from Tilghman Street to Kernsville Road	Upper Macungie Township	L				$13,508,747	PennDOT Betterment Project
State Route 2025 Betterment Project - Improvements from Bushkill Drive to Main Street	Palmer Township	N				$14,839,154	PennDOT Betterment Project

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
State Route 248 Resurfacing - Resurface from State Route 191 to State Route 33	Lower Nazareth Township	N				$5,198,748	State Transportation Commission
Race Street (State Route 1004) Betterment Project - Improvements from First Avenue to Airport Road	Hanover and Whitehall Townships, Catasauqua Borough	L				$11,421,032	PennDOT Betterment Project
Martin Luther King Jr. Drive - Union Street to 24th Street milling, paving, American with Disabilities Act ramps, striping and crosswalks	City of Allentown	L				$6,140,340	City of Allentown
State Route 222 Betterment Project - Improvements from Cedar Crest Boulevard to 15th Street	City of Allentown, South Whitehall Township	L				$11,461,968	PennDOT Betterment Project
State Route 222 Betterment Project - Improvements from Kutztown Road to Grimm Road	Upper Macungie Township	L				$19,833,298	PennDOT Betterment Project
State Route 611 Betterment Project - Improvements from Bushkill Drive to Frost Hollow Road	Forks Township	N				$5,915,194	PennDOT Betterment Project
State Route 309 Betterment Project - Improvements from Interstate 78 to Chapmans Road	South Whitehall Township	L				$14,961,961	PennDOT Betterment Project
State Route 6100/ Trexlertown Road Betterment Project - Improvements from Trexlertown Road to State Route 100	Upper Macungie Township	L				$4,523,384	PennDOT Betterment Project
7th Street (State Route 145) Resurface Betterment - Resurface from Washington Street to the Sumner Avenue Bridge in Allentown	City of Allentown	L				$1,875,000	PennDOT
Hamilton Boulevard (State Route 222) Resurface Betterment - Resurface from west of Weilers Road (State Route 3017) to Trexlertown Road (State Route 6100) in Upper Macungie Township	Upper Macungie Township	L				$1,290,000	PennDOT
Sumner Avenue Betterment Project - Resurfacing and Americans with Disabilities Act upgrades from American Parkway to 17th Street	City of Allentown	L				$1,500,000	City of Allentown

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Main Street (State Route 512) Betterment Project - Improvements from Main Street to State Route 611	Wind Gap, Pen Argyl and Bangor Boroughs, Plainfield and Washington Townships	N				$15,637,399	PennDOT Betterment Project
Linden Street (State Route 3015) Betterment Project - Improvements from Elizabeth Avenue to Old Nazareth Pike	City of Bethlehem	N				$10,520,449	PennDOT Betterment Project
State Route 222/ Hamilton Boulevard Betterment Project - Improvements from State Route 222 to Kressler Road	Lower Macungie and Upper Macungie Townships	L				$24,049,664	PennDOT Betterment Project
State Route 222 Betterment Project - Improvements from Grimm Road to Cedar Crest Boulevard	Upper Macungie Township	L				$29,678,309	PennDOT Betterment Project
State Route 33 Betterment Project - Improvements from Tatamy to Belfast	Palmer Township	N				$18,912,247	PennDOT Betterment Project
State Route 33 Betterment Project - Improvements from Belfast to State Route 512	Plainfield Township	N				$30,169,536	PennDOT Betterment Project
State Route 987 Betterment Project - Improvements from Orchard Lane to Race Street (State Route 329)	East Allen Township	N				$5,116,950	PennDOT Betterment Project
State Route 611 Betterment Project - Improvements from Monroe County Line to Hester Street	Upper Mount Bethel Township	N				$9,292,381	PennDOT Betterment Project
US Route 22 Highway Resurface/Restoration from 25th Street to Farmersville Road - Highway resurface from 25th Street to Farmersville Road, including William Penn Highway and State Route 33 interchanges	Bethlehem, Palmer Townships	N				$5,922,500	PennDOT
State Route 100 Resurface Betterment Project - Resurface from Alburtis Road in Lower Macungie Township to Weilers Road in Upper Macungie Township	Lower Macungie Township	L				$5,055,000	PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROAD

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Cedar Crest Boulevard (State Route 1019) Resurface Betterment Project - Resurface from Walbert Avenue (State Route 1006) in South Whitehall Township to Mauch Chunk Road (State Route 1017) in North Whitehall Township	North Whitehall and South Whitehall Townships	L				$4,515,000	PennDOT
Riverside Drive/Bushkill Street/Pearl Street/ Northampton Street (State Route 248) Resurface Betterment Project - Resurface from Spring Garden Street in City of Easton to South 25th Street (State Route 2012) in Palmer Township	City of Easton, Palmer Township	N				$3,990,000	PennDOT
State Route 1003 Airport Road Resurfacing Betterment Project - Repaving and traffic signal upgrades along the corridor and creating center turn lanes at Union Boulevard and Congress Street	City of Allentown	L				$4,500,000	City of Allentown
State Route 33 Betterment Project - Improvements from State Route 512 to Monroe County Line	Wind Gap Borough, Plainfield Township	N				$15,309,914	PennDOT Betterment Project
State Route 309 Betterment Project - Improvements from Main Street (State Route 873) to State Route 100	Heidelberg and North Whitehall Townships	L				$11,768,985	PennDOT Betterment Project
Walnut Street Resurfacing - Resurface from Mill Street to Barrall Avenue	Bath Borough	N				$1,822,405	State Transportation Commission
Chestnut Street/State Avenue/Lehigh Street (State Route 2005) Resurface Betterment Project - Resurface from Cedar Crest Boulevard in Emmaus Borough to St. John Street in Allentown	City of Allentown, Emmaus Borough	L				$12,480,000	PennDOT
Schantz Road (State Route 3012) Resurface Betterment Project - Resurface from State Route 222 to Boulder Drive in Upper Macungie Township	Upper Macungie Township	L				$5,625,000	PennDOT
Hamilton Boulevard (State Route 222) Resurface Betterment Project - Resurface from Interstate 78 in South Whitehall Township to 15th Street in City of Allentown	City of Allentown, South Whitehall and Lower Macungie Townships	L				$9,300,000	PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Main Street (State Route 412) Resurface Betterment - Repaving of Main Street through Hellertown Borough to sustain an increase in truck traffic	Hellertown Borough	N				$4,000,000	Hellertown Borough
State Route 100 Betterment Project - Improvements from Kernsville Road to State Route 309	Lowhill Township	L				$28,163,692	PennDOT Betterment Project
State Route 4003 Betterment Project - Improvements from Main Street to Cherryville Road	Lehigh Township	N				$1,289,471	PennDOT Betterment Project
Main Street (State Route 329) Resurface Betterment Project - Resurface from MacArthur Road (State Route 145) to Lehigh/Northampton County Line in Whitehall Township	Whitehall Township	L				$1,650,000	PennDOT
Trexlertown Road (State Route 6100) Resurface Betterment Project - Resurface from Spring Creek Road (State Route 3001) in Lower Macungie Township to State Route 222 in Upper Macungie Township	Upper Macungie and Lower Macungie Townships	L				$2,955,000	PennDOT
Oxford Drive/24th Street (State Route 2007) Resurface Betterment Project - Resurface from Lehigh Street (State Route 2005) in Sailsbury Township to Hamilton Boulevard (State Route 222) in Allentown	City of Allentown, Salisbury Township	L				$4,005,000	PennDOT
Cedar Crest Boulevard (State Route 29) Resurface Betterment Project - Resurface from Minesite Road in Lower Macungie Township to Interstate 78 in Salisbury Township	Lower Macungie and Salisbury Townships	L				$1,545,000	PennDOT
Wyandotte Street (State Route 378) Resurface Betterment Project - Resurface from the county line at Colesville Road in Lower Saucon Township to Brighton Street in Bethlehem	City of Bethlehem, Lower Saucon Township	N				$4,520,000	PennDOT
State Route 309 Betterment Project - Improvements from State Route 100 to Mountain Road	Heidelberg and Lynn Townships	L				$12,014,598	PennDOT Betterment Project

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
19th Street/18th Street/ Mauch Chunk Road (State Route 1017) Resurface Betterment Project - Resurface from Tilghman Street (State Route 1002) in Allentown to Old Post Road (State Route 329) in North Whitehall Township	City of Allentown, North and South Whitehall Townships	L				$10,515,000	PennDOT
Airport Road/Chestnut St (State Route 987) Resurface Betterment Project - Resurface from county line at Schoenersville Road (State Route 1009) in Hanover Township (Northampton County) to Nor-Bath Boulevard (State Route 329) in East Allen Township and from Northampton Street (State Route 248) in Bath Borough to Community Drive (State Route 946) in Moore Township	Bath and Chapmans Boroughs, East Allen, Hanover and Moore Townships	N				$9,950,000	PennDOT
21st Street/Nor-Bath Boulevard/Race Street (State Route 329) Resurface Betterment Project - Resurface from county line to West Main Boulevard (State Route 248) in Bath Borough	Bath Borough, Allen and East Allen Township	N				$10,100,000	PennDOT
13th Street/Bushkill Drive (State Route 2019) Resurface Betterment Project - Resurface from Northampton Street (State Route 248) in Easton City to Uhler Road (State Route 1002) in Tatamy Borough	City of Easton, Tatamy Borough, Forks Township	N				$7,220,000	PennDOT
Nazareth Road (State Route 248) Resurface Betterment Project - Resurface from Hollo Road in Lower Nazareth Township to South 25th Street in Palmer Township	Lower Nazareth and Palmer Townships	N				$5,070,000	PennDOT
Sullivan Trail (State Route 2025) Resurface Betterment Project - Resurface from Kesslersville Road in Forks Township to Main Street in Stockertown Borough	Stockertown Borough, Forks Township	N				$4,610,000	PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Gracedale Road (State Route 4002) Resurface Betterment Project - Resurface from Bath Park (State Route 248) to Broad Street (State Route 191) in Nazareth Borough	Nazareth Borough	N				$2,840,000	PennDOT
Weaversville Road (State Route 3017) Resurface Betterment Project - Resurface from county line to Bullshead Road in East Allen Township	East Allen Township	N				$3,020,000	PennDOT
Cattell Street/Knox Avenue/Sullivan Trail (State Route 2025) Resurface Betterment - From Bushkill Drive in Easton City to Kesslersville Road in Forks Township	City of Easton, Forks Township	N				$4,170,000	PennDOT
Belvidere Road (State Route 1004) Resurface Betterment Project - Resurface from South Delaware Drive (State Route 611) to Delaware River at Pennsylvania/New Jersey line in Lower Mount Bethel Township	Lower Mount Bethel Township	N				$8,400,000	PennDOT
Easton Road/Raubsville Road (State Route 2006) Resurface Betterment Project - Resurface from Cherry Lane Road in Hellertown Borough to Lackawanna Trail (State Route 611) in Williams Township	Hellertown Borough, Lower Saucon and Williams Township	N				$13,050,000	PennDOT
Santee Road Improvements - Stormwater management upgrades, multimodal transportation safety and traffic calming enhancements along the corridor and associated rights-of-way	Bethlehem Township	N				$5,000,000	Bethlehem Township
Freemansburg Avenue and Willow Park Road Intersection Improvements - Project would review the challenges of the current intersection geometry and provide recommended solutions that the Township would work toward implementing with PennDOT	Bethlehem Township	N				$204,678	Bethlehem Township

LONG-RANGE TRANSPORTATION PLAN | ROAD

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Northwood Avenue (State Route 2032) Resurface Betterment Projects - Resurface from Bridlepath Road to Bushkill Drive (State Route 2019) in Palmer Township	Palmer Township	N				$1,680,000	PennDOT
Howertown Road (State Route 3017) Resurface Betterment Project - From Nor-Bath Boulevard (State Route 329) to Mud Lane in Allen Township	Allen Township	N				$1,610,000	PennDOT
Mountain Road (State Route 4024) Shoulder Improvements - Rehabilitation of shoulders of road	Heidelberg Township	L				$3,000,000	Heidelberg Township
Smith Gap Road Improvements - Resurfacing betterment of stone constructed road and safety improvements at the intersection with Skunk Road	Moore Township	N				$3,000,000	Moore Township
Constitution Road and Farrier Road Embankment - Construction of retaining wall to stabilize roadway and guiderails	Lowhill Township	L				$125,000	Lowhill Township
Hawk View Road (State Route 4029) Resurface Betterment Project - Repair and paving	Heidelberg Township	L				$10,000,000	Heidelberg Township
Jones Road Stormwater Pipe - Rehabilitation/ replacement of stormwater facilities pipe on Jones Road	Heidelberg Township	L				$1,400,000	Heidelberg Township
State Route 309 Betterment Project - Improvements from Chapmans Road to State Route 873/Main Street	North Whitehall and South Whitehall Townships	L				$12,628,632	PennDOT Betterment Project

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Linden Street - Highway restoration and signal upgrades from Elizabeth Avenue to Broadhead Road within the City of Bethlehem and Bethlehem Township	City of Bethlehem	N	$500,000				PennDOT
Lehigh Race Street Intersection - Race Street intersection improvements at signalized intersection	Catasauqua	L	$500,000				PennDOT
Lehigh Valley Transportation Study Congestion Mitigation and Air Quality (CMAQ) - LANTA Flex - Bus replacement	Various	L/N	$7,200,000				PennDOT
Freeway Service Patrol - To provide two roaming tow trucks along Interstate 78 from State Route 100 to the State Route 309 split, and along US Route 22 from State Route 100 to State Route 33 for removal of disabled or accident vehicles	Various	L/N	$1,800,000				PennDOT
State Route 222 & Shantz Road & State Route 863 Improvements - Intersections improvement of State Route 222 and Shantz Road (State Route 3012) and Farmington Road (State Route 863)	Upper Macungie Township	L	$100,000				LVTS
Corridor Signal Improvement Line Item - Corridor signal improvement reserve line item	Various	L/N	$3,014,727				LVTS
Safety Line Item - Line item reserve for safety, including in cases of emergency	Various	L/N	$3,014,727				LVTS
Urban Line Item Reserve - Line item reserve for rehabilitation	Various	L/N	$3,014,727				
State Route 248 Realignment - Realignment of Route 248	Bath Borough	N	$4,600,000				PennDOT
Main Street (State Route 873) & Walnut Street Intersection Improvements - Realignment and reconstruction of State Route 873/Walnut Street intersection	Slatington Borough	L	Funds reside with project above				PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROAD RECONSTRUCTION, MODERNIZATION AND AUTOMATION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
7th Street Multimodal Corridor - Intersection/ Roadway Improvements (State Route 145)	Whitehall Township	L	$2,725,000				PennDOT
State Route 145 Safety Improvements - Mill, overlay, American with Disabilities Act compliance, restripe protected left turn bays at signals, align opposing left turns, two-way left turn signals throughout, access management, etc.	City of Allentown	L	$5,300,000				PennDOT
Lehigh Valley Transportation Study Urban Intelligent Transportation System (ITS) - Installation of dynamic message signs (DMS) & closed circuit television cameras (CCTV)	Various	L	$3,571,875				PennDOT
Cedar Crest Boulevard (State Route 29) Signal Upgrades - Corridor signal upgrade	Salisbury Township	L	$748,112				PennDOT
MacArthur Road (State Route 145) Signal Upgrade - Synchronize twelve signalized intersections along MacArthur Road, including two signalized adjacent ramp intersections to enhance traffic flow along this major principal arterial	Whitehall Township	L	$977,768				PennDOT
Mauch Chunk Road Signal Upgrade - Improve of existing traffic signal operation at two existing intersections along Mauch Chunk Road to optimize traffic flow	South Whitehall Township	L	$2,200,000				PennDOT
State Route 248 Signal Upgrade - Americans with Disabilities Act signal upgrade	Lehigh Township	N	$539,000				PennDOT
State Route 611 Retaining Wall Rehabilitation Easton - Retaining wall improvement	City of Easton	N	$2,500,000				PennDOT
State Route 29/ Shimersville Hill Safety Improvement - Corridor safety improvements	Upper Milford Township	L	$8,500,000				PennDOT
State Route 378 Lighting - State Route 378 street lighting	City of Bethlehem	L	$1,300,000				LVTS

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Lehigh Valley Transportation Study Traffic Operation Center Operator - Operator in Traffic Operations Center in District 5-0 for Lehigh and Northampton Counties for management coverage of Closed Circuit TV cameras, Dynamic Message Sign boards and Highway Advisory Radio system	Various	L	$100,000				LVTS
Lehigh Valley Transportation Study High-Friction Surface (2023) - High-Friction surface treatments	Lower Saucon Township	N	$400,000				LVTS
Lehigh Valley Transportation Study Signal Upgrades - Low cost signal upgrades at urban intersections	Various	L	$71,000				LVTS
Allentown Martin Luther King (MLK) Jr. Drive - Pedestrian enhancements along MLK Jr. Drive at 4th Street and Lehigh Street	City of Allentown	L	$56,208				Allentown
State Route 191 Lower Nazareth Intersection Improvements - Signal Improvements and Congestion Mitigation	Lower Nazareth Township	N	$3,710,000				PennDOT
Freemansburg Avenue (State Route 2018) Safety Improvements - Intersection safety improvements	Bethlehem Township	N	$3,300,000				PennDOT
Lehigh Valley Transportation Study All Weather Pavement Markers 2023 - All-weather pavement markings	Lynn Township	L	$5,000				PennDOT
BPN-4 Guide Rail Upgrade Line Item - BPN-4 guide rail upgrades	East Allen Township	N	$200,000				PennDOT
Lehigh Valley Transportation Study Systemic Safety Improvements - Safety Improvements	Various	L	$30,000				PennDOT
State Route 309 - Signal Head Reflective Backplate - The low cost safety improvement is adding signal head backplates on the northbound and southbound State Route 309 signals	Upper Saucon Township	L	$6,198				PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROAD RECONSTRUCTION, MODERNIZATION AND AUTOMATION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Tropical Storm Ida Department Force Emergency Lehigh Valley Transportation Study - Department force emergency repairs from Tropical Storm Ida	Various	N	$24,780				LVTS
Weaversville Curve (Phase 1) - Conduct study of State Route 1009 (Weaversville Road) curve to determine alternatives for realigning the road	East Allen and Hanover Townships	L/N	$177,675				PennDOT
Lehigh Valley Transportation Study Vulnerable Road User Project - Tier 1 - Vulnerable Road User (VRU) safety improvements	City of Allentown	L	$1,050,350				PennDOT
Americans with Disabilities Act Ramps Line Item - Lehigh Valley wide curb cut & ramps on various highways	Various	L/N		$4,000,000			LVTS
2023 Systemic Safety Improvements - Project to address ranked candidate locations for systemic lane departure safety improvements identified in PennDOT District Safety Plan	Various	L		$6,000,000			PennDOT
Lehigh Valley Intelligent Transportation Systems (ITS) - Installation or replacement of Closed Circuit Television (CCTV), Dynamic Message Boards and equipment	Various	L/N		$7,000,000			PennDOT
Variable Speed Limit Technologies - Implement signing to incorporate the ability to adjust speed limits on US Route 22 and Interstate 78 to improve operations and safety during inclement weather or times of congestion	Various	L/N		$5,000,000			PennDOT
Carbon Reduction Line Item - Develop climate action plan. Purchase, deploy, implement and maintain environmental monitoring system. Implementation of carbon sequestration program	Various	L/N	$5,000,000	$5,000,000	$10,000,000		LVTS
2023 Vulnerable Road User Improvements - Project to address ranked candidate locations to improve safety of pedestrians, bicyclists and mobility device users	Various	L/N		$14,000,000			PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROAD RECONSTRUCTION, MODERNIZATION AND AUTOMATION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Lehigh County Congestion Mitigation and Air Quality Line Item - Funding for transportation projects that will improve air quality and reduce traffic congestion within Lehigh County	Various	L	$8,000,000	$16,000,000	$26,000,000		LVTS
Northampton County Congestion Mitigation and Air Quality Line Item - Funding for transportation projects that will improve air quality and reduce traffic congestion within Northampton County	Various	N	$8,000,000	$16,000,000	$26,000,000		LVTS
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements - Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT	Various	L/N		$8,000,000	$26,000,000		LVTS
Regional Carbon Reduction Set-aside Line Item - The regional carbon reduction set-aside funds will be allocated later, allowing for the development of a comprehensive strategy next year. This ensures a well-informed and strategic plan, maximizing the impact on reducing carbon emissions. By investing resources in an effective strategy, we promote environmental stewardship and a cleaner, greener future, reflecting a commitment to responsible decision-making and long-term sustainability in addressing climate change in the Lehigh Valley	Various	L/N	$3,823,000	$12,752,000	$30,598,116		LVTS
22 Tomorrow Phase 1 Implementation Line Item - Reserve line item for the implementation of Phase 1 of the updated 22 Tomorrow plan in Lehigh and Northampton counties	Various	L/N		$47,859,256	$195,922,120		LVTS
22 Tomorrow Phase 2 Implementation Line Item - Reserve line item for the implementation of Phase 2 of the updated 22 Tomorrow plan in Lehigh and Northampton counties	Various	L/N				$1,459,905,234	LVTS

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Traffic Management Center Upgrades - Remove and upgrade existing equipment to implement individual work stations to provide more capacity and efficiency	City of Allentown	L		$575,000			PennDOT
Allentown LED Streetlight Conversion - Upgrade all pedestrian lighting infrastructure to high-efficiency LED technology across the city	City of Allentown	L		$10,000,000			City of Allentown
Allentown Adaptive Traffic Systems Improvements - Installation of adaptative traffic signal technologies at various intersections across the city	City of Allentown	L		$1,500,000			City of Allentown
Allentown Wayfinding Signage - Implementation of recommendations for signage in the citywide wayfinding plan	City of Allentown	L		$200,000			City of Allentown
Emmaus Avenue Intersection Upgrades - Eight intersection upgrades	City of Allentown	L		$6,140,340			City of Allentown
State Route 412 Hellertown Corridor Improvements - Reduce congestion and improve safety along the corridor between Commerce Center Boulevard and Cherry Lane	City of Bethlehem, Hellertown Borough	N		$9,000,000			PennDOT
South 4th Street/ Pike Avenue (State Route 145) Corridor Improvements - Reduce congestion and improve safety along the corridor between Emmaus Avenue (State Route 2002) in Allentown and Rock Road/ Summit Lawn in Salisbury Township	City of Allentown, Salisbury Township	L		$5,000,000			PennDOT
American Parkway Pedestrian Improvements - Improvements at ten intersections on American Parkway, from Union and Third Streets to Airport Road. Project to include new mast arms, signal heads, base-mounted controller cabinet, pedestrian countdown signal indication, Americans with Disabilities Act ramps, GPS emergency preemption and transit priority green operation	City of Allentown	L		$6,140,340			City of Allentown

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Albert Street D&L Trail "Share the Road" Corridor - Traffic control and marking enhancements along Albert Street near Allentown Canal Park to improve safety	City of Allentown	L		$100,000			City of Allentown
Tilghman Street/Union Boulevard (State Route 1002) - Modernization of 27 intersections along the corridor and integration with Allentown's Traffic Management Center	City of Allentown	L		$14,500,000			City of Allentown
Wyandotte Street (State Route 378) Corridor Improvements - Reduce congestion and improve safety along the corridor between Third Street to and including the "5-points" intersection at Broadway	City of Bethlehem	N		$20,000,000			PennDOT
Linden Street Conversion Project - Redesign roadway from one-way travel to two-way travel lanes to enhance multimodal safety and connectivity from Fairview Street to Church Street	City of Bethlehem	N		$2,023,260			City of Bethlehem
Adaptive Signal Updates - Intersection upgrades from South Albert Street to 31st Street	City of Allentown	L		$1,883,016	$12,004,386		City of Allentown
Emmaus Avenue (State Route 2002) Signal Improvements - Upgrade traffic infrastructure and timing to allow for automated traffic signal performance measures improvements along the corridor at approximately six intersections	City of Allentown	L		$3,500,000			PennDOT
Schoenersville Road (State Route 1009) Corridor Improvements - Reduce congestion and improve safety along the corridor between US Route 22 and Eaton Avenue	City of Bethlehem	N			$10,000,000		PennDOT
Lehigh Street and Union Street Intersection and Corridor Improvements - Install new traffic signal at Lehigh Street and Union Street and conversion of existing one-way condition to two-way traffic on Union Street from 7th Street to 8th Street	City of Allentown	L		$4,500,000			City of Allentown

LONG-RANGE TRANSPORTATION PLAN | ROAD RECONSTRUCTION, MODERNIZATION AND AUTOMATION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Allentown Center Square Project - Upgrade intersection of Hamilton Street and 7th Street, including creation of an urban plaza and multimodal transportation enhancements from Center Square to 7th and Linden Streets	City of Allentown	L			$4,500,000		City of Allentown
Rectangular Rapid Flashing Beacon Installation & Adaptive Signal Upgrades - North Albert Street to North Wahneta Street and Hanover Avenue and East Linden Street	City of Allentown	L			$12,357,433		City of Allentown
American Parkway - Intersections at Hamilton Street, Linden Street & Gordon Street - Improvements to include widening intersections, milling, paving, accessible ramps, concrete repair, striping and crosswalks. The Hamilton Street/ American Parkway, the Linden Street/American Parkway, and the Gordon Street/American Parkway intersections are proposed to be widened to establish dedicated left turn lanes	City of Allentown	L			$7,061,391		City of Allentown
Hamilton Street/Hanover Avenue Corridor Study and Construction - Plan for and construct turn lanes, bicycle facilities and resurfacing of the corridor from South Albert Street to Irving Street	City of Allentown	L			$1,650,000		City of Allentown
Walbert Avenue (State Route 1006) Betterment Project - Corridor improvements and upgrades including Americans with Disabilities Act ramps, sidewalk installation, streetscaping and lighting/signal modernization	South Whitehall Township	L			$8,000,000		South Whitehall Township
State Route 512 Adaptive Signal Upgrade - Adaptive signal upgrades along State Route 512, from Center Street to Jaindl Boulevard	Hanover Township (NC)	N		$3,028,686			PennDOT
Jaindl Highway (State Route 222) at Krocks Road Intersection Improvements - Reduce congestion and improve safety	Lower Macungie Township	L			$11,000,000		PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Cedar Crest Boulevard (State Route 29) Intersection Improvements - Traffic signal upgrades, additional turn lanes to improve safety and reduce congestion between Minesite Road (State Route 2015) in Lower Macungie Township and North Street in Emmaus Borough	Emmaus Borough, Lower Macungie Township	L			$8,500,000		PennDOT
17th Street Corridor Traffic Signal Modernization - Technology upgrades along the corridor from Hamilton Street to Chew Street	City of Allentown	L			$550,000		City of Allentown
South Whitehall Township Adaptive Traffic Signal Upgrades - Upgrade all traffic signals to utilize Adaptative signal control technology to mitigate congestion on major corridors	South Whitehall Township	L			$3,300,000		South Whitehall Township
Tilghman Street (State Route 1002) Improvements - Widen corridor from State Route 100 to Ruppsville Road (State Route 3019), including betterment of traffic management through traffic signal upgrades and pavement markings. Project also involves multimodal accommodations including sidewalks	Upper Macungie Township	L			$20,000,000		Upper Macungie Township
Nestle Way/Grim Road Corridor and Schantz Road (State Route 3012) Intersection Improvements - Widen Nestle Way, including a culvert to accommodate turning lanes between Adams Road and Oldt Road, intersection improvements at Schantz Road and Grim Road/ Industrial Boulevard to improve freight mobility in the area and improve safety. Project also includes pedestrian and multimodal facilities such as sidewalks	Upper Macungie Township	L			$11,600,000		Upper Macungie Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Old Route 22 & State Route 863 Intersection Widening - Redesign and reconstruction to mitigate congestion, accommodate increased freight movements and improve overall safety and functionality	Weisenberg Township	L			$4,093,560		Weisenberg Township
Saint John Street Traffic Calming Improvements - Bump outs, medians/ curb realignment, and potential lane reductions along State Route 2005, install sidewalks on the west side of the road, add high visibility crosswalks, enhanced street and pedestrian lighting, and a new pedestrian bridge to connect Scott Park to Delaware Canal State Park	City of Easton	N		$10,397,294	$2,023,260		City of Easton
Roadway Traffic Calming Improvements - Bump outs, medians/curb realignment, and potential lane reductions along Saint John Street (State Route 2005)	City of Easton	N			$17,192,952		City of Easton
Jaindl Highway/Hamilton Boulevard/Hamilton Street (State Route 222) Signal Improvements - Upgrades of traffic infrastructure and timing to allow for automated traffic signal performance measures improvements along the corridor at approximately 17 intersections	City of Allentown, Lower Macungie, South Whitehall and Upper Macungie Townships	L			$9,000,000		PennDOT
25th Street Hill (State Route 2012) Improvements - Safety and infrastructure enhancements and reconstruction, including drainage upgrades, shoulder widening, flattening of curves, intersection improvements, signage and guiderail upgrades including embankment removal	West Easton and Wilson Boroughs, Palmer Township,	N			$7,500,000		Palmer Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Jaindl Highway (State Route 222), Grim Road and Cetronia Road Intersection Improvements - Replace turn lanes with "jughandle" ramps to improve safety and capacity, project also involves multimodal infrastructure, including sidewalks	Upper Macungie Township	L			$26,500,000		Upper Macungie Township
State Route 100 and Industrial Boulevard Intersection Improvements - Widening westbound lanes of Industrial Boulevard to State Route 100. Project includes installation of sidewalks	Upper Macungie Township	L			$1,200,000		Upper Macungie Township
Bath Adaptive Traffic Signals - Install adaptive signals at Walnut Street at Northampton Street, Chestnut Street at Northampton Street, Main Street at Race Street and Main Street at Walnut Street, North Walnut Street from Barrall Avenue to Main Street	Bath Borough	N		$1,380,000			PennDOT
Main and Chestnut Street Improvements - Improvements to more than 20 intersections in the corridor, including street lights, red lights, crosswalk areas and signals, traffic flow, congestion and different safety issues	Emmaus Borough	L			$147,864		Emmaus Borough
Advanced Signal Coordination System - Add signal coordination system for four interconnected signals, including increased signal head size with back/ glare plates and three signals along Barrall Street, Northampton Street and Main Street (State Route 512) , as well as two signals along South Walnut Street and Chestnut Street (State Route 248)	Bath Borough	N			$10,000		Bath Borough
Road Auxiliary Turn Lanes - Intersection of Vera Cruz Road (State Route 2023)/Oakhurst Drive (State Route 2038) and Pike Avenue (State Route 145)	Upper Saucon Township	L			$3,070,170		Upper Saucon Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Cedar Crest Boulevard (State Route 1019) Safety Improvements - Implement improvements based on road safety audit between Hamilton Boulevard (State Route 222) and Chew Street	City of Allentown, South Whitehall Township	L			$7,500,000		PennDOT
Downtown Easton Signal Improvements - Upgrades of traffic infrastructure and timing to allow for automated traffic signal performance measures improvements along Northampton Street (State Route 248) and 3rd Street at approximately 17 intersections in Easton	City of Easton	N			$8,000,000		PennDOT
Tilghman Street (State Route 1002) Signal Improvements - Upgrade traffic infrastructure and timing to allow for automated traffic signal performance measures improvements along corridor at approximately 22 intersections	City of Allentown, South Whitehall Township	L			$11,000,000		PennDOT
3rd Street/Larry Holmes Drive (State Route 611 and State Route 2026) Intersection Improvements - Reduce congestion and improve safety	City of Easton	N			$5,500,000		PennDOT
19th and Roth Avenue Intersection Improvements - Pedestrian multimodal upgrades at the city gateway near the overpass of US Route 22	City of Allentown	L			$1,500,000		City of Allentown
Avenue C Reconstruction - Full-depth reconstruction of roadway and improvement of associated stormwater drainage concerns	City of Bethlehem	N			$560,000		City of Bethlehem
State Route 309 Coopersburg - Adaptive signal upgrades along State Route 309	Coopersburg Borough	L				$3,946,323	PennDOT
Bath Borough Turning Lanes and Signalization - Upgrade at State Route 512 and Mill Street intersection	Bath Borough	N			$18,830,375		Lehigh Valley Transportation Study

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Uhler Road/Sullivan Trail Intersection Improvement - Construct left turn lanes on both the westbound and eastbound approaches of Uhler Road at the intersection with Sullivan Trail	Forks Township	N			$9,415,188		Forks Township
Borough of Catasauqua Downtown Commercial District Along Lehigh River - Paving overlay, streetscape improvements and traffic signal improvements	Catasauqua Borough	L				$1,504,358	Catasauqua Borough
Americans with Disabilities Act Traffic Signalization - Signalization at four intersections and state highway conversions to one-way traffic patterns on North Walnut Street from Barrall Avenue to Main Street, Northampton Street from Walnut Street to Main Street, Main Street from Northampton Street to Walnut Street	Bath Borough	N			$15,350,658		Bath Borough
State Route 512 Traffic Control Improvements - Install red-blinking light at State Route 512 and Park Road, reduce speed throughout East Bangor along State Route 512 from 35 mph to 25 mph with appropriate signage, install radar speeds at suggested locations, and install pedestrian ahead signs along State Route 512	East Bangor Borough	N			$102,339		East Bangor Borough
Blue Mountain Drive/Breadfruit Drive Intersection Improvements - Roadway realignment and/or regrading to achieve the proper slope	Lehigh Township	N			$6,140,340		Lehigh Township
State Route 512 Slate Belt Corridor Improvements Study and Improvements - Improve safety, reduce congestion and upgrade the corridor to accommodate all vehicle types	Wind Gap and Pen Argyl Boroughs, Plainfield Township	N			$15,500,000		PennDOT
Nazareth Road (State Route 248) and Sales Street (State Route 2040) Intersection Improvements - Reduce congestion and improve safety	Palmer Township	N			$3,000,000		PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Weaversville Road Curve Improvements - Roadway and intersection improvements to improve safety, functionality and connectivity for all modes of transportation from Colonial Road to South Halbea Street	East Allen, Hanover (NC) and Hanover (LC) Townships	L/N			$10,000,000		East Allen Township; Hanover Township, Northampton County; Hanover Township, Lehigh County
15th Avenue Reconstruction - Full-depth reconstruction of roadway and improvement of associated stormwater drainage concerns	City of Bethlehem	N				$460,000	City of Bethlehem
Rehabilitation of Main Street - Rehabilitation of State Route 3005 from Washington Street south to the Freemansburg Bridge over Lehigh River	Freemansburg Borough	N			$2,217,956		Freemansburg Borough
One-Way to Two-Way Conversion, Signal Retiming/Installations - Upgrades to Center Street from Church Street to Elizabeth Avenue	City of Bethlehem	L			$13,887,402		City of Bethlehem
Traffic Signal Upgrades - Upgrades along Broad Street at Walnut Street, Belvidere Street and Center Street	Nazareth Borough	N			$1,023,391		Nazareth Borough
Intersection of State Route 248/State Route 145 and Intersection of State Route 248/ State Route 873 - Study to identify specific improvements	Lehigh Township	N			$938,954		Lehigh Township
Intersection of State Route 248/State Route 145 and Intersection of State Route 248/ State Route 873 - Project construction based on improvements identified in study phase	Lehigh Township	N				$9,346,114	Lehigh Township
Chestnut Street (State Route 29) and State Route 100 - Improve safety and alleviate congestion by redesign and reconstruction of the intersection including truck traffic impacts	Upper Milford Township	L				$20,200,000	Upper Milford Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Emmaus Avenue Safety Improvement Project - Modernization of eight intersections along the corridor from 31st Street to South Albert Street, including Americans with Disabilities Act upgrades, transit and emergency service preemption technology with integration into the city's Traffic Management Center. Evaluate the feasibility of a roundabout at Mack Boulevard and Emmaus Avenue	City of Allentown	L				$2,800,000	City of Allentown
Old Route 22 (State Route 3022) and Kecks Road Intersection Safety Improvements - Redesign and vertical curve improvements on the approaches along State Route 3022	Weisenberg Township	L				$1,000,000	Weisenberg Township
Lehigh Street (State Route 2005) at 33rd Street Intersection Improvements - Stormwater control measures and infrastructure upgrades to address flooding concerns	Salisbury Township	L				$1,200,000	Salisbury Township
Hamilton Boulevard (State Route 222) at Lincoln Avenue - Roundabout and road diet	South Whitehall Township	L				$10,233,899	South Whitehall Township
Valley Plaza Shopping Center & Bethlehem Diner Improvements - Pedestrian crossings, striping/signage, upgrades to the signal, concrete and Americans with Disabilities Act ramps	Hanover Township	L				$1,048,975	Hanover Township, Lehigh County
Signal & Sign Installation - Freemansburg Avenue at 9th Street and 9th Street at Hamilton Street	Bethlehem Township	N				$562,864	Bethlehem Township
Sullivan Trail/Newlins Road Intersection - Realign approaches and replace existing culverts with an enlarged box culvert	Forks Township	N				$3,070,169	Forks Township
Auxiliary Turning Lanes and Signalization - Intersection of Vera Cruz Road (State Route 2023) and Lanark Road (State Route 2039)	Upper Saucon Township	L				$4,093,560	Upper Saucon Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Willow Park Road (State Route 3007) Safety Improvements - Improvements from Freemansburg Avenue (State Route 2018) to Easton Avenue (State Route 2020), including potential turn lanes at the intersection of Freemansburg Avenue and Willow Park Road	Bethlehem Township	N				$3,500,000	PennDOT
Kings Highway (State Route 100) and Chestnut Street (State Route 29) Intersection - Realignment and associated safety improvements to include a roundabout or signalized intersection	Upper Milford Township	L				$6,500,000	PennDOT
Nazareth Pike (State Route 191) and Hecktown/Hanoverville Road Intersection Improvements - Mitigate congestion and improve safety with traffic signal timing	Lower Nazareth Township	N				$750,000	Lower Nazareth Township
Grape Street and 3rd Street Intersection Improvements - Traffic signal modernization and improvements, including Americans with Disabilities Act upgrades and a potential turning lane to alleviate congestion	Whitehall Township	L				$2,500,000	Whitehall Township
Mill Road (State Route 2024) and Main Street (State Route 2045) Intersection Improvements - Redesign and reconstruction of the intersection to mitigate congestion and improve safety	Upper Saucon Township	L				$3,000,000	Upper Saucon Township
Sullivan Trail Signalization - Update signalization along portions of Sullivan Trail between Old Mill Road and Meco Road	Forks Township	N				$204,678	Forks Township
Eberhart Road Jughandle Improvements - Eliminate eastbound movement between State Route 145 and jughandle to allow three westbound lanes and modifications to improve traffic flow	Whitehall Township	L				$4,298,237	Whitehall Township
Uhler Road/Kesslersville Road Upgrade - Signalization at the intersection of Uhler Road and Kesslersville Road	Forks Township	N				$8,187,120	Forks Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Blue Mountain Drive (State Route 4001) and State Route 946 - Intersection realignment and traffic signal upgrades. Improvements include right-of-way acquisition, demolition of structures within the clear zone, utility relocation, auxiliary lane and shoulder widening, and pedestrian accommodations	Lehigh Township	N				$10,233,900	Lehigh Township
State Route 873 and Bellview Road (State Route 329) Intersection Improvements - Safety improvements with a potential roundabout	North Whitehall Township	L				$5,000,000	PennDOT
Pen Argyl Road and Delabole Road Intersection - The intersection needs additional signage, which should include solar lights to alert drivers to slow down and watch for cross traffic	Plainfield Township	N				$6,000,000	Plainfield Township
Iron Bridge Road/Schersville Road Rehabilitation - Roadway stabilization along streambanks of the adjacent Jordan Creek	South Whitehall Township	L				$2,200,000	South Whitehall Township
Grim Road and Industrial Boulevard Intersection Improvements - Construction of turning lanes from Grim Road onto Industrial Boulevard to mitigate congestion	Upper Macungie Township	L				$1,450,000	Upper Macungie Township
Bake Oven Road (State Route 4019) and State Route 309 Intersection Improvements - Sight distance improvements	Heidelberg Township	L				$4,250,000	Heidelberg Township
Intersection of Bath Pike (State Route 248) and Daniels Road (State Route 946) - Updated traffic study of the State Route 248/State Route 946 intersection	Upper Nazareth Township	N				$8,187,120	Upper Nazareth Township
State Route 512 Realignment - Straighten Route 512 in downtown. State Route 512 currently requires multiple difficult turns as the roadway traverses Market Street, South Main Street and Bill Scott Boulevard (East Bangor Highway)	Bangor Borough	N				$295,727	Bangor Borough

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Airport Road Northbound Ramp from US Route 22 Westbound Ramp to Postal Road/Avenue A - Jughandle for left turns onto Postal Road	Hanover Township	L				$204,678	Hanover Township, Lehigh County
Sullivan Trail (State Route 2025)/Richmond Road (State Route 2021)/ Paxinosa Road Intersection Improvements - Advanced warning signs and signaling devices at intersection of Sullivan Trail and Paxinosa Road	Forks Township	N				$1,023,390	Forks Township
Sullivan Trail/Church Lane Improvements - Intersection to include full signalization and a turning lane on Sullivan Trail and Church Lane	Forks Township	N				$2,967,831	Forks Township
State Route 248 and Blue Mountain Drive (State Route 4001) Intersection Improvements - Intersection widening to include turning lanes in all directions and traffic signal upgrades.	Lehigh Township	N				$7,163,730	Lehigh Township
Bushkill Drive (State Route 2019) Zucksville Road (State Route 2036) Intersection Improvements - Installation of turn lanes and traffic signal upgrades	Forks Township	N				$4,000,000	Forks Township
Pen Argyl Road and Mill Road Intersection Signage - The intersection needs additional signage, which should include solar lights to alert drivers to slow down and watch for cross traffic	Plainfield Township	N				$1,000,000	Plainfield Township
Mill Creek Road (State Route 4009) Improvements - Reconstruction/ rehabilitation of deteriorating edge of road	Lowhill Township	L				$3,000,000	Lowhill Township
Mountain Road (State Route 4024) and Church Road Intersection Improvements - Realignment of the intersection to increase sight distance and to provide expanded turn radius	Heidelberg Township	L				$5,000,000	Heidelberg Township
State Route 309 and Memorial Road Intersection Improvements - Install traffic control upgrades at the intersection to improve functionality and safety	Lynn Township	L				$2,000,000	Citizen (Farmer)

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
State Route 100 Turning Lane at Hollenbach Road - Construct turning lane from northbound State Route 100 onto Hollenbach Road	Lowhill Township	L				$1,200,000	Citizen (Farmer)
State Route 100 Turning Lane at Lyon Valley Road - Construct turning lane from northbound State Route 100 onto Lyon Valley Road	Lowhill Township	L				$1,200,000	Citizen (Farmer)
Fullerton Avenue (State Route 1015) and Kimmet Avenue Intersection Improvements - Safety and mobility infrastructure improvements including signalization, pedestrian American with Disabilities Act upgrades, and transit enhancements at Fullerton Avenue (State Route 1015) and Kimmet Avenue	Whitehall Township	L				$3,500,000	PennDOT / Whitehall Township
Airport Road Corridor Study - Evaluation and identification of infrastructure improvements needed to improve functionality, safety and multimodal mobility along Airport Road from American Parkway and including the interchange of US Route 22, the intersection of Schoenersville Road to the intersection of State Route 248	City of Allentown, City of Bethlehem (LC), Hanover Township (LC), Hanover Township (NC), East Allen Township	L/N		$6,000,000			LVTS
Airport Road Corridor Phase 1 Infrastructure Implementation Line Item - Funding for implementation of recommendations of infrastructure improvements identified as a result of the Airport Road Corridor Study of Airport Road from American Parkway to State Route 248	City of Allentown, City of Bethlehem (LC), Hanover Township (LC), Hanover Township (NC), East Allen Township	L/N			$49,934,647		LVTS
Jaindl Highway (State Route 222) Safety Improvements - Redesign and construction for safety and traffic management improvements in the "weave area" between the Pennsylvania Turnpike Northeast Extension bridge and Interstate 78 interchange, including Hamilton Boulevard (State Route 222), Kessler Road and Cedarbrook Road (State Route 2011)	Lower Macungie Township	L			$4,500,000		PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROAD RECONSTRUCTION, MODERNIZATION AND AUTOMATION							
Project Name & Description	**Municipality**	**County**	**Short-Range (2024-2028)**	**Mid-Range (2029-2036)**	**Long-Range (2037-2050)**	**Unmet Needs**	**Project Sponsor**
Jefferson Street Road Diet/Roundabout - Construction of a roundabout at the intersection of Jefferson Street and Park Drive, Lehigh Parkway East, Lehigh Parkway South and Tioga Street. Lane narrowing and multimodal pedestrian improvements along the corridor	City of Allentown	L			$5,000,000		Allentown
Airport Road Corridor Phase 2 Infrastructure Implementation Line Item - Phase 2 Funding for implementation of recommendations of infrastructure improvements identified as a result of the Airport Road Corridor Study of Airport Road from American Parkway to State Route 248	City of Allentown, City of Bethlehem (LC), Hanover Township (LC), Hanover Township (NC), East Allen Township	L/N				$9,336,990	LVTS

LONG-RANGE TRANSPORTATION PLAN | ROADWAY EXPANSION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
State Route 309 & Tilghman Interchange Reconstruction - Interchange reconfiguration bridge replacements, coordinated signal system	South Whitehall Township	L	$40,000,000	$33,250,000			PennDOT
Lehigh Valley Transportation Study Highway & Bridge - Line item reserve for rehabilitation	Various	L/N	$5,000,000	$5,000,000			PennDOT
State Route 309 Center Valley Interchange - Interchange improvements	Upper Saucon Township	L	$40,000,000	$30,150,000			PennDOT
US Route 22/State Route 191 Interchange Improvements - Interchange improvements	Bethlehem Township	N	$38,700,000				PennDOT
US Route 22/Fullerton Interchange - Interchange improvements	Whitehall Township	L	$18,848,715				PennDOT
Interstate 78 from Lehigh Street (State Route 2005) to State Route 309 South Interchange - Highway preservation/restoration, including pavement overlay and patching of existing mainline and shoulders, rehabilitation/ replacement of drainage system, including access ramps	City of Allentown, Salisbury and Upper Saucon Townships	L/N	$29,500,000				PennDOT
Interstate 78 Corridor Safety Improvements from Emmaus Avenue (State Route 2002) to East of State Route 309 Interchange for Center Valley - Improvements include conversion of shoulders into a dual use lane on I-78 eastbound from the Emmaus Avenue (State Route 2002) Interchange to the State Route 309 south split. The median barrier will be updated to add glare screens, and the drainage system will be rehabilitated and/or replaced. Two ramps at the State Route 309 interchange will also be reconstructed	City of Allentown, Salisbury and Upper Saucon Townships	L				$24,625,000	PennDOT
Interstate 78 from State Route 309 Interchange Ramps for Center Valley/ Allentown Interchange to Saucon Viaduct Structure at State Route 412 Interchange - Highway preservation overlay of existing mainline and shoulders	City of Bethlehem, Lower Saucon Township	N	$1,038,968				PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROADWAY EXPANSION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Interstate 78 from Saucon Viaduct Bridges west of State Route 412 Interchange to Easton Road (State Route 2006) Bridge - Highway preservation overlay of existing mainline and shoulders	City of Bethlehem, Lower Saucon Township	N				$10,756,500	PennDOT
Interstate 78 from Berks County/Lehigh County Line to East of State Route 100 - Highway reconstruction to add truck climbing lanes and State Route 100 interchange ramp reconfiguration	Upper Macungie and Weisenberg Townships	L	$22,033,151	$390,961,466			PennDOT
Interstate 78 Saucon Valley Viaduct Bridges West of State Route 412 over College Drive, Silvex Road and Saucon Creek - Rehabilitation and preventative maintenance, including paint and miscellaneous substructure and drainage repairs	City of Bethlehem	N				$61,631,000	PennDOT
Interstate 78 Various Bridges in Glendon Borough, Lower Saucon Township and Williams Township - Bridge rehabilitation, replacement and preservation activities	Glendon Borough, Lower Saucon and Williams Townships	N				$27,000,000	PennDOT
Interstate 78 from State Route 33 Interchange to Pennsylvania/New Jersey State Line - Highway preservation pavement overlay of existing mainline and shoulders and resurfacing of associated ramps	Lower Saucon and Williams Townships	N				$12,271,500	PennDOT
Interstate 78 Bridge over Fish Hatchery Road (State Route 2010) and the Little Lehigh River/Lehigh Parkway - Rehabilitation of the bridge "Parkway Arches" support structures	City of Allentown, Salisbury Township	L				$46,890,000	PennDOT
Interstate 78 from Lehigh Street (State Route 2005) to State Route 309 Northbound Exit - Highway preservation overlay of existing mainline and shoulders	Salisbury, South Whitehall, Lower Macungie Townships	L				$12,850,000	PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROADWAY EXPANSION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Interstate 78 Bridge Rehabilitation, Replacement and Preventative Maintenance at Various Locations - Rehabilitation of PennDOT bridges identified by the following bridge key numbers: 23005, 28523, 28526, 28540; replacement of bridge identified by PennDOT key number: 28545 (over State Route 2014/Redington Road) and preventative maintenance at PennDOT bridges	City of Bethlehem, Glendon Borough, Upper Macungie, Lower Saucon and Williams Townships	L/N				$26,992,000	PennDOT
Interstate 78 Various Bridges in Upper Macungie Township - Bridge rehabilitation, replacement and preservation activities	Upper Macungie Township	L				$26,000,000	PennDOT
Interstate 78 Bridge Substructure Condition Study - Study of bridge over Easton Road (State Route 2006)	Lower Saucon Township	N	$10,609,000				PennDOT
Interstate 78 over Easton Road (State Route 2006) to Route 33 Interchange - Highway preservation/ restoration of concrete slab roadway	Lower Saucon Township	N	$16,319,878				PennDOT
Freight Impacts Line Item - Reserve line item for freight impacts on the transportation system for projects in Lehigh and Northampton counties	Various	L/N		$1,906,816			LVTS
US Route 22 Widening - Lehigh River to Airport Road - Highway widening to six lanes from 15th Street to Airport Road. This is a breakout project from the overall SR 22 Widening project (MPMS 96384) per 2/15/2023 meeting - PE completed under MPMS 96384 (New PennDOT MPMS 119690)	Hanover, South Whitehall and Whitehall Townships	L		$34,212,500			PennDOT
State Route 33 and Interstate 78 Interchange Reconstruction - Reconfigure and reconstruct the interchange and approaches to improve safety and operational functionality	Lower Saucon Township	N		$45,000,000			PennDOT

LONG-RANGE TRANSPORTATION PLAN | ROADWAY EXPANSION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
US Route 22 Widening - Widen from Mauch Chunk Road to Route 145 DDI	Hanover, South Whitehall and Whitehall Townships	L			$138,000,000		PennDOT
William Penn Highway (State Route 2020) and State Route 33 Interchange - Reconstruction and redesign of existing interchange and associated ramps into a diverging diamond interchange	Bethlehem Township	N			$15,000,000		Bethlehem Township
State Route 309 Northbound Realignment - Relocated North bound traffic to South bound traffic side between State Route 378 and Lanark Road (Route 2039) to improve traffic congestion, safety and the quality of life of residents along the current northbound side of State Route 309	Upper Saucon Township	L			$15,000,000		Upper Saucon Township
US Route 22/13th Street Interchange - US Route 22/13th Street Interchange	City of Easton	N			$13,050,698		State Transportation Commission
Hamilton Boulevard (State Route 222), Breinigsville Road/ Newtown Road Roundabout - Construction of a roundabout to accommodate safer vehicle movements at the current off angle intersection. Project limits between Schaefer Run Road and the ramps to State Route 100/State Route 222 interchange	Upper Macungie Township	L			$10,150,000	$50,000	Upper Macungie Township
Susquehanna Street/ Seidersville Road (State Route 2004), Emmaus Avenue/Broadway (State Route 2002) Roundabout - Construction of a roundabout to address safety and congestion concerns at the existing intersection	Salisbury Township	L			$6,000,000		Salisbury Township
Mauch Chunk Road/ Elizabeth Avenue Roundabout - Configuration of a roundabout	City of Bethlehem	N			$1,228,068		City of Bethlehem

LONG-RANGE TRANSPORTATION PLAN | ROADWAY EXPANSION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
College Heights Boulevard Traffic Calming Phase 1 - Design and construction for one of two roundabouts along College Heights Boulevard at Allen Street and Liberty Street	City of Allentown	L			$2,125,070		City of Allentown
College Heights Boulevard Traffic Calming Phase 2 - Design and construction of one of two roundabouts along College Heights Boulevard at Allen Street and Liberty Street	City of Allentown	L				$1,874,930	City of Allentown
Riverside Drive Extension - Construction of a complete street extension of the in progress Riverside Drive project starting in Allentown. This project would continue the complete street from Wood Avenue to Lehigh Street in the Township	City of Allentown, Whitehall Township	L				$8,187,120	PennDOT and LVPC
Hamilton Boulevard (State Route 222) and Lower Macungie Road (State Route 2012) Roundabout - Construction and associated costs of a new roundabout at this intersection including an analysis of the feasibility of a roundabout per PennDOT guidelines	Upper Macungie Township	L				$20,000,000	Upper Macungie Township
Lehigh Drive (State Route 248) and Mountain View Drive (State Route 946) Intersection - Safety improvements including a potential roundabout	Lehigh Township	N			$8,000,000		PennDOT
Roth Avenue Roundabouts - Creation of roundabouts at the intersections of Roth Avenue at 12th Street and 13th Street	City of Allentown	L				$10,000,000	City of Allentown
State Route 873/State Route 329/State Route 4014 Roundabout - Construction of roundabout at four-legged offset intersection of Route 873, Bellview Drive (State Route 329) and Neffs-Laurys Road (State Route 4014) to improve safety and mobility through the intersection	North Whitehall Township	L				$6,140,340	North Whitehall Township

LONG-RANGE TRANSPORTATION PLAN | ROADWAY EXPANSION

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Walbert Avenue (State Route 1006)/Huckleberry Road/Columbia Street Intersection Improvements - Realign intersections	South Whitehall Township	L				$6,140,340	South Whitehall Township
Interstate 78/State Route 222 Interchange Upgrades - Improvements including lane reconfigurations, revised signalization and ramp modifications	Lower Macungie Township	L				$61,403,399	Lower Macungie Township
State Routes 946 and 248 Intersection Improvements - Redesign and betterment to mitigate congestion and improve safety	Upper Nazareth Township	N			$5,000,000		Upper Nazareth Township

LONG-RANGE TRANSPORTATION PLAN | MULTIMODAL

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Transportation Alternative Set-Aside - Line item for funding allocations to be rewarded by the Lehigh Valley Transportation Study through an application process	Various	L/N	$6,514,000	$10,360,000	$23,692,907		LVPC
Transportation Alternatives Program Line Item - Reserve line item for multimodal facilities, including in cases of emergency	Various	L/N	$3,014,727				LVPC
Two Rivers Trail Gap 9A - Pedestrian trail	Bushkill Township	N	$54,036				Northampton County
Coopersburg Streetscape Phase 6 - Traffic, pedestrian and bicycle improvements to South Main Street (State Route 2045)	Coopersburg Borough	L	$1,000,000				PennDOT
Easton/Lafayette College Pedestrian Safety Project - Phase 3 - Pedestrian enhancements in College Hill neighborhood	City of Easton	N	$710,000				City of Easton
Ironton Rail Trail Trailhead Improvement Project - Bicycle/ Pedestrian safety improvements at Ironton Rail Trail trailhead	Whitehall Township	L	$320,000				Whitehall Township
Ironton Rail Trail Crosswalk Improvements - Pedestrian safety improvements along Mauch Chunk Road (State Route 1017) and Quarry Street	North Whitehall Township	L	$700,000				Whitehall Township
Jordan Creek Greenway in Covered Bridge Park - Extension of the Jordan Creek Greenway Trail	South Whitehall Township	L	$1,000,000				South Whitehall Township
100 Steps Restoration Project - Repair and restoration of the historic “100 Steps”	Slatington Borough	L	$400,000				Slatington Borough
Riverside Drive RAISE Grant - Convert approximately 2 miles of abandoned railroad bed along the west side of the Lehigh River from Lehigh Ave (Whitehall Township) to Furnace St (City of Allentown) to a complete two-lane street with an adjacent multi-use path	City of Allentown, Whitehall Township	L	$40,499,000				LVTS

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
North and South New Street and Fahy Bridge - Improve bicycle and pedestrian access by installing separated bike lanes and a shared use path from Washington Avenue to South Bethlehem Greenway. Investigate modifications to the Fahy Bridge or construction of a separate bicycle/pedestrian bridge across the Lehigh River	City of Bethlehem	N			$1,408,287		LVTS
Hanover Avenue and Hamilton Street Bridge Pedestrian - Improving bicycle and pedestrian accessibility via separated bike lanes, multi-use paths and traffic-calming from North 6th Street to Union Boulevard	City of Allentown	L			$2,944,600		LVTS
MacArthur Road/7th Street - Traffic-calming and pedestrian infrastructure improvements, such as crosswalk installation and filling in sidewalk gaps from Union Street to Schadt Avenue	Whitehall Township	L			$2,654,407		LVTS
South Whitehall Pedestrian Crossing Enhancements - Upgrades to pedestrian facilities across the Township, including Americans with Disabilities Act modernization, traffic control warning devices and lighting	South Whitehall Township	L		$1,118,000			South Whitehall Township
Hamilton Street - Create separated bicycle lanes, improve trail crossing at Yocco Drive intersection, and lane restriping from 6th Street to 26th Street	Allentown City	L			$1,971,601		LVTS
South Eighth Street/ Mack Boulevard/ Emmaus Avenue/ Main Street - Install and restripe bicycle lanes from Hamilton Street to Emmaus Triangle	Emmaus Borough, City of Allentown	L			$4,387,027		LVTS

LONG-RANGE TRANSPORTATION PLAN | MULTIMODAL

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Hamilton Street Bridge Trail Connection - Study, design and construction to connect the Lehigh Landing area on the western side of the Lehigh River to the D&L Trail on the eastern side, utilizing the Hamilton Street Bridge. (PennDOT bridge Key ID 23510)	City of Allentown	L		$2,000,000			City of Allentown
MacArthur Road Multimodal Access - Conduct study and implement alternative mobility options on State Route 145 (MacArthur Road) from Tilghman Street to Mechanicsville Road	Whitehall Township, City of Allentown	L			$22,514,579		Whitehall Township, PennDOT 12 Year Plan
Community Bike Works Bike Education Programs - Full range of bicycle education programs out of Allentown, East Allentown and Easton West Ward bike hubs, including in-school programs in Allentown, Bethlehem and Easton	Various	L/N		$1,200,000			Community Bike Works
Union Street Portal Parks - Multimodal enhancements and gateways to various trail networks within the city	City of Allentown	L		$300,000			City of Allentown
Lehigh Landings - Construction of a trailhead and trails to connect the Riverfront Development, D&L Trail, Jordan Creek Greenway and Martin Luther King Trail networks	City of Allentown	L		$600,000			City of Allentown
Liberty Street - Streetscape improvements and implementing traffic-calming strategies, such as speed humps, pavement markings and mini traffic circles, from Cedar Crest Boulevard to Jordan Creek	City of Allentown	L			$2,901,925		LVTS
Broad Street Multimodal Project - Construct improvements along Broad Street from Hanover Avenue to Stefko Boulevard as recommended in the Broad Street Active Transporation Plan of 2021	City of Bethlehem	N			$2,722,688		LVTS and City of Bethlehem

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Northampton Street - Redesign intersections to calm traffic and provide better fields of vision for both drivers and non-motorists, and create separated bike lanes from Greenwood Avenue to Larry Holmes Drive	City of Easton	N			$2,603,198		LVTS
Traffic-Calming and Pedestrian Accommodation Improvements - Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street	City of Easton	N			$16,374,239		City of Easton
State Route 512 - Improve multimodal access by creating shared-use paths, bicycle lanes, shoulder improvements, and reconfiguring trailhead access from Buss Street to Main Street	Bangor and Pen Argyl Boroughs, Plainfield, Washington Townships	N			$4,267,536		LVTS
Gordon Street Pedestrian and Bicycle Improvements - Create multimodal connections to Jordan Creek Greenway, Jordan Meadows and Bucky Boyle Park	City of Allentown	L		$1,100,000			City of Allentown
Auburn Cross Trails - Create trails as stated in the Auburn Cross Trails Master Plan by the City of Allentown	City of Allentown	L		$5,500,000			City of Allentown
Educational Programming - Education programs and public events in schools, community centers and public spaces	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Township	L/N			$153,509		Coalition for Appropriate Transportation
Educational Programming - Education programs and public events in schools, community centers and public spaces	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Townships	L/N			$130,892		Coalition for Appropriate Transportation

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Educational Programming - Education programs and public events in schools, community centers and public spaces	Various	L/N			$51,169		Coalition for Appropriate Transportation
William Penn Highway/ Easton Avenue - Install one-way separated bike lanes, landscaped medians, traffic-calming measures and Americans with Disabilities Act compliant crosswalks	Bethlehem Township	N			$4,310,212		LVTS
West Broad Street Between Main Street and 13th Avenue - Improvements including bump outs, medians, angled parking, etc. to increase pedestrian safety and slow traffic on Broad Street	City of Bethlehem	N			$1,023,390		City of Bethlehem
Main Street (State Route 412) and Polk Valley Road (State Route 2002) Improvements - Construct new sidewalk to connect to Saucon Rail Trail and installation of a new traffic signal	Hellertown Borough	N		$500,000			Hellertown Borough
Martin Luther King, Jr. Drive Pedestrian Improvements - Improve multimodal transportation infrastructure along the corridor, including Americans with Disabilities Act ramps, traffic control devices and crosswalks	City of Allentown	L		$300,000			City of Allentown
West Ward/Karl Stirner Arts Trail Connection - Streetscape enhancements along 12th Street, Chidsey Street and 13th Street to include street trees, curb extensions, lighting, shared lane markings, speed humps and pedestrian refuge islands	City of Easton	N			$623,060		LVTS
Fountain Hill Borough Pedestrian Improvements - Rehabilitation of deteriorating curbs and sidewalks along Broadway (State Route 2002)	Fountain Hill Borough	L		$1,300,000			Fountain Hill Borough

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Martin Luther King (MLK) Jr. Trail Extension - Construct the next phase of the MLK trail network to connect from the corridor to Cedar Creek Parkway trail network	City of Allentown	L		$500,000			City of Allentown
Dauphin Street (State Route 1007) Sidewalks - Install pedestrian infrastructure from Tilghman Street (State Route 1002) to Bradford Street	City of Allentown	L		$400,000			City of Allentown
Delaware and Lehigh Trail Gap Closure - Extend trail along west side of Lehigh River in Whitehall Township, adjacent to Riverside Drive Extension complete street project, from Wood Street to Lehigh Avenue and continuing north to State Route 329	Whitehall Township, Coplay Borough	L			$5,219,289		LVTS/Delaware and Lehigh National Heritage Corridor
Let's Connect Easton - Complete trail connecting Hackett Park with Karl Stirner Arts Trail	City of Easton	N			$725,481		LVTS
South Bethlehem Greenway Trail Extension - Acquire and construct trail along .9 miles of Norfolk Southern rail line	City of Bethlehem, Hellertown Borough	N			$7,163,730		City of Bethlehem
State Route 512 at Weona Park Pedestrian Improvements - Construct pedestrian bridge or other infrastructure to improve safety for visitors to Weona Park on both sides of State Route 512	Pen Argyl Borough	N		$2,000,000			Pen Argyl Borough
Mickley Road Pedestrian Path - East of MacArthur Road from south of US Route 22 overpass to the north, create a pedestrian path adjacent to Mickley Road from Olympic Garden sidewalk south of Olympic Drive north to Hunsicker Historical Building, and an interconnection to the Jordan Creek Trail	Whitehall Township	L			$3,121,339		Whitehall Township
Hamilton Boulevard Corridor - Install traffic-calming, landscaped medians, street trees, shared-use paths, shared-lane markings and improved lighting from Lower Macungie Road to Dorney Park	Lower Macungie Township, South Whitehall Township	L			$3,217,722		LVTS

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Tatamy Trail Completion - Construct a missing trail link north of Main Street Bridge, running along Bushkill Creek and connecting to Stockertown Trail	Tatamy Borough	N			$2,046,780		Tatamy Borough
Butler Street (State Route 2020) Streetscape Improvements - Improve streetscapes along South 25th Street (State Route 2012) and South 15th Street	Wilson Borough	N			$3,643,268		Wilson Borough
Airport Center Road & Airport Road - Add traffic-calming and pedestrian crossing upgrades along Airport Road at Airport Center Shopping Center area	Hanover Township	L			$511,695		Hanover Township
Tatamy Farms to Braden Park Trail Connection - Create Tatamy Trail extension from Tatamy Farms development to Main Street to trailhead at Braden Park	Tatamy Borough	N		$309,000			Tatamy Borough
State Route 512 Slate Belt Multimodal Facilities - Perform improvements including multi-use trail and bicycle facilities from Buss Street to Main Street along the corridor	Bangor, Pen Argyl and Portland Boroughs, Plainfield, Lower Mount Bethel, Upper Mount Bethel and Washington Townships	N		$3,710,901			Bangor Borough
West Easton Trestle Bridges Removal - Remove closed Iron Street (State Route 2026) and Spring Street trestles. Pedestrian facilities are to be constructed at current trestle support structures adjacent to cartway of the road	West Easton Borough	N		$342,720			West Easton Borough
State Route 309 Pedestrian Bridge - Construct an alternative mode of transportation multimodal bridge over State Route 309 to connect residents to recreational amenities and trails on both sides of highway	Upper Saucon Township	L		$4,000,000			Upper Saucon Township
The West Bethlehem Rail Trail - Create trail connection between cities of Allentown and Bethlehem on the 2.6-mile unused Norfolk Southern rail line	City of Bethlehem, City of Allentown	L			$8,187,120		City of Bethlehem

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
West Easton Trail Construction - Complete a walking path in West Easton Borough	West Easton Borough	N			$2,046,780		West Easton Borough
Cement & Limestone Quarry Trail - Complete trail at State Route 329 to LaFarge quarry property and along Hokendauqua Creek to NorBath Trail	Northampton Borough	N			$30,702		Northampton Borough
Wilson Borough Roadway and Pedestrian Accessibility Improvements - Phase 1 - Reconstruct/rehabilitate 20th Street from Butler Street to Northampton Street, and Fairview Avenue from South 22nd Street to South 20th Street. Project includes 21 Americans with Disabilities Act curb ramp upgrades	Wilson Borough	N		$719,485			Wilson Borough
Wilson Borough Roadway and Pedestrian Accessibility Improvements - Phase 2 - Reconstruct/rehabilitate 21st Street from Butler Street to Lehigh Street, and Lehigh Street from South 22nd Street to South 20th Street. Project includes nine Americans with Disabilities Act curb ramp upgrades	Wilson Borough	N		$431,857			Wilson Borough
State Route 145 and State Route 248 Pedestrian and Stormwater Improvements - Construct new sidewalk and improve stormwater management	Lehigh Township	N		$500,000			Lehigh Township
Jordan Creek Greenway Trail Construction (Segments 35-40) - Continue construction of the Jordan Greenway from Lapp Road to Cedar Crest Boulevard (State Route 1019)	South Whitehall Township	L		$1,300,000			South Whitehall Township
Sidewalk/Ramp Reconstruction - Rehabilitate sidewalk ramps along Hay Terrace, South 21st Street, Butler Street and South 24th Street	Wilson Borough	N			$236,403		Wilson Borough

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Wilson Borough ADA (Americans with Disabilities Act) Compliant Sidewalk Ramps - Install 55 Americans with Disabilities Act ramps, including 30 ramps along Washington Street, 21 ramps along Lehigh Street and four ramps along 3rd Street	Wilson Borough	N			$903,142		Wilson Borough
Sullivan Trail Lighting Enhancements - Install lighting along Sullivan Trail	Forks Township	N			$1,228,068		Forks Township
Accessible Pathways - Connect Windermere Park, Oakwind Park and the Breierwood communities to Lone Lane Park	Upper Macungie Township	L			$219,712		Upper Macungie Township
Trail Connection to Stone Hill Meadows - Create trail and sidewalk connections from trail to Stone Hill Meadows development	Macungie Borough	L			$40,936		Macungie Borough
Sullivan Trail Streetscape Improvements - Improve streetscapes from Old Mill Road to Meco Road	Forks Township	N			$1,087,409		Forks Township
Bus Shelters Along Sullivan Trail - Add bus shelters along Sullivan Trail	Forks Township	N			$225,499		Forks Township
Wilson Borough Roadway and Pedestrian Accessibility Improvements Phase 3 - Reconstruct/rehabilitate of 38 Americans with Disabilities Act curb ramps along South 23rd Street and South 24th Street	Wilson Borough	N		$874,000			Wilson Borough
Crossing Safety Upgrade - Enhance the crossing of the Forks Township Trail at Wagon Wheel Drive and Old Mill Road	Forks Township	N			$392,981		Forks Township
Crossing Safety Upgrade - Enhance the crossing of the Forks Township Trail over Mitman Road	Forks Township	N			$392,981		Forks Township
Catasauqua Area Trail & Transit Initiative - Transit initiatives for boroughs of Catasauqua and North Catasauqua and Allen Township	Catasauqua and North Catasauqua Boroughs, Allen Township	L/N			$7,266,069		Catasauqua and North Catasauqua Boroughs

LONG-RANGE TRANSPORTATION PLAN | MULTIMODAL

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Pedestrian Connection in Forks Township - Create pedestrian connection from Penn's Grant Path to the Forks Township Trail	Forks Township	N			$363,303		Forks Township
Crossing Safety Upgrade - Enhance the crossing of the Forks Township Trail over Wagon Wheel Drive	Forks Township	N			$392,981		Forks Township

LONG-RANGE TRANSPORTATION PLAN | PLANNING & RESEARCH

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Lehigh Valley Transportation Study In-House Bridge Design Assistance - In-house bridge design support services	Various	L/N	$200,000				LVTS
Consultant Assistance - Consultant assistance in project delivery and construction	Various	L/N	$3,014,727				PennDOT
Transportation Alternative/Multimodal Project Management - Transportation enhancement/alternative project management contract	Various	L/N	$300,000				LVTS
Construction Assistance - Consultant assistance for state funded construction projects	Various	L/N	$200,000				PennDOT
Construction Assistance - Consultant assistance for inspection and/or oversight of approved Transportation Improvement Program construction projects eligible for federal funding including highway, bridge and transportation alternative projects	Various	L/N	$200,000				PennDOT
Lehigh Valley Transportation Study Traffic Review Assistance - Consultant staffing review assistance	Various	L/N	$3,014,727				LVTS
Summit Lawn to American Parkway Connectivity Study - Connectivity study Summit Lawn exit of Interstate 78 to American Parkway	City of Allentown	L	$300,000				PennDOT
State Route 512 Bangor Borough Study - This project consists of a roadway and traffic study along State Route 512 from Second Street to the east end in Bangor Borough. Also included are the adjacent legs of State Route 1015 and State Route 1016	Bangor Borough	N	$200,000				PennDOT
In-House Geo Tech Assistance - In-house geo tech assistance	Macungie Borough	L	$200,000				PennDOT
Study Line Item - Reserve for Lehigh Valley project studies	Various	L/N	$500,000				LVTS
Lehigh Valley Freight Study - Perform regional freight study	Various	L/N			$409,356		LVTS
Study Line Item - Reserve for Lehigh Valley project studies	Various	L/N		$7,000,000			LVTS

LONG-RANGE TRANSPORTATION PLAN | PLANNING & RESEARCH

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Citywide Study/Plan - Develop a long-term plan for the installation of safe and efficient bicycle infrastructure in the City of Bethlehem	City of Bethlehem	L/N			$409,356		City of Bethlehem
Forks Township Active Transportation Plan - Study the active transportation system, including pedestrian pathways, bicycle pathways and multimodal crossings	Forks Township	N			$135,077		Forks Township
New England Avenue Feasibility Study - Analyze the feasibility of converting the former New England Railroad rail line into a roadway	City of Allentown	L		$150,000			City of Allentown
South 25th Street Multimodal Corridor Study - Plan for three phases of future multimodal transportation improvement recommendations and designs along the corridor from Park Avenue to the Lehigh River	Palmer Township	N		$160,001			Palmer Township
Jordan Creek to Lehigh River Feasibility Study - Conduct feasibility study to determine a safe, navigable bicycle and pedestrian connection from Sumner Avenue/ American Parkway and ending at Riverside Drive at the Waterfront	City of Allentown	L			$92,105		Wildlands Conservancy
Allentown Electric Vehicle Charging Station Plan - Study electric vehicle charging station and infrastructure opportunities across the City	City of Allentown	L		$50,000			City of Allentown
State Route 329 Corridor Study & Plan - Identify safety issues and impacts of congestion along State Route 329	Various	L/N			$614,034		Northampton Borough
Micromobility Study for the Lehigh Valley - Analyze the state of micromobility in the region, identify potential areas for improvement and develop strategies for promoting micromobility options in the Lehigh Valley	Various	L/N		$155,000			LVTS

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Union Boulevard (State Route 1002) Betterment Corridor Study - Develop recommendations for multimodal improvements and streetscape enhancements along the corridor	City of Allentown	L		$700,000			City of Allentown
Hanover Avenue Corridor Study - Identify multimodal improvements along the corridor from Hamilton Street Bridge over Lehigh River to Club Avenue	City of Allentown	L		$50,000			City of Allentown
22 Tomorrow Update and Implementation Plan - Revise US Route 22 needs assessment, goals and projects to develop funding, prioritization and implementation strategy	Various	L/N		$1,000,000			LVTS
State Route 191/Linden Street Corridor Study - Perform improvements along State Route 191 from City of Bethlehem to Lower Nazareth Township	Bethlehem and Lower Nazareth Townships	N			$409,356		Bethlehem Township
Fiber Deployment Study - Create a fiber backbone plan from PennDOT District offices to various traffic management infrastructure, including traffic signals, Intelligent Transportation System (ITS) devices and for future vehicle communication needs	Various	L/N		$500,000	$4,500,000		PennDOT
Multimodal Improvements Study of State Route 512 and State Route 611 Corridors - Perform study for improvements on roadway, intersection, bridge, trails, bicycle and pedestrian facilities and transit facilities in the Slate Belt	Various	N		$500,000			Community Action Lehigh Valley, Slate Belt Rising
Easton Avenue Corridor Study - Perform study to determine improvements along Easton Avenue from Butztown Road to 5th Street, including the Butztown Road, Willow Park Road, Santee Road and Hecktown Road/5th Street intersections. Coordinate with the realignment of Hecktown Road with 5th Street	Bethlehem Township	N			$409,356		Bethlehem Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Uhler Road Corridor Study - Engineering analysis of Uhler Road and its corridor within Forks Township from Bushkill Creek to Richmond Road	Forks Township	N			$614,034		Forks Township
New England Avenue Multimodal Study - Conduct an analysis to determine the feasibility of converting the former New England Railroad rail line into a pedestrian and bicycle connection	City of Allentown	L			$307,017		City of Allentown
US State Route 22, State Route 248 and 25th Street - Conduct a US Route 22 interchange study for State Route 248	Palmer Township	N		$257,600			Northampton County
Integration of Transportation in the Economic Revitalization Analysis - Study immediate needs to sustain existing businesses, traffic and non-motorized infrastructure	Slatington Borough	L			$94,151		Slatington Borough
Sullivan Trail Corridor Study Update - Update corridor study for engineering and planning of the hazards, traffic counts and modeling for each intersection, including community surveys and cost estimates of safe pedestrian crossings and signalization	Forks Township	N			$409,356		Forks Township
Walbert Avenue (State Route 1006) Corridor Study - Conduct corridor study along Walbert Avenue (State Route 1006) between Cedar Crest Boulevard and the City of Allentown	South Whitehall Township	L			$307,017		South Whitehall Township
State Route 329 Corridor Study - Conduct study along State Route 329 corridor to improve traffic flow and promote pedestrian and bicycle movement	Whitehall Township	L			$409,356		Whitehall Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Stockertown and Tatamy Boroughs Corridor Study - Conduct study to improve traffic flow safety along State Route 191 (Main Street), State Route 2025 (Sullivan Trail) and State Route 1002 (Main Street/Uhler Road)	Stockertown and Tatamy Boroughs	N		$600,000			PennDOT
Tatamy Borough Intersection Study - Develop a plan for 8th Street and Main Street improvements to alleviate congestion and calm traffic	Tatamy Borough	N		$125,000			Tatamy Borough
State Route 2018 (Freemansburg Avenue) and State Route 3007 (Willow Park Road) Intersection Study - Conduct study along State Route 2018 and State Route 3007 to improve safety and traffic flow	Bethlehem Township	N		$1,250,000			Bethlehem Township
State Route 309 and Ridgeview Drive Intersection Redesign Study - Conduct study to redesign the intersection, including Hausman Road and Bulldog Drive	South Whitehall Township	L		$250,000			South Whitehall Township
One Way Pair Modification Feasibility Study - Conduct study to modify one-way roadway between Bridge Street and Lehigh Avenue/Main Street	Whitehall Township	L			$409,356		Whitehall Township
Non-Motorized Connectivity Study - Conduct study to increase pedestrian, wheelchair and bicycle friendly transportation options	North Catasauqua Borough	N			$195,979		North Catasauqua Borough
Jordan Creek Greenway at Mauch Chunk Road (State Route 1017) Bridge - Conduct preliminary engineering and study of a below-grade crossing	South Whitehall Township	L			$941,519		South Whitehall Township
Macungie Borough Trail System Connection - Connect borough trail to trail network in Lower Macungie along Brookside Drive	Macungie Borough, Lower Macungie Township	L			$818,711		Macungie Borough
Roundabout/Intersection Realignment Study - Study realignmment of Haines Mill Road (State Route 2008) with Walnut Street, Mertz Lane and Dorney Park Road	South Whitehall Township	L			$511,695		South Whitehall Township

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Allentown Safe Routes to School (SRTS) School Zone Upgrades - Modernize 59 existing school zone traffic control devices and install eight new devices	City of Allentown	L		$1,850,000			City of Allentown
Three Connections from State Route 412 to the Saucon Rail Trail - At Meadows Road, Tumminello Park and West Walnut Street. Work includes State Route 412 in both Hellertown Borough and Lower Saucon Township, as well as Walnut Street in the borough and Polk Valley Run in the township	Hellertown Borough, Lower Saucon Township	N			$2,259,129		Hellertown Borough
Oakland Road at Santee/Rambeau Roads (Sidewalks) - Add new concrete sidewalk and northwest corner curb ramp, update the southwest corner curb ramp and install rectangular rapid flashing beacons at pedestrian crossing	Bethlehem Township	N			$255,847		Bethlehem Township
Pedestrian Route to School Safety Enhancements (Sidewalks) - Improve Main Street, Lerchenmiller Drive and Smith Lane by constructing some new sidewalks, adding handicapped accessible crossing features and adding some street trees along Lerchenmiller Drive	Northampton Borough	N			$204,678		Northampton Borough
Hecktown Road at Chester Avenue Sidewalks - Provide curb, sidewalk and curb ramps at the northwest corner and add rectangular rapid flashing beacons and high-visibility crosswalk markings and pedestrian crossing signs	Bethlehem Township	N			$255,847		Bethlehem Township

LONG-RANGE TRANSPORTATION PLAN | RAIL

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Bethlehem Rail Corridor Safety - Upgrade railroad safety equipment (State Route 3015)	Bethlehem Township	N	$1,260,000				PennDOT
Ruppsville Road - Upgrade railroad safety equipment	Upper Macungie Township	L	$270,200				PennDOT
Penn Avenue Alburtis Railroad Crossing - Upgrade railroad safety equipment	Alburtis Borough	L	$281,277				PennDOT
Canal Road Allentown Railroad Crossing - Upgrade railroad safety equipment	City of Allentown	L	$350,000				PennDOT
Broad Street Nazareth Railroad Crossing - Upgrade railroad safety Equipment (State Route 191)	Nazareth Borough	N	$449,569				PennDOT
Bethlehem Corridor Safety Railroad Warning Devices - Replace outdated equipment with mast arm and cantilever where Brodhead Road, Township Line Road, Christian Springs Road and Schoenersville Road meet Norfolk Southern railway	City of Bethlehem, Bethlehem Township	N	$1,334,000				PennDOT
State Route 512 Bath Railroad Crossing - Upgrade railroad safety equipment where Midway Street crosses Norfolk Southern railway	East Allen Township	N	$326,725				PennDOT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
Lehigh and Northampton Transportation Authority (LANTA) Annual Operating Assistance for Fixed Route System MPMS# 106703	Various	L/N	$77,432,000	$154,864,000	$332,590,116		LANTA
LANTA Preventive Maintenance for Fixed Route Fleet MPMS# 95010	Various	L/N	$24,000,000	$44,000,000	$90,000,000		LANTA
LANTA Heavy-Duty Fixed Route Bus Replacement MPMS# 95019	Various	L/N	$16,263,570	$40,000,000	$100,000,000		LANTA
LANTA Shared Ride Program on Paratransit System MPMS# 106704	Various	L/N	$16,536,000	$33,072,000	$53,742,000		LANTA
Purchase LANTA Vans/ Minibuses (MPMS# 95008)	Various	L/N	$6,198,430	$12,396,860	$31,404,710		LANTA
LANTA Americans With Disabilities Act Service Based on Fixed Route System MPMS# 95015	Various	L/N	$3,801,000	$7,602,000	$12,353,250		LANTA
LANTA Facility Improvements and Equipment MPMS# 110172	Various	L/N	$5,000,000	$5,000,000	$45,000,000		LANTA
LANTA Associated Capital Maintenance Items (MPMS# 110171) - Funding is being programmed over four years to replace and refurbish associated capital maintenance items, including tire lease agreement and capital maintenance items	Various	L/N	$2,000,000	$1,800,000	$15,000,000		LANTA
Intelligent Transportation Systems and Security Project (MPMS# 95178) - Purchase/replace/ upgrade communication or monitoring technology, computer hardware and software and servers, computers, printers and other computer technology for administration/ operation of LANtaBus or LANtaBus System	Various	L/N	$4,000,000	$4,000,000	$30,000,000		LANTA
LANTA Service Vehicle replacement (MPMS# 95180) - Replace six non-revenue service vehicles	Various	L/N	$207,000	$414,000	$4,000,000		LANTA
LANTA Install Signs, Shelters and Enhancements (MPMS# 95183)	Various	L/N	$1,000,000	$2,000,000	$15,000,000		LANTA
LANTA Enhanced Bus/ Bus-Rapid Transit Project (MPMS# 106530)	Various	L/N	$3,450,000	$8,300,000	$40,000,000		LANTA

LONG-RANGE TRANSPORTATION PLAN | TRANSIT

Project Name & Description	Municipality	County	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	Project Sponsor
LANTA Engine Vehicle Overhaul (VOH) Program MPMS# 97977	Various	L/N	$10,000,000	$13,800,000	$50,000,000		LANTA
LANTA Facility Expansion/Replacement - Funding, planning, designing and engineering, including National Environmental Policy Act measures, land selection and acquisition, and construction of the expansion and/or replacement of LANTA operating facilities	Various	L/N	$8,500,000	$36,581,507	$50,000,000		LANTA
LANTA Fixed Route Bus Fleet Expansion - Funding for the purchase of fixed route buses for the purpose of expanding the LANTA bus fleet	Various	L/N	$9,000,000	$9,616,613	$50,000,000		LANTA
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements - Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT	Various	L/N	$4,000,000		$41,261,956		LANTA

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RESOURC

Throughout the process, a myriad of organizations, documents, plans and other resources provided the data and information that went into developing *FutureLV: The Regional Plan*. They include:

- Lehigh Valley Planning Commission and Lehigh Valley Transportation Study plans, reports and analyses:
    - *1LV* (2014)
    - *BuildLV* (2019)
    - *Climate + Energy Element* (2014)
    - *Comprehensive Plan The Lehigh Valley…2030* (2005)
    - *DataLV*
    - *Green Infrastructure Guidelines* (2017)
    - *Lehigh County Livable Landscapes* (2018)
    - *Lehigh Valley Hazard Mitigation Plan* (2018)
    - *Lehigh Valley Return on Environment* (2014)
    - *Lehigh Valley Equity Analysis* (2018)
    - *Northampton County Livable Landscapes* (2016)
    - *Northampton County Freight-Based Land Use Management Guide* (2022)
    - *Monocacy Creek Watershed Act 167 Stormwater Management Plan* (2018)
    - *MoveLV: Lehigh Valley Regional Freight Plan* (2015)
    - *MoveLV: Long Range Transportation Plan* (2015)
    - *Southwestern Lehigh County Comprehensive Plan* (2017)
    - *Traffic Safety Plan* (2016)
    - *Transportation Improvement Program* (2019-2022, 2023-2026)
    - *WalkLV: Regional Sidewalk Inventory* (2016)
    - *Walk/RollLV: Active Transportation Plan* (2019)

CES

- Other plans and resources:
    - American Planning Association
    - Association of Metropolitan Planning Organizations
    - Association of State Highway & Transportation Officials
    - Ben Franklin Technology Partners
    - Brookings Institution
    - Center for Inclusive Design and Environmental Access
    - Federal Highway Administration
    - Forbes Magazine
    - Greater Lehigh Valley Chamber of Commerce
    - Lehigh County
    - Lehigh and Northampton Transportation Authority
    - Lehigh-Northampton Airport Authority
    - Lehigh University
    - Lehigh Valley Economic Development Corporation
    - NASDAQ
    - Northampton County
    - Pennsylvania Department of Community and Economic Development, Governor's Center for Local Government Services
    - Pennsylvania Department of Conservation and Natural Resources
    - Pennsylvania Department of Environmental Protection
    - Pennsylvania Department of Health
    - Pennsylvania Municipalities Planning Code
    - Pennsylvania Department of Transportation
    - Pennsylvania Emergency Management Agency
    - National Association of City Transportation Officials
    - United Way of the Greater Lehigh Valley's Age-Friendly Community Forum
    - University of Pittsburgh Graduate School of Public Health
    - US Bureau of Labor Statistics
    - US Census Bureau
    - US Department of Agriculture
    - US Department of Commerce
    - US Department of Transportation
    - University of Washington Institute for Health Metrics and Evaluation
    - Workforce Board Lehigh Valley

MORE DATA, MORE MAPS, MORE RESOURCES, MORE FUN.

More than two years in the making, this document has been the collaboration of dozens of government and community organizations, and the thousands of people who attended the more than 240 public meetings and events that went into creating a vision for the region's future. *FutureLV: The Regional Plan* was open for formal public review and comment August 9 through September 23, 2019. In 2023, the Long-Range Transportation Plan portion of *FutureLV* is being updated after an additional public engagement campaign that included a second regionwide survey, and meetings with all 62 municipalities, community organizations, government agencies and residents. Public review of that document is open for public comment September 6 through October 6. Data, plan maps and additional resources utilized to create this plan are available at:

www.lvpc.org

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IS YOURS.

“Someone is sitting in the shade today because someone planted a tree a long time ago.”

— Warren Buffett

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