



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

LVTS JOINT TECHNICAL & COORDINATING MEETING

Wednesday, October 14, 2026, at 9:00 am

Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM:* Technical Committee approval of Minutes of September 16, 2026, Technical Committee Meeting (HM)
2. *ACTION ITEM:* Coordinating Committee approval of Minutes of September 16, 2026, Joint Technical and Coordinating Committee Meeting (HM)

Old Business

1. *ACTION ITEM:* Election of Vice Chair for Technical Committee (BB)
2. *INFORMATION ITEM:* 2025-2028 Transportation Improvement Program Administrative Actions (JR)
3. *INFORMATION & DISCUSSION ITEM:* *FutureLV: The Regional Plan* (Metropolitan Transportation Plan Update (SW, SK, GRK, EG)
 - a. Technical Committee Workshop – November 3rd, 2026
4. *INFORMATION ITEM:* NEVI Community Charging Funding Opportunity (EG)
5. *PROGRESS REPORTS:*
 - a. US 22 Safety, Mobility and Congestion Management Plan Development (SW)

New Business

1. *INFORMATION ITEM:* PennDOT Presentation Route 191 & US Route 22 Interchange (PennDOT)

Status Reports

1. Highway Performance Monitoring System: Monthly Traffic Report
2. PennDOT District 5-0 Bridge Project Status Report
3. Public Engagement, Education and Grants Report

Adjournment

Next LVTS Meetings

LVTS/LVPC Workshop 3: Wednesday, October 28th at 5:30 PM (in person)

LVTS Project Selection Workshop: Tuesday November 3 at 9 AM (in person)

LVTS Technical Committee: Wednesday, November 18th at 9 AM (in person)

Meetings will be held virtually, unless otherwise noted. Meeting information can be found here:

<https://lvpc.org/lvts-committee-meetings>

The LVPC/LVTS website, www.lvpc.org, may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested.



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Lehigh Valley Transportation Study Minutes from Wednesday, September 16, 2026 Joint Technical & Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on January 7, 2026. To start, Mr. Owen O'Neil chaired the Coordinating Committee portion of the agenda. Mr. Ryan Meyer chaired the Technical Committee portion of the agenda.

Mr. O'Neil welcomed the members and the public participants and called the meeting to order.

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Ryan Meyer	LNAA
Nick Raio	PennDOT Central Office
Nyomi Nonnemaker (Alt)	PennDOT Central Office
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5-0
Brendan Cotter	LANTA

Members Absent:

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton
Cathy Fletcher (Alt.)	City of Bethlehem

Attendees:

Coordinating Committee

Owen O'Neil	LANTA
Becky Bradley, AICP	LVPC
Andrew Elliott (Alt.)	Lehigh County
Michael Emili (Alt.)	Northampton County
David Petrik (Alt.)	City of Allentown
Mike Alkhal (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Nick Raio (Alt.)	PennDOT Central Office
Thomas Stoudt	LNAA

Members Absent:

Coordinating Committee

Chris Kufro	PennDOT District 5-0
Tara Zrinski	Northampton County
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem

Salvatore Panto
Mark Tobin

City of Easton
PennDOT Central Office

Staff Present: Becky Bradley, Tracy Oscavich, Steven Weber, Susan Myerov, Evan Gardi, Matt Assad, Subham Kharel, Giovannah Rizkallah, Hannah Milagio

Public Present: Craig Beavers (Palmer Township), Toni Mitman, Scott Slingerland (CAT), Evan Jones (Morning Call), Jeff Rai (PennDOT District 5), Brian Hare, David Alas (PennDOT Central Office), Sherri Penchishen (City of Bethlehem), Gene Porochniak (FHWA), Brian Hare, Kim Schaffer (Community Bike Works), Lincoln Mcloud, Matt Shinton, Scott Vottero (PennDOT District 5), Scott Cressman

Courtesy of the Floor

Mr. O'Neil asked if there were comments for items not on the morning's agenda. Ms. Mitman mentioned poor air quality in the Lehigh Valley. Ms. Mitman said that development in the region is impacting air quality.

Mr. Raio explained that he will be leaving his role as PennDOT Central Office representative for the LVTS and taking the role of Western Section manager. He thanked the commission for all the partnership and work done together. David Alas will be the new PennDOT representative.

Minutes

Mr. Meyer stated that the Technical Committee last met on July 15, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the June 17, 2026, Joint Technical & Coordinating Committee Meeting
- Metropolitan Transportation Plan Project Selection Process
- Adjournment

Mr. Meyer asked for a motion to approve the July 15, 2026, minutes as presented. Mr. Cotter made the motion, which was seconded by Mr. Petrik. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil stated that the Coordinating Committee last met on July 15, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the June 17, 2026, Joint Technical & Coordinating Committee Meeting
- Metropolitan Transportation Plan Project Selection Process
- Adjournment

Mr. O'Neil asked for a motion to approve the July 15, 2026, minutes as presented. Mr. Stoudt made the motion, which was seconded by Mr. Raio. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Old Business

***ACTION ITEM:* Revised PCAP Resolution**

Ms. Myerov explained that "Pathway to a Resilient Greater Lehigh Valley" is the regional climate action plan. The plan includes a pathway to reducing carbon emissions and identifies goals, policies, and actions to help the region adapt to changing weather patterns. The plan meets requirements from the U.S. EPA through the Carbon Pollution Reduction Grant and was provided funding through this program.

Ms. Myerov continued with an explanation of carbon emissions, fossil fuels, and CO2 equivalents. The Pennsylvania Department of Environmental Protection claims the climate has warmed 1° C over the past 110 years. Pennsylvania's climate has become wetter as well, with a 10 percent increase in precipitation and another 8 percent expected by 2050.

Ms. Myerov continued with an explanation of the layout of the plan and findings of the carbon emissions for the Lehigh Valley. A total of 226 people attended five meetings across the metropolitan region. The plan contains 23 high level goals which cut across sections of the economy. The transportation goals condense goals from the Priority Climate Action Plan for Transportation Decarbonization and focuses on implementation of Walk/RollLV. Actionable goals focus on transition to alternative fuel vehicles and greening transportation corridors

Mr. O'Neil opened the Revised PCAP Resolution to public comment.

- Ms. Mitman commented the report was encouraging but, ongoing concerns that the LVPC is moving across purposes. Ms. Bradley asked for clarification. Ms. Milton explained that there are many anti-development groups and we need to take a look at the environmental impact of development. Ms. Bradley explained FutureLV lays out a smart growth strategy and the work the commission does to support local municipalities to zone and regulate development. Ms. Mitman thanked Ms. Bradley and agreed the commission is doing good work. Ms. Mitman added that she suffers from severe asthma and the region should look closer at the personal impacts of development.
- Mr. McCloud asked: I didn't hear much about public transportation and future plans for that in the presentation, could you elaborate on any future plans on expanding LANTA to help? Ms. Bradley explained that Walk/RollLV and the Trail Gap Analysis promote transit and integration into the regional transportation network. More work is being done to promote public transit like Safe Streets for All next year. FutureLV is the umbrella plan and connects all of these issues. Mr. O'Neil added that LANTA is too small for the region given population and employment numbers. LANTA has been trying to expand with limited resources. LANTA is currently focused on frequency of service, especially on their EBS routes. Funding is a huge impediment for enhancement. LANTA is also looking to improve amenities at bus stops to make transit a more viable choice for riders.
- Mr. McCloud asked if there has been any discussion about vertical farming in the region. Ms. Bradley said yes, but that topic is under the responsibility of LVPC. There is a lot of pressure on farmland in the region and LVPC supports preserving farmland and other options for supporting agriculture.
- Ms. Mitman commented that she grew up in Adams County and that farmland preservation is important. Ms. Mitman added that the Secretary of Agriculture should visit the Lehigh Valley. Ms. Bradley commented that both counties have robust farmland preservation programs. Many farmers are committed to ensuring their land continues to be used for agriculture. Many farmers need to sell their development rights to cover equipment costs but many do not because of limited funds. Ms. Mitman added that that story should be communicated to the public. Mr. Elliot added that Lehigh County just preserved it's 428th farm and that there are 40 more farms slated to be preserved.

Mr. Myers called for a motion for the Technical Committee to approve the Pathway to a Resilient Greater Lehigh Valley for forwarding to the LVTS Coordinating committee as presented. Ms. Bradley made the motion and Mr. Myers seconded. Ms. Bradley called for votes and the motion passed. Mr. O'Neil called for a motion to approve the *Pathway to a Resilient Greater Lehigh Valley* as forwarded by the Technical Committee. Mr. Raio made the motion and Mr. Petrik seconded. Ms. Bradley called for votes and the motion passed.

ACTION ITEM: PM 3 PHED & Non-SOV Performance Targets

Mr. Weber began by explaining the performance measurement targets required by PennDOT. Two targets for Performance Measurement 3 are being updated, Peak Hour Excessive Delay (PHED) and Non-Single Occupant Vehicle travel. Mr. Kharel shared the variables that are required to look at while setting performance measurement targets. Lehigh Valley did not meet the 2025 targets for PHED by

11%. Traffic congestion has recovered faster than expected post-covid and the region continues to grow. This growth means that a 11.6-hour PHED is expected for the region by 2028.

Mr. Kharel explained non-SOV measurements. The Lehigh Valley, along with all other measured Pennsylvania metropolitan regions are at their highest non-SOV travel rates. Telework impacts these trends greatly. Other modes of non-SOV travel have stayed relatively flat while telework has made up the large increase since 2015-2019. LVPC staff recommend a midpoint target between telework rates remaining stable and the pre-covid standard. Mr. Kharel summarized that the PHED target is set at 11.6-hours, and the non-SOV target is 26.3%.

Mr. Myers called for a motion for the Technical Committee to approve the LVTS PHED and Non-SOV targets as presented and forward them to the Coordinating Committee. Mr. Raio made the motion and Ms. Bradley seconded. Mr. Meyer opened the LVTS PHED and Non-SOV targets for comment. Ms. Bradley congratulated Mr. Kharel and Ms. Rizkallah on their work. Ms. Bradley called for votes and the motion passed.

Mr. O'Neil called for a motion for the Coordinating Committee to approve the LVTS PHED and Non-SOV targets as presented. Mr. Raio made the motion and Mr. O'Neil seconded. There were no further public comments. Ms. Bradley called for votes and the motion passed.

ACTION ITEM: 2025-2027 Unified Planning Work Program Amendment

Ms. Oscavich explained amendment, which involved the moving of unexpended funds from the project selection process in the 2024-2025 UPWP to Task 2.1, Long Range Planning, in the 2025-2027 UPWP.

There were no comments from the LVTS members or the public on the action item.

Mr. Myers called for a motion to approve the 2025-2027 Unified Planning Work Program Amendment for forwarding to the LVTS Coordinating committee as presented. Ms. Bradley made the motion and Mr. Petrik seconded. Ms. Bradley called for votes and the motion passed.

Mr. O'Neil called for a motion to approve the 2025-2027 Unified Planning Work Program Amendment as forwarded by the Technical Committee. Ms. Bradley made the motion and Mr. Alkhal seconded. Ms. Bradley called for votes and the motion passed.

INFORMATION ITEM: 2025-2028 Transportation Improvement Program Administrative Actions

Ms. Ruth presented 26 administrative actions, 3 statewide administrative actions, and 2 interstate administrative actions.

There were no comments from the LVTS members or the public.

PROGRESS REPORT: FutureLV: The Regional Plan - Metropolitan Transportation Plan (MTP) Update

Ms. Bradley announced that the Open Call for Projects is live. Projects already on the TIP do not need to be resubmitted. LVPC is hoping to finish by October and schedule a November workshop but might have to schedule in December. Projects placed on the unmet needs list are more likely to receive discretionary grant funding.

There were no comments from the LVTS members or the public

PROGRESS REPORT: US 22 Safety, Mobility and Congestion Management Plan Development

Mr. Weber shared that the consultants on the plan are refining and analyzing alternatives currently. A second round of consultations with communities in the Route 22 Corridor. The project is on track to present recommendation by the end of the year.

There were no comments from the LVTS members or the public

New Business

ACTION ITEM: FY2026 TAM Performance and FY2027 TAM Goals

Mr. Cotter shared LANTA's Transit Asset Management FY2026 Performance and FY 2027 Targets. Reporting on TAM performance and targets to MPO is required.

There were no comments from the LVTS members or the public

ACTION ITEM: Federal Transit Administration Transit Asset Management Plan Memorandum of Understanding

Mr. Cotter shared LANTA's TAM MOU with LVTS and explained how this data is used in MTP updates and holds LANTA accountable to provide data to the LVTS.

Ms. Bradley added that LANTA and LVPC have a strong relationship. The MOU isn't necessary but solidifies cooperation between the organizations.

There were no comments from the LVTS members or the public

Status Reports

Mr. Raio shared that there are two open competitive grant programs, PROTECT open until 10/9, Multimodal (MTF) open through 10/30.

Adjournment

Mr. O'Neil stated that the next LVTS meeting will be a Joint Technical & Coordinating Committee Meeting on Wednesday, October 14th at 9am. Mr. Stoudt made a motion to adjourn, and the meeting was adjourned.

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from September 5, 2026 through September 30, 2026

MPO Tech Meeting: October 14, 2026

MPO Coord Meeting: October 14, 2026

Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Main St - 21st St to Cherryville Rd 4003 - 02M Northampton County	113812	CON	Before Adjust After	STU STU STU	Toll Toll Toll	350,000 350,000	 	 	589,451 490,374 1,079,825	 	 	490,374 (490,374) 0	 	 	 	 	 	 	 	 	1,429,825.00 0.00 1,429,825.00	Funds advanced due to August Redistribution.
Urban Line Item Reserve	82810	CON	Before	CRP								93,000			93,000			4,744,000			4,930,000.00	Balancing source to maintain fiscal constraint.
			Before	CRPU								806,992			1,626,000			13,009,000			15,441,992.00	
			Before	STU								159,064			21,745			73,246,508			73,427,317.00	
			Adjust	STU								490,374									490,374.00	
			After	CRP								93,000			93,000			4,744,000			4,930,000.00	
			After	CRPU								806,992			1,626,000			13,009,000			15,441,992.00	
Lehigh County			After	STU								649,438			21,745			73,246,508			73,917,691.00	
Before FFY Totals						350,000	0	0	589,451	0	0	1,549,430	0	0	1,740,745	0	0	90,999,508			95,229,134	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	490,374	0	0	0	0	0	0	0	0	0	0	0	490,374	
After FFY Totals						350,000	0	0	1,079,825	0	0	1,549,430	0	0	1,740,745	0	0	90,999,508			95,719,508	

NOTES: Non-zero Adjustment Totals due to August Redistribution.

CHRISTINA “TORI” MORGAN
Chair

JUDY HALDEMAN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director



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Working Group Meeting #2 Summary

September 30, 2026

LVPC Office – 615 Waterfront Drive, Suite 201, Allentown, PA 18102

Attendees:

- Philips Armstrong
- Mike Alkhal
- David Atlas
- Craig Beavers
- Scott Cressman PennDOT- District 5
- Mike Emili
- Gary Fedorcha
- Cathy Fletcher
- Sunny Ghai
- Philip Ginder
- Judith Haldeman
- John McGorry
- Ryan Mayberry
- Ryan Meyer
- Samantha McLean
- Christina V. Morgan
- David Petrik
- Eric Shamus
- Josh Suegel
- Gene Porochniak

Staff Present: Hannah Milagio, Jill Seitz, Jacob Weinberg, Clay Karnis, Peter Lantz, Denjam Khadka, Evan Gardi, Chris Embert, Susan Myerov, Giovanna Rizkallah, Subham Kharel

5.1

Promote safe and secure community design and emergency management.

Main priorities of this policy: Safety, Security and Emergency Management

Is anything missing from this policy? If so, what?
• Add sustainability to the title (e.g., Stormwater Infrastructure and Green Infrastructure) • Add “sustainable” as a third “S” (Safe, Secure, and Sustainable) • Include a whole-community focus • Include hazard mitigation

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
• Implement complete street and traffic-calming measures.	<i>Lehigh Valley Traffic Safety Plan, FutureLV: The Regional Plan</i>	• Define “complete street” and identify where complete streets should be implemented; designate locations on a map • Add “where feasible” / “where possible” / “where warranted or necessary” as appropriate • Incorporate speed humps • Clarify what type of measure is being proposed • Use consistent language for feasibility and applicability	• Focus on areas with the greatest need • Take a pragmatic, needs-based approach • Prioritize funding and resources where complete streets are most needed • Recognize that complete streets are not needed everywhere
• Reduce bicycle and pedestrian fatalities towards zero.	<i>Lehigh Valley Traffic Safety Plan</i>	• Expand the focus to all crashes resulting in a fatality or serious injury • Prioritize pedestrian and bicyclist safety • Add or expand bicycle lanes • Improve warning systems • Improve signage • Increase education and awareness for all road users	• Clarify the focus on bicyclists and pedestrians, while maintaining them as a priority • Expand bicycle lanes • Improve safety signage
• Incorporate resiliency and hazard mitigation into planning and design, including 100- and 500-year floodplains.	<i>Lehigh Valley Hazard Mitigation Plan and Act 167 Plans</i>	• Incorporate this into land development and transportation planning • Identify additional data needs and updates to inform land development and zoning decisions	• Incorporate FEMA floodplain data • Clarify or strengthen enforcement of the ACT 167 update schedule • Address gaps between the required update schedule and actual practice
• Educate the public on hazard impacts and mitigation techniques.	<i>Lehigh Valley Hazard Mitigation Plan and Act 167 Plans</i>	• Expand education and outreach for the public and local governments • Address emerging and future uses, such as data centers and EV infrastructure • Include emergency planning partners in outreach and coordination • Strengthen community partnerships for education and outreach • Leverage trusted community organizations and partners • Provide more specificity on how education and outreach would be implemented	• Develop a hazard area dashboard • Identify shelter locations • Provide evacuation and navigation information • Improve public access to hazard and emergency information
• Enhance planning and emergency response efforts among emergency management personnel.	<i>Lehigh Valley Hazard Mitigation Plan, FutureLV: The Regional Plan</i>	• Promote regional emergency management planning and coordination • Encourage regionalization of emergency services, where applicable • Identify areas of need and opportunities for cooperative services • Address barriers to regionalization of emergency services • Consider whether built environment regulations encourage high-impact uses that EMS/fire services may not be equipped to support • Coordinate emergency response planning with complete streets and traffic calming • Incorporate emergency response considerations into zoning • Consider emergency response capacity when planning for new housing • Address new and emerging technologies and their land-use implications • Strengthen community involvement in emergency planning • Take a more proactive approach to emergency preparedness • Coordinate with PennDOT and the MPO on major incident response and detour planning for Route 22 • Plan for hazardous spills, fires, and other incidents requiring enhanced emergency access • Improve regional coordination of emergency response • Include a stronger local focus in emergency response planning	• Small fire departments may face challenges with coordination and capacity • Changing development patterns, including large warehouse developments, can increase demands on emergency responders • Regionalize emergency services to improve capacity for large fires and specialized fire incidents

· Reduce blight to improve safety and accessibility in communities.	<i>Northampton County Blight Reversal & Remediation Plan, Lehigh County and Cities Efforts</i>	• Increase visibility of tools and strategies to address blight • Include blight prevention and proactive strategies • Emphasize prevention rather than reduction • Clearly define blight • Include clear definitions for key terms, including complete streets and blight • Strengthen community-focused approaches • Promote proactive, prevention-based strategies • Improve coordination across policies to support community revitalization • Support efforts to transform distressed areas into desirable places to live and raise a family	• Promote awareness of blight reduction tools and resources • Identify ways to support communities in addressing and improving blight
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Is anything missing from these actions? If so, what?
• Promote regionalization and consolidation of emergency services • Address traffic calming through routine street maintenance and safety improvements • Incorporate complete streets and emergency response considerations into roadway maintenance and resurfacing • Consider the impacts of emerging technologies on EMS and fire services • Address digital hazards, including AI, cyberattacks, and digital security • Include community groups and neighborhood organizations as partners in safety and security • Consider crisis response teams and community-based alternatives to police enforcement • Provide education on multimodal transportation and emerging modes • Develop guidelines for new transportation modes, such as e-bikes • Provide practical guidance on traffic-calming and street design for emergency management and public works • Provide municipalities with tools and resources to implement these actions • Address digital safety and security of public, community, and personal assets • Strengthen coordination between land use policies and emergency services • Consider regionalization of emergency services, particularly in rural areas with limited resources • Review existing policies, goals, and land development review criteria to identify gaps • Include clear definitions and maps where appropriate • Expand the focus on walkability beyond historic areas • Increase public education on traffic calming, e-bikes, bike facilities, and multimodal transportation • Address rural emergency response needs and funding, including opportunities for regionalization

5.2

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

Main priorities of this policy: Accessibility, Mobility, Inclusive Public Spaces and Community Connectivity

Is anything missing from this policy? If so, what?
• Include healthcare access • Address AI and emerging technologies • Strengthen the land use connection to access to healthcare, food, employment, and other essential services • Improve coordination and communication between entities, including school districts and PennDOT • Address sidewalk gaps and crossing gaps

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
• Encourage use of universal design.	American Association of Retired Persons, United Way, Walk/RollLV: The Active Transportation Plan	• Strengthen the focus on ADA compliance and maintenance • Use more accessible and user-friendly language • Clarify and standardize universal design terminology • Provide a clear definition and explanation of universal design • Establish consistent universal design standards • Consolidate design standards into one consistent set of guidelines • Add “standards” to the action title • Address curb cutouts and tactical pads for ADA accessibility • Include maintenance requirements for tactical pads and other accessibility features • Identify available funding sources • Provide more information on funding for ADA improvements and maintenance • Design infrastructure with a 20-year planning horizon	• Increase awareness of funding sources and opportunities • Tailor the action to specific goals and needs • Establish universal standards that apply across applications • Add clear design and implementation standards • Strengthen the focus on safety • Improve connections and accessibility between facilities and services
• Promote safe routes to schools and playgrounds.	Lehigh Valley Traffic Safety Plan, FutureLV: The Regional Plan, Walk Audit Program, Local Technical Assistance Program (LTAP)	• Add lighting along sidewalks • Replace “promote” with stronger language, such as “expand”, for sidewalks and crosswalks • Include other community facilities, beyond schools and playgrounds • Improve communication and coordination among relevant agencies • Address missing crossings near schools • Allow adequate planning time for pedestrian routes and infrastructure • Fill gaps in the pedestrian network • Address pedestrian infrastructure and staffing needs • Expand the focus beyond schools and playgrounds • Clarify the intended use of “promote”	
• Create public spaces in underserved areas.	Livable Landscapes: A Park, Recreation, Open Space, Agricultural and Historic Lands Plan for Lehigh County, Livable Landscapes: An Open Space Plan for Northampton County	• Clearly define “underserved” and ensure the definition is broadly understood • Consider urban, suburban, and rural community needs • Tailor the action to population and community needs • Consider pocket parks and other small public spaces • Reconsider or clarify the use of the term “underserved” • Identify which community types and areas are being addressed • Encourage developers to incorporate public spaces • Preserve and protect existing public spaces • Protect spaces that are not traditionally designated as parks but serve community needs • Expand the action to include preservation and protection, in addition to creating new spaces	
• Support cultural and social programs.	Different Communities (e.g., PA Dutch, Lebanese), Intern Programs, Community Action Lehigh Valley (CALV), United Way Asset Limited, Income Constrained, Employed (ALICE) Analysis	• Incorporate and specify historic resources and preservation • Add “historical” to the action language • Support community history, heritage, and traditions • Reassess whether the action remains relevant, particularly at the local level • Separate cultural and social components into distinct actions • Make the action more specific regarding community and social needs • Add childcare services as a specific social need • Consider a hierarchy of social needs • Divide the action into two separate actions for greater clarity and specificity	• Give social programs a dedicated action • Recognize the importance of social programs as a standalone priority
• Ensure transportation	All LVPC Plans	• Consider women’s and children’s safety needs in design, including lighting and crossing times	

accessibility for all persons.		• Include bicycle infrastructure • Consider consolidating with Action 6	
• Integrate mixed-transportation into public space design.	<i>Walk/RollLV: The Active Transportation Plan, FutureLV</i>	• Combine this action with Action 7 • Integrate bus stops with pedestrian and bicycle infrastructure • Support communities working to improve pedestrian, bicycle, and transit connections • Reevaluate minimum parking requirements • Consider reducing or eliminating mandatory parking minimums • Encourage transit-oriented development	• Support transit-oriented development • Improve connections between transit, walking, and bicycling • Reduce barriers created by minimum parking requirements
• Improve connections between bus stops and pedestrian and bicycle infrastructure.	<i>LVTS Coordinated Public Transit Human Services Transportation (HST) Plan, LANTA plans, FutureLV, Walk Audit Program</i>	• Add bus stop amenities, including shelters and other rider facilities • Expand bicycle infrastructure, including bike lanes • Improve connections between transit stops and community amenities • Add accessibility considerations • Include connections to employment centers through transit, pedestrian, and bicycle infrastructure • Update and clarify the action to better define connections and amenities	• A bus stop alone is not enough; stops should provide safe, accessible, and comfortable connections to surrounding destinations • Improve access to amenities, employment, transit, walking, and bicycling
• Improve data accessibility in public spaces.	Lehigh and Northampton County Broadband Efforts	• Reevaluate the action’s continued relevance • Consider removing the action if it is no longer valid • If retained, update the language to reflect modern communication technologies, including 5G and cell towers • Add “and communication” • Incorporate communication data into planning • Address communication accessibility • Provide more specific targets and measurable outcomes • Identify specific communication gaps, such as cell coverage and connectivity in homes, parks, and other public spaces	• Determine whether the action is still needed • The action may be outdated or no longer valid • The current language is too vague and should identify specific communication and connectivity gaps

Is anything missing from these actions? If so, what?
• Promote funding availability, resources, and information • Include public restrooms • Strengthen the land use connection to essential needs, including services, retail, and healthcare • Address ADA accessibility explicitly • Consider remote work and hybrid work in social and economic planning • Address access to remote and hybrid work opportunities • Incorporate transportation considerations into land development review • Coordinate planned land development with transportation improvements, such as bike racks and shelters along planned routes • Improve accessibility of information through multiple languages and formats • Strengthen the connection between land uses and transportation modes • Improve access to information • Strengthen connections between neighborhoods and public spaces • Better integrate land use and transportation planning • Connect health considerations to Goal 2 actions, including safe routes to schools and playgrounds • Include clear definitions and maps

5.3

Create community spaces that promote physical and mental health.

Main priorities of this policy: Walkability, Healthy Food Access, Green Spaces and Community Well-being

Is anything missing from this policy? If so, what?
• Add clear definitions • Define “emotional health” • Add “support” to the policy language • Consider adding access and walkability • Include healthy lifestyles • Review recurring terms such as access and walkability for consistency across the policy and actions

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
• Promote revitalization of walkable historic centers.	Chamber Campaign for Community Development, <i>FutureLV: The Regional Plan</i>	• Improve signage • Use more accessible, public-friendly language • Provide clear definitions for key terms • Clarify the distinction between Action 1 and Action 2 • Maintain a focus on community revitalization • Expand the focus beyond historic centers • Add post-war centers as an area of focus • Consider combining with Action 2 to address walkability in post-war centers • Ensure crosswalks and pedestrian infrastructure support walkability • Consider walkability throughout the community, not only in designated areas • Consider the potential impacts of walkability improvements on small businesses	• Identify the appropriate design and approach for improving walkability • Clarify why the action focuses on historic areas and consider a broader application • Improve connections between neighborhoods and community centers • Use more public-friendly and accessible language
• Improve walkability of post-war centers.	<i>Walk/RollLV: The Active Transportation Plan, FutureLV</i>	• Provide clear definitions. • Clarify the focus: foot traffic and walkability. • The age of the development does not necessarily matter. • Focus on multimodal connections in developed areas, including walking between suburban developments. • Consider sidewalks for future development. • Route 100 does not make sense as an example. • People may not necessarily want glare from pedestrian lighting. • Reconsider whether the action is still valid. • Clarify which war is being referenced. • Add the word “designed.” • Consider “revitalization” instead of “walkable.” • Emphasize connections. • Expand the focus to connectivity to and from these centers through trails, transit routes, and complete streets. • Consider changing the term “post-war center.”	• Use more public-friendly language. • Why specifically focus on post-war centers? • Consider combining this with the action above. • May need to limit where traffic is and encourage walkability.
• Ensure equitable access to fresh food and produce.	Nurture Nature: Buy Fresh Buy Local Of Greater Lehigh Valley, Blue Zones Project Allentown	• May not need to be place-based. • Educate the public so people understand that walkability means pedestrians have the right of way. • Highlight successful examples, such as farmers markets, U-picks, CSAs, and community gardens. • There has been significant growth in local farming. • Emphasize local institutions sourcing from local farmers. • Unclear how to accomplish this.	• The term may not be readily understood by everyone. • Consider “Buy Fresh/Buy Local.”
• Support urban farming and community gardens.	Nurture Nature: Buy Fresh Buy Local Of Greater Lehigh Valley, Blue Zones Project Allentown	• Consider Victory Gardens. • Support programs for new farms. • Encourage schools to do more agriculture and encourage families to grow gardens. • Consider changing “urban” to a more inclusive term, such as “innovative” or “local.” • Consider land use for community gardens. • The action is clearly valid, but there are challenges in competing with large markets that people drive to. • Consider “community/small-scale farming” instead of “urban.”	• “Urban” may appear to exclude suburban and exurban farming.
• Improve access to green spaces.	<i>Lehigh Valley Trail Connection Strategy, Lehigh Valley Greenways</i>	• Continue coordinating.	
• Promote street trees and pedestrian-scale lighting.	<i>Lehigh Valley Traffic Safety Plan, FutureLV, Blue Zones Project Allentown</i>	• Add “where possible/feasible.” • Clarify whether this refers to off-road areas. • Street trees and pedestrian-scale lighting are very different. • Clarify what “pedestrian-scale lighting” means.	• Pedestrian-scale lighting is not appropriate everywhere.

		Consider designs that are sensitive to all ages and abilities, including women and children.	
Strengthen sidewalk, bike route and trail infrastructure.	Walk/RollLV: The Active Transportation Plan, Lehigh Valley Trail Connection Strategy	- Identify which areas need sidewalks and which do not. - Clarify what this means; there may be a maintenance-related concern. - Consider the distinction between areas with sidewalks and areas without sidewalks. - Consider combining this with Action 2. - Recommend sidewalks in areas where they are needed, rather than everywhere. - Add transit considerations, including ADA pads.	- Focus on sidewalks, especially along roads; this is a major concern across the Valley. - Some residential areas may not need sidewalks. - Consider cost and maintenance concerns. - Identify key areas where sidewalks should be provided. - Promote education and a unified approach, as some communities do not want sidewalks for aesthetic reasons.
Diversify park programming.	Livable Landscapes: A Park, Recreation, Open Space, Agricultural and Historic Lands Plan for Lehigh County, Livable Landscapes: An Open Space Plan for Northampton County	- Consider dividing this into other spaces. - Clarify how programming would be diversified. - People want open space, which does not necessarily need to be a formal park. - Clarify whether this refers specifically to public parks. - Open space does not necessarily require the same level of maintenance as parks. - Provide more detail on what “diversify” means. - Include programming for all age groups, including adults. - Add pop-up programming in spaces that are not already parks. - Clarify whether this refers to diversifying partnerships, capital improvements, or other areas. - Consider programming across age levels. - Leverage partnerships. - Invest in capital improvements that would support programming.	- Encourage other spaces to be seen as community-serving. - The action could be too open-ended; consider specifying ADA accessibility, community needs, standard practices, etc.

Is anything missing from these actions? If so, what?
- Include clear definitions and a map. - Address activation of suburban centers and malls. - Consider e-bike infrastructure. - In Slatington, identify primary areas that need sidewalks.

5.4

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

Main priorities of this policy: Sense of Place, Identity Through Buildings, History, Arts and Culture

Is anything missing from this policy? If so, what?

ADOPTED ACTIONS	Specific/Other Plan References	What would you change?	Why would you change it?
• Promote context-specific design solutions.	<i>FutureLV: The Regional Plan, Walk/RollLV: The Active Transportation Plan</i>	- Consider “community-fit design solutions.” - Add a brief, everyday-language definition. - Consider changing “context-specific” to “community-oriented.” - Consider “community-fit.” - Consider adding “...to fit community needs.” - Include supporting the workforce. - Emphasize design that responds to community needs.	“Community-fit” sounds better. “Context-specific” may be too technical. - Include public education about access. - Context-specific design should be appropriate to the community. - Consider continuity of buildings and maintaining historic character. - Historic properties can be reused while maintaining community character. - Educate people about the value of design and its benefits across the Valley. - Consider how the action applies as the Valley grows. - The idea that development cannot be pushed back does not apply to every community. - This is important in the land development process. - Cities may be more aware of these considerations. - Avoid making the action too prescriptive. - A town center does not have to be commercial; for example, Upper Macungie has a community center near a town center.
• Encourage reuse of vacant and underutilized properties.	<i>Northampton County Blight Reversal & Remediation Plan, Lehigh County and Cities Efforts</i>	- Consider using incentives to encourage reuse. - Consider adding “lots.” - Include infill development. - Consider industrial properties and how they can be integrated. - A building in good condition should be utilized before developing new buildings, even when reuse may be challenging. - Consider the tax benefits of redevelopment compared with the transportation impacts of creating additional development. - If the goal is more compact development, consider parking requirements and their impact on compact development. - Consider mixed-use development with housing and commercial uses. - Consider dual-use opportunities. - Consider how changing shopping patterns affect vacant and underutilized properties. - Consider zoning changes, particularly closer to Allentown.	- Provide incentives, such as LERTA and city services. - Include public education about access. - Promote efficient use of existing properties. - Suburban areas also have many vacant and underutilized lots.
• Promote adaptive reuse of historic buildings.	<i>Northampton County Historic and Cultural Assets Plan, City Initiatives</i>	- Consider changing “promote” to “prioritize.” - Consider “complementary” adaptive reuse. - Recognize buildings as landmarks. - No change may be needed. - Consider removing “promote.”	- Change “promote” to “prioritize.” - There have been examples of adaptive reuse that were not appropriate to the area. - Include public education about access.
• Strengthen historic main streets and cultural centers.	<i>Chamber Campaign for Community Development, FutureLV</i>	- Be more specific about how these areas would be strengthened. - Help municipalities make use of these areas. - Consider parking needs. - Promote cultural attractions and tourism, including through a tourism improvement district. - Provide definitions and maps for these terms. - Consider “downtown centers.” - Consider ways to offset impacts. - Consider pedestrian zones. - Include historic markers and maintain the history of the place. - Support main streets and local businesses. - Promote and educate communities about available resources to support these efforts.	- Why focus only on historic areas? Consider other types of main streets and cultural centers. - Include public education about access.
• Create public spaces that reflect and	<i>Livable Landscapes: A Park, Recreation, Open Space, Agricultural and</i>	- Include historical markers. - Maintain signs of historic identity, which are important to community identity.	Include public education about access.

enhance local culture.	<i>Historic Lands Plan for Lehigh County, Livable Landscapes: An Open Space Plan for Northampton County, FutureLV</i>	• Use public spaces for events representing different cultures, not only local culture. • Ensure buses provide access to arts and cultural destinations. • Consider parking needs, including whether uninhabited areas could be used for parking. • Include places beyond the SteelStacks. • Embrace new cultures across all types of municipalities. • Ensure parks and public spaces are open to all. • Promote community uniqueness. • Use elements such as murals and historical markers to build and promote community identity.	
· Integrate visual and performing art into public space.	Chamber Campaign for Community Development, Cities Efforts	• Consider changing or adding “promote.” • Emphasize access to the arts. • Include the private sector. • Recognize the arts as a factor in community life and promote free access. • Encourage people to attend small community events, such as free movie screenings. • Include activation in non-historic cities. • Clarify the difference between this action and Action 7: Support Community Arts.	• Include public education about access.
· Support community arts.	<i>FutureLV</i>		• Include public education about access.

Is anything missing from these actions? If so, what?			
• Consider how land use complements the cost of development. • Connect outside community benefits back to the community. • Include the industrial future as a component. • Provide definitions and maps. • Clarify where and how actions would be implemented. • Address data centers and how they can be handled to support sensible decisions at the regional level. • Support activation of non-historic cities; consider a better term than “activation.” • Consider data center reviews, including noise solutions in communities. • Add an action to bring people into the conversation. • Address emerging technologies and uses, including what the “industrial park” of the future looks like. • Consider how these actions can be integrated into community benefit agreements for larger-scale projects. • Add a goal specific to infill development. • Put particular focus on the pedestrian realm of buildings, especially the bottom few floors. • Explicitly call out infill and density as priorities, along with the pedestrian realm.			



CHRISTINA "TORI" MORGAN
Chair
JUDY HALDEMAN
Vice Chair
PHILLIPS ARMSTRONG
Treasurer
BECKY A. BRADLEY, AICP
Executive Director

MEMORANDUM

DATE: October 15, 2026
TO: LVTS Technical and Coordinating Committees
FROM: Becky Bradley, AICP, Executive Director
CC: Tracy Oscavich, Director of Administration
REGARDING: PA Department of Transportation
Multimodal Transportation Fund Grant Application Resolution
Riverside Drive Multimodal Revitalization Corridor

The Lehigh Valley Planning Commission is intending to apply for a Pennsylvania Department of Transportation Multimodal Transportation Fund grant to advance the Riverside Drive Multimodal Revitalization Corridor. This initiative aims to complete Riverside Drive and the Delaware & Lehigh National Heritage Corridor gap between Allentown and Whitehall, creating a safer, more connected three-mile corridor for all users. Due to inflation and project contract delays since the original \$21,158,854 RAISE grant award in 2021, additional funding is required to ensure successful completion of the Riverside Drive project.

Key Features & Benefits:

- Construction of a 36-foot wide Riverside Drive with two-way traffic and five-foot sidewalks on both sides.
- Enhanced streetscape with trees and lighting along the east side.
- Improved safety and mobility for vehicles, pedestrians, ADA users, and cyclists.
- Strategic connections linking Allentown's Downtown, South and East-side neighborhoods, the Lehigh River waterfront, US Route 22, and Whitehall Township.
- Upgraded transit stops, walking, and rolling infrastructure.
- Support for neighborhood stabilization, brownfield redevelopment, floodplain and water-quality protection, air-quality and public health improvements, and expanded recreational opportunities.
- Targeted impact for the region's most economically distressed area.

The total project is expected to cost \$27,158,854, an increase of \$6 million. This grant would cover \$3 million. The remaining \$3 million would come from their PennDOT funds. There is a 30% local cost share requirement for the grant, however, LVPC is requesting a match waiver for this project in accordance with the guidance. The deadline for the grant application is October 30, 2026.

The LVPC Executive Committee has the needed resolution to apply on it's agenda for Thursday, October 15, 2026. LVPC staff is requesting the LVTS Technical and Coordinating Committees take action to recommend the LVPC Executive Committee act to approve the coordination, preparation, filing and administration of the Multimodal Transportation Funding Program Grant application to advance the Riverside Drive Multimodal Revitalization Corridor.

CHRISTINA "TORI" MORGAN
Chair

JUDY HALDEMAN
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Executive Director



OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

September 28, 2026

The Honorable Sean Duffy
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: PA 309 Center Valley Parkway Improvement Project - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Application

Dear Secretary Duffy:

This letter is to express the strong support of the Lehigh Valley Planning Commission (LVPC) for the Pennsylvania Department of Transportation's PA 309-Center Valley Parkway Improvement project in Upper Saucon Township, Lehigh County, Pennsylvania. The PA 309-Center Valley Parkway Improvement Project is a major safety, mobility, and resilience project led by the Pennsylvania Department of Transportation in Lehigh County, Pennsylvania. The project will convert the existing signalized at-grade intersection of PA 309 and Center Valley Parkway into a new grade-separated interchange. These improvements will reduce traffic conflicts at the existing intersection, improve traffic operations, reduce the vulnerability of the highway to flooding, and better accommodate current and future travel demand and planned development in Upper Saucon Township.

PROTECT funding will support resilience-focused improvements, including a new three-span PA 309 structure over West Saucon Valley Road/Center Valley Parkway and Saucon Creek, as well as a new ramp structure over Saucon Creek. Both structures are designed to pass the 100-year storm event without overtopping. Funding will also support stormwater basins and drainage-system upgrades, sinkhole remediation, replacement or upgrading of the I-78 spill-containment system, stream restoration and protection along Saucon Creek, and slope stabilization along PA 309. These investments will improve operations and resiliency at the PA 309 Center Valley Parkway Interchange to better accommodate future travel demand and planned development in Upper Saucon Township.

LVPC considers the Center Valley Interchange to be one of the most essential infrastructure projects in the Region. Its completion will support mobility and economic growth and quality of life throughout the southern Lehigh Valley. Specifically, it supports the following goals and priorities of FutureLV, the Regional Plan:

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

- Link centers with high-capacity mixed-transportation corridors.

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

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Chair

JUDY HALDEMAN
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Technical Committee

- 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.

Goal 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.
- Reduce transportation-related emissions.

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

- Adjust transportation projects to meet changing needs of the region.
- Expand capacity only in areas recommended for development.
- Maintain and enhance existing infrastructure.
- Advocate for innovative funding for all transportation types.

Goal 5.1: Promote safe and secure community design and emergency management.

- Incorporate resiliency and hazard mitigation into planning and design, including 100- and 500- year flood plains.

The PA 309 Center Valley Parkway Improvement Project represents a strategic investment in the Lehigh Valley's transportation safety, mobility, capacity, and long-term economic vitality. I respectfully urge your full consideration and support for funding that will allow PennDOT to advance and complete this important project, providing lasting benefits to Upper Saucon Township, Lehigh County, the Lehigh Valley, and the Commonwealth of Pennsylvania.

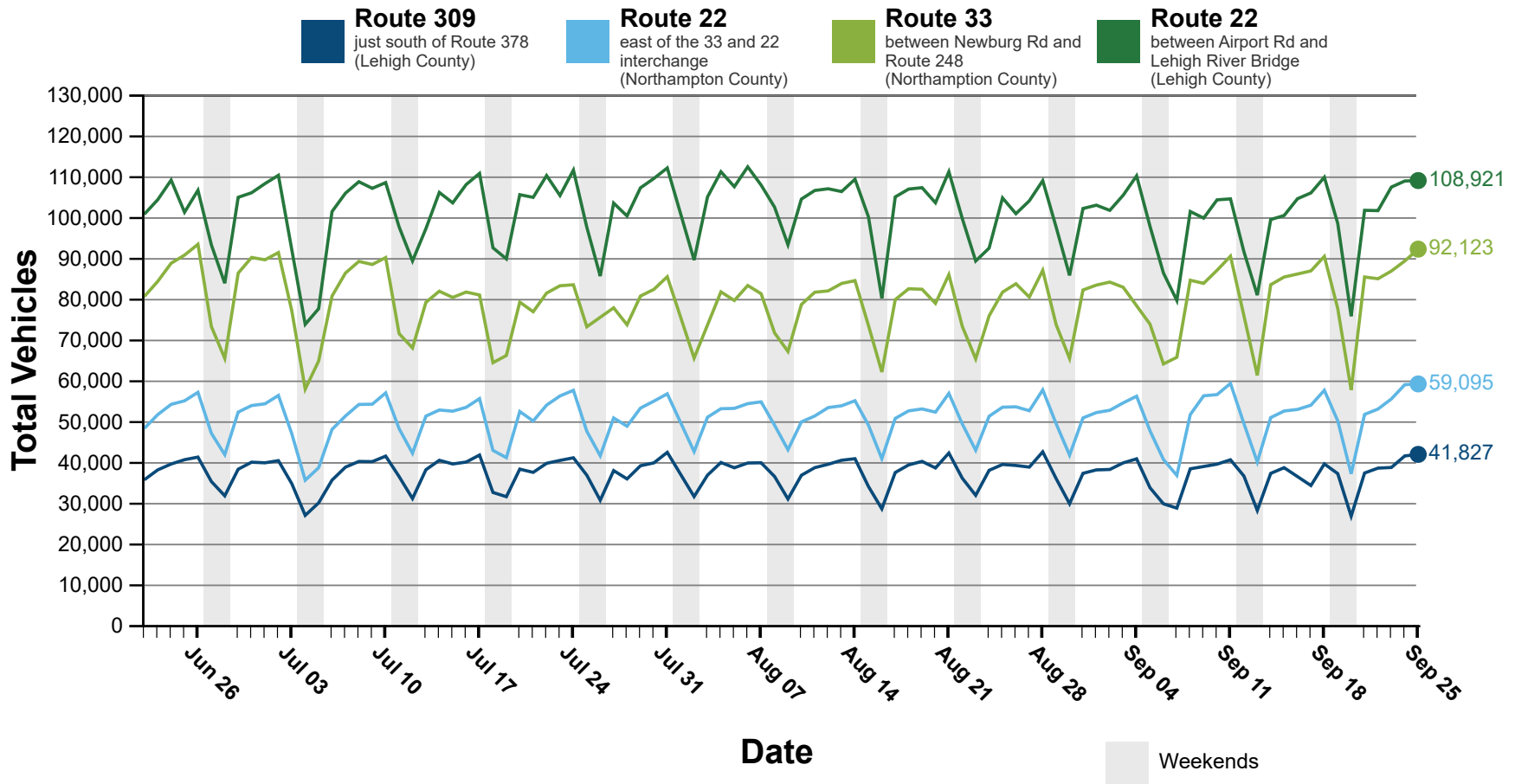
Thank you for your consideration of this meritorious grant and your commitment to our nation's critical transportation system.

Sincerely,

Becky A. Bradley, AICP
Executive Director, Lehigh Valley Planning Commission

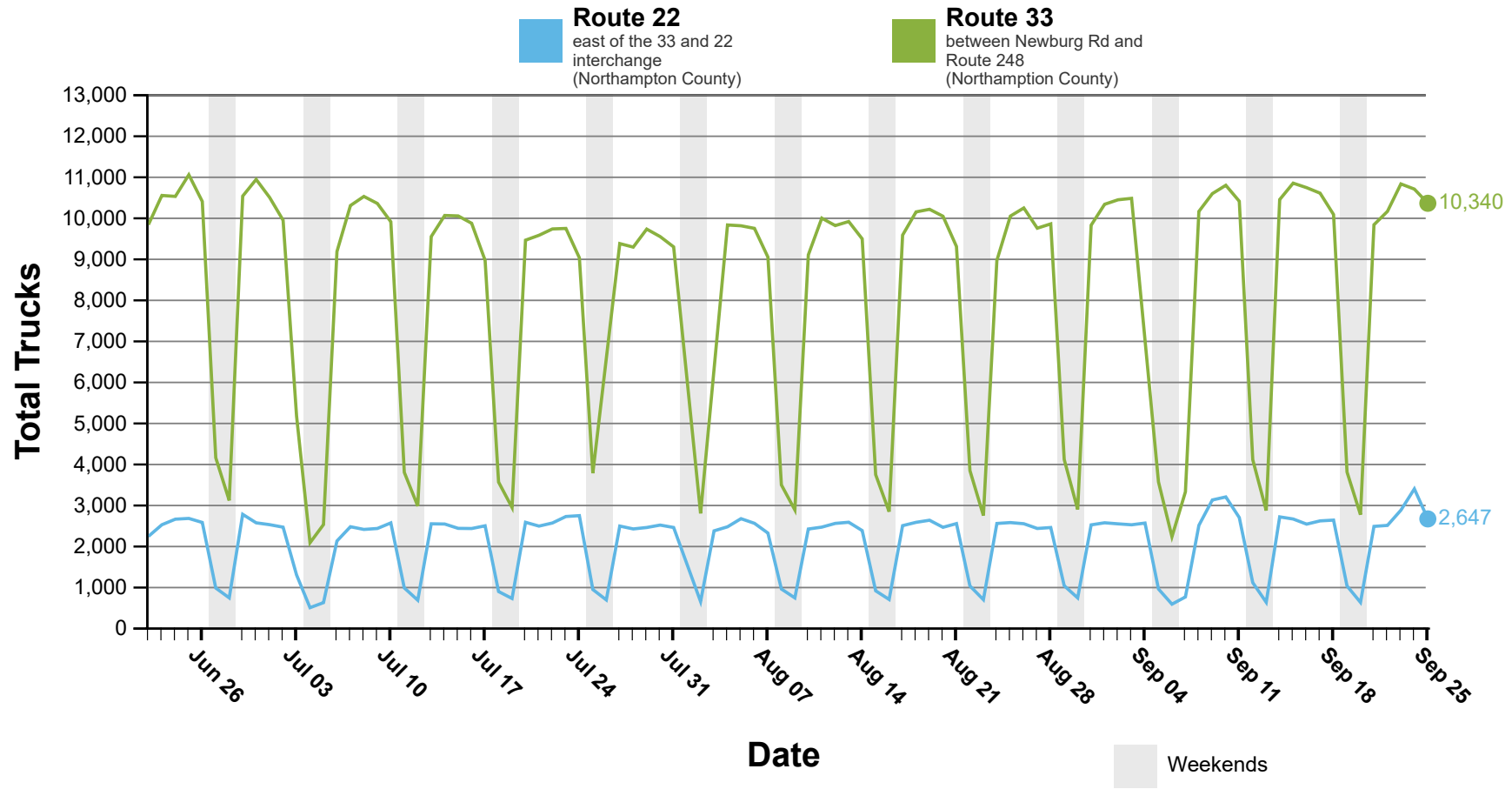
Secretary, Lehigh Valley Transportation Study

Traffic Volumes Throughout the Lehigh Valley



**Data from June/22/2026 - Sept/25/2026 at daily intervals*

Truck Volumes Throughout the Lehigh Valley



**Data from June/22/2026 - Sept/25/2026 at daily intervals*

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING OCTOBER 14, 2026**

SR 145 over Jordan Creek Bridge Replacement (C-J. Crawford)

City of Allentown and Whitehall Township, Lehigh County

MPMS 110076 – est. let November 1, 2029

- Meeting held July 16, 2026, to discuss bridge layout and TS&L options with Bridge Unit
- Designer continuing to work on finalizing H&H analysis, Final TS&L and proposed geotechnical investigations to be submitted after H&H
- Preliminary TCP to be submitted with Safety Review and TS&L after H&H
- Additional coordination with LANTA and municipalities anticipated after TS&L and preliminary traffic plans are developed

SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)

City of Bethlehem, Lehigh and Northampton Counties

MPMS 93630 – est. let December 10, 2026

- Conditional ROW Clearance obtained July 28, 2026
- MPT approval received September 23, 2026
- PUC Order received July 16, 2026. Plan approval received September 24, 2026
- Utility Clearance was received September 3, 2026
- Conditional RR Clearance was received August 17, 2026
- CE Re-Evaluation was approved August 4, 2026
- Lighting Plans were approved May 29, 2026
- Constructability Review was completed September 18, 2026
- JPA was resubmitted for review
- NPDES was approved September 23, 2026
- E&S was approved September 15, 2026
- COE Permit was approved July 28, 2026
- Structure Plans were re-submitted for review
- PS&E Submission is under Contract management review
- PennDOT secured \$3M to conduct some of the work on City owned structures since City was not able to secure a grant for all the City work
- Sidewalk, lighting, and stormwater agreements sent to the City December 2025. Still under review.

LEHIGH VALLEY TRANSPORTATION STUDY

BRIDGE STATUS REPORT

MEETING OCTOBER 14, 2026

Fifth Street (SR 1029) Bridge Replacement (C-C. Frey)

Whitehall Township, Lehigh County

MPMS 94873 – est. let April 1, 2030

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures
- Design team and DUA have determined the Northampton Borough Municipal Authority (NBMA) waterline will need to be relocated due to proximity to the proposed Fifth Street Bridge abutment foundations. Meeting to be scheduled with NBMA after the Foundation Report is reviewed
- Foundation Report comments issued in February 2026, resubmission expected mid-October
- Final Structure Plan submission is being prepared and will be submitted after the Foundation Report is approved
- Phase II ESA work completed on 2 parcels. Phase III ESA investigation needed on both parcels; Phase II ESA documentation and Phase III testing plan approved; Phase III testing will be scheduled sometime in 2027 after the rest of Final Design is scoped into the agreement
- Gap ROW Plan for 2 parcels on the north side of SR 22 that involve relocations approved and acquisition process has been initiated
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a sidewalk maintenance agreement will be executed along with a storm sewer maintenance agreement once the storm sewer design is finalized

Lower Saucon Road (SR 2001) over E Branch of Saucon Creek (C-J. Crawford)

Lower Saucon Township, Northampton County

MPMS 119940 – est let October 21, 2027

- Subsurface Boring, Sampling and Testing Plan submitted August 19, 2026, and approved September 23, 2026, to drill borings for substructure design
- Permit pre-application meeting held with DEP September 22, 2026, to discuss waterway permit, Standard Joint Permit application is needed due to stream relocation
- Digital delivery project – designer working on final digital models including bridge and roadway

Church Road (SR 1016) over Trib to Little Bushkill Creek (C-E. Berg)

Plainfield Township, Northampton County

MPMS 12106 – est let October 7, 2027

- Design Field View approved July 9, 2026
- CE Re-Evaluation Approved September 9, 2026
- Final ROW submitted to District for review September 1, 2026

Fish Hatchery Road (SR 2010) over Little Lehigh Creek (C-C. Nguyen)

City of Allentown, Lehigh County

MPMS 119933 – est let July 29, 2027

- DfV resubmit on April 8, 2026, approval given August 4, 2026
- Pre-Application Meeting April 20, 2026
- Final Design NTP given July 8, 2026
- Final Right of Way plans submitted for plan review July 31, 2026, conditional approval/comments received August 14, 2026

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING OCTOBER 14, 2026**

Powder Valley Road (SR 2025) over Indian Creek (C-J. Crawford)

Upper Milford Township, Lehigh County

MPMS 109237 – est. let December 9, 2027

- Project survey being updated to latest Bentley Open Roads to resubmit preliminary roadway and bridge submissions
- Designer working on finalizing H&H report so that TS&L and LG&T submissions can be finalized and submitted

Limeport Pike (SR 2029) over Hosensack Creek (C-M. Fallon)

Lower Milford Township, Lehigh County

MPMS 119936 – est let April 29, 2027

- Final Right of Way plans submitted for District review March 24, 2026, comments received April 30, 2026, and resubmitted May 22, 2026
- TCP submitted April 14, 2026, comments received May 6, 2026
- SPMP submitted April 13, 2026, comments received May 6, 2026
- Chapter 105 permit (GP-11) submitted for District review May 20, 2026
- Structure Foundation Report resubmitted August 21, 2026, conditional approval/comments received September 8, 2026
- Pavement design resubmitted August 21, 2026

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING OCTOBER 14, 2026**

ACRONYM REFERENCE	
ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ACOE	ARMY CORPS OF ENGINEERS
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CBR	CONSTANT BIT RATE
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DFV	DESIGN FIELD VIEW
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LCCD	LEHIGH COUNTY CONSERVATION DISTRICT
LGTS	LINE, GRADE AND TYPICAL SECTION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SEPS	SUBSURFACE EXPLORATION PLANNING SUBMISSION
SFV	SCOPE AND FIELD VIEW
SHPO	STATE HISTORIC PRESERVATION OFFICE
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

MEMORANDUM

DATE: October 7, 2026
TO: Lehigh Valley Transportation Study
FROM: Hannah Milagio, Regional Planner for Community Engagement
REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, October 5 on WDIY radio 88.1 FM, gave a summary of the many projects completed and underway. Co-hosts Becky Bradley and Matt Assad gave updates on often-discussed projects that included the \$545 million Transportation Improvement Program and the Lehigh Valley Trail Connection Strategy, but also the behind-the-scenes work being done on projects such as the regional Arts and Culture Plan and Global Stormwater Management Plan. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/news/v. The next Plan Lehigh Valley show will air Monday, November 2 at 6:30 pm.

The most recent **Morning Call Business Cycle Column** was published Sunday, October 11, under the headline the headline "Now Comes the Hard Part: Building". In the column, Becky details how the Lehigh Valley fell into its housing crisis and how, over the past two years, hundreds of dedicated people worked to build a plan to dig out of it. The column details how the Lehigh Valley Housing Supply and Attainability Strategy is designed to chip away at the region's 9,000-unit housing shortage. The column is available at www.lvpc.org/news/v and mcall.com. The next column in the Morning Call will publish on Sunday, November 29.

Educational Opportunities

Local Technical Assistance Program (LTAP)

The following course will be taught in-person at the LVPC Offices. Registration is free and can be found at www.lvpc.org/transportation-training.

Local Road Safety Plans

What: This course will teach participants how to develop a local road safety plan that provides a framework for identifying, analyzing, and prioritizing safety improvements on local roads. The content of a local road safety plan is tailored to local issues and needs and will vary accordingly. The process of developing a plan results in a prioritized list of issues, safety concerns, actions, and improvements, which can then be used to reduce fatalities and serious injuries on local roads.

When: Tuesday, November 17, 8 AM - noon

Contact Hannah Milagio at hmilagio@lvpc.org or 610-264-4544 with any questions or for registration assistance.

Grant Opportunities

PA DCED's Multimodal Transportation Fund (MTF)

MTF funds can be used for development, rehabilitation, and enhancement of transportation assets to existing communities, streetscapes, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. The grant can be applied for by municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports-rail/freight. The grant will be open until October 30th. More information is available here: <https://dced.pa.gov/programs/multimodal-transportation-fund/>