



# Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN  
Chair

ARMANDO MORITZ-CHAPELLIQUEN  
Vice Chair

PHILLIPS ARMSTRONG  
Treasurer

BECKY A. BRADLEY, AICP  
Executive Director

## LEHIGH VALLEY PLANNING COMMISSION MEETING

Thursday, June 25, 2026, at 7:00 pm

### In-Person Meeting:

615 Waterfront Drive Suite 201  
Allentown, PA 18102

### MEMBERS OF THE PUBLIC CAN ACCESS THE MEETING AT

<http://www.tinyurl.com/LVPC2026> OR VIA PHONE 610-477-5793 Conf ID: 947 550 319#

## AGENDA

### Roll Call

### Courtesy of Floor

### Chair's Report

1. Congratulations new Senior Planners, Corinne Ruggiero and Evan Gardi
2. National Association of Regional Councils Board of Directors Elections, Phillips Armstrong, President-Elect and Becky Bradley, Executive Council

### Minutes

1. *ACTION ITEM*: Minutes and Review of Roll Call Actions of May 28, 2026, Commission Meeting

### Comprehensive Planning Committee:

1. *INFORMATION ITEM*: Data Center Land Use Impacts
2. *ACTION ITEM*: South Whitehall Township – Land Use of Regional Significance – Revised Project Atlas Data Center (JS)
3. *ACTION ITEM*: Summary Sheet (SM)
4. *INFORMATION ITEM*: Housing Supply and Attainability Strategy
  - a. Unlocking Housing Solutions Event
    - i. August 26, 2026 8:00 AM
    - ii. DeSales University, 2755 Station Ave, Center Valley PA 18034

### Environment Committee:

1. *ACTION ITEM*: Revised Pathway to a Resilient Greater Lehigh Valley Plan (SM,CR)

### Transportation Planning Committee:

1. *INFORMATION ITEM*: Committee Report (K. Schmidt)

### Old Business:

1. *INFORMATION ITEM: FutureLV: The Regional Plan Update* – (Senior Staff)
  - a. Strategy Labs
  - b. Transportation Needs Assessment Survey Report
  - c. LVTS Project Selection Process Revisions and the Open Call for Infrastructure Projects
  - d. Sub-Regional Community Meetings

**New Business:**

1. *INFORMATION ITEM: LVPC Website Update* (BB,CE)

**Executive Director's Report:**

1. *INFORMATION ITEM: Regional Council Priorities Across the Nation*

**Monthly Reports:**

1. *INFORMATION ITEMS:*
  - a. May 2026 Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report
  - b. Highway Performance Monitoring System - Monthly Traffic Count Report

**Communications and Engagement**

1. *INFORMATION ITEM: Lehigh Valley Government Academy*
  - a. Pennsylvania Municipal Planning Education Institute, Zoning Administration Course
    - o Tuesdays, 9/15, 22, 29; 5:30- 9 pm
    - o Registration at [www.lvpc.org/lvga](http://www.lvpc.org/lvga)
  - b. Local Technical Assistance Program (LTAP) in-person classes at LVPC
    - o Temporary Traffic Control, 6/30 8 am – 3 pm
    - o Registration at [www.gis.penndot.gov/LTAP/default.aspx](http://www.gis.penndot.gov/LTAP/default.aspx)
    - o Contact Hannah Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) or 610-264-4544 with questions or registration assistance
2. *PACKET ITEM: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1*
  - a. Aired June 1: "More than a single project with Steve Weber."
  - b. [lvpc.org](http://lvpc.org); [mcall.com](http://mcall.com)
  - c. Next show: July 6, 6:30 pm
3. *PACKET ITEM: GRANTS*
  - a. PA Department of Community and Economic Development: Multimodal Transportation Fund
    - o Application deadline: July 31
  - b. PA Department of Transportation: Automated Red-Light Enforcement (ARLE) Transportation Enhancement Grants Program
    - o Pre-application scoping forms required
    - o Application deadline: June 30

**Next Lehigh Valley Planning Commission Meeting:**

Thursday, July 23, 2026, at 7:00 pm  
Virtual Meeting

The LVPC/LVTS website, [www.lvpc.org](http://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 PLANNING COMMISSION Minutes from the Thursday, May 28, 2026, Meeting

The LVPC held a public meeting on Thursday, May 28, 2026. The meeting was advertised in the Lehigh Valley Press on January 7<sup>th</sup>, 2026.

LVPC Vice Chair Armando Moritz-Chapelliquen chaired the meeting.

Mr. Jacob Weinberg took Roll Call.

### Members in Attendance:

#### Lehigh County

Phillips Armstrong, Craig Beavers, Sharon Fehlinger-Ricker, Sunny Ghai, Philip Ginder, Steven Glickman, Jennifer Gomez, Kent Herman, John Inglis, Santo Napoli, Samantha Pearson, Stephen Repasch and Kevin Schmidt.

#### Northampton County

Christopher Amato, Andrew Elliott, Charles Elliott, Cathy Fletcher, Anita Erdos Forrester, Judy Haldeman, Tung-To Lam, Jack McGorry, Steve Melnick, Armando Moritz-Chapelliquen, Victoria Opthof-Cordaro, Eric Shamis, Jeff Warren and Brett Webber.

### Members Absent:

#### Lehigh County

Ron Beitler, Michael Drabenstott, Gary Fedorcha, Ryan Mayberry, Christina 'Tori' Morgan, Josh Siegel and Matthew Tuerk.

#### Northampton County

Justin Amann, Bryan Cope, Jo Daniels, Carl Manges, Salvatore Panto, Jr., J. William Reynolds, Dean Turner and Tara Zrinski.

**Staff Present:** Becky A. Bradley, Clay Karnis, Jillian Seitz, David Cohen, Matt Assad, Michele Anfuso, Steven Weber, Jacob Engbert, Jacob Weinberg and Corinne Ruggiero.

**Public Present:** Anthony Melita and Jane Mellert

### COURTESY OF THE FLOOR

Commissioner Amato briefed the Commission on the recently released Pope Leo XIV's new encyclical, *Magnifica Humanitas*, which addresses human dignity and ethical challenges posed by artificial intelligence.

Vice Chair Moritz-Chapelliquen welcomed a new LVPC staff member to the Commission, Jacob Engbert, who is the newest full-time transportation planner at the LVPC. Mr. Engbert introduced himself to the Commissioners and gave a brief description of his planning and education experience.

## **CHAIR'S REPORT**

Vice Chair Moritz-Chapelliquen briefed the Commission that LVPC staff attended and presented at the Greater Lehigh Valley Chamber of Commerce's 2026 Energy and Environment Summit, which took place on April 29<sup>th</sup> at DeSales University. The program included a presentation by LVPC Director of Environmental Planning, Susan Myerov, who presented on *Pathway to a Resilient Greater Lehigh Valley*, the regional climate action plan. Chair Morgan moderated a panel discussion on the *Myths, Facts and Impacts of Data Centers* with four experts on the panel, which included: CEO of Nuclei Data - Ben Mitton, CEO of Lehigh County Authority – Liesel Gross, PPL Electric Utilities Senior Director of Government, Regulatory and External Affairs – Shelby Linton Keddie and Sales Engineer of Service Electric Business and Pen Tele Data – Maxwell Paine. Vice Chair Moritz-Chapelliquen noted that the panel discussion was a follow-up to the webinar, "Beyond the Cloud", which featured LVPC's Chief Community and Regional Planner, Jill Seitz as a panelist. The summit also included a presentation by Allentown, Bethlehem and Easton's sustainability coordinators, with the City of Allentown receiving the Non-profit Innovator award for its extensive environmental youth initiatives program. Vice Chair Moritz-Chapelliquen also noted that this was the highest attendance the Energy and Environment Summit have seen and was glad to see the LVPC well-represented and that these important sustainable planning issues took center stage.

## **MINUTES**

Vice Chair Moritz-Chapelliquen asked for a motion to approve the Thursday, April 23, 2026, LVPC meeting minutes. Commissioner Armstrong made a motion to approve the minutes and Commissioner Glickman seconded the motion.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

Vice Chair Moritz-Chapelliquen called for affirmative votes to approve the minutes. Commissioner Ginder abstained. The motion passed.

## **COMPREHENSIVE PLANNING COMMITTEE**

### ***INFORMATION ITEM/ACTION ITEM: Comprehensive Planning Committee Summary Sheet and Ordinance Reports***

Comprehensive Planning Committee Chair Melnick briefed the Commission of the many ordinances reviews this month and that in addition to the summary sheet, staff had prepared a summary presentation on data center ordinances in the region that the LVPC has received thus far. Mr. Weinberg provided a quick update on data center ordinances and the 22 communities that currently have adopted zoning regulations related to data centers or that are working on zoning regulations related to data centers, and the 24 that are covered because they are part of multi-municipal comprehensive plans with communities that are adopting regulations. Ms. Bradley then briefed the Commission on the Northeast Delegation Meeting that LVPC staff had participated in earlier in the day with state legislators regarding data centers regulations and the Lehigh County Industrial Land Use Guide. Commissioners then had a brief discussion about the state's position and whether any anticipated action or plan was going to come from the state in the short-term and discussed the importance of sharing information regarding this land use and how to regulate it at both the state and local levels.

Chair Melnick then briefed the Commission on the Comprehensive Committee Summary Sheet that featured an ordinance for a Traditional Neighborhood Development in Catasauqua Borough, three data center ordinances (in Allen Township, Upper Nazareth Township and Hanover Township, Northampton County), a comprehensive SALDO revision for Upper

Nazareth Township and two ordinances from Plainfield Township for their Solid Waste Zoning District and Steep Slopes.

Commissioner Repasch made the motion to accept the staff review and Commissioner Ghai seconded the motion. Vice Chair Moritz-Chapelliquen asked for any comments or questions.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none

Vice Chair Moritz-Chapelliquen called for affirmative votes to accept the summary sheet. The motion passed.

**ACTION ITEM: EASD Phase 2 New Easton Area High School**

Mr. Weinberg presented the staff review of the proposed redevelopment of the current Easton Area School District High School at 2601 William Penn Highway. The redevelopment would demolish the existing high school and rebuild a new 250,444-square-foot building, along with new parking lots. The site will maintain the two access points existing on the lot from South 25<sup>th</sup> Street and the William Penn Highway. Mr. Weinberg summarized how the proposal generally aligns with *FutureLV: The Regional Plan* as well as made recommendations such as coordination with the Township on site improvements to strengthen the school-trail connection, additional complete street, traffic calming and multimodal transportation infrastructure, noise barriers or plantings along Route 22 as well as sustainable landscaping, specific lighting standards, green stormwater measures, LEED strategies, green infrastructure and securing dumpster areas to protect water quality and reduce climate change impacts.

Commissioner Andrew Elliott made the motion to accept the summary sheet and Commissioner Melnick seconded the motion.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. Commissioner Melnick asked if the existing high school will be demolished or if the project will be phased so classes can still be in session for students. Commissioner Beavers responded by stating the existing school will still be present on the site and classes will be in session at the existing school as they build the new school and noted that there is a lot of coordination occurring regarding parking on site.

Vice Chair Moritz-Chapelliquen called for affirmative votes to accept the staff comments. Commissioner Beavers abstained. The motion passed.

**ACTION ITEM: Saxton Walk Mixed-Use Development**

Ms. Seitz presented the staff review for the proposed construction of a mixed-use development that includes 128 apartments, 123 single-family detached homes, and 73 townhouses for a total of 324 units, with 30,000 square feet of commercial space. The project is located on Maunch Chunk Road at the intersection of Cedar Crest Boulevard, approximately two-thirds of a mile north of the Township's border with South Whitehall Township. The plans project will be served by public water utility. No public sewer utility is available at the project site, and a wastewater treatment plant is proposed. Ms. Seitz noted that the proposal presents a complex land use and infrastructure planning issue that reflects several competing, but legitimate, regional and local planning objectives. On one hand, the development advances important housing goals and exemplifies a walkable community in mixed-use development format. On the other hand, the

site's environmental constraints, adjacency to an active quarry and lack of existing public sewer infrastructure raise significant questions regarding infrastructure readiness and long-term sustainability.

Ms. Seitz briefs the Commission on the substantial discussion that occurred during the Comprehensive Planning Committee meeting regarding concern for the lack of sewer infrastructure, environmental hazards including karsts, flood plains, and land use conflicts with the adjacent quarry and surrounding agricultural areas. Ms. Seitz noted the Committee also discussed whether the location and intensity of development are appropriately matched to long-term infrastructure and land use conditions. Ms. Seitz concluded by acknowledging how the proposed project supports important housing goals, its current scale and intensity should be reevaluated and refined through additional coordination, mitigation measures, infrastructure planning and context-sensitive design to better align growth with long-term community objectives.

Commissioner Repasch made the motion to accept the staff comments and Commissioner Glickman seconded the motion.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. Commissioners commended staff for the review letter and the importance of acknowledging that the project location is in a Farmland Preservation area in *FutureLV*. Commissioners also discussed whether the letter should be amended to strengthen language regarding sewer concerns. Ultimately, Commissioners decided not to amend the letter and that the staff letter sufficiently addressed the concern.

Vice Chair Moritz-Chapelliquen called for affirmative votes to accept the staff comments. The motion passed.

#### ***DISCUSSION ITEM: FutureLV: The Regional Plan Update in Context***

Ms. Seitz led a *FutureLV* Update exercise to receive input as well as gauge priorities on various planning passions or topics from the Commissioners, using a recent Land Use of Regional Significance project, Saxton Walk Mixed-Use Development. Ms. Seitz noted the planning challenges and complexities around competing policy interests that must be considered in the process of updating *FutureLV* and that regional planning is not about choosing between something good and something bad but rather choosing between multiple planning topics that are all important at the same time.

#### **ENVIRONMENT COMMITTEE**

Environment Committee Chair Repasch briefed the Commission that the Environment Committee discussed several information items at Tuesday's Committee meeting, which included an update on the regional climate action plan, Pathway to a Resilient Greater Lehigh Valley and the upcoming updated document which will include new additions and design changes that will be presented for review by the Commission at the June meetings. The Environment Committee was also briefed on the recent Strategy labs that staff had convened in May and participated in an abbreviated Strategy lab session where the Committee discussed Agriculture/Preserved Farmland and Natural Resources and went through the Strengths Opportunities Aspirations Results (SOAR) framework to provide further input and insight on these important topics that impact the region and will ultimately inform *FutureLV: The Regional Plan*.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

## **TRANSPORTATION COMMITTEE**

Transportation Committee Chair Schmidt briefed the Commission that the Transportation Committee discussed several information items at Thursday's Committee meeting, which included a discussion on the Congestion Management Plan, an update on the Route 22 study and *FutureLV* update, which included a walkthrough of the Transportation Strategy Lab's SOAR process. Transportation Committee Chair Schmidt also briefed the Commission on PennDOT announcing its statewide Transportation Alternatives Set-Aside (TASA) awards earlier in May and the Lehigh Valley was fortunate to receive six awards, three of each in Lehigh and Northampton Counties. Committee Chair Schmidt also noted that all three Lehigh County awards and two of the three awards in Northampton County are for projects identified in the recently completed Trail Connection Strategy. Total value of all six awards was about \$5.9 million and was the highest percentage of statewide TASA funds that we have ever received.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

## **OLD BUSINESS:**

### ***INFORMATION ITEM: PlanLV Portal***

Ms. Ruggiero, Ms. Seitz and Mr. Weinberg presented an update to Commissioners on how the PlanLV Portal implementation process is going. Ms. Ruggiero provided an update on the total applications received since the launch of the portal on April 30<sup>th</sup>. The LVPC has received 82 total applications since the launch. Mr. Weinberg cited feedback and testimonials the LVPC received regarding PlanLV portal and noted how it's been well-received from those who have used the portal so far. Ms. Seitz discussed the logistics of the submittal and review process and how it has allowed for easy access to materials and provides an easier and more efficient streamline of communication about review timelines and when things are submitted for municipalities and project review partners such as LANTA.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

## **NEW BUSINESS:**

### ***INFORMATION ITEM: Lehigh Valley Government Academy***

Mr. Assad presented information on the upcoming Lehigh Valley Government Academy training courses. Mr. Assad briefed the Commission on how the LVPC's primary training program is offered in partnership with the Pennsylvania Municipal Planning Education Institute and announced the Community Planning course that was recently offered was a sold-out course with 30 students and completed in April. Mr. Assad also noted the recent Subdivision and Land Development course that was offered and was held on May 6<sup>th</sup>, 13<sup>th</sup> and 20<sup>th</sup>. The SALDO class had 28 students attending. Mr. Assad noted that since the LVPC began offering these courses in 2014, nearly 500 students have graduated, including 117 who earned the title of Certified Citizen Planner for completing 3 of the 4 courses, and 28 who earned the statewide George Fasic Award for attending all four. Mr. Assad also provided information on the free courses through the Local Technical Assistance Program (LTAP) that are offered and how these courses aim to help municipalities address infrastructure issues and ensure that their public works departments are up to date on the latest information on safety and maintenance. Mr. Assad noted that there is a full schedule of courses that have been booked through June 30<sup>th</sup>, with upcoming classes including Winter Maintenance Planning on June 10<sup>th</sup> and Temporary Traffic Control on June 30<sup>th</sup>.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

**EXECUTIVE DIRECTOR'S REPORT:**

Ms. Bradley briefed the Commission on how she had the opportunity to present to over 100 people at the Greater Lehigh Valley Chamber of Commerce's Transportation Summit, which was hosted at Mack Experience Center in Allentown. Ms. Bradley sat on an expert panel that include LANTA Executive Director Owen O'Neil, Lehigh Valley International Airport Executive Director Tom Stoudt and PennDOT District Executive Chris Kufro. PennDOT Secretary of Transportation Michael Carroll also attended and presented at the summit. Ms. Bradley noted that the Planning at Full Speed presentation from the summit included: LVTS Transportation Improvement Program, *FutureLV: The Regional Plan* update, Congestion Management Plan, Route 22 Mobility, Safety and Congestion Management Plan, and the Lehigh Valley Passenger Rail Phase II project.

Ms. Bradley also provided a *FutureLV: The Regional Plan* update to Commissioners, noting the Transportation Needs Assessment survey and providing a summary of how the recent series of Strategy labs went and how well attended and received they were. The LVPC held nine Strategy lab sessions between May 11 and May 21 and 165 people participated, resulting in a tremendous amount of ideas and anticipated results for the region's future.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

**MONTHLY REPORTS**

Vice Chair Moritz-Chapelliquen notified the Commission that monthly reports are featured in each Commissioner's packet. Mr. Weinberg gave a brief overview of the April 2026 BuildLV report, specifically on residential and non-residential development data within the Subdivision and Land Development Monthly Report.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

Mr. Karnis gave a brief presentation on the traffic count data throughout the Lehigh Valley, which included traffic and truck volume data spanning from early February of this year through the first week of May 2026, noting trends and patterns examined.

Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

**COMMUNICATIONS AND PUBLIC ENGAGEMENT:**

Vice Chair Moritz-Chapelliquen notified the Commission that items for communications and public engagement are featured in the meeting packet. Vice Chair Moritz-Chapelliquen asked for any comments or questions. There were none.

**ADJOURNMENT:**

Vice Chair Moritz-Chapelliquen stated that the next LVPC meeting will be on Thursday, June 25th at 7 pm and that this will be one of the quarterly in-person meetings. Vice Chair Moritz-Chapelliquen then asked if there was a motion to adjourn the meeting and Commissioner Ginder made a motion to adjourn, and Commissioner Andrew Elliot seconded the motion. The meeting was adjourned.

Submitted by:

Becky Bradley, AICP, Executive Director and Corinne Ruggiero, Senior Environmental Planner



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June 12, 2026

David Manhardt, AICP, Director of Community Development  
South Whitehall Township  
4444 Walbert Avenue  
Allentown, Pennsylvania 18104

**Re: Project Atlas Data Center Revised Plans – Land Use of Regional Significance  
South Whitehall Township  
Lehigh County**

Dear Mr. Manhardt:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting. Meeting participation details are below, and we encourage your participation:

**LVPC Comprehensive Planning  
Committee Meeting:**

June 23, 2026, at 12:00 PM (Virtual)  
<https://lvpc.org/lvpc-meetings>

**LVPC Full Commission  
Meeting:**

June 25, 2026, at 7:00 PM (In-Person)  
<https://lvpc.org/lvpc-meetings>

**Background**

The project proposes to develop a 410-acre site by constructing three data center buildings totaling 1,476,855 square feet (492,285 square feet each) as well as a 40,680-square-foot admin building, a 39,167-square-foot warehouse, and an electric substation. A new road is also proposed connecting Cedar Crest Boulevard to Mauch Chunk Road, and the project includes a 10-foot wide shared use path available for public use through the site. The project site is located at 2493 North Cedar Crest Boulevard, south of Orefield Road between Mauch Chunk Road and North Cedar Crest Boulevard (parcel number 548824698560).



*FutureLV* recognizes that advances in technology and the increasing demand for real-time information and data transmission have made digital infrastructure and connectivity essential to the region’s economic competitiveness (*FutureLV* Future Forces Section, page 42). Data centers play a critical role in supporting this modern digital infrastructure, however large-scale or hyperscale data center facilities can place significant demands on utility systems, particularly electric and water infrastructure, and have the potential to pose impacts on community wellness, which necessitates careful evaluation and coordination to mitigate land use conflicts (of Policy 1.4).

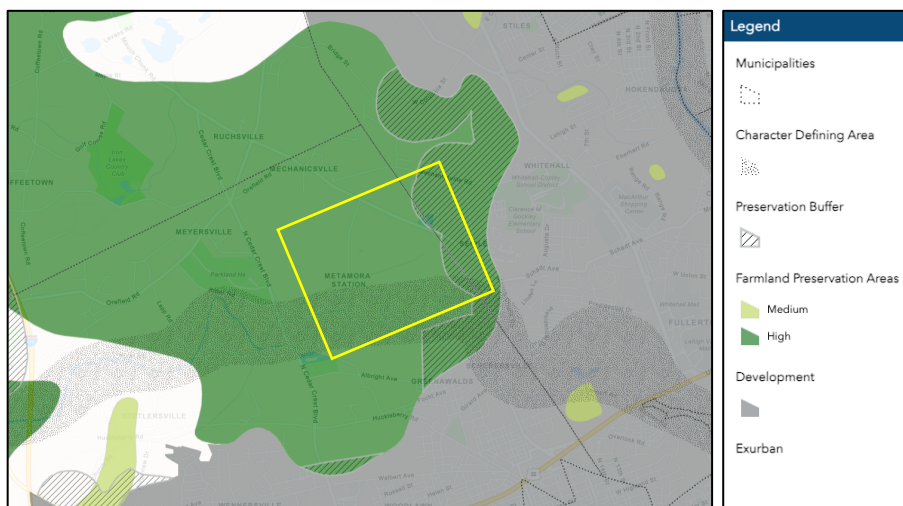
To support this evaluation, LVPC convened a coordination meeting with external review agencies to discuss utility capacity, infrastructure considerations, and other regional impacts associated with the proposal. Continued coordination among the Township, service providers, and reviewing agencies will be essential to ensuring the project supports public health, safety, and welfare while advancing regional goals for innovation-oriented industrial development.

In January of 2026 the LVPC reviewed another version of the project, and the scale of development has since been reduced in the current version. The applicant has addressed numerous LVPC comments, improving the project’s alignment with *FutureLV: The Regional Plan*, though several outstanding items remain that must be addressed. The proposed development has the potential to align with *FutureLV* if it is designed to minimize impacts to sensitive receptors in the vicinity; if the site configuration avoids disturbing existing natural resources on the site; and if utility infrastructure is demonstrated to be adequate to meet the facility’s needs without adversely affecting service to existing users.

## Site Suitability and Land Use

The project site is currently in agricultural use. Nearby existing land uses include Parkland High School to the west, heavy industrial uses to the south including chemical manufacturing, low-density residential to the north and agricultural uses surrounding the area.

The project site is identified for Farmland Preservation in the General Land Use Plan of *FutureLV: The Regional Plan*. From a regional perspective, land preservation is preferred to protect the region's existing agricultural lands. Development in the proposed location in an outward creeping development pattern, combined with infrastructure improvements, may increase development pressure on other nearby open space areas, which does not 'support effective farmland preservation techniques' (of Policy 3.3).



*FutureLV General Land Use Plan*

From a local perspective, the designated Industrial Zoning District and Planned Innovation, Research and Technology Overlay District were created in this location to support the Township in meeting the State requirement of providing for all land uses. The underlying zoning district for the project site already permitted industrial land uses, and existing infrastructure is generally available in the vicinity.

Data centers can pose health and quality of life impacts to neighboring residents and land uses if not appropriately mitigated, as a result of noise, visual, lighting, and air quality:

- **Noise:** At the time of the previous review, LVPC recommended that pre-and-post-construction professional noise studies be conducted to verify both perceived and low frequency noise levels at property lines. The applicant has since provided a noise study to the Township that is being assessed by a consultant. With the revised plans, that LVPC notes that the reconfigured site layout has increased the setback distance between the data center buildings and adjacent property lines to the north (from approximately 444 feet previously to

1,000 feet currently proposed). 16-foot noise walls around the outdoor equipment yards are proposed, and a wall of vegetation separates the proposed development from the road and adjacent properties. These features would help reduce audible noise impacts and protect the physical and mental health of the community (of Policy 5.3), but their adequacy should be determined by the Township. The LVPC also recommends the applicant provide additional documentation demonstrating how any low-frequency inaudible sounds caused by vibration (infrasound) will be mitigated to maximize protections to the public health, safety and welfare.

- **Lighting:** The project utilizes full cutoff and fully shielded light fixtures in compliance with the Township Zoning Ordinance, but the lighting design on the site should be evaluated to ensure no glare or lighting spillover affects adjacent properties, to minimize environmental impacts of development (of Policy 3.2).
- **Air Quality:** Heat exhaust from data centers can create localized temperature increases that exacerbate heat stress, especially in warmer months. The LVPC's previous review recommended the applicant assess potential heat-exhaust impacts from mechanical systems that can have detrimental impacts on nearby agricultural areas and the adjacent school. The applicant has noted that Computational Fluid Dynamics (CFD) models will be conducted to determine heat output from Mechanical, Electrical and Plumbing (MEP) equipment, and these should be provided to the Township to minimize impacts to sensitive receptors and improve air quality (of Policy 3.2). The applicant should pursue HVAC system designs that convert or mitigate heat from exhaust to 'support agriculture and open space as essential components of the regional economy and identity' (of Policy 4.4) and 'minimize environmental impacts of development' (of Policy 3.2), and the LVPC recommends the Township ensure any commitments by the developer are memorialized through the review process to support long-term enforcement (of Policy 3.4).
- **Visual:** At the time of the previous review, LVPC recommended that the buildings and generator equipment yards be aesthetically designed to minimize the visual impacts of the development, and that additional vegetation be included to further reduce visual impacts. The proposed landscaping may help shield the view of the development from the proposed road and adjacent properties, and the applicant has provided architectural elevations for the Township to evaluate to 'promote context-specific design solutions' (of Policy 5.4).

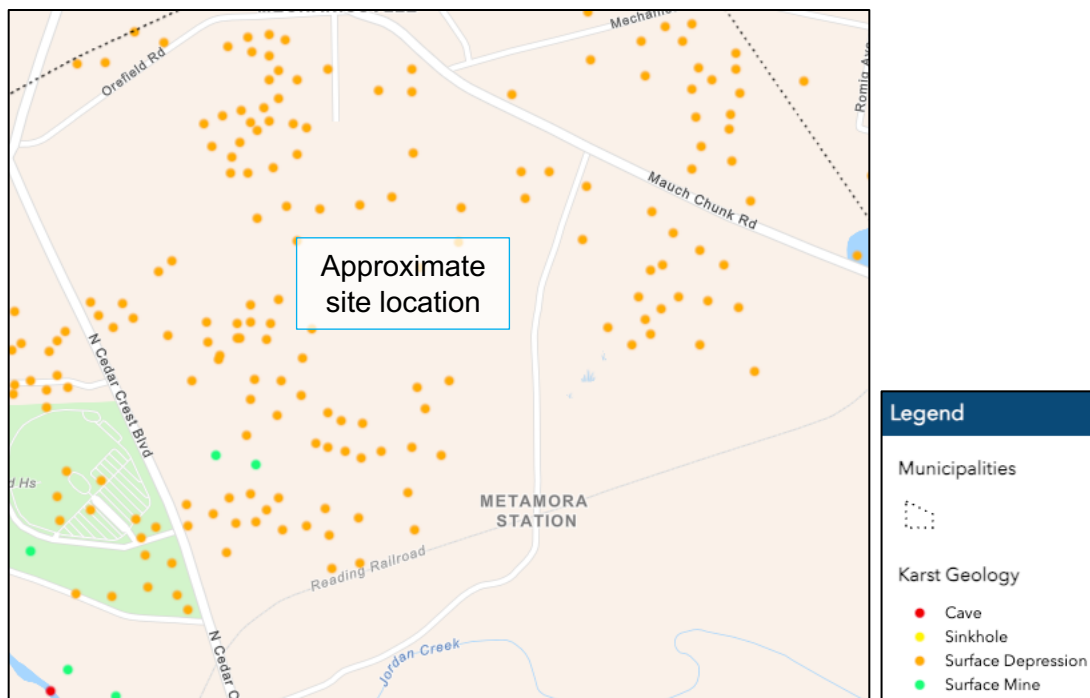
### **Emergency Services**

The LVPC's previous review encouraged continued coordination between the applicant, Township, local emergency service providers, and the Lehigh County Office of Emergency Management to consult on the adequacy of access points, turning radii, hydrant placement and fire-suppression systems. The applicant has confirmed that coordination with local emergency responder agencies will take place, which is essential to safeguard responders, protect critical infrastructure, and ensure that the facility can

be safely and effectively served during both routine incidents and large-scale emergencies. The LVPC encourages the Township to continue to facilitate coordination with both local and County/Regional service providers to ‘enhance planning and emergency response efforts among emergency management personnel’ (of Policy 5.1).

### Environment and Utility Infrastructure

The LVPC’s previous review noted the presence of karst conditions on the site according to mapping provided by the Pennsylvania Department of Conservation and Natural Resources (Bureau of Topographic and Geologic Survey), and strongly recommended comprehensive geotechnical and hydrogeologic investigation of the site to inform building placement, foundation design, stormwater management, and utility infrastructure. The applicant has provided a geotechnical report, and noted that stormwater management for the site has been designed with karst systems in mind, and that the buildings will be designed to mitigate any potential risks or impacts from karst systems. The Township’s evaluation of the report will determine if these measures are adequate, and these factors are critical to minimize impacts of development to support public health, safety, and welfare (of Policy 3.2).



LVPC GIS Mapping of Karst Geology

The LVPC’s previous review noted that electrical infrastructure upgrades are being funded by the Applicant, and recommended that the applicant provide detail on how the facility will align with industry energy-efficiency standards, including anticipated Power Usage Effectiveness (PUE). The applicant provided a summarized PUE value of 1.4 for the project site, where a value of 1.0 represents the theoretical ideal of zero wasted energy. According to the National Laboratory of the Rockies, the U.S. Department of Energy’s primary national laboratory for energy systems, studies show that the PUE average for data centers tends to be 1.8, but industry leaders have been able to achieve

PUE values of 1.2 or less. The LVPC encourages the applicant to continue pursuing a lower PUE value to 'promote energy conservation and efficiency' (of Policy 3.4). The Applicant has also indicated that renewable and carbon free energy sources are being considered, which support long-term sustainability and alignment with regional clean energy goals (of Policy 3.4). The LVPC encourages that commitments to renewable energy sources also be memorialized through the review and approval process.

The previously submitted Environmental Impact Assessment identified that Tier 2-emission standards backup generators would be used, but following LVPC's recommendation, Tier 4 backup generators are now proposed, and the applicant has noted that all PA DEP permits to install generators onsite will be obtained, which serves to minimize air quality impacts (of Policy 3.2). While Tier 4 generators are proposed, which meet the strictest EPA emissions standards, the cumulative impacts from the immense quantity of generators utilized by the project should be scrutinized. The Township should require detailed specifications on fuel storage safety measures such as spill-prevention and secondary containment to ensure public health and environmental safety, and it is imperative that the applicant provide a generator-testing plan that specifies how frequently generator testing will occur, the duration the generators will run for, and the days and time of day tests would take place to help the Township plan for operating hours of the facility and adequately evaluate air quality and noise impacts. This information should also be shared with surrounding property owners and tenants (of Policies 5.2, 5.3, and 5.4).

The previous LVPC review noted that septic field beds are included in the northern portion of the project site, and sanitary sewer lines direct wastewater from each building to discharge in the septic field area. The applicant has provided information related to the project's discharge gallons per day and has indicated the location and sizes of primary and secondary drainage fields as requested in our previous review letter. The LVPC previously noted a concern regarding the extensive presence of karst geology on the site, and that the wastewater disposal systems need to be properly sited and designed to minimize impacts to groundwater resources, in order to protect the quality and quantity of surface water and groundwater (of Policy 3.2). The applicant has noted that the system will be designed to take karst geology into account.

While a closed-loop cooling is proposed that minimizes water usage and wastewater discharge, land use needs change over time, and it is possible for approved water withdrawal dockets issued by the Delaware River Basin Commission (DRBC) to be sold and transferred to other property owners. If the proposed facility were to shift to a different cooling system in the future with substantially greater water demands, this would likely also involve coordination with Lehigh County Authority to address wastewater disposal needs. The LVPC strongly recommends the Township ensure the cooling system design and any aspects of the project that affect utility impacts are memorialized through the review process to coordinate infrastructure investments and address the long-term impacts of subdivision, development zoning and planning (of Policy 4.6).

Landscaping is proposed throughout the project site along property boundaries and Proposed Road 'A' and within parking areas. The proposed landscape schedule consists primarily of Pennsylvania-native tree and shrub species which directly support use of native, climate-adaptive and carbon-sequestering landscaping (of Policy 3.4).

The project site is located within the Coplay Creek and Jordan Creek Watersheds. These watersheds have fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project's stormwater management plan are also uploaded to PlanLV Portal.

### **Transportation**

A traffic impact study was submitted for the proposed project. The project is anticipated to generate an average of 1,154 weekday trips, calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12<sup>th</sup> edition and Land Use Code 160 (Data Center). These average weekday trips include 142 new trips during morning peak and 126 new trips during evening peak times.

Access to the site is planned to be provided via three driveways, a full-access, secured driveway to the new roadway, providing access to the data center campus, a proposed full-access driveway to the new site roadway, providing access to the proposed substation, and a proposed full-access, emergency-only access driveway to Mauch Chunk Road.

A new township roadway is proposed to be constructed in concurrence with the proposed data center connecting Cedar Crest Boulevard at Suncrest Drive to Mauch Chunk Road at Mechanicsville Road (Roadway A). Signalization of the new Roadway A at the intersections with the existing roadways may be necessary for the trips generated by the development and to manage conflict between traffic to and from the development with traffic from the adjacent land uses including Parkland High School. Coordination with Pennsylvania's Department of Transportation regarding the configuration of the intersection with Mauch Chunk Road and Mechanicsville Road is needed to 'optimize traffic flow' (of Policy 2.5).

The amount of parking provided in the proposed plan has been re-evaluated and right sized to minimize impervious surfaces (of Policy 2.2), supporting comments LVPC provided in the previous review.

A bridge in the vicinity of the project site along Cedar Crest Boulevard crossing over the Jordan Creek is in 'Fair' condition according to the Pennsylvania Department of Transportation Bridge Conditions Map. The bridge over Route 22 at the interchange of Cedar Crest Boulevard is also in 'Fair' condition. These bridges should be closely monitored to 'provide a safe, well-maintained transportation network' (of Policy 2.2) by making sure they do not fall into 'Poor' condition with the addition of the new trips generated by the development.

Sidewalks are proposed along all road frontages of the project site, which supports pedestrian safety and reducing fatalities towards zero (of Policies 5.1 and 5.3). Following LVPC's comments in the previous review, electric vehicle charging spaces are now proposed (of Policy 2.5).

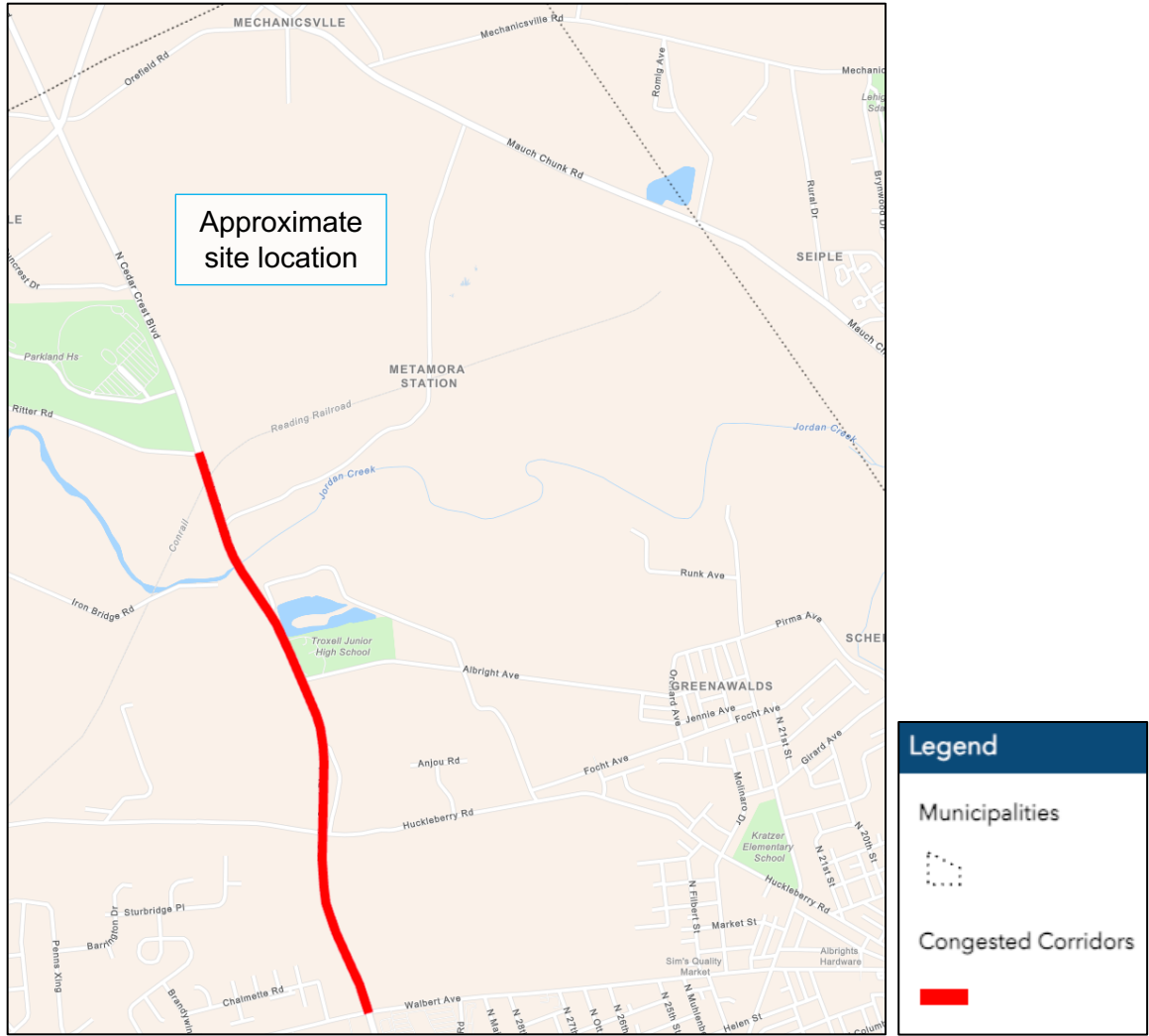
The Lehigh and Northampton Transportation Authority (LANTA) does not serve the project site currently has no plans to extend service to the area in the future, however the pedestrian infrastructure proposed throughout the site is essential if service is extended to the site in the future (of Policy 2.3).

The Parks, Recreation and Open Space plan of *FutureLV* and the Lehigh Valley Trail Connection Strategy identifies a Proposed/Conceptual Commuter Trail through the project site, which runs along Jordan Creek to the West, connects to Parkland High School and the project property, and then rejoins Jordan Creek to the East along the Whitehall Township border. LVPC's previous review recommended including sidewalk along the northeastern property boundary along Mauch Chunk Road to further facilitate closing gaps in the region's trail network (of Policy 2.1), and these sidewalks have been added to the proposed plans.



*LVPC GIS Mapping – Proposed/Conceptual Commuter Trails*

North Cedar Crest Boulevard between Ritter Road and Walbert Avenue is identified as a Congested Corridor, where existing traffic conditions already present operational challenges. According to the Environmental Impact Analysis, during construction there will be 400-500 construction employees and that construction will last 4 years. This construction phase would generate commercial vehicle traffic at a level that would further affect corridor performance. The LVPC strongly recommends requiring construction traffic information such as anticipated truck volumes, designated routing, and hours of operation to adequately plan for and minimize traffic demand within the Transportation Impact Study.



LVPC GIS Mapping – Congested Corridors

The LVPC has copied representatives from adjacent municipalities and review agencies to ‘coordinate land use decisions across municipal boundaries’ (of Policy 1.4).

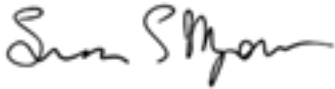
Municipalities, when considering land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. The LVPC review does not include an in-depth examination of plans relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Please let me know if there are any questions about this review.

Sincerely,



Jill Seitz  
Chief Community and Regional Planner



Susan Myerov  
Director of Environmental Planning



Corinne Ruggiero  
Environmental Planner



Evan Gardi  
Transportation Planner

cc: Anthony Tallarida, Township Engineer; CDE Acquisitions LLC, Applicant; Andrew Lohr, Kimley-Horn, Project Engineer; Nate Jones, Lower Macungie Township Planning Director; Kevin Murphy, North Whitehall Township Planner; Lee Rackus, Whitehall Township Planning Bureau Chief; Jennifer Gomez, City of Allentown Planning Director; Meredith Keller, Upper Macungie Township Planning Director; Liesel Gross, Lehigh County Authority Chief Executive Officer; Garrett Cook, Lehigh County Conservation District Engineer; Fadia Halma, PA DCED Lehigh Valley Regional Director; Alicia Karner, PA DCED BusinessPA Lehigh Valley Regional Office Director; Dean Ritter, PA DEP Assistant Regional Director; Jane George, PPL Regional Affairs Director; Joseph Lookup, PPL Vice President of Transmission & Distribution Planning & Asset Management Brian Boyer, PennDot District 5; Chad Pindar, Delaware River Basin Commission Water Resource Planning Section Manager; Molly Wood, LANTA Planner/Land Use Specialist; Geoff Reese, LVPC Master Planner and Engineer; Denjam Khadka, LVPC Senior Civil/Environmental Engineer; Peter Lantz, Environmental Engineer.

## Project Review Summary Sheet

Comprehensive Planning Committee

Date: June 2026

Project	Municipality	Brief Statement of Purpose	LVPC Comment
<b>Comprehensive Plan</b>	<b>Salisbury Township</b>	<i>2026 Draft Comprehensive Plan</i> – An update to the 2012 Salisbury Township Comprehensive Plan	The plan meets all the legal requirements outlined in the Municipalities Planning Code for Comprehensive plans. Commended the proposed mixed use growth along corridors (of Policy 1.2) and preventing property disinvestment which ‘encourages reuse and redevelopment within urban areas (of Policy 1.1). Recommended listing and considering additional natural resources and ensuring proper buffering between municipal borders with different uses.
<b>Curative Amendment</b>	<b>Lower Nazareth Township</b>	<i>Nazareth Area School District</i> – Proposes to permit ‘School, Primary and Secondary’ as a conditional use in all zoning districts where it is not currently permitted, and amends the conditional use standards governing water and sewer service so that public sewer would be required only where available.	Permitting schools in zoning districts with incompatible land uses could create land use conflicts over the long term and does not ‘encourage an efficient development process responsive to regional needs’ (of Policy 1.4). Locating schools in areas without public utilities increases the maintenance costs associated with school operations long-term, and <i>FutureLV</i> ‘discourages use of packaged sewage treatment plants’ (of Policy 3.2).
<b>Zoning Map Amendment</b>	<b>Nazareth Borough</b>	<i>General Commercial</i> – Proposes converting one block, five parcels, from Light Industrial to General Commercial	The changes includes additional uses and lowers the requirements for conversions which ‘encourages reinvestment in commercial areas’ (of Policy 4.6) and helps alleviate regional housing shortages by providing attainable housing options(of Policy 4.5)



## Project Review Summary Sheet

Comprehensive Planning Committee

Date: June 2026

<p><b>Zoning Ordinance Amendment</b></p>	<p><b>Forks Township</b></p>	<p><i>Growth Management Overlay</i> – Establishes two Growth Management Overlays and updates provisions for agricultural preservation and sets common open space requirements for cluster developments.</p>	<p>Advances <i>FutureLV</i> by ‘matching development intensity with sustainable infrastructure capacity’ and preserving agricultural and natural lands (of Policy 1.1).</p>
<p><b>Zoning Ordinance Amendment</b></p>	<p><b>Forks Township</b></p>	<p><i>Data Center Decommissioning</i> – An update to the Forks Township Data Center Ordinance to include additional provisions.</p>	<p>LVPC commended the continued regulation of Data Centers as an emerging land use, ‘minimizing the impact of Land Use of Regional Significance’ (of Policy 1.4) and ‘support the evolution and adaptability of government’ (of Policy 1.1). The updates include amendments that ‘minimize the environmental impact of development’ (of Policy 3.2).</p>
<p><b>Zoning Ordinance Amendment</b></p>	<p><b>City of Bethlehem</b></p>	<p><i>Hotels Definition</i> – Updates the definitions of hotels and the time frames that constitute a stay.</p>	<p>Unifying time lines provides ‘an efficient development process that is responsive to regional needs’ and expanding workforce housing ‘provide a wide variety of attainable housing in locations that maximize social and economic opportunities for everyone (of Policy 4.5).</p>



# 2026 Transportation Needs Assessment Survey

Supporting the Update of  
*FutureLV: The Regional Plan*

Published June 2026

## Transportation Needs Assessment Survey

The Lehigh Valley Planning Commission (LVPC) conducted a Transportation Needs Assessment (TNA) Survey as part of the updates of *FutureLV: The Regional Plan* and the Lehigh Valley Transportation Study's (LVTS) Metropolitan Transportation Plan. The TNA Survey is intended to understand the public's most urgent concerns, identify their long-term priorities, and establish how limited financial resources should be allocated. The survey was created in Microsoft forms, and it was open from April 16 to May 17. It was distributed through email, social media, event program advertisements, and in-person events such as the Northampton County Festival and the LVPC's Strategy Labs. It was also promoted at public meetings of the LVTS and LVPC.

### Survey Findings

The following pages summarize the findings from this year's survey and compare them to the results from a similar survey taken in 2023. Additional response options and changes in several question's wording are the bulk of the difference between the 2023 and 2026 surveys. These changes were made to reflect discussions with the Lehigh Valley Transportation Study, Lehigh Valley Planning Commission and public. The comparison notes where the survey methodology or questionnaire between the two surveys was somewhat different, which affected an exact comparison between the two.

#### 1. Survey Participation

The 2026 survey was live for just over four weeks and gained 601 responses, while the 2023 survey ran for two months, yielding just more than 1,000 responses. The 2026 survey allowed responses to list more than one role, which is why the percentages in the 2026 column exceed 100. Roughly 80% of the responses to both surveys came from residents. The share of responses from elected officials doubled and appointed officials increased from 4.8 to 6% in 2026, while the response shares from municipal staff declined from 5.8% to 4.8%. The participation shares from external commuters and businesses operating in the Lehigh Valley more than doubled.

Participation Metric	2023 TNA Survey	2026 TNA Survey*
<b>Total Responses</b>	1,007	601
Residents	802 (79.6%)	502 (83.5%)
Appointed Officials	48 (4.8%)	36 (6.0%)
Elected Official	32 (3.2%)	39 (6.5%)
Municipal Staff	58 (5.8%)	29 (4.8%)
External Commuters / Businesses ("Other")	67 (6.7%)	90 (15.0%)
<b>Geographic Coverage</b>	60 out of 62 municipalities	58 out of 62 municipalities
<b>Margin of Error</b>	3.09%	4.00%

\*The total percentages for 2026 responses exceed 100% because participants were permitted to choose as many roles as applied to them.

#### 2. What Transportation Issues does the Lehigh Valley Care About?

The first question asked people what general transportation issues were most concerning to them, rating each concern on scale of 1 to 5 (most important). Traffic flow and congestion and road pavement conditions were the top issues in both surveys. Walking, bridge conditions, and interstate highways were almost as high in both the 2023 and 2026 surveys. Trails were not on the questionnaire in 2023 but were highly rated in 2026. Truck and rail freight saw a significant increase in importance, reflecting increasing concerns about truck volumes and parking issues. Transit saw a marked decline in interest. Bicycling, local bus transit, and intercity bus all had lower overall ratings, but in each case a significant number of responses rated them as highly important (for this reason, the average scores were not statistically significant).

### Rating of Transportation Issues

Variable	2023	2026
Traffic Flow/Congestion	4.3	4.2
Road Pavement	4.3	4.1
Walking	4.0	4.0
Bridges	4.1	3.8
Interstate Highways	3.7	3.8
Trails	N/A	3.8
Freight (Trucks and Rail)	2.9	3.6
Bicycling	3.4	3.3**
Passenger Rail (to NY/NJ, Philadelphia, and/or Harrisburg)	3.3	3.3
Aviation	2.9	3.1
Bus Transit (Local/Lehigh Valley)	3.6	2.9**
Intercity Bus (to NY/NJ, Philadelphia, and/or Harrisburg)	N/A	2.9**

*\*\*Not statistically significant*

### 3. What are the Region’s Top-Ranked Roadway and Bridge Objectives?

The survey then focused on specific transportation categories and asked people to rank which issues were most important for each.

For roads and bridges, three new categories; congestion management, emergency response and incident management, and public transit access and reliability were added to the survey in 2026 and respondents were asked to rank the options from 1-10. Congestion management was the clear respondent favorite as the most important issue in 2026, rated the highest by more than a third of all respondents. Roadway operations, transportation safety, and road and bridge conditions were also highly rated, as was the case in 2023.

## Ranking of Road and Bridge Categories

Categories	2026 Rank	2023 Rank
Congestion Management (reducing traffic delays, bottlenecks, peak-hour travel)	1	N/A
Roadway operations (signal timing, traffic flow)	2	2
Transportation safety (crashes, turn lanes, improving safety measures)	3	1
Condition of roadways and bridges (maintenance, resurfacing or refurbishing)	4	3
Emergency response and incident management (emergency vehicle access, clearance times, disaster response)	5	N/A
Funding for transportation infrastructure maintenance and improvements	6	4
Freight movement (truck parking, establishing, or enhancing truck routes)	7	6
Accessible roadway design for all ages, abilities, and transportation modes (sidewalks, transit infrastructure, bicycle infrastructure, trails)	8	5
Public transit access and reliability (Increase service & routes, improve transit stops)	9	N/A
Transportation technologies (electric vehicle charging infrastructure, smart signals)	10	7

### 4. Trails as a Part of the Transportation Network

We asked people to rate the importance of the Lehigh Valley's Trail network as part of the transportation system. In 2026, 35% of respondents said they consider trails as a part of their transportation network, as opposed to 2023, where the response was 48%. The number who said they were not part of their transportation network increased from 31% to 44%. In both years, 21% of respondents had mixed opinions. This shift suggests that the trail network has not yet matured to the point where it is a full alternative to other transportation modes. The priority trail gaps that were recently identified in LVPC's *Lehigh Valley Trail Connection Strategy* will significantly strengthen the network and may help increase recognition of the trail network as a robust transportation system.

#### Are Trails a Part of Your Transportation Network?

Opinion	2023	2026
Yes	48%	35%
No	31%	44%
Maybe	21%	21%
<b>Total</b>	<b>100%</b>	<b>100%</b>

## 5. Walking, Cycling, Rolling, & Accessibility

The survey sought community feedback on infrastructure that improves conditions for walking, cycling and accessibility. Three new options were added to this year’s survey, including traffic-calming measures, expanding trails and connecting to the road network, and improving pedestrian and accessible connections to bus stops. Respondents were asked to rate each objective on a one-to-five (1-5) scale, with 5 being most important. The distribution of rankings was relatively narrow, with all of the options having moderate-to-strong support. Traffic-calming, one of the new objectives in the survey, and was rated highest overall.

<b>Bike, Pedestrian and Accessibility Objectives</b>	<b>2023</b>	<b>2026</b>
Implementing traffic-calming measures	N/A	3.9
Adding or marking crosswalks	3.7	3.6
Adding sidewalks to new and existing roads	3.7	3.6
Adding or improving sidewalks and intersect	3.8	3.6
Expanding trails and connecting to the road	N/A	3.5
ADA Accessibility/Adding or improving curb ramps for accessibility by all persons	3.6	3.3
Building and connecting bike lanes	3.5	3.2
Connecting bus stops to walking or rolling	N/A	3.1

## 6. Transportation Mode Choices

The survey asked respondents to estimate how many times they had used each transportation mode in the previous twelve months, ranging from 25 times or more to once or twice or not at all. The tables below show the percentage of responses for each mode and provides the 2023 survey results for comparative purposes. For 2026, two modest, but consistent trends emerged. More people are walking, rolling and using trails. Meanwhile, the percentage of persons making frequent drive-alone trips dropped from 91% to 88%. Transit received mixed responses: the percentage making frequent trips went down slightly, but percentage of people making occasional trips increased.

## Transportation Mode Choices (percentages) 2026 Survey

How Often did you use the modes	Walking/Rolling	Cycling	Trails	Transit	Driving Alone	Carpooling	Taxi or Rideshare (Uber, Lyft, etc)
25 Times or More	32%	13%	16%	2%	88%	14%	3%
13-24 Times	12%	6%	13%	2%	5%	13%	5%
3-12 Times	23%	15%	22%	5%	3%	20%	18%
Once or twice	16%	14%	19%	10%	1%	16%	23%
Never	17%	52%	30%	81%	3%	37%	52%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## 2023 Survey

How Often did you use the modes	Walking/Rolling	Cycling	Trails	Transit	Driving Alone	Carpooling	Taxi or Rideshare (Uber, Lyft, etc) or
25 Times or More	29%	10%	14%	3%	91%	14%	2%
13-24 Times	10%	6%	10%	2%	4%	10%	4%
3-12 Times	24%	12%	20%	3%	2%	20%	19%
Once or twice	16%	15%	20%	8%	1%	15%	23%
Never	22%	58%	36%	83%	2%	42%	53%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100</b>	<b>100%</b>	<b>100%</b>

## 7. Ranking Transit Objectives

Respondents were asked to identify three important transit objectives for their community. New options were added to the previous survey, including bus stop amenities, expanding hours of service, and increasing bus speeds. One broad topic: expanding the span of public transportation service across the region, was dropped; the aspects covered in that category are addressed elsewhere. Improving transit service to connect major employment centers with residential neighborhoods was the highest priority, followed by improving bus stop amenities.

Transit Issues	2023	2026
Expanding transit service to connect major employment centers with residential neighborhoods	24.90%	24%
Adding shelters, seating, lighting, and real-time schedule information at bus stops	N/A	19%
Increasing service frequency to reduce wait times	16.60%	16%
Expanding on-demand public transportation options (LANTA Flex)	13.40%	11%
Improving customer information on LANTA services	10.15%	10%
Expand hours of service	N/A	10%
Increasing bus speed to reduce travel times	N/A	5%
Expanding the span of service of public transportation across the region	25.37%	N/A
Others	9.49%	6%

## 8. Freight Issues

Respondents were asked to identify three important freight-related issues in their community. This was a new question, so no response comparison to the 2023 survey is possible. This question was added to assess the growing freight movements to, from, and through the Lehigh Valley. The most popular responses addressed concerns about the impacts of trucking on street and highway congestion, damage to local roads, trucks driving on neighborhood streets, and air and noise pollution from air/road/rail freight. Truck parking and safety at rail crossings received lower concern responses.

<b>Freight Issues</b>	<b>Percentage</b>
Trucks adding to street and highway congestion	24%
Trucks damaging local roads	20%
Trucks on neighborhood streets	18%
Air and noise pollution from <u>freight</u> , and air cargo	17%
Truck impacts on drivers, <u>bicycles</u> , and pedestrian safety	12%
Trucks parking on road shoulders and ramps	5%
Safety at rail crossings	2%
Others	1%
<b>Total</b>	<b>100%</b>

## 9. Allocation of Public Funds

The final question in the survey asked people to engage in an exercise to see how public dollars should be invested. Each respondent was given a theoretical budget of \$100 and asked to choose how these funds should be spent on various transportation investments. Two new options were added for this year's survey: passenger rail or bus service to other regions, and aviation and airports. Roads and bridges were the overall response leader in both surveys. Infrastructure resilience and passenger rail or inter-regional bus were tied for second area of investment in this year's survey, whereas infrastructure resilience and walking, biking, and accessibility were tied for second place in 2023.

<b>Funding Category</b>	<b>2023 Allocation (Average)</b>	<b>2026 Allocation (Average)</b>
Roads and Bridges	\$35	\$28
Infrastructure Resilience	\$23	\$17
Walking, Biking, and Accessibility	\$23	\$16
Transit Within Region	\$18	\$14
Passenger Rail or Bus To Other Regions	NA	\$17
Aviation and Airports	NA	\$8

**Conclusion**

This year’s survey provides a good snapshot of public opinion regarding the transportation challenges facing the Lehigh Valley. Auto travel is by far the dominant mode, so traffic congestion and road and bridge conditions were top of mind for respondents overall. However, there is also substantial interest in transit and active transportation modes, and substantial support for improving these networks. The mode choice question revealed walking/rolling and cycling have mode shares that are greater than what is seen in our journey to work data. This indicates that people are more likely to walk or roll for non-work trips like shopping and recreation. Concerns about safety informed much of the support for both road and bridge improvements as well as pedestrian, cycling and accessibility needs.

The results of this survey, along with the recently completed community dialogue and solutions-focused Strategy Labs will shape LVPC’s efforts as we undertake the project selection process and policy development for *FutureLV: The Regional Plan*.

Thank you to everyone who participated in the Transportation Needs Assessment survey. More information and additional opportunities to shape the future of the Lehigh Valley may be found at [www.lvpc.org](http://www.lvpc.org), emailing [planning@lvpc.org](mailto:planning@lvpc.org) or by calling the LVPC at (610) 264-4544.

## **Appendix**

### **Transportation Needs Assessment Survey Questions and Response Options**

#### **Lehigh Valley Transportation Needs Assessment Survey**

The Lehigh Valley Planning Commission wants to hear from you about the region's transportation needs and priorities. Your feedback will help shape updates to the transportation components of *FutureLV: The Regional Plan*—guiding future transportation investments, projects, and policies across the region. This survey takes about six minutes to complete. Your responses are completely anonymous, and the survey does not ask for any information that could identify you. Results will be combined with others' responses and used only to support regional planning efforts. Please Note: An (\*) indicates a required question response.

1. Which municipality do you reside in? \*

- Alburtis Borough
- Allen Township
- Allentown City
- Bangor Borough
- Bath Borough
- Bethlehem City
- Bethlehem Township
- Bushkill Township
- Catasauqua Borough
- Chapman Borough
- Coopersburg Borough
- Coplay Borough
- East Allen Township
- East Bangor Borough
- Easton City
- Emmaus Borough
- Forks Township
- Fountain Hill Borough
- Freemansburg Borough
- Glendon Borough
- Hanover Township (Lehigh County)
- Hanover Township (Northampton County)
- Heidelberg Township
- Hellertown Borough
- Lehigh Township
- Lower Macungie Township
- Lower Milford Township
- Lower Mount Bethel Township

- Lower Nazareth Township
- Lower Saucon Township
- Lowhill Township
- Lynn Township
- Macungie Borough
- Moore Township
- Nazareth Borough
- North Catasauqua Borough
- North Whitehall Township
- Northampton Borough
- Palmer Township
- Pen Argyl Borough
- Plainfield Township
- Portland Borough
- Roseto Borough
- Salisbury Township
- Slatington Borough
- South Whitehall Township
- Stockertown Borough
- Tatamy Borough
- Upper Macungie Township
- Upper Saucon Township
- Walnutport Borough
- Washington Township (Lehigh County)
- Washington Township (Northampton County)
- Weisenberg Township
- West Easton Borough
- Whitehall Township
- Williams Township

- Wilson Borough
- Wind Gap Borough
- I Don't Know
- Other

2. Do you represent an organization(s)? If so, which one(s)?

3. What is your role within the community or organization (Check all that apply)? \*

- Resident
- Appointed Official
- Elected Official
- Municipal Staff
- Business Owner
- Representative of Community Organization
- Other

4. Please rate **Traffic Flow/Congestion** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



5. Please rate **Road Pavement** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



6. Please rate **Bridges** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



7. Please rate **Freight (Trucks and Rail)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



8. Please rate **Interstate Highways** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



9. Please rate **Bus Transit (Local/Lehigh Valley)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



10. Please rate **Passenger Rail (to NY/NJ, Philadelphia, and/or Harrisburg)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



11. Please rate **Intercity Bus (to NY/NJ, Philadelphia, and/or Harrisburg)** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



12. Please rate **Aviation** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



13. Please rate **Trails** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



14. Please rate **Walking** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



15. Please rate **Bicycling** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



16. Please rate **ADA Accessibility** according to your personal priorities. 1 Star means "Not Important" and 5 Stars means "Most Important." \*



17. Rank the following road and bridge objectives for your community from one (1 – most important) to ten (10 – least important). Please drag the objectives below into your preferred order from one to ten. \*

- Roadway operations (signal timing, traffic flow)
- Congestion Management (reducing traffic delays, bottlenecks, peak-hour travel)
- Transportation safety (crashes, turn lanes, improving safety measures)
- Freight movement (truck parking, establishing, or enhancing truck routes)
- Emergency response and incident management (emergency vehicle access, clearance times, disaster response)
- Transportation technologies (electric vehicle charging infrastructure, smart signals)
- Accessible roadway design for all ages, abilities, and transportation modes (sidewalks, transit infrastructure, bicycle infrastructure, trails)
- Funding for transportation infrastructure maintenance and improvements
- Condition of roadways and bridges (maintenance, resurfacing or refurbishing)
- Public transit access and reliability (Increase service & routes, improve transit stops)

18. Do you consider trails as part of your transportation network? \*

- Yes
- No
- Maybe
- No Opinion

19. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Adding or marking crosswalks, adding pedestrian islands or median crossings** \*



20. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Adding sidewalks to new and existing roads and developments** \*



21. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Adding or improving sidewalks and intersections for accessibility by all persons** \*



22. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Building and connecting bike lanes** \*



23. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Implementing traffic calming measures to make roads safer for all users** \*



24. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Expanding trails and connecting to the road and sidewalk network** \*



25. Please rate the following walking, rolling and accessibility objectives for your community. 1 Star means "Not Important" and 5 Stars means "Most Important." **Connecting bus stops to the walking, rolling and accessibility network** \*



26. How often did you use the following transportation modes to reach a destination in the past 12 months? (Check one circle for each row). \*

	Never	Once or Twice	3-12 Times	13-24 Times	25 Times or More
Walking/Rolling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit (LANTA)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driving Alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpooling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi or Rideshare (Uber, Lyft, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

27. What are the most important transit objectives for your community? (Select three): \*

Please select at most 3 options.

- Increasing service frequency to reduce wait times
- Expanding transit service to connect major employment centers with residential neighborhoods
- Increasing bus speed to reduce travel times
- Expanding on-demand public transportation options (LANTAFlex)
- Expand hours of service
- Improving customer information on LANTA services
- Adding shelters, seating, lighting, and real-time schedule information at bus stops
- Other

28. What are the most important issues related to freight in your community? (Select three): \*

Please select at most 3 options.

- Trucks on neighborhood streets
- Trucks parking on road shoulders and ramps
- Trucks damaging local roads
- Trucks adding to street and highway congestion
- Truck impacts on driver, bicycle, and pedestrian safety
- Air and noise pollution from trucks
- Air and noise pollution from freight rail
- Air and noise pollution from air cargo
- Delays at rail crossings
- Safety at rail crossings
- Other

## How would YOU allocate funds?

If you had \$100 in public funds to spend on the following transportation issues anyway you wished, how would you spend it? (Your total should add up to \$100)

### 29. Walking, Biking + Accessibility \*

Number must be between 0 ~ 100

### 30. Transit within the region \*

Number must be between 0 ~ 100

### 31. Passenger Rail or Bus to Other Regions \*

Number must be between 0 ~ 100

### 32. Road + Bridge \*

Number must be between 0 ~ 100

### 33. Aviation and Airports \*

Number must be between 0 ~ 100

### 34. Infrastructure Resilience \*

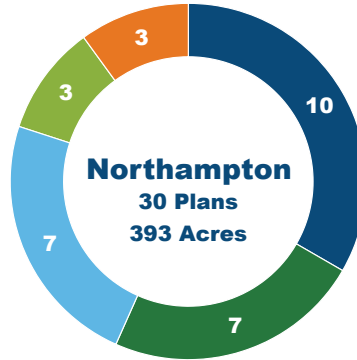
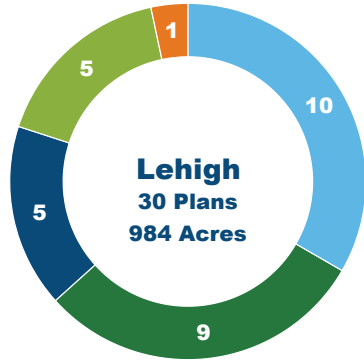
Number must be between 0 ~ 100

### 35. Add up your totals above; do they equal 100? If not please go back and redistribute funds! \*

Yes

No

## Plan Activity by County



Regional Totals*	
<b>15</b>	Subdivision/Lot Line Adjustments
<b>16</b>	Development
<b>17</b>	Environment
<b>4</b>	Municipal Ordinances, Maps and Plans
<b>8</b>	Data/Support Requests
<b>1,377</b>	Acres

## Residential Development

486 Total Units

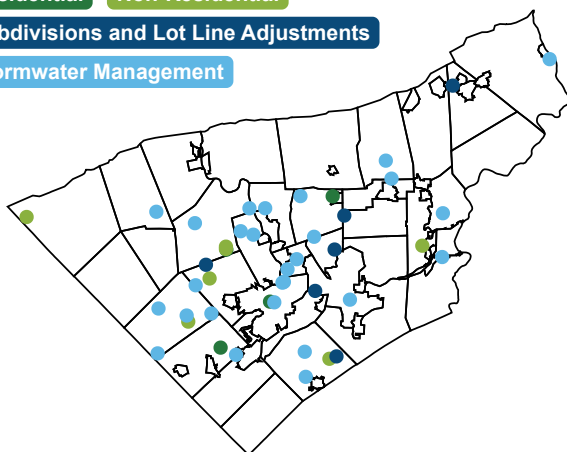


## Non-Residential Development

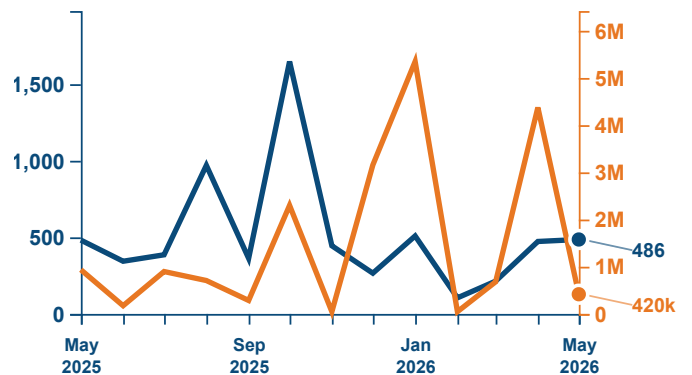
417,015 Total Square Feet



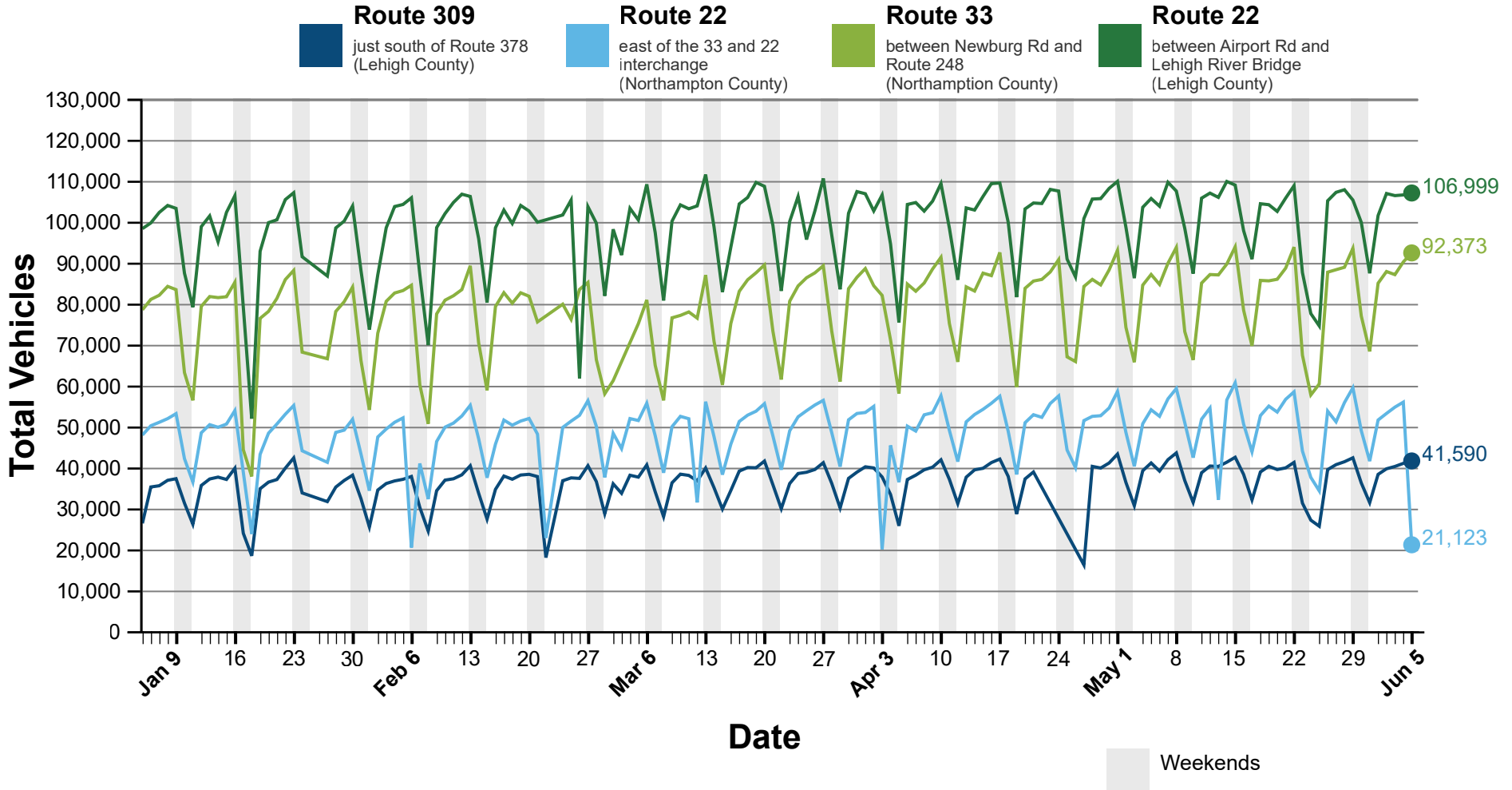
## Location of Development



## Development Trends

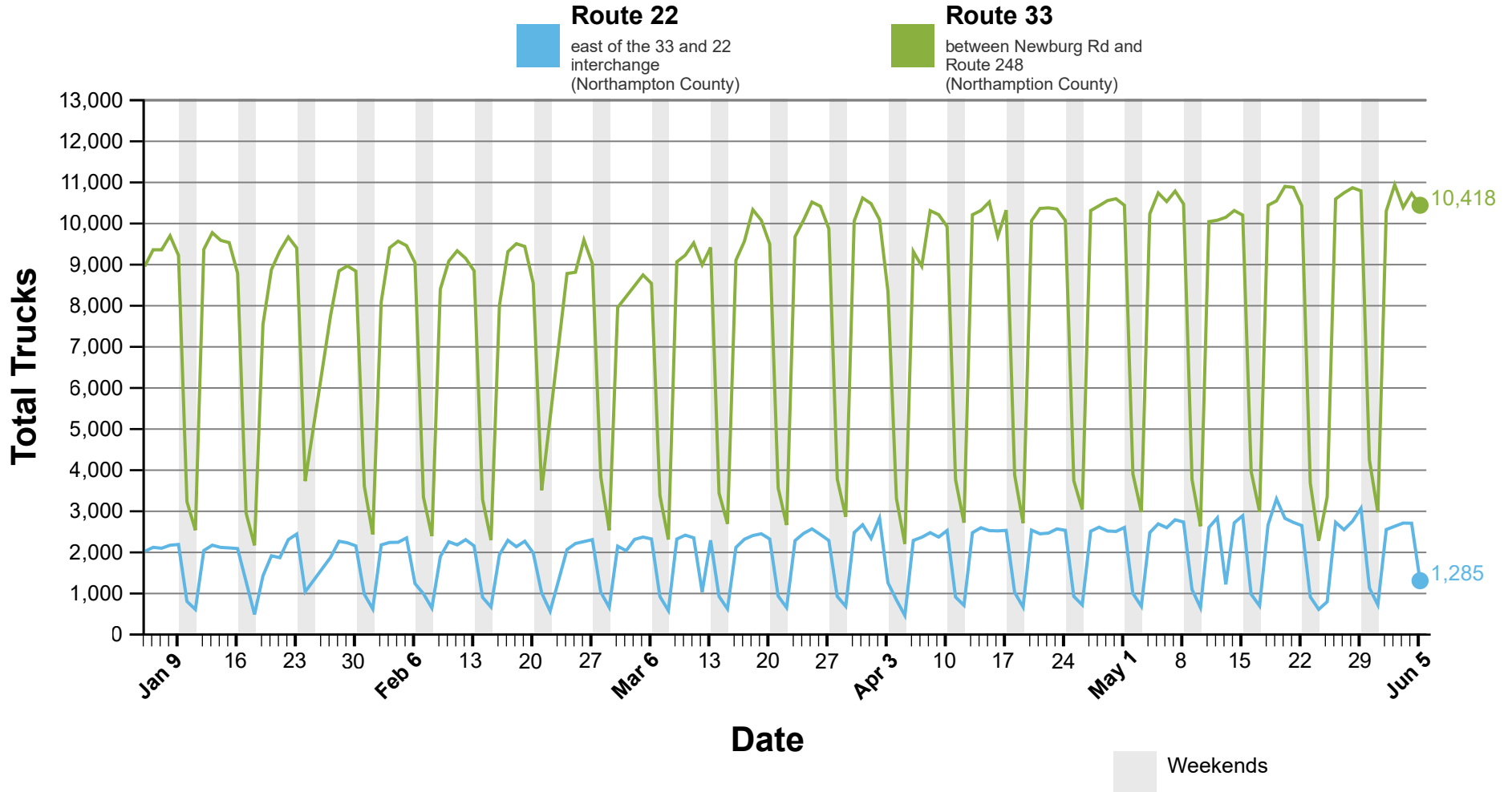


# Traffic Volumes Throughout the Lehigh Valley



\*Data from Jan/5/2026 - Jun/5/2026 at daily intervals

# Truck Volumes Throughout the Lehigh Valley



\*Data from Jan/5/2026 - Jun/5/2026 at daily intervals



# Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN  
Chair

ARMANDO MORITZ-CHAPELLIQUEN  
Vice Chair

PHILLIPS ARMSTRONG  
Treasurer

BECKY A. BRADLEY, AICP  
Executive Director

## MEMORANDUM

**DATE:** June 11, 2026  
**TO:** Lehigh Valley Planning Commission  
**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, June 1 on WDIY radio 88.1 FM, dove deep into the data being collected for the Route 22: Mobility, Safety and Congestion Plan being drafted later this year, with guest LVPC Transportation Planning Director Steve Weber. Weber and co-hosts Becky Bradley and Matt Assad discussed how many of Route 22's flaws can be traced back to the outdated designs of interchanges and acceleration lanes. The podcast is now streaming at [www.wdiy.org/show/plan-lehigh-valley](http://www.wdiy.org/show/plan-lehigh-valley) and [www.lvpc.org/news/v](http://www.lvpc.org/news/v). The next Plan Lehigh Valley show will focus on data centers and air Monday, July 6 at 6:30 pm.

The next **Morning Call Business Cycle Column** will publish July 5 and take a look at the effort to create a long-term vision for Route 22, better known as "what to do with 22", with a particular focus on the data that has been collect showing how the Lehigh Valley's busiest road is being used today. The column will be available at [www.lvpc.org/news/v](http://www.lvpc.org/news/v) and [mcall.com](http://mcall.com). It will be included in your packets in July. The next column in the Morning Call will publish on Sunday, June 30 and focus on the data collected while preparing the Route 22: Mobility, Safety and Congestion Management Plan.

### Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Classes will be held **in-person at the LVPC Office**. More information and registration can be found at <https://gis.penndot.gov/LTAP/default.aspx>

### Temporary Traffic Control (Work Zones)

**What:** The purpose of this Temporary Traffic Control course is to enhance the awareness of the importance of safety for all workers and road users in work zones. The course covers basic principles for work zones and reviews the different control devices applied in work zones. The course also emphasizes worker safety, including appropriate safety apparel, safe work zone practices, and appropriate work zone set-ups.

**When:** Tuesday, June 30, 8 am to 3pm

**All LVGA LTAP classes are free** and are intended for municipalities, transportation non-profits and organizations with a transportation purpose. LTAP enables many practitioners who need courses with professional development hours (PDHs) to earn credits for maintaining their licenses and certificates.

Anyone can register at [www.gis.penndot.gov/LTAP](http://www.gis.penndot.gov/LTAP) or by contacting Hannah Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) or 610-264-4544

## **Grant Opportunities**

### **PA Department of Community and Economic Development (DCED): Multimodal Transportation Fund**

Last chance to complete your applications for the Multimodal Transportation Fund, which provides grants to encourage economic development and ensures that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

Applications for the Multimodal Transportation Fund are accepted annually between March 1 and July 31. All applications and all required supplemental information must be electronically submitted by close of business on July 31<sup>st</sup>. More information is available at <https://dced.pa.gov/programs/multimodal-transportation-fund/>

### **PA Department of Transportation (PennDOT): Automated Red Light Enforcement (ARLE) Transportation Enhancement Grants Program**

The Automated Red Light Enforcement (ARLE) Funding Program supports a range of safety and mobility projects located in Pennsylvania. Examples of eligible projects include, but are not limited to:

- Vulnerable Road User Improvements
- Roadway Safety and Mobility Upgrades
- Local Technical Assistance Program (LTAP) Projects
- Traffic Signal Improvements

Preapplication scoping forms are required. Feedback on preapplication submission forms submitted by April 30, 2026, will be provided by May 29, 2026. Applications will be accepted from June 1, 2026, to June 30, 2026. More information is available at <https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDARLE.html>