



Lehigh Valley Planning Commission

DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

TRANSPORTATION PLANNING COMMITTEE MEETING

Thursday, August 28th, 2025, at 5:30 pm

AGENDA

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2025> OR VIA PHONE
610-477-5793 Conf ID: 651 626 091#.

Roll Call

Courtesy of the Floor

1. Staff Introduction
 - a. Clay Karnis, GIS Planner

Old Business

1. *INFORMATION ITEM*: Transportation Alternatives Set-Aside (TASA) & Carbon Reduction Program (CRP) Grant Presentation Events Update (BB)

New Business

1. *ACTION ITEM*: Street Vacation Request - South Whitehall Township (EG)
2. *INFORMATION & DISCUSSION ITEM*: Trail Gap Analysis Project Introduction (EG, CM)
3. *INFORMATION & DISCUSSION ITEM*: Industrial Land Use Guide Project Kick-Off (FU, BB)

Status Reports

1. *PACKET ITEM*: PennDOT Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects Status Report
2. *PACKET ITEM*: Monthly Traffic Count Report
3. *PACKET ITEM*: Church Road Bridge over Tributary to Little Bushkill Creek Replacement Plans Display

Adjournment

Next Transportation Committee Meeting:

In Person at LVPC Conference Center
Thursday, September 25, 2025, at 5:30 pm

Transportation Alternative Set-Aside + Carbon Reduction Program Events Media coverage

Bethlehem Event News Coverage



From www.lehighvalleynews.com: **\$3.7 million in grants to complete South Bethlehem Greenway Trail, other projects**



BETHLEHEM, Pa. — Funding for South Bethlehem Greenway Trail Extension: Check.

Funding for the Linden Street Two-Way Conversion: Check.

Funding for Broad Street Multimodal Project: Check.

Each of those boxes were checked as checks from grants totaling \$3.7 million were presented to Bethlehem by Lehigh Valley Transportation Study on Wednesday to support the city's transformative transportation and infrastructure projects.

A news conference was held at the South Bethlehem Greenway trailhead in Saucon Park.

"People here are committed to creating things, not just for themselves, but for others and for spaces we can share," Bethlehem Mayor J. William Reynolds said.

Attendees also included Lehigh Valley Planning Commission and LVTS members, Northampton County Executive Lamont McClure, Lehigh Valley state representatives and a representative from the state Department of Conservation and Natural Resources.

Three separate checks from state grants were awarded by the LVTS under distinct transportation programs.

'What this is all about'

The grants included:

From the federally funded Transportation Alternative Set-Aside, or TASA Program:

- [South Bethlehem Greenway Trail Extension](#) received \$500,000 to help complete the final phase of a two-decade project that will develop a 13.7-mile corridor connecting Bethlehem, Hellertown, Coopersburg and Quakertown.

From the Carbon Reduction Program, or CRP:

- [Linden Street Two-Way Conversion Project](#) received \$1.8 million. The project will convert the street from one-way southbound to two-way within the city, from Fairview Street to East Church Street to reduce congestion.

The CRP was established to reduce transportation-related carbon emissions, create bicycle and pedestrian infrastructure, promote green infrastructure and implement intelligent transportation systems that reduce the environmental and community impacts of freight movement.

"In its current configuration, Linden Street is a one-way racetrack," said Scott Slingerland, executive director for the Coalition for Appropriate Transportation, or CAT.

"With two lanes for car drivers to go too fast and jockey for position at the expense of pedestrians."

- Broad Street Multimodal Project received \$1.4 million.

The project consists of constructing improvements along Broad Street, from Hanover Avenue to Stefko Boulevard, as recommended in the Broad Street Act Transportation Plan of 2021.

The project is a cornerstone of Bethlehem's Safe Streets and Carbon Reduction Strategy.

The Broad Street redesign will better accommodate pedestrians, cyclists, transit riders and drivers through safer intersections, upgraded crossings and modernized streetscapes.

"These projects come together because people in the Lehigh Valley and Bethlehem get it right about how to come together in a nonpartisan way to do good things," Reynolds said.

“That’s what this is all about.”

'Building healthier communities'

The Greenway project now is fully funded, Reynolds said, and will move into the design and engineering stage.

The \$500,000 grant will help build a one-mile trail extension connecting the South Bethlehem Greenway with the Saucon Rail Trail in Hellertown.

It’s part of a \$7.1 million plan to connect two of the region’s most widely used trails, closing one of the state’s Top 10 trail gaps.

The project also will include installing a 12-foot-wide trail that will be ADA compliant, with native plants, benches, wayfinding signs and trash receptacles. Construction will take place in 2026.

Bethlehem also received a \$300,000 Livable Landscapes Grant, presented to Reynolds by McClure.

“This is a vibrant connected community and Northampton County is proud to be a partner in this effort,” McClure told Reynolds.

“Projects like this, mayor, demonstrate that you are strategic in determining the funding through which the Livable Landscapes would come in and help.

“We’re not just building trails, we’re building healthier communities, enhancing access to green space and investing in the long-term wellbeing of our residents.”

LVPC Executive Director Becky A. Bradley celebrated the grants for helping invest in these projects.

“All these projects have been ones the local governments have given to the region,” Bradley said. “Then the region matches them up with the policy that we developed together.

“These are two specific funding pools that have allowed us to invest in these priorities.”

THE MORNING CALL

‘Changing the way people are moving around Bethlehem.’ City announces timeline for 3 major transportation projects

Bethlehem officials on Wednesday celebrated more than \$3.7 million in outside investments that will go toward making the city easier and safer to walk and bike in.

Standing in front of what will become an extension connecting the Saucon Rail Trail with the Bethlehem Greenway trail, Mayor J. William Reynolds said the following investments will make the city a “healthier and more sustainable community”:

\$800,000 to help Bethlehem pay for construction costs of a 1-mile trail extension connecting the rail trail with the greenway.

\$1.5 million to construct improvements on Broad Street between Stefko Boulevard and Hanover Ave., including bike lanes and pedestrian bump outs.

\$1.8 million to convert Linden Street from a one-way to a two-way street between Fairview Street and East Church Street, which officials say will slow traffic on the street.

All of the projects have already received millions in outside funding and have been in the works for several years. Engineering and planning work is ongoing for all three projects. However, the newly announced investments mean the projects are fully funded so the city can give a timeline of when they will be complete.

Officials touted what they see as the benefits of better trail connections and walkable and bikeable infrastructure, including safer routes and better connections with the community.

“When you are on a trail, people say hi to you, so you say ‘good morning,’ ‘good afternoon,’ ‘I’m glad you’re enjoying your day on the trail,’ ” said Claire Jantz, deputy secretary of the Department of Conservation and Natural Resources, which previously announced around \$1.7 million in grants toward the Greenway project. “It really makes you feel connected within the community. And so there is a magic to trails that that is really transformative for communities.”

“We are here today because we are changing the way people are moving around Bethlehem,” Reynolds said. “Most people drive their car too much, and I will say that. And we need to find a way to reduce those car trips and also connect communities.”

Most of the newly announced funding for the improvements came from grants via the Lehigh Valley Transportation Study, an arm of the Lehigh Valley Planning Commission that awards grants to transportation oriented projects. Northampton County also kicked in an additional \$300,000 this month for the trail construction costs.

Construction on the South Bethlehem Greenway extension will begin early next year and be complete by the end of 2026. The trail will be 12 feet wide and include landscaping, benches, signage and trash bins. Construction on both the Broad Street and Linden Street improvements will also begin next year. The Linden Street conversion will be complete by next summer, and the Broad Street project will take around three to four years, according to Reynolds.



Bethlehem secures funding for final phase of Greenway, other multimodal travel projects

BETHLEHEM, Pa. – A green addition is coming to Southside Bethlehem.

The city secured funding for the final phase of the South Bethlehem Greenway. It will now move into the design and engineering stage, followed by construction in 2026. The project will include the installation of a 12-foot-wide trail that will be ADA-compliant and will include landscaping with native plants, benches, wayfinding signs and trash receptacles.

Once completed, the South Bethlehem Greenway will provide continuous travel along a 13.7-mile corridor that serves residents and visitors in Bethlehem, Hellertown, Coopersburg and Quakertown.

Funds to complete the final construction of the Greenway were granted by the Pennsylvania Department of Conservation and Natural Resources (\$500,000), the Lehigh Valley Transportation Study (\$500,000), and Northampton County via the Livable Landscapes Grant (\$300,000).

Two other significant transportation initiatives were also announced Wednesday.

Linden Street

After years of public feedback and planning, the city will move forward with the conversion of Linden Street from one-way to two-way traffic between Church Street and Fairview Street, connecting to the existing two-way roadway. This will make the entirety of Linden Street between Elizabeth Avenue and the Fahy Bridge two-way traffic.

The city says this change is designed to improve traffic flow and enhance safety for all road users, including drivers, pedestrians and cyclists. LVTS presented the city with a check for \$1.8 million to support the initiative.

Broad Street

The Broad Street Multimodal Corridor Project is part of Bethlehem's "Safe Streets and Carbon Reduction Strategy." The project aims to redesign Broad Street to better accommodate pedestrians, cyclists, transit riders and drivers through safer intersections, upgraded crossings and modernized streetscapes.

In addition to the nearly \$10 million secured through the Safe Streets for All grant, LVTS presented the city with \$1.4 million to bring the project to fruition.

Easton Event News Coverage



'Safer and more welcoming': Easton gets \$1.3 million for transportation improvements



EASTON, Pa. — Easton soon will see \$1.3 million in funding for safe and accessible transportation efforts in the city.

Community members, city and regional workers, and politicians gathered Wednesday to celebrate a \$1 million award for traffic calming and safety improvements.

Additionally, the city got \$300,000 for a downtown intersection redesign as a conference in Scott Park near the waterfront.

The money comes from the Lehigh Valley Transportation Study.

LVTSC Technical Committee Chairman Brendan Cotter said the body works with the state Transportation Department, the U.S. Department of Transportation, each municipality in the Lehigh Valley, and active community groups to ensure funding is allocated in a balanced manner for all modes of transportation.

Those groups include Community Bike Works and the Coalition for Appropriate Transportation and Lehigh and Northampton Transportation Association.

\$1.3 million in funding for Easton

Transportation Alternatives Set-Aside and Carbon Reduction Program funding helps support community-based projects that expand transportation — including biking and walking.

In addition, it supports safety and education programs and the reduction of carbon emissions due to travel.

“This funding is dedicated to advancing transportation alternative projects such as bicycle and pedestrian infrastructure, promoting sustainable and green infrastructure and implementing intelligent transportation systems that reduce the environmental and community impacts of freight movement throughout the region,” Cotter said.

“LVTS is distributing \$11.4 million in grants from these two essential programs: \$2.6 million in TASA grants and \$8.8 million in CRP grants.

“On behalf of the LVTS, we are honored and excited to award \$1.3 million of that right here in Easton at this time.”

LVPC Executive Director Becky Bradley, also the study's secretary, thanked United Way of the Greater Lehigh Valley and AARP Pennsylvania for partnering with the LVPC for a walking study that helped identify intersections and other areas that posed problems for pedestrians and cyclists.

In addition, Bradley commended the Greater Easton Development Partnership, Easton City Council, Northampton County Council, Northampton County Department of Community and Economic Development, and other city and state groups that have played a role in the acquisition of funding or improvements.

The improvements

“With this money, Easton is going to install all kinds of new sidewalks, crosswalks, ADA-accessible ramps and bump-outs that will make this very busy downtown community all the way into the West Ward of Easton better,” Bradley said.

“And those improvements continue up Northampton Street, as most of you know, which is the lifeblood of Easton's downtown business district.

“So all of those things will help from 7th to 15th Street and then, eventually, along to 13th Street, from Butler to Jackson, allow the city to accomplish its goals of a more pedestrian and bike friendly and transit friendly place.

“So all these traffic calming strategies will help make the city's busiest corridor safer and more welcoming to everyone, as well as provide options and make it easier for people to walk, bike and take transit, which helps meet some of our global air quality goals.”

Easton Mayor Sal Panto Jr. gave a brief history of the LVPC and LVTS helping to connect the waterfront to the downtown district via one of his favorite funding methods — “OPM,” or “Other People’s Money.”

In addition, Panto said, it has helped the city's historic design as a walkable metro area that requires accessibility for pedestrians and cyclists.

"We need to be able to go across streets, and the bump-outs will make a smaller area for people to have to cross," Panto said. "And we're really looking forward to this \$1.3 million as we provide more bike lanes.

"We just provided one up at College Avenue and one from the circle all the way out to 15th street. That's very important, as more and more people use alternative methods of transportation, and bicycles seems to be the cheapest and easiest ones to get."

Panto concluded his remarks alluding to federal funding that was "clawed back," leading to the city cutting a position, though he reassured attendees that would not happen with the \$1.3 million.

"This one isn't coming back," Panto said. "This one we're going to spend real quick."

Steering from a car-centric culture

State Rep. Robert Freeman also spoke on the rise in pedestrian and cyclist traffic in the city, saying, "we have been a far-too car-centric culture," which leads to accidents.

"These improvements will go a long way to accommodate even more safety, ensuring pedestrian safety and also ensuring that we calm traffic to a reasonable level," Freeman said.

"This is long overdue. This is a great shot in the arm to the community, and I am just so grateful for the work that's been done by everyone to bring these dollars here to Easton to improve our pedestrian, bike and transit friendly setting."

State Sen. Lisa Boscola's chief of staff, Joe Kelly, closed out remarks, touching on the walkability of Easton as a key feature that needs to be promoted and protected.

"I've been to a number of Sal Panto presentations, where he often laments that you don't have a parking problem here in Easton, you have a walking problem," Kelly said.

"And creating interesting places and fascinating ways to move people about the city encourages people to walk, walk a little further and make it more interesting. So that's always important."

'Getting stuff done for a long time'

Kelly said Boscola "always likes to emphasize it's really easy to invest in Easton because Sal Panto has been getting stuff done for a long time."

Following the presentation, city Department of Public Works Director Dave Hopkins said he was very excited about the funding. He called it "a decent amount of money, and significant for us" that could also help drive traffic to the waterfront.

"It doesn't go as far as it used to, but \$1.3 million is definitely significant," Hopkins said.

Hopkins said he's "really looking forward to working on the intersection of Larry Holmes Drive and Northampton Street. That is a tough one to navigate for anybody.

"I'm a walking commuter, and I have trouble getting through there," he said. "So trying to shorten the crossing distance and make it a lot easier to cross there, that is a big goal of ours.

"We want people to come to the waterfront. It's a beautiful space: We have a new dog park, we have some new swings, and we want to get people here as easily and safely as possible."

THE MORNING CALL

How one Lehigh Valley city plans to spend \$1.3 million to protect pedestrians

A construction facelift along heavily traveled intersections and traffic corridors in Easton will help improve safety for pedestrians and motorists, officials say.

The city has received \$1.3 million in transportation grants, which officials heralded Wednesday during a media event hosted by the Lehigh Valley Planning Commission at Scott Park.

A \$300,000 grant will redesign an intersection near Scott Park, at Northampton Street and Larry Holmes Drive. The work will include new sidewalks, disability curb ramps, crosswalks and bump-outs designed to slow traffic at the busy intersection, which also connects the Easton free bridge.

Another \$1 million will go toward traffic-calming and safety improvements along the West Ward. They include bump-outs, crosswalks and disability ramps along Northampton Street from Seventh to 15th streets, and along North 13th Street from Butler to Jackson streets, near Wood Avenue.

"This is a great shot in the arm to the community," said state Rep. Robert Freeman, D-Northampton, who called the grants "long overdue."

But the streets projects won't begin soon. City officials said after the event it is likely to be at least two years before the work begins, with construction bids and other steps necessary to start.

"It is hard to get contractors to bid on things," said Easton Mayor Sal Panto Jr., who expressed hope that the money would cover the entire work. "Once bids come in, we will know how much it costs."

The grants are part of \$11.4 million in investments toward improving safety, extending trails, expanding bicycle and pedestrian options, and providing youth bike-education programs.

The money comes via the Lehigh Valley Transportation Study, an arm of the Lehigh Valley Planning Commission that awards grants for such projects.

Easton's work, LVPC Executive Director Becky Bradley said, "advances the regional plan, our active transportation plan, creating a mixed-transportation region" that includes mass transit, biking and walking.

Wednesday's event was one of four news conferences to announce funding awards for improvements in Allentown, Bethlehem and Hellertown. One event was held last month in

Bethlehem to announce several projects, while two are being planned to announce funding for rapid bus transit and Allentown's Riverside Drive, LVPC officials said.

Most projects have already received millions in outside funding and have been in the works for several years. Engineering and planning work is ongoing for all three projects in Bethlehem, for instance.

However, the newly announced investments in the Valley mean the projects are fully funded, so municipal officials can provide a timeline of when they will be completed.

The \$11.4 million covers eight grants: \$2.6 million awarded through the 2025-26 Transportation Alternative Set-Aside Program, and \$8.8 million under the Carbon Reduction Program to reduce transportation-related pollution emissions.



Easton gets \$1.3 million in grants for traffic, pedestrian improvements

EASTON, Pa. - Easton has landed two major federal grants which will help make people walking along the city's streets safer. The funding totals \$1.3 million. The grants were announced Wednesday by Mayor Sal Panto at Scott Park.

Easton received a \$300,000 grant to re-design the intersection at Northampton St, and Larry Holmes Drive, right at the Free Bridge. But that's not all, there is another \$1 million coming to allow for pedestrian improvements on Northampton St. in the West Ward.

The funds will support traffic-calming and safety improvements, and downtown intersection redesigns to enhance pedestrian and bicycle mobility.

The grants are part of the Transportation Alternatives Set-Aside (TASA) and Carbon Reduction Program (CRP) initiatives.

The work includes installing new sidewalks, crosswalks, bumpouts, and ADA-accessible ramps, and will focus on making Northampton Street in the West Ward more pedestrian-friendly.

"I appreciate the fact that instead of having to cross a 50-foot highway that with people going faster and faster every day, they only have to cross about 30 feet," said Mayor Panto.

The Department of Public Works is Easton's largest department, with an operating budget of \$17 million. The two grants total \$1.3 million. Easton Public Works Director David Hopkins says the money is important to city improvement projects that would otherwise remain unfunded.

"We do not have a tremendous amount of capital resources available," Hopkins said. "So, when you get an influx of money like this to be able to do some bigger things, it's great."

Easton was founded in 1752 as a pedestrian-oriented city, and city officials have worked hard to preserve that spirit downtown.

"I think there's been a much greater focus on pedestrian-friendly routes versus vehicle-centric routes. That's part of every design that we do," explained Hopkins.

Easton won't be the only beneficiary of the federal grants. Another \$10 million will be awarded to communities for pedestrian projects throughout the Lehigh Valley.

"The money has to be placed in places where you can have safer walking or biking routes help kids get more safely to schools, for example," said Becky Bradley, Executive Director of the Lehigh Valley Planning Commission.

More grants are on the way. There will be announcements in Allentown and Hellertown in the coming weeks, as well as grants for several nonprofits.

Allentown Event News Coverage



Allentown gets \$1.5 million to address transportation safety, carbon emissions



ALLENTOWN, Pa. — The stream of traffic that whizzed past South Mountain Middle School on Tuesday morning provided a fitting backdrop for the event at hand.

Vehicles were racing horizontally; emissions were rising vertically.

Meanwhile, standing among four ceremonial checks totaling \$1.5 million from the Lehigh Valley Transportation Study to address transportation safety and carbon emissions in the city, Allentown School District Chief Operating Officer Robert Whartenby shared a story.

“I’ve received dozens of phone calls from people telling me they were worried about kids crossing into intersections from between cars,” Whartenby said during a ceremony outside the school.

“These weren’t all from parents who have kids in school, just people concerned about their safety. This money will help provide a safety net for those children.”

The city received four separate grants under two distinct programs — the Transportation Alternative Set-Aside, or TASA, and the Carbon Reduction Program, or CRP.

TASA is funded through the Infrastructure Investment and Jobs Act and the state Transportation Department.

It directs money to community-based projects that expand travel choices and enhance the transportation experience by integrating biking, pedestrian safety and education program projects into the transportation network to improve safety and mobility.

‘Shining example,’ economic impact

The grants were allocated through a competitive selection process, prioritizing projects that enhance safety, connectivity and accessibility within the Lehigh Valley region.

The CRP grant is dedicated to advancing transportation alternatives projects such as bicycle and pedestrian infrastructure and promoting sustainable and green infrastructure, including public transit.

It’s also dedicated to implementing transportation systems that reduce the environmental and community impacts of freight movement.

The LVPC’s partnership with AARP and the Greater Lehigh Valley United Way in prior Walk Audits provided data to help identify the most critical areas for pedestrian improvements, including corridors near South Mountain Middle School.

“This money will improve safety and visibility for thousands of children who walk to and from schools like this one every day,” said Becky A. Bradley, Lehigh Valley Planning Commission executive director and LVTS secretary.

“It will help improve things like crosswalks and pedestrian signalization markings at various school sites around the city.”

The TASA grants include:

- Safe Routes to School upgrades: \$400,000 for Allentown to begin modernizing existing school zone traffic controls and installing eight new ones. The improvements are part of a \$2.4 million plan to improve school safety zones throughout the district.
- Albert Street Share the Road Corridor: \$95,000 to add pavement markings along Albert Street to provide a clear connection to the Delaware & Lehigh National Heritage Trail Network.

Allentown Mayor Matt Tuerk said the improvements will help achieve his goal of no pedestrian/roadway fatalities and serious injuries in the city by 2030.

“There are more and more kids in our city and people are getting around in lots of different ways,” Tuerk said. “They’re riding bikes, they’re riding scooters and e-bikes. I saw somebody on a push scooter today, and people bicycling.

“There’s also more cars on the road in the city, just a lot more activity. So we need to continue to invest in infrastructure that keeps everybody safe.”

‘We can lower that number’

The CRP grants address:

- LED Streetlight Conversion: \$719,000 to install LED lighting along pedestrian corridors throughout the school district to improve energy efficiency, visibility and safety.
- Martin Luther King Jr. Drive: \$300,000 to modernize key intersections with Americans with Disabilities Act ramps, traffic control signals, sidewalks and crosswalks.

The transportation safety and emissions projects rose to the top of a list of more than 100 that applied because the improvements will touch the lives of families across the city, Bradley said.

“And we know from our research that this region emits 12.7 million metric tons of carbon dioxide equivalent every year,” she said. “That’s 14.7 metric tons for every resident who lives here.

“That research shows that two-thirds of all of our transportation emissions come from passenger vehicles — not trucks or buses.

“We can lower that number by reducing congestion and encouraging people to walk, bike or use transit. These projects do that.”

Coalition for Appropriate Transportation Event News Coverage



CAT in Bethlehem rolling with new federal boost for K-12 bicycle programming



BETHLEHEM, Pa. — As car traffic whizzed by on West Broad Street on Friday, a celebration just down from the Pennsylvania Avenue intersection centered around the love of bicycles.

Coalition for Appropriate Transportation, a local nonprofit advocating and educating for bicycling, public transit and pedestrian safety, outside its headquarters announced it was awarded \$634,122 to further its educational programming across the Lehigh Valley.

The money through the federal Transportation Alternative Set-Aside program will cover staffing, bicycle helmets, safety checks from skilled mechanics and other supplies needed for the nonprofit's bicycle cooperative and off-site events for several years.

For CAT, with more than three decades of service to the Lehigh Valley and more than 4,000 children benefitting from its services annually, it's a welcome boost to an already busy operation.

"These younger kids ages 5, 8, 10, 12 years old, TASA supports that they can enjoy their freedom and exhilaration and responsibility of navigating their neighborhoods, local trails," CAT Executive Director Scott Slingerland said.

“And when they get a little older, to make these kids better drivers, no matter what kind of vehicle they drive.

“And for young people at age 14, 16 or 18 years old, a bicycle can be transportation to get to their first job.”

'Walk and roll!'

CAT sports a variety of programs, such as Holiday Bikes, which has provided 873 refurbished bikes for Lehigh Valley children for Christmas since 2017.

And since 2004, CAT has connected with more than 27,000 young people through its efforts, Slingerland said.

“For many kids, this is the first time they'll feel the freedom of riding on their own or the pride of fixing something with their own hands,” CAT Board President Bill Meiklejohn said.

“Those moments can spark a lifetime of active, sustainable transportation.”

Lehigh County Executive Phillips Armstrong, with a bit of a shimmy, said, “Walk and roll!”

The funding comes through the Transportation Alternative Set-Aside program, which funds “on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects,” the commonwealth website reads.

TASA is funded through the Infrastructure Investment and Jobs Act and the state Transportation Department.

'Every single day, every single year'

Lehigh Valley Transportation Study, the Metropolitan Planning Organization of Lehigh Valley Planning Commission, has awarded \$2.6 million in TASA grants to area agencies such as CAT.

Its mission is to “ensure every person has access to a safe and efficient transportation network that connects them to all areas of the region, whether they are walking, rolling, driving or riding,” LVTS Vice Chairman Ryan Meyer said.

Becky Bradley, executive director with Lehigh Valley Planning Commission, said research from LVPC shows the region emits 12.7 million metric tons of carbon dioxide equivalent annually, or roughly 14.7 metric tons for each area resident.

Two-thirds of that figure is attributed to transportation, specifically passenger vehicles.

“So we know we can lower that number by reducing congestion and encouraging more people to bike, to walk, to take transit,” Bradley said.

“And CAT works on that mission every single day, every single year.”

Bethlehem Planning and Zoning Director Cathy Fletcher said “to move people, not just cars, through the city safely, sustainably and equitably” is the city’s role at hand.

And the TASA funding makes that a reality.

Beyond that, the city has announced major updates to come for the eastern and western ends of the Broad Street thoroughfare, all benefitting the safety of everyone using the roadway.

CAT will relocate from its current 1935 W. Broad St. headquarters to the ground floor of the new Walnut Street Garage downtown when it's finished later this year.

There are other LVTS area funding announcements to come in the weeks ahead, including 1 p.m. Thursday, Aug. 28, at Keck Park, celebrating the efforts of Community Bike Works of Allentown.



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BECKY A. BRADLEY, AICP
Executive Director

August 1, 2025

Dave Manhardt
Director of Community Development
4444 Walbert Avenue
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RE: **Street Vacation Petition**
Portion of unopened Orator Street west of North Bird Street
South Whitehall Township, Lehigh County

The Lehigh Valley Planning Commission (LVPC) will consider the subject street vacation petition at its Transportation 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. Both meetings were virtual, and held on:

- LVPC Transportation Planning Committee Meeting
 - August 28, 2025 at 5:30 PM
- LVPC Full Commission Meeting
 - August 28, 2025 at 7:00 PM

Mr. Manhardt,

The proposed street vacation petition was reviewed for recommendations under Section 304 of the Pennsylvania Municipalities Planning Code, and for general consistency with the goals, policies and actions of *FutureLV: The Regional Plan*.

The proposed street vacation application was submitted by the South Whitehall Township on behalf of SLS Properties, LLC through their representative Shane Smoyer. The proposed request to vacate the rights of way for a portion of unopened Orator Street west of North Bird Street in the Township. The petitioner currently has ownership of property on both sides of the area of rights of way for Orator Street. The proposed location is in a residential area connected to an existing alley that does not have high levels of traffic.



Aerial view of the area petitioned to be vacated in red, courtesy of Google Maps

It should be taken into account the interaction of utilities in the proposed street vacation right-of-way. Careful consideration is an essential planning process for the township and is strongly recommended that the township coordinate and involve the LVPC with any long-term planning or change of direction for potential of planning for and constructing of Orator St.

If the petition is granted by South Whitehall Township, it is recommended the utilities that are above the proposed street vacation remain accessible as they are today in the event of maintenance or repair that may be required to maintain the essential power and telecommunications utilities as well as any South Whitehall or Lehigh County utilities and infrastructure required to sustain the public health, safety and welfare of the community. It is also recommended that any emergency access to utilities and to access properties be maintained to ensure proper response by emergency services personnel.

The LVPC appreciates South Whitehall Township's consideration of the goals and policies of *FutureLV: The Regional Plan* in as much as it relates to the street vacation petition for a portion of Orator St. Such as:

Goal 5 –

- Policy 5.1 Promote safe and secure community design and emergency management.
 - o Enhance planning and emergency response efforts among emergency management personnel.
- Policy 5.4: Promote development that complements the unique history, environment, culture and needs of the Valley.
 - o Encourage reuse of vacant and underutilized properties

It is also recommended that if the township grants the petition to vacate, that the township communicate and notify the LVPC of the potential change. Please feel free to reach out with any questions or concerns you may have regarding the LVPC review.

A handwritten signature in blue ink, appearing to read "Evan Gardi".

Evan Gardi
Transportation Planner

Area petitioned to be vacated of Orator St., looking west from N Bird St towards Clifford St.

PROJECT OVERVIEW

SCOPE OF PROJECT

- Updated regional trail inventory
- Identification of top trail gaps
- Strategies to close trail gaps, including resources and tools

DELIVERABLES

- Trail Inventory and Gap Analysis Document
- Map-based trail location and implementation tracker

ENGAGEMENT

- Municipal survey to collect trail information
- Trail partner coordination workshop and gap priorities discussion

TIMING

- **August** – Municipal survey, research and analysis
- **September** – Trail partner coordination
– Gap priorities discussion
- **October** – Mapping tool and draft report development
- **November** – Publication

What is the project?

An inventory of all existing, planned and future trail infrastructure in the Lehigh Valley. This information will help identify trail infrastructure gaps, benchmark them against regional goals and prioritize their closure, and interactive mapping tools designed to coordinate the regional trail system and track gap closures will set the stage for organized implementation of gap closures.

When will the project be complete?

The Trail Inventory and Gap Analysis will be published by November 2025.

Where will the project focus?

The project area covers the Lehigh Valley, including all 62 municipalities. Ten top trail gaps will be determined through data analysis and outreach with municipalities and trail partners.

Why are we doing this project?

The previous Trail Inventory and Gap Analysis was completed in 2013, many changes have occurred since then. This project will organize up-to-date trail data into one report, which will inform regional stakeholders about the status of trail infrastructure and support creation of a larger regional system.

This effort will support other active transportation initiatives throughout the Valley for both commuter and recreational options. Municipalities and trail partners will be able to use information included in the analysis to support funding applications for trail improvements.

Who is this for?

This project is designed for a wide range of audiences, including local and county governments, planning staff, non-profits, advocacy groups, the general public and agencies such as the Federal Highway Administration, U.S. Department of Transportation, Pennsylvania Department of Transportation, PA Department of Community and Economic Development and PA Department of Conservation and Natural Resources

PROJECT OVERVIEW

SCOPE OF PROJECT

- Industrial market evolution and trends
- Tools local governments have available to them through the Pennsylvania Municipalities Planning Code
- Provide a guide to address existing and evolving industrial land use issues
- Questions municipalities can ask developers in the land development process
- Resources to manage impacts

DELIVERABLES

- Land Use Guidance Publication
- Resource Tools for Local Governments
- Local Government Training/Technical Assistance

ENGAGEMENT

- **Industrial Land Use Workshop**
 - Presentation by LVPC on project scope and initial data findings
 - Facilitated discussion on local industrial land use and freight concerns, priorities for planning for industrial growth, areas of traffic impacts and tools municipalities use to address impacts.

TIMING

- **August / September** – Research and Analysis
- **October** – Municipal Workshop
- **November** – Draft Guidance
- **December** – Publication

Online @
LVPC.org

What is the project?

A how-to guide to help communities address existing industrial impacts and plan for new and emerging industrial land uses. The guide provides an overview of the ways the industrial market is evolving in the Lehigh Valley and highlights the tools that local governments have available to best manage the trends.

When will project be complete?

End of 2025.

Where will the project focus?

This will be a general industrial land use guide, which will include recommendations focused on Lehigh County municipalities.

Why are we doing this project?

Freight and industrial development have evolved throughout the region since the period of rapid growth before and through the COVID-19 pandemic. The plan will help local leaders connect data to planning decisions to proactively manage their existing industrial land uses and plan for new kinds of industrial uses, such as data centers, advanced manufacturing or alternative energy generation.

Who is this for?

This information is intended for a wide range of stakeholders including local governments, elected officials, planning commission members, zoning hearing board members, appointed municipal officials, developers, engineers, planners, industrial companies and the general public.

Key organizations and partners such as the Federal Highway Administration, Pennsylvania Department of Community and Economic Development, Pennsylvania Department of Transportation, Metropolitan Planning Organizations, Lehigh Valley Economic Development Corporation and the Lehigh and Northampton Transportation Authority are among the intended audience.



Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025

Transportation Alternatives Set-Aside Projects

Two Rivers Trail Gap 9A South Section, Northampton County (C-C. Barry)
MPMS 119824 – est. let February 12, 2026

- Project scope extension was approved to include south section
- Designer working on plan development and activities to obtain required clearances

Bogert's Bridge Rehabilitation, City of Allentown (C-C. Barry)
MPMS 118404 – let May 8, 2025

- Contract was awarded to H & P Construction, Inc. on July 2, 2025
- NTP issued on August 8, 2025
- Anticipated completion date is August 28, 2026

100 Steps Restoration Project, Borough of Slatington (C-C. Barry)
MPMS 118439 – est. let January 15, 2026

- Sponsor wants to continue with project
- New designer working to address constructability review comments

Easton Pedestrian Safety Project Phase 3, City of Easton (C-C. Barry)
MPMS 118435 – let May 8, 2025

- Contract was awarded to Grace Industries, Inc. on June 9, 2025
- NTP issues on August 4, 2025
- Letter of amendment executed on May 27, 2025, to meet low bid
- Anticipated completion date is July 17, 2026

Community Bike Works, Community Bike Works (C-A. Wolfe)
MPMS 121551 –let October 24, 2024 (bike education project, no physical construction)

- Reimbursement agreement executed on May 19, 2025
- Notified sponsor that they can begin incurring costs for the project on May 19, 2025
- Received an additional LVTS funding, letter of amendment drafted, awaiting eSTIP approval of amendment for funding to be programmed before submitting

Coopersburg Streetscape Phase 9, Borough of Coopersburg (C-C. Barry)
MPMS 121552 – est. let TBD

- Plan development underway along with activities to obtain required clearances

Allentown School Zone Traffic Safety Upgrades, City of Allentown (C-A. Wolfe)
MPMS 121550 – est. let December 10, 2026

- Michael Baker was selected for design
- Plan development underway along with activities to obtain required clearances
- LVTS awarded an additional LVTS funding, letter of adjustment is drafted in RAS, awaiting eSTIP approval of amendment for funding to be programmed before submitting

Lehigh Canal Abbott Street Bridge, City of Easton (C-A. Wolfe)
MPMS 121553 – est. let September 3, 2026

- Plan development underway along with activities to obtain required clearances

**Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025**

Downtown Easton Intersection Redesign, City of Easton (C-A. Wolfe)

MPMS 122839 – est. let TBD

- Kick-off meeting scheduled for August 8, 2025

Albert Street D&L Trail, City of Allentown (C-A. Wolfe)

MPMS 122785 – est. let TBD

- Kick-off meeting scheduled for August 8, 2025

South Bethlehem, City of Bethlehem (C-C. Barry)

MPMS 122782 – est. let TBD

- Kick-off meeting to be scheduled once City finalizes selection of design firm

CAT Bike Education 2025, CAT (C-A. Wolfe)

MPMS 122781 – est. let September 25, 2025 (bike education project, no physical construction)

- Virtual kick-off meeting held July 8, 2025
- Environmental clearance obtained July 1, 2025
- Right-of-way clearance obtained July 14, 2025
- Utility clearance obtained July 7, 2025
- Reimbursement agreement drafted in RAS awaiting eSTIP approval of amendment for funding to be programmed before submitting, eSTIP was approved on August 6, 2025

Multimodal Transportation Fund Projects

Main Street/SR 873 & Walnut Street Improvements, Slatington Borough (C-L. Montgomery)

MPMS 113099 – let April 10, 2025

- Project combined with the District's Walnut Street Bridge project (MPMS 94680)
- Contract awarded to Richard E. Pierson Construction Co. on May 1, 2025
- Notice to proceed issued July 7, 2025
- Anticipated completion date is July 11, 2028

Iron Works Catasauqua Streetscape, Catasauqua Borough (C-C. Barry)

MPMS 115798 – est. let TBD (paper let)

- Sponsor working on Environmental Document

Wilson Borough Improvements, Wilson Borough (C-C. Barry)

MPMS 115769 – est. let December 11, 2025 (paper let)

- Sponsor continues working on ROW acquisition, condemnation will be needed

Allentown 15th Street Traffic Signal Improvements, City of Allentown (C-C. Barry)

MPMS 116846 – est. let TBD (paper let)

- Plan development ongoing along with activities to obtain required ROW clearance

S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)

MPMS 119779 – est. let October 22, 2026 (paper let)

- Plan development ongoing along with activities to obtain required clearances

Bethlehem Township Emergency Traffic Signal (C-C. Barry)

MPMS 121738 – est. let April 1, 2027 (paper let)

- Plan development ongoing along with activities to obtain utility clearance

Coplay Multimodal Street Improvements (C-C. Barry)

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 20, 2025

MPMS TBD – est. let TBD (paper let)

- Plan development underway along with activities to obtain required clearances

Pearl Street Safety Improvements (C-C. Barry)

MPMS 122908 – est. let TBD (paper let)

- Sponsor obtained TPD for design
- Plan development beginning along with activities to obtain required clearances
- Reimbursement agreement being drafted

King's Route 309 Business Park Roundabout (C-C. Barry)

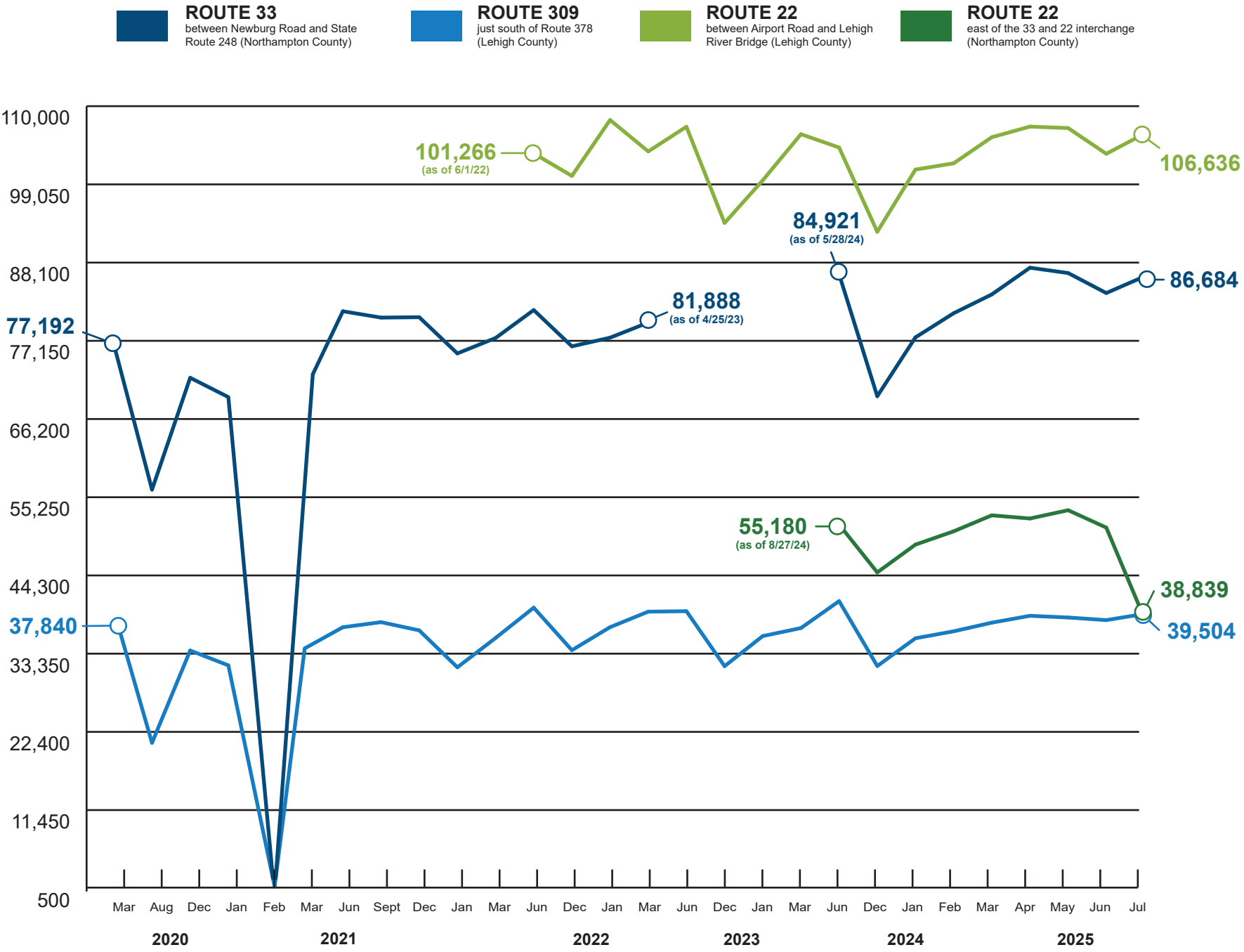
MPMS 122279 – est. let November 6, 2025

- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement with Commonwealth Legal for signatures

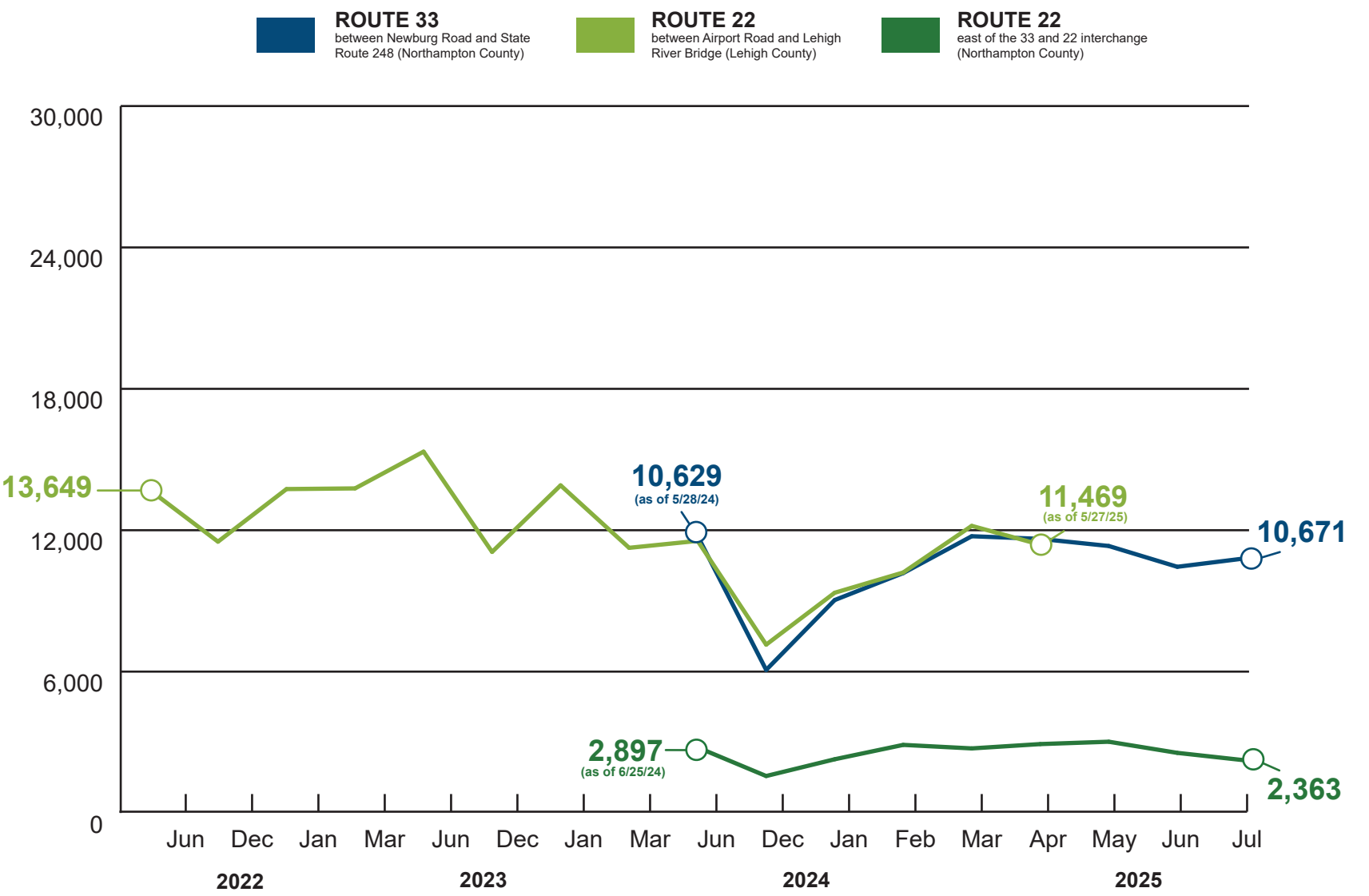
Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
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<u>ACRONYM REFERENCE</u>	
ADA	AMERICAN WITH DISABILITIES ACT
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
MPMS	MULTIMODAL PROJECT MANAGEMENT SYSTEM
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
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RRFB	RECTANGULAR RAPID FLASHING BEACON
SHPO	STATE HISTORIC PRESERVATION OFFICE
SOI	STATEMENT OF INTEREST
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TBD	TO BE DETERMINED
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC



July 28, 2025

Lehigh Valley Planning Commission
615 Waterfront Drive, Suite 201
Allentown, PA 18102

Re: Northampton County
Plainfield Township
SR 1016 over Tributary to Little Bushkill Creek Bridge Replacement Project,
Virtual Plans Display

Dear Commissioners:

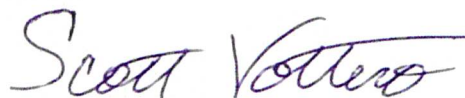
The Pennsylvania Department of Transportation has progressed preliminary plans for the replacement of the existing bridge on State Route (SR) 1016 (Church Road) over Tributary to Little Bushkill Creek located in Plainfield Township, Northampton County. The purpose of this letter is to inform you that the project team will be posting a public plans display on PennDOT's website. The display will include plans and details of the proposed work, the proposed traffic control scheme, and a public involvement comment questionnaire. This display will be available beginning August 1, 2025 and can be found in the following link:

[https://www.pa.gov/agencies/penndot/projects-near-you/district-5-projects/Church Road Bridge Replacement](https://www.pa.gov/agencies/penndot/projects-near-you/district-5-projects/Church-Road-Bridge-Replacement).

The purpose of the Public Plans Display will be to obtain public input and fulfill the National Environmental Policy Act (NEPA) requirements. All interested parties should plan to view the display and submit feedback, along with additional questions or comments to Eric J. Berg, P.E., Project Manager, at 484.838.5329 or c-eberg@pa.gov.

We thank you in advance for your time and consideration in this matter. We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,



Scott Vottero, PE
Assistant District Executive – Design
PennDOT Engineering District 5-0

Enclosures