



CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

LEHIGH VALLEY PLANNING COMMISSION MEETING
Thursday, March 26, 2026, at 7:00 pm
In-Person Meeting at LVPC Conference Center

AGENDA

Roll Call

Courtesy of Floor

Chair's Report

1. Thank you 2025 LVPC Commissioners!
 - a. Rick Molchany
 - b. Lamont McClure
 - c. Tina Smith
 - d. Ken Kraft
 - e. Basel Yandem
 - f. Darlene Heller
 - g. Crystal Rose
 - h. Diane Kelly
 - i. Dennis Klusaritz
 - j. John Gallagher
 - k. Jessica Cope
 - l. Rachel Leon
 - m. Jean Versteeg
 - n. Percy Dougherty
 - o. Bob Elbich
 - p. Owen O'Neil
 - q. Scott Minnich
 - r. Ed Nelson
2. Welcome New LVPC Commissioners
 - a. Ryan Mayberry, Slatington Borough
 - b. Sharon Fehlinger-Ricker, South Whitehall Township
 - c. Bryan Cope, Alternate to the Northampton County Executive

Minutes

1. *ACTION ITEM:* Minutes and Review of Roll Call Actions of the February 26, 2026, Commission Meeting

Comprehensive Planning Committee:

1. *ACTION ITEM:* Upper Macungie Township – Land Use of Regional Significance – Eli Lilly Manufacturing Facility (JS, SM, SW)
2. *ACTION ITEM:* Hanover Township (LC) – Land Use of Regional Significance – LVIA Parking Garage and Taxiway Rehab (JS)

3. *ACTION ITEM*: Summary Sheet (JS, S. Melnick)
4. *INFORMATION ITEM*: PlanLV Portal – LVPC Electronic Submission Update (JS)
5. *INFORMATION ITEM*: Draft Housing Supply and Attainability Strategy (JS)

Environment Committee:

1. *ACTION ITEM*: Environment *Summary Sheet* (SR)

Environment and Transportation Committee:

1. *PRESENTATION ITEM*: Lehigh Valley Trail Connection Strategy (SM)

Old Business:

1. *INFORMATION ITEM*: Update of March General Assembly (MA, JS, BB)
2. *INFORMATION ITEM*: FutureLV: The Regional Plan Update (BB)

New Business:

1. *INFORMATION ITEM*: Lehigh Valley Government Academy
 - a. PA Municipal Planning Education Institute (PMPEI)
 - i. Community Planning: April 7, 14, and 21; 5:30 pm to 9 pm
 - ii. Subdivision and Land Development: May 6, 13, and 20; 5:30 pm to 9 pm
 - iii. Register at www.lvpc.org/lvga
 - b. Local Technical Assistance Program Classes – in-person at the LVPC
 - i. April 7: Public Works Safety, 8 am to noon
 - ii. April 28: Asset Management, 8 am to noon
 1. Anyone can register at www.gis.penndot.gov/LTAP or by contacting Hannah Milagio at hmilagio@lvpc.org or 610-264-4544

Executive Director’s Report:

1. *INFORMATION ITEM*: Annual Report Presentations (BB)

Monthly Reports:

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

Communications and Engagement

1. *PACKET ITEM*: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1
 - a. Air Date: March 2: “A Year in Local Development With LVPC Chief Regional and Community Planner Jill Seitz.”
 - b. Next show – 6:30 pm, April 6, 2026
2. *PACKET ITEM*: GRANTS
 - a. PA Department of Environmental Protection (DEP): Alternative Fuels Incentive (AFI) Program
 - o April 1, 2026, 12:00 PM – First acceptance period ends
 - o October 7, 2026, 12:00 PM – Second acceptance period ends

- b. PA Department of Conservation and Natural Resources (DCNR):
Community Conservation Partnerships Program (C2P2)
 - o April 30, 2026, 4 PM – Application deadline
- c. PA Department of Community and Economic Development (DCED):
Multimodal Transportation Fund
 - o March 1, 2026 – Application opens
 - o July 31, 2026 – Application closes at close of business

Next Lehigh Valley Planning Commission Meeting:
Thursday, April 23, 2026, at 7:00 pm
Virtual Meeting

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



Lehigh Valley Planning Commission

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LEHIGH VALLEY PLANNING COMMISSION Minutes from the Thursday, February 26, 2026, Meeting

The LVPC held a public meeting on Thursday, February 26, 2026. The meeting was advertised in the Lehigh Valley Press on January 7th, 2026.

LVPC Chair Tori Morgan chaired the meeting.

Mr. Jacob Weinberg took Roll Call.

Members in Attendance:

Lehigh County

Craig Beavers, Michael Drabenstott, Gary Fedorcha, Sunny Ghai, Philip Ginder, Steven Glickman, Kent Herman, John Inglis, Christina 'Tori' Morgan, Santo Napoli, Stephen Repasch, and Kevin Schmidt.

Northampton County

Christopher Amato, Jo Daniels, Charles Elliot, Cathy Fletcher, Anita Erdos Forrester, Judy Haldeman, Tung-To Lam, Jack McGorry, Steve Melnick, Armando Mortiz-Chapelliquen, Eric Shamis, Dean Turner, and Brett Webber.

Members Absent:

Lehigh County

Phillips Armstrong, Ron Beitler, Sunny Ghai, Jennifer Gomez, Samantha Pearson, Stephen Repasch, Kevin Schmidt, Josh Siegel and Matthew Tuerk.

Northampton County

Justin Amann, Andrew Elliott, Carl Manges, Salvatore Panto, Jr., J. William Reynolds, Tina Smith, Jeff Warren and Tara Zrinski.

Staff Present: Becky A. Bradley, Jillian Seitz, Susan Myerov, Corinne Ruggiero, Beth Ritter-Guth, Steven Weber, Mary Grace Collins, Jacob Weinberg and Michele Anfuso.

Public Present: Matt Balikian, Marven Miltenberger, Steve Root, Y.S., Matt Dempsey, Richard Jessop, Patrick.

COURTESY OF THE FLOOR

Chair Morgan announced and welcomed new Commissioners appointed by Northampton County and Lehigh County Executives in partnership with Northampton County Council, Lehigh County Commissioners and Bethlehem City Council. Welcomed to the Commission were: Justin Amann, from Bethlehem City Council to the shared Easton/Bethlehem City Council seat. Local elected official members who joined the Commission include Jo Daniels, from Bethlehem City Council, Tung-To Lam, from Palmer Township Supervisors and Dean Turner from Forks

Township Supervisors. New citizen members include Craig Beavers from Allentown, Gary Fedorchka from Slatington, Anita Erdos Forrester from Palmer Township, Eric Shamis and Brett Webber, both from Easton. Samantha Pearson was also welcomed to the Commission as the alternate member for Lehigh County Executive Josh Siegel.

CHAIR'S REPORT

Chair Morgan announced that at the upcoming March 26th LVPC Full Commission meeting, which will be held in-person, the Commission will recognize Commissioners who recently cycled off the LVPC. Former Commissioners will be invited to participate, and it will offer time for newer and longer-serving members to meet and get to know one another while honoring the contributions of those whose terms have ended. Chair Morgan also announced the upcoming Annual Commissioner's Retreat, which is scheduled for Wednesday, April 8th from 6-8PM, in person at the LVPC. All Commissioners are expected to attend. Chair Morgan mentioned that there was a three-part survey sent to all Commissioners requesting updated contact information, committee selections and availability for the LVPC and Lehigh Valley Transportation Study Working Group to update the bi-county comprehensive plan and metropolitan transportation plan, *FutureLV*. The survey was due Monday, March 2nd. Chair Morgan also notified Commissioners to complete the required Statement of Financial Interests form. The PA Ethics Act requires all public officials and employees to file an annual Statement of Financial Interest form. LVPC Commissioners are required to file a digital or paper copy with the LVPC by May 1st.

MINUTES

Chair Morgan asked for a motion to approve the Thursday, January 22, 2026, LVPC meeting minutes. Commissioner Repasch made a motion to approve the minutes and Commissioner Glickman seconded the motion.

Chair Morgan asked for any comments or questions. There were none. The motion passed.

COMPREHENSIVE PLANNING COMMITTEE

ACTION ITEM: Midway Manor Elementary School Modular Building

Ms. Collins presented the staff review of the proposed demolition of an existing 1,600-square-foot, two-classroom modular building and an existing maintenance building. Ms. Collins made note that the existing maintenance building is currently used by the Midway Manor Community Association as a concession stand. A new 9,856-square-foot, ten-classroom modular building will be constructed at 1103 N Tacoma Street. Ms. Collins summarized the discussion and letter amendment decided upon at the February 24, 2026 LVPC Comprehensive Planning Committee meeting.

Commissioner Haldeman made the motion to accept the staff review and Commissioner Amato seconded the motion. Chair Morgan asked for any comments or questions. There were none.

Chair Morgan called for affirmative votes to accept the staff review. Commissioner Beavers abstained. The motion passed.

ACTION ITEM: Lehigh University East Hill Residence Hall

Ms. Collins presented the staff review of the proposed construction of a new residence hall on the Asa Packer Campus of Lehigh University that will contain 265 dwelling units to house first-year students. Ms. Collins noted additional features on the site such as a green roof for the

building, pedestrian improvements, and the removal of existing street parking to convert a section of University Drive to two-way circulation.

Commissioner McGorry made the motion to accept the staff review and Commissioner Amato seconded the motion. Chair Morgan asked for any comments or questions.

Commissioner Daniels asked if the residence hall was going to be on campus and where on campus will they be located. Ms. Collins stated that the proposed residence hall was going to be located on campus, on University Drive, amongst existing student residence halls.

Chair Morgan called for affirmative votes to accept the staff comments. The motion passed.

ACTION ITEM: Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee Chair Melnick briefed the Commission on the Comprehensive Committee Summary Sheet that featured a curative amendment in Palmer Township, and three zoning ordinance amendments – one in Bethlehem Township, one in Lower Saucon Township and one in Palmer Township.

Commissioner Glickman made the motion to accept the summary sheet and Commissioner Schmidt seconded the motion. Chair Morgan asked for any comments or questions. There were none.

Chair Morgan called for affirmative votes to accept the staff comments. The motion passed.

INFORMATION ITEM: Draft Housing Supply and Attainability Strategy Project Update

Ms. Seitz presented a project update for the Lehigh Valley Housing Supply and Attainability Strategy document. Ms. Seitz stated that the document was currently in the design process and a draft is to be shared with Commissioners at the March Comprehensive Planning Committee meeting. Ms. Seitz also stated there will be a comment period for Commissioners, County representatives and local government representatives to review the document before anticipated adoption at the April Full Commission meeting. Ms. Seitz also announced there will be a presentation on the Housing Supply and Attainability Strategy at the upcoming LVPC General Assembly on March 10, and alongside the LVPC staff will be a representative from the State Department of Community and Economic Development attending to present the State's Housing Plan.

Chair Morgan asked for any comments or questions. There were none.

INFORMATION ITEM: Commonwealth of Pennsylvania Housing Action Plan

Ms. Seitz announced the release of the Commonwealth of Pennsylvania's Housing Action Plan, which is the state's first coordinated, cross-agency framework focused on housing supply and attainability. Ms. Seitz noted the significance of this effort as it reinforces that housing supply is a top-tier policy priority at the state level and how much of what the state outlines in the plan mirrors the work this Commission has already undertaken through the Lehigh Valley Housing Supply and Attainability Strategy.

Chair Morgan asked for any comments or questions.

Commissioners discussed opportunities to provide additional guidance on emerging land uses and hosted a brief discussion on the Lehigh County Industrial Land Use Guide. Ms. Bradley noted that later in the presentation this item will be covered.

ENVIRONMENT COMMITTEE

Environment Committee Chair Repasch briefed the Commission that the Environment Committee did not meet this month. Commissioner Repasch also provided an update to Commissioners about the Lehigh Valley Trail Connection Strategy document and how it is in for design with the communications and design team staff and will be shared at the upcoming March Environment Committee and Full Commission meetings.

Chair Morgan asked for any comments or questions. There were none.

TRANSPORTATION COMMITTEE

Transportation Committee Chair Schmidt briefed the Commission that the Transportation Committee did not meet this month. Commissioner Schmidt also reported that the LVPC staff are currently wrapping up the Congestion Management Plan for the LVTS in the upcoming months. A comprehensive update on the Congestion Management Plan will be discussed at the March Transportation Committee meeting.

Chair Morgan asked for any comments or questions. There were none.

OLD BUSINESS:

INFORMATION ITEM: Employment and Population Projections Report

Ms. Ritter-Guth notified the Commission that the full Lehigh Valley Employment and Population Projections report is live on the LVPC website. The Lehigh Valley Employment and Population Projections report provides details and identified trends about all 62 municipalities in the region. Ms. Ritter-Guth noted that there would be more information about this effort during the Annual Report presentation as well as more specific details that will be discussed as part of the *FutureLV: The Regional Plan* update.

NEW BUSINESS:

ANNUAL REPORT

Ms. Bradley gave a brief overview of the responsibilities and details of the 2025 LVPC Annual Report. Ms. Bradley also notified the Commissioners that LVPC staff will be making county specific presentations to Northampton County Council on March 5th at 4:30PM and Lehigh County Commissioners on March 11th at 7:30PM. Ms. Ritter-Guth presented on the Employment and Population report and highlighted specific employment and population projection data. Ms. Ruggiero and Ms. Seitz presented 2025 BuildLV data, sharing review data with analysis of general trends and expectations surrounding development in the region in 2025. Ms. Seitz also presented on Housing Engagement at the National, State and Local Levels that occurred in 2025 which included the National Association of Regional Councils Housing Dashboard Award, hosting the Governors Housing Round Table which informed the State Housing Action Plan and the Lehigh Valley Housing Supply and Attainability Strategy and its engagement. Mr. Weinberg presented on multi-municipal planning efforts. Ms. Collins presented non-residential development data and trends in 2025. Ms. Collins also presented on the Lehigh County Industrial Land Use Guide. Ms. Myerov shared environmental initiatives which included the Pathway to a Resilient Greater Lehigh Valley and the Lehigh Valley Watershed Assessment and Act 167 Stormwater Ordinance Update. Mr. Weber presented on transportation initiatives which included plans and programs such as the Electric Vehicle Infrastructure Program, the Lehigh

Valley Trail Connection Strategy, Walk Audit Implementation tool, as well as allocating funding to 14 projects in the region through two federal funding initiatives: Carbon Reduction Program and Transportation Alternatives Set-Aside. Other transportation initiatives from 2025 that were discussed in the report include the Transportation Investment Project Selection Process, Roadway Functional Classification Update, “What To Do with 22” Project and the Annual Listing of Obligated Projects. Ms. Ritter-Guth presented several community training courses that were offered in 2025, which included The Pennsylvania Municipal Planning Education Institute classes, the Local Technical Assistance Program trainings as well as Lehigh Valley General Assembly. Community Action initiatives such as workshops, expert panels, legislative testimonies, classroom lectures and keynote addresses were also presented. Media outreach and a preview of what is to come in 2026 were also presented.

Chair Morgan asked for any comments or questions. There were none.

PRESENTATION ITEM: Lehigh Valley General Assembly

Ms. Bradley gave an overview of the Lehigh Valley General Assembly meetings, which are a bi-annual gathering of elected and appointed officials from all municipal governments, school districts, legislative districts and water/sewer authorities in Lehigh and Northampton Counties. Meeting information and the agenda of the upcoming Lehigh Valley General Assembly meeting being held on March 10 at 7pm were also shared.

Chair Morgan asked for any comments or questions. There were none.

PRESENTATION ITEM: Lehigh Valley Government Academy

The Lehigh Valley Government Academy was discussed to highlight upcoming training opportunities. The two courses scheduled in 2026 so far included Community Planning to be held on April 7, 14 and 21 from 5:30-9pm and Subdivision and Land Development to be held on May 6, 13, and 20 from 5:30-9pm.

Chair Morgan asked for any comments or questions. There were none.

EXECUTIVE DIRECTOR’S REPORT:

Ms. Bradley presented on Recent Activities which included being quoted in the Wall Street Journal in the article “Pennsylvania Wins Bid for Eli Lilly Weight-Loss Drug Factory”, Business Matters – Greater Lehigh Valley Chamber of Commerce and WFMZ Episode on Planning for the Future of the Lehigh Valley, Upper Macungie/Weisenberg Township Associated Investments, Economic Impact Analysis of the Lehigh County Authority Industrial Pre-Treatment Plant, the American Society of Highway Engineers Regional Chapter Presentation and the Lehigh County Industrial Land Use Guide Community Workshops. Ms. Bradley also noted on-going direct municipal activities such as Lower Saucon Community Impact Assessment Project, Easton Planning Commission Training, Multi-Municipal Comprehensive Plans Support, River Central Zoning and Official Maps, Slate Belt Zoning and Official Maps and Potential New Planning Group.

MONTHLY REPORTS

Chair Morgan notified the Commission that monthly reports are featured in each Commissioner’s packet. Chair Morgan asked for any comments or questions. There were none.

COMMUNICATIONS AND PUBLIC ENGAGEMENT:

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

ADJOURNMENT:

Chair Morgan stated that the next LVPC meeting will be on Thursday, March 26th at 7 pm. Chair Morgan then asked if there was a motion to adjourn the meeting and Commissioner Fedorcha made a motion to adjourn, and Commissioner Ginder seconded the motion. The meeting was adjourned.

Submitted by:

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



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March XX, 2026

Ms. Meredith Keller, Director of Community Development
Upper Macungie Township
8330 Schantz Road
Breinigsville, PA 18031

**Re: Eli Lilly Manufacturing Facility – Land Use of Regional Significance
Upper Macungie Township
Lehigh County**

Dear Ms. Keller,

The project proposes a manufacturing complex totaling 797,432 square feet on approximately 150 acres of land at 8810 Main Street, Fogelsville, PA 18051, north of Interstate 78 (parcel number 545630143828). The project site is currently used for agriculture. This project is considered a Land Use of Regional Significance (LURS) in the Major Industrial Park land use category of *FutureLV: The Regional Plan*.

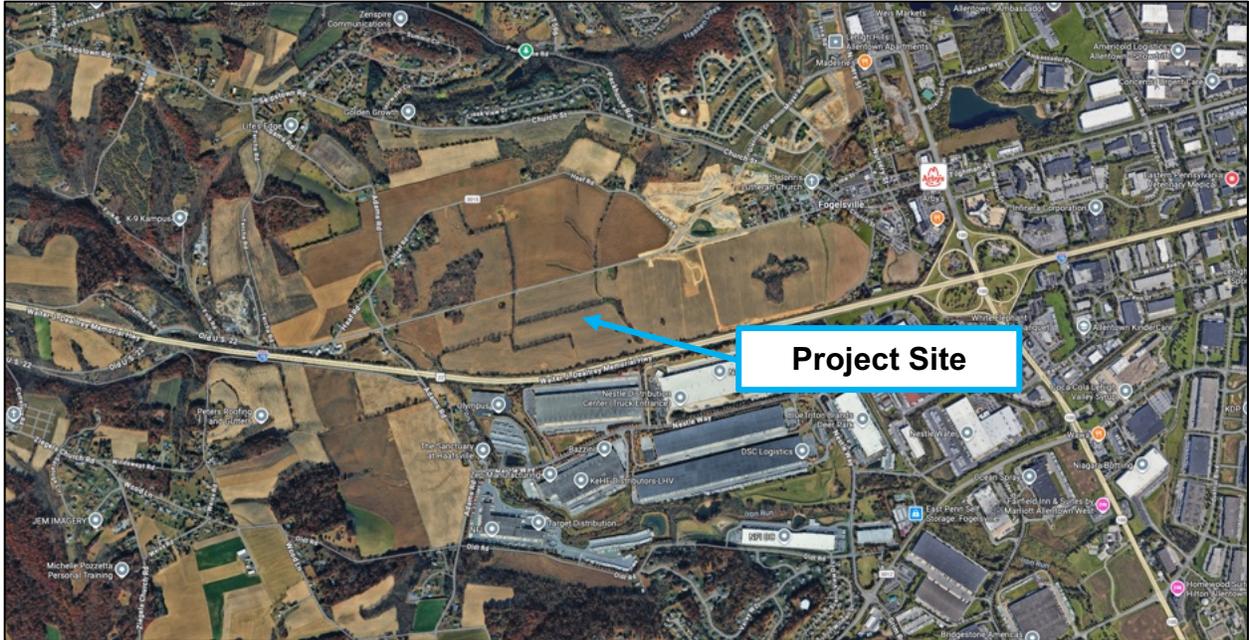
The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee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

<p>LVPC Comprehensive Planning Committee Meeting:</p> <p>March 24, 2026, at 12:00 PM (Virtual) https://lvpc.org/lvpc-meetings</p>	<p>LVPC Full Commission Meeting:</p> <p>March 26, 2026, at 7:00 PM (In-Person or Virtual) https://lvpc.org/lvpc-meetings</p>
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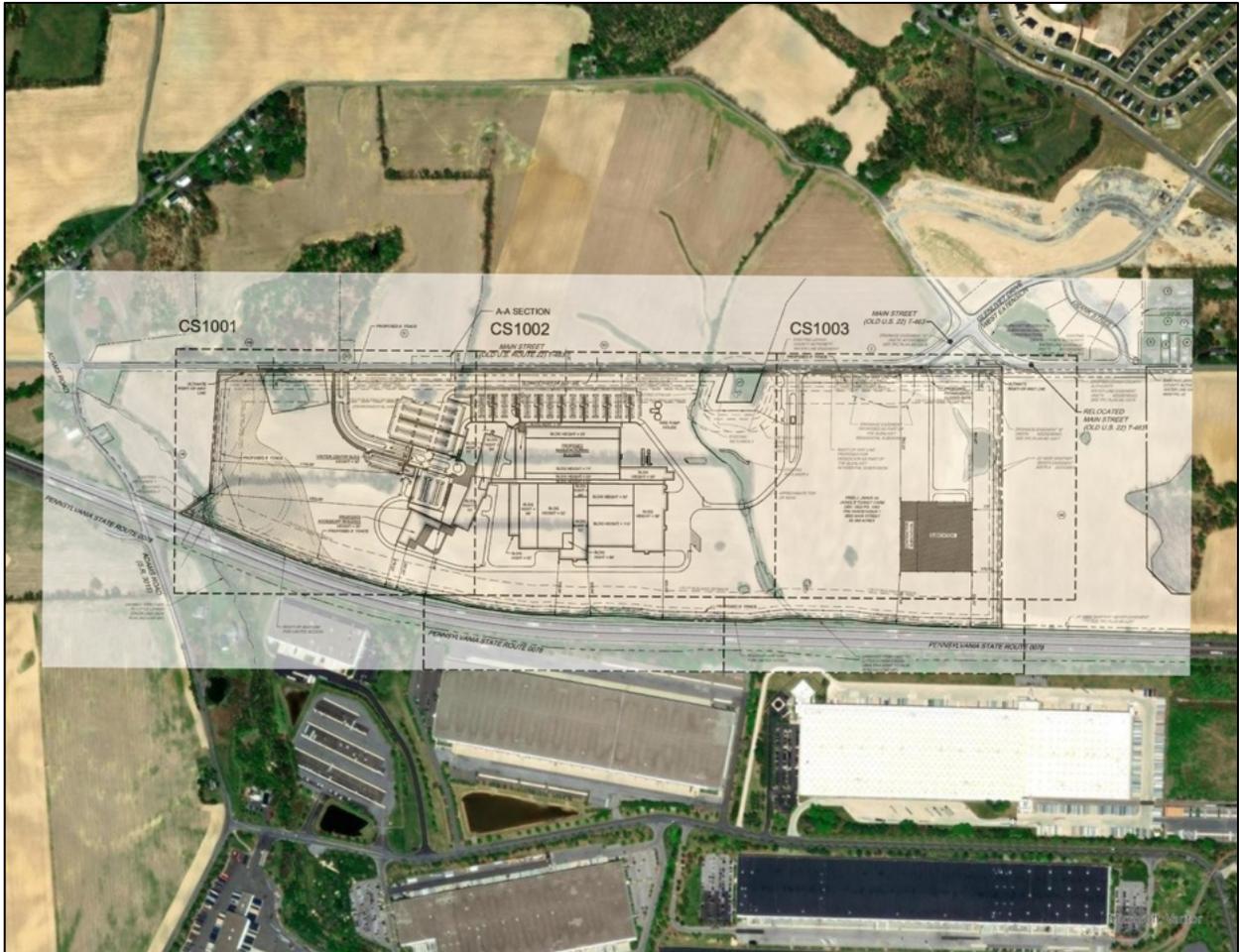
BACKGROUND

The project site is located just west of Fogelsville. South of the site across Interstate 78 is an existing industrial park, and agricultural lands are to the southwest, west and north.

Land uses of regional scale and impact must be coordinated with utility partners and agencies that have a regulatory role or vested interest in the public health, safety and welfare. For this reason, LVPC has coordinated with partner agencies as part of this review.



Google Aerial Imagery

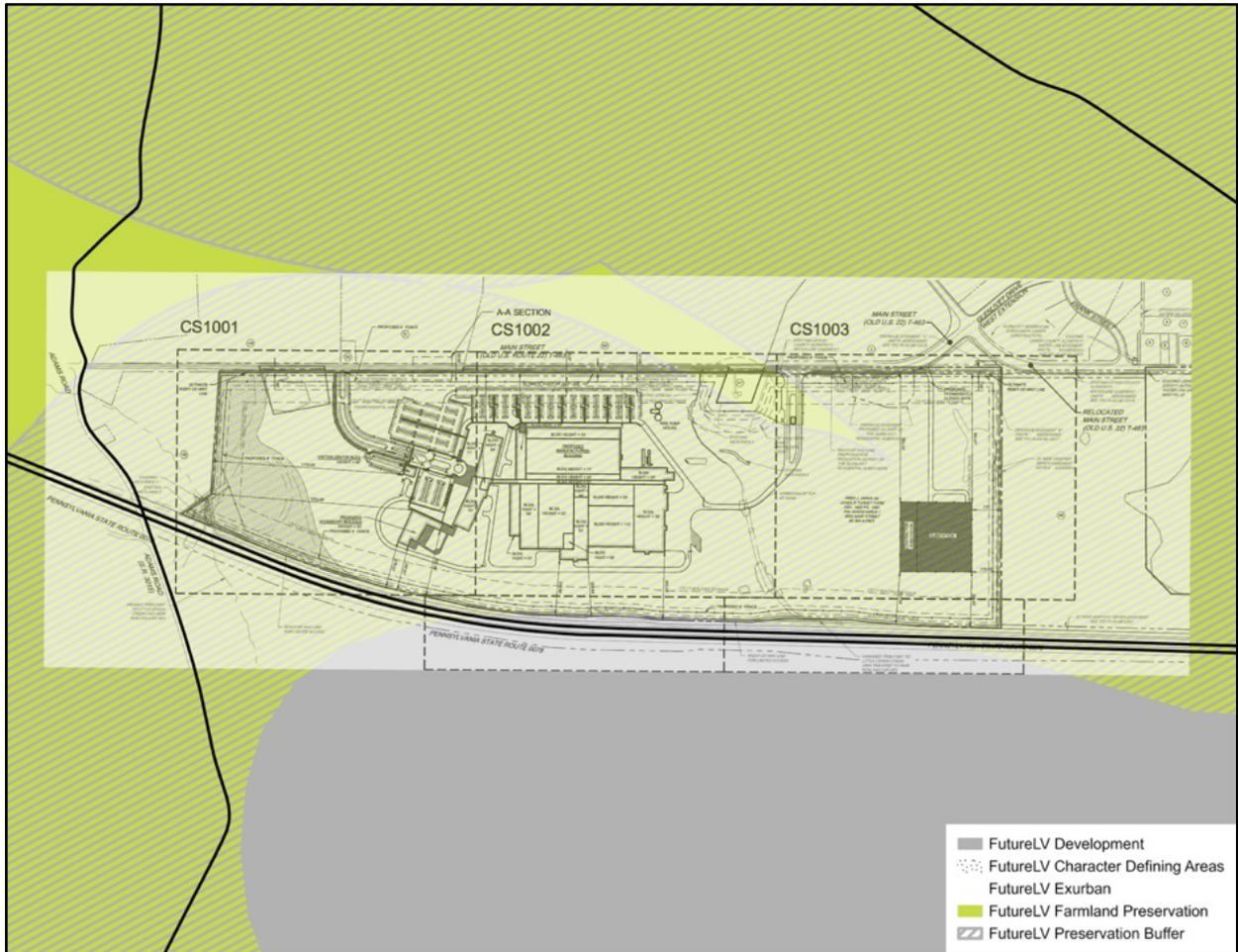


Overall Site Plan Overlaid on Aerial Imagery

The proposed Eli Lilly facility represents a major economic investment in the Lehigh Valley and the Commonwealth of Pennsylvania. According to recent reporting, the project represents an estimated \$3.5 billion investment and is expected to create approximately 850 permanent jobs and approximately 2,000 construction jobs as the facility is developed. This investment reinforces the Lehigh Valley’s long-standing role as a manufacturing center and ‘enhances growth by rooting economic development strategies in the unique competitive advantages of the region’ (of *FutureLV* Policy 4.1). The project also aligns with broader state-level economic development efforts to attract major manufacturing investments and expand workforce training programs related to pharmaceutical manufacturing and advanced production technologies (of Policy 4.2).

SITE SUITABILITY AND LAND USE

The proposal is located within the Preservation Buffer of the General Land Use Plan, which are areas where agricultural preservation is preferred, but factors may be present and capable of accommodating additional development. These factors are present at the project site, including access to public sewer and water and proximity to major highways and roadways including Interstate 78 and Route 100. The project site is located just north of I-78, and across I-78 from the site is an existing industrial park.



Overall Site Plan Overlaid on the FutureLV General Land Use Plan

Additionally, the Township's zoning of the property as Limited Light Industrial District (LIL) facilitates industrial development at this location, and the proposed use is permitted by right, according to the Township Zoning Ordinance (Section 27-306.2.)

The project site is in an area that has seen substantial industrial investment and growth over the past 20 years, and major transportation improvements are being coordinated in the vicinity. The project serves to 'match development intensity with existing and planned infrastructure capacity' (of Policy 1.1).

TRANSPORTATION

The site's proximity to Interstate 78, a major regional and interstate freight corridor, supports improving freight movement and regional mobility (of *FutureLV* Policy 2.4). Locating large employment centers near high-capacity highways helps minimize truck traffic through local residential streets and supports efficient supply chain operations.

The Lehigh Valley Transportation Study (LVTS), in partnership with the Pennsylvania Department of Transportation (PennDOT) have worked collaboratively to widen I-78 from the Berks County line eastward towards Route 100. In addition, a new interchange, at Adams Road and I-78, supported by the LVTS, PennDOT, and Upper Macungie Township has been in planning for approximately five years. This new interchange is less than ¼ of a mile from the project site. Both the I-78 widening and Adams Road interchange projects are in the state and federal planning and funding cycles now. Construction will occur after the opening of the Eli Lilly pharmaceutical manufacturing facility, however, additional transportation infrastructure is being added that supports the Fogelsville Industrial District north and south of I-78.

A traffic impact study (TIS) was provided as part of the review submission. The trip generation numbers provided within the TIS were determined based upon data provided to the engineering consultant from the developer of the facility, though the TIS did not specify the source or validity of this data. The TIS also includes specific forecasts for truck trips, but does not explain how those trips were calculated. During the land use of regional significance coordination meeting with regulatory partners, including the Township, it was noted that additional information is forthcoming. Should this information be received prior to action by the LVPC, any changes to this review will be noted.

Until revised transportation impact information is received, the following comments remain: the applicant should address how it was determined that only 90 trucks are anticipated to be generated per day, according to the TIS.

LVPC staff used the Institute of Transportation Engineers (ITE) Trip Generation Manual, ITE Land Use Code 140 (Manufacturing) to estimate the number of new trips generated by the project. The ITE Trip Generation numbers estimate fewer trips peak hour than those provided in the TIS. The TIS trip estimates are based on the expected entry and exit patterns for two 12-hour shifts for factory shift workers (232 for the 6 AM to 6 PM shift and 232 for the 6 PM to 6 AM shift).

A comparison between both calculations are shown below:

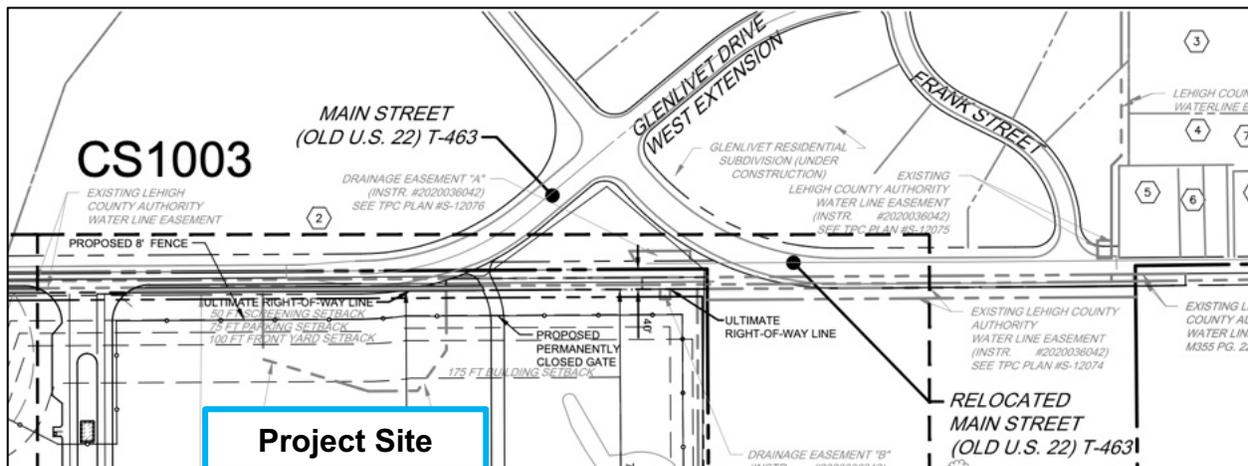
	Trip Generation Calculations based on ITE (LU Code 140)*	Trip Generation Calculations provided by applicant:
Average Daily Weekday Trips	New Car Trips: 2,270 New Truck Trips: 289 Total New Trips: 2,559	New Car Trips: 2,221 New Truck Trips: 90 Total New Trips: 2,311
AM Peak	New Truck Trips: 26 Total New Trips: 222	New Truck Trips: 32 Total New Trips: 418
PM Peak	New Truck Trips: 17 Total New Trips: 221	New Truck Trips: 32 Total New Trips: 650

***ITE Definition of Manufacturing:** A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. The size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.

Access to the site is planned to be provided via two driveways with one lane in each direction, one connected to Old U.S. Route 22, and a one proposed gated access drive to the onsite sub-station also connected to Old U.S. Route 22.

One of the access driveways will be used primarily to serve trucks to and from the site while the other full access drive will primarily serve passenger vehicles to and from the site.

Any traffic traveling to and from the site will most likely be traveling East from the site to Route 100, which may take them through Main Street in Fogelsville. Upper Macungie Township has asked the developer to make attempts to deter the employee and truck trips from traveling on Main Street. Although the relocation of Main Street to form a four-way intersection with Glenlivet Drive will help direct traffic north of Fogelsville, wayfinding signage should be implemented both on-site and along nearby roadways to clearly direct trucks, employees, and visitors to the appropriate entrances. This may help reduce confusion and unnecessary circulation on surrounding roadways and discourage trucks from traveling through sensitive residential or village areas such as Main Street in Fogelsville or the Glenlivet Residential Subdivision under construction (of Policies 2.4 and 5.1).



Enlarged Site Plan Showing Glenlivet Drive Extension / Relocated Main Street

Impacts of a large employer expand beyond the development itself. Conversations are on-going between the Township, end user, PennDOT, LVPC and many other land development partners. One of the items under consideration is the acknowledgement that even with the new interchange at Adams Road and I-78 open in the future, Old U.S. Route 22, through Fogelsville and the Glenlivet Drive routes both lead to services that will be utilized by employees, suppliers and visitors to the Eli Lilly facility. Service, including grocery, healthcare, fitness centers, restaurants and gas stations, among other businesses are close by. It is expected that traffic patterns will evolve and change with this new, large employer, especially along Route 100. Maintenance and refinement of the transportation system nearby will become an important need as the manufacturing business begins. Monitoring traffic signal timing, turning movements, infrastructure maintenance and even transit needs by the Township, in partnership with PennDOT, LANTA and LVPC, is necessary.

The plans include electric vehicle charging spots within the visitor parking area, and encourages the applicant to ensure alternative fueling spots are provided within the employee parking lots and for tractor trailers (of Policies 2.2, 3.2 and 3.4).

Sidewalks are substantially included throughout the project site, including along most of the Old U.S. Route 22 property frontage, which supports pedestrian safety and reducing fatalities towards zero (of Policies 5.1 and 5.3). The applicant should consider extending the sidewalk fully along the property frontage to the east to support the potential for future connectivity with other properties. The external walkway runs along the access driveway, and crosswalk markings and signage are provided which enhance safety for employees walking within the site (Policies 5.1 and 5.3). The sidewalks are shown along the frontage of the proposed Industrial Drive without any Truncated Dome Pattern for Americans with Disabilities Act (ADA) Detectable Warning Surfaces (ADW). These are needed for compliance with the ADA infrastructure requirement and should be constructed to meet ADA Federal Guidelines (of Policy 5.3).

Bicycle racks at the building should be provided where appropriate near building entrances to encourage alternative transportation options and offer a seamless network for employees to safely ride to work. Given the continued growth of employment centers in the area, the site design should preserve opportunities for future pedestrian and bicycle connections, such as by providing stubs or connection points at the edge of the property (of Policies 2.2, 2.3, and 5.3).

The Lehigh and Northampton Transportation Authority (LANTA) provides fixed-route public transportation in the vicinity east and south of the project site, with bus stops on Tilghman Street to the east, Glenlivet Drive and Nursery Street to the northeast, and Nestle Way south of the project site on the other side of I-78. While LANTA does not currently serve the frontage of the project site on Main Street, near-term plans call for an extension of service via Old US-22 (Main Street), Adams Road, and Nestle Way, pending coordination with the proposed Adams Road Interchange. LANTA currently does not plan to enter and serve the project site, however the proposed site plans include a comprehensive pedestrian network that allows pedestrians and transit riders to safely access the facility main entrances.

To support anticipated future transit service, the applicant should include a new bus stop along the property frontage on Main Street, nearside of the new intersection alignment with Glenlivet Drive and Haaf Road. The new bus stop should include an accessible five-foot by eight-foot concrete bus stop landing pad, and the LVPC encourages the inclusion of rider-supportive necessities such as benches, a shelter, lighting, and trash receptacles (of Policy 2.3). Given the expected workforce associated with the development, the applicant should consider

implementing Transportation Demand Management (TDM) strategies to reduce single-occupancy vehicle trips. These strategies could include designated carpool and vanpool parking spaces near building entrances.

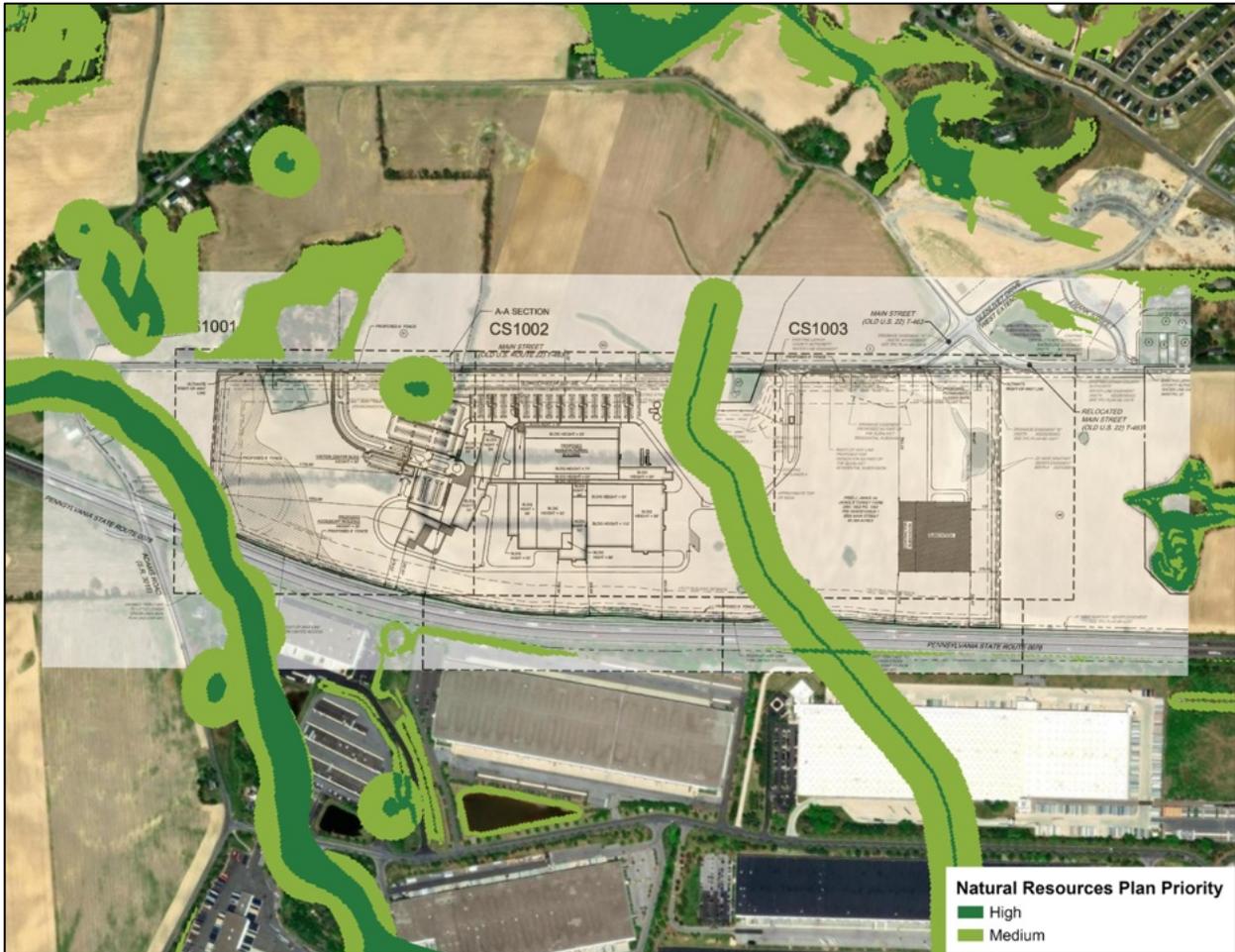
A connected tractor-trailer requires 70 feet of parking to safely park and allows movement of other vehicles around the parked vehicle. The sizing of the trailer parking spaces should be specified in the site plan. The loading zones and dock doors are not marked on the plan and should be to properly show truck turning and interaction with the other vehicles on the site.

There are some dedicated truck parking spaces, though seemingly a deficient amount for the anticipated number of trucks accessing the site, but it is not clear if they are long-term or to address hours of compliance. Overnight or long-term parking spaces are a critical safety element for drivers and trucks as well as the community to provide safe and designated parking locations for drivers that may be not allowed to drive after working their allotted “hours of service” to legally be allowed to drive. Truck parking is a national problem and freight-centric facilities such as this project can accommodate a limited number of parking spaces to help the truck parking shortage. It is strongly recommended that several parking spaces be provided for tractor-trailers, to allow drivers to rest and reset their hours-of-service timeframes. (Policy 2.4) Consideration should also be given to providing adequate truck stacking space at the gated access point to prevent trucks waiting for entry from queuing back onto Old U.S. Route 22. Any security checkpoint or gate operation should be designed to accommodate peak truck arrival periods without impacting traffic operations on the adjacent roadway (of Policy 5.1).

There are no shown snow removal provisions for compliance with the Pennsylvania Snow Removal law requiring vehicles to remove snow and ice from the tops of vehicles as to not cause road hazards and unsafe conditions. Snow removal equipment to provide compliance with the law for drivers is becoming commonplace for freight-centric facilities (of Policies 2.2 and 5.1).

ENVIRONMENT

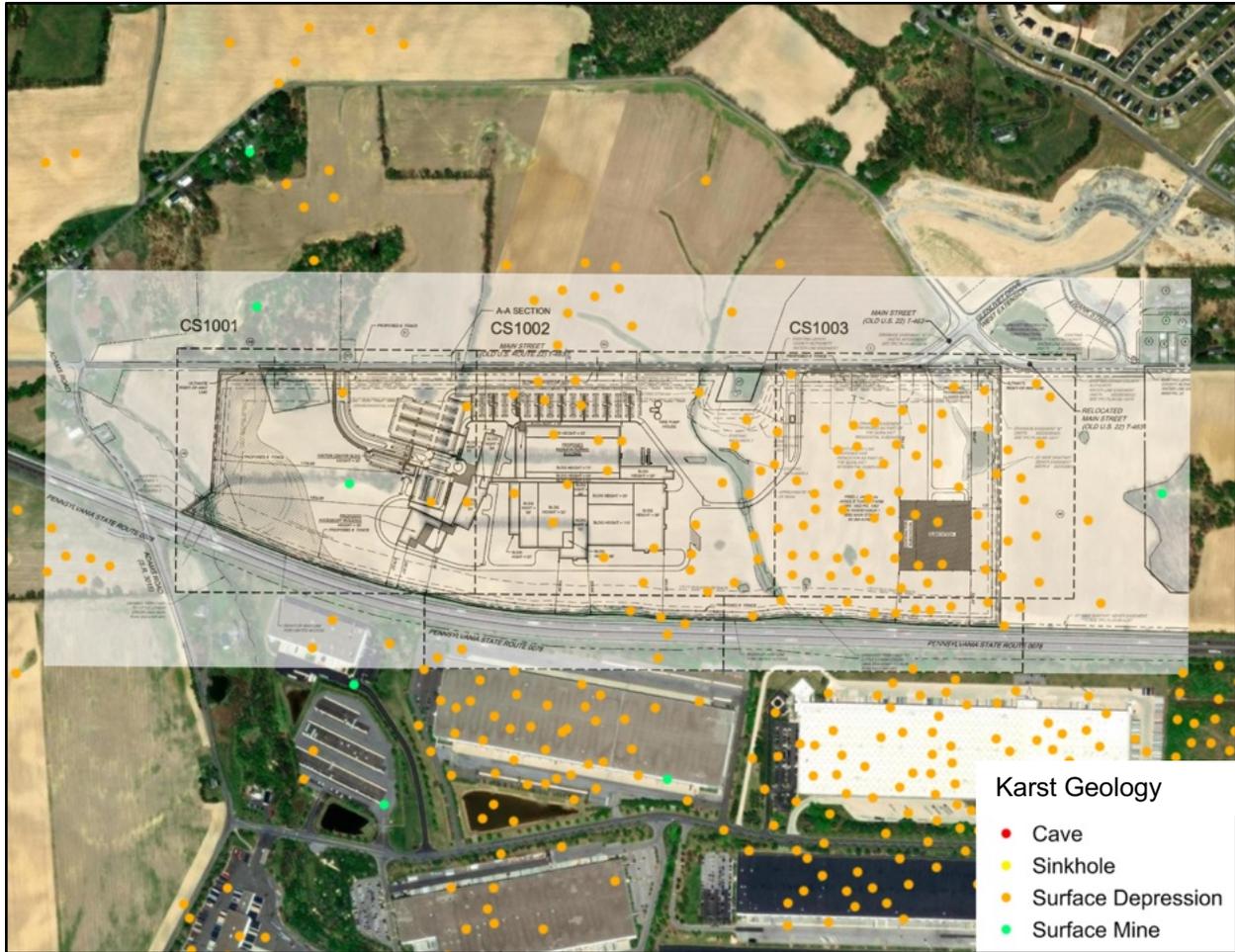
The project site contains existing natural features, including two tributaries to the Little Lehigh Creek, and several wetland and woodland areas. Site plans largely avoid disturbing these natural features, which serves to ‘preserve natural resources in the land development process’ (of Policy 3.1). Tributaries to the Little Lehigh Creek must include a minimum 150-foot riparian buffer as the creek is designated by the Pennsylvania Department of Environmental Protection as a High Quality waters.



Overall Site Plan Overlaid on the FutureLV Natural Resources Plan

LVPC notes the presence of a Lehigh County Authority Groundwater Well on the northeast corner of the project site, adjacent to the Main Street parking entrance. The applicant must ensure that the Well Head Protection Zone boundaries established surrounding the site be maintained and that the proposed development will not impact this critical resource, to 'protect the quality and quantity of surface and groundwater' (of Policy 3.2).

Mapping provided by the Bureau of Topographic and Geologic Survey at the Pennsylvania Department of Conservation and Natural Resources indicates the extensive presence of karst in the form of surface depressions and a surface mine on the site. The LVPC advises the applicant to ensure proper geotechnical testing and reporting of results, prior to any land development, to 'minimize environmental impacts of development to protect the health, safety and welfare of the public' (Policy 3.2).



Overall Site Plan Overlaid on LVPC's GIS Mapping of Karst Geology

Substantial landscaping is proposed throughout the project site, including along roadway frontage and site boundaries, throughout parking areas, and along access drives and stormwater basins, which will contribute to visual buffering, site aesthetics, and stormwater management. Additionally, most proposed landscaping species are native to Pennsylvania or the eastern United States *FutureLV* (Policy 3.4). To support the long-term sustainability of the proposed landscaping design, the LVPC recommends that all parking lot islands contain sufficient soil volume and width to support the recommend tree species noted on the landscaping plan, and that as much as possible, non-native varieties be replaced by native species (canopy trees typically require 1,000-1,200 cubic feet of soil to support healthy growth).

The LVPC encourages the applicant to consider the financial and environmental benefits of incorporating sustainable systems into facility functionality. During the partner engagement meeting held earlier this month, it was noted that the intended plan for this development includes green building and site design elements, which support the Regional Plan, and the long-term sustainability of the Township and Lehigh Valley. Sustainable utilities and systems, such as solar panels, green roofs, geothermal energy systems and greywater reuse for irrigation and plumbing, reduce overhead operational costs while also 'minimizing environmental impacts of development' (Policy 3.1), 'encourage reuse, sustainable building, site design and community design practices' and supporting 'renewable energy and diversification of sources' (of Policy 3.4).

The project site is located within the Little Lehigh Creek watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments related to our review of the project's stormwater management plan are included as attachment 1.

The LVPC has copied appropriate representatives from adjacent municipalities to further 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

Municipalities, when considering subdivision/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.

Sincerely,



Jill Seitz
Chief Community and Regional Planner



Susan Myerov
Director of Environmental Planning



Evan Gardi
Transportation Planner

cc: Ryan Kern, Township Engineer; Rick Moore, DPR Construction, Applicant; Mike Kissinger, Pennoni Associates, Project Engineer; David M. Jandl, Record Property Owner; Stephen Nemeth, Alburtis Borough Manager; Shane Pepe, Emmaus Borough Manager; Emily Fucci, Lower Milford Township Administrator; John Brown, Macungie Borough Manager; Ed Carter, Upper Milford Township Manager; Meredith Keller, Upper Macungie Township Director of Community Development; Dave Manhardt, South Whitehall Township Director of Community Development; Jennifer Gomez, City of Allentown Planning Director; Kerry Rabold, Salisbury Township Planning & Zoning Officer; Liesel Gross, Lehigh County Authority Chief Executive Officer; Garrett Cook, Lehigh County Conservation District Engineer; Fadia Halma, PA DCED Lehigh Valley Regional 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.

Project Review Summary Sheet

Comprehensive Planning Committee

Date: March 2026

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Zoning Ordinance Amendment	Lowhill Township	<i>Digital Infrastructure Facilities (DIFs)</i> - Adds definitions and regulations for DIFs and establishes them as a conditional use in the Regional Use Overlay 2 Zoning District with related regulations.	<p>LVPC supports the Township’s proactive effort to address an emerging land use, which encourages an efficient development process responsive to regional needs (of Policy 1.1).</p> <p>The decommissioning and electronic waste plan support the goal of <i>FutureLV</i> to ‘enhance the long-term viability of assets’ and ‘provide environmentally responsible and economical solid, electronic and hazardous waste disposal and recycling’ (of Policies 1.3 and 3.2).</p>
Zoning Ordinance Amendment	Bushkill Township	<i>Data Centers</i> - Adds definitions and regulations for Cryptocurrency Mining Facilities, Data Centers, Data Center Accessory Uses, and Solar Energy Facilities as a special exception in the General Commercial/Industrial District (GC/I).	The LVPC recommends the Township permit Data Centers in the GC/I District as a Conditional Use and supports the Township’s efforts to proactively zone for solar energy, helping to ‘reduce greenhouse gas emissions’ and ‘support renewable energy and diversification of sources’ (of Policy 3.4).
Zoning Ordinance Amendment	Washington Township (NC)	<i>Data Centers</i> - Adds definitions and regulations for “Data Storage Centers” and establishes Data Storage Centers as a special exception use in the Industrial Zoning District with related regulations.	LVPC supports the Township’s proactive effort to address an emerging land use, which aligns with <i>FutureLV</i> by guiding the location and intensity of development and encouraging an efficient development process responsive to regional needs (of Policy 1.1).



Project Review Summary Sheet

Comprehensive Planning Committee

Date: March 2026

<p>Zoning Ordinance Amendment</p>	<p>Plainfield Township</p>	<p><i>Data Centers</i> - Adds definitions and regulations for Data Centers as a conditional use in the General Commercial (GC) and Industrial Business Park (I-BP) Districts.</p>	<p>LVPC supports the Township's proactive effort to address an emerging land use, which aligns with <i>FutureLV</i> by guiding the location and intensity of development and encouraging an efficient development process responsive to regional needs (of Policy 1.1).</p>
<p>Zoning Ordinance Amendment</p>	<p>Upper Macungie Township</p>	<p><i>Automated Storage and Retrieval Systems</i> - Adds definitions and regulations for Vertical Automated Storage and Retrieval Systems (AS/RS) in the Light Industrial Park District and the Limited Light Industrial Park District.</p>	<p>Supports the goal of <i>FutureLV</i> to 'promote next generation manufacturing and technology' (of Policy 4.2) that supports rapid advancements in the way goods and services are moved.</p>
<p>Zoning Ordinance Amendment</p>	<p>Plainfield Township</p>	<p><i>Solar Energy Systems</i> – adds definitions and regulations for principal and accessory solar energy systems and establishes principle solar energy systems as permitted by special exception in the Farm and Forest District.</p>	<p>LVPC commends the townships farmland protection regulations to 'preserve farmland to maintain rural character and provide open space (of Policy 3.3). The LVPC recommends the township also permit by special exception principal solar energy systems in Solid Waste Processing and Disposal District to encourage the reuse of landfills for principle solar farms and 'support business practices that mitigate the effects of climate change' (of Policy 3.4)</p>



Project Review Summary Sheet

Comprehensive Planning Committee

Date: March 2026

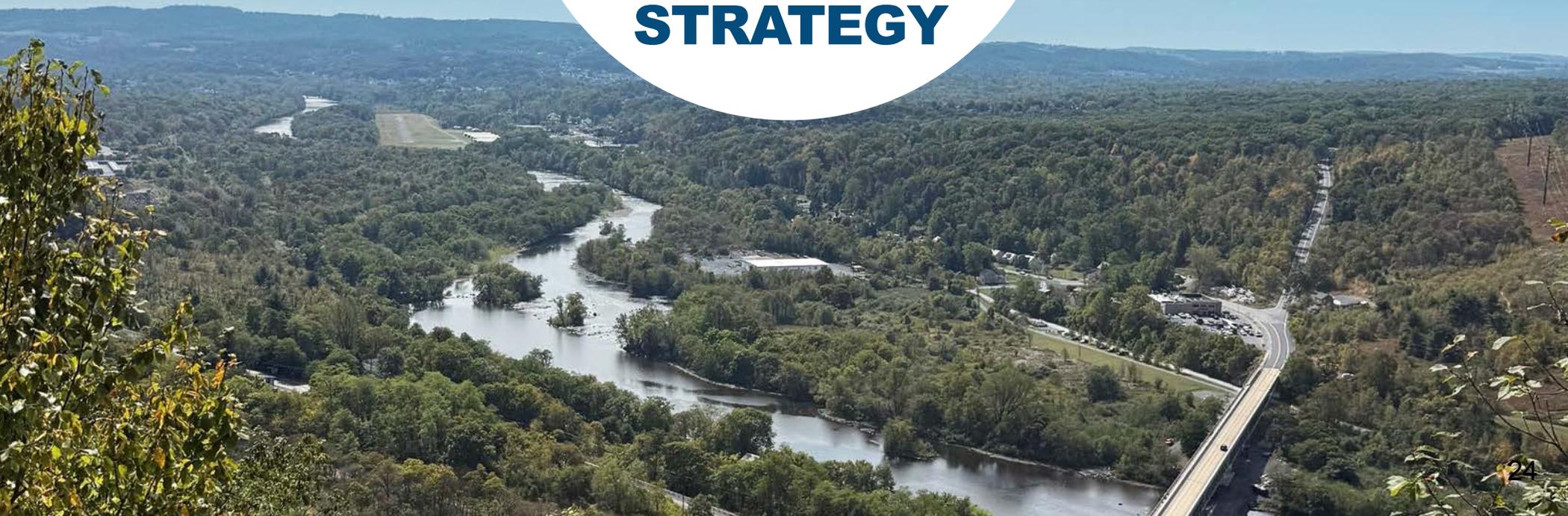
<p>Zoning Ordinance Amendment</p>	<p>Washington Township (NC)</p>	<p><i>Solar Farms</i> – Adds definitions for principal solar energy systems (PSES) and outlines conditions for its use by special exception.</p>	<p>The LVPC recommends differentiating between accessory and principal solar energy system uses to further ‘support renewable energy and diversification of energy sources’ (of Policy 3.4).</p>
<p>Zoning Ordinance Amendment</p>	<p>Forks Township</p>	<p><i>Solar Farms</i> – Amends districts where solar arrays, solar farms and wind turbines are permitted, and amends the use regulations for solar farms.</p>	<p>The proposal supports effective farmland preservation techniques (of Policy 3.3) while ‘supporting renewable energy and diversification of energy sources’ (of Policy 3.4).</p>
<p>Zoning Ordinance Amendment</p>	<p>Upper Saucon Township</p>	<p><i>Planned Residential Development</i> - Adds planned residential development as a permitted use by right in the Enterprise Overlay Zoning District with related regulations on the design and governance of the use.</p>	<p>Many aspects of the proposed ordinance align with FutureLV (Policies 2.1, 5.4 and 2.2), and the LVPC notes opportunities to further strengthen the proposed ordinance.</p>

Project Review Summary Sheet

Environment Committee

Date: March 2026

Project	Municipality	Brief Statement of Purpose	LVPC Comment
<p>Review of the Bushkill Creek Greenway Master Plan</p>	<p>Palmer Township (with connections to Tatamy Borough, Forks Township and the City of Easton)</p>	<p>The Bushkill Creek Greenway Master Plan establishes a connected network of trails & public spaces as a cohesive greenway, introduces several accessibility upgrades for parks & trails and embraces improvements to ecological and hydrological systems that can protect the Bushkill Creek from the expected impacts of climate change. The Greenway is primarily located in Palmer Township, with connections to communities of Tatamy Borough, Forks Township and the City of Easton. It is considered part of the Two Rivers Trailway and the September 11th National Memorial Trail and is a link within the Delaware & Lehigh National Heritage Corridor. This Master Plan includes several recommendations throughout the document that center around 5 primary goals:</p> <ul style="list-style-type: none"> • Communicate History. “Communicate local, historical and cultural significance.” • Support Connection. “Demonstrate exemplary accessibility, support trail system changes.” • Enhance Activity. “Update facilities, multi-user recreation experience.” • Protect and Restore Ecology. “Protect habitat and enhance resilience.” <ul style="list-style-type: none"> • Create Resilient Hydrology. “Mitigate flooding.” 	<p>The Plan is a critical, community driven tool to provide and enhance access to contiguous parks and recreational opportunities for a variety of people in a physically and financially sustainable manner in Palmer Township, aligning with the Township’s comprehensive plan, <i>Northampton County Livable Landscapes, Walk/RollLV- Active Transportation Plan</i> and <i>FutureLV: The Regional Plan</i>. Including FutureLV Policies 3.2 and 5.3 and Northampton County Livable Landscapes Goals 1, 2,5 and 6. The LVPC continues to be available as a resource to assist in the implementation process.</p>



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Thank you to all 2025 LVPC Commissioners, Richard Molchany (alt.), Percy Dougherty, PhD, Bob Elbich, Dennis Klusaritz, Diane Kelly, Owen O’Neil, Lamont G. McClure, Jr., Jean Versteeg, John Gallagher, Rachel Leon, Scott Minnich, Edward Nelson, Crystal Rose, Jessica Cope, Kenneth Kraft, Basel Yandem, Darlene Heller and Tina Smith



Lehigh Valley Transportation Study

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Thank you to all 2025 LVTS Members, Phillips Armstrong, Lamont G. McClure, Jr., Darlene Heller, Richard Molchany, Basel Yandem and Jim Mosca



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Introduction

People across the Lehigh Valley consistently list trails among the region's greatest assets, but successfully closing gaps in the trail network is complex and often takes many years to complete. It can require alignment among multiple stakeholders throughout the Lehigh Valley including municipalities, county agencies, state agencies, nonprofit organizations, and private partners.

Projects must comply with local, state and federal regulations, in many cases while intersecting with waterways, transportation corridors and environmentally sensitive areas. Securing funds for design, land acquisition and construction can also be a lengthy and expensive process.

Even with the many obstacles, significant progress has been made across the region since the 2013 inventory was completed.

Many of the gaps identified at the time have moved closer to closure through successful grant funding, planning efforts and construction of trail segments within the gaps. These accomplishments reflect a decade of coordinated work between regional partners and demonstrates the continued commitment to building a more connected and accessible trail network throughout the Lehigh Valley. This section highlights those original gaps and explains the work that has been done.

Trails are more than lines on a map or paths along our rivers and streams — they're how a region breathes. They give people a safe, simple way to move, connect and slow down, whether that's a morning bike commute to work, an evening walk, or a weekend escape into green space.

A strong trail network knits communities together, connects us to neighbors, supports public health and local economies, and turns open space into shared places, making a region not just easier to get around, but better to live in. Beyond recreation and mobility, trails also function as resilient infrastructure that supports ecological integrity and hazard mitigation.

In the Lehigh Valley, they are what people say they like best about living here.

For the importance of trails to our mobility, health and economy, the Lehigh Valley Planning Commission has created an inventory of existing, planned and future trail infrastructure in the Lehigh Valley. This information helps identify trail infrastructure gaps, benchmark them against regional goals and prioritize how those gaps can be closed. This report and analysis translates regional goals, shown in municipal plans across the Lehigh Valley and regional plans such as *FutureLV: The Regional Plan*, *WalkRollLV: Active Transportation Plan*, and *Livable Landscapes* into actionable locations, where the network fails to function as a true continuous system, and gives stakeholders a roadmap for fixing it.

In addition to this report, there is a complimentary interactive mapping tool at lvpc.org, that has been designed to coordinate the regional trail system and track gap closures, setting the stage for organized implementation across the region. The previous iteration of this report, the *Lehigh Valley Trails Inventory*, was completed in 2013, and many changes have occurred since then as this region grows, develops and evolves.

This report provides up-to-date trail data, which will inform regional stakeholders about the status of trail infrastructure and further support the build out of the regional trail network. This effort supports other active transportation initiatives throughout the Lehigh Valley for both commuter and recreational options. Municipalities and trail partners can use information included in this document to support funding applications for trail improvements.





Trail Development Update

Closing trail gaps is a complicated and intentional process that requires partnerships, funding, organization and patience. Trails cross many properties involving sometimes dozens of owners, all of whom need to agree to the addition of a recreational facility to their land or to sell it to a government agency or conservancy. Once property is acquired, investigation for contamination, threatened and endangered species, flood plains, steep slopes and other natural and manmade considerations must occur. Any protections for the community and plants, soil, water and wildlife are important to balancing recreational and natural assets, including people.

Resource identification is followed by engineering and approvals prior to any remediation or construction. With limited, but very important, grants available for trail projects, timelines to close important gaps can take decades. Fortunately, the Lehigh Valley has a multitude of deep, long-term partnerships that have resulted in more than 300 miles of trails we enjoy today. While much remains to be done, progress has been made since the Lehigh Valley Trail Inventory – 2013.

A special thanks to every dedicated, thoughtful and persistent trail advocate who has and continues to work toward a seamless regionwide and multiregional trail system.

The last trail gap analysis by the LVPC was completed in 2013 with the publishing of the *Lehigh Valley Trails Inventory – 2013 Lehigh and Northampton Counties*.

The following trails were identified in the 2013 Inventory as the Top Ten gaps in the region at that time. It is important to note that while some of these trail gaps remain, an incredible amount of work has been completed to move to closure, including many successes in receiving funding and building new infrastructure to help address these gaps.

2013 Top Trail Gaps

Trail Gap 1: Cedar Creek Trail to Little Lehigh Parkway Path
Trail Gap 2: Jordan Creek Greenway Trail
Trail Gap 3: D&L Trail to Ironton Rail Trail
Trail Gap 4: Nor-Bath Trail to Delaware & Lehigh Trail
Trail Gap 5: D&L Trail Environmental Obstructions
Trail Gap 6: D&L Trail – Dauphin and Bradford Streets Share the Road
Trail Gap 7: South Bethlehem Greenway Trail to Saucon Rail Trail
Trail Gap 8: Karl Stirner Arts Trail to Palmer Township Bike Path
Trail Gap 9: Tatamy Rail Trail to Jacobsburg Environmental Education Center (JEEC)
Trail Gap 10: Bushkill Township PPL Trail to Appalachian Trail





Cedar Creek Trail / Photo credit: LVPC

Trail Gap 1: Cedar Creek Trail to Little Lehigh Parkway Path

Municipalities: City of Allentown, Salisbury Township

Start: Little Lehigh Parkway Path at Kline’s Bridge, Allentown

End: Cedar Beach Trail at Hamilton Street, Allentown

Status update: This gap has been identified by the City of Allentown as phase two of the Martin Luther King Jr. (MLK) Drive Trail extension project. As of 2026, the design and engineering for phase two of the trail gap closure project is out for bid. Phase one construction, between the Little Lehigh Parkway Path and Fountain Park, is underway, and the two phases together will create continuous trail from the Cedar Creek Trail at Hamilton Street to the MLK Drive trailhead at South 4th Street.



Jordan Creek Greenway
Photo credit: LVPC

Trail Gap 2: Jordan Creek Greenway Trail

Municipalities: City of Allentown, Lowhill Township, North Whitehall Township, South Whitehall Township, Whitehall Township

Start: Gordon Street at Jordan Meadows Park, Allentown

End: Jordan Road at Trexler Nature Preserve, Lowhill Township

Status update: New trail has been constructed in multiple areas since 2013. Continuous trail has been constructed from MacArthur Road to Mauch Chunk Road. There has been new trail construction on both the east and west sides of Covered Bridge Park in South Whitehall Township, and there is a segment of trail that now runs from Lapp Road to Route 309, through Covered Bridge Park. Trail gaps remain on the Jordan Creek Greenway, from Mauch Chunk Road to Lapp Road, and from Route 309 to Trexler Nature Preserve.



Ironton Railtrail / Photo credit: LVPC

Trail Gap 3: D&L Trail to Ironton Rail Trail

Municipalities: Coplay Borough, Whitehall Township

Start: D&L Trail at Cementon Trailhead, Whitehall Township

End: Ironton Rail Trail at Saylor Park, Coplay Borough

Status update: Since the last plan, Lehigh County has continued to have discussions with Norfolk Southern, the entity that owns the rights-of-way needed for trail construction. The County is raising additional funds to be able to purchase the land.



Nor-Bath Trail / Photo credit: LVPC

Trail Gap 4: Nor-Bath Trail to Delaware & Lehigh Trail

Municipalities: Northampton Borough

Start: Clear Springs Drive, Northampton Borough

End: D&L Trail at Northampton Canal, Northampton Borough

Status update: The proposed alignment of the trail connection has been changed and partially constructed. The Nor-Bath Trail has been extended approximately an additional half-mile, from its 2013 terminus at Clear Springs Drive in Northampton Borough, to the intersection of Main Street and 10th Street. Planning is ongoing to determine the route of the final connection to the Northampton Canal trailhead of the D&L Trail.



D&L Trail / Photo credit: LVPC

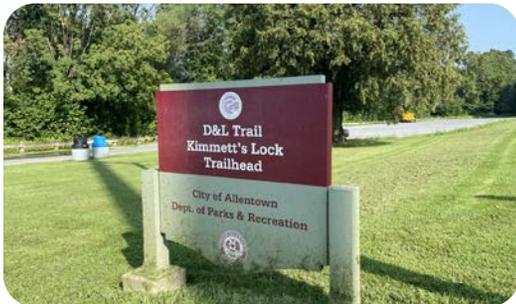
Trail Gap 5: D&L Trail: North Catasauqua

Municipalities: Catasauqua Borough, Northampton Borough, North Catasauqua Borough

Start: D&L Trail approx. 0.5 miles south of Northampton Canal Trailhead

End: D&L Trail near Race Street, Catasauqua Borough

Status update: Trail gaps 5A and 5B from the 2013 Lehigh Valley Trails Inventory have been closed as part of the Northampton and North Catasauqua Trail Improvements Project in 2022. Trail gap 5C, at the Race Street and Lehigh Street intersection in Catasauqua Borough remains, but is under construction.



D&L Trail / Photo credit: LVPC

Trail Gap 6: D&L Trail – Dauphin and Bradford Streets Share the Road

Municipalities: City of Allentown

Start: Kimmitt's Lock, Allentown

End: D&L Trail at N. Bradford Street, Allentown

Status update: This project is in the final engineering phase. Final designs are being prepared to meet permitting needs. Projects are being led by the City of Allentown and Hanover Township.



Left to right: Basel Yandem, City of Bethlehem, Becky Bradley, LVPC, Michael Allehal, City of Bethlehem, J. William Reynolds, City of Bethlehem, Phillips Armstrong, Lehigh County, Lamont G. McClure, Jr., Northampton County and Ryan Meyer, Lehigh and Northampton Airport Authority. Photo credit: LVPC / Photo Date: 7-23-25

Trail Gap 7: South Bethlehem Greenway Trail to Saucon Rail Trail

Municipalities: City of Bethlehem, Hellertown Borough

Start: South Bethlehem Greenway at Auburn Street, Bethlehem

End: Saucon Rail Trail at Bachman Street, Hellertown Borough

Status update: A 0.9-mile gap separates the South Bethlehem Greenway from the Saucon Rail Trail, which has prevented an active transportation connection between Bethlehem and Hellertown. The gap also separates the Lehigh Valley's regional trail network, the LINK, from the Circuit Trails, greater Philadelphia's trail network. Due to the gap's local and regional significance, Pennsylvania Department of Conservation and Natural Resources (PA DCNR) identified it as a top 10 trail gap in the Commonwealth. Various funding sources have been utilized to take steps to help close the trail gap, including Transportation Alternative Set-Aside funds allocated through the Lehigh Valley Transportation Study,

PA DCNR, U.S. Fish and Wildlife Service Highlands Conservation Act Grant, Northampton County Livable Landscapes Grant Program and congressional Community Project Funding. The final phase to construct the Greenway extension is now fully funded, with construction in 2026. The connected South Bethlehem Greenway and Saucon Rail Trail will provide 13.7 miles of safe and accessible trail for all users, to link together parks and open space, residential areas and commercial and cultural hubs.

Trail Gap 8: Karl Stirner Arts Trail to Palmer Township Bike Path

Municipalities: City of Easton, Palmer Township, Wilson Borough

Start: Karl Stirner Arts Trail at 13th Street, Easton

End: Palmer Bikeway at Edgewood Avenue, Palmer Township

Status update: This approximately one mile trail gap spans from the Edgewood Avenue trailhead of the Palmer Bikeway in Palmer Township, to the Karl Stirner Arts Trail trailhead in Easton, near the Easton Silk Mill. No new trail has been constructed in this segment since 2013, however, it is identified in planning documents such as Walk/RollLV and remains a priority to be connected in the future.

Factors affecting the closure of this gap include possible development of a large parcel of land on the south side of the Bushkill Creek that makes up a large portion of the gap, and high traffic and difficult sight lines for cyclists and drivers on Bushkill Drive, on the north side of the creek.

Photo credit: LVPC / Karl Stirner Arts Trail





Photo Credit: LVPC / Buskill Township - Jacobsburg Park

Trail Gap 9: Tatamy Rail Trail to Jacobsburg Environmental Education Center (JEEC)

Municipalities: Bushkill Township, Plainfield Township, Stockertown Borough, Tatamy Borough

Start: Tatamy Trail trailhead at Main Street, Tatamy Borough

End: Plainfield Township trailhead at Main Street (PA 191), Bushkill Township

Status update: This trail gap spans a handful of municipalities and separates three trails, the Jacobsburg Environmental Education Center Trails, Plainfield Township Recreation Trail and Tatamy Rail Trail. Significant progress to close the trail gap has been made since 2013. Stockertown Borough has constructed a multi-use trail (Stockertown Rails-to-Trails) from Sherman Metzgar Park to the Belfast Junction trailhead of the Plainfield Township Trail. However, to connect from one trail to the other, trail users must navigate an unmarked crossing of Route 191/Main Street. From this junction, there is a conceptual trail connection to the Jacobsburg Environmental Education Center, which has been partially constructed. future trail construction.

In 2025, a segment of trail was constructed from the Center's southern entrance at Henry Road to Filetown Road, aligned along Route 33. The remainder of the conceptual route is anticipated to cross Route 33 at Filetown Road and continue along the Route 33 rights-of-way until the junction of the Plainfield and Stockertown trails. An additional gap remains from Sherman Metzgar Park in Stockertown, to the Tatamy Trail trailhead at Main Street. In 2025, Northampton County used Highlands Conservation Act Grant Award funding to purchase 43 acres of open space that includes the area of the trail gap in Stockertown Borough, which will help facilitate future trail construction.

Trail Gap 10: Bushkill Township PPL Trail to Appalachian Trail

Municipalities: Bushkill Township, Plainfield Township

Start: Bushkill Township Trail parking lot at East Moorestown Road (PA 512), Bushkill Township

End: Appalachian Trail near Route 33, Plainfield Township

Status update: Additional trail has been constructed, from the trailhead at E. Moorestown Road (Route 512), east along the road to Professional Drive. The Township and warehouse developers on the north side of Route 512 have agreed to allow future trail construction on the property.

To reach the Appalachian Trail, future trail development will likely be along utility rights-of-way and on-road segments of low-volume roads. Additional coordination between the Township, state agencies and property owners will be needed.

Photo Credit: Google Maps / Buskill Township - PPL Trail





Trail Benefits

Trails have become increasingly recognized as essential assets in Lehigh Valley communities. Trails can deliver a wide range of transportation, recreational, environmental, and economic benefits. The trail system serves as an important component of transportation networks, improving connectivity, providing accessible opportunities for physical activity, improving environmental resilience, and increasing economic activity. The wide range of benefits extend beyond the traditional belief of a strictly recreational asset.

As part of a connected network, they offer safe routes for walking and rolling that link places such as schools, workplaces, parks and transit stops, helping people travel without solely relying on motor vehicles. Trail infrastructure contributes to environmental resilience by preserving natural features, supporting stormwater management, and preserving ecological connections. Trails also generate economic value by attracting tourism and visitors, supporting local business and increasing property values. As communities look for ways to improve quality of life, investment in trail infrastructure has become increasingly valuable.

Trails as Transportation

Trails provide a critical transportation mode, linking people to key recreation, open space, education, workplace and other desired destinations, without a car and at little or no expense. They provide, reliable, safe and accessible corridors for walking, bicycling and other non-motorized forms of travel. These systems support and enhance traditional transportation infrastructure including roadways and transit, allowing for personal modal choice, supporting emerging

transportation technologies such as e-bikes and providing increasing opportunities at all ages and abilities to experience the region's abundant natural and recreational resources. These transportation systems provide low cost and accessible linkages to our daily destinations, while minimizing traditional infrastructure impacts and costs. This section reviews how our trails service as an important part of the transportation network.

Trails are an integral part of the transportation system, offering an affordable, flexible and healthy option for travel. The benefits to communities and trail users are many.

Trails reduce dependence on fossil fuels and offer residents healthier, more affordable commuting options by encouraging active mobility.

Trails provide safe, accessible routes for walking, biking and largely non-motorized forms of travel. These pathways help people move between neighborhoods, schools, workplaces, and public transit stops without relying on cars, filling critical gaps in the transportation system.

Trails also bridge “last-mile” gaps to transit stations and employment centers, improving access for all users.

Connectivity is one of the greatest transportation benefits of trails. When designed as part of a regional or municipal system, trails link key destinations and form continuous corridors that make active travel both feasible and attractive. This not only benefits individuals but also reduces vehicle congestion, leading to cleaner air and less wear on road infrastructure.

For people who cannot or choose not to drive, such as youths, seniors or zero-vehicle households, trails offer a safe and free means of getting around. Expanding multimodal options allows communities to create inclusive transportation systems that support all residents, regardless of income or ability.

Trails as Recreation

Trails provide a physical connection to access our community's natural and cultural landscapes, while allowing us to be physical as we use them – whether walking, running, or cycling, the experience is much different than it would be sitting in a car or bus. Trails not only serve as a means to connect us to places to recreate such as parks, playgrounds, lakes, streams, sports fields, fishing spots, boat launches or campsites, they often are the source of recreational activity.

Whether you like to walk, bird watch, ride a bike, run, or roll, trails are usually how you access these places and in so doing, you are also recreating. These experiences build appreciation for maintaining and stewarding our trail network and the many unique and special places that the network allows us to experience. This section shows the many ways trails increase our region's recreation options.

Trails offer access to outdoor environments that reduce stress and improve mental health, giving people an accessible way to experience nature close to home.

Trails encourage regular physical activity such as walking, running and cycling, which improves cardiovascular health and reduces obesity and chronic disease rates.

Trails serve as community gathering places for casual encounters, family outings and organized events like charity walks or fun runs.

Social interaction is a core benefit. This fosters stronger community ties and creates spaces that promote inclusivity and shared experiences. A well-designed trail system can also become a source of local pride and identity.

Trails showcase and protect natural, historic and cultural resources.

Finally, trails connect people to nature and cultural landscapes, rivers, forests, farmland, and historic sites, helping build appreciation for environmental stewardship and heritage preservation.

Trails as Resilient Infrastructure

Resiliency is defined as, “The capacity to withstand or to recover quickly from difficulties; toughness.” Trails add that toughness to our ecological community and landscape features in locations across the region. They are often one of many “spokes” in a community’s green infrastructure network – a connected system of nature-based corridors such as trails, greenways or riparian buffers that harness the benefits of ecological design. Trails, a type of green infrastructure, are sometimes constructed in or adjacent to ecologically sensitive areas such as wetlands, woodlands and floodplains.

Trail design must incorporate systems and materials that protect habitat and provide recreation opportunities. By incorporating ecologically sensitive design such as vegetative stormwater management practices and considering site constraints, trails may be better adapted to recover from natural weather events more quickly than traditional gray infrastructure. This section shows some of the ways trails make our environment more resilient.

Trails can help minimize impacts to wetlands and streams and increase site stabilization through climate adaptive practices.

Trails can be key components of green infrastructure networks, which can incorporate elements such as permeable pavements, rain gardens and bioswales, that all work together to manage stormwater and reduce flooding.

Trails can serve a functional role during emergencies.

Because they are often continuous and separated from major roadways, trails may act as alternative routes for emergency access or evacuation during floods, storms or traffic disruptions. This makes them valuable assets for community resilience and safety planning.

From a climate adaptation perspective, trails contribute to reducing urban heat islands by maintaining vegetated corridors and shade.

They preserve open space and habitat connectivity, supporting biodiversity and ecosystem health. Integrating trails into broader greenway or watershed planning efforts ensures that infrastructure investments achieve multiple objectives, transportation, recreation, stormwater management and climate resilience, all within one project.

Photo Credit: LVPC



Trails as Economic Generators

Trails generate economic activity in the Lehigh Valley as quantified in documents such as the 2014 Lehigh Valley Return on Environment Study and the 2025 Northampton County Return on Environment update. Studies referenced in the 2020 Walk/Roll LV- Active Transportation Plan note that Americans increasingly want to live in communities that are walk, bike and roll friendly, which has led to higher property values and higher property tax revenues in communities that invest in active transportation.

Trail users spend money at nearby businesses, purchase specialized equipment and clothing, purchase parts at repair shops, and generally support local communities they visit. Ultimately, trails boost tourism, raise property values and increase recreation-related spending across a region that has a reputation as one of Pennsylvania's most visited for recreational options. This section takes a closer look at how those benefits add up.

Trails provide significant direct and indirect economic and health benefits to the region.

The 2014 *Lehigh Valley Return on Environment* study estimated over \$80 million in direct economic impacts annually from walking and bicycling activities. This includes direct spending on outerwear, athletic wear and equipment as well as generating income for trail users and supporting businesses such as restaurants, trail side cafes, and bike repair shops. Property values are also boosted by trails, as various case studies show that homes near them are valued higher and have elevated demand.

In the Lehigh Valley, there are many greenway and trail corridors in residential areas, such as the Jordan Creek, Bushkill Creek, Monocacy Way and more, which can boost surrounding property values from 5% to 32%, according to the U.S. Department of Agriculture. The *Lehigh Valley Return on Environment* study calculated property values near a trail or park increased by \$14,600.

Trails contribute to local tourism and business development.

Visitors drawn to scenic or connected trail networks often spend money on food, lodging and recreation, boosting local economies. Studies, including the 2014 *Lehigh Valley Return on Environment*, show that homes and businesses near well-maintained trails enjoy higher property values and increased customer traffic.





Barriers to Closing Gaps

Despite broad support, closing gaps in the Lehigh Valley's trail system remains a persistent challenge.

Trail gaps are often the result of a number of factors including historical land-use decisions, natural barriers or funding shortfalls. The process of closing these gaps is complex, requiring alignment among multiple Lehigh Valley stakeholders, regulatory compliance at all levels, and substantial financial resources.

Funding and Cost Barriers

One of the most significant obstacles to closing trail gaps and completing trail networks is securing adequate funding. Trails are often considered amenities rather than transportation infrastructure. This means that trail projects must compete for already limited funds against transportation projects focused on road maintenance, bridge repairs and transit improvements. If grants are available for trail projects, they may require local matches, which can be difficult for some communities and organizations to secure.

Cost estimating can be uncertain. Overruns are common due to rising material prices, complexities in the design phase, or even unexpected environmental issues. In some cases, the per-mile cost of trail projects is higher in gap areas because of constrained rights-of-way or the need for infrastructure upgrades or unique engineering solutions. These financial barriers can delay a project for years, leaving the gaps unaddressed.

Land Acquisition and Rights-of-Way Issues

Acquiring land to close trail gaps can be complex, expensive and time-consuming. Many of the conceptual trail corridors cross privately owned parcels, and negotiating easements or purchases can be contentious. Property owners may resist providing easements due to concerns regarding liability and privacy. Property owners may also resist selling property due to concerns over perceived negative impacts to remaining adjacent property they own.

In more urban areas in the region, high land costs and dense development can complicate land acquisition even more. Gaps may also occur along railways for rails-to-trails efforts. Rights-of-way acquisition for railways may require piecemeal negotiations with multiple landowners or difficult negotiations with rail companies. Without legal access to a more continuous corridor, trail projects may be forced to pursue expensive detours or risk delays.

Environmental and Regulatory Constraints

Environmental considerations can slow the development of a trail. Trails are frequently in areas that intersect with wetlands, floodplains, rivers or endangered species habitats. These projects will require special considerations to mitigate natural resource impacts, and in most cases, trigger specific permitting requirements. Compliance with federal and state environmental regulations, such as National Environmental Policy Act (NEPA) serve important conservation purposes but often result in delays that can bring frustration to a trail project.

These considerations need to be factored early in the design and approval process to ensure successful integration with natural resources. Mitigation measures like constructing elevated boardwalks or implementing stormwater controls can significantly increase project costs. Balancing ecological preservation and easy trail connectivity is an ongoing challenge.

Stakeholder Coordination Challenges

Coordination among stakeholders can often be one of the most complex barriers to closing a trail gap. Trail gaps may span multiple jurisdictions such as counties and municipalities. This can require careful collaboration and long-term commitment. Differing priorities, timelines and funding capacity can stall or cancel projects, especially when one jurisdiction is unwilling or unable to work to advance a portion of a project.

Photo Credit: LVPC

Stakeholder conflicts may also arise, such as advocacy for different aspects of a trail project. Advocates for recreation, conservationists concerned about ecological impacts, transportation planners and local residents often have differing priorities. Achieving consensus on design, alignment and maintenance is a time-consuming process that can delay a project.





Community and Stakeholder Engagement

In 2025 LVPC staff solicited input from municipalities, county agencies, non-profits and regional partners through a variety of methods including stakeholder meetings, interviews and surveys.

Survey participants reviewed the LVPC interactive map and provided corrections, status updates, project descriptions, and links or offers to share Geographic Information System (GIS) files. Several responses included detailed project status including design, permitting, funding, grant amounts or applications, and specific physical or jurisdictional barriers.

This engagement provided valuable information used to verify and expand the Trail Connection Strategy and to document active, planned and conceptual trail work throughout the Lehigh Valley.

The objective of the outreach was to validate existing mapped trail assets, identify and describe persistent trail gaps and the barriers to closing them, to collect information on project status, funding, permitting, and obtain available spatial data in support of the regional inventory. The surveys were sent to local governments, county staff and multiple local trail advocacy organizations. A total of 24 surveys were completed.

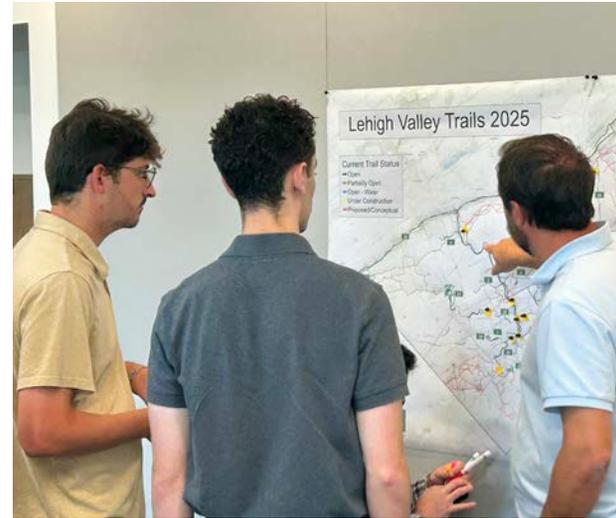


Left to right: Front Row > Rob Neitz, PA Department of Conservation and Natural Resources, Evan Gardi, LVPC, Brit Kondravy, D+L Heritage Corridor, Christian Martinez, LVPC Middle > Bryan Cope, Northampton County, Scott Slingerland, Coalition for Appropriate Transportation, Brandon Sullivan and Trevor Pinho, City of Easton, Sherri Acevedo, Northampton County, Jeff Rau, PA Department of Transportation
Photo credit: LVPC

Survey participants repeatedly cited the following core challenges to implementing trail projects:

- Funding was the most frequently noted obstacle, including capital and maintenance costs for bridges, crossings and trail surfacing.
- Land acquisition and private property, including a lack of easements or unwilling landowners
- Permitting and environmental constraints, including National Pollutant Discharge Elimination System (NPDES) stream permitting, environmental review timelines and coordination with state agencies.
- Jurisdictional fragmentation. Trails that end at municipal boundaries or require multi-jurisdictional agreements create issues for securing rights-of-way and maintenance responsibility.
- Safety and design issues, including difficult or hazardous road crossings, grade and railroad obstructions and lack of Americans with Disabilities Act accessibility.
- Lack of political or community will, including occasional local resistance or competing land use priorities that prevent acquisition or trail alignment choices.

Photo Credit: LVPC



Left to Right: Evan Gardi and Clay Karnis, LVPC, Bryan Cope, Northampton County



Left to Right: Chris Strohler, South Whitehall Township and Clay Karnis, LVPC

COMMUNITY PARTNERS

The Lehigh Valley benefits from a strong base of rail-trail and greenway assets but connectivity between the networks is uneven. Major crossings and private parcels are significant constraints. Closing a relatively small number of linkages could substantially increase regional connectedness. Projects with committed funding and completed design and permitting demonstrate that the primary bottleneck for many gaps is right-of-way acquisitions and long-lead time coordination, rather than technical feasibility. In addition to the survey, the LVPC hosted and presented at two meetings of THE LINK Trail Network committee.

THE LINK is an interconnected network of multi-use trails across the Lehigh Valley and consists of over 125 miles of trails that connect into many more trail systems outside of the Lehigh Valley. These include Philadelphia, the Pocono Mountains, New York, New Jersey and various other regions. It is supported by a network of regional partners committed to enhancing this valuable resource. The partners meet often to discuss the growth of the Lehigh Valley's trail network. The LVPC presented survey results, mapping and preliminary findings at two LINK partner meetings to discuss the update to the Trail Inventory, the prioritization process and to gather input on the major trail gaps identified in the Lehigh Valley.



Left to right: Front Row > Rob Neitz, PA Department of Conservation and Natural Resources, Evan Gardi, LVPC, Christian Martinez, LVPC, Kent Baird, Brit Kondravy, D+L Heritage Corridor, Bryan Cope, Northampton County, Scott Slingerland, Coalition for Appropriate Transportation, Clay Karnis, LVPC, Brandon Sullivan, City of Easton and Sherri Acevedo, Northampton County

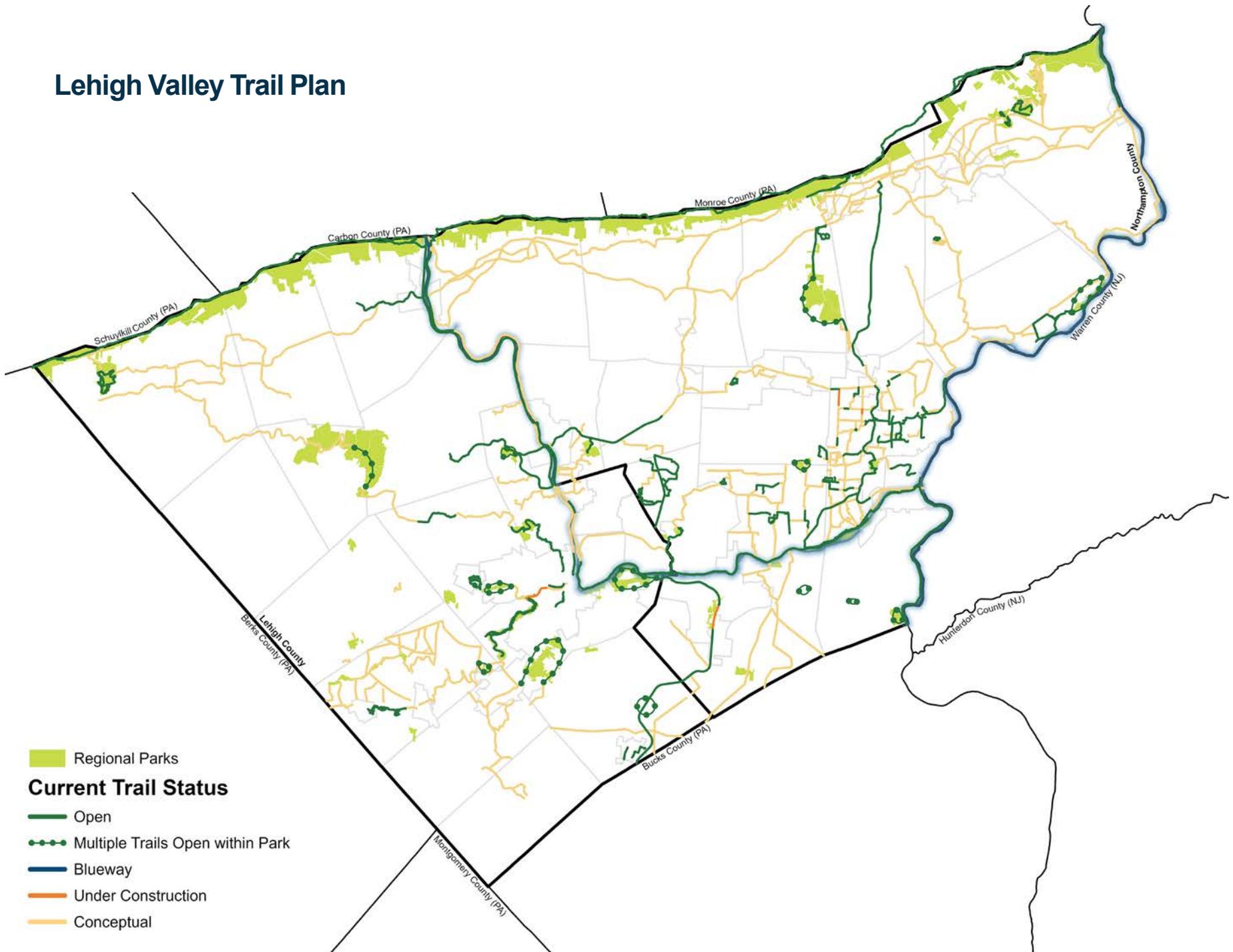


Trail Inventory

Based on information gathered, LVPC compiled an inventory of all trail infrastructure in the Lehigh Valley. The map is broken into three trail status categories: Open, Under Construction and Conceptual.

- Open trails include those that can currently be utilized throughout the region. These trails range from recreation only hiking trails, to commuter corridors, to winding pathways through the Lehigh Valley's parks and open spaces.
- Under Construction trails include any trail projects that are in the process of being built.
- Conceptual trails include all potential trail connections noted in municipal, county or regional plans, and those gathered during the community and stakeholder engagement phase of this effort.

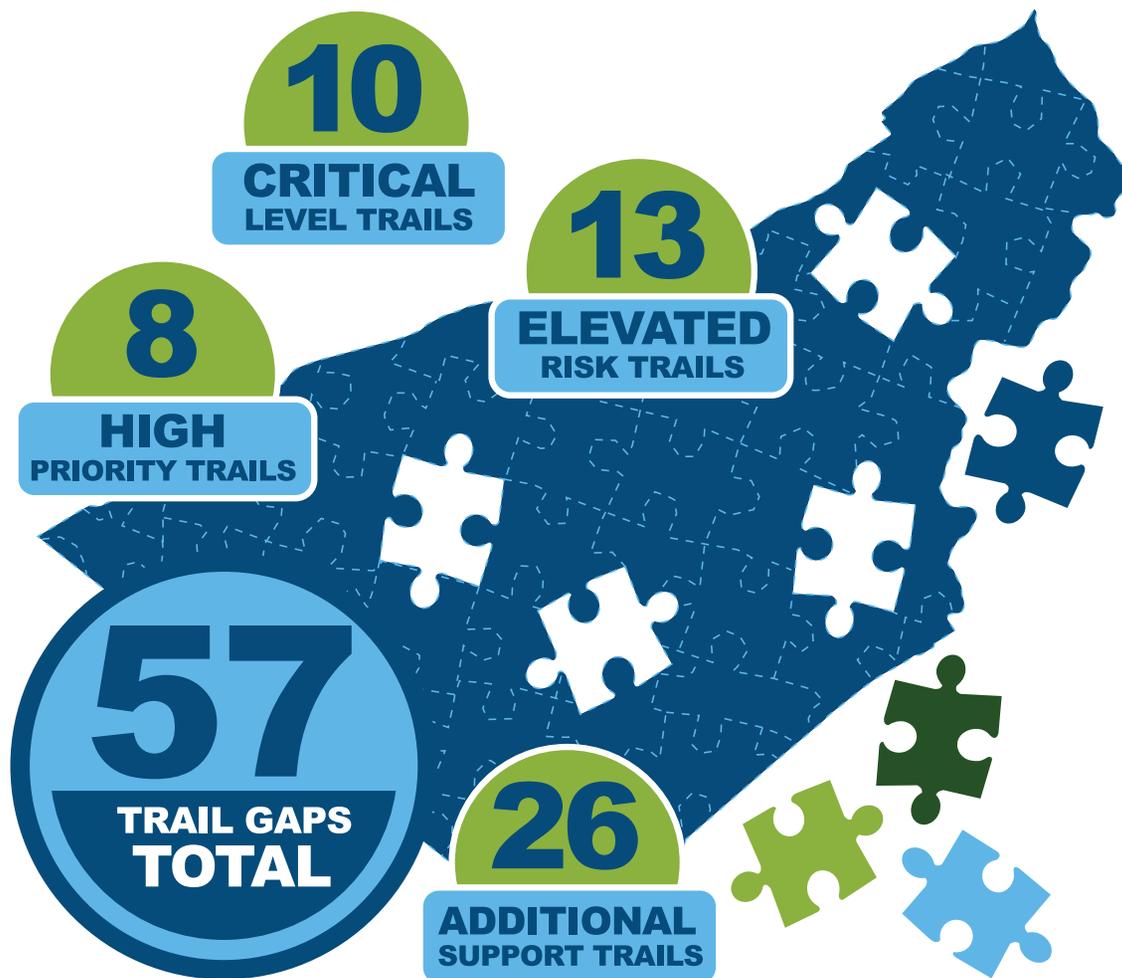
Lehigh Valley Trail Plan



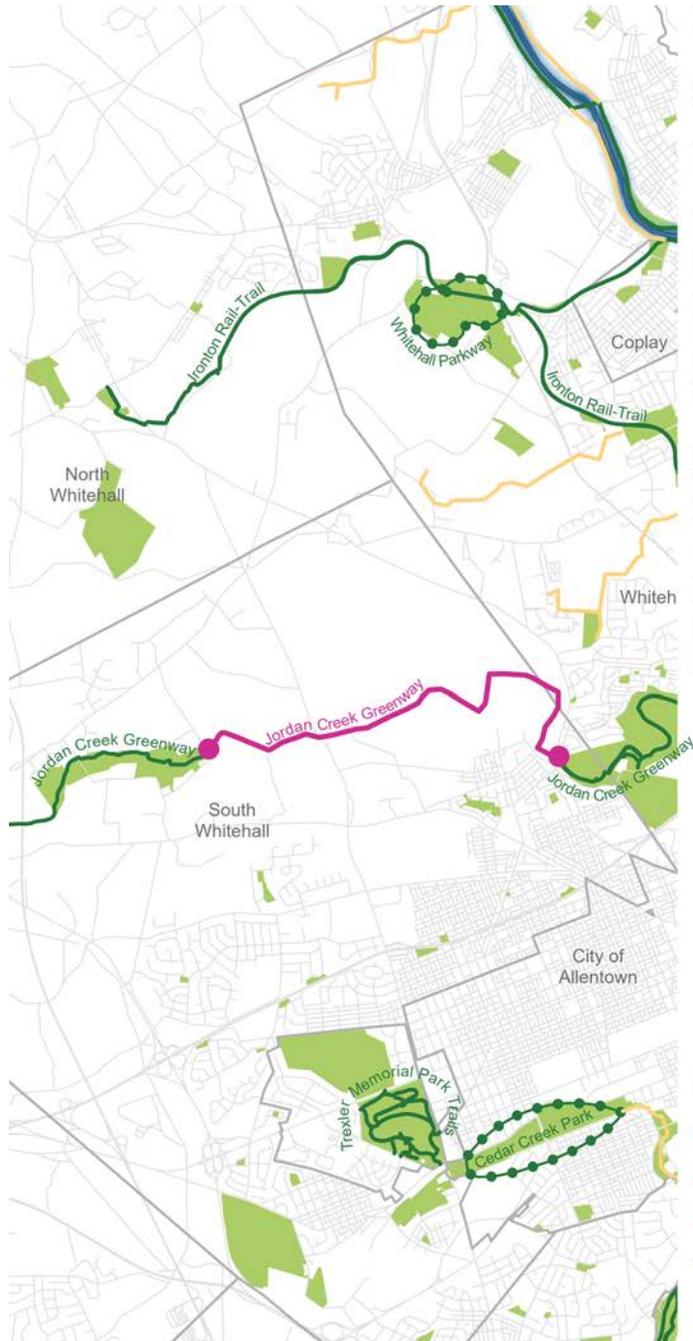
Piecing the Gaps

Fifty-seven trail gaps were evaluated and a complex, data-driven & geospatial analysis was done determine classifications that helped set priorities for how regional leaders will work to close trail gaps in the coming years. The top 10 critical gaps are those trails that have the most significant impact in the region, closing major trail gaps in the regional network.

The additional High, Elevated, and Supporting priority gaps are still important for the region overall but during the analysis did not have as high of a regional impact. A more detailed description of the methodology used to determine the trail gap rankings can be found in the appendix at the end of this document.



JORDAN CREEK GREENWAY TRAIL / CRITICAL PRIORITY GAP 1



Municipalities: South Whitehall Township, Whitehall Township

Start: Mauch Chunk Road at Jordan Creek Park, South Whitehall Township

End: East end of Covered Bridge Park, South Whitehall Township

Description: The Jordan Creek Greenway & Trail aims to connect existing protected open spaces creating a continuous greenway corridor along the Jordan Creek that provides recreational and environmental benefits. Closing this gap would connect Covered Bridge Park and Parkland High School and provide a continuous trail between these locations and neighborhoods and other parks in South Whitehall, Whitehall, and Allentown.

Status: Rights-of-way have been secured, and design and engineering have been completed between N. Cedar Crest Boulevard and Covered Bridge Park. This section of trail will also serve Parkland High School. South Whitehall Township is awaiting grants for construction funding. From N. Cedar Crest Boulevard to Mauch Chunk Road, the Township is engaged in discussions with property owners, and trail development in this stretch is intended to be included in future land development plans.

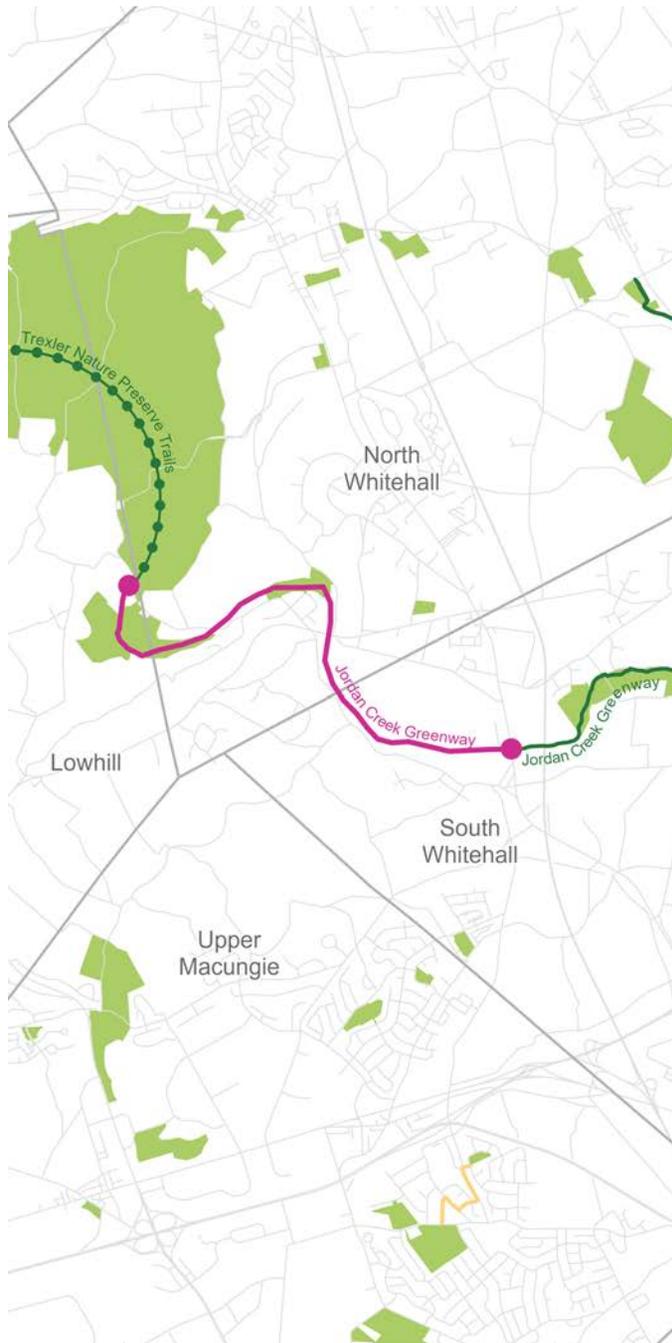
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Conceptual

■ Parks, Open Space, Natural Areas



JORDAN CREEK GREENWAY TRAIL / CRITICAL PRIORITY GAP 2



Municipalities: Lowhill Township, North Whitehall Township, South Whitehall Township

Start: Route 309 bridge over Jordan Creek, South Whitehall Township

End: Trexler Nature Preserve, North Whitehall Township & Lowhill Township

Description: The Jordan Creek Greenway & Trail aims to connect existing protected open spaces creating a continuous greenway corridor along the Jordan Creek that provides recreational and environmental benefits. Closing this gap would connect to popular outdoor recreation destinations, Trexler Nature Preserve and Covered Bridge Park. This section of the Greenway could also connect through the historic village of Guthsville, an area of cultural and recreational significance for South Whitehall Township. Closing the two critical trail gap segments in the Jordan Creek Greenway would provide continuous trail from Allentown to Trexler Nature Preserve, greatly enhancing outdoor recreation and multimodal connectivity across Lehigh County.

Status: Starting from Trexler Nature Preserve, Lehigh County is managing trail development from the southern end of the Preserve to Jordan Road, near the Rex Covered Bridge. Land has already been acquired for this segment and final engineering and permitting is occurring. From this point, east to the start of the gap at Route 309, planning is in progress, but there has been no land acquisition as of December 2025. North Whitehall and South Whitehall Townships are managing trail development efforts in these sections within their respective jurisdictions.

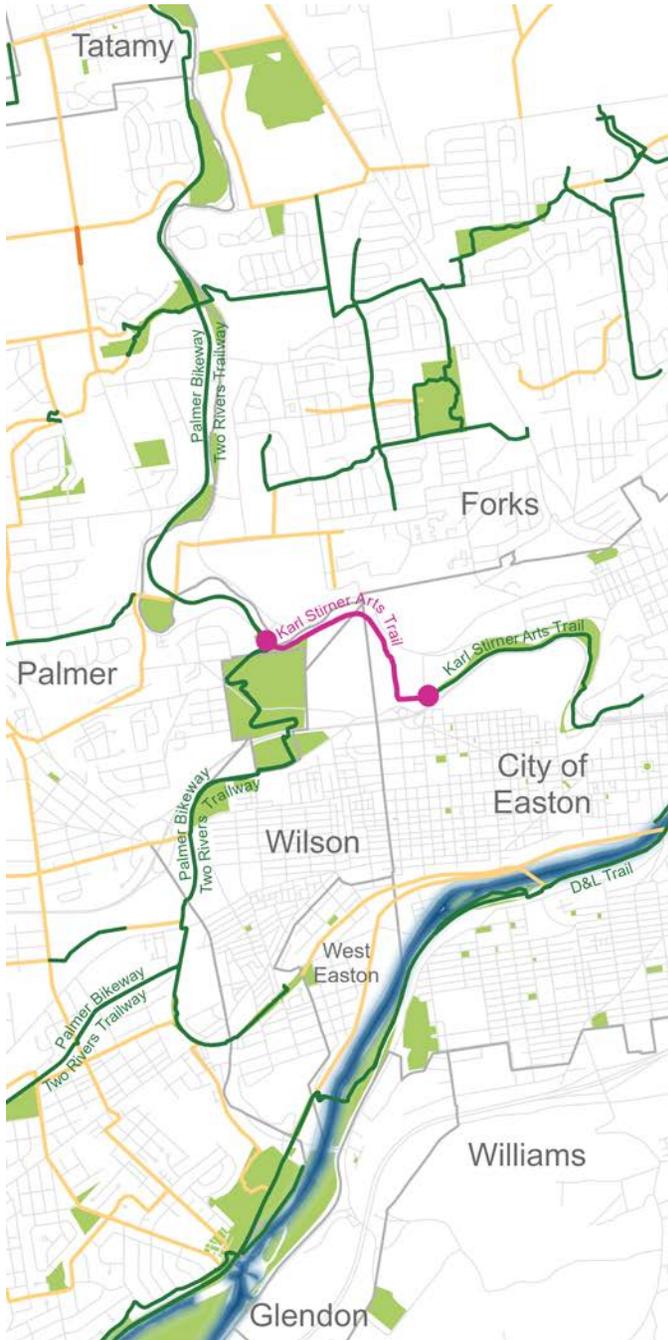
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Conceptual

Parks, Open Space, Natural Areas



KARL STIRNER ARTS TRAIL / CRITICAL PRIORITY GAP 3



Municipalities: Palmer Township, Wilson Borough, City of Easton

Start: N. 13th Street at Simon Silk Mill, City of Easton

End: Palmer Bikeway at Hackett Park, Palmer Township

Description: Construction of trail in this gap would make the Karl Stirner Arts Trail continuous, providing a spur route from the Palmer Bikeway to the Simon Silk Mill, downtown Easton and Lafayette College. Constructing trail in this segment would provide a safer alternative for cyclists, as the current shortest connection, Bushkill Drive, is dangerous due to high vehicle speeds and short sight lines.

Status: There are two likely routings for trail in this gap. One is for trail to be constructed along the Bushkill Creek with land development activities at the former pigment plant site. This would likely connect at the Edgewood Avenue trailhead. However, it is uncertain what will go in at the site and when. The second option is to route trail along Hackett Avenue and connect with the Palmer Bikeway/Two Rivers Trailway at or near Hackett Park. Coordination is ongoing between the municipalities and landowners.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual
- Parks, Open Space, Natural Areas



D&L TRAIL / CRITICAL PRIORITY GAP 4



Municipalities: Hanover Township (LC), City of Allentown

Start: North Bradford Street, City of Allentown

End: D&L Trail at Hanover Canal Park, Hanover Township (LC)

Description: This project will build out a large segment of trail on the east side of the Lehigh River, creating a continuous route on the D&L Trail through the Lehigh Valley, connecting to Carbon County in the north and Bucks County to the southeast. Construction of this trail segment will also improve multimodal connectivity in and around East Allentown and between Allentown, Bethlehem and Easton as a whole. The project is part of a broader vision, to create a 14-mile loop trail along the Lehigh River between the Hamilton Street Bridge in Allentown and the Route 329 Bridge in Cementon, Whitehall Township.

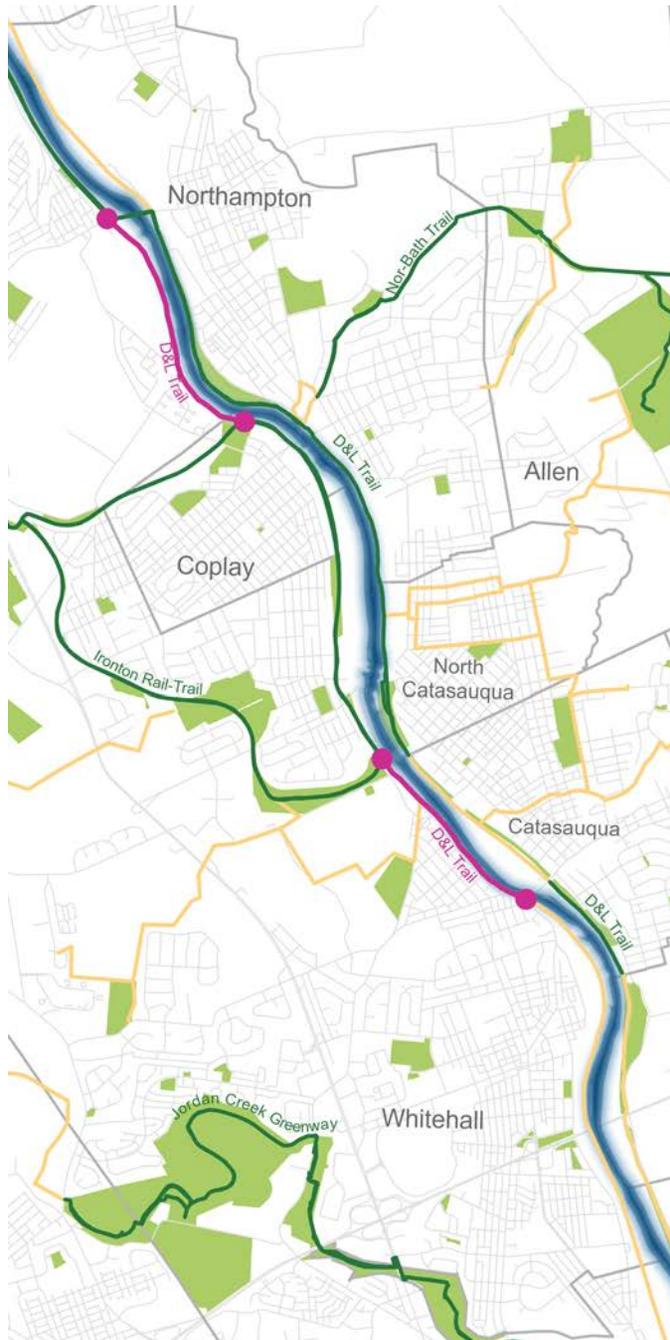
Status: This gap has one main project area in Allentown and another in Hanover Township. In Allentown, the City is leading development activities, in coordination with Delaware & Lehigh (D&L) National Heritage Corridor. Just over one mile of trail will be constructed between the N. Bradford Street trailhead and the City line, between Kimmett's Lock and St. Luke's Way. There will be a shared-use path on N. Bradford Street, from the trailhead to the intersection with N. Dauphin Street. The trail will then be off-road with a multi-use path from the intersection, along N. Dauphin Street to the city line. This segment will go through Kimmett's Lock, which will be integrated into the trail. Hanover Township, in coordination with D&L National Heritage Corridor, is leading trail development within their jurisdiction. From the Allentown/Hanover Township line to Hanover Canal Park, an off-road multi-use trail is planned along N. Dauphin Street. These projects are in final engineering stages. Additional funding for construction in the Allentown area may be needed.

Current Trail Status

- Critical Trail Gap
 - Open
 - Multiple Trails Open within Park
 - Blueway
 - Under Construction
 - Conceptual
- Parks, Open Space, Natural Areas



D&L TRAIL / CRITICAL PRIORITY GAP 5



Municipalities: Whitehall Township, Coplay Borough

Start: Cementon Trailhead, Whitehall Township

End: Race Street Bridge, Whitehall Township

Description: Trail development in this segment will connect the D&L Trail to the Ironton Rail Trail (IRT). There are two gaps within this project area. The north gap is between the D&L trailhead at Cementon and the IRT at Saylor Park, Coplay Borough. The south gap is between the IRT Water Street trailhead and the Race Street Bridge in Whitehall Township. This project will align the D&L Trail with a portion of the already-open Ironton Rail Trail running north/south through Coplay Borough. The project is part of a broader vision, to create a 14-mile loop trail along the Lehigh River between the Hamilton Street Bridge in Allentown and the Route 329 Bridge in Cementon, Whitehall Township.

Status: Trail construction throughout the gap area will be along railroad rights-of-way, which still needs to be acquired. Lehigh County is leading trail development efforts, and the County has had discussions with the railroad about acquisition. More discussions between the County and railroad will be needed in the future, and Lehigh County is raising funds for acquisition.

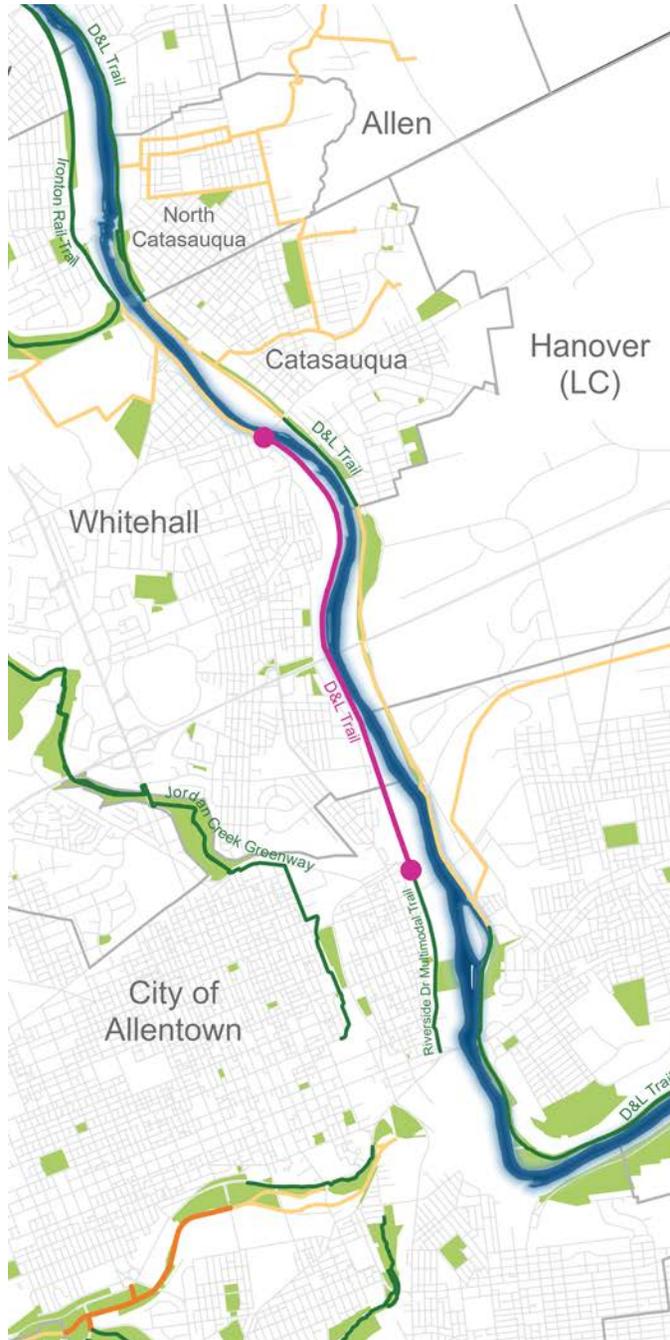
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Conceptual

■ Parks, Open Space, Natural Areas



D&L TRAIL - RIVERSIDE DRIVE / CRITICAL PRIORITY GAP 6



Municipalities: City of Allentown, Whitehall Township

Start: Riverside Drive and Furnace Street intersection, City of Allentown

End: Race Street Bridge, Whitehall Township

Description: The Riverside Drive Multimodal Revitalization Corridor Project will link Allentown and Whitehall Township, along the west side of the Lehigh River. The project was a successful applicant to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in 2021. A key goal of trail construction in this area is to create a multimodal commuting corridor, providing safe access to schools, jobs, shopping, entertainment and residential areas, where it largely does not exist currently. Trail construction from Furnace Street to Race Street will be aligned with construction of the Riverside Drive extension. The LVPC is leading planning efforts to close the gap, and is coordinating with the Pennsylvania Department of Transportation, Lehigh County, City of Allentown and Whitehall Township. The project is part of a broader vision, to create a 14-mile loop trail along the Lehigh River between the Hamilton Street Bridge in Allentown and the Route 329 Bridge in Cementon, Whitehall Township.

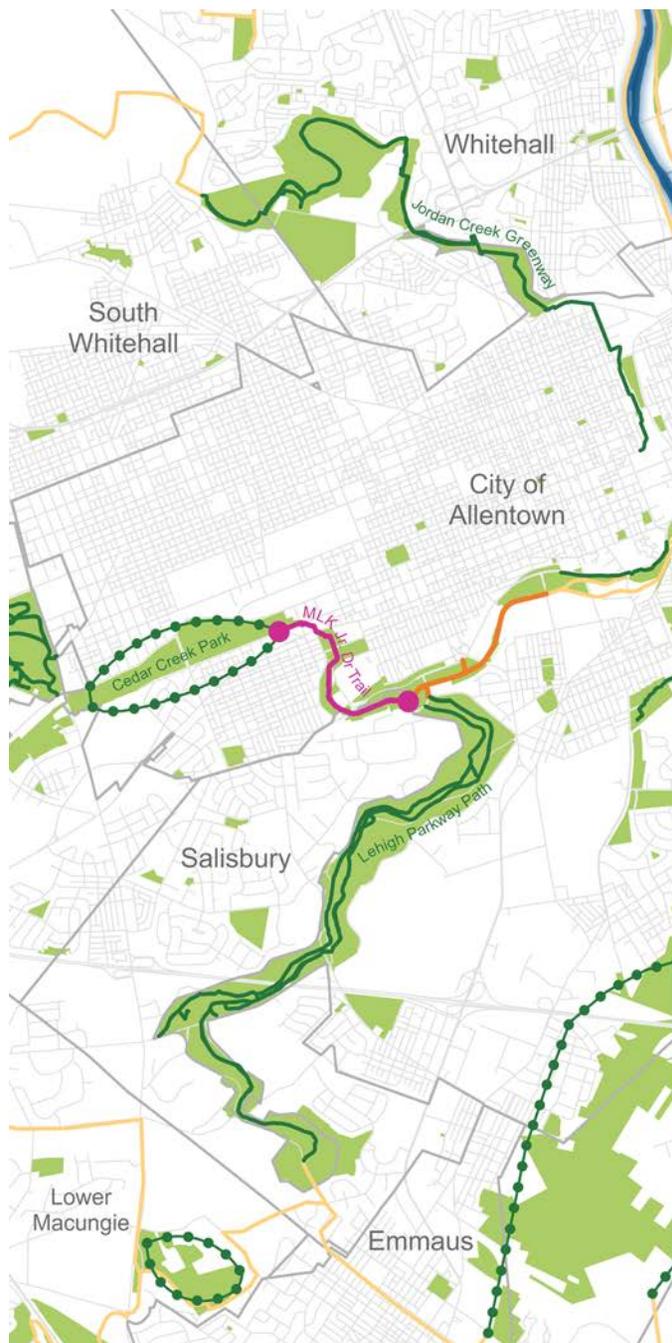
Status: Trail has already been constructed through the first phase of the project, as there is an off-road shared-use path along Riverside Drive, between Hamilton Street and Furnace Street. Phase Two of the project is being designed and engineered. Received Carbon Reduction Program regional funding to help close funding gap. Working to leverage additional regional funds into project.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual
- Parks, Open Space, Natural Areas



MARTIN LUTHER KING JR. DRIVE TRAIL / CRITICAL PRIORITY GAP 7



Municipalities: City of Allentown, Salisbury Township

Start: Little Lehigh Parkway Path at Kline's Bridge, Allentown

End: Cedar Beach Trail at Hamilton Street, Allentown

Description: This project provides a safe multimodal connection between some of Allentown's most popular recreation destinations, including the Lehigh Parkway, Rose Garden and Cedar Beach Park. This project is Phase 2 of 3 of an initiative to build out the MLK Trail, which will provide more continuity between the City's parks and create a safer environment for pedestrians and cyclists, as Martin Luther King Jr. Drive has high levels of traffic and acts as a barrier between residential and recreational areas. The projects will greatly enhance multimodal connectivity throughout Allentown.

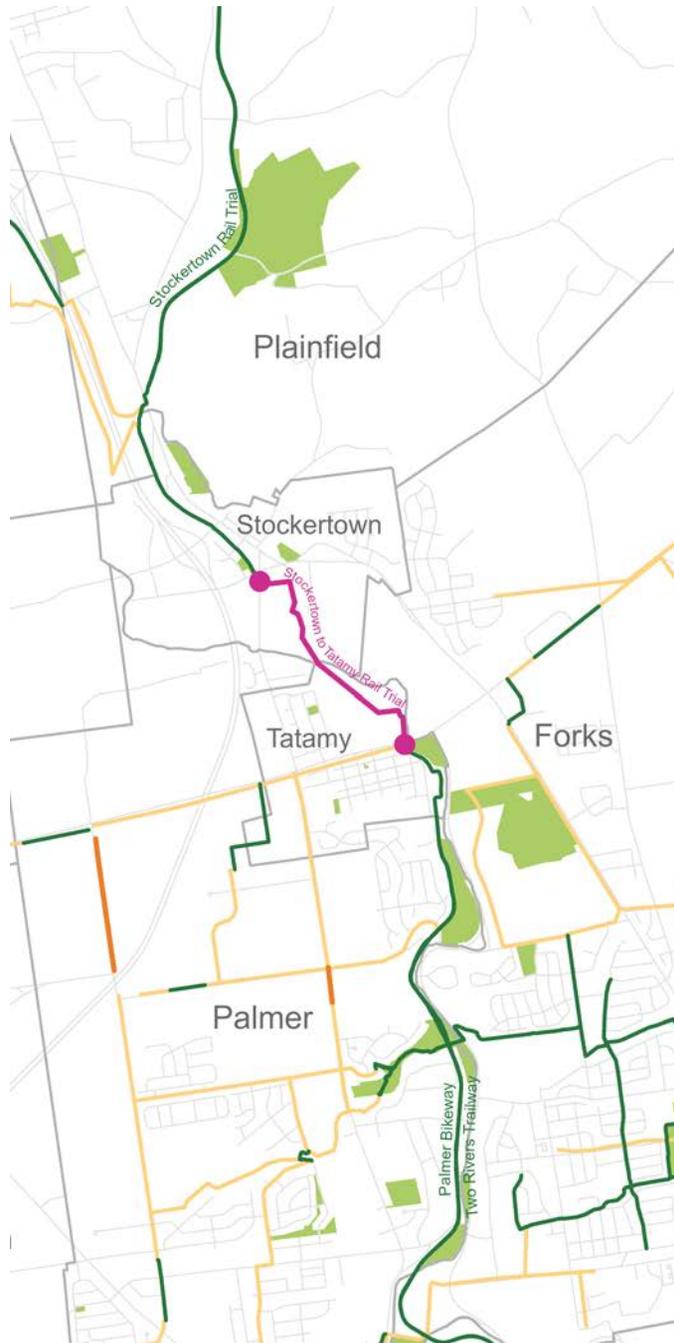
Status: The City is leading trail development efforts, and Phase 2 is undergoing design and engineering.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual
- Parks, Open Space, Natural Areas



STOCKERTOWN TO TATAMY RAIL TRAIL / CRITICAL PRIORITY GAP 8



Municipalities: Stockertown Borough, Tatamy Borough, Forks Township

Start: Tatamy Trail trailhead at Main Street, Tatamy Borough

End: Stockertown Rail Trail at Sherman Metzgar Park, Stockertown Borough

Description: An approximately one-mile gap between the Stockertown Rail Trail and Tatamy Trail, which is the last missing segment of continuous trail that connects Easton and the D&L Trail to the Slate Belt. Connecting this gap would provide enhanced recreation opportunities and multimodal access across Northampton County. The Stockertown to Tatamy gap has been identified as a top trail gap by both the LVPC and Pennsylvania Department of Conservation and Natural Resources.

Status: The County is leading trail development efforts in this area and coordinating with the municipalities. At the start of the gap, in Tatamy, there is a sidewalk crossing of Bushkill Creek on the Main Street Bridge, and the Borough is applying for grant funding to enhance this crossing and construct trail through Braden Park, to the Uhler Road and Bushkill Drive intersection. Within the gap area, trail routing has not been determined yet, due to environmental factors and landowner negotiations. One possible route is along Uhler Road and Sullivan Trail, then passing through the Bauer Preserve, a 43-acre parcel in the gap area acquired by Northampton County in 2025. The County is in the process of land and right-of-way acquisitions in this area, which will help determine trail routing.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Under Construction
- Conceptual

■ Parks, Open Space, Natural Areas



TWO RIVERS TRAIL EXTENSION / CRITICAL PRIORITY GAP 9



Municipalities: City of Easton, West Easton Borough

Start: Two Rivers Trailway between S. 24th Street and Gerald W. Gross Community Park, West Easton D&L Trail at Glendon Hill Road, West Easton

End: Lehigh Drive and Larry Holmes Drive intersection, Easton

Description: Trail development in this gap area presents an opportunity to connect two of the region's most popular trails, the D&L Trail and Two Rivers Trailway, to downtown Easton and its riverfront. Easton aims to construct trail from the Lehigh Drive and Larry Holmes Drive intersection along rail rights-of-way parallel to Lehigh Drive. This right-of-way splits at the inactive Easton & Northern Railroad bridge, near the Lafayette Crew Boathouse. The rights-of-way gradually diverge, with one connecting to the D&L Trail at Glendon Hill Road in West Easton, and the other connecting to the end of the Two Rivers Trailway in West Easton, between S. 24th Street and Gerald W. Gross Community Park. Future opportunities include a Highline trail east of Lehigh Drive, using inactive railroad bridges, through Delaware Canal State Park and across the Delaware River into Phillipsburg, NJ.

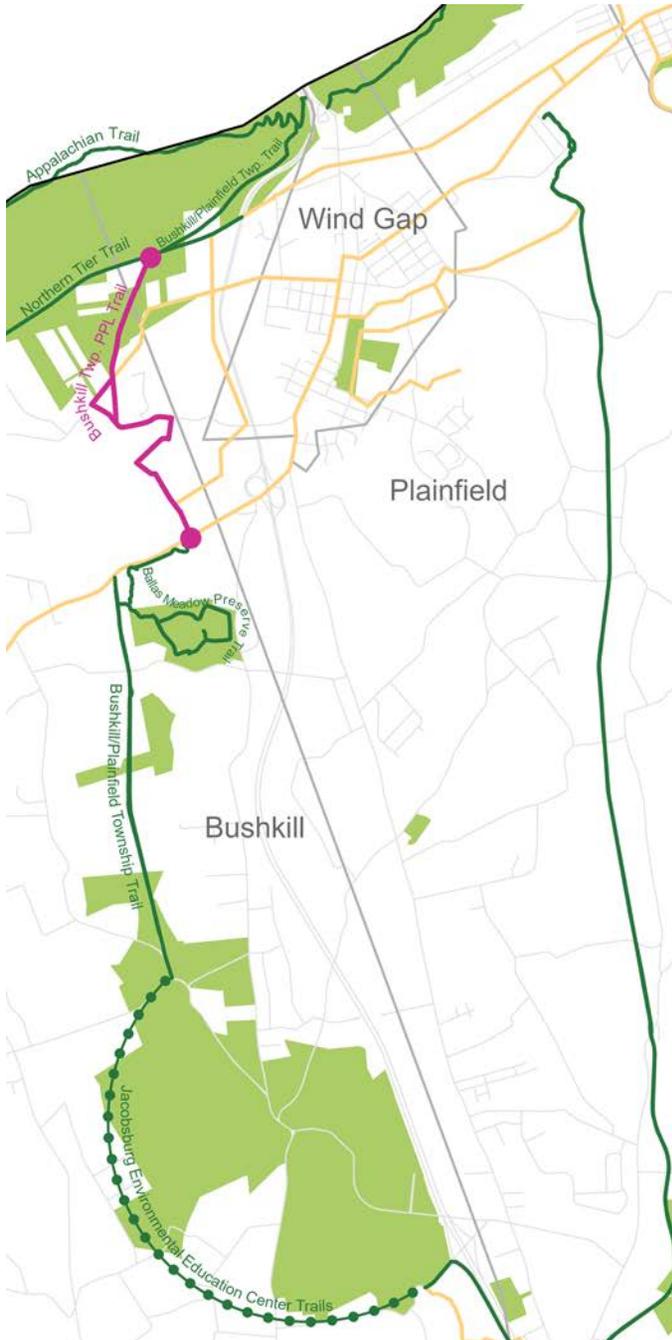
Status: Easton and West Easton are in the process of acquiring properties within their jurisdictions to use for trail development. Rights-of-way from the Two Rivers Trailway to the railroad bridge at the Boathouse is owned by the municipalities, and they are seeking funding for trail development in this section.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Conceptual
- Parks, Open Space, Natural Areas



BUSHKILL TOWNSHIP PPL TRAIL / CRITICAL PRIORITY GAP 10



Municipalities: Bushkill Township, Plainfield Township, Wind Gap Borough

Start: Bushkill Township Trail parking lot at E. Moorestown Road (Route 512), Bushkill Township

End: Appalachian Trail at Wind Gap, Plainfield Township or Wind Gap Borough

Description: This gap separates the Bushkill Township Trail and Jacobsburg Environmental Education Center from the Appalachian Trail. Connecting the regional trail network to the Appalachian Trail, which draws visitors from across the country, encourages more users to visit nearby recreation areas and businesses. Trail construction in this area will extend the Two Rivers Trailway and improve multimodal connectivity in Northampton County.

Status: Bushkill Township has negotiated with landowners near the trailhead at Route 512 for trail easements. Additional trail has been constructed east of the trailhead with the warehouse development on the south side of Route 512. The trail now ends at Route 512, between the two warehouses and shopping plaza. Trail rights-of-way have been secured along the warehouse on the north side of Route 512, but additional negotiations are needed with nearby landowners to bring the trail through this area. As of December 2025, the trail connection is planned to utilize utility rights-of-ways and shared-use on low volume roadways to route the trail up to Pennsylvania State Game Lands, north of 8th Street. There are trails on the Game Lands that lead to the Appalachian Trail. These will need to be widened and improved to encourage more users. Coordination is needed between Bushkill Township, Plainfield Township, Wind Gap Borough, Pennsylvania Game Commission, Pennsylvania Department of Conservation and Natural Resources, National Park Service and private landowners. Additional connectivity opportunities exist by routing a trail east along 8th Street into Wind Gap Borough to establish a connection to the Appalachian Trail east of Route 33, which could encourage additional trail development in the Slate Belt area.

Current Trail Status

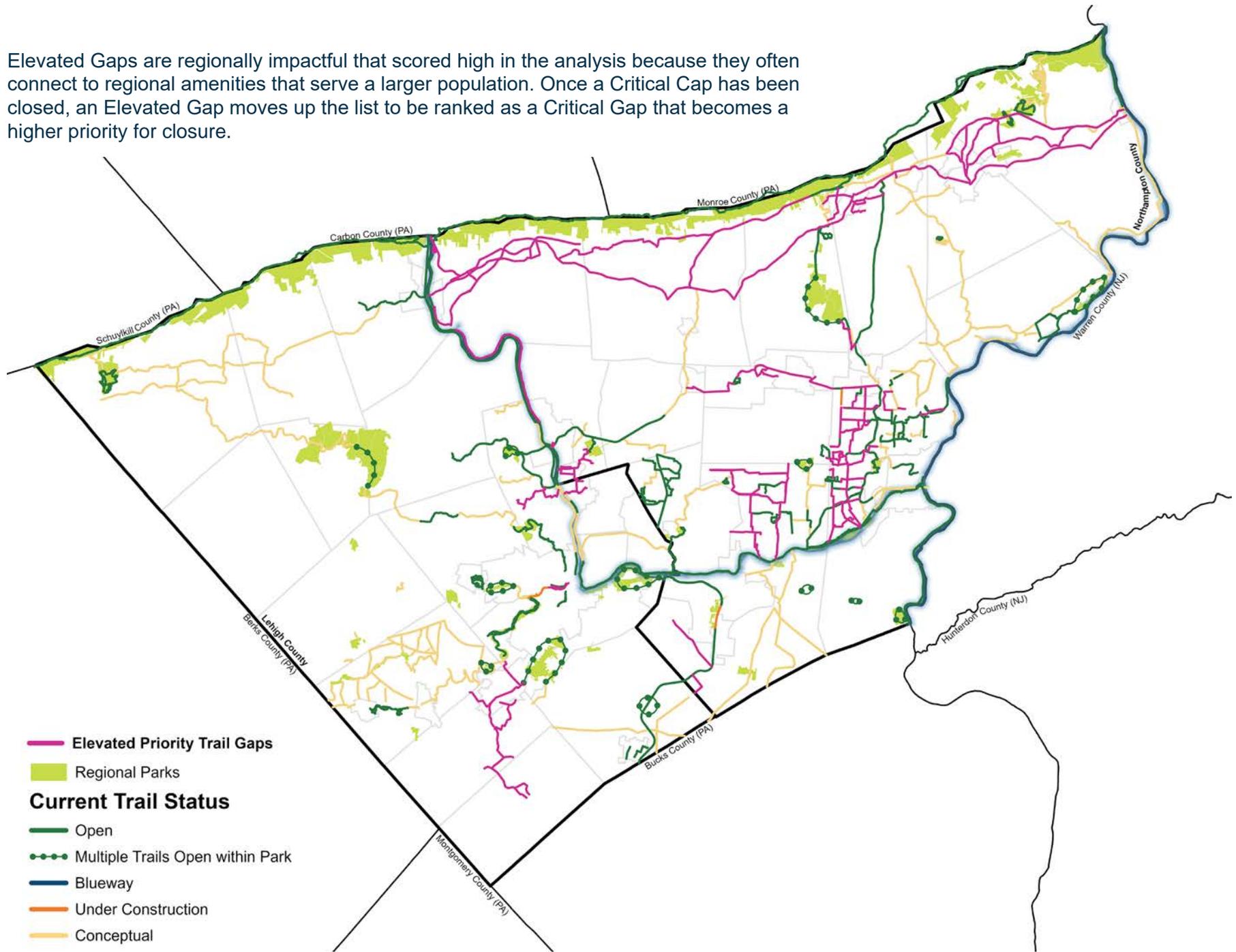
- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Conceptual
- Parks, Open Space, Natural Areas



LEHIGH VALLEY ELEVATED GAPS

TRAIL	DESCRIPTION	MUNICIPALITY
Bethlehem Township Trail Network	Multiple connections within Bethlehem Township Neighborhood Network	Bethlehem Township
Catasauqua-North Catasauqua-Allen Trail	D&L Trail at Catasauqua to Catasauqua Area High School and Nor-Bath Trail	Catasauqua Borough, North Catasauqua Borough, Allen Township
D&L Trail	Northampton to Walnutport, east side of Lehigh River	Walnutport Borough, Lehigh Township, Allen Township, Northampton Borough
MLK Trail Phase 3	Current eastern terminus of MLK Trail to Hamilton St. Exact route not identified yet. Future goal is to connect to D&L Trail and East Allentown	City of Allentown
Nor-Bath Trail	Jacksonville Road to Route 946 in Moore Township via Bath Borough	East Allen Township, Bath Borough, Chapman Borough, Moore Township
Northern Tier Trail	Extensive trail network spanning northern municipalities in Northampton County	Boroughs of Walnutport, Wind Gap, Pen Argyl, Roseto, East Bangor and Portland Townships of Lehigh, Moore, Bushkill, Plainfield, Washington (NC) and Upper Mount Bethel
Palmer Township Trail Network	Multiple connections to Palmer Bikeway and D&L Trail from the Township's neighborhood network	Palmer Township
Saucon Region Trail Network	Saucon Rail Trail to Upper Saucon Township Line	Upper Saucon Township, Lower Saucon Township
Saucon Region Trail Network	Saucon Rail Trail to I-78 Overpass	Upper Saucon Township, Lower Saucon Township
Southwestern Lehigh County Trail Network	Extensive trail network spanning southwestern municipalities in Lehigh County	Salisbury Township, Emmaus Borough, Upper Milford Township, Lower Milford Township
Whitehall Township Trail Network	Schadt Ave to Ironton Rail Trail and D&L Trail	Whitehall township

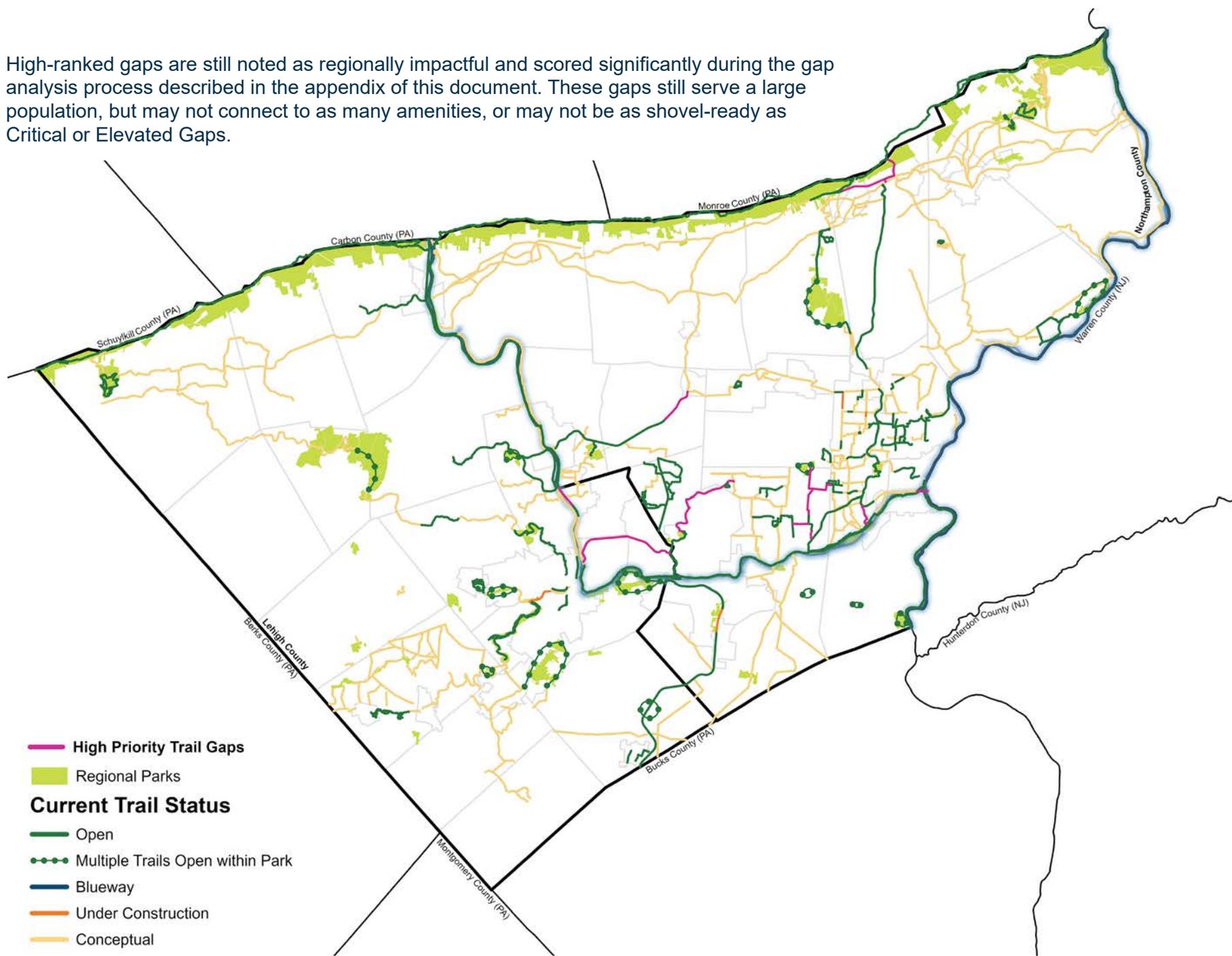
Elevated Gaps are regionally impactful that scored high in the analysis because they often connect to regional amenities that serve a larger population. Once a Critical Cap has been closed, an Elevated Gap moves up the list to be ranked as a Critical Gap that becomes a higher priority for closure.



LEHIGH VALLEY HIGH GAPS

TRAIL	DESCRIPTION	MUNICIPALITY
Bethlehem Township Trail Network	Louise Moore County Park to Palmer Township Neighborhood Network	Bethlehem Township
Bethlehem Township Trail Network	Palmer Bikeway to Bethlehem Township Neighborhood Network	Bethlehem Township
D&L Trail	D&L from Race Street to North Catasauqua Borough Line	Catasauqua Borough
Monocacy Way	From Monocacy Park along Monocacy Creek to Housenick Memorial Park Trail	City of Bethlehem, Hanover Township (NC), Bethlehem Township
Nor-Bath Trail -Jacksonville Road to Bath	Current eastern terminus of Nor-Bath Trail at Jacksonville Rd to Mill Street in Bath Borough	East Allen Township, Bath Borough
Palmer Township Trail Network	From Palmer Bikeway on Freemansburg Avenue to D&L Trail	Palmer Township
The Highline	From the conceptual Two Rivers Trail Extension along Rail Line across Delaware River to Phillipsburg, NJ.	City of Easton
West Bethlehem Rail Trail	West Bethlehem Rail Trail from North Bradford Street to Pennsylvania Avenue and City line	City of Allentown
West Bethlehem Rail Trail	West Bethlehem Rail Trail from Pennsylvania Avenue/City Boundary to Monocacy Way	City of Bethlehem
Wind Gap / Pen Argyl Area Trail Network	From Appalachian Trail North of Pen Argyl Area High School to West Pennsylvania Ave. Trailhead and to N. Broadway continuing along 8th Street.	Plainfield Township, Wind Gap Borough, Pen Argyl Borough

High-ranked gaps are still noted as regionally impactful and scored significantly during the gap analysis process described in the appendix of this document. These gaps still serve a large population, but may not connect to as many amenities, or may not be as shovel-ready as Critical or Elevated Gaps.



LEHIGH VALLEY SUPPORTING GAPS

Allen Township Trail

Spur from Nor-Bath Trail at Savage Road North to Howertown Park and south to residential cul-de-sac at 8th Street

Allen Township

East Allen Township Trail

Housing development along Hanoverville Rd to Nor-Bath Trail at Bicentennial Park

East Alen Township

Forks Township Trail Network

- Ramblewood Drive Trail
- Uhlers Crossing Network
- Two Rivers Trailway to Forks Trail Network
- Fox Run Rd to Easton Area Middle School
- Winchester Drive Trail

Forks Township

Hanover Township Trail Network

Business park on High Point Blvd to Orchard Ln along agricultural and residential property lines

Hanover Township (NC)

Institute Road Trail

Loop from Institute Drive to natural area

Upper Mt Bethel Township

Jordan Creek Greenway Trail

Trexler Nature Preserve to Leaser Lake

Lowhill Township, Weisenberg Township, Lynn Township

Saucon Region Trail Network

Upper and Lower Saucon Network

Upper Saucon Township, Lower Saucon Township

Saucon Region Trail Network

South Mountain Preserve to Upper Milford Township Line

Upper Saucon Township, Lower Saucon Township, Upper Milford Township, Salisbury Township

Twin Lakes

Loop from Totts Gap Road to natural area

Upper Mount Bethel Township

Two Rivers Trail 9(A)

Stockertown to Jacobsburg Environmental Education Center Trail

Stockertown Borough, Plainfield Township

Upper Macungie Township Trail Network

Three independent short trail connections between residential areas

Upper Macungie Township

Washington Township Recreation Complex

Washington Blvd to Ackermanville Road through Washington Township Recreation Complex

Washington Township (NC)

Whitehall Township Trail Network

- Ringer Road to Ironton Rail Trail
- Spruce St. to D&L Trail

Whitehall Township

Lower Macungie Trail Network

Various independent trail routes in Township. Proposed trail connection between southern terminus of Lehigh Parkway and Alburdis Trail Network through Lower Macungie Township and Macungie Borough

Lower Macungie Township

Macungie Trail Network

- Hills at Lock Ridge Trail to Locust Street.
- Route 100 to Lower Macungie Trail Network

Upper and Lower Macungie Township

Martins-Jacoby Watershed Trail Network

Loop trail and spurs through numerous Slate Belt communities

Portland Borough, Upper Mount Bethel Township, Lower Mount Bethel Township, Washington Township (NC), Forks, Township, Plainfield Township, Roseto Borough, Bangor Borough and East Bangor Borough

Minsi Lake Nature Trail

Connecting nature preserves north of Minsi Lake to existing nature trail around lake

Lynn Township

Nor-Bath Trail - Bath to Route 946

Regional connection between Bath Borough and PA Route 946 in Moore Township

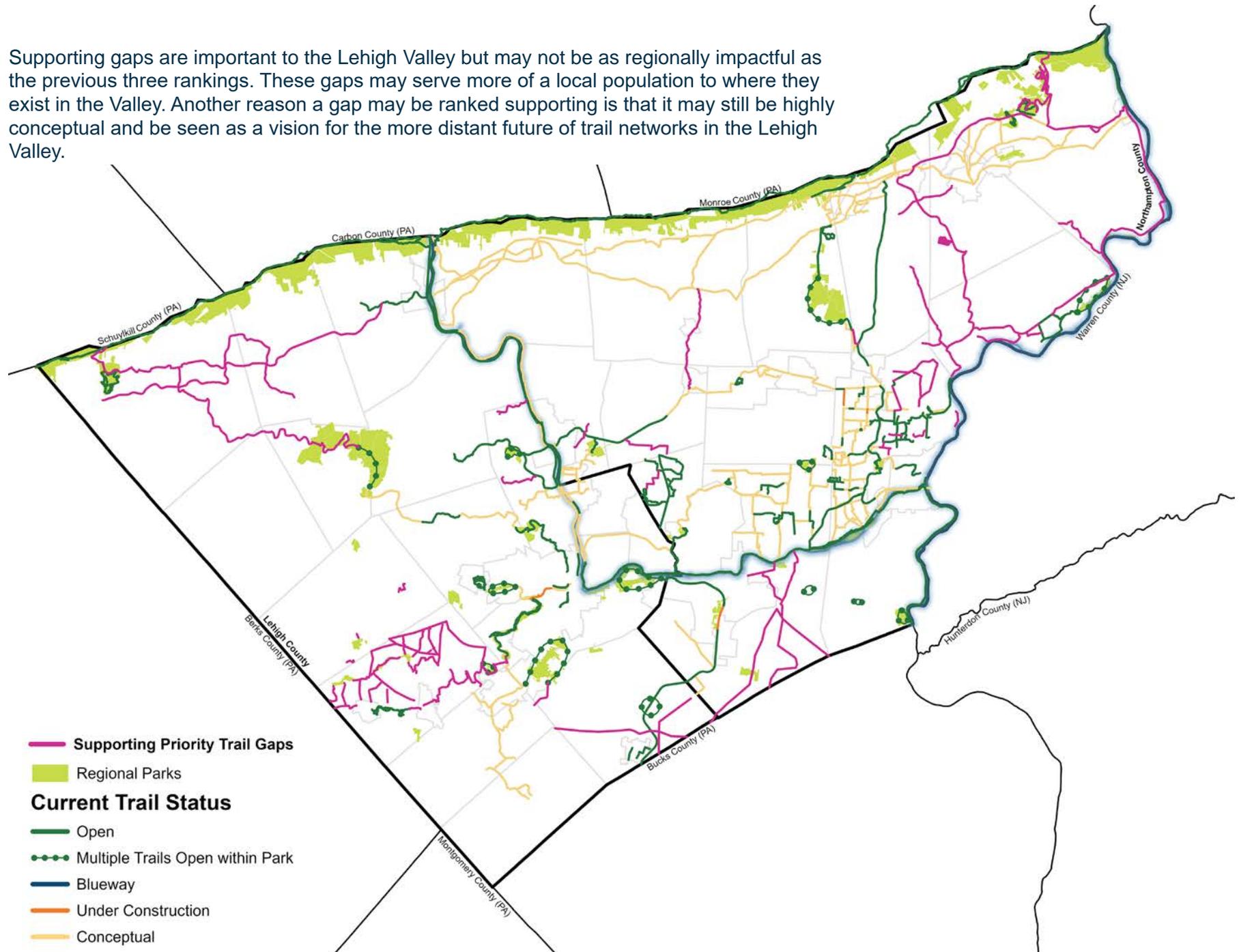
Moore Township, Chapman Borough, East Allen Township, Bath Borough

Northern Lehigh Rail Trail

Allemanengel Road to Slate Heritage Trail near Emerald Washington Township (LC) along rail right-of-way

Lynn Township, Heidelberg Township, Washington Township (LC)

Supporting gaps are important to the Lehigh Valley but may not be as regionally impactful as the previous three rankings. These gaps may serve more of a local population to where they exist in the Valley. Another reason a gap may be ranked supporting is that it may still be highly conceptual and be seen as a vision for the more distant future of trail networks in the Lehigh Valley.





Implementation Strategies

There are various strategies available for stakeholders to plan, finance and construct trail infrastructure.

To acquire funding, there are many grant programs available for stakeholders. Given that trails serve many purposes, from recreation to transportation, funding opportunities from a variety of agencies may be available depending on the type of project. Some potential funding opportunities for trails in the Lehigh Valley include:

Trail Funding Programs

PA Department of Conservation and Natural Resources (DCNR) Community Conservation Partnerships Program (C2P2)
(PennDOT) Transportation Alternatives Set-Aside (TASA)
(PennDOT) Multimodal Transportation Fund (MTF)
PA Department of Community and Economic Development (DCED) Greenways, Trails and Recreation Program (GTRP)
DCED Local Share Account Grant programs
DCED Multimodal Transportation Fund (MTF)
Pennsylvania Environmental Council (FEC) Pennsylvania Water Trail Mini-Grants

Before acquiring funding to design or construct trails, local governments can utilize various planning tools to identify current and future trail needs. An initial step is to update comprehensive plans, as well as other specific plans, such as trail and active transportation plans, if possible. These planning documents examine land use trends and establish goals and strategies to help guide near and long-term community decision making.

Local government plans are the foundation of how a community envisions itself in the future. Goals and strategies from plans can be implemented through zoning code and subdivision and land development ordinance (SALDO) updates, as they can provide incentives for trail construction and set aside land for open space or recreation. Communities can also require trails and sidewalks through the subdivision and land development process. Adding a trail or sidewalk requirement in SALDOs is an effective way to improve trail connectivity while minimizing costs to taxpayers.

For example, the City of Allentown's SALDO requires properties proposed for subdivision or land development approval to provide a trail easement if one is identified on the property in an adopted trails plan.

Specific locations for future trail development can be identified by municipalities through creating or updating their official map. By identifying trails on an official map, municipalities can formalize and prioritize their intent to construct trails, which can be leveraged when pursuing funding sources for public projects. Utilizing these various planning tools allows municipalities to accommodate changing community priorities or other issues. Demonstrating a community's intent to develop or enhance trails through tools like plans and official maps helps trail projects more easily go from concept to reality.

To promote trail connectivity across municipal borders, local governments, community organizations and other stakeholders can participate in collaborative efforts.

Here in the Lehigh Valley, THE LINK, is a group of local governments, non-profits and advocates that work together to promote the region's trail network. Approaching trails from a regional lens encourages greater opportunities for connectivity, grant funding and usage of trails. Educational opportunities about trail planning and infrastructure are available in-person, through PennDOT Local Technical Assistance Program (LTAP) classes, held at the LVPC's office. In addition, there are many informational guides online, provided by the LVPC, WeConservePA, Pennsylvania Department of Conservation and Natural Resources and more.

Alignment with Regional Planning Efforts

The Trail Connection Strategy supports recommendations within existing initiatives such as *the Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization* and *Walk/RollLV: Active Transportation Plan*. LVPC will begin updating *FutureLV: The Regional Plan* in 2026. Data updates have already been initiated for the Regional Plan, which will reference the findings of the Trail Connection Strategy.

The Trail Connection Strategy supports recommendations within the recently adopted regional climate resiliency plan,

Pathway to a Resilient Greater Lehigh Valley, by identifying active transportation as a strategy to reduce greenhouse gas emissions, vehicle travel and congestion, while improving local air quality.

This report also aligns with actions and strategies in the Lehigh County and Northampton County Livable Landscapes Plans, with key health and economic benefit findings of the 2014 Lehigh Valley Return of Environment Study, and the 2025 Northampton County Return on Environment Study.





Next Steps

This report highlights high priority conceptual trail connections, that have been identified in published planning documents. However, by looking at the regional map, there remain gap locations in the trail network where no conceptual trails are currently identified. This map can serve as a starting point for municipalities and planning agencies to identify future additional conceptual trail connections.

By first identifying future trail connections a community wishes to have in a plan, the process to eventually get it constructed can begin. Identifying conceptual trail connections in planning documents allows them to be elevated in reports such as this one and makes grant applications to implement them much more competitive.

Update of Trail Data and Gap Closure Information

The Lehigh Valley Planning Commission will implement an annual process to update regional trail network data and trail gap closure status. This process will incorporate information submitted by regional stakeholders, including,

but not limited to, municipal and county governments, transportation agencies, trail advocacy organizations, land management agencies, and other relevant public, private and non-profit partners.



Appendix and Resources

Methodology

Trail gaps in the Lehigh Valley's trail network were prioritized using a variety of different methodological factors. These factors are listed below with information about each one. Only trail gaps specifically identified within an adopted local or county active transportation or parks, recreation and open space plan were considered.

Trail Gap Evaluation Criteria

The following section outlines the full set of evaluation criteria used to assess regional trail gaps for planning, prioritization and funding purposes. Criteria draw upon federal, state, regional and local planning frameworks—including the Pennsylvania Municipalities Planning Code (MPC), Pennsylvania state transportation law, and U.S. Code Title 23—and align with adopted Lehigh Valley plans such as *FutureLV: The Regional Plan* and *Walk/RollLV: Active Transportation Plan*.

***FutureLV: The Regional Plan* Alignment**

Statutory Alignment

- Evaluate whether the project supports the goals of the Pennsylvania Municipalities Planning Code (MPC), relevant Pennsylvania state law, and 23 U.S.C. requirements for metropolitan planning.
- Flag projects that fail to meet any applicable federal, state or regional requirements.

Commuter Trail System Consistency

- Determine whether the trail gap falls within an identified Commuter Trail corridor as mapped in *FutureLV*.

Movement Between Centers

- Assess whether the proposed gap closure enhances movement of people between designated Centers, consistent with the plan's place-based strategy.

"Types of Places" Framework

- Confirm the project encourages linkages across all place types in the Valley.

Walk/Roll: Active Transportation Plan Alignment

Project Consistency

- Projects listed in *Walk/RollLV: Active Transportation Plan*.
- Additional assessment ensures the project remains consistent with the region's long-range multimodal vision.

Regional-Specific Criteria

Economic Impact Area (EIA) Location

- Determine whether the gap is located in an Economic Impact Area (EIA). A composite index of need based on energy, transportation, housing, health, workforce, pollution, water/wastewater and broadband indicators.

Sidewalk Inventory Relationship

- Assess sidewalk conditions and connectivity where applicable.
- Evaluated through geospatial analysis utilizing LVPC's Geographic Information System (GIS) sidewalk inventory layer.

Lehigh and Northampton Transportation Authority Transit Integration

- Identify if the project improves access to or from the public transit network.

Safety: Suspected Serious Injuries/Fatalities

- Use PennDOT pedestrian and bicycle crash data (suspected serious injuries and fatalities) from the Commonwealth's Traffic Information Repository.
- Aligns with the *Lehigh Valley Traffic Safety Plan* goal to reduce fatalities and serious injuries by 50% in 20 years.

Employment Connectivity

- Assess whether the gap closure improves access to employment centers.

School/Educational Connectivity

- Measure the connection to schools, colleges or educational institutions.

High Population Density

- Apply federal/state planning statutes weighting population density impacts.
- Evaluate whether the project falls within 10 minutes of a trail, consistent with DCNR priorities.

Population Affected by Gap Closure

- Utilize 1/4 mile buffer-based service area analysis.
- Identify methods for calculating non-resident users (e.g., employment density, community facilities, regional draw).

Pennsylvania Department of Conservation and Natural (DCNR) Resources Statewide Priority Trail Gaps

Statewide Gap Alignment

- Determine whether the project is identified as a priority trail gap by Pennsylvania DCNR.
- Compare DCNR priorities with regional gap mapping to assess overlap.

Connection to Public Recreational Facilities

Trails

- Evaluate direct connections to existing public trails.

Parks

- Confirm linkages to public parks; define parks within the document as publicly owned or publicly accessible recreational spaces.

Length of Trail Gap Segment

Short-Segment Prioritization

- Gaps less than five miles in length feasibility and cost-effectiveness.

Shovel Readiness

Existing/Proposed Project Status

- Identify whether the project appears as a conceptual trail or in prior inventories

Engineering & Design Completion

- Assign points based on level of design completion.

Permitting Status

- Evaluate whether necessary environmental and regulatory permits have been secured.

Funding Secured

- Assess any dedicated or committed funding sources.

Rights-of-Way (ROW) Status

- Identify whether ROW is acquired, under negotiation or unknown.

Tie-Breaker Use

- Applied shovel-readiness as a criteria.

RESOURCES & TOOLS

Key Partners



**Delaware & Lehigh (D&L)
National Heritage Corridor**



**The LINK
Trail Network**



**Coalition for Appropriate
Transportation (CAT)**



**PA Department of
Transportation**



**Community Bike
Works (CBW)**



**Lehigh County
Parks & Recreation**



**Northampton County
Parks & Recreation**



**Lehigh Valley
Greenways**



**PA Department of
Conservation and
Natural Resources**

Maps and Plans Referenced for this Strategy

- DCNR Trail Map*
- Pennsylvania Trail Plan*
- Lehigh County Livable Landscapes*
- Northampton County Livable Landscapes*
- Future LV: The Regional Plan*

Trail Implementation Grants

Pennsylvania Department of Conservation and Natural Resources Motorized Trails Grant

Pennsylvania Recreational Trails (PRT) motorized projects. PRT motorized projects include the development, rehabilitation or maintenance of designated routes on land for all types of motorized recreation activities, as well as the purchase or lease of equipment to be used exclusively for the maintenance or construction of land and water trails and trail-related facilities.

Pennsylvania Department of Conservation and Natural Resources Non-Motorized Trails Grant

Trail projects include the acquisition, planning, development, rehabilitation or maintenance of designated routes on land or water for non-motorized recreation activities, as well as the purchase or lease of equipment to be used exclusively for the maintenance or construction of non-motorized land and water trails and non-motorized trail-related facilities.

Pennsylvania Department of Conservation and Natural Resources Park Rehabilitation and Development Grant

These projects involve the rehabilitation and development of public parks, recreation facilities, greenways and river conservation projects.

Pennsylvania Department of Conservation and Natural Resources Land Acquisition and Conservation Grant

These projects involve the purchase and/or donation of land for park and recreation areas, greenways, critical habitat areas and/or open space.

Pennsylvania Department of Conservation and Natural Resources Community Recreation and Conservation Planning Grant

Planning projects study the needs, benefits and opportunities for future land acquisition, development and/or management of parks, recreational facilities, critical habitat, open space, natural areas, greenways and river/watershed corridors.

**Pennsylvania Department of Transportation -
Transportation Alternatives Set-Aside Program**

The federal Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including 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.

**Pennsylvania Department of Transportation
Multimodal Transportation Fund Program**

The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety and transit revitalization.

**Pennsylvania Department of Community & Economic
Development Greenways, Trails, and Recreation
Program**

Projects which involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails and river conservation.

**Pennsylvania Department of Community & Economic
Development Multimodal Transportation Fund Program**

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.

**U.S. Fish & Wildlife Service Highlands Conservation
Act Grant Program**

State agencies, counties and municipalities are eligible through this program to receive grant funds to acquire land that can be used for trail and greenway development.

**Department of Revenue - Redevelopment Assistance
Capital Program Funds**

RACP projects are authorized in the Redevelopment Assistance section of a Capital Budget Itemization Act, have a regional or multi-jurisdictional impact, and generate substantial increases or maintain current levels of employment, tax revenues, or other measures of economic activity.



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Special Thanks to Christian Martinez for his contributions drafting the Lehigh Valley Trail Connection Strategy and to Mackenzie Geisner for mapping and analysis.

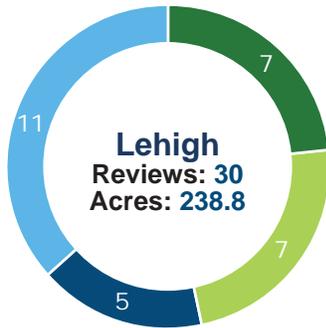
**For more information
visit the LVPC website @ LVPC.org**



Lehigh Valley Planning Commission

**615 Waterfront Dr / Suite 201
Allentown, PA 18102
Phone: (610) 264-4544**

PLAN ACTIVITY BY COUNTY



REGIONAL TOTALS*

10
Subdivision/Lot Line
Adjustments

16
Development

14
Stormwater
Management

5
Municipal Ordinances,
Maps and Plans

301.4
Acres

**Includes preliminary and final plans*



RESIDENTIAL DEVELOPMENT

105 Total Units



9
SINGLE-FAMILY
DETACHED



9
TOWNHOUSES



85
APARTMENTS



2
TWINs



0
ASSISTED-
LIVING



0
MANUFACTURED
HOMES



0
CONDOS

NON-RESIDENTIAL DEVELOPMENT

47,533 Total Square Feet



15,927
COMMERCIAL



0
RETAIL



9,856
PUBLIC/
QUASI-PUBLIC



18,300
INDUSTRIAL



10,800
WAREHOUSE*



3,450
OFFICE



0
TRANSPORTATION



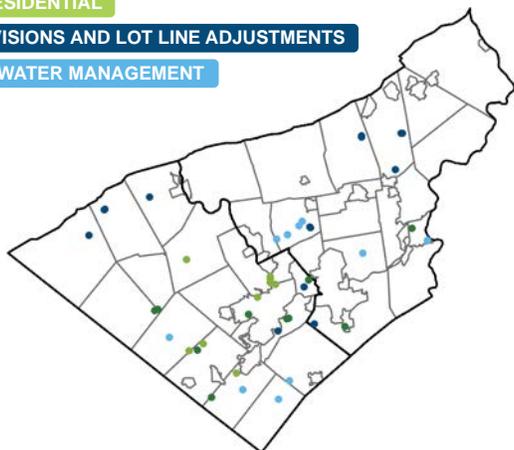
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AGRICULTURE



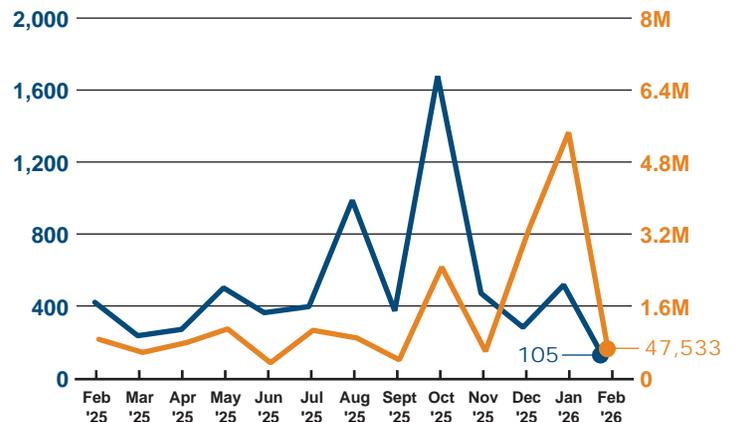
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RECREATIONAL

**Warehouse is a subset of Industrial*

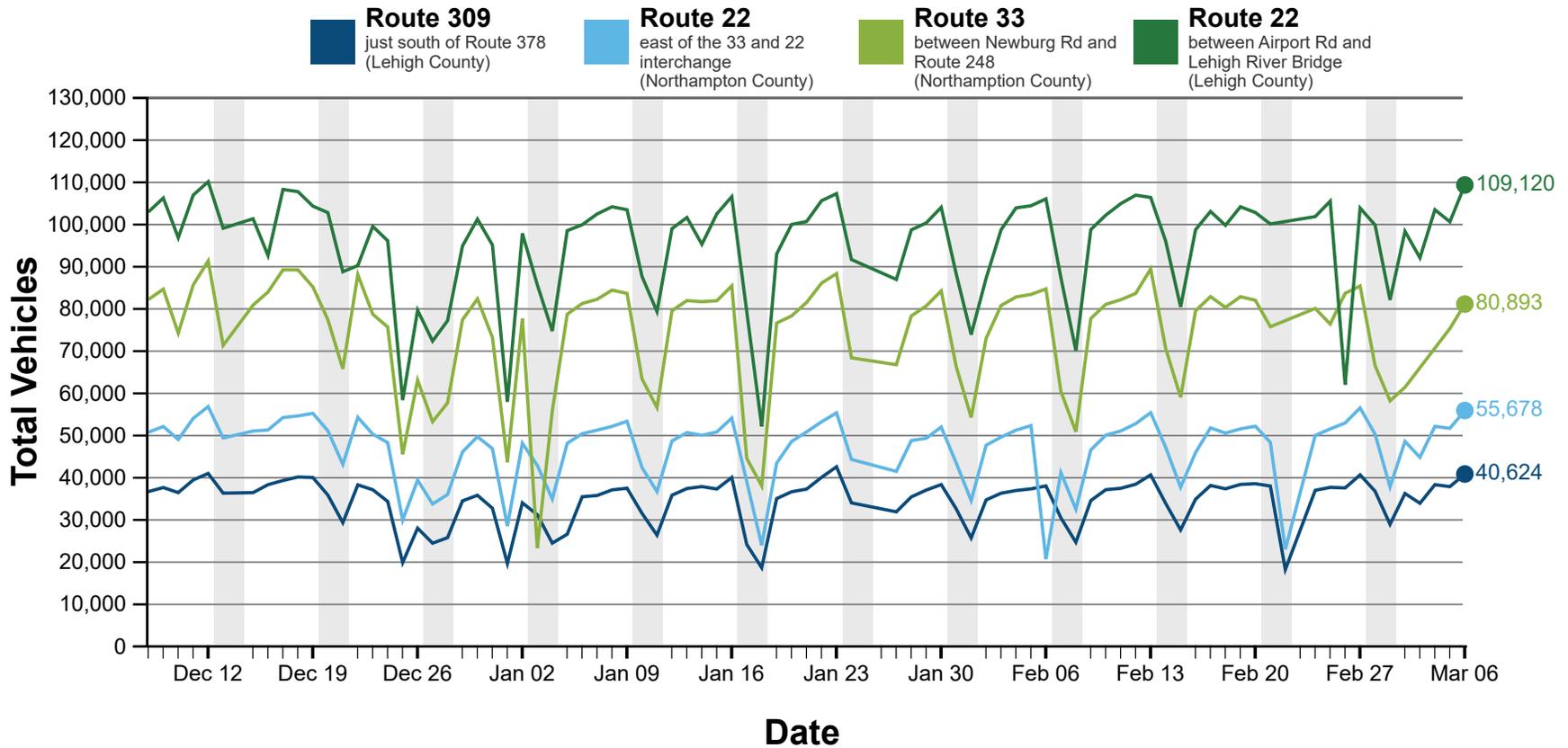
LOCATION OF DEVELOPMENT



YEAR-TO-DATE (YEAR-TO-YEAR)

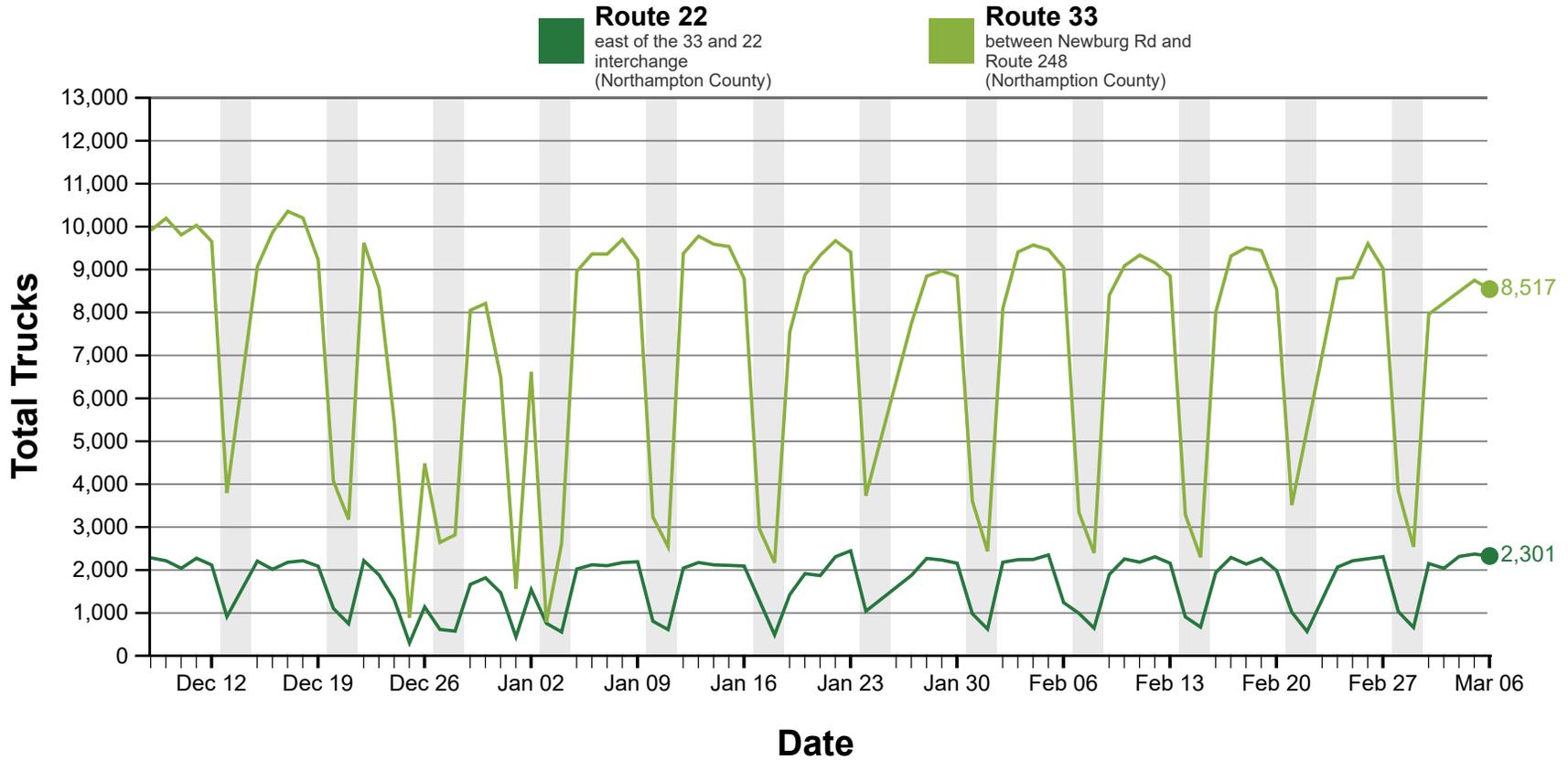


Traffic Volumes Throughout the Lehigh Valley



*Data from Dec/8/2025 - Mar/6/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



**Data from Dec/8/2025 - Mar/6/2026 at daily intervals*



CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELLIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

MEMORANDUM

DATE: March 10, 2025
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, March 2 on WDIY radio 88.1 FM, took a look at the 2025 LVPC Annual Report, with a focus on the BuildLV Development data and trends. Co-hosts Becky Bradley and Matt Assad welcomed as the guest, LVPC Chief Community and Regional Planner Jill Seitz, who discussed the diversity of housing now being proposed and news trends in the industrial development market. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/news/v. The next Plan Lehigh Valley show will air Monday, April 6 at 6:30 pm.

Lehigh Valley Government Academy (LVGA)

PA Municipal Planning Education Institute (PMPEI)

The following courses will be taught in-person at the LVPC Offices. Registration for these courses can be found at www.lvpc.org/lvga

Community Planning

What: This is a course to teach planning commissioners, local officials and others how to carry out their responsibilities under the PA Municipalities Planning Code (MPC), the statute that endows municipalities with the authority to plan. For those who don't know or fully understand the provisions of the MPC, this course will teach them how instrumental it is in giving a jurisdiction the ability to make critical decisions involving land use, which can shape their community's quality of life.

When: April 7, 14, and 21; 5:30 pm to 9 pm

Subdivision and Land Development

What: This course explored the work of planning commissions in the subdivision and land development review process, from pre-application meetings through project completion. The course was organized into three major sections: principles of subdivision and land development regulation and ordinance requirements; subdivision and land development review procedures; and design and technical standards of subdivision and land development. Participants received hands-on experience reviewing plans and designing alternative solutions.

When: May 6, 13, and 20; 5:30 pm to 9 pm

Local Technical Assistance Program (LTAP)

The following 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>

Public Works Safety

What: This webinar provides a basic understanding of common safety factors and practices associated with public works road maintenance operations. Specific operations discussed include trench excavation, crack sealing with hot asphalt, mowing and chain saw use, as well as winter maintenance. It provides an overview of why accidents happen and how to protect personnel through the use of personal protective equipment. Workplace awareness is stressed with emphasis on chemical safety, environmental hazards, and vehicle and equipment safety issues. The importance of having a formal safety program in place and how to establish an effective program is discussed.

When: Tuesday, April 7, 8 am to noon

Asset Management

What: Many municipalities in Pennsylvania employ some sort of asset management, whether it is properly planning for road maintenance or using an advanced database system to manage signs, roads, bridges, and even park benches. This course will explore the variety of asset management systems and approaches used throughout Pennsylvania and help municipal officials determine the right level of asset management for their needs. Participants will enhance their knowledge of asset management systems and their benefits to municipalities.

When: Tuesday, April 28, 8 am to 2:30 pm

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 or by contacting Hannah Milagio at hmilagio@lvpc.org or 610-264-4544

Grant Opportunities

PA Department of Environmental Protection (DEP): Alternative Fuels Incentive (AFI) Program

AFI has approximately \$5 million in funding available to school districts, municipalities, nonprofit organizations, and businesses in Pennsylvania that want to transition to cleaner fuel transportation. Applicants will be eligible for a maximum grant award across all applications of \$500,000. Individual application awards are still capped at \$300,000.

Application Deadline: There will be two application acceptance periods for the 2026 program. The first acceptance period ends on **April 1, 2026, at 12:00 PM**. The second acceptance period

ends on October 7, 2026, at 12:00 PM. More information is available at <https://www.pa.gov/agencies/dep/programs-and-services/grants-loans-rebates/alternative-fuels-incentive-grant>

PA Department of Conservation and Natural Resources (DCNR): Community Conservation Partnerships Program (C2P2)

This grant program, managed by the DCNR Bureau of Recreation and Conservation (BRC), builds connections between Pennsylvanians and the outdoors by supporting recreational improvements, natural resource conservation, and community revitalization efforts. C2P2 projects "lay the groundwork" for future land acquisition, development and/or management of parks, recreational facilities, critical habitat, open space, natural areas, greenways; and river, stream, and waterway watersheds.

Applications must be received by April 30 at 4 PM. More information is available at <https://www.pa.gov/agencies/dcnr/programs-and-services/grants/community-conservation-partnerships-program-grants>

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

The Multimodal Transportation Fund provides grants to encourage economic development and ensure 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 31st.** More information is available at <https://dced.pa.gov/programs/multimodal-transportation-fund/>