

State Transportation Commission

2015 Twelve Year Program Development

Regional results of the survey and public feedback from August thru November 2013

Lehigh Valley MPO

Mobility Concerns

Traffic congestion is growing and resources are limited to build additional capacity.

As a result, transportation agencies are exploring ways to manage demand, operate efficiently, and improve capacity.

Using a scale of 1-5, for each mobility concern, please rank how important each mobility concern is to you, with one being 'Not Important' and 5 being 'Very Important'.

Congestion Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.

Responded With an Average Rank of 4.38

Signals Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.

Responded With an Average Rank of 3.87

Passenger Rail Ridership on the Keystone Corridor has doubled since 2000 making it Amtrak's fourth-busiest route in the nation. Rail infrastructure improvements are critical to timely service.

Responded With an Average Rank of 3.85

Incident This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.

Responded With an Average Rank of 3.84

Freight Rail \$500 billion in goods and services travel through PA each year. That investment would grow with upgrades to accommodate intermodal changes such as emerging needs from the natural gas industry and double-stack train access to our ports.

Responded With an Average Rank of 3.64

Real Time This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.

Responded With an Average Rank of 3.55

Transit Implementing new technologies improves service.

Responded With an Average Rank of 3.49

Airline Making upgrades to aviation infrastructure and technologies improves on-time performance.

Responded With an Average Rank of 2.84

Lehigh Valley MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
57	66.28%	of Responders Chose for Top Three With an Average Rank of	2.14
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
52	60.47%	of Responders Chose for Top Three With an Average Rank of	2.06
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
46	53.49%	of Responders Chose for Top Three With an Average Rank of	1.76
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
39	45.35%	of Responders Chose for Top Three With an Average Rank of	2.00
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
36	41.86%	of Responders Chose for Top Three With an Average Rank of	1.86
Preservation Other	Suggest another preservation option:		
4	4.65%	of Responders Provided Other Options for Top Three grouping	.00

Lehigh Valley MPO

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
66	76.74%	of Responders Chose for Top Three With an Average Rank of	1.65
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
43	50.00%	of Responders Chose for Top Three With an Average Rank of	2.00
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
42	48.84%	of Responders Chose for Top Three With an Average Rank of	2.10
Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
38	44.19%	of Responders Chose for Top Three With an Average Rank of	2.05
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
18	20.93%	of Responders Chose for Top Three With an Average Rank of	2.28
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
14	16.28%	of Responders Chose for Top Three With an Average Rank of	2.29
Safety Other	Suggest another safety option:		
11	12.79%	of Responders Provided Other Options for Top Three grouping	.00

State Transportation Commission

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November 2013**

Lehigh Valley MPO

Preservation and Renewal Strategies

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Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.

57 66.28% of Responders Chose for Top Three With an Average Rank of 2.14

Local Bridge Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.

52 60.47% of Responders Chose for Top Three With an Average Rank of 2.06

Local bridges are widely used such as the Fahey bridge in Bethlehem crossing the Lehigh River. The walkway along side of it has been closed for two years already, and we haven't seen any repairs start. When will it get repaired and restored? The temporary walkway heavily used, and traffic has definitely slowed down across the bridge since the lanes are tight.

Reconstruct Pavement Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.

46 53.49% of Responders Chose for Top Three With an Average Rank of 1.76

so often I see roads repaved and then less than a year later, torn up again for some reason-lack of planning? inferior materials? Ex. Rt 33 Wind Gap to Rt 80. Also these projects appear to take way too long to complete- looks like contractors are just dragging them out to make more \$. Rt 380 appears to be doing something right- even when there is construction it is done well- from lane closures to length of time to final result.

Interstate 78 seems to be a continuing problem for pavement condition, particularly between mileposts 10 and 51.

Rail Infrastructure For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.

39 45.35% of Responders Chose for Top Three With an Average Rank of 2.00

As a college student in the 70s I frequently took the train from Bethlehem to Philadelphia and places beyond. Whoever were the idiots who took the rail out were in bed with the car, truck and road construction firms and now we are sitting with our thumbs in our ears wondering why our roads have taken a beating from trucks and vehicles. Pink slips for the transportation.

I would like to see light rail restored to the Lehigh Valley (passenger service). Including links between NYC, Allentown-Bethlehem-Easton, Philadelphia, Scranton, Reading and Hershey / Harrisburg. We already have a freight infrastructure that is great.

We desperately need rail service between LV and NYC (with stops in NJ), as well as LV and Philadelphia to cut down on road traffic.

would like to see Lehigh Valley passenger rail service to New York City and Philadelphia

Private, for profit industry operates the railroads. I don't want to see any tax money spent on their systems.

Preservation and Renewal Strategies

Public Transit Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.

36 41.86% of Responders Chose for Top Three With an Average Rank of 1.86

I'm very happy that the local bus transport system now supports carrying a couple of bikes on most buses (on the front). It makes biking in unpleasant weather much easier. I'd like to see some light rail come to the Lehigh Valley. I think the park and ride lots have been a huge success in the valley, and I'm happy that they have been built and are maintained.

Preservation Other Suggest another preservation option:

4 4.65% of Responders Provided Other Options for Top Three grouping .00

Need public train services in Poconos, Allentown, Easton, Bethlehem

Bring back rail service to more communities. I think if train stations were more accessible people would take advantage of it. I would prefer to ride the train to visit New York or Pittsburgh then drive on the interstate to those destinations. I'd feel a lot safer. I'm sick of seeing people on their cell phones. Most of them can't walk and chew gum at the same time, yet they try to drive and talk on a phone.

Passenger rail systems

Developers / Builders need to be responsible for improving the total amount of infrastructure that will be impacted by their project. What I mean by this is: if a builder develops a new housing subdivision, the project should improve the infrastructure that those residents will use to get to work, shopping, etc. not just the local infrastructure where they build.

Lehigh Valley MPO

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Distracted/Aggressive Driving Strategies include education, enforcement, roadway strategies like rumblestrips, etc.

66 76.74% of Responders Chose for Top Three With an Average Rank of 1.65

Born & raised Pennsylvanian works in NJ. We should Follow NJ's laws our highways & Interstates should all be at least 3 lanes speed 65 mph to keep traffic moving & trucks not allowed in the passing lane. Three lanes makes construction less painful for travelers and accidents still allow 2 lanes of traffic to move making it easier for law enforcement. Whoever has designed Pa. roads should be fired they have done a poor job of conducting needs assessments! The expansion of Rt. 22 through the Lehigh Valley has been discussed since the 1980s with no action taken and I78 has not done enough to alleviate the flow of traffic & volume of traffic on Rt 22 or I78. The only thing the delays of Rt 22's expansion has done is watched the construction costs rise with each passing year. Four lane highways are things of the past and good needs assessments would have shown this to be true as I watch Rt 33 traffic bottleneck so now travel throughout the Lehigh Valley and Slate Belt areas has become agony which eventually affects merchant's businesses as people become unwilling to deal with the congestion. Transportation officials have failed the residents and should be handed pink slips!

Current education level is good. ENHANCE ENFORCEMENT.

TEXTING and CELL phone over usage

would add impaired driving as part of this priority

Safety Improvements Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.

43 50.00% of Responders Chose for Top Three With an Average Rank of 2.00

Impaired Driving Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.

42 48.84% of Responders Chose for Top Three With an Average Rank of 2.10

Current education level is good. Enhance enforcement.

Pedestrian Bicycle The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.

38 44.19% of Responders Chose for Top Three With an Average Rank of 2.05

I'd like to see more bike paths and interconnections built between them. All of the bike paths such as the south bethlehem greenway, the saucon rail trail, etc. get huge amounts of use during the snow free months. The D&L trail gets lots of use as well between easton and allentown, and points further north. All of these off-road bike trails are a huge benefit for the Lehigh Valley, and I believe that bicycles use on roadways will increase as well.

Work Zone Safety The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.

Safety Strategies

18 20.93% of Responders Chose for Top Three With an Average Rank of 2.28

The LAST thing we need is big brother cameras watching us. Clearly, the record shows they don't help safety, but they do increase revenue. Just say NO.

Vehicle Safety Performance Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.

14 16.28% of Responders Chose for Top Three With an Average Rank of 2.29

enforcement of impaired driving laws must be immediate and more severe , to discourage drivers from even thinking about driving drunk. My family vehicle was hit by a drunk driver who's license had already been suspended for 10 years - did not stop her from driving. A neighbor was stopped for driving w/o a license after spending jail time for drunk driving- local law enforcement allowed him to continue to his destination and back home with just a verbal warning.

Safety Other Suggest another safety option:

11 12.79% of Responders Provided Other Options for Top Three grouping .00

Preservation and improvement of the State's rail passenger services.

Pedestrian and Bicycle rider safety accountability. What happened to both yielding to vehicles? Under current policy trains should yield to vehicles.

Higher fines would work. If you hit offenders in the pocketbook, they might think twice before getting behind the wheel. Educate them all you want, most of them are just going to leave class and do it all over again anyway. Safer roadways, good idea. How about starting with trees and bushes that are planted in the middle of the road. I have to ask, who's brilliant idea was this? I understand I'm not referring to a major highway in this regard but it still causes accidents. Can we have them removed please. One example is Stoke Park Rd and High Point Blvd in Bethlehem Pa

Better signage! The highway signage is very confusing in many areas of this state.

work more hours per week when doing construction instead of taking forever. HELLERTOWN is full of crazy drivers now during construction.

time traffic lights to enhance traffic flow

Public transportation such as buses and trains.

Improved driver education

People hanging in the left lane for miles at a time.

Higher visibility road lines

A passenger train system to connect Lehigh Valley and surrounding areas to NYC via I-78 corridor and Philadelphia would greatly improve traffic flow.

Traffic flow improvements to reduce driver fatigue and frustration

State Transportation Commission

2015 Twelve Year Program Development

Regional mapped comments from the public feedback August thru November 2013

Lehigh Valley MPO

Lehigh Valley MPO

Country Canada

Lehigh Valley MPO, ---, ON

Roadway

----- - 38801-39199 Rodgerville Road, Hensall ON 0

Country USA

Lehigh Valley MPO, Lehigh County, PA

BikePath

----- - 1101-1115 Oak Street, Allentown PA 18102

Completion of D - North Dauphin Street, Allentown PA 18109

D - 40 Adams Island, Allentown PA 18109

----- - 5336 Buckeye Road, Emmaus PA 18049

----- - 4235 Coplay Creek Road, Schnecksville PA 18078

Throughout the state and locally Route 873 and other roads are dangerous to walk or bike along because there are no safe designated areas for safe walking and biking (other than recreational paths which are nice but do not provide destination paths). - 2752 Oakland Avenue, Slatington PA 18080

Bridge

----- - 1495-1525 Riverbend Road, Allentown PA 18103

----- - 909 South Edward Street, Allentown PA 18103

Bridge

MarkerBridge

Bridge in need of repair

----- - 348 Albertus L. Meyers Bridge, Allentown PA 18103

----- - Lehigh Valley Thruway, Allentown PA 18109

----- - 2-98 South Walnut Street, Slatington PA 18080

----- - Lehigh Valley Thruway, Whitehall PA 18052

Bridge

MarkerBridge

Bridge weight restricted

----- - 8256 Orchard Road, Zionsville PA 18092

Bridge

MarkerBridge

Other

Bridge narrow. - Lehigh Valley Thruway, Whitehall PA 18052

Congestion

----- - 1613 Lehigh Parkway East, Allentown PA 18103

----- - 1320 Hausman Road, Allentown PA 18104

----- - 424 Harrison Street, Allentown PA 18103

----- - 1821 West Washington Street, Allentown PA 18104

----- - Lehigh Valley Thruway, Allentown PA 18109

----- - 1401 North 29th Street, Allentown PA 18104

----- - Lehigh Valley Thruway, Allentown PA 18109

22 is a nightmare! - 1857 Troxell Street, Allentown PA 18109

Horrible traffic on route 22 - 1619-1625 Hamilton Street, Allentown PA 18102

Need more capacity due to development to the North - 1025-1039 North Cedar Crest Boulevard, Allentown PA 18104

Need more capacity due to development to the North, - 1821 Custer Street, Allentown PA 18104

Rt 22 is a disaster. I78 did not seem to do much to lessen the Rt. 22 traffic. - Fountain Park Path, Allentown PA 18103

Lehigh Valley MPO, Lehigh County, PA

Congestion

Rt 22 needs to be widened as soon as possible given the growth in population in the Lehigh Valley Area - D & L Trail - Lehigh Canal (South), Allentown PA 18109

temp stop signs left here after tilghman st bridge replacement. confusing to motorists and causes traffic congestion. - 6713 Ruppsville Road, Allentown PA 18104

there is no left turn arrows at this light. heavy traffic during rush hours. no left turn lane. don't need the right turn lane or make it a right turn and straight. intersection needs improvement. - 6637-6699 Schantz Road, Allentown PA 18104

Traffic is consistently heavy heading west on 78/22. There should be 3 lanes until rt 100 and after that they can be reduced to 2. - Walter J. Dealtrey Memorial Highway, Allentown PA 18106

Traffic on 22 during rush hour is increasingly bad. - 3319 Aberdeen Circle, Allentown PA 18104

US 22 / I-78 WB merge needs to be improved; a 3rd lane should be added from the US 22 WB merge point all the way to the PA 100 SB exit ramp. This area backs up weekday afternoons, and is the site for aggressive driver behavior mornings. Similarly, a co - 6830-6978 Tilghman Street, Allentown PA 18106

WAY too much traffic in this ever-growing area. The current roadway system doesn't support it - 1133-1163 North Filbert Street, Allentown PA 18109

Widen 22 from 78 to NJ with longer entrance/exit lanes. - LSI Way, Allentown PA 18109

----- - 360 Conestoga Street, Bethlehem PA 18018

----- - 528 12th Avenue, Bethlehem PA 18018

----- - 300-348 Krause Lane, Bethlehem PA 18018

----- - 1431-1499 Eaton Avenue, Bethlehem PA 18018

----- - 1850 Klines Mill Road, Breinigsville PA 18031

Not enough space to accommodate all of the traffic that wants to head north on the center valley parkway. - 4004-4038 West Saucon Valley Road, Center Valley PA 18034

The entrance ramp until I-78 West from 309 is on the top of a hill. Tractor trailers driving slowly in a low gear in the right lane makes merging onto the highway difficult. - Walter J. Dealtrey Memorial Highway, Coopersburg PA 18036

----- - 620-654 Ridge Street, Emmaus PA 18049

At peak times the traffic is backed up and this area becomes very congested. - 5199-5265 Chestnut Street, Emmaus PA 18049

rt. 22 always bad during rush hours, partly due to on going continuous construction. get it done!! - Lower Macungie Road, Macungie PA 18062

rte 309 from I-78 north to Schnecksville needs upgrade and more capacity. - 4527 Peters Avenue, Orefield PA 18069

Rt 22 is always a mess - 4701-4767 Cobbler Road, Schnecksville PA 18078

----- - 788-804 Lehigh Valley Thruway, Whitehall PA 18052

----- - 625 Fairmont Avenue, Whitehall PA 18052

Route 22 in a commuting nightmare - Helfrich's Springs Grist Mill, Lehnert Road, Whitehall PA 18052

Roadway

----- - 1424 North 26th Street, Allentown PA 18104

----- - 3304 North Thirtythird Street, Allentown PA 18104

----- - 3292-3370 State Route 2040, Emmaus PA 18049

Roadway

MarkerRoadway

Other

Lehigh Valley MPO, Lehigh County, PA

Roadway	Marker	Roadway	Other
		-----	- 3100-3152 Congress Street, Allentown PA 18104
			Hamilton Street in downtown Allentown should be two-way. - 501-525 Hamilton Street, Allentown PA 18101
			tilghman st-rte 309 interchange needs rebuilding. Very unsafe conditions. - Tilghman Street & Pennsylvania 309, Allentown PA 18104
			I-78 / US-22: Acceleration lanes too short, shoulders too narrow, pavement rough in some places - Walter J. Dealtrey Memorial Highway, Breinigsville PA 18031
Roadway	Marker	Roadway	Road in need of repair
		-----	- 99-1 13th Avenue, Bethlehem PA 18018
		-----	- 1903 Stonington Road, Bethlehem PA 18018
Safety			
		-----	- 1229 West Allen Street, Allentown PA 18102
		-----	- 2222 Nottingham Road, Allentown PA 18103
			Sight line too short from US 222 NB approaching Grange / Mill Creek intersection. Recommend "RED SIGNAL AHEAD" with flashing indicator when traffic needs to stop. Also needed - protected left turn cycle from US 222 NB to Grange Road NB - 7619-7699 State Route 3009, Allentown PA 18106
			you'd never know the speed limit on this road is 55. Everyone does 65-70. If you're doing the speed limit, you are a hazard because you are driving too slow. Needs more enforcement. - Fred B. Rooney Highway, Bethlehem PA 18018
			Improving snow removal/wintertime road conditions - 6430 Indian Creek Road, Zionsville PA 18092
Safety	Marker	Safety	Frequent speeding a concern
			Rt. 78 near Allentown has a 55 mph limit. Everyone ignores it. Please change it to 65mph. - 3570-3580 Devonshire Road, Allentown PA 18103
			Speed limit on PA Route 378 between the Hill-to-Hill Bridge and the US Route 22 interchange is supposed to be 55. Most of the traffic is going between 70 - 75. - Fred B. Rooney Highway, Bethlehem PA 18018
		-----	- 7463-7565 Pennsylvania 100, Zionsville PA 18092
Safety	Marker	Safety	Many crashes at this location
		-----	- 4442-4468 Chestnut Street, Emmaus PA 18049
		-----	- 4864 Vera Cruz Road, Emmaus PA 18049
		-----	- Pennsylvania Turnpike Northeast Extension, Emmaus PA 18049
		-----	- 7086-7286 Pennsylvania 100, Zionsville PA 18092
Safety	Marker	Safety	Other
			Acceleration lane from Tilghman St westbound to US 22 westbound is frighteningly short; either lengthen acceleration lane or close interchange - 600-648 Grammes Road, Allentown PA 18104
			No acceleration lanes at PA 309 / Tilghman St interchange - interchange needs to be improved or closed - North 40th Street, Allentown PA 18104
			Traffic exiting from 78 east is forced to merge onto 309 south. Many cars who were already traveling on 309 and those exiting 78 want to take the next exit for the Center Valley Parkway. Rather than forcing everyone to merge, the exit ramp from 78 should - 4040 Abbott Street, Coopersburg PA 18036
			rte 222 Bypass -- left turns from inside lanes at intersections should be eliminated-very dangerous. - 702 Feters Lane, Wescosville PA 18106
		-----	- Powder Valley Road, Zionsville PA 18092

Lehigh Valley MPO, Lehigh County, PA

Transit

----- 915 6th Avenue, Bethlehem PA 18018

Trains - Fred B. Rooney Highway, Bethlehem PA 18018

----- 8634 Furnace Road, Slatington PA 18080

Transit

MarkerTransit

More buses needed

----- 2911 Wotring Lane, Orefield PA 18069

Transit

MarkerTransit

More routes needed

----- 399 North Scenic Street, Allentown PA 18104

Philadelphia - 237 East Elizabeth Avenue, Bethlehem PA 18018

----- Bell Gate Road, Coopersburg PA 18036

Transit

MarkerTransit

More transit stops needed

----- 713 Dylan Drive, Coopersburg PA 18036

Transit

MarkerTransit

Other

----- 2900 Hoover Avenue, Allentown PA 18109

Extension of current regional rail services from Philadelphia and NYC to Allentown would be very helpful - 1600-1658 Liberty Street, Allentown PA 18102

need a public rail system from lehigh valley that connects to lansdale - Little Lehigh Parkway Path, Allentown PA 18103

passenger rail service needed - 2736 West Rock Road, Allentown PA 18103

Passenger rail to NYC - 1813 Hamilton Street, Allentown PA 18104

Trains - 4540 Broadway, Allentown PA 18104

Commuter rail to New York on Philadelphia would help with traffic needs throughout the Lehigh Valley. It would give commuters one more option. - D & L Trail - Lehigh Canal (South), Bethlehem PA 18018

Passenger rail to NYC - 1434 Millard Street, Bethlehem PA 18018

WalkPath

Improvement of Parkway Blvd / Cedar Crest Blvd intersection to enable linkage of two existing parks is a no-brainer. Paths and crosswalks should be added. - 1825 Sherwood Road, Allentown PA 18103

I work in the Industrial Park by Kraft and it would be great to have a walking path here. - 650 Boulder Drive, Breinigsville PA 18031

----- 2157 Pembroke Drive, Macungie PA 18062

Lehigh Valley MPO, Northampton County, PA

BikePath

----- 382 Trail 120, Bangor PA 18013

Bike paths on rural and state roads would save on fuel and help manage weight. But a little away from the road itself by 5 feet. With a guard rail between the bike lane and roadway - 6456 West Main Boulevard, Bath PA 18014

I'd like to see a bike path between the moore township rec fields and the nor-bath trail. - 240 Monocacy Drive, Bath PA 18014

----- 2073-2099 Dennis Lane, Bethlehem PA 18015

----- 2500 Main Street, Bethlehem PA 18017

----- 3194-3198 Jacksonville Road, Bethlehem PA 18017

Stoke Park Road - 1053-1371 Stoke Park Road, Bethlehem PA 18017

Lehigh Valley MPO, Northampton County, PA

BikePath

----- - 2166-2198 Whitehead Road, Nazareth PA 18064

connect paths already built to make it seamless - 3201-3299 Bath Pike, Nazareth PA 18064

There are many bikes that utilize Steuben Road. A trail following the nearby railroad would alleviate concerns, take bikes off this busy road, and provide a possible link between Surrey Glen Park and the existing Nor-Bath Trail. - 4780-4812 Steuben Road, Nazareth PA 18064

Bridge

----- - 191 Washington Boulevard, Bangor PA 18013

----- - 2684 Kendall Lane, Bath PA 18014

----- - 101-199 Bath Pike, Bethlehem PA 18017

----- - Pennsylvania 33, Easton PA 18045

----- - 100 Bruce Street, Wind Gap PA 18091

Bridge

MarkerBridge

Bridge closure

I believe this bridge is controlled by the City of Bethlehem. It has been closed for a few years. Replacing the bridge will help with congestion on Rt. 412. - 1751 Seidersville Road, Bethlehem PA 18015

Bridge

MarkerBridge

Bridge in need of repair

Bridge over creek is narrow and very bumpy. There is a lot of truck traffic on this road and this bridge creates a dangerous bottle neck that they have to pass through. - 6601-6699 Locust Road, Bath PA 18014

----- - 2251 Brown Street, Bethlehem PA 18017

----- - 296-298 West High Street, Bethlehem PA 18015

----- - 1751 Seidersville Road, Bethlehem PA 18015

----- - 2 Phillip J. Fahy Memorial Bridge, Bethlehem PA 18015

Bridge

MarkerBridge

Other

The stone bridge of Meadows Rd. in Hellertown cannot accommodate two way traffic. - 1777-1781 Meadows Road, Hellertown PA 18055

Congestion

----- - 331 Washington Boulevard, Bangor PA 18013

See my previous comments regarding this subject - 84 Millwood Drive, Bangor PA 18013

----- - 6699 Locust Road, Bath PA 18014

7 busy roads connect in the center of Bath. It has 4 traffic signals and they seem to be times to slow down traffic. There are few businesses in the center of town that attract the majority of the traffic so it would be nice to have improvements made ei - North Walnut Street, Bath PA 18014

Many traffic lights that cause traffic to back up in this town. - 124 South Walnut Street, Bath PA 18014

Rt 512 from Bath to Wind Gap is only 2 lanes and there are no passing zones. There are often trucks that cause back ups. Please evaluate the road for places passing zones can be put in. - 293-309 Moorestown Drive, Bath PA 18014

----- - 101 Technology Drive, Bethlehem PA 18015

----- - 3212 Rambeau Road, Bethlehem PA 18020

----- - 2019-2099 Industrial Drive, Bethlehem PA 18017

Additional lanes and redesign of intersections. Still possible until development makes it impossible later. - 1425 West Macada Road, Bethlehem PA 18017

Lehigh Valley MPO, Northampton County, PA

Congestion

Rt. 22 from Easton to west of Allentown needs to be WIDENED! - 3065 Gloucester Drive, Bethlehem PA 18020

This section of roadway is straight and flat but only has a speed limit of 35mph. Suggest raising it to 45mph. Also, this would be a good spot for a passing zone. - 4301 Hecktown Road, Bethlehem PA 18020

Traffic congesting along between the Hill-to-Hill Bridge and Center Valley Parkway on 378 is very bad. This is especially true during rush hours (7:45 - 9AM, 3:30 - 6PM). - 469-499 Wyandotte Street, Bethlehem PA 18015

Traffic on 22 during rush hour is increasingly bad. - Bath Pike & U.S. 22, Bethlehem PA 18017

US 22 from rt 100 to Easton is way overcrowded. - 476 Timothy Drive, Bethlehem PA 18017

US 22 MUST HAVE a third lane added from at least PA 33 to the merge with I78! - 619-699 Blair Road, Bethlehem PA 18017

US Route 22, aka "The Lehigh Valley Thruway", is congested during all times of the day between the Cedar Crest Boulevard exit and the Route 33 exit. This highway was built in the 50's and needs to be widened to deal with the increase in population in the A - Lehigh Valley Thruway, Bethlehem PA 18017

truck traffic on 512 Many water trucks to and from Phila - 1400 Uhler Road, Easton PA 18040

Route 22, OY! - 801 Ostrum Street, Fountain Hill PA 18015

----- - Walter J. Dealtrey Memorial Highway, Hellertown PA 18055

I am aware a project is underway, so it's probably moot to mention. But the project to help congestion is going to take two more years... - 1770 Main Street, Hellertown PA 18055

I-78 East travels up a steep incline between exits 67 and 72. Tractor trailers in low gears travel in both lanes, causing backups. - Walter J. Dealtrey Memorial Highway, Hellertown PA 18055

Speed limit here is 55mph, but traffic often does not go this speed. Suggest putting in a passing zone that will allow cars to pass slow moving vehicles. - Easton Nazareth Highway, Lower Nazareth PA 18064

hellertown is ridiculous. businesses are losing money and there is hardly anybody working when i go by. - Black River Road, Lower Saucon PA 18055

----- - 5749 Kesslersville Road, Nazareth PA 18064

Many traffic lights along 248 in this section that cause traffic to back up. Can not pass through without hitting multiple lights red. - 580 South Broad Street, Nazareth PA 18064

----- - 2 East 7th Street, Wind Gap PA 18091

Roadway

----- - 209 Molasses Road, Bangor PA 18013

Williams Street is used as a way to avoid congestion along Route 412 in the Hellertown Road/Main Street area. Unfortunately, this road needs to be widened to accommodate two-way traffic. - 934-1154 William Street, Bethlehem PA 18015

----- - 1034 West Lafayette Street, Easton PA 18042

----- - 602 Main Street, Nazareth PA 18064

----- - 130 Jack Russell Court, Nazareth PA 18064

Roadway

MarkerRoadway

Other

----- - 1900 East 4th Street, Bethlehem PA 18015

Creek Rd. is used to avoid congesting on 412/Main Street in Hellertown. This road needs to be widened to accommodate two-way traffic. - 1841-1999 Creek Road, Bethlehem PA 18015

Roadway

MarkerRoadway

Road in need of repair

----- - Pennsylvania 33, Easton PA 18045

Lehigh Valley MPO, Northampton County, PA

Roadway	MarkerRoadway	Road in need of repair
	-----	- 101 Industrial Boulevard, Easton PA 18045
	-----	- 240-898 Moyers Lane, Williams PA 18042
Safety		
	-----	- 7200-7220 Bath Pike, Bath PA 18014
	-----	- 1010-1098 Blair Road, Bethlehem PA 18017
		An island needs to be constructed at the end of Pen Argyl Road to keep motorists (wishing to turn left onto 191) on the right side of the road. They swerve all the way left as the approach 191; one of these days there is going to be a head-on collision w - Bitz School, Plainfield PA 18064
Safety	MarkerSafety	Frequent speeding a concern
	-----	- D & L Trail - Lehigh Canal (South), Bethlehem PA 18015
Safety	MarkerSafety	Many crashes at this location
	-----	- 2698 Black River Road, Bethlehem PA 18015
Safety	MarkerSafety	Other
		The walking path on this bridge needs to be repaired. - 2 Phillip J. Fahy Memorial Bridge, Bethlehem PA 18015
		This intersections needs a pedestrian crossing. There is a large housing development on the west side of the road (route 512) and a large business park on the east side. People need to be able to safely cross the road at all the intersections. A walki - St Luke's Pediatric Specialist: Unger Andrew MD, 153 Brodhead Road, Bethlehem PA 18017
	-----	- Main Street, Hellertown PA 18055
Transit		
	-----	- 1070 Lower South Main Street, Bangor PA 18013
	-----	- 399 Keystone Drive, Bethlehem PA 18020
	-----	- 320 South 25th Street, Easton PA 18042
		The Lehigh Valley needs to have passenger rail service restored as it used to be. - 200 West Canal Street, Easton PA 18042
	-----	- 1650 Kings Court, Pen Argyl PA 18072
Transit	MarkerTransit	More routes needed
	-----	- 639 Chestnut Street, Bangor PA 18013
		LANTA currently does not have a bus route that travels the 378 corridor south of Wyandotte street. Residents should be able to take public transit to and from the shopping and commercial areas along 378 and Center Valley Parkway south of Bethlehem. - 3880-3886 Wyandotte Street, Bethlehem PA 18015
		To Philadelphia - 3800-3868 William Penn Highway, Easton PA 18045
Transit	MarkerTransit	More transit stops needed
	-----	- Commerce Park Drive & Pennsylvania 33 & Hecktown Road, Easton PA 18045
Transit	MarkerTransit	Other
		rail service from Philadelphia to Lehigh Valley - 1999 West Point Drive, Bethlehem PA 18015
		Trains - 2447 Firmstone Street, Easton PA 18042
WalkPath		
		I'd like to see a walking and bike trail between the moore township rec fields and the nor-bath trail. - 2570 Jones Road, Bath PA 18014
	-----	- 3000-3020 7th Street, Bethlehem PA 18020

Lehigh Valley MPO, Northampton County, PA

WalkPath

----- - 1618 Cardinal Drive, Bethlehem PA 18015

connect separate paths - 3716 Canterbury Road, Bethlehem PA 18020

Country X

Lehigh Valley MPO, ---, ---

BikePath

dangerous driving with so many bikers on the road and shoulders get smaller as you head towards rt
100. - ---, --- --- 0