**NON-UTILITY CAPITAL IMPROVEMENT PROGRAM**
**2027-2031 PROJECT DESCRIPTION**
**Last revised 8/28/26**

## I. PUBLIC SAFETY

### 1. Ambulance Replacement

The recommended plan is to replace 1 ambulance each year to maintain a full operational fleet of 8 ALS ambulances, minimizing breakdowns and expenses incurred from heavy usage and high mileage. The Mechanical Bureau will determine which ambulance will need to be replaced regardless of age based on warranty information, mechanical maintenance records, and visual inspections of the fleet at the time of replacement. Ambulances will be outfitted with all equipment necessary to meet PA Department of Health guidelines for an ALS service.

### 2. Fire Apparatus Replacement

The City has invested $8.6 million to purchase 7 new apparatuses since 2020. 4 of the new apparatuses are currently in use and 3 are being built. In early 2028 the engine that was purchased in 2024 is scheduled to arrive and will be placed into service as E1 at the Schweder Station on the South Side. The current E1, a 2012 Pierce Dash, will be temporarily repurposed to become E5 and will be stationed at Easton Avenue. The current E5, a 2020 Pierce Enforcer with a 107" ladder, will be repurposed and put into service as Ladder 1 and stationed at the Schweder Station. E5 is currently being underutilized and operating strictly as an engine and serving as a back-up ladder when one of the primary ladders is out of service. This engine is also responding to EMS calls and is being subjected to unnecessary wear and tear for this piece of apparatus. This unit will be better utilized as a replacement for Ladder 1, and due to the high cost of replacement ariel ladders, this is the best financial move for the City. In 2026 2 apparatuses were purchased with the Capital Reserve 2026-2029 account. A replacement for E5 (the former E1) was purchased and will arrive in approximately 48-53 months. At that time the old E1 will be evaluated by the Mechanical Bureau, and the reserve apparatus in the worst condition will be removed from the fleet. A replacement for Ladder 2, a 2016 Pierce Enforcer mid mount ladder tower, was also purchased, and the construction of that apparatus is also estimated to take 48-53 months. Due to the excessive build time, this timeframe will put the current Ladder 2 at the maximum end of its expected life cycle.

### 3. SCBA Air Packs

The current SCBA air packs and cylinders will reach their end of life in 2032 and must be replaced. Currently the replacement of this equipment is anticipated to be $2 million.

### 4. Police Vehicle Replacement

The recommended plan is to replace 5-7 police vehicles each year to maintain a fully operational fleet, minimizing breakdowns and expenses incurred from heavy usage and high mileage. The Mechanical Bureau determines which vehicles are to be replaced regardless of age based on warranty information, mechanical maintenance records, and visual inspections of the fleet at the time of replacement.

### 5. Public Safety Cameras

This project will expand our public safety camera network. Also, it will identify and replace inoperable or obsolete cameras and the obsolete server/storage hardware that runs the camera system and stores all the videos. This project is funded by Grow NorCo grants from Northampton County, with matching funds from the City.

### 6. Police Armored Rescue Vehicle Replacement

This vehicle would replace Unit 498, a 2008 Lenco Bearcat, that is utilized for emergency

response to barricaded suspects, active shooter scenarios, response and rescue, and high-risk warrants. This type of vehicle has proved to be an invaluable asset that has allowed officers to perform rescue actions that would not have been possible without such equipment which included rescuing citizens who were pinned down by a gunman who was actively firing on first responders.

## II. PUBLIC WORKS

### A. TRAFFIC

#### 1. Isolated Intersections

Install new or upgrade existing signals at various locations. Each intersection costs between $275,000 to $325,000. Currently proposed potential new signal locations include: East Boulevard & Linden Street, Butztown Road & Easton Avenue, Linden Street & Elmhurst Avenue, and Third Avenue & Union Blvd. Currently needed upgrade locations include: Stefko Blvd & Gresham St, 8th Ave & Union Blvd, New & Market Streets, North & Main Streets, Center & Church Streets, Center & Market Streets, and Walnut & New Streets. Construction for Club Ave & Union Blvd is anticipated in the Spring of 2027 once easement agreements are finally secured with abutting landowners. Design for the intersections of Pennsylvania Avenue & Union Blvd, Pennsylvania Avenue & Eaton Avenue, and Eaton Avenue & Union Blvd were completed in the fourth quarter of 2026 but construction is to start in spring 2027 due to City requested changes/improvements in the final design of the project. Design for the 8th Ave and Union Blvd intersection will begin in 2027 with construction to start in late 2027 or early 2028.The Complete Streets Plan will also guide various future strategic improvements within the public right-of-way with the goals of supporting a safe, connected, and equitable transportation network; expanding access to alternative modes of travel; and reducing greenhouse gas emissions.

#### 2. Traffic Safety Improvements

Replacement of outdated traffic controllers and traffic signal cabinets at various locations for our 128 signalized intersections and flashers. Purchase of uninterrupted power supply units (UPS), radio communication/interconnect equipment, and video detection cameras and equipment to replace damaged or broken in-roadway traffic loop detection.

#### 3. Aerial Bucket Truck for Electrical Bureau

The recommended plan is to replace 1 bucket truck every 5 years to maintain a full operational fleet. This helps with minimizing breakdowns and expenses incurred from heavy usage and high mileage. The Mechanical Bureau will determine which bucket truck will need to be replaced regardless of age based on warranty information, mechanical maintenance records, and visual inspections of the fleet at the time of replacement.

#### 4. Traffic Signal Upgrades (Green Light-Go)

Funding was secured in 2026 from the Green Light-Go grant to reimburse the city for 80% of the costs associated with upgrading traffic signals. All controller upgrades and a majority of the LED replacements were purchased in 2026. Remaining equipment will be purchased in 2027 as well as installation of the new equipment.

**5. Paint Truck**

A Second paint truck and associated crew will be necessary to support increased maintenance and additional in-house line painting and delineator installation associated with the Complete Streets Plan. The City currently anticipates the level of inventory will increase to create this need by 2028.

## B. STREETS

**1. Linden Street Two Way Conversion**

Dating back to when Bethlehem Steel was in operation, Center Street was made one-way north and Linden Street one-way south between approximately Elizabeth Avenue and the Fahy Bridge (New Street). This was to facilitate traffic to and from the Steel Company during AM and PM peak hours. Since the closure of Bethlehem Steel, the roadways have been left in their one-way configurations, and the City will explore the conversion back to two-way traffic with the driving forces being improved economic conditions, improved access, and traffic calming/accident reductions. A full traffic impact analysis for Linden Street was conducted to analyze the proposed modifications and recommend timing changes to the signals and/or the installation of additional signals, etc. to support the conversion. The Linden Street conversion work is estimated to cost approximately $2M. Preliminary engineering and permitting started in the first quarter of 2025, final design was completed in 2026, bidding and procurement will occur in the fall of 2026, and construction will take place in late 2026 or the spring of 2027.

**2. Center Street Two Way Conversion**

Dating back to when Bethlehem Steel was in operation, Center Street was made one-way north and Linden Street one-way south between approximately Elizabeth Avenue and the Fahy Bridge (New Street). This was to facilitate traffic to and from the Steel Company during peak hours. Since the closure of Bethlehem Steel, the roadways have been left in their one-way configurations, and the City will explore the conversion back to two-way traffic with the driving forces being improved economic conditions, improved access, and traffic calming/accident reductions. The project is currently on the long-range plan, the City will be looking for opportunities to move up the project, has applied for grants, and will continue to apply for additional grants until the project can be fully funded.

**3. Street Overlay Program**

Overlay various streets throughout the City in accordance with our road management program. Proper upkeep/maintenance of the City's 260 miles plus of roadway requires well over $2,500,000 in annual expenditure and we are currently still significantly backlogged with this work. Also, the Complete Streets Plan (see Streets No. 11 Complete Streets Plan) will also now guide various strategic improvements within the public right-of-way with the goals of supporting a safe, connected, and equitable transportation network; expanding access to alternative modes of travel; and reducing greenhouse gas emissions.

**4. Heavy Duty Large Dump Trucks (Tri-axle)**

The plan is to replace Unit #162, a 2010 International Dump Truck in 2028 and unit #165, a 2003 Mack Tandem in 2030. These trucks are in poor condition and need to be replaced. They are used for plowing, pulling leaf loaders, clean-up, and assisting in the streets paving operations.

**5. Plow Pick-up Trucks**

This is to replace Unit #082, a 2005 Chevrolet 3500 in 2028, and Unit #180 a 2017 Ford F-350 in 2029. These units are primarily used for Plowing and Brine operations.

**6. Milling Machine**

This is to replace Unit #752, a 2012 Wirtgen Milling machine. The new Milling machine will allow for more precise and efficient road surface preparation. New technology improves efficiency in preparation and leveling of roadway surface. Our 2012 Milling machine will be used for a trade for the replacement unit in 2027.

**7. Asphalt Paver- P385C**

The recommended plan is to replace 1 of the 2 pavers in operation every 5 years to maintain a full operational paving fleet. This helps with minimizing breakdowns and expenses incurred from heavy usage and high mileage. The Mechanical Bureau will determine which paver will need to be replaced regardless of age based on warranty information, mechanical maintenance records, and visual inspections of the fleet at the time of replacement.

**8. East Broad Street Active Transportation Plan**

This project is part of the 2021 Broad Street Active Transportation Plan. Specifically, this project will include further development of the median in the downtown core area by extending the current median eastward to Penn Street and pedestrian safety upgrades to the intersections of Maple, Elm, and High Street at Broad St. The project will also include street trees, lighting, complete ADA curb ramp upgrades, and bike lanes which were added to the project in 2026. Engineering and design are being coordinated with the W. Broad Street Corridor Improvements project, with anticipated construction to start in spring 2027.

**9. West Broad Street Corridor Improvements**

This project is part of the 2021 Broad Street Active Transportation Plan and consists of preliminary design, final design, permitting, and implementation/construction of safe streets improvements for the W. Broad Street corridor from 1st Avenue to Pennsylvania Avenue. The improvements will include but are not limited to bump-outs at intersections, bike lanes, introduction of turning lanes, decorative and line painted crosswalks, traffic signal upgrades, pedestrian refuge islands, ADA improvements, stormwater management, special signage, and other related streetscapes improvements. The majority of the funding for this project is federal funding, specifically Safe Streets and Roads for All (SS4A). The SS4A agreement was executed in the 2nd quarter of 2025, followed by awarding the design services. Preliminary and final design is anticipated to be completed by the end of 2026 with phased construction to start in the Spring of 2027.

**10. Roadside Brush Tractor**

This is to replace Unit #726, a 2009 John Deere tractor in 2029. This unit is used for roadside vegetation maintenance.

**11. Complete Streets Plan**

The recently completed, community-driven Complete Streets Plan guides multimodal transportation improvements for the City's streets and trail network. The plan identifies priorities for implementing a bicycle network and advancing safety-based improvements for pedestrians, bicyclists, transit riders, and vehicles to create a citywide transportation network designed for all ages and abilities. This funding, leveraged by grants, will cover the design and construction of projects identified in this plan to

support implementation of the bicycle network.

**12. Stefko Boulevard Corridor Improvements**

Through the Complete Streets planning process, Stefko Boulevard was identified as one of the top ten corridors on the City's high injury network, which analyzed areas with the highest rates of traffic-related serious injuries and fatalities. This heavily traveled roadway connects neighborhoods, schools, businesses, transit routes, and other major streets, but its existing condition does not adequately serve all users. This project will modify Stefko Boulevard to better support safe travel by every mode. Improvements will calm traffic, create safer crossings, expand bicycle infrastructure, improve transit access, and bring pedestrian facilities into ADA compliance, thereby reducing accidents, improving accessibility, and creating a safer, more connected corridor. The City advanced conceptual designs for the corridor in 2026, and is pursuing grants for funding the project through final design & engineering and full construction

## C. STORM SEWERS

**1. Stefko Drainage Swale**

This swale is a major collector and conveyor of stormwater supporting a large portion of the eastern part of the City of Bethlehem. The swale from approximately Pembroke Rd. to Market St. exhibits erosion, sedimentation build up, and vegetation overgrowth. There are known water and sanitary sewer mains crossing and running parallel in several locations. This project is needed to upgrade the existing drainage path along with the addition of vegetation to control and improve the stormwater runoff. There have been preliminary designs made in the past, but over time there have been changes related to the drainage area that have nullified the prior design work, such as the volume and flow calculations due to added impervious area, changes to physical features of the swale, and changes in regulatory requirements. The project is planned to be constructed in three phases from downstream to upstream. Initial estimated costs are $1,050,000 (Phase I), $1,550,000 (Phase II), and $8,425,000.00 (Phase III). Phase III included significant relocation of the swale which is currently being re-evaluated due to the prohibitive estimated cost. The cost for Phase III is preliminarily expected to drop to $4,500,000 without relocation of the swale. Design for all phases is anticipated to be completed in 2027. Construction of Phase I is anticipated to begin in 2028.

**2. East Boulevard Detention Basin**

Improvements to two detention basins on East Boulevard in the City of Bethlehem leading into Bethlehem Township's storm sewer system. The City has partnered with Bethlehem Township to investigate and complete a detailed H&H analysis to identify potential issues with the existing system, and to define the final scope of work of necessary improvements. Design was completed in 2025. Construction will start in 2026 and be completed in 2027.

**3. Easton Avenue to Stefko Boulevard Storm Sewer System Upgrades - Various Locations (Phase I and II)**

This project is to replace and upgrade the storm sewer system from Easton Avenue, down Barbara Street, Sycamore Street, Walters Street, Minsi Trail Street, and Wallace Street to Stefko Boulevard and Pembroke Road. The flow then discharges into the Stefko Swale and ultimately into the Lehigh River. In heavy storms, there have been drainage issues along this run. Estimated costs are very preliminary as they are not yet based on a detailed analysis and preliminary design. Design will be completed in 2026. Construction for Phase I is currently anticipated to begin in 2028 depending on the final analysis and cost of the phased project.

4. **Miscellaneous Drainage Structures**
These funds are used to make repairs to catch basins, headwalls, culverts, pipes, etc. throughout the City's extensive storm sewer system.

5. **Stormwater Pollution and Flood Prevention Program**
This is for small scale pollution reduction projects/improvements identified during the course of each year. Projects may include stormwater pollutant reduction which consists of detention basin restoration and water quality improvement as well as steam bank restoration and other BMP installations. Also includes cost for updating the PRP reports.

6. **378 Swale Improvements (Phase I)**
The purpose of this project is to redesign the 378 swale to prevent flooding, minimize erosion, and maintain adequate stormwater discharge. The existing concrete swale is deteriorating at various segments. The proposed improvements may include replacing sections of the concrete lined swale with vegetated sections, and reconstructing segments of the swale to improve drainage flow, prevent future damage to roads and adjacent utilities, and improve water quality and reduce sedimentation. An H&H evaluation and preliminary design will be completed to define the final scope, and the construction will be done in phases.

7. **East Market Street Drainage**
This project is to design and install a stormwater system on East Market Street between Jennings Street and the City limit to prevent erosion and flooding in the area. Additional investigations and a detailed H&H analysis will be performed to identify potential issues with the existing system to define the final scope of work. Design will be completed in 2026, and construction will begin in 2027.

8. **Yellis Tract Drainage**
This project is a continuous improvement of the stormwater system on Johnston Drive between Barrymore Ave and Red Fern Lane. There is a swale that continues to Yellis Tract and discharges into the Monocacy Creek. This swale needs to be regraded and rehabilitated to better prevent flooding in the area. Additional investigations and a detailed H&H analysis will be performed to identify potential issues with the existing swale to define the final scope of work. Design will be completed in 2026, and construction will begin in 2027

9. **Corrugated Metal Pipe Study and Replacement Program**
The City's Stormwater system contains numerous corrugated pipes of different sizes and shapes. Recently, these pipes have started to fail, and the rate of failure appears to be increasing over the years. This study will consist of locating, video inspecting, and rating all identified pipes. The most deficient sections will be replaced first.

10. **Seidersville Rd. Culverts**
This project is to replace two culverts on Seidersville Rd. The East culvert, featuring twin HDPE pipes, is impacted by compromised flow between the pipes and frequent blockages, leading to water spilling over the roadway. The West culvert's adequate conveyance capacity is questionable. These culverts will be designed to properly handle the design flow and prevent frequent overtopping of the road.

**11. 1001 Johnston Dr Basin Restoration/Improvements**

This project is to restore/improve current conditions of the basin. The outfall has been altered and not functioning as originally designed. The inlet has sediment building up causing stagnating water to pond in the basin. This basin will be redesigned to properly handle the flow from the drainage area and allow for sediment settlement.

**12. Chenault Dr Basin Restoration/Improvements**

This project is to restore/improve current conditions of the basin. The outfall has been altered and not functioning as originally designed. The inlet has sediment building up causing stagnating water to pond in the basin. This basin will be redesigned to properly handle the flow from the drainage area and allow for sediment settlement.

**13. Grandview Blvd/Ritter St Stormwater Improvements**

A 60" pipe conveying stormwater from Allentown ties into the City's 48" stormwater system near Club Avenue running along Ritter Street which parallels Broad Street to the South. This 48" pipe runs from the City line eastward for 2754 LF and then ties into a 60" RCP 400' short of Central Blvd. It goes under Central Blvd and discharges into an unnamed open swale and eventually to the Lehigh River. The City will evaluate the hydraulic capacity of this system and plan any necessary improvements. The City installed catch basins at Grandview Blvd and Ritter St to alleviate local "Flash" Flooding which increased inflow into this system. A hydrologic/hydraulic (H&H) evaluation is planned for 2027 to assess the capacity of the system with possible construction improvements/upgrades to this system anticipated in 2028.

## D. FACILITIES

**1. Facilities Capital Improvements**

Funding is to support relatively small capital improvements identified by the comprehensive facilities assessment, other previously identified improvements, and unexpected necessary capital improvements to all City facilities. Currently identified improvements include replacement of air handlers, heat exchangers, pumps, pneumatic controls, air filters, condensers and pumps at various facilities, exterior improvements, railings, new windows on ground floor for the Police Department, HVAC component replacements, replacement of pavers on the plaza, and upgrade of the City Hall elevators (parts are no longer available for existing elevators). In addition, funding is included for improvements/renovations at the City's Fire Houses focusing on functional concerns of the facilities and energy efficiency improvements. Work also includes replacing/upgrading heating/cooling/ventilation systems, paving, replacement of doors/windows, and other facility interior/exterior improvements and renovations. Safety concerns and code issues identified by Public Works, Safety Committee, Fire Department, and Inspections will also be addressed. Projects may include roof renovations/replacement (Dewberry Fire Station), exhaust/air systems to improve air quality, emergency lighting, renovation/replacement of unsafe structures, purchase of special equipment as deemed necessary to handle safety/code requirements, and other unforeseen repairs/improvements to facilities/equipment to extend the life of capital assets. Funding this line item also includes evaluation and improvements to the Police Department space. The following two major projects will be funded by this line item due to available funding in 2027: 1) HVAC upgrades at the Ice House, and 2) Health Department 2nd Floor Register Replacement.

**2. Easton Ave Fire Station**

Engineering will evaluate, design, and estimate project cost for additional bay space at the existing firehouse on Easton Avenue that is needed to house reserve apparatus.

**3. City Hall Plaza Drainage Pipe Replacement**

The drain pipes for the plaza run through the garage and are galvanized steel. The pipes are corroding, frequently clog, and gather calcium deposits which causes backups in the plaza drains and likely contributes to or causes the existing leaks in the facility. The piping is jetted annually, but the problems persist. The drain piping in the garage will be replaced with larger diameter PVC pipe which will not collect future calcium deposits as readily as the galvanized steel. In addition, some of the existing piping has asbestos insulation that will be abated. This project is anticipated to be completed in 2027.

**4. Underground Storage Tank Closures**

The Serenity Garden at the City Hall Complex contains two 10,000-gallon, single wall, heating oil tanks. The tanks previously provided oil to Superior Boiler #1 and currently provide overflow oil to the diesel emergency generator. Superior boiler #1 and the new generator will be sourced with gas. The tanks are oversized and should be removed prior to developing any leaks.

**5. Ceiling Tile Replacement**

The ceiling tiles in most of City Hall are from the original construction, predominantly not in good condition and are in need of replacement. In addition, the lighting fixtures are original and in need of upgrade and replacement as well.

**6. City Hall Chiller Replacement**

In 2020, one of the original chillers was replaced at City Hall with a new Smart Chiller that is high efficiency and uses 50% less electricity along with having redundant motors for increased reliability. This item is to replace the other chiller (backup) at City Hall that is almost 25 years old. We will again utilize the high efficiency chiller.

**7. Mechanical Room Water Pump Replacements**

The main mechanical room contains pumps which serve the hot water, chilled water and dual temperature systems throughout the City Hall and Library complex. Condenser water pumps are also located there. Most of the original pumps have already been replaced, although six have not been. Four of the original pumps serve as spares, but the perimeter pumps are older. Provide new piping trim, starters, disconnect switches and controls. Reuse the existing concrete pads, piping rough-ins to mains and electrical feeders. Two pumps were replaced in 2026 and the remainder are set to be replaced in 2027.

**8. Parking Garage Dry Sprinkler System Replacement**

The dry sprinkler system in the parking garage appears to be original to the City Hall building (1964/65) and the standard life for such sprinkler systems is typically less than 25 years. In 2023 after a visual exterior inspection, it was recommended that the City no longer do water pressure testing on the sprinkler system. In August of 2025, the piping was inspected with a camera and noticeable thinning of the pipe walls due to corrosion was documented. The sprinkler system is set for testing again in 2026 and further corrosion may be found. As a result of the age of the system (Approximately 62 years) and the cost associated with full replacement, a replacement possibly in phases is recommended. The system consists of 4 sections and may be done in 2 or 4 phases if advanced in 2028 if budgets allow, or all at once if deferred to the next bond issue year of 2030.

**9. Facility Upgrades at the Electrical Bureau**

With the Friendship Park project completed in 2026, vehicle entrance to the electrical

bureau has been altered. These changes are needed to keep the facility operating in an efficient and functional manner. The new paving inside the fence line will make the facility a much better use of space and allow safer access for our bucket and pickup trucks that we use daily. New paving will also allow for employee off street parking which will return more spaces for neighbors. This paving provides an area for offloading delivery trucks without blocking either street bordering the facility. With the addition of the new garage door, apron and fence, we will have much safer and improved access to the garage from Garrison Street for the 3 front line bucket trucks.

## E. GROUNDS

### 1. Grounds Capital Improvements

Funding in this item is to cover smaller capital project needs already identified such as improvements and renovations to athletic fields (grading, aerating, topsoil, and backstops), tennis court resurfacing, landscaping, tree removal/replacements, parking lot improvements, sidewalk replacements, pathway improvements, parks buildings, pool improvements, and equipment. Funds may also be used to cover construction bids that come in high on other stand alone recreation facilities projects. Some of this funding may be expended on recommendations from the 40 in10 Parks and Recreation Plan.

### 2. Leaf Loader

This is to replace Unit #719, a 2002 Leaf Loader in 2027. This unit is used for leaf collection services.

## F. RECREATION

### 1. General Pool Improvements

Improvements/renovations to pools, bathhouses, filter systems and related buildings based on recommendations of the Park and Pool Study of 2017, the 40 in 10 Parks and Recreation Plan, and unexpected needs.

### 2. Ice Rink

Improvements/purchases of equipment as needed for operations and capital upgrades. Future plans also include purchase of a new Zamboni and facility renovations.

### 3. Ice Rink Sanitary Sewer Installation

The Ice Rink on Illick's Mill Road is currently connected to an old septic system. This project is to run a new sanitary sewer line to Illick's Mill Road to service the Ice Rink. The old septic system will be abandoned.

### 4. 40-in-10 Parks and Recreation Plan.

The recently completed Parks and Recreation Plan, developed through robust community engagement, will guide the implementation of all recreational opportunities in the City over ten years. The plan identifies priorities for creating equitable and accessible options for residents of all abilities, addressing programming and staffing needs, and pursuing future funding opportunities. The funding will be leveraged with additional grants to support implementation, with a focus on maintenance and improvements that advance an accessible and connected Neighborhood Park System. Work in 2026 included advancing the design upgrades of Bernie Fritz Park, Madison Park, and Clearview Park, and working with Blue Zones to complete a South Bethlehem Greenway Activation Plan. Construction on Bernie Fritz, Madison, and Clearview parks is expected in 2027.

## G. OTHER PROJECTS

### 1. Bridge Repairs

The funding is for maintenance and repair of ten (10) bridges the City is responsible for maintaining. Funding has been carried over to cover some larger projects. The City receives regular inspection reports through the National Bridge Inspection System (NBIS). These reports detail needed repairs including concrete repair, deck overlay, deck and bearing rehabilitation and painting. The Public Works Department annually completes repairs that are within our expertise utilizing in-house forces. Much of the more complex work requires specialized bridge contractors. In addition, the NBIS inspections sometimes result in "Priority 1" repairs which must be addressed within a few months. Failure to make these repairs may result in further deterioration and greater future costs, as well as possible closures in extreme instances.

### 2. Main St Ramp Improvement

This project is to rehabilitate the Main St. Ramp, a City owned structure, connecting Route 378 to Main St. This project will be done in conjunction with the Hill to Hill Bridge rehabilitation project being done by the State, with construction anticipated to start in late 2026. The project includes rehabilitation of the bridge parapets, major improvements to the superstructure and substructure of the bridge, and other ancillary work. Construction improvements on the ramp are anticipated to start in late 2027 or 2028. The City is pursuing State/Federal (TASA, TIP, etc.) funding for this project.

### 3. Spring St Ramp Improvement

This project is to rehabilitate the Spring St. Ramp, a City owned structure, connecting(sidewalks) Route 378 to 2nd Avenue. This project will be done in conjunction with the Hill-to-Hill Bridge rehabilitation project being done by the State, with construction anticipated to start in late 2026. The project includes rehabilitation of the bridge parapets, major improvements to the superstructure and substructure of the bridge, and other ancillary work. Construction improvements on the ramp are anticipated to start before2030 provided funding is secured. The City will be pursuing State/Federal (TASA, TIP, etc.) funding for this project.

### 4. Route 378 Lighting Replacement (Phase I & II)

The scope of this project has been significantly reduced based on a design to only light the on and off ramps per PennDOT standards. Tests have been conducted starting in late 2015 by turning off the lights that are not located at the ramps. The results were found to be acceptable. Further evaluation and design will be conducted to finalize the plan to remove the unnecessary poles, replace the ramp poles and the underground electrical in a phased approach at a reduced cost to both the city and the state. There are currently 218 light poles along Route 378. These light poles and electrical system conduits were installed in the early 1960s and have outlasted their expected lifespan. This replacement will be done in two phases. Phase I is to replace these light poles and break-a-way bases on the ramps and remove unnecessary light poles on the main lines. 107 light poles are anticipated to remain in service upon completion. Some of the pole structures are rusted and the metal has deteriorated at the bases from years of weather and salt causing them to become structurally unsound. Phase II is to replace all of the failing underground electrical system in Route 378 from the Hill to Hill Bridge to Route 22 interchange including all of the ramps and overpasses. The City owns the light poles and equally shares the maintenance and replacement costs with the State. The City has begun removing some of the lights that are not needed and we are billing Penn DOT for 50% of the costs. PennDOT allocated funding for the lighting upgrades specifically at

the on and off ramps per their standards and the project is currently under design with construction anticipated in 2027.

**5. Monocacy Way Trail Phase II (Final)**

This project is to upgrade and extend the Monocacy Way trail from Schoenersville Road south to the D& L Trail at Sand Island. The project will include improvement of the trail from Schoenersville Rd. to Union Blvd., grade crossing enhancements at Schoenersville Road, at the intersection of Old York Road and Union Boulevard, at Spring Street and also at West Lehigh Street. The project will include trail signage as necessary. The City secured a grant from DCNR in the amount of $441,000 which requires a 50% cost share match. Design work is completed and construction work is anticipated to start in late 2026/Early 2027.

**6. South Bethlehem Greenway (Final Phase: Saucon Rail Trail Connection)**

This project included the acquisition in 2024 of the remaining Norfolk Southern rail line necessary to close the trail gap between the existing South Bethlehem Greenway and the existing Saucon Rail Trail. This is an approximate .9-mile trail gap that will allow for the connection of these two regional trails and connection from Bethlehem's south side downtown to Quakertown and beyond. This trail gap is listed as one of the top 10 trail gaps in the Lehigh Valley. Land acquisition cost as reported by planning was $4.8 million and was acquired with Federal, state, and county grants. Design and construction are estimated at approximately $1 million and anticipated to be completed in Spring 2027.

**7. South Bethlehem Greenway (S New Street to W Third Street)**

This block of undeveloped Greenway between South New Street and West 3rd Street, situated between the New Street parking garage and the building at 306 S. New Street, presents an opportunity to extend the existing Greenway while enhancing public access, creating space for community use, and strengthening connections with adjacent developments. Public engagement has shaped the conceptual design of this segment, which includes an upgraded space featuring benches, an outdoor theater, walking paths, and spaces for community gatherings. The City will begin final design and engineering in 2026 and construction in 2027. The project is being funded with a combination of grant funds, adjacent property owner contributions, and city dollars.

**8. Goepp Street Sidewalk Improvements**

This project will deliver corridor improvements along two sections of Goepp Street: from Main Street to New Street, and from Center Street to High Street. Both segments fall within the Northside 2027 plan area. Planned upgrades include ADA-compliant accessibility improvements, new street trees, and the removal and replacement of deteriorated concrete and brick sidewalks, all aimed at enhancing pedestrian safety and walkability. This $452,103 phase is funded by the DCED Multimodal Transportation Fund and CDBG, with construction anticipated to start in 2027. The City will also seek additional state and local funding for a future phase to close remaining gaps, creating continuous improvements from Main Street to Linden Street.

**9. Guetter Street Improvements**

This project will complete long-overdue accessibility and infrastructure improvements along Guetter Street at the Bethlehem Transportation Center, a major regional transit hub. It addresses three key issues: deteriorated, non-ADA-compliant sidewalks lacking accessible curb ramps between Raspberry and North Streets; missing transit amenities, specifically two deferred bus shelters planned in earlier phases but delayed due to sidewalk conditions; and a worn roadway surface degraded by frequent bus traffic,

requiring repaving for safety and longevity. The City secured a DCED Multimodal Transportation Fund grant but is seeking additional funding to complete the project. The construction timeline is dependent on securing additional funding but targeted for 2027.

**10. Sun Inn Courtyard Renovations**

Several years ago, the City went through a public engagement process to rehabilitate the Sun Inn Courtyard. As a result of insufficient funds, the project was never pursued to construction. The Sun Inn Courtyard, owned by the Sun Inn Preservation Association, the City of Bethlehem and the Bethlehem Redevelopment Authority, continues to deteriorate. The City applied for funding through the Pennsylvania 250 program and will continue to seek funding sources until the project can be realized.

## III. COMMUNITY & ECONOMIC DEVELOPMENT

**1. Non-congregate Family Shelter**

Capital improvements to South Bethlehem property to create a non-congregate family shelter facility that will be operated by a third-party service provider. An existing building will be renovated to achieve code compliance, update building systems, modify interior layout to accommodate 11 family shelter units, improve exterior, ensure ADA compliance, and provide new finishes. All funding necessary for the project has been secured, and final design and engineering will begin in 2026, and construction is anticipated for 2027.

**2. Congregate Emergency Shelter**

Capital improvements to Central Bethlehem property to improve existing congregate seasonal emergency shelter facility that will be operated by the third-party service provider who currently operates existing seasonal emergency shelter at this location. The building will be renovated and upgraded to accommodate 60+ individuals each night and to support the transition of the shelter to a year-round facility. Planned renovations include installing an elevator, building a commercial kitchen, creating some non-congregate rooms, adding office space for partner service providers, increasing the number of laundry and shower facilities, and ensuring greater separation between the shelter and the rest of the building not utilized for sheltering. In addition to the City's roughly $2 million investment from the General Fund, an additional $2,279,390 has been secured toward the total project cost through federal and state funding sources. Design and engineering is expected to begin in 2026.

**3. South Bethlehem Community Center**

As envisioned by the 2025 Southside Community Center Feasibility Study, the City will construct a community center in South Bethlehem to serve as a hub for educational, recreational, cultural, and social services, promoting inclusion, community empowerment, and neighborhood revitalization. The facility is envisioned to include multipurpose rooms, offices, and indoor and outdoor recreational space. It is expected to support programming such as after-school activities, basketball, athletic, art and dance classes, job readiness training, health and wellness workshops, arts and culture initiatives, and community meetings. The City has chosen a preferred operator for the future Community Center and will release a Request for Proposals (RFP) for design and engineering services in 2026 or early 2027. A capital campaign will also move forward in the coming year to secure public and private contributions for the project.