

Bethlehem Connect

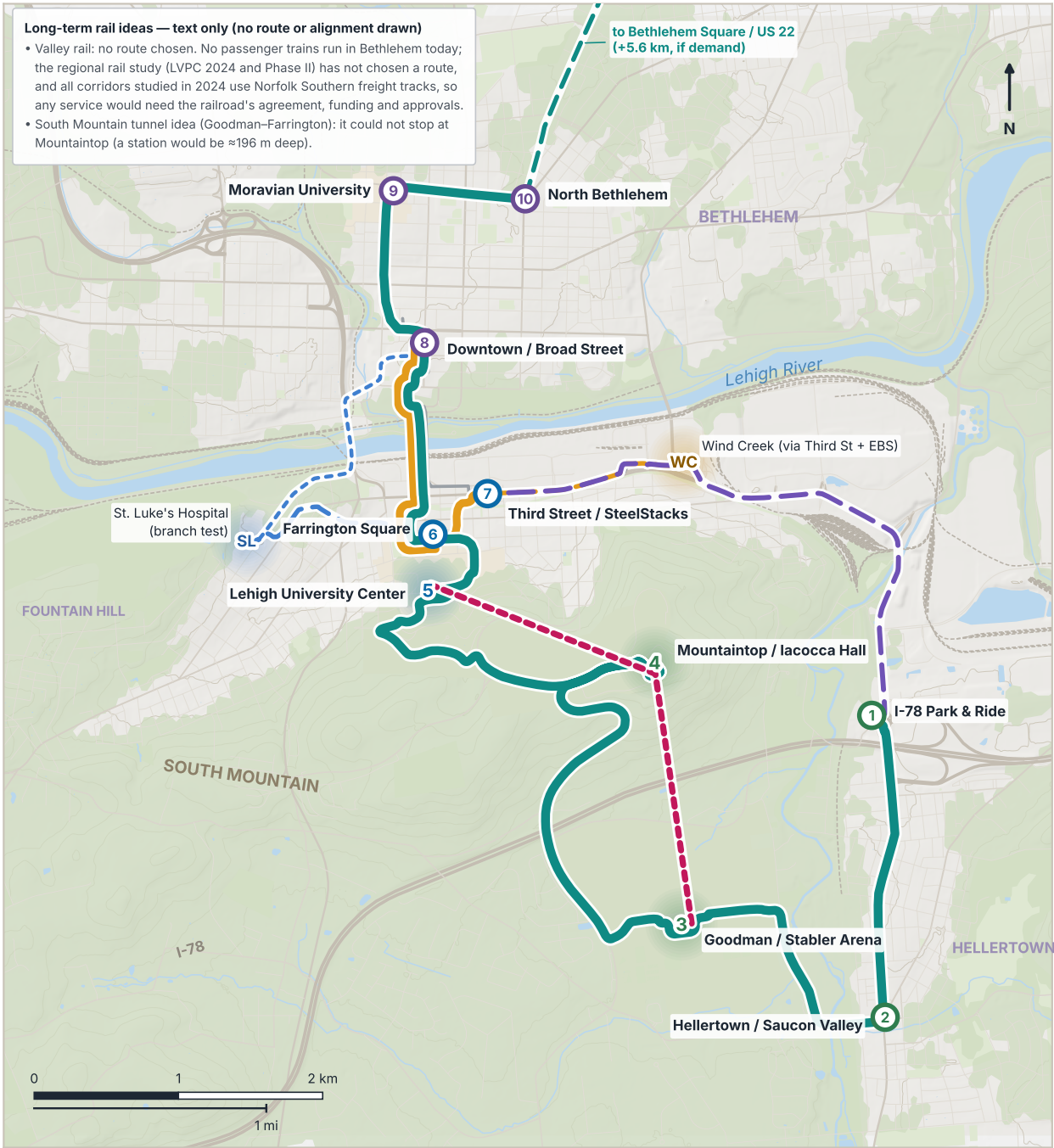
A hybrid, high-frequency electric transit vision linking Saucon Valley, Lehigh University's three campuses, the Southside, Downtown Bethlehem, Moravian University and North Bethlehem

Planning phase · not an engineered route

Map v0.7 · 22 Oct 2026 · web edition · not surveyed

Long-term rail ideas — text only (no route or alignment drawn)

- Valley rail: no route chosen. No passenger trains run in Bethlehem today; the regional rail study (LVPC 2024 and Phase II) has not chosen a route, and all corridors studied in 2024 use Norfolk Southern freight tracks, so any service would need the railroad's agreement, funding and approvals.
- South Mountain tunnel idea (Goodman–Farrington): it could not stop at Mountaintop (a station would be ≈196 m deep).



Map key

- Connect Spine — electric BRT (Phase 1)
- River Line — upgraded EBS core (Phase 1)
- Gondola mountain link — Phase 1 option (line only; sites illustrative)
- Valley Express bus option (Phase 1 option)
- St. Luke's bus branch options A / B
- North expansion if demand
- River Line extension to Wind Creek if demand
- Long-term rail ideas: shown as text only since v0.4, no route drawn (note on map)
- Existing LANTA Enhanced Bus Service (schematic)
- Shaded area: a station area or evaluated destination on Lehigh, hospital, casino or private retail land, not a site

Stations (numbers match the map)

SOUTH

- 1 I-78 Park & Ride (Hellertown P&R)**
south terminus; regional bus; park & ride (site TBD)
- 2 Hellertown / Saucon Valley (Main St)**
Main St walk-up stop; Saucon Rail Trail
- 3 Goodman Campus / Stabler Arena**
events & athletics; gondola terminal option
- 4 Mountaintop / Iacocca Hall**
innovation campus; geology space; near a separate garden idea

LEHIGH & SOUTHSIDE

- 5 Lehigh University Center / Asa Packer Campus**
Asa Packer campus core; gondola terminal option
- 6 Farrington Square**
campus edge & Southside retail; line junction
- 7 Third Street / SteelStacks**
3rd & Polk: SouthSide Station, arts & events; Wind Creek transfer

NORTH

- 8 Downtown Bethlehem / Broad Street**
Walnut & New + BTC; Broad St; Bethlehem Hub idea
- 9 Moravian University**
Main & Elizabeth (North Campus)
- 10 North Bethlehem (Linden & Elizabeth)**
Linden & Elizabeth (Liberty HS) — initial north terminus

TESTED CANDIDATES

- SL St. Luke's University Hospital (Fountain Hill)**
bus branch feasible (A 1.67 km / B 2.30 km, ~10% grades)
- WC Wind Creek**
21-min walk from Third St; EBS Green Line already ends here
- NX North expansion — Bethlehem Square / US 22**
+5.6 km if demand supports it

Future possibilities — ideas for discussion

- Station solar canopies, battery storage for peaks and life safety, heat pumps for enclosed spaces
- Gardens, community lounges, affordable food and local retail at stations
- Underground facilities only where geology, safety and cost allow; street level first
- Phase 1 (Bethlehem area, Hellertown) 2029, Phase 2 (past Bethlehem) 2030: conditional targets
- After 2030, each gated: full lanes, valley rail, express tiers; then PA and US

Next step: refine corridors, stations and modes with LVPC, LANTA, Lehigh, Moravian, St. Luke's and the City.

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Independent plan by David Fischbarg, in the planning phase — not an official project of, or endorsed by, LANTA, LVPC, Lehigh University, Moravian University, St. Luke's, Wind Creek or the City of Bethlehem. Corridors follow existing streets; station dots and shaded areas mark areas, not sites; the gondola is a line only. No surveys, engineering or ridership forecasts have been done; costs are screening-level ranges only. Mountaintop Discovery Gardens, Bethlehem Commons and Lehigh Leagues are separate projects.

Sources: Overture Maps Foundation 2026-09-23.1 (incl. © OpenStreetMap contributors, ODbL; land cover © ESA WorldCover, CC BY 4.0); USGS 3DEP 1/3" DEM (2022, NAVD88); LANTA EBS (lantabus.com, retrieved 2026-10-17); LVPC passenger rail study (2024) and Phase II (retrieved 2026-10-18). Route lengths measured on the street network.