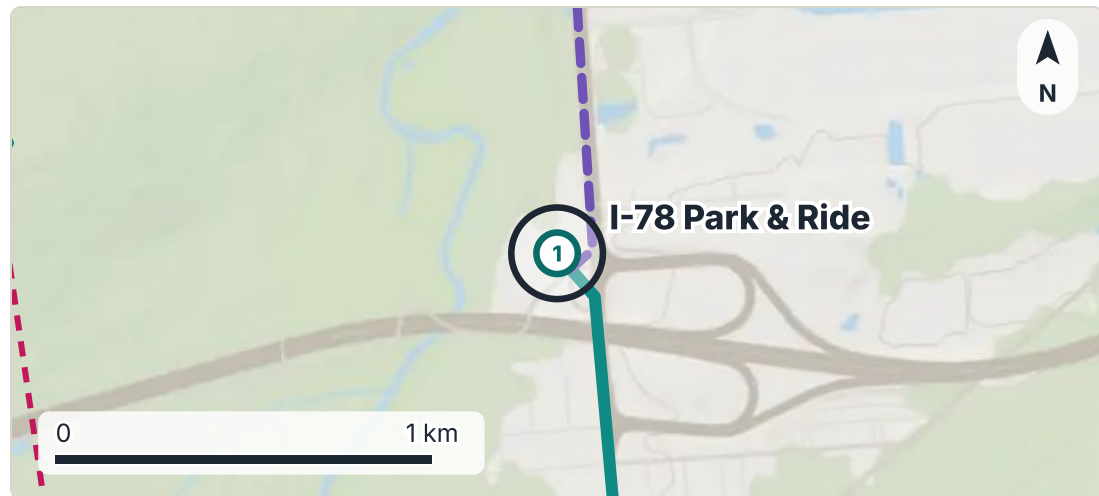


1 I-78 Park & Ride (Hellertown P&R)

Southern terminus · regional bus transfers · park-and-ride



— Connect Spine (Phase 1) — River Line (Phase 1) — Dashed: options and if-demand links — Gondola option — LANTA EBS today

WHY HERE

A southern endpoint where students, workers, visitors and event traffic can switch from car or regional bus to frequent electric service, instead of driving into the city.

PROGRAM IDEAS (PLANNING PHASE)

- Regional and intercity bus bays
- Park-and-ride
- Solar carport (option ≈1 MWdc)
- Terminal charger with battery to trim peaks
- Bike lockers

Every station also gets the station kit: level boarding, shelter, lighting, real-time screens, bike racks, a rain garden and a sorting point for recycling, compost and trash.

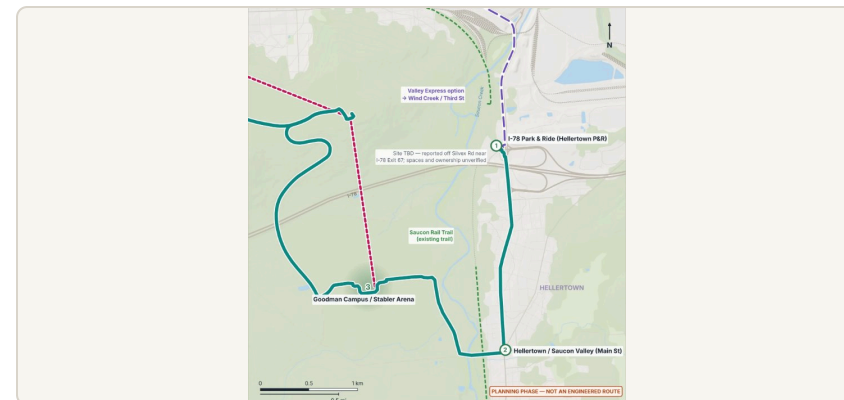
WHAT EXISTS TODAY

- A park-and-ride is reported behind Turkey Hill off Silvēx Rd near I-78 Exit 67; site, spaces and ownership are unverified.

PHASE 1 · CONDITIONAL TARGET 2029

Typology: Interchange / park-and-ride

Planning phase. An independent plan; nothing is funded or built yet.



Southern section: Spine from the I-78 P&R to Hellertown Main St, then west to Goodman; Valley Express option along Rt 412; Saucon Rail Trail in green. Shaded areas mark station areas, not sites. The gondola option is drawn as a line only (about 12 towers; sites illustrative).

MEASURED HERE

Lines	Connect Spine — electric BRT · Valley Express — bus option
Elevation	84 m (USGS 3DEP)
Future train access	Sits on the rail-ready valley corridor at I-78 Park & Ride.
Stop option nearby	South Bethlehem (City parkland): an optional stop on the Valley Express, 0.69 km from here, only if a separately proposed park is built

STILL UNKNOWN

- Exact site, number of spaces and ownership (PennDOT P&R records, LANTA)
- Saucon Creek flooding is separate from the river and needs checking