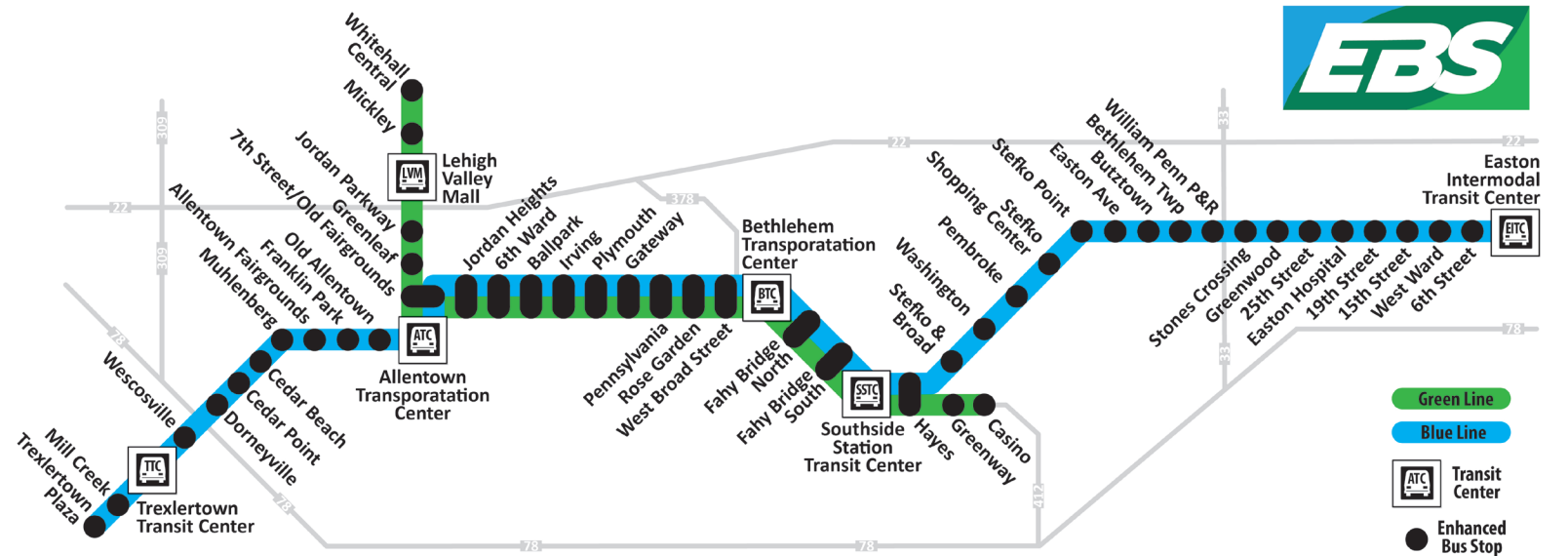


EBS Project Implementation Committee Agenda – February 24, 2025

1. LANTA
 - a) Project status – where we are
 - b) For Discussion - Draft Roles & Responsibilities
 - c) For Discussion – Draft Process Map
2. LVPC
 - a) Project Prioritization Mapping Tool
 - b) Other Items
3. PennDOT
 - a) Updates/Questions



Enhanced Bus Service (EBS)

LANTA EBS is Bus Rapid Transit (BRT) for the Lehigh Valley

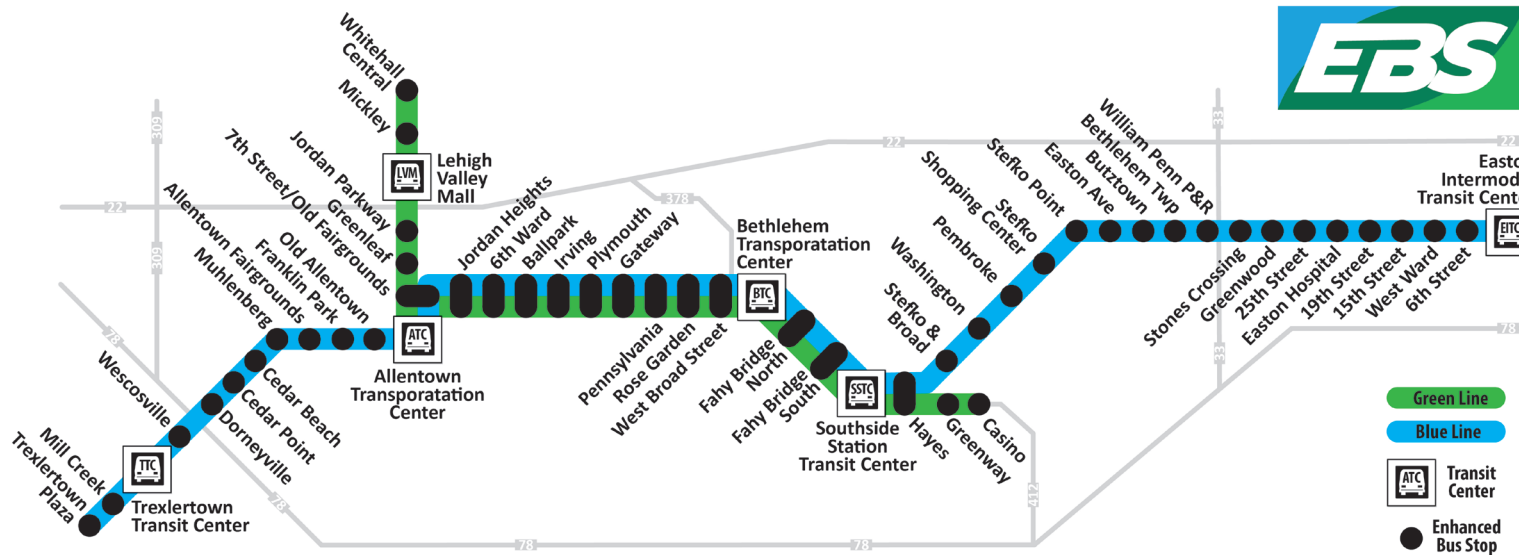


➤ What is BRT?

BRT provides fast, frequent transit service along a dedicated corridor

Blends elements of light rail with cost efficiencies of bus system

LANTA EBS is a two-route network connecting the major activity centers of the Lehigh Valley



- ### Elements of EBS/BRT
- Service improvements – high frequency, express/limited stop alignments.
 - Enhanced stations/stops – shelters, seating, information signage.
 - Roadway improvements designed to expedite bus movements.
 - Fare technology improvements to expedite passenger boarding.

EBS Phased Build Out



Completed
2021

Phase I represents the “Minimum Operable Segment”, as determined by the study. This phase includes the combining of LANTA Routes 101 & 322 along the Blue Line corridor as Route 101, introducing limited stop service to the Core alignment between Allentown and Bethlehem. Route 102 maintains local, underlying service. Routes in the Easton area are redesigned to better connect with the new Route 101 alignment.



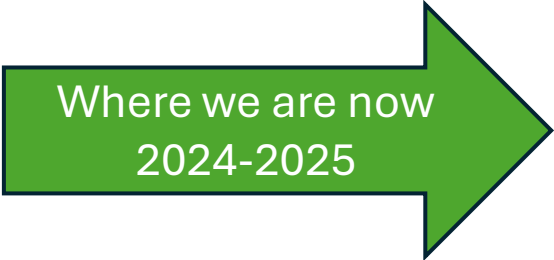
Completed
2022

Phase II includes the introduction of Route 100 along the Green Line corridor. Routes in the Allentown area are redesigned to better connect with the new Route 100 alignment. Some local stop segments remain to mitigate adverse impact to existing riders.



Completed
2023

Phase III includes final alignment adjustments and service increases to allow for full limited stop service across the EBS system. Route 101 will be renamed Blue Line and Route 100 will be renamed Green Line at this time. Route numbers 100 and 101 will be retired but may be reused for local services at a later date if needed.



Transportation Systems Management (TSM) Phase is intended to maintain service levels and schedules for a multi-year period to bolster EBS service as a reliable and permanent fixture. The TSM phase is also intended to allow for observation of service and demand patterns that inform priorities for later phases. During the TSM Phase, the EBS system will be promoted throughout the region to build and diversify demand. Alignment and schedule changes to other LANTA routes may be made to meet changing needs across the region, but the Blue and Green Lines should remain consistent. The TSM Phase marks a shift from Operational to Capital Improvements on EBS.

2025+

Phase IV includes capital improvements to EBS station stops. Stop improvements include waiting shelters, signage (static and real-time), ticket vending, accessibility improvements, etc. which will be made based on community and neighborhood feedback.

2027+

Phase V includes the implementation of on-street optimizations including bus lanes, signal timing adjustments, Traffic Signal Priority, pedestrian infrastructure, and other improvements identified in the EBS plan.

2027+

Phase VI would include frequency improvements on the Blue and Green Lines, reaching full build-out of the system in terms of both coverage and level of service. Service levels envisioned in full build-out would require significant fleet increases and the construction of a new garage and maintenance facility to meet the additional fleet requirements.

EBS Project Roles & Responsibilities – For Discussion

- **Overall Project Lead (LANTA)**
- **Regional Planning Coordination (LVPC)**
 - Identification of project priorities and funding for regional program.
 - Ensure compliance with and facilitation of regional comprehensive plan and related regional transportation plans (FutureLV, WalkRoll LV, etc.).
 - Assist municipalities with zoning and SALDO to support EBS.
- **Transit Service Elements (LANTA)**
 - Service planning – establish and implement alignments, frequencies, service spans.
 - Fleet/Facilities planning – additional vehicles and garage capacity to accommodate increases in service frequency.
 - EBS Bus Stop Station Improvements - Improvements to amenities that speed up the boarding process & provide safety/security while waiting.
- **Physical Roadway Projects (PennDOT and Municipalities)**
 - Roadway changes designed to expedite bus movements (dedicated lanes, queue jumps, TSP, etc.)
 - Pedestrian improvements needed to access all station stop areas.

EBS Project Implementation Scope

