Pennsylvania Community Transportation Initiative

Program Evaluation and Review of Round 1 Projects

Pennsylvania Department of Transportation

PUB 738 (09-12)
The Pennsylvania Department of Transportation (PennDOT) introduced the Pennsylvania Community Transportation Initiative (PCTI) in 2009. The program is part of PennDOT’s Smart Transportation program, which funds transportation planning and construction projects that:

- demonstrate creative and efficient ways of addressing various transportation challenges, and
- help communities better integrate transportation with local planning and goals.

The first round of PCTI funding was announced in May 2009 and more than $57 million was awarded to 47 projects (28 construction projects and 19 planning studies). A second round of funding was announced in January 2011 and another 41 planning and construction projects were awarded a total of $24.7 million.

An evaluation of the Round 1 PCTI projects was initiated by PennDOT in spring 2012 to identify successes and challenges in the implementation of each project and summarize the lessons learned. Telephone interviews were conducted with all project sponsors to hear firsthand their experiences regarding the implementation of each individual project and to allow for comment on the overall program. In addition, each metropolitan planning organization/rural planning organization (MPO/RPO) and PennDOT District was contacted through e-mail correspondence and requested to provide their perspective on all projects within their area.

The project profiles contained in this report were developed based on the interview responses and information provided by the MPO/RPO and PennDOT. Eighty-five percent of these projects have been completed and the majority of the remaining projects are nearing completion. The PCTI program has been very well received by the project sponsors. Many project sponsors indicated that they believed the program to be successful and inquired as to whether a future round of funding will be announced. Some project sponsors identified various challenges or barriers to implementation, some of which have been addressed prior to Round 2 of PCTI funding.
The PCTI program addresses transportation problems and supports community goals through strong local partnerships.

Comments from Project Sponsors

“The PCTI program should continue in some way, shape, or form. A future funding round should give priority to phased projects that were funded in the past rounds of PCTI.”

“PennDOT did a good job reviewing the initial contract and getting everything set up for us. Overall it has been a positive experience and a good project.”

“Without PCTI this project likely would not have happened for many years. This funding source allowed the project to be completed in a very quick timeframe.”

“Smart Transportation and the PCTI program are good efforts of PennDOT. Continue the message for local governments and the public to hear. It would be a shame for either to discontinue.”

“Very strong supporter and excited about the program. Already received funding for a different project. PCTI is a good way for PennDOT to approach projects.”

“A positive experience—would like to see another round of PCTI in the future. PennDOT’s emphasis was on the financial books and PennDOT auditors have visited the township office.”

“The study went smoothly and the administrative work was fairly easy (project funds were administered through the MPO). Without PCTI there would not have been available resources for this type of study (park-and-ride study).”

“The complexity and time required to retain consultant services through the MPO was significantly less than what would be required if PennDOT was the sponsor, and therefore helped us get the project under way much more quickly once activities were started. Because PCTI was a new program, issues came up concerning the consultant selection process and reimbursement language. It took a lot of time to resolve these issues.”

“PCTI program improvements could include more opportunities to simplify the design/construction process. The level of design details required for a small project seemed to add unnecessary complexity.”

“Since the project did not go through the MPO, it took quite a bit of time to get the consultant on board.”

“It was very difficult for the City to follow the PennDOT Consultant Selection Process. It took over a year to get a consultant under contract.”

“Need to make sure that there is enough time between awarding the funding to the sponsors and the bid lettings, especially when there are complex design items such as environmental issues.”

“Once the project was bid, the locals had to come up with additional funds to cover the actual bid amounts or delete planned work.”

“Suggest a kick-off meeting with the entire team of all PennDOT staff and local staff to clarify expectations of all project players.”
Round 1 PCTI Project Locations

Numbers correspond to list on following page, which links to numbered descriptions.

Sources: PennDOT, PASDA

△ PCTI Projects ■ Municipalities ▶ Counties

0 10 20 30 40 Miles
Round 1 PCTI Project List

Adams County
1. Gettysburg – Steinwehr District Safety and Streetscape Improvements

Allegheny County
2. ActiveAllegheny Plan
3. North Park Trails Enhancement
4. Pedestrian Safety Mobility Study
5. Wood Street Corridor Upgrades and Enhancements

Beaver County
6. Rochester Roundabout

Blair County
7. Bike and Pedestrian Pathway – Penn State Altoona Campus to Downtown Altoona

Bucks County
8. Chalfont Borough Smart Transportation Project
9. Newtown Borough Integrated Transportation and Circulation Study

Centre County
10. Moshannon Valley Park-and-Ride Study
11. Old Gatesburg Road Extension

Chester County
12. Baltimore Pike and Newark Road Corridor Study
13. Brandywine Creek Trail Feasibility Study
14. Marshalltown Gateway and Pedestrian Project

Cumberland County
15. Downtown Carlisle Traffic Safety and Mobility Project

Delaware County
16. Millbourne Train Station Area Improvements
Erie County
17. Bayfront Mobility Initiative
18. Port of Erie Freight/Shipping Business Plan
19. Union Square Redevelopment

Fayette County
20. Ohiopyle Borough Smart Transportation Initiative

Indiana County
21. Blairsville Diamond Square/Market Street Improvement

Jefferson County
22. Punxsutawney Transit Facility Enhancement & Mobility Improvement Project

Lancaster County
23. Elizabethtown Regional Traffic Signal Synchronization
24. Queen Street Station – Phase II

Lebanon County
25. Lebanon Transit Park-and-Ride Lot

Lehigh County
26. Lehigh Valley Waterfront Transportation/Land Use Master Plan

Lycoming County
27. Pine Creek Rail Trail/Jersey Shore Trail Connector

Mercer County
28. U.S. Route 19 Corridor Study

Montgomery County
29. Abington Noble Station TOD Planning
30. Cynwyd Trail and Station Access Improvements
31. Glenside Commercial District, Phase III Construction Project
32. Wood and Vine Street Connector
Northampton County
33. Larry Holmes Drive Traffic Calming
34. South Bethlehem Greenway Phase III
35. Walkable Communities Initiative

Philadelphia County
36. Temple University Station
37. Vine Street Expressway Enhancement Project

Pike County
38. Bushkill Village Conservation Plan

Union County
39. Buffalo Valley Rail Trail
40. U.S. Route 15 Corridor Study

Venango County
41. Oil City Smart Transportation Study

York County
42. Felton Borough Main Street Corridor Planning Initiative
43. Southern York County Park-and-Ride Study
44. U.S. Route 30 Access Management Study

Multiple Counties
Bradford and Tioga Counties
45. Implementation of Municipal Mobility Plans – Modal Operations Rehabilitation

Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties
46. Common Ground Web-Based Planning Tool

Northumberland, Snyder, and Union Counties
47. Lake Augusta Gateway Corridor Study
This project provides safety and streetscape improvements within the Steinwehr District in the Borough of Gettysburg.

- Approximately 6 months for construction
- Completed
- $2,500,000 in PCTI funding, an additional $3.5 million in Public Lands Highway Discretionary Funds (PLHD) will be used for Phase II

**Project Benefits and Successes**

Prior to the streetscape improvements, the Steinwehr District had a dated look and was not inviting to pedestrians or visitors to the Gettysburg National Military Park. The district encompasses Steinwehr Avenue from Baltimore Street to Long Lane, the first two blocks of Baltimore Pike from its intersection with Steinwehr Avenue, and the first two blocks of Taneytown Road and Washington Street from their intersection with Steinwehr Avenue. The uninviting appearance of the district, coupled with the recent move of the park’s Visitor Center and Museum, led to the decline of the area. Community leaders and property owners within the district identified a need for a collaborative, forward-thinking revitalization effort. The streetscape enhancement and safety project was identified as a smart solution. The project included installation of traffic calming measures, brick sidewalks, historic lighting, street trees, benches, trash receptacles, and crosswalks with added safety features. Overall, tourists and visitors are happy with the streetscape improvements. Businesses have responded to the increase in tourism activity and started staying open longer. During construction, project administration assistance provided by PennDOT was excellent. The Borough was greatly appreciative of the quick reimbursement timeframes.

“Businesses have started staying open longer for tourist business as a result of streetscape enhancements.”

1. Gettysburg - Steinwehr District Safety and Streetscape Improvements

Gettysburg, Adams County
Challenges and Lessons Learned

Sanitary system and stormwater design issues were identified and all sanitary lines in the project area had to be reconstructed due to stormwater improvements required by PennDOT. Unfortunately, these utility costs were not accounted for when application was made for PCTI funding. The utilities costs have been included in the PLHD grant request for Phase II. In addition, PennDOT required the Borough Engineer to participate in project team meetings, which were not budgeted for by the Borough as part of the project. In hindsight, holding a kick-off meeting and sitting down with the entire team of all PennDOT project staff and local staff to clarify expectations of all project players would have been greatly beneficial.

“It will take the local residents some time to get used to the new traffic calming measures.”

Deteriorating pedestrian facilities existed throughout the Steinwehr District.

The brick sidewalk design helps unify and renew the look and feel of the Steinwehr District.
ActiveAllegheny is the county’s first comprehensive active transportation plan outlining sustainable travel choices to a range of destinations. The plan implements the county’s Comprehensive Plan, AlleghenyPlaces, by providing a detailed plan for integrating walking and bicycling into the county’s existing transportation system.

- One year to complete study
- Completed
- $300,000 in PCTI funding

Project Benefits and Successes

Active travel modes such as biking and walking lead to healthier lifestyles, fuel savings, and reduced air pollution. The ActiveAllegheny plan identifies and prioritizes active transportation action items to enhance the county’s comprehensive plan. It provides a blueprint for improved access and more sustainable travel choices to connect people to communities, work sites, transit, schools, and other destinations. ActiveAllegheny contains five focus areas:

1. Bike Allegheny (enhanced bicycling opportunities)
2. Walk and Roll Allegheny (pedestrian travel and ADA accessibility)
3. Other Active Transportation Opportunities (access for other non-traditional travel modes such as kayaks and skateboards)
4. Complete the Street (prototypical examples for three projects in the county)
5. Action for Active Transportation (guidance to implement action items outlined in the plan)

The development of the plan included public outreach through meetings, Facebook and Twitter, the Green and Innovation Fair, and the creation of a website. Implementation of the plan has begun. Bicycle racks are now on all Port Authority buses, and grates and scuppers on every Allegheny County-owned bridge have been updated to be bicycle-friendly.

“ActiveAllegheny shows how the region can be more sustainable and how people can have more transportation options and lead healthier lifestyles.”
This construction project includes a network of trails for pedestrians and bicyclists in Allegheny County’s North Park to improve the safety of pedestrians and bicyclists in the park while emphasizing healthy natural surroundings for park users.

- Approximately six months for construction
- Completed
- $580,000 in PCTI funding

Project Benefits and Successes

The project included modifying one four-lane road, Babcock Boulevard, to a two- or three-lane street with traffic calming methods such as turn pockets and a landscaped median.

The project empowered park users to think differently about what type of improvement projects could be accomplished in the park. In addition to the original planned construction of a pedestrian/bicycle trail and traffic calming methods, two traffic signal upgrades were included at the intersections of Babcock Boulevard with Ingomar Road and Babcock Boulevard with Pearce Mill Road. These intersection upgrades greatly improved safety for bicyclists, pedestrians, and motorists. The project significantly improved safety for all road users without any negative impacts on intersection level of service. Overall travel efficiency along Babcock Boulevard has been maintained.

When the application for PCTI funding was made available, County staff had just completed a “road diet” seminar provided by PennDOT. The seminar taught the importance of matching road design to its usage. This project applied some of the learned road diet concepts.
Challenges and Lessons Learned

The project sponsor noted that a future PCTI program should allow more time to conduct a study prior to construction in order to make a better application and more accurate cost estimate. More funding provided through the PCTI program would also enable communities to complete projects as planned. For aesthetic reasons the County would have preferred to have used wood-faced guiderail with steel posts instead of the typical steel face with beam guiderail, but unfortunately funding constraints prevented its usage.
4. Pedestrian Safety Mobility Study

Pittsburgh, Allegheny County

The study looked at the needs of the surrounding neighborhood to accommodate mobility access for businesses, cultural institutions, two private high schools, a significant transit corridor, and a growing cycling community.

- One-year study
- Completed
- $150,000 in PCTI funding

Project Benefits and Successes

The Oakland Transportation Management Association/Carnegie Mellon University Pedestrian Safety Mobility Study addressed the impact of different transportation modes on pedestrian safety and mobility along Fifth Avenue and Forbes Avenue, the main arterials that extend through the Carnegie Mellon University (CMU) campus and connect Oakland to the eastern neighborhoods of Shadyside and Squirrel Hill. The two avenues serve as important inter-campus connections, yet also act as barriers to the campus. The study also examined South Craig Street and Moorewood Avenue, which serve as important pedestrian and vehicular connectors between the arterial streets and the campus community.

This study was a collaborative effort by institutions, community groups, residents, and other stakeholders to be engaged in discussions and plans that addressed not only pedestrian safety but looked at various modes of transportation to understand how mobility impacts the entire community. Public outreach was a significant part of this effort. A community stakeholders’ committee was established to guide the study and an initial community meeting included an overview of the project purpose and some basic study goals. The community was also given the opportunity to provide feedback to help define the mobility challenges and other

“This was a collaborative effort with discussions on how multimodal mobility affects the entire community.”
known related transportation issues within the study area. CMU hosted more than 20 meetings to present their institutional master plan, which included the PCTI Oakland/CMU Pedestrian Safety Mobility Study.

Challenges and Lessons Learned

After the final report was published, one particular recommendation caused a great deal of concern among local residents. An important lesson was learned from this experience. A community presentation should have been conducted to review the final draft version of the report to get feedback on proposed recommendations and outcomes before the final report was published. Another lesson presented itself with administering PCTI as a new funding program. There were a number of administrative issues that occurred concerning the consultant selection process and the reimbursement agreement, which caused a delay in initiating the start of the study.

Study Area and CMU Master Plan for development
This construction project includes milling and resurfacing of streets, installation of accessible sidewalks and curbs, addition of distinctive pedestrian-scaled street lighting, and new and efficient signaling systems.

- Anticipated 21-month construction duration
- Under way
- $3,950,000 in PCTI funding and additional grant funds from the Heinz Endowment for design costs

**Project Benefits and Successes**

The project, at the intersections of Wood Street with Boulevard of the Allies and Third Avenue in the City of Pittsburgh, achieved the three main goals—Safety, Consistency, and Attractive Environment—identified at the start by the local residential and business community, including Point Park University. Overall safety for both vehicular and pedestrian traffic has been greatly improved with better lighting, enhanced signaling and controls at intersections, as well as even and well-marked paving surfaces for roads, sidewalks, and crosswalks. The design of the project provided consistency in materials and systems used. The physical environment has been updated and made much more attractive through the use of high-quality, long-lasting materials and plantings.

There were numerous meetings prior to the start of the construction project. A continual dialogue took place to keep all stakeholders in the community—especially those immediately adjacent to the project—informed on issues such as schedule, constraints, circulation, and building access.

**Challenges and Lessons Learned**

Most of the project challenges were clearly identified in the discovery and design phases. The different sidewalk conditions and the vaults below...
required various solutions that were addressed through the construction documents. The largest challenge was the need for Wood Street to remain open during construction. Construction had to be halted at numerous times due to special events such as the Pittsburgh Marathon, the Great Race, and parades that used the streets within the project area. The project duration was longer than a typical project due to these constraints.

**During construction - Conestoga Building vault partially complete roof removal.**

**The project design elements such as the inlaid street names add a high quality touch.**
6. Rochester Roundabout

City of Rochester, Beaver County

This project involved the construction of a roundabout for a six-legged intersection with intermodal components.

- Two-year construction project
- Completed
- $1.8 million in PCTI funding, $460,000 in Beaver County Transit Authority funding for pre-construction work and right-of-way purchases

Project Benefits and Successes

Rochester is an economically depressed community in need of revitalization. This street project is giving the community a renewed sense of pride. More businesses are popping up in the downtown area since the construction of the roundabout. The community is also more pedestrian- and bike-friendly because of the project. The roundabout provides improved safety, congestion reduction, increased mobility and connectivity of the streets, energy savings, reduction in pollution, and enhanced aesthetics. The new design will reduce costs significantly through lower annual maintenance and life cycle replacement costs.

The project sponsor, Beaver County Transit Authority (BCTA), is very pleased with the final outcome. The transit system works considerably better from an operations and customer standpoint. Buses are able to travel through the downtown area with far fewer delays since there is no more waiting in traffic at the intersection, which translates to operational savings. Safety is improved for buses and all vehicles with the removal of what was a high crash intersection.

Considerable public involvement was conducted over the course of project development. More than 17 meetings were held. The community was
Construction of the roundabout

Pedestrians are safely accommodated into the design of the roundabout.

Challenges and Lessons Learned

Dealing with local politics can be challenging—it’s important to communicate early and often. Other lessons were learned along the way. The biggest lesson is to budget better. The quality of landscaping had to be reduced due to insufficient funds. The project sponsor also suggested that PennDOT disclose what costs need to be budgeted and accounted for in the awarding of future PCTI funds. In addition, the project sponsor believes that construction management should have been handled by PennDOT rather than BCTA as there was a lot of financial risk for BCTA during construction.
The project involved construction of a bike and pedestrian pathway along Juniata Gap Road to connect Altoona’s Penn State Campus, located in the northwest section of the city, to Penn State’s downtown facilities. Bicycle route signs were also installed along the 2.7-mile connection between Penn State Campus and downtown Altoona.

- Approximately one year for construction
- Completed
- $300,000 in PCTI funding

Project Benefits and Successes

The new multi-use pathway provides the opportunity for active forms of transportation. The new multi-use pathway provides safe travel through residential and light industrial areas for bicyclists and pedestrians from Penn State Altoona Campus to downtown Altoona. Penn State’s expansion in the downtown area and the growth of regional medical services play a major role in downtown revitalization. The new bicycle/pedestrian facility provides an important connection for students and other residents. The project also supports local efforts of the 2010 Campaign for Active Transportation to raise awareness and provide the opportunity for active and alternative forms of transportation.

Coordination of project schedules allowed for a one-half-mile section of the bicycle/pedestrian path on one side of Juniata Gap Road to be constructed by PennDOT as part of a planned road improvement project. Bike path signs were also installed by the city throughout the entire 2.7-mile route. The project provided a nice enhancement overall for the neighboring community.
8. Chalfont Borough
Smart Transportation Project

Chalfont Borough, New Britain Township, Bucks County

This construction effort involved the installation of three projects aimed at increasing pedestrian circulation in Chalfont and improving access to key destinations, including schools and the Chalfont Train Station.

- Eight-month construction project
- Completed
- $463,405 in PCTI funding, $97,000 in Bucks County Open Space funding

Project Benefits and Successes

Work included construction of sidewalks and crosswalks along and across U.S. Route 202 between the Chalfont/New Britain boundary and the Pine Run Elementary School in New Britain, a trail network linking U.S. Route 202 with two parks (Twin Streams and Blue Jay) and the Unami Middle School, as well as two public parking lots to provide increased opportunities for residents to use public transit. Finally, the project included the promotion of the new trailway and sidewalks through a “Thursday Night Walks” program to help residents understand the benefits of being a pedestrian-friendly community.

The most significant benefit was providing a new accessway into Blue Jay Park, which is located on a 20-acre parcel that Chalfont acquired in 2007. Borough officials noted that most Chalfont residents were not aware that this park existed. This project served as a way of promoting a new recreational opportunity for residents, while making it easier to access.

The trail has received frequent positive feedback from residents who were able to take advantage of the new access to Blue Jay Park. In the winter the trail was used for cross-country skiing. Residents have taken advantage of the new pedestrian accommodations along and across U.S. Route 202 to patronize businesses along the corridor. 

“The project entails pedestrian safety improvements with connections to schools, community, and transit.”
Challenges and Lessons Learned

The most significant challenge was weather-related delays that extended the construction schedule. The contractor did not account for the potential for significant rain during construction, therefore the project was completed later than anticipated. Another concern was that the original estimate from the project engineer was lower than each of the construction bids that were received. However, PennDOT agreed to cover the additional funding necessary to ensure that the complete project was constructed. Borough staff also noted that PennDOT’s Engineering and Construction Management System (ECMS) was challenging to learn, but made the project easier once that hurdle was overcome.
The study investigated transportation solutions that focus on the safety of pedestrians and bicyclists throughout the borough.

“Newtown Borough is a walkable community by design, however, pedestrians face safety hazards when venturing out on our streets, caused by increased traffic volume, speeding, and aggressive drivers.”

9. Newtown Borough Integrated Transportation and Circulation Study

Newtown, Bucks County

This study identified potential improvements to enhance pedestrian, bicycle, and vehicle safety and mobility.

- Approximately one-year planning study
- Completed
- $30,000 in PCTI funding

Project Benefits and Successes

The Newtown Borough Integrated Transportation and Circulation Study examined the traffic patterns and crash data for roadways within the borough. Stakeholder input and a mapping exercise conducted with local residents helped identify pedestrian, bicycle, and vehicle circulation concerns. Traffic safety and congestion locations were also identified. A Roadway Smart Transportation Classification was developed to match land use context with roadway functional classification. This information was used to identify tailored recommendations for nearly 20 roadways in the borough. Five high priority locations were selected for early implementation and will provide a significant improvement at a relatively low cost. A toolbox of strategies to accommodate pedestrians and bicycles at various recommended locations was also developed.
Project Benefits and Successes

Park-and-ride as well as “park-and-pool” activity is already taking place in the Moshannon Valley at a series of informal locations. However, as these are not official park-and-rides, prospects for long-term use, liability issues, and responsibility for maintenance are ambiguous. The Moshannon Valley Park-and-Ride Lot Study identified potential park-and-ride lot sites to provide commuter bus, carpool, and vanpool service in the Moshannon Valley.

Informal park-and-ride lots are found throughout the Moshannon Valley region.

“Don’t begin with a predetermined park-and-ride lot location in mind—focus on a sufficiently large study area, cast a wide net for potential sites, and examine each in sufficient detail. What you learn about your predetermined sites and others may surprise you.”

The study identified potential park-and-ride lot sites to provide commuter bus, carpool, and vanpool service in the Moshannon Valley.

- Approximately two-year study
- Completed
- $100,000 in PCTI funding with a $10,000 federal/state match

10. Moshannon Valley Park-and-Ride Study

Greater Philipsburg Area (Rush, Morris, and Decatur Townships and the Boroughs of Philipsburg, Chester Hill, and Osceola Mills), Clearfield and Centre Counties
The project engaged two regional planning partners, two transit providers, two county governments, PennDOT District 2-0 and Central Office, six municipalities, and a host of other stakeholders to formulate a plan of action that reflects local needs and priorities. Keeping a wide variety of stakeholders informed and engaged was critical to a successful outcome—ultimately, additional funds were used to augment stakeholder activities and help create a better product. Moreover, the general public was engaged in the project through a public meeting, survey, and promotional materials on various stakeholder websites.

Close coordination with PennDOT District 2-0 through the entire process was essential. The District participated in consultant selection, and provided oversight throughout the study to ensure that no key elements were overlooked that would impact implementation of the recommendations. Without this partnership, sponsors of a planning study like this may run the risk of developing recommendations that cannot be implemented.

**Challenges and Lessons Learned**

One noteworthy challenge with the use of PCTI funds is the requirement to request a funding amount at the beginning of the process and running the risk of having to negotiate a scope down to that amount if the applicant has underestimated the appropriate level of funding needed for the desired scope. Some flexibility should be built into the funding amount so that while a scope and cost are being finalized, the sponsor could add or subtract work tasks based on input from the consultant team, and help reduce the costs associated with project management.
Project Benefits and Successes

The new 1.3-mile roadway connects an existing neighborhood with a proposed traditional neighborhood development (TND). The new road has been designed to be attractive and help complement the sense of community to be offered with the new TND. Traffic calming is enforced along this stretch of roadway with features such as on-street parking and the township’s first modern roundabout. The TND surrounding the road project required this transportation project to include context-sensitive design and provisions for pedestrian and transit needs. Multi-use paths and sidewalks were provided, where appropriate.

Successful partnerships were key to this effort. The project sponsor found it refreshing to see the PennDOT District allow the use of Smart Transportation guidelines to allow greater flexibility in the design for certain road widths and provisions for pedestrians and transit.

“...a partnership with the developer of the project area allowed for cost-sharing opportunities, and coordination with the local transit agency ensured that public transportation was considered in the design of the project.
Challenges and Lessons Learned

Working with multiple stakeholders and using federal funds introduced some complexities. It took several weeks to obtain various approvals, which resulted in schedule concerns. The reimbursement payment process through PennDOT made timely payment of the contractor difficult. All in all, it was still a positive experience and the township was pleased with the entire process and the final product.
12. Baltimore Pike and Newark Road Corridor Study

New Garden Township, Chester County

The Baltimore Pike Corridor Study provided a unified framework and vision for transportation and land use in the corridor, which includes parts of the boroughs of Avondale and Kennett Square and the townships of New Garden and Kennett.

- 18-month planning project
- Completed
- $200,000 in PCTI funding, $34,000 township funds

Project Benefits and Successes

The study allowed the township to highlight the needs and challenges that the project corridor faces today and into the future. It also provides an implementation road map for future work in the corridor while guiding future development to consider how highway access impacts pedestrian and bicycle circulation. Existing traffic issues are expected to increase with the future construction of a new elementary school and new industrial and commercial developments proposed along the corridor.

The land use and transportation recommendations identified through the study work together and support each other. Two such recommendations are intersection improvements at Baltimore Pike and Newark Road to provide transportation benefits and support the prospect of “infill” development in the village and its expansion to the northeast, and a two-way West Cypress Street to provide a walkable, mixed-use environment at the West Baltimore Pike-West Cypress Street-Scarlet Road area.

Ultimately, the project aimed to maximize the potential for developer investment along the corridor while ensuring that the adjacent transportation network is sufficient to manage motorized and non-motorized traffic growth. Several public meetings were well attended, indicating...
that community members are interested in guiding the future of the two corridors.

**Challenges and Lessons Learned**

One of the most significant challenges that the township identified is the significant expense of implementing the study recommendations. Township staff also noted that while it is important to have community input during the project, it is equally important to convey to stakeholders that planning projects like this are focused on long-term improvements, as opposed to short-term fixes to existing problems.

*Study recommendations include cross sections such as the three alternatives for Cypress Street.*
This planning project consisted of a feasibility study for the construction of a multi-use trail along Brandywine Creek, First Avenue, and Modena Road within the three neighboring municipalities of Coatesville, South Coatesville, and Modena.

- Approximately 20-month study
- Completed
- $50,000 in PCTI funding

**Project Benefits and Successes**

This collaborative effort of the three municipalities has identified opportunities to increase foot and bicycle traffic, help with revitalization efforts, and improve the sense of community. The future implementation of recommendations from this study along with other ongoing and future community efforts should lead to an increase in pedestrian and bicycle traffic that benefits local businesses. Improving the pedestrian and bicycle network will encourage people to come into the community.

The study helped the municipalities take a new look at the strengths and challenges in the community and examine different ways to work with what they have. One such example is a local steel mill that reminds us to embrace the industrial heritage of the area. This is an educational opportunity—to talk about the entire life cycle of a product—and therefore discussions were initiated with the school district about their involvement and how outcomes of this study can be beneficial for them.

**Challenges and Lessons Learned**

Public engagement was an important element to the success of this study. At times it is a challenge to get people to turn out to the public meetings so that you can get the feedback early enough in the process.
The project sponsor learned that working with existing organizations with similar missions will result in successful community engagement. A public meeting to get feedback from residents on some of the initial proposals was held early in the process and residents from all three municipalities participated in the public meetings.

Some coordination challenges were faced along the way due to the complexities in scheduling meetings among all three municipalities. Sometimes getting all three together at the same time was difficult. Financing the implementation of the study recommendations is also going to be a challenge.

![Modena Road](image)

*Modena Road*

![Modena Road design option with enhanced bicycle and pedestrian accommodation](image)
14. Marshalltown Gateway and Pedestrian Project

West Bradford Township, Chester County

This construction project created a walkable streetscape along a 0.75-mile section of roadway within the historic village of Marshalltown.

- 13-month construction project
- Completed
- $2 million in PCTI funding, $430,000 in Township funds

**Project Benefits and Successes**

The project created a uniform sidewalk system, and included traffic calming elements, pedestrian crosswalks, and roadside improvements. The project also created a new stormwater system that eliminated a significant drainage issue along the roadway. A key element of the project was maintaining the historic nature of Marshalltown while updating the roadway network to serve vehicular, pedestrian, and bicycle traffic.

Together, these improvements transform the streetscape within the historic village and serves as a gateway into Marshalltown. The project significantly improved safety for vehicle, bicycle, and pedestrian users through traffic calming and stormwater improvements. The project also created a sense of place, re-establishing Marshalltown as a destination for visitors. The project included public outreach to impacted property owners every few weeks, ensuring that construction impacts to property owners were minimized.

**Challenges and Lessons Learned**

The most significant challenge involved construction in a narrow cartway within a historic village. Also, dealing with affected property owners could have been a significant challenge, but the outreach program...
Highly visible crosswalks in Marshalltown improve pedestrian safety without detracting from the historic nature of the village.
Project Benefits and Successes

Before application was made for PCTI funding, the multifaceted group of project stakeholders—which included the Carlisle Area Health and Wellness Foundation, Cumberland County, and Dickinson College—set goals for this project. The initial goals were to calm traffic, reduce truck traffic, improve parking safety, reduce noise and air pollution, improve pedestrian/bicyclist safety, and return the small town feeling back to downtown Carlisle. The project has been successful in meeting these goals. About 10 meetings were held prior to development of the project scope to obtain input on design before going to bid for construction.

The project was on the drawing board for more than two years. Construction commenced in April 2011 with the reduction of the existing four lanes of Hanover and High streets to two travel lanes, a center turning lane, and bicycle lanes on each side. On-street parking remains on both sides of the street. A total of 23 new traffic signals with adaptive technology were installed. Each signal is fitted with cameras and synchronized. Emergency vehicle pre-emption detection systems have also been installed.

The combination of fewer lanes and parking and bicycle lanes helps slow traffic through the downtown, thus making it safer for pedestrians. Deco-
Downtown Carlisle Traffic Safety and Mobility Project, cont’d.

Downtown Carlisle before the road diet

Downtown Carlisle

Traffic Safety and Mobility Project, cont’d.

Downtown Carlisle before the road diet

Downtown Carlisle before the road diet

Downtown Carlisle before the road diet

Downtown Carlisle before the road diet

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Project Benefits and Successes

The project builds upon recently completed improvements to the Millbourne Station, the existing Cobbs Creek bicycle path, and existing plans to revitalize Market Street as a gateway within Upper Darby Township. The project developed a zoning and bicycle/pedestrian circulation plan for a large parcel that encompasses nearly 30 percent of the borough. The ultimate goal is to develop this area into a community-based TOD that will transform Millbourne. Part of the plan was an implementation-focused handbook for elected officials, including guidance on where to obtain funding, working with property owners, zoning concerns, and other issues that may arise in advancing this type of project. Given the size and density of Millbourne, public outreach served as a community-building exercise.

Challenges and Lessons Learned

The Borough was unfamiliar with much of the PCTI funding process, so there was a significant amount of preliminary research that had to be done to ensure all of the proper documentation was followed. Once the Borough was able to overcome this obstacle, they found that learning the process as part of this effort will be extremely valuable moving forward.

This project assessed the potential for transit-oriented development (TOD) improvements between the Millbourne train station and Cobbs Creek, reviewed opportunities to enhance multimodal transportation, and reviewed existing streetscape plans for Market Street in the vicinity of the station.

- Eight-month planning project
- Completed
- $35,000 in PCTI funding
as they review future funding opportunities. Initially, the Borough was concerned that there would be partisan issues that might divide Borough and County officials, but that was not the case throughout this project, as both parties are aware of the value in moving this plan forward.
This portion of the overall initiative focuses on the development of roadway, parking, and transit improvements to make the Bayfront area more walkable.

- Seven-month construction project
- Ongoing (anticipated completion in January 2013)
- $5 million in PCTI funding

**Project Benefits and Successes**

This construction project aims to improve the transportation network within Erie’s waterfront district as it continues to transition from its industrial heritage into a mixed-use district that includes residential, commercial, and recreational areas. The Erie-Western Pennsylvania Port Authority has partnered with numerous city, county, and statewide agencies, as well as private investors, to improve Erie’s waterfront as a vibrant place for its citizens to work, live, and play. The Bayfront Mobility Initiative (BMI) continues the implementation of improvements by creating a parking and transit “anchor” that includes a park-and-ride lot, mixed-use trails, and supporting businesses for commuters.

**Challenges and Lessons Learned**

PennDOT District 1-0 noted that the initial construction estimates following final design were higher than expected. A reexamination of the level of effort for this project ultimately resulted in a bid savings and a new project was generated from those savings.
The Melford International Terminal in Nova Scotia could become a gateway for container shipping services destined for the Port of Erie.

“The planning study created a better awareness of the needs of the Port Authority to attract development opportunities to the Port of Erie.”

18. Port of Erie
Freight/Shipping Business Plan

City of Erie, Erie County

This planning project produced a business plan that identified goals and investment strategies to allow the Port of Erie to compete with the Port of Cleveland for existing and future Great Lakes container shipping services.

- Seven-month planning project
- Completed
- $300,000 in PCTI funding

Project Benefits and Successes

Nova Scotia-based distribution firm Melford International is actively investigating opportunities to take advantage of Great Lakes ports as a distribution center for goods coming from Europe (via their Nova Scotia center) into the United States. Their eventual goal is to bypass larger Atlantic ports to accelerate overall delivery times. This plan assists the Port of Erie in identifying ways to increase its visibility as a key destination for goods within the Great Lakes region. Ultimately this is expected to lead to job creation and added economic vitality for the city, county, and region.

Challenges and Lessons Learned

PennDOT District 1-0 noted that the consultant selection process was lengthy.
Project Benefits and Successes

The 2006 Downtown Erie Revitalization Plan produced focused strategies for redeveloping Erie’s Downtown Improvement District, featuring targeted improvements at four key nodes, including the 12th Street Corridor. Simultaneously, PennDOT reviewed traffic flows along 12th Street, ultimately resulting in a shift from six to five lanes of traffic. In 2007 a design charrette was held to identify opportunities for Union Square, including commercial and residential units, recreational attractions, and transportation improvements. This PCTI project built upon these studies and improvements by focusing on streetscape improvements for Union Square, including pedestrian improvements (sidewalks, crosswalks, and signalization) and landscaping treatments.

The project significantly improves pedestrian traffic and circulation throughout midtown Erie. Improvements include curb extensions at crosswalks to shorten crossing lengths and make streets more narrow at intersections, which helps slow vehicular traffic to appropriate speeds for areas where pedestrian volumes are highest. Pedestrian-scaled lighting along sidewalks and at crosswalks is another significant improvement for non-motorized traffic circulation. Finally, numerous sidewalk locations that were in need of replacement were improved under this project.

19. Union Square Redevelopment

City of Erie, Erie County

This project built upon previous efforts and focused on streetscape improvements for Union Square, including pedestrian improvements and landscaping.

- 15-month construction project
- Completed
- $5 million in PCTI funding

“Highly visible crosswalks enhance pedestrian safety at and around Union Square.”

“Highly visible crosswalks enhance pedestrian safety at and around Union Square.”

“The project and PCTI program ran smoothly and worked well.”
Challenges and Lessons Learned

Public outreach may have adequately educated residents on the benefits of the project. Specifically, a news poll showed that 95 percent of the public was against some of the traffic calming improvements, believing that the removal of turning lanes would negatively impact traffic flow. A more proactive outreach and education program may have tempered the initial negative response to traffic calming in the study area.
Project Benefits and Successes

The project has significantly enhanced PA Route 381 through Ohiopyle State Park and Ohiopyle Borough for vehicular, bicycle, and pedestrian traffic through the project area. The project included improvements to the southern and northern gateways into the borough and park, bike lanes, crosswalks, and traffic calming techniques. The introduction of these elements also allows for better management of tour bus traffic through this area by directing them to designated areas and minimizing their interaction with other modes of traffic. Finally, the project allows borough residents and park visitors to walk or bike between recreational, commercial, and residential areas without being forced to drive and re-park.

Challenges and Lessons Learned

When the original project bid came in below the approved PCTI funding amount, PennDOT withdrew the difference. Once construction began, unforeseen events took place that required additional funding that exceeded the original bid price but was still beneath the PCTI award. The Borough had to coordinate with PennDOT to recover these funds to pay for the unforeseen costs. In addition, the project impacted several local and state agencies, making coordination somewhat difficult at times.
This construction project involves pedestrian, traffic calming, and safety improvements at and around Diamond Square in Blairsville.

- 18-month construction project
- Expected completion October 2012
- $2.5 million in PCTI funding

Project Benefits and Successes

The project addresses several circulation and safety concerns at the western gateway into the borough. Key elements of the project include improved pedestrian crossings and access to Diamond Square, reduced vehicular travel speeds as they enter the densely populated borough, and streetscaping measures. The project already greatly improves the appearance of the Market Street corridor within Blairsville’s Central Business District. It has recreated a sense of place within the borough and re-established Diamond Square as a community asset and destination. The streetscaping elements have significantly enhanced downtown Blairsville.

Challenges and Lessons Learned

In several locations, old coal chutes located within the borough had to be grouted to allow for the construction of new sidewalks. Two existing railroad lines created some concerns while construction was ongoing. Borough officials noted that the original PCTI award for $3.1 million was above the low construction bid of $2.5 million and indicated in the future they would include an addendum into the contract so that they could retain any additional funding to apply to other facets of the project.

Diamond Square has been re-established as a key focal point when entering Blairsville from the west.

“The project did everything the community was asking for in the business corridor.”

21. Blairsville Diamond Square/Market Street Improvement

Blairsville Borough, Indiana County
Sidewalk and crosswalk improvements are a key element for generating traffic in Blairsville’s business district.

Local business owners have added to the streetscape improvements in Blairsville.
This project upgraded a section of the local transportation grid to improve mobility and decrease congestion in the local road network. The road improvements were completed in tandem with ongoing construction of a $1.5 million intermodal transit facility.

- 12-month design and construction project
- Completed
- $607,200 in PCTI funding

Project Benefits and Successes

The road improvement project is located adjacent to a new intermodal bus terminal which is currently under construction. The transit facility will replace vacant and dilapidated buildings in the community’s downtown area and promote investment in the community’s town center. The transit facility and mobility improvement project involved a partnership between the state (Department of Community and Economic Development, which contributed $75,000 toward demolition costs); local government (Borough of Punxsutawney); the regional transit authority, Area Transit Authority (ATA), which serves the six-county North Central region; and the Punxsutawney Regional Development Corporation (PRDC), which has committed $25,000 toward demolition costs. Additional partners included the Jefferson County Housing Authority and three private property owners who have provided land to facilitate street widening and the construction of the new bus terminal. The new road network improves vehicular circulation and alleviates congestion by shifting travel patterns from one-way circulation to two-way circulation, and the upgrades to pedestrian and traffic signals improve safety.

“The project eases traffic congestion and provides increased safety for pedestrians.”
Signal and crosswalk improvements improve pedestrian circulation in Punxsutawney.

“This project was taken from concept to completion in about two years, including the time it took for the Borough to go through the consultant selection process. The road improvements were successfully scheduled to coordinate with the construction of the new intermodal transit facility.

The Punxsutawney Bus Terminal will be a major destination for pedestrian and vehicular traffic.
Project Benefits and Successes

Traffic congestion was identified as one of the top issues in the 2010 regional comprehensive plan that covers the three municipalities. Traffic signal improvements include synchronization and compatibility between the municipalities; signal head upgrades, emergency pre-emption, and video surveillance at some intersections; and a central computer to monitor traffic conditions. In addition, a new section of sidewalk was installed to provide a pedestrian connection between a large residential neighborhood and Elizabethtown Borough. These improvements will improve safety and help facilitate traffic flow and reduce the backlog of vehicles along Route 230, Route 743, and Cloverleaf Road.

Challenges and Lessons Learned

The final product was a success; however, this project experienced some administrative challenges. Navigating the process with the first round of PCTI as a new program and understanding timeframes was difficult for the project sponsor. Unexpected engineering costs and additional work occurred on the sponsor's end as a result of PennDOT requiring the project to be locally let.
Conditions before sidewalk installation at Route 743 and Mount Gretna Road

After sidewalk installation at Route 743 and Mount Gretna Road

New sidewalks installed as part of intersection improvements at Route 743 and Mount Gretna Road.
• 30-month construction timeframe for PCTI-funded phase
• Completed
• $2 million in PCTI funding (total project cost was $19 million)

Project Benefits and Successes
The Phase II expansion of the Red Rose Transit Authority’s (RRTA’s) Queen Street Station, which opened in August 2005, included the construction of a 400-450 space parking garage, incidental retail/lease space on the ground level, three additional bus berths along Christian Street, and the lease/sale of air rights over the parking structure for residential and/or commercial space that may potentially increase transit usage. The new facility replaced an existing surface parking lot in the heart of downtown with a multimodal transit station that provides opportunities for joint development in downtown. The location of new Queen Street Station, at the corner of East Chestnut Street and North Queen Street, is the same location where the Pennsylvania Railroad built its Lancaster Station in 1860. RRTA included some of the architectural motifs from the old train station in the design of the new facility. The project included added space for bicycle users and streetscape amenities along Queen and Chestnut Streets to improve the area for pedestrians. One aim of the project was to encourage transit-oriented development, including retail and residential uses throughout the area surrounding the transit station.

This project is an excellent example of a public/private effort that promotes livable cities and enhances other development projects in down-
Town Lancaster, such as the convention center and the new Academy of Music. There were many participants during project development, including the Lancaster Museum of Art, the City of Lancaster, the Lancaster Parking Authority, and RRTA, plus involvement from the Lancaster Downtown Investment District and Redevelopment Authority.

Challenges and Lessons Learned

The weak economy presented the biggest challenge in securing a developer for the commercial space.
This PCTI effort involved the construction of a new park-and-ride facility to expand commuting options for the Schuylkill County, eastern Berks County, and northern Lebanon County workforce traveling to downtown Harrisburg.

- Approximately one-year construction effort
- Completed
- $660,000 in PCTI funding, $960,000 highway funding, and $100,000 in Lebanon Transit funding

**Project Benefits and Successes**

The newly constructed park-and-ride lot was initially conceived in the Lebanon Transit Business Plan and complements the local development plans for East Hanover Township. Several locations were evaluated, including an existing informal parking area. Numerous meetings were held with key stakeholders and public comment was provided to help direct the outcome of the project. The park-and-ride lot offers area residents another option to travel to work in Harrisburg safely, efficiently, and economically.

The project included features such as security cameras, bicycle parking racks, lighting, and technology providing real-time information on bus arrivals and departures. Two parking areas were constructed on the property to accommodate carpoolers/vanpoolers as well as express bus service customers. In addition, the lot is located on the U.S. Army property of Fort Indiantown Gap and is used on weekends as overflow parking for special military ceremonies and funerals. Improvements were made to a nearby intersection and the road located at the vicinity of the park-and-ride lot to correct existing safety issues and better accommodate turning buses and pedestrian/bicycle traffic.

“Keeping all decision-makers and stakeholders “in the loop” was the key to getting this done and remaining on schedule.”

**25. Lebanon Transit Park-and-Ride Lot**

East Hanover Township/Fort Indiantown Gap, Lebanon County
Challenges and Lessons Learned

The project site is located near streams and several wetlands and required environmental clearance involving the wetlands, stormwater management, and a “species of concern” during project development. The appropriate federal and state resource agencies met on site with Lebanon Transit, Lebanon County Planning Department staff, and the design engineer to determine what was needed to keep the project moving forward. It was carefully designed to address stormwater runoff and erosion/sediment control during and after construction. The landscaping features all native species and was designed to minimize required maintenance at the site.

Carpool and vanpool parking lot
Project Benefits and Successes

The project focused on the western bank of the Lehigh River from the Tilghman Street Bridge south to the Hamilton Street Bridge. Ultimately the aim is to promote public use of the riverfront, link the riverfront to adjacent residential neighborhoods, and attract new businesses to the redevelopment zones along the river.

The most significant benefit is the creation of a master plan for the city’s waterfront area, which will guide how the waterfront will be developed, including the implementation of transportation and land use projects. A review of the public outreach program indicated that each successive public meeting showed an increase in attendance, with 120 residents participating in the fourth meeting. This indicates that local residents are excited about recapturing the riverfront for public use. Finally, the master plan promotes projects that have already been completed along the riverfront, while indicating locations where the existing transportation network may be insufficient to maximize future redevelopment projects.

Challenges and Lessons Learned

PennDOT District staff noted that city officials were unfamiliar with the PennDOT consultant selection process, which delayed completion of the...
project. There was a significant learning curve for many parties involved in the project progress. However, once the contracting issues were overcome, the study proceeded with no significant challenges.

This schematic indicates how important linkages are between Allentown’s waterfront and adjacent neighborhoods.
Project Benefits and Successes

The Pine Creek Rail Trail, a 62-mile nationally recognized trail, is a significant asset to the Jersey Shore community and region. The project included enhancements to the borough to serve as a gateway to the Pine Creek Rail Trail and the “Pennsylvania Wilds” region. The trail extension complements both the Borough of Jersey Shore revitalization and Pennsylvania Wilds program goals. Prior to the trail extension, trail users needed to travel by vehicle to reach the trailhead. The new section of trail now allows pedestrians and bicyclists to access the trail directly by foot or bike from downtown Jersey Shore. The project also enhances revitalization efforts throughout other areas of downtown Jersey Shore. Trail-oriented businesses are beginning to locate within the borough.

The trail extension is a rail-with-trail section. The Borough worked closely and successfully with the SEDA-COG Rail Authority to ensure safety for trail users and to agree on maintenance responsibilities. Grade separation, fencing barriers, and signage at the rail crossing were included in the trail design.
Challenges and Lessons Learned

The trail connector has added tremendous value as a gateway to the Jersey Shore community as well as the overall Pennsylvania Wilds region. However, some lessons were learned along the way during the design and construction of the project. The accelerated construction schedule that was attached to the PCTI funding did not allow for adequate design review time. Design errors were identified at the start of the construction phase, which delayed the project and ultimately increased the overall project cost. It is important to provide appropriate oversight during the design process and to allow for sufficient design review to keep the project on budget.

*The new trail connector is located next to an active rail line.*
Project Benefits and Successes

The project created a blueprint for future construction investments and prioritized land use concerns, rather than simply focusing on the movement of vehicles. A portion of the project aimed to explore improvements to the roadway that would complement the character of adjacent land uses and the community as a whole, especially as it transitions from a rural context to a more densely developed area in Mercer Borough. The project allowed the two municipalities to work together with a cohesive vision for the four-mile corridor. Four project goals were identified:

1. Enhance motorized travel.
2. Provide a multimodal transportation network.
3. Ensure safe and efficient access throughout the project area.
4. Manage land use.

These goals were developed as a result of input from a Project Advisory Committee, Stakeholder Committee, two public surveys, and feedback from two public meetings. Outreach to the Amish community was highlighted as a significant benefit to make the project team aware of their unique issues and concerns surrounding traffic, parking, and safety within the corridor.
Challenges and Lessons Learned

Project area concerns were identified through public input and field views. The primary concerns identified included a lack of pedestrian access, congested and confusing intersections, traffic conflicts, and underutilized industrial/commercial/natural areas. These deficiencies were documented to develop potential multimodal transportation improvements. Four transportation and land use scenarios were developed to evaluate the impact of various land use patterns on the transportation system. Stakeholder meetings were at times confrontational and challenging, as project staff had to balance the needs of sound land use planning with the growth-centric interests of local business owners.

Providing a multimodal transportation network was one of the main goals of the study.
This effort prepared a plan for a transit-oriented development (TOD) center at the Noble Train Station on SEPTA’s West Trenton Line.

Project Benefits and Successes

This plan included a review of highway connections to the Southeastern Pennsylvania Transportation Authority’s (SEPTA’s) Noble Station and an investigation of pedestrian and bicycle linkages, including improvements to streetscaping, sidewalks, lighting, and crosswalks. The study also reviewed a location for a commuter/shared-use parking structure that would support station use as well as new residential and commercial uses.

The project resulted in the collection of a significant amount of field data, including impacts to grading and circulation in the vicinity of the station. It was also important that the Township was able to complete the cost and gap financing analyses that would be necessary to push the project through to implementation. The public involvement portion of the project was largely completed via a charrette, which allowed the project team to directly interact with concerned citizens and answer questions.

Challenges and Lessons Learned

One of the most significant challenges was dealing with the fact that the planning process is time-consuming. The significant level of public input was extremely useful, as it brought several issues to light that may have
This project aims to improve pedestrian conditions along key routes linking to Noble Station.

been overlooked by the project team. However, it also led to an extended project schedule, as the project team attempted to review and address those comments.

The project team expected significant opposition from residents, given that parking structures can often be controversial. However, the charrette team included a graphic designer/landscape architect that was able to provide on-demand sketches of the structure from the perspective of concerned citizens. Once citizens were able to see an exact rendition of the structure from their residence, they were able to get a more detailed understanding of how the project would fit into their neighborhood.
30. Cynwyd Trail and Station Access Improvements

Lower Merion Township, Montgomery County

This construction project will improve bicycle and pedestrian circulation, SEPTA station access, and emergency vehicle access.

- Anticipated eight-month construction phase
- Expected completion December 2012
- $275,000 in PCTI funding, $51,000 in Township funding

Project Benefits and Successes

This construction project will improve bicycle and pedestrian circulation between Cynwyd Station, which serves as the western terminus of SEPTA’s Cynwyd Line, and the Cynwyd Trail, a linear park located in Bala Cynwyd. The project is also extending the existing station platform and provides ADA-accessible ramps. The new trail will provide direct connections between the station, adjacent parking lots, and the local downtown area. Finally, the project will provide emergency access for fire trucks and ambulances onto the trail.

One of the most significant benefits is that the project will provide a connection between an active rail line to a spur of the Schuylkill River Trail. The project will provide increased access for users who are unable to find a parking space in the undersized parking lots at the station. The significant amount of public involvement included televised public meetings and numerous walks. The local historical society has been involved with the maintenance of the station, which is a true asset to the area. The project also took advantage of a partnership with Villanova University to perform stormwater management tasks.

“The project will result in an excellent trail with a beautiful trailhead.”
Challenges and Lessons Learned

The most significant obstacle that the Township identified was coordinating among the Federal Highway Administration (FHWA), SEPTA, and PennDOT. Coordination with the Pennsylvania Historic and Museum Commission was also challenging at times, as they were concerned with how the project would impact the station structure. The project was delayed significantly due to coordination issues between the project team and the railroad, which led to the project being completed more than two years behind schedule.

*Conditions prior to construction*
Project Benefits and Successes

Phase III improvements to this 0.75-mile section of Easton Road between Springhouse Lane and Church Road complete the streetscape and continuity of the corridor, while providing improved pedestrian circulation and connectivity through sidewalks and highly visible crosswalks and medians. Further, traffic calming elements, including curb extensions and textured pavement, will further slow traffic throughout the commercial corridor. Streetscape elements along the corridor include pedestrian-scale lighting, street trees, banners, benches, and trash receptacles. The project also includes three new ADA-compliant bus shelters along the highly traveled transit corridor.

By completing a multi-phase corridor initiative, this project fulfilled a longstanding goal of making the Easton Road commercial corridor pedestrian friendly. The project also links Arcadia University students with the Glenside train station by means of a unified set of improvements that create a sense of place for the corridor. This was a goal of Arcadia University and provides students with direct access to regional rail to Philadelphia.
Challenges and Lessons Learned

The project team had design issues with pedestrian push buttons that did not initially meet ADA compliance. The signal design required a custom anchorage for the pedestrian push buttons, which was originally rejected by PennDOT. The engineer, contractor, and PennDOT had to collaborate to develop a design that was functional and ADA-compliant. The project used a consultant familiar with PennDOT, therefore the project was able to be designed and built on a tight schedule.
This construction project will improve traffic circulation and pedestrian mobility within Lansdale by rehabilitating portions of Wood and Vine Streets to enhance the overall local street network.

- 41-month construction project
- Estimated completion July 2014
- $3.5 million in PCTI funding, local match will cover cost overages

Project Benefits and Successes
This project, along with several other transportation improvements at and in the vicinity of Lansdale Station, is part of an overall borough-wide focus on transit-oriented development. This project will provide an alternative route for vehicular traffic through the borough while bypassing crossings with the SEPTA Lansdale/Doylestown regional rail line. The project will directly link Lansdale's central business district with several municipal service buildings, including the library, fire station, police station, post office, and Borough Hall. Improved streetscaping will further improve the overall sense of place within the borough. The project allowed the Borough to push forward other necessary improvements (sewer, water) that were completed prior to the transportation-related improvements.

Challenges and Lessons Learned
This project was one of the first PCTI projects to be pursued as a design-build project. Given that this is a new process for both the Borough and PennDOT, it has created challenges for the project engineer and contractor. The start of project design was delayed by several months because two roadways had to have their functional classification changed in order to be eligible for federal funding. Right-of-way issues have also delayed the project.
Project Benefits and Successes

Transportation improvements along Larry Holmes Drive resulted in a complete overhaul of the entire street to facilitate pedestrian access and enhance the downtown area. These improvements relate directly to goals outlined in the comprehensive plan and downtown revitalization plan and are the implementation of recommendations identified through a previous walkability study conducted by the City’s Environmental Advisory Commission. The project provides an improved streetscape for the downtown area and was effectively coordinated with other related efforts, such as utility upgrades and the future intermodal facility that is planned for construction next year.

The residents and business owners in the area were provided with conceptual illustrations of the proposed improvements during the preliminary design phase. Most people were ecstatic about the plans. The road is being narrowed to fit better with the surrounding land use context and improve safety for pedestrian movement within the downtown and between the Southside and downtown neighborhoods. The road and streetscape improvements will help restore the multimodal character and vibrant downtown of years ago.
Challenges

As with similar construction projects that take place in a downtown area, communicating with adjacent property owners to avoid interruption with sidewalk and other work was somewhat of a challenge. Continual communication was key to keeping the project moving forward.
This construction project involved the completion of Phase III of the South Bethlehem Greenway, a rail-to-trail greenway that bisects the urban core of the city.

- Approximately 12-month construction project
- Completed
- $1.64 million in PCTI funding, $200,000 in DCNR funding, $90,000 city bond

**Project Benefits and Successes**

The greenway runs along a former Norfolk Southern right-of-way that links Saucon Park with the Lehigh River. The project includes context-sensitive elements that take advantage of the area’s historical and industrial character. The project was widely supported by residents and businesses that are linked or impacted by the project. While the project largely focused on the reuse of an abandoned railway, it also provided connections to existing residential and commercial areas, improving circulation and access opportunities for bicyclists and pedestrians in South Bethlehem. The project promotes numerous Smart Transportation elements, including safety for bicyclists and pedestrians, an improved level of service along South Bethlehem streets, linkages to proposed intermodal sites, and improving the overall sense of place and quality of life within South Bethlehem.

**Challenges and Lessons Learned**

City stakeholders noted that the use of federal money introduces additional project documentation requirements, which can lead to some challenges when budgeting for a project. These regulations often forced the city to involve administrative staff and funding that may have been
The construction of the Phase III of the South Bethlehem Greenway as completed in July 2012.

Previously completed sections of South Bethlehem Greenway create a multi-use path that provides off-road circulation south of the Lehigh River.

better used on project-specific tasks. Further, they noted that state oversight via DCNR (or a similar alternative) may allow for the distribution of more funding directly to the construction of a project, rather than to fulfilling administrative requirements.

PennDOT District 5-0 noted that similar to other PCTI projects, the project sponsor’s landscape architect was unfamiliar with ECMS, which PennDOT requires to bid a construction project. Therefore, the District spent a significant amount of staff time to assist the design team in preparing the bid package.
This planning project involved the development of a multimodal plan aimed at improving bicycle, pedestrian, and transit opportunities in Hellertown.

- Eight-month planning project
- Completed
- $90,500 in PCTI funding

Project Benefits and Successes

The project allowed the borough to develop a Walkability Study and Smart Transportation Plan involving a network of pedestrian, bicycle, and transit routes. The project aimed to ease traffic congestion within the borough by encouraging more frequent trips via non-motorized modes of transportation, ultimately improving the overall quality of life for residents. The project also focused on providing on- and off-road connections to link points of interest, including local schools, parks, commercial areas, and Lehigh University, among others.

One of the significant benefits of the project was an outreach program that included a brochure detailing the elements of the study, and a walking tour with the Borough Planning Commission that highlighted the need for the plan.

Following completion of the plan, the Borough reexamined and modified the existing zoning within the downtown area to streamline the potential implementation of recommendations for sidewalks, lighting, and overall pedestrian conditions.

“The project provided an opportunity for our community to work with PennDOT and break down barriers.”
Challenges and Lessons Learned

An early challenge that was quickly overcome was a question about how PennDOT would use stakeholder input in the decision-making process. The Borough found that the PCTI program promoted collaboration between the community and PennDOT, ultimately improving the perception that borough residents had about PennDOT.

PennDOT District 5-0 noted that similar to other PCTI projects, the Borough was unfamiliar with the department’s consultant selection procedures, which delayed the project. However, once the qualifications-based process was undertaken and a consultant was selected, the study progressed quickly.
The project is focused on pedestrian circulation improvements, including reconstructed sidewalks, curb ramps, pedestrian-scaled lighting, and streetscaping elements.

- 18-month construction project
- Expected completion October 2012
- $2.48 million in PCTI funding

Project Benefits and Successes

The project has significantly improved pedestrian circulation within the vicinity of the Temple University Regional Rail Station, which currently serves 12 SEPTA Regional Rail Lines and is the region’s fourth-largest regional rail station. Previously, pedestrians had to traverse a series of damaged or missing sidewalks. The replacement or repair of these sidewalks will encourage more people to walk to and from the station. Overall, the project will encourage further development as the site becomes the focus of a $30 million transportation-oriented development (TOD) project around the station that is estimated to be completed in June 2013. In tandem with this project, the city resurfaced Berks Street in the vicinity of the station.

Challenges and Lessons Learned

ADA compliance requirements created several delays in the project for sidewalk and curb ramp design. It was difficult to keep the public interested and involved throughout the project, but that was largely because it was not a controversial project.
Project Benefits and Successes

The project is part of a series of improvements aimed at slowing vehicular traffic through traffic calming measures to create a more attractive and safer experience for pedestrians who must interact with higher-speed vehicles accessing the Vine Street Expressway. The aim was to shift from a vehicular-focused interchange to an intersection that provides necessary access for vehicles traveling to the Vine Street Expressway, while providing safe crossings and circulation for pedestrians traveling throughout Chinatown.

This project transformed an existing city street (Vine Street) from a higher-speed entrance ramp onto the Vine Street Expressway to a grid network street that complements the context of surrounding city streets. The goals of the traffic calming elements are slower traffic, reduced vehicular volumes, increased pedestrian volumes, and an improved sense of place. Improved pedestrian conditions will significantly benefit the neighborhood as parts of Chinatown shift from more traditional industrial uses to residential areas. The improvements to pedestrian circulation within this area are viewed as a potential catalyst for further private sector investment into the community.
Challenges and Lessons Learned

The city empowered the local Community Development Corporation (CDC) to provide guidance on the improvements to the local community. This outreach minimized local opposition to the project by allowing for feedback to occur between the CDC and community members. It was noted that the City’s internal process slightly delayed construction, and that future projects located within Philadelphia should schedule appropriate time for this level of review.

Textured pavement helps to slow traffic and create highly visible crosswalks.
This plan addresses transportation planning and land use issues and creates a blueprint for future investments to revitalize Bushkill Village in the context of a national park setting.

- 17-month planning project
- Completed
- $160,000 in PCTI funding, additional DCNR funds

Project Benefits and Successes

Bushkill Village and Route 209 are the gateway into Pike County at the southern end of the Delaware Water Gap National Recreation Area (DEWA), but the historic location has languished as a significant destination as a result of a complex overlay of jurisdictions since most of the properties were acquired for the Tocks Island Dam project nearly 50 years ago. The plan focuses on revitalizing Bushkill Village within a “community context” and recommends several actions for transportation and land use improvements, as well as conservation of the existing national resources as a landmark cultural landscape. The Bushkill Village Conservation Plan is the outcome of an innovative partnership among Lehman Township, the National Park Service, and several state, regional, and local stakeholders.

The project creates context-sensitive design guidelines to ensure that future investments are appropriately scaled given Bushkill Village’s historical importance. It also focuses on intermodal connections, including trail connections, pedestrian improvements, wayfinding signs, DEWA visitor-focused services, and improved access to shuttle bus service to the park. Ultimately, the project created a comprehensive conservation plan for the village center that proposes a vision for the area, improvements to

“The study aims to revitalize Bushkill’s village center.”

Proposed adaptive reuse for the Turn Store, listed on the National Register of Historic Places
A view of the existing Peters House before the proposed intersection signalization. This corner will become the safe crossing location for visitors to move between the east and west, and the north and south quadrants of Bushkill Village.

A model view of the Peters House at the U.S. Route 209/Bushkill Falls Road intersection. The rendering shows the proposed signalization, pedestrian crosswalks, Market Pavilion, and streetscape improvements, including trees, sidewalks, fences (for pedestrian control), and ADA-accessible routes.

A model of the preferred alternative for the Bushkill Village cultural landscape – This rendering shows the Turn Store and Peters House as historic village cornerstones along the U.S. Route 209 corridor. Other proposed features identify former village resources—such as pavilions to interpret the former Train Station, Grist Mill, and a “Market Pavilion”—that will re-establish a streetscape scale of the former commercial facades at this corner. Interpretive features will serve modern recreation, transportation, and economic uses.

LEFT: Existing view, Turn Store. The historic building is a strategic cultural resource. It is currently vacant, privately-owned, and “in-holding” within DEWA boundaries.

RIGHT: Turn Store proposed adaptive reuse. Improvements would support DEWA and Lehman Township recreation services and conserve village cultural resources.
This project involved construction of a 9.2-mile bicycle and pedestrian trail to link Lewisburg and Mifflinburg.

- Nine-month construction phase
- Completed
- $3.7 million in PCTI funding for construction, $350,000 in state (DCNR) funding for design

**Project Benefits and Successes**

This project involved the construction of Phase I of the Buffalo Valley Rail Trail (BVRT), a 9.2-mile bicycle and pedestrian trail located along a rail-banked section of the West Shore Railroad corridor. The new trail runs parallel to Route 45 and connects Union County’s two largest communities, Lewisburg and Mifflinburg. Phase II (not funded through PCTI) will consider extending the trail through downtown Lewisburg.

The trail provides an alternative form of transportation for the area and significantly improves safety for pedestrians and bicyclists by removing them from the U.S. Route 15 corridor. It is being used for commuting, errands, fitness, and fun by a wide variety of residents and visitors, including the local Mennonite community, and serves as a valued transportation facility. Within a few months of its opening, the BVRT had already proven to be a great asset to the community and the region with visitors coming to the area specifically to use the rail trail. Shortly after the trail opened, Bucknell students set up an automated counting device over a 20-day period and determined that the trail accommodates roughly 400 users a day.

“Without PCTI this project likely would not have happened for many years. PCTI allowed the project to be completed in a very quick timeframe.”
The project sponsor noted that the use of federal PCTI funds (and thus federal design standards) gave the sponsor confidence that the trail was designed and constructed correctly. They also noted that during design and construction, PennDOT District 3-0 staff were very prompt with reviews and approvals and helped keep the project on schedule. Union County staff provided invaluable project administration services.

**Challenges and Lessons Learned**

There was some initial opposition and resistance from property owners along the trail who were concerned about vandalism and trespassing. Public meetings and information mailings helped alleviate these concerns. It was important to give plenty of opportunities for residents to voice their opinions. Open lines of communication were an important element of this effort. Some people did not understand that PCTI funds were restricted for transportation-related needs and there was confusion as to why area state parks were potentially closing due to lack of funding. Meetings were essential to educate and inform the community.

*Parking and a comfort station are provided for visitors accessing the rail trail.*
Project Benefits and Successes

U.S. Route 15 serves as a primary north-south artery for the North Central Pennsylvania region and provides essential transportation connections between numerous communities along the Susquehanna River. Within the planning study area this four-lane highway presents a barrier between downtown Lewisburg Borough and its neighborhoods on the western side of U.S. Route 15 and adjacent East Buffalo Township. The study was initiated to develop a comprehensive framework and vision that integrates the analysis of both land use and transportation issues along the 2.5-mile-long corridor. The study resulted in a transportation and land use master plan for the U.S. Route 15 corridor in the Lewisburg area between the Beagle Club/River Road intersection and the William Penn Drive intersection.

The plan focuses on improving mobility, safety, circulation, and quality of life and outlines recommendations that balance future traffic capacity demands within the context of existing and future land use conditions, community vision, and multimodal travel options. The plan created a vision for the U.S. Route 15 corridor by bringing key stakeholders together for the first time to discuss detailed problems and concerns. Residents in the area also provided essential input that translated to recommended so-
lutions for the corridor. The final plan reflects a great deal of citizen input on recommended design improvements, including removing the center turning lane and establishing a green median/boulevard.

Other recommendations focus on reducing traffic congestion, improving safety for bicycle and pedestrian access at intersections and along U.S. 15, resolving the Buffalo Valley Rail Trail crossing location of U.S. 15, implementing aesthetic improvements along the corridor, providing a gateway to downtown Lewisburg, and providing for land use and zoning consistency between Lewisburg Borough and East Buffalo Township.

**Challenges and Lessons Learned**

Most business owners and residents were supportive of the study and recommended design elements, however, not everyone was fully on board with the concept of applying Smart Transportation/design flexibility and gateway-related signage in the master plan for the corridor. It took some time to find consensus on some of these design options. It was important to discuss these differences of opinion as several of the options presented would change the character of established neighborhoods. Beyond establishing a vision and master plan for the corridor, a study like this is always an eye opener for the public on the cost of transportation improvements. Changes don’t happen overnight and the money isn’t currently available to accomplish all improvements.
Project Benefits and Successes

The Smart Transportation Study for Oil City focused on U.S. Route 62, which traverses Oil City’s Southside Business District. U.S. Route 62 is the primary travel route through the southern portion of Oil City, therefore a comprehensive corridor plan for this roadway enables the city to prioritize improvements to benefit all users of the roadway and provide a toolbox for potential development and redevelopment.

The three-phased study reviewed existing conditions and analyzed future transportation and land use needs. Working alongside local officials, stakeholders, and citizens, the project team developed conceptual improvements at targeted locations within the corridor.

The project team used Synchro, a traffic simulation tool, at a public meeting to show how a roundabout would benefit the corridor. This helped illustrate the concept to local residents who were apprehensive about how it would impact traffic flow.

Challenges and Lessons Learned

Now that the study has been completed, finding funding sources to implement improvements will be a challenge. The city applied for implementation funds but was unsuccessful.

The project resulted in planned infrastructure improvements and changes to city ordinances to encourage infill development and redevelopment.

- 12-month planning study
- Completed
- $205,000 in PCTI funding

“PCTI provides an opportunity for the City to define and creatively respond to the unique land use and transportation needs of the southside business and commercial districts.”
The planning study recommends a stamped concrete design on the apron in front of the Fire Company building to delineate a No Parking area.

“Although a unique and wonderful small town character already exists in Felton, the community seeks to enhance the cohesiveness of the Main Street corridor.”

42. Felton Borough Main Street Corridor Planning Initiative

Felton Borough, York County

The plan focuses on connectivity and traffic calming to create a safe transportation corridor.

- Approximately one-year planning study
- Completed
- $35,000 in PCTI funding

Project Benefits and Successes

The purpose of the planning study was to create a plan for the Main Street corridor that incorporates both functional and aesthetic smart transportation street design. Main Street provides important connections to residential areas, park facilities, and other community assets. The overall goal of the plan is to create a safe transportation corridor in the heart of the borough that is shared by motorists, pedestrians, and bicyclists alike.

This study gave the Borough a good idea on what can be done on Main Street to reduce speeds. Recommendations include seven bulbouts located throughout the corridor for traffic calming, installation of a sidewalk along Main Street from the front of the Borough Office to High Street, accommodations for additional on-street parking, and a stamped concrete design in front of the Fire Company building to delineate a No Parking area and allow for safe entrance to the facility. Construction is expected to be conducted in five specific phases along the corridor and is estimated to cost $1 million.
Challenges and Lessons Learned

The study included public outreach that culminated in a meeting held at the end of the study prior to adoption. All of the borough residents, especially residents and businesses located in the Main Street study area, were invited to attend. Engaging the public is crucial to learn what is suitable and to gain acceptance of a plan. A proposed new sidewalk along one side of the street was identified as a concern for property owners and therefore the sidewalk recommendation in front of those properties was removed from the study. Overall, the study process went smoothly. It is a good plan but the Borough will need to acquire grant money to implement the recommendations.

Felton Borough initiated a study of its Main Street corridor in an effort to retain its small town charm.
Project Benefits and Successes

The study refined a good process for looking into future possible park-and-ride locations, including the evaluation of existing facility options. A previous park-and-ride location was determined without a study associated with it; however, the study process proved to be a better method of determining the best location. The study was very data-driven and examined five different exits on I-83 from exit 16 to the Maryland line. Data included drive time limits, current/future southbound commuter data, peak traffic counts, parking/ramp counts, customer input, and various location characteristics to narrow options.

The study considered a number of in-process activities of rabbittransit and PA Commuter Services and lays the foundation for southbound commuter transportation to reach the next level. The study supports the York Area Metropolitan Planning Organization (YAMPO) goals of reducing the use of single-occupancy vehicles for commuting and supporting commuter bus service. Funding has also been set aside by YAMPO for implementation of the park-and-ride lot.

A robust online survey effort was conducted. Survey results from another relevant recent study were used to tailor questions for the survey designed...
for this study. Two surveys fed information to the study and the public was further engaged through e-mail blasts, website announcements, and yard signs throughout the study area. Without PCTI there would not have been available resources for this type of study. The PCTI funds gave rabbittransit and YAMPO the opportunity to do the necessary research to find the best park-and-ride locations. Rabbittransit is currently working with the Federal Transit Administration (FTA) and YAMPO to advance the implementation of the study.

Challenges and Lessons Learned

The study went smoothly and the administrative work was fairly easy. There were no real challenges other than a slight learning curve related to the field work. The study was short and focused which helped in sharing study progress with the project committee. One afterthought is that the study should not have been concluded with only the recommended six locations, but rather kept open to other possibilities for other commuter needs beyond the focus of this particular study. Acquisition of the land to construct the park-and-ride lot will be a challenge since multiple land uses compete for the available open space; however, the study may help jump-start future discussions.
The purpose of this study was to manage access points along the U.S. Route 30 corridor within Jackson and Paradise Townships in York County by identifying improvements that can be applied over time through local land use ordinances.

- Approximately 16-month study
- Completed
- $100,000 in PCTI funding, in-kind services from York County Planning Commission

Project Benefits and Successes

The opportunities for increased land development activities in Jackson and Paradise Townships also spawn traffic access, safety, and capacity concerns along the U.S. Route 30 corridor. The access management study involved the identification of planning initiatives and regulatory requirements to enable the townships to properly manage access to new development. The need for access management along Route 30 was identified in the townships’ multimunicipal comprehensive plan and the York County MPO (YAMPO) Long-Range Transportation Plan. The York County Planning Commission conducted the study, which included background data collection and crash analysis, municipal/public outreach, and model ordinance development. Personal invitations were mailed to all property owners along the corridor and a public meeting was held early in the planning process. The meeting was well attended and included discussion and explanation on the objectives of the study. PennDOT’s Access Management Model Ordinances Handbook (Pub 574) was considered in the development of regulatory solutions. Tailored model land use/access regulations for the corridor were developed and provided to each of the townships. The model ordinance language was developed and Paradise Township adopted an access management ordinance in February 2012. To date, Jackson Township has not adopted an ordinance.

“It’s important to seek support at the beginning of the process to build the level of commitment for implementation.”

Good examples of access management can be found along the corridor. This shared driveway connects several homes to Route 30.
Challenges and Lessons Learned

The Access Management study followed a good process and fit reasonably well within the goals of the PCTI program, however, more time was needed than anticipated to reevaluate and make changes as part of the ordinance development and adoption process. Some lessons learned include the need to seek more support from municipalities at the beginning of the process in order to build the required level of commitment for implementation. Planning staff gained a better understanding of ordinance adoption from the perspective of a rural municipality through working with Jackson Township. There was a level of public frustration regarding the need to conduct planning studies and develop local ordinances before constructing transportation improvements. It would have been beneficial for YAMPO to have put money aside to implement improvements identified through the study.

The new Access Management Ordinance for Paradise Township contains a useful definition diagram.
This project addressed mobility issues in four municipalities by upgrading and installing traffic signals, installing pedestrian signal heads, and improving signal timing to accommodate all transportation modes.

- Approximately one year for installation and upgrade of traffic signals
- Completed
- $1.2 million in PCTI funding

Project Benefits and Successes

This project addressed mobility issues in four municipalities that had been identified in various plans—the Elmira Street Mobility Plan, Mansfield Mobility Plan, and Wellsboro Mobility Plan. These plans identified the need for signal improvements to facilitate mobility throughout the region. In addition to upgraded signals, pedestrian signal heads, and improved signal timing, pre-emption for emergency vehicles and pedestrian crosswalk upgrades were added to the intersections to improve safety. Further, signals were installed at a previously unsignalized intersection in Wellsboro.

This region is in the heart of Marcellus shale natural gas drilling activity and traffic has increased significantly since the three mobility plan studies were finalized. Mobility issues are now even more urgent. The municipalities are now looking to update their comprehensive plans to reflect the impacts of the Marcellus shale industry.

Several meetings were held with the four municipalities to educate and obtain their support prior to application for the PCTI award. One unanticipated positive outcome of these meetings was that they helped facilitate discussions on how to work together to share equipment.
Challenges and Lessons Learned

A few obstacles were met along the way and were corrected. Initially, neighboring land owners complained about the loud volume of the new audible pedestrian signal heads; the volume was accordingly adjusted. Another hurdle involved the new signalized intersection in Wellsboro. There were differing opinions on whether one arm of the intersection required a sidewalk. PennDOT installed a pedestrian facility; however, it did not meet the existing stamped concrete design found throughout the downtown area. PennDOT corrected the issue by installing a stamped concrete sidewalk. Lastly, drivers generally complained about the initial timing of the signals. The timing issue has been resolved through a series of adjustments.
The Common Ground tool identifies the region’s assets for making better land use and transportation decisions.

46. Common Ground Web-Based Planning Tool

North Central Regional Planning Commission
(Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties)

This planning effort involved the identification of regional assets and the development of an interactive local asset management web-based tool.

- Two-year planning project
- Completed
- $285,000 in PCTI funding

**Project Benefits and Successes**

The project resulted in a geographic information system (GIS)-based tool to assist the six-county region by providing baseline asset information (land use, transportation, and economic development data) over the long term. The website houses this data in one location, making it easier for local governments to access the data. The Common Ground website identifies existing and planned land uses surrounding the region’s recently developed “core transportation system” and current and planned investments in water, sewer, and industrial development. Common Ground is an effective tool to assist local officials with planning decisions and to support regional coordination efforts.

**Challenges and Lessons Learned**

The implementation of the Common Ground website involved input and cooperation from various planning partners and transit agencies throughout the region. A few challenges were encountered along the way due to the large size of the region and the number of assets to be identified. Accessing local data was not easy, and inconsistencies in land use policies and regulations throughout the region proved to be an impediment. There was some resistance from the counties regarding making

“PCTI is a good program and the project created a good asset management site for the region.”

"PCTI is a good program and the project created a good asset management site for the region."
data available via the Internet. In hindsight, too much time was spent on gathering the digital land use data. It may have been best to maintain focus on the big picture rather than the minute details.

In the end, the hard work paid off and an effective asset management tool has been created to bring the region together.
Project Benefits and Successes

The project involves portions of U.S. Routes 11/15, U.S. Route 11, PA Route 147, and PA Route 61. The plan establishes a clear vision for the region and provides general principles to help shape the future of the corridor and the surrounding communities through the interconnectedness of transportation with land use, economic development, and recreational development. The planning process integrated the various goals of the communities along the corridor and serves as both a master plan and smart transportation plan for the Lake Augusta Corridor. PA Bike Route J currently runs along this section of U.S. Routes 11/15, but is a dangerous section for non-motorized traffic. The plan recommends a transportation focus on making safe pedestrian/bicycle connections among communities and providing improved access to the river. The plan also recommends:

- creating green space along the right-of-way as part of the Susquehanna Greenway system;
- reducing the number of travel lanes, where appropriate;
- increasing shoulder width;
- intersection enhancements;
- a river sports park for non-motorized boating activity;

The Lake Augusta Gateway Corridor Study identified context-sensitive design solutions to alleviate congestion, mitigate safety issues, and beautify a 6.2-mile corridor along the Susquehanna River and adjacent communities.

- Approximately one-year study
- Completed
- $125,000 in PCTI funding

Lake Augusta Gateway Corridor Study
Northumberland Borough, the City of Sunbury, and Upper Augusta Township in Northumberland County; Shamokin Dam Borough and Monroe Township in Snyder County; and Union Township in Union County
Lake Augusta Gateway Corridor Study, cont’d.

- Shamokin Dam and Northumberland scenic parkway improvements; and
- other related near- and long-term recommendations.

The project was guided by a Task Force of more than 40 people representing all types of interests. Everyone worked well together and PennDOT staff provided a great presentation to the Task Force early in the study process on the principles of Smart Transportation, which was helpful.

Challenges and Lessons Learned

A complementary study involving the Route 61 corridor in the City of Sunbury ran concurrently, which allowed for coordination and integration of plans. Unfortunately, this was misunderstood by the local newspaper media and others to be a duplication of effort. One limitation of the study is that it did not examine the full range of transportation modes, and therefore is not fully multimodal. However, the study did address pedestrian/bicycle and roadways. Looking back, it would have been beneficial to have a component in the plan to consider transit to help alleviate congestion and enhance the community.

Lake Augusta (the Susquehanna River at Northumberland Borough and the City of Sunbury)