

State Transportation Commission

2015 Twelve Year Program Development

Regional results of the survey and public feedback from August thru November 2013

Altoona Metropolitan Statistical Area (MSA)

Mobility Concerns

Traffic congestion is growing and resources are limited to build additional capacity.

As a result, transportation agencies are exploring ways to manage demand, operate efficiently, and improve capacity.

Using a scale of 1-5, for each mobility concern, please rank how important each mobility concern is to you, with one being 'Not Important' and 5 being 'Very Important'.

Passenger Rail	Ridership on the Keystone Corridor has doubled since 2000 making it Amtrak's fourth-busiest route in the nation. Rail infrastructure improvements are critical to timely service.
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Responded With an Average Rank of 4.24

Freight Rail	\$500 billion in goods and services travel through PA each year. That investment would grow with upgrades to accommodate intermodal changes such as emerging needs from the natural gas industry and double-stack train access to our ports.
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Responded With an Average Rank of 4.00

Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.
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Responded With an Average Rank of 3.81

Transit	Implementing new technologies improves service.
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Responded With an Average Rank of 3.81

Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.
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Responded With an Average Rank of 3.33

Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.
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Responded With an Average Rank of 3.14

Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.
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Responded With an Average Rank of 3.05

Mobility Suggestion	Suggest another mobility concern:
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Provided Other Options for Mobility Concern 3.00

Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.
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Responded With an Average Rank of 2.76

Altoona MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
15	68.18%	of Responders Chose for Top Three With an Average Rank of	2.40
State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
15	68.18%	of Responders Chose for Top Three With an Average Rank of	1.80
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
10	45.45%	of Responders Chose for Top Three With an Average Rank of	1.70
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
10	45.45%	of Responders Chose for Top Three With an Average Rank of	2.20
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
10	45.45%	of Responders Chose for Top Three With an Average Rank of	1.80
Preservation Other	Suggest another preservation option:		
3	13.64%	of Responders Provided Other Options for Top Three grouping	.00

Altoona MPO**Safety Strategies**

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
14	63.64%	of Responders Chose for Top Three With an Average Rank of	1.50
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
13	59.09%	of Responders Chose for Top Three With an Average Rank of	1.85
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
12	54.55%	of Responders Chose for Top Three With an Average Rank of	2.67
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
11	50.00%	of Responders Chose for Top Three With an Average Rank of	1.91
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
5	22.73%	of Responders Chose for Top Three With an Average Rank of	2.20
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
4	18.18%	of Responders Chose for Top Three With an Average Rank of	2.00
Safety Other	Suggest another safety option:		
1	4.55%	of Responders Provided Other Options for Top Three grouping	.00

State Transportation Commission

2015 Twelve Year Program Development

**Regional survey and mapped comments from the public feedback August thru
November 2013**

Altoona Metropolitan Statistical Area (MSA)

Mobility Concerns

Mobility Suggestion	Suggest another mobility concern:
Bicycle and pedestrian in urban areas	
High speed rail and public transportation, in general.	
Multi-modal transportation safety--making it safer and more convenient for people to choose other modes of transportation than the car	
There really should be a plan to bring a decent passenger rail system to the entire state. Even a study would help; it'd be on the shelf if anyone later wanted to look into it.	

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a "basic maintenance first" in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
15	68.18%	of Responders Chose for Top Three With an Average Rank of	2.40
Need each local or regional entity to do a study to ascertain whether we need all these bridges. In a city or boro, do we really need a creek crossing for every block? Do we need the "old" road's bridge to cross the same stream ¼ mile from the "new" road's crossing? We can bring down the overall cost if we eliminate superfluous infrastructure.			
State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
15	68.18%	of Responders Chose for Top Three With an Average Rank of	1.80
Focus on bridges before surface pavement. A bridge failure would be much more catastrophic than pavement failure. Also, be willing to close and remove redundant bridges to eliminate the maintenance and replacement costs in the future.			
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
10	45.45%	of Responders Chose for Top Three With an Average Rank of	1.70
Investment here would be also be an investment in highway preservation since it would reduce the number of vehicles on the highways (and therefore wear-and-tear). An increased investment will also allow our aging population to remain mobile longer - something to consider as the boomers enter retirement and see the end of their driving years looming ahead.			
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
10	45.45%	of Responders Chose for Top Three With an Average Rank of	2.20
Moving mid-range and long-range freight onto rail makes sense (and dollars). Removing the weight of freight from the highways will lengthen service life (assuming all else is equal), improve safety, and is overall more efficient. While on the topic of rail, please maintain Amtrak's Keystone Service - both east and west. Possibly increase service on the western part of the line.			
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
10	45.45%	of Responders Chose for Top Three With an Average Rank of	1.80
Smooth roads are a nice thing, but the other priorities listed seem more important at this time. Obviously, if a road is dangerously rough, it should be rehabbed, but overall the other issues seem "bigger" right now.			
Preservation Other	Suggest another preservation option:		

3 13.64% of Responders Provided Other Options for Top Three grouping .00

A certain amount of funds should be set aside for bicycle and pedestrian improvements (crosswalks, sidewalks, street trees) in urban areas to attract the knowledge based workers to locate in PA's urban areas who will creat jobs.

Separate Bicycling Facilities

Not sure if this is "Safety" or "Renewal" but direct links between limited access highways and the turnpike would be nice. The only ones I can think of right now are I-83, I-176, and I-376. Others should be built for I-81, I-99, US-219, I-79, and I-70. I-80 and US-222 seem to work, but could be more direct.

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
14	63.64%	of Responders Chose for Top Three With an Average Rank of	1.50
Bicycle accommodation should be automatically included for all new bridges and bridge replacements. It is not a good idea from any perspective for a bicycle to compete for space with a motor vehicle on a shoulderless bridge. Also, all signalized intersections should be retrofitted/designed to include pedestrian crossings, especially on multi-lane arterials. People are going to cross the road anyway; it is the responsible thing to accommodate the need.			
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
13	59.09%	of Responders Chose for Top Three With an Average Rank of	1.85
My thought is that if the police would target tailgating it would eliminate a lot of problems as it would address a really major problem in itself - tailgating. Would ease enforcement as you don't need radar or any expensive enforcement dragnet. Give the police the opportunity to address other issues such as reckless driving, running red lights, coasting through stop signs, turning onto the furthest vs. the closest lane allowing drivers approaching in the opposite direction the opportunity to make a right on red lane onto a multiple lane highway, seat belt issues, and especially texting when driving. I am also amazed when organizing a highway clean-up how bad littering is and how horrible it is that it is virtually ignored as far as I can tell. those tiny plastic fragments are now becoming a problem in the great lakes - isn't it time to take this issue to drivers and the general public?			
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
12	54.55%	of Responders Chose for Top Three With an Average Rank of	2.67
While there are missing links on the system, these improvements are likely to provide the most "bang of the buck" and should be the high priority among construction projects outside bridge replacement/rehabilitation.			
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
11	50.00%	of Responders Chose for Top Three With an Average Rank of	1.91
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
5	22.73%	of Responders Chose for Top Three With an Average Rank of	2.20
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
4	18.18%	of Responders Chose for Top Three With an Average Rank of	2.00

Safety Strategies

Work toward legal automated vehicles as California has done. On-board real-time navigation that shows the way AND gives live updates of road, weather, and traffic conditions would be a plus.

Safety Other

Suggest another safety option:

1

4.55%

of Responders Provided Other Options for Top Three grouping

.00

Uniform Shoulder Paving Program especially in Rural Areas

State Transportation Commission

2015 Twelve Year Program Development

Regional mapped comments from the public feedback August thru November 2013

Altoona Metropolitan Statistical Area (MSA)

Altoona MPO

Country USA

Altoona MPO, Blair County, PA

BikePath

----- - 300-398 Bellwood Avenue, Altoona PA 16602

----- - 415 East Cherry Avenue, Altoona PA 16601

----- - 17th Street, Altoona PA 16602

----- - Highland Terrace, Altoona PA 16602

----- - Jessica Street, Hollidaysburg PA 16648

----- - Railroad Road, Hollidaysburg PA 16648

----- - Pansi Lane, Hollidaysburg PA 16648

Extend the Lower Trail to Hollidaysburg - 779 Juniata Valley Road, Hollidaysburg PA 16648

Extend the Lower Trail to Hollidaysburg. Accommodate trail plans in US 22 Canoe Creek bridge replacement and the US 22 Frankstown Intersection redesign. - 779 Juniata Valley Road, Hollidaysburg PA 16648

In order to connect Hollidaysburg and Altoona. - 134 Logan Boulevard, Hollidaysburg PA 16648

----- - 204-206 Blattenberger Street, Martinsburg PA 16662

----- - 310-312 Waring Street, Tyrone PA 16686

Bridge

----- - 901-913 South 10th Street, Altoona PA 16602

----- - 455 Overlook Drive, Hollidaysburg PA 16648

----- - 1310 Cove Lane, Roaring Spring PA 16673

Bridge

MarkerBridge

Bridge in need of repair

----- - 401-415 Coleridge Avenue, Altoona PA 16602

----- - 3101-3149 5th Avenue, Altoona PA 16602

----- - 300-398 South 13th Street, Altoona PA 16602

----- - 851-899 South 8th Street, Altoona PA 16602

----- - 1401 Park Boulevard, Altoona PA 16601

----- - 300-398 Wise Lane, Altoona PA 16601

Bridge

MarkerBridge

Bridge weight restricted

----- - U.S. 22, Hollidaysburg PA 16648

When bridge is replaced, ensure bicycle traffic can pass to accommodate the Lower Trail extension. - U.S. 22, Hollidaysburg PA 16648

Congestion

----- - 17th Street, Altoona PA 16602

cars stop and not yield - Chestut Avenue, Altoona PA 16601

Missing link between Osgood and Park. - 1157-1192 Amelia Avenue, Altoona PA 16601

Traffic signal coordination to provide a consistent green light for Frankstown Road traffic from Plank Road to Heidelberg. - Frankstown Road, Altoona PA 16601

Need accommodations for the truck traffic here. - 1295-1405 Route 764, Duncansville PA 16635

turning lane needed here along Route 22 - 607 3rd Avenue, Duncansville PA 16635

----- - 801-899 South Scotch Valley Road, Hollidaysburg PA 16648

Altoona MPO, Blair County, PA

Congestion

This is a multi-point intersection (or an intersection of intersections) known as the Bermuda Triangle. Number of legs should be reduced, and there are two bridges, which seem redundant. Oh, and throw in a rail crossing for good measure. - 122-128 Broad Street, Hollidaysburg PA 16648

Roadway

Connect Park Avenue to Osgood Drive / Amelia Avenue - 1157-1192 Amelia Avenue, Altoona PA 16601

----- Interstate 99, Duncansville PA 16635

Major Truck Route to access US 219. Needs Climbing Lane. If not, then improved site distances - Wilson Run, Huston PA 16662

----- Woodbury Pike, Roaring Spring PA 16673

It is a disgrace for the Altoona Aea to have 22 end as a four lane highway at Route 764. A bypass is a must do proje ct as we keep running out of time. Designate a Route and then get the Appalachian Regional Commission on board. - Lower Trail, Williamsburg PA 16693

Roadway

MarkerRoadway

Other

Better routing around the bridges for trucks on PA-36. A formal truck route along Pleasant Valley and 17th Street wouldn't be bad. - 2320-26 Union Avenue, Altoona PA 16602

Area being used for an informal park and ride. Possible to get a real parking lot here like there is on I-99? - Tunnelhill Street, Duncansville PA 16635

Extend Flowing Springs Road to a perpendicular intersection with US-22 and eliminate the "wings" on Weller Road. - U.S. 22, Williamsburg PA 16693

Roadway

MarkerRoadway

Road in need of repair

----- 1732 Utah Road, Altoona PA 16602

----- Trail 605, Roaring Spring PA 16673

Safety

Sharp curve on upgrade; people don't slow enough for fear of not having enough steam to complete the climb. - 2600-2898 Old Route 22, Duncansville PA 16635

----- 131 Clover Drive, Hollidaysburg PA 16648

Bad intersection due to the angle and lack of sight distance. - U.S. 22, Hollidaysburg PA 16648

----- Trail 605, Roaring Spring PA 16673

Safety

MarkerSafety

Frequent speeding a concern

----- 17th Street, Altoona PA 16602

----- William Penn Highway, Williamsburg PA 16693

Safety

MarkerSafety

Many crashes at this location

----- 17th Street, Altoona PA 16602

----- William Penn Highway, Williamsburg PA 16693

Curve and pavement angle throw drivers off the road. Bus barn employees remove many vehicles from the ditch, parking lot, and their building. - Pennsylvania 866, Williamsburg PA 16693

Unsafe to turn left off US 22 Westbound to go to Williamsburg - 2015, Williamsburg PA 16693

Safety

MarkerSafety

Other

Curves seem unnecessary and could be removed for a safer road. - Kettle Road, Altoona PA 16601

Bad intersection due to offset between the roads and poor sight distance to the west. - U.S. 22, Hollidaysburg PA 16648

Bad intersection with too much going on from too many different angles. - U.S. 22, Hollidaysburg PA 16648

Altoona MPO, Blair County, PA

Safety	MarkerSafety	Other
	Intersection needs to be aligned; sight distance limited to the west. - State Route 2001, Martinsburg PA 16662	
	Install buggy shoulders in Sinking Valley similar to what was done in Morrison's Cove. Also, accommodate bicycles if/when bridges are done. - Kettle Road, Tyrone PA 16686	
	Intersection offset, low visibility, and the pavement angle on 866 make this a bad spot for all but the southbounders. - Piney Creek Road, Williamsburg PA 16693	
Transit		
	----- - U.S. 22, Hollidaysburg PA 16648	
Transit	MarkerTransit	More routes needed
	----- - 3200 Fairway Drive, Altoona PA 16602	
Transit	MarkerTransit	Other
	Increase Keystone West service to 3-4 round trips daily. - 1300-1434 10th Avenue, Altoona PA 16601	
	More round-trip trains each day would be appreciated. - 1300-1434 10th Avenue, Altoona PA 16601	
	Pittsburgh to Harrisburg Amtrak is too slow. A dedicated track is needed. - 103 Ruskin Drive, Altoona PA 16602	
	We need a morning Amtrak train going west and an afternoon or evening train going east! This, in addition to the ones already running. - Feather Lane, Altoona PA 16601	
	Coordinate AMTRAN service with arrival/departure times of airlines. Express service to Hollidaysburg and Downtown Altoona. - 10 Airport Entrance Road, Martinsburg PA 16662	
WalkPath		
	----- - 100-198 Stitt Lane, Altoona PA 16601	
	need to walk across major roads - 921 South Jaggard Street, Altoona PA 16602	
	walking isn't possible - 309-13 East Plank Road, Altoona PA 16602	
	----- - 2281 Scotch Valley Road, Hollidaysburg PA 16648	
	Connection from Canal Basin Park to Lower Trail trail head near Route 22 /Canoe Creek State Park. - 145 South Montgomery Street, Hollidaysburg PA 16648	
	This bridge is in bad shape and unused. Coordinate with other agencies to convert this location to an access point for the Juniata River Water Trail - White Bridge Road, Hollidaysburg PA 16648	
	----- - ---, Logan PA 16601	
	----- - Cross Cove Road, Martinsburg PA 16662	
	Mid-State Trail crossing needs better pedestrian identification. - Pennsylvania 164, Martinsburg PA 16662	
	----- - Canal Street, Williamsburg PA 16693	
	Path needed to safely travel over Route 22 between Canoe Creek State Park and Lower Trail. - U.S. 22, Williamsburg PA 16693	
	Use old road way area to provide river access and/or park and ride lot for Williamsburg. - U.S. 22, Williamsburg PA 16693	