

**State Transportation Commission**

**2015 Twelve Year Program Development**

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

**Harrisburg Area Transportation Study (HATS)**

## 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'.

Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.	
Responded With an Average Rank of		4.19
Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.	
Responded With an Average Rank of		4.18
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.	
Responded With an Average Rank of		3.89
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.	
Responded With an Average Rank of		3.85
Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.	
Responded With an Average Rank of		3.67
Transit	Implementing new technologies improves service.	
Responded With an Average Rank of		3.52
Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.	
Responded With an Average Rank of		3.48
Mobility Suggestion	Suggest another mobility concern:	
Provided Other Options for Mobility Concern		3.00
Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.	
Responded With an Average Rank of		2.98

## Harrisburg 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.**

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
70	65.42%	of Responders Chose for Top Three With an Average Rank of	1.87
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
66	61.68%	of Responders Chose for Top Three With an Average Rank of	2.15
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.		
61	57.01%	of Responders Chose for Top Three With an Average Rank of	2.13
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.		
46	42.99%	of Responders Chose for Top Three With an Average Rank of	2.00
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
45	42.06%	of Responders Chose for Top Three With an Average Rank of	1.62
Preservation Other	Suggest another preservation option:		
8	7.48%	of Responders Provided Other Options for Top Three grouping	.00

## Harrisburg 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.

Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
76	71.03%	of Responders Chose for Top Three With an Average Rank of	1.87
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
69	64.49%	of Responders Chose for Top Three With an Average Rank of	2.09
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.		
54	50.47%	of Responders Chose for Top Three With an Average Rank of	1.61
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
40	37.38%	of Responders Chose for Top Three With an Average Rank of	2.25
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
30	28.04%	of Responders Chose for Top Three With an Average Rank of	2.07
Safety Other	Suggest another safety option:		
19	17.76%	of Responders Provided Other Options for Top Three grouping	.00
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
10	9.35%	of Responders Chose for Top Three With an Average Rank of	1.90

**State Transportation Commission**

**2015 Twelve Year Program Development**

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November 2013**

**Harrisburg Area Transportation Study (HATS)**

Mobility Concerns

Mobility Suggestion      Suggest another mobility concern:

A roadway for small scooters and bicycles. People in Delaware travel all over that state this way.

Bicycle transportation routes

How are neither pedestrians or bicyclists listed under mobility? We must increase opportunities to take short trips by sustainable means, as much of our traffic congestion, particularly in urban & suburban areas, comes from short car trips that are taken

Pedestrian/Biker friendly routes

Placement of signage.

The congestion around Harrisburg cost us a lot of money from idling in traffic to installing more lanes, if we would alter start times for all state, county and federal jobs, it would end most of it at very little cost.

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.

Traffic Congestion is very important to me, but the page didn't load correctly so I couldn't rank it.

Traffic signal "improvements" should not further prioritize motorized travel over the convenience and safety of pedestrians and bicyclists. When we increase traffic speed and reduce crossing time to the MUTCD minimum or extend wait time, we discourage wal

Trails and lanes for alternative vehicles for comuting.

## Harrisburg 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.**

State Bridge Upgrades More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.

**70 65.42% of Responders Chose for Top Three With an Average Rank of 1.87**

We repair local bridges because they do not have guide rails when bridge is fine and never had a problem without guide rails, but bypass bridges that are falling down.

BOTH state & local bridges need upgrades!

Local Bridge Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.

**66 61.68% of Responders Chose for Top Three With an Average Rank of 2.15**

I would like to see more alternatives for active transport developed. I'd like an extensive network of bike paths and public transit that allows for walking instead of needing to rely on the use of a car.

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.

**61 57.01% of Responders Chose for Top Three With an Average Rank of 2.13**

Trucks should have to pay their fair share to repair the wear & tear they cause, as they currently do not.

Paving I-84 would be a good idea since it has done damage to my vehicle over the years with all the pot holes.

with adequate shoulders for runner/bikers

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.

**46 42.99% of Responders Chose for Top Three With an Average Rank of 2.00**

We need to shift as much freight as possible to rail to reduce the inefficient & dangerous use of trucks, but the Marcellus Shale industry imposes many externalities on our state. They should have to pay their own way, not receive more subsidies from the taxpayers whose water and air they pollute.

Trucks on the major interstates are out of control by way of volume.

More funding to the Rail Freight Assistance programs to stimulate track upgrades

Public Transit Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.

**45 42.06% of Responders Chose for Top Three With an Average Rank of 1.62**

Transit ridership is rising, especially in small cities and rural transportation systems. it has been underfunded and needs many improvements.

Public transit gets people off the road limiting congestion and reducing fuel use and pollution. Install GPS trackers that will tell you that the say #3 bus will arrive in 5 minutes. Promote more bike racks on front of busses when they are not present.

PennDOT should prioritize public transit systems in future developments.

Alternatives to highway proliferation --ESPECIALLY rail alternatives -- will provide very substantial long range economic and environmental advantages as well as improved safety conditions.

Passenger Rail services are critical links in the Commonwealth, twice daily Pennsylvanian service should be explored between Harrisburg and Pittsburgh

Preservation Other Suggest another preservation option:

**8 7.48% of Responders Provided Other Options for Top Three grouping .00**

Pedestrian and cycling infrastructure especially when repairing bridges and roads. I.e., add bike lanes when repaving a road or adding a separate sidewalk and bike lane when fixing bridges

Develop alternate vehicle trails for bicycles and other self powered and alternate powered vehicles. Connect existing trails to facilitate use for commuting.

Bicycle Paths

Passenger cars and trucks do not add to the deterioration as much as heavy business truck traffic does. Those businesses need to take financial responsibility for their wear and tear and not the local residents/taxpayers.

lets have the public transportation users pay their fare share instead of all taxpayers funding hundreds of millions of dollars to projects not available to all residents

I would mention rail only if I could use it from Dauphin to Harrisburg.

Enforce the speed limit.

Increase municipal Liquid Fuels funding.

Increase municipal Liquid Fuels funding

Change our land use patterns, or develop differently

Change land use patterns



## 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.**

Distracted/Aggressive Driving Strategies include education, enforcement, roadway strategies like rumblestrips, etc.

**76 71.03% of Responders Chose for Top Three With an Average Rank of 1.87**

More enforcement against reckless/negligent drivers is needed, as well as legislative action to strengthen penalties and keep repeat offenders off the roads.

Post and enforce drive right laws to get slow drivers out of the left lane. Keep trucks out of the left lane. Many trucks hang out in the left lane blocking flow of traffic. Ban use of all cell phones while driving (primary offence with large fines) even hands free. Set up Cell phone rest stops or pull offs for drivers.

My biggest pet peeve on a highway is the traffic hanging out in the left lane (especially trucks). I learned that one was to travel in the right lane, pull out into the left to pass (turn signal needed), and to return to the right lane when one is no longer passing.

This should be no. 1.. We put signs up warning of aggressive drivers???? That's it???We all see it everyday.

Texting while driving is out of control. If I can see 4 out of 5 people texting while driving, why can't the police?

Let's get serious about enforcement

Safety Improvements Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.

**69 64.49% of Responders Chose for Top Three With an Average Rank of 2.09**

Expanding clear zones promotes more speeding. That technique should be used judiciously and never in urbanized areas.

Re-engineer or at least better mark the I-78 merge onto I-81. Extend on ramps where room is available to allow merging traffic time to get up to speed. Re-engineer on ramps that end at a bridge abutment.

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.

**54 50.47% of Responders Chose for Top Three With an Average Rank of 1.61**

Please consider investing in dedicated routes/lanes for cyclists for commuting purposes. Extra signage alone won't make a difference especially since there are minimal consequences for motorists who hit

Projects should also include reducing vehicular speeds in areas where pedestrians and bicyclists are present, adding pedestrian refuge islands and traffic calming, and adding sidewalks where they are missing.

Pedestrian, jogging, and bike lanes should be added to all roadways. Many rural roads do not even have shoulders. Crosswalks, signage, and pavement markings won't help when rural roads don't even have shoulders to allow bikers and joggers room to travel outside of the traffic lane.

Please include more bicycle lanes and make bicycling and pedestrian activity a priority in future PennDOT plans.

Pedestrian safety is huge; I regularly get run off the road while running or walking by inconsiderate drivers. I've been beeped at, cursed at, etc.

## Safety Strategies

Years ago I thought money spent on sidewalks or bike lanes was often a waste. The money should be used widely but I think this is important to our region. I've been to many other states where the availability of bike/ped paths motivate me to exercise. My son once asked me "why aren't there sidewalks everywhere?". That may be extreme but to the greatest extent possible we should provide them.

Impaired Driving Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.

**40 37.38% of Responders Chose for Top Three With an Average Rank of 2.25**

If our country/state is serious about preventing drinking and driving, then we should adopt a 1 strike, you're out with regards to one's license. Driving is a privilege, not a right. You drink & drive, you have no license forever. It works in other countries because they know their license to drive is revoked and can never be reinstated.

I think the government (penn-dot) needs to take a step back- installing cameras to monitor drivers is a step in the wrong direction and a step towards infringing upon peoples' privacy!

Work Zone Safety The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.

**30 28.04% of Responders Chose for Top Three With an Average Rank of 2.07**

Safety Other Suggest another safety option:

**19 17.76% of Responders Provided Other Options for Top Three grouping .00**

Capacity Improvements

Speed enforcement.

Historic bridges

Right-sizing

Transit opportunities

Walkable communities

Modernize/Better Maintain Traffic Signals

Elderly Drivers

Motorcycle Safety and Awareness

Motorcycle Safety and Awareness

Repair collapsing Bridges

Road Quality

highway redesign and expansion to meet current and projected demand. It is a shame how PennDot has ignored PA highway needs. Possibly hire experts from other States to show us how to plan appropriately.

Traffic Signal Improvements

Capacity Improvements

Smooth roads and safe bridges

## Safety Strategies

if pa dot is going to continue to provide the funding for the state police ,then require them to use their time enforcing the rules of the road, or prorate padot's share accordingly.padot pays time and one half just to provide police presence in construction zones

DO NOT allow another transportation business along Rt. 83. Unless trucking co/warehouse pays for road improvements including widening main and secondary roads, preserving green space and the environment, paying for traffic signals, access ramps, eminent domain acquisition. the local residents and tax payers cannot afford to pay the price for this kind of "progress."

Congestion on state/ federal roads

DEVELOP DRIVER TRAINING PROGRAMS THAT ACTUALLY TEACH PEOPLE HOW TO DRIVE ON LIMITED ACCESS HIGHWAYS.<sup>1</sup> Our limited access highways were designed for high speed travel(modeled after the German autobahn which has very limited speed restrictions); eliminate speed restrictions and other restrictions to high speed travel by cracking down on people who hog the left lane, poke along at unsafe speeds, and fail to yield to traffic already on the road at entry ramps. European highways have limited numbers of speed restricted zones, generally unlimited speed limits on extensive sections of highway and have the same if not lower accident rates than do American highways. This is because drivers on European limited access highways KNOW how to drive at high speeds and European traffic enforcement focuses on LANE DISCIPLINE rather than on speed. On the Autobahn, for example, the most serious offense a driver can commit is FAILURE TO YIELD THE LEFT LANE TO A FASTER TRAVELING VEHICLE, very serious offense, very heavy fines, very severe punishments.

DISTRACTED/AGGRESSIVE DRIVING: My comments on this subject are similar to those on my previous comment. If drivers were better educated about and practiced proper LANE DISCIPLINE, so-called "Aggressive Driving" would disappear. Drivers who are comfortable at higher speeds could proceed at higher speeds in the LEFT HAND LANES, while those who are less comfortable at higher speeds or who are unable to travel at higher speeds, i.e. heavy trucks going uphill etc., would not impede faster moving drivers. Focusing on LANE DISCIPLINE also applies to passing; if you're going to pass, pass QUICKLY regardless of the speed you need to do this and then get OUT OF THE "PASSING LANE" ASAP! Doing so is not "Aggressive Driving" if everyone practices good lane discipline.<sup>2</sup> Distracted Driving" is another matter all together. Reading the paper or a book, putting on make-up, talking on a cell phone w/o a hands-free device and voice dialing are all serious problems. In my opinion, text messaging borders on criminal negligence and the Department and law enforcement should remain vigilant in these areas.

Improve bicycle commuting oportunities by having bike trails and bike lanes for comuters and people who live in more populated areas as a way to cut down on congestion, polution and use of gas.

increase the length of most on-ramps

Create more bike friendly roads with designated bike lanes.

Capacity Improvements

Roadways that scooters of low cc could safely use for commuting.

Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.
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**10      9.35%      of Responders Chose for Top Three With an Average Rank of      1.90**

If the roads could adequately handle the volume of cars, as well as real time traffic signals it would decrease aggression, accidents, and fuel consumption.

**State Transportation Commission**

**2015 Twelve Year Program Development**

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

**Harrisburg Area Transportation Study (HATS)**

## Harrisburg MPO

Country    Canada

## Harrisburg MPO, ---, QC

### Congestion

----- - Unnamed Road, Lac-Nilgaut QC 0

Country    USA

## Harrisburg MPO, Cumberland County, PA

### BikePath

Narrow roads in S.Mdt.Twp. make it dangerous to ride during peak drive times. - 389 Mountain Road, Boiling Springs PA 17007

----- - 211 House Avenue, Camp Hill PA 17011

----- - 2 Accent Circle, Camp Hill PA 17011

----- - 240 South 18th Street, Camp Hill PA 17011

----- - 2418 Nina Avenue, Camp Hill PA 17011

Bicycle traffic is growing. Bikers (and people riding in battery powered scooters) need segregated lanes for safety and mobility - 2935 Mayfred Lane, Camp Hill PA 17011

Drivers do not permit bicycles to ride safely along route J. I have been picked off by many drivers over the past 5 years. At the very least PennDOT can paint share the road signs on the Market Street Bridge road bed! - 3525 Hartzdale Drive, Camp Hill PA 17011

----- - 27-45 Shagbark Lane, Carlisle PA 17015

Safe ped - South Hanover Street, Carlisle PA 17013

For a significant length of SR 944 a bike lane would be nice to have. - 825-899 Wertzville Road, East Pennsboro PA 17025

Make Cumberland Valley Rail Bridge a bike/alternative vehicle/pedestrian trail. - Market Street Bridge, Lemoyne PA 17043

This bottleneck is heavily traveled by walkers, cyclists, and drivers buses too. There needs to be improvements to accommodate all modes. - 100-164 Market Street, Lemoyne PA 17043

need good off road places for alternative bicycle transporatation - Keswick Drive, Mechanicsburg PA 17050

Shoulder improvements/widening needed where environmentally feasible - heavy bike use - 1026 Rhoda Boulevard, Mechanicsburg PA 17055

With all the right turn lanes on Route 11, it is not safe to bicycle in that area, and some people rely on bike as their sole means of transportation - 161 Warm Sunday Way, Mechanicsburg PA 17050

----- - Market Street Bridge, Wormleysburg PA 17043

### Bridge

#### MarkerBridge

#### Bridge closure

----- - 562 East Old York Road, Boiling Springs PA 17007

----- - 255 Wolf Bridge Road, Carlisle PA 17013

----- - Market Street Bridge, Lemoyne PA 17043

----- - 321 South Front Street, Wormleysburg PA 17043

### Bridge

#### MarkerBridge

#### Bridge in need of repair

----- - 3977-4055 Industrial Park Road, Camp Hill PA 17011

----- - 20 Erford Road, Lemoyne PA 17043

----- - 83 Horse Killer Road, Shippensburg PA 17257

----- - Market Street Bridge, Wormleysburg PA 17043

## Harrisburg MPO, Cumberland County, PA

Bridge	MarkerBridge	Other
	Add a new bridge - 427 Front Street, Enola PA 17025	
	----- 1277-1295 Rossmoyne Road, Mechanicsburg PA 17055	
Congestion		
	----- 354 North 25th Street, Camp Hill PA 17011	
	----- 154 North 32nd Street, Camp Hill PA 17011	
	----- 25 South 32nd Street, Camp Hill PA 17011	
	----- 1101-1199 Carlisle Road, Camp Hill PA 17011	
	----- 287 BicyclePA Route J-2, Camp Hill PA 17011	
	----- 801-817 Spangler Road, Camp Hill PA 17011	
	----- Veterans of Foreign Wars Memorial Highway, Camp Hill PA 17011	
	----- 3129 Chestnut Street, Camp Hill PA 17011	
	----- 1301-1319 Spanglers Mill Road, Camp Hill PA 17011	
	----- 1508-1510 Cedar Cliff Drive, Camp Hill PA 17011	
	----- 75 Zimmerman Drive, Camp Hill PA 17011	
	Camp Hill allows parking on 21st and a single parked vehicle during evening rush can back up traffic for a half mile since 2 lanes cannot form as you travel toward the bypass. - 420 North 21st Street, Camp Hill PA 17011	
	Congested roadways in the West Shore area are frightening and difficult to use. - 370 Camp Hill Mall, Camp Hill PA 17011	
	The dual left turn onto 21st moves very slowly simple because of the concrete median island restricting the turn radius. Low cost fix could allow more volume to turn here. - 356 North 21st Street, Camp Hill PA 17011	
	too much congestion on 581, Carlisle pike and trindle road. - 2251 Orchard Road, Camp Hill PA 17011	
	----- 502 Burnthouse Road, Carlisle PA 17015	
	----- 1205-1209 Harrisburg Pike, Carlisle PA 17013	
	----- 400-598 Mill Race Road, Carlisle PA 17013	
	----- 77 Shady Lane, Carlisle PA 17013	
	Direct connection between Turnpike and I-81 - Pennsylvania Turnpike, Carlisle PA 17015	
	Traffic back-up common due to trucks using Route 11 to connect with Routes 81 and 76 - 1239 Harrisburg Pike, Carlisle PA 17013	
	----- 520-580 North Enola Road, East Pennsboro PA 17025	
	NB left turn lane backs up into through lane each evening. - 217-227 East Penn Drive, East Pennsboro PA 17025	
	----- Wertzville Road & Interstate 81, Enola PA 17025	
	----- 19 Blue Spruce Drive, Enola PA 17025	
	All route 15 traffics should be re routed on 83 and 81n - 401 McCormick Street, Enola PA 17025	
	Minor widening between Gateway and Sporting Hill in EB direction can cause tremendous reduction in delay by adding a second lane that would drop as a right turn only at Sporting Hill. - 5125-5173 Carlisle Pike, Hampden PA 17050	
	----- Interstate 83, Lemoyne PA 17043	
	----- 503 Warren Street, Lemoyne PA 17043	
	----- Veterans of Foreign Wars Memorial Highway, Lemoyne PA 17043	

## Harrisburg MPO, Cumberland County, PA

### Congestion

----- Harrisburg Expressway, Lemoyne PA 17043

Bottle neck off the market st bridge needs help - 100 Glen Ridge Drive, Lemoyne PA 17043

Continue improvements to the I-83 Split at S.R. 0581. Thanks! - 641 Lowther Street, Lemoyne PA 17043

counted 50 trucks going South from Reesers Summit to the York Split at 11:30 AM. Condition much worse during peak work hours. - Veterans of Foreign Wars Memorial Highway, Lemoyne PA 17043

Hopefully I-83 York Split project will help with congestion relief on this corridor. - Interstate 83, Lemoyne PA 17043

The amount of fast-travelling traffic make the Lemoyne bottleneck hazardous for cycling. - 100-164 Market Street, Lemoyne PA 17043

The entire Erford Rd/Poplar Church corridor is heavily congested during evening hours because of poor planning. For the development in the area these roads should be 4 lanes. During winter a bit of snow causes complete gridlock. What normally may take 5 m - 951-995 Taylor Brg Bypass, Lemoyne PA 17043

----- Simpson Ferry rd. & Author Ave., Lower Allen PA 17011

----- 6 Carothers Circle, Mechanicsburg PA 17050

----- 7 Jeffrey Drive, Mechanicsburg PA 17050

----- Interstate 81, Mechanicsburg PA 17050

----- 700 Lisburn Road, Mechanicsburg PA 17055

----- 79 State Road, Mechanicsburg PA 17050

----- Pennsylvania Turnpike, Mechanicsburg PA 17055

I-81 needs to be expanded to 3 lanes in each direction - Interstate 81, Mechanicsburg PA 17050

the entire Carlisle Pike - 44 East Main Street, Mechanicsburg PA 17055

----- Thorny Grove Lane, Shippensburg PA 17257

Work to improvements to slow. - 326 High Mountain Road, Shippensburg PA 17257

581 and 83 split - 879-923 North Front Street, Wormleysburg PA 17043

### Roadway

----- Susquehanna Court, Lemoyne PA 17043

----- 1001-1039 BicyclePA Route J-2, Lemoyne PA 17043

----- 238 Ridge Hill Road, Mechanicsburg PA 17050

----- 108-120 Maple Drive, Mechanicsburg PA 17050

### Roadway

#### MarkerRoadway

#### Other

----- 401 Deerfield Road, Camp Hill PA 17011

Congestion. During peak morning hours it takes 30 minutes to get to the York Split from Redland High School. We need an alternative access route besides Bridge St in New Cumberland. We DO NOT need another business (truck warehouse at Rt. 114) to further ag - Veterans of Foreign Wars Memorial Highway, Lemoyne PA 17043

----- 4825 Gettysburg Road, Mechanicsburg PA 17055

### Roadway

#### MarkerRoadway

#### Road in need of repair

----- 1190 Claremont Road, Carlisle PA 17015

----- 1464 Holly Pike, Carlisle PA 17015

----- 314-498 Bradley Lane, Shippensburg PA 17257

## Harrisburg MPO, Cumberland County, PA

Roadway	Marker	Roadway	Road in need of repair
			----- - Furnace Hollow Road, Shippensburg PA 17257
Roadway	Marker	Roadway	Shoulder in need of repair
			----- - 1006 South Market Street, Mechanicsburg PA 17055
Safety			
			----- - Veterans of Foreign Wars Memorial Highway, Camp Hill PA 17011
			----- - 1217 Slate Hill Road, Camp Hill PA 17011
			----- - Walnut Bottom Road & Interstate 81, Carlisle PA 17013
			----- - Veterans of Foreign Wars Memorial Highway, Lemoyne PA 17043
			----- - 1053-1099 Camp Hill Bypass, Lemoyne PA 17043
			----- - Harrisburg Expressway, Lemoyne PA 17043
			----- - Conodoguinet Parkway, Mechanicsburg PA 17050
			Too much traffic for a narrow road. Cars go too fast and endanger other drivers, cyclists and pedestrians. - 1343 West Lisburn Road, Mechanicsburg PA 17055
			----- - 3139-3169 Lindsay Lot Road, Shippensburg PA 17257
Safety	Marker	Safety	Frequent speeding a concern
			----- - 6984 Wertzville Road, Enola PA 17025
			----- - Harrisburg Expressway, Hampden PA 17050
			----- - Conodoguinet Parkway, Mechanicsburg PA 17050
			----- - 49-53 Sunset Drive, Mechanicsburg PA 17050
Safety	Marker	Safety	Many crashes at this location
			----- - LeTort Spring Run Nature Trail, Carlisle PA 17013
			----- - 795-823 Wertzville Road, East Pennsboro PA 17025
Safety	Marker	Safety	Other
			----- - 3315 Hartzdale Drive, Camp Hill PA 17011
			----- - 22 Railroad Avenue, Camp Hill PA 17011
			Too much fast traffic for a narrow road. It endangers other drivers, cyclists and pedestrians. - 7329-7335 Wertzville Road, Carlisle PA 17015
			----- - 50 Market Street, Lemoyne PA 17043
			----- - Market Street Bridge, Wormleysburg PA 17043
Safety	Marker	Safety	Traffic signal issues
			----- - 333 Regent Street, Camp Hill PA 17011
			----- - Camp Hill Mall, Camp Hill PA 17011
Transit			
			Light rail from Carlisle to Lancaster - 1324 Forge Road, Carlisle PA 17013
			Need evening service to/from Harrisburg - Mulberry Avenue, Carlisle PA 17013
			----- - 178 Warm Sunday Way, Mechanicsburg PA 17050
Transit	Marker	Transit	More buses needed
			----- - 25-99 Cedar Cliff Drive, Camp Hill PA 17011
			Inclusion of commuter rail west of Mechanicsburg at least to Carlisle needs to be high priority. - 110-136 Old Stonehouse Road South, Carlisle PA 17015
Transit	Marker	Transit	More routes needed



## Harrisburg MPO, Cumberland County, PA

Transit	MarkerTransit	More routes needed
		----- - 1236-1258 Holly Pike, Carlisle PA 17013
		----- - Fry Drive, Mechanicsburg PA 17050
Transit	MarkerTransit	More transit stops needed
		----- - 7 Fargreen Road, Camp Hill PA 17011
		----- - 1605-1635 Summit Avenue, Camp Hill PA 17011
Transit	MarkerTransit	Other
		Would like to see light rail system in Capital region. - Market Street Bridge, Lemoyne PA 17043
WalkPath		
		Crossing improvements needed - 101 Front Street, Boiling Springs PA 17007
		More signs needed to warn drivers of AT crossing/hikers along roadway. - 1596-1600 Boiling Springs Road, Boiling Springs PA 17007
		----- - 3806 Copper Kettle Road, Camp Hill PA 17011
		----- - 404 Lamp Post Lane, Camp Hill PA 17011
		----- - 1908-1912 Columbia Avenue, Camp Hill PA 17011
		Pedestrian access/improvements needed throughout Rt 11 corridor - 700 Macarthur Drive, Carlisle PA 17013
		Ramp crossing improvements - Interstate 81, Carlisle PA 17013
		safe ramp crossings needed. - Interstate 81, Carlisle PA 17013
		Walking path along the river front is needed. - 445 North Enola Road, Enola PA 17025
		Road was realigned several years ago and no sidewalk provided. Almost weekly I see peds walking on east side of Lambs Gap in this area. The grass worn to a dirt path, indicating need for sidewalk. - 1060-1092 Lambs Gap Road, Hampden PA 17050
		----- - 1052-1124 Conodoguinet Parkway, Mechanicsburg PA 17050
		----- - 7083-7095 Wertzville Road, Mechanicsburg PA 17050
		It would be a good idea to have a walking path/sidewalk from Page Road via 61st Street to Derry St. This would allow people to safely walk or bike on that road and it would connect that whole area from Rutherford Rd. to Derry Street. - 1340 Rossmoyne Road, Mechanicsburg PA 17055
		need walking paths. In this area you are stranded in housing developments, no walking connections to schools, work or parks. - 705 Robert Street, Mechanicsburg PA 17055
		Continue installation of walking and bicycle trails west out of Carlisle. - 206-238 Springview Road, West Pennsboro PA 17015
		Replace Walnut Street Bridge or improve Market Street bridge of pedestrians and bikes. - 327 South Front Street, Wormleysburg PA 17043

## Harrisburg MPO, Dauphin County, PA

BikePath
Many rural roads such as Powell's Valley Road are very narrow, making it challenging to walk or ride a bike due to the lack of space and the speed and sometimes careless driving. - 21 Sheetz Road, Halifax PA 17032
Road too narrow for bicycles. - 470 Million Dollar Road, Halifax PA 17032
Route 147 along the Susquehanna is a scenic, flat drive that would benefit from a bicycle path. There are safety concerns though due to the speed of the cars on this straight road. - 46-54 Grand View Drive, Halifax PA 17032
----- - 3565-3589 Oliver Drive, Harrisburg PA 17109

## Harrisburg MPO, Dauphin County, PA

### BikePath

----- - 1500-1598 North Front Street, Harrisburg PA 17102

----- - 2100-2136 North 2nd Street, Harrisburg PA 17110

----- - 1929 North 2nd Street, Harrisburg PA 17102

----- - 22/322, Harrisburg PA 17110

----- - 1521 North 2nd Street, Harrisburg PA 17102

----- - 266 Forster Street, Harrisburg PA 17102

----- - 123-199 Forster Street, Harrisburg PA 17102

----- - Capital Area Greenbelt, Harrisburg PA 17102

----- - Harrisburg Rose Garden, Harrisburg PA 17102

----- - 2505 North Front Street, Harrisburg PA 17110

----- - 165 Piketown Road, Harrisburg PA 17112

----- - 1011-1095 Nyes Road, Harrisburg PA 17111

----- - 2109 North Front Street, Harrisburg PA 17110

----- - 123 Forster Street, Harrisburg PA 17102

----- - 2530 North 2nd Street, Harrisburg PA 17110

----- - 410-412 Forster Street, Harrisburg PA 17102

----- - Olde Uptown, Harrisburg PA 0

----- - 2825 North 2nd Street, Harrisburg PA 17110

----- - 1217 North 2nd Street, Harrisburg PA 17101

----- - 2001 Elmerton Avenue, Harrisburg PA 17110

Add a bike trail or create more shoulder for bikes to safely use Rt 443 - 1447-1489 Pennsylvania 443, Harrisburg PA 17112

Bicycle lanes needed in midtown/downtown Harrisburg. - 277-299 Reily Street, Harrisburg PA 17102

Bicycle lanes/protected path along Linglestown Rd - 2421 Jericho Drive, Harrisburg PA 17110

Bike lanes along 7th Street - 2301 North 7th Street, Harrisburg PA 17110

bike parking and lanes are needed in Harrisburg's midtown to encourage alternative modes. - 1203 North 3rd Street, Harrisburg PA 17102

Build a bike path to allow safe transit on Bike route J along the river side of 322 using a barrier between highway shoulder and two way bike lane. This would connect Front Street to the town of Dauphin allowing bike commuting and recreation. - U.S. 322, Harrisburg PA 17110

Cheap solutions such as on-street bike parking will encourage bike use and city living. The best way to manage congestion is to encourage people live in urban areas like Harrisburg so they do not need to use highways. Build it and they will come. - 201-211 North 2nd Street, Harrisburg PA 17101

Extend the greenway bike path to Fort Hunter Park to improve commuting options and recreation. Riverfront bike trail from Fort Hunter to Harrisburg Riverfront Park. - 4466-4498 North Front Street, Harrisburg PA 17110

from Clarks Valley to Harrisburg. - 5455 River Road, Harrisburg PA 17110

If you provide bike lanes more people could ride to/from work and reduce congestion. - 2501 Sycamore Street, Harrisburg PA 17111

need connection between neighborhoods on west side of tracks with greenbelt on east side of tracks. - 3340-3398 Industrial Road, Harrisburg PA 17110

Need to have Greenbelt cross Front St - 101 Bergner Street, Harrisburg PA 17110

## Harrisburg MPO, Dauphin County, PA

### BikePath

Opportunity to develop walking or bike path - Market Street Bridge, Harrisburg PA 17101

pa 22 and pa39 corridors - 377 North Hoernerstown Road, Harrisburg PA 17111

Replace Walnut Street Bridge Span or improve Market Street Bridge for pedestrians and bikes. - 227-399 Championship Way, Harrisburg PA 17101

This high speed (45mph) bridge causes many bicyclist to use the narrow sidewalk and puts pedestrians at risk. There needs to be another option for pedestrians or bicyclists to cross this important commuter route. - Market Street Bridge, Harrisburg PA 17101

----- Hersheypark Drive, Hershey PA 17033

### Bridge

----- 3541 North 6th Street, Harrisburg PA 17110

### Bridge

#### MarkerBridge Bridge in need of repair

----- Interstate 81, Harrisburg PA 17110

----- 2259 Forster Street, Harrisburg PA 17103

### Bridge

#### MarkerBridge Other

Pedestrian Bridge - 401-415 Forster Street, Harrisburg PA 17123

----- -, Harrisburg City School District PA 0

There really should be a crossing between Clarks Ferry and Sunbury. Rt 147 isn't exactly ideal for the amount of traffic it has going to Harrisburg. - Keystone Street, Millersburg PA 17061

### Congestion

I83-19th St bottleneck through the 81 split. It has started to cause congestion on 283N through the Eisenhower interchange. - 1660 Towpath Road, Dauphin PA 17018

The merge from 2225 onto 322 seems to back up for no reason . - 701-799 Georges Lane, Dauphin PA 17018

this interchange is better than before the upgrade but still causes significant backups on some mornings. PennState traffic causes significant backups in the afternoons sometimes as well. - Erie Street & U.S. 22 & Allegheny Street, Dauphin PA 17018

----- 145 Fair Lane, Grantville PA 17028

----- 7 Bull Frog Road, Grantville PA 17028

----- 7977 Paxton Street, Harrisburg PA 17111

----- Interstate 83, Harrisburg PA 17104

----- 1044-1098 Maclay Street, Harrisburg PA 17110

----- 451 Ampwick Drive, Harrisburg PA 17111

----- 915 South Front Street, Harrisburg PA 17104

----- U.S. 322, Harrisburg PA 17111

----- Interstate 83, Harrisburg PA 17111

----- Interstate 83, Harrisburg PA 17104

----- Interstate 83, Harrisburg PA 17109

----- 1030 South Cameron Street, Harrisburg PA 17104

----- 4201 Chambers Hill Road, Harrisburg PA 17111

----- 1000-1098 Eaglecrest Court, Harrisburg PA 17109

----- U.S. 322, Harrisburg PA 17110

----- Giant Pharmacy, The Point Shopping Center, 4211 Union Deposit Road, Harrisburg PA 17111

## Harrisburg MPO, Dauphin County, PA

### Congestion

----- - Interstate 83, Harrisburg PA 17104

----- - 2200 Paxton Street, Harrisburg PA 17111

----- - 900-1102 South Front Street, Harrisburg PA 17104

----- - 4528 Coventry Road, Harrisburg PA 17109

----- - Capital Area Greenbelt, Harrisburg PA 17104

----- - 3711 Paxton Street, Harrisburg PA 17111

----- - 1099 Highspire Road, Harrisburg PA 17111

81 83 split - 143-147 North Arlington Avenue, Harrisburg PA 17109

An additional north south route is needed between 422 and 82/ 22 - 6008 Willow Spring Road, Harrisburg PA 17111

Fine, compact design under light traffic, but becomes a hazard when too many cars try to merge too slowly. - Interstate 83, Harrisburg PA 17109

Front and 2nd street act as a 6 lane commuter highway. Traffic calming needs to be addressed so commuters choose alternative routes (7th St) and preserve these as residential roads. - 201-217 Delaware Street, Harrisburg PA 17102

Holiday traffics is terrible on 81 ... Add local lanesBuild a road that last longer than 30 years - 1120 Blackheath Drive, Harrisburg PA 17109

I-81 in the Harrisburg area is congested most days. - 1800-1900 Capital Area Greenbelt, Harrisburg PA 17109

I-83 and I-81 are terrible around rush hour. - Capital Area Greenbelt, Harrisburg PA 17110

I-83 around Harrisburg is beep - 400-466 Eisenhower Boulevard, Harrisburg PA 17111

I-83 congestion - 421 Friendship Road, Harrisburg PA 17111

Often stop and go no matter what hour. - Interstate 83, Harrisburg PA 17104

Route 22 east and west of Harrisburg. - 2208 Forster Street, Harrisburg PA 17103

Rt39 needs additional capacity. Traffic growing. MORE ROUNDABOUTS! - 2100-2124 Versailles Road, Harrisburg PA 17112

Rush hour is horrible. - Capital Area Greenbelt, Harrisburg PA 17110

Rush hour traffic around Harrisburg is bad. Need to expand highway to more lanes. - Interstate 83, Harrisburg PA 17111

The double merge lane from 83N to 81N creates many problems. The signage does not inform drivers that BOTH lanes will end. This results in cars riding the second merge lane and forcing their way into traffic, thus creating a bottleneck. - Interstate 81, Harrisburg PA 17112

Traffic Backs up at rush hour - Interstate 81, Harrisburg PA 17110

Traffic light on Nyes through only allows 4-5 cars through during peak. - Locust Lane, Harrisburg PA 17111

Traffic signal coordination is needed on PA 39. - 2707-2731 Linglestown Road, Harrisburg PA 17110

Traffic signals need to be synchronized along the Cameron Street Corridor. - 2305 North Cameron Street, Harrisburg PA 17110

Traffic signals need to be synchronized on Linglestown Road - 2671-2705 Linglestown Road, Harrisburg PA 17110

clue for you: put a right turn lane at 322 / fishburn rd intersectio - 500 University Drive, Hershey PA 17033

## Harrisburg MPO, Dauphin County, PA

### Congestion

I-283/I-78 access area is often dreadfully congested and especially scary when merging from the highway from Lancaster passing Hbg Airport entry onto I-283 just north of the PA TPK toll booths. especially when merging onto I-283 South to - 201 Race Street, Highspire PA 17034

----- 200 Dunham Drive, Hummelstown PA 17036

----- 3740 Beagle Road, Middletown PA 17057

Interchange between PA 283 and I-283 is outdated and cannot handle current traffic volumes. Need to have two lanes between I-283 and PA 283 in both directions and eliminate weaving conditions. - Pennsylvania 283, Middletown PA 17057

----- Interstate 81, Paxtonia PA 17112

----- North Mountain Road & Interstate 81, Paxtonia PA 17112

----- 201-327 Christian Street, Steelton PA 17113

### Roadway

----- 2101-2103 North 3rd Street, Harrisburg PA 17110

----- 48 Runyon Road, Hummelstown PA 17036

Roadway	Marker	Roadway	Road in need of repair
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----- 1012-1198 U.S. 322, Dauphin PA 17018

----- 2415 North 3rd Street, Harrisburg PA 17110

----- 1820 North 3rd Street, Harrisburg PA 17102

----- 720 Hampton Court Road, Harrisburg PA 17112

----- 1531-1599 North 3rd Street, Harrisburg PA 17102

----- 3626 North Progress Avenue, Harrisburg PA 17110

drainage issues. heavy truck traffic. soil accumulation with vegetation growing along sides that borough never sweeps. - 130 Brown Street, Middletown PA 17057

Roadway	Marker	Roadway	Shoulder in need of repair
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There are places up Rt 325 where there is no longer a shoulder. Also some places where the road is in such bad condition that grass and weeds grown. - 1940 Clarks Valley Road, Dauphin PA 17018

### Safety

----- Interstate 83, Harrisburg PA 17111

----- 112 North 13th Street, Harrisburg PA 17103

----- Interstate 83, Harrisburg PA 17109

----- 2016 Church Road, Hummelstown PA 17036

Safety	Marker	Safety	Frequent speeding a concern
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----- 32 Sheetz Road, Halifax PA 17032

----- 853 River Road North, Halifax PA 17032

----- 1525 North Front Street, Harrisburg PA 17102

----- 1822-1898 North 2nd Street, Harrisburg PA 17102

----- 2001 Elmerton Avenue, Harrisburg PA 17110

----- 2363 North Front Street, Harrisburg PA 17110

----- 2955-2979 North Front Street, Harrisburg PA 17110

----- 410-412 Forster Street, Harrisburg PA 17102

----- 2500-2598 North Front Street, Harrisburg PA 17110

## Harrisburg MPO, Dauphin County, PA

Safety	MarkerSafety	Frequent speeding a concern
	-----	- 1525 North 2nd Street, Harrisburg PA 17102
	-----	- Capital Area Greenbelt, Harrisburg PA 17101
	-----	- 2336-2338 North 2nd Street, Harrisburg PA 17110
	-----	- 2841 North Front Street, Harrisburg PA 17110
	-----	- 2532 North 2nd Street, Harrisburg PA 17110
	-----	- 1000-1098 North Front Street, Harrisburg PA 17102
	-----	- 1206-1298 North 2nd Street, Harrisburg PA 17102
	-----	- 1200-1218 North Front Street, Harrisburg PA 17102
	-----	- 1627 North 2nd Street, Harrisburg PA 17102
	-----	- 3123-3199 North Front Street, Harrisburg PA 17110
	-----	- 8 Oakleigh Avenue, Harrisburg PA 17111
	-----	- Uptown, Harrisburg PA 0
	-----	- 1800-1898 North Front Street, Harrisburg PA 17102
	-----	- 2109 North 2nd Street, Harrisburg PA 17110
	-----	- 2825 North 2nd Street, Harrisburg PA 17110
		Narrow lanes, speeding, and low curb are hazardous to any ped/bike traffic along the riverbank path. - 200-214 North Front Street, Harrisburg PA 17101

Safety	MarkerSafety	Many crashes at this location
	-----	- Interstate 283 & U.S. 322 & Interstate 83, Harrisburg PA 17111
		No room for southbound 83 to merge with northbound 283. 83 should be funneled onto the left lane of approaching 322. - 3863 Rutherford Street, Harrisburg PA 17111

Safety	MarkerSafety	Other
	-----	- 903 North 19th Street, Harrisburg PA 17103
	-----	- 320 North 39th Street, Harrisburg PA 17109
	-----	- 266 Forster Street, Harrisburg PA 17102
	-----	- Capital Area Greenbelt, Harrisburg PA 17102
	-----	- 212 Forster Street, Harrisburg PA 17102
		Improve shoulders for bikes and pedestrians along Rt 443 - 1747-1899 Pennsylvania 443, Harrisburg PA 17112
		MaClay Street is dangerous for bicycling and people use bikes to get to HACC, the Farm Show, etc. Crossing the bridge is the worst part due to fast traffic and no shoulders - 407 Maclay Street, Harrisburg PA 17110
		Major pedestrian danger along Front street. Improve pedestrian/bicycle connectivity to the city here. Slow down traffic! - Midtown, Harrisburg PA 0
		More Pedestrian options along RT22 in Lower Paxton Twonship. - 5049 Jonestown Road, Harrisburg PA 17112

Safety	MarkerSafety	Traffic signal issues
		This area could benefit from a traffic light in order to safely enter the highway. - 3773-3851 Pennsylvania 225, Halifax PA 17032
		This light has a left arrow for turning left on Rte 147 from 225, however, it is not operating. - 3589 Peters Mountain Road, Halifax PA 17032
	-----	- 6208 Devonshire Heights Road, Harrisburg PA 17112

## Harrisburg MPO, Dauphin County, PA

Safety	MarkerSafety	Traffic signal issues
	-----	- 4669-4699 Jonestown Road, Harrisburg PA 17109
Transit		
	-----	- 1638 North 4th Street, Harrisburg PA 17102
		Parking Garage at the Amtrak Station with reasonable rates that makes it easier to take Amtrak to Philadelphia/NYC over the weekend and leave your car parked there. - Office-Surface Mining, 415 Market Street, Harrisburg PA 17101
	-----	- 417-489 Old Meadow Lane, Hershey PA 17033
		Light rail from Carlisle to Lancaster - 1000-2118 Pennsylvania 230, Steelton PA 17113
Transit	MarkerTransit	More buses needed
	-----	- 350 North Street, Harrisburg PA 17120
	-----	- 131 State Street, Harrisburg PA 17103
	-----	- Pennsylvania Office of the Governor, Harrisburg PA 17120
Transit	MarkerTransit	More routes needed
	-----	- 1800-1898 Peters Mountain Road, Dauphin PA 17018
	-----	- 212 North Street, Harrisburg PA 17101
	-----	- 100-198 Maclay Street, Harrisburg PA 17110
	-----	- 6700-6798 Noll Road, Harrisburg PA 17112
		Commuter Rail should come to Harrisburg. Routes east to Lebanon, South to York, and North to Selinsgrove and maybe on to Williamsport - Market Street Bridge, Harrisburg PA 17101
	-----	- 900 Orchard Drive, Steelton PA 17113
Transit	MarkerTransit	More transit stops needed
	-----	- 100-198 Maclay Street, Harrisburg PA 17110
	-----	- Fishing Creek Valley Road, Harrisburg PA 17110
		Twice Daily Pennsylvanian Service - 1500 Vernon Street, Harrisburg PA 17104
		The train needs to stop at HIA several times a day so that there are more forms of transportation than just driving. - 453-559 Airport Drive, Middletown PA 17057
Transit	MarkerTransit	Other
	-----	- 100-198 Capital Area Greenbelt, Harrisburg PA 17101
		Amtrak is a great service from Harrisburg but the cost for parking is absurd at \$20/day. That is what larger cities would charge. - 443 Market Street, Harrisburg PA 17101
		Increase rail between Harrisburg and other parts of PA - 5 North 5th Street, Harrisburg PA 17101
		It would be nice to have some transit option across the old Cumberland Valley Railroad Bridge, even if it were just a busway. - Market Street Bridge, Harrisburg PA 17101
	-----	- 404 Market Street, Millersburg PA 17061
		Connect Harrisburg with Washington DC and Baltimore with passenger rail. - 2-48 West Conestoga Street, Steelton PA 17113
WalkPath		
	-----	- 1492 Linglestown Road, Harrisburg PA 17110
	-----	- 311-399 Forster Street, Harrisburg PA 17123
	-----	- 150-198 Forster Street, Harrisburg PA 17102
		connect Central dauphin Highh to Rt 22 and Linglestown Rd - 108-250 Piketown Road, Harrisburg PA 17112



## Harrisburg MPO, Dauphin County, PA

### WalkPath

Connect Lower Paxton Township to 'Big Trees Park'. Path between Continental and Park should be identified before additional building is done in the area. - 4081 Continental Drive, Harrisburg PA 17112

Createing walking/biking rec. areas helps to attract employees to the area for a nice quality of life. - 3900 Paxton Street, Harrisburg PA 17111

Make old Cumberland Valley Rail bridge a pedestrian/bike trail for commuters from the West Shore. - Capital Area Greenbelt, Harrisburg PA 17104

Need a bridge, tunnel or just clearly marked and enforced pedestrian crossings for Forester Street. - 266 Forster Street, Harrisburg PA 17102

Opportunity to develop walking or bike path - Market Street Bridge, Harrisburg PA 17101

Same comments at bike path - Market Street Bridge, Harrisburg PA 17101

pa 39 walkable - 286 Grandview Road, Hummelstown PA 17036

-----, Middletown PA 17057

## Harrisburg MPO, Perry County, PA

### Bridge

----- - 105 Market Street, Newport PA 17074

### Bridge      MarkerBridge      Bridge in need of repair

----- - Juniata Road, Duncannon PA 17020

----- - 306-398 Bloomfield Avenue, Newport PA 17074

### Bridge      MarkerBridge      Other

Add a bridge here - 214 Railroad Street, Duncannon PA 17020

### Congestion

Any way to bypass this mess? Or reconstruct with frontage roads? - 92-98 Benvenue Road, Duncannon PA 17020

Complete CSVT - 700 Susquehanna Trail, Liverpool PA 17045

Interstate 81 north and south is dangerous. It's full of aggressive and speeding drivers, as well as needing to be 3 lanes in some areas, especially around Carlisle and Harrisburg. - U.S. 15, Marysville PA 17053

----- - 5020 Spring Road, Shermans Dale PA 17090

### Roadway

Drainage problems block access to US 22/322 - Pennsylvania 849, Duncannon PA 17020

### Roadway      MarkerRoadway      Road in need of repair

----- - 2511 Little Buffalo Road, Newport PA 17074

### Safety

----- - 1-17 Windy Hill Road, Shermans Dale PA 17090

### Safety      MarkerSafety      Frequent speeding a concern

----- - 3024 Susquehanna Trail, Duncannon PA 17020

### Safety      MarkerSafety      Many crashes at this location

----- - 11-31 U.S. 322, Duncannon PA 17020

Incredibly dangerous through here. Median barrier needed...right in/right out of businesses. - 21-31 Benvenue Road, Duncannon PA 17020

----- - Valley Road, Shermans Dale PA 17090

### Safety      MarkerSafety      Other



## Harrisburg MPO, Perry County, PA

Safety	MarkerSafety	Other
	-----	- 202 Bloomfield Road, Duncannon PA 17020
Transit	MarkerTransit	More routes needed
		Add Keystone West station - 410 North Market Street, Duncannon PA 17020
		Add Keystone West station - 401-449 U.S. 15, Marysville PA 17053
		Add Keystone West Station - 5228 Sugar Run Road, Millerstown PA 17062
		Add Keystone West station - Market Street, Newport PA 17074
		----- - 4645 Valley Road, Shermans Dale PA 17090
Transit	MarkerTransit	Other
		Maintain Service - 80 Ferry Lane, Liverpool PA 17045