

State Transportation Commission

2015 Twelve Year Program Development

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

Reading Area Transportation Study (RATS)

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'.

Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.	
Responded With an Average Rank of		4.43
Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.	
Responded With an Average Rank of		4.20
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		3.91
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		3.74
Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.	
Responded With an Average Rank of		3.66
Transit	Implementing new technologies improves service.	
Responded With an Average Rank of		3.63
Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.	
Responded With an Average Rank of		3.46
Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.	
Responded With an Average Rank of		3.11
Mobility Suggestion	Suggest another mobility concern:	
Provided Other Options for Mobility Concern		3.00

Reading 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.		
25	69.44%	of Responders Chose for Top Three With an Average Rank of	2.12
State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
21	58.33%	of Responders Chose for Top Three With an Average Rank of	1.90
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.		
17	47.22%	of Responders Chose for Top Three With an Average Rank of	2.24
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.		
17	47.22%	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.		
12	33.33%	of Responders Chose for Top Three With an Average Rank of	1.50
Preservation Other	Suggest another preservation option:		
2	5.56%	of Responders Provided Other Options for Top Three grouping	.00

Reading 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.

Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
21	58.33%	of Responders Chose for Top Three With an Average Rank of	1.76
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
20	55.56%	of Responders Chose for Top Three With an Average Rank of	1.80
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.		
18	50.00%	of Responders Chose for Top Three With an Average Rank of	2.44
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
11	30.56%	of Responders Chose for Top Three With an Average Rank of	1.55
Safety Other	Suggest another safety option:		
9	25.00%	of Responders Provided Other Options for Top Three grouping	.00
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
7	19.44%	of Responders Chose for Top Three With an Average Rank of	2.14
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
5	13.89%	of Responders Chose for Top Three With an Average Rank of	2.20

State Transportation Commission

2015 Twelve Year Program Development

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

Reading Area Transportation Study (RATS)

Mobility Concerns

Mobility Suggestion Suggest another mobility concern:

Improve Route 222 between Reading and Route 78

Reading 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.		
25	69.44%	of Responders Chose for Top Three With an Average Rank of	2.12
State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
21	58.33%	of Responders Chose for Top Three With an Average Rank of	1.90
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.		
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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.		
17	47.22%	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.		
12	33.33%	of Responders Chose for Top Three With an Average Rank of	1.50
Preservation Other	Suggest another preservation option:		
2	5.56%	of Responders Provided Other Options for Top Three grouping	.00
Commuter Train from Reading or Pottstown to Philadelphia			
Public Transportation- Rail Service on Route 422			

Reading 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.

Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
21	58.33%	of Responders Chose for Top Three With an Average Rank of	1.76
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
20	55.56%	of Responders Chose for Top Three With an Average Rank of	1.80
Most important part would be texting/web browsing and driving enforcement			
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.		
18	50.00%	of Responders Chose for Top Three With an Average Rank of	2.44
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
11	30.56%	of Responders Chose for Top Three With an Average Rank of	1.55
Safety Other	Suggest another safety option:		
9	25.00%	of Responders Provided Other Options for Top Three grouping	.00
Traffic Signal Improvements			
Capacity Improvements			
Bicycle friendly routes			
I live in Reading Pa and have worked in Philadelphia for the last 5 years. We need a Commuter Train.			
work more hours per week when doing construction instead of taking forever.HELLERTOWN is full of crazy drivers now during construction.			
time traffic lights to enhance traffic flow			
Passive aggressive drivers.			
Minimize impact of work zones. Concentrate on smaller portions of a project to get them done quicker, lessening impact on traffic.			
Improvements to Rt. 222 N between Reading and Allentown.			
Improved Bridge Conditions			
Improve 222N; it involves safety, the environment, and several other arenas.			
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		

Reading MPO

Safety Strategies

7	19.44%	of Responders Chose for Top Three With an Average Rank of	2.14
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Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.
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5	13.89%	of Responders Chose for Top Three With an Average Rank of	2.20
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State Transportation Commission

2015 Twelve Year Program Development

Regional mapped comments from the public feedback August thru November 2013

Reading Area Transportation Study (RATS)

Reading MPO

Country USA

Reading MPO, Berks County, PA

BikePath

----- - South Center Road, Birdsboro PA 19508

E-W and N-S options through Boyertown - 100-114 East Philadelphia Avenue, Boyertown PA 19512

----- - State Police, 90 Industrial Drive, Hamburg PA 19526

Setting aside more money for municipalities to explore and implement multi-modality in their communities is very important. This means funds for complete streets and bike lanes in existing urban communities should be heavily encouraged. - 2446-2614 Pennsylvania 625, Mohnton PA 19540

Share the road! - 221 Summit Avenue, Mount Penn PA 19606

No path over Schuylkill River. 10 mile detour - Warren Street Bypass, Reading PA 19601

Bridge

----- - 125 Orchard Place, Reading PA 19607

Bridge MarkerBridge Bridge in need of repair

----- - Appalachian Trail, Bethel PA 19507

----- - U.S. 422, Birdsboro PA 19508

----- - 382-398 Shelbourne Road, Reading PA 19606

----- - Schuylkill River Trail, Reading PA 19611

----- - 103 Lancaster Avenue, Reading PA 19611

----- - U.S. 422, Reading PA 19606

----- - 201-211 Bingaman Street, Reading PA 19611

----- - 115-155 U.S. 422 Business, Reading PA 19602

----- - U.S. 422, Reading PA 19611

----- - U.S. 422, Reading PA 19602

----- - U.S. 422, Reading PA 19611

Bridge MarkerBridge Bridge weight restricted

----- - 8964-8982 Hemphill Road, Alburtis PA 18011

Congestion

----- - South Center Road, Birdsboro PA 19508

----- - 233 North Furnace Street, Birdsboro PA 19508

longer merge lanes needed (mainly for 176 onto 422W). - West Shore Bypass & U.S. 422 & Interstate 176, Birdsboro PA 19508

ridiculously poor engineering for traffic on 422, from the reading area to douglassville - 6280 Perkiomen Avenue, Birdsboro PA 19508

----- - 8704-8758 Allentown Pike, Blandon PA 19510

Let's move forward with SOMETHING. My perception is that better timing of traffic lights may help a bit. Improving this corridor is a great way to enhance commerce in Berks County! - 749 Hill Road, Blandon PA 19510

Need to widen Rt 222 N to handle congestion between Reading and Allentown - 160 Sandhurst Boulevard, Blandon PA 19510

Provide more capacity on 222 - 160 Sandhurst Boulevard, Blandon PA 19510

----- - 324 Keim Road, Boyertown PA 19512

Reading MPO, Berks County, PA

Congestion

Grosser Rd - 3 Barb Lane, Boyertown PA 19512

----- 861-899 U.S. 422, Douglassville PA 19518

----- 1160-1174 Benjamin Franklin Highway, Douglassville PA 19518

----- 1129 Benjamin Franklin Highway, Douglassville PA 19518

422 rush hour - 2032 East Main Street, Douglassville PA 19518

----- 11-21 Lake Shore Drive, Fleetwood PA 19522

Roundabouts are NOT the answer - 8703-8729 Allentown Pike, Fleetwood PA 19522

----- 221-237 Kohler Road, Kutztown PA 19530

rt 22 traffic congestion is a big problem - 1454-1480 Kern Road, Kutztown PA 19530

----- 121-123 Sommers Road, Oley PA 19547

----- 238 Brookline Street, Reading PA 19611

----- Benjamin Franklin Highway, Reading PA 19606

----- 4900-4998 Benjamin Franklin Highway, Reading PA 19606

----- 911 Shelbourne Road, Reading PA 19606

----- 599 Shelbourne Road, Reading PA 19606

----- U.S. 222 Business & U.S. 222, Reading PA 19605

183 and 222 still congested - U.S. 222, Reading PA 19605

222 N needs to be greatly improved and widened. - 2601-2699 Beltline Avenue, Reading PA 19605

longer merge lane and better visibility needed for merging onto 12W from 61S - 2500-2562 Centre Avenue, Reading PA 19605

longer merge lane needed. - U.S. 422, Reading PA 19606

Major traffic congestion caused by traffic signals. This affects regional traffic as US 222 is a major route between Lancaster County and the entire northeast and New England. - 8268 Allentown Pike, Reading PA 19605

Merge lane needed. - 327-357 Warren Street Bypass, Reading PA 19601

On ramps to 422 need to be longer. Merging into passing lanes is a safety issue. During the PM rush hour traffic exiting often back up onto 422's passing (fast) lanes. - 211 Bingaman Street, Reading PA 19611

----- 3700 Penn Avenue, Sinking Spring PA 19608

----- 1904 Frush Valley Road, Temple PA 19560

on ramps onto 422 bypass need to longer. The clover leaf configuration no longer works at this location - Benjamin Franklin Highway, West Reading PA 19611

really congested on-ramp - West Shore Bypass & U.S. 222 & Warren Street Bypass & U.S. 422, Wyomissing PA 19610

Roadway

----- U.S. 422, Douglassville PA 19518

----- 1496-1520 Benjamin Franklin Highway, Douglassville PA 19518

----- Park Road, Douglassville PA 19518

----- 4304-4462 Pennsylvania 562, Reading PA 19606

Roadway

MarkerRoadway

Other

rt 22 congestion - 298 Grim Road, Kutztown PA 19530

Reading MPO, Berks County, PA

Roadway	Marker	Roadway	Other
		-----	- 3001-3007 Harrison Avenue, Reading PA 19605
Roadway	Marker	Roadway	Road in need of repair
			Roadway is in poor shape along stretches of I-78 in Berks and Lehigh Counties. - 28 Wagner Road, Bernville PA 19506
		-----	- Constitution Avenue, Blandon PA 19510
		-----	- 309 Hazel Street, Reading PA 19611
		-----	- 40-50 Witman Road, Womelsdorf PA 19567
Safety			
		-----	- 721 Cocalico Road, Birdsboro PA 19508
		-----	- 757 East Main Street, Birdsboro PA 19508
		-----	- 6900-6922 Daniel Boone Road, Birdsboro PA 19508
		-----	- 287-299 Hay Creek Road, Birdsboro PA 19508
		-----	- 200-298 North Furnace Street, Birdsboro PA 19508
		-----	- Jefferson Street, Birdsboro PA 19508
		-----	- 797 Cocalico Road, Birdsboro PA 19508
		-----	- 904 Cocalico Road, Birdsboro PA 19508
		-----	- Jackson Street, Birdsboro PA 19508
			Excesses Spedding on Rt. 724 - 300-398 Pennsylvania 724, Birdsboro PA 19508
		-----	- 40-48 Old Swede Road, Douglassville PA 19518
		-----	- Benjamin Franklin Highway, Douglassville PA 19518
		-----	- 13914 Allentown Pike, Fleetwood PA 19522
		-----	- 889-899 Ritters Road, Reading PA 19606
		-----	- 1291 Shelbourne Road, Reading PA 19606
		-----	- U.S. 422 Business & U.S. 422, West Reading PA 19611
Safety	Marker	Safety	Frequent speeding a concern
		-----	- 283 Witmer Road, Mohnton PA 19540
		-----	- U.S. 422, Reading PA 19611
Safety	Marker	Safety	Many crashes at this location
		-----	- 1849 Huffs Church Road, Barto PA 19504
		-----	- U.S. 422, Reading PA 19606
		-----	- 342-380 George Street, Reading PA 19605
		-----	- Bingaman Street & U.S. 422 & U.S. 222 Business, Reading PA 19611
		-----	- 2-26 Morgantown Road, Reading PA 19611
		-----	- U.S. 422, Reading PA 19611
Safety	Marker	Safety	Other
		-----	- U.S. 422, Reading PA 19611
		-----	- U.S. 422, West Reading PA 19611
		-----	- Penn Street & U.S. 422 & U.S. 422 Business, West Reading PA 19611
		-----	- U.S. 422 Business & U.S. 422, West Reading PA 19611
Transit			

Reading MPO, Berks County, PA

Transit

----- - 2385 New Holland Road, Reading PA 19607

commuter rail line from Berks County to the Philadelphia area to relieve 422 and 76 congestion - 104 Hartline Drive, Reading PA 19606

Need good transportation option to/from Philly. - 137 Mountain View Road, Reading PA 19607

SEPTA Pottstown/Reading Line restoration - North 7th Street, Reading PA 19601

Transit

MarkerTransit

More routes needed

Restore commuter rail service - South Center Road, Birdsboro PA 19508

Restore commuter rail service - 133-135 Main Street, Douglassville PA 19518

Restore commuter rail service - Schuylkill River Trail, Douglassville PA 19518

Restore commuter rail service - 803-805 Gibraltar Road, Reading PA 19606

Restore commuter rail service - North 7th Street, Reading PA 19601

Transit

MarkerTransit

More transit stops needed

----- - 127 East Philadelphia Avenue, Boyertown PA 19512

Transit

MarkerTransit

Other

----- - 441 Redlane Road, Birdsboro PA 19508

Provide rail service between Reading and Phila - 28 Benjamin Franklin Highway, Birdsboro PA 19508

----- - U.S. 422, Douglassville PA 19518

Passenger Rail Stop Needed - 630 Franklin Street, Reading PA 19611

Passenger Rail Stop Needed - 208 North Park Road, Wyomissing PA 19610

WalkPath

----- - 703 South Center Road, Birdsboro PA 19508

----- - 4700-4748 Benjamin Franklin Highway, Reading PA 19606

----- - 4731-4799 Benjamin Franklin Highway, Reading PA 19606

----- - Gibraltar Road, Reading PA 19606

----- - 980-998 Shelbourne Road, Reading PA 19606

----- - 11-15 Gibraltar Road, Reading PA 19606

Safe waling area needed from 562 to Reiffon along 422 - 2800-2998 U.S. 422 Business, Reading PA 19606

Tackling traffic calming tactics like pedestrian islands and bollards in communities attempting to enhance pedestrianism should be seriously explored and funded. - 400 Lincoln Road, Reading PA 19606

Country x

Reading MPO, ---, ---

Roadway

MarkerRoadway

Other

Abrupt two lane to one switch creates aggressive driving and safety issues. - ---, --- --- 0