

State Transportation Commission

2015 Twelve Year Program Development

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

Williamsport Area Transportation Study (WATS)

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		4.22
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		4.13
Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.	
Responded With an Average Rank of		3.83
Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.	
Responded With an Average Rank of		3.78
Transit	Implementing new technologies improves service.	
Responded With an Average Rank of		3.78
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		3.61
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		2.78

Williamsport 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.			
16	66.67%	of Responders Chose for Top Three With an Average Rank of	1.81	
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.			
14	58.33%	of Responders Chose for Top Three With an Average Rank of	2.14	
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.			
11	45.83%	of Responders Chose for Top Three With an Average Rank of	2.09	
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.			
10	41.67%	of Responders Chose for Top Three With an Average Rank of	1.80	
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.			
9	37.50%	of Responders Chose for Top Three With an Average Rank of	2.00	
Preservation Other	Suggest another preservation option:			
1	4.17%	of Responders Provided Other Options for Top Three grouping	.00	

Williamsport 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.		
15	62.50%	of Responders Chose for Top Three With an Average Rank of	1.47
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
14	58.33%	of Responders Chose for Top Three With an Average Rank of	1.86
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
13	54.17%	of Responders Chose for Top Three With an Average Rank of	2.15
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
7	29.17%	of Responders Chose for Top Three With an Average Rank of	2.43
Safety Other	Suggest another safety option:		
4	16.67%	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.		
4	16.67%	of Responders Chose for Top Three With an Average Rank of	2.00
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
3	12.50%	of Responders Chose for Top Three With an Average Rank of	2.67

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November 2013**

Williamsport Area Transportation Study (WATS)

Mobility Concerns

Mobility Suggestion	Suggest another mobility concern:
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Pedestrian and Bicycle networks	
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Safe pedestrian and bike crossings.	
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We need more walking and biking paths, in rural and urban areas.	
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Williamsport 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.

16 66.67% of Responders Chose for Top Three With an Average Rank of 1.81

Bridges should be designed to accommodate bikes and pedestrians as well as motor vehicles. When bridges are being repaired or constructed, the areas at the base of bridge should be developed into river access points; and signs should be mounted on the upstream side of the bridge with the name of the road to help river travelers navigate the waterway.

I'd very much like to see improvements to public stream and river access as part of bridge and road projects where new or improved public access is possible.

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

14 58.33% of Responders Chose for Top Three With an Average Rank of 2.14

Hard to choose between local and state bridges -- and by "upgrades" I do NOT mean tear out old bridges and replace them with new: We have too many worthy historic bridges in poor shape that we need to repair and respect; "modern" concrete slabs do not measure up, and we should keep their use to a minimum.

My daughter is a civil engineer in Maryland with a masters degree from Vurginia Tech and does bridge inspections and design work. Thus I am aware of the deplorable condition of some bridges. The closing and/or collapse of a bridge is far more disruptive than bad pavement or inadequate public transit.

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.

11 45.83% of Responders Chose for Top Three With an Average Rank of 2.09

More pervious pavement should be used to manage stormwater

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

10 41.67% of Responders Chose for Top Three With an Average Rank of 1.80

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.

9 37.50% of Responders Chose for Top Three With an Average Rank of 2.00

Preservation Other Suggest another preservation option:

1 4.17% of Responders Provided Other Options for Top Three grouping .00

Public Rail Transport, including advertisement to inform PA citizens of the rail possibilities (Keystone and Pennsylvanian routes)

Williamsport 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.
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15	62.50%	of Responders Chose for Top Three With an Average Rank of	1.47
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District 3-0 intersection of East Third Street and Northway Road is a key pedestrian/bike intersection connecting Loyalsock Township residents to the riverwalk/ and Susquehanna Trail. The proposed Miller Run Greenway will utilize this intersection for connection - pedestrian/bicycle safety is critical

Stop using tar and chip on popular bicycle routes. That creates a safety hazard for cyclists. Or sweep loose chips away from the bicycle lane/right edge of caraway. Engage with cycling clubs in EACH PennDOT District to learn which are the popular and preferred cycling routes.

PennDOT needs to put more emphasis on Complete Street Design that includes bike and pedestrian facilities, as well as, tree plantings and bioswales to manage stormwater with natural systems

Robust multi-modal systems help to promote tourism and recreational use of our region's extensive system of water and land trails, reduce congestion on roads and highways, and promote in-fill development that preserves green space and supports vibrant small towns.

Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.
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14	58.33%	of Responders Chose for Top Three With an Average Rank of	1.86
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Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.
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13	54.17%	of Responders Chose for Top Three With an Average Rank of	2.15
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Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.
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7	29.17%	of Responders Chose for Top Three With an Average Rank of	2.43
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Ban any sort of use of a cell phone or other such device while driving! Unbelievable that Pennsylvania lags so far behind. Also, glad to see a photo of Main Street Bloomsburg, where I live; we have a HORRIBLE culture here, with drivers on Route 11 convinced that they can go as fast as they want, ignoring crosswalks from one end of town to the other, and the local cops do not seem to care -- VERY rarely writing any sort of summons, and usually then only when a driver actually hits someone . . .

Safety Other	Suggest another safety option:
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4	16.67%	of Responders Provided Other Options for Top Three grouping	.00
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Safety Strategies

Historic Muncy's Main Street needs safety crosswalks hopefully ones that will be both safe and attractive, many children and elderly cross and gas trucks which a huge and often run the red lights have just missed numerous people. One man was hit while in front of the Muncy Historical Soc. by a speeded and the man ended up in the hosp. for a very long time... his recovery period was over a year. The trucks also hit a local restaurant and knocked a corner out of the building. We have recently built an 11 acre Greenways park now we need your help. Thanks for your consideration... Nella Storm Muncy's shade tree Commissioner 570-546-3757

river access in coordination with bridges

gas industry vehicular traffic

Appropriate Signaling

Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
4	16.67%	of Responders Chose for Top Three With an Average Rank of	2.00
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
3	12.50%	of Responders Chose for Top Three With an Average Rank of	2.67

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Williamsport MPO

Country USA

Williamsport MPO, Lycoming County, PA

BikePath

Lycoming Creek bike path needs lengthened northward - 380 Pleasant Hill Road, Cogan Station PA 17728

Complete the Susquehanna River Bike Trail from jersey Shore to Williamsport and from Montoursville to Muncy and south to Lewisburg. - 36 Hannah Lane, Jersey Shore PA 17740

The Susquehanna River Walk should be extended up river from Williamsport to Jersey Shore and Lock Haven. - 242-308 Pine Creek Avenue, Jersey Shore PA 17740

There is a need to connect the end of the Pine Creek Rail Trail in Jersey Shore, PA with the Susquehanna Riverwalk Trail in Williamsport, PA - 879 Seminary Street, Jersey Shore PA 17740

from Jersey Shore to Williamsport! route 220 is extremely dangerous - 121-941 Wind Swept Drive, Linden PA 17744

Linking Williamsport to the Pine Creek Rail Trail - 106-298 Front Street, Linden PA 17744

There is a great bike path here that needs extended into South Williamsport, and safe crossing into the heart of downtown Williamsport to be even more useful - Susquehanna Bikeway, Montoursville PA 17754

The Susquehanna River Walk in Williamsport should be extended down river to Muncy. - 6300-6430 Armstrong Road, Muncy PA 17756

To provide access between the Pine Creek Rail Trail and DCNR's new state forest building and interpretive center - Pennsylvania 44, Waterville PA 17776

future Miller Run Greenway - contact Bill Burdett at Loyalsock Township - 285-299 South Northway Road, Williamsport PA 17701

Need for connecting the Susquehanna Riverwalk Trail to the Pine Creek Trail in Jersey Shore, PA - Maynard Street & Interstate 180, Williamsport PA 17701

river walk and Lycoming Creek bike path need connected - Interstate 99, Williamsport PA 17701

Bridge MarkerBridge Bridge in need of repair

----- - 1-149 Clarkstown Road, Muncy PA 17756

----- - Susquehanna Riverwalk, Williamsport PA 17701

Bridge MarkerBridge Other

Save the English Center suspension bridge! - 11318-11410 Little Pine Creek Road, Waterville PA 17776

Congestion

bad corner - 172-198 North 2nd Street, Hughesville PA 17737

realignment of intersection or traffic signal required - 4901-4933 U.S. 220, Hughesville PA 17737

gas industry traffic on route 44 is horrendous and very dangerous and polluting - Pine Creek Rail Trail, Jersey Shore PA 17740

Complete limited access connection and extend I-99 to Corning. - 7677-7807 U.S. 220, Linden PA 17744
----- - 224-414 Pfirman Road, Williamsport PA 17702

Roadway

----- - 416-420 Front Street, Jersey Shore PA 17740

Roadway MarkerRoadway Other

----- - 1687 Morgan Valley Road, Williamsport PA 17702

Roadway MarkerRoadway Road in need of repair

----- - 1151-1545 Pennsylvania 973, Cogan Station PA 17728

Williamsport MPO, Lycoming County, PA

Roadway	MarkerRoadway	Road in need of repair
	-----	- Slate Run Road, Slate Run PA 17769
	-----	- 9826-10286 Pennsylvania 118, Unityville PA 17774
Safety	MarkerSafety	Frequent speeding a concern
	-----	- 1102 Martins Road, Linden PA 17744
	-----	- 7309-7425 U.S. 220, Linden PA 17744
Safety	MarkerSafety	Many crashes at this location
	-----	- 4886-4898 U.S. 220, Hughesville PA 17737
	-----	- 2-28 Amanda Avenue, Linden PA 17744
	-----	- 2-398 Orchard Lane, Williamsport PA 17702
Safety	MarkerSafety	Other
		future Miller Run Greenway - already many people including children use this intersection to connect to the river walk. pedx and bike safety needs to be addressed. - South Northway Road, Williamsport PA 17701
		Improvements needed for safe bike and pedestrian access from Hepburn Street to the Susquehanna Riverwalk. - Via Bella Street & Interstate 180 & Hepburn Street, Williamsport PA 17701
Safety	MarkerSafety	Traffic signal issues
	-----	- 4725-4885 U.S. 220, Hughesville PA 17737
Transit		
	-----	- 2201-2265 Beautys Run Road, Cogan Station PA 17728
	-----	- 563-899 South Pine Run Road, Linden PA 17744
		We need a passenger rail line connecting Williamsport to Harrisburg. Perhaps a trolley? - Commerce Park Drive & Interstate 180 & South Northway Road, Williamsport PA 17701
Transit	MarkerTransit	More routes needed
		Return passenger rail service to the Buffalo Line linking Williamsport with Harrisburg, Buffalo, Baltimore, and Washington by rail. - Susquehanna Beltway, Williamsport PA 17701
WalkPath		
	-----	- 400-498 Susquehanna Drive, Jersey Shore PA 17740
		There is a need to connect the Pine Creek Trail in Jersey Shore, PA with the Susquehanna Riverwalk Trail in Williamsport, PA - 879 Seminary Street, Jersey Shore PA 17740
	-----	- 573-823 John Brady Drive, Muncy PA 17756
	-----	- 1601-1699 Elliott Street, Williamsport PA 17701
		Need for a connection from the Susquehanna Riverwalk Trail to the Pine Creek Trail in Jersey Shore, PA - Maynard Street & Interstate 180, Williamsport PA 17701