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Economizing: With the price of fuel on the rise, it becomes increasingly important that equipment in work zones is not idling when not in use.

Smart Transportation: A New Frontier

We are presently facing economic pressures that have set the transportation industry into a tailspin. While gas prices are hovering at \$4.00 per gallon, the costs of other commodities vital to our business have soared by as much ... or more; steel prices are up 338 percent over the price five years ago, concrete prices are up 138 percent over the same period, and asphalt prices are up over 200 percent.

We need to rethink the way we do business. Our buying power continues to be diminished and yet the expectations for delivering a \$2 billion program do not change. The program has a targeted focus on bridges throughout the Commonwealth; the numbers are staggering. District 1-0 has rallied to the fight, with work on 141 bridges scheduled over the next three years!

As we push past the status quo on bridge delivery, we also need to consider the big picture tied to the overall program. Are we able to deliver *lasting value* to our customers? Are we making appropriate choices that are tied to *community needs and aspirations*? Have we considered transportation consequences and choices?

Smart Transportation is the Secretary's vision for our most promising future; a future where transportation professionals consider and evaluate the weighty questions posed above. Smart Transportation is a collaborative approach to providing transportation solutions that strengthen and support Pennsylvania communities. Linking land use and transportation is one of the key tenets that will be foundational, helping to refine the decision-making process that is required to make the very best investment choices.



District 1-0 has taken a leadership role in providing Smart Transportation in Northwest Pennsylvania.

The major themes of Smart Transportation are outlined below.

1. Money counts.
2. Leverage and preserve existing investments.
3. Choose projects with high value/price ratio.
4. Safety always and maybe safety only.
5. Look beyond the level-of-service.
6. Accommodate all modes of travel.
7. Network, network, network.
8. Build towns not sprawl.
9. Understand the context; plan and design within the context.
10. Develop local government as strong land use partners.

A road “diet” was implemented on West 12th Street in Erie, shrinking the corridor from seven lanes to five lanes. This change provides opportunities for on-street parking, for an expanded pedestrian experience, for landscaping and traffic-calming measures, for better truck-turning movements onto/off of City streets, etc.

The Gravel Run Bridge in Venango Township, Crawford County will be permanently taken out of service and, as a consequence, federal and state dollars will be used to strengthen the local system at Sherred Hill Road.

The Hickory Street Bridge over the Allegheny River in Warren was designed to support and be compatible with the context of the “Impact Warren” initiative and the “Wild and Scenic River” it crossed. This investment was further enhanced when the city agreed to own and maintain this bridge through a turnback agreement.

A “Parking and Transit” study was completed for Erie’s Bayfront Parkway to consider a greater transit component and parking opportunities to relieve congestion in the face of additional development pressure on this geographically-constrained local collector.

Corridor studies have been completed on SR 62 from the City of Warren to the New York State line, on SR 19 from I-90 to Waterford, and on SR 0006 at the I-79 interchange through the Borough of Edinboro; all in an effort to support these high-growth corridors through a more thoughtful and deliberate consideration of land use and transportation choices.

