

Smart Transportation Quarterly

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Coming Next Quarter

- Lancaster Smart Transportation Workshop
- PCTI Project Updates
- Implementing the New Project Delivery Process



www.smart-transportation.com

- Case studies
- News & upcoming events
- Resources for municipalities
- Ways to get involved
- And much more!



Have Questions or Ideas about Smart Transportation?

Send them to us at
smarttransportation@state.pa.us

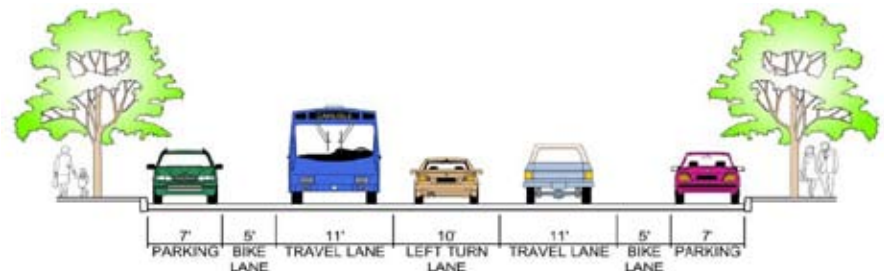


Pennsylvania Community Transportation Initiative (PCTI) - Project Spotlight

The Borough of Carlisle Downtown will receive \$2,826,000 of PCTI money to implement the Carlisle Traffic Safety and Mobility Project. The project involves multi-modal transportation improvements to enhance mobility and safety, increase downtown walkability, and enhance regional connectivity. It includes the reconstruction of High and Hanover streets and the extension of the LeTort multi-use trail to connect to Downtown Carlisle.

These transportation improvements were recommended in the September 2008 Comprehensive Traffic Study of Downtown Carlisle, which was initiated and financed by the collaborative, public-private partnership of the Borough, Dickinson College, Clean Air Board of Central Pennsylvania, and Carlisle Area Health and Wellness Foundation.

District 8 is currently meeting with The Borough of Carlisle to discuss maintenance of the project post-completion. The District is also coordinating the connection to the LeTort Trail with the Department of Conservation and Natural Resources.



Section View of Proposed Changes



Birds-eye View of Proposed Changes



Smart Transportation: At the PennDOT Districts

Scott Christie, PennDOT Deputy Secretary for Highway Administration

We started our Smart Transportation (ST) journey six years ago as a Department. We have made steady progress emphasizing values related to ST in our day-to-day business. Our PennDOT Districts have been at the forefront in implementing significant and exciting changes that are necessary to achieve a more sustainable transportation system for all of Pennsylvania. I would like to offer my sincerest thanks to the Districts for their leadership in this important initiative!

- Districts are expanding ST knowledge by continuing staff training and development in formal training and workshops as well as other creative avenues. For example, District 11 is asking staff to identify possible street network improvement opportunities on their commute to and from work. Enhancing Local Network is one of the key ST themes.
- Districts are reaching out to Municipal and Planning Partners. Districts are working with Metropolitan and Rural Planning Organizations (MPOs/RPOs) to align projects and programs with ST and become involved in the planning of Transportation Improvement Programs (TIPs) and Long Range Transportation Plans (LRTPs). They are presenting and promoting ST to counties, municipalities, legislators, editorial boards, and developers; in some districts even prior to department-wide ST initiative was started. Districts are spreading the message that ST is the evolution of our current process and not radically new.
- Districts are applying ST themes. At a time when needs are great and funding is limited, the importance of an asset management approach is paramount. Districts are applying the design flexibility offered by the ST guidebook and reviewing projects based on ST principles like leveraging and preserving our existing investments. The Department has adopted performance measures aimed at understanding how well our projects respond to ST Themes 1 and 10 (Money Counts and Developing Local Governments as Strong Land Use Partners).

Smart Transportation can only be successful with active participation from counties, MPOs and RPOs, and local municipalities. Collaboration and discussion with your local Districts will ensure that your plans and projects align with your community's context and future vision; focus on preserving our existing infrastructure; and take short and long-term fiscal realities into consideration.

Smart Transportation Themes

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 level-of-service
6. Accommodate all modes of travel
7. Enhance local network
8. Build towns not sprawl
9. Understand the context; plan and design within the context
10. Develop local governments as strong land use partners

PennDOT Districts are incorporating and applying these ST themes into their everyday work and continue to promote ST principles through outreach activities.

The Department greatly appreciates the support from municipalities in this important initiative. I encourage you to continue to attend ST training opportunities conducted by PennDOT Districts. One such opportunity, the Smart Transportation Outreach Workshop, is described in this newsletter. Working together and utilizing Smart Transportation as the standard, we can ensure a sustainable transportation system and maintain our communities as great places for future generations of Pennsylvanians.

Congestion Mitigation and Smart Transportation

As PennDOT moves forward with the implementation of Smart Transportation, adequately addressing congestion mitigation is important. Congestion affects a large portion of our system and addressing it will help us achieve the Smart Transportation goals of system preservation and fiscal responsibility. Because of this, the State Transportation Advisory Committee (TAC) recently conducted a study to explore ways to apply the principles of Smart Transportation in congestion mitigation. The TAC report identified ways where Smart Transportation principles can be applied to develop lower-cost congestion mitigation techniques that could be implemented relatively quickly.

PennDOT will consider the TAC report recommendations as it moves forward with the implementation of Smart Transportation.

The full report can be downloaded from the Smart Transportation website at: <http://www.smart-transportation.com/presentations.html>

Smart Transportation Workshops

PennDOT is continuing its outreach efforts to our municipality partners understand how land use and transportation can be more fully integrated. In July and October this year, workshops were conducted with local officials, municipal staff, and consultants who are involved in transportation and land use decisions in York and Lancaster Counties. The intent of the workshops were to familiarize everyone with the concept of Smart Transportation and how municipalities and land owners can help implement this new direction through various land use and transportation planning tools. The workshops also included discussion on the revised Highway Occupancy Permit (HOP) Guidelines and how these provide for a more streamlined and predictable process. The new guidelines allow alternative mitigation options that can better respond to community needs.

Hold your own Smart Transportation Workshop! Your active involvement in transportation and land use issues will help lead to a more sustainable Pennsylvania. Together, we can ensure that our transportation system allows future generations to enjoy a vibrant economy, a healthy environment, and a great quality of life.

If you are interested in holding a workshop in your community we'd be happy to have someone come present to you! Contact us at smarttransportation@state.pa.us for more details.



York County Workshop participants engage in a hands-on exercise to apply ST principles to real world transportation and land use issues.

The New Transportation Project Delivery Process

The multi-disciplinary team of over 70 committed individuals who have been working to develop a new transportation project delivery process and the environmental review process has concluded their discussions. In the next few months, PennDOT will be finalizing several documents related to the new transportation project delivery process including; updated District Action Plans, Long Range Transportation Plan (L RTP) guidance, planning-level asset management guidance, model comprehensive plan guidance, and streamlining tools. Stay tuned to the next issue of ST Quarterly for more information!

The team applied lessons learned from other State DOTs in the new project delivery process, including:

- Streamlining the project delivery process
- Emphasizing problem identification and alternative solution strategies
- Shifting to multi-modalism
- Emphasizing system preservation
- Performance based programming
- Organizational change to increase planning expertise/respond to emerging issues

Spotlight on Smart Transportation Award Winners

We are continuing last edition's feature series on Smart Transportation award winners. Two of this year's winners are spotlighted below; future editions of Smart Transportation Quarterly will describe other award-winning projects.

Earl Township; Roadway & Intersection Improvements

The project involved signaling the Wannan Road and Railroad Avenue intersections along with Route 322, and reconfiguring the intersection at Farmersville Road. The Farmersville left turns were restricted both to reduce accidents and force left-turning vehicles to distribute traffic to the new signal at Wannan Road. This section of Route 322 was listed as a top priority in Earl Township's Comprehensive plan.

Great work, Earl Township!



Mahanoy City; Streetscape

The streetscape improvements include new curbs and sidewalks, drainage structures, roadway restoration, traffic signal upgrades and landscaping. Intersection improvements consist of new replica brick crosswalks and four-foot bulb-outs on each corner for pedestrian safety and traffic calming. This project has made a significant impact on the look and feel of downtown Mahanoy City, one more importantly it has improved pedestrian and motorist safety.

The project was funded through federal and state funding with a local match. "It was a big project that involved a lot of planning and a lot of PennDOT work," according to Jerry Teter, Mahanoy City Borough Manager.

Congratulations, Mahanoy City!



Smart Chat

In this feature of Smart Transportation Quarterly, our resident Smart Transportation expert, Natasha, answers your questions regarding Smart Transportation. As always, if you have any questions, send them to smarttransportation@state.pa.us.

I work as a planner for a fast growing township here in Pennsylvania. I have heard that PennDOT has revised the rules for the Highway Occupancy Permit (HOP) process. What has changed and how does it affect us?

Yes, PennDOT recently developed and issued new Transportation Impact Study (TIS) Guidelines that align the HOP process with Smart Transportation Goals. The new process will help your township get the most benefits out of HOP projects. The new guidelines:

- Streamline the overall process to ensure clearer and more predictable review times for PennDOT, local governments, and developers;
- Allow for meaningful input from PennDOT by engaging us much earlier in the process rather than after other local approvals have been obtained; and
- Allow for more flexible mitigation options so that transportation improvements fit within your local land use context.

To find out more about the new HOP process, download the new TIS guidance from www.smart-transportation.com. PennDOT is also conducting workshops to discuss the new guidelines, email us at smarttransportation@state.pa.us if you are interested in conducting one in your community.

I look forward to responding to more of your questions in the Winter issue of Smart Transportation Quarterly!

Natasha