

2035 Regional Transportation Plan

Vision

A safe, efficient, environmentally responsible, and multi-modal transportation system integrated with sustainable land use patterns to serve the mobility and accessibility needs of our residents, businesses and through-travelers.

Goals

1. Maintain the condition of our transportation system.
2. Improve the performance of our transportation system for all users.
3. Increase the availability and use of alternate modes.
4. Ensure safe and convenient access between communities and among different transportation modes.
5. Provide a transportation system that is committed to the environment and quality of life.
6. Generate integrated, mutually supportive land use/transportation planning and investment.
7. Provide adequate and timely funding opportunities for transportation system improvements.

1. *Maintain the condition of our transportation system.*

Provide funding priority to preservation and maintenance activities.

- Invest at least 80% of our funding resources to preservation and maintenance projects and programs.
- Maintain all transportation facilities so they operate safely at acceptable levels of service.
- Upgrade interchanges, intersections, corridors, bridges, intermodal facilities and (para)transit services and their connections as needed.

Address safety and security concerns in all transportation projects and programs.

- Reduce the number of crashes and fatalities (motorized and non-motorized) to no more than one fatality per 100 million vehicle miles traveled.
- Improve railway/highway crossings and eliminate at-grade crossings where possible.
- Coordinate facility improvements with local emergency management agency priorities.
- Target projects and programs to support the state's designated safety focus areas.

2. *Improve the performance of our transportation system for all users.*

Promote efficient management and operation efforts to lessen traffic congestion.

- Manage targeted areas through the congestion management process (CMP), safety and mobility initiative (SAMI) projects and application of advanced technologies such as ITS and PA 511.
- Facilitate multi-municipal efforts to coordinate traffic signals and traffic flow along priority corridors.

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- Support access management efforts and promote better coordination of Highway Occupancy Permits between PennDOT and municipalities to reduce unnecessary access and potential conflict points.
- Reduce single occupancy vehicles (SOVs) by providing incentives to use different modes.
- Discourage parking policies that contradict SOV reduction strategies and programs.

Provide safe, reliable, and cost-effective access and mobility.

- Support continued operation of the eight-county transportation management center.
- Coordinate ITS implementation on regional basis.
- Explore interchange/additional access point options along the interstate system and PA Turnpike, as appropriate.

Provide adequate facilities to support increasing truck volumes and minimize conflict with passenger vehicles.

- Support signage/re-routing to encourage trucks to use limited access, non-local roadways.
- Eliminate low clearances, narrow widths and bottleneck areas.
- Accommodate intermodal opportunities (locally and regionally) to alleviate long-haul through-traffic on the region's roadways and support competitiveness.

Provide transportation options and access for all users including youth, elderly, low-income and individuals with disabilities.

- Expand timely and reliable access to employment centers, educational opportunities, services and other basic needs.
- Coordinate transit and paratransit systems and human services transportation.
- Integrate projects into the regional system that support Welfare to Work, New Freedoms and Job Access/Reverse Commute programs.

3. Increase the availability and use of alternate modes.

Channel transportation funds toward alternate modes.

- Provide one-half regional CMAQ funding allocation to CAT, and other funding sources as appropriate.
- Advocate for increased and new funding opportunities to support a balanced, multi-modal network.
- Coordinate investments among local providers, park and rides, transfer facilities and other amenities to support frequent and convenient ridership.
- Invest in healthy, safe, walkable and interconnected communities.

Increase transit ridership and carpooling.

- Provide adequate funding to CAT to operate, promote and expand its system, as well as coordinate with neighboring transit systems.

- Improve current fixed route service to generate speeds and efficiency of bus movement throughout the region to be competitive with automobile travel.
- Expand the transit system to address non-traditional city-to-suburb and suburb-to-suburb commutes.
- Continue to support travel demand management activities, such as the Commuter Services of Pennsylvania program.

Facilitate increased travel by bicycle and pedestrian modes.

- Eliminate gaps and enhance existing linkages for non-motorized transportation between communities and neighborhoods, and between residences and employment/retail centers including, but not limited to, the Capital Area Greenbelt.
- Improve existing substandard bicycle and pedestrian facility conditions.
- Prevent the creation of unintentional and perceived barriers for a smooth transition to non-motorized travel from routine application of regulations and design standards.
- Coordinate bicycle and pedestrian transportation enhancements projects, local, and state facilities to create an integrated regional network to serve a transportation purpose.
- Encourage installation of bicycle and pedestrian facilities and improvements with all improvement projects.

Encourage timely development of a regional commuter/passenger rail system.

- Support efforts to implement regional rail projects.
- Promote transit-oriented land use and mixed use development.
- Acquire and preserve land for proposed rail stations to take advantage of future transit-oriented development opportunities.

4. *Ensure safe and convenient access between communities and among different transportation modes.*

Promote a full range of transportation choices concurrent with development.

- Encourage transit-oriented, mixed use development for integrated access to multiple transportation options.
- Provide vibrant, sustainable communities that link transportation and land use.
- Provide timely and coordinated interconnectivity on a regional basis.

Support development of adequate facilities to link different modes of transportation and connect developed areas.

- Promote the use of transit (rail and bus), cycling, and pedestrian-friendly ideas when siting new developments.
- Improve area coverage and operation of transit service.
- Improve rail infrastructure to facilitate increased use of inter-city rail system.
- Support implementation of multi-modal projects.

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Expand opportunities for seamless truck and rail freight intermodal connections.

- Encourage public private partnerships to improve competitiveness.
- Provide physical and operational improvements to enhance goods movement.
- Eliminate barriers to the use of longer combination vehicles (LCV) under conditions in which they would be safe, efficient and environmentally responsible.

Eliminate conflict between motorized and non-motorized modes of transportation.

- Develop and promote bicycle safety education and training for all ages and levels of experience.

5. Provide a transportation system that is committed to the environment and quality of life.

Promote a more direct link between the transportation planning process, project development and our environmental resources.

- Adjust the HATS planning process to better address the mitigation of potential environmental concerns early in the process.
- Apply a sequence of avoid, minimize, rectify, reduce, and compensate actions throughout the project development process to understand and assess environmental effects, and shape projects and alternatives accordingly.

Implement programs to increase the use of alternate modes and reduce SOVs.

- Implement smart transportation policies.
- Develop and implement Congestion Mitigation and Air Quality (CMAQ) eligible projects.
- Increase capacity (widen) roads after careful analysis indicates it is the only feasible solution.
- Seek alternatives to transportation projects which negatively impact wetlands, riparian corridors, unique habitats, steep slopes and agricultural lands.

Encourage context sensitive design (aesthetics, urban design, and environmental stewardship) in transportation and greenway corridors.

- Reduce impervious surfaces to protect the natural environment from erosion, water pollution, and drainage problems. Utilize pervious materials.
- Implement traffic calming techniques and promote use of narrower streets.
- Support Pennsylvania Byways efforts.

Expand and connect greenway corridors to serve a transportation function.

Use best management practices for the treatment of storm water runoff from transportation facilities to improve water quality and groundwater recharge.

Implement the strategies of the Pennsylvania and Susquehanna Valley Air Quality Partnership.

Use flexible design criteria, including transit-oriented design, to reduce costs and environmental impacts.

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Prevent the concentration of negative impacts of the transportation network on any one particular segment of the community.

6. Generate integrated, mutually supportive land use/transportation planning and investment.

Balance transportation infrastructure design with sustainable build-out potential.

- Reduce infrastructure investments that support, perpetuate, or lead to dispersed development.
- Give priority to improvements which support the planned growth area (PGA) ‘land needs’ approach defined by the Regional Growth Management Plan (RGMP).
- Support implementation of the RGMP.
- Preserve existing rights-of-way for major highway and transit projects, and dedicate future corridors as part of development plan approvals.

Implement transportation improvements to enable economic competitiveness, productivity and efficiency.

Encourage coordinated efforts between and with the state, region, counties, and municipalities.

7. Provide adequate and timely funding opportunities for transportation system improvements.

Bring additional, non-traditional transportation funds to the HATS region.

- Utilize the collective abilities of our region’s transportation stakeholders, including economic development, housing, planning, environmental and social agencies
- Take advantage of new funding and grant programs based on revised transportation policies and approaches at the federal level

Facilitate the creation of funding sources for smaller, more rural areas.

Distribute information regarding innovative funding sources and strategies.

- Promote the use of the Pennsylvania Infrastructure Bank.
- Support creation of transportation development districts or impact fee programs at the municipal level.
- Encourage collaborative public/private sector partnerships in funding transportation improvements.

Use flexible funding opportunities provided by Federal surface transportation legislation.