

**TRANSPORTATION****INTRODUCTION**

The primary purpose of this chapter is to present information about the transportation system in Perry County. An emphasis will be placed on the responsibilities of the County government with respect to transportation facility and service planning, programming, improvement and maintenance. This transportation planning chapter will be fully consistent with the Harrisburg Area Transportation Study (HATS) transportation planning and programming activities.

The County's role in planning, improving and operating the transportation system encompasses the following: developing and maintaining a County Comprehensive Plan; operating the Perry County Transportation Authority and its paratransit services; maintaining/improving county bridges; planning/programming work for federally-aided transportation improvements through involvement with the Harrisburg Area Transportation Study (HATS); reviewing and approving subdivision and land development plans and commenting on new and revised municipal zoning and subdivision ordinances and comprehensive plans and amendments; membership with the Susquehanna Area Regional Airport Authority; and providing assistance and input to PennDOT on transportation plans and studies.

A major emphasis of the transportation element of the comprehensive plan is on the highway system, including bridges. Within the highway system only roadways with a functional classification of collector or arterial and county bridges are discussed and evaluated. The minor street system is primarily a municipal responsibility and therefore it is only discussed where there are federal or state funded projects on it. The functional classification system that is presented in this plan is based on the HATS functional classification system. Other transportation modes including bus, rail, air and non-motorized transportation are also discussed and evaluated in this plan.

Although part of a four-county Metropolitan Statistical Area (MSA), Perry County is somewhat isolated by its geography. The eastern-most ridge of the Appalachians, usually called the Blue Mountain, forms a barrier between the County and the Harrisburg Urbanized Area and is also the County boundary between Cumberland and Perry Counties. The entire County lies within the Appalachian Ridge and Valley Province, which has been a dominant influence on settlement patterns and the development of its transportation system. The County had a population of 43,602 people in the 2000 census and can be described as a rural county in all aspects.

The fact that there are no signalized intersections or parking meters in Perry County attests to its rural nature. U.S. Route 11/15 and U.S. Route 22/322 are the two main arteries serving the County. Both of these routes lie in the eastern part of the County and follow the County's major rivers, the Susquehanna (U.S. Route 11/15) and Juniata (U.S. Route 22/322). These major arterials serve some commuter travel along with through interregional, commercial, and recreational travel. Recreational travel is significant in Perry County and the region throughout the year because of the many recreational attractions within the County. To support access to the County's recreational areas, it is important to continually maintain and upgrade these arterials is

imperative.

Commuting trips occur on all classifications of roadways and are a principal cause of congestion problems during peak commuting periods (7 to 9 A.M. and 3 to 6 P.M.). These peak hour congestion problems are the worst in the south central (PA Route 34/Sunnyside Drive), and eastern (U.S. Route 11/15 between Duncannon and Cumberland County) portions of the County. Congestion during peak commuting periods will get worse, perhaps considerably worse, as Perry County and the Tri-County Region as a whole become home to new businesses and residents, and see existing businesses expand. According to 2000 U.S. Census Data, Perry County has the highest percentage of workers leaving the county of residence for work in other counties of any county in Pennsylvania.

The most recent decennial census data illustrate some of the work-related transportation characteristics within the County. The 2000 Census data indicate there were 33,808 workers sixteen (16) years and older living in Perry County. Of this total, 77.8 percent of those workers drive by car alone to get to their jobs, compared to 82.1 percent of workers in Cumberland County and 78.5 percent of workers in Dauphin County. 15.7 percent of Perry County workers either carpooled or used public transit to get to work, compared to 9.7 percent of workers in Cumberland County and 14.6 percent of workers in Dauphin County. Finally, 2.2% of Perry County workers were able to walk to work, which was a lower percentage than in Cumberland County (4.2 percent of workers) or in Dauphin County (3.4 percent of workers). The mean travel time to work in the County was high at 34.7 minutes; this figure was much higher than in Cumberland County (20.5 minutes) or in Dauphin County (21.1 minutes), and was also higher than the Pennsylvania and United States averages.

Goods movement is considerable on the county's arterial highways, particularly US 11/15 north of Duncannon, and will continue to increase as growth occurs. Goods movement often involves large trucks that do not always mix well with other types of vehicles.

## **HIGHWAYS**

### **Functional Classification**

PennDOT and HATS have been classifying area highways for planning and funding purposes since 1965. In planning for highway improvements in Perry County it is important that planners be aware of a functional classification scheme to guide this effort.

Map 7-1 shows the functional classification of highways in Perry County. The hierarchy of classifications (from highest to lowest) includes principal arterials, minor arterials, collectors, and locally classified roadways (not shown). Table 7-1 shows length of highway in miles by functional classification for each of the Capital Region's three counties for comparative purposes.

Table 7-1

## 2000 Highway Functional Classification Mileage

Functional Classification	Mileage
Principal Arterial	43.2
Minor Arterial	79.3
Collector	166.6
Local	796.8
Total Mileage	1085.9

*SOURCE: PennDOT*

State, regional, county and municipal planners and officials should use the functional classification system shown on these maps in planning highway improvements and in land use planning. Exhibit 7-1 identifies the characteristics of Arterial, Collector and Local highways. Many of the roadways shown on the maps with classifications of collector or higher are state highways; however, there are some locally owned roads with collector or higher classifications. Again, this plan is focusing on roadways with a collector or higher classification.

### Traffic Volumes

Map 7-2 contains 2001 estimated Annual Average Daily Traffic (AADT) volumes for state and U.S. highways in Perry County. The two most heavily traveled roads in the County, U.S. Route 11/15 and U.S. Route 22/322, experience between 15,000 and 20,000 AADT throughout the County. Among two-lane highways, U.S. Route 11/15 in Marysville experiences the county's highest AADT, carrying roughly 23,000 vehicles per day. PA Route 34 in Carroll Township near Shermans Dale has an AADT of 15,000. In addition, PA Route 34 between New Bloomfield and U.S. Route 22/322, PA Route 274 in Penn and Wheatfield Townships west of Duncannon, and PA 850 in Marysville all carry volumes of over 5,000 AADT.

**Exhibit 7-1  
Functional Classification Information**

	<b>Arterial</b>	<b>Collector</b>	<b>Local</b>
Sub-Classifications	Limited Access/Interstate Other Principal Arterials Minor Arterials	Major Minor	
Mobility vs. Access	Mobility of utmost importance	Mobility and land access importance	Land access of utmost importance
Trip Distance	Typically used for longer trips (inter and intra-state, inter-region and longer intra-region and intra-county trips)	Short to medium distance intra-regional trips and for accessing arterial and local systems	Typically used for short trips and for accessing higher order systems.
Traffic Volumes	Highest volume roadway; moderate to high volumes on most arterials	Moderate volumes in general	Low volume roadways
Design Features	Limited, partial unlimited access controls; widest rights-of-way, cartways and shoulders; often 3 or 4 lane facilities	No access controls; moderate to minimum right-of-way, cartway and shoulder widths; often 2 lane facilities	No access controls; minimum right-of-way, cartway and shoulder widths; often 2 lane facilities
Speeds	Typically 45-65 mph	Typically 35-45 mph	Typically 25 mph
Through/Local Travel	Minimal interference to through travel; local travel discouraged especially on limited access roads	Balanced through and local travel	Through travel discouraged; local travel encouraged
Relation to Other Systems	Most important connections with other arterials and collectors usually via grade separated interchanges or signalized intersections	Connects with Arterials and Locals -Collector/Arterial intersections often signalized -Collector/Local intersections often stop controlled	Primarily connects with other locals and collectors -Most intersections of locals with other roadways are stop controlled

*SOURCE: Tri-County Regional Planning Commission*

## Highway Mileage and Travel

Table 7-2 identifies highway mileage by owner in Perry County. Daily Vehicle Miles of Travel (DVMT) are also shown in the table and are a good indicator of the overall level of travel on the highway system.

**Table 7-2**  
**2000 Highway Mileage and DVMT by Ownership**

Ownership	Mileage
State	419.5
Other	64.5
Municipal	602.0
Total	1,086.0
Daily Vehicle Miles of Travel	1,644,342

*SOURCE: PennDOT*

## Major Traffic Generators

A rural county like Perry County contains few major traffic generators compared to the Harrisburg Urbanized Area. However, an inventory of major commercial traffic generators was completed recently for HATS and resulted in a list of 16 generators in the county including: New Buffalo Truck Stop, Trail Diner Truck Stop, Lowe's Truck Stop, Thebes Hauling, Kirby Kitner Excavating, Campbell Motor Freight, Perry County Construction, Hardy's Building Supply, Juniata Concrete, Perry Rock, Fuel Oil Services, Meiser Lumber Company, John Reisinger Lumber Company, Rohrer Bus Company, and Juniata Lumber. In addition to these county-based generators, there are a number of traffic generators in Dauphin and Cumberland Counties that attract a significant amount of traffic from Perry County. Some of these generators include the State Capitol Complex, the Harrisburg Central Business District, and the West Shore Office Area.

## Special Highway Networks

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) legislation required Congress to approve a National Highway System (NHS) that is critical to the nation's mobility, economy and defense. The concept was a proposal for the future federal-aid highway program and a major focus of federal resources. Criteria for selecting routes for the NHS include: provisions for interstate and international commerce; national defense needs; enhanced economic vitality and international competitiveness; the provision of transportation services to all parts of the nation, and response to changing population and travel patterns.

The NHS is shown on Map 7-3; in Perry County both U.S. Route 11/15 and U.S. Route 22/322 are part of the NHS. Congress approved the NHS in December of 1995. A significant proportion of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU, the 2005 successor to ISTEA) highway improvement funding is set aside for the NHS.

In addition to the NHS, PennDOT also designates Truck Access Routes for oversize trucks as required by the Federal Surface Transportation Assistance Act of 1982. Approval of Truck Access Routes is a continuing process and PennDOT maintains up-to-date listings of approved routes.

### **DEFICIENCIES/AREAS OF EMPHASIS**

For the most part, this section will deal with deficiencies/projects that have already been identified by HATS, PennDOT and the Cumberland/Perry Counties Safety and Congestion Management Study. Discussions of the processes used by PennDOT to identify deficiencies and program improvement projects are also presented. Deficiencies/projects are discussed in four (4) categories: congestion, safety, maintenance, bridge and miscellaneous (Intelligent Transportation Systems or ITS, enhancements, etc). Projects identified as having deficiencies and needing to be upgraded are placed on either the 4-year Transportation Improvement Program (TIP) or the 20-year Long Range Transportation Plan (LRTP). Both of these documents will be explained later in this chapter.

#### **Congestion**

Capacity deficiencies/projects normally relate to the need for a new facility or relocation of an existing facility, the need to widen existing facilities or the need to install or update traffic control devices such as traffic signals. With the completion of the Interstate System and rising improvement costs and limited financial resources, the number of new facility projects that can be programmed for improvements in Perry County and throughout the state are limited.

In Perry County, there are no major relocation projects proposed during the first four (4) years of the current Twelve Year Program. There is only one major widening project on the program, widening U.S. Route 11/15 from Mount Patrick to McKees Half Falls.

Many of the congestion reduction projects on the current Twelve Year Program are Safety and Mobility Initiative (SAMI) projects. PennDOT initiated the SAMI Program in the early 1990s to address safety and traffic flow deficiencies. Most of the SAMI projects in Perry County involve traffic signal or intersection improvements. SAMI projects can receive between 80% and 100% federal funding, with the remaining required funding coming from the state.

#### **Safety**

The safety of the transportation system is a principal concern of HATS and PennDOT. A number of SAMI projects are on the current 2005 Program. In order to determine which portions of the transportation network need to be upgraded for safety, the PennDOT District 8-0 Traffic Unit, which is composed of a Safety Engineer and staff, monitor crash data, make remedial recommendations, and review other roadway improvement project designs to ensure safety issues are addressed. Safety projects can include but are not limited to geometric, signing, pavement marking, guide rail, pavement/shoulder widening, skid resistance and traffic control improvements.

PennDOT has a very structured approach to identifying and addressing safety problems. PennDOT first reviews computerized accident data that identifies safety priority locations. The worst locations are studied each year and if a cost beneficial solution is available, a project report is prepared and a project is recommended for programming. The safety unit also reviews pedestrian routes, fatal accidents and the location of utility poles and guide rails.

### **Maintenance**

Another primary concern of HATS and PennDOT is the maintenance of the transportation system. A goal of the Commonwealth and HATS is that 80% of roadway and bridge improvement funds be spent on maintaining the system. Maintenance deficiencies/improvements include resurfacing and restoration-type projects. Many of the improvements are made under the PennDOT Betterment Program. A number of maintenance projects can be found in the 2003 Program.

PennDOT, as with the Safety Improvement process, has an annual process of identifying and programming Betterment projects. The identification of Betterment projects begins with recommendations from citizens, planning commissions, legislators and Metropolitan Planning Organizations like HATS. A computerized pavement analysis system (the Systematic Technique to Analyze and Manage Pennsylvania's Pavement, or STAMPP) is also used to identify Betterment candidates. If a project suggestion has merit, as determined by PennDOT County Maintenance Office personnel, it goes into a future project file. The District Office compiles an annual Betterment candidate list using the future project candidate file and suggestions by the District's Bridge, Traffic and Safety Units. The District field views the list of candidate projects and develops a shorter list of projects that will undergo detailed scoping.

A "Scoping Team" then field views the shortened list of candidates and begins to detail the scope and cost of each project. A project selection team then reviews available funds and project needs to develop the final annual listing of Betterment projects.

Funding of the Betterment Program is about \$15 million annually and is one-third federally funded with the remainder coming from state funds. The legislature allocates Betterment funds by county and the PennDOT County Maintenance Office budget comes off the top of this allocation. The remaining money is then used to complete resurfacing/restoration-type projects.

### **Bridges**

Bridge rehabilitations or replacements are expensive and often utilize federal, state and municipal funding. One of the principal criteria for federal funding eligibility is that the bridge's span must be at least twenty (20) feet. Recognizing that bridge reconstruction and replacement is one of our most important transportation needs, the state legislature has approved ten Bridge Bills since the early 1980s, with the most recent bill passed in 2004. The Bills list the bridges to be improved and provide authorization for PennDOT to work on them, but in order for them to be funded, they must be placed on the Twelve Year Program. The bridges that HATS and PennDOT deal with are both on and off the federal-aid system and include municipal as well as state-owned structures.

One of Perry County's more important transportation responsibilities is the ownership and maintenance of 27 bridges (18 fully owned, nine jointly owned). In 2005, the County received \$90,588 in liquid fuels payments from the Commonwealth to assist with the maintenance of its bridges. The open bridges are identified in Table 7-3 and the closed bridges are identified in Table 7-4.

**Table 7-3  
PennDOT Bridge Management System  
Posted Local, County, and State Route Bridges -2007**

Bridge Name	Feature Crossed	Owner	Weight Single	Weight Combo	Length (Ft)
Roth Rd	Little Juniata Creek	Centre Twp	08		20
Dix Hill Rd	Little Juniata Creek	Centre Twp	10		28
Mountain Rd	Wildcat Run	Greenwood Twp	05		25
Mt. Pleasant Rd	Sherman Creek	Perry County	08	15	62
Adams Grove Rd	Sherman Creek	Perry County	08	15	112
Heritage Hill	Big Buffalo Creek	NE Madison Twp	11	20	21
Center Rd	Bixler Run	Perry County	10		63
Fairground Rd	Big Buffalo Creek	NE Madison Twp	14	0	125
Linton Hill Rd	Little Juniata Creek	Penn Twp	05		29
North Pine Hill Rd	Fishing Run	Rye Twp	09	11	24
Valentine Rd	Big Buffalo Creek	Saville Twp	28	40	41
Laurel Run Rd	Laurel Run	SW Madison Twp	10	12	55
Laurel Run Rd	Laurel Run	SW Madison Twp	08	13	30
Upper Buck Rd	Sherman Creek	Toboyne Twp	12	20	32
Union Hollow Rd	Shultz Creek	Toboyne Twp	09		35
Back Hollow Rd	Shaffer Run	Toboyne Twp	08	15	34
Buck Ridge Rd	Sherman Creek	Perry County	06		75
T-330	McCabe Run	Tyrone Twp	17	24	35
T-333	Sherman Creek	Perry County	09	13	124
Kennedy Valley	McCabe Run	Tyrone Twp	18	29	34
Ernest Rd	Montour Creek	Tyrone Twp	15		24
Pine Hill Rd	Sherman Creek	Perry County	04		24
Laurel Run Rd	Laurel Run	DEP-Forestry-03	18	28	33
Second Narrow	Shaffer Run	DEP-Forestry-03			32
Laurel Run Rd	Laurel Run	DEP-Forestry-03			31
SR 1010	Wildcat Creek Tributary	Penn Dot	36	40	22
SR 1011	Little Buffalo Creek	Penn Dot	13		38
SR 1023	Buffalo Creek	Penn Dot	LL*	LL*	22
SR 1024	Buffalo Creek	Penn Dot	29	40	86
SR 2002	Sherman Creek	Penn Dot	15		290
SR 2002	Sherman Creek	Penn Dot	15		160
SR 2003	Sherman Creek	Penn Dot	08		175
SR 3001	Sherman Creek	Penn Dot	LL*	LL*	33
SR 3005	Shultz Creek	Penn Dot	10		103
SR 3007	Bixler Run	Penn Dot	LL*	LL*	29
SR 3008	Sherman Creek	Penn Dot	15		154
SR 3009	Sherman Creek	Penn Dot	06		162
SR 4001	Buffalo Creek	Penn Dot	10		72
SR 4006	Raccoon Creek	Penn Dot	30	40	47
SR 3003	Sherman Creek	Penn Dot	Closed		88

**SOURCE: PennDOT**

\*= combination vehicle (tractor trailer) limit; LL-Legal Limit

**Table 7-4  
Closed Bridges -2007**

<b>Bridge Name</b>	<b>Feature Crossed</b>	<b>Owner</b>	<b>Single</b>	<b>Combo</b>	<b>Length</b>
Mt. Pleasant Rd	Brown's Run	Jackson Twp	00	00	46
Wagoners Bridge	Bixler Run	Perry County	00	00	77
Fritz Rd	Big Buffalo Creek	Perry County	00	00	71
Black Hollow Rd	Shaffer Run	Perry County	00	00	28
Dark Hollow Rd	Dark Run	Wheatfield Twp	00	00	24
South High St	Little Juniata Creek	Duncannon Boro	00	00	81
Elk Hill Rd	Laurel Run	DEP Forestry-03	00	00	40
Elk Hill Rd	Laurel Run	DEP Forestry-03	00	00	44

SOURCE: *PennDOT*

### **Intelligent Transportation Systems**

In 1999, HATS adopted a comprehensive Intelligent Transportation System (ITS) plan with the goal of improving traffic flow in the Harrisburg area. ITS technologies allow more efficient traffic flow both by informing drivers where traffic congestion is occurring at a given moment and also by making both the vehicles and roads people drive on “smarter” through detection technologies. Three primary ITS technologies were outlined in the comprehensive plan; they are variable message signs (VMS), closed-circuit television cameras (CCTV), and highway advisory radio (HAR). Some of these technologies have already been implemented in Dauphin and Cumberland Counties, especially along the Capital Area Beltway. No permanent improvements have been implemented in Perry County, but PennDOT is planning on installing technologies near the truck stops in Clarks Ferry to reduce speeds and accidents on U.S. Route 22/322 in this area. When improvements are implemented within the County, they will most likely focus on U.S. Route 11/15, U.S. Route 22/322, and PA Route 34. Portable variable message signs have been placed at locations around the County to help improve traffic flow.

### **Transportation Enhancements**

Transportation Enhancements (TE) is a group of projects born out of the 1991 federal transportation legislation- ISTEA. Enhancements continue to be a funding category of projects in ISTEA's successor, SAFETEA-LU. The intent behind TE funding is to set aside funding for “non-traditional” surface transportation projects that would not receive funding under the regular TIP program, such as bicycle/pedestrian trails, railroad station restoration, or transportation museums, among other eligible categories.

One major project in Perry County is the Newport Borough Streetscape Improvements, which has received two different allocations of TE funding in previous rounds of the TIP program.

### **Planned and Programmed Highway Improvements**

Both HATS and PennDOT rely on various transportation planning documents to determine which highways and other transportation projects have the greatest need to be improved. The primary documents HATS uses are the 4-year Transportation Improvement Program (or TIP), the 20-year Long-Range Transportation Plan (or LRTP), and the 20-year Transportation Plan.

The 4-year TIP is a document prepared by PennDOT with HATS input. In recent years HATS has gained more input into the TIP process, making the MPO a more equal partner with PennDOT in the planning process. The TIP contains a variety of highway and transit projects that are targeted for improvement within the immediate future. Municipalities themselves suggest most projects, ensuring people most affected by problematic highway or transit issues have some say in trying to resolve it. Both the County and regional planning commission then review the submitted projects, and their recommendations are submitted to HATS for final approval. The project improvements completed can take a variety of forms, ranging from small-scale safety improvements to large-scale road reconstruction, with a variety of other improvements, both in terms of type and scope, also completed. The roads selected on the TIP also vary, from regionally important major limited access highways such as U.S. Route 11/15 and U.S. Route 22/322 to more locally important rural state roads and bridges. Almost all projects on the TIP are programmed for multiple phases, which include preliminary engineering, final design, utilities, right-of-way, and construction. In most cases the pre-construction phases are required to ensure the project construction is to be conducted in the best manner possible. Some projects placed on the TIP will not have obvious, construction-related improvements completed during the 4-year TIP period. Instead construction improvements would be implemented in the next round of the TIP. Though the TIP is a 4-year document, it is updated every two years, ensuring better planning flexibility and allowing new projects to be placed onto the TIP more quickly.

The 20-year LRTP is a document related to the TIP, and is also prepared by PennDOT with HATS input. The LRTP is essentially a longer-range TIP, and in fact the TIP is merely the first four-year period of the LRTP. The remainder of the LRTP contains projects that are projected to be important projects in the years to come, and those projects eventually get placed on the TIP itself. Like the TIP, the LRTP is updated every two years; the State Transportation Commission (STC) adopts the LRTP and in turn HATS adopts the TIP. The current version of both the TIP and LRTP were most recently adopted in October 2004, and the next version of both documents will be officially implemented in October 2006.

In 2003, HATS produced and adopted the 2030 Regional Transportation Plan, outlining the kinds of improvements needed in the Harrisburg area over that time period. The plan is the basis on which major highway and transit projects are selected for various improvements. Unlike long range transportation plans a generation ago (1950s to 1970s), the projects and goals identified in the current 20-year Plan focus more on maintaining and upgrading the existing transportation system, rather than expanding the transportation system. HATS is currently working on a minor update of the 2003 Plan, which should be completed and formally approved by the end of 2006.

### **Highway Design Standards**

The best guide for developing and evaluating design standards for local roads and streets is PennDOT's Publication 70M: "Guidelines for Design of Local Roads and Streets", published on September 29, 2000.

**PUBLIC TRANSPORTATION****Capital Area Transit (CAT)**

The Cumberland-Dauphin-Harrisburg Transit Authority, more commonly known as Capital Area Transit (or CAT) was formed in 1973 to provide local bus service to the residents of the Harrisburg Urbanized Area. CAT currently has a fleet of 65 buses and two (2) trolleys, which serve Harrisburg and parts of the surrounding twenty-eight (28) municipalities. Twenty-seven (27) local routes and four (4) express routes are currently operated. In Fiscal Year 2006 CAT carried over 2.2 million passengers, up from 2.0 million passengers in 2005. In Fiscal year 2006 there was 2,246,493 passenger trips, which is a 13.4% increase in ridership over 2005 and a 9.8% increase in the past 5 year. The map on the next page shows all CAT routes within the Capital Region (as well as park and rides served).

CAT's current one-way cash fare is \$1.50, and then \$0.35 per zone. Zone 1 includes Harrisburg, Mechanicsburg, Shiremanstown, Sporting Hill Road, Summerdale, Linglestown Road and Sixth Street, Steelton, Highspire, Linglestown, The Point Mall, Lawnton, Lower Paxton, Oberlin, Rutherford Heights, Winding Hill P&R, and the New Cumberland Army Depot. Zone 2 extends from Zone (1) to include Dillsburg, Hogestown, Middletown, and Hershey. Zone 3 is applicable only on the Carlisle Route between New Kingston and Carlisle and Zone 4 is only applicable to the Shippensburg / Newville Express Route. Besides cash fare, discounted 11- and 25-ride tickets as well as monthly passes are available. All students with a student id pay a cash fare of \$1.00 or \$20 for a monthly pass.

CAT currently does not provide any bus service in Perry County. Previously, CAT did provide service to Marysville on its Route F – Enola route, but the northern portion of the route extending to Marysville was discontinued in 2001 due to low ridership. It is unclear whether or not Perry County will have any CAT bus service within the county in the future. Perry County residents can still use CAT buses and avoid downtown parking fees by using some of the free CAT park-and-ride locations along existing CAT routes. The most convenient CAT park-and-ride location for most Perry County residents is at the Summerdale Plaza in East Pennsboro Township, Cumberland County.

In recent years CAT has also examined the viability of introducing commuter rail service in the Harrisburg area. The first proposed rail line, called *CORRIDORone*, would run from Carlisle through Harrisburg to Lancaster. In 2002, Capital Area Transit completed a Transitional Analysis on the project and received approval from the Federal Transit Administration to begin preliminary engineering work on *CORRIDORone*. The *CORRIDORone* project was included on the 2005 HATS TIP and is scheduled to receive funding. The initial segment of this route will operate between Harrisburg City Island and Lancaster.

CAT has also identified other future potential commuter rail corridors within the Harrisburg area. One of these corridors extends into Perry County, and would most likely run between either Newport or Millerstown and downtown Harrisburg, using the existing Norfolk Southern mainline that runs between Harrisburg and Pittsburgh. It is unknown as of this writing if and

when commuter rail service to Perry County would be initiated or even pursued.

### **Paratransit and Taxi**

The Perry County Transportation Authority (PCTA) provides demand response shared-ride paratransit service to the general public. The service is available Monday through Friday, from 8:00 A.M. to 4:30 P.M., provided that 48-hour notification is given for the ride.

Transportation is provided to and from all points within the County and to certain destinations outside the County, including Carlisle, Harrisburg, and Hershey. County residents 60 years old and older that use the shared-ride program for medical and dental appointments, grocery shopping, senior centers, and for nursing home visits are charged \$.25 per ride. Transportation for services other than those already listed are available for citizens 65 years and older provided the client co-pays 15% of the total cost of the ride. The general public may also use the service for any purpose, but must pay full fare to use the service. Amounts may vary, depending on the distance traveled. Under the Commonwealth's Shared-Ride Transportation Service, PCTA will not serve trips that can be served by CAT. More information on PCTA services can be found on the TCRPC website at: [http://www.tcrpc-pa.org/SRTP/SRTP\\_Chapter\\_04/Perry.htm](http://www.tcrpc-pa.org/SRTP/SRTP_Chapter_04/Perry.htm).

PCTA is also contracted for transportation service by Cumberland and Perry Mental Health and Retardation, and the Medical Assistance Transportation Program.

PCTA also provides transportation services under the Welfare to Work Program. Clients that are TANF (Temporary Aids to Needy Families) eligible can use this program. Carpool, subcontracted, or PCTA transportation are matched with client needs to get them to work or job training.

PCTA operates 24 vehicles, thirteen (13) of which are equipped to accommodate wheelchairs. The Authority provided for over 30,000 person trips in fiscal year 2001-02.

There are also several taxicab and limousine service providers who offer service to Perry County residents. The providers supply transportation to many points both within and outside of Perry County. Service is available 24 hours a day and can be used by contacting a provider. Cost rates are established through PUC regulations and vary by time and length of trip.

### **Intercity Bus Services**

Fullington Trailways operates five buses per weekday in each direction between Harrisburg and State College. One of these buses in each direction stops in Duncannon, Newport, and Millerstown. Susquehanna Trailways currently provides service from Williamsport to Harrisburg along US Route 15. Susquehanna Trailways is based out of Williamsport, PA. Their main service center is at the [Harrisburg Transportation Center](#), with a waiting area, information, and ticket purchases available. Area route stops also include Amity Hall near Duncannon, US 11/15 in Liverpool, US 11/15 in New Buffalo, and the Route 104 Park & Ride on US 11/15.

In addition to the bus stops within Perry County, there is a major intercity bus station in

downtown Harrisburg. Located at the Harrisburg Transportation Center, the station serves as a hub for Greyhound, Capitol Area Trailways, Fullington Trailways, and Susquehanna Trailways. Between the four (4) intercity bus providers, Harrisburg receives direct service with no required transfers to and from large markets such as Philadelphia, New York, NY, Baltimore, MD, Washington, DC, and Pittsburgh, and also receives service to and from smaller markets such as York, Lancaster, Lebanon, Reading, Allentown, Easton, Pottsville, Hazleton, Wilkes-Barre, Scranton, Sunbury, Williamsport, Lewistown, and State College.

### **Passenger Rail Services**

Perry County does not currently receive interregional rail service. However, the national passenger railroad Amtrak does provide service to the Harrisburg area. Amtrak serves the Harrisburg area with stops in Middletown and Harrisburg. Harrisburg is the western terminus for Amtrak's Keystone Corridor trains, which provide extensive weekday and weekend service between Harrisburg, Lancaster, Philadelphia, and New York, NY. Amtrak runs eleven weekday and six weekend Keystone Corridor trains in each direction between Harrisburg and Philadelphia's 30<sup>th</sup> Street Station; most of these trains also provide service to and from New York's Penn Station. In both Philadelphia and New York, NY, passengers can transfer from the Keystone Corridor trains to other trains that run along Amtrak's Northeast Corridor. Amtrak provides its most extensive national service in this section of the country, running dozens of trains each day between Boston, MA and Washington, DC and various locations in between.

Most Keystone Corridor trains also stop at the Middletown station, currently located near the intersection of Union and Mill Streets in Middletown. Before 2010, the Middletown station will be moved westward to a location next to PA Route 230 just north of the Harrisburg International Airport (HIA). It is expected this station will promote increased intermodal transportation between Amtrak, CAT, and HIA after it opens.

In addition to the Keystone Corridor trains, Harrisburg also receives service from one other train in the Amtrak system, the Pennsylvanian. The train makes one daily stop in each direction at the Harrisburg Transportation Center on its New York-Philadelphia-Pittsburgh route. The Pennsylvanian trains utilize the Norfolk Southern lines that run along the Juniata River in Perry County with a stop in Lewisburg. The trains augment the service provided by the Keystone Corridor trains between Harrisburg, Philadelphia, and New York, NY, while also providing the only passenger rail service between Harrisburg, Altoona, Johnstown, and Pittsburgh. Neither of the daily Pennsylvanian trains currently stops at the Middletown station.

### **Aviation**

Perry County does not have any public use airports within its borders, but there are a number of airports, County residents can use for their commercial, business, and/or general aviation needs. Two major airports, Harrisburg International Airport (HIA) in Lower Swatara Township, Dauphin County and Capital City Airport (CCA) in Fairview Township, York County, serve the Tri-County Region. HIA is south central Pennsylvania's primary passenger and air freight facility while CCA provides general aviation services. Since January 2, 1998, both HIA and CCA have been owned and operated by the Susquehanna Area Regional Airport Authority

(SARAA).

Harrisburg International Airport is currently Pennsylvania's third largest commercial airport in terms of passenger enplanements (the number of passengers who fly from a given airport). Located about 1.5 miles west of Middletown Borough, HIA is situated on an approximately 800-acre site adjacent to the Susquehanna River. Most major U.S. airline carriers or their subsidiary regional carriers serve the airport; carriers providing service include American, Continental, Delta, Northwest, United, and USAirways. One Canadian airline, Air Ontario, also provides international flights between Harrisburg and Toronto, ON, Canada. HIA functions as a spoke in the typical airline hub and spoke network, meaning that flights arriving to and departing from HIA usually fly between Harrisburg and one of the airline's hub airports/cities (such as USAirways flying between Harrisburg and Philadelphia, or United Airlines flying between Harrisburg and both Chicago O'Hare and Washington Dulles). Passengers can then connect with other national and international flights at those hub airports to fly to other locations.

The airport has a single concrete runway 9501 feet long and 200 feet wide. Air traffic is controlled by a Federal Aviation Administration (FAA) air traffic control tower, which is attended 24 hours a day. HIA also has a U.S. Customs facility to handle international activity. In the mid-1990's, improvements to HIA included a rehabilitation of the runway, the installation of a de-icing facility, and expansion of the terminal. More recently in 2004, SARAA opened a new, expanded terminal at the airport, one that has facilities incorporating safety features needed after the September 11, 2001 terrorist attacks. The new terminal allows passengers to access their flight gates more quickly, and facilitating intermodal connections between the airport and car (private and taxi), bus (CAT), and eventually rail (Amtrak and CORRIDORone) transportation. The terminal will be connected via walkways to the proposed HIA Rail Station, which will be located just north of the airport adjacent to PA Route 230.

Although not in Perry County, Capital City Airport, located in Fairview Township, York County, also provides primary general aviation services for Perry County and the Harrisburg area. CCA functions as a reliever airport for Harrisburg International Airport, meaning that the airport is designed to handle excess aviation operations that would overburden or create safety hazards at HIA. Unlike HIA, CCA has two runways; the primary runway is 5001 feet long and 150 feet wide, while the secondary runway is 3925 feet long and 100 feet wide. Most aircraft use the shorter runway to avoid aircraft conflicts with those using HIA roughly 3 miles eastward; the flight patterns for planes using either the HIA runway or the longer CCA runway often intersect. CCA handles many of the private corporate and charter aviation operations that occur in the Harrisburg area. Aircraft maintenance services and flight instruction classes are available at CCA. Unlike the 1990 HIA Master Plan, in which only one page was devoted to CCA, when the current HIA master plan was prepared, a separate master plan for CCA was also prepared, outlining the goals for that airport until 2020.

In addition to HIA and CCA, there are a number of other public use airports located near Perry County that County residents can use for their aviation needs. Two (2) business class airports, Carlisle Airport in Cumberland County and Penn Valley Airport near Selinsgrove in Snyder County, provide corporate and general aviation services to Perry County residents. One other airport, Mifflintown Airport in Juniata County, allows general aviation operations.

**Commuter Services of South Central Pennsylvania**

Toll Free Phone#: (866) 579-RIDE Website: [www.PACommuterServices.com](http://www.PACommuterServices.com)

Commuter Services of South Central PA serves residents and workers throughout South Central Pennsylvania, including the Counties of Perry, Cumberland, Dauphin, Lebanon, York, and Lancaster. They provide a free carpool matching service, can direct you to information on various commuter transportation options in the region, and provide an emergency ride home program. Commuter Services works with regional employers to develop in-house transportation options. If you are a rider who wishes to find alternatives to driving alone or an employer hoping to provide employees with more options, call Commuter Services or visit their website. On the website you can sign up for a carpool listing, find links to all the supporting organizations, use the trip calculation program, or find out about the Emergency Ride Home programs and services provided to area employers.

Commuter Services is administered by the URS Corporation and is overseen by a the Susquehanna Regional Transportation Partnership (SRTP), with board members representing the transit authorities, Chambers of Commerce, and Metropolitan Planning Organizations for Harrisburg (including Cumberland, Dauphin, and Perry counties), Lancaster, Lebanon, and York.

**INTERMODAL FACILITIES AND PLANNING****Freight Rail Services**

Norfolk Southern, one of the country's six (6) national-level Class I rail freight operators, operates in Perry County, operating one active major rail line that has approximately 30 miles of rail right-of way within the County. This line, a portion of the old Pennsylvania Railroad Line, runs along the Susquehanna and Juniata Rivers and is the major east/west rail line in the Norfolk Southern system, connecting Harrisburg and Philadelphia to the east with Pittsburgh and Chicago, IL to the west.

Though Perry County does not contain any intermodal or rail yards, there are three such facilities just south of the County in the Harrisburg area. There are two major intermodal yards, both in Dauphin County, that impact freight traveling patterns within the County and region as a whole. These two yards, the Rutherford Intermodal Yard (located in Swatara Township, Dauphin County) and the Harrisburg Intermodal Yard (located in the city of Harrisburg) make Harrisburg one of Norfolk Southern's three major intermodal hubs in its system (the other two are Chicago and Atlanta). The Harrisburg Yard is a major hub for east/west traffic, and much of the traffic from this yard comes through Perry County on its way to points west such as Pittsburgh and Chicago, IL. The yard is also connected with Northeast Corridor freight lines via track running between Harrisburg and Perryville, MD. The Rutherford Yard is a significant hub for traffic within and near the Northeast Corridor, and traffic heading to and from locations such as the Lehigh Valley, New York, NY, Philadelphia, and Hagerstown, MD. In addition to the intermodal yards, there is also a major rail classification yard, the Enola Yard, in Cumberland County. Products coming to and from the Harrisburg area to other non-local markets are often sorted at the yard.

**Intermodal Facilities Inventory**

In the mid 1990s, HATS inventoried the existing intermodal facilities within the Harrisburg area. The focus of the inventory was to not only identify major intermodal facilities within the area but also to identify the connector roadways from each intermodal facility to the National Highway System. HATS continues to focus on improving the roadway and pedestrian accessibility of these facilities. There were eleven facilities identified, their names and locations are identified below:

- Harrisburg Transportation Center – City of Harrisburg, Dauphin County
- CAT Transfer Center – City of Harrisburg, Dauphin County
- U.S. Route 11 Truck Terminals – Middlesex Township/Carlisle Area, Cumberland County
- Harrisburg Intermodal Yard – City of Harrisburg, Dauphin County
- Rutherford Intermodal Yard – Swatara Township, Dauphin County
- Harrisburg International Airport – Lower Swatara Township, Dauphin County
- Capital City Airport – Fairview Township, York County
- Carlisle Airport – South Middleton Township, Cumberland County
- Millersburg Ferry – Millersburg Borough, Dauphin County and Buffalo Township, Perry County
- Defense Distribution Region East (DDRE) – Fairview Township, York County
- Naval Inventory Control Point (NAVICP) – Hampden Township, Cumberland County
- U.S. Army War College, Carlisle Barracks – North Middleton Township and Carlisle Borough, Cumberland County

**BICYCLE/PEDESTRIAN**

Although not as significant as other modes of travel, bicycle and pedestrian modes make up an important part of the County's transportation system. Many people bicycle for work-related, general transportation, or recreational purposes, and everyone at some time travels by foot to get to where they are going, even if it is as simple as walking from their home to their car or walking from their car to the store. For those reasons, both bicycle and pedestrian transportation concerns need to be taken seriously and adequately addressed.

As part of its continuing transportation planning efforts, HATS included a bicycle/pedestrian section in its 2003-2030 Regional Transportation Plan (RTP). The RTP section replaced and updated the 1997 and 2001 HATS Bicycle/Pedestrian Transportation Plans. The Plan identifies a short list of specific, "achievable" projects/goals that are visible in nature, are regional in scope, and promote significant positive impacts. None of the projects identified in the 2003 Plan are located in Perry County, but some of the ideas for projects in the Plan could be easily translated into similar projects in Perry County in the future.

In addition to the specific projects/goals mentioned in the plan, there are also a number of general improvements that can be done to enhance bicycle and pedestrian transportation in the County. Some of these general improvements include widening roadway shoulders on many

roads, improving roadway sight distance where applicable, and implementing traffic calming measures where appropriate. Some of these improvements can be implemented as part of regular Transportation Improvement Program (TIP) highway projects.

There are a number of funding sources that can be used to help fund bicycle/pedestrian projects. The most significant funding source, the Transportation Enhancements (TE) Program, is dedicated to helping fund “non-traditional” surface transportation projects, including bicycle/pedestrian projects. A more detailed description of the Transportation Enhancements Program can be found earlier in this chapter.

### **THE CUMBERLAND AND PERRY COUNTIES SAFETY AND CONGESTION MANAGEMENT SYSTEM STUDY**

Commuting patterns have created congestion and safety issues, as traffic moves between Perry and Cumberland Counties on PA Route 34, PA Route 274, PA Route 850, PA Route 944, U.S. Routes 11/15 and 22/322, PA Route 849, PA Route 944, and Interstate Highway 81. A group of municipalities organized the Cumberland/Perry Counties Joint Task Force on Transportation and Planning (CPTF), which initiated and secured funds for a Safety and Congestion Management Study.

The CPTF includes representatives of the Tri-County Regional Planning Commission, PennDOT, and representatives from seventeen (17) municipalities. Thirteen (13) municipalities in southeastern Perry County are involved in the Task Force. These municipalities include: Bloomfield Borough, Carroll Township, Centre Township, Duncannon Borough, Howe Township, Marysville Borough, Miller Township, Newport Borough, Oliver Township, Penn Township, Rye Township, Watts Township, and Wheatfield Township.

The Study, which was completed in 2002, identifies existing and/or potential future transportation impacts from land development. Development activity and existing land use regulations that impact these roadways provided the context within which to evaluate necessary improvements. Recommendations for future roadway improvements were based on future traffic volumes from proposed development activity and zoning regulations. The Study and its recommendations will be discussed in more detail in the Transportation Plan Element, Chapter XIII.

### **CONCLUSION**

Perry County (and the region) has an extensive transportation system as a result of its close proximity to Harrisburg, Pennsylvania’s state capital, and the County’s relative location to large East Coast/megalopolis markets and Appalachian/Midwest markets. The County government’s role in improving and operating the transportation system will probably not change substantially in the near future. The County’s primary roles and responsibilities include: developing and maintaining a County Comprehensive Plan; operating the Perry County Transportation Authority and its paratransit services; maintaining/improving county bridges; planning/programming work for federally-aided transportation improvements through involvement with the Harrisburg Area Transportation Study (HATS); having the County Planning Commission review/approve

subdivision and land development plans and comment on new and revised municipal zoning and subdivision ordinances and comprehensive plans, which in many cases have an impact on the existing transportation system; and participating in the Susquehanna Area Regional Airport Authority (SARAA).

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**RELEVANT HATS/PENNDOT STUDIES**

South Central Pennsylvania Regional Goods Movement Study – 2006  
HATS Regional Transportation Plan 2003  
HATS Congestion Management System – 2003  
South Central Pennsylvania Intelligent Transportation Systems Regional Architecture – 2004  
Harrisburg Intelligent Transportation System Early Deployment Study – 1998-99  
CAT Short Range Transit Plan – Annual Updates  
Cumberland/Perry County Safety and Congestion Management Study – 2002  
Regional GIS Study – 1998-99