

# Camp Hill to Capital Corridor Safety Study

Harrisburg Area Transportation Study  
Tri-County Planning Commission



## APPENDICES

June 2019

Prepared By:

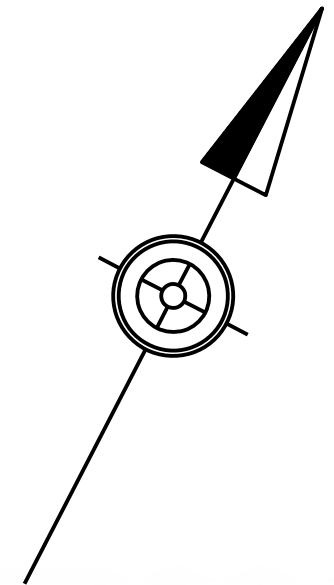
WSP USA, Inc.



Larson Design Group



## APPENDIX A – Engineering Drawings/Details

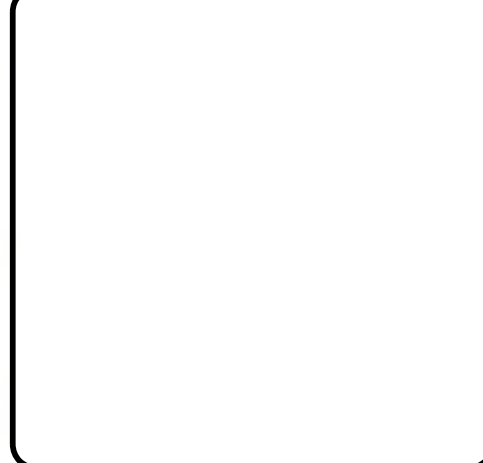


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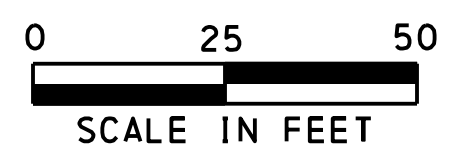


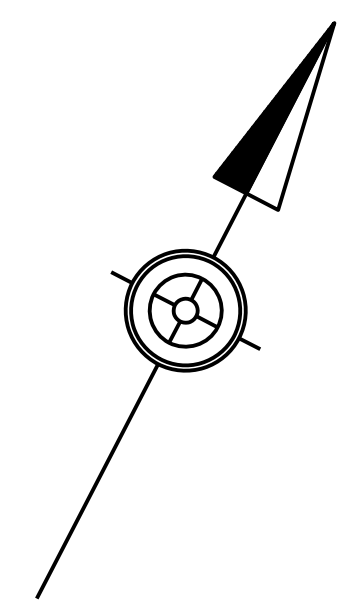
HARVEY TAYLOR  
 BRIDGE  
 WEST

CAMP HILL TO  
 CAPITAL CORRIDOR  
 SAFETY STUDY  
 HARRISBURG, PA

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 1 OF 12



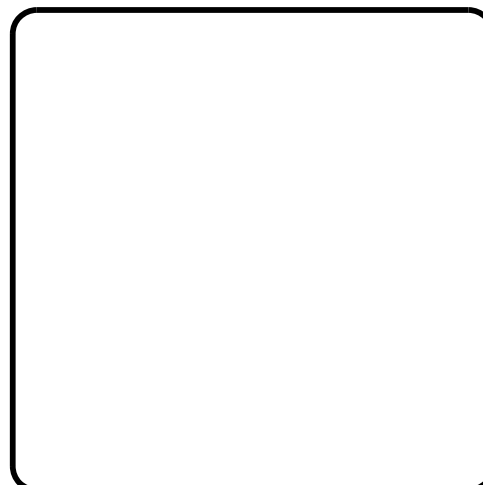
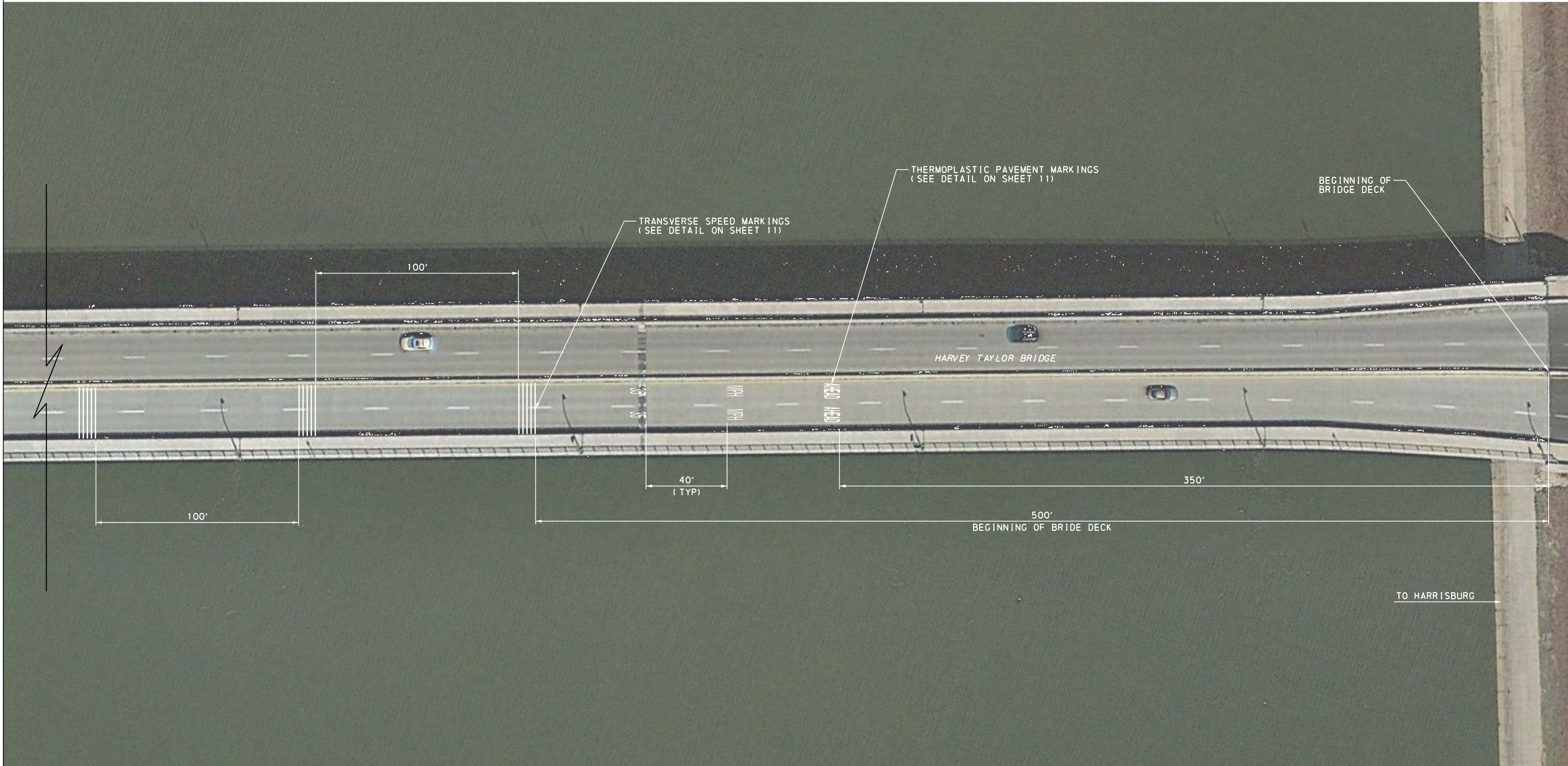


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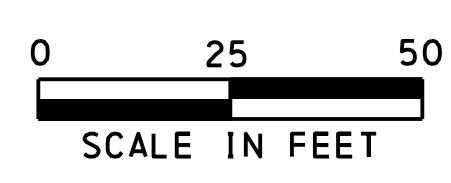


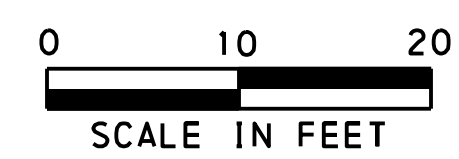
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 BRIDGE  
 EAST

CAMP HILL TO  
 CAPITAL CORRIDOR  
 SAFETY STUDY  
 HARRISBURG, PA

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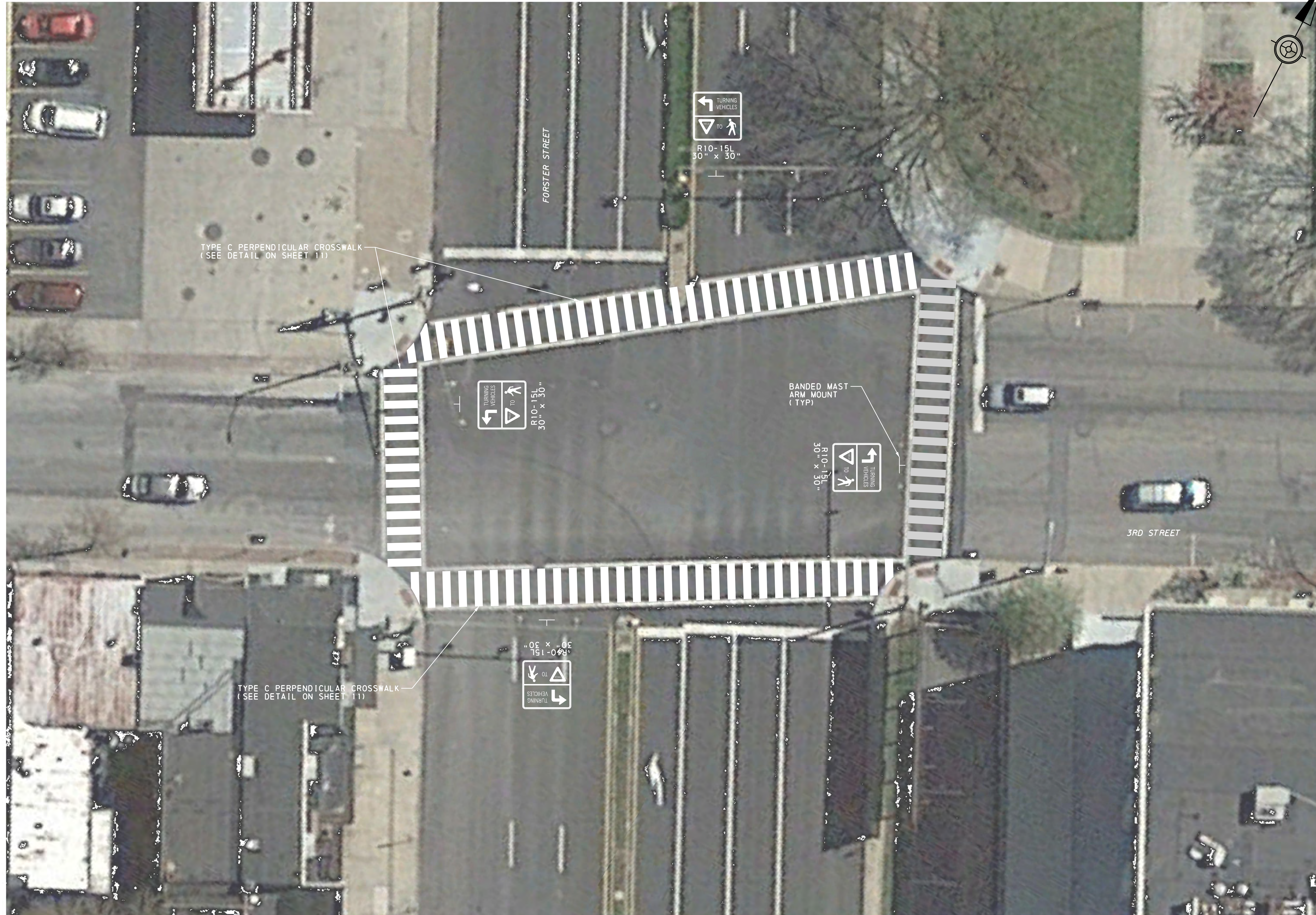
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HARVEY TAYLOR  
BRIDGE EAST  
FORSTER & FRONT

CAMP HILL TO  
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SAFETY STUDY  
HARRISBURG, PA

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TYPE C PERPENDICULAR CROSSWALK  
(SEE DETAIL ON SHEET 11)

R10-15L  
30" x 30"

BANDED MAST  
ARM MOUNT  
(TYP)

R10-15L  
30" x 30"

R10-15L  
30" x 30"

R10-15L  
30" x 30"

0 10 20  
SCALE IN FEET



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**FORSTER &  
3RD**

**CAMP HILL TO  
CAPITAL CORRIDOR  
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HARRISBURG, PA

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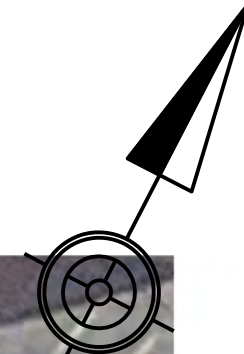
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**FORSTER &  
COMMONWEALTH**

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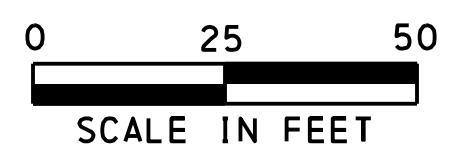
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**FORSTER &  
 7TH STREET**

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 SAFETY STUDY**  
HARRISBURG, PA

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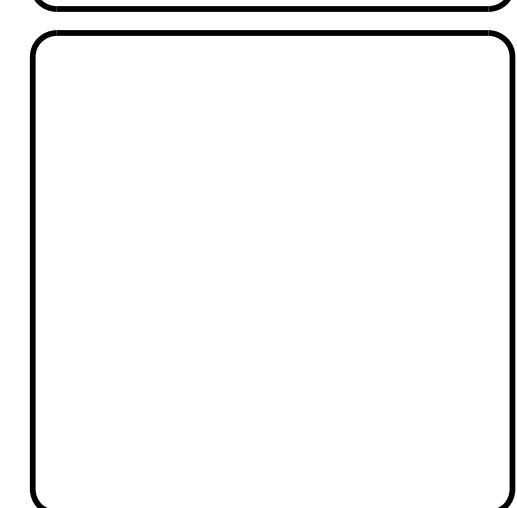


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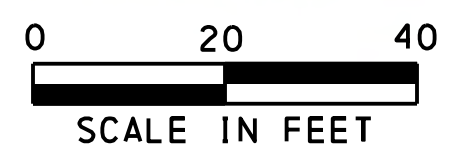


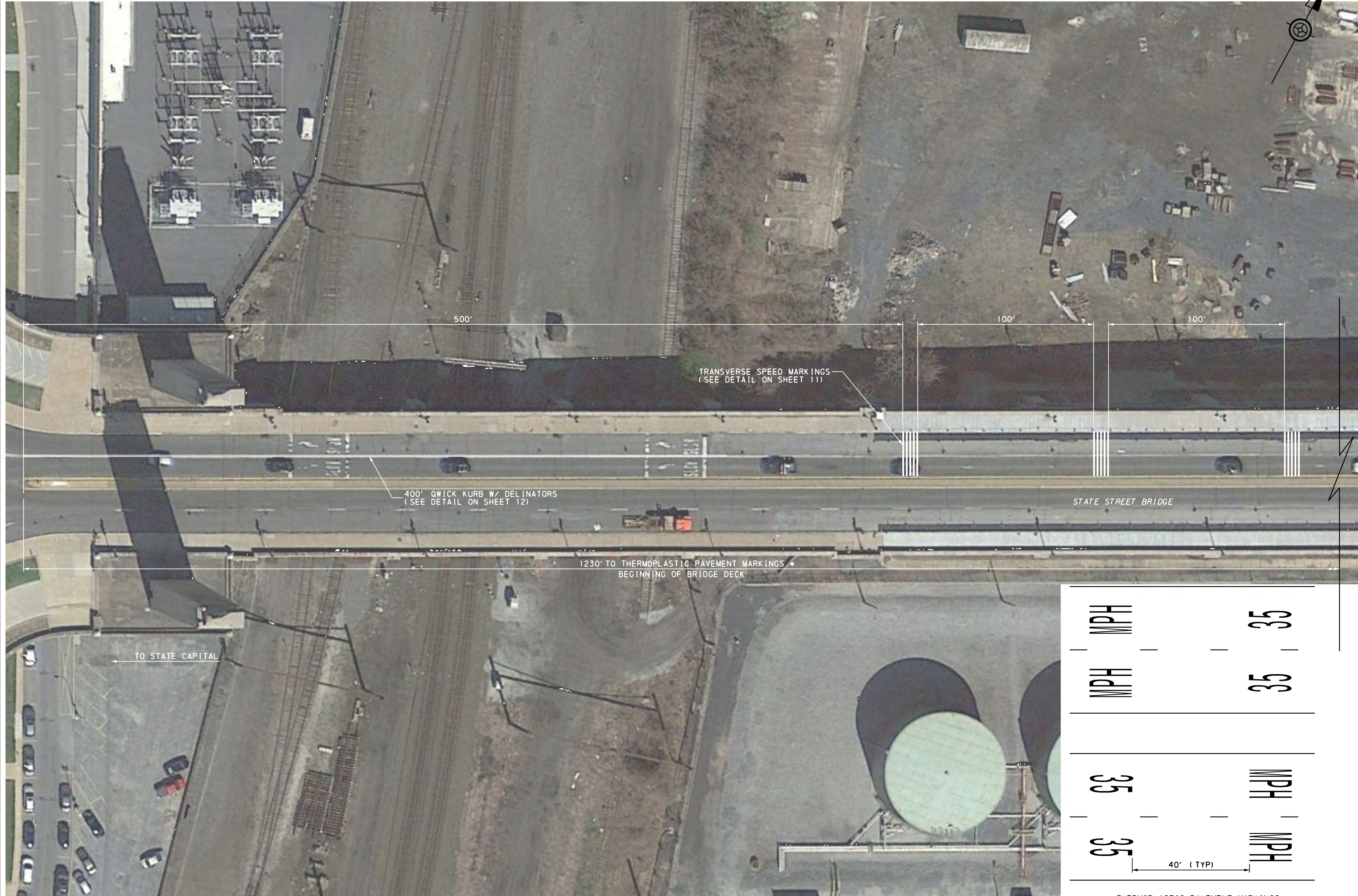
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**CAMP HILL TO  
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 SAFETY STUDY**  
HARRISBURG, PA

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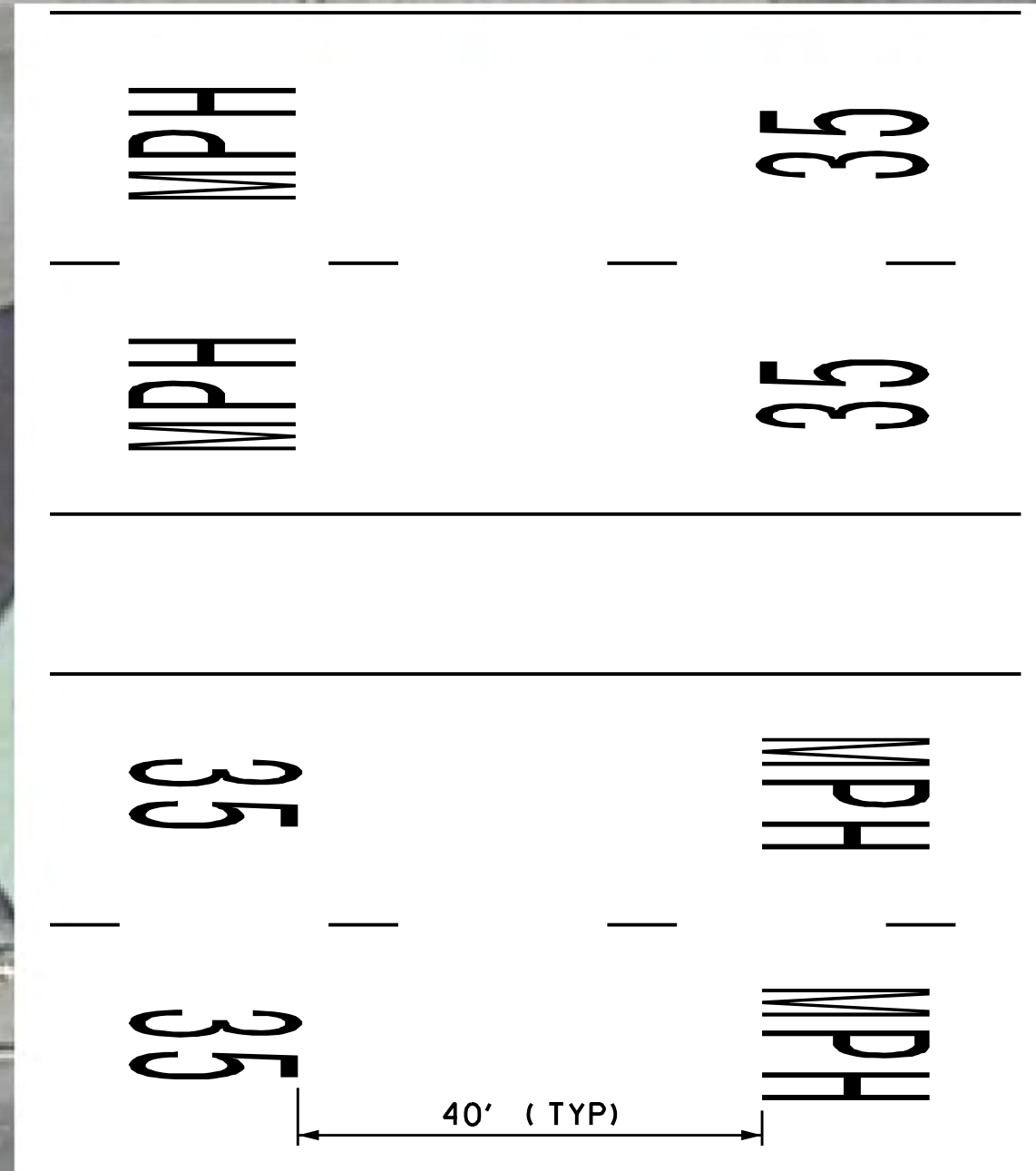
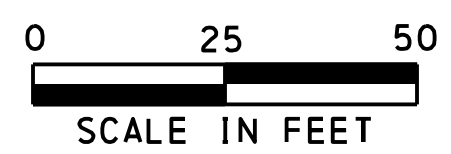
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STATE STREET BRIDGE WEST

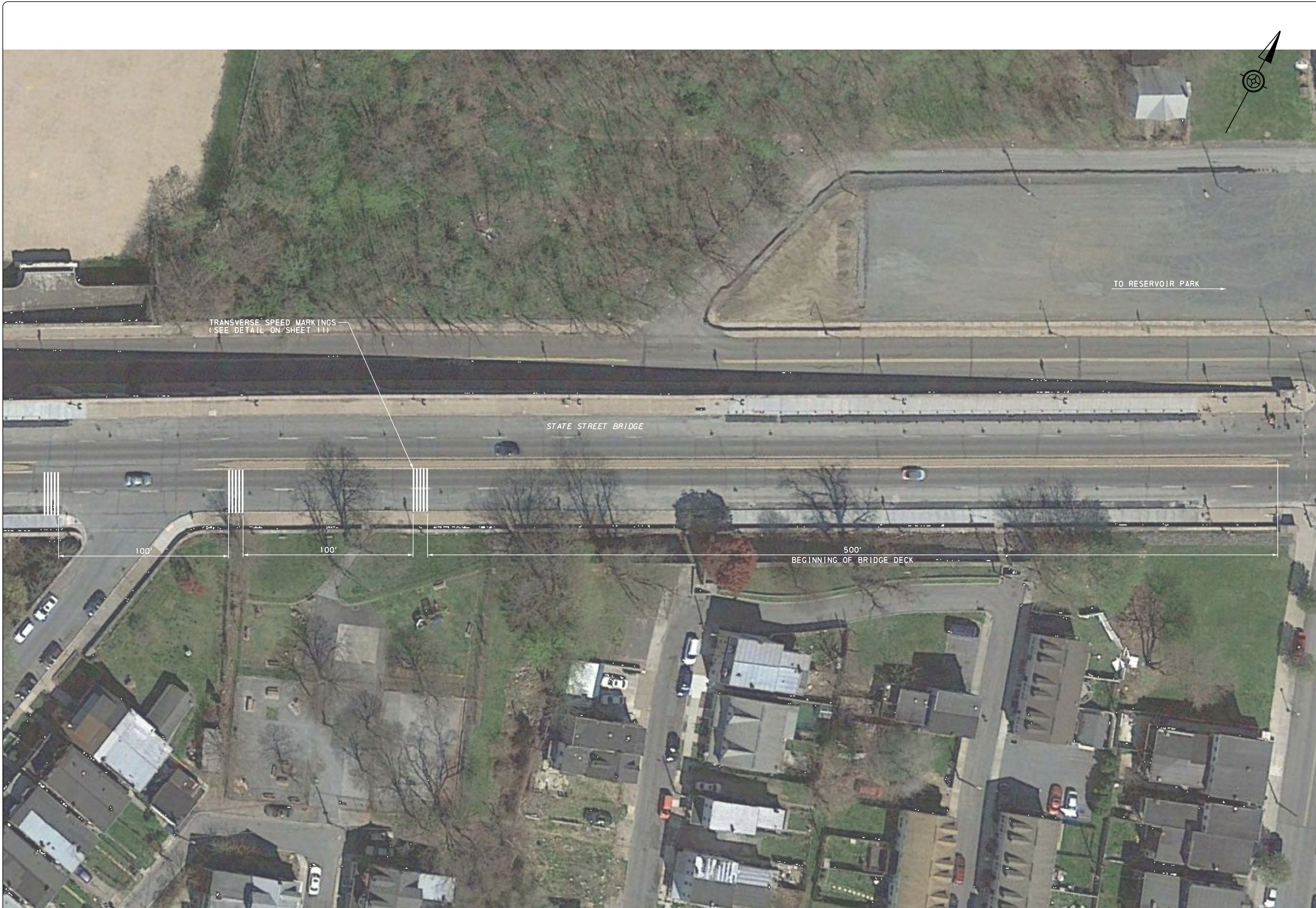
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• THERMOPLASTIC PAVEMENT MARKINGS (SEE DETAIL ON SHEET 11) NTS

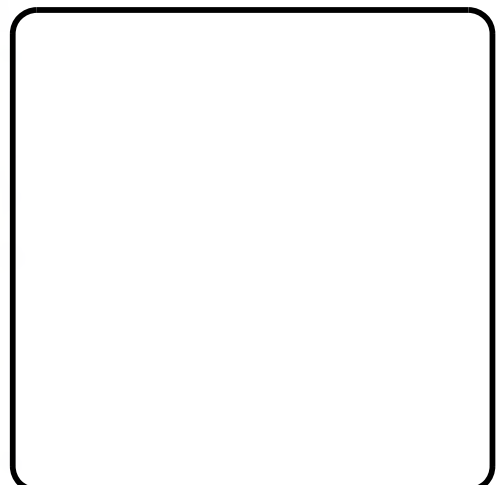


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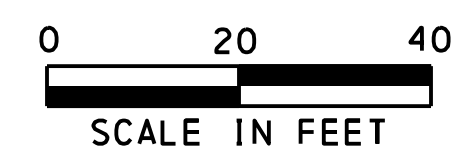
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 BRIDGE  
 EAST**

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HARRISBURG, PA

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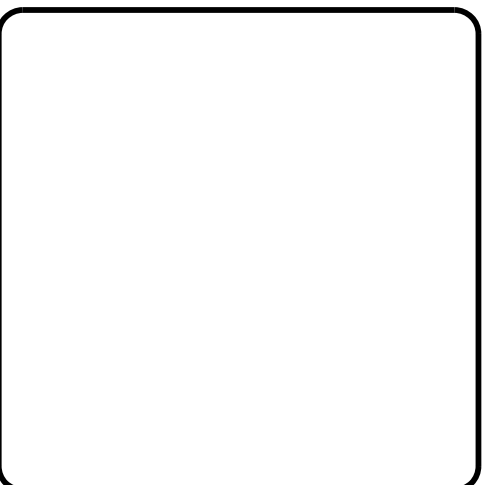


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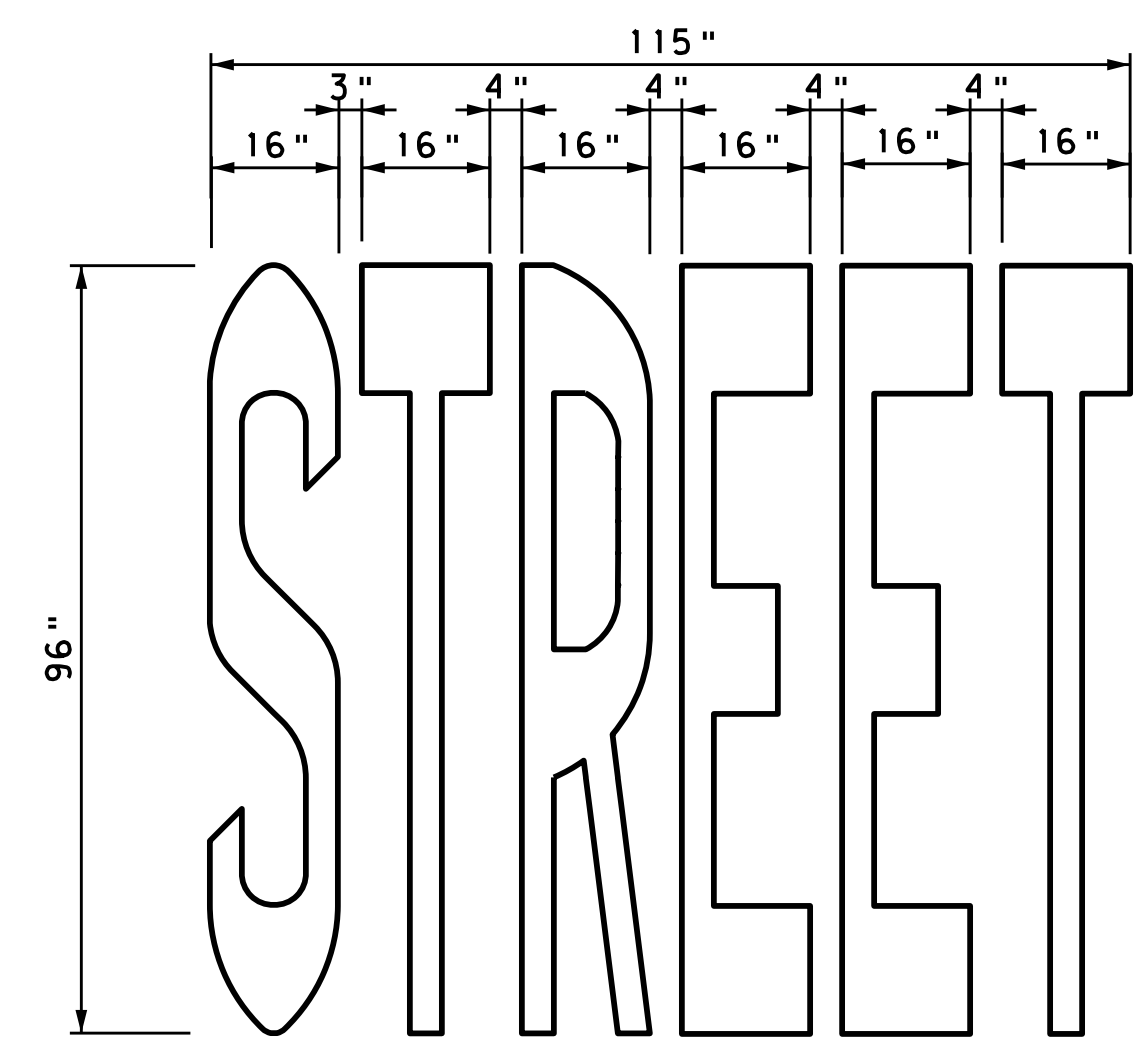
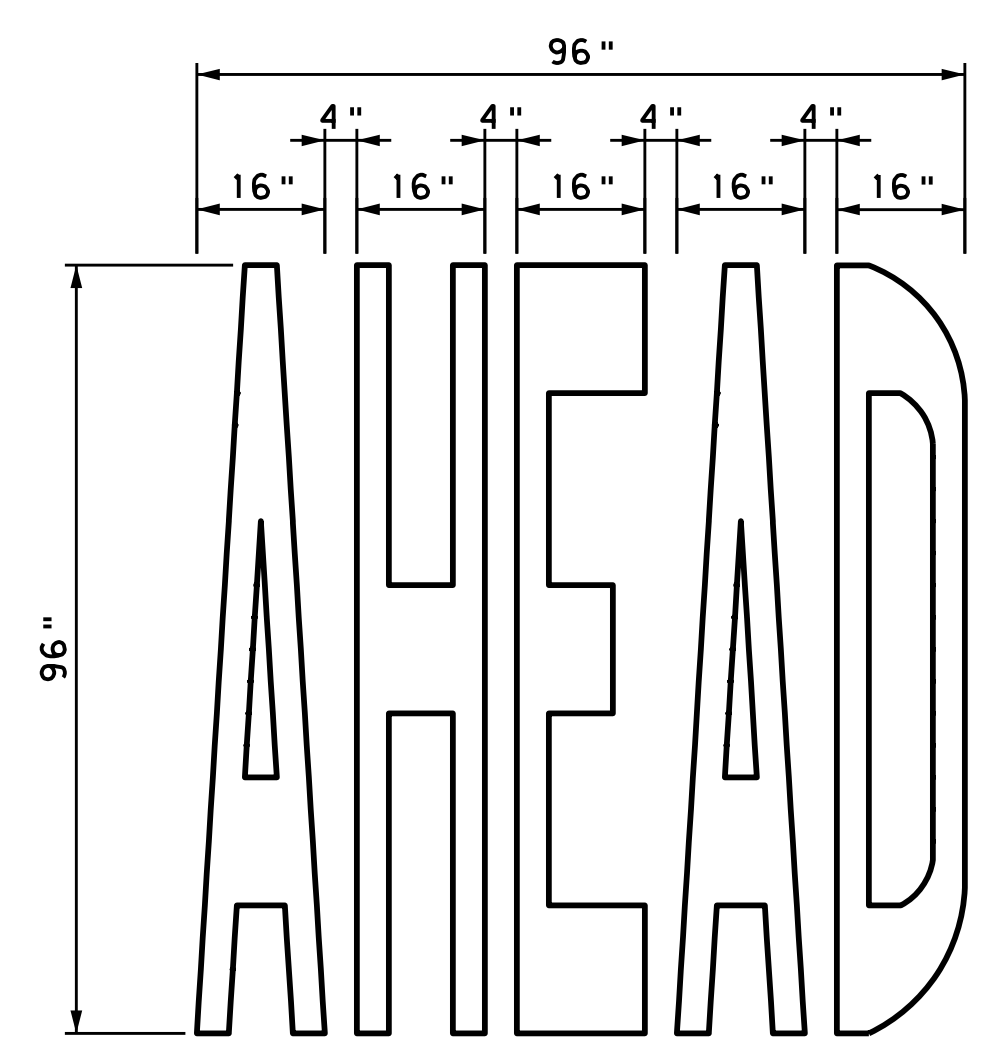
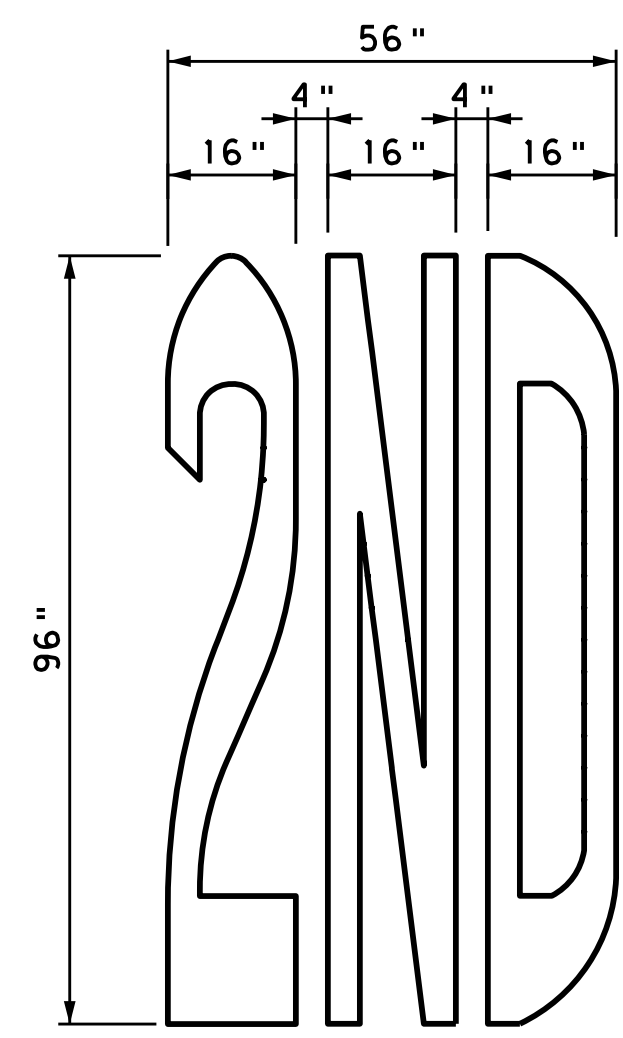
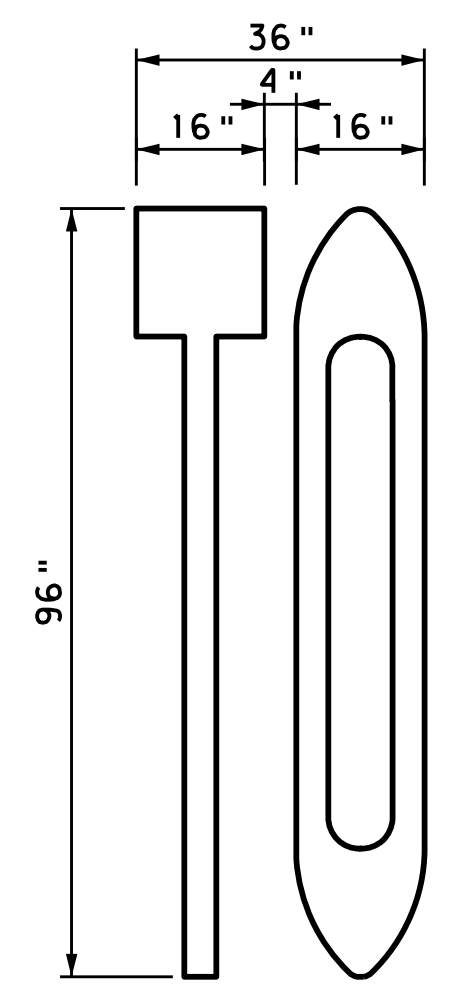
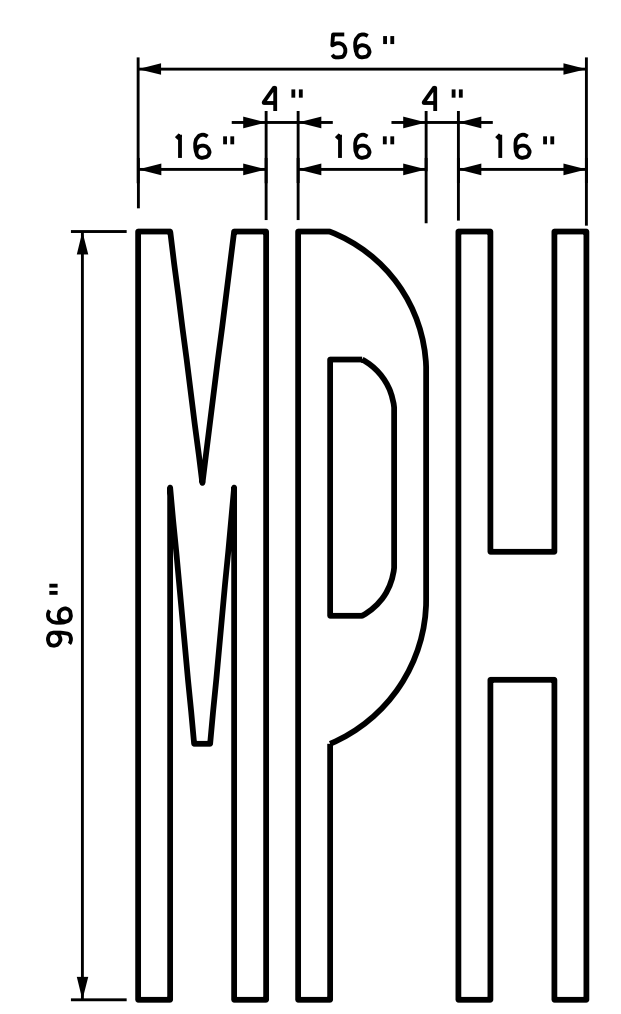
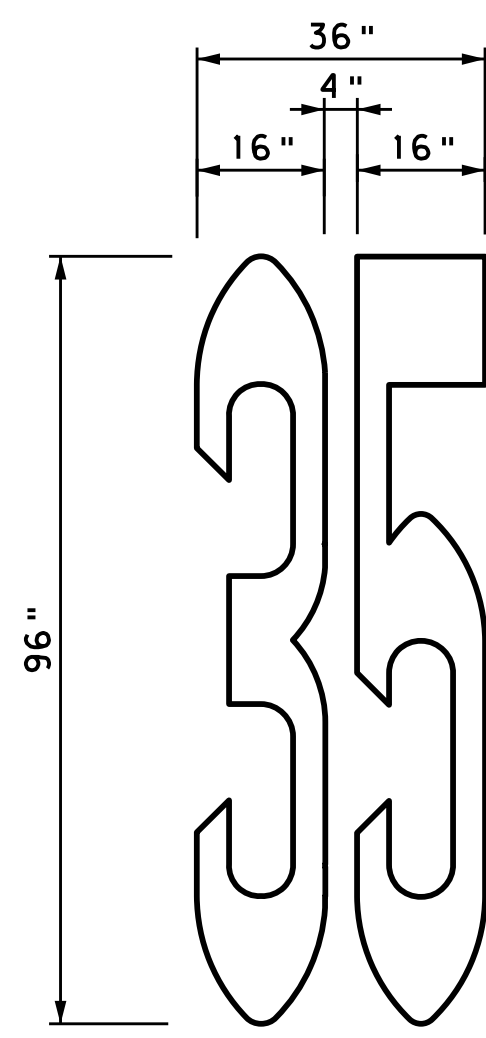
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STATE STREET  
BRIDGE  
EAST

CAMP HILL TO  
CAPITAL CORRIDOR  
SAFETY STUDY  
HARRISBURG, PA

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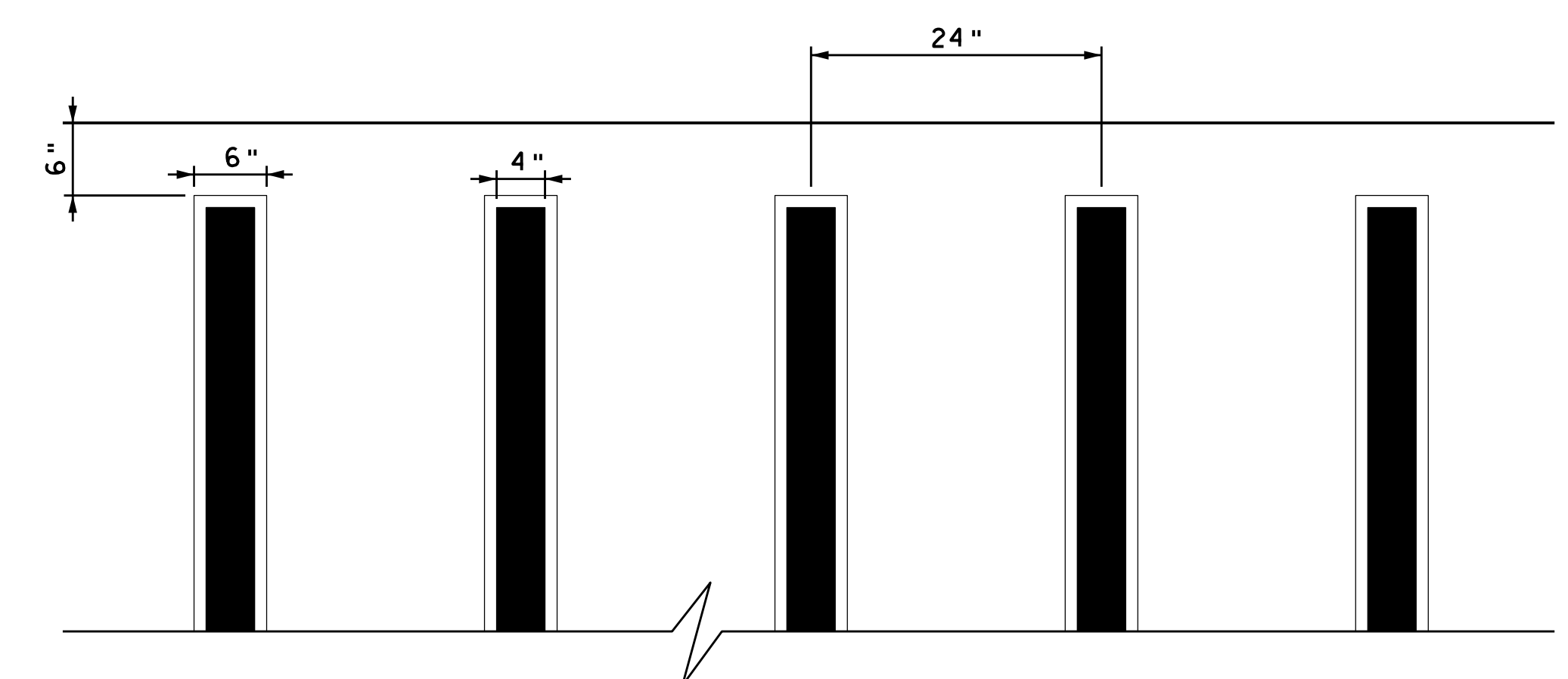


**NOTE:**

- WORD AND SYMBOL MARKINGS SHOULD NOT EXCEED THREE LINES OF INFORMATION. IF A PAVEMENT MARKING WORD MESSAGE CONSISTS OF MORE THAN ONE LINE OF INFORMATION, IT SHOULD READ IN THE DIRECTION OF TRAVEL. THE WORD OF THE MESSAGE SHOULD BE NEAREST TO THE ROAD USER. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL HEIGHT OF THE CHARACTERS FOR LOW-SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS. ON ALL APPROACHES, CENTER THE LEGENDS WITHIN THE LANE.

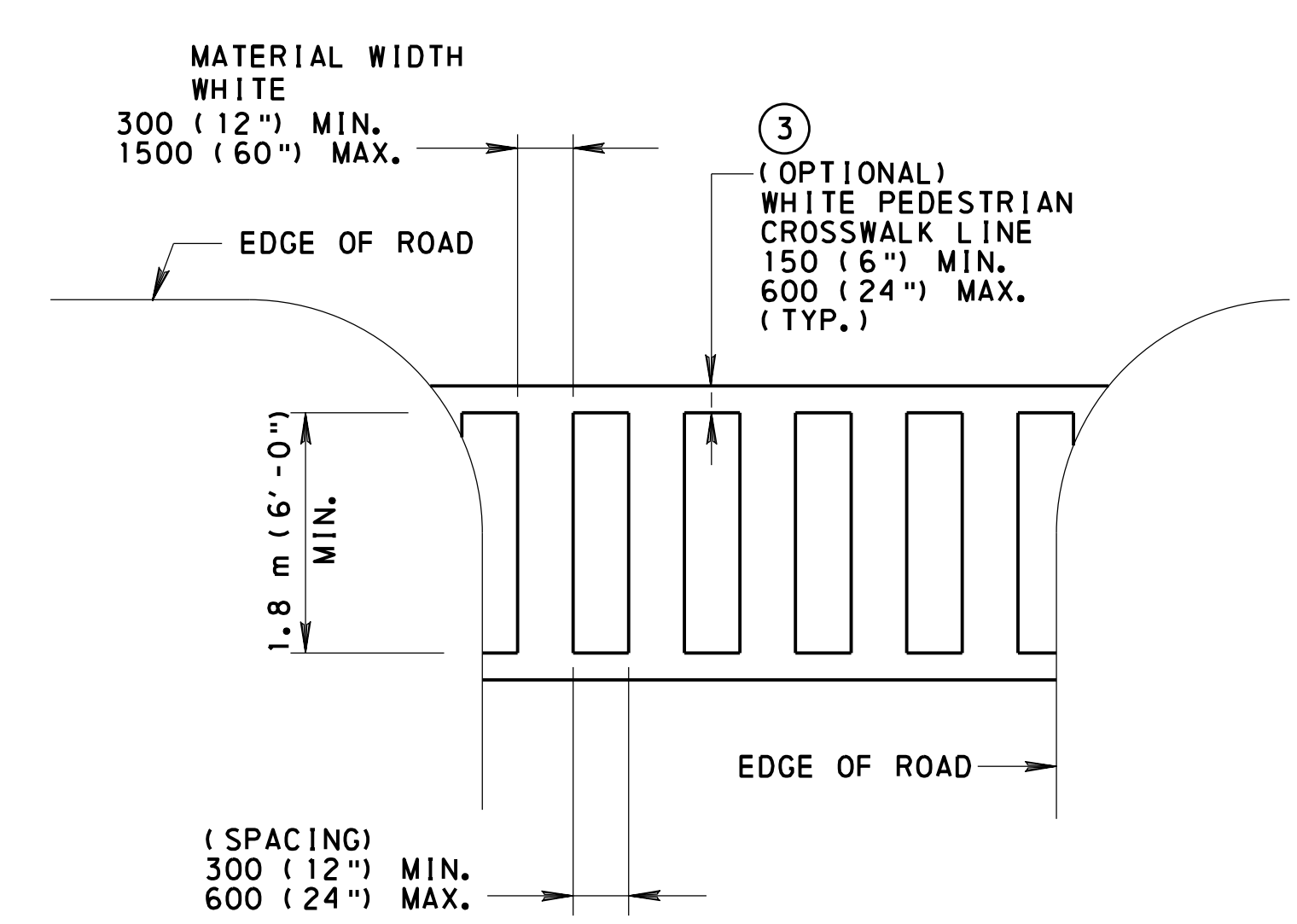
**LEGEND OF LETTERS**

NTS  
 \* ALL PAVEMENT MARKING ARE THERMOPLASTIC



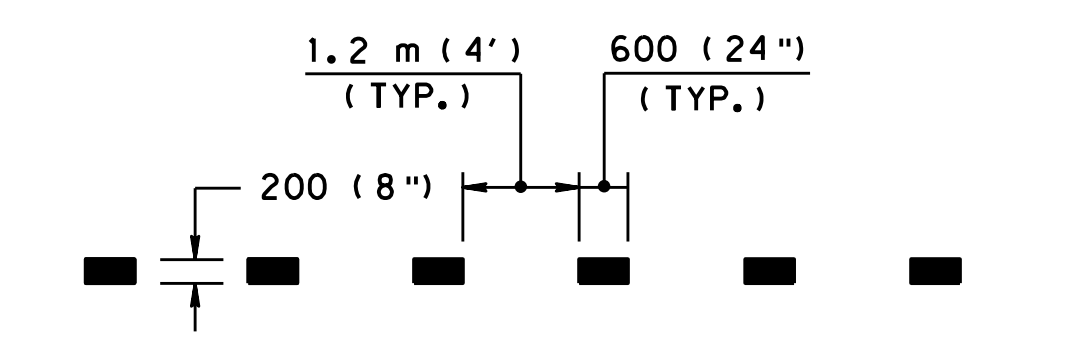
**TRANVERSE SPEED MARKINGS**

NTS  
 \* ALL PAVEMENT MARKING ARE THERMOPLASTIC



**CROSSWALK TYPE C - PERPENDICULAR**

NTS  
 \* ALL PAVEMENT MARKING ARE THERMOPLASTIC



**DOTTED EXTENSION LINE (DEL)**

NTS  
 \* ALL PAVEMENT MARKING ARE THERMOPLASTIC

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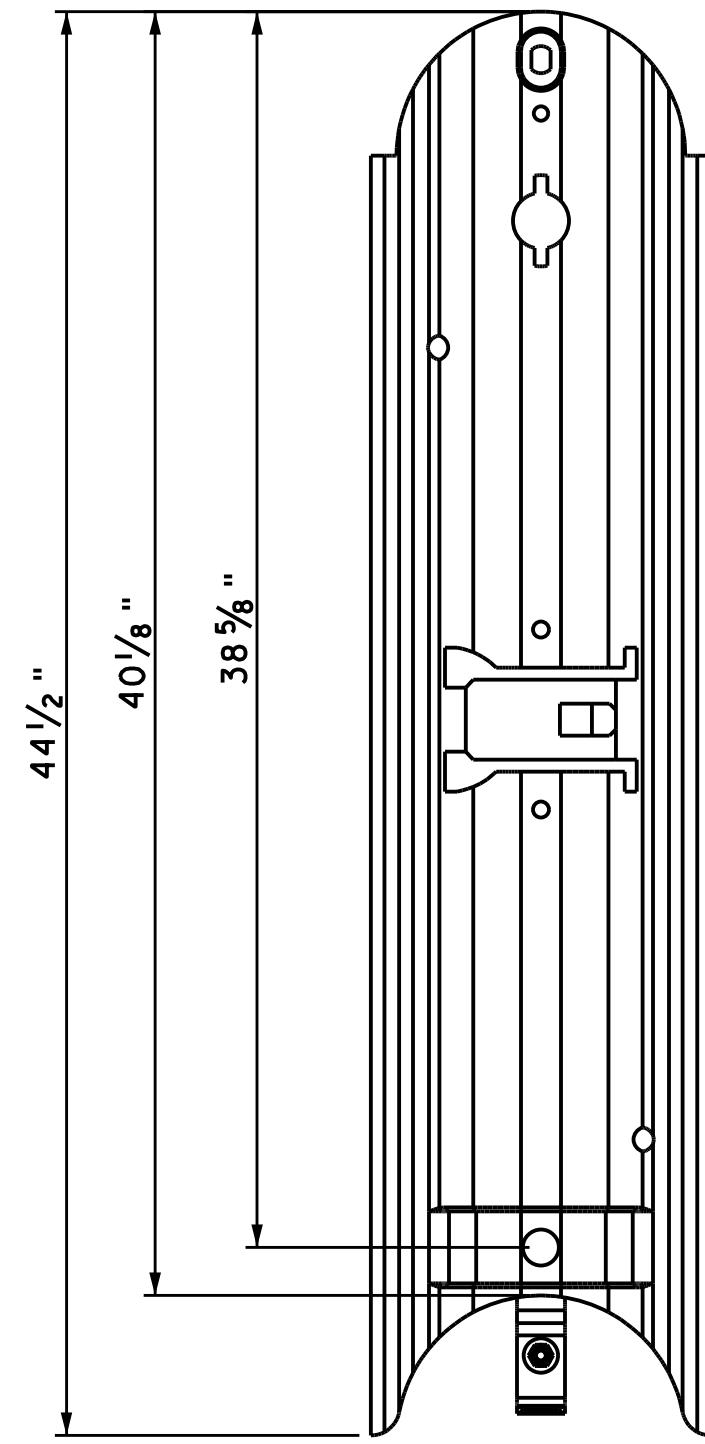
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DETAILS

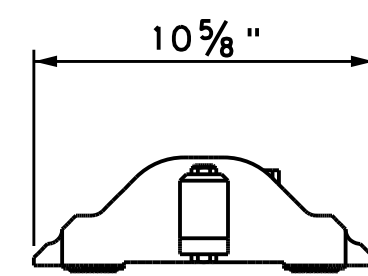
DETAILS

CAMP HILL TO CAPITAL CORRIDOR SAFETY STUDY  
 HARRISBURG, PA

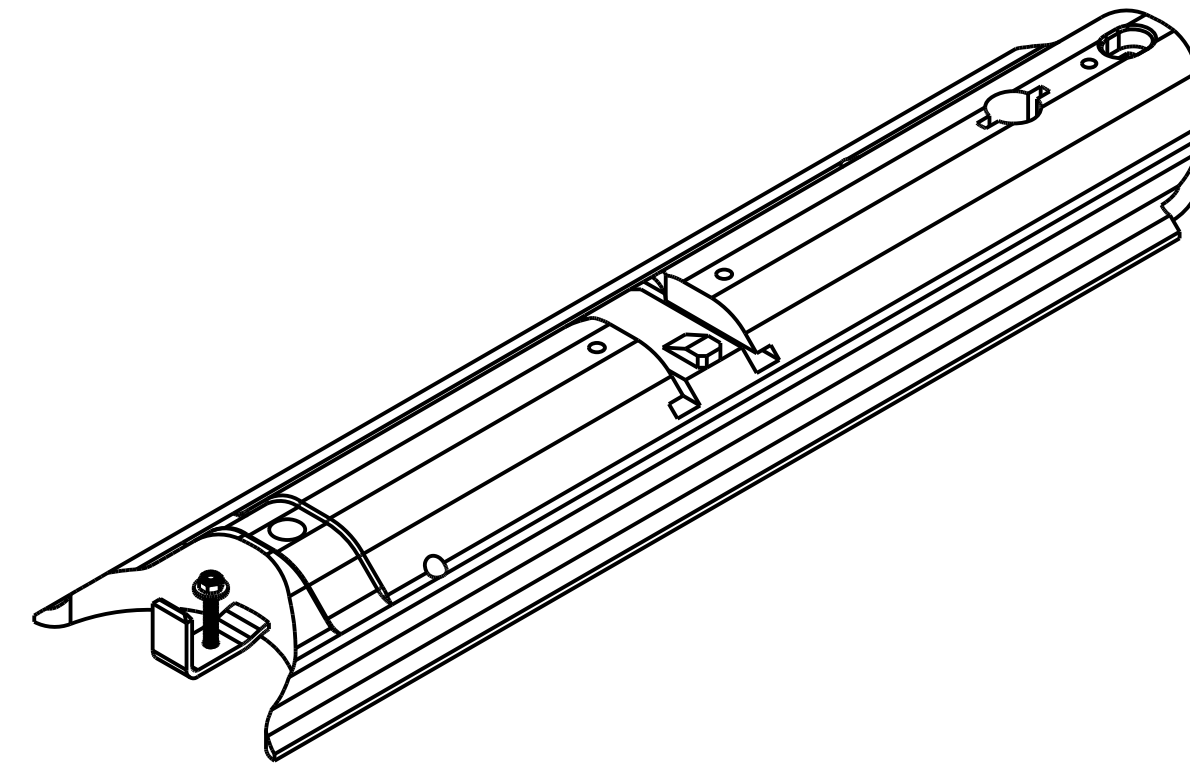
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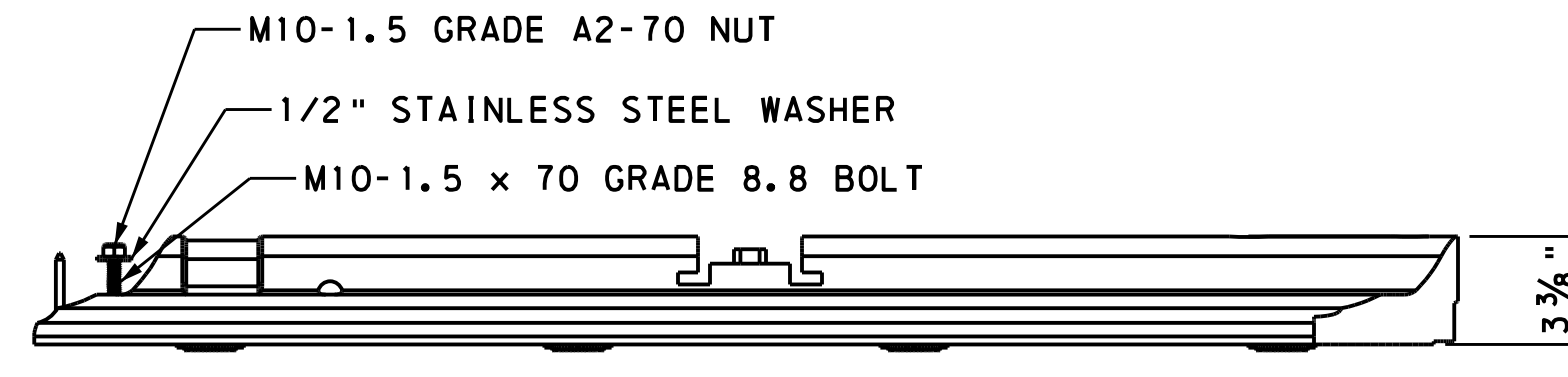
TOP



LEFT

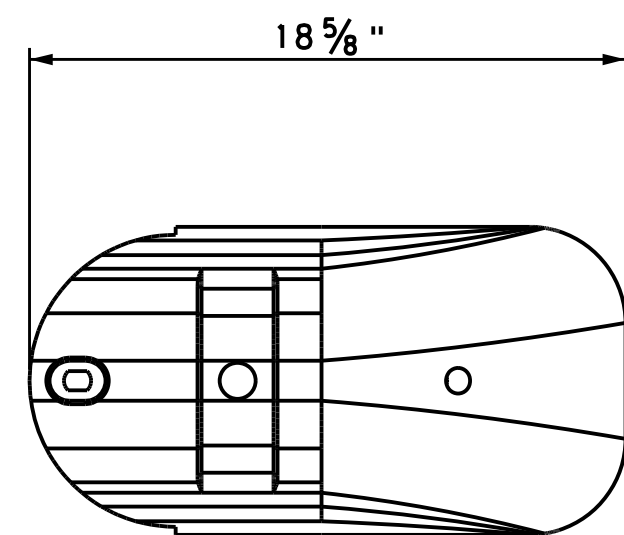


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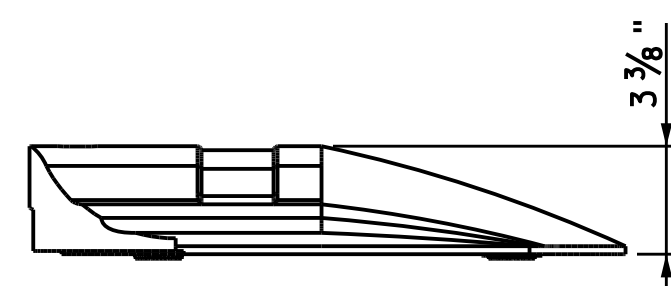


FRONT

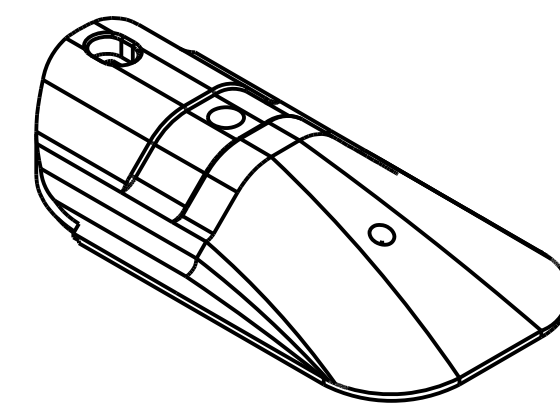
**L60 - SEPARATOR UNIT**  
NTS



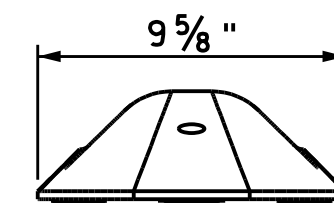
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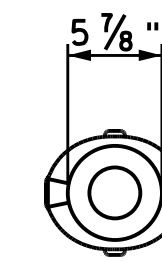
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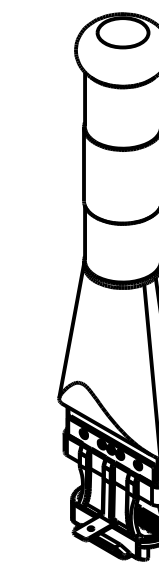
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**L61 - FEMALE END**  
NTS

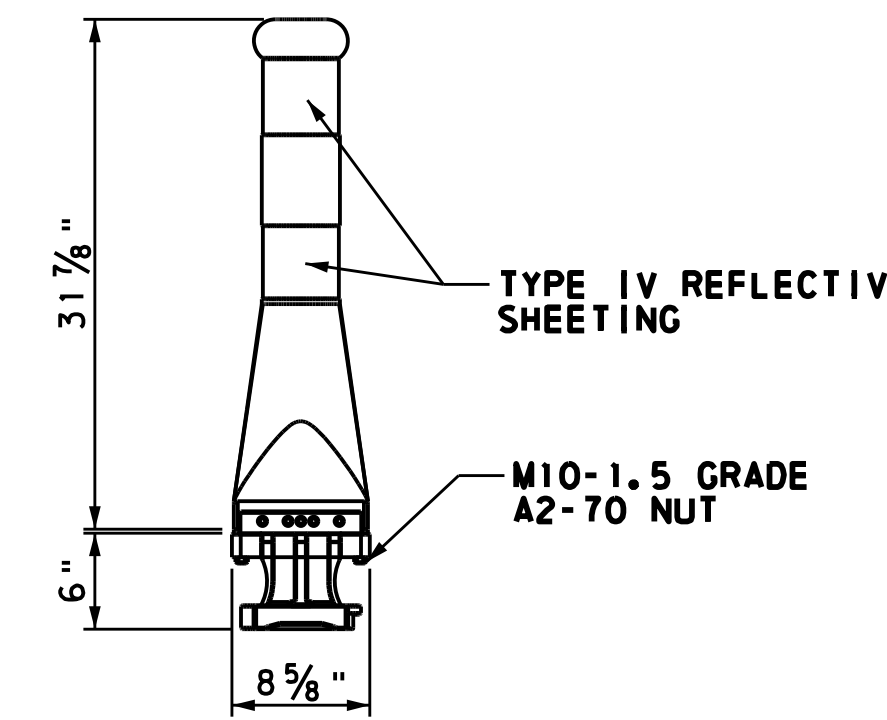
**QWICK KURB**  
NTS



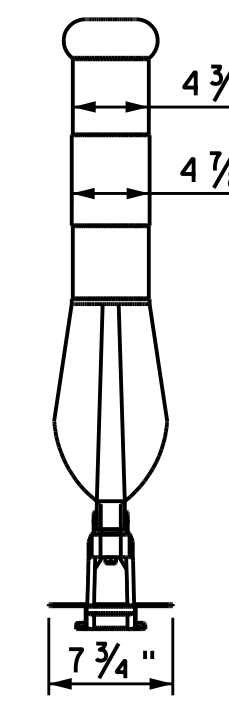
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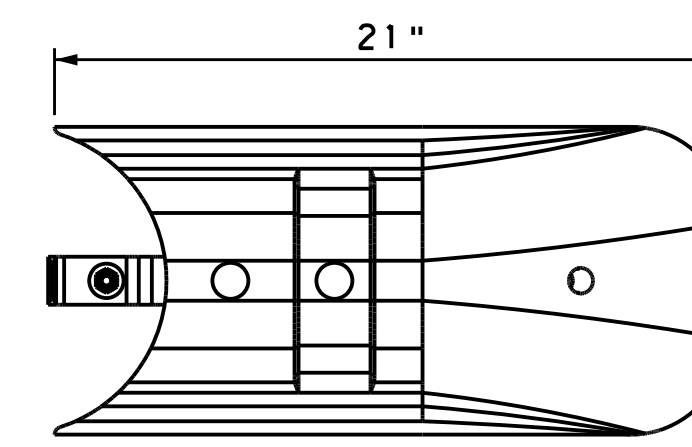


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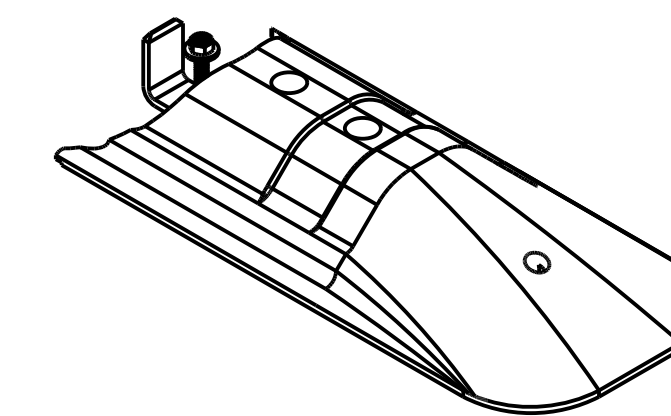


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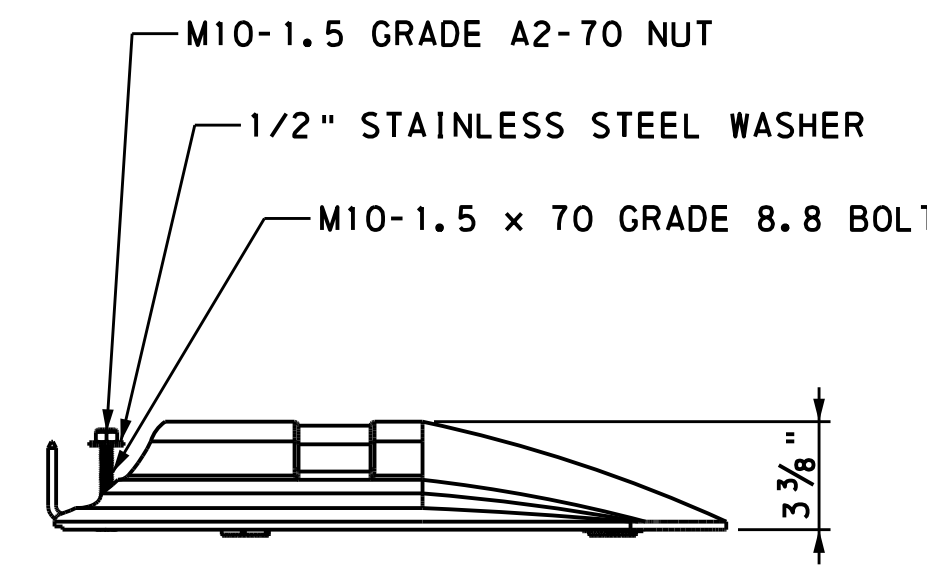
**L125**  
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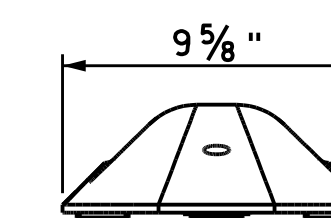
TOP



ISOMETRIC



LEFT



FRONT

**L62 - MALE END**  
NTS

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DETAILS

CAMP HILL TO CAPITAL CORRIDOR SAFETY STUDY  
HARRISBURG, PA

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SHEET:	
12 OF 12	

## APPENDIX B – Stakeholder Outreach Summaries

# Capital Corridor Stakeholder Outreach Summaries

## Holy Spirit/Geisinger

- There are daily weekday times when traffic makes it impassable or at least greatly delayed for even emergency vehicles to reach a patient.
  - 715AM to 845AM congestion at route 11/15 in the areas of 581, Trindle, Market, and 21<sup>st</sup> Street, multiple light cycles. Feeder roads also backed up during these times.
  - 4PM to 530PM traffic at a standstill in both directions on route 11/15 areas of Country Club, Brentwater, Market, Trindle, and Mall. Feeder roads also backed up during these times. Traffic around Geisinger Holy Spirit is often at a standstill.
  - 1130AM to 1PM, heavier congestion time but not as bad as morning and evening commute.
- Senate Plaza property is being developed for commercial consumer use which will likely increase traffic around the hospital and route 11/15 at Erford Road.
- National studies and best practices recommend “cold responses (no lights, no sirens), to calls that 911 screen as not immediately life-threatening, therefore an ambulance must flow with normal traffic. Congestion increases response and transport time to the patient.
- Traffic preemption appears to help when the emergency vehicle can get close enough to activate the signal.
- Demand for EMS is increasing with our aging population and increases in population and businesses. Longer response times and longer transport times compound that increased demand.

## **Camp Hill Shopping Mall**

- The center is impacted by congestion during rush hour (7AM-9AM and 4PM-6PM) during the work week. During this period, traffic circulation and certain movements in and out of the center can be difficult.
- Traffic signalization appears to be working relatively well, although the 641 Eastbound traffic stacks up significantly during the evening rush hour, often past the plaza entrance. Adjusting the signalization for that traffic turning left onto Northbound 11/15 would be helpful. Otherwise, road widening would likely be the only other option.
- CAT does have a stop on PA 641 in front of the Giant Food Stores. While a stop was created within the plaza, CAT has never utilized in on any of its routes. The existing service route appears to be adequate for the locality.



- It is unknown how many employees or customers walk or bike to the plaza. However, we have installed bike racks in several locations to encourage biking to the plaza. In addition, sidewalk upgrades were completed around the perimeter and throughout the interior of the plaza to encourage pedestrian traffic as part of the redevelopment approximately 12 years ago.
- They were unable to comment on possible expansion plans now. While there are no specific current plans, changes are occurring in the retail industry every day. Accordingly, we must keep our options open in the event those changes support the need for expansion at some point in the future. Some leases have “no build” areas or established boundary limits that would need to be modified. Most leases also preclude making any changes to the centers’ access or egress points without tenant’s approval

### **PennDOT (Angela & Roy) – PA State Bike Coordinator**

- Discussed previous and ongoing studies around the Capitol Complex. There is a follow-up study by Baker to measure the effectiveness of implementation of recently implemented projects.
- Roy’s bike/ped concerns are mostly neighborhood oriented rather than a larger regional connection between the east and west shores.

### **Baker (Jeff Bergsten)**

- There was a Capitol Complex Capital Improvement Study done in 2016. We can talk with Angela on Wednesday. They did pedestrian counts on Forster and recommended some improvements including mid-block. However, the recommendations did not make the final report.

## **Capital Corridor Study CAT/Rabbit Transit Interview US 11 & 15/Harvey Taylor Bridge/Forster Street**

CAT Comments in red  
rabbittransit comments in blue

1. What transit operations do you have that use all this corridor and portions of this corridor both CAT and Rabbit Transit Gettysburg service?  
Routes F/Enola and D/Shopper Special. Route F/Enola uses this corridor Forster St to Front St (Wormleysburg). Route D/Shopper Special uses this corridor from 21<sup>st</sup> St (Camp Hill) to Rt. 581.  
rabbittransit operates the Route 15N (Gettysburg Express) along the entire corridor.
2. What are your thoughts on the existing operations of US 11 & 15, Forster Street and the Harvey Taylor Bridge? Does congestion or other issues impact your operations?

From 21<sup>st</sup> St to the Harvey Taylor Bridge, there are no sidewalks which would allow for passenger pick-ups along this corridor and could impact ridership numbers.

Congestion is a problem and impacts our on-time performance. Traffic conditions are rather poor along US 11 & 15 going south towards Camp Hill Mall. A lot of congestion. Forster Street has similar issues during peak hours with large volumes of traffic using the Harvey Taylor Bridge to enter/exit Harrisburg City.

The Route 15N (rabbittransit) travels along the corridor but has no stops located there. As above, traffic during rush hour is heavy.

3. What major generators do you service along this corridor? Do you have any stops directly along the corridor? What days and hours do you operate in the corridor?

Holy Spirit Hospital and Camp Hill Mall along US 11 & 15; Capitol Complex along Forster Street. We operate Monday thru Saturday from 6AM to 615PM. We have 4 stops directly on the corridor located at Walnut St and 32<sup>nd</sup> St (OB), Yale Ave and 32<sup>nd</sup> St (IB), Chestnut St and 32<sup>nd</sup> St (IB), and Lincoln St and 32<sup>nd</sup> St. We also have a stop located at Barnes & Noble at the Camp Hill Mall. There are no stops on the Harvey Taylor Bridge or the section of the corridor from 21<sup>st</sup> St to the Harvey Taylor Bridge.

rabbittransit currently does not serve any stops in the corridor.

4. Are your operations that need to cross over the corridor experience delays due to congestion at signalized intersections?

Yes, mainly during AM (6AM-9AM) and PM (330PM-630PM) peak service along the section of the corridor from 21<sup>st</sup> St to Market Street. This mixed with the traffic light timings can lead to bus service running behind schedule.

rabbittransit concurs with the above.

5. Do you have any data that shows the total number of passengers that are using your service on this corridor? Do you have any mapping data that shows your bus routes in relation to the corridor?

I have included "ridership" data which will give you an idea of the ridership along this corridor. KML files have been included for the two routes which service this corridor.

rabbittransit KML is included; there are no stops in the study area.

6. Is the corridor currently maintained in an acceptable manner transit users and operations? Maintenance such as snow/ice removal, pavement conditions, signing, lighting, sidewalks/curbing, etc. If not, give some examples of the need for improved maintenance.

Yes. The section of the corridor from 21<sup>st</sup> St to and including the Harvey Taylor Bridge has no designated stops and the maintenance is very acceptable. The section of the corridor from 21<sup>st</sup> St. to Rt. 581 has the amenities necessary for

adequate public transportation but, this corridor needs – at minimum – more pedestrian infrastructure. There is a lack of sidewalk on both sides along US 11 & 15 between the Harvey Taylor Bridge and 32<sup>nd</sup> Street. There is no way to walk along or cross the corridor in this area since it is essentially a ground-level highway.

The little bit of sidewalk that does exist along this stretch is worn out and overgrown in some places.

rabbittransit has no further comment.

7. Do you have any specific ideas on how to improve the corridor to benefit your service?

An additional 3<sup>rd</sup> lane or a dedicated bus lane or both would benefit public transit services and help significantly with on-time performance. Also, adding a sidewalk along this corridor from 21<sup>st</sup> St to the Harvey Taylor Bridge in both directions would allow public transit services to board/alight passengers safely along this corridor.

Traffic signal prioritization for transit vehicles, queue jumper or bus lanes would also be very helpful for maintaining timely bus service in the corridor.

#### **Cumberland Boulevard Intersection Task Force**

- Provided many ideas/thoughts.
- Several meetings conducted.
- Offered to perform data collection activities
- 

#### **Camp Hill Borough/Harrisburg/East Pennsboro/Wormleysburg Officials**

- There are daily weekday times when traffic makes it impassable or at least greatly delayed for even emergency vehicles to reach a patient.

#### **Camp Hill Borough/Harrisburg/East Pennsboro/Wormleysburg Law Enforcement Officials**

- Increase speed enforcement efforts.
- Install speed trailers on Bypass shoulders.
- Coordinate efforts with PSP for speed reduction efforts within Camp Hill Borough limits.

#### **Camp Hill School District**

- School speed zones are effective
- Reduce vehicular speeds in/around school properties.
- Visibility of school children during drop-off/pick-up times

### **Camp Hill and City of Harrisburg Residents**

- Stressed the need for speed reduction, pedestrian accommodations and enhanced corridor/intersection lighting.
- Coordination with ongoing projects/studies.
- Very appreciative of the study efforts to date

**Camp Hill to Capital Corridor Safety Study  
Response to Comments**

Page	Comment	Response
<b>Cumberland Boulevard Improvement Task Force (CBITF)</b>		
4	Change Intersection to "Improvement"	Updated in final draft document
6	Need to confirm that LPI will replace the four-way stop currently at Chestnut	Yes - LPI will replace all-red phase. No edits required.
	Need to move the NTOR sign to make it more visible	There is currently a mast arm-mounted sign next to the right turn signal as well as a post mounted NTOR. Unclear where either sign could be relocated to be more visible.
	Install bigger speed limit signs that are more viewable	Updated in final draft document
7	Inconsistency - Ped countdown signals	Graphic on Page 6 Updated.
	CAT Bus Stop/Shelter on Cumberland Blvd	The only route that stops on Cumberland Blvd in this area is the D - at Yale Blvd. We did not consider a shelter here. CAT is about to undertake a Transit Development Plan where such improvements can be considered.
8	No mention of a future traffic light at the 581 W ramp at 11/15 N	This concept is included on Page 10 under "Signal Modifications"
10	Larger speed limit signs and speed limit decals on the roadway band between Market and Lincoln heading northbound	Updated in final draft document
12	Currently no ped signal at Brentwater	Updated in final draft document
13	There should be a ped crossing at Brentwater and a sidewalk down to Siebert Park Tunnel	We did not propose a link Brentwater with 29th Street largely due to the lack of buildings fronting the Blvd through this section.
17	Both tunnels are used several times daily...	We did not observe substantial tunnel use and many stakeholders felt the tunnels are not substantially used.
18	No mention of building canopies over the ramps to ensure safe passage in bad weather	The recommended snow fencing will provide this benefit
19	A walking path has been requested to connect tunnels to Country Club Hills	Our understanding is that this property has already been approved for development as single family housing
	No mention of the Merion property as a way to safely enter/exit the tunnel	Our understanding is that this property has already been approved for development as single family housing
	No mention of a sidewalk connecting 21st Street to the tunnel	Sidewalk here would require ROW or a design exception to narrow the shoulder. The suggestion can be considered during the preliminary design phase of improvements in this area.
22	No mention of crosswalk at 21st Street	We do not believe the current intersection configuration is conducive to a crosswalk, but the study has been revised to include a recommendation for a pedestrian justification study during preliminary design of intersection improvements.
26	Larger speed limit signs and speed limit decals on the roadway between 21st and 25th Street on Cumberland SB	Updated in final draft document
	The Erford Rd Bridge is in Wormleysburg - a gateway sign for Camp Hill should be at 21st Street	We realize the Erford Rd Bridge is not the municipal boundary - leveraging the existing structure would be easier to implement gateway signage. Further - gateway signage adjacent to the 21st Street intersection may result in obscuring the signal. The goal is to slow drivers down as they approach the intersection, not directly at the intersection.
27	Pedestrian accommodations at 21st Street	We do not believe the current intersection configuration is conducive to a crosswalk, but the study has been revised to include a recommendation for a pedestrian justification study during preliminary design of intersection improvements.

**Camp Hill to Capital Corridor Safety Study  
Response to Comments**

Page	Comment	Response
<b>Dan Flint</b>		
	<p>The original impetus for the study was pedestrian safety, fatal pedestrian crashes, and in particular the pedestrian fatality in Camp Hill. The study does not address the causation of these fatal crashes, nor any way that the proposed improvements mitigate these factors to prevent fatal crashes in the future.</p>	<p>Rather than focusing on causation for specific historic incidents, coordination with municipal staff and emergency service providers conducted throughout the study resulted in the study's recommendations for speed reduction and intersection improvements as the best means of minimizing future bicycle and pedestrian crashes throughout the corridor.</p>
	<p>For each segment, the number of crashes is listed. There should be a reference to average number of crashes on similar road segments. Context for the data would be helpful in knowing whether the number of crashes is statistically out of the norm or not.</p>	<p>The HATS Coordinating Committee took action in 2018 requesting that a safety study of this corridor be conducted based upon discussions with CBITF and municipal officials, hence the study's focus is on the identification of greatest safety concerns along this corridor as opposed to a comparison with other corridors in the region.</p>
	<p>The Forster Street segment includes an option for lane reduction, with the available width being used for an expanded median. Would it be feasible for the available width to be used for a bike lane?</p>	<p>It is anticipated that the proposed road diet for Forster Street would include improved accommodations for both bicyclists and pedestrians, with the specific features defined during the design phase.</p>
	<p>Several municipalities are listed as "Key Partners" for many projects in the implementation plan. Have those municipalities adopted the study, and agreed to be the implementation partners? If not, that should not be written into the study.</p>	<p>The municipalities included in the study have been involved throughout the process and are aware and accepting of the findings and recommendations. They will be provided with copies of the study upon adoption by HATS and can consider whether local adoption as part of a comprehensive plan or other planning effort is desired.</p>
<b>Pat Dennis - Camp Hill Borough</b>		
	<p>They (Council) want to ensure connectivity of sidewalks to the tunnels. They feel this is important as the tunnels are the main way and should be the only way to cross the bypass.</p>	<p>The proposed additional sidewalks, supported by improved wayfinding signage, should achieve this.</p>
	<p>A comment was made about the feasibility of a pedestrian bridge</p>	<p>A pedestrian bridge was not recommended in the study, as the tunnels and sidewalk improvements should provide adequate crossing opportunities.</p>
	<p>They are very much in favor of the tunnel, lighting and wayfinding improvements. They feel this is a top priority</p>	<p>These improvements are reflected in the study</p>
	<p>They would like improvements to be done at Creston Road such as making it one way.</p>	<p>As a Borough street, Camp Hill officials can study and make such improvements</p>
	<p>They support the boulevard concept</p>	
	<p>They are not totally in favor of installing sidewalks the whole way up the bypass as the majority of Council feels that the pedestrian traffic all along the bypass would be dangerous.</p>	<p>Sidewalks along the bypass would have the benefit of multiple buffers, including the existing shoulder, as well as a grass strip between the curb and sidewalk. The sidewalk improvements and additions are proposed to provide improved circulation to the tunnels.</p>

**Camp Hill to Capital Corridor Safety Study  
Response to Comments**

Page	Comment	Response
<b>Richard Guerin - Camp Hill Borough</b>		
	<b>Segment 1</b> - I agree with the proposed alternatives: Optical speed bars, speed transition/reduction, adding signing to warn motorists of the incoming speed reduction, increased lighting, signal modification at US 15 and 581, re-striping crosswalks, change to advance pedestrian phase versus all red phase at signals, sidewalk repair, school zone designated areas, gateway concept study. I don't think I agree with relocating the mall entrance. It is only proposed to do a study. I can support the idea of the study assuming PennDOT is paying for it.	The recommended study could be done by PennDOT if fully supported by the Borough to review the feasibility of such a change.
	<b>Segment 2</b> - I agree with the proposed alternatives: sidewalk repair, increased lighting, re-striping crosswalks, sidewalk connection, lane width reduction. I don't necessarily agree with the closure of N. 32nd Street and creating a dead end street. I would need more information about the number of cars that use the road. Also, would need to know where those cars would be redirected and how that would impact those local roads.	Any advancement of this concept would require a detailed traffic analysis that reviews impacts to existing traffic flow
	I would look at eliminating the crosswalk at Lincoln Street and the bypass. It seems unsafe to me especially since it is near a bend in the road. I would like to see pedestrians cross more at intersections with lights and at the underpasses.	This recommendation is contained in a separate bicycle/pedestrian study prepared for the Borough and is not contained in this study. We concur that an unsignalized crosswalk at Lincoln Street is not conducive to pedestrian circulation.
	I could support putting in the advance pedestrian red lights at the intersections near Country Club Road	
	<b>Segment 3</b> - I don't agree with the statement under existing concerns that says "the tunnels appear to be experiencing limited use.." It states that this is from anecdotal information from stakeholders. We would need to actually look at this and get facts.	Formal counts of tunnel use were not part of the scope for this effort. The intent of this statement is to note that the perception of them being underutilized exists. Further, the addition of improved lighting and security elements may result in additional pedestrians that are currently unwilling to use the tunnels.
	I agree with the proposed alternatives: sidewalk connectivity (personally, I think it is best if we find ways to reduce pedestrian walking along Route 15. I wouldn't have wanted my daughter walking along there when she was younger, but if the consensus is the opposite, we should have the sidewalks connect), sidewalk repairs, tunnel upgrades, improved lighting, re-stripe crosswalks, school zones with the caveat of working with the police department and the district as to whether or not we want to promote kids crossing at 21st Street and the bypass to get to the school.	
	Doing a study to evaluate side street access can be a good idea. Would need much more information before agreeing or disagreeing with the full closure of the roads and/or right-in/right-out changes.	Such a study should be a joint effort between Camp Hill Borough and PennDOT
	Overall, the study provides good ideas on improving safety of students and pedestrians	
	Hopefully if we decide to move forward with these changes, PennDOT would be willing to fund them completely or through phases	The Key Partners for all of the improvements recommended in the study are identified in the Implementation Matrix at the end of the study.