

ASHE Presentation - 4/7/10
Integrating Smart Transportation

Dave Royer – LCPC
Director for Transportation Planning
royerd@co.lancaster.pa.us
717 299 8333
www.co.lancaster.pa.us/planning

Presentation Topics

- What ST is and why it's important
- Lancaster County's Program
- Constraints to ST/Areas of Improvement

What ST is and Why It's Important

- We all know what it is/at least recognize it when we see it
- Isn't it just good planning, programming, engineering/design?

What ST is and Why It's Important –
The ST thread

- Planning to corridor/subarea studies to programming to project development/implementation
- Where is critical coordination between planner and engineers
 - Rough scoping of projects for TIP
 - Scoping field views

What ST is and Why It's Important -
Levels/Degrees of ST?

- Smart – everything we do needs to meet this standard
- Smarter – with respect to projects most, except basic maint./resurfacing/rehab. projects
- Smartest – Truly transformative/catalytic efforts
 - That support smart growth
 - Strongly support alt. mode/s

What ST is and Why It's Important –
ST is:

- Strongly supported by fed./state governments
- The right thing to do for a variety of reasons
- Not a new way of doing things – but perhaps a focus on things that planners and engineers have not held as top priorities
 - Land use
 - Environmental/historic context
 - Community involvement
 - Better coordination among planners/designers and other professions
 - Alternate modes (incl. non-motorized)

What ST is and Why It's Important

- Times are lean – ST emphasizes that money counts, and the solution should be carefully tailored/right-sized
- Health – provides more opportunities for use of non-vehicular modes like pedestrian and cycling
- Environment – improved air quality; other resource protection
- Community – results in more vibrant/livable/walkable communities
- Etc.

Lancaster County Approach –
Background

- SG planning for years – strong GME
- UGA's/DRA's – most if not all (60) municipalities have bought into
- Other planning efforts/comp. plan elements are obliged to support the GME
- Our GME is good for our transportation system
 - Land use that is transit supportive
 - Communities that are walkable
 - Mix of land uses in proximity that allow for shorter trips/trips by alt. modes

Lancaster County Approach –
LRTP (2009-2035) Goals

- A. Target transportation investments to support Smart Growth
- B. Maintain and improve the County's multimodal infrastructure
- C. Improve safety and security
- D. Manage and operate the transportation system to reduce congestion
- E. Protect the County's natural and historic assets

Lancaster County Approach –
LRTP Goal A and Strategies

- Target transportation investments to support the *Envision Lancaster County* Vision, Goals, and Strategies and the County's Smart Growth Program
 - Develop a transportation investment prioritization process to support County and municipal land use goals
 - Target transportation investments to support appropriate growth and development of Urban Growth Areas
 - Ensure that transportation programs in Rural Areas support rural land uses and their mobility and safety needs
 - Encourage transit-oriented development that includes high capacity transit stops/stations
 - Implement PennDOT's Smart Transportation Principles by coordinating and connecting land use and transportation

Lancaster County Approach –
Studies (corridor and sub area)

- PA 23 EIS
 - Companion Eastern Lancaster County Land Use Study
 - Right sizing
- Harrisburg Pike Moving Smarter Study
 - Strong land use component
 - Multi-modal recommendations
 - Access management recommendations

Lancaster County Approach -
Programming – TIP

- ST TIP should contain a mix of projects
- Analysis of draft TIP

Lancaster County Approach -
Programming – TIP

- Draft 2010-2014 Highway TIP
 - 93 projects/43 bridges
 - \$210 million value
 - **39.5% or \$85 million** are for **smart transportation projects** including **all** projects in the following categories:
 - Transportation Systems Management
 - Major
 - Misc.
 - Rail Freight
 - Transportation Enhancements
- and **some** of the projects in the following categories:
 - Keystone Cor.
 - Line Items

Lancaster County Approach –
Project Evaluation Criteria

- Plan Consistency
 - Project's consistency with LRTP goals
 - Project's consistency with State and Federal Plans, Principles, and Factors
- Extent of Problem and Ability to Address Problem
 - Extent of problem/need (to which project relates)
 - Degree to which project addresses problem/need
- Funding
 - Fundability of project
 - Extent/percentage/amount of non-MPO funding

Lancaster County Approach –
Advise and Support Municipalities

- Municipal Transportation Grant Program
 - Since 1990 - \$1.5 million per year (33-50% match)
 - Medium size safety, congestion, non-motorized projects (no maint.)
- Other support
 - Recently released ST scrapbook
 - Review/comment on land development plans – often commenting on need for sidewalks in UGA's
 - Review and comment on municipal/multi-municipal comp. plans
 - Advice on developing and funding needed projects (in a ST context)

Lancaster County Approach –
ST Projects – ST Scrapbook

- Keystone corridor stations
- TE projects
- Traffic signal coordination projects
- Major projects (Strasburg Bypass; PA 441 Relocation – Columbia)

ST Opportunities/Constraints/Areas of
Improvement

- Initiative to link planning and NEPA is an opportunity to get smarter sooner?
- More funding
 - Critical transit projects
 - Capital Red Rose Corridor - \$10ML per year for operations/maintenance
 - Maintain/expand local bus system/service - \$500K per year
 - Highway projects
 - Some new capacity projects are needed in growing areas
 - Ours have been delayed if not dropped for the time being

ST Opportunities/Constraints/Areas of
Improvement

- Access Management – need to do better job/implement
 - State and LCPC have model ordinances
- Bridge design – non motorized consideration needs work
- Land use plans/strategies for mid size projects
 - Often done for larger projects – EIS level projects for instance
 - Need to be done for mid size projects too
- In Lancaster, our MPO continues to look at ST refinements
 - Smart Transportation Task Force formed and is currently meeting to
 - Look at funding set aside for ST projects
 - Look at how to move the Smartest projects forward

Thank You
