

**LANCASTER COUNTY  
TRANSPORTATION COORDINATING COMMITTEE (LCTCC)  
MINUTES**

**DATE:** April 24, 2017  
**TIME:** 12:00 p.m.  
**PLACE:** 150 North Queen Street, 1<sup>st</sup> Floor LCPC Meeting Rooms, Lancaster, PA 17603

**MEMBERS:**

Commissioner Dennis Stuckey	Chairperson
Roni Ryan	Lancaster County Planning Commission
Leo Lutz	Lancaster County Planning Commission
William Shaffer	Lancaster County Planning Commission
Scott Haverstick	Lancaster County Planning Commission
Gretchen Karr	Lancaster County Planning Commission
Karl Graybill	City of Lancaster
Marshall Snively	City of Lancaster
David Eberly	Lancaster Airport Authority
James Ritzman	PennDOT Central Office
Tony Berger ( <b>Alternate</b> )	PennDOT District 8-0
Linda Martin ( <b>Alternate</b> )	State House of Representatives
Jeff Glisson ( <b>Alternate</b> )	South Central Transit Authority

**GUESTS:**

Beth Raves	PennDOT Central Office
Quentin Rissler	Larson Design Group
Amy Crystle	Citizen of Lancaster
Paul McNamee	KCI Technologies
Neil Ward	Commuter Rail Association

**STAFF:**

James Cowhey	Executive Director
Robert Bini	Transportation Director
Harriet Parcels	Senior Transportation Planner
Kyle Salage	Administrative Secretary

1. **Call to Order** – Commissioner Stuckey called the meeting to order at 12:01 p.m.
2. **Updates and Announcements**
  - a. **Major Projects**
    - **State Road Interchange** – Mr. Berger reported that the final design phase is still underway, and PennDOT District 8-0 is working to acquire funding for the utilities portion of the project. PennDOT staff will meet with East Hempfield Township to discuss the issue of indemnification, which has been the focus point of negotiations with Amtrak. At this juncture, the project is still on schedule for a let date of February 2018.
    - **US 222/322 Intersection Improvements** – Mr. Berger reported that the consultant for the project completed an alternatives analysis and presented the design options derived from this study. Based on these meetings with the project consultant, the Diverging Diamond Interchange (DDI) design was selected. Improvements will move into the preliminary engineering phase over the next several months, and there will be public outreach during this time to increase understanding of the DDI design. Mr. Berger also noted that the project manager may attend the May 8<sup>th</sup> TTAC meeting to elaborate further.
    - **Mt. Joy Train Station** – Mr. Berger reported that work on the station was scheduled to begin in January, but the project has experienced delays. He added that related outreach recently took place, and additional updates will be provided to the committee as they become available. Mr. Haverstick asked for clarification regarding the anticipated completion date for the station. Mr. Berger stated that the anticipated completion date is December 2019. Mr. Lutz asked whether any updates can be provided regarding the Veterans Memorial Bridge project. Mr. Berger was unable to provide any immediate updates, but said that he will look into the matter.
  - b. **Transit** – Mr. Glisson reported that the bidding process for the Queen Street Station resurfacing is underway. Bids will be due by the beginning of May, and the SCTA hopes to accept a bid at its May 17<sup>th</sup> meeting. Work would begin in June. The Queen Street Station will be closed during construction this summer. The alternative service plan was accepted by the City of Lancaster Public Works department and the Lancaster Parking Authority. He noted that the proposed pick-up and drop-off locations during construction will include Lancaster Square, the Lancaster County Administration building, and East Chestnut Street. Information regarding the change of locations during this time will be communicated to RRTA customers, and staff will also be on-site during the early phases of construction to help direct customers to proper locations. Mr. Snively asked for clarification regarding how long the project will take. Mr. Glisson stated that the work is estimated to take ninety days.
  - c. **Federal Highway Administration** – There was no representative present. However, Mr. Bini noted that FHWA resources regarding the Diverging Diamond Interchange (DDI) will be presented at the May 8<sup>th</sup> TTAC meeting.
  - d. **Bike/Pedestrian Advisory Committee** – Mr. Bini reported that BPAC met on Thursday, March 23<sup>rd</sup>. At this meeting, the committee discussed its current and

future composition. The committee also discussed how PennDOT Connects will impact the handling of bicycle and pedestrian projects. Additionally, Mr. Bini noted that the BPAC members expressed interest in attending the upcoming PennDOT Connects training for transportation committees.

- e. **Transportation Authority** – No representative present.
  - f. **Commuter Services of PA** – No representative present.
3. **Minutes of February 27, 2017 Meeting (Action)** – There were no comments or suggested changes regarding the draft minutes.

**Mr. Lutz made a motion to approve the February 27, 2017 meeting minutes as presented. Mr. Haverstick seconded this motion. The committee voted by unanimous consent in favor of this motion, thereby approving the minutes.**

4. **TIP Modifications (Action)** – Ms. Raves provided an overview of the seventeen highway TIP modifications, which require no action. She then provided a summary of the five transit TIP amendments that will require approval of the committee in order to be added to the TIP.

**Mr. Berger made a motion to approve the transit TIP amendments. Ms. Ryan seconded this motion. The committee voted in favor of the motion by unanimous consent, thereby approving the transit TIP modifications.**

5. **PennDOT Connects Presentation** – Mr. Ritzman gave a presentation to the committee and those in attendance on the PennDOT Connects program. He provided an overview of the program and a summary of its purpose. The program will strive to incorporate public input and facilitate more public engagement, as well as encourage early collaboration between PennDOT and municipalities. Increased and earlier engagement between PennDOT and municipalities will make it easier to access and acquire additional resources when needed. Every project on the TIP will have to go through the PennDOT Connects process. The program will strive to utilize comprehensive plans and community visions in its planning, ensure that bicycle/pedestrian and stormwater issues are considered, and facilitate understanding between engineers and planners. Given the relatively broad scope, PennDOT Connects may allow for demands to be included in construction contracts. Training and outreach will take place between the spring of 2017 and the spring of 2018, with the purpose of this outreach being to introduce the program. The defined roles in the PennDOT Connects process will be explained to municipalities through these outreach meetings, training sessions, and various informational materials. Mr. Lutz noted that the PennDOT Connects program was very successful with the recent PA-441 interchange project in Columbia. The borough found it to be particularly useful in navigating the logistics of federal funding. Ms. Crystle asked PennDOT will ensure that the program is more effective than bicycle and pedestrian checklists. Mr. Ritzman said that there will be more accountability with the program than with the checklists. Mr. Berger added that it will put PennDOT more in touch with the local community and avoid the use of a “broad brush” in project management. Ms. Crystle then asked whether there will be increased use of bike lane signage. Mr. Berger stated that bike lane signs are

still in use, but their effectiveness is brought into question. Mr. Bini noted that use of these signs would more than likely be addressed during the engagement involved with PennDOT Connects. Mr. Haverstick inquired as to what criteria is used to discern between the different bicycle signage options. Mr. Berger said that there is subjectivity with this choice, and the criteria for selecting one over the other is not clearly defined. It generally will come down to the project's specific details, given that the signs are somewhat interchangeable. Mr. Lutz said that it is likely determined, in part, by the width of the road and traffic volume. Ms. Crystle noted that signage language can be more or less specific as to how the road should be share by vehicles and bicyclists, and Mr. Haverstick stated that ultimately any signage is better than no signage. Mr. Cowhey went on to say that PennDOT Connects ultimately puts a spotlight on engagement in the construction process, though it is not necessarily new in concept because PennDOT has been engaging with municipalities a great deal more in recent years. Mr. Ritzman commended the county for embracing smart transportation. Commissioner Stuckey noted that he has been working with Mr. Ritzman on a new Amtrak station parking lot in Manheim Township, and he thanked Mr. Ritzman for the presentation.

- 6. TIP Project Evaluation Process** – Ms. Parcels provided the committee with an update on the development of the TIP project evaluation algorithm. The eight criteria were selected and weighted by the TIPUS. Of these criteria, Safety and Security received the greatest weighting. Staff hoped to develop the model internally in conjunction with the GIS department, but due to changes in that office it was decided to work with Michael Baker in order to develop the model. The GIS layers were sent to them, and progress is being made. Staff is working with the modelers at Michael Baker to properly assign points according to the criteria. The criteria for SGT applicant projects are separate from those being used in this model. Referring to Item 6A, Mr. Haverstick asked for clarification as to the definition of an “Access Management Ordinance”. Ms. Parcels stated that it is a statutory limitation on the number and placement of driveways along busy corridors. This is a way to reduce conflicts of traffic. She did not cite any specific examples, but noted that it is likely something taken into consideration during the project design phase. Mr. Ritzman said that he believes at least one municipality in the county has adopted an access management ordinance, but noted that they are difficult to implement because of the necessary involvement of property owners. Mr. Graybill asked whether municipal maps and comprehensive plans can be outdated yet still earn bonus points in the evaluation. Ms. Parcels stated that in order to receive points, these documents cannot be more than ten years old. Ms. Ryan asked for confirmation that the issues she brought up at the April 10<sup>th</sup> TTAC meeting will be considered going forward in the development of the model. Mr. Bini confirmed that crash statistic areas and inter-municipal cooperation will be addressed in model revisions.
- 7. SGT/TAP Updates** – Ms. Parcels provided an overview of the progress reports for the SGT projects funded between FY 2013 and FY 2018. The projects funded during FY 2013-2014 are all near completion. Alta Planning has been used as the consultant for multiple projects in order to increase continuity. The East Lampeter project is making progress. If it receives multimodal funding from PennDOT, the Millersville project will add a traffic consultant. Commissioner Stuckey asked for clarification as to how far the

Millersville project will stretch. Ms. Parcels stated that it will go up to the shopping complex. Staff is in the process of drafting the letter to Strasburg Township to request retraction of funds, with the intention of doing a safety audit instead. The projects for FY 2017-2018 are entering the preliminary engineering stages. Mr. Graybill informed the committee that Charlotte Katzenmoyer will be accepting an environmental excellence award for her work on the Mulberry Street two-way conversion project.

## **8. Bicycle and Pedestrian Planning**

- a. Active Transportation Plan Update** – Mr. Bini reported that the ATP Kick-Off meeting occurred in March, with over one hundred members of the public attending. This meeting allowed the county and the consultants to receive input which will be used for the development of the plan. The consultants will be visiting during the week of April 24<sup>th</sup>, when they will be holding open house meetings for the public. Ms. Ryan asked what meetings were occurring tonight (April 24<sup>th</sup>). Mr. Graybill said that the ATP Visioning Committee will meet at 4 p.m. at City Hall, and the ATP Technical Committee will meet at 6 p.m. Ms. Crystle asked whether the goals will be posted on the ATP website. Mr. Bini said that staff will look into this.
- b. BPAC Mission/Procedures Statement (Action)** – Mr. Bini stated that under PennDOT Connects, BPAC will become a more important committee. The year “2003” was struck from the first sentence of the Mission and Procedures Statement because the date of establishment is in question. Mr. Bini noted that at the April 10<sup>th</sup> TTAC meeting, the committee voted to recommend that the statement be adopted by the MPO. The immediate goal is to fill the two existing vacancies, and recommendations for these vacancies will be presented at the next meeting. Mr. Bini added that he hopes that the ATP consultants can provide guidance on future BPAC composition and how to incorporate wider representation. Mr. Graybill inquired as to how long the current committee terms last. Mr. Bini said that the existing terms will end after this year. There is evidence that the committee has not been as effective as it could have been if the two vacancies had been filled already, and it would be ideal to allow the committee to operate with full capacity as it enters into a time of transition. Commissioner Stuckey agreed that filling the two existing vacancies is a step in the right direction for the committee. Mr. Bini added that the solicitation of prospective members was successful, and many individuals expressed interest in joining the committee. Mr. Lutz noted that the LCPC staff member assigned to overseeing BPAC has been on medical leave, so there will be more traction on these issues once this staff member returns.

**Mr. Haverstick made a motion to approve the BPAC Mission and Procedures Statement. Mr. Snively seconded this motion. The motion passed unanimously, thereby adopting the document as a supplement to the MPO Bylaws.**

- 9. PA 283/230 Study** – Mr. Bini reported that the application for funding of the study was submitted last year. The application was approved, the UPWP has been updated, and the

funds for the study will be available on July 1, 2017. Staff is currently defining the scope of work for the study. The study will be aimed at identifying land use and transportation issues along the corridor, aiding the implementation of places2040, and hopefully act as a model for other corridor studies in the county. This will be a cooperative effort with the eight municipalities along the corridor, the Economic Development Company of Lancaster, and the Farmland Trust. The study is slated to begin in July, and draft report for the study should be completed after approximately five months.

**10. Other Business & Public Participation** – Mr. Cowhey informed the committee that a 3.6 acre lot on Keller Ave may be used as additional parking for the Amtrak station in Lancaster. The lot is located in Manheim Township. Access to the lot would require an agreement with Amtrak, and the concourses would likely need to be extended over the tracks. PennDOT has not yet entered into negotiations with the Commonwealth for this lot yet. No funding has been identified, nor has preliminary design began. Updates on this potential acquisition will be provided at the May 8<sup>th</sup> TTAC meeting.

**11. Next Meeting: June 26, 2017 @ 12:00 p.m.**

**12. Adjournment** – Commissioner Stuckey adjourned the meeting at 1:40 p.m.