

**LANCASTER COUNTY  
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)  
MINUTES**

**DATE:** August 14, 2017  
**TIME:** 12:00 p.m.  
**PLACE:** 150 North Queen Street, 1<sup>st</sup> Floor LCPC Meeting Rooms, Lancaster, PA 17603

**MEMBERS PRESENT:**

Leo Lutz ( <b>Chair</b> )	Lancaster County Planning Commission
Jeff Glisson ( <b>Alternate</b> )	South Central Transit Authority
Greg Paulson ( <b>Alternate</b> )	Legislative Delegation
Alice Yoder	Lancaster County Planning Commission
Roni Ryan	Lancaster County Planning Commission
Lisa Riggs	Business and Finance Community
Heather Valudes	Chamber of Commerce
Bill Swiernik	Bike/Ped. Advisory Committee
Cindy McCormick	City of Lancaster
Justin Evans	Outer Municipalities
Beth Raves	PennDOT Central Office
Nathan Walker ( <b>Alternate</b> )	PennDOT District 8-0
Kate Gonick	Environmental Community
Ryan Eckert	Motorized Vehicle Interests
Austin Beiler	Lancaster Airport Authority

**GUESTS:**

Commissioner Craig Lehman	Board of County Commissioners
Toby Fauver	PennDOT Dept. of Multimodal Transportation
Adam Grimes	PennDOT Central Office
Matt Boyer	Commuter Services of PA
Neil Ward	Commuter Rail of Lancaster County
David Aichele	Lancaster City Alliance
Quentin Rissler	Larson Design Group
Michael Young	Larson Design Group
Larry Cohen	Lancaster Parking Authority
Charlotte Katzenmoyer	City of Lancaster Public Works
Karl Graybill	City of Lancaster Public Works
Lisa Douglas	Manheim Township
Shannon Sinopoli	Manheim Township
Phil Mellot	Manheim Township

**STAFF:**

James Cowhey	Executive Director
Robert Bini	Director for Transportation
Scott Standish	Director for Countywide Planning
Lauri Ahlskog	Senior Transportation Planner

Harriet Parcels  
Marvin Maurer  
Mike Domin  
Lindsay Graham  
Joey Alexander  
Benjamin Dinkel  
Kyle Salage

Senior Transportation Planner  
Transportation Planning Technician  
Principal Countywide Planner  
Countywide Planner  
Traffic Count Intern  
Traffic Count Intern  
Administrative Secretary

1. **Call to Order** – Chairperson Lutz called the meeting to order at 12:05 p.m.
2. **Access the Keystone: Lancaster County Activities** – Mr. Toby Fauver, the PennDOT Deputy Secretary for Multimodal Transportation, provided a status report on train stations along the Keystone Corridor and general updates pertaining to the line. Mr. Fauver reported that annual ridership along the corridor has rose to approximately 1.5 million, an equivalent to that of the Northeast Corridor, and this figure continues to grow despite various fare increases. In addition, on-time percentage continues to be at or above ninety (90) percent. Due to changes in Amtrak’s system, electronic passes are now able to provide accurate ridership statistics. Mr. Fauver outlined the corridor’s stakeholders, PennDOT’s goals for the corridor, and the funding sources for station construction and improvements. He also noted that since the Plan the Keystone initiative began in 2009, money has largely been invested in improving and repairing existing stations, as well as constructing new ones. The Elizabethtown station was completed early on in the program. However, consideration is still being given to additional parking and future expansion. The Middletown station is currently undergoing negotiations for a private-public partnership between PennDOT and a developer. Subsequent phases will involve the construction of structured parking and the incorporation of both commercial and residential development on the station site. Work will be completed in either 2020 or 2021. Mr. Fauver noted that the primary obstacle at this point in time is the necessary relocation of existing freight rail track. The Mount Joy station is still under construction, with Phase I completed and Phase II currently in progress. This ongoing phase should be complete by January 2020. The total estimated project cost is \$27.5 million, a higher figure than initially forecasted due to the unanticipated geotechnical work on site. The construction process has been delayed due to the fact that the site allows for a limited window of time each day during which work can be completed. Mr. Fauver also noted that repavement and curb installation on Henry Street will coincide with construction at the station. The Lancaster City station is scheduled to undergo Phase III improvements. This will entail the addition of new parking and coordination with the LCPC to design development opportunities in the area around the station. The newly-acquired lot on Keller Avenue will provide parking that connects to the station concourse. The Parkesburg station is currently undergoing ADA accessibility improvements, in order to address the fact that the only way to get from one side of the station to the other is to cross the tracks. Further planning has been put on hold until these improvements are made. The Coatesville station is nearing completion of the design portion, and the property was acquired through a grant. The process has been delayed because of the fact that Amtrak has yet to give approval and/or support for construction. A 3-D model of the station is being created so that the design can be more clearly visualized and understood by both the borough and the general public. The Downingtown station is in the property acquisition stage, with the planning and design already completed. This acquisition was complicated due to the many layers of ownership and back taxes. Feedback and information from the Access the Keystone initiative is being used to strategize for how to improve car and pedestrian access to the stations. This strategy will be in part also based on the county and municipal long range plans. The question was raised by a member of the audience as to whether there has been any municipal engagement throughout the process of initiating Phase III improvements at the Lancaster City station. Mr. Fauver stated that there has not been any up to this point, but engagement and outreach with the municipalities will occur in the near future. This did not occur during the lot acquisition process because PennDOT wanted all relevant parties to be ready before facilitating

discussions. Ms. Riggs asked for clarification regarding the parking capacity for the new Keller Avenue lot will be, if there will be interim capacity added at Fulton Avenue, and whether additional improvements to the station building will be incorporated in some way into Phase III. Mr. Fauver stated that parking capacity for the Keller Avenue lot is unclear, because it will depend on how high or low the structure is built. The approximate target, at the time of acquisition, is approximately five hundred (500). Mr. Fauver also stated that in order to make structural improvements during Phase III, PennDOT would need to have ownership of the station. However, PennDOT still plans to solicit ideas for design improvements and present them for consideration during the design phase. Chairperson Lutz requested a status update on the Jacob Street Bridge removal in Mount Joy. Mr. Fauver stated that because the bridge is owned by the municipality, and its removal is a local project, he cannot provide a status report.

### **3. Updates and Announcements:**

#### **a. Major Projects**

- **State Road Interchange** – Mr. Walker reported that an agreement on indemnification terms was reached by Amtrak and East Hempfield Township. These terms will now have to be incorporated into the construction contract. The right of way plans are still being finalized, and will have to be sent to Amtrak for review. The target let for the project is still early 2018.

- b. Transit** – Mr. Glisson reported that the SCTA board authorized the consultant for the Transit Development Plan update, which will look into short-term and long-term service improvements. This will include the exploration of connection potential between the Lancaster and Reading areas. The kick-off meeting for the update took place during the week of August 14th, and outreach will begin in the fall. It is anticipated that the study will be completed by Spring 2018.

- c. Federal Highway Administration** – No representative present.

- d. Bike/Pedestrian Advisory Committee** – Mr. Swiernik reported that Brenda Buescher and George Tobler were officially appointed as new members to BPAC, which will hold its next meeting on August 24<sup>th</sup>. The committee hopes to review PennDOT's list of proposed resurfacing projects once it becomes available. The committee also hopes to review and provide comments on the draft of the ATP, which LCPC staff is currently reviewing. Chairperson Lutz inquired as to whether BPAC could be involved in providing outreach regarding etiquette for trail use, given the rise in popularity of trails throughout the county. Mr. Swiernik stated that the committee could play some sort of role in this initiative, though it is not clear to what extent this would be. He noted that other parties, both private and public, could be brought into the fold. Ms. Gonick stated that given the trail's location along the river, a grant could be received from the Lancaster County Conservancy to help fund this kind of educational initiative.

- e. Transportation Authority** – No representative present. However, Mr. Bini noted that the LCTA continues to pay bills and monitory activity. PennDOT is in the process of developing an open-end agreement to deliver to the municipalities.

- f. Commuter Services of PA** – Mr. Boyer reported that Commuter Services of PA held its Dump the Pump initiative in June, and the winner of the promotion is a

Lancaster resident. He thanked Mr. Glisson and the SCTA for assisting with the Economic Development Company meeting regarding carpooling. In addition, since Commuter Services receives CMAQ funding, Mr. Boyer stated that it is procedure to provide results statistics to the committee. One of such statistics is that Lancaster County has approximately 4800 riders in the RideShare Database, which ranks it among the top three statewide. Lancaster County database riders travelled over 20 million miles during the 2016 fiscal year, which equates to savings of approximately \$5 million based on mileage reimbursement rates. Mr. Boyer added that this equates to a return on investment of approximately 15:1, given the amount of TIP funds allotted to Commuter Services of PA.

4. **Minutes of July 10, 2017 Meeting (Action)** – The committee had no suggested additions or corrections to the minutes.

**Ms. Yoder made a motion to approve the minutes as presented, and this was seconded by Ms. Riggs. The motion passed unanimously, thereby approving the minutes.**

5. **2019—2022 Transportation Improvement Program Schedule** – Mr. Bini informed the committee that this item was included on the agenda in order to provide out outline of the TIP process, which is now officially underway. He noted that the dates listed are the minimum timeline requirements. Staff-level meetings with PennDOT have already taken place, and a draft TIP should be ready by the end of October. The most difficult target is the completion of PennDOT Connects meetings by the end of 2017, given the number of projects for which these meetings will need to take place. The hope is that there will be an agreement on the TIP prior to February 2018, so that there will be ample time for outreach and discussion before it is sent to the FHWA for approval by September 2018. The committee expressed concern that one and a half months will not be enough time for outreach. Ms. Gonick asked whether outreach to the municipalities will come in the form of written notice, to which Bini responded that the intention is to hold actual meetings, not simply solicit comments and feedback. Chairperson Lutz added that some projects will be more in depth than others, and the municipalities will have background information on many of them. As such, municipalities may go into the meetings knowing what they want in each project. Mr. Bini stated that PennDOT hopes this will be the case, and added that resurfacing projects will still present opportunities for bike and pedestrian elements. Ms. Ryan added that it would be useful to explain the scope of the PennDOT Connects discussions to municipalities. Mr. Bini stated that PennDOT wants to address this need by training municipal project managers. Ms. Riggs asked whether the municipalities are aware that the PennDOT Connects meetings will be taking place. Mr. Bini stated that information regarding the program was distributed, but there has not been any direct engagement with municipalities regarding PennDOT Connects. Ms. Yoder asked for clarification as to whether LCPC will always be aware of when PennDOT Connects meetings are taking place. Mr. Bini confirmed this, and he added that staff will help PennDOT with contacting municipalities to schedule the meetings. Ms. Yoder then asked whether municipalities will be made aware of expectations prior to PennDOT Connects meetings. Mr. Walker stated that District 8-0 staff is working on informational pieces that convey such expectations, and PennDOT Central Office is formulating a letter to be sent out. Ms. Yoder asked whether

BPAC will be involved with PennDOT Connects meetings on resurfacing projects, and Mr. Bini stated that their involvement is possible. Ms. Gonick asked whether community planners are involved in the PennDOT Connects process at all. Mr. Bini stated that they will primarily assist with establishing municipal contacts.

**6. Information Items**

- a. 283/230 Corridor Study Update** – Mr. Bini reported that there will be work sessions with the County Commissioners on August 22<sup>nd</sup> and August 23<sup>rd</sup> to discuss the study.
  - b. Smart Growth Transportation (SGT) Program Update** – No comments were made beyond those outlined in the item memo.
  - c. TIPUS Meeting Scheduled** – Mr. Bini reported that the TIPUS will meet on Monday, August 21<sup>st</sup>.
- 7. Other Business and Public Participation** – Chairperson Lutz thanked PennDOT District 8-0 for loaning Columbia a digital sign board for the previous two weeks. These particular weekends were busy for the borough, and the sign board alerted everyone of congestion in the area.
- 8. Next Meeting: September 11, 12:00 p.m.**
- 9. Adjournment** – Ms. Valudes made a motion to adjourn, and this was seconded by Ms. Raves.

Chairperson Lutz adjourned the meeting at 1:16 p.m.