



US 15 CORRIDOR STUDY

June 2024



US Route 15 Corridor Improvements Study



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June 2024



Acknowledgements

The Williamsport Area Transportation Study (WATS) and SEDA-COG MPOs assembled a Steering Committee to guide the direction of the US 15 Corridor Improvements Study. The MPOs appreciate the Steering Committee members for providing direction and insights throughout the development of the study report.

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The preparation of this report was financed in part through the United States Department of Transportation’s Federal Highway Administration, the Pennsylvania Department of Transportation, and Lycoming County. The contents do not necessarily reflect the official views or policies of the funding agencies. This report does not constitute a standard, specification, or regulation.



Table of Contents

- Acknowledgements i
 - Steering Committee i
 - Consultant Team 1
- Executive Summary 1
 - Study Purpose and Objectives 1
 - Findings 2
 - Recommendations 2
 - Next Steps 4
- Study Purpose & Location 5
 - Background 5
 - Location & Limits 5
 - Study Objectives & Elements 6
- Study Process 7
 - Study Schedule 7
 - Project Steering Committee 7
 - Traffic Data Collection 7
 - Land Use-Based Infrastructure Sensitivity Analysis 8
 - Stakeholder Outreach 9
- Existing Conditions Profile 9
 - Transportation 9
 - Land Use & Zoning 15
 - Public and Stakeholder Input Themes 24
- US 15 Corridor Issues 27
 - Speed and Congestion Management 27
 - Highway Safety 27
 - Intersection Improvements 27
 - Missing Multimodal Features for Current and Future Land Uses 30
- US 15 Corridor Recommendations 34
 - Speed Management 35
 - Highway Safety 36
 - Intersection Improvements 36



Complete Streets Implementation	38
Addressing Future Corridor Issues.....	39
Prioritization and Implementation.....	41
Appendix A – Existing Conditions at Study Intersections	43
Acronym Glossary.....	43
Appendix B – Public Meeting Documentation	52
Overview	53
Open House: Feedback Summary	53
Formal Presentation: Feedback Summary.....	54
Next Steps	56
Overview	57
Public Officials Briefing Feedback Summary	57
Public Meeting #2 Feedback Summary.....	59
Next Steps.....	61

The US 15 study area is centered on the US 15 roadway, from its interchange with Interstate 80 in White Deer Township, Union County, to its intersection with PA 54 in Clinton Township, Lycoming County. The study area is illustrated in *Figure 1*.

Findings

The study identified several findings and concerns.

Speed and Congestion Management - As a Principal Arterial serving longer-distance trips with higher speeds through small rural communities such as Allenwood, speed along US 15 is a concern. The character of US 15 changes throughout the study corridor, from a four-lane controlled access facility to a two-lane undivided highway, with discontinuous passing lanes featured throughout. There is a perceived lack of police enforcement, as no municipalities in the study area (except Brady Township, which contracts with Muncy Borough) have their own police force and must rely on the Pennsylvania State Police for enforcement. Congestion has also been identified as a concern to be addressed, particularly at the corridor's two signalized intersections, at PA 54, and PA 44 in Allenwood.

Highway Safety - With daily vehicle traffic exceeding 10,000 vehicles and numerous side street/driveways along the corridor, along with high travel speeds, US 15 experiences perceived safety concerns, with a particular emphasis on the area around Pinchtown Road and Cemetery Hill Road. Field observations and public/stakeholder comments indicated that there are perceived ingress/egress safety concerns along US 15 between Pinchtown Road and Cemetery Hill Road due to grade and high vehicle speeds.

Intersection Concerns - US 15 intersects with several state- and locally-owned roadways throughout its 10-mile study corridor length. Key among these include the state roadways of PA 44 and PA 54, as well as locally-owned roadways such as Alexander Drive. Safety and operational concerns exist at these locations.

Increasing Development Activity - Land development activity, particularly industrial warehouse development, has increased significantly in the US 15 Corridor study area in recent years. Over 4.3 MSF of industrial space has been constructed, is under construction, or planned since 2020. Mitigating impacts from increasing truck traffic is required to maintain the area's rural character. Ongoing developments related to Great Stream Commons and development at Alexander Drive are community concerns yet would be addressed as part of efforts outside of this corridor study.

Missing Multimodal Accommodation - The US 15 Corridor lacks various multimodal features in support of existing and future residential development, commercial and industrial development, and community connections to recreational trails and riverfront access.

Recommendations

Recommendations were organized around the issues identified and grouped by the following focus areas: Speed Management, Intersection Improvements, and Corridor Revitalization. Recommendations were developed considering timing, potential funding, and high-level project costs and are summarized in *Table 1*.

Table 1: Study Recommendations

Issue	Priority	Recommendation	Project Lead	Funding Sources	Implementation Timeline	Cost
Addressing Future Issues	1	Establish a permanent task force to address CSVT issues over time.	SEDA-COG, WATS MPO	N/A	Short-Term	N/A
Speed Management along US 15 Corridor	2	Coordinate with Pennsylvania State Police to conduct targeted speed enforcement entering US 15 corridor and Allenwood from the south.	Gregg Township	N/A	Short-Term	~\$20,000
Highway Safety Improvements	3a	Modify the existing median area at the US 15 & Cemetery Hill Road (T-409) intersection into a southbound left-turn lane.	PennDOT	ARLE; HSIP; NHPP; STP	Short-Term	~\$25,000
	3b	Conduct a turn restriction study at the intersection of US 15 & Pinchtown Road (T-102).	Clinton Township/ PennDOT	General Fund	Short-Term	~\$10,000
Intersection Improvements	4a	US 15 & PA 44 Operational/Safety Improvements.	Gregg Township	ARLE; GLG; HSIP; NHPP; STP	Short-Term	~\$400,000
	4b	US 15 & PA 54 Operational/Safety Improvements.	Clinton Township	ARLE; GLG; HSIP; NHPP; STP	Short-Term	~\$30,000
	5	US 15 & Alexander Drive	WATS MPO	Private	Short-Term	N/A
Complete Streets Implementation	6a	Adopt Complete Streets policies.	SEDA-COG, WATS MPO, Gregg Twp, Brady Twp, Clinton Twp	N/A	Mid-Term	N/A
	6b	Adopt official maps.		N/A		N/A
	6c	Facilitate connections for recreational access.		N/A		N/A
	6d	Construct Complete Streets Projects		N/A		N/A

KEY:

- **Timing:** Short-Term = 0-2 years; Mid-Term = 2-5 years
- **Funding Source:** ARLE (Automated Red-Light Enforcement); HSIP (Highway Safety Improvement Program); NHPP (National Highway Performance Program); STP (Surface Transportation Program)



Next Steps

WATS MPO and SEDA-COG MPO will continue to collaborate with municipal partners at Clinton Township, Brady Township, Gregg Township, White Deer Township, and PennDOT to implement the study report recommendations through the creation of a Task Force that will monitor the implementation of the report's action items. Other activity could be carried out through the MPOs' respective Long-Range Transportation Plans and Transportation Improvement Program (TIP).

The US 15 Corridor Improvements Study is one of a number of multimodal planning studies being advanced statewide through PennDOT Connects funding. Like all of the Connects efforts, it supports the principles of PennDOT Connects: coordination, collaboration and early consideration of multimodal contextual issues. The study recommendations will inform design and construction efforts on future projects.

Study Purpose & Location

Background

The opening of the Northern Section of the Central Susquehanna Valley Transportation (CSVT) Project in July 2022 introduced changes in travel patterns to central Pennsylvania roadways. It redistributed travel patterns, as evidenced by traffic volume data collected by PennDOT which demonstrated changes in traffic volumes on many area roadways, especially US Route 15 (US 15).

The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) has proactively planned for travel pattern changes and associated land use development through the administration of a Special Impact Study of CSVT, which led to the creation of a **CSVT Implementation Task Force**.

CSVT SPECIAL IMPACT STUDY RECOMMENDATION

US 15 Corridor Traffic Calming and Corridor Re-envisioning: The SEDA-COG MPO and Lycoming County Planning Commission can work to engage municipalities in identifying a corridor vision. Improvements may focus on reduction of travel speeds, traffic calming measures, bike and pedestrian facilities and streetscape to improve the corridor value to the community.

One of the Task Force’s top recommendations from the **CSVT Special Impact Study** was to examine a nearly 10-mile segment of the US 15 Corridor that traverses portions of both the WATS and SEDA-Council of Governments (SEDA-COG) MPO regions. The US 15 Corridor Study was an outgrowth of the CSVT Special Impact Study.

The recommendation noted that the reduction of traffic volume provides opportunities to implement strategies supporting other modes of travel using a “complete streets” vision.

Location & Limits

US 15 is a 792-mile north-south route that runs from South Carolina north to New York State. In 1927 the federal government extended the route into Pennsylvania from the Adams County border north to Harrisburg. The route designation in Pennsylvania was extended again in 1936 from Harrisburg to the border of New York State.

Within the 10-mile study corridor, US 15 is classified as a Principal Arterial connecting the Central Susquehanna Valley with the City of Williamsport. While the opening of the Northern Section of the CSVT has alleviated some through traffic from Selinsgrove in the south to Williamsport in the north, local traffic from residents and expanding warehousing and distribution facility development will continue to impact system performance along US 15.

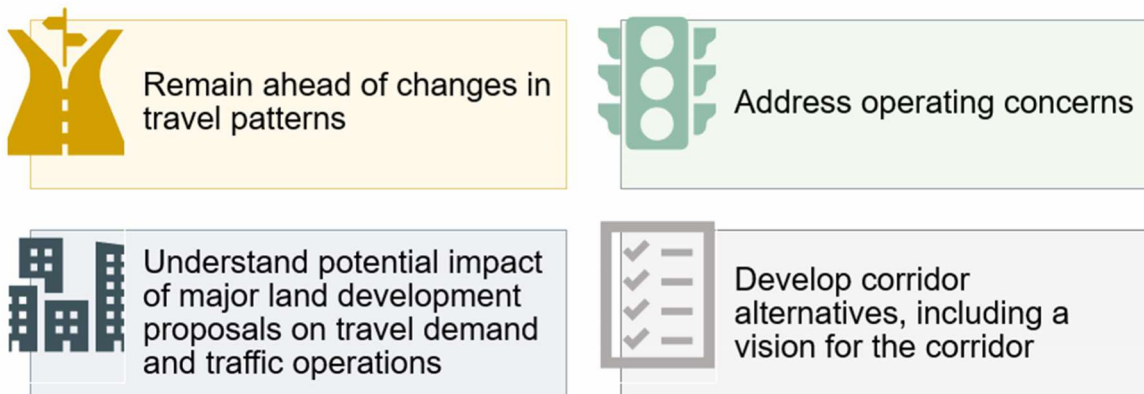
The study area comprises approximately 9,214 acres within portions of four municipalities and two counties. The study area’s northern limit is the intersection of US 15 and PA 54 in Clinton Township, Lycoming County, and the southern limit is the US 15 interchange with Interstate 80 (Exit 210) in White Deer Township, Union County. The study area includes a 1-mile buffer centered on US 15. PA 54 serves as a connection to Montgomery, the main business center just

east of the US 15 study planning area, and I-180 in Northumberland County. PA 44 crosses US 15 in Allenwood and is a key east-west connector through the study corridor.

Study Objectives & Elements

The scope of work was prepared jointly by WATS MPO and SEDA-COG MPO and outlined specific study objectives (*Figure 2*).

Figure 2: Study Objectives



Objectives were met through assessing the use of several corridor planning elements (*Figure 3*). These elements are addressed via the study recommendations.

Figure 3: Study Elements

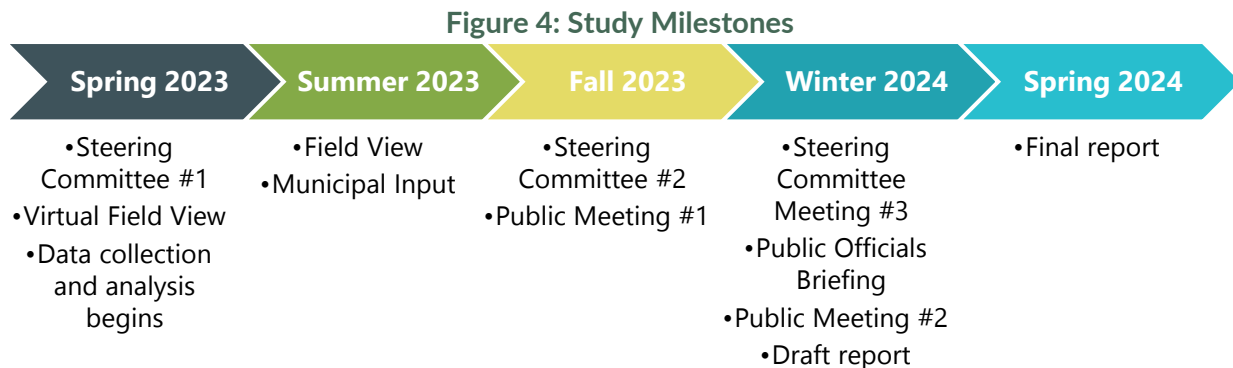


Study Process

The study was completed over 12 months and development was guided by a Project Steering Committee along with the consultant team as summarized below.

Study Schedule

The study process followed a 12-month schedule, with major milestones shown in *Figure 4*.



Project Steering Committee

At the project’s outset, a Project Steering Committee was formed and convened to provide local guidance and feedback throughout the planning process at key milestones. The committee was comprised of representatives from WATS MPO, SEDA-COG MPO, Lycoming County Planning, Union County Planning, PennDOT, and the Office of State Senator Gene Yaw. The Steering Committee met three times as noted in *Figure 4*. A list of Steering Committee members is included in the Acknowledgements section.

In addition a corridor field view was conducted in June 2023 with the committee to identify major study concerns and anticipated land use changes that will figure into the future land use and transportation assessment and impact the travel demand or traffic operations within the corridor.

Traffic Data Collection

The MPOs consulted the following data sets to develop a profile of the corridor’s existing conditions (see *Existing Conditions Profile*):

Traffic Volumes

- Turning movement counts, including passenger vehicle, bicycle, and pedestrian movements, were conducted at eight key intersections along the US 15 corridor during the A.M. and P.M. peak hours. Data was collected over a 24-hour period coinciding with a typical weekday (Tuesday-Thursday), as this represents standard roadway conditions along the corridor. Turning movement counts were obtained at the following eight key intersections:
 1. US 15 and PA 44
 2. US 15 & Russell Road (T-429)/Allenwood Correctional Driveway
 3. US 15 & Fritz Station Road (T-818)
 4. US 15 & Alexander Drive

- 5. US 15 & Pinchtown Road (T-102)
- 6. US 15 & Allenwood Camp Lane/McNett Road (T-110)
- 7. US 15 & PA 54/Elmsport Road (SR 2001)
- 8. US 15 & Cemetery Hill Road (T-409)
- PennDOT’s post-CSVT traffic count study data (from Fall 2022)
- PennDOT’s Traffic Information Repository (TIRe) traffic data

System Performance and Operations

- Traffic Impact Studies (TIS) and trip generation data for committed land developments were reviewed to determine any anticipated improvements/changes to the road network. While the TIS were reviewed, the site development process is still on-going at the time of this study, with build-out capacity remaining and on-going. Sites consisted of the following developments:
 - 1. Great Stream Commons
 - 2. Timber Run Industrial Park
 - 3. Country View Feed Mill
 - 4. Rangdeep, Inc. – Proposed Hotel
- Signal permits for US 15’s signalized intersections with PA 44, Russell Road, and PA 54 via PennDOT’s Traffic Signal Asset Management System (TSAMS) were obtained to review existing conditions and technology.
- Reportable crash data for a five-year period was reviewed across the study area road network to identify any trends.
- Highway Safety Network Screening outputs were reviewed to assess areas with higher than anticipated safety crash experience.

Land Use Data

- Multi-municipal comprehensive plan and zoning information was obtained, notably to review existing and future land uses.

To supplement data collection, virtual and in person field views of the study area were conducted. A virtual field view held in May 2023 provided Steering Committee members with a high-level overview of the corridor and the eight intersections evaluated for the study. An in-person field view was held in June 2023. The previously identified eight intersections were assessed as part of the field view and analyzed.

Appendix A maps each of the eight intersections analyzed and details existing conditions collected during field views and site visits.

Land Use-Based Infrastructure Sensitivity Analysis

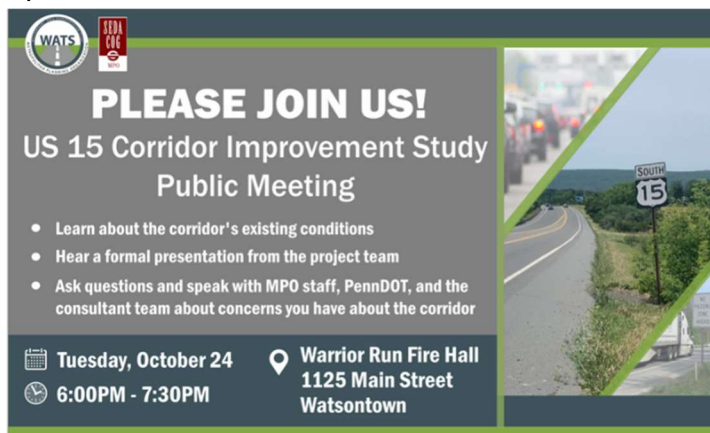
A land use-based infrastructure sensitivity analysis was conducted at US 15 & Alexander Drive (Lycoming County Landfill Access) to determine intersection infrastructure improvement thresholds for Lycoming County’s land use planning of adjacent developable parcels. Traffic data was used to establish existing intersection conditions. The Land Use-Based Infrastructure Sensitivity Analysis was conducted to provide Lycoming County with allowable build-out data to help inform corridor recommendations and future negotiations between Lycoming County and developers.

Stakeholder Outreach

During the study’s data collection phase, municipal officials were contacted to understand municipal land use priorities and identify under construction, planned, or potential development projects.

Two public meetings were held during the study process. Both were advertised and promoted through press releases and social media posts.

Public Meeting #1 was held in October 2023 and provided an overview of the study including elements the study would address, including existing land use conditions and zoning, and a traffic profile of the corridor and each of the study intersections. Time was allotted at the end of a formal presentation to gather public input.



Public Meeting #2 was held in May 2024 to present draft study recommendations for review and input. A Public Officials’ briefing was held prior to the second Public Meeting. The briefing provided municipal representatives with an overview of study recommendations and the opportunity to provide local government input prior to public review.

Public meeting summaries are included in *Appendix B*.

Existing Conditions Profile

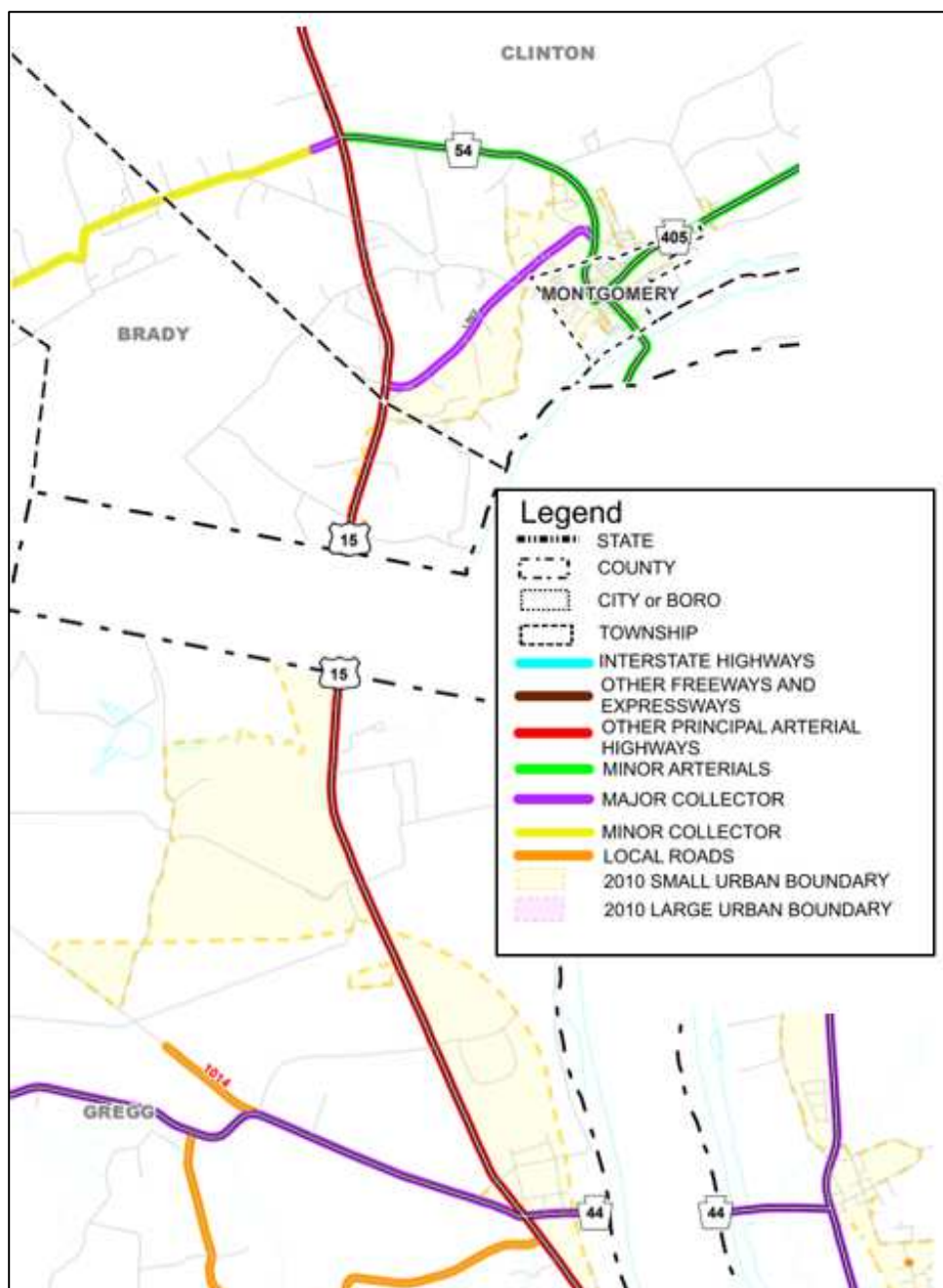
Transportation

The MPO collected the following data to identify existing traffic conditions and patterns within the study area and identified locations. In combination with the information received through stakeholder outreach and the background profile, additional traffic related conditions were gathered, and subsequent analyses were conducted, and findings determined.

Functional Classification

US 15 is functionally classified as a Principal Arterial Highway. Intersecting roadways are both state-owned and locally owned. PA 54 is classified as a Minor Arterial east of US 15 and a Major Collector west of US 15. Pinchtown Road is also a Major Collector, linking US 15 with Montgomery Borough, as is PA 44 through the Village of Allenwood. Key adjacent roadways are mapped in **Figure 5**.

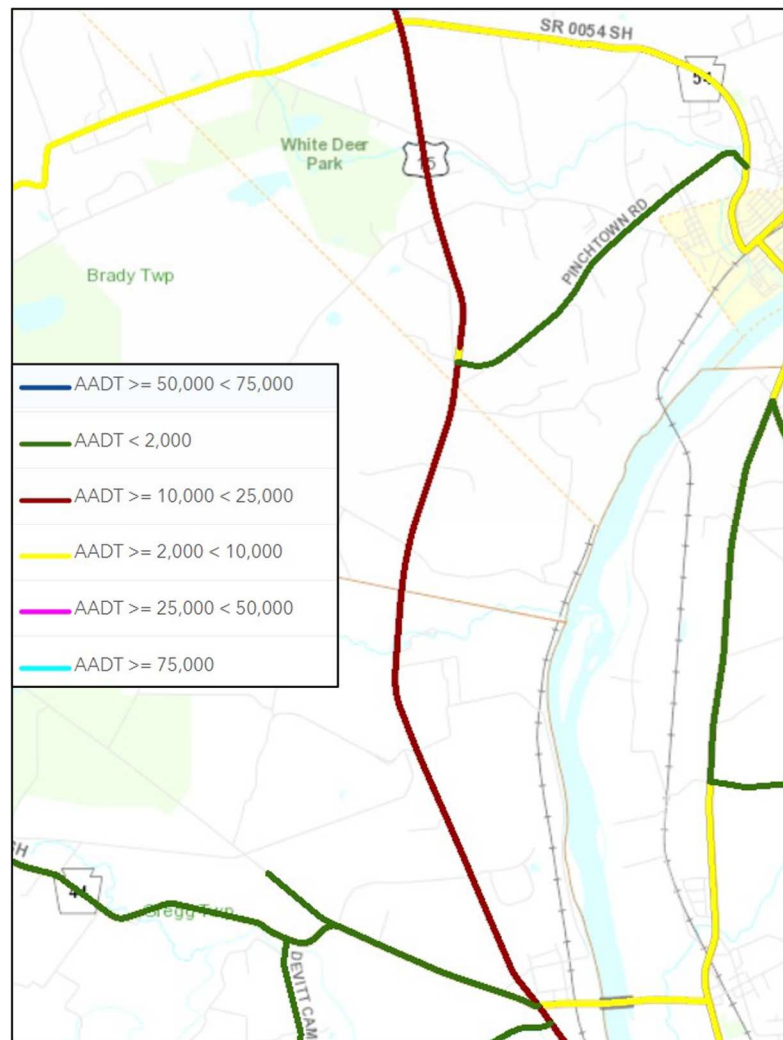
Figure 5: Roadway Functional Classification



Annual Average Daily Traffic

In the study area, US 15 serves as a major north-south commuting road. Between PA 44 & PA 54 the corridor experiences approximately 10,700 vehicles per day and increases heading toward Interstate 80, reaching approximately 16,200 vehicles per day. Of the major intersecting roadways, Pinchtown Road experiences approximately 750 vehicles per day, PA 54 approximately 4,600 vehicles per day, and PA 44 approximately 3,700 vehicles per day. A map of AADT volumes is provided in **Figure 6**.

Figure 6: Annual Average Daily Traffic



Alternative Transportation Modes

Pedestrian Facilities

Pedestrian accommodations are present in one intersection along the corridor within the study area, but otherwise are not present. PA 44 is the only intersection with pedestrian accommodations, with cross walks on three legs of the intersection; the south leg crossing US 15 does not have a crosswalk. There are also approximately 1,000 feet of sidewalk on both sides of US 15 north of PA 44, but nowhere else throughout the entire corridor.

At both the PA 54 and Russell Rd/Main Access Rd signalized intersections, there are “no pedestrian crossing” signs on all legs of the intersections.

At both the PA 54 and Russell Rd/Main Access Rd signalized intersections, there are “no pedestrian crossing” signs on all legs of the intersections.

Bicycle Facilities

No Pennsylvania Bicycle (BicyclePA) Routes are located within the US 15 corridor study area.

Transit Providers

There are currently no local, fixed-route transit services available in Union or Lycoming counties along the US 15 corridor. There are multiple on-demand, reservation-based transit options, such as rabbitransit and STEP, Inc., that provide services to Union County and Lycoming County and could potentially provide service to the study area.

Reportable Crash Data and PA Statewide Network Screening

PennDOT reportable crash data for a five-year period (2018-2022), obtained from PennDOT’s Crash Information Tool (PCIT), was reviewed across the study area road network to identify any trends. Only reportable crash data was reviewed as it reflects crashes with more severity.

Within the limits of the study area (US 15 between Interstate 80 and PA 54) the corridor experienced 103 reportable crashes from 2018-2022. Of these crashes, 45 occurred at the study area’s eight intersections and two fatal crashes were reported between White Deer Pike (SR 1010) & PA 44. The corridor crash rate was compared to the average Pennsylvania state highway crash rate, obtained from PennDOT’s 2022 *Pennsylvania Crash Facts & Statistics* booklet, to determine if the corridor crash rate was higher than average. The US 15 corridor crash rate was calculated at 1.32 crashes per million vehicle-miles of travel and the average state highway crash rate found to be 1.34 crashes per million vehicle-miles of travel, nearly equal.

Further review of crashes was conducted for the eight study intersections. **Table 2** and **Table 3** provide reportable crash data summaries by collision type and crash severity, respectively, at the key intersections within the study area.

Table 2: Reportable Crash Data (2018-2022) - Collision Type

Intersection	Collision Type							Total
	Angle	Non-Collision	Hit Fixed Object	Rear End	Head-On	Same Direction Sideswipe	Unknown	
US 15 & PA 44	6	1	0	5	0	0	0	12
US 15 & Russell Road/ Penitentiary Access	3	0	0	0	1	0	1	5
US 15 & Fritz Station Road	1	0	0	0	0	0	0	1
US 15 & Alexander Drive	1	0	0	0	0	0	0	1
US 15 & Pinchtown Road	2	0	1	1	0	0	0	4
US 15 & Allenwood Camp Lane/ McNett Road	2	0	1	1	0	1	0	5
US 15 & PA 54	9	0	1	5	1	0	0	16
US 15 & Cemetery Road	1	0	0	0	0	0	0	1
Total	25	1	3	12	2	1	1	45

Table 3: Reportable Crash Data (2018-2022) - Crash Severity

Intersection	Crash Severity				Total
	PDO	Suspected Minor	Suspected Serious	Unknown Severity	
US 15 & PA 44	6	3	2	1	12
US 15 & Russell Road/ Penitentiary Access	2	2	0	1	5
US 15 & Fritz Station Road	0	0	0	1	1
US 15 & Alexander Drive	1	0	0	0	1
US 15 & Pinchtown Road	2	1	1	0	4

Intersection	Crash Severity				Total
	PDO	Suspected Minor	Suspected Serious	Unknown Severity	
US 15 & Allenwood Camp Lane/McNett Road	2	2	0	1	5
US 15 & PA 54	13	2	1	0	16
US 15 & Cemetery Road	0	1	0	0	1
<i>Total</i>	26	11	4	4	45

From 2018-2022, these eight study intersections experienced a total of forty-five crashes, with twenty-eight crashes occurring at the intersections of US 15 & PA 44 and US 15 & PA 54. The collision types were primarily angle and rear end crashes, with twenty-five angle crashes recorded and twelve rear end crashes recorded.

Of the total 45 intersection crashes, 41 were low severity, with twenty-six of the crashes being property damage only (PDO) and the other fifteen being suspected minor or unknown severity crashes. Two suspected serious injury crashes were recorded at the intersection of US 15 & PA 44 including a motorcyclist who improperly negotiated a curve and an angle collision caused by a drunk driver. Both crashes occurred under dry and clear conditions, with the former occurring during the day and the latter at night. There was also a suspected serious injury crash that was recorded at the intersection of US 15 & Pinchtown Road in which a van driving too fast for conditions rear ended a large truck. This crash occurred under dry and clear conditions and dark illumination/no lighting. The fourth suspected serious injury crash was recorded at the intersection of US 15 & PA 54. A large truck traveling south along US 15 struck an automobile traveling west along PA 54. There were no contributing actions from either driver, and the crash occurred in daylight hours under dry and clear conditions. Driver actions contributing to the crashes varied. The most common driver action contributing to the crashes was either no contributing action or improper/careless turn.

All intersections and segments along the US 15 corridor study area were reviewed using the 2021 PennDOT highway safety network screening results, available in PCIT, to determine the excess predicted average crash frequencies at these locations.

For the roadways and intersections accounted for in the 2021 Highway Safety Network Screening, two intersections were found to have excess crash values. The intersection of US 15 & PA 44 was found to have an excess crash value of 2.0, while the intersection of US 15 & Pinchtown Road was found to have an excess crash value of 0.31.

HIGHWAY SAFETY NETWORK SCREENING

The excess predicted average crash frequency takes the observed crash frequency of a site and adjusts it based on the variance in the crash data and the average crash counts for a site’s reference population. This is then compared to the average frequency of crashes for the reference population. This method produces a more accurate way of determining crash frequency, with a positive excess value indicating that a site experiences a higher crash frequency than a typical highway with similar characteristics.

Traffic Operations

Turning movement counts, including passenger vehicle, heavy vehicle, bicycle, and pedestrian movements, were conducted at the following eight key intersections along the US 15 corridor:

1. US 15 and PA 44
2. US 15 & Russell Road (T-429)/Allenwood Correctional Driveway
3. US 15 & Fritz Station Road (T-818)
4. US 15 & Alexander Drive
5. US 15 & Pinchtown Road (T-102)
6. US 15 & Allenwood Camp Lane/McNett Road (T-110)
7. US 15 & PA 54/Elimsport Road (SR 2001)
8. US 15 & Cemetery Hill Road (T-409)

Data was collected over a single day, 13-hour period (6am-7pm) at the identified intersections coinciding with a typical weekday (Tuesday-Thursday) while school was in session. The counts were performed under these conditions to represent typical traffic conditions along the corridor. For Pinchtown Road, the camera had a malfunction during the count so the data was extrapolated from TIRe count locations, turning movement counts from adjacent intersections, and other collected data.

INTERSECTION TURNING MOVEMENT COUNTS

Intersection turning movement counts are performed during an average, mid-week day, such as Tuesday-Thursday to represent the average or most common and predictable traffic conditions. This is done to ensure that the counts are not under- or over-represented, leading to under designing or over designing the intersection(s).

Site Visits

In addition to the corridor field views discussed in the Study Process section, the project team conducted a site visit in May 2023 to gather and document the quantity, conditions, and geometrics of existing roadway infrastructure and to observe the interaction of the transportation modes within the study area during a typical weekday. The following tasks were conducted during the site visit:

- Observations of traffic operations.
- Documenting existing pavement markings, signs, and roadside features.
- Documenting the locations and conditions of pedestrian crosswalks, crossing signs, and ramps.

Railroad Operations

Union County Industrial Railroad (UCIR), an affiliate of North Shore Railroad Company, is an 18.2 mile short line railroad that interchanges with Norfolk Southern and Canadian Pacific Railway in Northumberland. UCIR track is owned by SEDA-COG Joint Rail Authority (JRA) and private entities and extends from its southern terminus in Winfield to Allenwood in the north.

North Shore Railroad Company short line railroads provide rail service to businesses throughout Central Pennsylvania on 247.2 miles of track. Commodities that travel on the railroad company's short lines include, but are not limited to, aggregates, coal, grain, and plastics. UCIR is rated to receive 286K gross weight shipments. Rail freight service is primarily engaged in the delivery of raw material to receivers, as opposed to the shipping of final goods.

The restoration of the White Deer Bridge in 2013 restored service to Allenwood, including Great Stream Commons Industrial Park in Gregg Township, Union County. According to SEDA-COG

JRA, the existing track ends immediately north of Columbia Avenue in Allenwood at the southern end of Great Stream Commons. Industrial warehouse developer PNK Group designed Building 5 (one of five warehouse facilities under construction or planned, see *Development Proposed & Under Construction* below) to accommodate rail. Extending track to Great Stream Commons will require a rail access easement across 37 acres of industrial park property owned by Union County. Rail access could also be extended to PNK Building 1, if necessary.

As noted below under *Development Proposed & Under Construction*, Country View Family Farms (CVFF) Feed Mill will use UCIR to transport grain to and from its facility in New Columbia at the southern end of the US 15 Corridor study limits. The feed mill will be operational in 2024 and anticipates shipping/receiving 80 to 100 rail cars per year.

Land Use & Zoning

Examining the present land usage, growth areas, and zoning provisions within the US 15 Corridor study area is a reference to evaluate forthcoming development and its effects. This section analyzes the existing land use planning, land use controls provided through comprehensive planning, municipal zoning, and recent development activity in each of the four municipalities.

Study Area by Municipality

The study area comprises approximately 9,214 acres within portions of four municipalities in Lycoming and Union counties. Over half of the study area (54%) lies within Union County. **Table 4** lists each municipality and percent land area of the study area.

Table 4: Study Area by Municipality

Township	Share of Study Area
Clinton	27%
Brady	14%
Gregg	32%
White Deer	26%

Growth Areas

Growth areas are a planning tool to help guide development patterns. Parcels within designated growth areas are planned for future growth and have or are planned for appropriate infrastructure to facilitate development. Parcels outside of designated growth areas are typically agriculture, open space, or conservation land which are planned for low-density development with minimal growth to protect high quality resources and soils.

Both Lycoming County and Union County have identified growth areas in their most recent comprehensive plans. Clinton, Brady, and Gregg Townships are part of the Route 15 South Planning Area of the Lycoming County Multi-Municipal Comprehensive Plan.¹ White Deer

¹ While Gregg Township is in Union County, for comprehensive planning purposes it is included in Lycoming County’s multi-municipal plan as the municipalities are physically and functionally connected by US 15, the White Deer Hole Creek watershed, and the West Branch Susquehanna River.

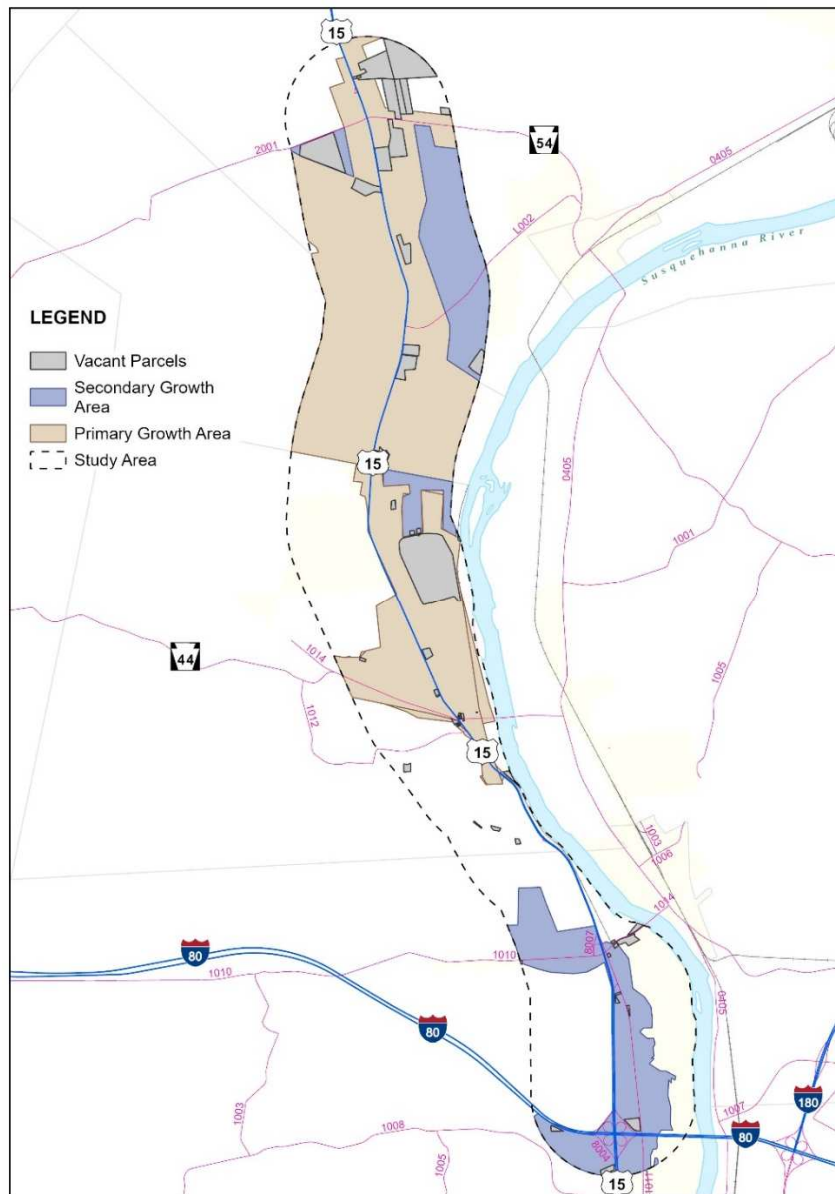
Township is included in the Eastern Planning Area of the Union County Multi-Municipal Comprehensive Plan.

Figure 7 is a composite map of growth areas within the US 15 Corridor study area. A total of 6,788 acres of the 9,214 acre study area or 74% is in a growth area. 5,104 acres (54%) are in a Primary Growth Area and 1,684 acres (18%) are in a secondary growth area.

Vacant Parcels

Vacant parcels help forecast the location of potential development to prepare for future transportation needs. Within the study area, 52 vacant parcels encompass approximately 546 acres or 6% of the total study area (**Figure 7**).

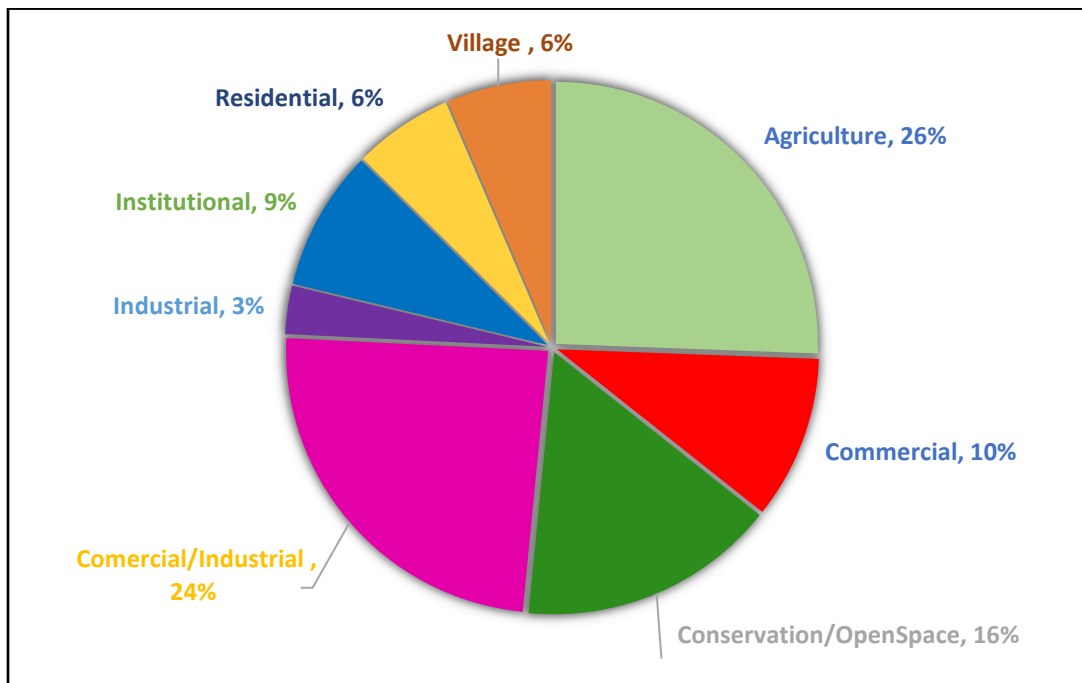
Figure 7: Study Corridor Growth Areas and Vacant Parcels



Municipal Zoning

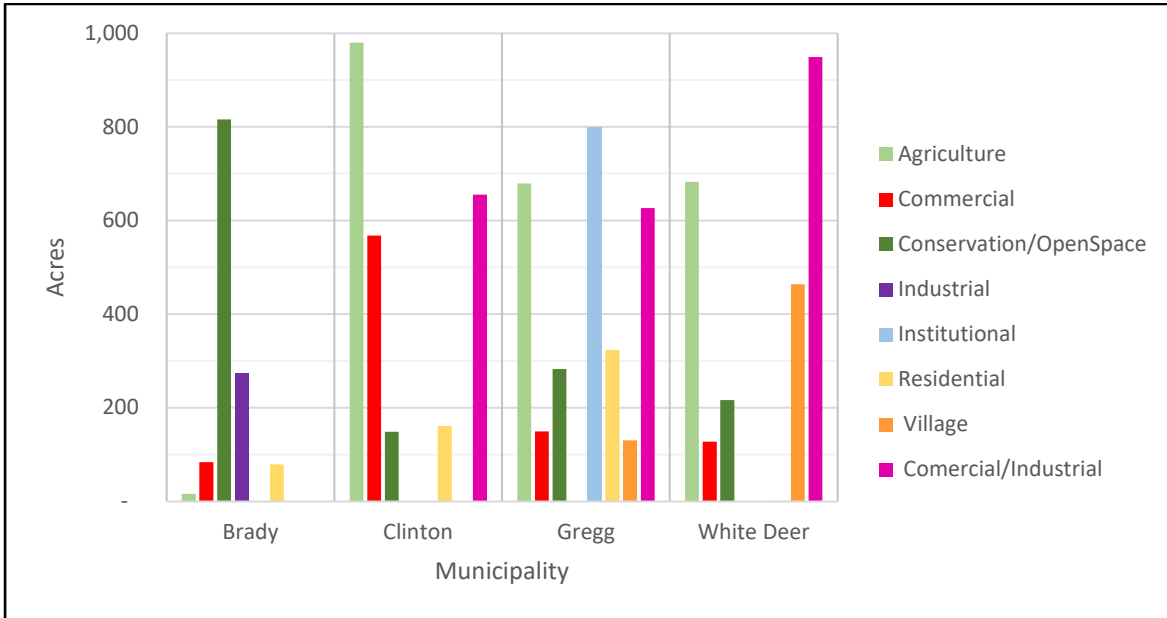
The US 15 Corridor study area includes 14 zoning districts among four municipalities. To analyze zoning, the districts have been generalized into eight districts based on their similar purpose, zoning, and restrictions. Many districts permit the same fundamental uses, but regulations on how the parcel may be developed differ from municipality to municipality. Among the eight districts, Agriculture encompasses the largest portion of the study area at 26%, followed by Commercial/Industrial (24%), and Conservation/Open Space (16%) (**Figure 8**).

Figure 8: Study Area Zoning by Percent Land Area



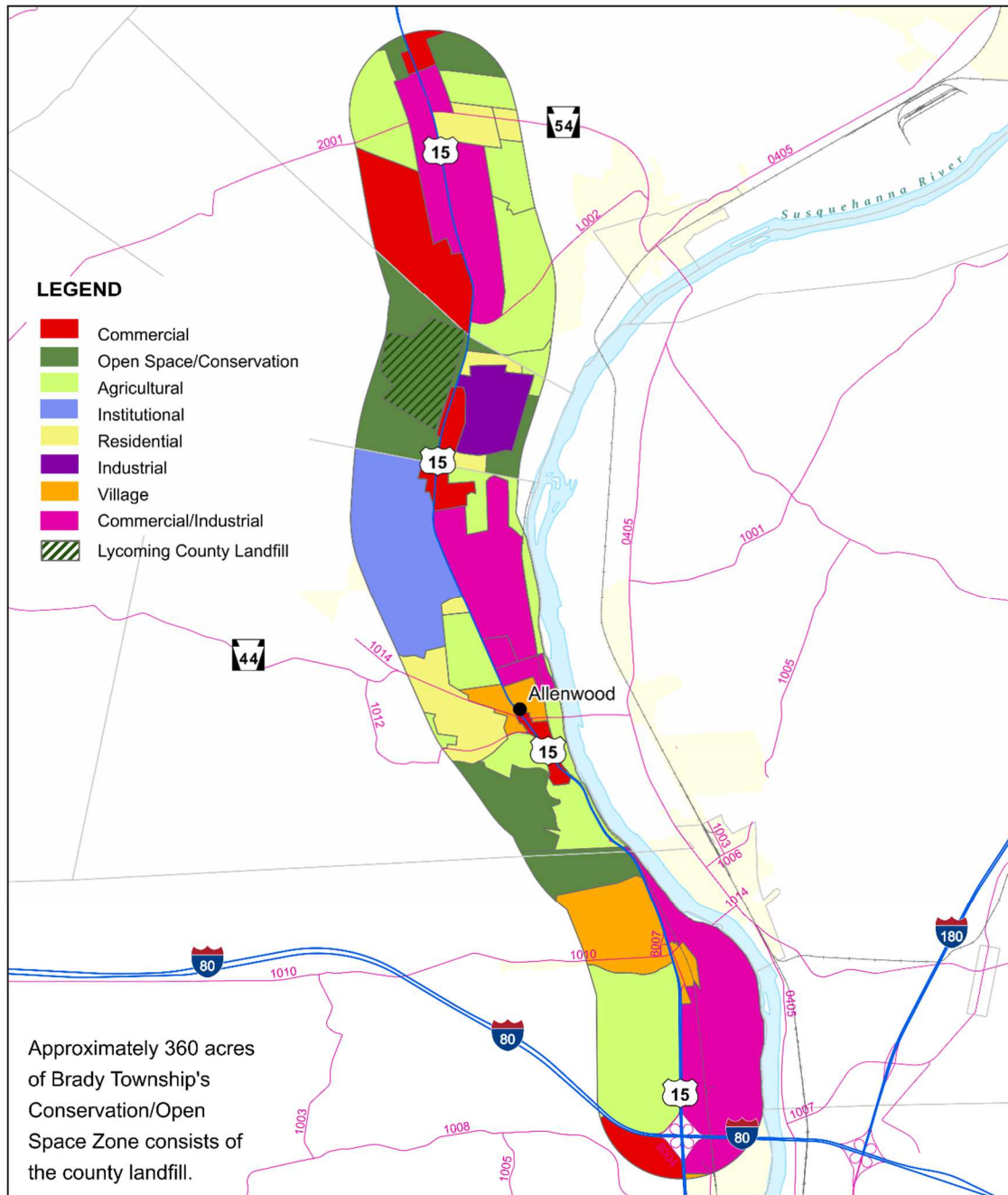
Generalized zoning districts by acreage for each of the study area municipalities reflects a balance of permissible uses, uses that would be expected surrounding a Principal Arterial roadway (**Figure 9**). The Commercial/Industrial designation allows for a mix of commercial and industrial land uses and includes warehouse distribution and logistics. Agriculture zoning reflects the importance of farming in the region's economy.

Figure 9: Zoning District Acreage by Municipality



Generalized zoning throughout the study area is mapped in **Figure 10**. As noted on the map, while a large portion of Brady Township is zoned for Conservation/Open Space, approximately 360 acres of the Conservation/Open Space land are part of the Lycoming County Landfill.

Figure 10: Study Area Zoning Distribution



Existing Development

Several larger developments are located along the US 15 Corridor which provide employment for the region's residents and influence traffic flow. Two recently opened manufacturing facilities, one in Timber Run Industrial Park and the other in Great Stream Commons, total 560,000 SF and add to the existing traffic along the US 15 corridor. **Table 5** highlights existing development along the US 15 study corridor.

Table 5: Existing Development Along the US 15 Corridor

Clinton Township, Lycoming County	
White Deer Golf Complex	<ul style="list-style-type: none"> White Deer Golf Complex is owned by Lycoming County and is located at the US 15 & Allenwood Camp Lane/ McNett Road intersection analyzed as part of this study.
Sheetz Convenience Store	<ul style="list-style-type: none"> Sheetz opened a 4,900 SF convenience store at the intersection of US 15 & PA 54 in 2020. The intersection was analyzed as part of this study.
Brady Township, Lycoming County	
Lycoming County Landfill	<ul style="list-style-type: none"> Lycoming County Landfill is operated by Lycoming County Resource Management Services (LCRMS). The landfill property was purchased from the Federal Bureau of Prisons in August 2023. The land acquisition included 1,067 acres, the current landfill property plus adjacent property to ensure future landfill capacity. The adjacent property housed the former minimum security federal prison grounds at the Allenwood Federal Correctional Complex.
Timber Run Industrial Park	<ul style="list-style-type: none"> Timber Run Industrial Park includes 396 acres. The property was formerly used by LCRMS as a soil borrow area for the Lycoming County Landfill. Appalachian Regional Commission (ARC) provided a \$1.5 million Local Access Road grant to facilitate development at Timber Run Industrial Park. Digger Specialties, Inc., the first tenant of the industrial park, opened a 160,000 SF manufacturing facility in 2021.
Gregg Township, Union County	
Allenwood Federal Correctional Complex	<ul style="list-style-type: none"> Constructed in 1993, the Allenwood Federal Correctional Complex is one of the top employers in Union County.
Great Stream Commons Industrial Park	<ul style="list-style-type: none"> Great Stream Commons is a 500 + acre industrial park planned and developed with initial infrastructure in the 1990s. Market conditions have not been conducive to development activity until recent years (<i>see Proposed Development & Development Under Construction</i> below). Bimbo Bakeries USA constructed a 400,000 SF bakery facility at the northern end of the industrial park which opened in fall 2023. A Snappy's convenience store is located at the industrial park entrance. It opened in February 2022.
Clyde Peeling's Reptiland	<ul style="list-style-type: none"> In operation since 1964, Clyde Peeling's Reptiland is a regional zoo attracting visitors from around the country. Annual visitors total approximately 60,000. The facility's onsite parking has been expanded from 80 to 200 to accommodate an increasing number of visitors.

Development Proposed & Under Construction

Over 3.8 MSF of industrial development is either planned or under construction in the study corridor. Commercial and residential development is also proposed. Details about the development activity by township are in discussed in **Table 6** below and locations are mapped in **Figure 11**.

Table 6: Development Proposed & Under Construction Along the US 15 Corridor

Clinton Township, Lycoming County	
1	<p>Proposed Residential Development</p> <ul style="list-style-type: none"> Proposed residential development adjacent to White Deer Golf Complex Potential construction of 20 or more homes on a 15-acre site on south side of West Blind Road just east of US 15. Housing type to be determined. Potential residential construction at two locations on County golf course property south of West Blind Road and east of US 15. Housing type to be determined. Zoning changes. Clinton Township is in the process of updating its zoning ordinance in the area from commercial to residential.
2	<p>Proposed Hotel</p> <ul style="list-style-type: none"> Proposed hotel south of McNett Road/ Allenwood Camp Lane Intersection. The project would redevelop a former motel and include construction of a 60 – 70 room hotel. The site is adjacent to US 15, south of the Allenwood Camp Lane/McNett Road intersection.
3	<p>Pinchtown Road Improvements</p> <ul style="list-style-type: none"> Clinton Township submitted a Commonwealth Financing Authority (CFA) MTF grant application for improvements along Pinchtown Road. The \$1.4 million project will reconfigure 2 miles of Pinchtown Road which is used by refuge trucks travelling to/from the County landfill. The project does not include safety improvements.
Brady Township, Lycoming County	
4	<p>Industrial Development at Timber Run Industrial Park</p> <ul style="list-style-type: none"> Industrial development is proposed on property east of Digger Specialties, Inc. A land development plan has not yet been submitted to the Township.
5	<p>Proposed County Park</p> <ul style="list-style-type: none"> Lycoming County is proposing the development of a community park off Fritz Station Road near West Branch Susquehanna River.
Gregg Township, Union County	
6	<p>Industrial Development at Great Stream Commons</p> <ul style="list-style-type: none"> Moran Logistics is developing at the northern end of the industrial park. <ul style="list-style-type: none"> Phase 1 includes an approximately 500,000 SF building to be completed in 2024. Phases 2 & 3 are planned for approximately 1.0 – 1.1 MSF of warehouse space. Moran Logistics also owns a small lot at the entrance to the industrial park that is reportedly planned for office use. PNK Group is constructing two buildings and has three buildings planned for build to suit opportunities at the southern end of the industrial park. <ul style="list-style-type: none"> Building 1 – Build to suit; 277,760 SF Building 2 – Build to suit; 218,400 SF

	<ul style="list-style-type: none"> ○ Building 3 – Build to suit; 500,080 SF ○ Building 4 – Under construction; 241,920 SF; tenant to be identified. ○ Building 5 – Under construction; 478,203 SF; tenant to be identified. ● Union County owns approximately 37 acres at the southern end of the industrial park that is being marketed for sale by Great Stream Commons. <ul style="list-style-type: none"> ○ The site will support an approximately 300,000 SF building.
White Deer Township, Union County	
7	Industrial Development - Trucking <ul style="list-style-type: none"> ● A potential trucking terminal has been proposed near the Heller's propane facility in White Deer Township. ● Formal plans have not been submitted for land development review; building square footage and truck generation estimates were not available at the time this study was completed.
8	Industrial Development - Agricultural <ul style="list-style-type: none"> ● Country View Family Farms (CVFF) Feed Mill is under construction on a 100 acre site near I-80. ● The \$47M project will be complete in 2024 and support the company's hog production operations. ● The project will create 50 new jobs and retain 231 company jobs statewide. ● The site is rail served by Union County Industrial Railroad (UCIR), an affiliate of North Shore Railroad Company (NSHR). ● CVFF anticipates receiving 80 – 100 railcars of grain per year through UCIR's New Columbia station.

Public and Stakeholder Input Themes

Local Officials

Elected officials from the study area’s municipalities, both counties, and the state delegation were invited to participate in a public officials’ briefing for the study in May 2024. Local officials from Clinton Township, Brady Township, Gregg Township, and White Deer Township provided insights on municipal land use priorities and identified land development projects under construction or planned. Insights on land development projects that are under construction or planned in each municipality are summarized in **Table 6**.

The following highlights some of the key themes, comments, and concerns heard by local officials within the study area:

- Increasing Crash Activity:** Increasing crash activity has been observed throughout the corridor, particularly along short passing lanes and the intersections with Blind Road, Allenwood Camp Lane/McNett Road, and Pinchtown Road.
- Passing Lane Concerns:** Motorists have witnessed speeding through the corridor’s short passing lanes, which has led to crashes and fatalities.
- Warehouse Development and Truck Traffic:** Concerns were raised about the impacts of increased truck traffic on US 15 due to proposed/forthcoming warehouse developments. These concerns include worsening travel conditions and driver behavior (e.g., passing around slower moving trucks).
- Consider Residential Development:** It was recommended that the study process consider the impacts of the proposed residential development surrounding the White Deer Golf Complex.
- Pinchtown Road Resurfacing/Considerations:** Local officials stated that grant funding was secured for the resurfacing of Pinchtown Road, which is expected to be completed in late 2024. Additionally, it was recommended that the study ensure that landfill traffic impacts are considered as part of any future turn restriction studies at the intersection.
- Roadway Characteristics of McNett Road:** McNett Road’s design characteristics are not conducive to serve as a primary route to and from Montgomery without improvement (e.g., poor pavement condition, narrow cartway widths, abundance of deer, impeded visibility).
- Lighting Concerns:** Poor lighting conditions have been reported at the intersections of McNett and Cemetery Hill Roads.
- Driver Behavior Concerns:** Speeding and other reckless driver behaviors have been observed at the two-lane passing area traveling northbound out of Allenwood.

“As businesses have gone in and development has occurred, the landscape has changed.” – Area Resident

Public Engagement

In addition to the public officials briefing, two public meetings were held in October 2023 and May 2024. The first of these meetings gave the community an opportunity to review the corridor's existing conditions, raise transportation concerns, and provide their ideas for the future of the corridor. The second public meeting provided the public with an opportunity to hear about the study's draft recommendations and provide their feedback. The following highlights the key themes and comments received from both public meetings:

"We are a unique community with a unique situation and a huge traffic problem. Traffic speeds need to be reduced and congestion needs to be alleviated for these issues to be fixed." – Allenwood Resident

- **Observed Travel Patterns, Post CSVT:** Residents in the Allenwood area stated that they have not noticed any significant changes in travel patterns or traffic volumes along US 15 since the opening of CSVT's northern section in July 2022.
- **Truck Traffic Concerns:** Concerns were raised regarding increases in truck traffic that could be generated from forthcoming developments like Great Stream Commons and Timber Run Industrial Park. Residents stated they would like to see commercial vehicles re-routed or a bypass be considered to reduce infrastructure and traffic impacts.
- **Desire for Traffic Calming:** Residents of Allenwood stated they would like to see traffic calming measures implemented through the area to slow motorists down.
- **Special Event Observations:** Increases in traffic volumes have been observed along US 15 during special/major events, specifically during the Little League World Series in Williamsport.
- **Great Stream Commons Access:** There was a common concern/opinion raised that a side street stop control condition at the southern driveway of Great Stream Commons will not successfully manage the forecasted truck and passenger vehicle volumes expected at full build out.
- **US 15 & PA 44 Intersection:** Meeting participants stated that the northbound approach experiences significant queuing and signal timing is not adequate for existing volumes traveling through the intersection. Additionally, community members had concerns about the northbound lane drop being confusing to navigate and could be the cause of motorists entering Allenwood at high speeds.
- **Safety and Traffic Data Validity:** It was recommended that the study team coordinate with local police departments and emergency responders to acquire non-reportable crash data. Concerns were also raised about traffic counts being collected on Tuesday, Wednesday, and Thursday, stating they are not reflective of conditions observed on a regular basis.
- **Speed Limit/Enforcement Concerns:** While speeding was highlighted as a corridor wide concern, specific issues were identified in the Allenwood area. These include vehicles traveling through Allenwood at high speeds, leading to near misses and property damage.

Allenwood residents have also observed minimal traffic enforcement along the corridor, leaving speeding and other traffic concerns unaddressed.

- **Development Considerations/Impacts:** Members of the public felt that the study's data analysis was not reflective of the truck traffic that will be generated from new warehouse developments. While many said they were in favor of development/growth, they would like to see it balanced better through addressing traffic issues and resident concerns.
- **Landfill Truck Traffic:** The Lycoming County landfill accepts different types of waste that other facilities do not, which has led to increased truck traffic volumes in the area of Alexander Drive. Future expansion of the landfill could potentially lead to further traffic increases.
- **Rail Access Considerations:** Despite the availability of rail freight service in the area of Great Stream Commons, it is primarily used for the receiving of raw materials rather than shipping final products. Rail freight alone will not solve the study area's truck traffic concerns.
- **Corridor Widening:** Allenwood residents expressed concern that widening US 15 to four lanes would lead to some individuals losing their homes as some houses closely abut the corridor. Corridor widening was not discussed or considered throughout the study process.
- **Use of McNett Road vs. Brouse Road:** Brouse Road was identified as a potential alternative to McNett Road as a primary route to and from Montgomery Borough. The roadway was designed to accommodate trucks back in the 1980s and could be upgraded to permit larger/heavier loads.
- **Better Connections to Interstate 180:** Several community members expressed a desire to create better connections to I-180 for commercial trucks to minimize their impact on Allenwood and the US 15 corridor. Commercial trucks from neighboring communities tend to travel into Allenwood to access US 15 to avoid steep, uphill grades on PA 405.

Detailed public meeting summaries and documentation are included in *Appendix B*.

US 15 Corridor Issues

Speed and Congestion Management

Based on field observations and input received from stakeholders and the public, vehicle travel speed along the US 15 corridor is a major concern, with the public emphasis on high vehicle travel speeds entering the US 15 corridor from the south heading north towards the Village of Allenwood and PA 44. As vehicles travel north along the US 15 corridor, the roadway shifts from a four-lane divided highway with a posted speed limit of 55 MPH to a two-lane undivided highway (with a two-way left-turn lane) with a posted speed limit of 40 MPH entering Allenwood. During the public meetings residents of the Allenwood community noted that vehicles appear to continue their high travel speeds from the four-lane divided highway portion of US 15 as they enter Allenwood, producing high vehicle travel speeds within the small community and leading to potential safety issues for both vehicles and pedestrians in the area.

HOW ARE SPEED LIMITS ESTABLISHED?

Speed limits established in accordance with 75 Pa.C.S. § 3363 may be established in multiples of 5 miles per hour up to the maximum lawful speed. The speed limit should be within 5 miles per hour of the average 85th percentile speed or the safe-running speed on the section of highway.

Based on the traffic field observations and comments from the public, efforts should be made to better manage vehicle speeds along the US 15 corridor, particularly within the area of Allenwood and PA 44, which serves as a gateway entrance into the corridor study area.

Highway Safety

The US 15 corridor is a highly utilized roadway that services commuters, travelers, and truck traffic to and from Interstate 80 and Williamsport/destinations north. With daily vehicle traffic exceeding 10,000 vehicles and numerous side street/driveways along the corridor, along with high travel speeds, US 15 experiences perceived safety concerns, with a particular emphasis on the area around Pinchtown Road and Cemetery Hill Road. Field observations and public/stakeholder comments indicated that there are perceived ingress/egress safety concerns along US 15 between Pinchtown Road and Cemetery Hill Road due to grade and high vehicle speeds.

Pinchtown Road and Cemetery Hill Road are parallel roadways, approximately 1,400 ft. apart along US 15, that connect US 15 to Montgomery Borough. US 15's topography at these two intersections have resulted in perceived sight distance concerns at both intersections. With public comments indicating concerns for vehicles being able to safely turn in/out of these two side roads, efforts to improve safety along this section of US 15 should be considered.

“The intersection with Pinchtown comes up fast. I’ve had to take evasive maneuvers to avoid being in a crash.” – Area Resident

Intersection Improvements

During the evaluation of the US 15 corridor, three intersections were identified as having issues needing addressing: The intersections of US 15 & PA 44, US 15 & PA 54, and US 15 & Alexander Drive.

US 15 & PA 44

The intersection of US 15 & PA 44 is a signalized intersection located in Gregg Township, Union County. The two US 15 approaches are single-lane approaches with dedicated left-turn only lanes coming from the two-way left-turn lanes, while both PA 44 approaches are single-lane approaches. The posted speed limit at the intersection is 40 MPH along the US 15 approaches and eastbound PA 44 approach, and 35 MPH along the westbound PA 44 approach. The intersection also contains curb ramps with detectable warning surfaces (DWS) and standard crosswalks at the southbound, eastbound, and westbound approaches. Pedestrian signal heads and push buttons are present to give pedestrians the opportunity to cross, however the pedestrian crossing technology (signal heads and push buttons) are outdated, along with faded crosswalk striping.

In addition to perceived high travel speeds entering the intersection from the south via US 15, residents of Allenwood expressed vehicle queuing concerns along the US 15 approaches, particularly towards the end of the work week (Fridays). A capacity analysis was performed at the intersection following the Highway Capacity Manual 6th Edition methodologies using Synchro 11 software utilizing the intersection turning movement count data. The capacity analysis calculated the control delay for vehicles per lane group at the intersection, which was also aggregated into an average control delay for the overall intersection. This analysis also approximated vehicle queuing lengths across all approaches based on the calculated approach delays. The capacity analysis measured approximately 200-300 ft. vehicle queuing along the US 15 northbound and southbound approaches during the evening peak hour.

Based on input received from the steering committee, stakeholders, and the public, as well as reviewing the crash data (12 crashes over a five-year period and a 2021 Highway Safety Network Screening excess crash value of 2.0), additional operational and pedestrian safety improvements are needed at this intersection to improve safety and traffic flow along the corridor.

US 15 & PA 54/SR 2001 (Elimsport Road)

The intersection of US 15 & PA 54 is a signalized intersection located in Clinton Township, Lycoming County. The two US 15 approaches are single lane, with the northbound approach also containing one dedicated left-turn only lane and one dedicated right-turn only lane and the southbound approach containing a dedicated left-turn only lane. The eastbound SR 2001 (Elimsport Road) approach is a single lane approach, while the westbound PA 54 approach consists of a left/through lane and yield-controlled channelized right-turn only lane. The posted speed limit at the intersection is 55 MPH along US 15 and PA 54, and 45 MPH along the SR 2001 (Elimsport Road) approach. No Pedestrian Crossing signs are present at all four corners of the intersection, meaning no pedestrians are allowed to cross the intersection.

This intersection is similar to the US 15 & PA 44 intersection in that both serve as signalized gateway entrances to the US 15 corridor and both experience, according to stakeholders the public, queuing concerns along the US 15 approaches. A capacity analysis was also performed at this intersection, with vehicle queue lengths measuring between 200-300 ft. along the US 15 approaches. Based on input received from the steering committee, stakeholder, and the public,

additional operational improvements are needed at this intersection to improve traffic flow entering/exiting the corridor from the northern end.

US 15 & Alexander Drive

The intersection of US 15 & Alexander Drive is a stop-controlled intersection located in Brady Township, Lycoming County. The eastbound and westbound Alexander Drive approaches are stop-controlled, while the northbound and southbound US 15 approaches are free-flow. Both US 15 approaches are single lane approaches with dedicated left-turn and right-turn only lanes, with the northbound right-turn lane being a channelized right-turn lane. The eastbound Alexander Drive approach, servicing the Lycoming County landfill, is a single lane approach, while the westbound Alexander Drive approach, servicing the Timber Run Industrial Park, consists of a left/through lane and a stop-controlled channelized right-turn only lane. The speed limit at the intersection is 55 MPH along the US 15 approaches and is not posted along the Alexander Drive approaches. No pedestrian accommodations are provided at the intersection.

The first phase of the Timber Run Industrial Park, located on the east side of the intersection, has been completed and is utilizing Alexander Drive as an entrance/exit point. A second phase of development at the industrial park is underway, with additional vehicles and trucks needing access to the industrial park from US 15. PennDOT indicated during the corridor field view that the intersection is fully built out under a stop-controlled intersection condition and conversion to a signalized intersection is not feasible due to the southbound approach grade (-4%+) creating difficulties for vehicles, particularly heavy vehicles, from being able to come to a stop safely. A capacity analysis was performed at the intersection to determine how much additional traffic the intersection can accommodate under the existing geometry. This analysis was reviewed through the use of Level of Service (LOS), which is determined based on the control delay using the following thresholds established in the HCM 6th Edition as indicated in **Table 7**. In a rural area, LOS C is considered to be acceptable.

Table 7: Level of Service Criteria

Level of Service	Control Delay (seconds per vehicle)	
	Stop-Control	Signal
A	< 10	< 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50 or v/c >1.0	> 80 or v/c >1.0

Source: Highway Capacity Manual, 6th Edition; v/c = volume to capacity ratio

Based on the analysis the addition of any left-turning exiting traffic at Alexander Drive during the peak morning and evening hours will push the intersection performance down to LOS D, which are unacceptable conditions. As a result discussions should be made between Brady Township, PennDOT, and developers to reexamine access point opportunities between the Timber Run Industrial Park and US 15.

Missing Multimodal Features for Current and Future Land Uses

Because of its current purpose and use, US 15 has limited amenities for pedestrians and bicyclists for travel within their community or for recreation. This is not surprising as historically the US 15 study corridor is generally rural, not heavily populated, and serves longer-distance travel needs.

While the US 15 corridor functions almost exclusively as a vehicular corridor now, existing village centers like Allenwood, potential planned residential development at locations near the White Deer Golf Complex, and the increase in industrial development at Timber Run Industrial Park and Great Stream Commons, present the opportunity to increase pedestrian and bicycle accommodation and add streetscape improvements. Further, the proximity of the West Branch Susquehanna River which parallels the study corridor to the east, offers future opportunities for improving recreational access.

COMPLETE STREETS PER USDOT

Streets designed and operated to enable safe use and support mobility for all users no matter their age or ability and whether they operate a motorized vehicle, ride in public transportation, walk, or ride a bicycle.

Such improvements promoting a Complete Streets design approach could enhance the effectiveness of engineering-based traffic calming solutions, and provide a future-focused identity for the corridor. Complete Streets according to the U.S. Department of Transportation are “streets designed and operated to enable safe use and support mobility for all users.” ‘Users’ include all people no matter their age or ability and whether they operate a motorized vehicle, ride

in public transportation, walk, or ride a bicycle. There are many ways to implement Complete Streets within an area to complement engineering solutions such as updating land use ordinances to address street design, sidewalks, crosswalks and median islands, pedestrian crossing signals, modified vehicle travel lanes, streetscape, and landscape treatments.

Existing County and Regional Planning Recommendations

Planning and recommendations to improve multimodal corridor planning and recreational access along the US 15 Corridor are addressed in two multi-municipal comprehensive plans, the 2017 US 15 South Planning Area Multi-Comprehensive Plan (part of Lycoming County’s Comprehensive Plan - *Lycoming 2030*) and the 2010 Eastern Planning Area Multi-Municipal Comprehensive Plan (part of Union County’s Comprehensive Plan - *Cultivating Community*).

- The US 15 South Planning Area Multi-Municipal Comprehensive Plan (the US

SAMPLE APPROACHES TO COMPLETE STREETS IMPLEMENTATION

- Updating land use ordinances
- Sidewalks
- Crosswalks and median islands
- Pedestrian crossing signals
- Modified vehicle travel lanes
- Streetscaping

South plan) is a partnership between Brady Township, Clinton Township, and Montgomery Borough in Lycoming County and Gregg Township in Union County.

- The Eastern Planning Area Multi-Municipal Comprehensive Plan includes a partnership between the Union County municipalities of East Buffalo Township, Kelly Township, White Deer Township and Lewisburg Borough.

Recommendations and actions from both plans are summarized below.

US 15 South Planning Area Multi-Comprehensive Plan

- Implement streetscape improvements and traffic calming in Allenwood. The recommendation was originally included in the 2005 comprehensive plan and carried forward to the 2017 plan.
- Work with developers to plan for pedestrian and bicycle use in new developments and redevelopment.
- Improve recreational access to the Susquehanna River through the development of the Montgomery to Allenwood Trail. The trail was identified as a future connection to a proposed multi-state trail system along the Susquehanna River.
- Create community connections with the Montgomery to Allenwood Trail by linking residential and commercial development.

Recommendation Status – While streetscape improvements and traffic calming solutions have not been implemented in Allenwood, further planning for the Montgomery to Allenwood Trail has occurred as part of the Middle Susquehanna Bicycle and Pedestrian Plan (*see below*).

Eastern Planning Area Multi-Municipal Comprehensive Plan

- Enact regulations defining the responsibilities of new developments to mitigate traffic impacts and provide for alternative travel modes (i.e., traffic impact study ordinance and roadway design guidelines that address provision of pedestrian and bicycle facilities).
- Pave and maintain roadway shoulders as part of a proposed countywide non-motorized network to safely accommodate non-motorized users.
- Installation and maintenance of signs and striping demarcating dedicated or shared bicycle lanes along streets and roadways identified as part of the countywide bicycle network.
- Maintain and construct sidewalks as necessary to provide connected networks within walkable town and village centers.
- Consider preparing and adopting official maps defining connected future street and sidewalk networks.
- Work with PennDOT to establish safe pedestrian facilities and connections to adjacent neighborhoods along US Route 15. Consider locations for median crossings, short medians, and related traffic calming tools.
- Implement multi-use trails, with priorities including adding a connection between the Buffalo Valley Rail Trail (BVRT) from Mifflinburg to Lewisburg and the Susquehanna Greenway Trail. A solution to cross the BVRT over US 15 is under development with PennDOT District 3-0. Once the US 15 connection is made, the next phase is to extend the trail to the West Branch Susquehanna River and rehabilitate a rail bridge into a

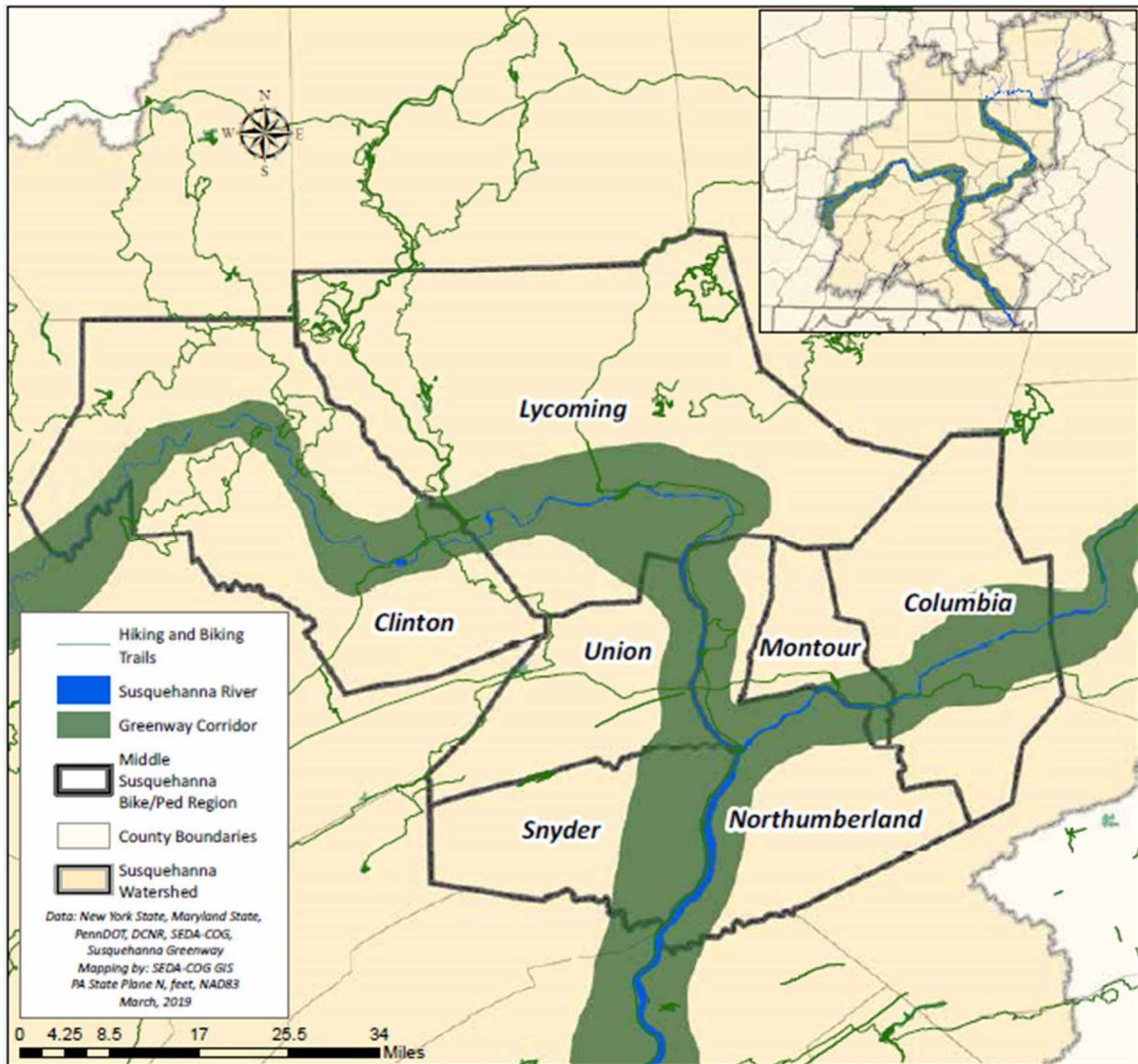
bicycle and pedestrian facility. Union County continues to work with the Susquehanna Greenway Partnership and Lycoming County on the Montgomery to Allenwood Trail.

Action Status - Recreational trail planning continues as noted above. Other actions have not been implemented.

Middle Susquehanna Bicycle and Pedestrian Plan

The Middle Susquehanna Bicycle and Pedestrian Plan was developed in 2019 and addresses the bicycle and pedestrian needs of seven counties in the Middle Susquehanna Region with access to the Susquehanna River. The plan promotes the Susquehanna Greenway corridor (**Figure 12**).

Figure 12: Susquehanna Greenway

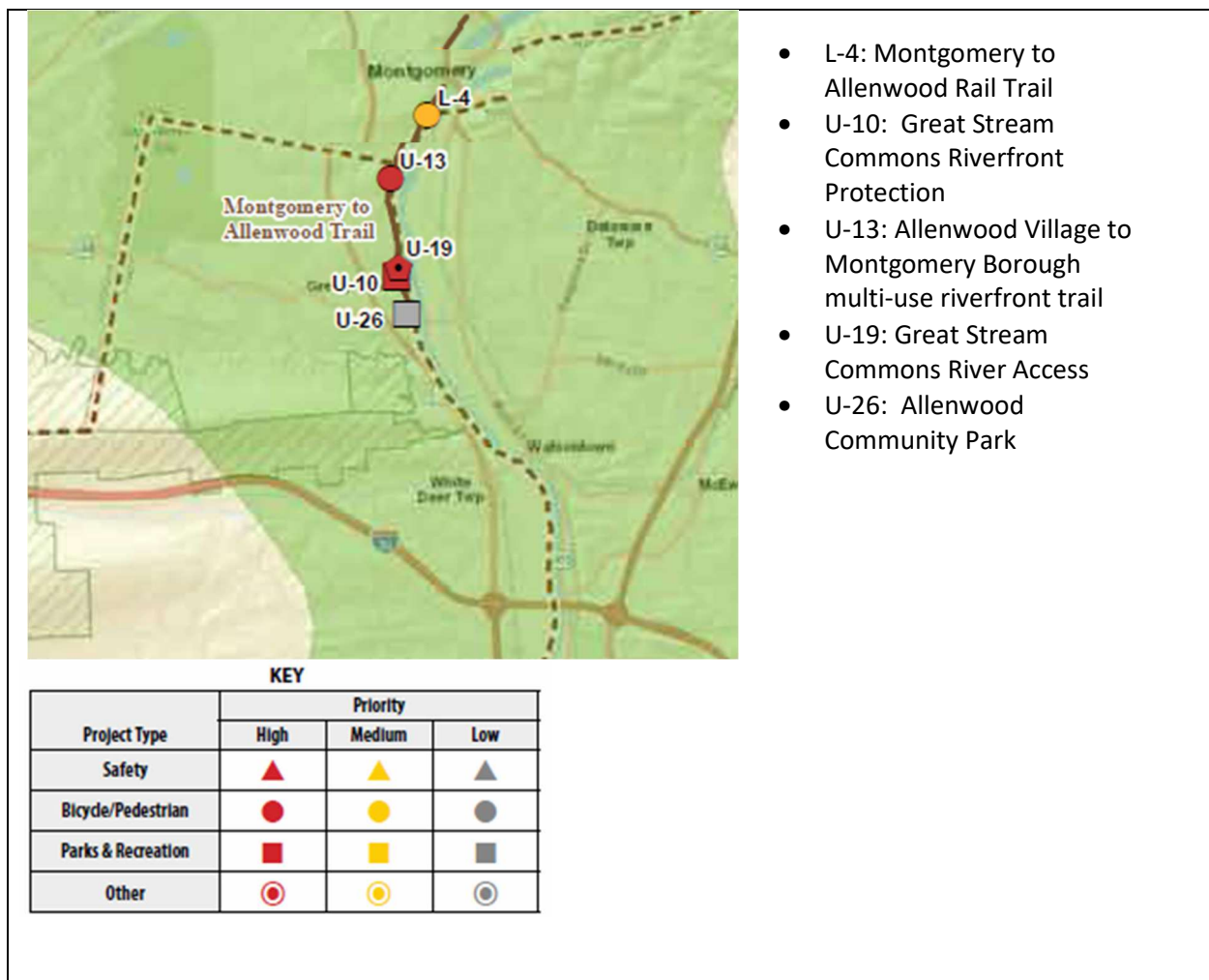


Source: Middle Susquehanna Bicycle and Pedestrian Plan, 2019.

Five (5) projects recommended in the plan are located within the US 15 Corridor study area and three are high priority (**Figure 13**). Updates on a few of the projects are as follows.

- Great Stream Commons River Access - According to Union County Planning & Economic Development, Union County owns property in Great Stream Commons that could potentially facilitate river access. Over the past 15 years several organizations have discussed the development of a formal non-motorized river access agreement with County officials. Most recently Susquehanna Greenway Partnership has contacted Union County about advancing a river access project, but there is currently no interest in pursuing.
- Allenwood Community Park - Union County is currently in the process of deeding 2 acres of open space in Allenwood Village, just north of the Warrior Run Fire Hall to Gregg Township for a community park. Future planning and operation of the park would be subject to Gregg Township’s agreement to build and operate. Currently, the Township has not expressed interest in pursuing.

Figure 13: Susquehanna Greenway Projects within the US 15 Study Corridor



Source: Middle Susquehanna Bicycle and Pedestrian Plan, 2019.

US 15 Corridor Recommendations

The US 15 corridor, through Union and Lycoming Counties, is a corridor that experiences a high amount of vehicular traffic due to the corridor connecting I-80 to Williamsport and rural areas north. The vehicular traffic consists of local traffic and commuter vehicles/trucks. This high amount of local and commuter traffic produces perceived operational and safety issues across the corridor.

This section of the report offers a range of recommendation types based on the transportation concerns described in the previous section in order to address existing perceived issues, as well as to mitigate future issues, including:

- Speed Management
- Highway Safety Improvements
- Intersection Improvements

Recommendations were developed considering both short-term (0-2 years) and mid-term (2-5 years) recommendations to minimize conflicts between travel modes and safely accommodate the efficient movement of pedestrians, vehicles, and bicyclists. Responsible entities were provided for moving the recommendation forward, as indicated in **Table 8**.

Table 8: Summary of Recommendations

Issue	Recommendation	Project Lead	Implementation Timeline
Speed Management along US 15 Corridor	Coordinate with Pennsylvania State Police to conduct targeted speed enforcement entering US 15 corridor and Allenwood from the south.	Gregg Township	Short-Term
Highway Safety Improvements	Modify the existing median area at the US 15 & Cemetery Hill Road (T-409) intersection into a southbound left-turn lane.	PennDOT	Short-Term
	Conduct a turn restriction study at the intersection of US 15 & Pinchtown Road (T-102).	Clinton Township/ PennDOT	Short-Term
Intersection Improvements	US 15 & PA 44 Operational/Safety Improvements.	Gregg Twp	Short-Term
	US 15 & PA 54 Operational/Safety Improvements.	Clinton Twp	Short-Term
	US 15 & Alexander Drive	WATS MPO	Short-Term
Complete Streets Implementation	Adopt Complete Streets policies.	SEDA-COG, WATS MPO, Gregg Twp, Brady Twp, Clinton Twp	Mid-Term
	Adopt official maps.		
	Facilitate connections for recreational access.		
	Construct Complete Streets Projects		
Addressing Future Issues	Establish a permanent task force to address CSVT issues over time.	SEDA-COG, WATS MPO	Short-Term

Speed Management

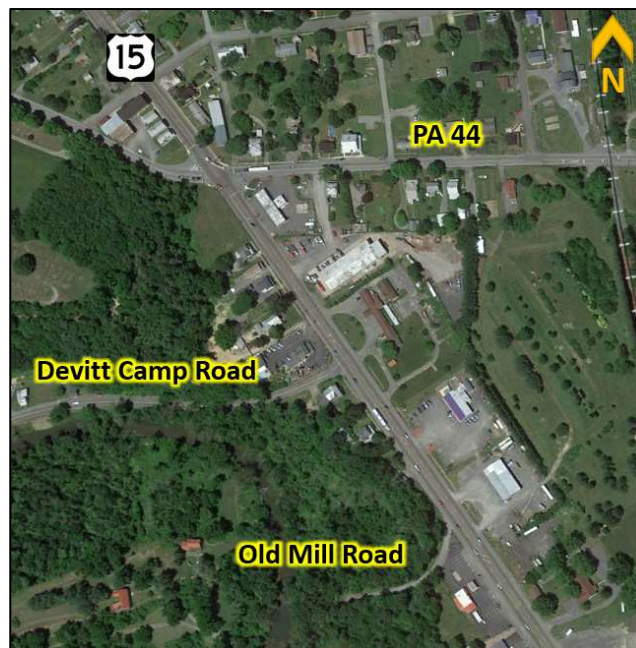
Conduct targeted speed enforcement along US 15 south of PA 44

An opportunity to improve safety along the US 15 corridor would be coordinating with Pennsylvania State Police (PSP) to conduct targeted speed enforcement entering the US 15 corridor from the south, entering Allenwood.

Based on field observations and input from local residents/public officials, vehicle travel speeds along the US 15 corridor, particularly entering Allenwood and the intersection with PA 44, is a concern. At the southern end of the US 15 corridor study area the roadway shifts from a four-lane divided highway with a posted speed limit of 55 MPH to a two-lane undivided highway (with a two-way left-turn lane) with a posted speed limit of 40 MPH entering Allenwood. With local residents indicating that vehicles appear to continue their high travel speeds from the four-lane divided highway portion of US 15 as they enter Allenwood. The speed limit changes from 55 MPH to 40 MPH approximately 350 ft. south of Old Mill Road in Gregg Township. Targeted speed enforcement is a known tool used to help manage speeds along a corridor.

According to the Pennsylvania Vehicle Code (Title 75), enforcement can be conducted at points more than 500 ft. after a posted speed limit sign. Based on these parameters there is an enforcement opportunity between Old Mill Road & Devitt Camp Road (SR 1012), highlighted in **Figure 14**.

Figure 14: US 15 Speed Enforcement



A formal request for speed enforcement would need to be submitted by the local municipality (Gregg Township) to the PSP – Milton Barracks. Additionally a speed study should be conducted along the entire US 15 study corridor to further evaluate vehicle speeds and determine if further improvements are needed, with results communicated to WATS MPO, SEDA-COG, and municipalities.

Highway Safety

US 15 & Cemetery Hill Road Intersection: Modify the existing median area into a southbound left-turn lane

The intersection of US 15 & Cemetery Hill Road consists of one southbound US 15 lane and two northbound US 15 lanes (including a climbing lane), along with a 12 ft. center median area. An opportunity to improve safety at the intersection of US 15 & Cemetery Hill Road would be through the modification of the existing median area into a southbound left-turn lane to better protect vehicles entering Cemetery Hill Road from US 15. Separating the southbound left-turning vehicles would help to improve safety at the intersection by separating the turning vehicles and southbound US 15 through vehicles, allowing them to proceed uninterrupted and eliminating conflict points with turning vehicles.

PennDOT would be responsible for determining the appropriate turn lane length and applying the pavement markings to stripe out the turn lane.

US 15 & Pinchtown Road Intersection: Conduct a turn restriction study

The intersection of US 15 & Pinchtown Road consists of two northbound and southbound US 15 lanes, along with a northbound channelized right-turn lane, and one westbound Pinchtown Road lane. Similar to the intersection of US 15 & Cemetery Hill Road, there are perceived sight distance issues for motorists looking left from Pinchtown Road, affecting left-turning movement from Pinchtown Road and US 15. Additionally, the intersection has a positive excess crash value of 0.31 according to the highway safety network screening results, which means that the intersection experiences a slightly higher crash frequency than typical. As a result, an opportunity to improve safety at the intersection would be looking into restricting turning movements at the intersection to eliminate conflict points. This would be done through the request for a turn restriction study, which would further analyze the intersection for safety and sight distance concerns, before determining if any turn restrictions are warranted.

Brady Township would be responsible for submitting a formal request to PennDOT, which would handle the study. If the study warrants any turn restrictions, then Brady Township would be responsible for installing the appropriate signage.

Intersection Improvements

US 15 & PA 44 Operational/Safety Improvements

As stated previously, vehicle queuing at the intersection of US 15 & PA 44, particularly at the US 15 approaches, is a perceived concern expressed by local residents during the peak hours. Existing conditions show some queuing along these approaches. In addition, the highway safety network screening showed a positive excess crash value of 2.0, indicating the intersection experienced a higher crash frequency than typical. As a result, the following operational and pedestrian safety improvements are recommended at the intersection:

- Traffic signal modernization/upgrades, such as video detection, be installed to better manage queuing along US 15.
- Pedestrian crossing improvements, including installation of pedestrian countdown timers and curb ramps/crosswalk upgrades to improve pedestrian safety.

The installation of video detection at the intersection would help improve operations and reduce queuing at the intersection by adding additional green time to US 15 in times of heavy demand, such as peak hours. Pedestrian crossing improvements are needed as the current pedestrian crossing technology (pedestrian signal heads and crosswalks) are older. Upgrading the pedestrian crossing technology would lead to safety improvements.

PennDOT indicated that upgrades, such as video detection and pedestrian curbing, could be incorporated into their SR 15-199/15-200 mill and resurfacing projects planned for 2027. Major changes/improvements beyond video detection/pedestrian curbing should be reviewed as part of the coordination with the Great Stream Commons Industrial Park.

US 15 & PA 54/SR 2001 (Elimsport Road) Operational/Safety Improvements

Based on the input received from the steering committee, stakeholders, and the public, additional operational improvements are needed at the intersection of US 15 & PA 54/SR 2001 (Elimsport Road) to improve traffic flow entering/exiting the corridor from the northern end.

It is recommended that the following improvements be implemented:

- Review intersection operations existing technology to ensure that the signal is operating correctly and conduct signal timing adjustments to reflect changes in traffic flow to reduce vehicle queuing.
- Construct a southbound US 15 right-turn lane to better manage vehicle queues and operations.

The intersection was last modified in 2015 with the construction of Sheetz at the southwest corner of the intersection, and the signal cabinet should be reviewed to ensure that the intersection is operating as indicated in the signal permit. Any damaged equipment, such as vehicle detectors, should be replaced to ensure the signal is operating properly. If the signal is working properly, then a signal retiming study should be done to conduct signal timing adjustments to improve operations at the intersection. Additionally a turn lane warrant analysis was conducted at the intersection utilizing the existing turning movement counts, which indicated a 250 ft. southbound right-turn lane is warranted. The addition of a right-turn lane would help to separate out turning vehicles and better manage vehicle queues and operations at the southbound approach.

Clinton Township is responsible for maintaining the traffic signal and may submit a formal request to PennDOT to review the intersection and southbound US 15 approach for the construction of a southbound US 15 right-turn lane.

US 15 & Alexander Drive: Future Development

The eastbound approach of Alexander Drive serves as a driveway to the Timber Run Industrial Park, with additional development in the industrial park being discussed. PennDOT indicated the intersection of US 15 & Alexander Drive is fully built-out under a stop-controlled intersection condition and conversion to a signalized intersection is not feasible due to the southbound approach grade creating difficulties for heavy vehicles from being able to come to a stop safely. With the capacity analysis performed at the intersection indicating any additional left-turning

exiting traffic at Alexander Drive during the peak hours will produce unacceptable LOS, the following is recommended:

- WATS MPO, Brady Township, and Timber Run Industrial Park should coordinate and review intersection traffic operations and flow with the Timber Run Industrial Park to determine alternative access between US 15 and the industrial park.

Coordination between all three entities should be led by WATS MPO, with the goal of reexamining access point opportunities early in the site development process.

Complete Streets Implementation

Adopt Complete Streets Policies

Facilitate municipal adoption and implementation of Complete Street policies to augment transportation engineering recommendations along the US 15 Corridor.

Establish policy across the study area municipalities, in conjunction with PennDOT, that allows each to redesign and retrofit study area roadways overtime to provide Complete Streets solutions. In general, solutions would include opportunities for sidewalk connections, safe pedestrian access across US 15 at select intersections, and future planning for recreational amenities.

The Village of Allenwood would be a priority, but other areas along the corridor such as White Deer and in proximity to where new residential development is planned near White Deer Golf Complex should be considered.

SEDA-COG has adopted a Complete Streets policy and corresponding checklist for any projects to meet certain criteria.

Funding Source(s):

- PA Department of Community & Economic Development (DCED) Municipal Assistance Program.

The Municipal Assistance Program helps municipalities plan and implement services, improvements, and managed development. The program provides funding for community planning and plan implementation such as guideline development like Complete Streets policies.

Adopt Official Maps

Work with study area municipalities to adopt official maps to facilitate future Complete Streets or recreational improvements.

An Official Map is a useful tool for municipalities to identify locations for future public improvement projects. Authorized by Article IV of the Pennsylvania Municipalities Planning Code (MPC), adopting an Official Map allows a municipality to designate future locations for roads, utilities, and pedestrian amenities like sidewalks, cross walks, and trails. Adopting an Official Map by ordinance is not an acquisition of property, rather it is a notification of a municipality's future intent to do so. An Official Map informs developers and property owners of long-term municipal goals before land use plans are prepared, positioning a municipality to work

collaboratively with private parties. Further, it can help support public funding applications by showing a municipality has planned for intended improvements.

Within the US 15 Study Corridor, an Official Map could be used to identify future locations for:

- Roads/turning lanes
- Sidewalks
- Shared use paths (for pedestrians/bicyclists)
- Trail connections
- Parks and open space

Funding Source(s):

- PA Department of Community & Economic Development (DCED) Municipal Assistance Program.

The Municipal Assistance Program helps municipalities plan and implement services, improvements, and managed development. The program provides funding for community planning and plan implementation such as an Official Map Ordinance.

Facilitate Connections for Recreational Access

To prepare for the recreational needs of existing and future residents in the region, municipalities should facilitate connections from the US 15 Corridor study area to the five improvements referenced in the Middle Susquehanna Bicycle and Pedestrian Plan.

The following projects identified in the plan promote recreational use for existing and future residents along the corridor.

- Montgomery to Allenwood Rail Trail
- Great Stream Commons Riverfront Protection
- Great Stream Commons River Access

Construct Complete Streets Projects

Once locations for future amenities like sidewalks, crosswalks, and trails are planned, move forward on the engineering and approvals required for construction.

Funding Source(s):

- Commonwealth Financing Authority (CFA) Multimodal Transportation Fund (MTF), PennDOT Multimodal Transportation Fund (MTF).

Both the CFA and PennDOT MTF programs provide grant funding for the construction of transportation assets like sidewalks and pedestrian safety improvements to enhance community safety and access.

Addressing Future Corridor Issues

Establish a permanent task force to address CSVT issues over time

Through the analysis of the study and discussions with WATS MPO, SEDA-COG, and local municipal officials, it became apparent that, with the on-going CSVT development, additional coordination and review of the US 15 corridor would be necessary to handle other issues as they



arise. As such, it is recommended that a permanent task force, led by SEDA-COG, be developed with local municipal officials in Gregg, Brady, and Clinton Townships, and other leadership, among them WATS MPO and PennDOT, to address future CSVT issues. The task force should meet semi-annual to be proactive and discuss issues and develop solutions to address problems.

Prioritization and Implementation

Once the recommendations were developed, an effort was made to prioritize the recommendations based on their overall benefits and impact to the US 15 corridor. From there the project leads and potential funding sources were identified to begin the next steps. Additionally, the estimated timeframe and planning-level cost estimates were developed to provide a better understanding of the time commitment and resources required to complete the recommendation.

Based on the recommendations developed from the identified transportation issues, **Table 9** provides estimated planning-level costs, identifies potential funding sources, and determines which recommendation can be considered short-term and mid-term projects.

Table 9: Recommendation Prioritization & Implementation

Issue	Priority	Recommendation	Project Lead	Funding Sources	Implementation Timeline	Cost
Addressing Future Issues	1	Establish a permanent task force to address CSVT issues over time.	SEDA-COG, WATS MPO	N/A	Short-Term	N/A
Speed Management along US 15 Corridor	2	Coordinate with Pennsylvania State Police to conduct targeted speed enforcement entering US 15 corridor and Allenwood from the south.	Gregg Township	N/A	Short-Term	~\$20,000
Highway Safety Improvements	3a	Modify the existing median area at the US 15 & Cemetery Hill Road (T-409) intersection into a southbound left-turn lane.	PennDOT	ARLE; HSIP; NHPP; STP	Short-Term	~\$25,000
	3b	Conduct a turn restriction study at the intersection of US 15 & Pinchtown Road (T-102).	Clinton Township/ PennDOT	General Fund	Short-Term	~\$10,000
Intersection Improvements	4a	US 15 & PA 44 Operational/Safety Improvements.	Gregg Township	ARLE; GLG; HSIP; NHPP; STP	Short-Term	~\$400,000
	4b	US 15 & PA 54 Operational/Safety Improvements.	Clinton Township	ARLE; GLG; HSIP; NHPP; STP	Short-Term	~\$30,000
	5	US 15 & Alexander Drive	WATS MPO	Private	Short-Term	N/A

Issue	Priority	Recommendation	Project Lead	Funding Sources	Implementation Timeline	Cost
Complete Streets Implementation	6a	Adopt Complete Streets policies.	SEDA-COG, WATS MPO, Gregg Twp, Brady Twp, Clinton Twp	N/A	Mid-Term	N/A
	6b	Adopt official maps.		N/A		N/A
	6c	Facilitate connections for recreational access.		N/A		N/A
	6d	Construct Complete Streets Projects		N/A		N/A

KEY:

- **Timing:** Short-Term = 0-2 years; Mid-Term = 2-5 years
- **Funding Source:** ARLE (Automated Red-Light Enforcement); HSIP (Highway Safety Improvement Program); NHPP (National Highway Performance Program); STP (Surface Transportation Program)

Appendix A – Existing Conditions at Study Intersections

Acronym Glossary

ADT	Average Daily Traffic
CSVT	Central Susquehanna Valley Transportation Project
EB	Eastbound
EBL	Eastbound Left Movement
NB	Northbound
NBR	Northbound Right Movement
NBT	Northbound Through Movement
SB	Southbound
SBL	Southbound Left Movement
SBT	Southbound Through Movement
SW	Southwest
TMC	Turning Movement Counts
WB	Westbound

1. US 15 & PA 54 Intersection – Signalized



Existing Conditions:

- 16 crashes, 56% angle crashes, 31% rear end crashes (2018-2022)
- **US 15 ADT: 14,561 / PA 54 ADT: 4,525**
- TMC Peak Hours: 7:15-8:15am / 3:15-4:15pm
 - Heavy SBL movement during AM (124 veh) and PM (142 veh) peak hours.
 - WB approach higher volume (2613 veh) compared to EB approach (1871 veh) across day.
 - 60 EBL turns during AM peak hour, 39 EBL turns during PM peak.
- **5/22 Virtual Field Viewpoints**
 - New Sheets changed traffic flow of area.
 - There are queueing concerns, particularly left turns from PA 54 EB to US 15 NB (Thurs and Fri, 1-6pm).

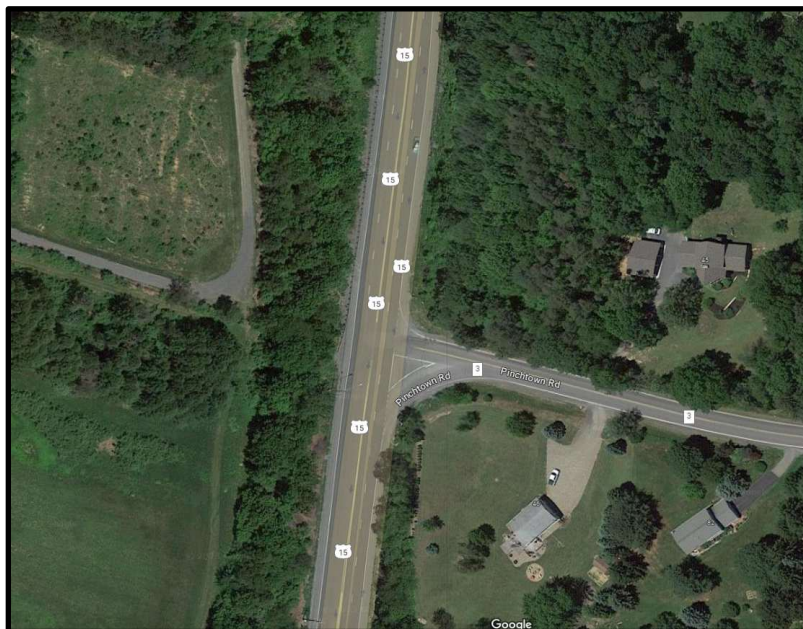
2. US 15 & Allenwood Camp Lane/McNett Road Intersection – Unsignalized



Existing Conditions:

- Minor road stop-controlled intersection
- 5 crashes, 40% angle crashes (2018-2022)
- **US 15 ADT: 10,657 / McNett Rd ADT: 493**
- TMC Peak Hours: 11:00am-12pm / 3:00-4:00pm
 - SBT heaviest movement in AM (531) and PM (579) peak hours.
 - More vehicles exiting EB approach (365) than WB approach (135)
 - 39% of all EB traffic (143 vehicles) exiting during PM peak hour.
 - Most EB (217)/WB (73) approach traffic traveling North on US 15.
- **5/22 Virtual Field Viewpoints**
 - Waze directs motorists along US 15 rather than the new CSVT.
 - Elevation changes make turns off of Allenwood Camp Lane difficult.

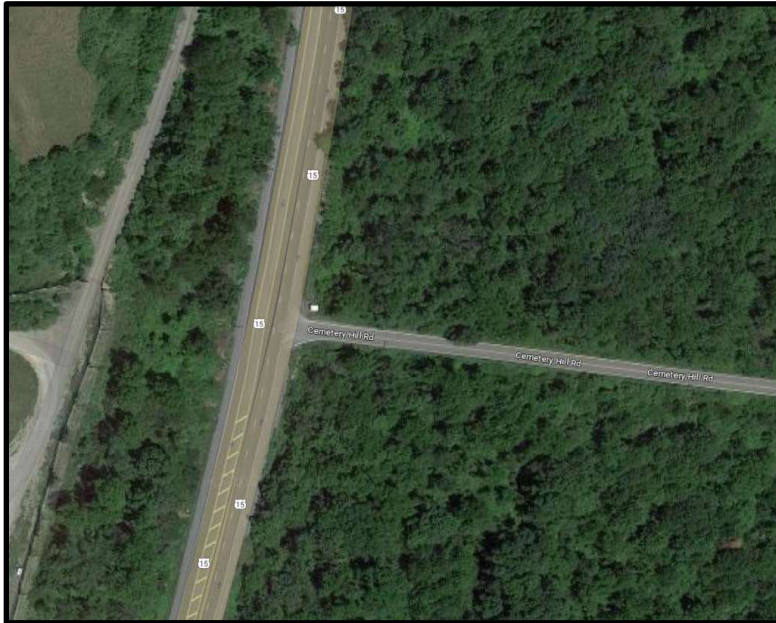
3. US 15 & Pinchtown Road Intersection – Unsignalized



Existing Conditions:

- Minor road stop-controlled intersection
- 4 crashes, 50% angle crashes (2018-2022)
- **US 15 ADT: 10,657 / Pinchtown Rd ADT: 725**
- **5/22 Virtual Field Viewpoints**
 - Left turn onto Pinchtown Rd is dangerous since there is no dedicated space for passing traffic
 - Perceived issue with passing turning vehicles at high speeds
 - Perceived line of site issues when turning SB off Pinchtown Rd
 - SB US 15 reduces to one lane past this intersection

4. US 15 & Cemetery Hill Rd Intersection - Unsignalized



Existing Conditions:

- Minor road stop-controlled intersection
- One crash, angle crash (2018-2022)
- **US 15 ADT: 10,657 / Cemetery Hill Rd ADT: 127**
- TMC Peak Hours: 11:00am-12pm / 3:00-4:00pm
 - SBT heaviest movement in AM (556) and PM (656) peak hours.
 - Few vehicles entering/exiting Cemetery Hill Road, but most enter via NBR (7 vehicles in AM and PM peak hours).
 - 1 SBL movement in AM peak hour, 2 SBL in PM peak hour.
- **5/22 Virtual Field Viewpoints**
 - Low left turn volume in the area.
 - This road gives access to Penn College housing, however Fritz Station Rd used more often.

5. US 15 & Alexander Drive Intersection - Unsignalized



Existing Conditions:

- Minor road stop-controlled intersection
- One angle crash (2018-2022)
- **US 15 ADT: 10,657 / Alexander Dr ADT: Unknown**
- TMC Peak Hours: 10:45-11:45am / 3:15-4:15pm
 - SBT heaviest movement in AM (431 veh) and PM (544 veh) peak hours.
 - During AM peak hour most EB vehicles turning right (32), but equal left and right-turn movements during PM peak hour (22 vehicles).
- **5/22 Virtual Field Viewpoints**
 - Landfill causes heavier cross traffic, specifically at 3:00pm. New access point currently going through HOP process.
 - Landfill access has seen three haul truck rollovers due to drivers entering deceleration lane too quickly.

6. US 15 & Fritz Station Road Intersection - Unsignalized



Existing Conditions:

- Minor road stop-controlled intersection
- One angle crash (2018-2022)
- **US 15 ADT: 10,657 / Fritz Station Rd ADT: 350**
- TMC Peak Hours: 6:45-7:45am / 3:30-4:30pm
 - Nearly equal NBT and SBT volumes during peak hours (450 in AM peak and 550 in PM peak).
 - 5 vehicles exiting minor streets during AM peak hour, 10 vehicles exiting during PM peak hour.
- **5/22 Virtual Field Viewpoints**
 - Intent to buy some land east of US 15 for county park/recreation area, not finalized yet.
 - Speeding and crests cause safety concerns.
 - Low left turn volume in the area.

7. US 15 & Russell Road/Penitentiary Access - Signalized



Existing Conditions:

- 5 crashes, 60% angle crashes (2018-2022)
- **US 15 ADT: 10,657 / Russell Road ADT: 50**
- TMC Peak Hours: 6:45-7:45am / 3:15-4:15pm
 - NBT heaviest movement in AM (423 veh), SBT heaviest movement in PM (542 veh).
 - Heavier traffic flow to/from Penitentiary from 6am-7:30 am (238 vehicles) and from 3pm-4:15pm (209 vehicles).
- **5/22 Virtual Field Viewpoints**
 - A new development planned in the area will lead to increased truck traffic.
 - Queuing and other operational concerns.
 - Discussion on expanding the rail line in the area, however there are currently no known rail users.

8. US 15 & PA 44 Intersection - Signalized



Existing Conditions:

- 12 crashes, 50% angle crashes, 42% rear end crashes (2018-2022)
- **US 15 ADT: 14,149 / PA 44 ADT: 3,688**
- TMC Peak Hours: 6:45-7:45am / 3:15-4:15pm
 - NBT heaviest movement in AM (472 veh), SBT heaviest movement in PM (583 veh)
 - Most vehicles turning from US 15 travel east on PA 44
- **5/22 Virtual Field Viewpoints**
 - Recent road safety audits for intersection, also an ongoing HSM evaluation.
 - New shopping center in SW corner, with the space partially occupied.
 - Discussion about resurfacing area in 2027 could also lead to new safety treatments.



Appendix B – Public Meeting Documentation

US 15 Corridor Improvements Study Public Meeting #1 Summary

Overview

On October 24, 2023, the Williamsport Area Transportation Study (WATS) and SEDA-COG MPOs held the first public meeting for the US 15 Corridor Improvements Study. The meeting was held from 6:00 PM to 7:30 PM at the Warrior Run Fire Department's Social Hall in Allenwood. Ten individuals from the public were in attendance.

The purpose of the meeting was to gather public feedback on existing land use and traffic conditions in the study area as well as ideas for the future of the US 15 corridor. The meeting structure was organized into two parts:

1. **Open House:** Attendees were able to view a series of display boards summarizing the corridor's existing conditions and speak with MPO staff, PennDOT, staff, and the study's consultant team.
2. **Formal Presentation:** A formal presentation was provided by the study team at 6:30 PM. Attendees were provided opportunities to ask questions both during and after the presentation.

Exit surveys were also available for participants to provide additional comments at the conclusion of the meeting.

Open House: Feedback Summary

The following summarizes comments and concerns that were heard during the open house portion of the meeting.

Observed Travel Patterns Post-CSVT

Residents in the Allenwood area noted that they have not noticed significant changes to travel patterns or traffic volumes since the northern section of CSVT opened in July 2022. One participant specifically noted that they have observed lower traffic volumes traveling through the Lewisburg area.

Truck Traffic Concerns

There was a general concern expressed regarding truck volumes and speeds through Allenwood. Specific concerns were raised regarding existing truck traffic traveling north from the White Deer area. Specifically, one individual felt truck traffic volumes will increase if rail service is not provided in the White Deer area.

Traffic Calming Desired

Allenwood residents in attendance expressed a desire for traffic calming measures through the area to slow traffic down.

Special Event Observations

Attendees noted that they have generally observed increased traffic volumes along US 15 during special/major events, specifically during the Little League World Series in Williamsport.

Great Stream Commons Access

Attendees expressed a general interest in understanding the traffic control measures planned for the Great Stream Commons' southern driveway. There was a common concern/opinion raised that a side street stop control condition will not successfully manage the forecasted truck and passenger vehicle volumes that would utilize the southern driveway at full build out.

US 15 and PA 44 Intersection

Participants stated that traffic at the northbound approach experiences significant queuing and the timing of the traffic signal is not adequate for existing traffic volumes. Queues have reached nearly a half mile in length (where US 15 is a divided highway), specifically on Thursday afternoons (2:00-4:00) and Friday afternoons/evenings. Similarly, queuing has been observed at the southbound approach to the intersection; however, residents in the area have not observed motorists using side streets to bypass these queues.

Additionally, participants expressed concerns about northbound traffic traveling at high speeds into the Allenwood area. This may be attributed to the change of environment and roadway characteristics, as US 15 transitions from a divided highway to a two-lane road. This northbound merge from two lanes to one lane was also described as “confusing” to motorists (**Figure 1**).

Figure 15: Northbound Merge Point, South of the PA US 15/PA 44 Intersection



Source: Google Earth Streetview

Formal Presentation: Feedback Summary

The study team provided a formal presentation on the study purpose and a more detailed overview of the corridor's existing conditions. Attendees were encouraged to consider a future vision for the corridor and how land use and traffic conditions could change once CSVT's southern section is completed.

The following summarizes comments and concerns that were heard during and after the presentation:

Safety Data

Attendees stated that the crash data presented during the meeting is not inclusive of non-reportable crashes; therefore, more crashes have occurred at each of the study intersections. It was recommended that the study team coordinate with local police departments to acquire non-reportable crash data.

Speed Limit/Enforcement Concerns

Speeding was highlighted as a corridor wide concern; however, specific issues were identified in the Allenwood area. One attendee noted that vehicles have been observed traveling through Allenwood at 70 MPH, leading to near misses and property damage. There is a desire for improved speed enforcement and for the Pennsylvania State Police to have a greater presence in the area.

Speeding concerns were also identified near the Lycoming County landfill in Brady Township. Southbound traffic has been observed traveling at high speeds and attendees noted that a traffic signal should be considered at the landfill entrance on Alexander Drive.

It was also noted that travelers tend to use turning lanes as passing lanes, which has led to unsafe conditions given the corridor's terrain.

Development Considerations/Impacts

Attendees felt that the data analysis presented did not reflect new warehouse developments or the truck traffic they have/will generate. Specifically, it was noted that traffic from the new Bimbo Bakeries facility has started to increase. Residents noted that they were in favor of development/growth; however, it should be balanced with resident concerns. As developments are proposed and completed, truck traffic flows should be monitored and managed.

Landfill Truck Traffic

It was noted that improved truck accommodations are needed between the interchange with I-80 and the Lycoming County landfill. Since the landfill accepts some types of waste that other waste management facilities do not, there are increased levels of truck traffic in the area. Lycoming County also purchased over 1,000 acres to the west of the landfill for expansion, which could lead to additional trucks. One attendee felt that constructing an extra lane for the trucks from I-80 to the landfill would not provide adequate accommodation and that they need their own dedicated beltway. Another attendee expressed concern that trucks from Digger's Specialties were adding to traffic at the intersection with Alexander Drive. They suggested that the entrance to Digger's Specialties be relocated; however, a location was not specified.

Rail Access Considerations

It was noted that Great Stream Commons has rail access, which could alleviate truck traffic on US 15. One participant asked about future opportunities for rail use at this location. SEDACOG representatives noted that insights on future rail utilization will be highlighted in the study report.

Corridor Widening Discussion

Participants discussed what US 15 would look like if it was widened to four lanes again. One person suggested the elimination of all traffic signals between PA 54 and I-80 as trucks have difficulty accessing US 15. Another participant stated that some of the residents in Allenwood

would be at risk of losing their homes if another lane were to be added. MPO representatives noted that these changes are not currently being contemplated.

Location Specific Concerns

US 15 & Russell Road/Allenwood Correctional Facility Access

More warehouses are being proposed and developed along the study corridor and residents expressed concerns about truck traffic. Specifically, it was stated that long-time residents believed that Great Stream Commons would feature light commercial development; however, the development could lead to “a significant amount of truck traffic.”

US 15 & Pinchtown Road

Attendees stated that Pinchtown Road is the most dangerous intersection in the study corridor. Vehicles are traveling at high speeds, making egress from Pinchtown Road challenging and unsafe. Residents in the area choose to travel to McNett Road or Blind Road as alternative routes to avoid Pinchtown Road.

US 15 & SR 1010 (White Deer Pike)

One attendee stated that the White Deer/Watsontown interchange is the worst segment of US 15.

Allenwood Area

One attendee stated that the stop signs in Allenwood are difficult to read and should be replaced.

Next Steps

Comments received during the meeting will help inform the remaining steps in the study process. A second public meeting will be held in spring 2024 for the public to review and provide feedback on a draft set of recommendations. The final report is anticipated to be completed shortly afterward.

US 15 Corridor Improvements Study Public Officials Briefing and Public Meeting #2 Summary

Overview

On May 21, 2024, the Williamsport Area Transportation Study (WATS) and SEDACOG MPOs held a second public meeting for the US 15 Corridor Improvements Study. The meeting was preceded by a briefing to county and local officials. The public officials' briefing occurred from 4:00 to 5:00pm and the public meeting was held from 6:00 PM to 7:30 PM at the Warrior Run Fire Department's Social Hall in Allenwood. The intent of both meetings was to gather feedback from local officials and the public on draft study recommendations. The public meeting was organized into two parts:

1. **Open House:** Attendees were able to view a series of display boards summarizing the corridor's existing conditions and speak with MPO staff, PennDOT, staff, and the study's consultant team.
2. **Formal Presentation:** A formal presentation was provided by the study team at 6:30 PM, providing a more detailed overview of the proposed study recommendations. Attendees were provided opportunities to ask questions both during and after the presentation. The preceding public officials' briefing was organized as a formal presentation followed by a question-and-answer session.

The public officials briefing was attended by approximately 16 officials and over 50 individuals from the community attended the public meeting. The following summarizes the feedback heard at each meeting.

Public Officials Briefing Feedback Summary

Opening remarks were provided by Mark Murawski, transportation planner with WATS MPO, and Brian Funkhouser, project manager with Michael Baker International. Brian and Patrick McTish, traffic engineer with Michael Baker International, provided a presentation on the study's draft recommendations.

The following summarizes comments and concerns that were heard during the briefing.

Future Resurfacing of Pinchtown Road

Clinton Township recently received grant funding to resurface Pinchtown Road and would like to align that effort with any potential improvements that may result from the study. The township stated that they would like to complete the resurfacing project this year and meetings with PennDOT are forthcoming. Safety concerns were also expressed regarding turning movements at the intersection of Pinchtown Road and US 15.

Roadway Characteristics of McNett Road

Local officials expressed that the roadway characteristics of McNett Road are not conducive to serve as a primary route to and from Montgomery without improvement. Concerns included narrow cartway widths and an overpopulation of deer that has resulted in collisions and "run off the road" crashes. Overgrowth of vegetation near the cartway limits has also limited motorist visibility. It was noted that it "has been some time" since the road was resurfaced, and the pavement is not in good condition. It was also mentioned that both McNett Road and Cemetery

Hill Road are weight restricted. Attendees agree that the intersection of US 15 at McNett Road has ideal sight distances compared to other nearby intersections (e.g., Cemetery Hill Road, Pinchtown Road); however, these additional considerations should be evaluated.

Lighting Concerns

Attendees noted that there are poor lighting conditions at the McNett Road and Cemetery Hill Road intersections and Pinchtown Road has the best lighting in the immediate area. Lighting may be of concern at other intersections and should be considered as part of the study's recommendations.

Impacts of Proposed and Forthcoming Land Developments

Concerns were raised about increased traffic volumes and limited enforcement activity at the intersection of Alexander Drive with new development in the Timber Run Industrial Park. Similarly, concerns were raised about traffic levels at and around Russell Road after Great Stream Commons is fully built out. Both MPOs are currently monitoring highway occupancy permit and traffic impact study activity as developments are built out and needed improvements are determined. For the Great Stream Commons development, both SEDA-COG and WATS MPOs were invited as interested parties to a series of stakeholder meetings to discuss transportation needs in the area. More specialized analysis is needed once further information is gathered from the developers, which will likely occur after the US 15 study is completed.

Passing Lane North of Allenwood

Speeding and other reckless driver behavior has been observed at the two-lane passing area traveling northbound out of Allenwood. Residents and travelers have seen drivers increasing speed to pass each other shortly before the road reduces to one lane. There are concerns that driver behavior and overall travel conditions will worsen with increased commercial truck traffic from these forthcoming developments. Attendees suggested removing this passing lane altogether to deter reckless driving behavior and slow traffic down. Another attendee noted that the lane in question was formerly a passing lane that was shortened as a result of the Great Stream Commons development.

Legislative Engagement

It was asked if it would be too soon for municipalities in the study area to meet with legislators about the capital budget and other funding opportunities to help implement any proposed improvements. Mark noted that the study team is currently seeking consensus amongst the local communities on the recommendations before encouraging them to seek funding support. The MPOs can serve as a resource to help engage legislators or provide support for funding applications. Mark also noted that planning level cost estimates for the recommendations will be included in the final report.

Consistency with Local and Regional Planning Documents

A question was asked if the project team reviewed comprehensive plans and historic/future land use as part of the study process. Mark confirmed that these plans were reviewed, and the team found that the recommendations would be generally consistent with those documents.

Intermodal/Rail Expansion Possibilities

A question was raised about the possibility of intermodal transfer/use of rail to serve developments along the corridor. It was noted that there is a line within Great Stream Commons that has good rail access with one property being rail served and two that could be rail accessible after some improvement (e.g., addressing grades). These lines would be directly serving manufacturing sites with commodities coming into those locations rather than exported out.

Landfill Traffic Considerations at Pinchtown Road

One attendee stated that any future turn restriction studies conducted at Pinchtown Road will need to ensure that truck traffic originating from/destined for the landfill will need to be considered. It was noted that if left turns are restricted, garbage trucks coming from Montgomery will likely divert to PA 405 and PA 54. These routes have uphill grades that may be difficult for the trucks to navigate. Other attendees felt that restricting left-hand turns at Pinchtown Road will lead to increased traffic volumes elsewhere along the corridor.

Brian and Mark thanked everyone for attending and the public officials' briefing was adjourned at 5:00pm.

Public Meeting #2 Feedback Summary

Opening remarks were provided by Mark Murawski, transportation planner with WATS MPO. A presentation of the study's draft recommendations was provided by Patrick McTish and Brian Funkhouser of Michael Baker International.

The following comments and concerns were raised during the meeting.

Speeding and Speed/Traffic Enforcement Concerns

Attendees stated that Clinton Township used to have its own police force; however, the US 15 corridor is now under the jurisdiction of the Pennsylvania State Police (PSP) for enforcement. Residents in the Allenwood area have observed minimal police/traffic enforcement presence, leaving speeding/reckless driving concerns unaddressed and residents feeling they are not a priority to PSP or other law enforcement agencies.

Specific speeding concerns were identified in the following locations:

- “The blind hill at the top of Allenwood” experiences tractor trailers traveling at high speeds. Safety risk in this area is heightened in the winter months when icy conditions occur.
- The northbound lane reduction to the south of Allenwood was identified by multiple attendees. In addition to the reduction in travel lanes, the speed limit lowers from 55 MPH to 35 MPH. Motorists have been observed speeding into Allenwood and not adhering to the speed limit change. PSP has been seen monitoring the area; however, they are only there for short periods of time due to navigation applications (e.g., Waze, Google) notifying motorists of speed traps/enforcement. Several participants stated they would like to see the 35 MPH zone extended with clear signage that raises awareness of the lane drop. Larger signage was also requested, as attendees feel current signage is too small to capture motorists' attention.

- Several segments of the corridor have passing lanes and center turn lanes being used as “racetracks” by motorists intending to pass trucks climbing the uphill grade and/or other slower moving vehicles. One resident suggested the removal of all existing passing lanes throughout the corridor to help slow traffic down, specifically between Allenwood and PA 54.

Use of McNett Road vs. Brouse Road

Participants asked several questions regarding the selection of McNett Road over PA 54 as the preferred route in and out of Montgomery Borough. Patrick McTish noted that McNett Road has similar, but more ideal characteristics in comparison to Cemetery Hill and Pinchtown Roads (e.g., better sight distances). It was selected under the assumption that motorists are destined for the southern side of Montgomery and may not want to travel all the way to PA 54; however, it is understood that additional improvements may be necessary to best accommodate those trips.

Several attendees expressed concerns that the current design of McNett Road is not conducive to accommodate through traffic between Montgomery and US 15, citing narrow cartway widths and sharp curves. Area residents and first responders have observed numerous crashes with motorists hitting trees/fixed objects or running off the road. Brouse Road was identified as a potential alternative route to McNett Road, as it was designed to accommodate trucks back in the 1980s and could potentially be upgraded to permit larger/heavier loads.

Data Validity Concerns

Several questions and concerns were raised regarding the data used to evaluate crash trends and traffic/turning movement data, including:

- **Crash Data:** Several attendees stated that they have not observed any reportable crashes as Pinchtown Road in over a decade, while the data used cites 4 crashes occurring at the intersection in the past five years. Another attendee stated that several fatalities have occurred along US 15 in Clinton Township that are not accounted for in the PennDOT data and recommended non-reportable crash information from local police be considered.
- **Traffic Volume Data:** During the data collection phase of the study, traffic counts were collected on a Tuesday, Wednesday, and Thursday to understand traffic volumes along US 15 on an average weekday. Residents stated that these counts are not reflective of the conditions they have observed, and counts should be taken on Friday, Saturday, and Sunday as those are the busiest travel days along the corridor. It was noted that many out-of-town visitors from New York and Maryland pass through the area on the weekends as well.

Better Connections to Interstate 180

Several meeting attendees expressed a desire to create better connections to I-180 for commercial trucks and suggested that a study be done to assess existing feeder routes to determine ideal locations for interstate access points (e.g., PA 54, 8th Street). Commercial trucks from neighboring communities tend to travel into Allenwood and turn onto US 15 to avoid traveling on uphill grades on PA 405. This has resulted in operational concerns in other locations throughout the corridor including:

- Residents observing excessive queues at intersections in White Deer due to commercial trucks traveling to US 15 from Watsonstown, rather than using PA 405.
- Overweight feed mill trucks have been observed traveling through Montgomery and into Allenwood, rather than accessing I-180 via PA 405. It was noted that PA 405 is not wide enough to accommodate oversized/overweight trucks.

Impacts of Proposed/Forthcoming Developments (e.g., Great Stream Commons, Timber Run)

Several area residents raised concerns about increased truck traffic being generated from forthcoming developments like Great Stream Commons and Timber Run. In addition to traffic impacts in the Allenwood area, attendees stated that they have observed infrastructure impacts resulting from truck traffic in White Deer, including bridge strikes at the US 15 underpass and congestion impacts. It was asked if forecasted traffic increases from these developments were accounted for as part of the study. Sal Vitko from Lycoming County stated that the developers and PennDOT are engaging with elected officials, both MPOs, and other area stakeholders regarding the potential traffic impacts of these developments. Currently, the true traffic impacts of these developments are unknown. Upgrades/improvements to US 15 or individual intersections will be determined through the PennDOT Highway Occupancy Permit (HOP) process and based on the needs of each business.

One attendee mentioned that the community would like to see the re-routing of commercial truck traffic or bypasses considered to address increases in truck traffic. Another suggested repurposing/converting existing railroad right-of-way into a truck lane or bypass to divert trucks around the Allenwood area.

Improvements at Alexander Drive

One attendee asked why the intersection of US 15 and Alexander Drive does not have an acceleration lane for the landfill trucks and any future truck traffic entering/exiting the Timber Run development. Sal and Mark stated that the traffic impact study (TIS) identified several upgrades to the intersection and additional improvements may be needed as business move into the area. These additional upgrades or improvements would be identified through the PennDOT HOP process.

Public Officials' Participation

Attendees also expressed frustration that local officials did not attend the public meeting to hear the community's concerns. They requested that the meeting notes be sent to all public officials for their review.

Mark thanked everyone for attending and the public meeting was adjourned at 8:12 pm.

Next Steps

Comments received during the meeting will be reviewed by the project team, including WATS MPO, SEDA-COG MPO, and PennDOT and incorporated into the final report. The final report is anticipated to be completed shortly afterward in June and will be made available digitally. Hard copies are available upon request.

PREPARED BY:

Michael Baker

I N T E R N A T I O N A L