WATS LONG RANGE TRANSPORTATION PLAN UPDATE, 2018-2038

February, 2018 Status Update

Multimodal System Inventory

Refresher on structure of the plan:

Four chapters -

Chapter 1 [*for next meeting*]: Introduction
- Overview of WATS
- Overview of plan structure

Chapter 2 [*presented last time*]: Planning Context
- Federal, state and local planning goals, objectives & needs
- Demographic & economic development trends
- Overview of cultural and natural resources

Chapter 3 [*what I have today*]: Multimodal System Inventory
- **Catalog of current transportation system across all modes with an assessment of the current condition**

Chapter 4 [*for next meeting*]: Implementation
- Brings together the goals, objectives, trends, & needs identified in Chapter 2 and the system deficiencies identified in Chapter 3 to set an overall strategic direction for transportation planning over the next 20 years in Lycoming County.
- Overview of the implementation of the plan

Multimodal System Inventory

Since I have pivoted towards preparation of Chapter 4, I have been focused on the identification of system deficiencies

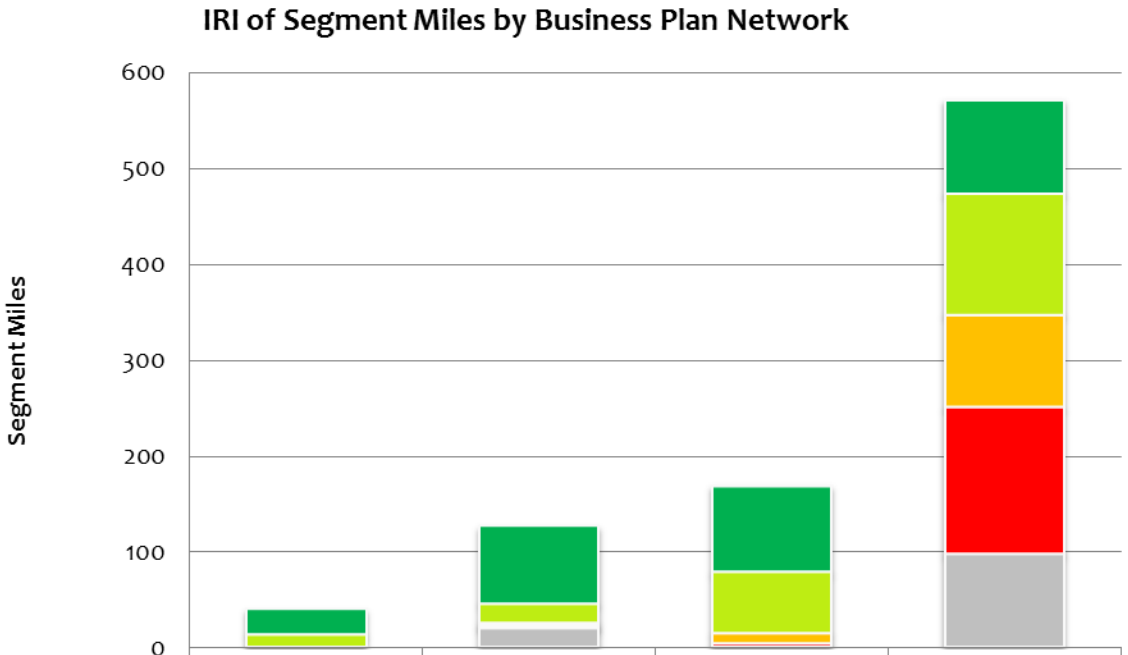
Deficiency = Something that can be strengthened or improved – specifically in light of our performance based planning metrics and the broad goals and objectives set by the federal and commonwealth governments

A deficiency is not a failure! A deficiency doesn't mean something is broken!

A DEFICIENCY DEFINITELY DOESN'T MEAN ANYONE DID SOMETHING WRONG

Multimodal System Inventory

- Highway System - Pavement



	Interstate	NHS, Non-Interstate	Non-NHS ≥ 2,000 AADT	Non-NHS < 2,000 AADT
Excellent IRI Miles	26	80	91	98
Good IRI Miles	11	20	64	126
Fair IRI Miles	2	3	10	97
Poor IRI Miles	0	3	4	153
Untested Miles	0	19	0	97

Multimodal System Inventory

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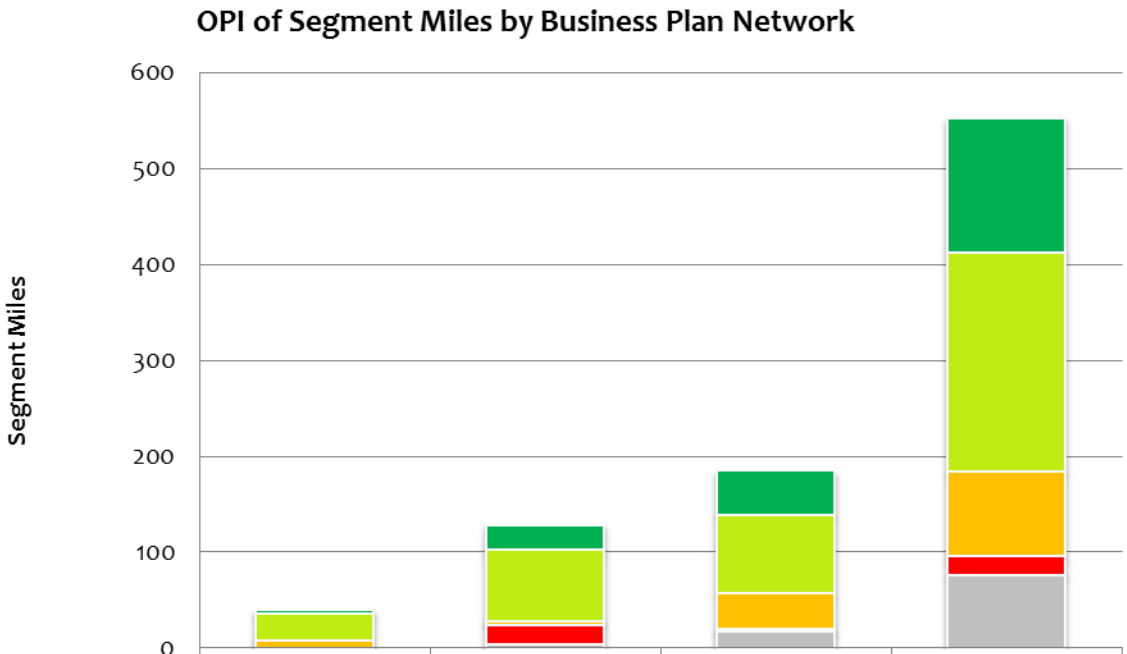

	Interstate	NHS, Non-Interstate	Non-NHS ≥ 2,000 AADT	Non-NHS < 2,000 AADT
Excellent OPI Miles	3	26	47	140
Good OPI Miles	28	75	81	229
Fair OPI Miles	8	3	38	88
Poor OPI Miles	0	21	2	20
Untested Miles	0	3	16	75

Multimodal System Inventory

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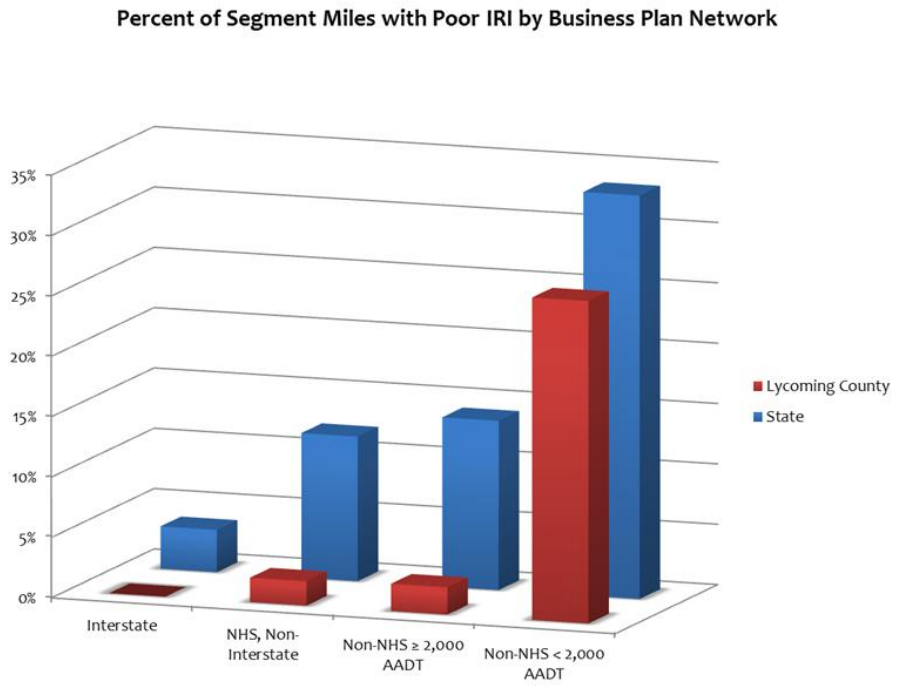

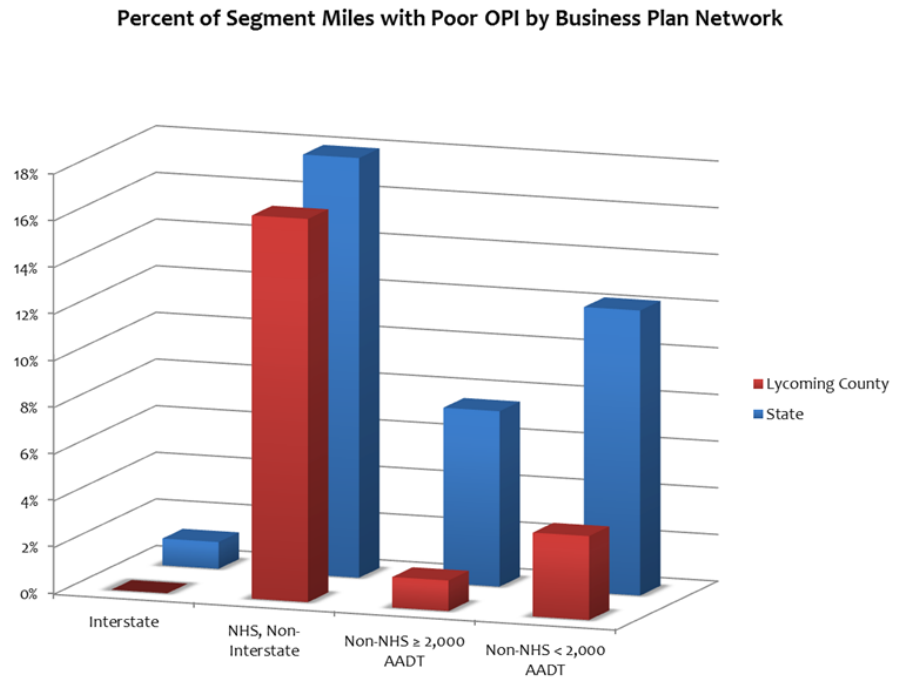

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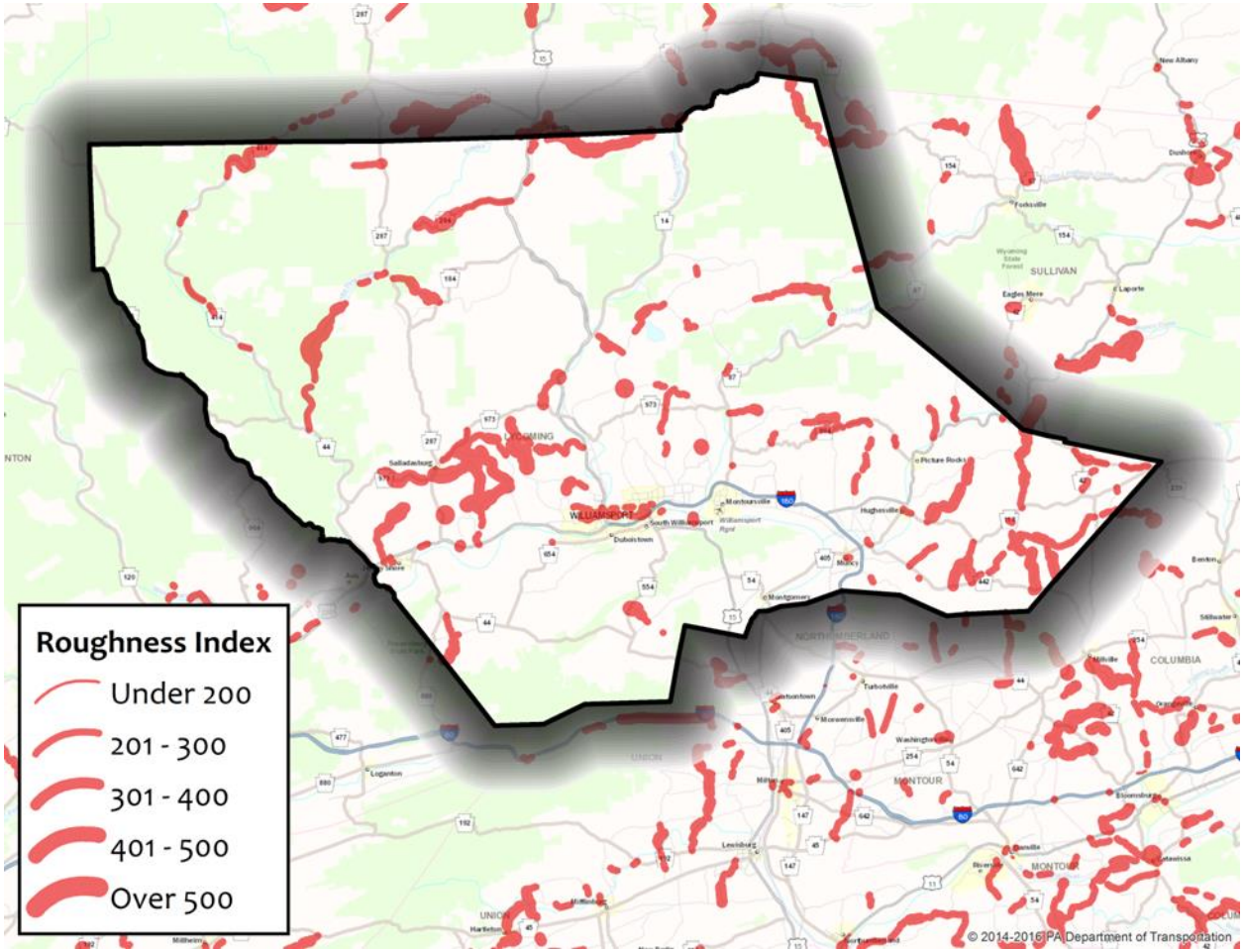

Multimodal System Inventory

- Highway System - Safety

Performance Measure	5-year Rolling Averages	
	TARGET	BASELINE
	2014-2018	2012-2016
Number of Fatalities	17.0	16.2
Fatality Rate (per 100 million DVMT)	1.539	1.494
Number of Serious Injuries	48.3	39.6
Serious Injury Rate (per 100 million DVMT)	4.373	3.648
Number of Non-motorized Fatalities and Serious Injuries	8.5	5.6

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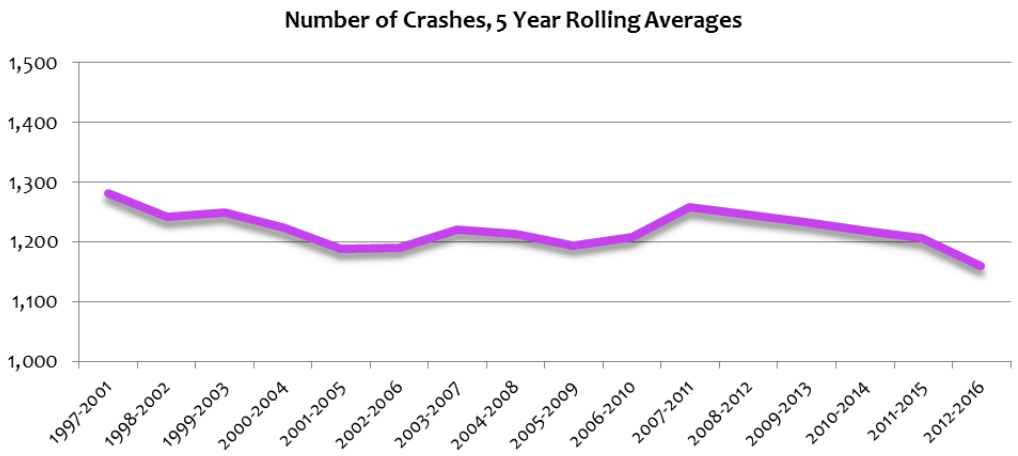

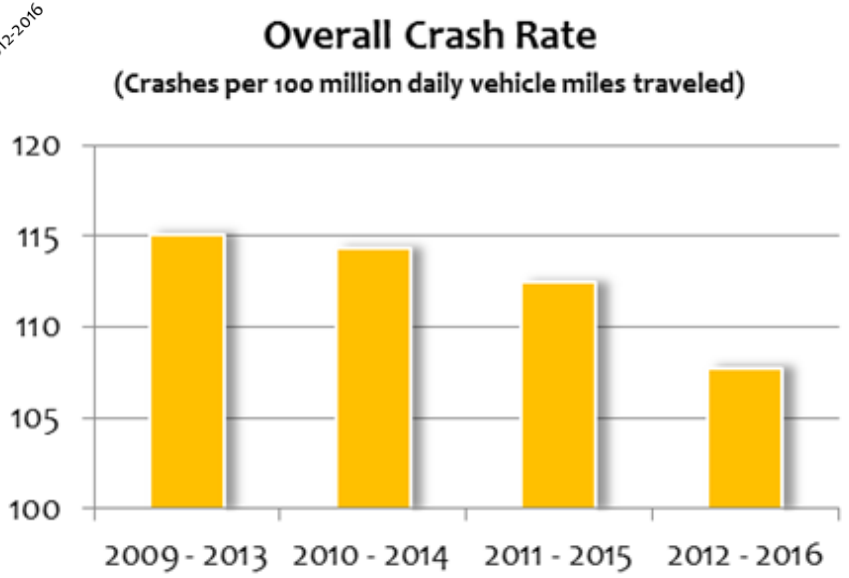

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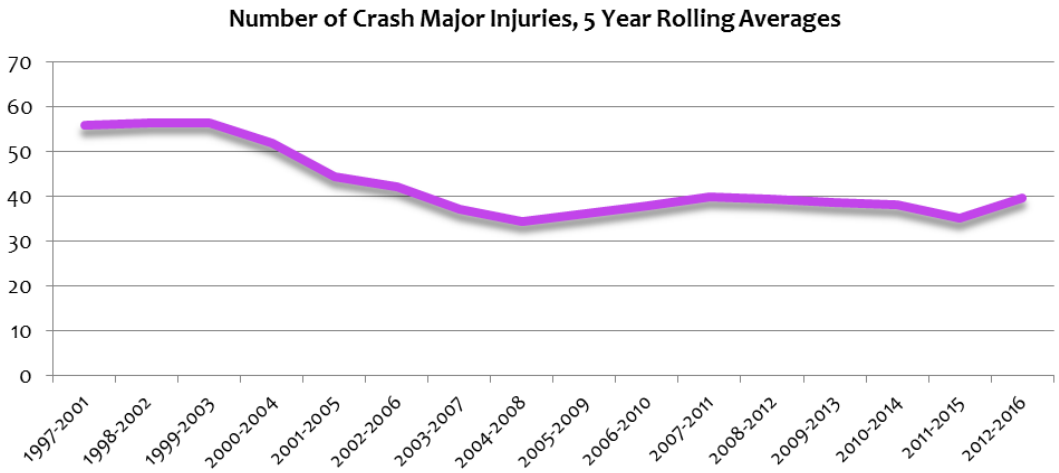

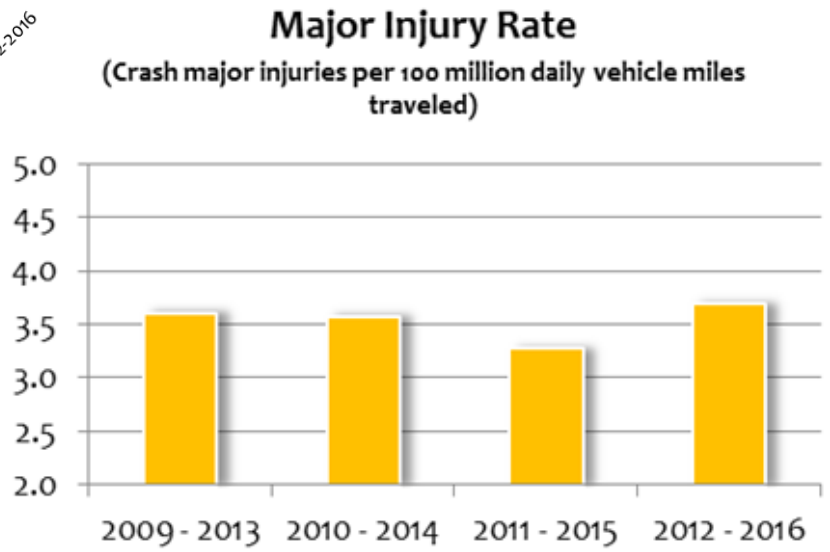

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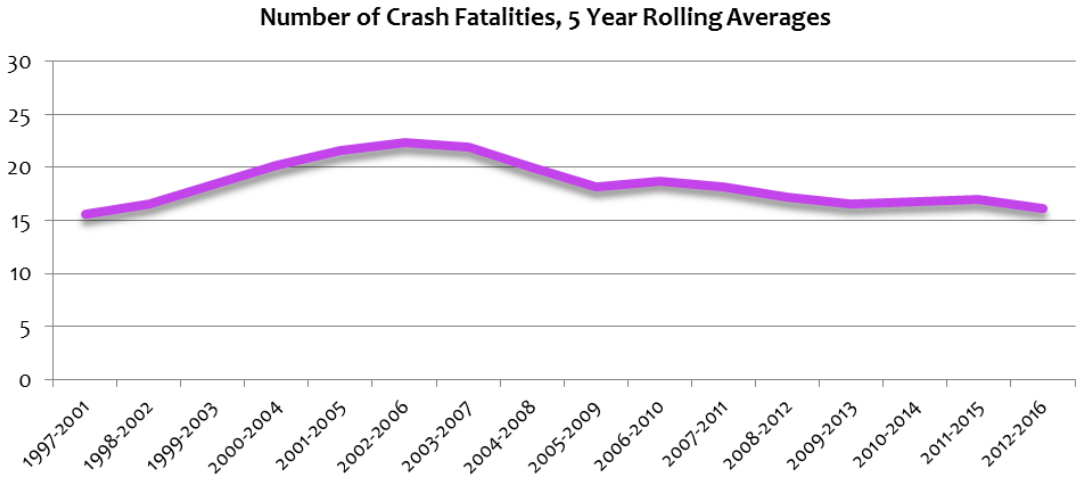

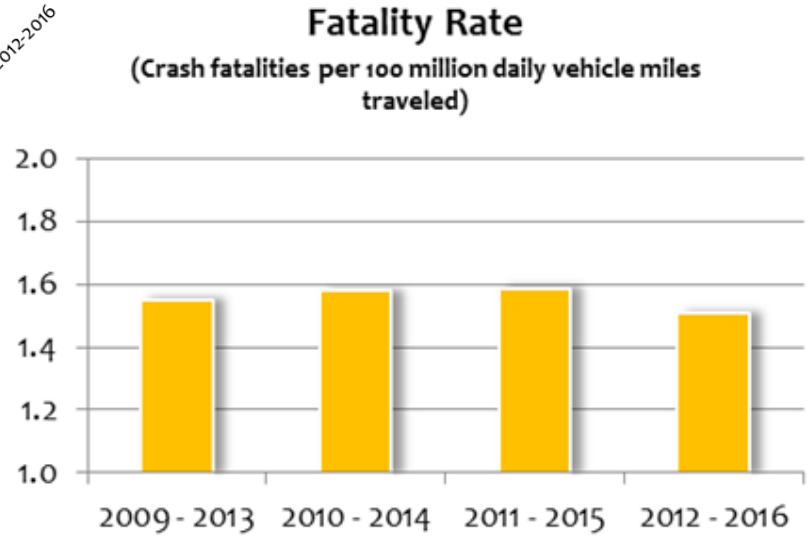

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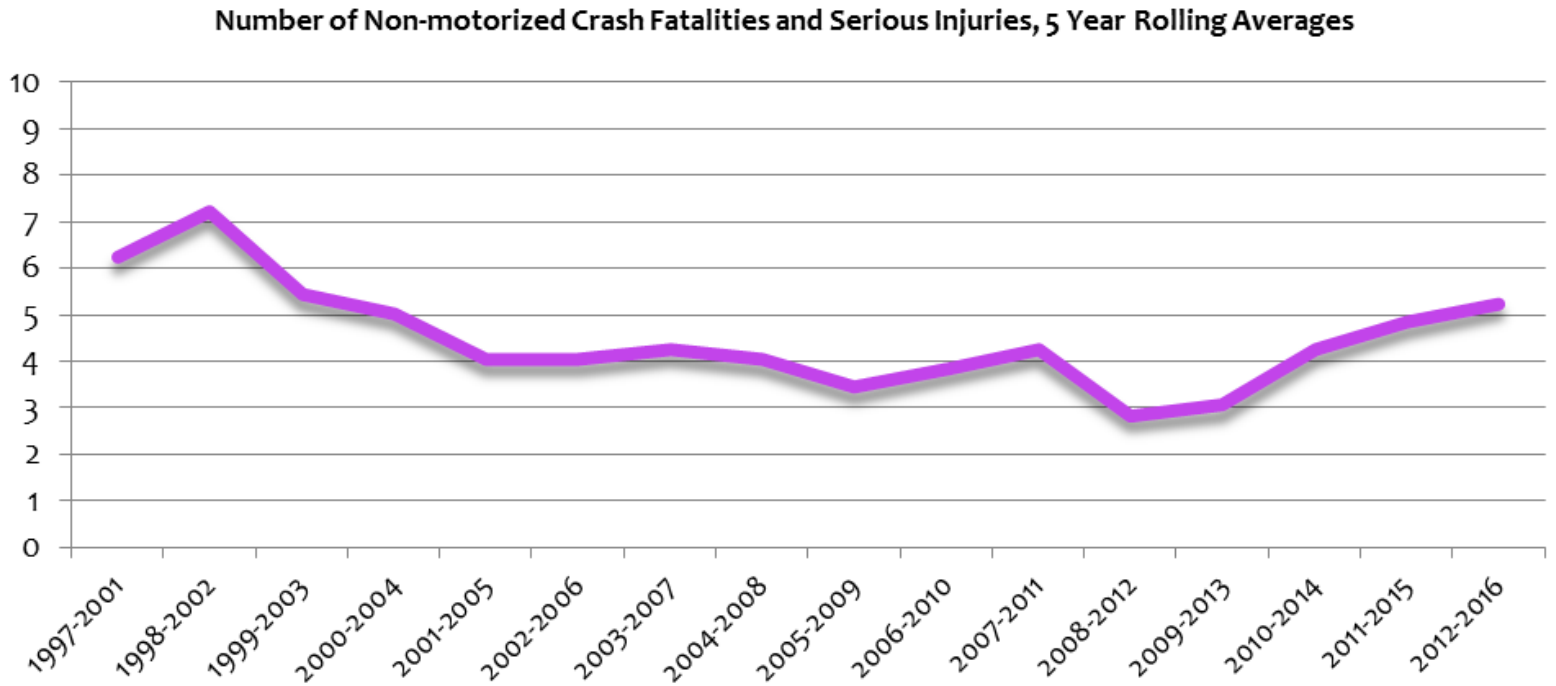

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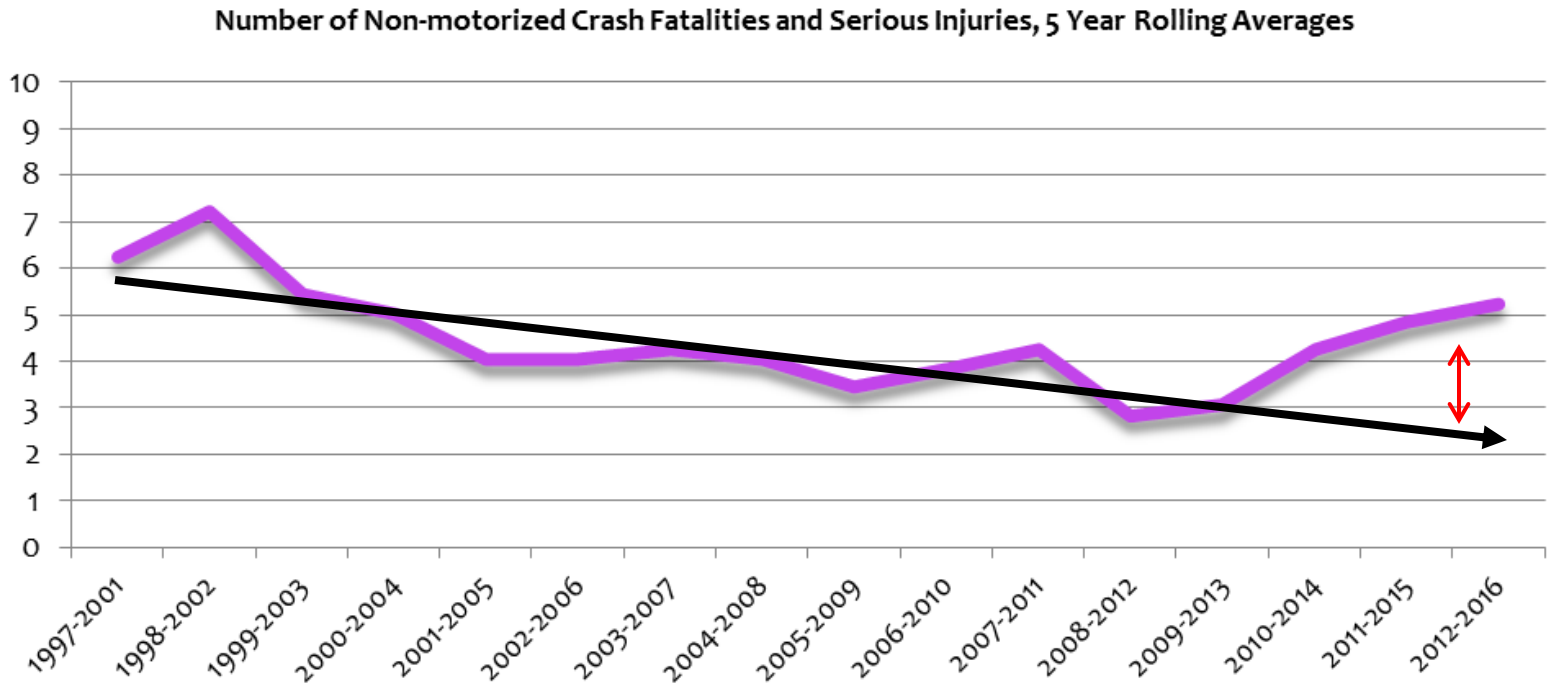

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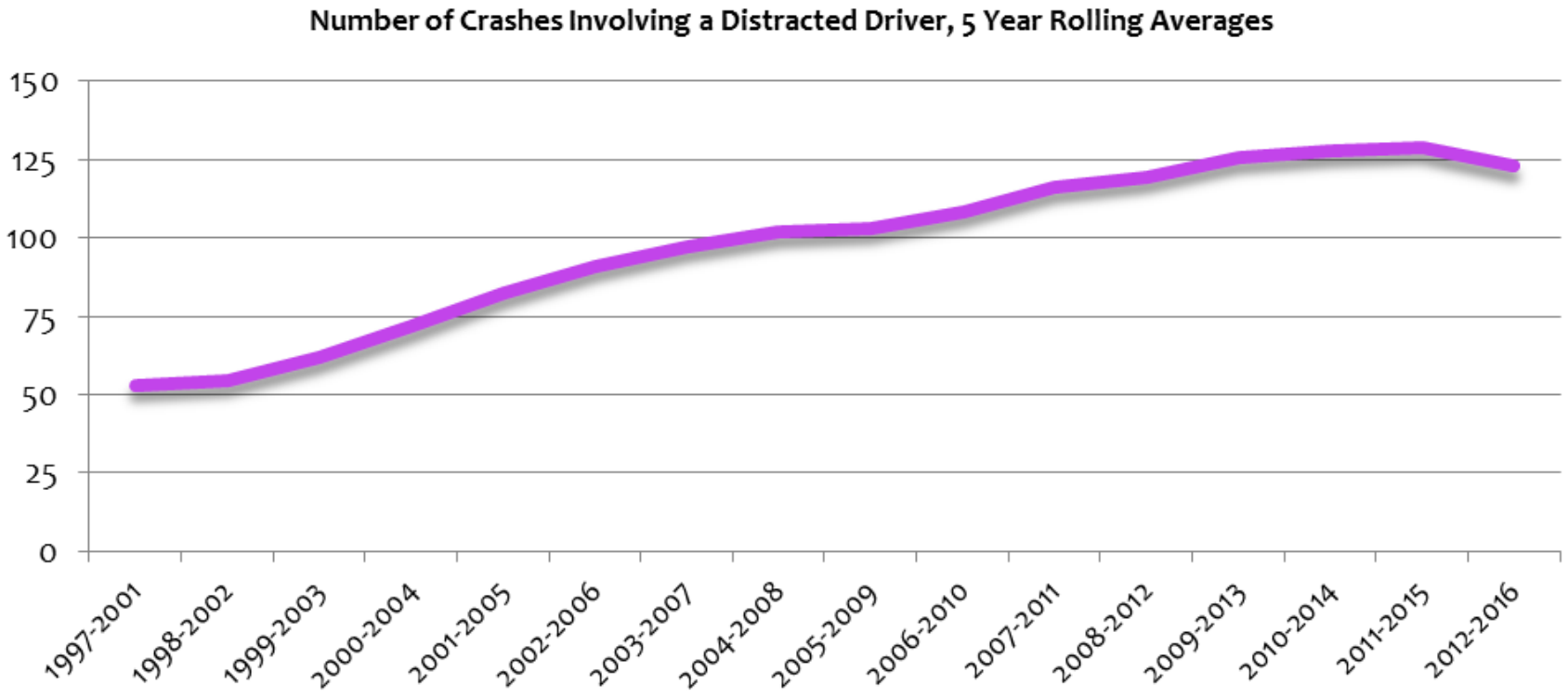

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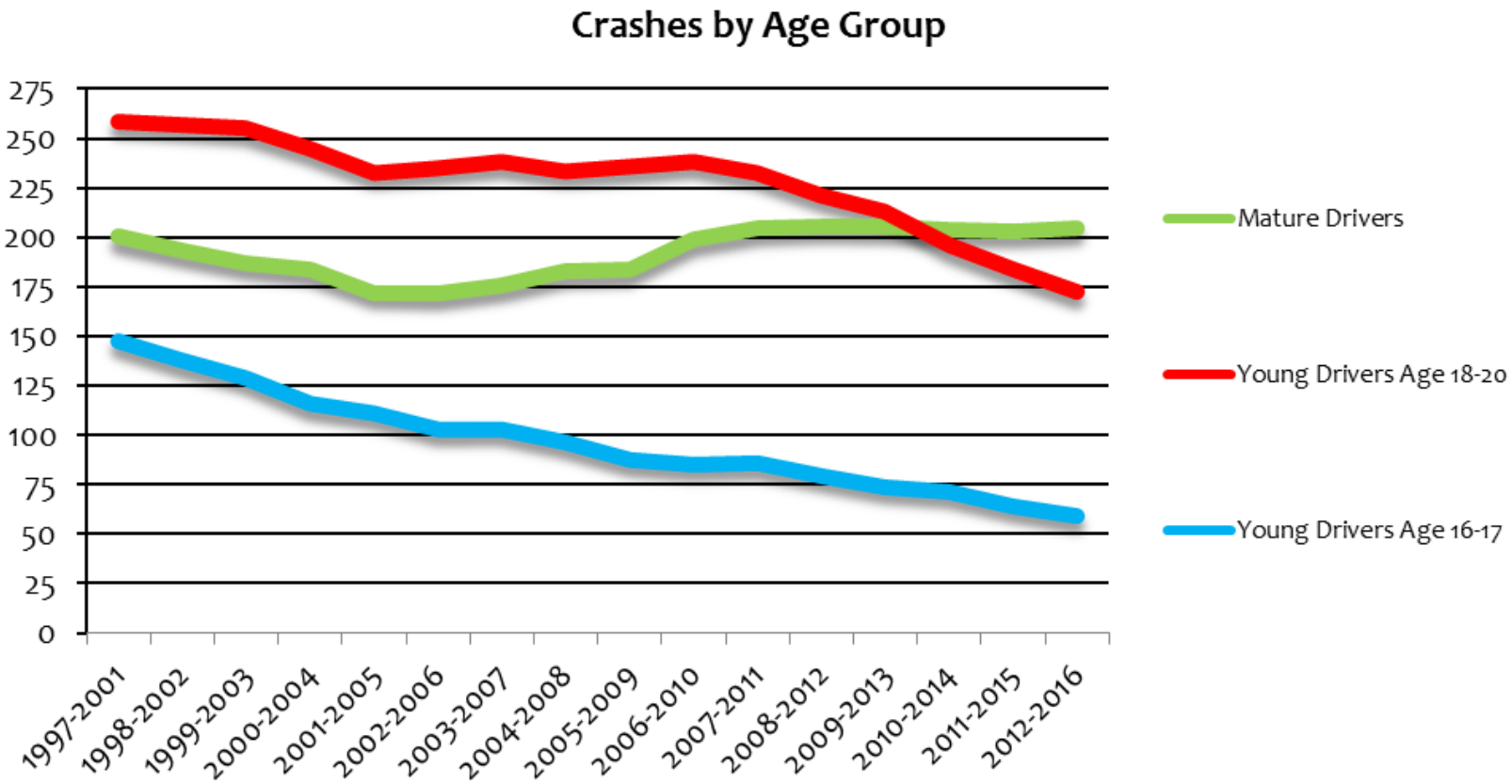
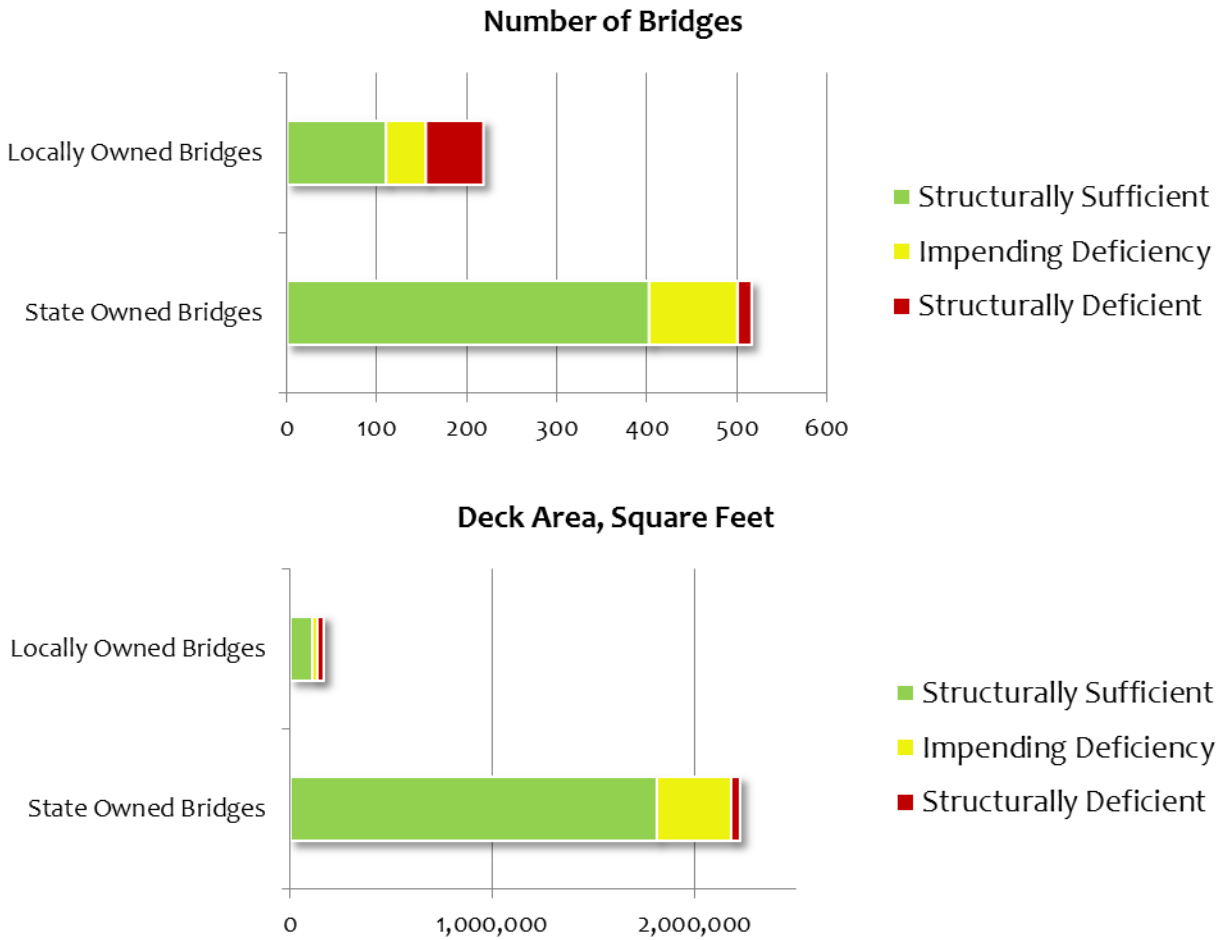


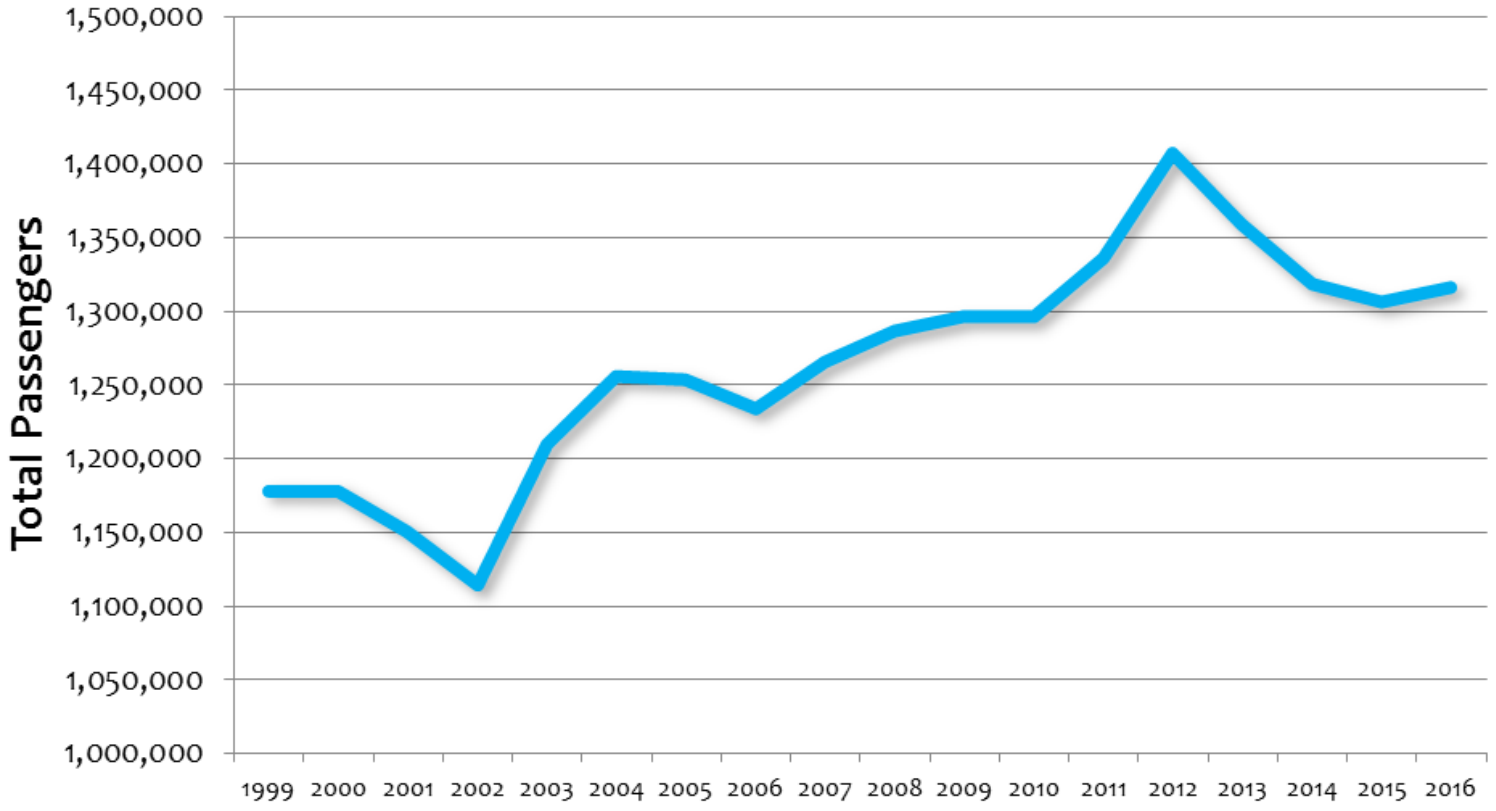
Multimodal System Inventory

- Bridges



Multimodal System Inventory

- Transit- Ridership



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- Transit - Ridership

Multimodal System Inventory

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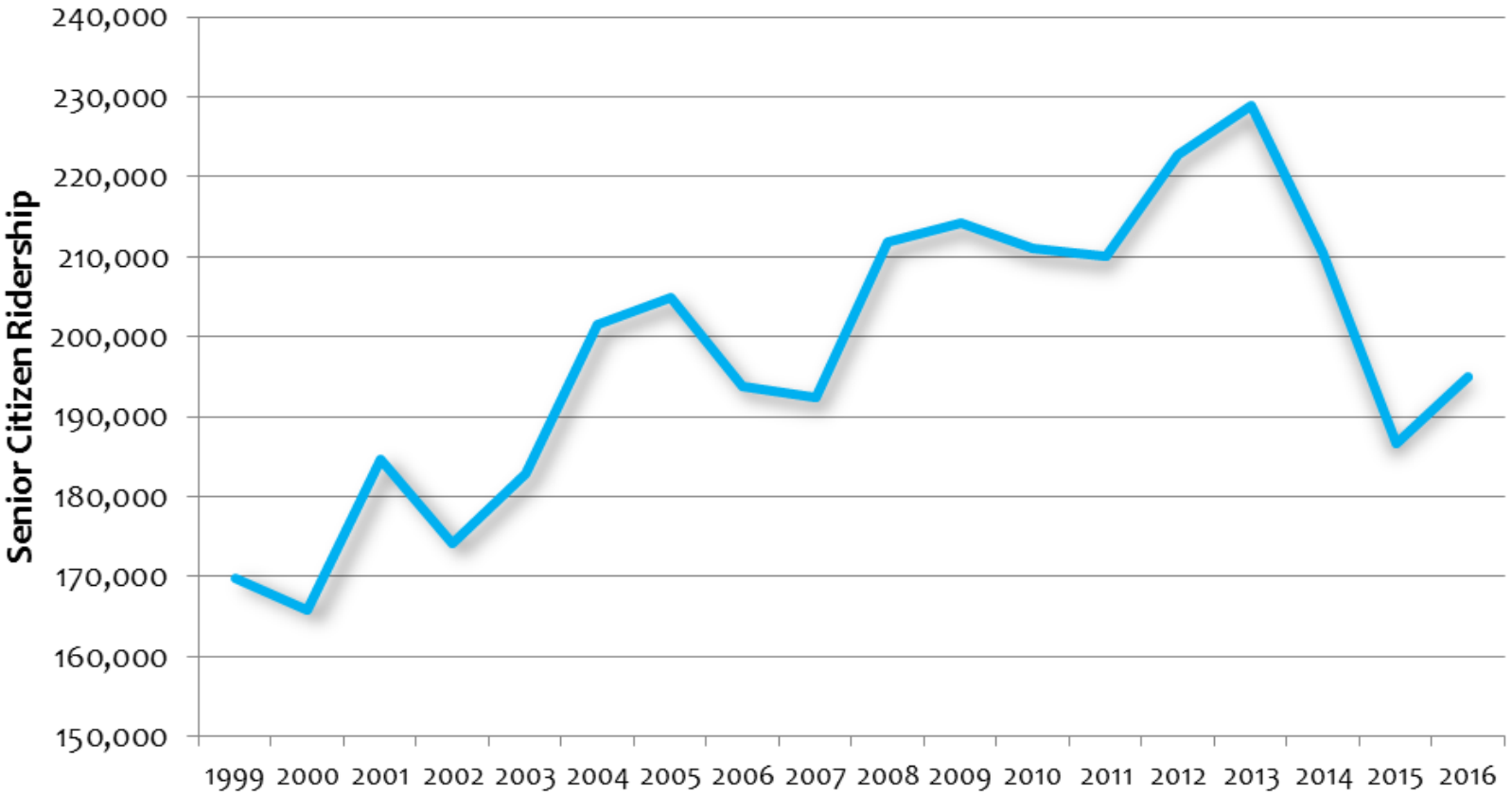

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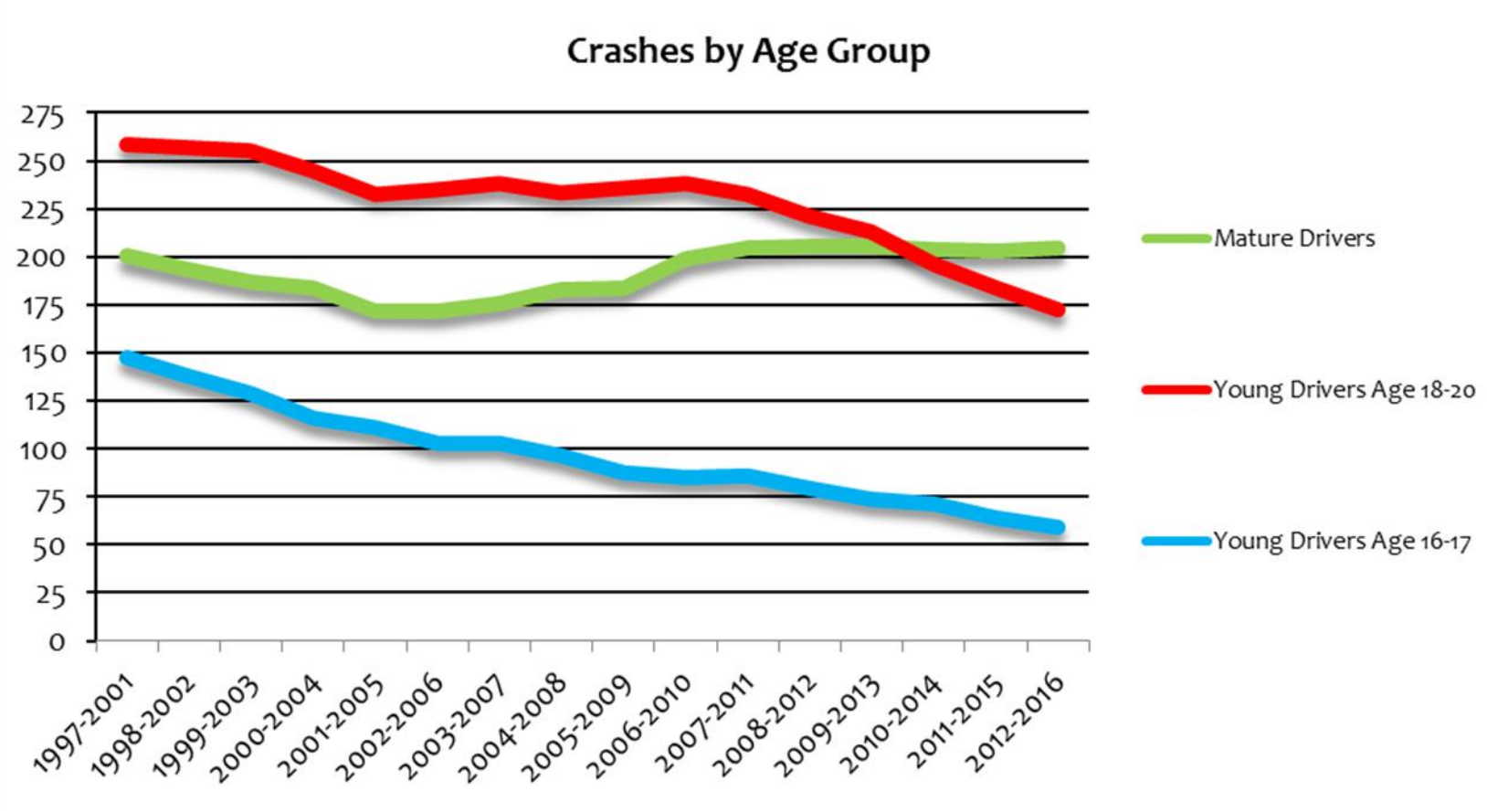
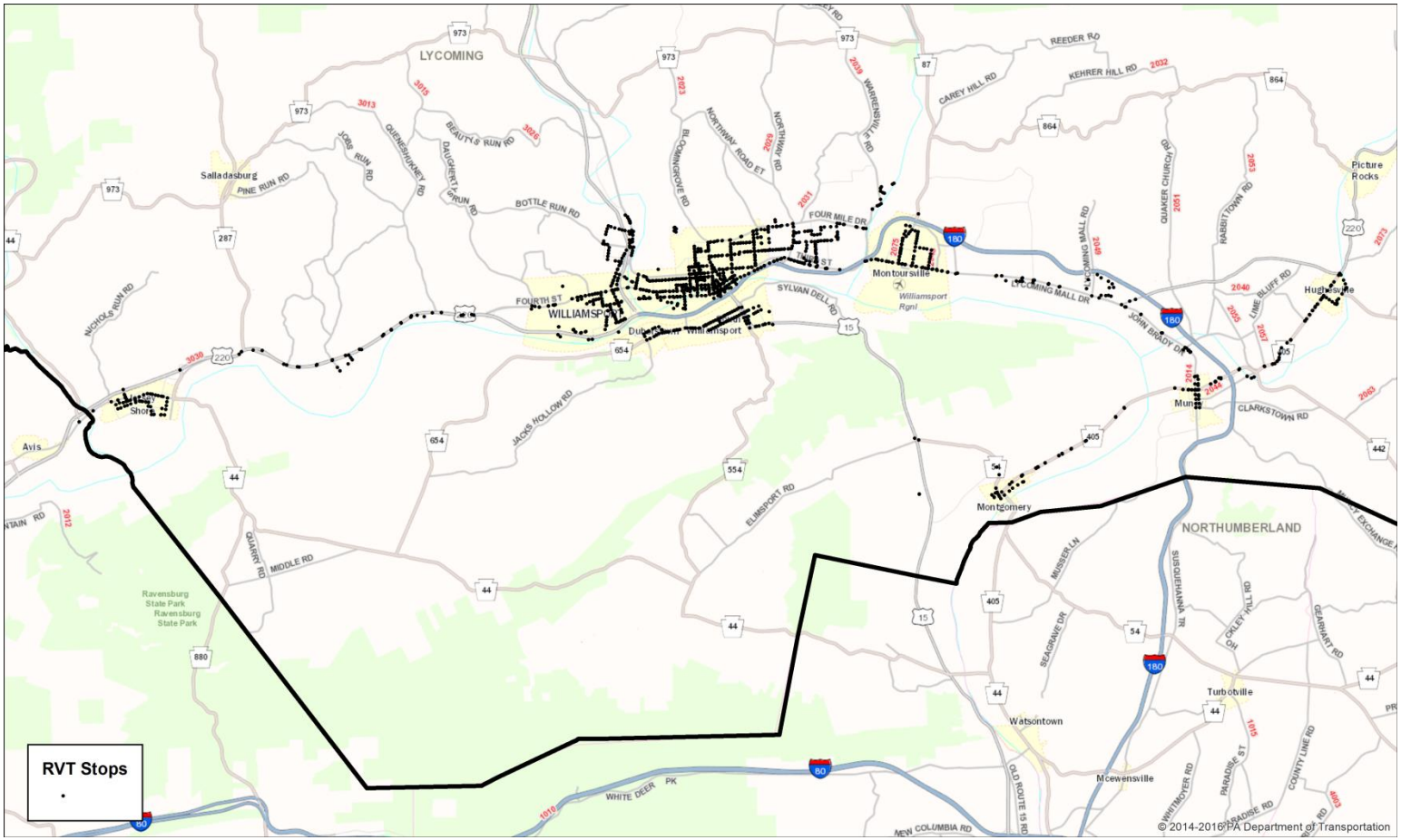


Multimodal System Inventory

- Transit – Service Area



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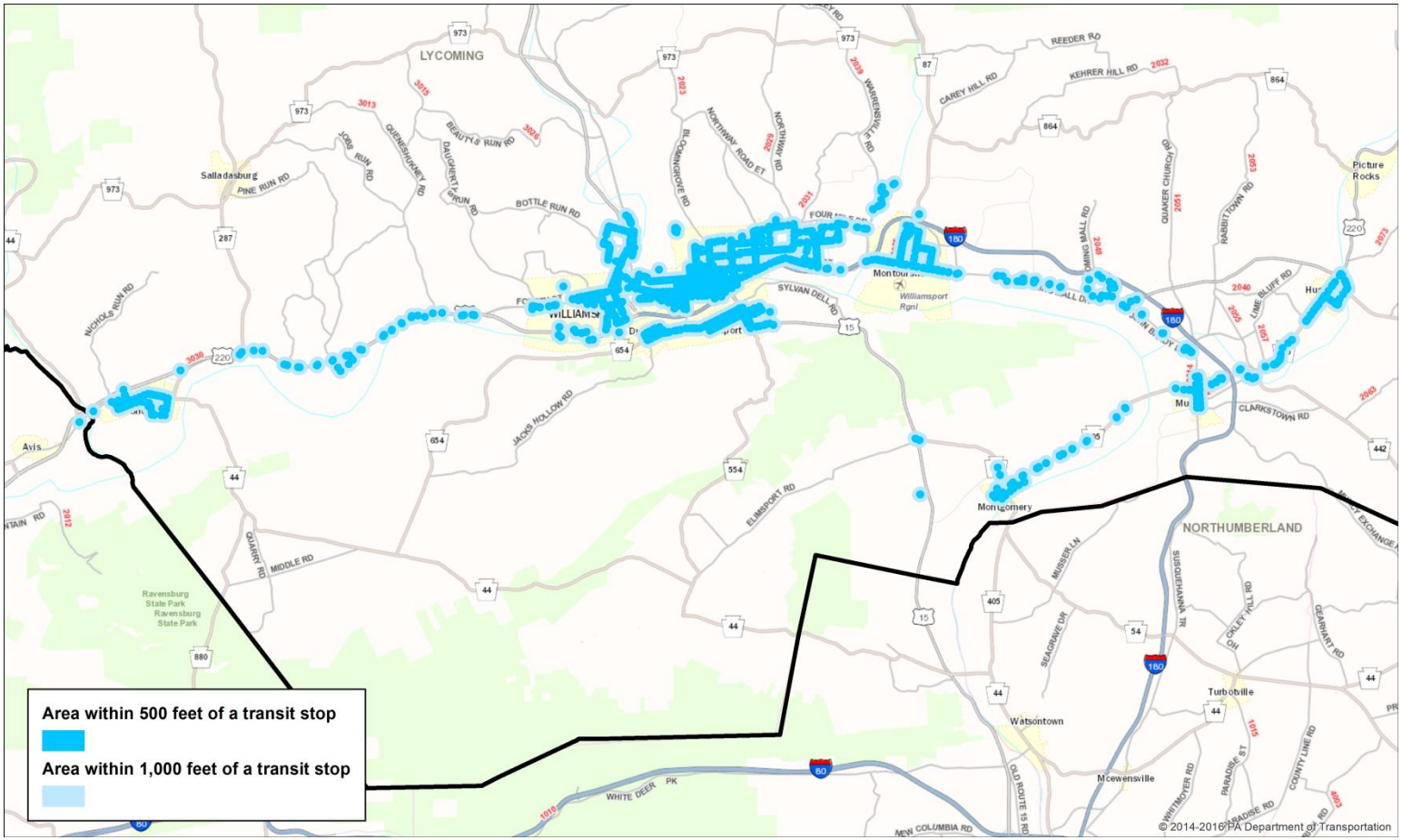

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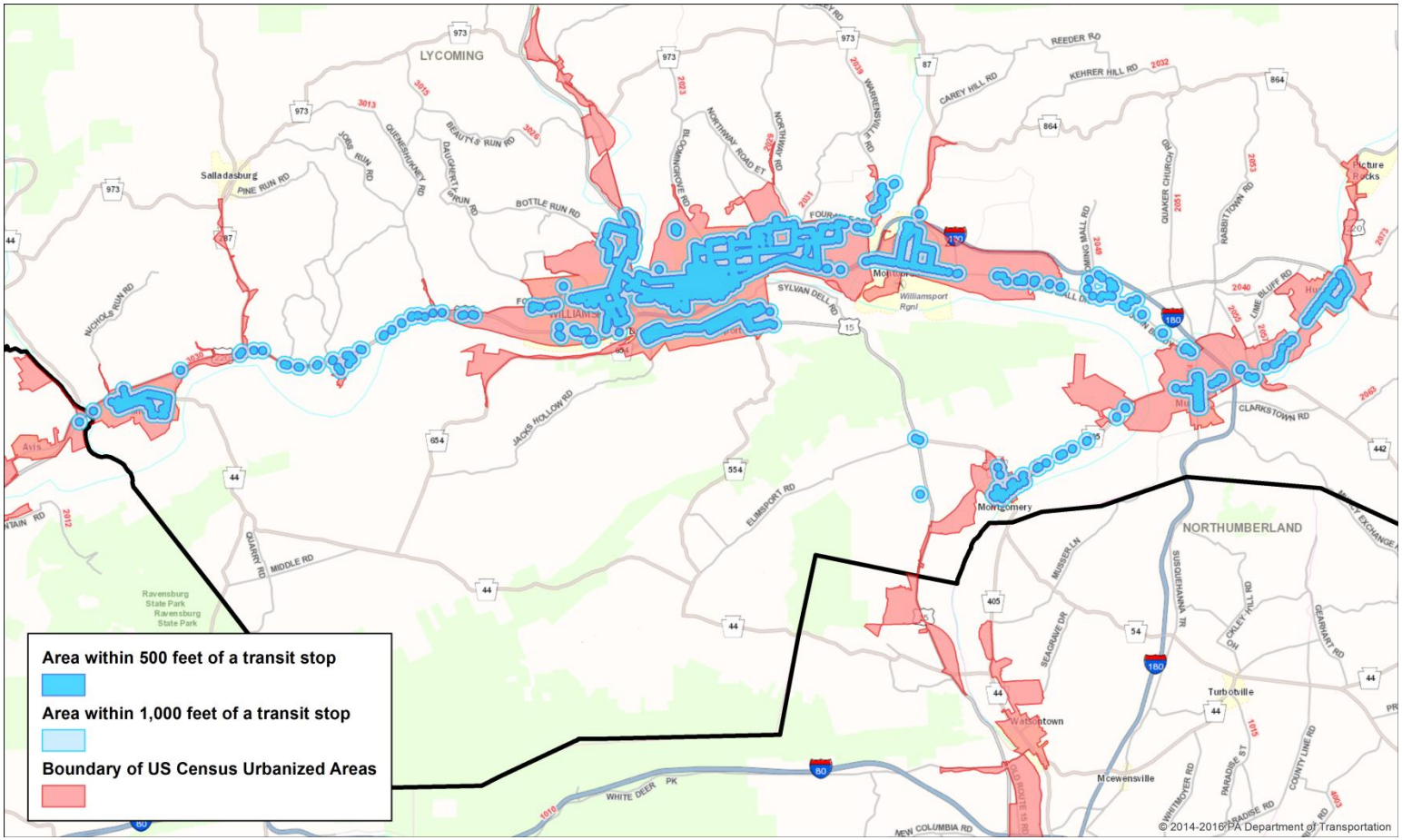

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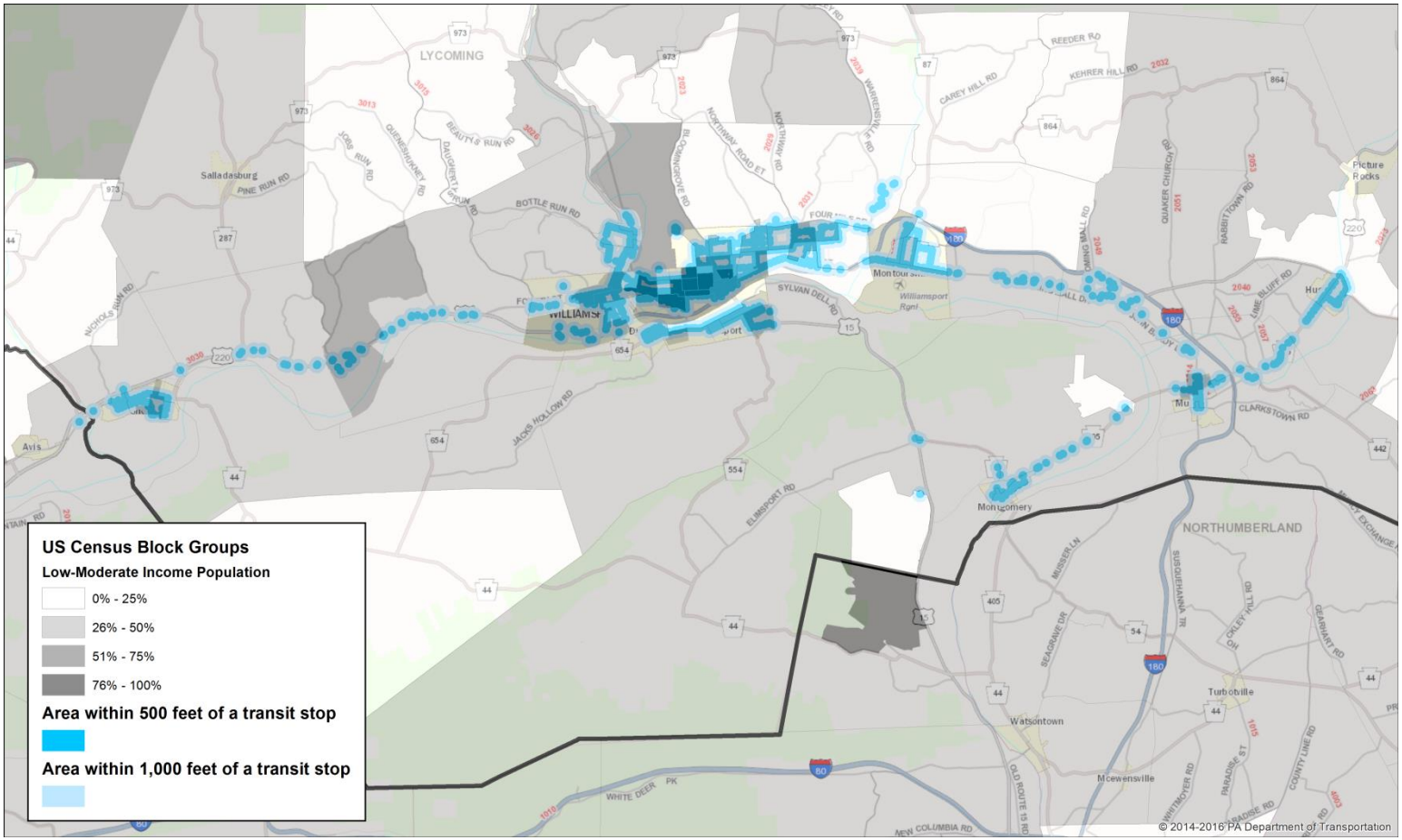
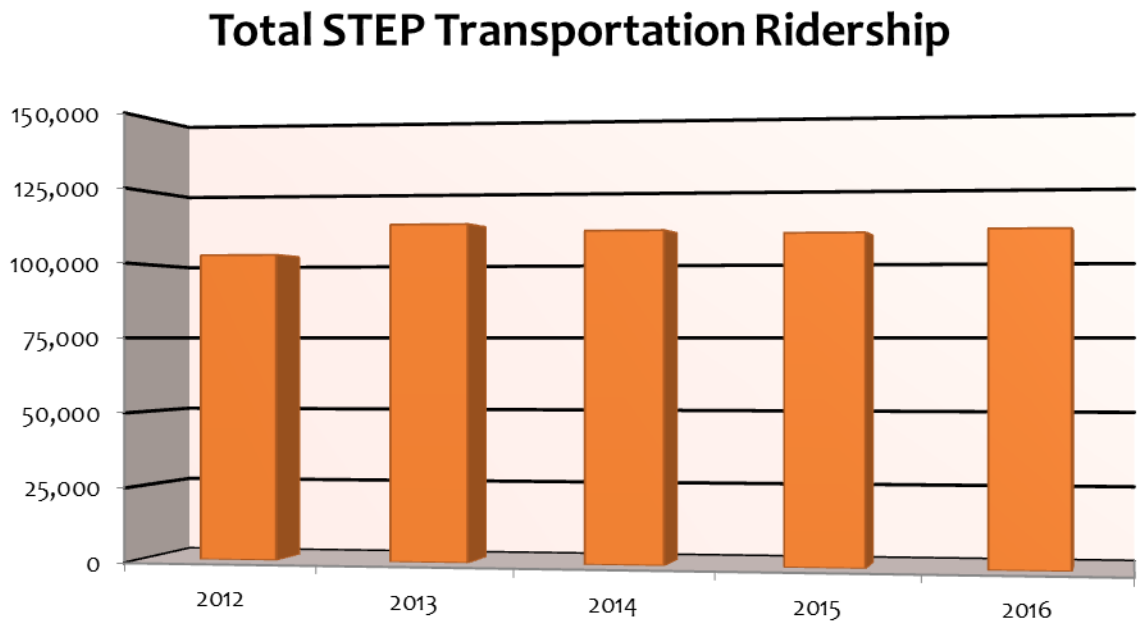


Multimodal System Inventory

- Transit – STEP

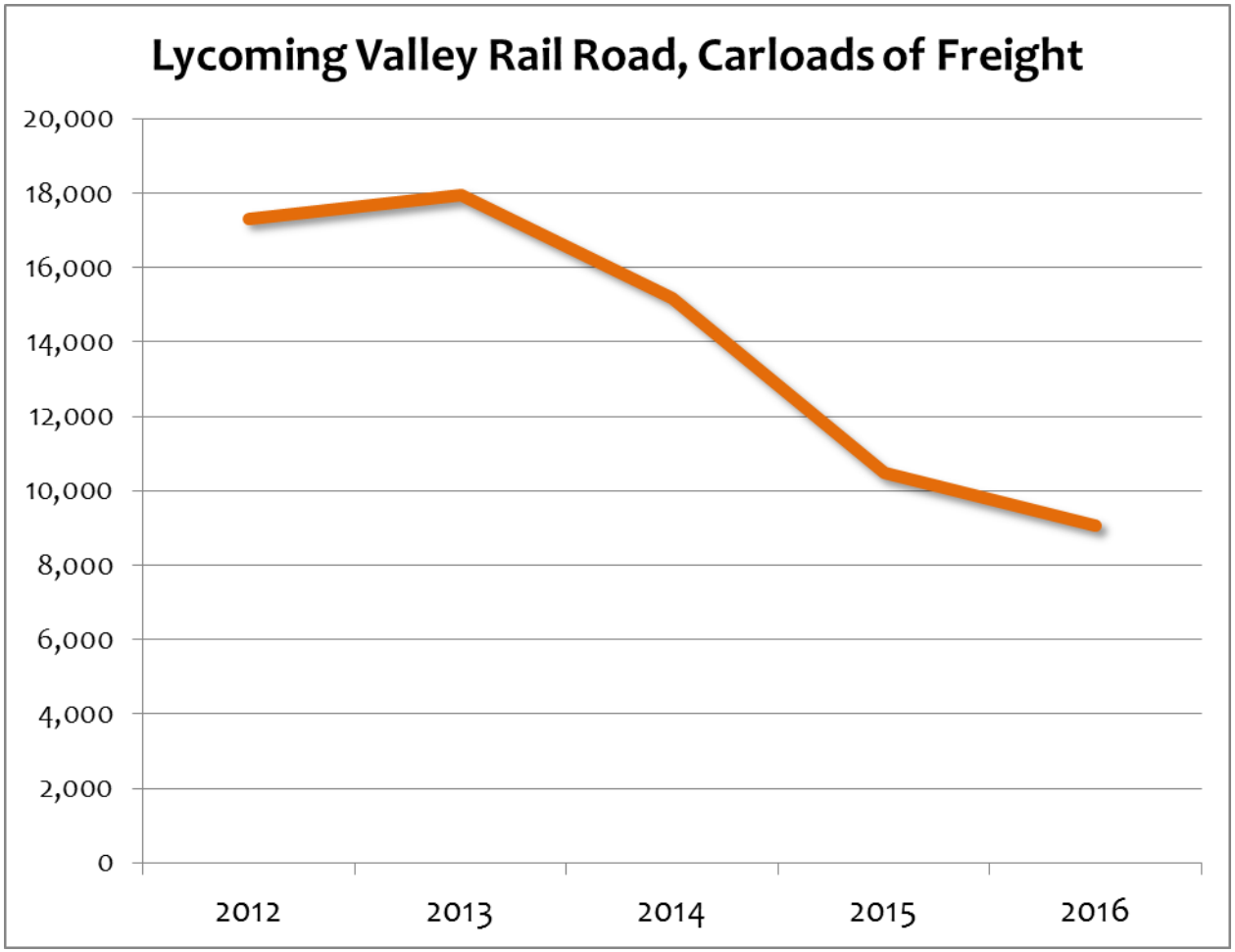


Multimodal System Inventory

- Airport

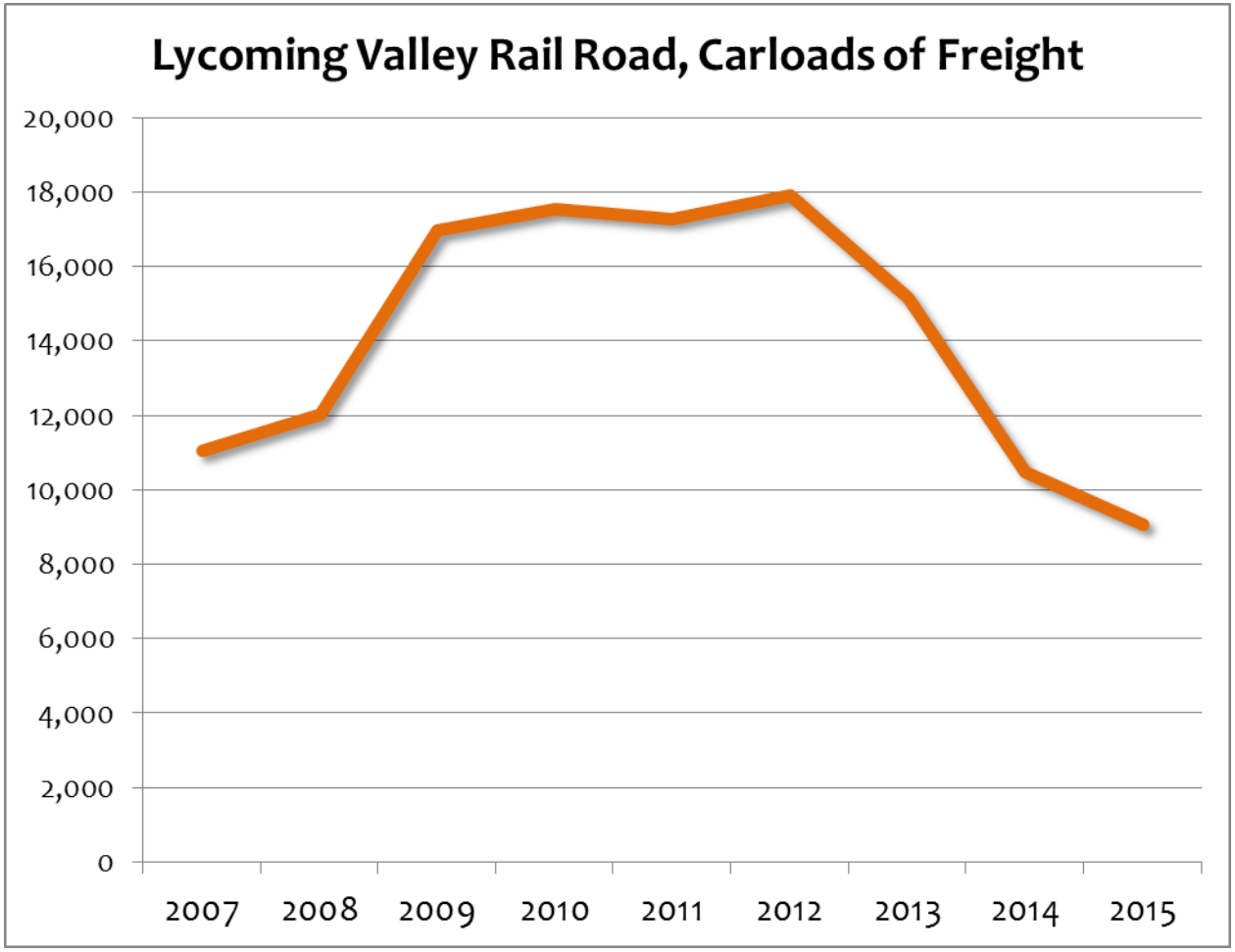
Multimodal System Inventory

- Rail



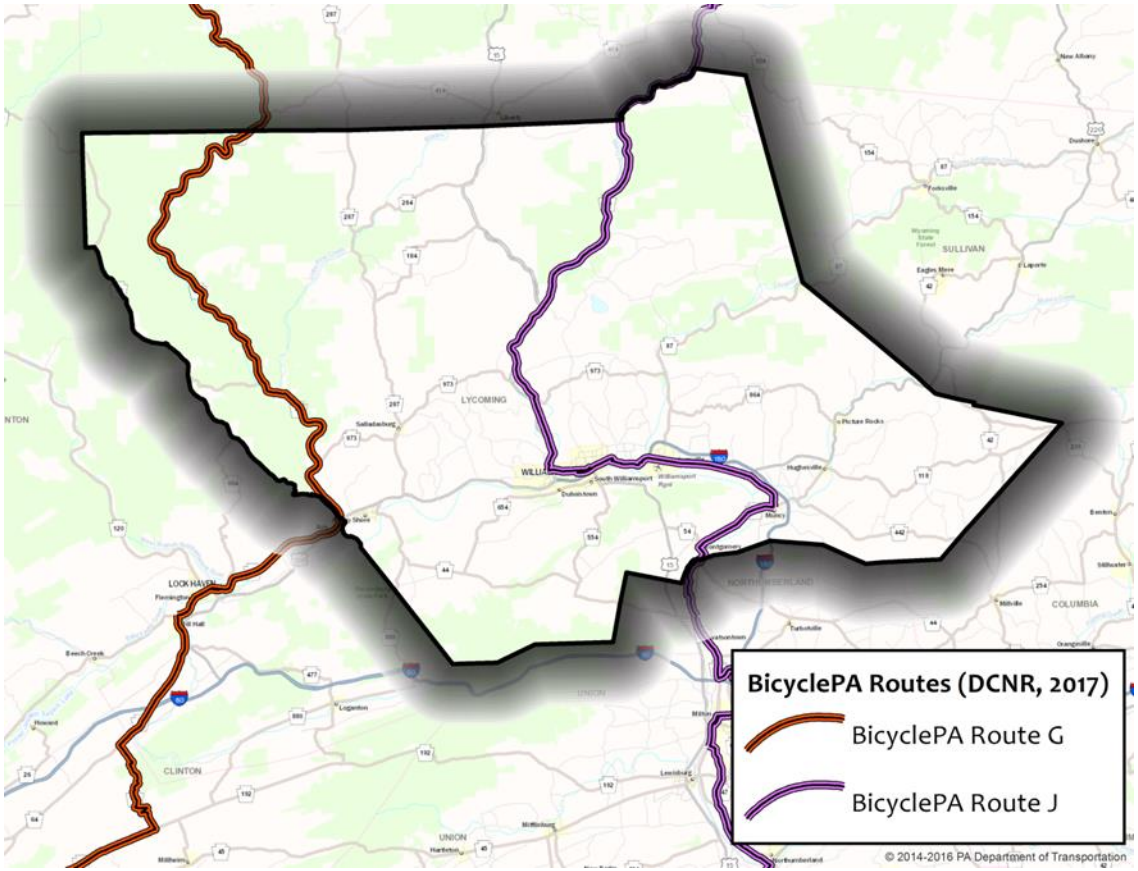
Multimodal System Inventory

- Rail



Multimodal System Inventory

- Active Transportation



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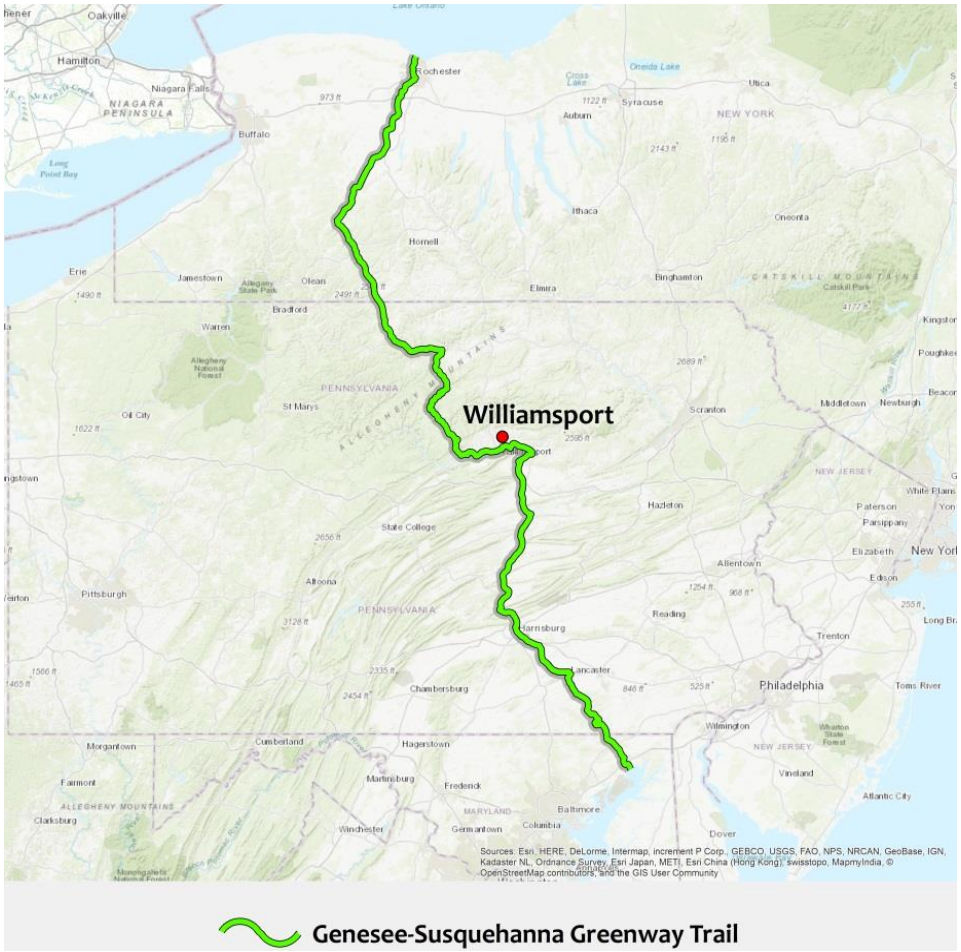


Multimodal System Inventory

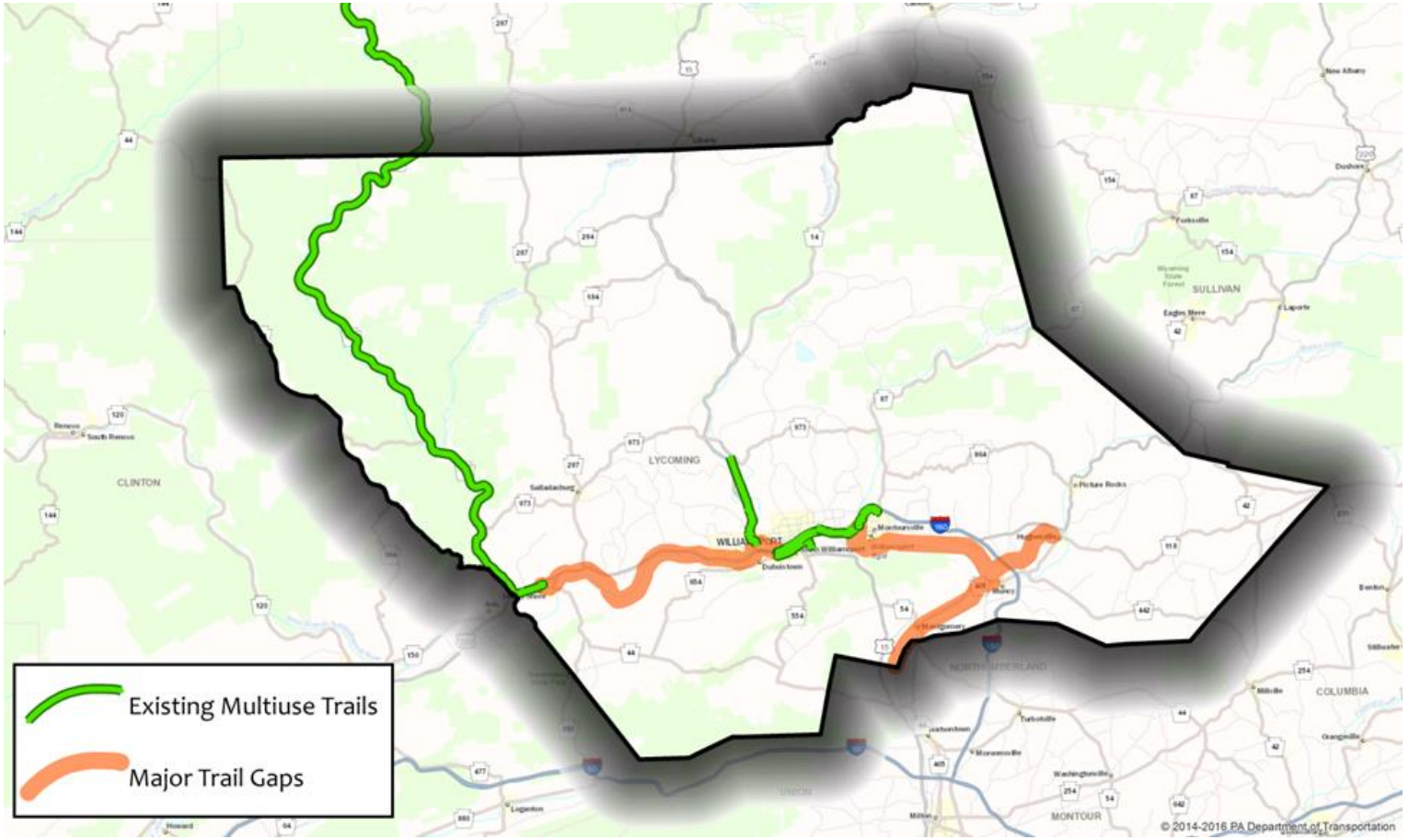
- Active Transportation

Multiuse trails – Provide for non-motorized mobility between communities on facilities totally separated from motor vehicle facilities. Urban multiuse trails are usually paved and rural multiuse trails are usually compacted fine gravel. All multiuse trails also accommodate recreational uses along with transportation use.

Streetscape improvements - Improvements to facilitate non-motorized travelers within the community. These improvements are typically grouped together under the umbrella of "Complete Streets."

Multimodal System Inventory

- Active Transportation



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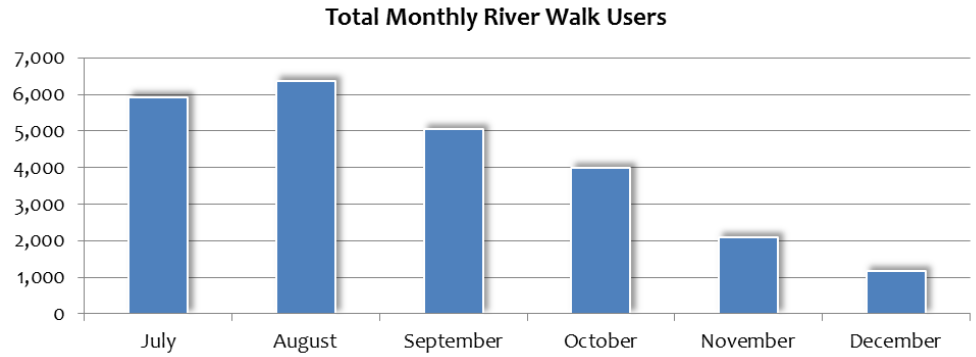
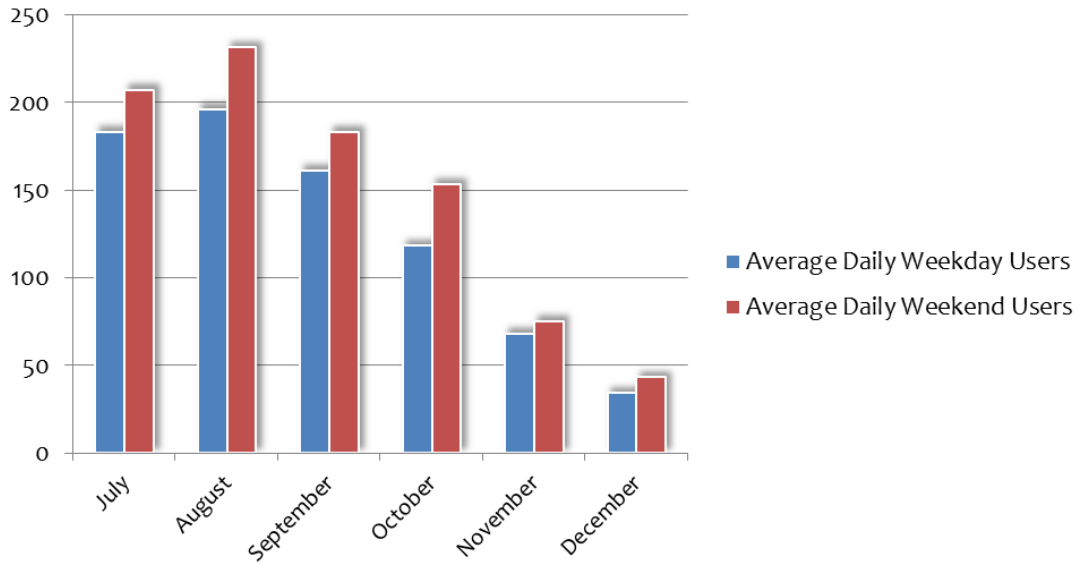
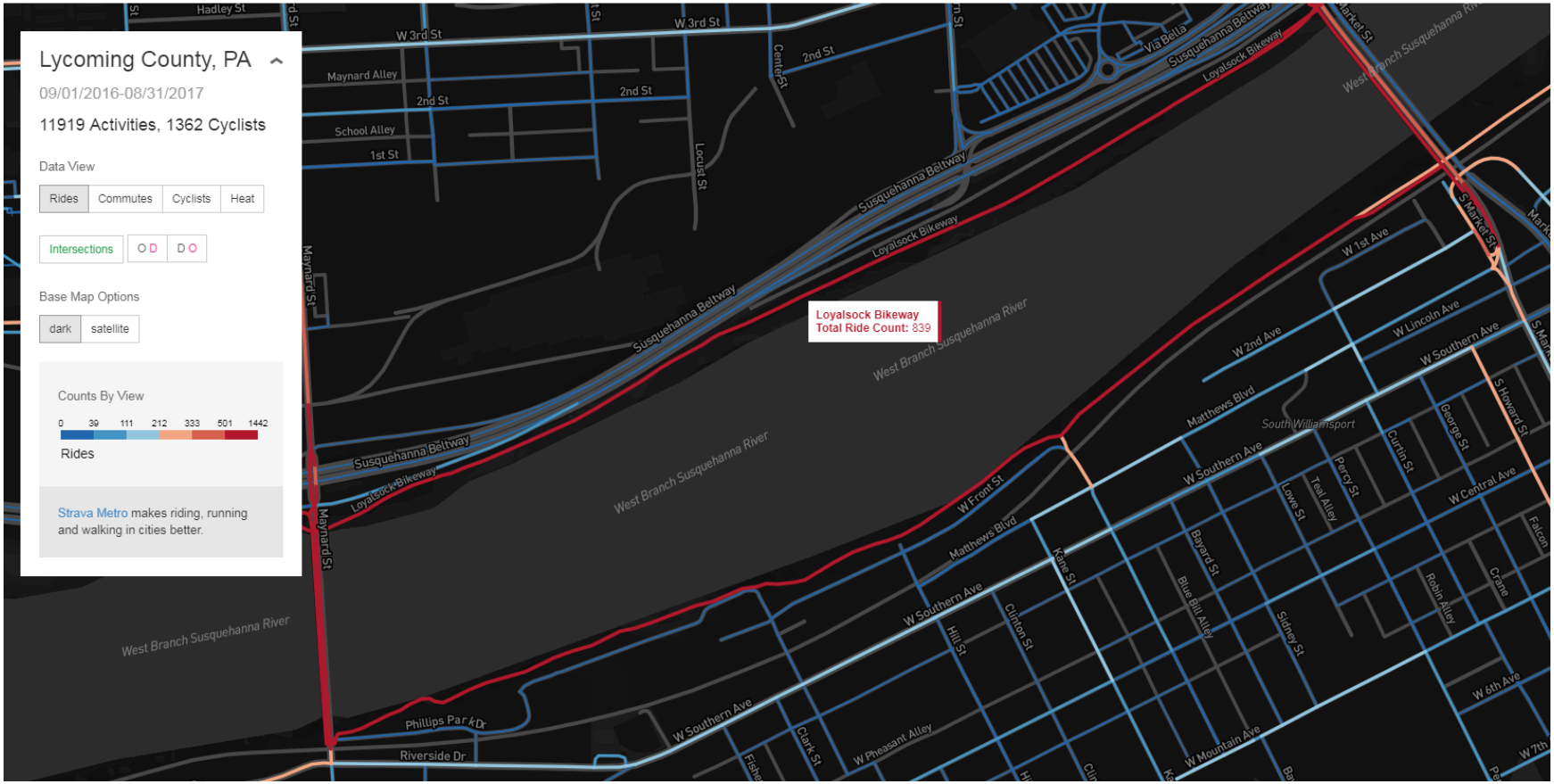




Multimodal System Inventory

- Active Transportation

STRAVA | METRO



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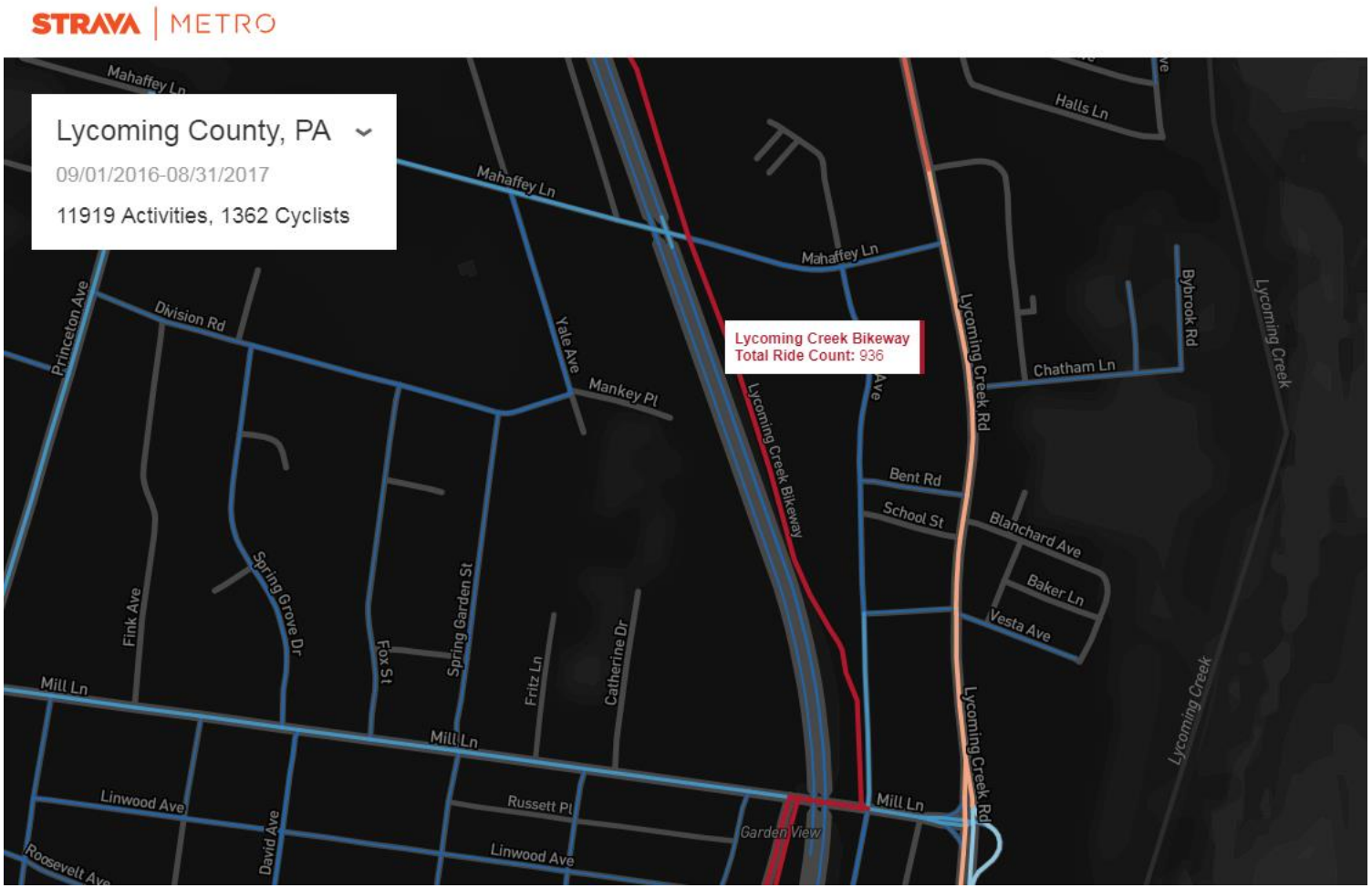

Multimodal System Inventory

- Active Transportation

If estimates that I've found for other areas are valid for Lycoming County that 15%-20% of all people on bicycle rides are using Strava, then we are seeing annual volumes of:
4,200 – 5,600 bicycle trips on the River Walk
4,700 – 6,200 bicycle trips on the Lycoming Creek Bikeway

Multimodal System Inventory

- Active Transportation

We are currently unable to effectively assess the adequacy of our downtown walkability because we don't collect data on our facilities for people walking the same way we do for other facilities.

Multimodal System Inventory

- Major identified deficiencies

Our state-owned highway and bridge system is in better condition than the statewide system and we have the best data on locally owned bridges in the state, however we don't have a good handle on locally owned road conditions

We are doing very well on not just meeting but exceeding our safety performance measures, however we have some specific categories of highway safety that need improvement:

Crashes involving mature drivers
Crashes involving distracted driver
Crashes with a non-motorized fatality or serious injury
Crashes involving speeding
Crashes involving an impaired driver

Multimodal System Inventory

- Major identified deficiencies

We have a plan to address nearly every single currently identified structurally deficient bridge in Lycoming County whether state- or locally-owned, however a large number of additional bridges are now minimally sufficient in at least one bridge condition rating category and they will become structurally deficient in the near term.

Transit ridership has seen a long term increase but senior citizen ridership is down and there are a few limited areas of the county adjacent to current service areas that might be worthwhile for adding transit stops.

Freight movement planning would benefit from I-99 designation from I-180 north to the New York state line

Multimodal System Inventory

- Major identified deficiencies

  We lack the data on our infrastructure for walking that we need to assess the adequacy of the current network or identify targeted areas in need of improvement

  We have gaps in our multiuse trail network

Strategic Direction

- Weaving together the threads of chapters 2 and 3

FHWA Performance Goals (MAP-21 and FAST Act):

1. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. To maintain the highway infrastructure asset system in a state of good repair
3. To achieve a significant reduction in congestion on the National Highway System
4. To improve the efficiency of the surface transportation system
5. To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Strategic Direction

- Weaving together the threads of chapters 2 and 3

PennDOT Goals (PA On Track, 2016):

1. System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality
2. Improvement of safety statewide for all modes and all users
3. To expand and improve personal and freight mobility
4. Emphasize stewardship by increasing efficiency and streamlining processes

Strategic Direction

- Weaving together the threads of chapters 2 and 3

Lycoming County Comprehensive Planning Transportation Needs:

1. Better accommodation of non-motorized modes of transportation
2. Address the maintenance needs of transportation infrastructure, in particular structurally deficient bridges, and ensure a resilient and robust transportation system
3. Better forecast how future economic development and future transportation infrastructure improvements will influence and stimulate each other

Strategic Direction

- Weaving together the threads of chapters 2 and 3

  Population is decreasing

  Local economy is heavily reliant on the transportation system

Strategic Direction

- Four "focus areas" for future transportation projects

1. Economic development in Lycoming County is dependent on both freight movement and the mobility of visitors to our arts, culture, and recreation resources.

   Projects that maintain the ability to move freight or travel to Lycoming County should be a priority

Strategic Direction

- Four "focus areas" for future transportation projects

2. Our multimodal transportation system is in excellent condition. There are no glaring deficiencies in highways, bridges, transit, rail, or air service. There is no need for additional capacity. However, there is room for improvement in highway safety. Therefore we need to focus on maintaining our current system and improving safety.

   Maintenance and safety projects take precedence

Strategic Direction

- Four "focus areas" for future transportation projects

3. We need more multiuse trail connections between communities as well as improved access to existing facilities. We need more and improved bicycle and pedestrian facilities in Williamsport and the boroughs to better serve our population that will age in place, to appeal to young people, to assist low income populations, to support economically vibrant downtowns, and to promote the retention and attraction of population.

   Streetscape, walkability, and safety projects located in urbanized areas should be a priority

Strategic Direction

- Four "focus areas" for future transportation projects

4. As rural populations decrease, we need to consider options that decrease the infrastructure maintenance cost burden on rural municipalities while focusing investment on the infrastructure of the parts of the county where delivery of services is most efficient and cost effective.

   Projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas should be a priority

Multimodal System Inventory

- What's next

Chapter 1 – Introduction is largely finished I'll present on it in April

Chapter 4 – Implementation (the last chapter) is about 25% complete. I want to have it at least 90% complete, but preferably 100% complete by the April meeting

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