



## Transportation Planning Policy

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### Preservation, Modernization and Enhancement

Transportation planning policies must align with the Federal Highway Administration requirements and PennDOT guidance, and most importantly should align with local development and conservation policies.

Cambria County’s 2011 Comprehensive Plan faces the challenges of sustaining vibrant communities with goals for community, economic and environmental sustainability. It calls for communities to maintain their infrastructure—streets, sidewalks, utilities, and community facilities and services. The plan urges communities to consider the needs of growing and emerging local industries as they modernize their local infrastructure and development policies. And it acknowledges that the environment should be enhanced and protected for its qualities and functions.

From this foundation, the Johnstown Area Transportation Study (Cambria County) holds this long-range vision for its transportation system.

#### Vision for 2040

*Cambria County will have a transportation system that is maintained, operated and strategically improved for the safe and efficient movement of people and goods throughout the County. The transportation system will offer choices in modes of travel and shipping in areas planned for community and economic development.*

*In all places, it will maximize safety and respect environmental quality. The cost of financing system maintenance, operations and improvements will be shared across state/federal, county, municipal and private sectors.*

Based on this vision, the Johnstown Area Transportation Study (Cambria County) will pursue these goals in its transportation planning:

## Goals

1. **Maintain and strategically improve all modes of the transportation system.** This goal supports continued –system preservation to sustain pavement conditions through highway resurfacing and restoration, to address limiting bridge conditions through rehabilitations and replacements, to improve access to business centers and industrial parks. This goal also supports operational improvements and, when necessary and feasible, capacity improvements, to reduce congestion and travel delays. In addition, this goal supports improvements to regional corridors that connect Cambria County to the interstate highway system.
2. **Increase travel and shipping choices, particularly within county designated growth areas.** This goal supports the planned expansion and enhancement of all modal networks and interconnections, improving convenience, security, and real choice in travel and shipping decisions. Projects that expand and/or enhance bicycle and pedestrian infrastructure, public transportation services, passenger rail service, air freight services, and navigational signage to modal hubs are all supported by this goal. Projects may extend existing routes or add new ones. They may extend service hours or increase the frequency of service. They may improve intermodal transfers or support travel and shipping choice with real-time performance data or manage traveler costs through more efficient operations.
3. **Increase safety.** This goal supports capital and operational improvements, including highway and intersection re-alignment, sight distance improvements, signal improvements, signage and lighting improvements, etc., that help to minimize the number and severity of crash incidents in the County.
4. **Support planned community and economic development.** This goal provides a broad basis for supporting local land use planning and economic development activities that help to analyze transportation needs and manage transportation demand.
5. **Respect the environment.** This goal addresses the importance of environmental awareness and sensitivity in all transportation projects.
6. **Finance the maintenance and improvement of the transportation system as partners.** This goal acknowledges that transportation system needs and available funding are dynamic. No single entity has the resources to fund even the most narrow list of projects. Only through shared investment, leveraging local dollars to obtain program funds, can the County, local communities, transportation and environmental partners fulfill their goals and provide a high-quality transportation system for County citizens.

## Objectives

The Johnstown Area Transportation Study (Cambria County) will select and program transportation projects that support or fulfill these objectives:

- A. Maintain highway pavement and bridge conditions to state standards.
- B. Maintain facilities to achieve or exceed facility and equipment lifecycles.
- C. Increase connectivity within planned growth areas and among modes.
- D. Modernize regional access of highway, aviation and rail modes to reduce travel time and increase frequency of service.
- E. Reduce crashes and fatalities toward 0.
- F. Reduce sites of recurring congestion toward 0.
- G. Increase public transportation ridership.
- H. Increase bicycle and pedestrian trail mileage.
- I. Provide technical assistance and supplemental funding to county and municipal planning, when available.
- J. Maintain a general knowledge of environmental resources and access to current GIS data.
- K. Support ongoing resource evaluation and designation.
- L. Avoid impacts to resources, minimize impacts to resources where avoidance is not feasible and mitigate impacts to resources where practical.
- M. Recognize and interpret resources that intersect with transportation project sites.
- N. Finance maintenance and preservation with public funds.
- O. Finance improvements through public-private partnerships.

### *Performance Measures and Targets*

The overall value of projects advanced under these goals and objectives can be assessed through performance measures. Items listed as “TBD” are to be defined by the technical and coordinating committees.

Performance Measure	From 2013 Actual	To 2017 Target	To 2040 Goal
A. Percentage of highway pavement with Poor IRI (smoothness)	-	-	-
A1. Non NHS > or = 2,000 average daily traffic (ADT)	9.3%	4.9%	4.9%
A2. Non NHS <2,000 average daily traffic (ADT)	21.5%	16.3%	16.3%
B. Percentage of highway pavement with Good and Excellent OPI	-	-	-
B1. Non NHS > or = 2,000 average daily traffic (ADT)	50.2%	68.8%	68.8%
B2. Non NHS <2,000 average daily traffic (ADT)	69.3%	77.0%	77.0%

Performance Measure	From 2013 Actual	To 2017 Target	To 2040 Goal
C. Percentage of structurally deficient bridges	-	-	-
C1. State bridges ≥8 feet by bridge count	8.73%	15.7%	8.1%
C2. State bridges ≥8 feet by bridge deck area	4.58%	9.7%	5.2%
C3. Local bridges >20 feet by bridge count	41.38%	34.5%	19.5%
C4. Local bridges >20 feet by bridge deck area	31.01%	25.9%	14.2%
D. Projects in planned growth areas since last Long-Range Transportation Plan update	NEW; TBD	TBD	TBD
E. Projects that modernize transportation access (all modes) since last Long-Range Transportation Plan update	NEW; TBD	TBD	TBD
F. Crashes per 100,000 miles traveled (DVMT)	-	-	-
F1. All Crashes per 100,000 miles traveled (DVMT)	49	43	TBD
F3. Fatalities per 100,000 miles traveled (DVMT)	0.4	TBD	TBD
F4. Bicycle and/or pedestrian crashes per 100,000 miles traveled (DVMT)	N/A	TBD	TBD
G. Sites of recurring congestion	NEW; TBD	TBD	TBD
H. Transit ridership (FY 2012-13)	-	-	-
H1. Fixed-Route Urban Ridership	1,290,035	1.3 million	TBD
H2. Shared-Ride Ridership	61,000	55,000	TBD
I. Amtrak ridership) (arrivals and departures at Johnstown)	23,185	25,000	
J. Trail mileage	33.9	50	70
K. Projects that avoided, minimized or mitigated resource impacts through resource agency coordination since last Long-Range Transportation Plan update	NEW; TBD	TBD	TBD