



Implementation

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The transportation system serves Cambria County communities because people make decisions and take action toward the stated goals of the long-range transportation plan. Locally, these people include officials and staff from the Johnstown Area Transportation Study (i.e., Cambria County Planning Commission), PennDOT District 9-0, municipalities, CamTran, and the airport authority. The day-to-day transportation planning activities of these organizations provide direction, analysis, determinations and coordination to identify, develop, and fund various maintenance and improvement projects. Some of these activities relate to system infrastructure, operations, and performance measurement, while others are cooperative and coordinating activities that help to identify and develop candidate transportation projects that advance community and economic development initiatives and fulfill environmental commitments.

Implementation through Programs and Services

The long-range transportation plan documents all known transportation needs and anticipates state and federal program funds for the coming 25 years. Additional activities are required to align available funds to specific short-term projects, complete permitting, design and construction phases, and evaluate transportation needs on an ongoing basis as communities and their initiative evolve.

Capital Improvements within Cambria County

The Transportation Improvement Program or TIP identifies the highway and transit capital improvements programmed for state and federal funding within a four-year period. The TIP is modified continuously as projects are designed and constructed, i.e. as project estimates and actual costs are updated against budgeted program funds.

The Transportation Improvement Program is formally updated every two years. New projects are added when program funds are available.

Transportation Improvement Program projects are sourced from the long-range transportation plan, where they were initially identified as worthwhile needs. Because maintenance costs of the state highway and transit systems are predictable and because state and federal program funds are predictable, a second and third four-year periods identify an additional queue of projects to be funded. Together with the Transportation Improvement Program, they comprise twelve years of anticipated transportation projects (the Twelve Year Program or TYP).

1. Approve the 2017-2020 Transportation Improvement Program to allocate funds to the listed projects and modify updated estimated and actual project costs to complete listed projects and expeditiously advance additional projects. Update the Transportation Improvement Program beginning in 2018 for approval in 2019.

Partners: PennDOT District 9-0

2. Annually field view project sites for the coming year to review current environmental conditions and the potential for environmental impacts. Share field view findings with project partners and discuss appropriate environmental avoidance, impact minimization, and mitigation, as needed.

Partners: PennDOT District 9-0, various environmental agencies, municipality

The Johnstown Area Transportation Study (Cambria County) maintains a project development process that affords the opportunity to identify, evaluate, rank and approve a potential transportation improvement project to the LRTP at any time as long as the plan remains fiscally constrained. Additional highway and bridge preservation projects are likely to be added as District 9-0 completes current projects and continues to assess pavement conditions and bridge ratings in the coming years. In addition to the District's ongoing project input, the Johnstown Area Transportation Study (Cambria County) may evaluate the need for other improvements across all modes through planning studies.

Cambria County has a project development process that affords the opportunity to approve additional eligible transportation projects to the long-range transportation plan at any time.

Operational Improvements

1. Implement the recommendations of the Southern Alleghenies Regional Operations Plan (ROP) for traffic management; update the ROP upon completion of all recommendations or the ROP's planning horizon.

Partners: PennDOT District 9-0, Southern Alleghenies

Ongoing Transportation Planning Activities and Coordination

1. Review the annual safety report prepared by PennDOT District 9-0.

- Compare top-ranked sites to those of previous years.
- Field view newly ranked sites to look for recent changes in community patterns and use that may affect safety performance. This perspective should emphasize the traveler and community planning perspective in balance with PennDOT's engineering perspective. Discuss field view observations and findings with District 9-0.

Partners: PennDOT District 9-0

2. Participate in Road Safety Audits conducted by PennDOT District 9-0.

Partners: PennDOT District 9-0

3. Consider developing additional project prioritization criteria that align with community planning goals and desired outcomes.

4. Develop and implement a Local Bridge Management Program.

Partners: Municipalities, PennDOT Planning Partners for best practices

5. Enhance public transportation services, including implementation of strategies identified in CamTran's Long Range Plan, 2017-2042 and the Local Coordinated Plan.

Partners: CamTran, PennDOT Bureau of Public Transportation Services and Programs

6. Evaluate goods movement patterns and trends, particularly as they relate to major shippers.

Partners: Cambria County Economic Development Authority, Johnstown Area Regional Industries (JARI), Johnstown's Economic Development Bureau

7. Support improvements to the airport.

Partner: Johnstown Cambria County Airport Authority

8. Appoint a bike-ped representative to the the Johnstown Area Transportation Study (Cambria County) Technical Committee.

9. Consider starting a bike-pedestrian counting program and track data as a performance measure. Counts could be taken on trails and on roadway.

10. Identify and advance eligible transportation recommendations from municipal plans and studies as candidate projects to the long-range transportation plan and transportation improvement program.

Partner: Johnstown Cambria County Airport Authority

11. Develop contacts and maintain relationships with state and federal environmental agencies. Consult with them regularly on best practices for project planning and resource avoidance and mitigation.

Partner: Various environmental agencies

12. In preparation for next long-range transportation plan update, gather data for performance measures.

Suggested Studies and Plans

The following studies are suggested:

- The Admiral Peary Highway Corridor Plan for the Cresson area portion of Old US Route 22 is scheduled to be completed in 2016 and may result in the identification of transportation improvements for bicycle/pedestrian connections from Mount Aloysius College into Cresson, feasible re-use or redevelopment of the former State Correctional Institute at Cresson, and the siting of a park-n-ride facility for eastbound commuters from the Cresson area. Once defined, these projects may be added to the LRTP and allocated for funding.
- Mobility and congestion studies for growing areas of the County, including but not limited to Richland Township. For example, while a resurfacing project could increase the length of the northbound turning lane from Eisenhower Boulevard to PA 56/Scalp Avenue, the public suggestion of a new interchange at US 219 and Eisenhower Boulevard requires a detailed study.
- A Road Safety Audit of PA 53.
- A Freight Study/Plan, which could address rail access and opportunities to serve additional businesses and industrial parks as well as motor freight access to similar locations.
- A Bicycle/Pedestrian Plan for the County and specifically for Growth Areas, which could update readiness rankings of the Connections greenways, outline key connections in Johnstown, including those that would align with the Riverlife initiative, identify and prioritize sidewalk and crosswalk critical gaps for transit riders, and develop strategies to raise support and overcome concern for public trail development across the County. This was discussed at the June 2016 MPO meeting and is supported by Secretary Richards' Planning 360 initiative that guides PennDOT to align its preservation and improvement programs with community-driven outcomes for all modes.
- Various transit route evaluations, especially those that consider using streets currently constrained by low clearances under overpasses, including Laurel Avenue, Delaware Avenue, Fairfield Avenue, and 6th Avenue/Gilbert Street; some locations may be able to be addressed as highway improvements while others may need to wait for railroad bridge replacements.

Results of such studies could generate transportation planning projects or minor improvements able to be implemented by PennDOT's County Maintenance Department.

Suggested Site/Safety Evaluations

The following site evaluations are suggested for District 9-0's consideration:

- US 219 north (at the intersection transition from 4-lane to 2-lane) for sight distance.
- US 210 at Elton Road.
- US 22 at South Center Street, Ebensburg.
- PA 271 south onto US 422 east or west at Belsano for sight distance.
- US 422 west onto PA 271 for truck turning radii.
- PA 271 into Twin Rocks for sight distance (blocked) at the train trestle.

Technical Assistance to Municipalities

1. Provide guidance on and assist in assessing local transportation infrastructure and operations; share publications and best practices with county and municipal public works departments.
2. Provide examples and best practices of municipal cooperation, e.g., joint maintenance agreements, sharing of equipment and services, and bid lettings.
3. Promote PennDOT's services for local government, including:
 - Local Transportation Assistance Program (LTAP) training for municipal officials and staff
 - Agility Program
4. Seek supplemental funding from PennDOT for transportation elements of county/municipal planning activities upon request.
5. Upon request and in support of county/municipal planning activities, assemble and analyze transportation data. Offer an informed regional perspective on transportation needs, land use linkages, potential environmental impacts, etc. Provide input on transportation implications of land use planning. Suggest funding sources and potential partnerships related to transportation improvements.
6. Identify and develop bicycle and pedestrian projects under current initiatives, such as:
 - The Johnstown urban Connectivity projects
 - Efforts of the Cambria County Conservation and Recreation Authority
 - The Mainline Canal Greenway
7. Host an orientation on JATS' environmental policies and practices for municipalities and local resource conservation organizations.

Advocacy for Improved Regional Connections beyond Cambria County

1. Support the completion of US 219 to Interstate 68 and its interstate designation.
Partners: PennDOT District 9-0, Southern Alleghenies, PennDOT Central Office

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