



Lehigh Valley Planning Commission

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LEHIGH VALLEY TRANSPORTATION STUDY

Monday, December 19 at 9:00am

ArtsQuest Center @ SteelStacks,
101 Founders Way, Blast Furnace Room, Bethlehem

LVTS Technical + Coordinating Committee Minutes

The LVTS Technical + Coordinating Committee met in a joint session on Monday, December 19, 2016 at 9:00am in the Blast Furnace Room in the ArtsQuest Center @ SteelStacks.

Mr. Rebert chaired the meeting.

Technical Members in attendance: Michael Donchez, George Kinney, Becky Bradley, Matthew Dornier, Brendan Cotter, Ryan Meyer, Dave Hopkins, Ray Green, Chris Kufro

Coordinating Members in attendance: Becky Bradley, Craig Messinger, Matthew Dornier, Mike Rebert, Brendan Cotter, Dave Hopkins, Rick Molchany

Members absent: Stan Rugis, Charles Everett, Jr., Steve Neratko

Public present: Heather Heeter, Candice Williams, Brian Hite, Erin Willis, Tracy Oscavich, Carol Harper, Kathy Dimpsey, Brian Harmah, Jay McGee, Andy Wagaman, Ralph Eberhardt, Kurt Derr, Stephen Strella, Steve Turoscy, April Niver, Matt Szuchyt, Chris Howsare, Bill Royer, Vanessa Koenig Kramer

COURTESY OF THE FLOOR: none

MINUTES

Mr. Rebert stated that the minutes of the October 31, 2016 joint Technical and Coordinating Committees are attached. Mr. Cotter made a motion to approve the Technical Committee minutes. Mr. Hopkins seconded the motion. The motion carried unanimously.

Mr. Cotter made a motion to approve the Coordinating Committee minutes. Mr. Meyer seconded the motion. The motion passed unanimously.

OLD BUSINESS

Critical Urban Freight Corridors

Mr. Kinney talked about Critical Urban Freight Corridors and how they are an extension of the National Highway Freight System which is a federally designated system of road and ports for the movement of freight goods. For this region, it's Interstate 78 and Interstate 476. Those two segments are already designated. With respect to the Critical Urban Freight Corridors, there is only so much that we are going to be able to supplement from a mileage perspective. We are capped by legislation to 141.26 miles state-wide. So when you see our recommendations, you are going to see 20-30 miles of that. Designation is important in regards to funding by the FAST Act. The standards are: connects to an intermodal facility or to the Primary Highway Freight System; located within a corridor of I-78 or I-476 which serves as a major freight generator; important for the movement of freight within the region. We also used the Freight Analysis Tool which gives additional criteria to use: PA

roads with 25% or more freight traffic; PA major intermodal facilities; class 1 rail lines. From a regional perspective, we also added more criteria: freight bottlenecks; congestion management process; crash corridor data; truck movement with respect to tonnage; transearch data; truck trip percentages. In putting all that together, we ran the analysis which gave us these recommendations: Route 22 from Airport Road to the I-78 merge; Route 33 from I-78 to Main St to Northampton/Monroe county line; Airport Road from Route 22 to Race Street; Route 412 from I-78 to Commerce Center Blvd; Route 100 from Tilghman Street to Route 222; Route 222 from I-78 to Schantz Road. Those are the recommendations and we will be sending it to the Central Office who will then collect all the information from the MPOs across the state, prioritize and rank them. Mr. Rebert stated we will need a recommendation by the Technical Committee with the Coordinating Committee approving. Mr. Hopkins made a motion to approve the recommendations for the Technical Committee. Mr. Kufro seconded the motion. The motion passed unanimously. Mr. Molchany made a motion to approve the recommendations for the Coordinating Committee. Mr. Messinger seconded the motion. The motion passed unanimously.

Traffic Safety Plan

Mr. Kinney talked about the Safety Plan and how it gets updated every two years. This is an assessment of Crash Data – this is data reported to the state by police officers that are on the scene of a crash. They will pull certain data from the citation and reports. The state puts it in a state-wide database. This plan is a five-year increment plan from 2010-2014. It's always a five-year reporting period. The first plan from 2002-2006, had 67 vehicle related fatalities – this current plan from 2010-2014 had 56 vehicle related fatalities. The plan focuses on areas called the “vital seven”. They are Reducing Impaired Driving; Reducing Speeding & Aggressive Driving; Reducing Distracted Driving; Increasing Seat Belt Usage; Infrastructure Improvements; Mature Driver Safety; Motorcycle Safety. Please see the report for statistical details. Mr. Kinney stated they would like the LVTS to adopt it as a working document for the MPO. Mr. Donchez made a motion to approve the Traffic Safety Plan for the Technical Committee. Mr. Meyer seconded that motion. The motion passed unanimously. Mr. Molchany made a motion to approve the Traffic Safety Plan for the Coordinating Committee. Mr. Rebert seconded that motion. The motion passed unanimously.

Limited English Proficiency Plan

Mr. Donchez talked about how every 4 years the MPO undergoes a federal audit on our transportation planning process, a desk audit including a 2-day on-site review, meeting with various administrative people – to come up with areas needing to be focused on. One of those areas was to develop a Limited English Proficiency Plan. Limited English Proficiency is a person with a limited ability to read, write or understand the English language. We looked at what areas have Limited English Proficiency people residing. We are to look at the frequency in which a person with Limited English Proficiency comes into contact with our program. Mr. Donchez stated we looked back to see if there was any requests for translation of any documents, which there was not. We will need to determine the vital documents, which is a document that undergoes a public review and comment period. In our case the vital documents would be the Transportation Improvement Program, the Long-Range Transportation Plan and the Public Participation Plan. We are able to use PennDOT's translation company since they are under contract which extends down to LVPC. We provide a word document and they would translate in the appropriate language. We looked at the populations on the municipal level throughout the two counties to identify the Limited English Proficiency population. For Lehigh County, the City of Allentown had the highest concentration of limited English Proficiency population, next was Whitehall Township followed by South Whitehall, Lower Macungie and part of the City of Bethlehem. For Northampton County, the City of Bethlehem had a high concentration of limited English Proficiency population, followed by Easton. Then we broke it down further by figuring out what the actual language barrier is. For Lehigh County, by far the greatest concentration language is Spanish in Allentown with nearly 17,000 people. Second highest concentration is Arabic. For Northampton County, they have strong Spanish concentration in the City of Bethlehem. The City of Easton and Freemansburg also had a strong Spanish component. When looking at the Lehigh County as a whole, Vietnamese and Chinese has a strong threshold with nearly 2200 people speaking the

languages. Mr. Donchez stated that we put a rough draft of the report together and forwarded it to Federal Highways and to PennDOT Central to both their civil rights specialists. They are going to review it, give feedback, then we'll incorporate those comments into the plan and then bring it back for review and approval through the MPO process. After it's approved by the MPO, it needs to go back to Federal Highways as proof of completion and meeting our corrective actions that was identified in our Federal review. Mr. Cotter made a motion to approve the plan for the Technical Committee. Mr. Dorner seconded that motion. The motion passed unanimously. Mr. Molchany made a motion to approve the plan for the Coordinating Committee. Mr. Messinger seconded that motion. The motion passed unanimously.

Freight Advisory Committee Meeting – December 19th @ ArtsQuest @ 11:30am

Mr. Rebert stated that there will be a Freight Advisory Committee meeting following this joint Technical and Coordinating Committee at 11:30am.

STATUS OF TIP BRIDGE PROJECTS

Mr. Kufro talked about the Bridge Status Report. SR 29 over Reading Railroad Bridge has a scheduled let of 8/9/2018. They are currently working through the final design for this project. SR 29/100 over Indian Creek has a scheduled let of September 2017. They are currently working through the final plans. SR 248 over Hokendauqua Creek is a series of bridges. The same designer is working on all SR 248, they are all tracking the same with working on final design. SR 329 over Lehigh River-Cementon Bridge had a risk analysis workshop a few months ago with a recent follow-up meeting so we feel like they have a direction on which is the least amount of risk and how to proceed. So now it's looking like building off the alignment to the south is the way to go. We were working on some final cost estimates to verify it so that is where this project is currently heading. SR 1002 Tilghman Street over Lehigh River and Corman Railroad has a scheduled let of July 2017. Right now they just need to finish the Right-of-Way acquisition. SR 1019 Cedar Crest Blvd over Little Cedar Creek has a scheduled let of November 2017. We are moving ahead with a multi-cell box culvert. They are currently working through the final design. SR 1032 over Jacoby Creek and Mill was originally scoped as a removal but that has changed to a bridge replacement and are currently working on the supplement for that. SR 1042 over PA 33 Kromer Road Bridge was just let. Construction should be starting later this winter. SR 2029 over Tributary to Saucon Creek, they are working through they're final design process. SR 3004 over Saucon Creek Water Street, we are currently working on design. SR 7301 Gordon Street Bridge, we are currently working through the Line and Grade, H&H and TS&L. SR 7301 High Street Bridge over Norfolk Southern Railroad was let on 12/1/2016. They got favorable bids on that project. SR 7404 Coplay-Northampton Bridge had a scheduled let of 12/22/2016. They received a lot of good bids on that project.

TIP AMENDMENTS

Ms. Vanessa KoenigKramer from PennDOT stated there are 3 fiscal constraint tables in the packet. One is for the cancelled Technical meeting scheduled for November 28, 2016. One is for today's Technical meeting and another for today's Coordinating meeting. From the Technical and Coordinating charts with today's date, you'll see that both contain this one amendment for the US 22 section 400 project. This is an \$8.25 million dollar increase due to subsurface site conditions, a/c conversion, future widening considerations and drainage concerns. The sources and balancing sources for this are as follows: 15th St Corridor final design phase since the remaining funds are sufficient to fund the phase estimate; Tilghman St over Lehigh River and Railroad project involve the switching of federal funds to release NHHP funds; Urban Line Items Reserve; Route 248 Realignment project, the balance is a balancing source which is expected until December 2017; 15th St. Corridor construction phase involve the swapping of funds from the CMAQ funds; Cementon Bridge project is a balancing source since it has a December 2018 let date; Safety Line Item; Lehigh Valley Highway & Bridge Reserve Line Item. Mr. Cotter made a motion to approve the amendments for the Technical Committee. Mr. Hopkins seconded that motion. The motion passed unanimously. Mr. Molchany made a motion to approve the amendments for the Coordinating Committee. Mr. Messinger seconded that motion. The motion passed unanimously.

CONFIRMATION OF COPLAY-NORTHAMPTON BRIDGE EMAIL BALLOT

Mr. Kufro stated that the Coplay-Northampton Bridge was presented as an administration action when it should have been presented as an amendment. Mr. Donchez stated that we sent out the ballot back in November with it passing unanimously. A tally of the votes cast was read for the record.

NEW BUSINESS

Planning + Pizza @ LVPC Conference Room, Wednesday, December 21 @ 12:00pm - FutureLV (Regional Comprehensive Plan)

Ms. Bradley stated we will be hosting another Strength Weakness Opportunities Threats analysis on Wednesday, December 21st in the LVPC Conference Room. We also will also be hosting a SWOT analysis on January 31st @ 6:00pm in the LVPC Conference room due to requests from the public to hold some meetings at night.

LVTS & Freight Advisory Committee 2017 Meeting Calendar

Mr. Rebert stated that there was a copy of the LVTS Technical & Coordinating Committees dates along with Freight Advisory Committee 2017 meeting dates in the back of the meeting packet.

Mr. Rebert asked for a motion to adjourn the meeting. Mr. Molchany made the motion with Ms. Bradley seconding. The meeting is adjourned.

Submitted by,
Erin Willis, Executive Secretary