RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC OUTREACH MEETING #12 MAIDENCREEK TOWNSHIP, HAWK MOUNTAIN REGION MEETING, APRIL 29, 2025

Mr. Piper started the meeting at 6:01 PM. He welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff has 7 in-person meetings scheduled in various municipalities in 2025. As well as two scheduled virtual meetings via Microsoft Teams. The meetings schedule is as follows:

- 1. April 2, 2025 City of Reading
- 2. April 14, 2025 Womelsdorf Borough
- 3. April 16, 2025 Tilden Township
- 4. April 22, 2025 Colebrookdale Township
- 5. April 23, 2025 Virtual Meeting
- 6. April 24, 2025 Cumru Township
- 7. April 29, 2025 Maidencreek Township
- 8. May 1, 2025 Virtual Meeting
- 9. May 13, 2025 Caernarvon Township
- Ms. Hollenbach stated that this meeting was shared on Maidencreek Township's Facebook page.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods.*

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep travelers safe and secure for all modes of transportation.

Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

Ms. Timochenko then turned the presentation back to Mr. Piper for a discussion on local transportation issues. Issues were separated into six (6) major types: Bicycle, Pedestrian, Public Transportation, Aviation, Bridge, and Highway. He noted that staff's desire with this LRTP update was to gather public input at the beginning and throughout the Plan development process, not just during the required Public Input period prior to adoption. Later this year or early next year, after updating data and draft Plan sections, and gathering responses to public input, there will be another round of public meetings.

Bicycle and Pedestrian Issues:

• Ms. Hollenbach mentioned Amish/Mennonites traveling on shoulders of 222 using bicycles and horse and buggies needing wider shoulders. Mr. Piper stated wider shoulders throughout the length of 222 through Maidencreek and Richmond Townships should take care of this issue as wider shoulders will be added to the areas where they still do not exist as we finish off last piece of the US 222 Widening project. Ms. Hollenbach mentioned this is more of an issue on the Evansville Road and Molltown area of US 222 through these townships. Further discussion included the number and severity of horse and buggy as well as bicycle crashes experienced by this community.

- Ms. Hollenbach stated she does not see a lot of pedestrian traffic on 222.
- Ms. Hollenbach stated she does not see anyone crossing SR 73 to access Andrew Maier Elementary School. Trucks go more than 15mph in the school zone. Mr. Piper asked the question: do you think if there were safer provisions, people would walk to school? Ms. Hollenbach and Mr. Milligan stated that people might walk their kids to school but likely not those that would cross Park Road. Park Road has too much traffic traveling at too high a speed to be able to cross safely.
- Ms. Hollenbach stated that sidewalk enforcement for new developments at local municipal planning commission meetings is often brought up and has often been waived.
- Mr. Milligan stated that there are not a lot of employers in Maidencreek Township, therefore
 there is not a need for public transit to a manufacturer and this also leads to seeing less
 individuals walking to jobs.
- Pedestrians can be seen on Park Road between Golden Drive and the Dollar General/Fiore's Chill-n-Grill Café near Sofia Boulevard. Ms. Hollenbach noted that there is currently a path in the other direction from Golden Drive into the Community Park between Golden Drive and South View Road.

Public Transportation:

- Mr. Piper stated that BARTA does not provide transportation to Maidencreek residents or employers. Ms. Hollenbach mentioned that the developer of a new warehouse is applying for conditional use and part of that requirement by the township is that public transportation is provided.
- Ms. Hollenbach mentioned that Greenwich Township is looking at warehouse development and if they are built, they may need public transportation from Reading to those areas in Greenwich Township. Mr. Piper stated that if warehouses in Greenwich Township are built, the workforce would most likely be composed of Lehigh Valley residents rather than City of Reading residents traveling to Greenwich Township for employment.
- Mr. Piper mentioned that the BARTA Master Plan mentions the potential for a fixed route that would come out to Temple, and then a supplemental service could be used, similar to an ondemand service (BARTA sponsored Uber). The bus would drop off at the last stop of the fixed route. Then the individual could schedule a ride to their final destination from that last stop. Discussion continued between Mr. Piper and Ms. Hollenbach regarding a potential extension of a bus route to Kutztown as well as the benefits of staggered East Penn Manufacturing shifts.

Aviation:

- On a small scale, Mr. Milligan mentioned that Mr. Tempesco of the Reading Regional Airport runs the RC Club for Berks County within this planning region.
- Mr. Milligan stated that certain car manufacturers are testing electric Vertical Take-Off and Landing (eVTOL) aircraft technology, essentially large drones that can hold 12-15 people, often referred to as air taxis or flying taxis. Car dealerships, like Honda could be putting helipads as hubs at their dealerships. This is farfetched, but currently being tested. Mr. Piper noted that Mr.

Tempesco made sure to include some language in the Reading Airport Strategic Plan as something to consider as well as the electrification of aircrafts.

Highways and Bridges:

- Ms. Hollenbach brought up the bridge on West Shore Drive in Maidencreek Township that no one wants. She mentioned issues such as bonfires, races, graffiti, and holes in the bridge deck.
 Ms. Hollenbach recommends that the bridge be removed.
- Mr. Piper stated that Kutz Mill Rd. Covered Bridge that is currently County-owned and in poor condition is being rehabilitated after heavy rain damaged a portion of wall adjacent to one end of the bridge that eroded and collapsed.
- Ms. Hollenbach asked if there were any plans for the county owned bridge on Dutch Mill Road over Sacony Creek near Dutch Mill Campground. She stated that this bridge is currently posted for weight at 7 tons. Mr. Piper stated that it is on the County bridge inventory list to be addressed. Ms. Hollenbach stated that it is a concern for Greenwich Township because it is narrow and hard to plow. Mr. Piper stated that before rehabilitation happens to this bridge, the steel truss bridge to the west, Heffner's Bridge on Garman Rd, a steel truss bridge will be addressed. The volume of traffic on this road is very low, and because there is almost no traffic, this would likely not be worth it to keep open. It is actively marketed if someone wants to buy the steel truss bridge and move it to another location. Most people want the original owner to dismantle, make sure there is no lead, and deliver the bridge. When the County talked to Greenwich Township, they were told that when it is deemed unsafe for travel, then it will be closed.
- Ms. Hollenbach asked if the Calcium Rd. realignment with SR 73 is still on the TIP. Mr. Piper stated the this is a future project on the FFY 2025-2028 TIP and in final design.
- Ms. Hollenbach suggested a roundabout at 73/Park Rd, if not a roundabout, at least some sort of intersection improvements.

Ms. Timochenko and Mr. Piper presented planned projects that are currently on the County's Transportation Improvement Program (TIP). Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting all of the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Hawk Mountain region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Hawk Mountain region.

- Mr. Milligan asked if we inflate costs on the TIP. Mr. Piper explained that the TIP is fiscally restrained. The current federal funding cycle ends September 2026. That is the end of the current transportation federal funding program, the Infrastructure Investment and Jobs Act (IIJA). RATS is very conservative and assumes that there will not be an increase in funding than the amount allotted for the last year of the legislation. RATS maintains a robust, unfunded project list out to 20 years and as funding becomes available, then projects can be moved to the TIP.
- Ms. Hollenbach mentioned that crashes have increased where US 222 was widened in the proximity of Snyder Rd. She has been told that drivers are crossing the median and suggests barriers be added. Mr. Piper noted that is area could be revisited to consider including median barriers.

Mr. Piper presented and went over a list of significant projects anticipated to start during the Reading MPO's FFY 2025-2028 TIP in the Hawk Mountain Region. Mr. Piper provided more detailed information on the projects presented on slide 18 of the presentation.

Mr. Piper presented slide 21 regarding the State Transportation Commission's Program Update and the availability of a survey. Mr. Piper explained how results from the survey will come back to the MPOs and any information listed as pertinent to Berks County will be reviewed and could make its way onto one of the programs for potential implementation. Mr. Piper presented the link to the survey: https://survey.talkpatransportation.com/#/survey

Mr. Piper asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

Hearing no other comments, Mr. Piper and Ms. Timochenko thanked the attendees for coming. The meeting concluded at 6:57 PM.

Prepared by,
Devon Hain
Transportation Planner
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting Tuesday, April 29, 2025 Maidencreek Township

Name	Email Address	Municipality
Diane Hollenbach	d.hollenbach maidencreek.net	Maidencreek
Carrio Miligon	d.hollenbachemaidencreek.net	# 1/
(10)	U U ,	
		,
Amanda Timochenko		BCPC/RATS
Alan Piper		BCPC/RATS
Devon Hain		BCPC/RATS
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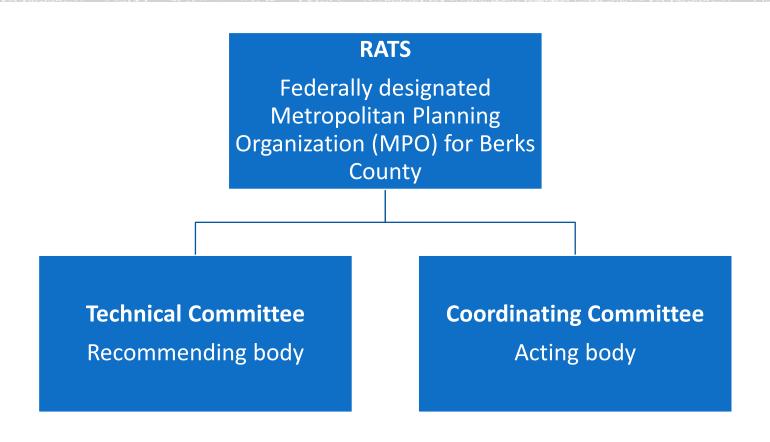
READING MPO LONG RANGE TRANSPORTATION PLAN

HAWK MOUNTAIN REGION

April 29, 2025, Maidencreek Township



READING AREA TRANSPORTATION STUDY (RATS)





TECHNICAL COMMITTEE

PENNDOT DISTRICT 5-0 (1)

PENNDOT
CENTRAL OFFICE
(1)

BERKS COUNTY
PLANNING
COMMISSION (2)

CITY OF READING (2)

SOUTH CENTRAL TRANSIT AUTHORITY (1) READING
REGIONAL
AIRPORT
AUTHORITY (1)



COORDINATING COMMITTEE

PennDOT
District 5-0 (1)

PennDOT
Central Office
(1)

Berks County Commissioners (1) Berks County
Planning
Commission (1)

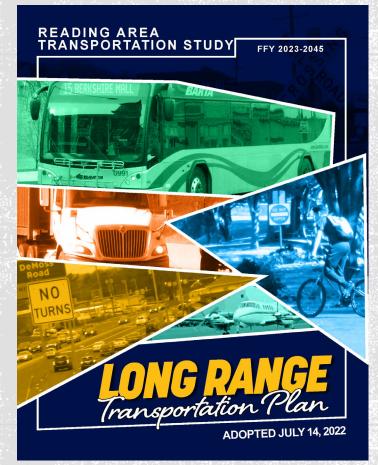
City of Reading (1)

Berks County Boroughs (1) Berks County 1st Class Townships (1) Berks County 2nd Class Townships (1) South Central Transit Authority (1) Reading Regional Airport Authority (1)



- Required by federal transportation regulations
- Has a minimum 20-year planning horizon reflecting program goals and their application to project prioritization
- Identifies transportation system assets and their conditions, sensitive environments and the evolving needs of the users of that system
- Reflects needs related to safety, maintenance, congestion, and climate change
- Includes Performance Measures for achieving plan goals
- Must be fiscally constrained and identify funding sources
- Must be updated every four years through cooperative process that includes federal, state, local agencies and the public
- Serves as the foundation for the development of the Transportation Improvement Program
 - Projects must be identified in the LRTP prior to programming phases for construction on the TIP

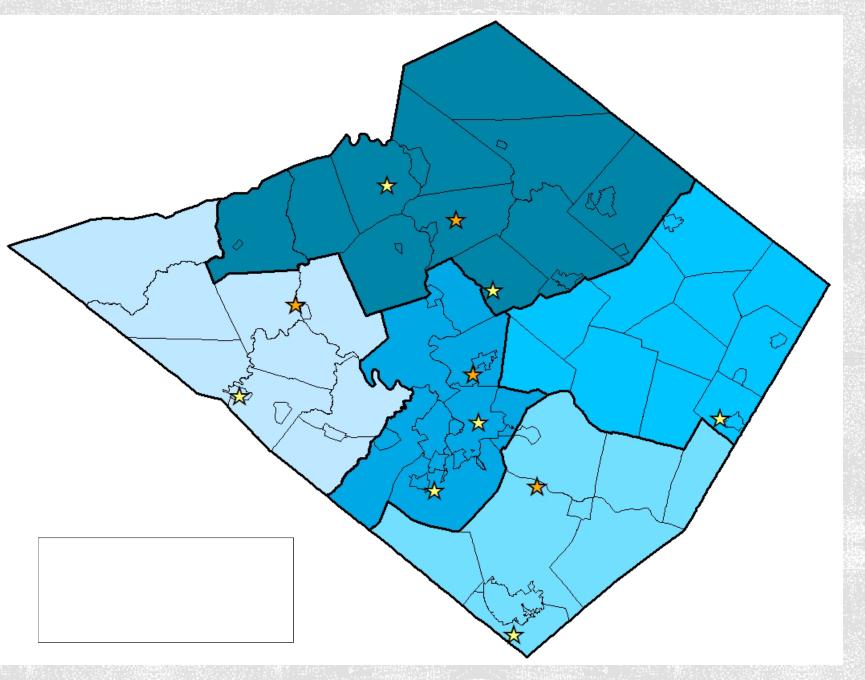
WHAT IS THE LRTP?





FEDERAL PLANNING FACTORS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.



SUMMARY OF PUBLIC OUTREACH

- **2024**
 - 4 In Person Meetings
 - Robeson, Jefferson, Muhlenberg, Perry
 - 1 Virtual Meeting via Microsoft Teams
 - Survey
- **2025**
 - 7 In Person Meetings
 - City of Reading, Womelsdorf, Tilden, Colebrookdale, Cumru, Maidencreek, Caernarvon
 - 2 Virtual Meetings via Microsoft Teams



The Reading Area
Transportation Study will
promote a well maintained
and balanced multimodal
transportation system that
will safely and efficiently
move people and goods.



Goal 1

Keep travelers safe and secure for all modes of transportation.

Reduce the number, frequency, and severity of crashes on our highway system by implementing projects to address safety issues for all users.

Work closely with municipalities, PennDOT, and SCTA/BARTA to ensure the safe interaction between all transportation modes and users.

Increase public awareness of construction zone safety for workers and users.

Evaluate proposed land development plans to identify potential transportation safety issues during local and PennDOT review processes.

Educate the public on future transportation projects and changes to increase safety awareness.

Coordinate with appropriate agencies to identify and provide efficient emergency vehicle access to the transportation system where feasible.

Goal 2

Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Minimize maintenance costs of roadways, bridges, and public transportation through proper routine maintenance using Transportation Asset Management planning.

Improve the efficiency of the existing transportation system and services.

Major roadway widening or relocation should only be considered if efforts to improve capacity and safety of existing roadways can not meet desired service levels.

Reduce congestion, improve air quality, and increase the reliability of the transportation system.

Develop a full range of public transportation options using available funding.

Goal 3
Invest in projects
that strengthen and
enhance economic
development and
tourism
opportunities.

Implement best practices that will enable the efficient movement of people and freight.

Ensure that major activity centers are designed to accommodate a range of transportation modes.

Increase the region's global and national competitiveness by improving and enhancing regional freight infrastructure.

Support the Reading Regional Airport Authority in strengthening the use of the airport for both business and commercial aviation activities.

Support the efforts of the Schuylkill River Passenger Rail Authority to reestablish passenger rail service between Reading and Philadelphia.

Provide multiple modes of convenient transportation to tourist destinations.

Coordinate with the agricultural community to identify and address obstructions to the movement of equipment and products.

Coordinate with appropriate agencies to review, update as needed, and implement recommendations identified in the EPFA Regional Freight Plan.

Goal 4
Give travelers a variety of well-designed transportation choices that are in good condition.

Promote coordinated regional bicycle and pedestrian facilities, transit, and rail routes.

When designing roadways, include bicycle and pedestrian accommodations and transit stops where applicable and feasible.

Support Transportation Demand Management (TDM) programs such as ridesharing, using public transportation, walking, biking, or working from home.



Goal 5
Enhance the County
transportation
system to address
environmental
impacts.

Identify transportation system assets that are vulnerable to natural hazards and continue coordination with appropriate agencies to develop protection and recovery strategies through hazard mitigation planning.

Maintain the County's Air Quality attainment status for fine particulates and improve the marginal nonattainment status for Ozone.

Work closely with federal, state, municipal, and private entities to implement alternative fuels use (i.e. electric, natural gas) throughout our region.

Collaborate with local, regional, state and federal organizations and agencies to prevent, minimize, or mitigate potential negative environmental and social impacts from planned projects.

Assist in identification of potential environmental issues by maintaining and providing geographic information system data layers in a readily accessible format.

Work with PennDOT to implement stormwater best management practices and mitigation strategies on transportation projects.







PEDESTRIAN



PUBLIC TRANSPORTATION



AVIATION



BRIDGE



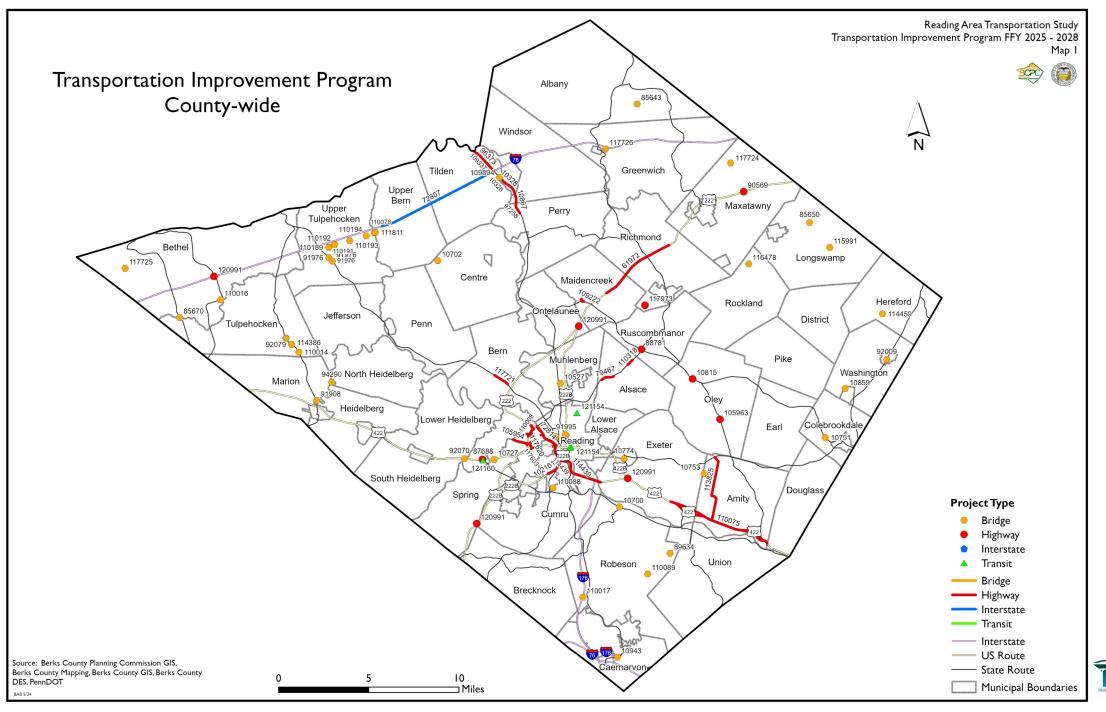
HIGHWAY

WHAT TRANSPORTATION ISSUES DO YOU CURRENTLY EXPERIENCE?

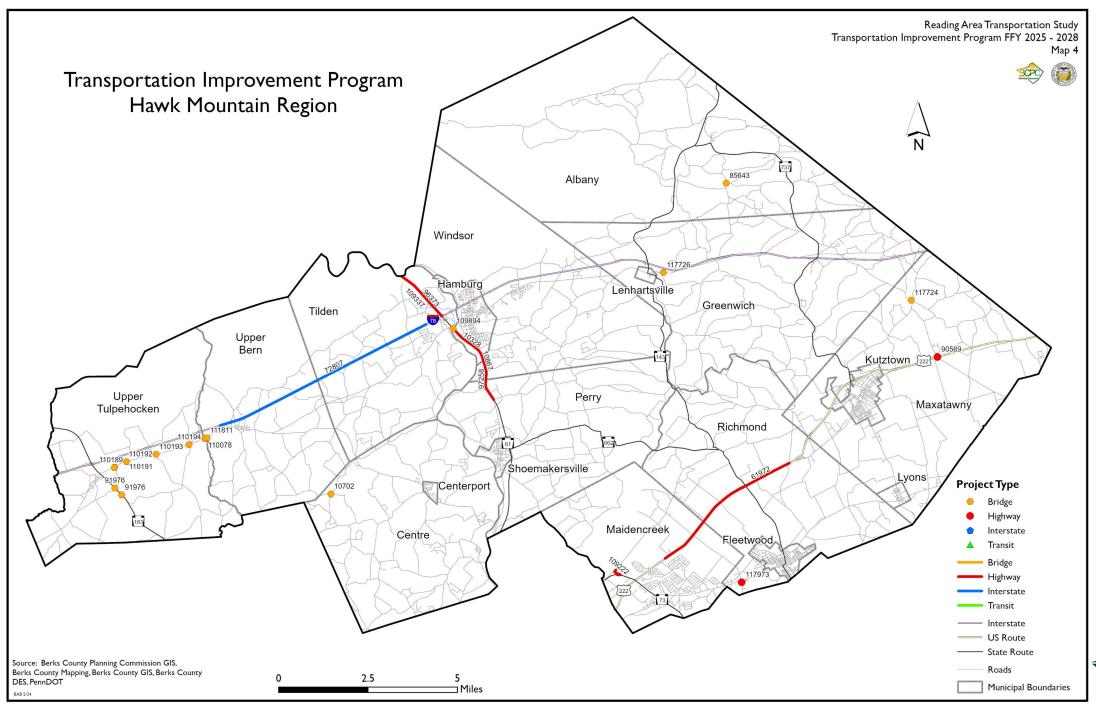


PLANNED PROJECTS

- The Transportation Improvement Program (TIP) is an agreed upon list of specific priority transportation projects that intend to use federal funds along with non-federally funded projects that are regionally significant.
 - It covers a four-year period and is updated every two years.
 - It shows estimated costs and funding sources and documents the anticipated schedule for each project and project phase.
 - It must be fiscally constrained to the amount of funding available.
 - It is NOT a final schedule of project implementation or guarantee of implementation.
 - Projects are drawn from the Long Range Transportation Plan and must help meet the goals of the LRTP.









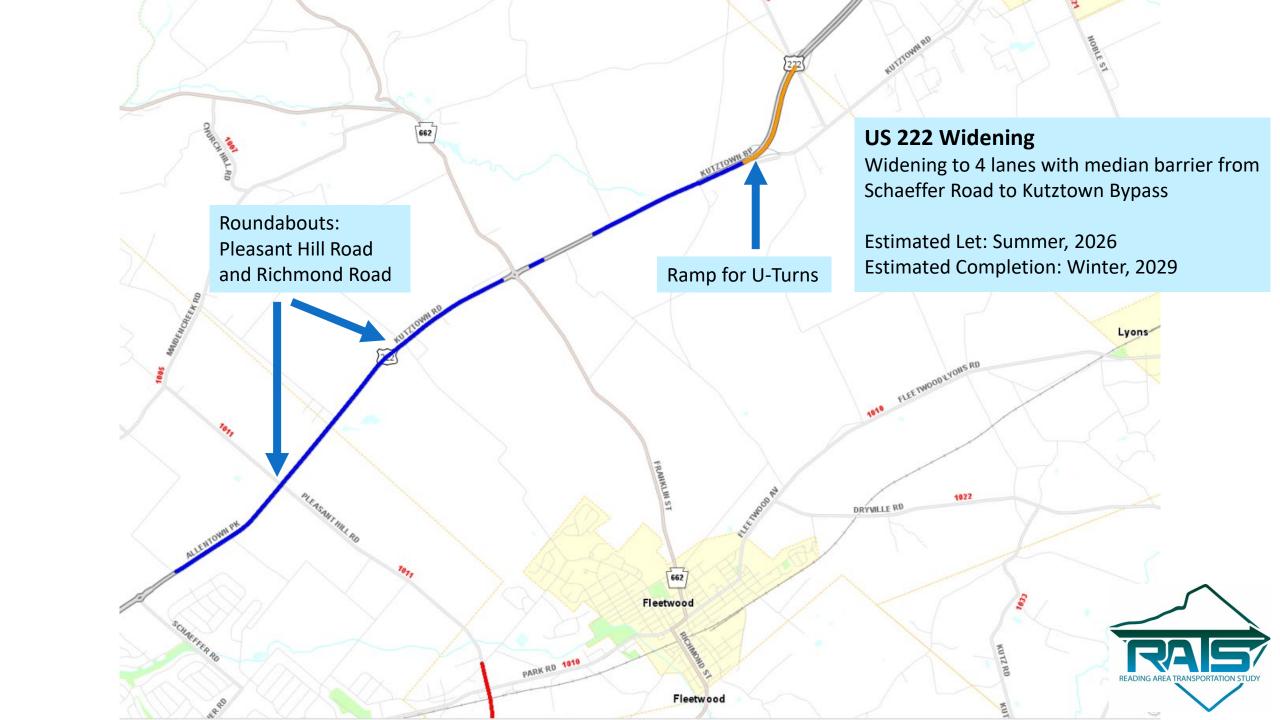
Federal Fiscal Year	Project Description/Municipality	Estimated Total Project Cost (2023\$)
FFY 2025		
MPMS# 10867	PA 61 Restoration Phase 2B – Perry and Windsor Townships	\$15,883,300
MPMS# 97258	SR 61 Median Barrier – Perry and Windsor Townships	\$500,000
FFY 2026		
MPMS# 61972	US 222 Widening – Maidencreek and Richmond Townships	\$92,529,825

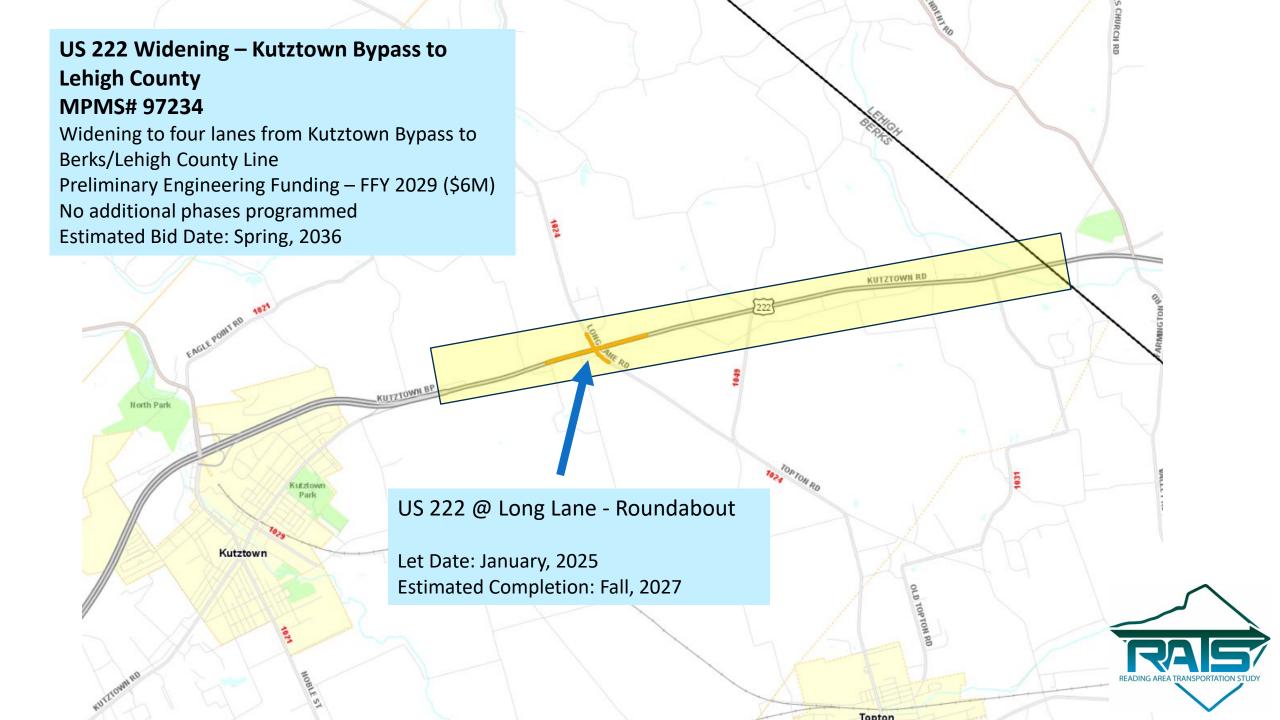


SIGNIFICANT PROJECTS ANTICIPATED TO START DURING READING MPO FFY 2025-2028 TIP

HAWK MOUNTAIN REGION









STC 12-YEAR PROGRAM UPDATE SURVEY

https://survey.talk patransportation. com/#/Survey



THANK YOU FOR YOUR PARTICIPATION!



