# RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC OUTREACH MEETING #9 COLEBROOKDALE TOWNSHIP MUNICIPAL BUILDING, OLEY HILLS REGION MEETING, APRIL 22, 2025

Mr. Piper started the meeting at 6:00 PM. Mr. Piper 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 (every four years minimum); 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.

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.

Mr. Piper reviewed Slide #14 and asked the question: "What transportation issues do you currently experience?" Responses included:

## Bicycle and Pedestrian Issues:

 Douglass Township representatives indicated that they had no bike and pedestrian infrastructure except in the southern portion of the Township.

## Transit:

 Colebrookdale Township representative Mr. Todd Gamler confirmed that transit service from Pottstown still exists. He indicated that service went to the Weis shopping complex in Gilbertsville and the Giant complex along Rt. 100. No service extends into Berks County.

# Aviation:

 Mr. Piper indicated he was not aware of any aviation issues within the region and the attendees concurred.

# Highways and Bridges:

- Mr. Piper explained we are interested in understanding issues involving maintenance, safety and congestion.
- Mr. Gamler from Colebrookdale shared that the bridge along County Line Road along the Berks and Montgomery County border that crosses Swamp Creek recently closed.
- Douglass Township indicated they had no bridge issues. However, they would like to investigate
  the removal of the median along the Benjamin Franklin Highway and install turn lanes.

## Safety:

- Safety concerns along Route 100 were discussed. Specifically, Rt. 100 and Chestnut Street.
- Douglass Township requested consideration of flood gates to be installed at Pine Forge Road where fatalities have occurred during extreme weather events. Additionally, gates could be installed at Glendale Road and Manatawny Drive near the grist mill. Mr. Piper indicated this could be investigated as a PROTECT Program candidate project.

## Rail lines:

- Douglass Township did express their desire to have railroad crossing gates installed at Manatawny Drive and Greshville Road in response to the Colebrookdale railroad tours.
- Additional coordination and collaboration is needed with Colebrookdale railroad. Specifically, more understanding of easements and their ownership as well as the status of the transfer station project. Mr. Piper indicated that BCPC/MPO would request a meeting with the County Redevelopment Authority and railroad.

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 the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Oley Hills region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Oley Hills region.

Mr. Piper described the US 422 Corridor (West Shore Bypass) project to the attendees. Some of the key takeaways from this presentation included:

- Project includes the complete reconstruction to 6 lanes including: Lancaster Avenue interchange, Penn Avenue interchange, Bingaman Street Bridge, and bike and pedestrian connections
- Preventative maintenance on the bridges over the Schuylkill River and Brentwood Drive
- Complete replacement of bridges over Schuylkill River and Norfolk Southern Railroad and ramp adjustment at I-176 NB to US 422 WB
- Final engineering is currently in progress
- Estimated bid opening in approximately 2027
- Estimated completion date post 2030

Mr. Piper reviewed a list of additional projects anticipated to start during the Reading MPO's FFY 2025-2028 TIP in the Oley Hills Region. Mr. Piper provided more detailed information on the projects presented on slides 18 and 19 of the presentation.

Mr. Piper presented slide 22 regarding the State Transportation Commission's Twelve-Year Program Update and the availability of a survey. Mr. Piper explained how results from the survey are shared with the MPOs across the state. Any information relating to Berks County will be reviewed and considered for inclusion onto one of the programs (LRTP / TIP) for potential implementation. Ms. Timochenko presented the link to the survey: <a href="https://survey.talkpatransportation.com/#/survey">https://survey.talkpatransportation.com/#/survey</a>

Mr. Piper asked for any final questions or comments.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:02 PM.

Prepared by,
Ashley Showers
Assistant Director
BERKS COUNTY PLANNING COMMISSION

# FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting Tuesday, April 22, 2025 Colebrookdale Township

Name	Email Address	Municipality
Kaleena Bretharth	Khreitharter Carlapherts-con	Dagless
Jenny Silberman	silbermandiary 105 mail com	Due 1885
TOOD GAMLET	TEAMLET-CCOLEBROOKBALE. O	M COLEBROOKSALE
Rob Palko	TEAMLET-COLEBROOKBALE. OF rpalko@dougberks. Com	Dough.ss
		<u> </u>
3		
Amanda Timochenko		BCPC/RATS
Han Piper		BCPC/RATS
Ashley Showers		BCPC
		) 
The second secon	a a	<del> </del>
	ā	
		ø .
		*

# READING MPO

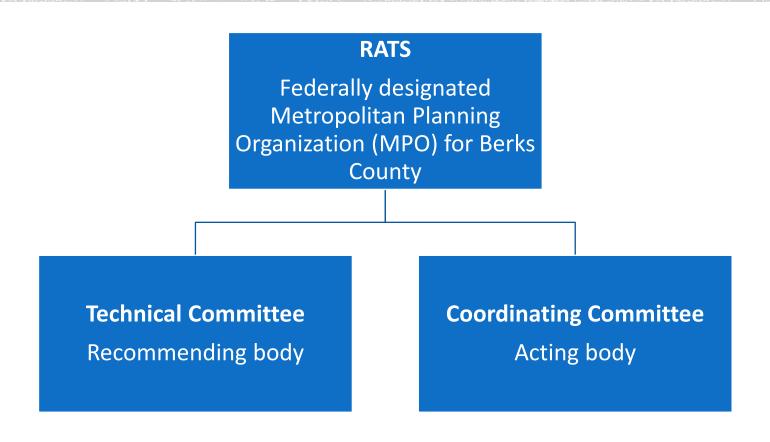
# LONG RANGE TRANSPORTATION PLAN

# **OLEY HILLS REGION**

April 22, 2025, Colebrookdale 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)

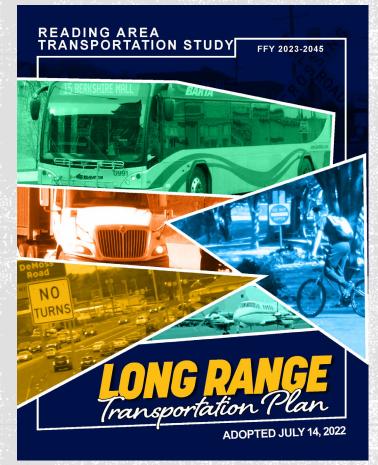
City of Reading (1)

Berks County Boroughs (1) Berks County 1<sup>st</sup> Class Townships (1) Berks County 2<sup>nd</sup> 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

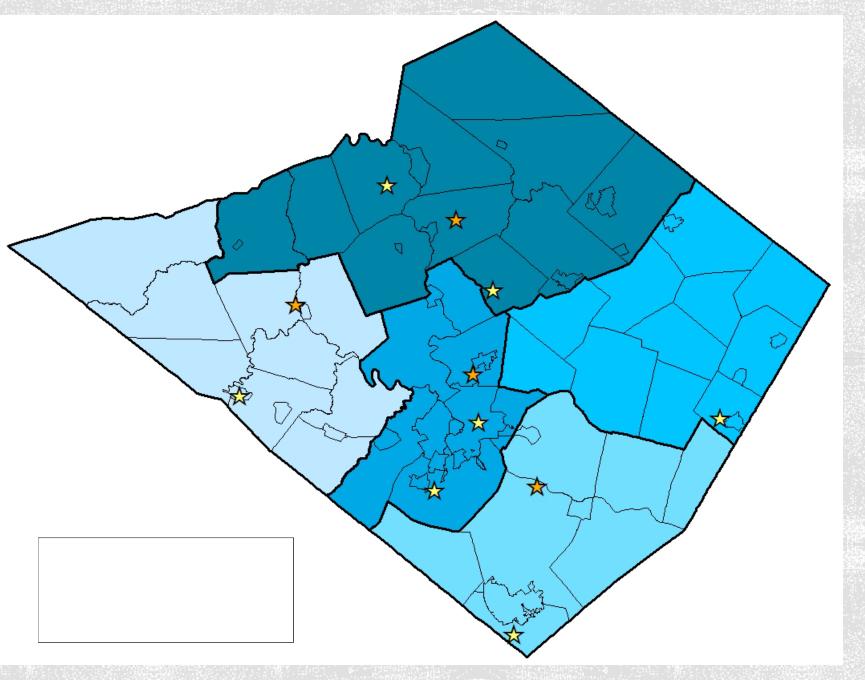
# WHAT IS THE LRTP?





# 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



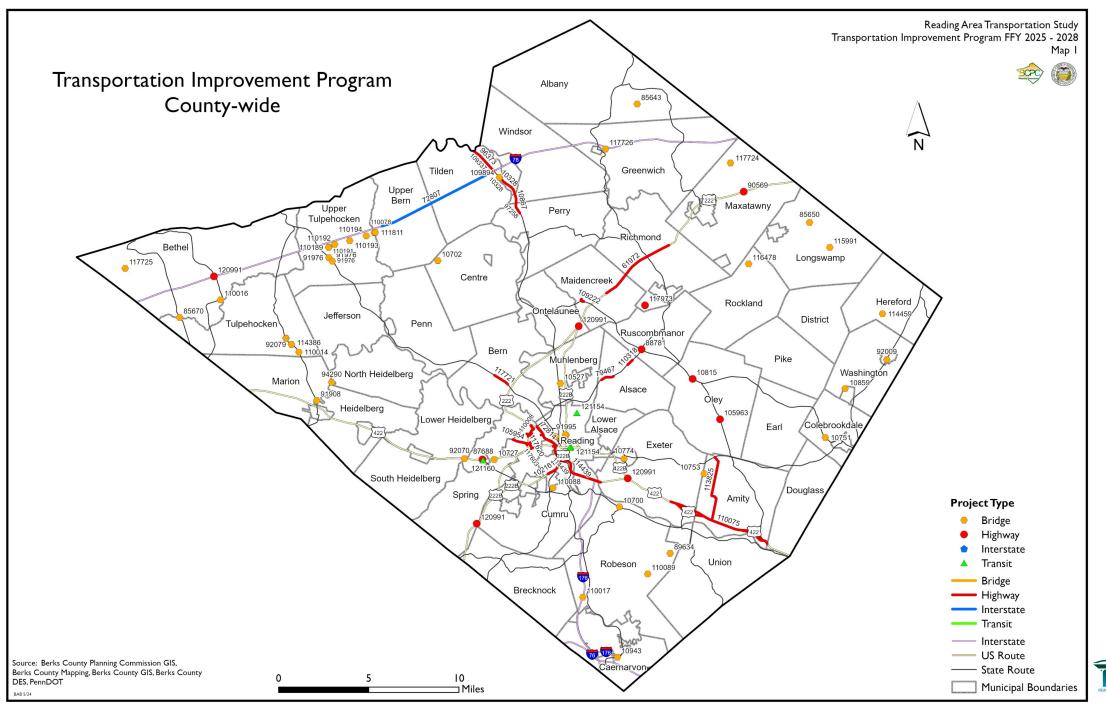
**HIGHWAY** 

# WHAT TRANSPORTATION ISSUES DO YOU CURRENTLY EXPERIENCE?

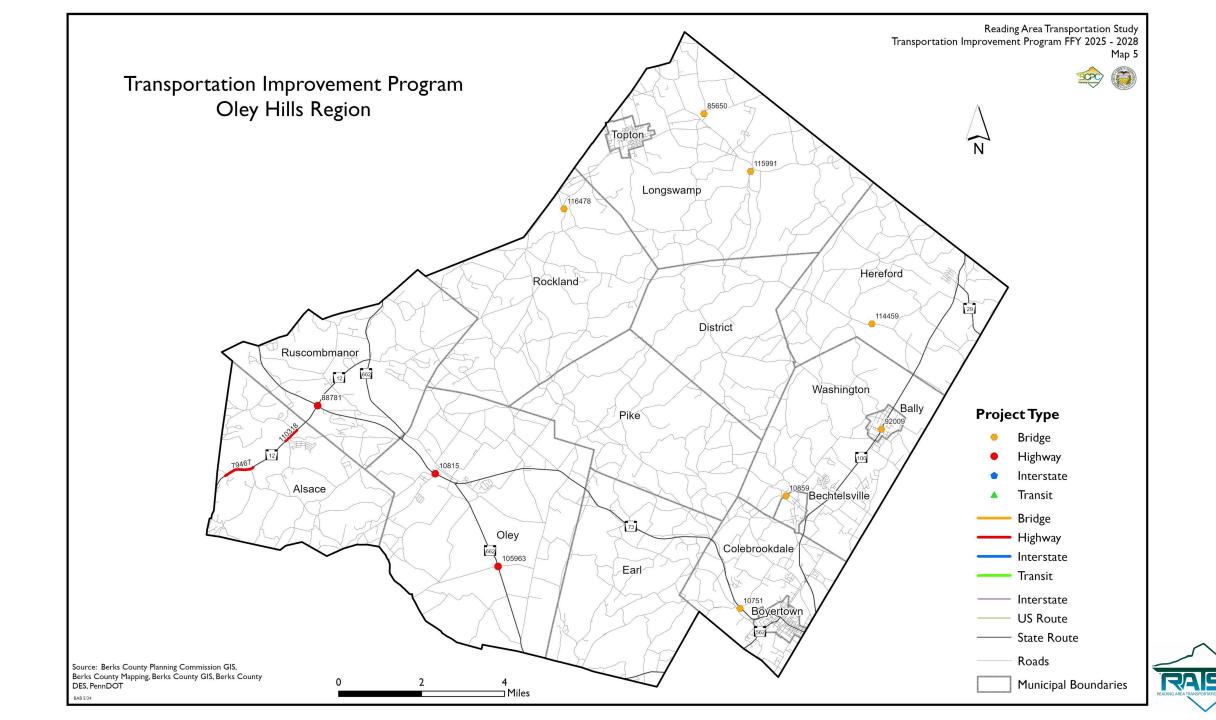


# PLANNED PROJECTS

- 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 2026		
MPMS# 110318	SR 12 Alsace Manor – Alsace Township	\$4,887,168
MPMS# 79467	SR 12 Elizabeth Avenue – Alsace Township	\$14,898,900
FFY 2027		
MPMS# 105963	PA 662 @ Oley Turnpike Road – Oley Township	\$5,357,965

- Utility relocations
- Shoulder widening
- Adding center left turn lanes between the intersections of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including the intersection of SR 12 and Woodside Avenue
- Installation of traffic light at intersection of Antietam Rd. and Pricetown Rd.



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

OLEY HILLS REGION

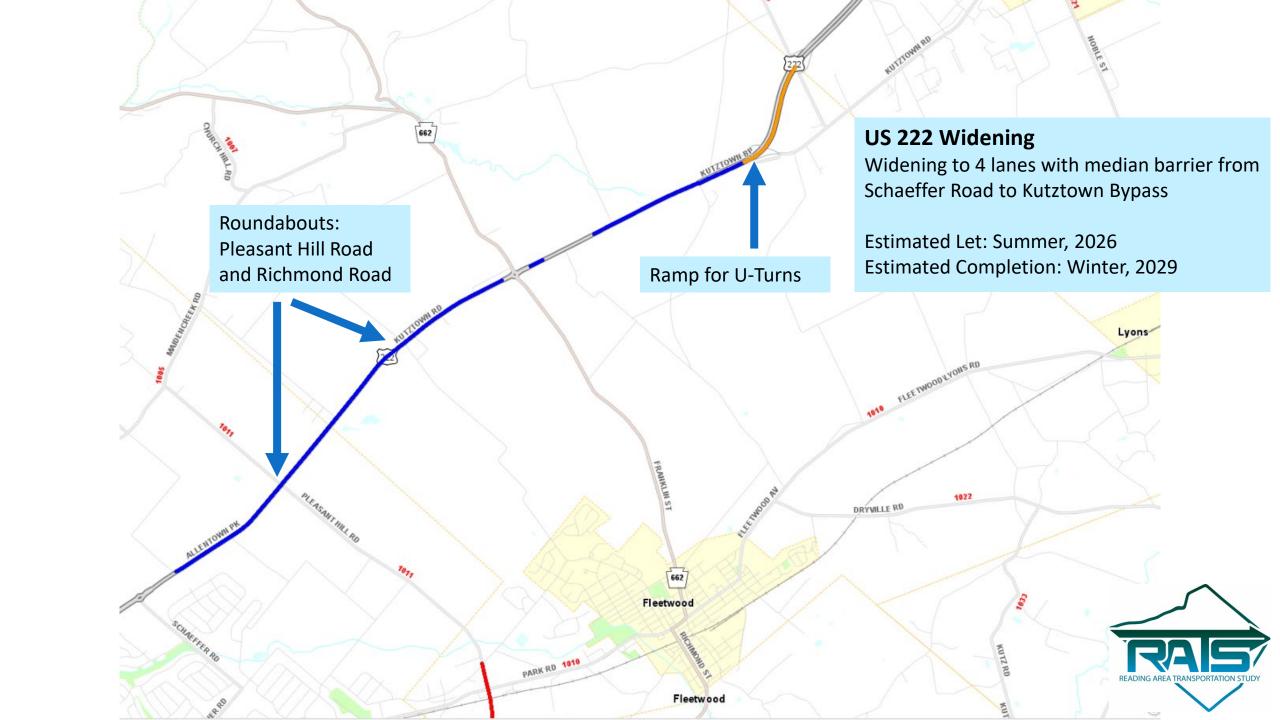


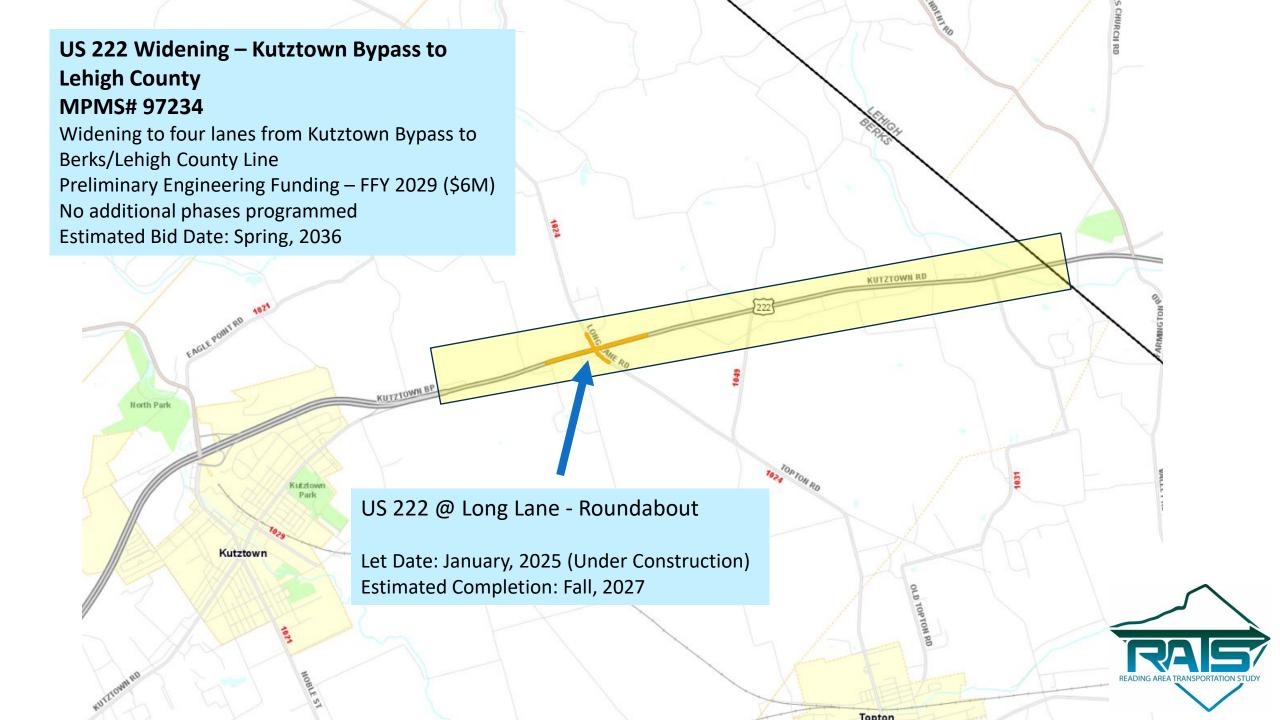
Est. Let Year	Project Description/Municipality	Estimated Total Project Cost (2023\$)
2025		
MPMS# 10859	Race Street over Swamp Creek - Bechtelsville Borough	\$27,000
MPMS# 116478	Smoketown Road over Little Sacony Creek - Rockland Township	\$2,153,000
MPMS# 85650	Valley Road over Toad Creek - Longswamp Township	\$54,000
2026		
MPMS# 10751	Funk Road over trib to Ironstone Creek - Colebrookdale Township	\$1,783,000
Unknown		
MPMS# 10815	SR 73 and Friedensburg Rd - Oley Township	\$6,650,000
MPMS# 92009	SR 100 over trib to Perkiomen Creek - Bally Borough	\$29,000
MPMS# 115991	Centennial Road Dual Pipe Replacement - Longswamp Township	\$26,000

# **ADDITIONAL PROJECTS** ANTICIPATED TO START **DURING READING MPO** FFY 2025-2028 TIP

# OLEY HILLS REGION









# STC 12-YEAR PROGRAM UPDATE SURVEY

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



# THANK YOU FOR YOUR PARTICIPATION!

