RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC OUTREACH MEETING #8 TILDEN TOWNSHIP MUNICIPAL BUILDING, HAWK MOUNTAIN REGION MEETING, APRIL 16, 2025

The presentation was scheduled to begin at 6:00 p.m. No members of the public attended. At approximately 6:15 p.m., Ms. Monica Flowers, Township Secretary, arrived.

Informal discussion between Ms. Flowers and staff ensued. Mr. Piper asked if there were any problems, issues, or potential projects in the region that she wanted us to be aware of. She mentioned two (2) issues:

- The signalized intersection at Jetson Dr./Cabela Dr. and PA 61 has separate left-turn lanes for traffic turning onto PA 61, but only Cabela Dr. has a protected turn arrow/phase as part of the signal plan. Jetson Dr. does not have the protected turn arrow/phase. She requested that a protected left turn arrow/phase be explored for Jetson Dr. as traffic does back up and creates safety issues.
- 2. Lowland Rd. has two offset intersections with PA 61 (north of the Jetson Dr./Cabela Dr. intersection). The southern intersection is signalized; the northern one is not. Ms. Flowers suggested that a signal is necessary at the northern intersection but noted that PennDOT has denied that request due to the level of traffic not meeting warrants. Mr. Piper mentioned a proposed warehouse project on the east side of PA 61 and how that may impact the area. The developers are working with PennDOT to gain access to PA 61. Those plans are working through the HOP process, but final designs and impacts are not yet known.

Staff asked Ms. Flowers if she had any other comments or issues. A brief conversation about the LRTP process was had. Hearing no other comments from Ms. Flowers, Ms. Timochenko and Mr. Piper thanked her for her input. The meeting concluded at 6:30 p.m.

Prepared by,

Michael D. Golembiewski Transportation Modeler BERKS COUNTY PLANNING COMMISSION

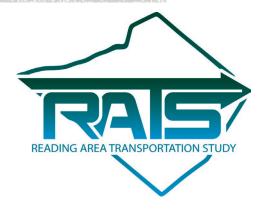
FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting Wednesday, April 16, 2025 Tilden Township

Name	Email Address	Municipality
Monica Flower	mflower@tildentownship.com	u Tilden
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Alar Pinn		BCPC/RATS BCPC/RATS
Amanda Timochenko		BCPC/RATS
MICHAEL GOLEMBIEVSK		BLPC/NAGS
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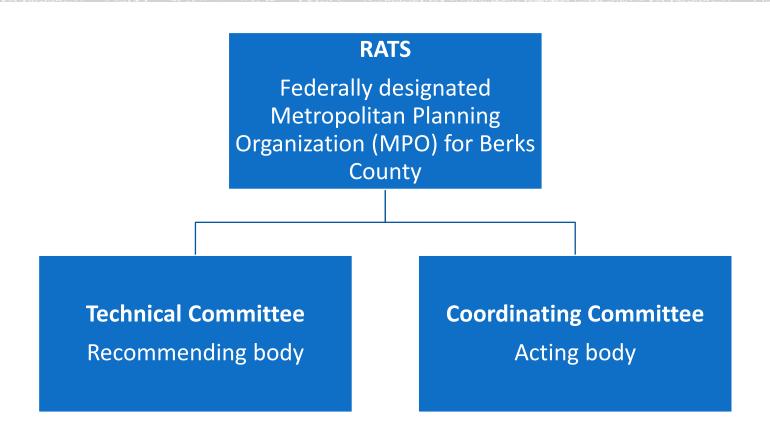
READING MPO LONG RANGE TRANSPORTATION PLAN

HAWK MOUNTAIN REGION

April 16, 2025, Tilden 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)

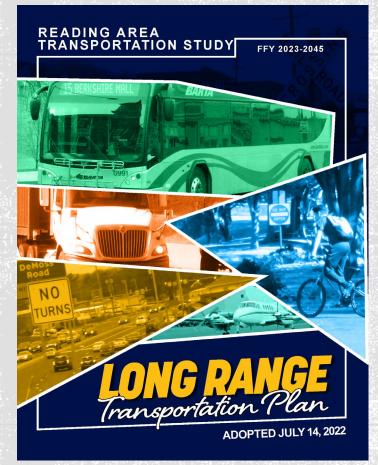
Berks County Boroughs (1) Berks County 1st Class Townships (1) Berks County 2nd Class Townships (1) South Central Transit Authority (1)

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

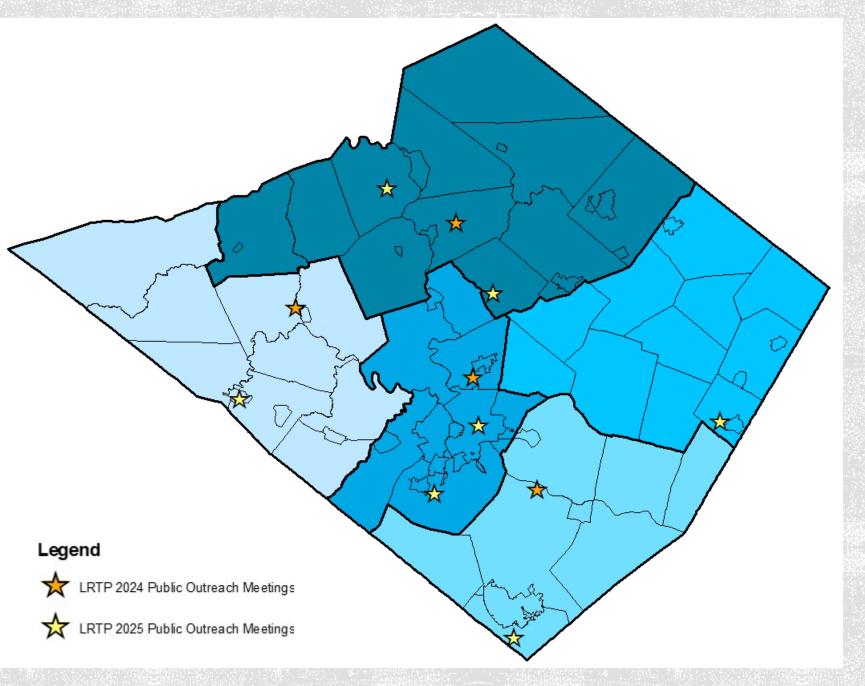
WHAT IS THE LRTP?





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



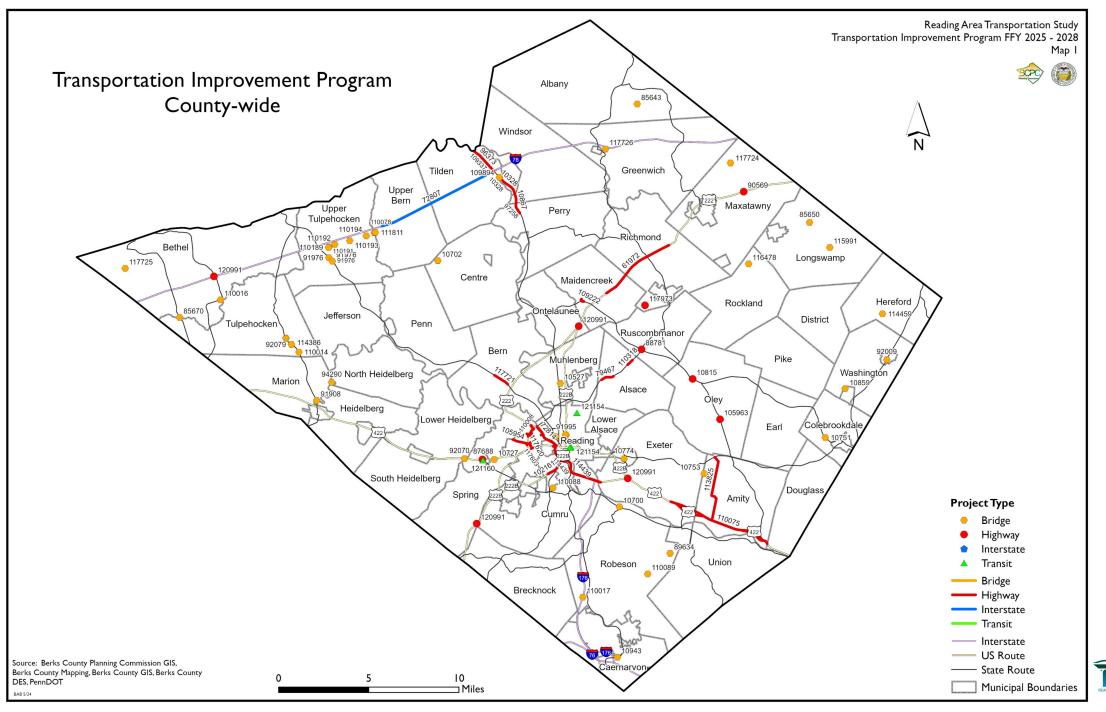
HIGHWAY

WHAT TRANSPORTATION ISSUES DO YOU CURRENTLY EXPERIENCE?

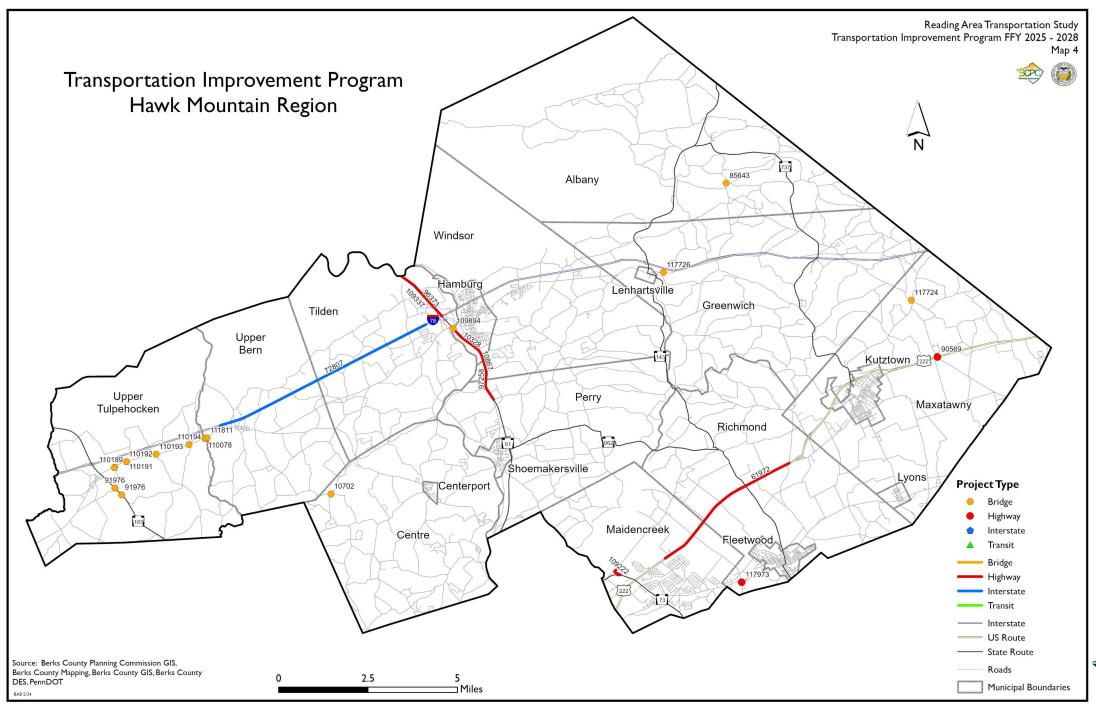


PLANNED PROJECTS

- 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.









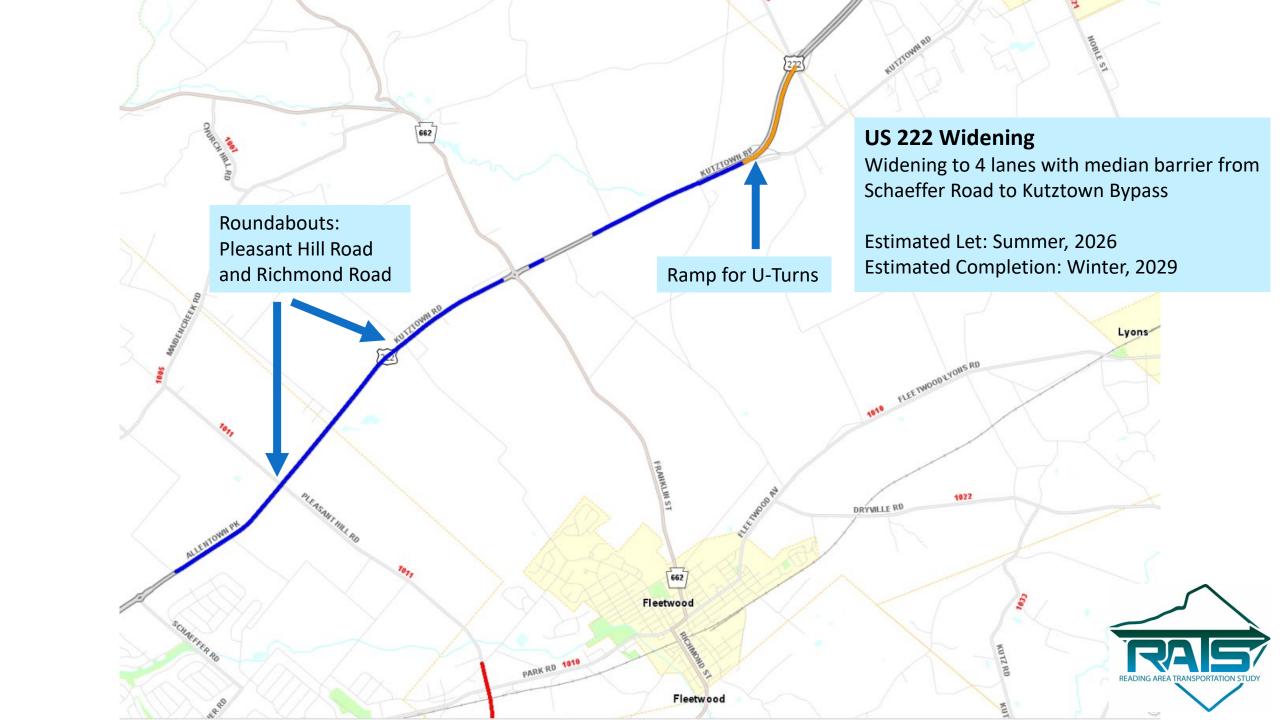
Federal Fiscal Year	Project Description/Municipality	Estimated Total Project Cost (2023\$)
FFY 2025		
MPMS# 10867	PA 61 Restoration Phase 2B – Perry and Windsor Townships	\$15,883,300
MPMS# 97258	SR 61 Median Barrier – Perry and Windsor Townships	\$500,000
FFY 2026		
MPMS# 61972	US 222 Widening – Maidencreek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

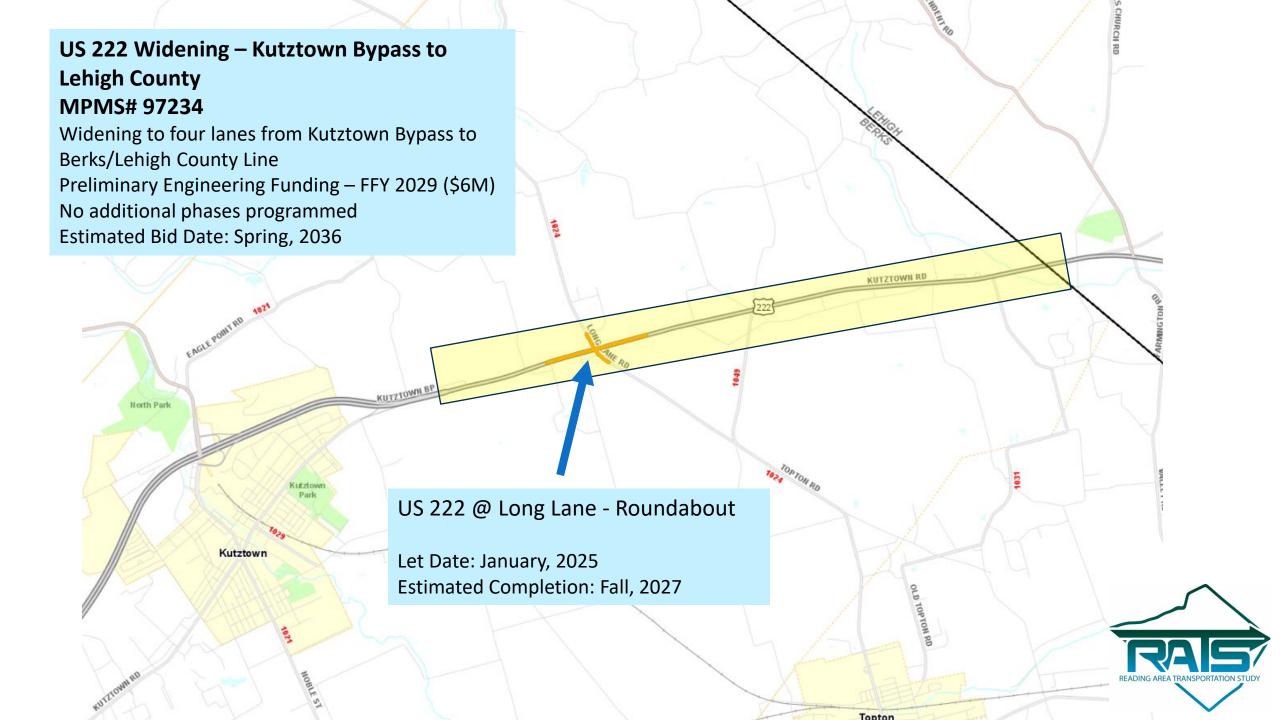


SIGNIFICANT PROJECTS ANTICIPATED TO START DURING READING MPO FFY 2025-2028 TIP

HAWK MOUNTAIN REGION









STC 12-YEAR PROGRAM UPDATE SURVEY

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



THANK YOU FOR YOUR PARTICIPATION!

