



## Overview

Key transportation planning partners in the region are working together on a no-borders evaluation of 100 miles of Interstate 81 (I-81) in South Central PA to identify the safety, congestion, condition and access needs on the Interstate and on connecting roads and infrastructure that are affected by I-81.

The goal is to establish a strategy to address needs by focus area based on feedback from local stakeholders and the public. The improvements needed on I-81, from the Maryland state line through Lebanon County, are complex and vary greatly by location. The strategy will serve as a playbook for setting priorities and funding future projects as resources become available through the Statewide Transportation Improvement Program (STIP) and regional long-range transportation plans.

## Interstate Funding: 2021 Program Update

Federal funding from Federal Highway Administration (FHWA) has remained relatively flat since 2009. Due to the needs and conditions of the system, Pennsylvania Department of Transportation (PennDOT) had to make a shift in investment strategies statewide to address the aging infrastructure.

Funding for Interstates statewide is currently \$450 million and will increase by \$150 million in 2021 with an additional \$50 million directed to the Interstates each subsequent year until 2028. The I-81 Improvement Strategy will provide a prioritized list of candidate projects from the region for consideration as funding decisions are made. It is critical that the most pressing needs are addressed first.

## Schedule

### PHASE 1

#### Needs Assessment & Prioritization



FALL/WINTER 2019–20

Initial Planning, Announcements & Data Collection



Conduct Public Outreach and Needs Analysis



SPRING 2020

Draft Focus Areas for Feedback



SUMMER 2020

Share Findings

### PHASE 2

#### Alternatives Analysis & Concept Development



FALL 2020

Develop Project Concepts for Public Feedback



WINTER 2020

Finalize Playbook for Transportation Improvement Programs & Long-Range Transportation Plans

## Project Team

- Metropolitan Planning Organizations
  - » Tri-County Regional Planning Commission
  - » Franklin County Planning Department
  - » Lebanon County Planning Department
- PennDOT
- FHWA

The needs identified so far by corridor motorists and stakeholders are included inside ►

- Online Survey Results
- Stakeholder Engagement

### FOR QUESTIONS, PLEASE CONTACT:

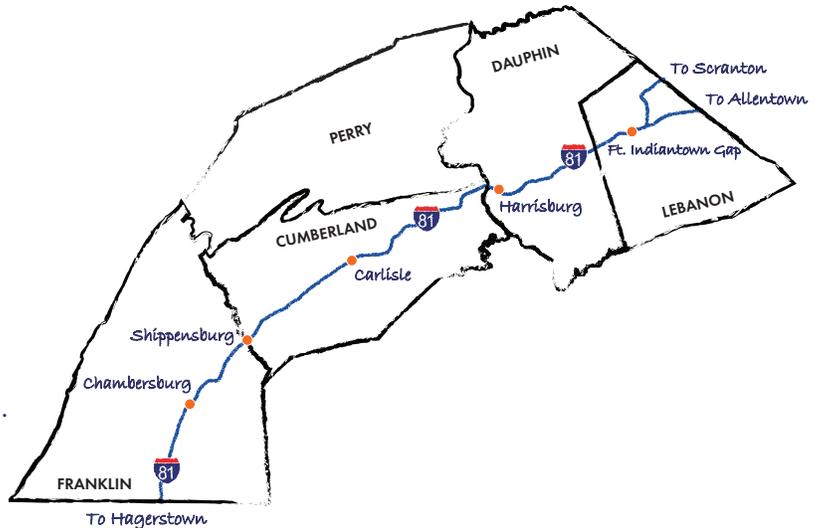
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# Online Survey Results Are In

## MORE THAN 1,140 MOTORISTS PARTICIPATED

In December 2019, an online survey was launched to identify what issues matter most to the motorists who travel along the I-81 corridor. The feedback gathered will be used, along with traffic data, local development trends and asset management data, to identify and prioritize focus areas for future discussion. Below is a summary of the feedback gathered:



## MAJOR ISSUES IDENTIFIED BY COUNTY

Franklin County



Cumberland County



Dauphin County



Lebanon County



## MOTORIST PROFILE

How often do you use I-81?



34% Few times weekly  
22% Less than weekly

What mode of transportation do you primarily use on I-81?



3% Carpool  
5% Other

Why do you choose to travel on I-81?



33% Live/Work near I-81  
17% Only realistic option  
13% Other

For what reasons do you travel on I-81?



25% Shopping  
17% Entertainment  
17% Other  
13% Business

# Stakeholder Engagement

## PLANNING PARTNERS WORK TOGETHER TO IDENTIFY NEEDS ALONG THE CORRIDOR

The first joint workshop was conducted among the I-81 regional planning partners in coordination with PennDOT and FHWA to collectively discuss, identify and collaborate on the needs and challenges in the corridor as it relates to safety, congestion, condition and access.

## EMERGENCY RESPONDERS PROVIDE CRITICAL FEEDBACK ON SAFETY

Planners met with traffic incident management professionals to obtain feedback on corridor safety improvement needs. Participants provided valuable feedback on safety factors such as: physical bottlenecks, traffic incidents, work zones, traffic control devices, and special events. Addressing these root causes can help maximize not only safety but also the corridor's existing capacity.

## INTERVIEWS WITH KEY SHIPPERS ALONG I-81 IN SOUTH CENTRAL PA UNDERWAY

Freight generating companies and carriers along the corridor are being interviewed to learn about the challenges and needs that impact freight movement in the corridor, facility expansion and growth, how the industry will evolve in the face of the changing technology, and where they go for planning and development data.

# What's Next

## MUNICIPAL OUTREACH: KEY TO UNDERSTANDING FUTURE DEVELOPMENT PLANS

There are 121 municipalities located within the I-81 corridor and traffic in each is impacted to varying degrees by the Interstate. We have reached out to each municipality for feedback with an emphasis on learning about proposed and planned regionally significant developments. While still in progress, we will include this outreach effort in the access and land development analysis for the strategy. We have identified more than 100 developments or potential parcels for development, to-date.

## KEY ISSUES IDENTIFIED

Stakeholders identified major issues along the I-81 corridor.

### SAFETY

- Precarious, unsafe and congested merge points
- Rapid lane changes
- Limited truck parking areas

### INFRASTRUCTURE CONDITION

- Poor lane conditions and stormwater management

### CONGESTION AND TRAFFIC OPERATIONS

- Ineffective detours and incident management
- Inconsistent speed limits
- Road maintenance during peak hours, which causes congestion
- Short entrance and exit ramps
- Some motorists seem unaware that the left lane is for passing only

### ACCESS AND DEVELOPMENT

- Poor partnership and planning concerning new development
- Insufficient investment in transportation infrastructure
- Absence of resources for commuters such as adequate transit facilities and ride shares
- Negative long-term impacts from rapid development

### OTHER

- Recruiting/Retaining Drivers – Hindered by federal regulations; wages not keeping pace with required enforcement resulting in lost income
- Truck Queue – Driven by governors set to 60 MPH
- Overweight Permits – Differ by state, resulting in separate compliance requirements

## STAY INVOLVED

Public interaction during the process will be facilitated in the following ways:

- Interactive website @ [www.I-81SouthCentralPA.com](http://www.I-81SouthCentralPA.com).
- Public feedback through meetings, surveys and interviews.
- Public Information through email, press releases and social media #My81 Strategy.

# Corridor and Exit Locations

## Franklin County Exits

- Exit 1 | PA 163 / Mason Dixon Rd
- Exit 3 | US 11 / Molly Pitcher Highway
- Exit 5 | PA 16 / Greencastle / Waynesboro
- Exit 10 | PA 914 / Marion
- Exit 12 | Guilford Springs Rd (Under Design)
- Exit 14 | PA 316 / Wayne Ave
- Exit 16 | US 30 / Lincoln Way
- Exit 17 | Walker Rd
- Exit 20 | PA 997 / Scotland
- Exit 24 | PA 696 / Fayette St

## Cumberland County Exits

- Exit 29 | PA 174 / King St
- Exit 37 | PA 233 / Newville
- Exit 44 | PA 465 / Allen Rd
- Exit 45 | College St
- Exit 47 | PA 34 / Hanover St
- Exit 48 | PA 74 / York Rd
- Exit 49 | PA 641 / High St
- Exit 52A | US 11 North / New Kingstown
- Exit 52B | US 11 South To I-76 Penna Turnpike / Middlesex
- Exit 57 | PA 114 / Mechanicsburg
- Exit 59 | East PA 581 To US 11 /I-83 / Camp Hill
- Exit 61 | PA 944 / Wertzville Rd
- Exit 65 | US 11 / US 15 / Enola / Marysville

## Dauphin County Exits

- Exit 66 | Downtown Harrisburg / Front St
- Exit 67A | West / US 22 / US 322 / Lewistown / State College
- Exit 67B | East / US 22 / PA 230 / Harrisburg / Cameron St
- Exit 69 | Progress Ave
- Exit 70 | South I-83 / East US 322 / To I-76 Penna Turnpike / Hershey / York
- Exit 72A | To US 22 / Paxtonia
- Exit 72B | Linglestown
- Exit 77 | PA 39 / Manada Hill / Hershey
- Exit 80 | To PA 743 / Grantville / Hershey

## Lebanon County Exits

- Exit 85A | PA 934 South / Annville
- Exit 85B | Fort Indiantown Gap
- Exit 89 | I-78 East / Allentown
- Exit 90 | PA 72 / Lebanon
- Exit 6 (I-78) | PA 343 / Lebanon / Fredericksburg

- Exit Locations
- Rest Areas