

Welcome To The Fast, Fun, Fervent Session!

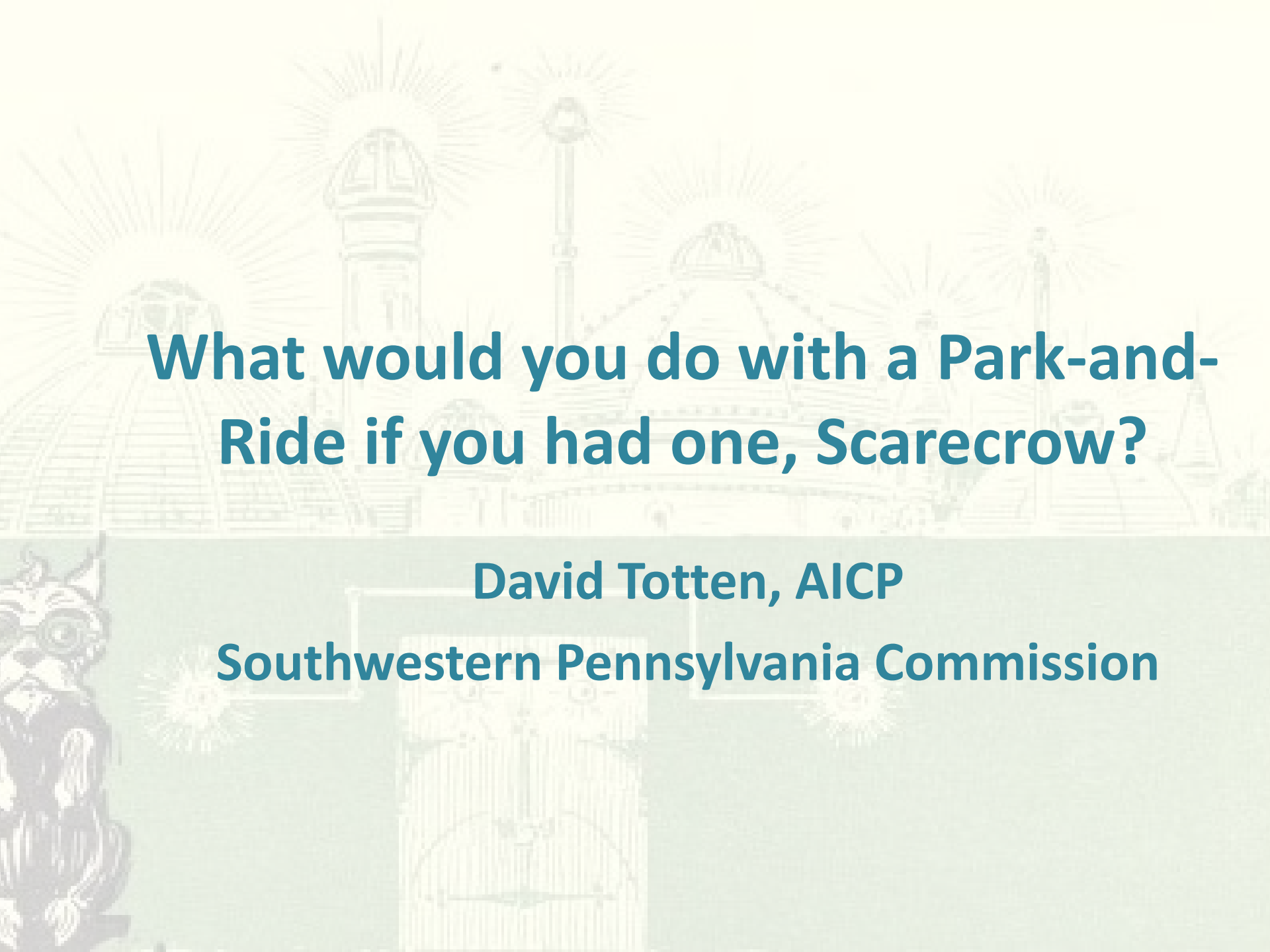
Today You'll Hear About:



Amanda Schumacher
Market Sector Leader



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908.319.8829



What would you do with a Park-and-Ride if you had one, Scarecrow?

David Totten, AICP

Southwestern Pennsylvania Commission

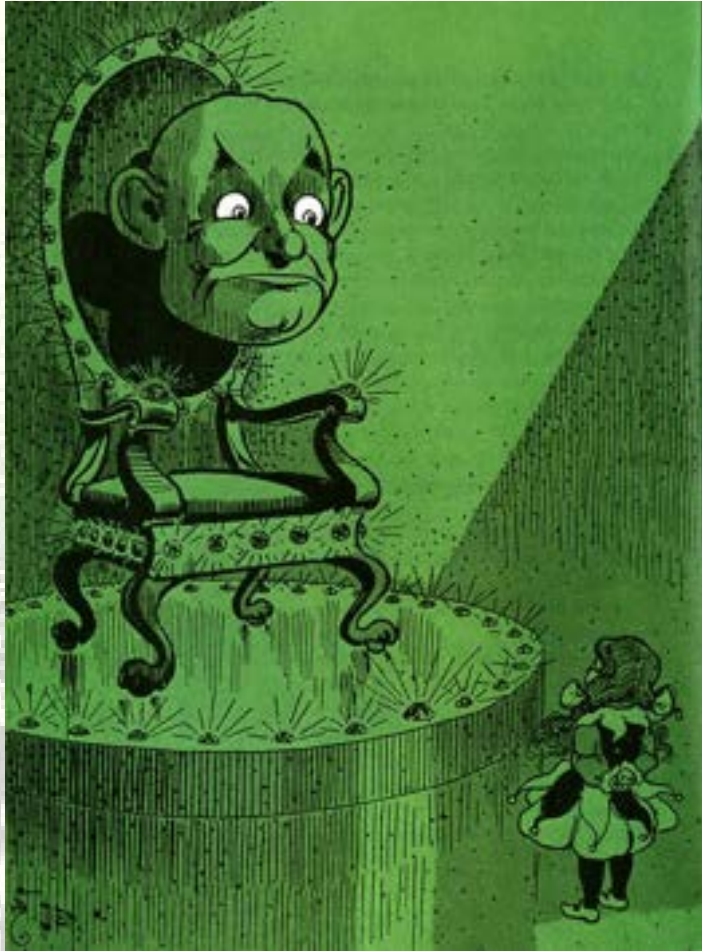
Follow the Yellow Brick Road to the Emerald City



New Castle, Lawrence County

“(PNR) serves as an adaptation to decentralized regions where relatively few people live close to a transit stop/station.” – Duncan & Cook, 2014

Off to See the Wizard...



- Travel Demand Model
 - Catchment area
 - Traffic Analysis Zones
 - Land use assumptions
 - Ridership projection

...Behind the Screen

- Requires a car
- Can be a deterrent to TOD “by taking up land adjacent to a station and making the neighborhood less attractive and less amenable to pedestrian activity.”
- **Vehicle Miles Traveled?**



Reducing VMT

- Michael **Duncan**, Florida State University & David **Cook**, Virginia DOT
- Surveyed PNR users at the then-new Charlotte Lynx LRT
- In 2016, SPC surveyed PNR users around Pittsburgh



What if this facility wasn't here?

9. If this facility had not been available for this trip, what would you have done?

- ☐ Used different park-n-ride facility (specify facility): _____
- | | | | |
|---|--|---|--------------------------------|
| ☐ Driven alone | ☐ Carpooled/Vanpooled | ☐ Taken a local bus | |
| ☐ Taken Uber or Lyft | ☐ Taken a taxi | ☐ Walked | ☐ Biked |
| ☐ Not made the trip | ☐ Don't know | ☐ Other (specify): _____ | |

- Direct intercepts: mail-back and online surveys
- Useable results (10+ responses) from 18 facilities.
- 1,116 useable O/D pairs and 1,240 valid answers to “Question 9”



Scenarios: VMT value

- **Base:** Origin to PNR
- **AA:** Drive alone to the *next-closest* PNR
- **AD:** Drive Alone from home to destination
- **CV:** Carpool/van-pool from home to destination
- **NT:** Walk/bike/local bus/do not take the trip at all
- **U:** Taxi/Uber/Lyft
- **KR:** Drop-off/kiss-and-ride
- **HR:** Hide-and-Ride near the station

Survey: Probability

- What is the probability that users would select each scenario?
- (probably should not have had “Don’t know” as an option.)

16. Wilkinsburg Station--MLK, jr. East Busway		
Drive Alone to next closest PNR	AA	29.6%
Drive Alone to Destination	AD	33.9%
Carpool/vanpool from home to destination	CV	00.0%
Walk/Bike/Local Bus/Do not take the trip	NT	35.0%
Taxi/Uber/Lyft from home to destination	U	00.5%
Drop-off/Kiss-and-Ride	KR	00.0%
Hide-and-Ride near the station	HR	01.1%

VMT Impact

Scenario VMT Impact = Scenario VM X Q9 Probability

Two-way, per user VMT Impact = $[(\sum(\text{scenario impact}) \times 2) - (\text{Base Scenario} \times 2)]$

Total VMT Impact = Per user VMT Impact X Utilization

- *In other words...*
 - **How many miles-traveled are being removed from the network each day because users are choosing to utilize this PNR facility?**

41,607 total miles removed

Fac. Code	Facility	Scenario VM	Total Scenario VMT Impact per-User (two-way)	PNR Impact per- User (Total VMT - 2*B)	PNR Users	Total Daily VMT Impact of PNR
8	Alpine Village	-5.7	20.70	9.30	258	2400
26	Warrendale	-5.6	36.37	25.17	92	2315
27	McCandless	-5.1	23.58	13.38	284	3799
28	Perrysville	-5.5	14.81	3.81	561	2137
41	Evans City	-7.6	44.96	29.76	143	4256
53	South Hills Village Garage	-4.9	17.64	7.84	987	7735
91	University Boulevard	-6.1	29.96	17.76	315	5596
95	Expressway Travel Ctr	-3.8	32.72	25.12	142	3568
103	Library LRT Station	-4.4	16.36	7.56	400	3025
135	Carpenter Lane	-4.5	31.62	22.62	266	6018

But...

Fac. Code	Facility	Scenario VM	Total Scenario VMT Impact per-User (two-way)	PNR Impact per- User (Total VMT - 2*B)	PNR Users	Total Daily VMT Impact of PNR
16	Wilkinsburg Busway Station	-6.1	9.20	-3.00	774	-2319
58	Dormont Junction LRT Station	-1.3	2.12	-0.48	151	-73
80	Sheraden Busway Station	-1.9	3.09	-0.71	178	-127



South Hills Village

- Per user impact: 7.84
- Daily users: 987
- Daily VMT Impact: **7,735**

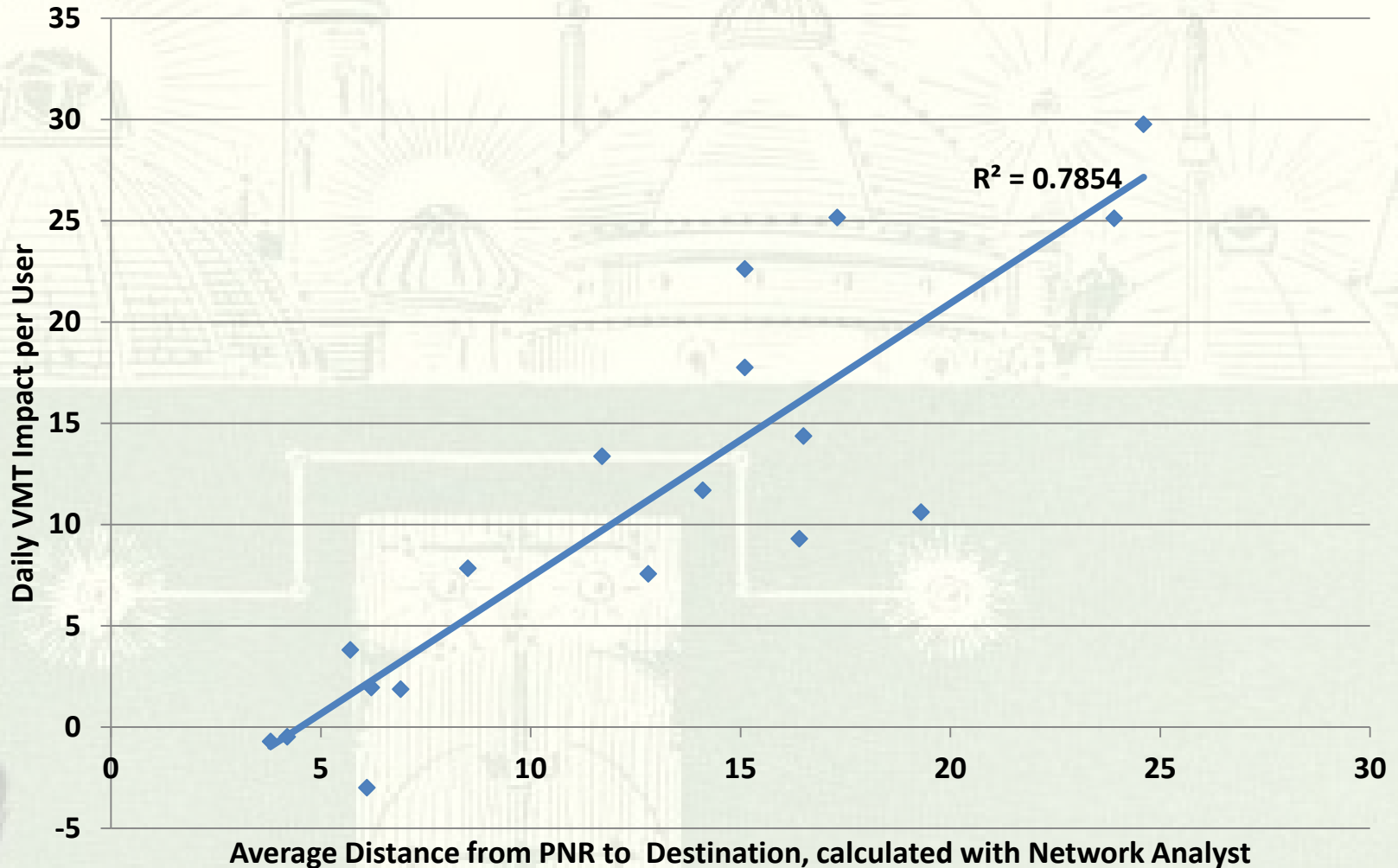


Carpenter Lane, North Huntington

- Per user impact: 22.62
- Daily users: 266
- Daily VMT impact: 6,018



Scenario PD: Avg. Dist. from PNR to Destination

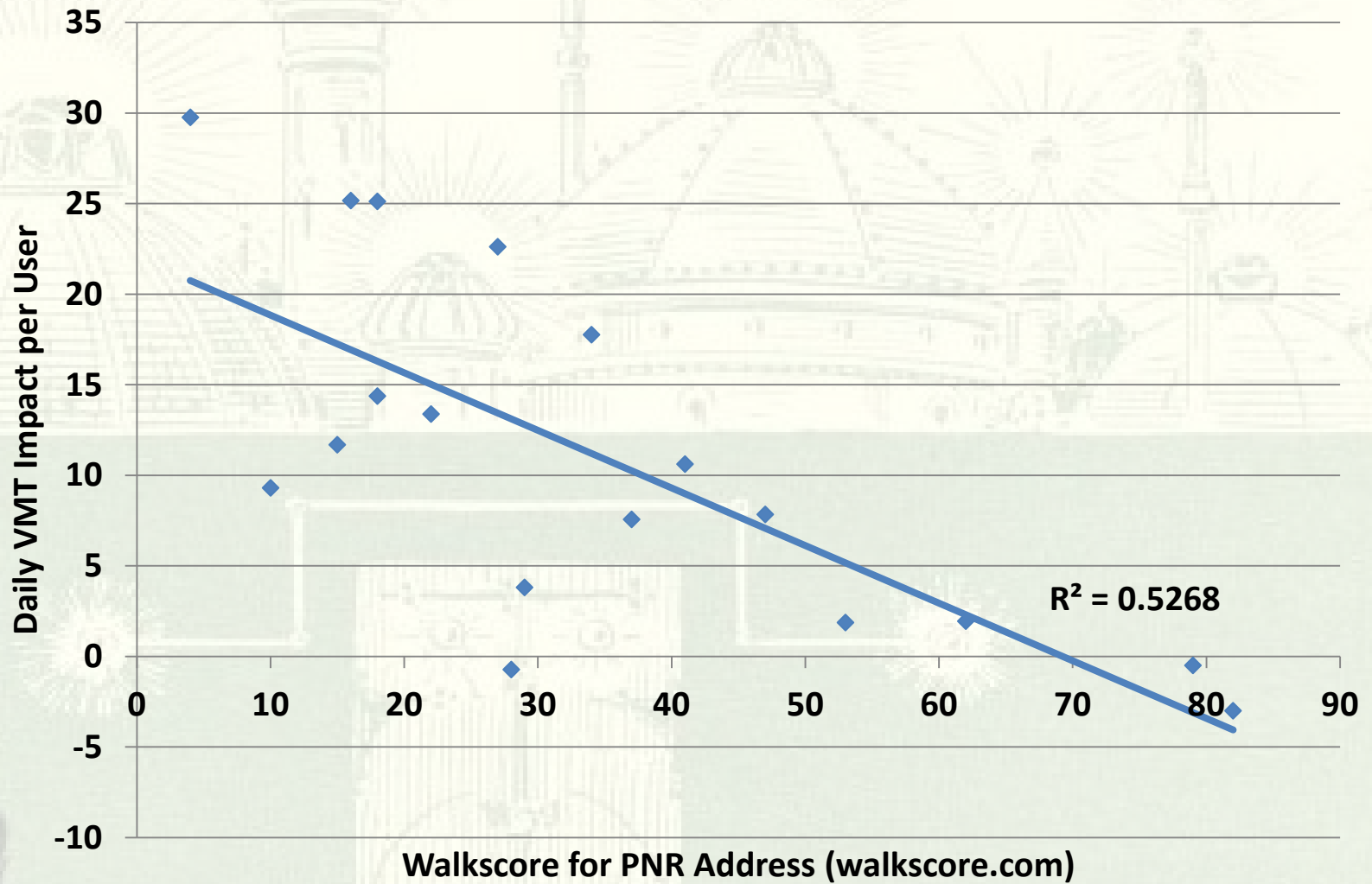


Dormont Junction

- Per user impact: -0.48
- Daily users: 151
- Daily VMT Impact: **-73**



Walkscore

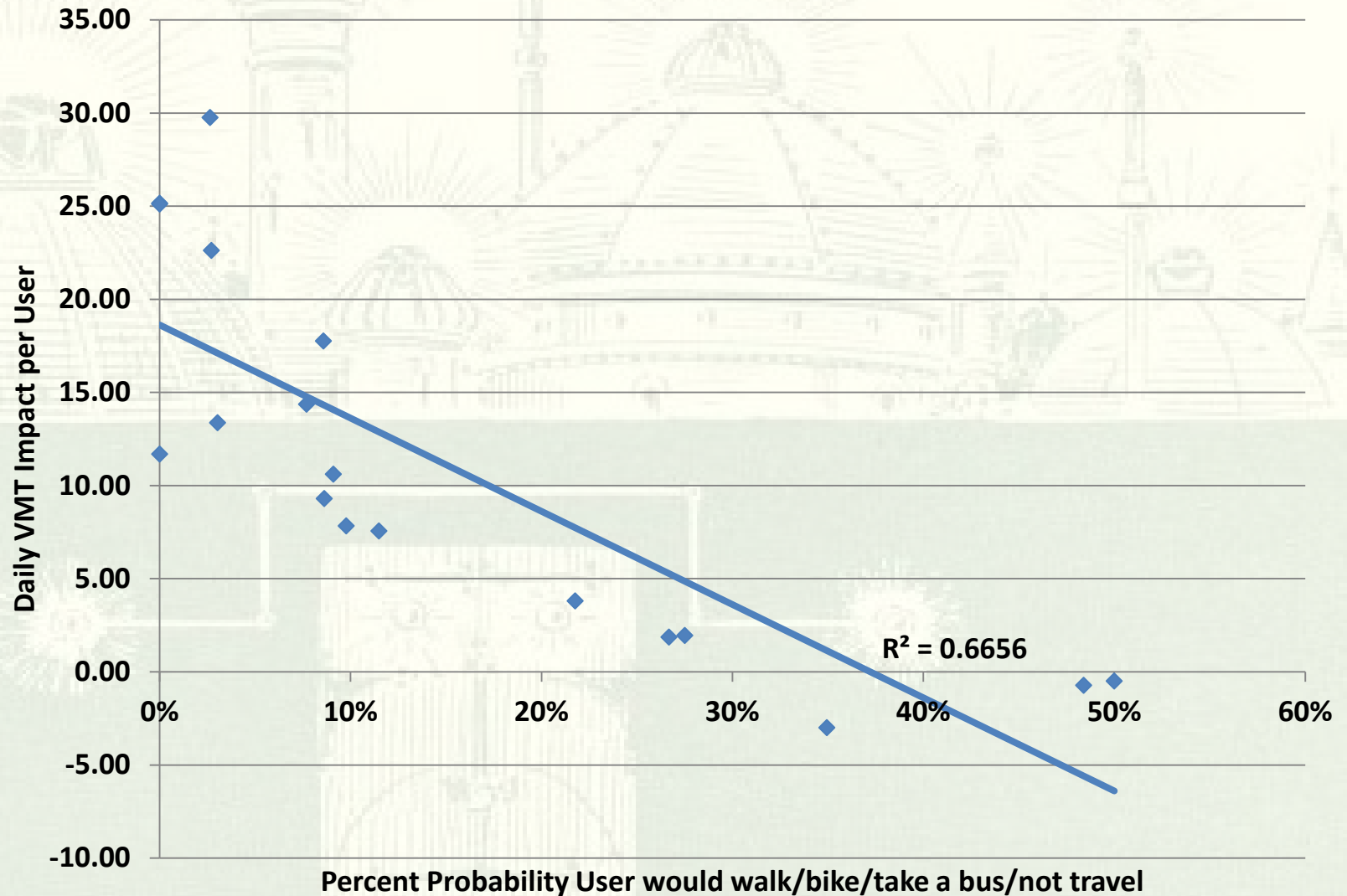


Wilkinsburg Busway Stn.

- Per user impact: -3.00
- Daily users: 774
- Total Daily VMT Impact: **-2,319**



Scenario NT: No Trip/Bus/Walk/Bike



Not to throw cold water, but...

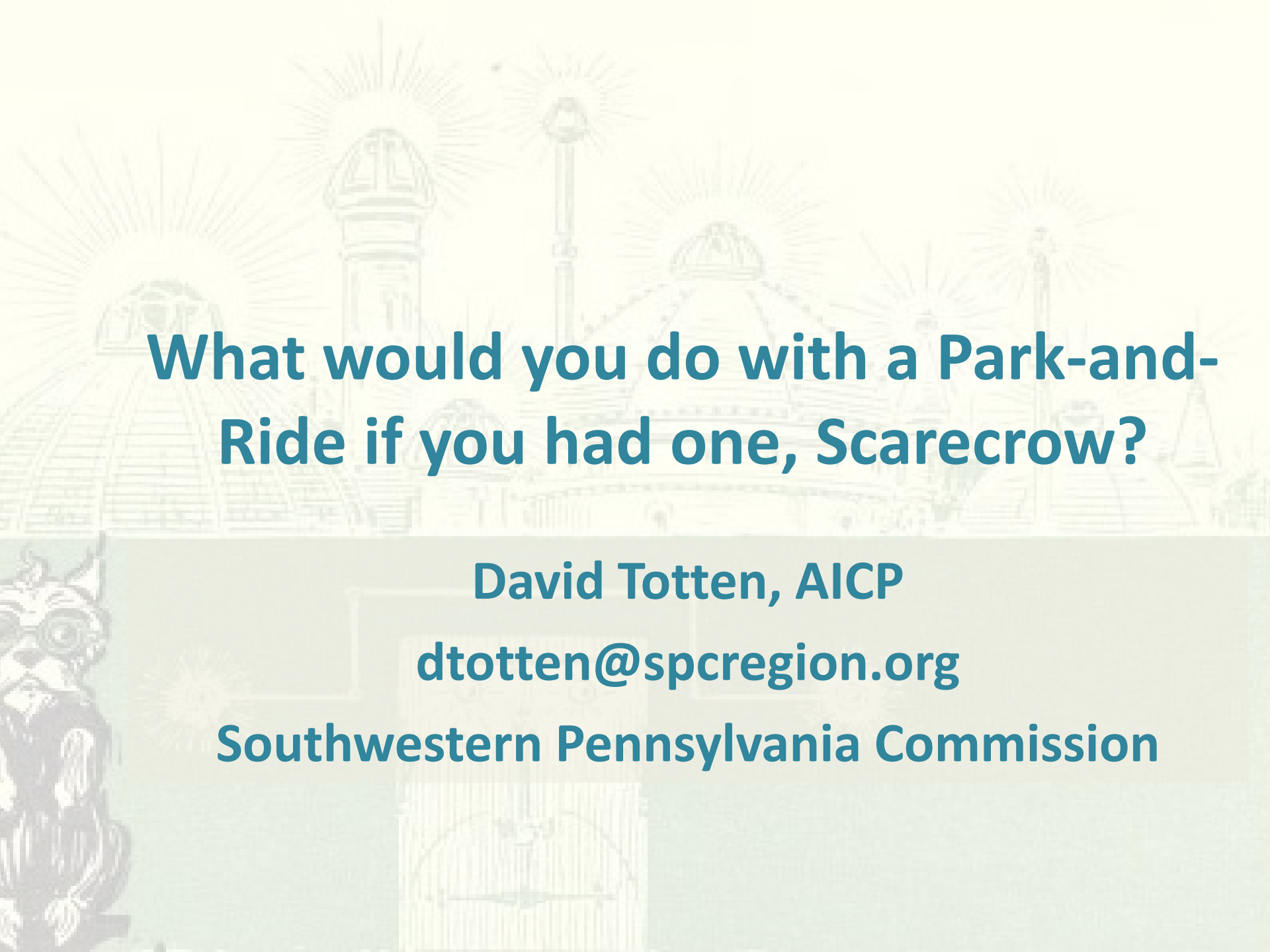
- Identify the performance factors:
 - Walking
 - Biking
 - Transit
 - TDM
 - Distance to destination



If I Only Had a Park-and-Ride

- Multimodal Corridor and Hub Approach
 - Identify potential hubs
 - Utilize TOD
 - Excellent service





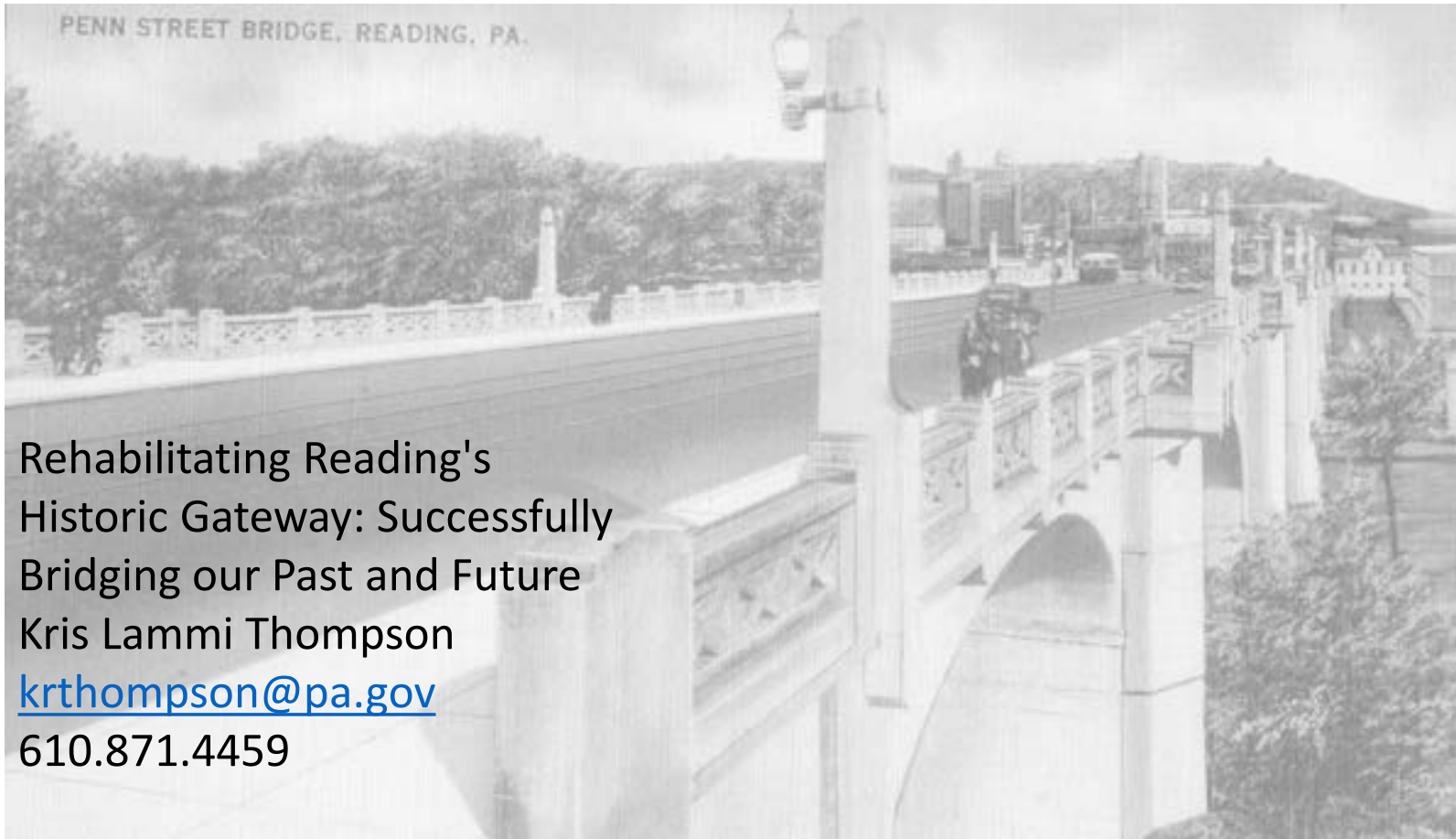
What would you do with a Park-and-Ride if you had one, Scarecrow?

David Totten, AICP

dtotten@spcregion.org

Southwestern Pennsylvania Commission

Penn Street Bridge Rehabilitation Project



Rehabilitating Reading's
Historic Gateway: Successfully
Bridging our Past and Future

Kris Lammi Thompson

krthompson@pa.gov

610.871.4459



Penn Street Bridge, Reading

1913

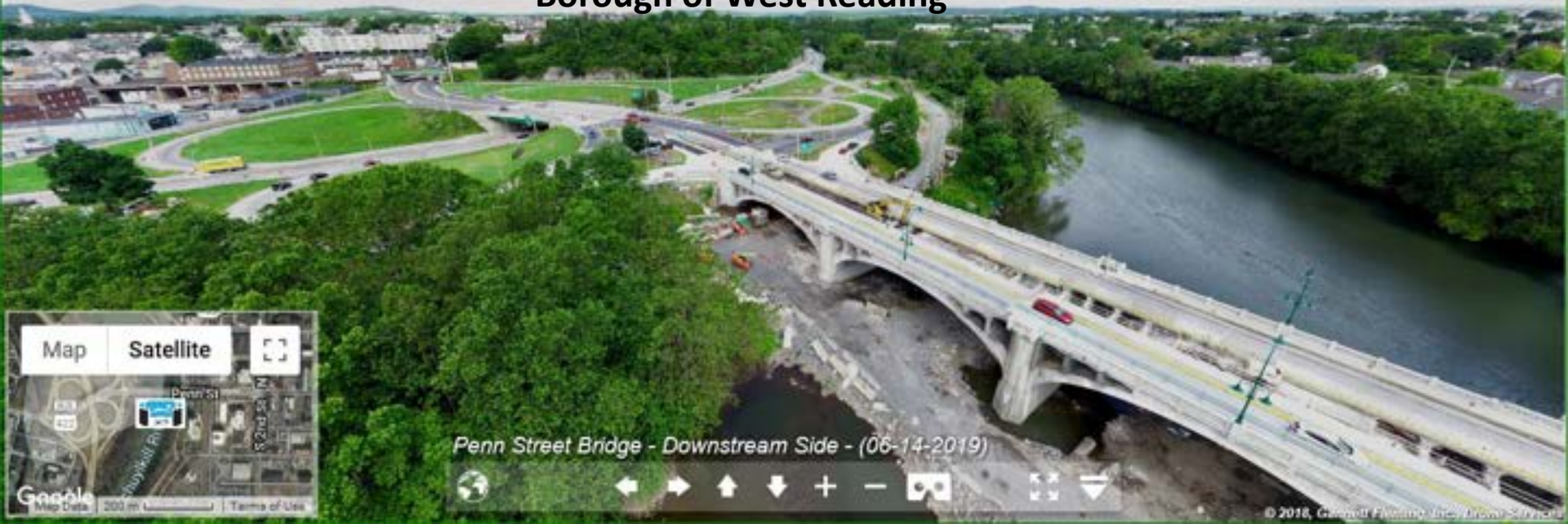
14 spans



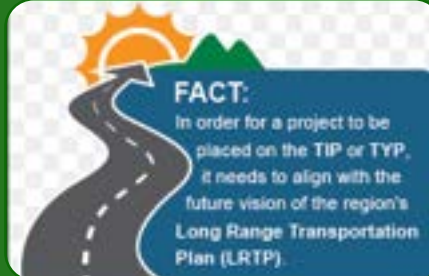
**Oldest of its
kind in county**



Borough of West Reading



Penn Street Bridge, Reading



**Reading Area
Transportation
Study**

**PennDOT
District 5-0**

**On TIP
before too
far gone**



PennDOT Scoping Field View for NEPA



Penn Street Viaduct at Reading, Pennsylvania

Replacing a Steel Viaduct by a Concrete Structure on the Same Center Line without Serious Interruption to Traffic over the Old Bridge

A reinforced concrete viaduct 1350 ft. long by 80 ft. wide is being built at Reading, Pa., under rather unusual conditions. The structure when completed will carry Penn Street across the Schuylkill River, the Schuylkill Navigation Company's Schuylkill River, the Schuylkill division of the Pennsylvania Railroad, and a present serving the

The old steel structure is of the 1780 ft.

of 110-ft. span and nine of 48-ft. span. At the east end there is a reinforced concrete approach supported on columns, while the arches at the west end connect directly with the street.

The bridge comes to a point where the old steel structure was built. The old steel structure was built on the same center line as the new concrete structure. The old steel structure was built on the same center line as the new concrete structure. The old steel structure was built on the same center line as the new concrete structure.

their piers carried to rock in all cases. The river piers are built in three independent sections each supporting an arch rib. They have spread footings of widths varying with the conditions. Both end sections are pointed as shown in the illustrations, the upstream section in each case being equipped with an ice breaker. Between these sections heavy reinforced concrete curtain walls 2 ft. thick are built. The curtain walls extend from the tops of the arches to the top of the bridge. The design was adopted for the collection of drift in the river for the sake of appearance. The piers are reinforced with 1-in.

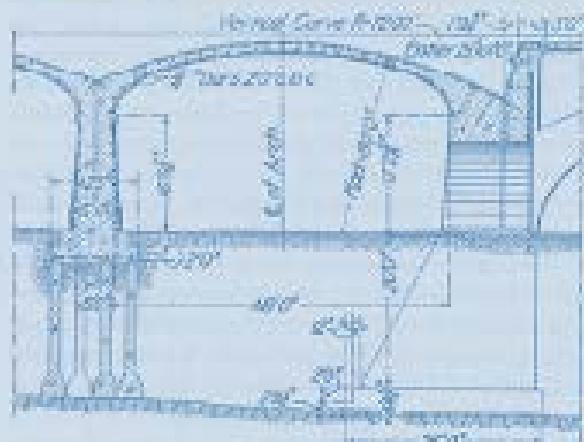
Federal \$?

Section 106
Process

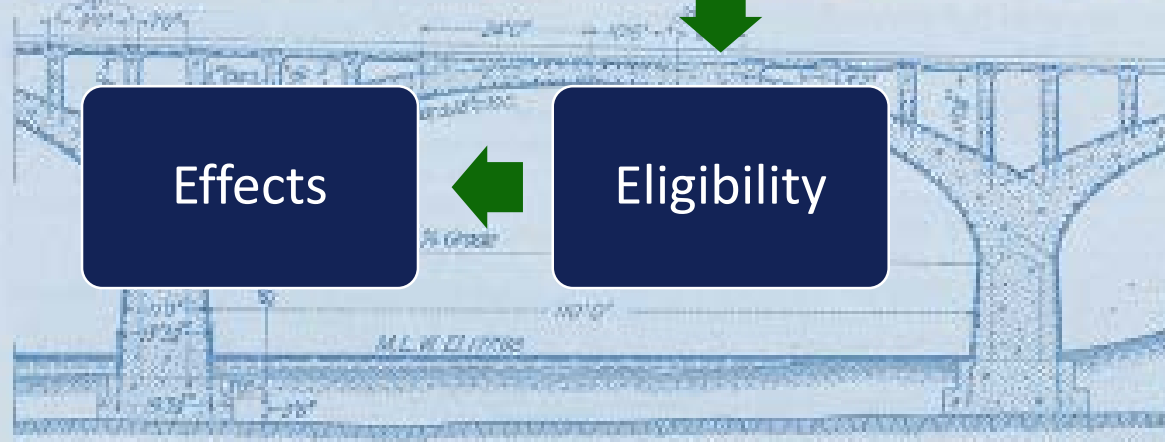
Consulting
Parties

Effects

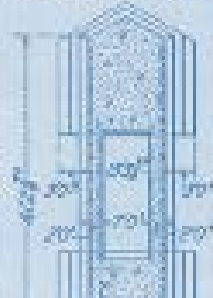
Eligibility



48Foot Arch Section



110Foot Arch Section



SHPO & Consulting Parties



Consultation on Effects

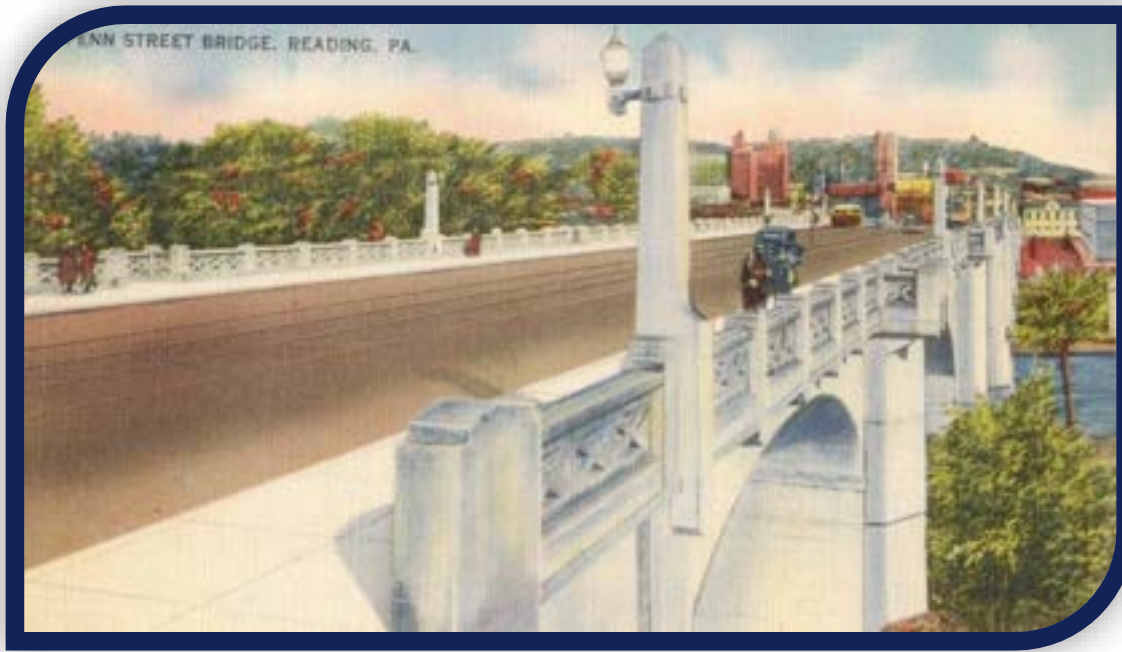


Consultation on Construction

► Penn Street Bridge, Reading

Borough of Wyomissing
Reading HARB
Riverfront Development Interests
SHPORACC
Berks Conservancy BCPC
City of Reading
Borough of West Reading
Neighborhood Businesses

➤ Penn Street Bridge, Reading

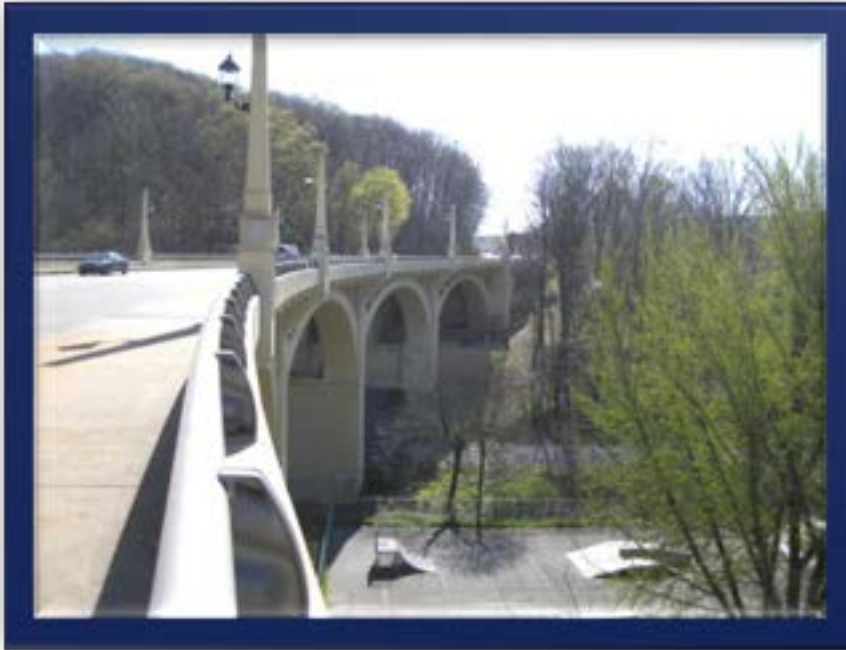


► Penn Street Bridge, Reading

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.



► Penn Street Bridge, Reading



Lindbergh Viaduct Reading



Penn Street Bridge, Reading



Schuylkill Avenue Bridge, Reading

8th Street Bridge, Allentown



Tilghman Street Bridge, Allentown

► Penn Street Bridge, Reading



► Penn Street Bridge, Reading

**3-part epoxy
system color
samples to
match existing
concrete
beneath**



► Penn Street Bridge, Reading



► Penn Street Bridge, Reading



**Penn Street
original
parapets**

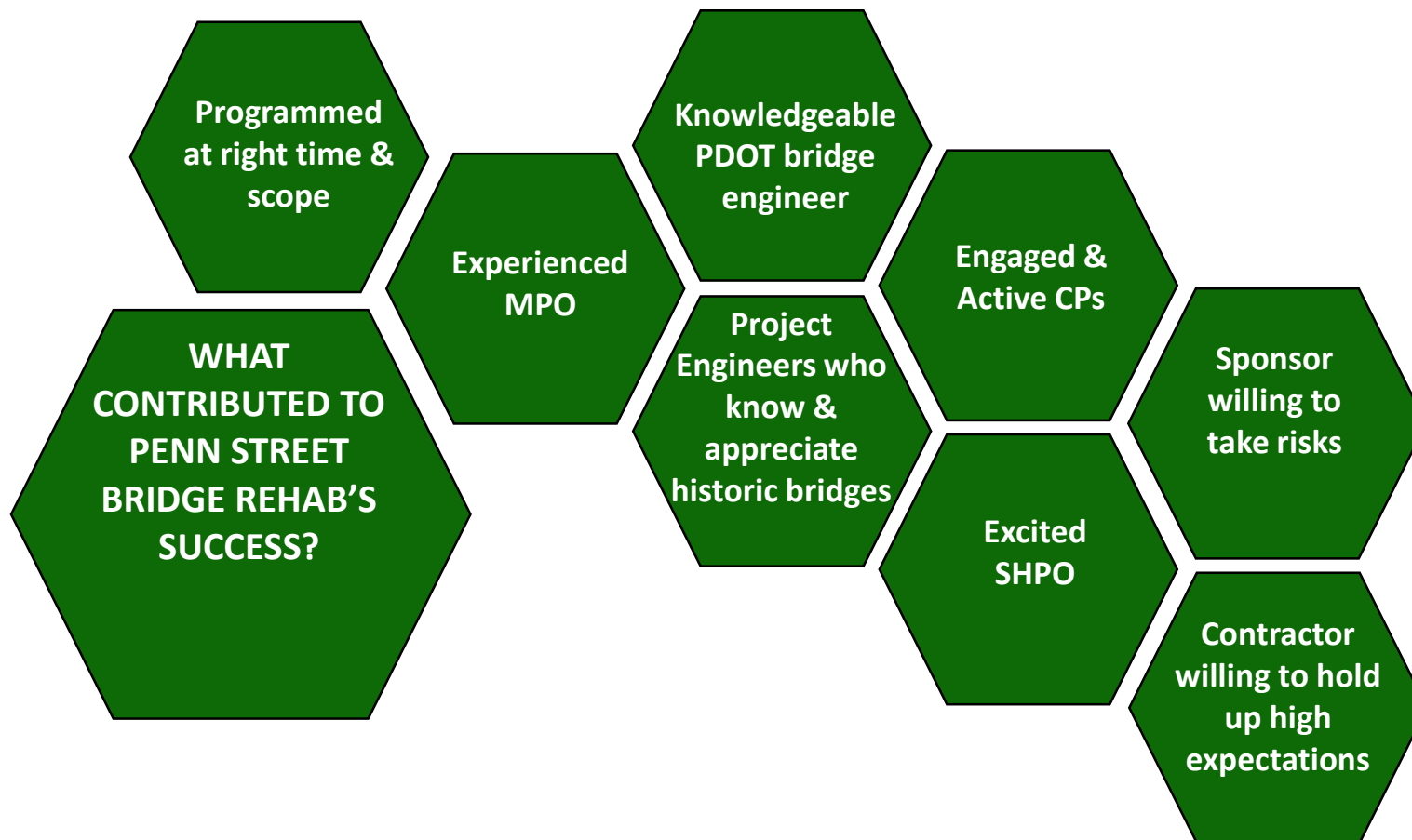


**Buttonwood Street
Bridge
reconstructed
parapets**

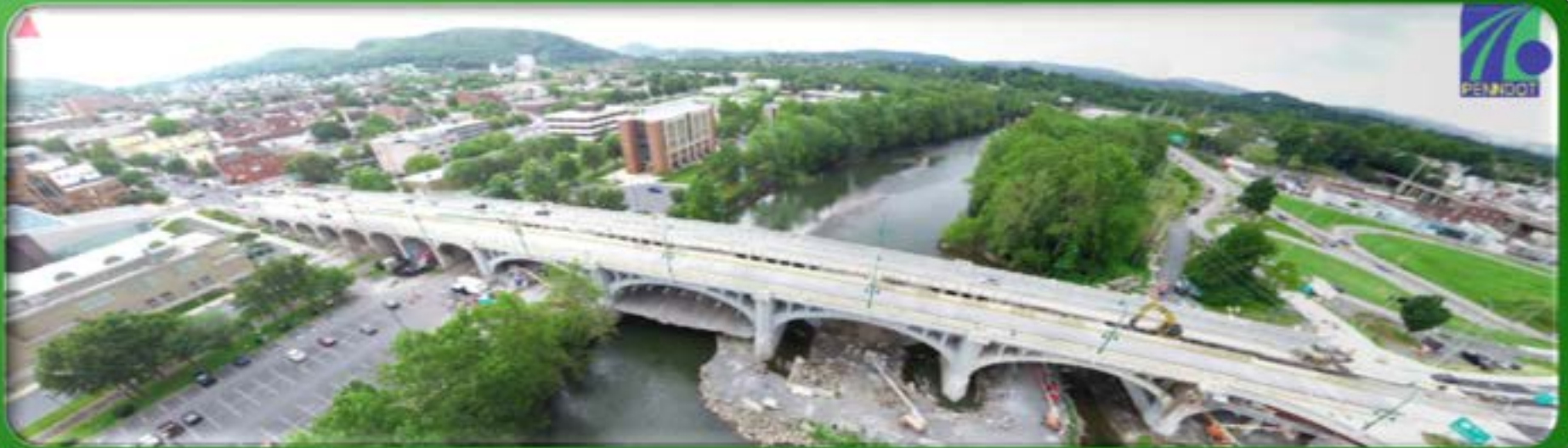




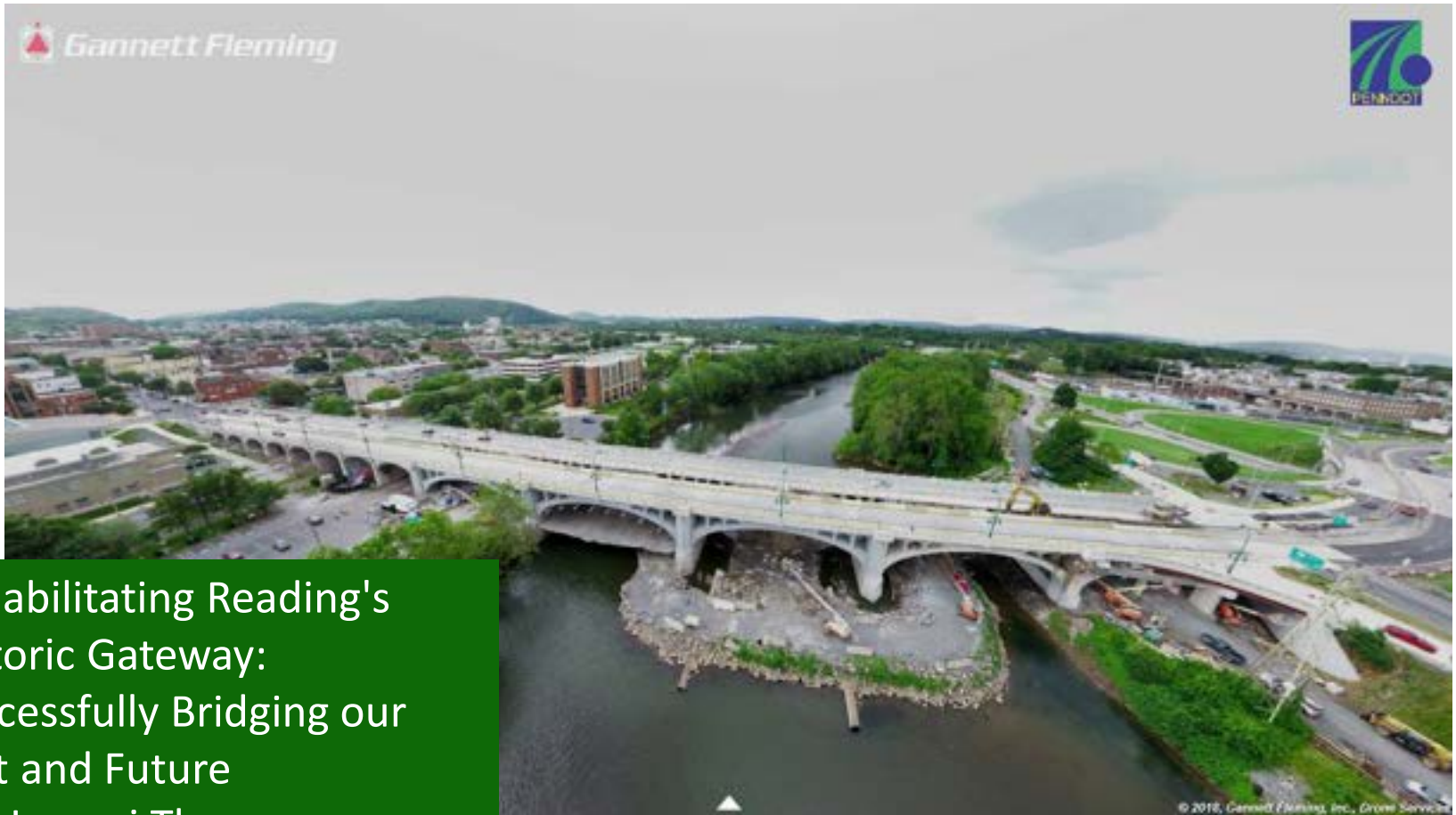
What factors contributed to this success?



Penn Street Bridge Rehabilitation Project



Penn Street Bridge Rehabilitation Project

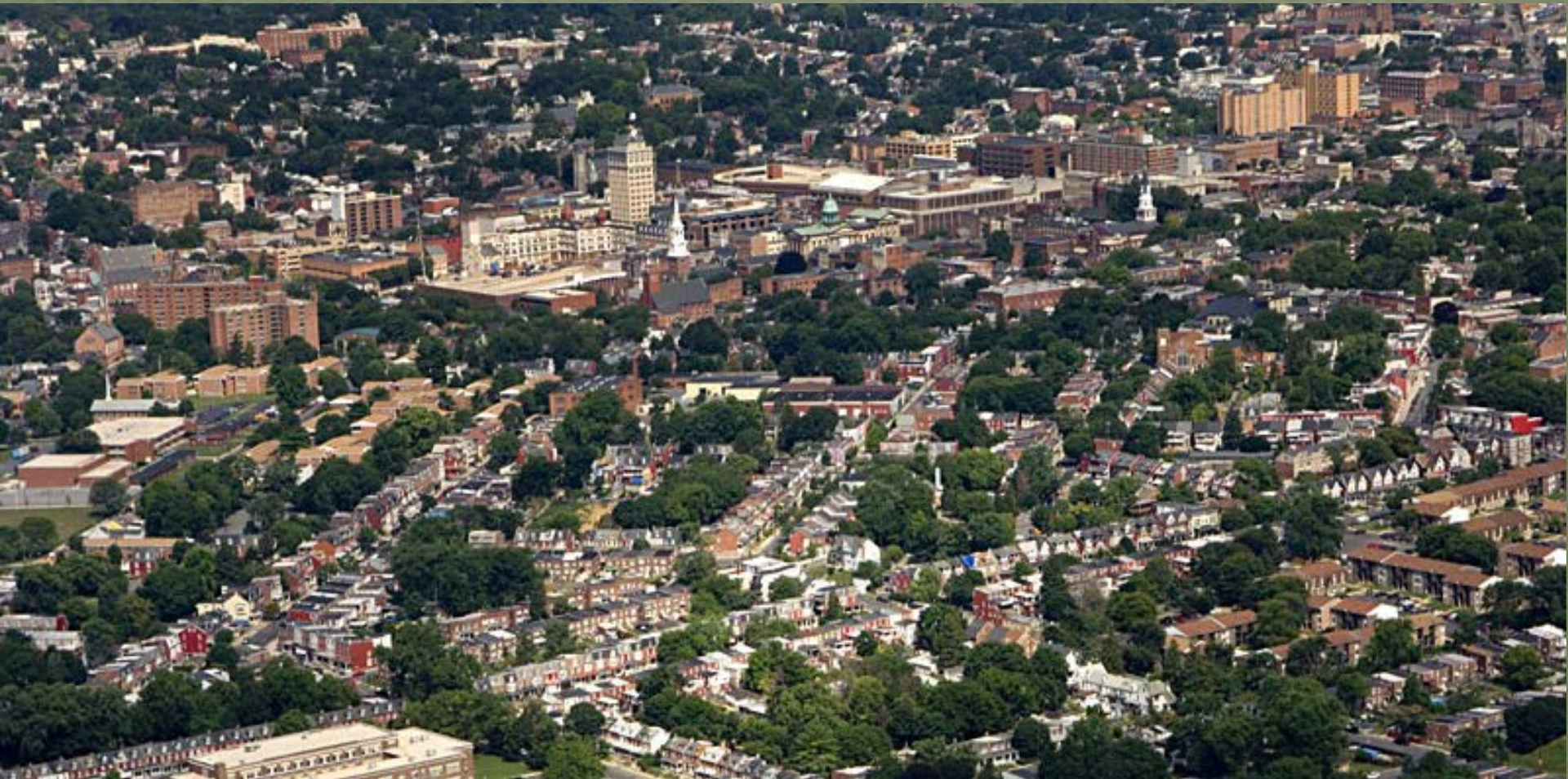


Rehabilitating Reading's
Historic Gateway:
Successfully Bridging our
Past and Future

Kris Lammi Thompson
krthompson@pa.gov
610.871.4459

The Terrible Truth About Urban Trees

Douglas Smith, AICP
Senior Planner, City of Lancaster, PA

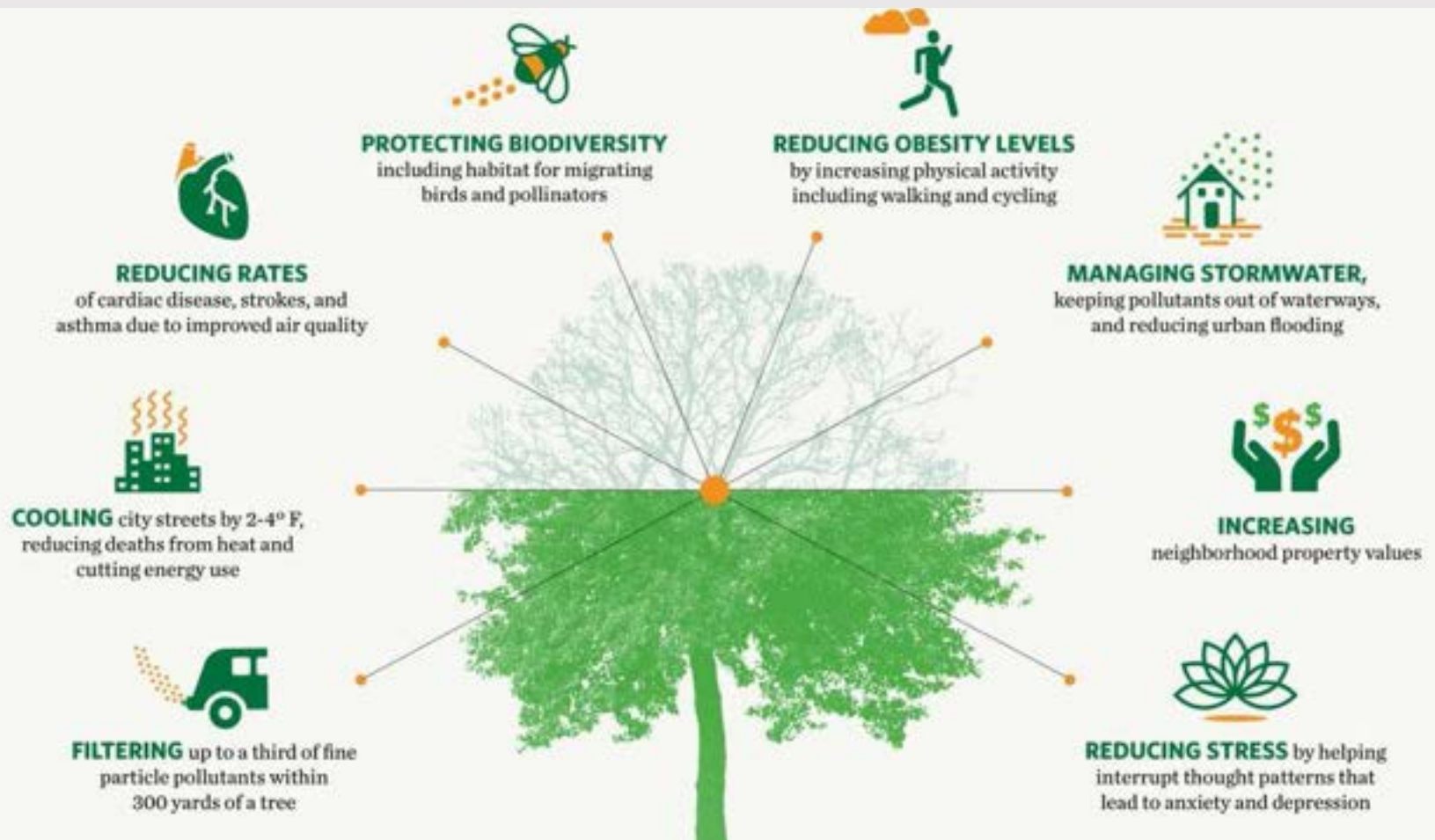


Lancaster's Penn's Woods

PA – 60% forest / Lancaster City – 28% / Lancaster County 16%



Why are tree so great anyway?



They Die Where Want Them Alive



Thrive Where We Don't Want Them

Pennsylvania – 60% forest / Lancaster County 16%



They drop #\$\$^% all over the place.



What do leaves do for anyone?



Trees Terrorize City Sidewalks



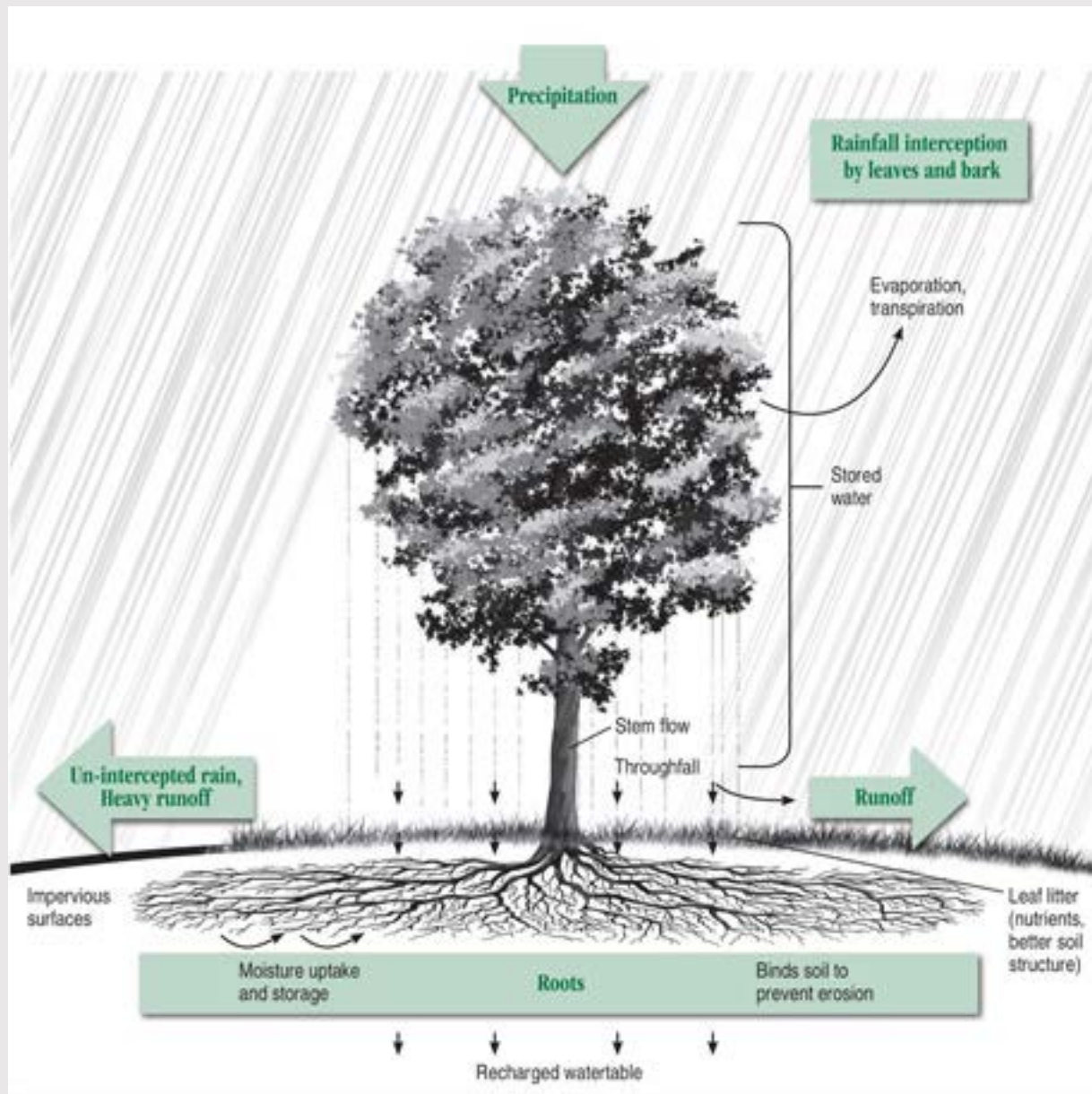
Nothing Can Be Done!



Between a Tree and a Hard Place!



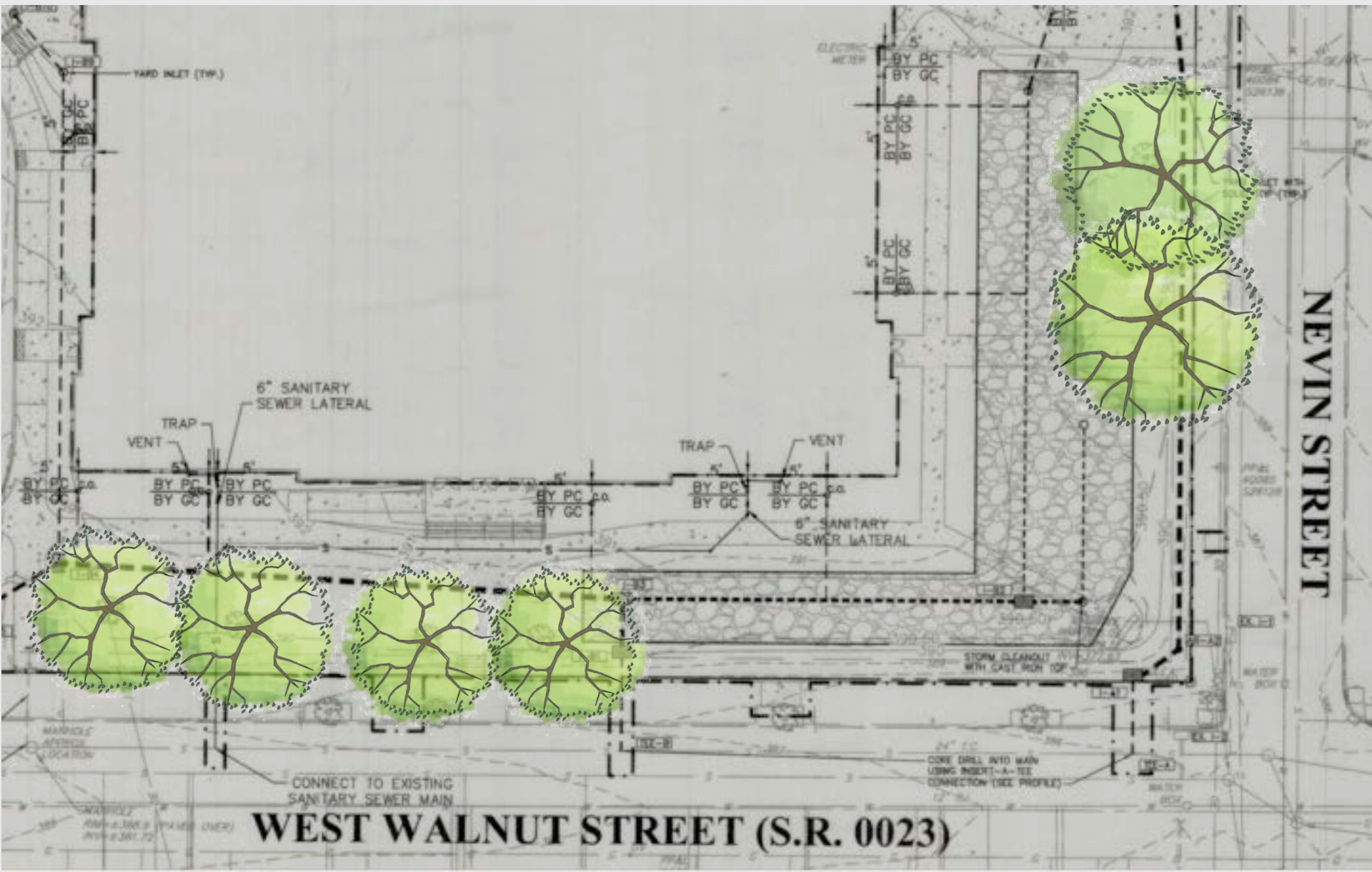
Trees Apparently Do Things for SW



But Stormwater Basins Are... Cooler



“Green” Infrastructure



Urban Forests

Are uniquely fractured across ROWs, public and private property



Urban Forests = Development Sites



Trees Thrive on Death



See the Urban Forest for the Trees



City's & Forest Preservation



[shamelessly insert tree puns]

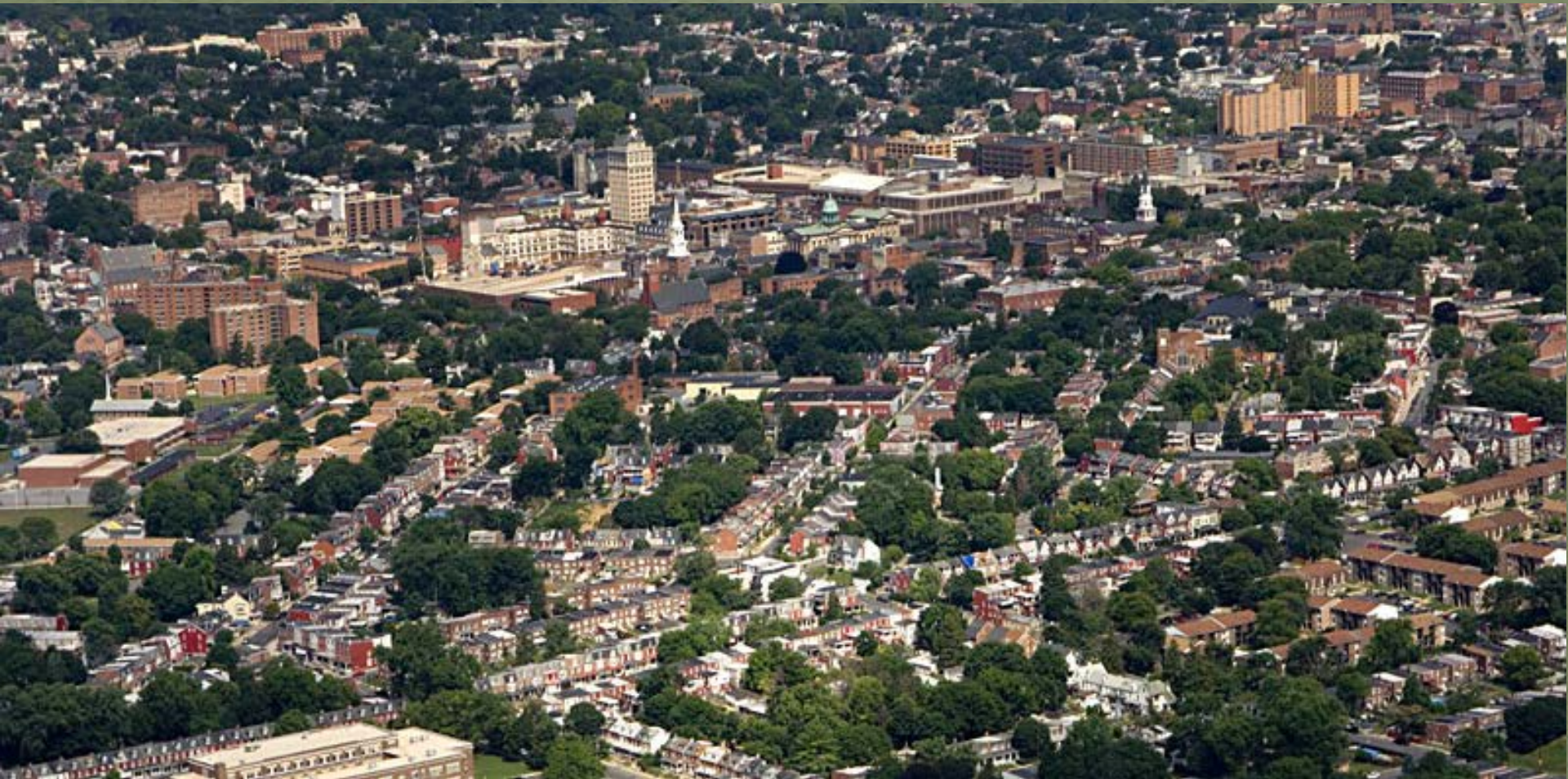




The Terrible Truth About Urban Trees

Douglas Smith, AICP, dsmith@cityoflancasterpa.com

Senior Planner, City of Lancaster, PA





Environmental Justice and Planning

American Planning Association, Pennsylvania Chapter Conference

Justin Dula

October 21, 2019



pennsylvania
DEPARTMENT OF ENVIRONMENTAL
PROTECTION

Tom Wolf, Governor

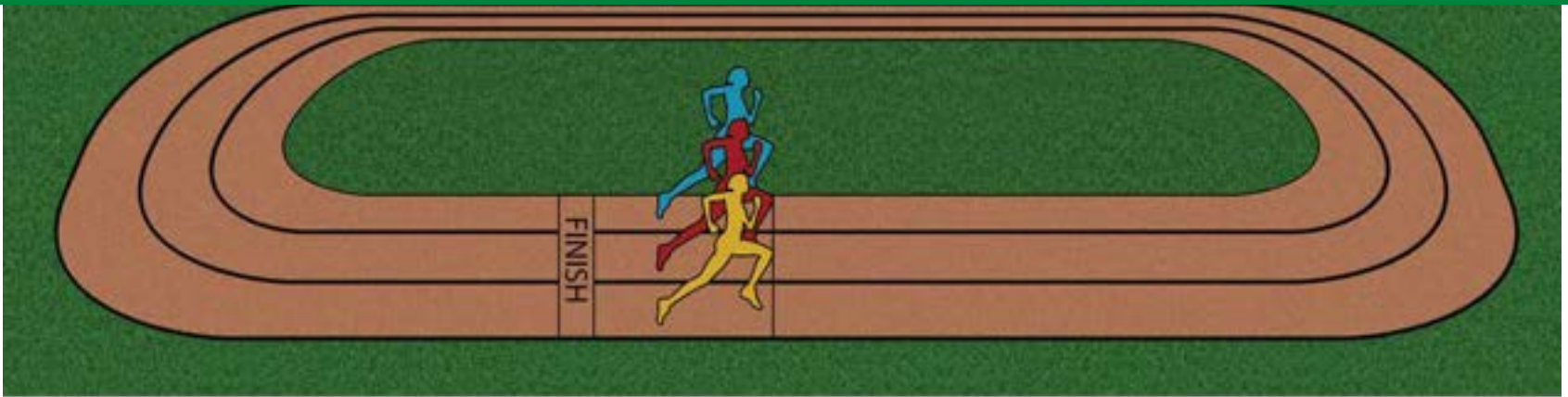
Patrick McDonnell, Secretary



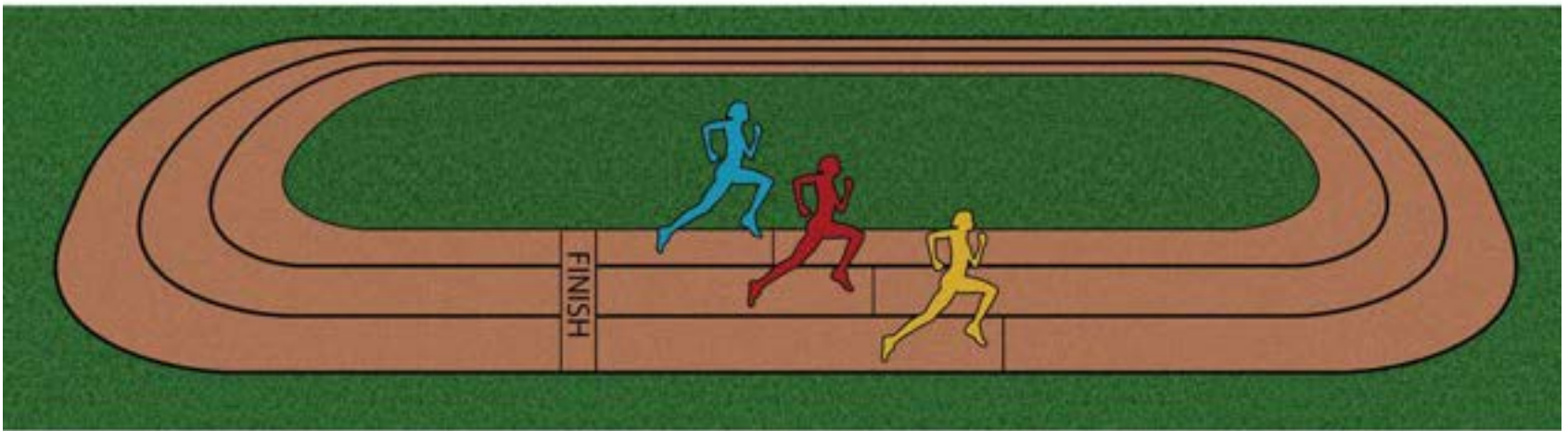
What is Environmental Justice?

Environmental Justice (EJ) is the **fair treatment** and **meaningful involvement** of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Equality and Social Justice

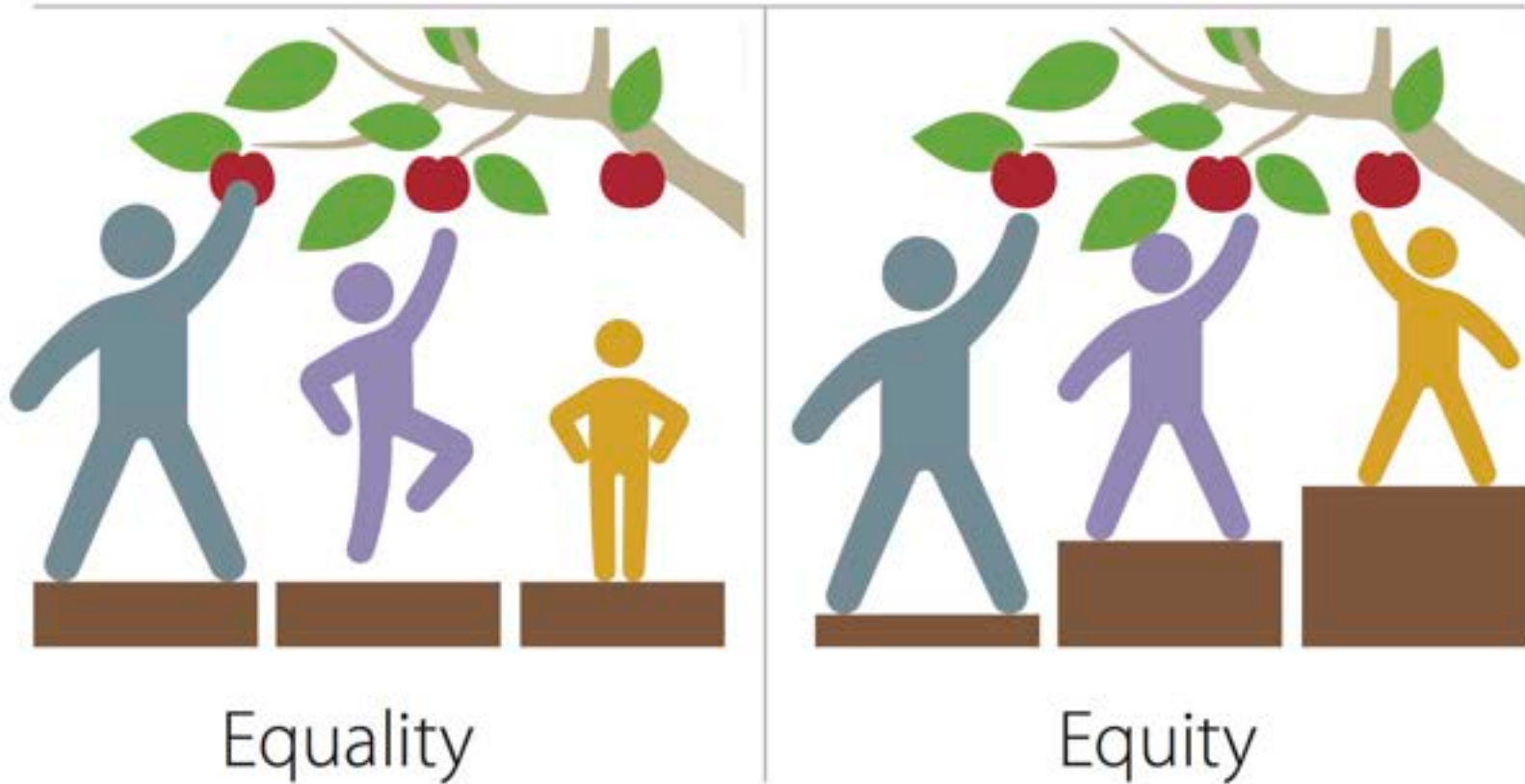


EQUALITY



EQUITY

Equality and Social Justice



Equality and Social Justice

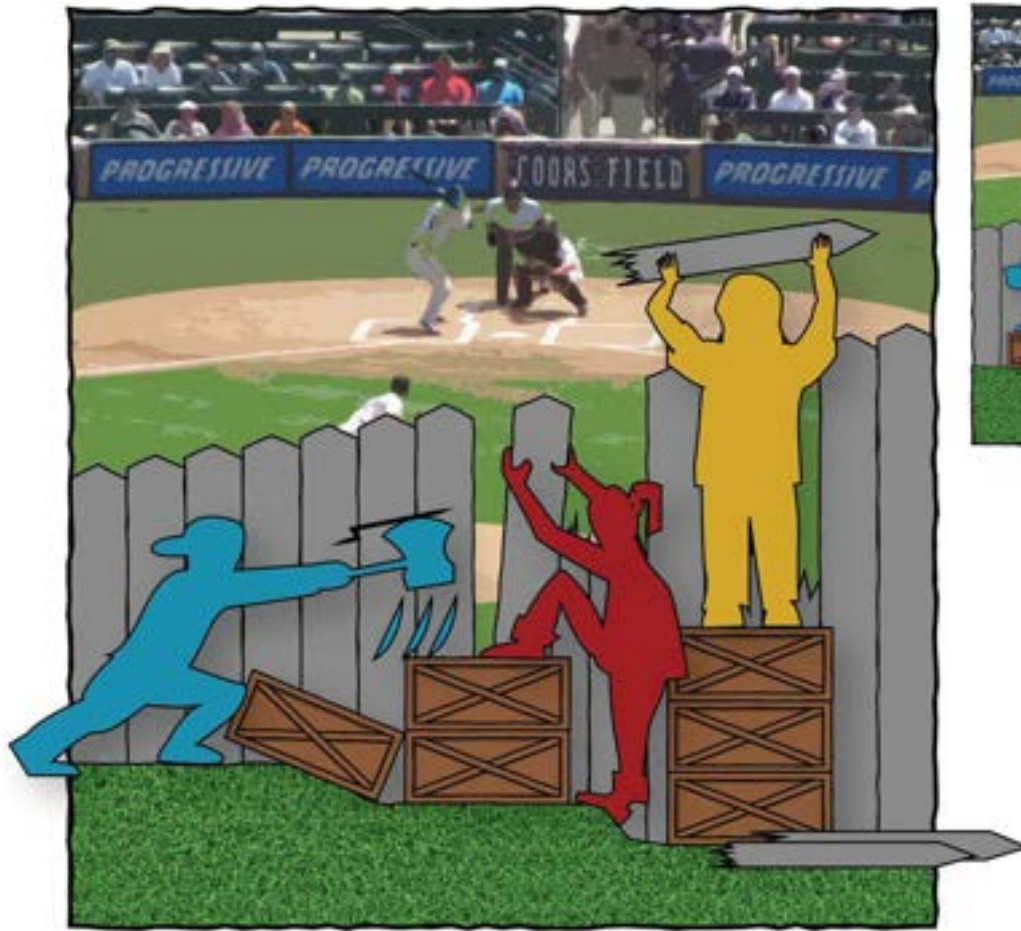


EQUALITY



EQUITY

Equality and Social Justice



JUSTICE



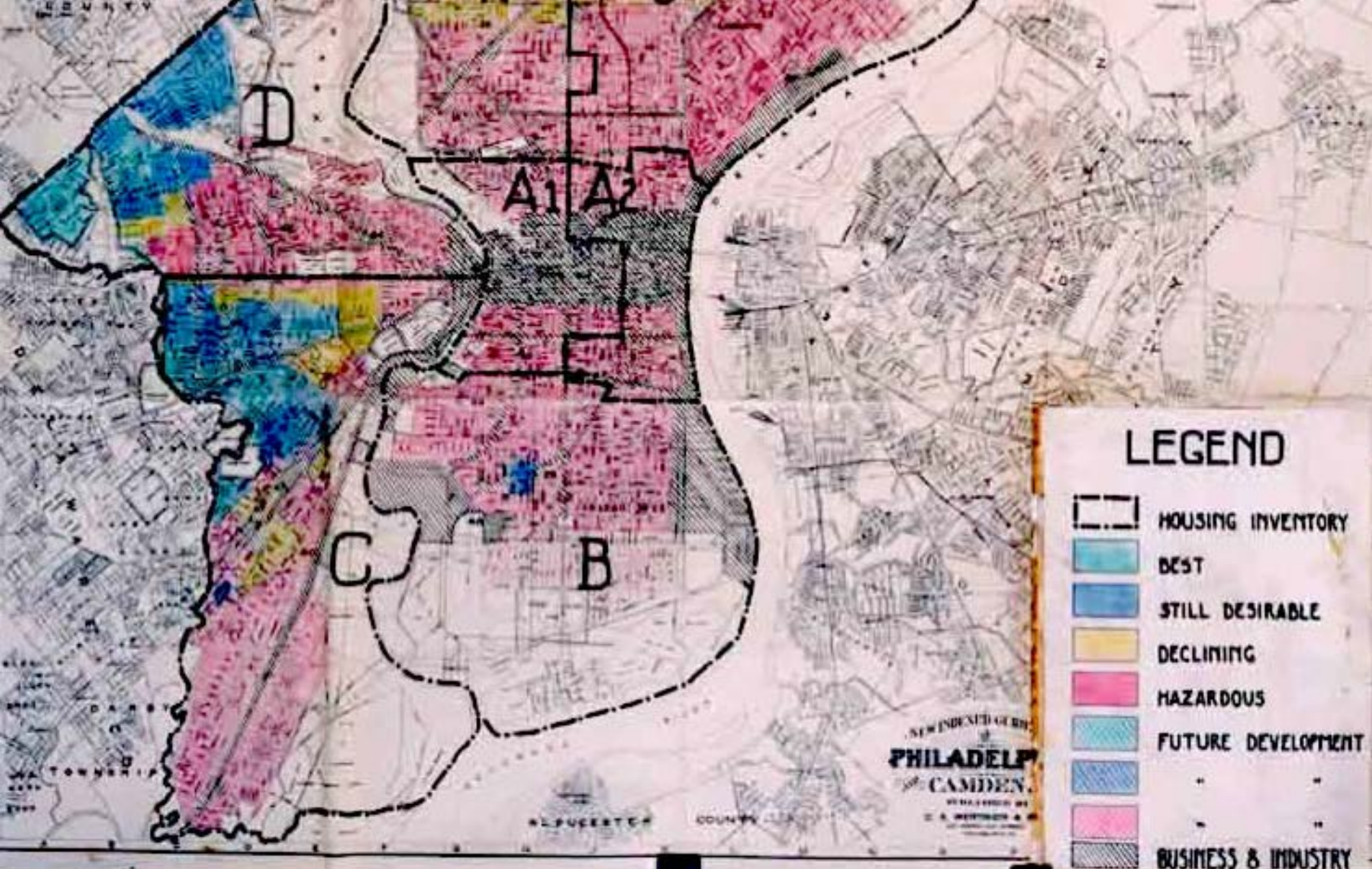
EQUALITY



EQUITY



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PROTECTION



pennsylvania

DEPARTMENT OF ENVIRONMENTAL
PROTECTION

History of EJ



History of EJ



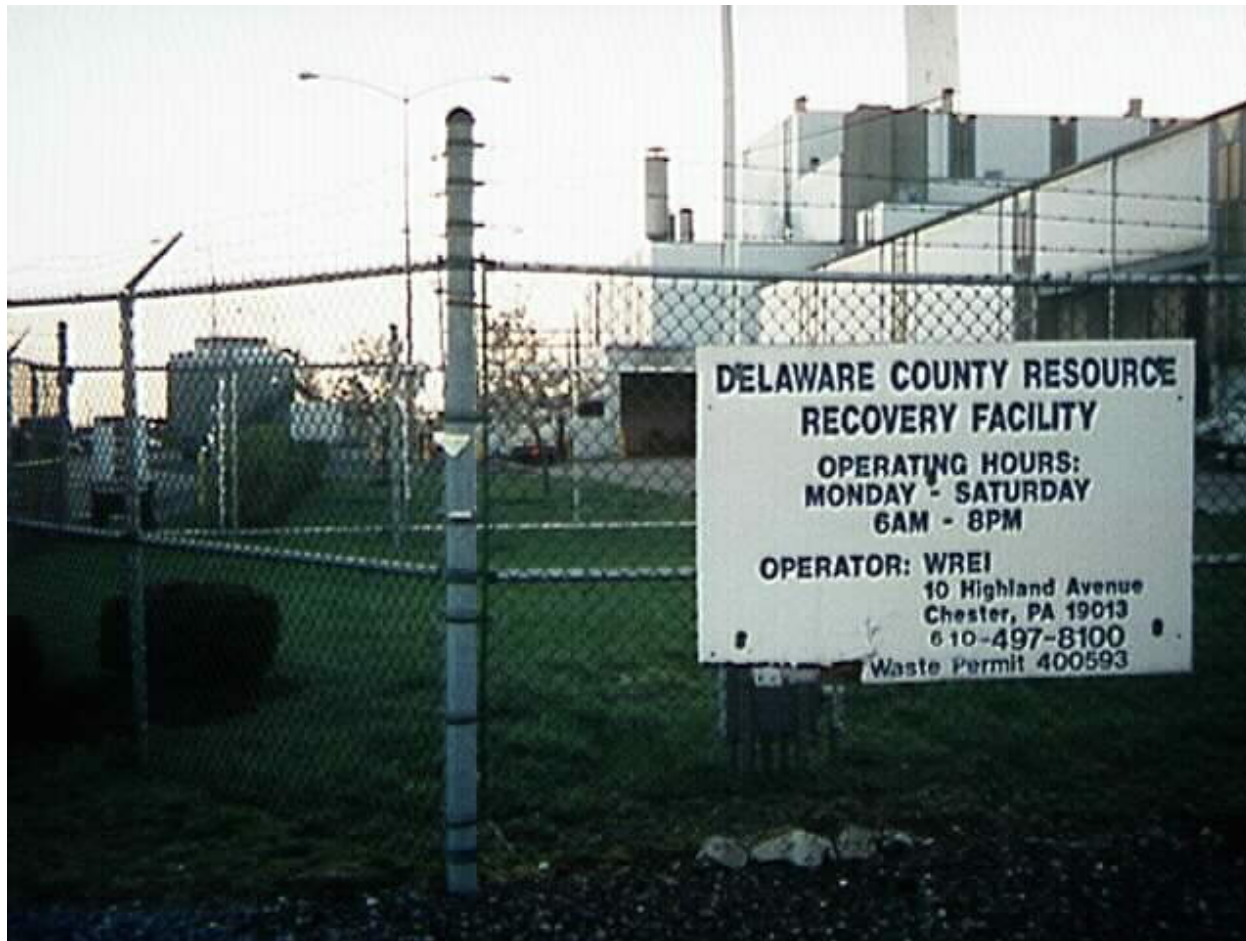
History of EJ



History of EJ



History of EJ in PA



History of EJ in PA



➤ Office of Environmental Justice Goals

- **Minimizing Adverse Environmental Impacts** - All communities are not unjustly and/or disproportionately burdened with adverse environmental impacts
- **Empowering Communities** - Ensuring citizens have meaningful involvement and a voice in decision-making process
- **Fostering Economic Opportunities** - Enable environmentally responsible economic development to and within EJ communities and in some cases build collaborations and relationships with the community and industry

Planners' Role in EJ



Planners' Role in EJ



Planners' Role in EJ



pennsylvania
DEPARTMENT OF ENVIRONMENTAL
PROTECTION

Source: [StateImpact Pennsylvania](https://www.stateimpactpa.org/)

Planners' Role in EJ



Planners' Role in EJ



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PROTECTION

Planners' Role in EJ





Office of Environmental Justice

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John Brakeall

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General Environmental Justice
Comments & Questions

RA-EPOEJ@pa.gov

Creative Community Engagement

#BOSTONCREATES

Hello, my name is

JULIE BURROS

I create

PLANS!







City of Boston
Mayor Martin J. Walsh



BOSTON AIR 2.0

Boston Artists-in-Residence



Rashin Fohandey
Marjorie Saintil-Belizaire
Salvador Jiménez-Flores
Ann Hirsch
Cornell Coley
Charles Coe
Lina Maria Giraldo
Jennifer De Leon
John A. Walsh
Maria Molteni



#BOSTONCREATES



Boston
ART
Commission
since 1990

Code Listen

Music for Healing and Dialogue

Performance by a music ensemble of
Boston police, youth, and homicide survivors



Thursday, Oct 12, 6:30pm

Codman Square Library

690 Washington St. Boston 02124

Admission is free!

The Boston
Foundation **tBf**

www.codelisten.org



WHAT ARTISTS KNEAD

• breadmaking parties for artists

make bread • connect • envision Boston's creative future

Friday, August 28, 6pm-8pm
Dorchester

Saturday, August 29, 10am-12pm
Jamaica Plain

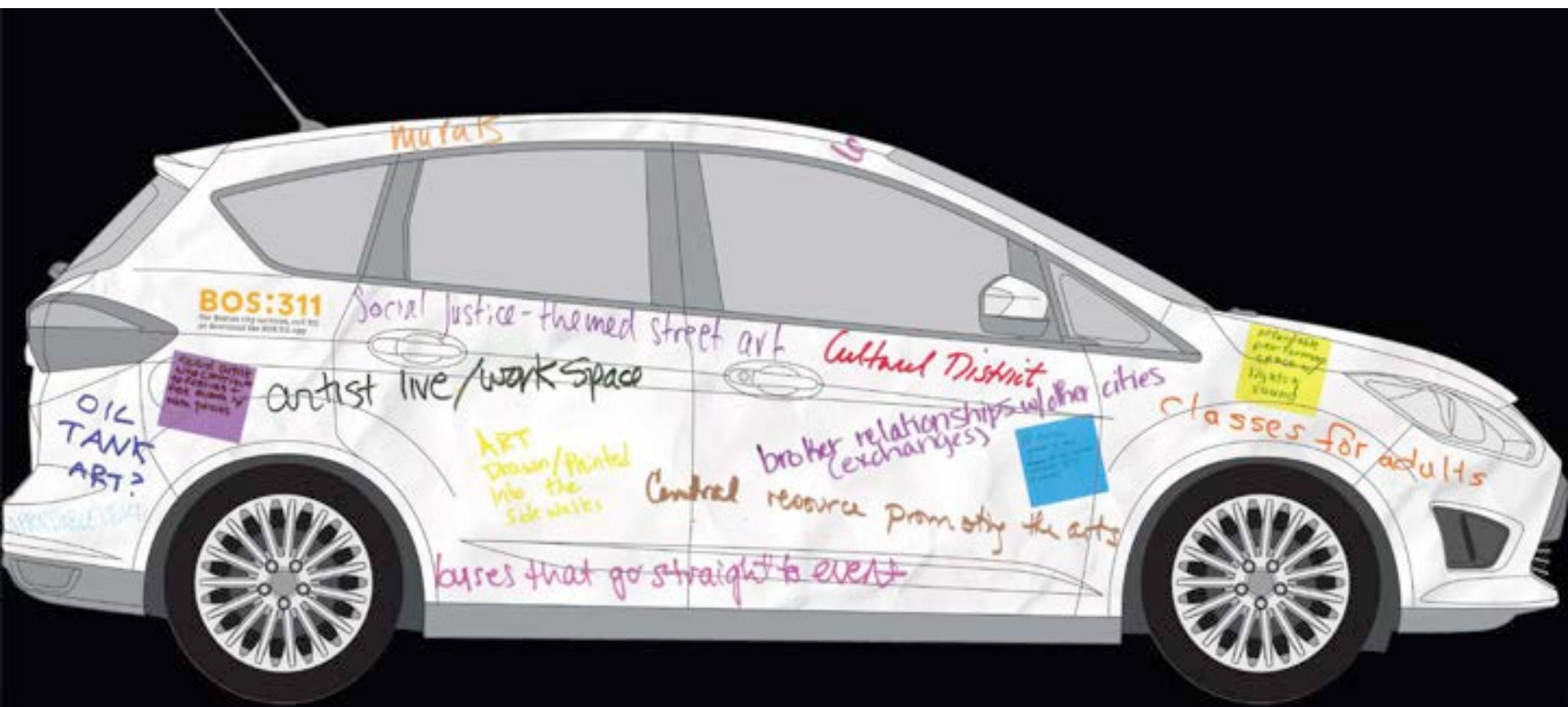
Sunday, August 30, 5pm-7pm
Mattapan

Monday, August 31, 6pm-8pm
Roslindale

Tuesday, September 1, 6pm-8pm
Haley House, Roxbury

more info and registration (free!) at:
www.whatartistsknead.org • kneadartists@gmail.com

The Artist
Ethnographer



THEATRE OF THE OPPRESSED

AUGUSTO
BOAL

This event has passed.

THE CREATENYC
PROCESS

WHAT WE HEARD

RESEARCH AND
ENGAGEMENT

SHOW UP »

LEGISLATIVE THEATRE FESTIVAL

Share on:  

May 10, 2017 @ 6:30 pm - 9:00 pm



CITY ARTIST

PUBLIC ART SAINT PAUL

CITY OF SAINT PAUL

CITY ARTIST

Since 2005, the influential City Artist program has redefined the role of the artist working within city government. Integrated far upstream in the daily and long-term workings of the city, artists are creating a new artistic, social and civic practice through an innovative public-private partnership between Public Art Saint Paul and the City of Saint Paul. The central pursuit is to create art out of the life-sustaining systems of the city. Artists advise on major city initiatives and lead their own artistic and curatorial projects and have dedicated workspace within the Department of Public Works so they can freely collaborate across city agencies.

CREATIVE CITYMAKING MINNEAPOLIS

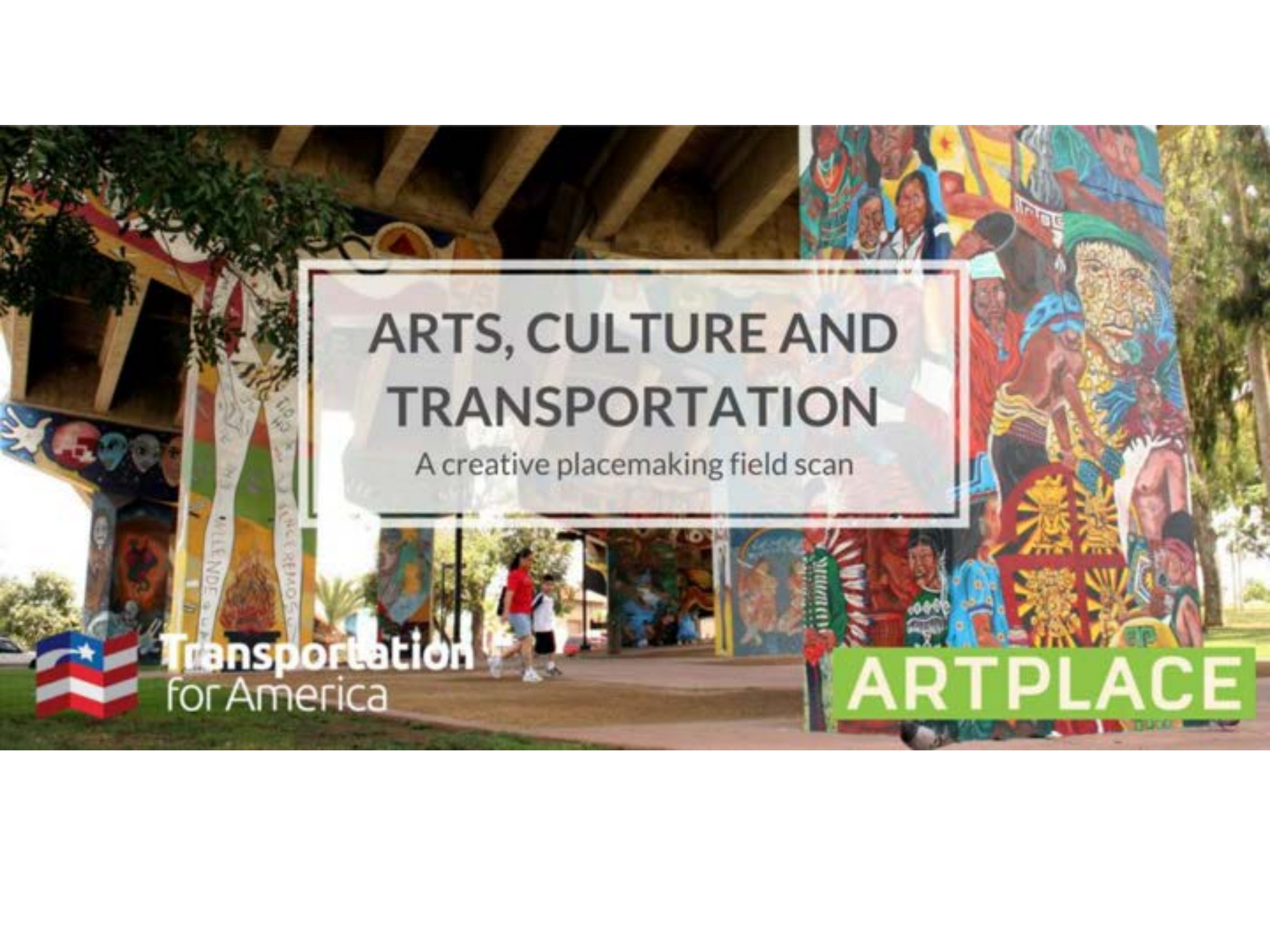
CREATIVE CITYMAKING MINNEAPOLIS PAIRS STAFF IN CITY OF MINNEAPOLIS DEPARTMENTS WITH EXPERIENCED COMMUNITY ARTISTS TO ADVANCE THE CITY'S GOAL OF ELIMINATING ECONOMIC AND RACIAL DISPARITIES.

AN ADAPTIVE ACTION EVALUATION

PREPARED BY RAINBOW RESEARCH FOR INTERMEDIA ARTS

Katie Fritz Fogel | Beki Saito | Mary McEathron





ARTS, CULTURE AND TRANSPORTATION

A creative placemaking field scan



Transportation
for America

ARTPLACE

Solution #4

Engaging multiple stakeholders for an inclusive process

Arts and culture can help shepherd transportation projects through the community input process more quickly and smoothly by facilitating meaningful participation early and often in the planning process.



TRASH DANCE





MY PARK,
MY POOL,
MY CITY



www.forkliftdanceworks.org

[JOBS](#)[CALENDAR](#)[PRESS ROOM](#)[BLOG](#)[SEARCH](#)[LEARN](#)[OUR WORK](#)[GET INVOLVED](#)[ABOUT MAPC](#) [GO](#)**METROPOLITAN AREA PLANNING COUNCIL**

A Reflection from MAPC's First Artist-in-Residence

Posted on November 26, 2018 at 4:20 pm. Written by [Carolyn Lewenberg](#)

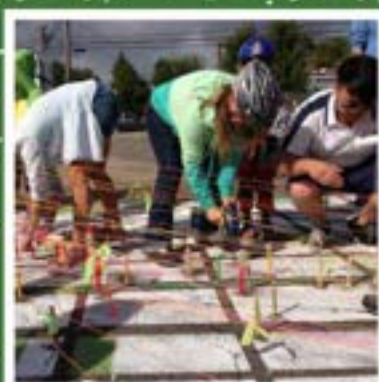


In 2017, MAPC hired [Carolyn Lewenberg](#) as our first artist-in-residence. The goal of the MAPC Artist-in-Residence Program is to bring arts, culture, and creativity into the agency's multidisciplinary planning work with cities, towns, and other

SEARCH[GO](#)**RECENT POSTS**

- [MARPA-DLS Conference: 21st Century Municipalities](#)
- [Keeping Cool & Warm While Staying Green: Clean Heating and Cooling for Municipalities](#)
- [Governor Signs FY2020](#)





irrigate

A TOOLKIT FOR MOBILIZING LOCAL ARTISTS
TO SOLVE CHALLENGES IN YOUR COMMUNITY



Creative Community Engagement

Julie Burros

Metris Arts Consulting

burros@metrisarts.com





WHAT CAN YOUR BRIDGES TELL YOU?



Jacob Hauptmann



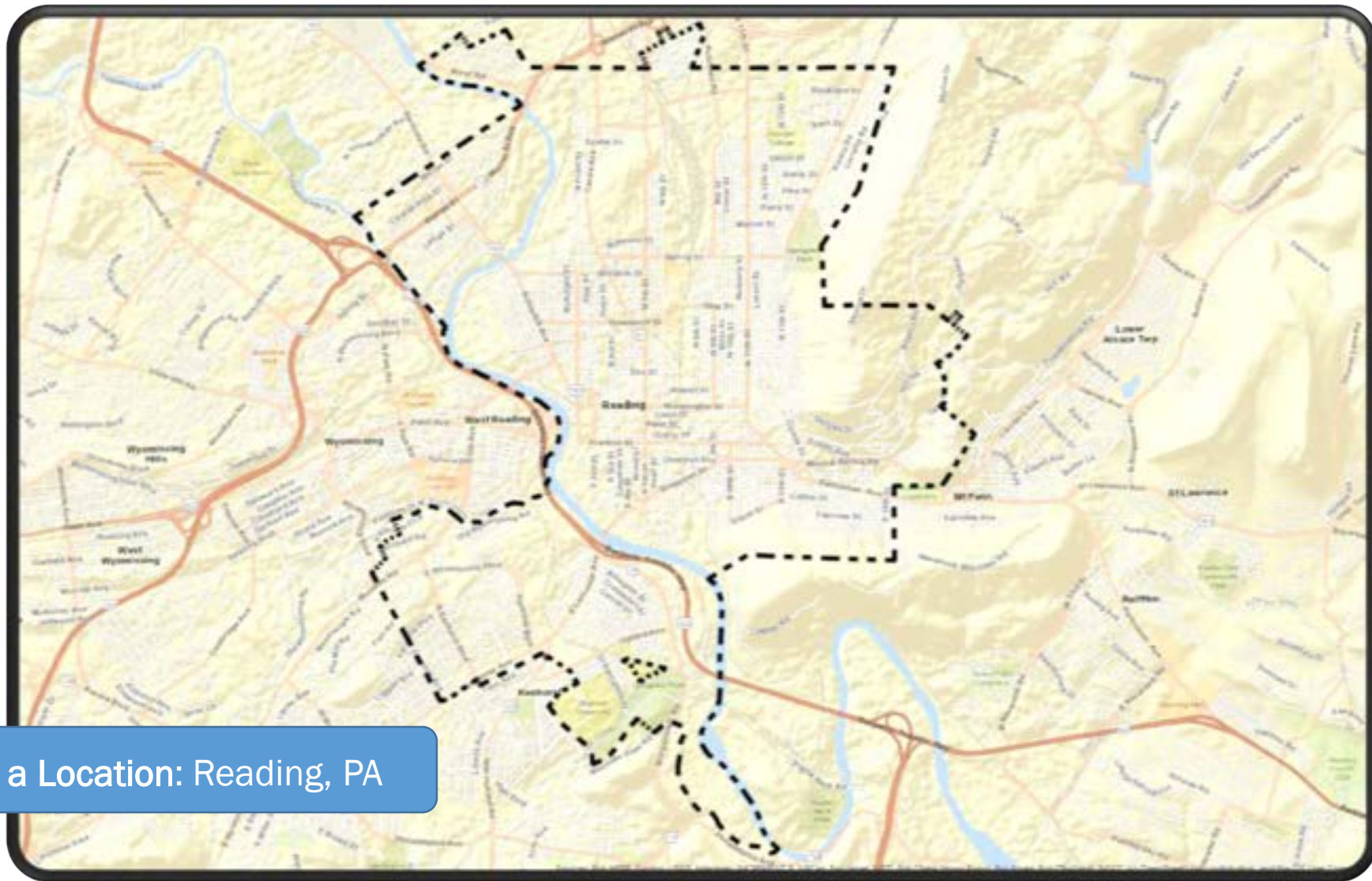
Heather Heeter

Borton-Lawson's Bridge Management System

- GIS based mapping system that allows you to evaluate, plan and prioritize the management of your assets.
- This information can be used for maintenance prioritization, funding allocation and so much more.

Borton-Lawson's Bridge Management System

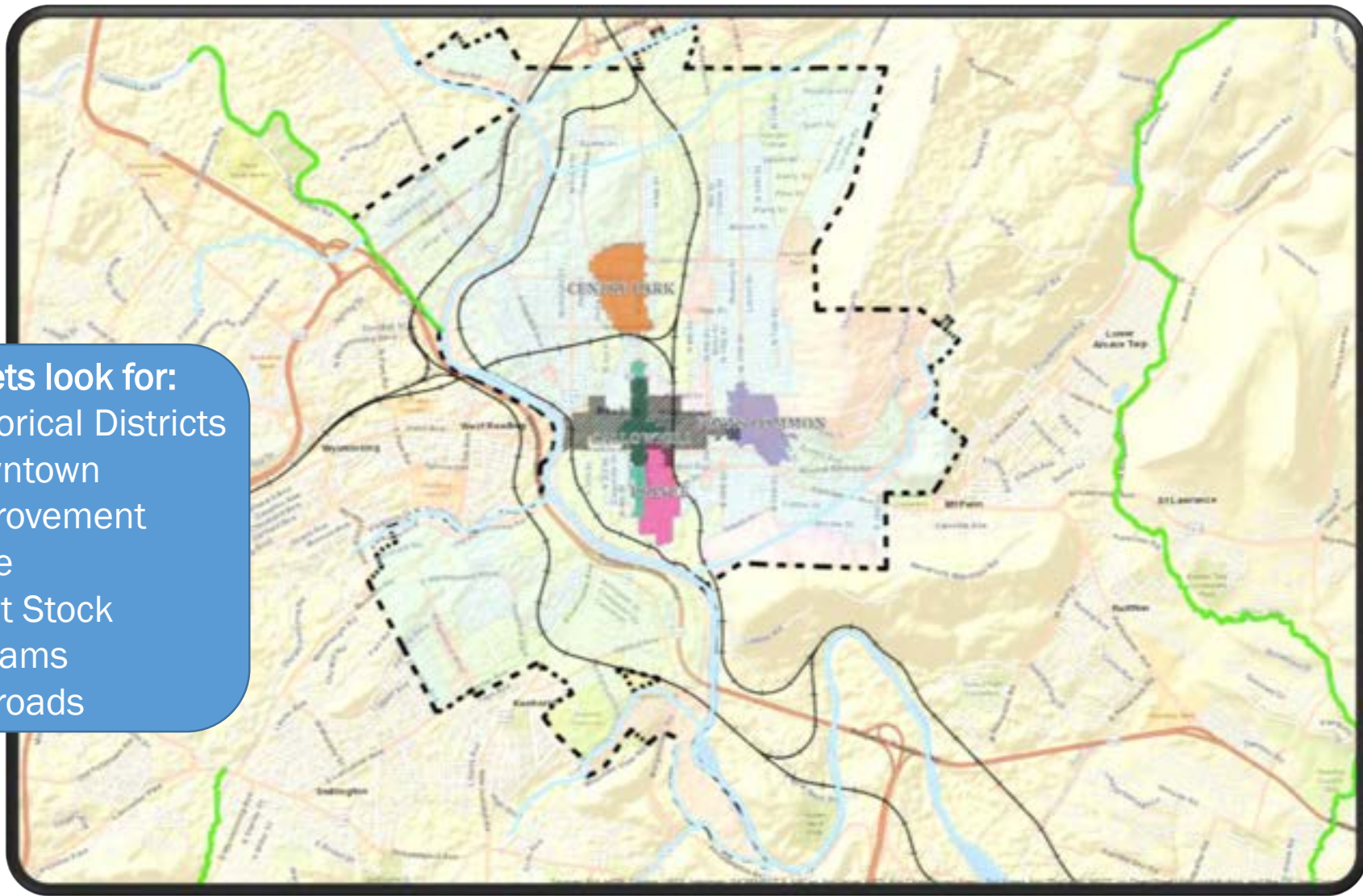
- Accurate up to date information at your fingertips.
- Customizable to your specific needs ~ Over 150 attributes



Pick a Location: Reading, PA

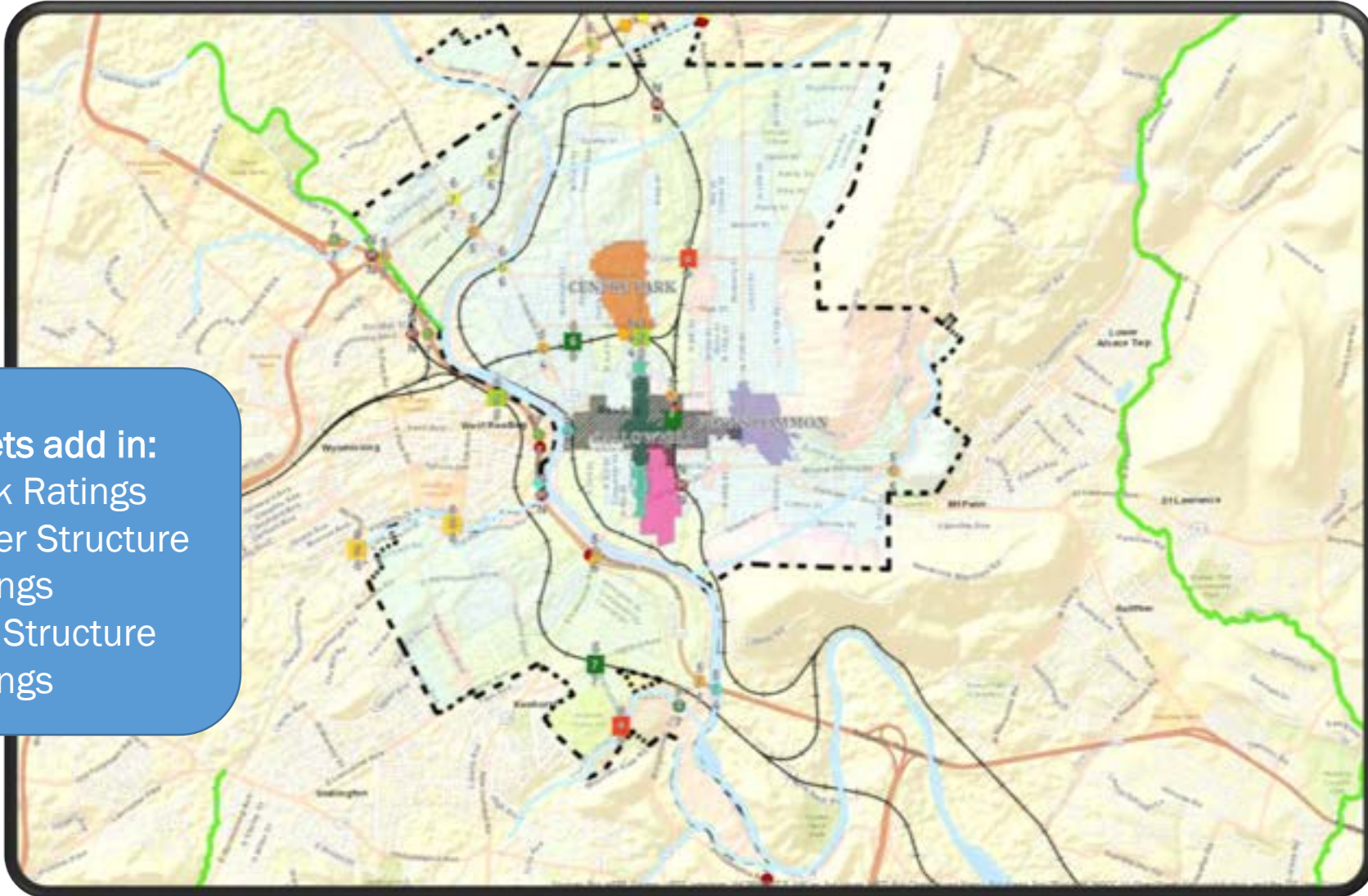
Now lets look for:

- Historical Districts
- Downtown Improvement Zone
- Trout Stock Streams
- Railroads

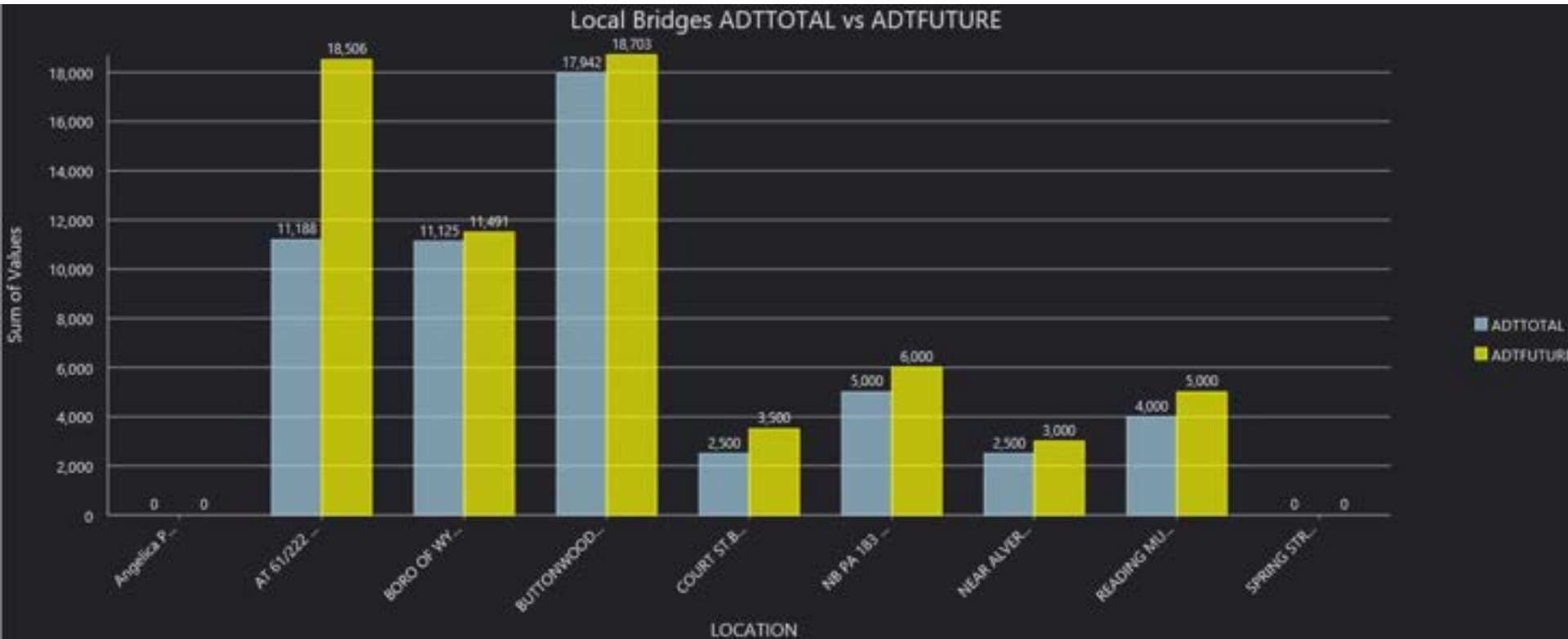


Now lets add in:

- Deck Ratings
- Super Structure Ratings
- Sub Structure Ratings



In addition to the mapping features you can create graphs & charts. Below is the current ADT compared to the Future roadway ADT.



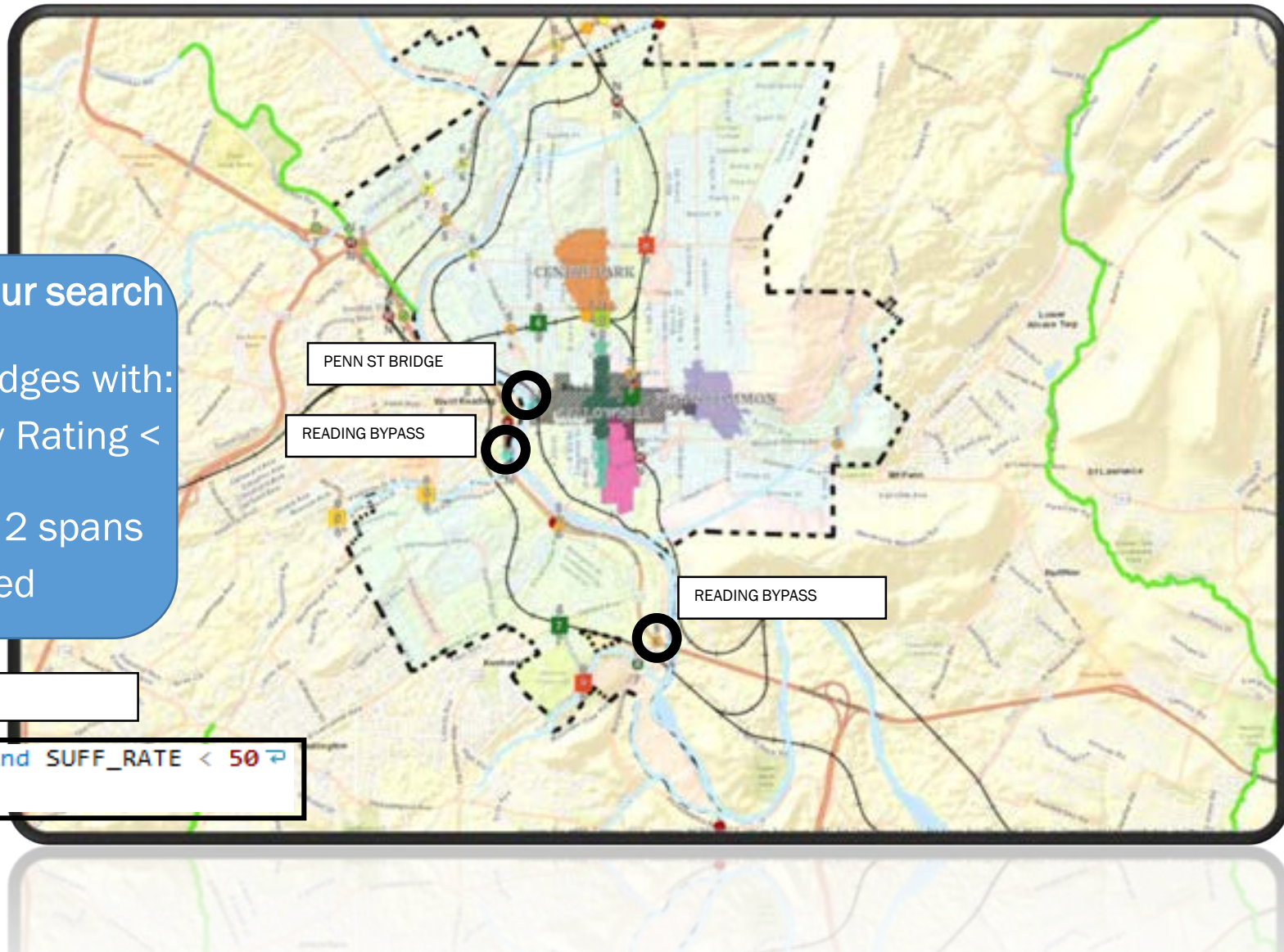
Customize your search

Example - Bridges with:

- Sufficiency Rating < 50
- More than 2 spans
- State Owned

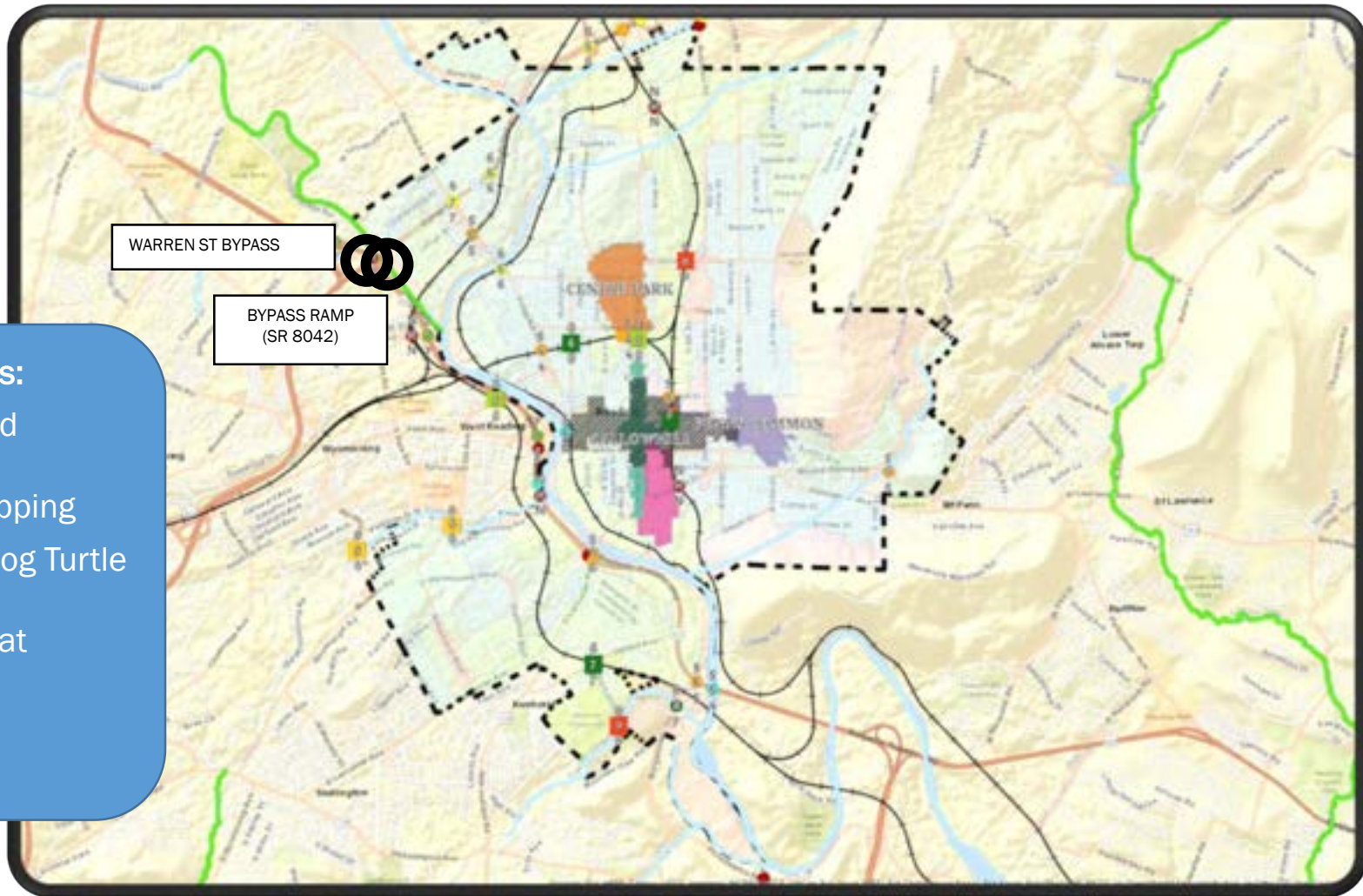
QUERY:

MAINSPANS > 2 And SUFF_RATE < 50
And OWNER = 1



Permit Concerns:

- Trout Stocked Streams
- Wetland mapping
- Areas with Bog Turtle restrictions
- Areas with bat restrictions



“Information is just bits of data. Knowledge is putting them together, wisdom is creating end results” unknown

Borton-Lawson's Bridge Management System

Search options are customizable with over 150 attributes

- > County, City, Borough, Township Lines
- > Historic Districts, zoning
- > Stone Arch Structures / Truss Bridges
- > Flood mapping
- > Deck Area / Condition Ratings
- > Stream designations
- > Storage of past / present evaluations

Borton-Lawson's Bridge Management System

Why is this information useful?

- > Long range planning for larger structures
- > Condition ratings for immediate & future funds allocation
- > Mapping to show flood prone areas for maintenance activities
- > Permit restrictions for project timelines
- > Information at your fingertips

Our Technology & Innovation – Collector & Survey123



- > Free app to supplement our GIS database
- > Real time data updates from our inspectors during emergency events
- > Scour critical monitoring

Our Goal is to Be A Trusted Advisor and Partner

High Priority Maintenance

Our Team will work with the County Management and Engineers to develop POA's (Plan Of Action) and assist to address all high priority maintenance items!

Scour Critical Monitoring

We will work with the County to ensure the Scour Critical POAs are followed and that flood-related closures and follow-up inspections are performed to ensure public safety and proper care of the County Infrastructure. We will work with the County to monitor scour vulnerable bridges during flood events via real time data input.

Bridge Management Program

Development of a database to track priorities including inspection, maintenance, replacement, rehabilitation and recommend structures to receive TIP funding.

To keep you actively informed and prepared | Proactive solutions and impressive results!

Questions?



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Thank You!

Southwestern
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Commission -
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City of
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Metris Arts
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Julie

PennDOT -
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PADEP -
Justin

Borton
Lawson –
Heather &
Jake