Welcome To The Fast, Fun, Fervent Session!

Today You’ll Hear About:

- Park & Rides
- Urban Trees
- Creative Engagement
- Historic Gateway
- Environmental Justice & Planning
- Bridge Planning

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

“(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?

- 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.)

<table>
<thead>
<tr>
<th>16. Wilkinsburg Station--MLK, jr. East Busway</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone to next closest PNR</td>
<td>AA</td>
</tr>
<tr>
<td>Drive Alone to Destination</td>
<td>AD</td>
</tr>
<tr>
<td>Carpool/vanpool from home to destination</td>
<td>CV</td>
</tr>
<tr>
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<td>KR</td>
</tr>
<tr>
<td>Hide-and-Ride near the station</td>
<td>HR</td>
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VMT Impact

Scenario VMT Impact = Scenario VM X Q9 Probability
Two-way, per user VMT Impact = [(∑(scenario impact) X 2] – (Base Scenario X 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

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

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</tr>
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<tr>
<td>16</td>
<td>Wilkinsburg Busway Station</td>
<td>-6.1</td>
<td>9.20</td>
<td>-3.00</td>
<td>774</td>
<td>-2319</td>
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<td>58</td>
<td>Dormont Junction LRT Station</td>
<td>-1.3</td>
<td>2.12</td>
<td>-0.48</td>
<td>151</td>
<td>-73</td>
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<tr>
<td>80</td>
<td>Sheraden Busway Station</td>
<td>-1.9</td>
<td>3.09</td>
<td>-0.71</td>
<td>178</td>
<td>-127</td>
</tr>
</tbody>
</table>
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

Daily VMT Impact per User

Average Distance from PNR to Destination, calculated with Network Analyst

$R^2 = 0.7854$
Dormont Junction

- Per user impact: -0.48
- Daily users: 151
- Daily VMT Impact: -73
Wilkinsburg Busway Stn.

- Per user impact: -3.00
- Daily users: 774
- Total Daily VMT Impact: -2,319
Scenario NT: No Trip/Bus/Walk/Bike

Daily VMT Impact per User

Percent Probability User would walk/bike/take a bus/not travel

$R^2 = 0.6656$
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
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
FACT: In order for a project to be placed on the TIP or TYP, it needs to align with the future vision of the region’s Long Range Transportation Plan (LRTP).

Penn Street Bridge, Reading

Reading Area Transportation Study

PennDOT District 5-0

On TIP before too far gone
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, and the Schuylkill Navigation Canal, two branches of the Schuylkill Navigation Canal, and the Pennsylvania Railroad, and will be an integral part of the present service.

The old steel structure is of the Pratt 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.

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Their piers are 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 parapets, from the top of the bridge coincide with the existing line of the arches, and in the construction the appearance of this design was adopted in order to prevent collection of drift in this vicinity for the sake of appearance.

The piers are reinforced with 1-in.
Borough of Wyomissing

Reading HARB

Riverfront Development Interests

SHPO

RACC

Berks Conservancy

BCPC

City of Reading

Borough of West Reading

Neighborhood Businesses
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
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?

Programmed at right time & scope
Experienced MPO
Knowledgeable PDOT bridge engineer
Project Engineers who know & appreciate historic bridges
Engaged & Active CPs
Sponsor willing to take risks
Excited SHPO
Contractor willing to hold up high expectations
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 trees so great anyway?

- **Reducing Rates** of cardiac disease, strokes, and asthma due to improved air quality
- **Protecting Biodiversity** including habitat for migrating birds and pollinators
- **Reducing Obesity Levels** by increasing physical activity including walking and cycling
- **Cooling** city streets by 2-4°F, reducing deaths from heat and cutting energy use
- **Filtering** up to a third of fine particle pollutants within 300 yards of a tree
- **Managing Stormwater**, keeping pollutants out of waterways, and reducing urban flooding
- **Increasing** neighborhood property values
- **Reducing Stress** by helping interrupt thought patterns that lead to anxiety and depression
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

INNER FORESTS
- Clean air
- Shade from sun
- Urban wildlife
- Higher property values
- Recreation

NEARBY FORESTS
- Clean air
- Drinking water
- Reduced flooding
- Reduced soil erosion
- Timber
- Recreation

FARAWAY FORESTS
- Carbon storage
- Rainfall generation
- Timber
- Medicine
- Biodiversity

6. CLEAN WATER AND SANITATION
11. SUSTAINABLE CITIES AND COMMUNITIES
13. CLIMATE ACTION
15. LIFE ON LAND
[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
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

Source: Cultural Organizing
Equality and Social Justice

**Equality**
- People of different heights are standing on the same platform, reaching for apples.

**Equity**
- People of different heights are standing on different platforms, reaching for apples. The platforms ensure that everyone has access to the apples.

Source: MPCA Photos
Equality and Social Justice

EQUALITY

EQUITY

Source: Cultural Organizing
Equality and Social Justice

Source: Cultural Organizing
History of EJ

Source: Bettman/Getty Images via NRDC
History of EJ

Source: The Corps Network
History of EJ

Source: US EPA
History of EJ in PA

Source: Swarthmore Phoenix
History of EJ in PA

Source: CQ Press
Office of Environmental Justice Goals

• **Minimizing Adverse Environmental Impacts** - All communities are not unjustly and/or disproportionally 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

Source: Public Source
Planners’ Role in EJ

Source: StateImpact Pennsylvania
Planners’ Role in EJ

Office of Environmental Justice

Source: PA DEP
Office of Environmental Justice

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John Brakeall
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General Environmental Justice Comments & Questions
RA-EPOEJ@pa.gov
Hello, my name is JULIE BURROS

I create PLANS!
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!

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
Social Justice-themed street art

Cultural District

ART

Drawn/Painted into the side walks

Central resource promoting the arts

Classes for adults

Bus that go straight to event
THEATRE OF THE OPPRESSED

AUGUSTO BOAL
This event has passed.

SHOW UP »

LEGISLATIVE THEATRE FESTIVAL

Share on: 📷 📱

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

Legislative Theatre Festival

FREE!

May 7 – May 13

RSVP www.tonyc.nyc or 646.504.4582

#WatchActVote

Source: createnyc.cityofnewyork.us
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 RAINFOREST RESEARCH FOR INTERMEDIA ARTS
Katie Fritz Fogel | Beki Saito | Mary McEathron
ARTS, CULTURE AND TRANSPORTATION
A creative placemaking field scan

Transportation for America
ARTPLACE
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.
MY PARK,
MY POOL,
MY CITY
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
irrigate

A TOOLKIT FOR MOBILIZING LOCAL ARTISTS
TO SOLVE CHALLENGES IN YOUR COMMUNITY
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 let's look for:

- Historical Districts
- Downtown Improvement Zone
- Trout Stock Streams
- Railroads
Now let's 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
> Stone Arch Structures / Truss Bridges
> Deck Area / Condition Ratings
> Storage of past / present evaluations
> Historic Districts, zoning
> Flood mapping
> Stream designations
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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(484) 821-0470  Extension:2147
Thank You!

Southwestern Pennsylvania Commission - Dave

City of Lancaster - Douglas

Metris Arts Consulting - Julie

PennDOT - Kris

PADEP - Justin

Borton Lawson – Heather & Jake

Amanda Schumacher
Market Sector Leader

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