

Overview

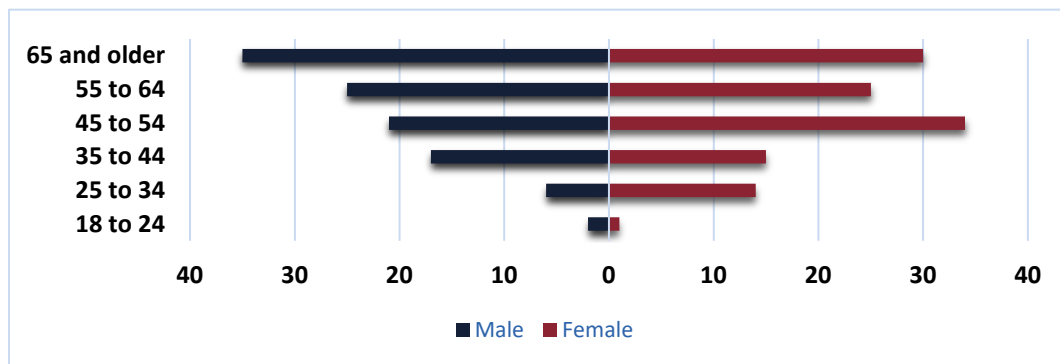
The SEDA-COG MPO developed a survey as part of the Long-Range Transportation Plan (LRTP) update process. Included in this process is involvement from federal, state, and local government stakeholders as well as public outreach to SEDA-COG MPO area residents. Through this survey, valuable information was received from the public regarding local transportation priorities, strategies, and potential projects. The information gathered is being used to guide the Plan update.

Survey Participation

The SEDA-COG MPO LRTP Survey was released at the end of August 2024 and ran through early October. Survey participation peaked at the start of the survey period and again close to the end of September. In total, 352 people participated in the survey.

Overall responses were about equally male versus female. The largest age groups were males 65 and older and females between 45 and 54, each making up over 30 percent of responses, as shown in Figure 1.

Figure 1: Age & Gender Distribution



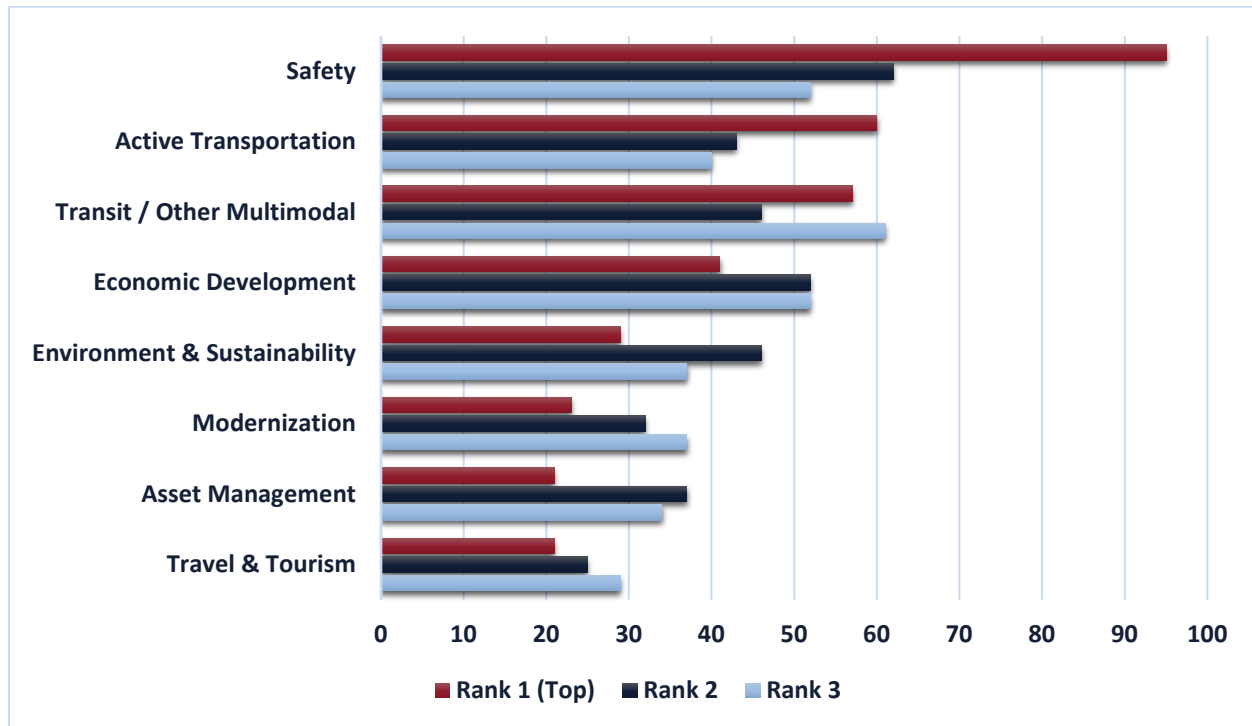
Priorities

Priorities were ranked on a scale of 1 to 3 by participants. Though the priorities were rather evenly distributed by survey participants, of the eight options, many focused their priorities on Safety, Active Transportation, and Transit / Other Multimodal. The Safety category received the highest number of total responses and was also ranked most frequently as the top priority. Conversely, Travel & Tourism, Asset Management, and Modernization had the lowest rankings, typically being placed in the second or third slots.

Figure 2 displays the priorities ordered by the most frequently selected in the first slot.

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Figure 2: Regional Transportation Priorities



Strategies

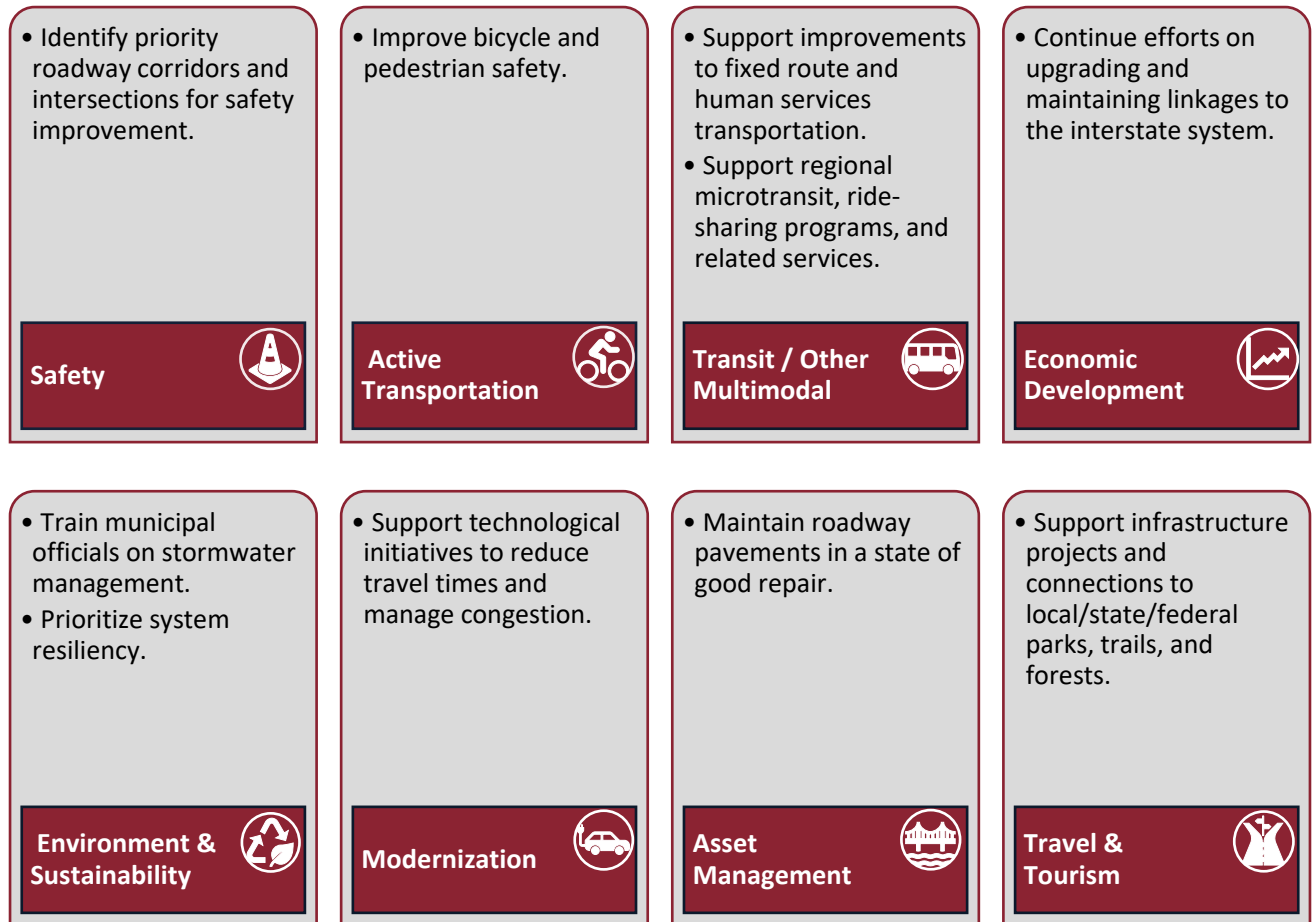
After rating the top three priorities, participants were encouraged to rate the strategies within the three priorities they selected. Each priority had four or five focused strategies that would contribute to achieving the priority. Participants could rate these priorities from one to five, with one being a less desirable strategy and five being more desirable.

Figure 3 lists the top one or two strategies in each of the eight priority areas that received the most five-star ratings.

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Figure 3: Highest Rated Strategies



Interactive Map

Participants were asked to interactively place map markers at specific geographic locations and to document any issues or concerns related to the transportation network at those places. They were provided with specific categories such as Bicycle/Pedestrian, Bridge, Freight, Public Transportation, and Roadway. The Bicycle/Pedestrian category received the highest number of map markers, accounting for 29 percent of the total, as shown in Figure 4. Following closely behind was Public Transportation, which received 23 percent of the markers. When reviewed by county, most markers were in Union County (29%), while Clinton County followed with 18%, as depicted in Figure 5.

Based on public responses, five core hotspots emerged:

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- Lewisburg, Union County
- Lock Haven, Clinton County
- Lewistown/Burnham, Mifflin County
- Danville, Montour County
- Sunbury, Northumberland County

In Union County, a considerable amount of feedback focused on issues related to bicycle and pedestrian safety, particularly at the two Buffalo Valley Rail Trail crossings at US-15 and St Mary Street. Respondents emphasized the need to address intersection issues to enhance safety for Trail users.

The survey results map can be found [here](#).

Key Points and Takeaways:

Traffic and Road Conditions

- **Congestion and Traffic Flow:** Many comments highlighted issues with traffic congestion, particularly during peak travel hours. Specific intersections and roads were frequently mentioned as needing improvements, such as better signal timing, additional lanes, or roundabouts.
- **Road Maintenance:** Numerous roads and bridges were reported to be in poor condition, requiring repairs, repaving, or reconstruction. Identified issues included potholes, uneven surfaces, and deteriorating bridges.
- **Safety Concerns:** Safety was noted as a major concern, with comments about dangerous intersections, blind corners, and areas where speeding is common. Suggestions included adding traffic lights, stop signs, and better signage.

Pedestrian and Cyclist Infrastructure

- **Crosswalks and Sidewalks:** There were calls for more and better-maintained sidewalks and crosswalks, especially in areas with high pedestrian traffic. Some comments suggested the need for flashing crosswalk lighting and improved pedestrian signals.
- **Bike Lanes and Trails:** Many comments advocated for the creation or improvement of bike lanes and trails. Specific routes were mentioned where bike infrastructure is lacking or could be enhanced to connect different areas.

Public Transportation

- **Bus Services:** Several comments highlighted the lack of reliable public transportation, particularly bus services. There were suggestions for new bus routes, better coordination of existing services, and improved access to public transportation for rural areas.

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- **Rail Services:** Some comments suggested the need for passenger rail services to connect different towns and cities, as well as improvements to existing rail infrastructure.

Specific Locations and Projects

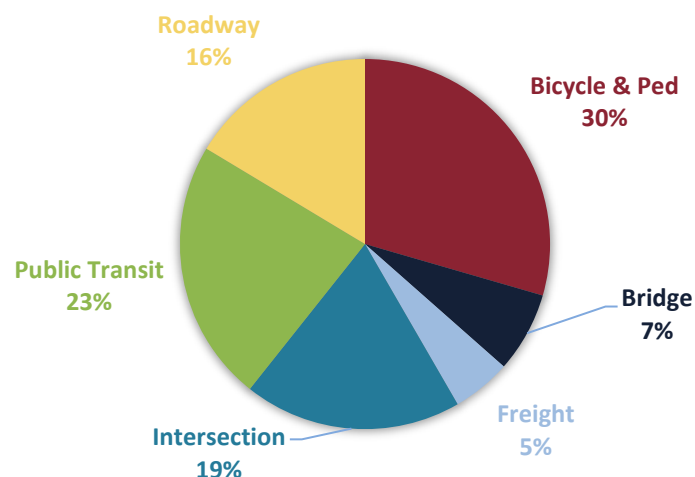
- **Route 15 and 80:** These highways were frequently mentioned in the comments, with issues ranging from congestion and safety to the need for better maintenance and infrastructure improvements.
- **Buffalo Valley Rail Trail:** There were multiple comments about the need for safer crossings and better connections for this trail.
- **Local Projects:** Various local roads, intersections, and bridges were mentioned as needing specific improvements, such as drainage work, better signage, and safer pedestrian crossings.

General Suggestions

- **Traffic Calming Measures:** Suggestions included implementing traffic calming measures in residential areas to reduce speeding and improve safety.
- **Infrastructure for Development:** Some comments emphasized the need for infrastructure improvements to support future development and economic growth.

These comments reflect a broad range of concerns and suggestions from the public, focusing on improving safety, efficiency, and accessibility in transportation infrastructure.

Figure 4: Percent Responses by Issue



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Figure 5: Percent Responses by County

