

## MINUTES

### SHENANGO VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATING COMMITTEE

Wednesday – September 21, 2016 – 10:00 A.M. - MCRPC Offices  
Hermitage, PA

#### PERSONS PRESENT

Alex J. Kovach  
Ken Robertson  
Jasson Urey  
Garth Falkner  
Gary L. Lowers  
Stephen Theiss  
Bill Klumph  
Gary Hittle  
Mirta Reyes-Chapman  
Cynthia & Gary Byers  
Mark Miller  
Kim DiCintio  
Jill Boozer  
George Hagstrom  
Jeremy Coxe  
Michael L. McMullen  
Brian Yedinak  
Joe Pinchot  
Dennis DeSilvey  
Frank Curl  
Ashley Tracy  
Matt Stewart

#### REPRESENTING

Sharpsville Borough  
Sharpsville Borough  
Greenville Borough  
Jefferson Township  
Pymatuning Township  
Citizen  
South Pymatuning Township  
Hempfield Township  
Eastgate – OH  
Citizens  
Mercer County  
Mercer County Regional COG  
Mercer County Regional COG  
Pine Township  
Hermitage City  
PennDOT  
PennDOT  
The Herald  
Shenango Township  
Mercer Borough  
WRA  
MCRPC

#### CALL TO ORDER

Mr. Hittle, Chairman, called the meeting to order at 10:00 a.m.

#### LONG RANGE TRANSPORTATION PLAN UPDATE

Mr. Stewart, Senior Planner, recapped the Long Range Transportation (LRTP) efforts to date. He noted the current 2011 plan is being updated in order to meet federal and state guidelines while being useful for a broad audience. Another key goal of the plan is to develop it directly with PennDOT, so that everyone can be involved in the planning process. Mr. Stewart then talked about the eight month LRTP development schedule and talked about next steps. Most notably, a presentation will be given at the Agency Coordination Meeting in Harrisburg on September 28<sup>th</sup>. The plan will begin its 30-day public comment period in October and will be adopted by the MPO Coordinating Committee on November 15, 2016.

Mr. Stewart then discussed the details of the listening tour. This robust effort was done in order to obtain active engagement from various stakeholders, including municipal officials, various transportation-related agencies and the general public. Regional meetings were held to obtain municipal perspectives, and several targeted interviews were held with myriad agencies. Public outreach involved a web survey as well as setting up a booth at Grove City's Strawberry Days event. Mr. Stewart talked about the responses we received and displayed a map showing the locations of received comments.

Ms. Tracy, Transportation Specialist with WRA, explained that these comments were organized into several different project types: highway projects, bike/ped projects, studies, quick hit/call to PennDOT issues, policy issues and comp plan issues. She then displayed a map that showed the locations of various highway and bike ped projects.

She explained that the MPO Coordinating Committee was asked to prioritize our highway projects using Decision Lens, a software program that allows us to objectively prioritize projects based on pre-determined criteria. This is the same process used for the 2011 LRTP update, though a few of the criteria were modified in order to account for changes in the federal planning factors that guide LRTPs. MPO members were asked to review these and re-weight the importance of each category. Sixteen of the twenty-five members voted.

Mr. Stewart then displayed the results of the Decision Lens process. (A copy is attached to and made a part of the permanent record of Minutes.) As in 2011, Safety was top priority and condition of assets was the second-highest priority. Mr. Stewart then explained and displayed how the sub-categories, or "children," of the several "parent" categories were ranked.

Mr. Stewart then asked the Coordinating Committee if there were any questions or concerns with the ranking criteria or the Decision Lens process in general. There being none, he explained that if there was consensus, a motion would be needed to accept the draft highway ranking criteria (originally distributed in a letter prior to the meeting). A motion was made by Mr. Falkner and seconded by Mr. Klumph to approve the Draft Highway Ranking criteria that was distributed. (A copy is attached to and made a part of the permanent record of Minutes). The motion passed.

Mr. Stewart then showed how the highway projects ranked/scored. (A copy is attached to and made a part of the permanent record of Minutes). After reviewing some highlights, Mr. Stewart asked if there were any questions.

Mr. Yedinak, Assistant District Executive of Design for PennDOT, talked about the US 62 Tunnel in Coolspring Township. He and Mr. Stewart noted that a study will need to be performed first, but that some funding to construct the project will be set aside as well.

Mr. DeSilvey, Shenango Township Supervisor, asked about the SR 18/SR 318 intersection in West Middlesex. He noted that there had been discussion during the listening tour meetings about either turn lanes or a roundabout at this location. Mr. Stewart explained that the consultant, PennDOT, and he all discussed the site at length and took a field view to observe conditions. This analysis revealed that widening the intersection would result in the loss of several contributing structures and be detrimental to two commercial businesses. Moreover, full modernization of the signal could dramatically improve operations at this intersection. Mr. DeSilvey noted that PennDOT already has made improvements to the signal and that it did improve operations somewhat, but not enough. Mr. Stewart explained that the signal has been fine-tuned to the extent that it can be, but more substantial equipment/signal changes could improve the signal much more, and that this was the recommendation decided upon after reviewing cost/benefit and the specific context of the area.

Mr. Yedinak asked about where, exactly the third lane of SR 208 would be added. Mr. Stewart explained that

the recent SR 208 Access Management Study recommended a third lane continuing west of the outlet mall, to Old Ash Road, as development occurs. East of the Interchange with I-79, a third lane is not recommended at this time, but could be in the future. Mr. Stewart also noted that conversations with Springfield Township and recommendations from the study note that this should partially be paid by developers as part of an impact fee. In other words, improvements here would not be fully-funded by State and/or Federal funds.

Ms. Tracy talked for a bit about cost estimates and how improvements will be divided into short, mid, and long-term improvements going out over 20 years. All projects contained in the plan will be fiscally constrained, based on expected discretionary (i.e. non-maintenance) funds throughout the life of the plan.

#### ADJOURNMENT

There being no further business, Mr. Falkner made a motion to adjourn the meeting at 10:40 a.m.

Respectfully submitted,

Matthew Stewart,  
MCRPC Senior Planner

MS/ew