

7.0 Action Plan

The US 19 study area participants should take pride in what they have begun. Pennsylvania local government has much strength, but has also gained a somewhat deserved reputation for fragmentation and lack of coordinated planning. The work to date accomplished by the study steering committee demonstrates that Pennsylvania communities can cooperate and effectively plan for their desired futures. It should be known that this project held the interest of state agencies, in part, because of its bold objective of inter-municipal planning and problem solving. It was also a significant project in that it is among the first in the Commonwealth to meaningfully link transportation and land use.

The US 19 study corridor will continue to grow and evolve. However, if growth goes unchecked or unmanaged, it can undermine the very factors that initially attracted development - transportation system performance (access and mobility) and quality of life. The following conclusions provide context for what has been accomplished and the associated future impact or direction.

Municipal Cooperation. Development and its impacts do not respect municipal boundaries. Communities can and must work cooperatively to develop a strategic approach to land use and complementary transportation improvement strategies. Ironically, joint municipal efforts will probably be one key to success in the competitive transportation-funding environment.

Consistent Planning Tools. Pennsylvania policy makers are now engaging in the most serious dialogue in decades regarding municipal planning and growth. Much of that dialogue stems from the need for planning tools to effectively plan for growth. So many communities make development decisions in isolation from their neighboring locales without regard to impact. In some cases, the costs of that are limited, but when one considers the type, scope and scale of developments that the US 19 corridor is attracting, consistency is clearly necessary to deal with large-scale developments with ripple effects on the study area. Consistent planning tools will foster a constructive dialogue, not only among the study area municipalities, but also among the developers who must work with them to advance projects that provide jobs but also to ensure the land use and transportation infrastructure necessary to support that growth over the long term.

Land Use Coordinated with Transportation - it may be difficult to believe, but the understanding and appreciation of the transportation-land use dynamic is only recently finding its way to the general public and policy makers for that matter. Unfortunately, it took a lot of sprawl development and its adverse impacts before this was seen as a real issue. The opportunity before the US 19 corridor study is to link land use and transportation strategies - in doing so each element becomes stronger and more effective for the community. It is also safe to assume that in the future, transportation funding will be increasingly linked to performing certain sensible planning approaches like tying land use and transportation. Nationally, transportation professionals have come to see that land use does have a pronounced effect on

transportation system performance. Tools like access management are gaining much greater attention for their potential in providing needed access, but at the same time endeavoring to maintain high levels of mobility.

Unified Regional Planning. The US 19 study planning process also links well with efforts to improve planning at a regional scale. Regional planning does not mean regional control, but rather a sensible approach to considering long-term regional needs and priorities and to work with communities to make that happen. Federal policy in TEA-21 emphasizes the importance of regional planning. As such, certain priorities are established at a regional level including county comprehensive plans, regional growth plans and transportation long range plans and Transportation Improvement Programs (TIPs). Using the latter as an example, we believe that US 19 transportation planning activity would receive significant consideration at a regional level because of its strong sub-regional approach to inter-municipal issue management and land use/transportation priority setting.

8.0 Appendices

- Mapping
- Steering Committee Meeting Summaries
- Public Meeting Exit Surveys