

TRANSPORTATION

Summary of Planning Issues

- Given its evolution into a *gateway community*, the Milford Planning area suffers much of the traffic entering and leaving Pike County.
- The Planning Area also serves as the retail/service and community activity center for many area residents and the Borough serves as the County Seat, adding to the daily traffic flow.
- Route 209, although now owned by the National Park Service and with a partial truck ban, continues to serve as a north - south route for many travelers.
- Many drivers who are passing through the Borough use side streets to avoid congestion at the Harford Street and Broad Street intersection which disrupts residential neighborhoods.
- Heavy traffic in the Borough makes pedestrian circulation difficult and detracts from historic character.
- Parking in the Borough is extremely limited.
- Increased residential development is placing more demand for the maintenance and improvement of Township roads.

The Transportation System

A sound transportation system includes adequate and well-maintained roads, available public transportation, safe and convenient pedestrian access, and bicycle routes. However, few communities are able to achieve this ideal level of service. This is particularly true in small, less populated communities with limited budgets. In other words, local municipalities must evaluate transportation needs, set priorities, and garner all available resources to make improvements. It is also important to remember that there is a direct correlation between land use and transportation needs. As residential and commercial land is developed, more and more people use the roads, and the roads become congested for longer periods of time. This is particularly true for rush hours. In response, roads are improved to address the traffic congestion, the adjoining land becomes easier and more lucrative to develop, and more traffic is generated.

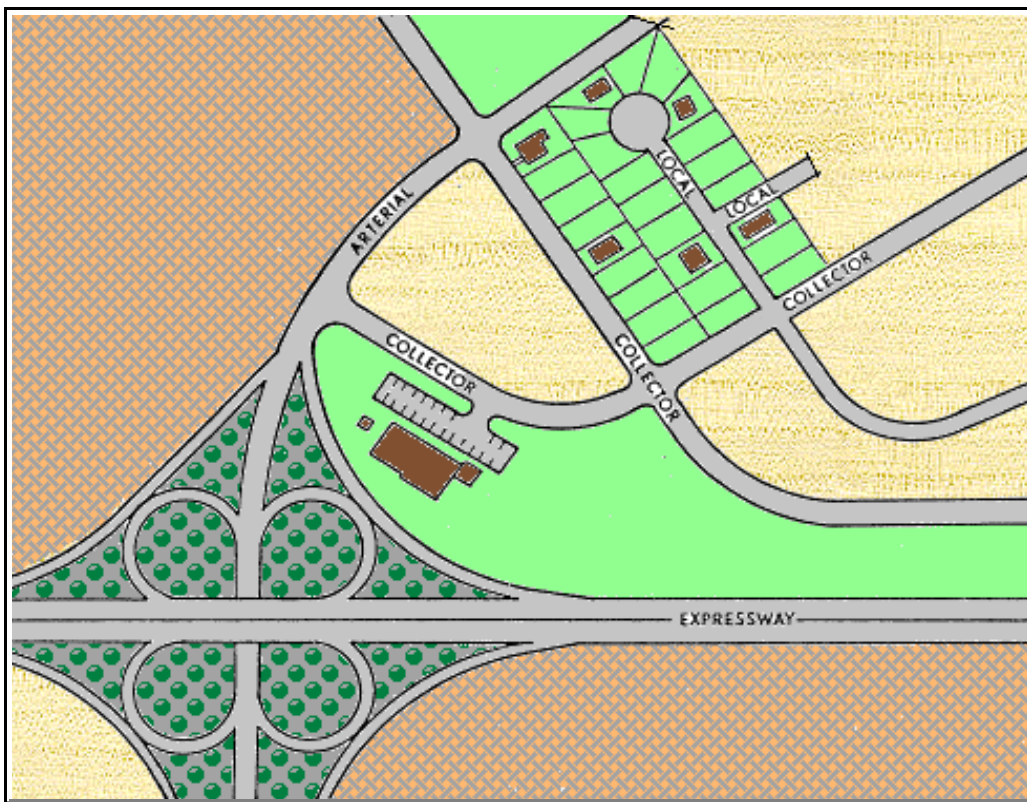
Access - Mobility

Each highway, road or street in a community plays a specific role for the movement of traffic and it is useful for planning purposes to classify roads according to the particular function each serves. In general terms, the functional classification of a road is based largely on two factors -- access and mobility -- and typically, as access declines mobility increases. For example, Interstate Route 84 clearly serves a different function than does a street in a residential subdivision. Although the I-84 and private street example compares streets at the opposite ends of the road classification hierarchy, it clearly depicts the relationship between access and mobility. Traffic on Interstate 84, a limited access highway, travels over long distances at high rates of speed. On the other hand, traffic using a residential street with unlimited access from individual properties moves at minimum speeds to reach roads that connect the residential community with other areas in both municipalities and the region at large.

Highway Classification Factors

As previously noted, access, how traffic enters the traffic stream, and mobility, the physical capability of the road to carry traffic, are the key determinants of a road's functional classification. However, several other road and network characteristics also affect the functional classification of a road. Traffic volume in relationship to the physical design of the road, including lane and shoulder width, right-of-way alignment and surface treatment, is important to its classification. Generally, as a community develops, roads are improved to meet the increased traffic demands, with specific routes moving higher in the functional classification as they are improved.

However, in areas of rapid growth and associated traffic increases, the amount of traffic carried by specific roads may increase to the point of exceeding the road's capacity. The road, in terms of traffic, may be serving as an arterial route, but may not have been physically upgraded from a minor collector or local road. In urban areas, mass transit and non-capital approaches such as ride sharing and staggered work hours are promoted as a means of reducing traffic congestion as an alternative to upgrading roads. In a



Highway Functional Classification

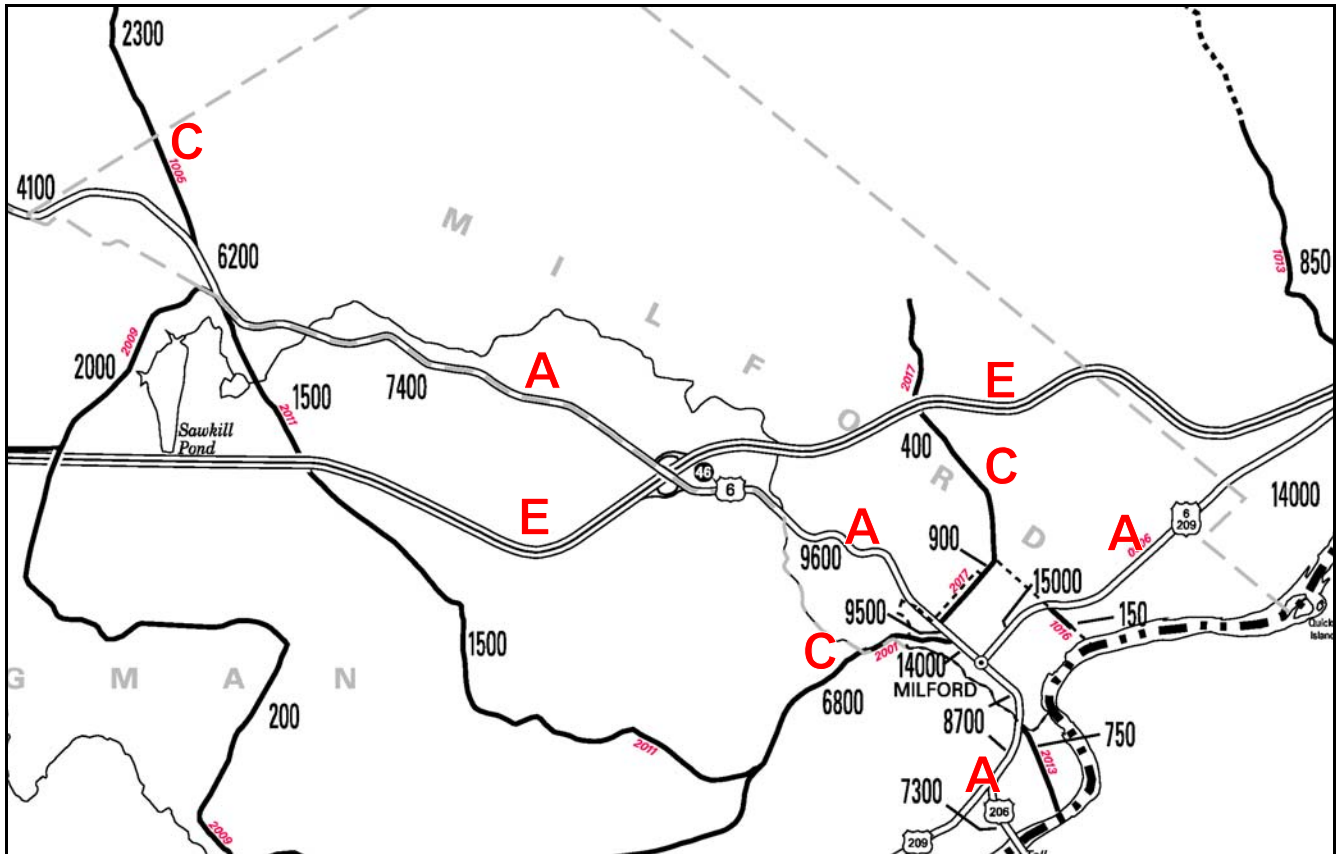
gateway community, where much of the traffic is not related to travel to work, such solutions are likely impractical.

A road's location and relationship to other roads in the intra-community and inter-regional highway network may also help define the road's classification. Those roads which provide direct and convenient connection to arterial routes and expressways typically develop into roads which carry increasing amounts of traffic. Conversely, interchanges for expressways are normally located to provide connection with those roads in a community which historically have developed into arterials and collectors. Traffic flow problems and declines in level-of-service on routes connecting areas of the municipalities and routes providing access to the region are directly related to the capacity of collector and arterial roads. As traffic increases on the collectors and arterials, where access to abutting properties has historically not been limited to any significant degree, increasing traffic congestion can be expected. Also resulting from such access by adjoining residential and commercial properties and intersecting streets are the safety problems associated with increased congestion.

Highway Functional Classification

The nomenclature used for a *Highway Functional Classification* also differs from jurisdiction to jurisdiction throughout the Commonwealth and the United States. Road classification in metropolitan and suburban areas is often very complex, with the various categories of roads being divided into subcategories based on land use type served and the designation of specific traffic volumes.

The nomenclature for classification being used for the Milford Planning Area is based on the type and density of the land uses served by the road and the volume of traffic on the road. The relatively small-scale commercial development interwoven with the residential development pattern within the small town setting warrants a more simplified highway classification system for the two-municipality area. While simplified, this classification will meet the needs for identification of problem areas and needed improvements, and for long-range planning. The designation of the Highway Functional Classification for roads serving the Planning Area includes *expressway*, *arterial highway*, *collector road* and *local road*. A description of each classification follows and,



Highway Classification and Annual Average Daily Traffic Volume (E=expressway, A=arterial, C=collector)

the *Highway Functional Classification Figure*, provides an illustration, and the *Highway Classification and Annual Average Daily Traffic Figures* provide an overview of the road system in the two municipalities.

Expressway

- Provides interregional and interstate connections
- Designed for unrestricted, high speed (55+ mph) mobility of traffic
- Limited access only – no direct access from private property
- Provides highest level of mobility
- Intersects with selected arterial or collector routes by means of interchanges
- Carries highest volumes of automobile and truck traffic with longer trip lengths

Interstate 84, running east and west through Milford Township and Pike County, is the only expressway in Pike County. Planning Area access is at the Milford Interchange off Route 6 in Dingman and Milford Townships and to the east at the Matamoras/Westfall Interchange. Since its completion in the late 1970's,

LEGEND	
	CITY OR BOROUGH BOUNDARY
	TOWNSHIP BOUNDARY
	STATE CAPITAL
	COUNTY SEAT
	TOWN, VILLAGE, OR HAMLET
	INTERSTATE INTERCHANGE NUMBER
	REST AREA / WELCOME CENTER
	LIMITED ACCESS HIGHWAY
	U.S. AND PA. TRAFFIC ROUTES
	STATE ROUTE AND NUMBER
	STATE MAINTAINED BRIDGE
	OTHER ROADS
	TRAFFIC VOLUME NUMBER

VOLUMES SHOWN ARE 2003 ANNUAL AVERAGE DAILY TRAFFIC BASED ON THE MOST CURRENT COUNT INFORMATION AVAILABLE.

I-84 has played a central role in shaping the growth and development of all of Pike County. The ease of access provided for visitors and new residents has certainly contributed to the level of residential development and will continue to facilitate travel of to nearby urban centers.

Arterial Highway

- Provides connection between commercial and population centers in the region
- Provides connection between the municipalities and adjoining communities, counties and states
- Carries larger volumes of traffic at relatively high speeds (45-55 mph)
- Serves a mix of local and through traffic
- Carries low volumes of through truck traffic
- Provides moderate to high levels of mobility
- Access limited only by PennDOT highway occupancy permits and local zoning and subdivision ordinances

Arterial highways in the planning area include the following state highways:

Route 6 - a major east/west corridor in the Commonwealth continuing from the Borough and Township westward through Pennsylvania to the border with Ohio and eastward to New York. Passing through the Borough along East Broad Street and West Harford Street, the Route connects the Planning Area to Matamoras and Port Jervis to the east and to western Pike County.

Route 209 - a north/south route carrying traffic through the Delaware Water Gap National Recreation Area and from the New Jersey Route 206 connection at the Milford/Montague Toll Bridge. The Route joins Route 6 at the Broad and Harford intersection and follows the same corridor to New York.

Collector Road

- Collects traffic from local streets for connection of residential areas to commercial and activity centers and arterials
- Serves moderate levels of traffic at reduced speeds (35-45 mph)
- Serves more locally oriented traffic and few through trips
- Carries primarily only “local delivery” truck traffic
- Access from smaller and more numerous properties
- Access limited only by local municipal and PennDOT highway occupancy permits and local

- zoning and subdivision ordinances
- Provides reduced levels of mobility

Collector roads in the planning area include:

SR 2001: carries residential traffic from Dingman Township and Delaware Township to the Milford Planning Area..

SR 2017 - Seventh Street and Foster Hill Road: provides a connection for traffic from residential development in Milford Township and Westfall Township through the Borough to Route 6.

SR 1005 - Twin Lakes Road: carries traffic from Shohola Township through a small section of Milford Township to Route 6.

Fire Tower Road: carries primarily residential traffic from the Township to Route 6.

Moon Valley Road and Sarah Street: carry primarily residential traffic to Route 6/209.

Local Road

All other public roads in the two municipalities not classified as expressways, arterials or collectors are considered local roads.

- Provides connection of residential properties and communities and less populated areas to collectors
- Serves lowest levels of traffic at slowest speeds (less than 35 mph)
- Provides high level of access from smaller residential parcels or areas with little development
- Carries local trips only with no through trips
- Carries minimal truck traffic for local deliveries

PUBLIC ROAD MILEAGE MILFORD PLANNING AREA			
	Township	Borough	Total
	miles		
Local	9.56	6.74	16.30
State	9.08	2.16	11.24
Total	18.64	8.90	27.54

Roads in the Milford Planning Area

The total length of public roads in the Township and borough is 27.5 miles, with 16.3 miles of municipal roads and 11.2 miles of state-owned routes. Local municipal road mileage in Pike County ranges from a

low of six miles in Porter Township to a high of forty-three miles in Lackawaxen Township. All roads owned by the municipalities are part of the State Liquid Fuels Programs which provides state payments to the municipalities for road maintenance and reconstruction based on population and miles of roads meeting PennDOT specifications. However, the Liquid fuels Funds comprise only a small part of the Township and Borough road maintenance budgets and do not nearly cover the cost of long term maintenance and replacement.

Traffic Volume

It is obvious that traffic on the roads in the Borough and the Township have been increasing significantly in association with the rapid development in the area. In fact, traffic congestion in the Township and Borough on Route 6 and Route 209 has reached the point of disrupting the character of the community and quality of life.

Annual average daily traffic (AADT) volumes provide an overview of the traffic flow in the Township and Borough for planning purposes. PennDOT conducts traffic counts on state roads, and the counts do provide an means of assessing the overall traffic conditions. Traffic counts for 2003 for all state roads in the municipalities, reported as annual average daily traffic (AADT), are shown on the *Highway Classification and Annual Average Daily Traffic Figure*.

As would be expected, Route 6/209 east of the traffic signal in the Borough carries the greatest volume of traffic through Planning Area. The Broad Street and Harford Street intersection is the confluence of Route 6 from the west, Route 209 and New Jersey Route 206 from the south, and Route 6/209 from the east. The 2003 PennDOT data show that AADT in the Borough on Route 6/209 is 15,000 vehicles. An important point to remember is that AADT does not reflect daily and seasonal traffic volumes which can far exceed AADT. The proportionate increase in daily and seasonal counts can be significant, exacerbating congestion far beyond what is found on the average day.

Road Network Level-of-Service

The traffic carrying capacity of a community's road network, and the intersections associated with the network, to handle the existing and future traffic volumes generated by development is the key element for providing safe and efficient traffic flow. Those

land uses which generate larger volumes of traffic should logically be located in the areas of a community served by roads with greater carrying capacity. For example, commercial establishments generate more traffic than a single family residence and should be located on routes which have sufficient capacity to serve the use. The capacity of a highway or road typically decreases as the service area of the route declines. For example, the capacity of I-84 is obviously significantly greater than any arterial highway, which in turn have a greater capacity than collector roads, with the lowest capacity associated with local roads. The capacity of a rural, two lane highway is dependent on a number of design variables such as lane and shoulder widths and terrain.

Local roads, because of the limited service and low traffic volumes, are not considered in terms of capacity. The quality of traffic service is discussed in terms of level-of-service (LOS). There are six levels of service ranging from LOS A through LOS F, with LOS A representing free flowing traffic and LOS F representing a total breakdown in the traffic flow or *bumper to bumper* traffic.

Congested Corridor Improvement Program

In December 2004 PennDOT issued the *Congested Corridor Improvement Program Report* for the U.S. 6/U.S. 209 corridor in Pike County. (See following *Congested Corridor Improvement Program Sidebar*.) The study included the Broad Street and Harford Street intersection and found it operates at acceptable levels of service even during peak hours. However, the Report goes on to note that level of service will decline significantly over ten years if no improvements are made to the corridor. (See the following *Level-of-Service Table*.)

The Report summarizes the conditions leading to the traffic congestion as follows:

The US 6 / US 209 corridor was nominated for the CCIP due to traffic congestion resulting from overwhelming population and retail growth over the last 20 years. Weekend travel is particularly bad, causing residents to schedule simple travel and chore trips around peak congestion times. In addition to heavy congestion, safety has been cited as a serious issue along the corridor. The corridor study limits are a heavily traveled link connecting the Borough of Milford and the Borough of Matamoras in Pike County.

CONGESTED CORRIDOR IMPROVEMENT PROGRAM - US 6 / US 209 CORRIDOR IN PIKE COUNTY

The Pennsylvania Department of Transportation (PENNDOT) initiated the Congested Corridor Improvement Program (CCIP) in 2001 to identify several congested corridors in the Commonwealth and, in conjunction with its partners, define and implement the needed improvements. The goal of the CCIP is a 20 percent reduction in peak hour travel time or system delay on the improved transportation corridor. A Standard Study Methodology (SSM) was developed as part of the CCIP to provide a uniform approach to identify improvements and assess their effectiveness in accordance with the goals of the program. The SSM identifies the steps involved in an engineering study of improvement alternatives, and focuses on the use of simulation models as analysis tools to evaluate operational impacts of improvement alternatives. Since its initiation in 2001, there have been 25 corridors studied and planned for improvement as part of CCIP.

The US 6 / US 209 corridor in Pike County was selected for the CCIP, along with seven other corridors in the Commonwealth of Pennsylvania for 2004, based on nominations by the local planning organizations. The Northeastern Pennsylvania Alliance (NEPA) Rural Planning Organization nominated the US 6 / US 209 corridor in Pike County, which is located in PENNDOT Engineering District 4-0.

The US 6 / US 209 corridor is located in Milford Borough, Milford Township, Westfall Township, and Matamoras Borough in Pike County. The corridor study limits extend 6.79 miles from Harford Street in Milford Borough to the New York State line in Matamoras Borough. The corridor limits include six (6) signalized intersections as follows:

- Broad Street (S.R. 0006) & Harford Street (S.R. 0006 / S.R. 0209);
- Constitution Avenue (S.R. 0006) & Wal-Mart Driveway;
- Constitution Avenue (S.R. 0006) & Westfall Town Center Driveway;
- Constitution Avenue (S.R. 0006) & Reuben Bell Road / Interstate 84 Eastbound Ramps Pennsylvania Avenue (S.R. 0006) & Mountain Avenue (S.R. 1015); and
- Pennsylvania Avenue (S.R. 0006) & Stella Street (T-442) / Interstate 84 Westbound Ramps.

The following adverse conditions were noted through the project meetings, data collection procedures, and traffic analyses:

Population Growth - Over the past 20 years, Pike County's population has increased 153%, qualifying it as the fastest growing county in the Commonwealth. The population is expected to increase another 94% by 2020, leading to further residential growth. With the population growth, the corridor continues to experience increasing traffic volumes from residential and related commercial development.

Development Pressure - Future residential and commercial development is anticipated for the Lake Wallenpaupack area in Pike and Wayne Counties, which will result in increased traffic volumes along this corridor. In addition to the development in Pennsylvania, the neighboring Counties of Orange and Sullivan in New York, and Sussex in New Jersey are some of the fastest growing Counties in their states, further straining the roadway networks. At this time, several large retailers are looking to develop along this corridor due to the proximity of the County's only Department of Environmental Protection (DEP) designated sewage disposal facility, the move of businesses from Port Jervis, NY, and the

expansion and upgrade of the Port Jervis, NY rail line to New York City.

Recreational Traffic - Nearby major recreational facilities and tourist destinations include Lake Wallenpaupack and direct access to the Delaware Water Gap National Recreational Area. This corridor also serves as the main arterial connecting the Boroughs of Milford and Matamoras.

Safety - High crash rates have been reported throughout the corridor. Of particular concern are the pedestrian crashes along Broad Street within Milford Borough. However, these pedestrian safety concerns are addressed by the planned Milford Borough Streetscaping project.

Broad Street & Harford Street Intersection in Milford Borough - The peak hour travel time study indicated heavy delays and poor operational performance at the intersection, particularly on the westbound US 6 / US 209 approach in Milford Borough, which operates at LOS D during the AM peak period and LOS F during the Mid-Day, PM, and Saturday peak periods. Lack of capacity, intersection geometry, truck traffic, and outdated traffic signal timings and equipment contribute to these delays.

BROAD AND HARFORD LEVEL OF SERVICE (LOS)					
Existing Conditions		Without Improvements		With Improvements	
peak hour	LOS / delay*	peak hour	LOS/delay*	peak hour	LOS/delay*
AM	B / 19	AM	C / 31	AM	C / 25
Mid-Day	C / 24	Mid-Day	D / 41	Mid-Day	C / 32
PM	C / 27	PM	D / 51	PM	D / 42
Saturday	C / 28	Saturday	D / 48	Saturday	D / 42
*delay is in seconds per vehicle					

Corridor Improvement Alternatives

The Report evaluated a number of short term improvement alternatives for the Broad and Harford intersection including:

- Installation of a state-of-the-art traffic signal and optimizing signal timing.
- Banning trucks on Broad Street which was dismissed as an alternative for lack of an alternate route.
- Extending turning bays which was dismissed as an alternative due to concern about the loss of parking spaces.
- Corridor preservation techniques to minimize development in areas needed for future road improvements.
- Adopting official maps to identify and preserve future rights-of-way.
- Establishing site design guidelines to minimize development impacts on the corridor.
- Access management planning to limit curb cuts, require shared driveways and parking, provide service roads, and accommodate pedestrians and public transit.
- Adopting a transportation impact fee ordinance to require developers to pay their fair share of road improvements.

The Report found that with the traffic signal upgrade the level of service would be improved somewhat over the ten-year evaluation period. Nevertheless, the level of service will continue to decline. (See the preceding

Level-of-Service Table.) This points to the importance of continued overall traffic planning beyond capital improvements to address the long term problem.

Other Problem Areas

Other road segments and intersections in the Planning Area are equally affected by increased traffic:

- Entering Route 6/Route 209 from businesses and side roads in Milford Township and Milford Borough is becoming progressively more difficult.
- Water Street (SR 2001) carries increasing amounts of traffic through the Township into the Borough to the intersection of Route 6.
- More and more drivers are cutting through residential areas of the Borough to avoid the delay at the Broad and Harford traffic signal.

Milford-Montague Toll Bridge

The traffic crossing the Milford-Montague bridge is a major contributor to the congestion in the Planning Area. The Delaware River Joint Toll Bridge Commission is currently completing the *Northerly Crossings Corridor Congestion Mitigation Study* to determine deficiencies and propose solutions, and the Milford-Montague Bridge is one of four included in the Study. The study area extends just north of the Route 206/Route 209 Interchange in Pennsylvania, which is adjacent to the bridge. To the south, the study area extends just south of the adjacent River Road interchange in New Jersey. The study predicts a declining level-of service with the weekend peak hour turn north on Route 209 falling to LOS D by 2010 and LOS F by 2030. As improvements are made consideration should be given to the effect on Planning Area traffic.

Need for Regional Transportation Planning

Situated between the Delaware Water Gap National Recreation Area and the Upper Delaware Scenic and Recreational River, and with thousands of acres of state land to the west, the Milford Planning Area serves as the *gateway* to much of Pike County. Concurrently, the Borough serving as the County Seat draws many residents from throughout the County. This unique position, coupled with the tremendous population growth anticipated for Pike County, demands attention to traffic planning, one of the most critical issues facing the entire region.

Given that traffic is an issue that transcends municipal boundaries and effects all the municipalities surrounding the Planning Area, the County Planning Office should take the lead role in coordinating and promoting the idea of regional traffic planning. This should include the affected municipalities (in Pennsylvania and New Jersey), the County Planning Commission, the Pike County Road Task Force, PennDOT, NJ DOT and the Joint Toll Bridge Commission. This will require a long term commitment of significant staff time and effort. However, without such commitment the problem will simply intensify with no real plan or solution. The County is currently completing its comprehensive plan and the County lead in traffic planning for the Milford area is a logical next step in the process.

Milford Borough Traffic Planning

The Borough is in the process of conducting a traffic analysis study to identify alternatives for reducing impacts of traffic on the Borough. The study should be completed in the context of the area wide planning recommended above and evaluate nonstructural solutions such as one-way streets and traffic calming devices in addition to capital improvements.

Municipal Roads -- Condition and Future Plans

Township and Borough roads are generally in good condition, with the primary concerns being routine maintenance and drainage improvements. The Borough Council and Township Board of Supervisors will focus on the maintenance and improvement of existing local municipal roads, and monitor the need and ability to correct specific width and alignment problems which would require reconstruction as traffic volumes dictate and available funds allow.

In terms of new road construction, the municipalities are not likely to undertake any new road construction.

Roads serving new residential developments will be constructed by developers in accord with the applicable county or municipal standards. These roads can be accepted for public dedication by the municipality, and provided such roads meet PennDOT standards, the municipality's State Liquid Fuels Fund allocation would increase. However, the long term cost of the maintenance of public roads falls far short of the funds received from Commonwealth for liquid fuel funds. Local officials must carefully weigh the long term maintenance costs against the local tax revenues generated by development and increased state funding before accepting private roads for dedication. The annual payment from the state is based on the municipal population and the amount of road miles maintained.

Condition of State Roads

The condition of the state roads in the Planning Area is also generally good, with continued maintenance and a few dangerous intersections the primary concerns. The state roads in the planning area also include segments with sharp curves and steep grades. Again however, given the modest traffic volumes and limited funding available, the upgrading of these roads by the state is obviously not a priority and is unlikely to occur in the near term. Although the municipalities have no direct control over state roads (the roads that carry the most traffic at higher speeds and present the most critical safety concerns) this *Plan* identifies a number of concerns which must be monitored:

- C Correction of dangerous intersections
- C Increasing volumes of traffic
- C Horizontal and vertical alignment
- C Speed limit enforcement
- C Adequate maintenance
- C Improved signs for hazards and traffic control

Should the condition of these routes deteriorate due to lack of maintenance, or if PennDOT does not make improvements in anticipation of traffic volume increases over the long term, the capacity and level-of-service could degenerate. The municipalities should work with PennDOT and the Pike County Planning Commission to identify the most critical state route improvement needs in the municipalities and work to have the improvements programmed by PennDOT on their Twelve-Year Transportation Program (TYP).

Bridges

Neither municipality owns bridges in the planning area

which is fortunate in terms of finances given the expense of bridge maintenance and replacement. All other bridges in the municipalities are the responsibility of Pike County or PennDOT.

Subdivision Roads

New road construction in the planning area is associated with residential development. The subdivision and land development ordinance sets standards for road layout, design, and construction. Roads may be owned and maintained by private communities, or if a road is constructed to the required standards of the road dedication ordinance it may be accepted by the municipality for general public use. Dedicated roads are then added to Pennsylvania Liquid Fuels Program reimbursement list and are owned and maintained by the municipality.

Specific actions for new subdivision roads include:

- Maintain an up-to-date road ordinance setting standards for construction of public roads and establishing procedures for dedication to the public.
- Maintain an up-to-date road occupancy ordinance setting standards for driveway access to Borough and Township roads and for stormwater and utility improvements within the road right-of-way.
- Review road construction standards to ensure adequacy for public safety and eliminate excessive requirements to minimize the consumption of resources for construction and long term maintenance.

Bicycle Routes

Bicycle PA is the name for a network of cross-state bicycle routes that guide the bicycle tourist across the Commonwealth. The routes generally use existing highways that have been identified as desirable roads for bicycling. In some cases, the route uses improved rail trails to bypass difficult sections. *Bicycle PA Route YI* runs along the Route 6/Route 209 corridor and any transportation planning should consider the establishment of additional bicycle routes in the Planning Area.

Airports, Railroads and Public Transportation

Given the regional nature of airport and railroad development and support, this *Comprehensive Plan* calls for no specific action to be taken by the Borough or Township with regard to air and rail service. Direct

local municipal provision of public transportation is not feasible and no action is anticipated other than participation in regional transportation planning efforts. Area residents rely on regional airports in Pennsylvania, New York and New Jersey for major commercial carrier service. Railroad freight service is available in nearby Port Jervis, New York as well as passenger service to New York City. The Shortline Bus Company provides limited service in Pike County.

Public transportation in rural communities is generally limited by low population density, the cost of providing the service, and uncertainty of public acceptance and use. In short, the cost is too high in relation to the potential revenue from the users of the system, and without public subsidy, it is simply not feasible. In addition, even in areas where the public subsidy has been provided, use of public transport is low given long trips and limited schedules, and the historic reliance on automobiles in rural areas.

Other Road and Intersection Actions:

- Participate in the PennDOT Customer Advisory Board to communicate concerns to PennDOT.
- Continue to work with the Pike County Road Task Force and PennDOT officials to discuss highway improvement needs and prioritize and promote specific improvement projects.
- Work with local legislators, the County and PennDOT to schedule studies to identify improvements to correct identified road and intersection deficiencies
- Complete and update annually a detailed Township/Borough road inventory and evaluation to identify needs and develop an improvements schedule within normal budgetary process, and to identify potential capital projects.
- Maintain an up-to-date inventory of road maintenance equipment as a means of planning for replacement and inclusion the capital improvements program.
- Require the issuance of a highway occupancy permit by the Township for any access or drainage work along Township roads.