

## PCTI Project Assessment

### Candidate Project: Whitehall Road/University Drive Extension Widening

The application is for \$300,000 in planning funds for the Preliminary Engineering (PE) phase of the project, which recently started. The funding will be focused on implementing the “Complete Streets” concept that the community desires in the corridor.

Smart Transportation Principle	Applies to Principle	Comments
Emphasizes cost effective solutions scaled to size of problem	Yes	Proposes intersection improvements, turning lanes, new traffic signal(s), and improvements to existing signals to address safety and congestion issues; Does not propose lane capacity improvements.
Emphasizes context sensitive design elements	Yes	Municipal officials and the community have emphasized the need to implement the “Complete Streets” concept because of a wide variety of land uses in the corridor, and presence of bicyclists, pedestrians, and transit service.
Project has a high value/price ratio	Yes	Turn lanes, new signal(s), and improvements to existing signals will reduce vehicle crashes, mitigate congestion, and improve safety for bicyclists and pedestrians.
Enhances local network	Yes	Improves access to state, municipal, and private streets along the corridor. Improves mobility in the corridor, which will reduce traffic diversion through local neighborhood streets.
Level of Service optimizes the function of the roadway with the surrounding land use	Yes	Corridor includes a wide variety of land uses, including low and medium density residential, public parks, schools and day care centers, churches, and senior living complexes. The intersection and turn lane improvements will improve safety and traffic flow, but will not increase vehicle speeds.
Emphasizes safety	Yes	The turning lanes, signal improvements, and bicycle/pedestrian facilities will eliminate sight distance, congestion, and access control issues that have contributed to a crash history at several locations within the project limits.
Emphasizes intermodal connections	Yes	The Complete Streets concept will dramatically improve traveling conditions for bicyclists and pedestrians, and provide new facilities that provide access to transit stops.
Leverages/preserves existing investments	Yes	One traffic signal that was previously installed by State College Borough at the Waupelani Drive intersection has already been sized to accommodate widening of the roadway for turning lanes. Ferguson Township has reserved right-of-way in one section to help avoid impacts to a potential historic structure. Funding has been set aside by two private developments through PennDOT’s Highway Occupancy Permit (HOP) process for turning lanes within the corridor.
Improves quality of living by promoting town centers and decentralizing sprawl	Yes	Improves access to proposed development areas in the Regional Growth Boundary (RGB) [growth area] specified in the Centre Region Comprehensive Plan, a multi-municipal comprehensive plan developed and adopted by six municipalities, including all three municipalities within the project corridor.
Develops partnerships with local governments that promote strong land use plans	Yes	As noted in previous item, the corridor is within the RGB in the Centre Region Comprehensive Plan. All three municipalities have indicated to the CCMPO that the project is one of their highest priorities.