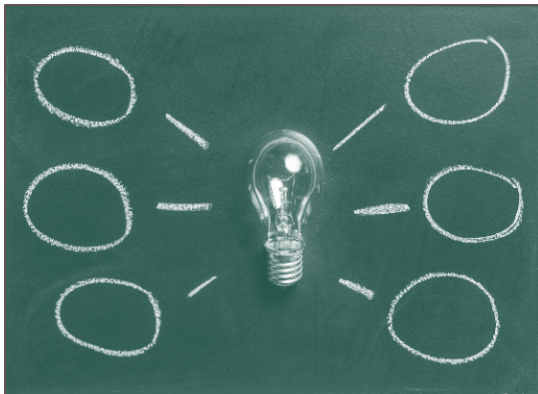


County and its Metropolitan Planning Organization, thus ensuring the county's continued eligibility for Federal transportation funding. The development timeline for ONWARD2050 is included in Appendix A.

## CHAPTER 2 - PUBLIC ENGAGEMENT

The process of public engagement is a crucial component of transportation planning, including during the development of the Long Range Transportation Plan. The process ensures that stakeholders have the opportunity to actively engage in matters concerning the transportation network. ACTPO is federally mandated to maintain a Public Participation Plan (PPP) that provides a framework for public outreach activities. Specifically, to facilitate a continuing, cooperative, and comprehensive (3C) planning approach, the document identifies communication methods used to notify the public of engagement opportunities, identifies stakeholders, specifies strategies for gathering public input, and provides an analysis of the socio-economic trends within the County. ACTPO's Public Participation Plan was actively updated alongside ONWARD2050. To view the most recent version of the Public Participation Plan, visit [ACTPO'S website](#).

### 3C PLANNING PROCESS



## STRATEGY

Public input is a critical component when evaluating the functionality and efficiency of the transportation network. Engaging the community provides a means for establishing high-level priorities and identifying needed improvements. Users of the transportation system provide beneficial anecdotal feedback pertaining to mobility, connectivity, maintenance, and safety concerns. Emerging technology, shifting social norms and behaviors, and current events (e.g. global pandemics and natural disasters) may redirect public priorities and shift policy decisions from one plan update to the next. Ultimately, a vision for the transportation system in the future, that keeps pace with the changing region, evolves from information collected through public outreach efforts. An investment strategy that prioritizes projects is then developed to achieve that vision, while also considering reasonable projected funding levels, the federal requirement of Performance Based Planning and Programming (PBPP), and other requirements set by governmental agencies.

## Outreach Techniques

The following outreach techniques were used to gather public input for developing ONWARD2050. The feedback was then collectively analyzed and used to develop several elements of the plan.

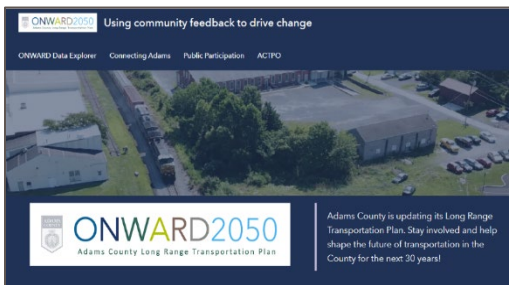
**Virtual Public Involvement:** The social disruptions caused by the COVID-19 pandemic exposed the need to provide alternate communication methods when meeting in the same physical location is not an option or when mobility barriers hinder one's ability to provide meaningful feedback. As a result, Virtual Public Involvement (VPI) strategies have been integrated into ACTPO's public engagement efforts related to transportation planning and programming activities. The draft policy that addresses VPI is included in Appendix B.

### L RTP SUBCOMMITTEE:

A subcommittee was organized to guide the development of ONWARD2050. Acting as a sounding board for staff considerations, the subcommittee provided suggestions and feedback throughout the plan development process. Members of the subcommittee included representatives of the ACTPO board, PennDOT, and FHWA.

### ONWARD2050 PROJECT WEBSITE:

A project website was created to present an overview of the development process of ONWARD2050. The interactive website allowed users to access the public survey and subsequent survey results, provide feedback using the public comment map, learn about the history



of Adams County's transportation system, explore interactive maps, and more. The ONWARD2050 project website will transition into a general Adams County transportation planning website, aligning with ACTPO's goal of providing easily-accessible transportation planning related information.

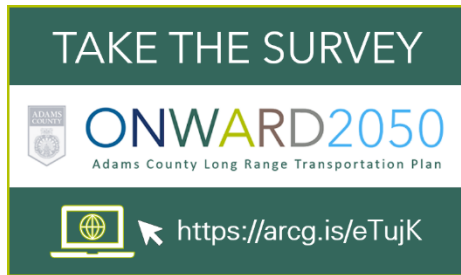
## MUNICIPAL ENGAGEMENT & PENNDOT CONNECTS

Municipal officials carry the responsibility of making local decisions for the townships and boroughs within Adams County. For matters related to the transportation network, familiarity with the road network, including state and local roads and bridges, is necessary for determining the best solutions for specific issues. ACTPO viewed direct outreach to municipal boards and councils as an opportunity to capture insight that may not have been received otherwise.

Engaging with municipalities during the planning process aligns with the PennDOT Connects initiative, PennDOT's planning policy designed to maximize the benefits of project investments to improve the efficiency of project delivery and avoid costly project delays, mistakes, and miscommunication. This process begins when projects are identified as part of the Long Range Transportation Plan and continues when projects are added to the Twelve Year Plan (TYP) and programmed on the Transportation Improvement Program (TIP). Early collaboration through in-person meetings and the PennDOT Connects Portal can help to ensure that the scope of work identified for individual projects considers local community needs and policies.



## PUBLIC SURVEY – SPREADING THE WORD



A public survey was launched in July 2021 to gather feedback related to the transportation system in Adams County. The survey was conveniently accessible through an interactive online platform. Hardcopies of the survey were also available to anyone who did not have access to a computer or mobile device, or those preferring to submit responses in paper form. Marketing materials utilizing a QR (Quick Response) code and web links were created to promote the survey throughout the community. Local organizations and municipalities shared the survey through websites, listservs, newsletters, and social media accounts. A news article was published on two separate occasions in the local newspaper, *Gettysburg Times*, to inform readers about the public engagement opportunity.

## Content

The public survey consisted of three parts:

### PART 1

Three different scenarios were identified: Repair the existing system, expand the transportation system, and modernize the transportation system.

Respondents were asked to rank the scenarios, and priorities within each scenario, based on their preferences.

### PART 2

Respondents were asked questions related to transportation system funding, current use of the transportation system, and emerging vehicle technologies.

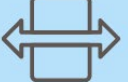
### PART 3

Part three of the survey was an open-ended question. This part allowed survey respondents to comment freely about the transportation network.

**REPAIR**  


**Repair Existing System**  
  
Funding allocated for the transportation system is used to repair the existing transportation infrastructure in the county.

**Priorities include:**  
  
Pavement, Bridges, Safety [Repair existing measures], Signals, Signs

**EXPAND**  


**Expand Transportation System**  
  
Funding allocated for transportation is used to add additional services, facilities, and infrastructure to the transportation system.

**Priorities include:**  
  
Connectivity, Bicycle and Pedestrian Facilities, Safety, Transit Service

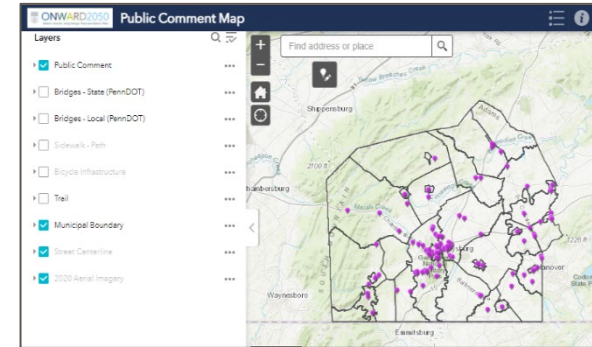
**MODERNIZE**  


**Modernize Transportation Network**  
  
Funding allocated for the transportation system is used to implement new technology for adapting to emerging trends and future needs.

**Priorities include:**  
  
Safety, Alt. Fuels Infrastructure, Intelligent Transportation Systems (ITS), Connected and Autonomous Vehicles, Ride-hailing

## Public Comment Map

A comment map was made available to the public to collect transportation-related concerns at specific locations within the county. To better understand who was providing input, respondents were asked to identify their tie to Adams County. Respondents were also asked to categorize their comment or concern into a broader transportation-related topic. The overwhelming majority of comments and concerns submitted through the public comment map related to safety issues.



## Overview of the Feedback

The following is a general summary of the public survey. The complete survey, including a full list of responses, comments, and locations identified, may be found in Appendix C.

### Surveys

356



Total Surveys  
Completed

### Comments

101



Comments  
Received

### Locations

222

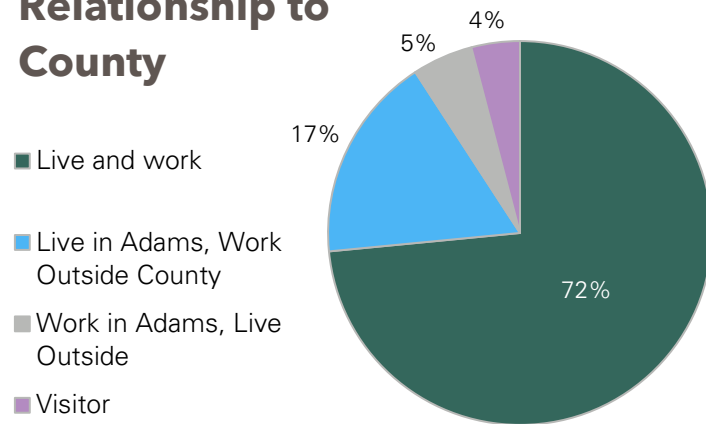


Locations  
Identified

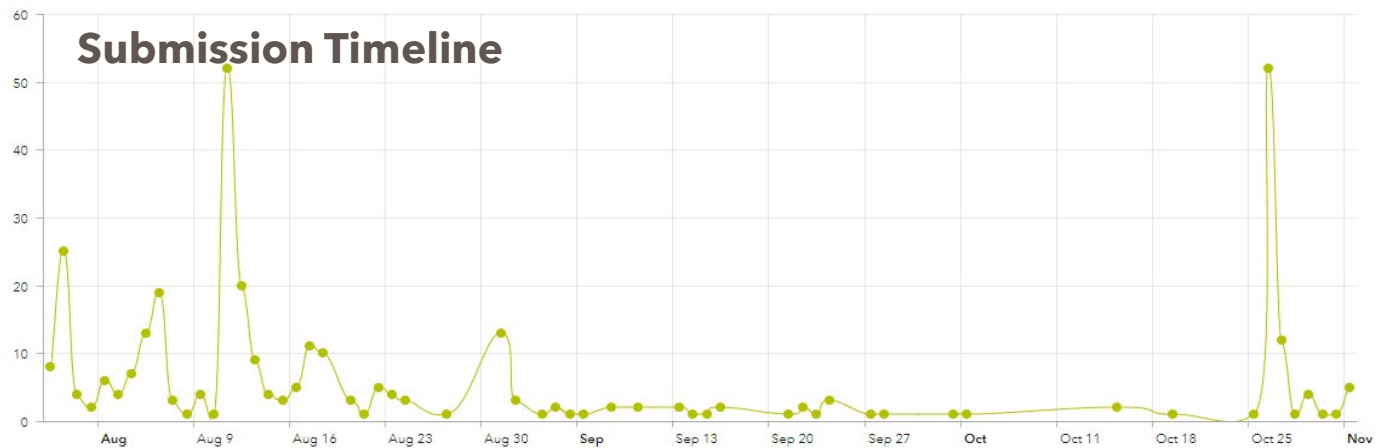
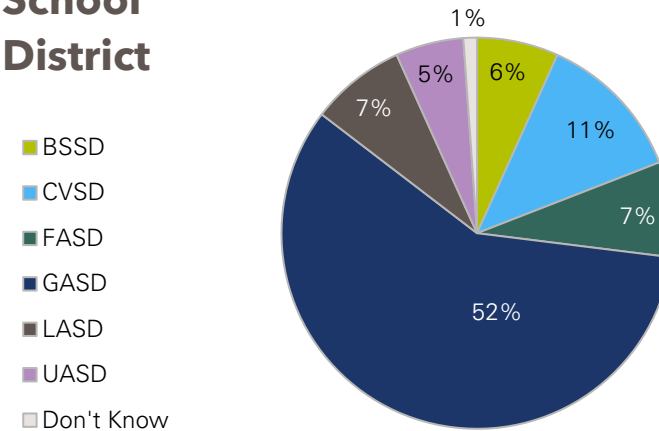
## Who Submitted Surveys:

The majority of people who submitted a survey live and work (or are retired) in Adams County. Respondents who live in the County were asked which School District they reside in.

### Relationship to County



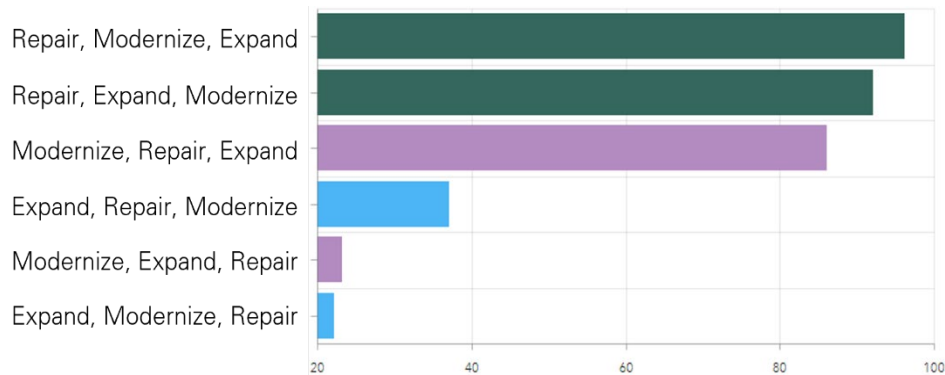
### School District



## Overall Scenario Preference

The three scenarios from Part 1 of the survey were ranked according to preference:

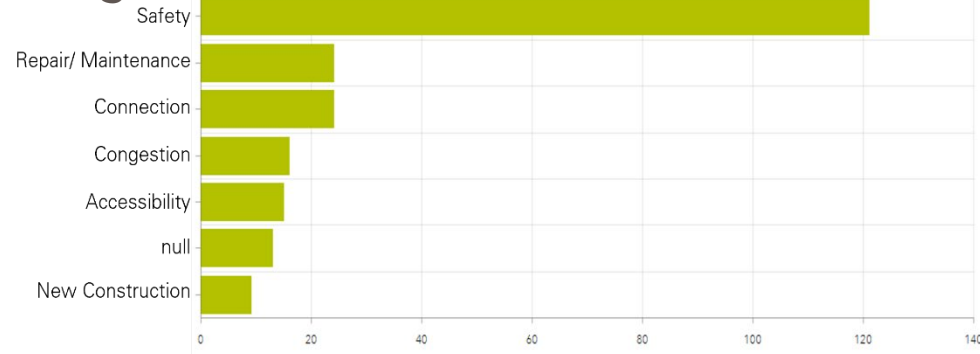
### Scenarios



## Public Comment Map Summary

A web application was available, through and independent of the survey, to collect the location of transportation-related concerns in the County. The public could identify specific places on a map and were asked a few questions about the location.

### Categories



## RECURRING PUBLIC FEEDBACK CONCERNS



- Expand safe bicycle and pedestrian connections where practicable throughout the county
- Repair and maintain the existing transportation network in the county
- Consider additional public transportation options to destinations within the county and surrounding regions
- Reduce congestion and improve the efficiency of the transportation network by evaluating traffic signal timing and coordination
- Address safety issues that contribute to crashes, especially speeding and unsafe driver actions
- Reduce truck traffic within boroughs and town centers
- Expand electric vehicle infrastructure within the county
- Engage local municipalities at all levels of project development, from planning to project delivery

"Public transportation needs to be prioritized..."

"Active transportation is extremely important, given health problems associated with our sedentary life style..."

"Please coordinate traffic lights around the square..."

"...Autonomous driving impacts are not too distant, and we want to anticipate what investments now could reap significant rewards down the road..."

"I think electric charging stations are a priority for the future..."

"Fix the roads and the bridges and maintain what we've already got..."

"I found it very difficult to prioritize many of the questions on the survey...Many times they seemed all important..."