



HARRISBURG TRANSPORTATION CENTER

A TRANSIT-ORIENTED DESIGN VISION

PennDOT, in collaboration with the City of Harrisburg and the Harrisburg Redevelopment Authority, is considering the future of a four-block area just north of the Harrisburg train station, more formally known as the Harrisburg Transportation Center (HTC). The question we're asking: What types of development would benefit from close proximity to a multimodal transportation hub—and would in turn increase train and bus ridership?

Project Description

PennDOT, in partnership with the City of Harrisburg and the Harrisburg Redevelopment Authority, is embarking on an exciting transit-oriented development (TOD) plan to redevelop the HTC and surrounding Market Street corridor as a vibrant, transit-oriented center. The plan will promote the reuse and redevelopment of adjacent parcels, walkability and accessibility enhancements, sense of place, and overall economic development.

Roll Up Your Sleeves and Join Us!

A core element of this project will be Visioning Week, September 19–22, 2016, with many hands-on opportunities for public involvement. You'll have the opportunity to walk the study area, tour the train station, join discussion groups on specific considerations such as stormwater and historic resources, and contribute to lively brainstorming.

The centerpiece of Visioning Week will be team design sessions, open to the public. As ideas emerge from outreach events, the team will use them to shape design options for the study area—in real time.



The Harrisburg Amtrak station, known as the Harrisburg Transportation Center (HTC), is a multimodal hub. The north end of the station houses an intercity bus terminal and accommodates local city buses.





A Strong Starting Point: HTC Facts by Transportation Mode



PASSENGER RAIL

- Fourteen Amtrak trains per weekday to Philadelphia and the Northeast Corridor; 12 continue to New York City without transfer
- One train per day to/from Pittsburgh and points west
- 2015 ridership at the HTC: 508,685



LOCAL AND INTERCITY BUS

- Capital Area Transit: approximately 2.5 million riders each year in the Harrisburg metropolitan area; 33 routes serve the HTC
- Susquehanna Trailways: to/from Williamsport daily
- Greyhound: to/from Philadelphia, Pittsburgh, Baltimore, New York (via Allentown), and Scranton



BICYCLE

- Harrisburg's Capital Area Greenbelt located along the Susquehanna River is less than half a mile from the HTC.
- The Capital Area Transit bridge (former Cumberland Valley Railroad Bridge) across the river between downtown and the West Shore is being considered for conversion to a pedestrian and bicycle crossing.
- Capital Area Transit buses are equipped with bicycle racks.
- Folding bicycles may be brought aboard Amtrak trains instead of a carry-on bag; standard bicycles may be boxed and checked as baggage for a fee.



PEDESTRIAN

- The HTC is about a three-block walk from Harrisburg's Capitol campus, which is an employment hub for the city.
- Three hotels, one hospital, numerous downtown office buildings, and dozens of restaurants are within walking distance of the station.
- As part of the 2015 Capitol Pedestrian Project, PennDOT constructed a series of ADA-compliant improvements, including sidewalks, crosswalks, and enhanced access to the HTC.

Fast, Convenient Rail Connections to Philadelphia and the Northeast Corridor

Keystone Corridor passenger rail improvements over the past decade have reduced travel time between Harrisburg and Philadelphia from 120 to 95 minutes.

Vehicle Access and Parking

- Several parking locations are within walking distance of the HTC.
- The HTC is less than a mile from I-83, which connects to I-81, I-76, and I-283.

The Harrisburg Transportation Center, built in 1887, is on the National Register of Historic Places and is also a designated National Historic Landmark.

