MEMORANDUM

TO: Bicycle & Pedestrian Advisory Committee (BPAC)

FROM: Robert Bini, AICP
       Director for Transportation Planning

DATE: May 16, 2019

SUBJECT: Next Meeting: Thursday, May 23, 2019

The next meeting of the Bicycle Pedestrian Advisory Committee will be held on May 23, 2019 at 5:00 p.m., in Conference Room 102, located at 150 North Queen Street, Lancaster, PA, 17603. Please use the Binn’s Park Entrance. Parking is available at the Prince Street Garage and Duke Street Garage.

The enclosed agenda includes three (3) action items: Minutes of March 15, 2019 Meeting; Review Lancaster Amtrak Station Parking Improvements; and Review Resurfacing Projects.

The agenda also includes the following discussion items: Review the Role of BPAC; Discussion of ATP Implementation and BPAC’s Role; Discussion of BPAC Membership and Reorganization; and Updates on previous BPAC Recommendations.

The Lancaster County Transportation Coordinating Committee, and its associated committees, including BPAC, is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in this public meeting, please contact Robert Bini at 717-299-8333 or by email to Rbini@co.lancaster.pa.us, as soon as possible, but no later than five (5) days before the scheduled event. Thank you.

BB/ar
Enclosures
LANCASTER COUNTY
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
MEETING AGENDA

Date: May 23, 2019
Place: Conference Room 102
150 North Queen Street, Lancaster, PA 17603

Order of Business:

1. Call to Order

2. Call to Audience – Public comment
   Any person who wishes to speak about any item NOT on the agenda.

3. Minutes of March 28, 2019 Meeting
   See attachment. Action

4. Review the Role of BPAC
   See attachment.

5. Discussion of ATP Implementation and BPAC’s Role
   See attachment.

6. Discussion of BPAC Membership and Reorganization

7. Review Lancaster Amtrak Station Parking Improvements
   Action

8. Review Resurfacing Projects
   See attachment. Action

9. Updates on previous BPAC Recommendations

10. Other Business & Public Participation

11. Next Meeting: **August 22, 2019 at 5:00 p.m.**

12. Adjournment
DATE: March 28, 2019  
PLACE: 150 N. Queen Street, Conference Room 102

Members: Bill Swiernik, George Tobler, Brenda Buescher, Bill Hoffman  
Staff: Robert Bini, Kristiana Barr  
Guests: Michael Domin, Emma Hamme, Joshua Deering, Will Weismantel

ORDER OF BUSINESS:

1. Call to Order – The meeting was called to order at 5:02 PM

2. Call to Audience – No Public Comment.

3. Minutes of January 24, 2019 Meeting (Action) –
   
   Mr. Hoffman made a motion to approve the minutes as presented. Mr. Tobler seconded the motion.

4. Lancaster Active Transportation Plan (ATP) Presentation (Action) –
   
   Ms. Hamme informed the Committee that the ATP Team believes the public is behind the adoption and implementation of the ATP based on the large amount of overwhelmingly positive feedback. This includes over 110 comments and an impressive turnout at the public open house. Minor changes were made to the draft ATP, including clarifying language and phrasing used as well as fixing any grammatical errors. Some edits were made to select maps and pictures based on stakeholder comments.

   Ms. Hamme, Mr. Domin, and Mr. Bini responded to questions from the Committee.

   Ms. Buescher made a motion to recommend the Lancaster ATP to TTAC for their recommendation to the MPO for adoption. Mr. Tobler seconded the motion.

5. Discussion of Staff Recommendation for Current Vacancy (Action) –
   
   Mr. Bini provided an overview of the reasoning behind the selection of Mr. Weismantel by MPO staff to fill the current vacancy on BPAC. Mr. Bini introduced Mr. Weismantel to the Committee. Mr. Weismantel spoke to his personal and professional background as well as his interest in joining BPAC.

   Mr. Swiernik made a motion to recommend that TTAC recommend Mr. Weismantel to the MPO for appointment to BPAC. Mr. Hoffman seconded the motion.

6. Review Resurfacing Projects (Action) –
   
   Ms. Barr and Mr. Bini led the Committee in a discussion of the Church Street resurfacing
They discussed the existing conditions of the project area and developed recommendations for the various segments. MPO staff will prepare the recommendations and submit them to the assigned PennDOT District 8-0 project manager for review and feedback.

Mr. Hoffman made a motion to request that MPO staff submit the agreed upon recommendations to the assigned PennDOT project manager. Mr. Swiernik seconded the motion.

7. **Updates on previous BPAC Recommendations** –
   Ms. Barr discussed the PennDOT District 8-0 response to the resurfacing recommendations made by BPAC at the January 24, 2019 meeting. Mr. Bini updated the Committee on the status of the Centerville Road Interchange and Corridor Improvement project, including consideration of BPAC recommendations.

   The Committee expressed interest in continuing to receive updates on the status of previously approved recommendations. MPO staff will include updates as a permanent agenda item.

8. **Other Business & Public Participation** –
   Mr. Hoffman expressed a desire for the Committee to re-evaluate the Buchanan Avenue bike lane in the City of Lancaster. Other Committee members did not express interest in revisiting the topic. MPO staff had no new information to provide.

   Mr. Deering asked the Committee and MPO staff about the experiences of other Municipalities who have recently addressed walkability in their own communities. Ms. Buescher will share additional information, including relevant contacts and resources, with Mr. Deering after the meeting.

9. **Next Meeting: May 23, 2019 at 5:00pm**

10. **Adjournment: 6:33pm**
MEMORANDUM

TO: BPAC

FROM: Kristiana Barr, Senior Transportation Planner

DATE: May 16, 2019

SUBJECT: Review the Role of BPAC

With the appointment of a new member as well as recent adoption of the Lancaster Active Transportation Plan (ATP), this is a good opportunity to review the Committee’s role (see the attached adopted mission statement).
Item (1)
BPAC was established to provide guidance to the Lancaster MPO (Metropolitan Planning Organization) on issues related to non-motorized modes of transportation.

BPAC is an advisory committee on transportation plans, programs, and projects brought before the MPO. Examples include, but are not limited to:

- PennDOT Connects
- Long Range Transportation Plan (LRTP)
- Active Transportation Plan
- Transportation Improvement Program (TIP) projects
- Transportation Alternatives Program
- Corridor studies
- Road safety audits
- Unified Planning Work Program (UPWP)

BPAC is not a policy-making body or a local advocacy group. It is an advisory committee that operates within the federal transportation planning process.

A member of BPAC shall represent non-motorized interests as a voting member on TTAC.

BPAC will participate in local community stakeholder meetings as part of the PennDOT Connects process that is to be completed for projects on the TIP.

LCPC Staff shall serve as staff to BPAC.

BPAC shall have a Chair and a Secretary. The Secretary shall be LCPC Staff. In the event the Chair cannot attend a meeting, the Secretary shall run the meeting.

BPAC meets 5 times a year.

Current membership is 5.

Quorum shall be set at 3. LCPC Staff shall be a non-voting member. If quorum is not reached, the LCPC Staff shall be named as the alternate by the Chair and shall have proxy voting rights.

BPAC recommendations shall be approved at a BPAC meeting and submitted to TTAC for their recommendation. TTAC then forwards the recommendation to the MPO for approval and signature by the Chair of the MPO.

In the event a recommendation needs to be submitted and a BPAC meeting will not be occurring before the recommendation is needed, an email voting ballot shall be used.
MEMORANDUM

TO: BPAC

FROM: Kristiana Barr, Senior Transportation Planner

DATE: May 16, 2019

SUBJECT: Discussion of ATP Implementation and BPAC’s Role

We ask Committee members to please review the attached ATP Chapter 7 – Implementation in advance of the meeting, if possible.

Keeping in mind the BPAC mission statement while looking towards implementation of the ATP, which listed recommendations on pages 7-4 to 7-8 do you think BPAC has the potential capacity and interest to work on?
Item (2)
IMPLEMENTATION
“Lancaster is a vibrant, diverse, and active community where people of all ages and abilities can move safely and conveniently through an interconnected network of pedestrian, bicycle, and transit facilities that promote healthy living and economic vitality.”

This chapter summarizes the key recommendations of this plan. These recommendations should be comprehensively and strategically implemented by ATP stakeholders. Each year, a list of ‘action items’ will be created after reviewing the ATP recommendations and implementation progress thus far. Recommendations will be updated every five years to reflect best practices and changing conditions in the county. Stakeholders should collaborate to strategically use existing funding and determine additional funding sources necessary to achieve the goals of the ATP.

**THIS CHAPTER INCLUDES AN OVERVIEW OF:**

- Vision ................................................................. 7-2
- Active Transportation Plan Recommendations ......................... 7-3
- How to Implement This Plan ............................................. 7-9
- How to Implement the Network and Make Infrastructure Improvements .... 7-10
- Who Implements .................................................. 7-13
- Performance Measures ............................................. 7-14
ACTIVE TRANSPORTATION PLAN RECOMMENDATIONS

A. CONNECT THE TRANSPORTATION NETWORK.

Create a complete network for each mode of transportation, and provide connections between modes. The transportation network should provide safe, connected infrastructure including roads, sidewalks, bicycle lanes, and parking facilities, trails and paths, rail stations, and bus stops throughout the county. Barriers that inhibit the movement of bicyclists and pedestrians should be addressed. Our system should be multi-modal so that it is easy to use more than one mode to reach a destination. Greater network connectivity will provide more options to reach a destination.

B. IMPLEMENT COMPLETE STREETS: CONSIDER ALL ROADWAY USERS IN INFRASTRUCTURE DESIGN.

Design our transportation infrastructure to accommodate roadway users – motorists, pedestrians, bicyclists, and transit users – of all ages and abilities. Complete Streets increase the capacity and efficiency of the roadway by moving more people in the same amount of space, which can improve air quality and reduce congestion. Roadway designs should be context-sensitive, meaning that not every road requires every treatment. The character zones established in places2040 are the framework by which to identify what treatments are appropriate for communities, corridors, and landscapes across Lancaster County.

C. IMPROVE SAFETY THROUGH EDUCATION, AWARENESS & ENFORCEMENT.

Educate all road users about their rights and responsibilities, and enforce traffic laws. Increase awareness of traffic safety through educational outreach and media campaigns. Ensure that all road users understand the proper uses for bicycle and pedestrian infrastructure. Work to reduce traffic conflicts and crashes.

D. ENCOURAGE EVERYONE TO WALK AND BIKE.

Make active transportation more attractive and accessible to a variety of users - including commuters, residents, recreational users, visitors, and people of all ages and abilities. Marketing bicycle and pedestrian attractions, infrastructure, and resources generates awareness and interest amongst potential users. Increased usage of active transportation modes supports economic development, healthy lifestyle choices, and community-building.

E. ALIGN RESOURCES AND WORK COLLABORATIVELY TO IMPLEMENT ACTIVE TRANSPORTATION PRIORITIES.

Coordinate the work of the public, private, and non-profit sectors to implement this plan. Transportation challenges extend beyond municipal and organization boundaries – the solutions must do the same. Public, private, and nonprofit sector partners and their staff must coordinate funding, planning, policies, and procedures to align with shared priorities due to the limited availability of resources. Transportation improvements should be used as an opportunity to address other community needs.
### A. CONNECT THE TRANSPORTATION NETWORK.

<table>
<thead>
<tr>
<th>Recommendations</th>
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<tr>
<td><strong>(A1) STUDY PRIORITY ROAD CORRIDORS AND IMPLEMENT BICYCLE/PEDESTRIAN IMPROVEMENTS.</strong></td>
<td>• Prioritize road corridor studies to implement planned bicycle/pedestrian networks. Use context sensitive infrastructure improvements to create a sense of comfort and safety for all users.</td>
<td>Ch 4, 4-7 to 4-15; App A; D-3</td>
</tr>
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<td><strong>(A2) IMPLEMENT MOBILITY HUBS TO IMPROVE INTERMODAL CONNECTIONS.</strong></td>
<td>• Develop mobility hubs as intermodal centers to connect people with a variety of transportation modes. • Develop cost estimates and maintenance strategies for intermodal improvements at mobility hubs based on local ‘best practice’ design, such as SCTA guidance for transit stops.</td>
<td>4-16 to 4-21; D-4 to D-5</td>
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<td><strong>(A3) IMPLEMENT THE LANCASTER CITY BICYCLE NETWORK.</strong></td>
<td>• Build the recommended network using suggested improvements to connect City neighborhoods, neighboring municipalities, and the entire county.</td>
<td>Ch 5; 6-3 to 6-13, 6-23 to 6-30; App A; App E</td>
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<td><strong>(A4) CREATE AN INTERCONNECTED, COUNTYWIDE TRAIL SYSTEM.</strong></td>
<td>• Complete the regional network of shared-use trails with special consideration for the accessibility of trails from communities, mobility hubs, priority corridors, and local trails. • Implement the Greater Lancaster Heritage Pathway, Northeast Greenway, and Engleside Greenway.</td>
<td>Ch 6; App A</td>
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<td><strong>(A5) ADOPT OFFICIAL MAPS.</strong></td>
<td>• Utilize municipal official maps to identify important active transportation connections and improvements in communities, at mobility hubs, and along priority corridors for regional coordination and implementation.</td>
<td>D-6</td>
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<td><strong>(A6) CONNECT THE STREET NETWORK.</strong></td>
<td>• Connect existing roads and require new development to be connected through existing development, infrastructure, and the regional roadway network. • Improve existing – and identify new – routes over/under limited access highways, railroads, streams, and other physical barriers that inhibit connectivity.</td>
<td>Ch 2, 2-36 to 2-37; App A; D-7</td>
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<td><strong>(A7) CONNECT AND IMPROVE TRANSIT STOPS.</strong></td>
<td>• In coordination with SCTA, develop design guides, cost estimates, and maintenance strategies for transit stops to improve the transit user experience. Incorporate transit improvements into planning efforts and new development. Develop partnerships for cost-sharing and maintenance.</td>
<td>D-8 to D-9</td>
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<tr>
<td><strong>(A8) CONNECT TO BICYCLE AND PEDESTRIAN INFRASTRUCTURE IN OTHER COUNTIES.</strong></td>
<td>• Reevaluate the location of Pennsylvania State Bike Routes in Lancaster County. • Provide bicycle, pedestrian, and trail connections to neighboring counties.</td>
<td>2-19 to 2-20; 4-5</td>
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## B. IMPLEMENT COMPLETE STREETS: CONSIDER ALL ROADWAY USERS IN INFRASTRUCTURE DESIGN.

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<tr>
<td><strong>(B1) IMPLEMENT COMPLETE STREETS.</strong></td>
<td>• Enact Complete Streets through county and municipal policies, ordinances, plans, and procedures.</td>
<td>4-9; 7-10 to 7-12</td>
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<td></td>
<td>• Promote context-sensitive design recommendations based on the places2040 character zones.</td>
<td>4-7 to 4-15; App A</td>
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<td>• Reinvigorate the county Complete Streets program, including the guidebook and other resources.</td>
<td>2-6</td>
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<td><strong>(B2) USE STANDARD DESIGN GUIDELINES FOR MULTIMODAL FACILITIES.</strong></td>
<td>• Integrate consistent design standards for bicycle, pedestrian, and transit facilities into local zoning and Subdivision and Land Development Ordinance (SALDO).</td>
<td>7-10 to 7-12; App A</td>
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<td>• Uphold and utilize nationally-recognized design guidelines for multimodal transportation infrastructure.</td>
<td>App A</td>
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<td><strong>(B3) INCORPORATE BICYCLE AND PEDESTRIAN FACILITIES AS STANDARD FEATURES IN ALL TRANSPORTATION PROJECTS.</strong></td>
<td>• Incorporate active transportation-oriented improvements into scheduled construction or maintenance projects, whenever possible.</td>
<td>7-10 to 7-12</td>
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<td>• Facilities should be context-sensitive; not every road requires every treatment.</td>
<td>4-7 to 4-15; App A</td>
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<td><strong>(B4) USE BEST PRACTICES TO IMPROVE SAFETY AND REDUCE CONFLICT ON ROADWAYS.</strong></td>
<td>• Establish criteria for applying various traffic calming techniques, especially at multimodal crossings.</td>
<td>App A; D-10 to D-11</td>
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<td>• Utilize context-sensitive traffic calming techniques to highlight the presence of bicyclists and pedestrians for increased awareness and safety of all road users.</td>
<td>4-12; App A; D-10 to D-11</td>
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<td>• Use access management to consolidate driveways and limit the number of new access points along arterials and major collectors, which reduces the potential for conflict between motor vehicles, bicyclists, and pedestrians.</td>
<td>D-12</td>
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<td><strong>(B5) IMPROVE AND MAINTAIN PEDESTRIAN INFRASTRUCTURE.</strong></td>
<td>• Maintain existing pedestrian infrastructure using tools like sidewalk maintenance policies.</td>
<td>D-13</td>
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<td>• Close gaps in the existing sidewalk network, particularly in designated growth areas.</td>
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<td>• Require safe sidewalk detours around construction zones.</td>
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<td><strong>(B6) IMPROVE AND MAINTAIN BICYCLE INFRASTRUCTURE AND PARKING.</strong></td>
<td>• Provide bicycle infrastructure and parking, particularly in designated growth areas. When possible, repurpose underutilized pavement and parking spaces in high-traffic areas for this purpose.</td>
<td>App A; D-14</td>
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<td>• Research and compile best practices for bicycle infrastructure maintenance. Estimate the cost of maintenance and designate roles and responsibilities prior to implementation.</td>
<td>D-15 to D-16</td>
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<td>• Require safe bikeway detours around construction zones.</td>
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## C. Improve Safety Through Education, Awareness & Enforcement.

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<tr>
<td><strong>(C1) Expand the Reach of Safety &amp; Education Programs for All Roadway Users.</strong></td>
<td>• Support the provision of bicycle safety education for all ages and abilities, including beginning driver education, classroom, and on-bike training, and other educational programming and events.</td>
<td>D-17 to D-18</td>
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<td><strong>(C2) Organize Media &amp; Public Awareness Campaigns.</strong></td>
<td>• Promote education programs and public awareness campaigns that focus on how to use bicycle and pedestrian infrastructure in addition to the rules of the road for all users.</td>
<td>D-19</td>
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<td><strong>(C3) Coordinate Police Enforcement Operations.</strong></td>
<td>• Conduct special police enforcement operations like targeted crosswalk enforcement focusing on issues like speeding, aggressive driving, and failing to yield to pedestrians. • Prioritize designated growth areas, school zones, and areas with significant pedestrian and bicycle traffic volumes. Enforce bicycle and pedestrian laws as a part of the day-to-day activities of patrol officers.</td>
<td>D-20</td>
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<td><strong>(C4) Emphasize Police Training on Bicycle and Pedestrian Issues.</strong></td>
<td>• Bolster bicycle and pedestrian content in police education courses to enhance public safety through the enforcement of existing laws.</td>
<td>D-21</td>
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<td><strong>(C5) Work to Reduce Traffic Fatalities.</strong></td>
<td>• Develop a routine analysis of crashes and implement data-driven measures to reduce crash incidence through enforcement, infrastructure, speed limit reductions, or other measures.</td>
<td>D-22</td>
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D. ENCOURAGE EVERYONE TO WALK AND BIKE.

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<td>(D1) UPDATE THE LANCASTER COUNTY BICYCLE MAP.</td>
<td>• Amend the Lancaster County bicycle map to show a variety of routes, infrastructure, and destinations. Employ the map to promote economic development in Lancaster County communities.</td>
<td>6-13; D-23</td>
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| (D2) EXPAND ACCESS TO BIKES AND SHARED MOBILITY. | • Grow and market bike share programs throughout Lancaster County to increase access to bicycles for residents and visitors.  
• Establish methods to manage the use of, and identify facilities where the full range of shared mobility and personal mobility devices will be used.  
• Expand bike giveaway and repair programs to support access to and ownership of bicycles. | D-24 to D-25 |
| (D3) COORDINATE SIGNAGE AND WAYFINDING. | • Develop cohesive countywide wayfinding signage to promote tourism as well as economic development by encouraging residents to explore beyond familiar places.  
• Ensure important bicycle or pedestrian routes and trails are easy to find and well-marked. | D-25 |
| (D4) SEEK BICYCLE FRIENDLY DESIGNATIONS. | • Endorse the League of American Bicyclists ‘Bicycle Friendly’ designation programs to offer a roadmap for businesses, universities, and communities to become more welcoming to bicyclists. | D-26 |
| (D5) MAKE SCHOOLS BICYCLE- AND PEDESTRIAN-FRIENDLY. | • Partner with school districts across the county to address barriers to walking and biking to school. | D-27 |
| (D6) SUPPORT LOCAL AND REGIONAL PROGRAMMING THAT ENCOURAGES ACTIVE TRANSPORTATION. | • Promote programming such as Critical Mass/Slow Rides, Open Streets events, Parking Day, and other fun and informative ways to build community and encourage active transportation. | D-28 to D-30 |
### E. Align Resources and Work Collaboratively to Implement Active Transportation Priorities.

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| **(E1) Prioritize Transportation Funding for Active Transportation Plan Implementation.** | • Incentivize funding for communities that undertake implementation of the ATP recommendations.  
• Revise discretionary funding guidelines and associated criteria to prioritize the provision of bicycle and pedestrian facilities located:  
  ◦ Along the proposed priority network.  
  ◦ Within proximity to mobility hubs, regional trails, and transit stops.  
  ◦ Inside designated growth areas.  
• Undertake a review and create recommendations as part of the development and adoption of the long-range Metropolitan Transportation Plan (MTP) and the four-year Transportation Improvement Program (TIP). | 7-9 to 7-12; D-33 to D-36 |
| **(E2) Partner with Public, Private, and Non-Profit Organizations to Implement the Plan.** | • Collaborate with partners to implement the plan – each organization and its staff bring a different set of skills and resources to the task.  
• Coordinate with private and non-profit organizations to fund relevant plan recommendations. | 7-13; D-33 to D-36 |
| **(E3) Coordinate Transportation Improvements Across Municipal Boundaries.** | • Coordinate municipal transportation planning documents, such as official maps, pavement replacement plans, and capital improvement plans, so corridor improvements can be aligned for cost-savings and efficiency. | 7-10 to 7-12 |
| **(E4) Incorporate Other Community Needs into Transportation Improvements.** | • Integrate recommendations from municipal transportation planning documents as well as other community plans when scoping road improvements.  
• Distribute plans for transportation improvements like road reconstruction or resurfacing to utility companies as early as possible to allow time for their necessary work to be completed first. | D-31 |
| **(E5) Collect and Use Bicycle and Pedestrian Data in Decision Making.** | • Collect, procure, analyze and use bicycle and pedestrian data to better assess countywide infrastructure needs. Use this information to inform MPO decision-making and other planning processes. Examples include:  
  ◦ Countywide GIS layers showing bicycle infrastructure, sidewalks, crosswalks, and official map features.  
  ◦ Bicycle and pedestrian-involved crash data.  
  ◦ Permanent, seasonal, and temporary bicycle and pedestrian count data. | D-32 |
HOW TO IMPLEMENT THIS PLAN

Implementation of this plan is a long-term effort. It will require the commitment of time and resources from ATP stakeholders, as well as a combination of significant policy shifts and incremental change across Lancaster County.

A. ESTABLISH A PERMANENT ADVISORY COMMITTEE.

While the structure of the advisory committee will be determined later, it could include entities such as the Lancaster MPO’s Transportation Technical Advisory Committee (TTAC), Bicycle and Pedestrian Advisory Committee (BPAC) members, staff representatives from Lancaster County Planning (LCPC), the Lancaster Inter-Municipal Committee (LIMC), and the City of Lancaster, bicycle and pedestrian advocacy and education organizations, and others. Members assume a leadership role to implement the plan recommendations. The members should collaborate with municipalities, places2040 implementation teams, Partners for Place, and other stakeholders.

B. DEVELOP ANNUAL ACTION ITEMS.

Every year, a list of ‘action items’ will be developed by the advisory committee upon review of the plan recommendations and implementation progress thus far.

The annual list of ‘action items’ should be:

1. Comprehensive – consider the varying user needs across the county.
2. Collaborative – include ATP stakeholders in the implementation.
3. Realistic – given the time and resources of the advisory committee and stakeholders.

C. PRIORITIZE FUNDING FOR ATP IMPLEMENTATION.

Partners and stakeholders should collaborate to strategically use existing funding and determine additional funding sources necessary to implement the annual ‘action items’, and ultimately, the goals of the plan.

D. REVIEW AND UPDATE THE RECOMMENDATIONS.

Revisit plan recommendations every five years to reflect best practices and changing conditions in the county.
HOW TO IMPLEMENT THE NETWORK AND MAKE INFRASTRUCTURE IMPROVEMENTS

In order to implement this plan, we must align our funding, regulations, and processes. At every step of the way, the intention to connect and improve bicycle and pedestrian infrastructure should be formalized and the expectations made clear. The steps below represent many of the key decision points on which implementation will depend.

1. **COUNTY POLICY & FUNDING.** With the adoption of places2040 and this plan, the County of Lancaster will set the tone for active transportation planning throughout Lancaster County. Recommendations of this plan will be incorporated into other transportation planning and programming. Though county plans are advisory rather than regulatory, they should guide and coordinate the efforts of municipalities. Discretionary funding guidelines and criteria should be revised to prioritize or require bicycle and pedestrian facilities, where appropriate. Incentives for funding should focus on communities that are actively implementing the recommendations of the Active Transportation Plan. Specific review and recommendations should be undertaken during the development of the Lancaster County Metropolitan Planning Organization’s long-range Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) which implements the MTP (see below).

2. **MUNICIPAL POLICY & REGULATIONS.** Municipal plans, ordinances, and processes are critical to implementing this plan. Planning and regulatory documents are the best tools for communities to formalize ideas and conversations about bicycle and pedestrian improvements – and to begin to implement the recommendations of places2040 and the active transportation plan. To the greatest extent possible, municipalities should plan and implement regionally, developing standards that are consistent with those of their neighbors.

   - **COMPREHENSIVE PLANS.** Work regionally to identify possible trail connections, corridors for further study, possible roadway connections, mobility hubs, and bicycle and pedestrian improvements. Share information and build a good rapport with neighbors. Comprehensive plans may also identify needs such as stormwater management, urban greening, or utility upgrades that could be integrated into transportation improvements. Elements identified in the comprehensive plan should be solidified through the adoption of official maps.

   - **OFFICIAL MAPS.** Using the comprehensive plan as the foundation, all municipalities should adopt an official map developed in a regional context. Official maps can include a variety of elements; transportation-specific improvements might focus on roadway connections, trail extensions, intersection or corridor improvements, sidewalk or crosswalk improvements, transit shelters, bicycle lanes, etc. Official maps give the community, land owners, developers, and PennDOT notice of planned connections and improvements. As a land use ordinance, it is a negotiating tool that allows municipalities to ensure implementation of planned improvements through land development, PennDOT projects, and other processes.

   - **ZONING & SUBDIVISION AND LAND DEVELOPMENT ORDINANCES.** Specific design requirements for streets, sidewalks, crosswalks, bicycle parking, and other related infrastructure are typically found in the zoning ordinance and the subdivision and land development ordinance. It is critical that these regulatory documents incorporate the policies
and tools recommended in the Active Transportation Plan. These ordinances should also provide for compact, mixed-use development within designated growth areas as called for in places2040 – this type of development supports and encourages active transportation.

• **OTHER RELATED ORDINANCES: STREETS & SIDEWALKS, BICYCLES, ETC.** Any other municipal ordinances related to streets, sidewalks, trails, pedestrians, or bicyclists should incorporate the recommendations of this plan.

### 3. PLACE-BASED PLANS.

Priority corridors have been identified in this plan – but municipalities will need to work together with neighboring municipalities to identify specific improvement plans for these corridors. These planning efforts will likely traverse municipal boundaries and should include a variety of stakeholders. Corridor plans are an opportunity to improve connectivity, eliminate gaps in the sidewalk and bicycle infrastructure networks, implement access management, and generally improve the safety and mobility of bicyclists, pedestrians, transit users, and motorists alike. These plans should consider current and future land-use; economic development needs; density, pattern, and character zones; and other infrastructure such as water, sewer, and stormwater management.

### 4. TIP DEVELOPMENT.

The Transportation Improvement Program (TIP) is a list of federally funded capital and non-capital transportation improvement projects and programs for a four-year time period and constitutes the county’s short range surface transportation investment strategy. The Lancaster MPO in coordination with PennDOT and South Central Transit Authority (SCTA), develops, adopts, and manages the TIP. Projects on the TIP must come from the Long-Range Transportation Plan (now called the Metropolitan Transportation Plan [MTP]). TIP projects should reflect the updated priorities of the MTP which will prioritize or require bicycle and pedestrian facilities, where appropriate, and incentivize communities to implement the recommendations of the ATP.

• **PennDOT CONNECTS.** PennDOT Connects is a new initiative that allows PennDOT to work more closely with MPOs, municipalities and community leaders to obtain their input on transportation projects early in the planning phase to ensure that transportation projects are designed to address local concerns. All projects that are on an MPO’s Draft Transportation Improvement Program are intended to be part of the PennDOT Connects program and will be included in meetings with local leaders. These meetings offer a critical opportunity to implement the plans related to bicycle, pedestrian, and transit infrastructure that communities have made in the steps above.

### 5. PAVEMENT PLANS.

When creating pavement improvement plans, make sure to review comprehensive plans, official maps, parks, and recreation plans and place-based plans to ensure that repaving and reconstruction projects incorporate the recommendations of these plans. Plans should be shared and coordinated with neighbors. Where priorities align, municipalities may be able to partner on repaving projects – which holds the potential to save time and money.

### 6. CAPITAL IMPROVEMENT PLANS.

A capital improvement plan (CIP) is a short-range plan, usually five years, which identifies capital projects (road paving, sewer, water) and equipment purchases, provides a planning schedule and identifies options for financing the plan. The plan provides a link between a municipal comprehensive plan and its annual budget. It coordinates strategic planning, financial capacity, and physical development. A CIP stands at the epicenter of a government’s Planning, Public Works, and Finance departments. A CIP has two parts – a capital budget and a capital program. The capital budget is the upcoming year’s spending plan for capital items. The capital program is a plan for capital expenditures
that extends typically five to ten years beyond the capital budget. CIPs can be used to budget for planned bicycle and pedestrian facilities.

7. **OPPORTUNITIES FOR NETWORK IMPLEMENTATION.** At the project level, there are a variety of ways bicycle and pedestrian infrastructure can be implemented; often, they can be added as part of a project that must occur anyway, rather than in addition to regular maintenance or reconstruction.

### TABLE 7.1 - OPPORTUNITIES FOR INFRASTRUCTURE NETWORK IMPLEMENTATION

<table>
<thead>
<tr>
<th>Opportunities for Implementation</th>
<th>Pedestrian Projects</th>
<th>Bicycle Projects</th>
<th>Multi-Use Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development or redevelopment</td>
<td>×</td>
<td>×</td>
<td>×</td>
</tr>
<tr>
<td>Retrofit existing roadways</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
<tr>
<td>Repaving</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
<tr>
<td>Restriping</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
<tr>
<td>Removing parking</td>
<td></td>
<td></td>
<td>×</td>
</tr>
<tr>
<td>Bridge replacement</td>
<td>×</td>
<td>×</td>
<td>×</td>
</tr>
<tr>
<td>Roadway construction/reconstruction</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
<tr>
<td>Developer dedication - ROW/trails</td>
<td></td>
<td></td>
<td>×</td>
</tr>
<tr>
<td>Utility and sewer easements and provision of public access within ROW</td>
<td></td>
<td></td>
<td>×</td>
</tr>
<tr>
<td>Rail to trails</td>
<td></td>
<td></td>
<td>×</td>
</tr>
<tr>
<td>Rail with trails</td>
<td></td>
<td></td>
<td>×</td>
</tr>
</tbody>
</table>
WHO IMPLEMENTS

The Active Transportation Plan will only be implemented if we are able to work collaboratively with a variety of different partners to achieve our common goals. The list below comprises many of the major bodies and organizations that may help to implement this plan. Some organizations have been specifically identified because they are already playing a central role in bicycle and pedestrian advocacy; other organizational types have been identified because they have significant potential to play leadership roles moving forward. There may also be additional partners such as businesses, land owners, foundations, or new organizations whose roles have not yet been defined. Part of implementation will involve bringing these partners into the process and identifying which actions each organization is able to assist with or implement.

Potential Implementation Partners:

1. Lancaster County Planning Commission
2. MPO
3. TTAC
4. BPAC
5. PennDOT
6. South Central Transit Authority
7. Municipalities
8. LIMC
9. Lancaster City
10. School districts
11. Police departments
12. Penn Medicine Lancaster General Health, Hospitals & Health Care providers
13. Center for Traffic Safety
14. Local parks and trails committees
15. Lancaster Bikes!
16. The Common Wheel
17. Lancaster Bicycle Club
18. Discover Lancaster and hoteliers
19. Bicycle shops
20. Developers and land owners
21. Disability rights organizations
22. Lancaster County Housing and Redevelopment Authorities
23. Lighten Up Lancaster County
24. Community institutions
25. Volunteer/civic organizations and neighborhood groups
Performance measures help to track the plan’s progress and effectiveness over time. Lancaster County, the LIMC, and the City of Lancaster should establish performance measures to benchmark progress towards implementing this plan. The measures listed below are possible measures we might use to understand how well we are implementing the plan – though we may not be able to measure all of them. Many are consistent with those contained within places2040, the Lancaster County Comprehensive Plan – implementing the Active Transportation Plan will in turn help to implement the places2040 plan. Additional performance measures will be included in the Long-Range Transportation Plan update (also known as the Metropolitan Transportation Plan).

### TABLE 7.2 - IMPLEMENTATION PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Topic</th>
<th>Measure</th>
<th>Improve Access &amp; Connectivity</th>
<th>Enhance Health</th>
<th>Protect the Environment</th>
<th>Create Economic Opportunity</th>
<th>Increase Safety</th>
<th>Places2040 Big Idea</th>
</tr>
</thead>
<tbody>
<tr>
<td>Obesity</td>
<td>Reduce the % of people who are obese</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Creating Great Places</td>
</tr>
<tr>
<td>Fatalities</td>
<td>Reduce the # of fatalities due to crashes</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle/Pedestrian Fatalities</td>
<td>Reduce the # of bicycle/pedestrian fatalities due to crashes</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walkability</td>
<td>Increase walkability (Walk Score)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Connecting People, Place, &amp; Opportunity</td>
</tr>
<tr>
<td>Sidewalk Coverage</td>
<td>Increase % of roads with sidewalks in Urban Growth Areas</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Road Bicycle Facilities</td>
<td>Increase miles of on-road bicycle facilities (bike lanes and sharrows) in UGAs</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection Density</td>
<td>Increase the # of intersections per mile of roadway in UGAs</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Development Connections</td>
<td>Increase connectivity between new and existing development</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commute Mode Split</td>
<td>Increase % of people walking, biking, or taking transit to work</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time Spent Commuting</td>
<td>Reduce length of average commute</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily Vehicle Miles Traveled (DVMT)</td>
<td>Reduce Daily Vehicle Miles Traveled</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RRTA/SCTA Ridership</td>
<td>Increase ridership</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amtrak Ridership</td>
<td>Increase ridership</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Services of PA Programs</td>
<td>Increase participation</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miles of Regional Trails</td>
<td>Increase miles of regional trails</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trail Access</td>
<td>Increase % of UGA land within 1/2 mile of trail</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Topic</td>
<td>Measure</td>
<td>Improve Access &amp; Connectivity</td>
<td>Enhance Health</td>
<td>Protect the Environment</td>
<td>Create Economic Opportunity</td>
<td>Increase Safety</td>
<td>Places2040 Big Idea</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
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<td>-------------------------</td>
<td>-----------------------------</td>
<td>----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Days with Unhealthy Air Quality</td>
<td>Reduce % of days with unhealthy air quality</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ozone</td>
<td>Reduce ozone levels</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short-Term Particle Pollution</td>
<td>Reduce short-term levels of particle pollution (24-hr avg)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Long-Term Particle Pollution</td>
<td>Reduce long-term levels of particle pollution (year round average)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Cover</td>
<td>Reduce % of land covered in parking</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Intersection Density</td>
<td>Increase intersection density of new development</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connections to Neighbors in New Development</td>
<td>Increase average # of connections to adjacent development</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Corridor Plans</td>
<td>Increase # of municipalities participating in regional corridor plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Official Maps</td>
<td>Increase # of municipalities participating in regional official maps</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Complete Streets</td>
<td>Increase # of municipalities participating in regional complete streets policies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete Streets Amendments</td>
<td>Increase # of municipalities amending codes based on complete streets concepts</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Taking Care of What We Have**

**Growing Responsibly**

**Thinking Beyond Boundaries**
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MEMORANDUM

TO: BPAC

FROM: Kristiana Barr, Senior Transportation Planner

DATE: May 16, 2019

SUBJECT: Discussion of BPAC Membership and Reorganization

Based on the prior discussions about the current and future role of the Committee, we will discuss how membership changes and potential reorganization could positively impact the efficacy and outcomes of BPAC.
Item (3)
MEMORANDUM

TO: BPAC

FROM: Kristiana Barr, Senior Transportation Planner

DATE: May 13, 2019

SUBJECT: Review Lancaster Amtrak Station Parking Improvements

At the April 8th TTAC and April 22nd MPO meetings, PennDOT Multimodal Deputy Secretary Jennie Granger presented a Transit Transportation Improvement Program (TIP) amendment to add funding for Lancaster Amtrak Parking Improvements in FFY 2019 and FFY 2021 at a total cost of $16,000,000. PennDOT intends to increase the number of daily parking spaces and provide a space connection to/from that station. The exact number of spaces and connection(s) will be determined upon completion of final design.

Lancaster is the second busiest station in PA with an Annual Station Ridership of over 560,000 in FY 2018. Ridership on Amtrak’s Keystone Corridor (Philadelphia–Harrisburg) continues its steady year-to-year growth, averaging between 3-4% per year since FY 2004-05.

Action requested: BPAC requests that MPO staff submit the agreed-upon feedback and questions to the assigned PennDOT project manager.
Item (4)
MEMORANDUM

TO: BPAC

FROM: Kristiana Barr, Senior Transportation Planner

DATE: May 16, 2019

SUBJECT: Review Resurfacing Projects

1. **Horseshoe Road**
   SR 1003 (Horseshoe Road) from PA 340 (Old Philadelphia Pike) to Bradford Road
   East Lampeter Township, Upper Leacock Township
   Project Manager: Steven A. Moore stemoore@pa.gov

**Action requested:** BPAC request that MPO staff submit the agreed-upon recommendations to the assigned PennDOT project manager.
Item (5)
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Total Programmed Amount</th>
<th>Estimated Let Date</th>
<th>Advertisement Date</th>
<th>State Route</th>
<th>Functional Class</th>
<th>Speed Limit</th>
<th>Traffic Volume (2016)</th>
<th>Road Length</th>
<th>Total Pavement Width</th>
<th>Shoulder Width</th>
<th>Land Use</th>
<th>Buggy Use</th>
<th>Safety Issues*</th>
</tr>
</thead>
<tbody>
<tr>
<td>108530</td>
<td>$4,100,000</td>
<td>11/5/2020</td>
<td>10/1/2020</td>
<td>1003</td>
<td>Minor Arterial</td>
<td>50</td>
<td>ADT: 10299 / ADTT: 868 (8%)</td>
<td>Upper segment: ADT: 10299 / ADTT: 868 (8%)</td>
<td>3.91</td>
<td>20 to 24 ft</td>
<td>Yes</td>
<td>Mostly agriculture with farmsteads</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lower segment: ADT: 9166 / ADTT: 459 (5%)</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
<td>Some medium density residential</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Horseshoe Road</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
<td>Some industrial and commercial complexes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Collector</td>
<td>35</td>
<td>ADT: 3768 / ADTT: 188 (5%)</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*1 Pedestrian w/ suspected serious injury on Hellers Church Road south of Laurel Ridge

*1 Bicyclist w/ injury unknown severity at intersection of Horseshoe and Hellers Church

*Bike or Pedestrian Crashes 2013-2017 (PCIT)
MEMORANDUM

TO: BPAC

FROM: Kristiana Barr, Senior Transportation Planner

DATE: May 13, 2019

SUBJECT: Updates on Previous BPAC Recommendations

The following project was discussed at the January 24, 2019 meeting:
Other: Centerville Road Interchange and Corridor Improvement project

The following project was discussed at the March 28, 2019 meeting:
Resurfacing: Church Street (MPMS ID: 96330)

MPO staff will update BPAC on the status of both recommendations at the time of the meeting.

We are hoping to formalize a process with PennDOT District 8-0 for receiving and reviewing BPAC recommendations on resurfacing projects or any TIP project in Lancaster County, when appropriate.
Item (6)