

# LANCASTER

## ACTIVE TRANSPORTATION PLAN



### WHY AN ACTIVE TRANSPORTATION PLAN?

Active transportation is simply another way of saying **human-powered** transportation such as walking and biking. Many residents view active transportation as unsafe due to heavy traffic, speeding vehicles, and a scarcity of sidewalks, crosswalks, and bicycle facilities. Facilities for active transportation can expand access to transportation networks for people without cars and spur additional investment in infrastructure to increase the comfort of the on-road experience. However, the type of improvements needed to make walking and biking safer don't just happen. They take careful thought and planning, deliberate action by community leaders, financial investment, adoption of proper regulations, enforcement by local police, education and awareness, and coordination with public works departments and private sector developers.

This plan lays the groundwork for action by public, private, and non-profit partners to achieve the vision for active transportation in Lancaster County. It establishes a priority network to focus investment in both on-road and off-road facilities and it contains policies and programs that will encourage and educate bicyclists, pedestrians, and automobile drivers, foster respect, and enhance safety.



### COMPONENTS OF THIS ACTIVE TRANSPORTATION PLAN (ATP)

Five planning efforts sparked the idea to craft a single process tied to a vision for regional connectivity. Each section of the Active Transportation Plan aims to strategically expand the choices of transportation options in Lancaster County.

- LANCASTER COUNTY ATP NETWORK
- LANCASTER CITY BICYCLE NETWORK
- GREENWAY FEASIBILITY
- GREATER LANCASTER HERITAGE PATHWAY / NORTHEAST GREENWAY EXTENSION
- ENGLESIDE GREENWAY FEASIBILITY STUDY

CORE COMPONENTS

### VISION STATEMENT

The vision and goals set the stage for creating active transportation opportunities. They are the cornerstone for collaboration and action by public and private entities across the County. After careful consideration by the two steering committees and staff, the Lancaster ATP vision statement came to life:

*"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."*

### PLAN GOALS

With the vision serving as the cornerstone, the goals of the plan provide additional support for crafting policy, programming, and network recommendations that will be layered throughout short-, mid-, and long-term action items of an active transportation system. The goals illustrated below apply to each of the five core components of the plan and will drive current and future decisions.

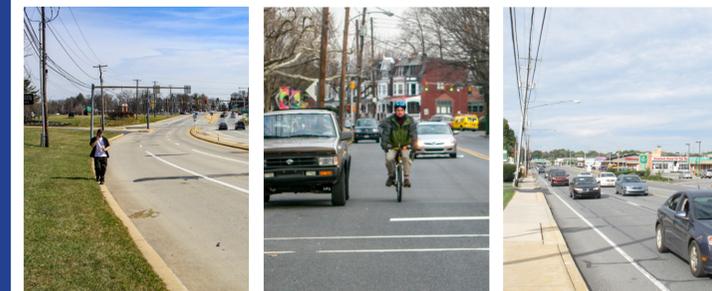


### LANCASTER TODAY

One of the goals of active transportation is to create an interconnected transportation network that helps address the challenges of congestion, obesity, asthma, and air pollution. If we focus on the benefits of creating that kind of network, we'll build more support for bicycle and pedestrian infrastructure and encouragement programs that promote walking and bicycling.

#### EXISTING BIKEWAYS + TRAILS MILEAGE TABLE

Facility Type	County Miles	LIMC Miles	Facility Type	City Miles
On Road Designated Route	371	10.9	Minor Separated Bikeway	4.1
Primary Paved Trail	23.2	4.6	Bicycle Boulevard	0.9
Primary Unpaved Trail	90	9.1	Trails	2.7
State Bike Routes	65.5	32.5	State Bike Routes*	6.2
			Shared Street	6.6
<b>Total</b>	<b>215.8</b>	<b>56.5</b>		<b>19.4</b>



WALKING TODAY      BIKING TODAY      ROADS TODAY



### RECOMMENDED ACTIVE TRANSPORTATION NETWORK

The recommended active transportation network combines recommendations for corridor improvements, mobility hubs and shared use trails to complete gaps in the network, connect hubs of activity, improve safety, and identify corridors that are ideal connections to link communities and landscapes.

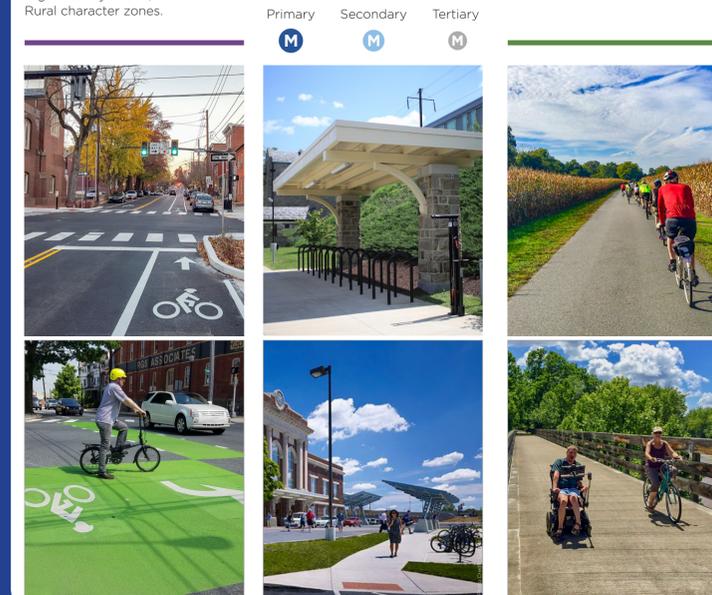
In this "all ages and abilities" future network, there are three key components:

#### CORRIDOR IMPROVEMENTS      MOBILITY HUBS      SHARED USE TRAILS

A seamless network of improvements that will tie key corridors across the City, LIMC area, and County together to improve safety for all roadway users and promote active transportation. Improvements should match the existing and proposed land use and are therefore organized by Urban, Suburban and Rural character zones.

The creation of "Mobility Hubs," or activity nodes, that contain concentrations of pedestrian activity would link people to high demand areas. A mobility hub can take shape in a variety of ways based on the Lancaster County character zones.

A network of trails across the County, LIMC area, and through the City that will serve a wide array of user ages and abilities providing transportation and recreation facilities while contributing to the plan goal of economic development through bicycle tourism.



### WANT MORE INFORMATION?

To read a complete copy of the Lancaster Active Transportation Plan, go to [www.lancastercountypartnership.org](http://www.lancastercountypartnership.org) and search under "Publications".



### ACKNOWLEDGMENTS

#### PROJECT LEADERSHIP TEAM

- Lancaster County Planning Commission (LCPC)**
  - Michael Dornin
  - Emma Hamme
  - Lauri Ahlskog
  - Alex Rohrbaugh
  - Kristiana Barr
  - Taylor Lawrence
  - Faith Gaddie
  - Marie Quigg
- Lancaster Inter-Municipal Committee (LIMC)**
  - Tara Hitchens
  - Ralph Hutchison
- Lancaster City**
  - Cindy McCormick
  - Karl Graybill

#### VISIONING COMMITTEE

- Ben Bamford
- Chris Caldwell
- Nick Ekis
- Jim Everhart
- Barry Hershey
- Jeff Kenderline
- Nate Loftus
- Leo Lutz
- Bob Shoemaker
- Tom Smithgall
- Deb Stuart
- Alice Yoder

#### TECHNICAL ADVISORY COMMITTEE

- Brenda Buescher
- Ben Craddock
- Lisa Douglas
- Jeff Glisson
- Roy Gothie
- Scott Haverstick
- Melissa Kelly
- Jon Kokus
- Nate Milton
- Glenn Mohler
- Shelby Nauman
- Dan Pryzwara
- Roni Ryan
- Andrew Stern
- Bill Swiernik
- Maureen Westcott

#### CONSULTANT TEAM



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### PUBLIC INPUT SUMMARY

Public input is key to planning for active transportation, bicycle networks, and trails. The network must be designed with a variety of users in mind – including people of different ages and abilities; recreational riders and those who commute by bicycle out of necessity; residents and visitors; novice bicycle riders as well as the most experienced. The ATP team held public meetings, focus groups, and steering committee meetings, and collected input through an online survey and interactive WIKI mapping exercise. A summary of what we heard is highlighted below.



What prevents you from WALKING/RUNNING?      What prevents you from BIKING?      What prevents you from using TRANSIT?

1	50% The distance to my destination is too far	65% There are no bike lanes on the route to my destination	62% The schedule is not convenient or is too infrequent
2	40% Drivers are too aggressive	64% The streets/trails do not feel safe	40% Lack of interest in using transit
3	32% The sidewalks are in poor condition	54% Drivers are too aggressive	38% The bus does not travel to my chosen destinations

### DESIGNING BIKEWAYS FOR ALL USERS

Designing for ages 8 to 80 will be the most effective way to reach the bicyclists who consider themselves to be "interested but concerned" about riding a bike. Understanding the concept that different cyclists have different needs has led us to design more low-stress bikeways that provide the high-quality experience the majority of cyclists desire.

#### BIKEWAY FACILITY TYPE LEGEND

The following network categories describe the type of investment needed to create a low-stress, all ages and abilities network in Lancaster City. The categories are intentionally broad to remain flexible and allow for engineering judgment and context sensitive design.

The visual legend below provides more description of each category and corresponds to the map on the opposite side labeled "City Bike Network".

#### MAJOR SEPARATED BIKEWAY

The major separated bikeway category includes facilities that have a vertical separation, like curbs or bollards. Of all the bikeway types, separated bike lanes offer the most protection from adjacent motor vehicle traffic.



#### MINOR SEPARATED BIKEWAY

While this category of facilities provides separation from motor vehicle traffic, there is no vertical separation. Rather, separation is achieved through pavement markings only. Because of this, the cyclists' perception of safety may be reduced.



#### SHARED STREET + BICYCLE BOULEVARD

Bike boulevards and shared streets have low traffic volumes and speeds that are designated and designed to prioritize bike travel. Often, these streets are thought of as "quiet" streets that typically run parallel to major roadway corridors.

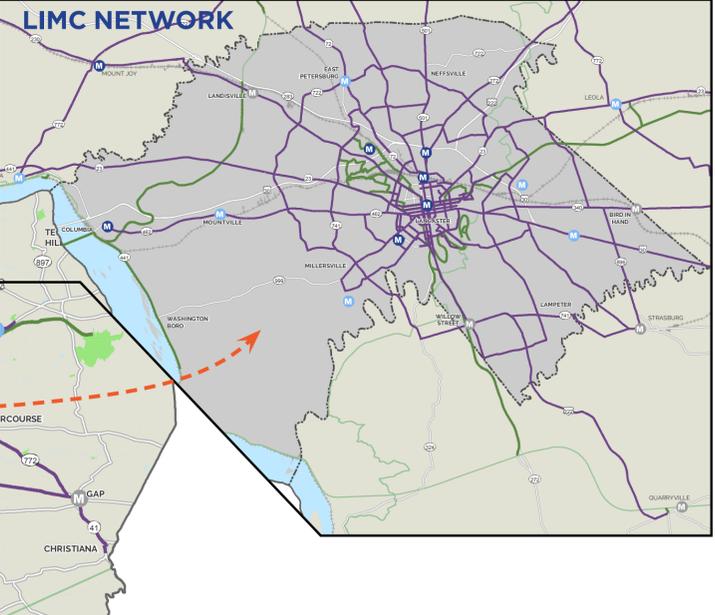
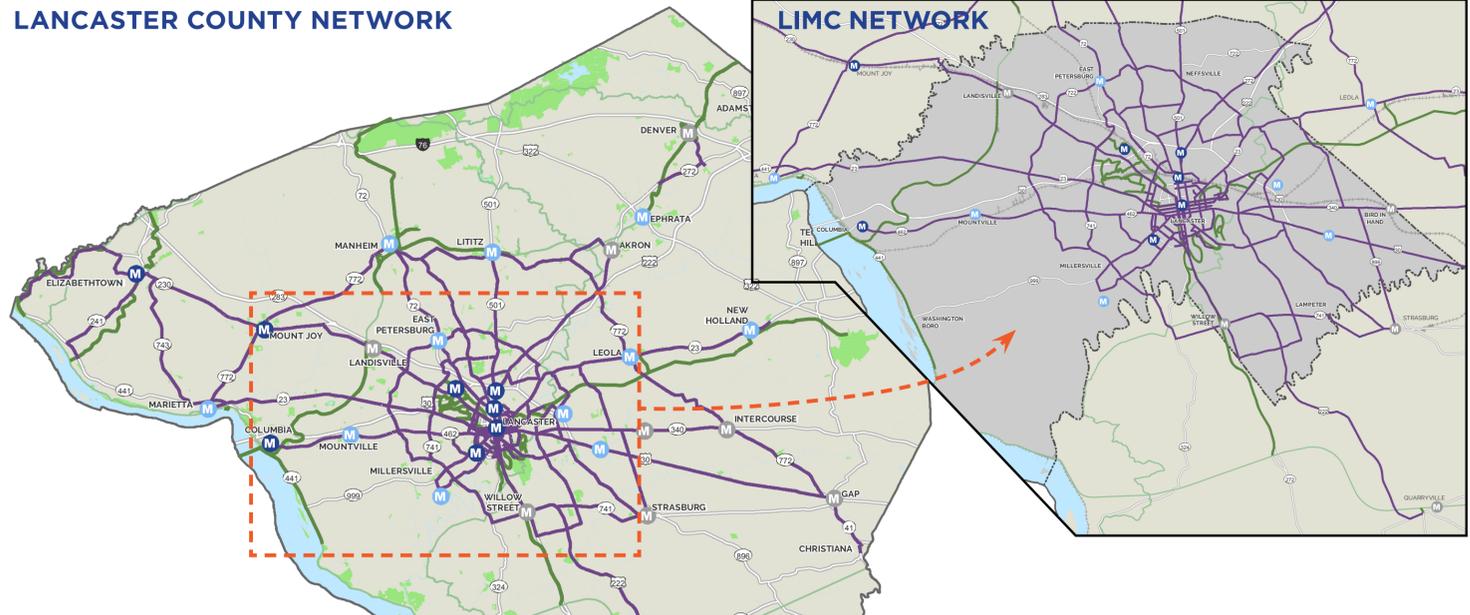


#### GREENWAY TRAIL

The most recognized low-stress facility, a trail offers complete separation from motor vehicle traffic. A trail can either be along the roadway or within its own, off-road right-of-way.



## LANCASTER COUNTY NETWORK



### RECOMMENDED ACTIVE TRANSPORTATION NETWORK



	CORRIDOR IMPROVEMENTS		MOBILITY HUBS		SHARED USE TRAILS	
	COUNTY	LIMC	COUNTY	LIMC	COUNTY	LIMC
<b>RECOMMENDED</b>	<b>294 MILES</b>	<b>166 MILES</b>	<b>28</b>	<b>14</b>	<b>118 MILES</b>	<b>53 MILES</b>
<b>PRIORITY (SHORT TERM)</b>	<b>53 MILES</b>	<b>46 MILES</b>	<b>8</b>	<b>6</b>	<b>25 MILES</b>	<b>22 MILES</b>

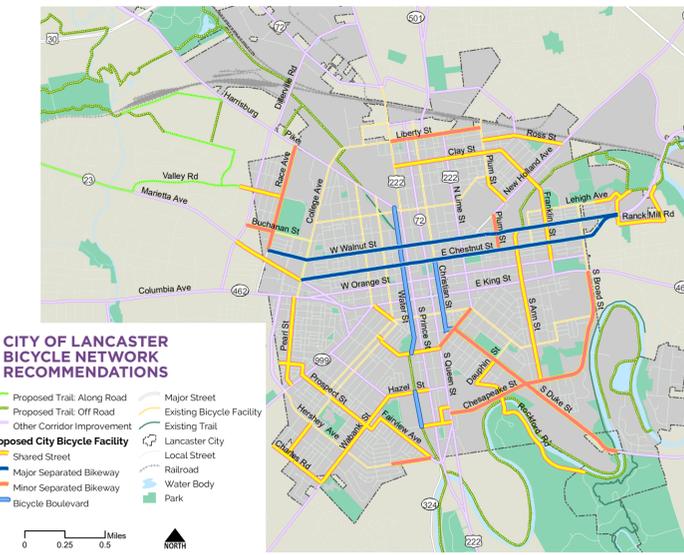
## ACTIVE TRANSPORTATION CHARACTER ZONES

Places2040, the County's new comprehensive plan, identifies seven countywide "character zones" – six zones that classify land use from the most rural to the most urban, and an additional special district zone applies to industrial, institutional, and airport uses. To simplify the concept for the Active Transportation Plan, the seven character zones were grouped into three categories: urban, suburban, and rural. Under each category is a list of possible corridor treatments that would improve active travel.

<b>TODAY</b> 	<b>TODAY</b> 	<b>TODAY</b> 
<b>VISION</b> 	<b>VISION</b> 	<b>VISION</b> 
<b>RURAL</b> • NATURAL • AGRICULTURAL	<b>SUBURBAN</b> • SUBURBAN • SPECIAL DISTRICT	<b>URBAN</b> • RURAL COMMUNITY • URBAN • URBAN CORE
<b>Potential corridor improvement</b> • Wider shoulders • Bicycle route signs • Advisory shoulders • Shoulder bikeways • Yield roadways • Sidepaths	<b>Potential corridor improvement</b> • Wider sidewalks and additional green infrastructure • Enhanced crossings • Sidepaths • Sharrows	<b>Potential corridor improvement</b> • Sidewalks on both sides of the roadway • Marked crosswalks and pedestrian signals • Bike lanes or separated bikeways • Marked shared roadways (sharrows) • Bike Boulevard

## CITY BIKEWAY NETWORK

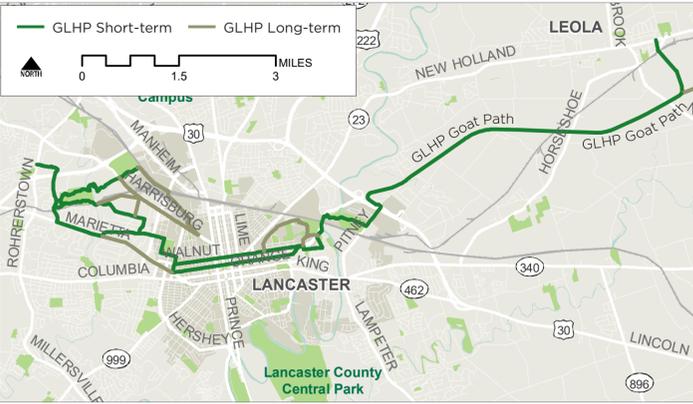
The recommended city bikeway network is displayed below. Priority projects are detailed in the full plan.



	MAJOR SEPARATED	MINOR SEPARATED	BIKE BOULEVARD	SHARED STREET	GREENWAY TRAIL
<b>RECOMMENDED</b>	<b>4.3 MILES</b>	<b>5 MILES</b>	<b>1.6 MILES</b>	<b>10.3 MILES</b>	<b>10.8 MILES</b>
<b>PRIORITY (SHORT TERM)</b>	<b>4.3 MILES</b>	<b>3.5 MILES</b>	<b>1.6 MILES</b>	<b>2.8 MILES</b>	<b>1 MILE</b>

## GREATER LANCASTER HERITAGE PATHWAY (GLHP)

The GLHP is a proposed shared use trail that runs approximately 15 miles from Penn Medicine Lancaster General Health's Suburban Pavilion, northwest of the City of Lancaster, to the village of Leola to the east. Long-term plans to extend the trail further east through New Holland Borough to Money Rocks County Park would add an additional 10 miles to the trail project. The trail would provide over 200,000 residents living in the Lancaster Metro area easy access to a safe place to walk, ride, and commute to employment centers along the corridor. The trail is a combination of on- and off-road active transportation facilities that will be developed incrementally. The Heritage Pathway relies on existing roads for many short-term segments; especially west of the City. However, the long-term goal of the project is to develop the safest route possible so that it is accessible to all users in Lancaster County regardless of their age or ability.



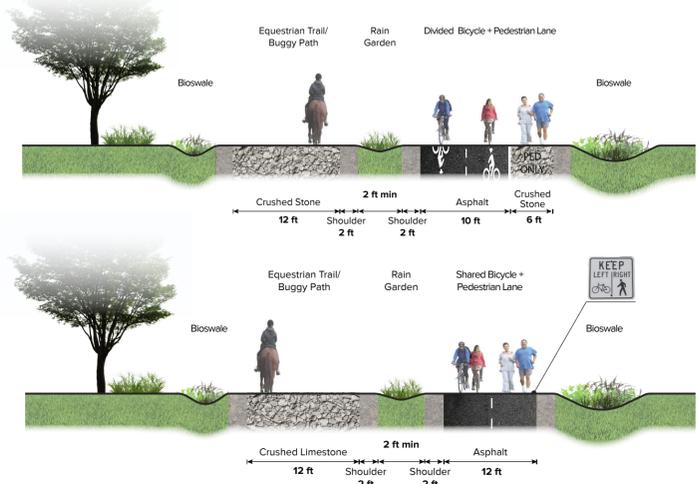
### THE GLHP TODAY



## GREATER LANCASTER HERITAGE PATHWAY VISION



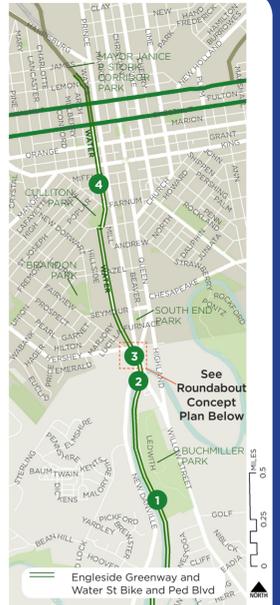
Today: Existing conditions along the Goat Path corridor. GLHP Vision: Proposed trail cross-section for the Goat Path. The equestrian/buggy trail is a potential long-term option. Below: Proposed trail cross-section designs for the Goat Path.



## ENGLESIDE GREENWAY

The proposed Engleside Greenway would run for about 1.4 miles, starting at the south end of Buchmiller Park, at the confluence of the Conestoga River and Mill Creek, then continuing north along the utility corridor to South Ledwith Dr. The trail would then run generally parallel to Ledwith Dr, meandering to avoid large trees and other existing park features. Near the north end of N Ledwith Dr, the trail would continue along the utility corridor to the Conestoga River near Willow St Pike.

Map ID	Segment
1	Engleside Greenway
2	Rail-Trail Bridge
3	Intersection Improvements for Willow St Pike/S Queen St/ S Prince St/Fairview Ave/New Danville Pike
4	Water St Bicycle and Pedestrian Boulevard, from Culliton Park to Mayor Janice P. Stork Corridor Park



### ENGLESIDE GREENWAY AND WATER ST BIKE BLVD: ROUNDABOUT CONCEPT

Below is a proposed concept illustration for alterations to this five-leg intersection that will enhance public safety for motorists and trail users alike. This concept directs trail users along the west side of the roundabout. Auxiliary lanes allow for vehicles to bypass the roundabout if they are on southbound S Prince St destined for northbound Fairview Ave, southbound Fairview Ave destined for southbound New Danville Pike, or northbound New Danville Pike destined for southbound Willow St Pike. Traffic counts and analysis would be needed to determine if this design can accommodate the demand at this intersection.



## IMPLEMENTATION STRATEGIES

The following key recommendations should be comprehensively and strategically implemented by ATP stakeholders.

- A CONNECT THE TRANSPORTATION NETWORK**
  - Study priority road corridors and implement bicycle/pedestrian improvements.
  - Implement mobility hubs to improve intermodal connections.
  - Implement the Lancaster City bicycle network.
  - Create an interconnected, countywide trail system.
  - Adopt official maps.
  - Connect the street network.
  - Connect and improve transit stops.
  - Connect to bicycle and pedestrian infrastructure in other counties.
- B IMPLEMENT COMPLETE STREETS: CONSIDER ALL ROADWAY USERS IN INFRASTRUCTURE DESIGN**
  - Implement Complete Streets.
  - Use standard design guidelines for multimodal facilities.
  - Incorporate bicycle and pedestrian facilities as standard features in all transportation projects.
  - Use best practices to improve safety and reduce conflict on roadways.
  - Improve and maintain pedestrian infrastructure.
  - Improve and maintain bicycle infrastructure and parking.
- C IMPROVE SAFETY THROUGH EDUCATION, AWARENESS & ENFORCEMENT**
  - Expand the reach of safety & education programs for all roadway users.
  - Organize media & public awareness campaigns.
  - Coordinate police enforcement operations.
  - Emphasize police training on bicycle and pedestrian issues.
  - Work to reduce traffic fatalities.
- D ENCOURAGE EVERYONE TO WALK AND BIKE**
  - Update the Lancaster County bicycle map.
  - Expand access to bikes and shared mobility.
  - Coordinate signage and wayfinding.
  - Seek Bicycle Friendly™ designations.
  - Make schools bicycle- and pedestrian-friendly.
  - Support local and regional programming that encourages active transportation.
- E ALIGN RESOURCES AND WORK COLLABORATIVELY TO IMPLEMENT ACTIVE TRANSPORTATION PRIORITIES**
  - Prioritize transportation funding for active transportation plan implementation.
  - Partner with public, private, and non-profit organizations to implement the plan.
  - Coordinate transportation improvements across municipal boundaries.
  - Incorporate other community needs into transportation improvements.
  - Collect and use bicycle and pedestrian data in decision making.