

## Improving Connections Within Focus Areas

- **Hempland Business Area: Multi-Modal Improvements**
  - Why – No shoulders on Old Tree Dr., wide shoulders on Hempland Rd.; frequent truck traffic; unwelcoming for peds, bikes
  - Solution – Bike/ped connection to Centerville Rd.; include multi-modal improvements on official maps
  - Best Practices – US 30 Streetscape Plan, East Lampeter; Science Park Road, State College

## Existing Conditions:

- Hempland Road



## Best Practices:

- Lincoln Hwy. streetscape plan – Flory Park trail connection



## Best Practices:

- Science Park Road, State College



- **Hempland Business Area: Transit Improvements**
  - Why – Unsafe environment for transit users accessing the area for jobs; infrequent weekday bus service that may (or may not) be aligned with employer shift schedules
  - Solution – Work with employers and SCTA to improve bus stops with accessible, safe facilities when opportunities arise
  - Best Practices – Lincoln Hwy. E. streetscape plan; Four Seasons Produce, High Concrete Van Service

## Existing Conditions:

- Hempland Road



## Best Practices:

- Lincoln Hwy. E. streetscape plan, High Concrete vanpool



- **Manheim Pike Business Corridor Improvements**
  - Why – Commercial strip devoid of housing – many jobs, but nowhere to live; limited walkability; transit service to Manheim
  - Solution – Allow mixed uses; access management; bus stop improvements
  - Best Practices – The Shoppes at Belmont – mixed use with commercial and housing; US Route 1 in Hyattsville, MD

Existing Conditions:

- Manheim Pike



## Best Practices:

- Shoppes at Belmont; US Route 1, Hyattsville, MD

