



January 2015

# 2014 MPO Annual Report



Lancaster County Transportation Coordinating Committee (LCTCC)  
Metropolitan Planning Organization (MPO)  
Lancaster County, Pennsylvania

## Letter from the Chairman

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On behalf of the Lancaster County Transportation Coordinating Committee (LCTCC), I am pleased to present the *2014 MPO Annual Report*. I want to thank all the members of the LCTCC and its advisory committees and staff for their hard work throughout the past year.

In July, Lancaster County celebrated the opening of the new Lititz Pike Bridge over Amtrak. The bridge creates a direct connection to Duke Street and a new gateway into downtown Lancaster. Construction will be complete on improvements to the intersection at the north end of the bridge and on McGovern Avenue to the west in early 2015.

The LCTCC adopted a new four-year 2015–2018 Transportation Improvement Program (TIP) that includes 119 highway projects: 73 projects carried forward from the prior years while 46 projects are new. A four-year Transit TIP was also adopted. Traffic signal coordination continued in final design on some of the county's most congested arteries. The first round of projects funded under the county's innovative Smart Growth Transportation (SGT) Program were in final design during the year and will go to construction in 2015. Preliminary design work began on projects and studies selected in the second round of funding.

This year also saw completion of the final phase of the Lancaster Amtrak Station, providing the county with an attractive station for the growing number of train riders who board and arrive in the country's 20th busiest Amtrak station. Nearly 772,000 riders used all three of the county's stations in 2013, with over 575,000 using the restored Lancaster Station. Final design for a new station at Mount Joy has been completed and the new Elizabethtown Station is experiencing growing ridership.

The state transportation bill (Act 89) that was enacted in 2013 has provided Lancaster County with badly needed additional funding to restore deteriorated bridges and roads and do work on other transportation projects. In summary, the year 2014 brought important improvements to our transportation system and advanced our commitment to supporting a growing economy and creating a more efficient and diversified network that supports healthier, more livable communities and people.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Martin', written in a cursive style.

**Scott Martin, Chairman**

*Lancaster County Transportation Coordinating Committee*

## Purpose and Vision

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The Lancaster County Transportation Coordinating Committee is the federally designated Metropolitan Planning Organization (MPO) for Lancaster County. It is comprised of federal, state and local agencies interested in the continuing responsible growth of transportation in our County. The Coordinating Committee includes representatives from the Lancaster County Planning Commission (LCPC), Lancaster County Transportation Authority (LCTA), Lancaster Airport Authority (LAA), Lancaster County Board of Commissioners, the City of Lancaster, Red Rose Transit Authority (RRTA), State Legislators, and PennDOT. The MPO's vision as stated in the 2013–2040 Long Range Transportation Plan *Connections 2040* is:

*Lancaster County will have a transportation system that meets the needs of the 21st Century. A truly multimodal system will operate to move people and goods safely and efficiently throughout Lancaster County. The system will support the communities' goals to balance the needs of a growing community and economy with the goal to protect and preserve the rural and agricultural resource areas. The physical and economic environments of Lancaster County will be supported by a framework of transportation alternatives. Mobility and access will be maximized by a balanced system of roadway networks, transit, rail freight, pedestrian, and bicycle modes.*

## Lancaster MPO History

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The Lancaster MPO was formed in 1964 to carry out the federally required transportation planning process. In 1964, the study area the study area included only the City and central urban area of the county. The organization was then known as the Lancaster Area Transportation Study. In 1976 the MPO expanded its boundaries to encompass the entire county. In 1997, the MPO name was changed to the Lancaster County Transportation Coordinating Committee. Voting membership has grown to 22 over the years. A Technical Committee has always existed as advisory to the Coordinating Committee. In 1960 the county's population was 278,000, by 1970 it had climbed to 320,000 and in 2010, the population reached 519,000. The estimated population in 2013 was 529,600 according to the U.S. Census.

## Lancaster County Transportation Coordinating Committee

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Commissioner Scott Martin, *Chairperson*  
*Lancaster County Board of Commissioners*

Mayor J. Richard Gray, *Vice-Chairperson*  
*City of Lancaster*

Alice Yoder  
*Lancaster County Planning Commission (LCPC)*

David Zimmerman  
*Lancaster County Planning Commission (LCPC)*

Dennis Groff  
*Lancaster County Planning Commission (LCPC)*

David Kratzer, Jr.  
*Lancaster County Planning Commission (LCPC)*

Leo Lutz  
*Lancaster County Planning Commission (LCPC)*

Jeff Funk  
*Lancaster County Planning Commission (LCPC)*

Pete Soto  
*Lancaster County Planning Commission (LCPC)*

Kathy Wasong  
*Lancaster County Planning Commission (LCPC)*

Scott Haverstick  
*Lancaster County Planning Commission (LCPC)*

Charlotte Katzenmoyer  
*City of Lancaster*

Constantine Mandros  
*City of Lancaster*

Sam Wilsker  
*City of Lancaster*

Karl Graybill  
*City of Lancaster*

Mike Keiser  
*PennDOT District 8*

James Ritzman  
*PennDOT Central Office*

Jeffrey Ouellet  
*Red Rose Transit Authority (RRTA)*

David Eberly  
*Lancaster Airport Authority (LAA)*

Daniel Zimmerman  
*Lancaster County Transportation Authority (LCTA)*

Senator Lloyd Smucker  
*State Legislature*

Representative David S. Hickernell  
*State Legislature*

## Transportation Technical Advisory Committee

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Leo Lutz, *Chairperson*  
*Lancaster County Planning Commission (LCPC)*

Ralph Hutchison, *Vice-Chairperson*  
*Inter-Municipal Committee (LCPC)*

Dennis Groff  
*Lancaster County Planning Commission (LCPC)*

David Zimmerman  
*Lancaster County Planning Commission (LCPC)*

Lisa Riggs  
*Business and Finance Community*

Heather Valudes  
*Lancaster Chamber of Commerce and Industry (LCCI)*

Marilyn Jamison  
*Operating Railroad (Amtrak)*

Mark Stivers  
*Bicycle & Pedestrian Advisory Committee (BPAC)*

Kate Gonick  
*Environmental Community*

Joseph Holzwarth  
*Motorized Vehicle Interest (AAA)*

Dave Kilmer  
*Red Rose Transit Authority (RRTA)*

Austin Beiler  
*Lancaster Airport Authority (LAA)*

Roy Baldwin  
*Lancaster County Transportation Authority (LCTA)*

Rob Ruth  
*City of Lancaster*

Roni Ryan  
*Outer Municipalities*

Tony Berger  
*PennDOT District 8*

Beth Raves  
*PennDOT Central Office*

Beth Hinkle  
*Transportation Citizens Advisory Committee (TCAC)*

Representative P. Michael Sturla  
*State Legislature*

## Transportation Citizens Advisory Committee (TCAC)

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Beth Hinkle  
Phyllis Campbell  
Lee Young

Christopher Snyder  
Jon Mumma

## Bicycle and Pedestrian Advisory Committee (BPAC)

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Cyndie Fuhrer  
Bill Swiernik

Bill Hoffman  
Mark Stivers

## Lancaster County Planning Commission Staff

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James R. Cowhey, AICP, *Executive Director*

### TRANSPORTATION PLANNING STAFF

David Royer, *Director for Transportation Planning*

Lauri Ahlskog, AICP, *Senior Transportation Planner*

Harriet Parcells, AICP, *Senior Transportation Planner*

Gary Jones, *Transportation Planner*

Marvin Maurer, *Road Construction Report Coordinator*

Latoya Westbrook, *Administrative Secretary*

Marie Quigg, *Administrative Secretary*

## Table of Contents

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Letter from the Chairman . . . . .	inside front cover
Purpose and Vision . . . . .	i
Lancaster MPO History . . . . .	i
Committee Members and Staff . . . . .	ii
Table of Contents . . . . .	iv
Lancaster County Initiates a Complete Streets Program . . . . .	1
Progress at RRTA in 2014 . . . . .	3
MPO Approves 2015 Transportation Improvement Program (TIP) . . . . .	5
Amtrak Stations and Keystone Corridor Improvements . . . . .	7
Commuter Services of Pennsylvania Continues Growth in 2014 . . . . .	8
Smart Growth Transportation and Transportation Alternatives Programs . . . . .	10
2012–2014 Congestion Management Process Report . . . . .	11
Transportation Studies . . . . .	13
Local Technical Assistance Program (LTAP) . . . . .	14

## Lancaster County Initiates a Complete Streets Program

In 2014, the Lancaster County Transportation Coordinating Committee (LCTCC) and the Lancaster County Planning Commission (LCPC) developed a program of actions and activities to be implemented over a number of years to bring Complete Streets to Lancaster County. The activities are being implemented in coordination with the county’s municipalities and community partners such as Lancaster General Hospital and Coalition for Smart Growth, (CSG) with guidance from the National Complete Streets Coalition.

Complete Streets is a relatively new term that has entered the planning vocabulary to describe streets that are designed to be safe and convenient for people using all modes of transportation—pedestrians, bicyclists, public transportation, and motor vehicles—and people of all ages and abilities. For many decades, streets were designed and operated to favor motorists over the needs of others who also use the roads. Complete Streets is a new way of thinking in which accommodation of all users is designed into a transportation project at the outset of the project. The elements that contribute to a Complete Street go beyond the provision of sidewalks and include:

- Trees and other landscaping between the road and sidewalk;
- Bicycle lanes;
- Crosswalks and pedestrian signals at intersections;
- Benches and other street furniture,
- Adequate street lighting;
- Medians on multi-lane roads where pedestrians can wait when crossing busy roads;
- An interconnected network of roads;
- Curb extensions and other traffic calming measures that reduce the distance for pedestrians to cross a street or help slow the speed of traffic; and
- In Lancaster County, Complete Streets also includes “green infrastructure” such as rain gardens and bioswales to accommodate storm water runoff



Complete Streets carries forward Lancaster County’s long-standing commitment to creating “complete places” where people want to live, work and visit. Experience in communities that have embraced Complete Streets (over 600 communities, MPOs and states nationwide) has shown that creating environments where people can walk, bike and use transit safely results in vibrant commercial areas and residential neighborhoods that produce economic, health and social benefits. With federal and state grant programs increasingly looking at “livability and quality of life” as key factors in awarding competitive funds, communities that have made these investments will have a competitive edge in procuring grants.

### Education Through Workshops

As a first action, LCPC and its partner organizations held workshops in June to educate municipal officials, planners and the public about the Complete Streets concept. The workshops were made possible by a grant obtained by Lancaster General Hospital and contributions by LCPC, Coalition for Smart Growth and others in the community. The workshop for the public provided general information about the benefits of Complete Streets while the workshops for municipalities provided more in-depth information. The municipalities that were invited to participate in the first-round



*Public meeting on Complete Streets at the Lancaster Farm and Home Center, June 4, 2014 (top). Municipal planners and officials listen to national Complete Streets experts Roger Henderson and Cynthia Hoyle at the September 17, 2014 workshop in Manheim Borough (left).*

of workshops were the county's most urbanized municipalities (generally those that are part of the Lancaster Inter-Municipal Committee) which staff felt would be most likely to move forward with adoption of a Complete Streets Resolution and Policy. A Model Municipal Complete Streets Resolution was developed by LCPC and provided to workshop attendees to assist municipalities with development and adoption of their own resolutions. A second series of workshops was held in September, which built upon the information provided in the Spring and focused on implementation of a Complete Streets program.

### **Actions by the LCTCC and LCPC**

On June 23, 2014, the LCTCC adopted a Complete Streets Policy Statement to guide development of a Complete Streets program for the county. On July 28, 2014, the LCPC adopted an identical statement (see inset). These statements provide the directive under which Complete Streets activities will take place. The update of the Lancaster County Comprehensive Plan was initiated in 2014 and will incorporate Complete Streets concepts and strategies. The Long Range Transportation Plan will also be updated in 2015–2016 and include Complete Streets concepts.

### **Complete Streets Actions in the Municipalities**

The City of Lancaster was the first municipality to adopt a Complete Streets Resolution on May 27th. The resolution commits the City of Lancaster “to a Complete Streets policy that will incorporate Complete Streets into the planning, design and operation of all future municipal street, sidewalk, trail and other transportation projects whether new construction, reconstruction, rehabilitation or pavement maintenance...” Elizabethtown Borough was the second municipality to adopt a Complete Streets Resolution and Policy. It contains the same commitment to incorporating Complete Streets into planning, design and operation of municipal streets as the City resolution and details the actions that will be taken to implement the resolution. The East Lampeter Township Planning Commission held a hearing on a Complete Streets Resolution on September 15th and recommended approval of the resolution to the East Lampeter Board of Supervisors which has not yet taken action. Lancaster Township adopted a Complete Streets Resolution on December 9th. Once resolutions are adopted, the municipalities undertake a series of actions to incorporate the new policy into their Subdivision and Land Use Ordinances (SALDOs), zoning ordinances, updates to their Comprehensive Plans and the process by which they review roadway projects.



LCPC staff are assisting the municipalities in a number of ways.

- A Complete Streets power point was developed and made available to municipal staff who can use it to educate local governing bodies and community organizations about Complete Streets.
- A Complete Streets Design Guidebook should be completed in early 2015 that will provide municipal planners and managers with information about recommended Complete Streets elements by road type and land use.
- LCPC established a Complete Streets section on its website to provide interested municipal staff and officials and the public with information about Complete Streets.
- LCPC staff plans to conduct further workshops and assist municipalities with model language they can incorporate into their SALDOs and zoning ordinances.

Complete streets will be implemented over a number of years and be an integral part of Lancaster County's work to create healthy communities where walking, bicycling and travel by alternative means become safe, attractive and available for many trips.

Lancaster County Transportation Coordinating Committee

## Complete Streets Policy Statement

It is the policy of the Lancaster County Transportation Coordinating Committee in its work and in coordination with its partners to encourage streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

*~adopted June 23, 2014*

## Progress at RRTA in 2014

2014 was a year of evaluation and change for Red Rose Transit Authority. As always, RRTA's priority to provide safe, efficient and reliable service to the Lancaster County community by providing over two million rides annually was at the forefront. In addition to providing that daily service, a future plan was completed and a new authority formed. Here are some of the highlights.

### Transit Development Plan

In Fall 2014, RRTA completed a Transit Development Plan (TDP) that evaluated RRTA's current fixed-route system for future service and planning improvements. CDM Smith, a transportation consulting firm, was awarded the contract to perform the review and evaluation for RRTA. The TDP includes an analysis of current and projected community characteristics, a review of existing and projected service needs and proposals for short-term and long-term service improvements factoring in funding availability.

As part of the update, RRTA conducted an on-board Customer Satisfaction and Origin/Destination Survey for riders. Data collected from the surveys provided RRTA with information about ridership origin and destination points as well as customer satisfaction feedback. Customers also had the opportunity to suggest future improvements for bus routes.



RRTA and CDM Smith held two open house events to keep the public informed of the progress on the plan. Presentations during the two open houses updated the public on proposed service and fare improvements based on the analysis and input of the data collected for the plan. The open houses were held in February and May 2014 at RRTA's Queen Street Station. RRTA and CDM Smith also held meetings with key local officials and organizations, including the Lancaster County Planning Commission staff, to gather thoughts and suggestions for future improvements.

The completed plan was accepted by the RRTA Board in October. RRTA presented the plan to the MPO in November and the plan was also accepted by the MPO. RRTA plans to use the document in proposing potential service and fare structure changes that could take effect in 2015. The last Transit Development Plan was completed in 2002 with a review and update in 2008.

### Lancaster County and Berks County Form South Central Transit Authority

In November 2014, the Lancaster County Board of Commissioners and the Berks County Board of Commissioners adopted resolutions to form a new authority, the South Central Transit Authority (SCTA). SCTA will provide administrative and management services for RRTA and Berks Area Regional Transportation Authority (BARTA). The forming of the new authority will allow joint purchasing of parts and equipment that will reduce overall costs. It will also reduce costs by combining administrative services that were duplicated in both authorities. Overall, SCTA is expected to generate cost savings of \$900,000 annually.

The forming of a new authority was considered through a Joint Board Committee of both BARTA and RRTA officials that met throughout the year discussing its pros and cons. The Federal Transit Administration and PennDOT both supported forming SCTA. In November, the MPO approved a resolution requesting the Governor to designate SCTA as the recipient of the FTA funds received by the Lancaster region. RRTA and BARTA transportation services to the public will remain unchanged and both transit authorities will exist with the drivers and maintenance staff employed under each authority. SCTA will begin operating in January 2015.

### Historical Panels Installed at RRTA's Queen Street Station Parking Garage

Visitors and customers who park in RRTA's Queen Street Station parking garage are now able to learn some history when they are in the parking garage. RRTA recently completed adding some historical panels to the wall at the exit on the Queen Street side of the garage. As part of the original project, RRTA wanted customers and the general public to have an opportunity to learn about the history of the corner of Queen & Chestnut Streets. The historic panels highlight the early years of the site being the location for homes and small businesses to also being the site of the first Lancaster train station.



## MPO Approves 2015 Transportation Improvement Program (TIP)

Buoyed by additional state funding provided by Act 89, the 2015–2018 Highway Transportation Improvement Program (TIP) and Transit TIP were approved by the LCTCC in June. All highway projects that will be funded by the MPO with federal funds over the four-year period of Oct. 1, 2015–September 30, 2018 are listed on the Highway TIP. There are 119 highway projects: 73 projects carried forward from the prior year and 46 new projects. The new TIP reflects the benefits of Act 89, passed by the Pennsylvania legislature in 2013, which will provide an additional \$65 million in distributed formula funds for highway and bridge projects over four years in Lancaster County. As part of the 2015 TIP, LCTCC increased funding for the county’s innovative Smart Growth Transportation Program to \$1.5 million per year (up from \$1 million per year) in FY 2017 and 2018.

Prior to adopting the TIPs, the MPO provided a public comment period during the month of May and held a public meeting on May 15th at which the TIP and maps of all the projects were available for review. A Spanish interpreter was available for individuals needing language assistance. The document was also available for public review at all municipal offices and public libraries in the county. Staff responded to comments submitted by the public during the public comment period. TIP projects that might impact air quality were modeled for potential impacts and the 2015–2018 TIP was found to contribute to the achievement and maintenance of the National Ambient Air Quality Standards and to be consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments.

<i>Highway Project Type</i>	<i>No.</i>	<i>%</i>
Bridge	62	52%
Road resurfacing/reconstruction	16	13%
Traffic signals/intersection improvements	13	11%
Reserve Line items	9	8%
Smart Growth Transportation Projects	9	8%
Major Projects	5	4%
Safety Projects	2	2%
Other	3	3%
<b>TOTAL</b>	<b>119</b>	<b>100%</b>

The Lancaster County MPO will receive a total of \$219 million in “distributed funds” (funds distributed to the MPOs based on total funding available and formulas based on need/ conditions) over the four-year period. Before passage of Act 89, Lancaster County received approximately \$154 million over four years. The funds from the following federal/state funding categories.

<i>Funding Category</i>	<i>Eligibility and Selection Process</i>	<i>Funding</i>
National Highway Performance Program (NHPP) - federal	<b>Eligibility:</b> Projects must be on the NHS	\$ 34,982,000
	<b>Selection:</b> PennDOT Asset Management System and MPO Congestion Management Process	
Surface Transportation Program (STP) - federal	<b>Eligibility:</b> Any federal-aid highway, bridge, tunnel project and pedestrian and bicycle infrastructure on a public road	\$ 22,796,000
	<b>Selection:</b> PennDOT Asset Management System and MPO Congestion Management Process	

<i>Funding Category</i>	<i>Eligibility and Selection Process</i>	<i>Funding</i>
Federal Off-system Bridges	<b>Eligibility:</b> Bridges not on federal-aid system and at least 20' in length <b>Selection:</b> PennDOT Asset Management System	\$ 12,417,000
Highway Safety Improvement Program (HSIP) - federal	<b>Eligibility:</b> any public road with a high crash problem <b>Selection:</b> PennDOT Safety Management System	\$ 10,013,000
Congestion Mitigation and Air Quality (CMAQ) - federal	<b>Eligibility:</b> Projects that reduce congestion and improve air quality (based on modeling) <b>Selection:</b> MPO Congestion Management Process	\$ 16,017,000
Transportation Alternatives Program - federal	<b>Eligibility:</b> Alternative transportation projects including many previously funded under Transportation Enhancements, Safe Routes to School and the Trails Program. <b>Selection:</b> MPO process based on rating against selected criteria and PennDOT selection process	\$ 1,617,000
Surface Transportation Urban Program (STU) - federal	<b>Eligibility:</b> <i>see</i> STP <b>Selection:</b> <i>see</i> STP and MPO SGT Program	\$ 26,181,000
State Highway Capital	<b>Selection:</b> PennDOT process	\$ 65,129,000
State Bridge	<b>Selection:</b> PennDOT process	\$ 29,902,000
<b>TOTAL</b>		<b>\$ 219,054,000</b>

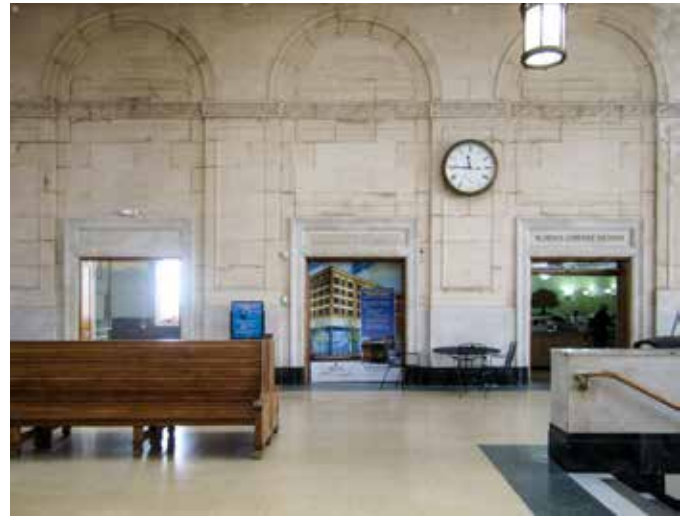
The Transit TIP totals \$48 million for RRTA and \$76 million when federal/state funds for the Mount Joy Amtrak station are included. The TIP provides funding for transit operations and maintenance, purchase of new large and small buses and vans, upgrades to Queen Street Station, vehicle and vehicle parts replacements, Mount Joy Station construction and other costs.

<i>Transit Project Types</i>	<i>Funding</i>
Operating assistance	\$17,888,262
Large and small bus and van purchases	\$10,804,618
Queen Street Station upgrades	\$ 1,250,000
Maintenance	\$ 7,205,000
ADA and associated transportation improvements	\$ 2,636,480
Capital leases	\$ 43,200
Purchase office and maintenance equipment	\$ 75,000
Computer security upgrades/software, hardware	\$ 155,000
Vehicle and vehicle lift replacements	\$ 190,000
Purchase maintenance equipment	\$ 55,000
Other (solar panels, voice equipment)	\$ 1,488,750
Mount Joy Amtrak Station	\$ 27,500,000
RRTA TOTAL	\$ 48,173,944
<b>Overall TOTAL (w Mt. Joy Station funding)</b>	<b>\$ 75,673,944</b>

## Amtrak Stations and Keystone Corridor Improvements

### Lancaster Amtrak Station

Final interior and exterior work on the Lancaster Amtrak Station, referred to as the Capstone Project, was completed in 2014. Led by Amtrak, the work included final painting and replastering of the walls and ceiling in the main waiting room and concourse, improvements to the restrooms and hallways, and exterior painting and work on the stairways and platforms. In addition, six large vintage-style clocks were donated by Brent L. Miller Jewelers and Goldsmiths and installed at locations around the station. The clocks are based on the design of the original clock in the station's clock tower. A new parking system was installed with kiosks in the station lobby, replacing the prior system of paying at a booth in the parking lot.



*Refurbished interior of Lancaster Station with new spaces for retail shops.*

Ridership at the Lancaster Amtrak Station has continued to climb, as it has at the Elizabethtown and Mount Joy stations. Ridership at the Lancaster Station was 579,000 in 2013, up 74% over 2005 levels. Ridership at all three Amtrak stations combined totaled 772,000 in 2013.

### Mount Joy Station

Designs for a new Amtrak station in Mount Joy Borough are being finalized with construction expected to begin in 2015. Since there is currently only a platform, the new station will be a major improvement for rail passengers. It is also expected to help boost development along Main Street in the Borough. Phase I of the Mount Joy Station project has been completed and involved improvements to the parking area, construction of a covered walkway from Main Street to the parking area, crosswalks and signage on Main Street and repaving of Delta Street with brick pavers. Despite the



*New walkway on Delta Street with a covered walkway (left) and crosswalks and pedestrian signage on Main Street (right) in Mount Joy Borough.*

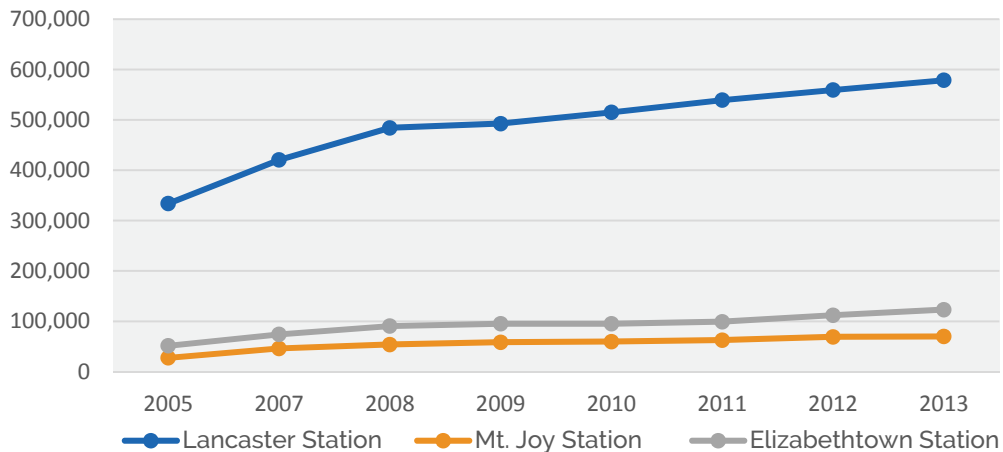


lack of amenities that have existed at the Mount Joy station, ridership climbed dramatically from 27,000 in 2005 to 70,000, an increase of 154%.

### “Sealing” the Keystone Corridor

It has been a goal of the Keystone Corridor Improvement Project to “seal the corridor” by eliminating all highway-rail grade crossings. This would enhance safety and ultimately enable Amtrak trains to travel at higher speeds. The final three closures on the Keystone Corridor were all located in Lancaster County at Newcomer, Eby Chiques and Irishtown Roads. In 2014, work was completed to close Newcomer Road and construct a new bridge at Eby Chiques Road which opened to traffic on October 30, 2014. Work on Irishtown Road closure was completed in 2013.

**Amtrak Ridership Growth in Lancaster County: 2005–2013**



### Commuter Services of Pennsylvania Continues Growth in 2014

The close of the 2015 calendar year also brings the close of the 10th year of existence for the Commuter Services of Pennsylvania program. Since the beginning, the Lancaster MPO has been an outstanding partner and supporter of the Commuter Services of Pennsylvania program. The



*Commuter Services of PA welcomed QVC in West Hempfield Twp and LightenUp Lancaster in Lancaster City as new partners in 2014.*

non-profit program, which utilizes federal Congestion Mitigation & Air Quality funds, provides free services to move people away from driving in Single Occupancy Vehicles (SOV) and instead promotes alternative commuting options such as using public transit, carpooling and vanpooling, biking and walking, and teleworking.

Currently, 45 Lancaster County businesses work with Commuter Services to assist with their employees' commutes. These businesses represent about 16% of the total employer partner group of 273 businesses across the nine county Commuter Services region. The organization welcomed Lighten Up Lancaster, The Common Wheel and Geo Group as new partners in 2014. The total number of commuters who have joined the free confidential ridesharing database across all counties has risen from 2,584 in 2006 to 27,163 at the end of October 2014.

The Ridematch database managed by Commuter Services connects commuters with other individuals traveling from similar points of origin to the same and/or similar destination on a daily basis. The Emergency Ride Home program reimburses individuals already using an alternative mode of transportation on a weekly basis for travel expenses when an emergency takes place and they cannot use their regular mode.

Commuter Services celebrated the fourth annual Earth Day promotion in 2014. During this event in April, commuters are encouraged to try a green commute to work to help decrease traffic congestion and improve air quality, thereby improving the overall environment. This year, 330 people logged 69,115 miles while commuting by bicycle, walking, transit, vanpooling, carpooling, riding the train or teleworking. Kyle Singer of Lititz, Lancaster County was selected as the Lancaster County winner. Singer walked to his job at Susquehanna Bank in Lancaster County and logged a total of 10 miles.

In May 2014, Commuter Services announced its sixth annual Bike to Work Week promotion. During this week, individuals were encouraged to try bicycling as an alternative mode of transportation to get to work. Those who participated could log their miles on the Commuter Services website and be entered to win prizes. In total, 112 bicycle commuters logged more than 3,359 miles. The Grand Prize winner was Lancaster County resident, Chris Weaver and the Lancaster County winner was Jeanette Fitzgerald of Lancaster who biked to her job at Colonial Metals, Inc.

The fourth annual 'Try Transit' month promotion was held by Commuter Services in September. This event seeks to have local commuters try public transportation options. There were a total of 271 participants from 16 counties that took part in Try Transit Month, logging a total of 277,656 miles traveled by bus or train instead of in their cars. To participate, commuters were asked to try using their local bus service or Amtrak, and log their miles traveled on transit throughout September to be entered to win a monthly pass. Daniel Foltz of Leola, Lancaster County, logged 34.5 miles by riding Red Rose Transit.

Commuter Services provides assistance to commuters and employers in several Pennsylvania counties including Lancaster, Adams, Berks, Cumberland, Dauphin, Franklin, Lebanon, Perry, and York. By actively participating in a regional program, we increase the opportunities for those who work in Lancaster County and those who live in this area but commute to surrounding counties and states. Visit the website at [www.PaCommuterServices.org](http://www.PaCommuterServices.org) or call 1-866-579-RIDE for more information.

## Smart Growth Transportation and Transportation Alternatives Programs

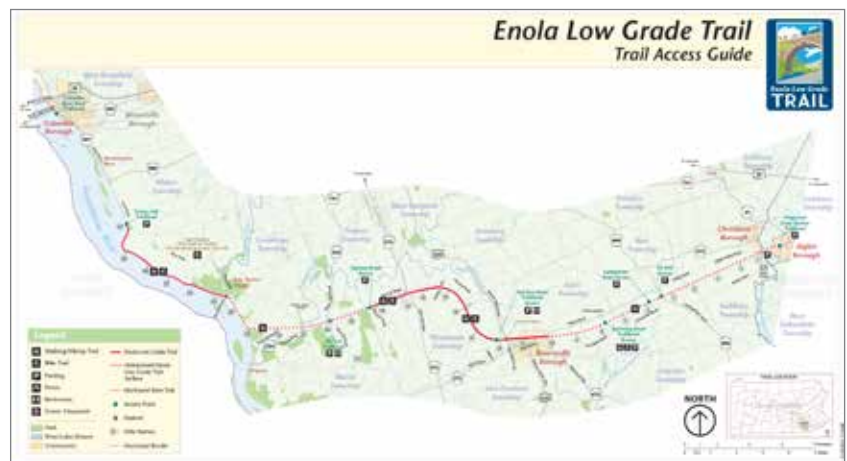
### Smart Growth Transportation Program

The LCTCC has approved two rounds of funding (FY 2013–2014 and FY 2015–2016) of the county’s innovative Smart Growth Transportation Program (SGT). The program is funded by \$1 million in federal Transportation Improvement Program funds. Eligible projects must be located in the county’s designated growth areas and contribute to the livability and economic vitality of the area. Applications are evaluated against program criteria and those with the highest ratings are recommended to the MPO for funding. A total of eleven projects have been funded (see table below). Final design has been largely completed on the FY 2013–2014 projects which will move into construction in 2015. FY 2015–2016 projects are in the early phases of preliminary design.

<i>Project</i>	<i>Lead Sponsor</i>	<i>Project Type</i>	<i>Total Cost</i>	<i>LCTCC Funding</i>
<b>SGT Projects: 2013–2014</b>				
PA 772/Anderson Ferry Rd. Pedestrian Project	Mount Joy Boro.	Construction	\$1,703,000	\$400,000
Elizabethtown Boro. Bike Pedestrian Pathway, Ph3	Elizabethtown Boro.	Construction	\$ 960,615	\$329,743
Mulberry St Conversion from 1-way to 2-way	City of Lancaster	Construction	\$750,000	\$675,000
Northwest River Trail Signage Project	East Donegal Twp.	Construction	\$65,000	\$ 59,000
<b>SGT Projects: 2015–2016</b>				
Comprehensive Bike Plan	Lancaster City	Study	\$ 60,000	\$ 48,000
Non-Motorized Transportation Study	Lancaster Inter-Municipal Committee	Study	\$ 60,000	\$ 48,000
Doe Run Road Pedestrian Enhancements	Penn Twp.	Construction	\$1,192,618	\$861,178
Bridgeport Area Transportation Study	East Lampeter Twp.	Study	\$ 237,500	\$190,000
PA 741 Multi-modal Safety Improvements	Strasburg Twp.	Construction	\$ 500,000	\$400,000
North & South Duke Street Realignment	Millersville Boro.	Construction	\$2,608,856	\$500,000
Downtown Norfolk Southern Rail Relocation Project	Lititz Boro.	Construction	\$3,000,000	\$600,000

### Transportation Alternatives Program (TAP)

The Transportation Alternatives Program is a new program created under the federal MAP-21 surface transportation legislation. TAP consolidated the Transportation Enhancements, Safe Routes to School and Recreational Trails programs that existed under prior legislation into one program. In FY 2015–2016, the MPO awarded funding to one TAP project: \$808 thousand for construction of a new bicycle-pedestrian bridge over US 222 as part of the Enola Low Grade Trail project. \$1.1 million to resurface the trail, make drainage and other improvements along the 22+ miles of the trail were awarded by PennDOT from the statewide TAP program.





## 2012–2014 Congestion Management Process Report

The results of an updated Congestion Management Process were presented to the LCTCC at its February 2014 meeting. The county’s Congestion Management Process (CMP) uses a number of analytic tools to define and identify congestion in Lancaster County as a whole as well as on a CMP network of 22 corridors. The process is used to develop appropriate strategies to reduce congestion and improve traffic flow. The ***Pennsylvania Mobility Plan*** identifies three major strategies to reduce congestion:



1. **Build New Capacity**: This is a viable means to address congestion but may not be possible due to a lack of sufficient funds or concerns about impacts on historic or cultural resources, the environment and natural lands and open space. Transportation planners and engineers recognize that we cannot build our way out of congestion. Current examples in Lancaster County are the PA 441 relocation project in Columbia and the Gap bottleneck project (US 30 at PA 41).
2. **Demand Management**: This strategy employs a variety of measures to reduce the number of vehicles on the roads including: mixed land use and higher density development, transit-oriented development, carpool/vanpool programs, infrastructure to support bicycling, walking and transit. The best example of this in Lancaster County is Commuter Services of PA (see related article).
3. **Operational Improvements**: This strategy involves measures to enhance the efficiency of the transportation system such as traffic signal coordination and intersection improvements like lane additions. Examples are listed below.

The Lancaster County CMP Network consists of 22 of the county’s most congested corridors, comprising over 188 miles of roads. The updated CMP analysis was completed using historical (2010–2012) travel speed data from TomTom and identified the following six intersections as having the greatest PM peak delay.

<i>CMP Corridor Segment</i>	<i>Seconds of Delay/ Vehicle</i>	<i>Level of Service</i>
Marietta Avenue@Rohrerstown Road	99.92	F
Lititz Pike@Roseville Road	93.77	F
Harrisburg Pike@Dillerville Road	93.42	F
Centerville Road@Marietta Avenue	92.57	F
Lititz Pike@Valley Road (Neffsville)	87.77	F
Columbia Avenue@Rohrerstown Road	84.74	F

The CMP summarizes various programmed and recently completed projects, programs and services that will help reduce delay on the CMP network.

### **Traffic Signal Coordination Projects**

Columbia Borough (PA 462 & 441)
Fruitville Pike (SR 4011) – Buch to Keller Ave.
Harrisburg Pike (SR 4020) – Mulberry St. to LG Health Campus
Lincoln Hwy. (US 30) – Greenfield Rd. to PA 896 – Traffic Responsive Signal System
Manheim Borough (PA 72 & 772)
Millersville Borough (PA 999 & SR 3029)
Mount Joy Borough (PA 230) – Angle St. to Mount Joy Shopping Center
New Holland Avenue (SR 1063) – Plum St. to US 30
Oregon Pike (PA 272) – Lititz Pike to Landis Valley Rd.
Rohrerstown Road (PA 741) – Harrisburg Pk. to Embassy Dr. – complete
Centerville Road - PA 462 to PA 23 – complete
Columbia Avenue PA 462 – Industry Dr. to President Ave.-complete
Lititz Pike (PA 501) - Keller Ave. to Owl Hill Rd. – complete
Market St. & Hershey Rd.- Cloverleaf Rd. to PA 283(PA 230 & PA 283) – complete

### **Corridor Improvements**

PA 23 @ Hellers Church & Quarry Road Intersection Improvements
PA 23 @ Valley Road Intersection Improvements
PA 23 (Shirk to Groffdale) Shoulder widening
PA 23 Corridor Traffic Signal Video Detection
PA 23 @ PA 741 and Good Drive Intersections – Intersection Improvements
US 30/Centerville Road Interchange Improvements
US 30 Intersection Improvements at PA 896 and Ronks Road
US 30 (PA 41 to PA 772) Intersection and Corridor Improvements
PA 72 Corridor Improvements Lancaster City through E. Petersburg Borough
PA 462 @ PA 741 and Good Drive Intersections – Intersection Improvements
PA 501 & Oregon Pike Intersection Improvements
Harrisburg Pike Corridor and intersection of Dillerville and President – Adaptive Signal System and Intersection Improvements
PA 72 @ Fruitville Pike in Manheim – Intersection Improvements – complete

### **Other Improvements**

Commuter Services of PA Program Support
Mount Joy Amtrak Station Improvements
PA 283/PA 722 Interchange Improvements
Red Rose Transit Authority Capital and Operating Assistance Support
Stony Battery Road Widening
Limited Access System Traffic Camera Maintenance and Operations
City Bike Share Program – new
Traffic Signal Management and Operations Program – new
Norfolk Southern Dillerville Yard Relocation and Expansion – complete
Lancaster Amtrak Station Rehabilitation – complete
Elizabethtown Amtrak Station Rehabilitation – complete

## Transportation Studies

### PA 272 - Willow Street Study

The PA 272 - Willow Street Study was led by PennDOT using Pennoni Associates as the consultant. It was completed in 2014 and was federally/state funded. It extended from Locust Lane in West Lampeter Township in the north to Mount Airy Road in Providence Township to the south. A portion of Pequea Township is also within the study area. A study review committee comprised of three representatives of each township, PennDOT and LCPC staff was formed and met a number of times in 2013 and 2014 to guide the study and its recommendations. A well-attended public meeting and smaller meetings with municipal officials were also held. The MPO accepted the study at its November meeting.

The impetus for the study was a high crash problem near the Pennsy Road and Byerland Church Road intersections with PA 272 and the West Lampeter Township Willow Street and Lampeter Traditional Villages Plan of 2010. The Village Plan called for calming traffic and developing a more pedestrian and bike-oriented environment.

The principal focus areas included the northbound portion of PA 272 in the Village of Willow Street and the intersections of Byerland Church, Mount Hope School and Pennsy Roads with PA 272. The final report presented improvement alternatives for these locations including:



*PA 272 northbound in Willow Street*

#### Village of Willow Street northbound portion of PA 272

- Alternative 1: Implement a one lane operation with on-street parking both sides, a bicycle lane and improved sidewalk and pedestrian amenities, along with streetscape improvements.
- Alternative 2: Maintain a two lane operation and implement traffic calming features with on-street parking on both sides or with on-street parking on one side and a bicycle/buggy lane on the other. Improved sidewalk and pedestrian amenities, along with streetscape improvements, would also be included.

#### Byerland Church Road Intersection with PA 272

- Alternative 1: Provide left turn lanes, and restrict Byerland Church approaches left turns. Accommodate buggies.
- Alternative 2: Restrict all left turns and accommodate buggies.
- Alternative 3: Provide multi-lane roundabout.

#### Mount Hope School Road Intersection with PA 272

- Alternative 1: Restrict Mount Hope School Road approaches left turns onto PA 272 through a channelizing median.
- Alternative 2: Restrict Mount Hope School Road approaches left turns onto PA 272 by installing median/guiderail.

#### Pennsy Road Intersection with PA 272

- Alternative 1: Provide a multi-lane roundabout.
- Alternative 2: Install a traffic signal.
- Alternative 3: Install a roundabout with bypass lanes.

- Alternative 4: Modify existing stop-controlled intersection by shifting lanes and reducing PA 272 approach lanes to one each direction.

Funding for the Willow Street Village improvements is being sought by West Lampeter Township, while the intersection improvements described above are already on the MPO's Transportation Improvement Program with federal safety funding tied to them.

### Lincoln Highway Streetscape Plan

In May, East Lampeter Township began Phase 2 of the Lincoln Highway Streetscape Plan, which focuses on the US 30 corridor between Strasburg Pike and PA 896. Phase 1 of this study, completed in 2011, identified issues that the corridor faces as a transportation route and a tourism destination. The current phase will illustrate how streetscape enhancements can be implemented to make it a safer, more multi-modal roadway with a stronger sense of place. The study, which will be completed in 2015, will address issues such as lane configuration, bicycle and pedestrian infrastructure, wayfinding, and landscaping. Deliverables will include conceptual plans and renderings, design guidelines and specifications, and cost estimates for potential improvement projects.

This \$150,000 study was funded with \$70,000 in federal funds, a \$75,000 Urban Enhancement Fund grant from the County of Lancaster, and \$5,000 from East Lampeter Township. Consultants for the study are URS Corporation and Cloud Gehshan Associates, both of Philadelphia. The advisory committee consists of township elected officials and staff, LCPC, PennDOT, PA Dutch Convention and Visitors Bureau, Red Rose Transit, Lancaster Mennonite School, Tanger and Rockvale Outlet Centers, Dutch Wonderland, and several lodging properties.



### Local Technical Assistance Program (LTAP)

Lancaster County continued its support and involvement in the Local Technical Assistance Program (LTAP) in 2014. The purpose of the program is to share transportation knowledge, improve road maintenance and safety skills and put new roadway research and technology into practice at the local level. This was the eighth year that Lancaster County worked with PennDOT to offer LTAP classes to municipal road supervisors and road crews and provide technical assistance to municipalities on safety and maintenance problems. Both the classes and technical assistance are offered free of charge.

## LTAP Classes

Lancaster County offered seven LTAP classes in 2014 that were held at municipal office buildings. Attendance was strong at most of the classes, suggesting that the program is valued by public works departments and that classes are being held in locations convenient for employees to reach.

### 2014 LTAP Classes

<i>Date</i>	<i>Class Title</i>	<i>Location</i>
April 3	Intersections	Warwick Township
April 23	Traffic Signs	Millersville Borough
May 6	Principles of Paving	Upper Leacock Township
September 5	Asphalt Roads	West Lampeter Township
October 22	Winter Maintenance	East Earl Township
November 13	Traffic Calming	Warwick Township
December 9	Managing Utility Cuts	Paradise Township

## Technical Assists

In 2014, the LTAP program provided free technical assists to a number of municipalities to help them address specific problems. Examples include:

1. Walkability Audit in Ephrata Borough: The tech assist examined three locations for walkability and existence and condition of sidewalks: 1) Meadow Valley Road; 2) Wenger Drive/Church Avenue; and 3) Parkview Heights Road. Using the PennDOT Walkability Audit Form, the group walked and evaluated each route for sidewalks and crash data. Overall recommendations and suggestions were developed for each route.
2. Bridge Guard Rail Assistance in Elizabethtown Borough: This tech assist involved examination of four bridge locations where Elizabethtown Borough has concerns about the lack of guard rails and the need for other safety features.

The tech assist involved a field view of the four bridge locations, review of information from PennDOT and national publications and crash data for the sites. As a result of the analysis, LTAP determined that it is not economically appropriate to install guard rails at the bridges at this time. The safety hazards at the bridges are outside of the clear zone, and the probability of an incident is low.

3. Main Street Pedestrian Crossing in Mount Joy Borough: The tech assist involved an examination of pedestrian crossings on Main Street in Mount Joy Borough. The Borough is concerned about the safety of pedestrians crossing at the intersection of Main Street (PA 230) and Marietta Pike (PA 772). A variety of options to improve the safety of the crossing, both low cost items such as better signage, improved pavement markings and pedestrian/drive education, and more extensive improvements such as changes to the traffic signals, were presented at the conclusion of the study.

## **2014 MPO Annual Report**

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