2015

MPO Annual Report

Lancaster County Transportation Coordinating Committee (LCTCC)
Metropolitan Planning Organization (MPO)
Lancaster County, Pennsylvania
On behalf of the Lancaster County Transportation Coordinating Committee (LCTCC), I am pleased to present the 2015 Annual Report. I want to express my appreciation to the members of the LCTCC, its technical advisory committee, and other advisory committees and task forces, and staff for their work throughout the year that results in a safer and more efficient transportation.

In 2015, the MPO approved a series of recommendations for changes to the MPO committee roles, meeting preparation and member training. The MPO will be implementing the recommendations in 2016. The MPO awarded $3.6 million for four Smart Growth Transportation projects and $808,000 for one Transportation Alternatives project that improve livability and increase mobility options in our communities. A description of the projects can be found in this report. The many hours spent by members of the Smart Growth Transportation Task Force meeting with the municipalities that submitted applications and evaluating the applications made these programs a success this year and I thank the task force members for their work. Lancaster County also advanced its “complete streets” program which is designed to make our roads safer for all modes of transportation and people of all ages. A Lancaster County Complete Streets Guidebook was developed that will assist municipalities with implementing complete streets measures.

In 2015, the MPO continued to make investments to improve our roads and repair deteriorated bridges. Our county’s transit authority, RRTA, completed an administrative merger with BARTA in Berks County to form the South Central Transit Authority which is already showing cost savings and efficiencies. Major projects completed this year include the Lititz Pike bridge and the PA 441 relocation in Columbia. The MPO continued to support and participate in the work of Commuter Services of Pennsylvania which works with individuals and employers to reduce the amount of single occupancy vehicle commuting.

I will be devoting my energies to other pursuits and will not be serving as the MPO Chairman next year. I have enjoyed working with all of the members of our transportation committees and task forces and will continue to follow and support the work you do. Thank you for the opportunity to lead the county’s transportation work over the past several years.

Sincerely,

Scott Martin, Chairman
Lancaster County Transportation Coordinating Committee
**Purpose and Vision**

The Lancaster County Transportation Coordinating Committee (LCTCC) is the federally-designated Metropolitan Planning Organization (MPO) for Lancaster County. It is comprised of federal, state and local agencies who have responsibility for planning and overseeing the investments that will provide for an efficient, safe and multimodal transportation system in Lancaster County and support smart growth and economic development. The LCTCC includes representatives from the Lancaster County Planning Commission (LCPC), Lancaster County Transportation Authority (LCTA), Lancaster County Board of Commissioners, the City of Lancaster, Red Rose Transit Authority (RRTA), Lancaster Airport Authority, State Legislators and the Pennsylvania Department of Transportation (PennDOT). The MPO’s vision for the county as stated in the 2016–2040 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**

The Lancaster County MPO was formed in 1964 to carry out the federally required transportation planning process. In 1964, the MPO area was defined as being the central urban area of the county. The organization was then known as the Lancaster Area Transportation Study Coordinating Committee. In 1976, the MPO expanded its boundaries to encompass the entire county. In 1997, the MPO name was officially changed to the Lancaster County Transportation Coordinating Committee. Voting membership has expanded to 22 over the years. A Technical Advisory Committee has always existed to advise the policy committee. In 1960, the county’s population was 278,359. By 1970 it had climbed to 319,693 and in 2010, the population reached 519,445. The estimated population in 2014 was 533,320, according to the U.S. Census.
Lancaster County Transportation Coordinating Committee

Commissioner Scott Martin, Chairperson
Lancaster County Board of Commissioners
Mayor Rick Gray, Vice-Chairperson
City of Lancaster
Alice Yoder
Lancaster County Planning Commission (LCPC)
David Kratzer, Jr.
Lancaster County Planning Commission (LCPC)
Dennis Groff
Lancaster County Planning Commission (LCPC)
Pete Soto
Lancaster County Planning Commission (LCPC)
Leo Lutz
Lancaster County Planning Commission (LCPC)
Jeff Funk
Lancaster County Planning Commission (LCPC)
Terry Martin
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 Wibberley
South Central Transit Authority (SCTA)
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

Leo Lutz, Chairperson
Lancaster County Planning Commission (LCPC)
Ralph Hutchison, Vice-Chairperson
Inter-Municipal Committee (LCPC)
Dennis Groff, Vice-Chairperson
Lancaster County Planning Commission (LCPC)
Alice Yoder
Lancaster County Planning Commission (LCPC)
Lisa Riggs
Business and Finance Community
Heather Valudes
Lancaster Chamber of Commerce & Industry (LCCI)
Marilyn Jamison
Operating Railroad (Amtrak)
Bill Swiemik
Bicycle & Pedestrian Advisory Committee (BPAC)
Kate Gonick
Environmental Community
Ryan Eckert
Motorized Vehicle Interest (AAA)

Dave Kilmer
South Central Transit Authority (SCTA)
Austin Beiler
Lancaster Airport Authority (LAA)
Bob Desmarais
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)

Beth Hinkle
Phyllis Campbell

Christopher Snyder
Jon Mummaw
Lee Young

Bicycle and Pedestrian Advisory Committee (BPAC)

Bill Swiernik
Cyndie Fuhrer
Bill Hoffman

Lancaster County Planning Commission Staff

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

Letter from the Chairman .............................................. inside front cover
Purpose and Vision .............................................................. i
Lancaster MPO History .......................................................... i
Committee Members ............................................................ ii
Table of Contents .............................................................. iv
Lancaster County Awards Funding for FY 2017–2018 SGT and TA Projects .............. 1
MPO Committee Plan ............................................................ 4
Red Rose Transit Authority ...................................................... 5
Lancaster County Develops a Complete Streets Guidebook ................................. 7
Lincoln Highway Streetscape Plan: Phase 2 ................................... 10
Commuter Services of Pennsylvania Expands in 2015 .......................... 11
Major Highway and Bridge Projects and New Signal Technologies ................... 12
Local Technical Assistance Program (LTAP) .................................. 13
Lancaster County Awards Funding for FY 2017–2018 SGT and TA Projects

On December 14, 2015, the LCTCC approved funding for four Smart Growth Transportation (SGT) projects and one Transportation Alternatives (TA) project. A total of $3,629,352 was approved for SGT projects and $808,000 for the TA project. The SGT program is funded through federal Surface Transportation Urban funds that are reserved by the LCTCC for innovative projects that improve livability in the county, support smart growth and promote alternatives to single-occupant driving. The TA program, while similar to SGT in terms of the types of projects funded, was established under the MAP-21 legislation with different eligibility and evaluation criteria. SGT projects must be located in the county’s Designated Growth Areas while TA projects can be located anywhere in the county. Applications for both programs are issued every two years and are reviewed and scored by Lancaster County’s Smart Growth Transportation Task Force. The task force makes its recommendations for project funding to the TTAC and MPO for final approval.

Fourteen applications were received for the two programs for FY 2017–2018: nine SGT applications and five TA applications. Five projects were awarded funding:

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Sponsor</th>
<th>Project Type</th>
<th>LCTCC Funding</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SGT Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Willow Street Traditional Village Project</td>
<td>West Lampeter Township</td>
<td>Construction</td>
<td>$1,214,652</td>
<td>$1,572,654</td>
</tr>
<tr>
<td>2. Charlotte Street Conversion to Two-Way Traffic</td>
<td>City of Lancaster</td>
<td>Construction</td>
<td>$977,500</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>3. PA 772 Pedestrian Safety Project</td>
<td>Mount Joy Borough</td>
<td>Construction</td>
<td>$1,337,200</td>
<td>$1,558,700</td>
</tr>
<tr>
<td>4. Downtown Connections Study</td>
<td>Manheim Borough</td>
<td>Study</td>
<td>$100,000</td>
<td>$125,000</td>
</tr>
<tr>
<td>Total SGT Funding</td>
<td></td>
<td></td>
<td>$3,629,352</td>
<td>$4,756,354</td>
</tr>
<tr>
<td>TA Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Safe Harbor Trestle Restoration Project</td>
<td>Manor Township</td>
<td>Construction</td>
<td>$808,000</td>
<td>$3,419,000</td>
</tr>
<tr>
<td>Total TA Funding</td>
<td></td>
<td></td>
<td>$808,000</td>
<td>$3,419,000</td>
</tr>
</tbody>
</table>

A brief description of each of the projects that was awarded funding follows.

1. **Willow Street Traditional Village Project, West Lampeter Township**
   This project is Phase I of West Lampeter Township’s plan to reestablish Willow Street as the traditional village it once was through improvements to pedestrian, bicycle and other infrastructure and reduced vehicle speeds along PA 272. Willow Street has the elements of an historic small town with historic architecture and a mixture of residential and commercial businesses but has been adversely impacted over time by the high speeds and volumes of traffic on PA 272 that passes through the village. Reestablishment of a traditional village in Willow Street was identified in the West Lampeter 2003 Comprehensive Plan. The SGT funds will be used to construct improvements from Wynwood Drive to Main Street on PA 272 and include: traffic calming measures such as curb extensions and crosswalks at major intersections, narrower travel lanes through the village and other measures.
2. Conversion of Charlotte Street to Two-Way Traffic, City of Lancaster
   This project will convert Charlotte Street in the City of Lancaster from one-way to two-way traffic from West James Street to West King Street as part of a plan for traffic calming in the city. A prior SGT funding cycle provided for the conversion of Mulberry Street from one-way to two-way traffic, a project that will go to construction in 2016. Improvements to Charlotte Street will include: resurfacing and pavement improvements, traffic signal and pedestrian signal upgrades at six intersections; addition of a bicycle lane, crosswalks and stormwater improvements that incorporate green infrastructure such as rain gardens, infiltration beds and other measures. This project will enable traffic, bicyclists and pedestrians to travel more easily to and through the area and support future development.

3. PA 772 Pedestrian Safety Project, Mount Joy Borough
   This project will construct new sidewalks and eliminate gaps in the existing sidewalk network along PA 772 in Mount Joy Borough. It will enable pedestrians to walk safely between Main Street in the downtown area, the train station, a community park, residential neighborhoods along PA 772 and the Borough library. Currently, a curve on PA 772, lack of sidewalk in many sections along the road and other obstacles make it dangerous for residents to walk or bike between these destinations. The project will end at the Mount Joy Borough border. In the future, with support from East Donegal Township, the sidewalks could be extended to connect to the East Donegal School District. The project has been in planning for several years. The Donegal Region Comprehensive Plan identified development of recreational opportunities as important to attracting businesses and professionals to the region. The connectivity provided by this project will contribute to achieving this objective. Pennsylvania Senator Aument, Representative Hickernell as well as Main Street Mount Joy, the Mount Joy Chamber of Commerce, the Milanof Schock Library submitted letters of support for the project.
4. **Downtown Connections Study, Manheim Borough**

This project will address the problem caused by truck traffic in downtown Manheim Borough. Both PA 772 and PA 72 (Manheim Pike) pass through the center of the borough, bringing significant truck traffic into the downtown area and creating a challenging environment for pedestrians, bicyclists and those who walk to and from transit stops. Despite the truck traffic, Mount Joy Borough has managed to maintain a traditional “Main Street” feel. The borough is identified as a Treasured Place on the Lancaster County Planning Commission heritage maps. This study funded through the SGT program will build on prior studies that have looked at truck and pedestrian safety issues in downtown Manheim Borough, but will present preliminary design concepts for the recommended improvement projects to make the downtown safer while still accommodating the needs of local businesses. The improvements also will have beneficial impacts for public transit users. Penn and Rapho Townships support and will participate in the study. The Manheim Area Economic Development Corporation and Manheim Downtown Development Group as well as Red Rose Transit Authority submitted letters of support for the project.

5. **Safe Harbor Trestle Restoration Project, Manor Township**

The Safe Harbor Trestle in Manor Township, a tall former railroad bridge presents an approximately 1,600 foot gap between the completed 5.2 mile section of the Enola Low Grade Trail in Manor Township (to the north of the trestle) and the approximately 24 mile section of the trail below the trestle that traverses the southern part of the county through Conestoga, Providence and other townships and Quarryville Borough to Atglen in Chester County. As such, restoration of the trestle is a priority project for the county in its efforts to create an interconnected countywide bicycle-pedestrian trail network.
The Transportation Alternatives Program funding awarded to the project will be one part of the total $3.4 million cost of rehabilitating the trestle to a safe and functional condition for use by pedestrians and bicyclists. The remaining funding will be sought from state Transportation Alternatives funding and other funding sources. In a prior funding cycle, the county awarded TA funding for construction of a bridge over US 222 in Quarryville Borough as another connection point on the Enola Low Grade Trail.

Several projects that were funded in prior rounds of SGT and TA program funding have nearly completed final design and are expected to begin construction in Spring 2016. These projects are:

<table>
<thead>
<tr>
<th>2013–2014 Funded SGT Projects Near Construction or Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conversion of Mulberry Street to two-way traffic</strong></td>
</tr>
<tr>
<td>This project will convert Mulberry Street from one-way to two-way traffic. Design is substantially complete and has received PennDOT approval. Construction is expected to begin in late Spring 2016. The MPO awarded the City of Lancaster $675,000 for the project.</td>
</tr>
<tr>
<td><strong>Elizabethtown Bicycle and Pedestrian Pathway (Phase 3)</strong></td>
</tr>
<tr>
<td>This project will connect the Amtrak Station in the western part of the Borough to the downtown and the Elizabethtown School District in the eastern part of the Borough. Design is nearly complete and construction is expected to begin in spring 2016. The MPO awarded $329,743 to Elizabethtown Borough for construction of Phase 3.</td>
</tr>
<tr>
<td><strong>Northwest River Trail Signage Project</strong></td>
</tr>
<tr>
<td>This project pays for installation of a series of signs to direct residents and visitors to trail access points and facilities and services along and near the Lancaster County Northwest River Trail. Sign installation was completed by the end of 2015. The MPO awarded $59,000 to East Donegal Township (lead project sponsor with other municipalities along the corridor as co-applicants) for this project</td>
</tr>
</tbody>
</table>

**MPO Committee Plan**

The MPO engaged a consulting team to help develop a committee plan to address committee structure, membership and roles. The team was advised by an MPO advisory committee and presented its findings to the MPO in early 2014. At its February 2015 meeting the MPO approved most of the plans recommendations, but membership was unchanged. Approved were recommendations include:

- **Distinct and complimentary roles of the technical and coordinating committees.** The MPO will deal with high level policy matters (and meet just five times a year), while TTAC will deal with details and technical matters (and will meet monthly).
- **Discontinue standing committees in favor of ad hoc committees.** The Citizens Advisory Committee was discontinued in favor of utilizing online and other citizen involvement tools and techniques, but the Bike/Pedestrian Advisory Committee was not eliminated given the prominence of bike/pedestrian issues and the planned development of the Active Transportation Plan.
- **Comprehensive orientation program for new members.** MPO staff will develop and implement this. An MPO handbook is already provided to new members but additional orientation products and processes will be developed and implemented.
• **Ongoing education for members.** MPO staff started this in 2015 and will continue presenting regular training modules at meetings.
• **Enhance meeting preparation and procedures.** MPO staff will develop and implement this. It will be aimed at providing better and clearer information to committee members prior to their meetings.

Following approval of these recommendations, in September of 2015 the MPO approved some bylaws changes to implement the recommendations. The recommendations should be fully implemented in 2016.

### Red Rose Transit Authority

2015 started out with new opportunities as the newly formed South Central Transit Authority began managing both the Berks Area Regional Transportation Authority (BARTA) and Red Rose Transit Authority (RRTA). Even as the internal changes were being implemented, RRTA continued to provide safe, efficient and reliable service for Lancaster County. Modified and added service to RRTA’s fixed-route system occurred to serve new employers giving customers public transit options to get to work. Many other improvements occurred throughout the year that focused on improving the customer experience.

Here are some of the highlights that occurred in 2015.

#### South Central Transit Authority (SCTA) Begins Managing BARTA and RRTA

The biggest change in 2015 was the formation of South Central Transit Authority (SCTA) that began managing BARTA and RRTA services in Berks and Lancaster Counties as of January 1, 2015. In January 2015, the administrative staff at SCTA began providing management services in an effort to reduce costs by joint purchases and eliminating duplication of administrative services.

The forming of the new authority was considered through a Joint Board Committee of both BARTA and RRTA officials that met throughout 2014 discussing the pros and cons of forming the authority. In November 2014, the Lancaster County Board of Commissioners and the Berks County Board of Commissioners adopted resolutions to form the new authority. Overall, the forming of SCTA is expected to generate cost savings of $800,000 annually.

The Federal Transit Administration and PennDOT both supported forming SCTA. In November 2014, the MPO approved a resolution requesting the Governor to designate SCTA as the recipient of the FTA funds received by the Lancaster region. BARTA and RRTA transportation services to the public remain unchanged and both transit authorities still exist with the drivers and maintenance staff employed under each authority.

#### RRTA Receives Grant for New Hybrid Buses

On February 5, 2015, the Federal Transit Administration awarded RRTA $2.6 Million to help with the purchase of 14 electric hybrid buses to replace the current diesel buses that are at the end of their useful life. The funding was provided through FTA’s Low or No Emission Vehicle Deployment
Program (LoNo). The grant RRTA received was one of 10 projects awarded by the FTA throughout the U.S. Ten of the hybrid buses were delivered in October 2015 and put into service. The remaining 4 will be delivered in spring of 2016. The new, low emission buses were manufactured by Gillig and BAE Systems.

**BusFinder System Helps Customers with Real-time Bus Information**

In Spring 2015, RRTA unveiled the BusFinder System, a real-time, GPS tracking system for customers to use while using RRTA bus service. The GPS technology tracks the location of each bus in operation on any given route. Customers are able to view where the bus is along the route and also find bus stop information. Customers can create their own account on the website that will allow them to receive alerts about the status of a particular route if there are detours or delays. The BusFinder website can be viewed on a PC or mobile device. An iPhone app is also available. The BusFinder system can be accessed by visiting [www.redrosetransit.com](http://www.redrosetransit.com) and clicking the BusFinder button.

**RRTA Modifies Route and Adds New Route for New Job Locations**

As part of RRTA’s Annual Route and Schedule Changes in August 2015, modifications to Route 18/Elizabethtown were made as well as starting a brand new route to Gap. The Route 18/Elizabethtown route was modified to provide service to the Jay Group in Landisville and also was extended to provide service to the new Nordstrom facility that opened this year. The service operates Monday through Friday.

A new route, the Route 21/Gap, was added to serve the Urban Outfitters facility, located along Route 30 in Gap. The schedule was created to try and serve shift changes for riders needing to get there for jobs. Nine trips operate Monday through Saturday on the Route 21/Gap route. As part of this new route, RRTA modified the existing Route 14/Rockvale Square route to only travel to Rockvale Outlets; shortening the route instead of traveling out to Paradise. The Route 21/Gap route serves the area outbound beyond Rockvale Outlets to Urban Outfitters.
Lancaster County Develops a Complete Streets Guidebook

As a next step in its Complete Streets Program, following the workshops that LCPC and its partner organizations (LGH, Coalition for Smart Growth) held in 2014, LCPC staff developed a Lancaster County Complete Streets Guidebook. The Guidebook was developed to provide municipalities and other interested parties with information to help them convert streets designed for cars into complete streets that safely accommodate all users. The Guidebook is located on the LCPC website at this direct link: http://www.lancastercountyplanning.org/DocumentCenter/View/483).

The Guidebook opens with an introduction to the definition and benefits of complete streets and how complete streets serve to advance Federal, State and Lancaster County policies. It is the policy of the U.S. Department of Transportation (US DOT) that:

*Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction and transportation facilities, except where bicycle and pedestrian use are not permitted. (23 U.S.C. 217(g)(1))*

In Pennsylvania, PennDOT requires that all cities that receive federal funds through the State Highway Fund must spend “reasonable amounts” to provide footpaths and bicycle trails as part of a transportation project. Complete Streets also help to achieve the Vision and Goals of the Lancaster County Comprehensive Plan and its functional elements.

The Guidebook describes the planning process that a municipality, county or state should go through to establish Complete Streets. First, the land use and the transportation context (the road type) must be determined. Together, these contexts will determine the appropriate complete streets measures to be implemented and the dimensions recommended for those measures. The measures to create a Complete Street on a busy downtown arterial will differ from those on a suburban residential street. Second, an inventory of the existing transportation infrastructure is undertaken to determine its condition and where gaps in connectivity of the infrastructure exist. Third, other priorities of the community must be considered (social equity, green infrastructure, other) which will influence the prioritization of Complete Streets projects and the measures that are implemented.
Chapter 4 of the *Guidebook* presents detailed information about the land use context and road type context which together determine the elements that are best suited to create a complete street in that location. The Lancaster County Land Use Transect defines seven land use zones based on an increasing intensity of use. The transect serves as a guide for municipalities as they examine land uses within their boundaries and define appropriate zones for a Complete Streets program.

The *Guidebook* also presents a hierarchy of road types for Complete Streets. The Complete Streets Road Typology is similar, though not identical, to the traditional Functional Classification System defined by the Federal Highway Administration, as shown below.

### Functional Road Classification vs. Complete Streets Road Typology

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Lancaster County Complete Streets Typology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Arterial</td>
<td>Regional Arterial</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>Community Arterial</td>
</tr>
<tr>
<td>Collector</td>
<td>Community Collector</td>
</tr>
<tr>
<td>Local</td>
<td>Neighborhood Collector</td>
</tr>
</tbody>
</table>

### Examples of Complete Streets Road Types and Lancaster County Transect Land Uses

- **Road Type**
  - Neighborhood Collector
  - Community Collector
  - Community Arterial

- **Land Use Type**
  - T-4 Suburban
  - T-5 Urban
  - T-6 Urban Center
The recommended dimensions for the Complete Streets measures such as sidewalks, green zone (landscaped area), bicycle lane, parking lane and lane width are presented for each road type. Municipalities are encouraged to create a “Complete Streets Map” of land use zones and road types within their municipality. LCPC staff can provide technical assistance if requested by the municipality in developing the map.

Chapter 5 of the Guidebook describes the function of each of the elements of the “street zone” which includes the travel lane, shoulder, parking lane, median and bicycle lane and the “pedestrian zone” which includes the sidewalk, buffer or green zone, crosswalks and pedestrian signals.

Example of the Street Zone and Pedestrian Zone in a Complete Street

In addition to the Guidebook, the Complete Streets section of the LCPC website contains factsheets and other information that will be helpful to municipalities and others interested in advancing a Complete Streets program. These include:

- Model Municipal Complete Streets Resolution and Policy
- Complete Streets Resolutions and Policies passed by Lancaster County municipalities
- Complete Streets PowerPoint
- Complete Streets Program Checklist for Municipalities (10 actions to take)
- Link to the National Complete Streets Coalition
- Complete Streets Best Policy and Implementation Practices by the APA
- Lancaster County Land Use Transect
- Link to the websites of partner organizations (Lighten Up Lancaster, Coalition for Smart Growth, National Complete Streets Coalition)

The LCPC staff worked with municipalities in 2015 to incorporate Complete Streets language into the updates of their comprehensive plans, Subdivision and Land Use Ordinances (SALDOs) and zoning ordinances and will continue this work in 2016. If you are interested in obtaining more information about the county’s Complete Streets Program or are a municipal official or staff who would like technical assistance in implementing a program in your municipality, contact Harriet Parcells, hparcells@co.lancaster.pa.us, tel: 717-299-8333 or the LCPC Community Planner that works with your municipality.
Lincoln Highway Streetscape Plan: Phase 2

The Lincoln Highway Streetscape Plan: Phase 2 is a plan to improve a 2.5-mile section of US 30 between Strasburg Pike and PA 896 to make it safer, more efficient and attractive for residents and visitors. The Plan, led and adopted by East Lampeter Township, was accepted by LCTCC at its June meeting. It was paid for with federal, county and local funds.

Currently, this important east-west highway can be dangerous, noisy and intimidating especially for those who might wish to walk or bicycle between some of the shops and attractions in the corridor. Traffic volumes in the study area range from 22,000 to 30,000 vehicles per day. In addition, a significant amount of truck traffic regularly travels the corridor. At the other end of the spectrum is horse and buggy traffic from Plain Sect people who live and work in this part of the County. The corridor also has a relatively high level of crashes with 343 reportable crashes between 2009 and 2013.

While Route 30 in the study area continues to function at a relatively good level of service with respect to congestion, additional capacity will be needed in the future and can be created through relatively low-cost investments, such as an upgraded traffic signal system, regulation of turning movements, and improved access management. Strategic safety improvements can improve locations with high crashes. Sidewalks exist along much of the corridor, but their close proximity to the roadway discourages many from walking, especially families with children. Bicycling is also challenging because of a lack of a buffer from motor vehicle traffic.

The Lincoln Highway Streetscape Plan seeks to change this situation by narrowing vehicle travel lanes to “calm” traffic, installing crosswalks where there are none and improving crosswalks at busy intersections where they already exist, constructing a multi-use pedestrian and bicycle trail separated from the roadway, and providing additional landscaping. The combined impact of the improvements will transform this heavily traveled corridor into one that meets the needs of pedestrians, bicyclists, transit and other users and makes the area more attractive for residents and visitors. The proposed improvements (which could potentially total $174 million) will be implemented over a series of years as funding becomes available.
Commuter Services of Pennsylvania Expands in 2015

Commuter Services of Pennsylvania has partnered with the Lancaster MPO since Commuter Services inception in 2005. The non-profit program, which is supported with federal Congestion Mitigation and Air Quality funds, provides free services to move people away from driving alone in Single Occupancy Vehicles (SOV) and instead promotes commuting options such as using public transit, carpooling and vanpooling, biking and walking, and teleworking. In 2015, the Commuter Services footprint expanded to the NEPA region of Carbon, Monroe, Pike and Schuylkill counties.

Currently, Commuter Services works with a total of 46 Lancaster County businesses to assist with their employee’s commute. These businesses represent about 17% of the total employer partner group of 263 businesses across the Commuter Services region. In addition to working with local employers, Commuter Services works with a variety of community organizations such as municipalities, townships, libraries and bike shops. Commuter Services distributes information to the community organizations to help promote more sustainable commuting modes to their members. Currently 20 organizations from Lancaster County have joined as Community Partners. Among these partners are new members in 2015: Lititz Public Library, Ephrata Public Library, YTI Career Institute, Urban Outfitters, PA Career Link of Lancaster, and Warwick Township.

The non-profit organization’s ridematch program connects commuters with other individuals traveling from similar points of origin to the same and/or similar destination on a daily basis. The total number of commuters who have joined the free confidential ridesharing database across all counties has risen from 2,584 in 2006 to 28,756 at the end of October 2015. In addition, the Emergency Ride Home program helps individuals already using a green mode of transportation on a weekly basis and reimburses them for travel when an emergency takes place and they cannot use their regular mode.

Commuter Services celebrated the annual Earth Day promotion in 2015. 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, 340 people logged 65,722 miles while commuting by bicycle, walking, transit, vanpooling, carpooling, riding the train or teleworking. Pablo Otero of Lancaster was selected the Lancaster County winner. Otero rode transit to his job at Jay Group in Lancaster County five times and logged a total of 85 miles. Carrie McGough of Millersville, Lancaster County is the randomly selected grand prize winner.

In May 2015, Commuter Services announced its annual Bike to Work Week promotion. During this week, individuals were encouraged to try bicycling as a different 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, 120 bicycle commuters logged almost 5,000 miles. The Lancaster County winner was Michele Bote of Lancaster, who biked to her job at Millersville University in Lancaster County.

In 2015, National Dump the Pump Day took place on Thursday, June 18. The annual event focuses on the benefits of using green forms of transportation as opposed to driving alone. To enter the contest, commuters were encouraged to Dump the Pump by taking public transit, biking, carpooling, vanpooling, walking, or teleworking and then offer a brief written summary for a chance to win. In 250 words or less,
Lowell Brown of Lancaster County was chosen as the grand prize winner for PA's 2015 Dump the Pump day.

Commuters wrote about how much money they have saved and/or how their quality of life has been improved when they “Dumped the Pump” by using a mode of transportation to commute to work other than a single occupancy vehicle. Lowell Brown of Lancaster, was selected as the grand prize winner. Brown rides Red Rose Transit in the morning to his job at Mennonite Central Committee in Lancaster County and bicycles home in the afternoon.

The annual ‘Try Transit’ month promotion was held by Commuter Services in September. This event seeks to have local commuters try public transportation options rather than driving alone. There were a total of 280 participants from 16 counties that took part in Try Transit Month, logging a total of 204,688 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. Valerie Garcia was the Lancaster County winner and logged 126 miles by riding Red Rose Transit. Shelley Carr of Lancaster County was selected as one of the grand prize winners and won a pair of round-trip Amtrak tickets. Carr rode Amtrak to work, logging a total of 962.

Commuter Services provides assistance to commuters and employers in several Pennsylvania counties including Lancaster, Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lebanon, Monroe, Perry, Pike, Schuylkill 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 or call 1-866-579-RIDE for more information.

Major Highway and Bridge Projects and New Signal Technologies

Lititz Pike Bridge Replacement
This project was completed in early 2015 at a construction cost of $17 million. It provides a new four travel lane facility that connects with Duke Street in the City. Shoulders, sidewalks and turning lanes are included as was the change of Liberty and McGovern Avenues to two-way streets throughout. A local advisory committee worked with PennDOT to assure proper provisions for bikes and pedestrians and to advise on aesthetic matters. A public art project, Silent Symphony, was erected near the south end of the bridge. The former bridge was removed and Lititz Avenue where it once served the bridge on the south side was provided with a cul-de-sac.

PA 441 Relocation in Columbia
This $14.8 million project that opened in late 2015 provides a two-lane relocation of PA 441 from Locust Street in the Borough to the westbound ramps of US 30. It includes a new bridge over US 30 and a portion of the Northwest River Trail. The purpose of the project is to substantially reduce traffic and particularly large truck traffic, serving Turkey Hill Dairy and Lancaster County Solid Waste Management Authority facilities, from Third and Locust Streets (formerly PA 441) in the Borough.
**Gap Bottleneck Project**
This $11.5 million project is intended to reduce delay and crashes in the vicinity of the US 30/PA 41 and US 30/PA 772 intersections. It will be complete in 2016. Highlights include a new two-lane westbound roadway for US 30 traffic from PA 41 to PA 772, a one-way operation of existing US 30 from PA 772 to PA 41, and a variety of turning lane additions and other improvements. Adaptive Signal Control Technology (ASCT) is an advanced traffic signal technology that adjusts the signal timing (in real time) to reduce corridor delay. The system uses a deployment of sensors and cameras in the field and sophisticated signal control software. The project involved substantial public involvement including the Amish.

**Adaptive Signal Control Technology**
Adaptive Signal Control Technology (ASCT) has been and will be installed on several heavily travelled corridors. The technology was installed on US 30 from Greenfield Road to PA 896 in East Lampeter Township. The project was funded with state funds through the Automated Red Light Enforcement funding program.

Lititz Pike (PA 501) is another corridor where ASCT was installed from Owl Hill Road in Warwick Township to Keller Avenue in Manheim Township. ASCT will also be installed on Harrisburg Pike in conjunction with some geometric and pedestrian improvements at the intersection of Dillerville Road. Fourteen intersections from the City of Lancaster to East Hempfield Township will be included in the system.

**Local Technical Assistance Program (LTAP)**
Lancaster County continued its support of the Local Technical Assistance Program (LTAP) in 2015, a national program established to share transportation knowledge, improve road maintenance and safety skills and put new road research and technology into practice at the local level. This was the ninth year that Lancaster County worked with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to offer a range of classes to municipal road supervisors and employees and provide technical assistance on safety and maintenance problems. The classes and technical assistance are offered free of charge.
LTAP Classes
Lancaster County offered three LTAP classes in 2015 that were held at municipal office buildings. Attendance was strong at all of the classes, suggesting that the program continues to have value for public works departments.

_Winter–Spring 2015 Classes_

<table>
<thead>
<tr>
<th>Date</th>
<th>Class Title</th>
<th>Location</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb. 20, 2015</td>
<td>Stormwater Facility Operations and Maintenance</td>
<td>Warwick Township</td>
<td>27</td>
</tr>
<tr>
<td>March 24, 2015</td>
<td>Road Surface Management</td>
<td>Paradise Township</td>
<td>22</td>
</tr>
<tr>
<td>April 16, 2015</td>
<td>Drainage: Key to Roads That Last</td>
<td>Penn Township</td>
<td>12</td>
</tr>
</tbody>
</table>

Technical Assists
In 2015, the LTAP program offered a number of technical assists to municipalities in Lancaster County, as shown in the table below.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Completion Date</th>
<th>Brief Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron Borough</td>
<td>1/31/2015</td>
<td>Traffic Sign Safety at a crosswalk at an elementary school</td>
</tr>
<tr>
<td>Akron Borough</td>
<td>2/20/2015</td>
<td>Temporary Traffic Control issues</td>
</tr>
<tr>
<td>Akron Borough</td>
<td>7/31/2015</td>
<td>Traffic Sign Safety for sign placement on rail trail</td>
</tr>
<tr>
<td>Brecknock Township</td>
<td>2/25/2015</td>
<td>Pavement Management advice</td>
</tr>
<tr>
<td>Brecknock Township</td>
<td>4/28/2015</td>
<td>Parking Restrictions on Abbey Lane</td>
</tr>
<tr>
<td>Earl Township</td>
<td>7/31/2015</td>
<td>Safety Delineation at a crosswalk at Shirk Road and School Lane</td>
</tr>
<tr>
<td>East Lampeter Township</td>
<td>3/17/2015</td>
<td>Low Volume Road grant application assistance</td>
</tr>
<tr>
<td>East Lampeter Township</td>
<td>11/9/2015</td>
<td>Pitney Road Safe Speed Study</td>
</tr>
<tr>
<td>Lancaster City</td>
<td>9/26/2015</td>
<td>Request to do a presentation on winter maintenance practices (anti-icing, salt spreading)</td>
</tr>
<tr>
<td>Manheim Township</td>
<td>6/15/2015</td>
<td>Local Safe Roads; 93 recommendations were made</td>
</tr>
<tr>
<td>Mount Joy Borough</td>
<td>6/17/2015</td>
<td>Multi-way stop signs at South Market and Donegal Streets; recommendations to improve safety</td>
</tr>
<tr>
<td>Mount Joy Borough</td>
<td>9/30/2015</td>
<td>Safety: sidewalks along Bridge Blvd. at S. Angle St.</td>
</tr>
</tbody>
</table>