2016
MPO Annual Report
On behalf of the Lancaster County Transportation Coordinating Committee (LCTCC), I am pleased to present the 2016 MPO Annual Report. I want to express my appreciation to the members of the LCTCC, the advisory TTAC and other committees and task forces, and to staff for their work throughout the year. I also want to welcome Robert Bini, the new Director for Transportation Planning for the MPO. I look forward to the leadership he brings to the transportation team for the years ahead.

In 2016, the MPO approved *Connections 2040: 2016 Update*, an update of the county’s Long Range Transportation Plan and the FY 2017–2020 Transportation Improvement Program (TIP). Development of the plan took place over an 18-month period and involved significant public participation. The plan presents the long-term vision, policies and strategies that will guide the county’s transportation program and investments over the next 24 years. The LRTP continues to place a strong emphasis on preservation of existing roads, bridges and other transportation infrastructure and includes a new focus on the connection between transportation investments and public health and quality of life. A total of $1.2 billion is included for highway and bridge programs and projects and $331 million for the county’s transit system through the year 2040. The Board of County Commissioners approved the plan as an element of the Lancaster County Comprehensive Plan on October 5, 2016. An Active Transportation Plan was also initiated that will complement the LRTP and replace the Bicycle and Pedestrian Plan of 2004.

Work was completed on a congested section of U.S. 30 between PA 41 and PA 772 in Gap in the eastern part of the county that will improve safety and traffic flow for the many cars and trucks that pass through this area each day. Progress was made on other major projects, including design work for the widening of Centerville Road in East Hempfield Township and the State Road Interchange on PA 283. Several projects funded through the Smart Growth Transportation and Transportation Alternatives Programs were completed or neared completion, including the conversion of Mulberry Street in the City of Lancaster to two-way traffic, the Elizabethtown Bicycle and Pedestrian Path and signage on the Lancaster County Northwest River Trail. Other projects, funded in more recent years, made advances in planning and design.

Overall, the county’s transportation system made important strides in 2016 that have resulted in a safer, more efficient network for all residents of Lancaster County.

Sincerely,

Dennis P. Stuckey, *Chairman*

*Lancaster County Transportation Coordinating Committee*
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. In 2010, the population reached 519,445 and in 2014 was 533,320, according to the U.S. Census.

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, South Central Transit Authority (SCTA), 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: 2016 Update 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 and promote health and wellbeing. 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.*
Committee Members

**Lancaster County Transportation Coordinating Committee**

- Commissioner Dennis Stuckey, Chairperson
  Lancaster County Board of Commissioners
- Mayor Rick Gray, Vice-Chairperson
  City of Lancaster
- Kathy Wasong
  Lancaster County Planning Commission (LCPC)
- Alice Yoder
  Lancaster County Planning Commission (LCPC)
- Terry Martin
  Lancaster County Planning Commission (LCPC)
- William Shaffer
  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)
- Roni Ryan
  Lancaster County Planning Commission (LCPC)
- Scott Haverstick
  Lancaster County Planning Commission (LCPC)

- Charlotte Katzenmoyer
  City of Lancaster
- Constantine Mandros
  City of Lancaster
- Marshall Snively
  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

**Bicycle and Pedestrian Advisory Committee (BPAC)**

- Cyndie Fuhrer
- Bill Hoffman
- Bill Swiernik
Transportation Technical Advisory Committee

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

Ralph Hutchison, Vice-Chairperson  
Lancaster Inter-Municipal Committee (LIMC)

Roni Ryan  
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)

(Nomination pending)

Operating Railroad

Bill Swiernik  
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)

Cindy McCormick  
City of Lancaster

Justin Evans  
Outer Municipalities

Tony Berger  
PennDOT District 8

Beth Raves  
PennDOT Central Office

Maureen Westcott  
Disabilities Community

Representative P. Michael Sturla  
State Legislature

Lancaster County Planning Commission Staff

James R. Cowhey, AICP, Executive Director

TRANSPORTATION PLANNING STAFF

Robert Bini, AICP  Director for Transportation Planning

Lauri Ahskog, 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
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MPO Approves Connections 2040: 2016 Update

The Lancaster County Transportation Coordinating Committee, the county’s Metropolitan Planning Organization (MPO), approved the Long Range Transportation Plan (LRTP), Connections 2040: 2016 Update, on June 27, 2016. The plan was presented to the Lancaster County Planning Commission on September 26, which recommended its approval as an updated element of the Lancaster County Comprehensive Plan to the Board of County Commissioners (BOCC). The BOCC approved the plan on October 5, 2016.

Connections 2040: 2016 Update presents the vision, goals and strategies that will direct transportation planning and investments in Lancaster County through the year 2040. The LRTP was developed to be consistent with federal, state and county laws and policies, including:

- Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation Act (FAST Act),
- Pennsylvania on Track state transportation plan, and
- Lancaster County Comprehensive Plan.

Public participation was an integral component of the plan’s development and was obtained through a variety of methods. Primary guidance was provided by the Transportation Technical Advisory Committee. The committee is composed of municipal planning officials, representatives of business organizations, transportation service providers and environmental organizations, representing a range of interests in the county. The TTAC provided review and comments to LCPC staff throughout the process. Public input was also obtained through online surveys, outreach to the Amish and Hispanic communities and through a public comment period and a public meeting on the draft plan. After adoption of the plan by the MPO, a second public comment period and meeting were held prior to adoption of the LRTP by the Board of County Commissioners as an updated element of the Lancaster County Comprehensive Plan.

GUIDING VISION

The LRTP’s Vision for transportation in Lancaster County in 2040 is for a multimodal, interconnected transportation network that moves people and goods safely and efficiently and promotes public health and wellbeing. The system supports the goals of local communities for growth and economic development while protecting the agricultural and natural areas and historic resources that are a valued part of Lancaster County. Mobility and access is maximized by a balanced network of roads, transit, rail, bicycle and pedestrian modes.

The goals and strategies in the LRTP are designed to keep the county on a path to achieving this vision. The public expressed strong support for the plan’s five goals.
EXAMINING MAJOR TRENDS

Connections 2040: 2016 Update presents major trends and issues that have been taking place in the county. These trends provide an understanding of the strategies and actions that will be required to ensure efficient and safe mobility for all residents of the county into the future. Some major trends noted in the plan include:

- **POPULATION.** Lancaster County is one of the fastest growing counties in Pennsylvania. It is the state’s sixth most populous county, with a population of 533,320 in 2014, a 13.3% increase over the year 2000.

- **POPULATION COMPOSITION.** Senior citizens represent the fastest growing age group, mirroring a national trend. Growth in the county’s Hispanic population and other ethnic groups have contributed to a more diverse population.

- **CONGESTION ON ROADS AND BRIDGES.** Growth in traffic poses new challenges to the capacity of roads and bridges. Bridges continue to be prominent among the county’s infrastructure needs.

- **COMMUTING CHOICES.** Efforts to encourage alternative modes of commuting have had a positive impact on commuter choice but solo driving continues to be the preferred mode, accounting for 80% of commute trips by county workers.

- **SAFETY.** Vehicle crashes peaked in 2007 and have declined since, suggesting that investments to enhance safety are benefiting the public.

- **NEW OPPORTUNITIES TO WALK AND BICYCLE.** To enhance quality of life, public health and support the county’s Growth Management Plan, investments have been made and will continue to be made in pedestrian and bicycle facilities that will make these modes more attractive choices for many trips in the future.

- **TRANSIT AND AMTRAK.** Amtrak ridership increased by 65% between 2005 and 2014. Transit ridership, which declined after the economic slowdown in 2008, is rebounding.

- **FREIGHT.** Truck traffic is increasing on roads in the county and throughout South Central Pennsylvania. The trucks deliver needed goods and services but also contribute to concerns about pedestrian safety and quality of life.
MANAGING OUR ASSETS

Asset Management is a top priority in Lancaster County. Over 90% of the investments in the county’s Transportation Investment Program (TIP) are directed to infrastructure improvements and rehabilitation. With 3,901 miles of roads, Lancaster County has the second largest road network of any county in the state. Pavement conditions are best on the higher level roads (National Highway System or NHS) that experience heavy traffic volumes, with 84% of the pavement in excellent or good condition. On the lower volume, local roads, 51% of the pavement is in excellent or good condition.

In addition to roads, Lancaster County has 1,131 bridges. Two-thirds (720 bridges) are state-owned bridges (8’ or greater in length) and the remainder are county- or locally-owned. The road and bridge infrastructure is aging and needs to be regularly improved to safely support the demands placed on pavement and bridges by increased traffic volumes and numbers of large, heavy trucks.

The Pennsylvania Department of Transportation’s (PennDOT) Asset Management System evaluates the condition of the transportation infrastructure and prioritizes the investments in bridges and roads that are needed to maintain safety and prevent further deterioration. Twenty percent of the bridges (146) on the state road system and nearly 30 percent of the bridges on the local road network in Lancaster County are rated as Structurally Deficient and high priorities for rehabilitation. Lancaster County also monitors the road infrastructure through a Congestion Management Process (CMP) that collects data on changes in traffic volumes along 21 congested corridors in the county. The results of the CMP are used to help prioritize investments on the TIP.
MEASURING PERFORMANCE
Federal surface transportation laws require states and MPOs to develop and include performance measures in their long range transportation plans. These measures evaluate how well state and MPO goals are being achieved and document trends in:

- Safety, such as vehicle crashes and serious injuries;
- Bridge and pavement performance;
- Congestion reduction; and
- Other areas.

*Connections 2040: 2016 Update* includes a discussion of this new requirement and presents some five-year crash, injury and other trends. When PennDOT finalizes its new performance measures, they will be incorporated into the transportation planning work of the MPO.

PROMOTING LIVABILITY AND PUBLIC HEALTH
*Connections 2040: 2016 Update* has a new emphasis on the important linkage between transportation planning and investments, and public health. Greater reliance on bicycling and walking holds the potential to improve people’s health through its contribution to cleaner air and by engaging people in “active transportation,” which helps to reduce the risk of obesity and related respiratory and heart diseases. Bicycling and walking already play an important role in transportation in Lancaster County and the
investments being made in new bicycle and pedestrian facilities, including multi-use trails, bike lanes and new sidewalks, crosswalks and pedestrian signals, will make these modes more convenient and attractive for many trips in the future.

INNOVATIVE PROGRAMS THAT PROMOTE ACTIVE TRANSPORTATION

In 2011, Lancaster County established an innovative Smart Growth Transportation Program that invests $1.5 million per year of federal surface transportation funds in projects located in the county’s Designated Growth Areas that promote alternatives to driving. These projects include facilities to improve bicycling and walking and access to transit, and to improve quality of life. Investments through another program, the federal Transportation Alternatives Program, also help build the infrastructure for bicycling and walking in the county. In 2014, a Complete Streets program was approved by the MPO to give greater emphasis to designing streets to safely accommodate all modes of transportation and people of all ages and abilities.

FINANCING THE PLAN

The LRTP and the Transportation Improvement Program (TIP) must be “financially constrained” and demonstrate that there is sufficient funding available to support all of the projects that are listed in the TIP. A total of $224,858,425 is programmed on the FY 2017–2020 Highway TIP for highway and bridge projects in the county. An additional $50.9 million is programmed for transit on the FY 2017–2020 Transit TIP. Over the entire 24-year period of the LRTP (through 2040), $1.2 billion is expected to be available for highway and bridge projects and $330.8 million for transit.

The LRTP also contains a list of Unfunded Projects for which there is currently a lack of funding to program them on the TIP. If and when additional revenues become available, these projects will be candidates for addition to the TIP. The major unfunded capacity-adding highway capital projects in the plan include:

- US 30 Southern Expressway (PA 896 to PA 772);
- PA 23 two-lane arterial (US 30 to New Holland);
- PA 741 two-lane widening (PA 283 to US 222);
- US 30 and PA 283 two-lane widening (PA 741–PA 340);
- PA 501 two-lane widening (US 30 to Newport Rd.);
- US 322 two-lane widening (PA 340 to Hinkletown Rd.).

### Highway and Transit TIP Funding, FY 2017-FY 2040 ($000)

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MPO Welcomes a New Director for Transportation Planning

In April 2016, Robert Bini became the new Director for Transportation Planning at LCPC and the Lancaster MPO. Mr. Bini was hired to take the position following the retirement of David Royer, who had been the Director since 2002. Prior to coming to LCPC, Mr. Bini worked for the Federal Highway Administration in Washington D.C., where he served most recently as Program Coordinator in the Office of Planning, Environment, and Realty, and earlier as the national Transportation Planning Team Leader, overseeing planning for transportation projects on Federal lands throughout the U.S. Earlier in his career, Mr. Bini was the Planning Director for the Centre Regional Planning Agency (State College, PA), where he directed the activities of the Centre Region Metropolitan Planning Organization. Mr. Bini appreciates the warm welcome given to him by the community, and looks forward to building productive partnerships that will help improve all modes of travel in Lancaster County to ensure that the County meets all of its potential as a great place to live, work and play.

Projects and Project Phases Completed

U.S. 30 Realignment at Gap
Safety and traffic flow improvements were completed in 2016 along the section of U.S. 30 between PA 41 and PA 772 in Gap, Salisbury Township, in the eastern part of Lancaster County. The $10 million project will improve safety for the large number of trucks and automobiles that travel through the intersection. The project involved construction of a new westbound road, located north and generally parallel to U.S. 30 onto which westbound traffic from PA 41 and from U.S. 30 is now directed. Eastbound traffic on U.S. 30 continues to travel on the existing U.S. 30 alignment with the benefit of new turning lanes. The project also involved optimization of traffic signals, construction of new traffic islands at the intersection of U.S. 30 and PA 41, and milling and resurfacing of pavement in the project area.
Active Transportation Plan Gets Underway

In 2016, the Lancaster County MPO participated in the selection of a consultant to develop an Active Transportation Plan to update the county’s Bicycle and Pedestrian Plan that was developed in 2004. The new plan will complement the Long Range Transportation Plan (LRTP) that was approved by the MPO and the Board of County Commissioners in 2016. Alta Planning + Design was selected from the consultant proposals that were submitted and evaluated.

The Active Transportation Plan will present a plan for the development of bicycle and pedestrian facilities throughout the county. It will be designed to support the goals of the Lancaster County Comprehensive Plan, especially the Growth Management Plan and the LRTP, and will contribute to the establishment of an interconnected, multimodal transportation network that improves health and livability in both urban and rural communities. Development of the Active Transportation Plan is being coordinated with the Comprehensive Bicycle Plan for the City of Lancaster and the Non-Motorized Transportation Study for the Lancaster Inter-Municipal Committee (LIMC), which were funded under the Smart Growth Transportation Program. To maximize coordination of the recommendations and strategies in the three studies and provide cost efficiency, they all will use the same consultant.

Manheim Pike (PA 72) Corridor Improvements

Preliminary and final design and utility clearance for improvements at eleven intersections along Manheim Pike (PA 72) in Manheim Township, East Petersburg Borough and the City of Lancaster were completed in 2016, with construction scheduled for 2017. The improvements include changes to traffic signal timing and coordination, and a new turning / through lane at the Granite Run Road/Commerce Road intersection. A total of $600,000 was programmed on the TIP in FY 2016 for work on this project with final design and construction to take place in 2017. Manheim Pike is part of the county’s Congestion Management network.

PA 23 Transportation Systems Management (TSM) Improvements

Final design on intersection improvements along PA 23, New Holland Avenue, extending from Landis Valley Road in Manheim Township to Shirk Road in Upper Leacock Township was completed in 2016. The project is expected to go out to bid for construction in May 2017. Improvements include new traffic signals, video detection, and 8’ shoulders on both sides of the road between Groffdale Road and Shirk Road. PA 23 is a busy east-west travel corridor that is part of the county’s Congestion Management network.

Other projects in the county made advances in design and engineering. These include: the Mount Joy Amtrak Station, State Road and Centerville Road interchanges, widening of Centerville Road, improvements to U.S. 30 and additional improvements to PA 23.
South Central Transit Authority Update

2016 was the second year for South Central Transit Authority overseeing public transit services for Red Rose Transit Authority in Lancaster and Berks Area Regional Transportation Authority in Reading.

Here are some of the RRTA highlights that occurred in 2016.

**RRTA Celebrates 40 Years**

On Friday, April 1, 2016, SCTA officials gathered at RRTA’s Queen Street Station to celebrate RRTA’s 40 years as Lancaster’s public transit system. April 1, 1976 marked when Red Rose Transit Authority officially began operating the public bus system in Lancaster, PA after transitioning the service from the private operator, Conestoga Transportation Company (CTC). After many years of struggling to make a profit, CTC met with Lancaster officials to discuss some kind of subsidy plan. The discussions lead to the decision to create a public municipal authority and RRTA was created. Over those 40 years RRTA has carried over 80 Million passengers to their various destinations.

From sharing a facility with CTC in 1976 on Chestnut Street to a new Operations Center at 45 Erick Road that opened up in 1979 to an Information Center on 47 N. Queen Street in 1983 to RRTA’s current Queen Street Station built in 2005, RRTA has gone through many facility changes to continue performing efficient service for our customers. From more recent advances in purchasing passes online to the current GPS real-time BusFinder tracking system, RRTA has tried to change with the advanced technologies that our
customers expect. RRTA’s fleet has changed over the years as well, going from diesel buses with no AC or power steering to transitioning to hybrid buses with climate control and cloth seats.

As part of the celebration, Queen Street Station was rededicated and renamed The James J. Lutz Queen Street Station in memory of Jim Lutz, former RRTA Executive Director, who helped with the vision of Queen Street Station. Lutz served RRTA for 29 years and passed away in 2013. In a brief ceremony at Queen Street Station, RRTA Officials and members of Lutz’s family joined to unveil the new name and plaque that was hung in the Information Center. Commissioner Dennis Stuckey helped present the plaque to the Lutz family since he was an RRTA Board Member during the time Jim Lutz was Executive Director for RRTA.

Service to Gap
In August 2015, RRTA added a new route to Gap to help get workers to the newly opened Urban Outfitters. After a slow start in the beginning of 2016, the route began to perform well with riders. RRTA staff proposed to make some time modifications to the nine trips that operate Monday through Saturday to fit better with the needs of shifts. Those modifications will go into effect in January 2017.

MPO Initiates New TIP Project Evaluation Process

In 2016, LCPC staff initiated a process, with advice and direction from the TIP Update Subcommittee, to improve the evaluation process that is used to select and prioritize projects on the Transportation Improvement Program (TIP). The work will result in development of a computer model to evaluate all proposed TIP projects, using selected weighted criteria, and arriving at a point value for each project. The output will be used to assist the MPO in its decisions on TIP project funding. The new process is being developed in response to requests by MPO Committee members for greater clarity in the manner in which TIP projects are selected and prioritized. It will enable the MPO to engage in more informed and proactive discussions with PennDOT regarding projects for future TIPs.

PRESENT PROJECT EVALUATION CRITERIA
Under the MPO’s existing process, proposed TIP projects are evaluated according to the following criteria:

- **Comprehensive Plan Consistency.** How well does the project support the goals and strategies in the County’s Comprehensive Plan?
- **Extent of the Problem and Ability to Solve it.** Does the project address a significant problem and demonstrate an ability to solve it?
- **Funding Availability.** Is funding secured for all phases of the project?
• **Federal Planning Factors.** How well does the project support the federal planning factors in the MAP-21 and FAST Act legislation?
• **Keystone Principles.** How well does the project support the state’s Keystone Principles?
• **State Transportation Plan Goals.** How well does the project support the goals of the state transportation plan goals?

In addition, projects are evaluated on criteria specific to a particular project type. PennDOT’s Asset Management System is used to evaluate the condition and safety of roads and bridges and prioritize projects based on their relative need for rehabilitation or replacement. For example, the Structural Deficiency rating of a bridge is an important factor used to prioritize bridge repair projects. Historical trends in crash statistics are used to prioritize safety projects. The county’s Smart Growth Transportation and Transportation Alternatives Programs each have their own weighted criteria against which eligible projects are measured. While PennDOT’s Asset Management System applies a numerical ranking to system preservation projects, most other TIP projects are not assigned a numerical ranking but evaluated to ensure their consistency with federal, state and county goals and policies.

**PROPOSED PROJECT EVALUATION PROCESS AND CRITERIA**

The new process will utilize a computer model that LCPC staff is developing with the county’s GIS staff to evaluate each proposed TIP project against specific criteria and assign a numerical score to the project. As a first step, staff conducted research on the TIP project evaluation criteria and processes used by other MPOs around the country, including the Delaware Valley Regional Planning Commission, Harrisburg Area MPO, the Atlanta Regional Planning Commission and others. The research revealed that certain criteria are used by most of the MPOs that were examined. These include: contribution to the region’s economic vitality; access to growth and job centers, congestion relief; safety and security, contribution to modal choice and other factors. Most MPOs also include qualitative factors in their project evaluations.

Based on this research and the factors that the Lancaster County MPO already has in place, LCPC staff is working with the TIP Update Subcommittee and the Transportation Technical Advisory Committee (TTAC) to determine the factors that will be used in the MPO’s new model. The entire process is expected to take about six months to complete with a draft process presented to the TTAC and MPO in December 2016–January 2017 and a final evaluation process in April 2017.

**Evaluation Criteria Used by Other MPOs to Rank Projects**

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Smart Growth Transportation Projects Made Significant Progress in 2016

All three projects from the first cycle of Smart Growth Transportation Program funding (FY 2013–2014 projects) neared completion of construction in 2016.

Mulberry Street Traffic Calming Project

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Mulberry Street Conversion to Two-Way Traffic

Conversion of Mulberry Street in the City of Lancaster from one- to two-way traffic is part of a larger strategy in the city to “calm traffic” by reducing speeds and making streets safe for pedestrians, bicyclists and other road users. The project consists of improvements along seven blocks on Mulberry Street from West James Street to West Vine Street and includes: resurfacing and pavement improvements, traffic signal and pedestrian signal upgrades, ADA-accessibility improvements and stormwater infrastructure, including the installation of green infrastructure such as rain gardens at intersections. Attractive brick pavers were placed in the parking lanes to delineate them from the travel lanes. The original schedule called for project to be completed in October 2016, but delays occurred. The new completion date is May 2017.

Elizabethtown Borough Bicycle and Pedestrian Path, Phase 3

The Elizabethtown Bicycle and Pedestrian Path, Phase 3, moved into construction in the Fall of 2016 and is expected to be completed in early spring 2017. The project is part of a larger goal of Elizabethtown Borough to create a walkable, pedestrian-oriented community with bicycle and pedestrian facilities that connect residential areas with parks, schools, Elizabethtown College, downtown businesses, and the Elizabethtown Amtrak Station. The entire path extends from the Amtrak Station in the western part of the borough to the
Elizabethtown School District in the east. The MPO funded the third phase of the path which extends from Market Street in downtown to the school district. The project confronted obstacles when bids came in significantly over budget. The project was redesigned to eliminate certain features, with funding for these to be obtained through other sources. The MPO provided an additional $115,000 for the project to meet the higher bid costs and enable the project to be completed.
Northwest Lancaster County River Trail Signage Project
The Northwest Lancaster County River Trail Signage Project neared completion in 2016 with the installation of informational signs along the trail and on nearby streets. The multimodal Northwest Lancaster County River Trail extends 14 miles along the Susquehanna River from Columbia Borough to Conoy Township and has been heavily used by pedestrians and bicyclists as sections have been completed and opened in recent years. The attractive signs direct people to the trail and to trail parking and provide information at important locations along the trail. The Lancaster County Solid Waste Management Authority (LCSWMA) played a role in coordinating the project with PennDOT and the sponsoring municipalities. The municipalities took responsibility for installing the signs, using their public works crews for the work.

Northwest River Trail Signage Project Costs

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO</td>
<td>$59,000</td>
</tr>
<tr>
<td>East Donegal and other municipalities</td>
<td>$6,000</td>
</tr>
<tr>
<td>Total</td>
<td>$65,000</td>
</tr>
</tbody>
</table>
### Planning and Preliminary Engineering of Second Round SGT Projects (FY 2015–2016)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>MPO Funding</th>
<th>Total Project Cost</th>
<th>Status of Planning/Design Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive Bicycle Plan for the City of Lancaster</td>
<td>City of Lancaster</td>
<td>$48,000</td>
<td>$60,000</td>
<td>This study will design a detailed bicycle plan for the City of Lancaster. Alta Planning+Design has been hired as the consultant to conduct the study and technical advisory teams have been established to participate in the project.</td>
</tr>
<tr>
<td>Non-Motorized Transportation Study for the LIMC region</td>
<td>LIMC region</td>
<td>$48,000</td>
<td>$60,000</td>
<td>A study complementary to the City bicycle plan will identify routes and develop a plan for non-motorized transportation in the LIMC area. Alta Planning+Design will also lead this study which will coordinate the findings and recommendations of the two studies.</td>
</tr>
<tr>
<td>Bridgeport Area Transportation Study</td>
<td>East Lampeter Township</td>
<td>$187,200</td>
<td>$237,500</td>
<td>This study will examine the Bridgeport Area in East Lampeter Township where several congested routes (PA 340, PA 462, Lampeter/ Pitney Road) converge. The study will propose solutions to improve traffic circulation and the safety of pedestrians and transit riders.</td>
</tr>
<tr>
<td>North Duke and South Duke Street Connection Project</td>
<td>Millersville Borough</td>
<td>$497,200</td>
<td>$2,608,856</td>
<td>This project, located near Millersville University, will construct a new direct connection between North Duke and South Duke Streets and make pedestrian improvements that connect to existing sidewalks on Frederick Street. The project is in the early stages of planning and preliminary design.</td>
</tr>
<tr>
<td>Doe Run Pedestrian Safety Improvements</td>
<td>Penn Township</td>
<td>$858,378</td>
<td>$1,192,618</td>
<td>This project will construct sidewalks and install landscaping along Doe Run from High Street in Manheim Borough to the Doe Run Shopping Center in Penn Township. It will create a safe pedestrian path for people who want to walk from the borough to the shopping center. The project is completing environmental and engineering documents.</td>
</tr>
</tbody>
</table>

### 2016 Transportation Alternatives Program (TAP) Projects

**Downtown Streetscape Phase 3 Central Market project completed**

The City of Lancaster has completed phase 3 of the Downtown Streetscape Plan. This project includes landscaping and hardscaping improvements surrounding Lancaster Central Market, the oldest farmers’ market in the country, such as benches, trash cans, and recycling receptacles. The project also includes the installation of Audible/Accessible Pedestrian Signals at the intersections of West Orange Street/Market Street, West & East Chestnut Street/North Queen Street, West & East King Street/ North & South Queen Street, and West & East Orange Street/North Queen Street. An accessible pedestrian signal and pedestrian pushbutton is a device mounted on a traffic signal pole at a crosswalk that communicates information about the WALK and DON’T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. The pedestrian pushbutton has a locator tone for detecting the device and a tactile arrow to indicate which pedestrian street crossing is served by the device.
Enola Low Grade Trail Pedestrian Bridge project nears construction
Providence Township and its engineer, Wilson Consulting Group, continue to move forward with the Enola Low Grade Trail Pedestrian Bridge and trail improvements project that was awarded TAP funding from both the Lancaster MPO and PennDOT. The project includes construction of a multiple span elevated bridge to carry the trail over Beaver Valley Pike/PA Route 222 in Quarryville, drainage improvements, and the installation of a 10-foot wide stone trail extending east from Quarryville Borough. Ultimately the trail will connect into Chester County. The project is anticipated to be constructed in the summer of 2017. With the completion of this bridge and trail improvements, trail users will be able to utilize a continuous trail for more than 15 miles.

Safe Harbor Trestle Bridge along Enola Low Grade Trail awarded funding
Manor Township was awarded $808,000 in Transportation Alternatives Program funding for the rehabilitation of the Safe Harbor Trestle Bridge along the Enola Low Grade Trail. The rehabilitation will include replacing the bridge deck, installing a pedestrian safety railing, and minor structural improvements. This impressive structure was built in 1904 to carry the railroad and towers 150 feet above the Conestoga Creek. The bridge spans approximately 1500 feet across the Conestoga Creek connecting the Manor Township trail section to remaining 21-mile trail section that traverses through Conestoga Township, Martic Township, Providence Township, Quarryville Borough, Eden Township, and Bart Township. It has been identified in DCNR’s Pennsylvania Land and Water Trails Network Strategic Plan 2014–2019 as one of the Top 10 Trail Gaps in the state. The TAP funds awarded by the Lancaster MPO will be combined with funding from DCNR, PennDOT’s state TAP, and other sources.
Commuter Services continues its long standing partnership (12 years) with the Lancaster MPO to promote commuting options that help reduce traffic congestion and improve air quality. This joint effort targets the public by educating commuters on the available travel modes in the region and then works to implement innovative and successful Transportation Demand Management (TDM) programs. These TDM programs promote using a green commute mode to work such as carpooling, vanpooling, bicycling, walking, using public transit and telecommuting. Commuter Services works with employers across 13 counties to help create sustainable on-site commuting options for their employees.

The ridematch program is one of the ways Commuter Services helps to reduce traffic congestion. This program is free and helps connect commuters who have similar travel patterns for their work commute so they can share a ride. The total number of commuters in the confidential rideshare database has steadily increased over the past decade and as of the end of October 2016, has hit nearly 30,000. These commuters have registered in the database to either help find a carpool/vanpool partner to share a ride or they are already using a green commute mode and have chosen to register in the Emergency Ride Home (ERH) program. The free ERH program helps alleviate concerns of needing to have a car when switching from driving alone to an alternative mode by providing a reimbursement for a ride home during an emergent situation. As long as a commuter carpool, vanpools, bicycles, walks or takes public transit to work at least twice a week, they will be reimbursed for a ride home in the event of a qualified emergency. The reimbursement covers up to $100 per trip and up to 6 trips per year.
Commuter Services held its second annual Best Workplaces for Commuters awards ceremony to recognize outstanding employers who display a standard of excellence specific to offering an extensive list of commuter benefits and a wide range of transportation options to their employees. Two of the four nationally recognized employers were from Lancaster County, Lancaster General Health and Quality Bicycle Products. This award is attained by only a few employers across the United States and can be a huge help to recruiting and retaining employees. Further, Best Workplaces for Commuters points out employers who excel at implementing green commute programs, which in turn help to improve the local air quality.

The program can provide assistance to commuters and employers in Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Monroe, Perry, Pike, Schuylkill and York counties. For more information visit the website at PaCommuterServices.org or call 1.866.579.RIDE.

Specific to Lancaster County, Commuter Services currently works with 57 employers to help assist in developing and providing on-site commuting benefits, such as ridematching, to their employees. In addition to the employers, Commuter Services works with 23 community organizations in Lancaster such as municipalities, townships, libraries and bike shops. These organizations work to distribute information on the Commuter Services program to their clients and members in order to promote more sustainable methods for commuting. During 2016 there were several new employer and community organizations that began working with and helping to promote Commuter Services. Among those businesses were Chartwell Staffing Solutions, Comcast, Millersville University, Skyline Homes, Supervalu, TE Connectivity and Penn Township.
2016 Congestion Management Process

At its April 25th meeting, the MPO approved the 2016 biennial Congestion Management Process report. The county’s Congestion Management Process (CMP) allows the MPO to identify existing and future causes of congestion and ensure that congestion related projects are planned and programmed onto future TIPs and Long Range Transportation plans.

Over 165 miles of roadway on the twenty-one corridors were evaluated in the 2016 report. Travel time and delay on the corridors were derived from vehicle speed data that was purchased from the Dutch GPS company TomTom. GPS units capture travel speeds for vehicles during congested travel periods as well as travel times from off-peak free flow periods. The difference between the peak and off peak travel time is the delay that represents congestion on the corridors. Here are the corridors listed:

### Lancaster County Congestion Management Process Corridor Delay (sorted by delay per mile)

<table>
<thead>
<tr>
<th>CORRIDOR NUMBER</th>
<th>ROUTE NUMBER</th>
<th>CORRIDOR NAME</th>
<th>POSTED SPEED</th>
<th># SIGNAL INTERS.</th>
<th>LENGTH (miles)</th>
<th>DELAY PM / MILE (secs.)</th>
<th>FREE FLOW TRAVEL TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>US 222</td>
<td>Lime/Prince Sts. (PA 324 - Golden Triangle inters.)</td>
<td>25</td>
<td>31</td>
<td>2.9</td>
<td>96</td>
<td>445</td>
</tr>
<tr>
<td>19</td>
<td>PA 462</td>
<td>E Orange/King St (Broad St. - W. End Ave.)</td>
<td>25</td>
<td>21</td>
<td>1.9</td>
<td>73</td>
<td>322</td>
</tr>
<tr>
<td>1</td>
<td>PA 501</td>
<td>Lititz Pike (Oregon Pk. - Newport Rd.)</td>
<td>35-45</td>
<td>19</td>
<td>8.1</td>
<td>67</td>
<td>831</td>
</tr>
<tr>
<td>18</td>
<td>US 462</td>
<td>Centerville Rd (PA 462 - PA 283)</td>
<td>25</td>
<td>10</td>
<td>3.7</td>
<td>61</td>
<td>427</td>
</tr>
<tr>
<td>8</td>
<td>PA 741</td>
<td>Rohrerstown Rd (Wabank Rd. - PA 722 in E. Pete)</td>
<td>25-45</td>
<td>15</td>
<td>7.5</td>
<td>59</td>
<td>760</td>
</tr>
<tr>
<td>16</td>
<td>PA 999</td>
<td>Millersville Pike (King St. - Duke St. Millersville)</td>
<td>25-40</td>
<td>13</td>
<td>4.4</td>
<td>50</td>
<td>552</td>
</tr>
<tr>
<td>6</td>
<td>PA 462</td>
<td>Lincoln Hwy (Broad St. - US 30)</td>
<td>35</td>
<td>9</td>
<td>2.9</td>
<td>46</td>
<td>309</td>
</tr>
<tr>
<td>10</td>
<td>PA 23</td>
<td>Marietta Ave (Orange St. - Stony Battery Rd.)</td>
<td>25-45</td>
<td>6</td>
<td>5.0</td>
<td>46</td>
<td>557</td>
</tr>
<tr>
<td>21</td>
<td>US 322</td>
<td>US 322 (Railroad Ave. - Weidmanville Rd.)</td>
<td>35-45</td>
<td>17</td>
<td>6.8</td>
<td>43</td>
<td>711</td>
</tr>
<tr>
<td>3</td>
<td>PA 23</td>
<td>New Holland Pike (Plum St. - PA 897)</td>
<td>35-45</td>
<td>29</td>
<td>16.3</td>
<td>41</td>
<td>1662</td>
</tr>
<tr>
<td>9</td>
<td>PA 462/441</td>
<td>Columbia Ave (W. End Ave. - US 30 in Columbia)</td>
<td>25-45</td>
<td>12</td>
<td>10.6</td>
<td>40</td>
<td>1139</td>
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<tr>
<td>12</td>
<td>PA 72</td>
<td>Manheim Pike (Fruitville Pk. - Hammaker Rd.)</td>
<td>25-55</td>
<td>20</td>
<td>10.3</td>
<td>37</td>
<td>1011</td>
</tr>
<tr>
<td>4</td>
<td>PA 340</td>
<td>Old Philadelphia Pike (Lincoln Hwy. - Hollander Rd.)</td>
<td>35-55</td>
<td>13</td>
<td>9.0</td>
<td>36</td>
<td>815</td>
</tr>
<tr>
<td>11</td>
<td>PA 230/743</td>
<td>(Eshenshade Rd. - PA 283)</td>
<td>25-45</td>
<td>20</td>
<td>10.9</td>
<td>32</td>
<td>1111</td>
</tr>
<tr>
<td>13</td>
<td>PA 272</td>
<td>Fruitville Pike (McGovern Ave. - PA 72 in Manheim)</td>
<td>35-40</td>
<td>11</td>
<td>9.1</td>
<td>29</td>
<td>875</td>
</tr>
<tr>
<td>2</td>
<td>PA 272</td>
<td>Oregon Pike (Lititz Pk. - Schoeneck Rd.)</td>
<td>35-45</td>
<td>22</td>
<td>12.4</td>
<td>28</td>
<td>1154</td>
</tr>
<tr>
<td>14</td>
<td>PA 896/741</td>
<td>PA 896 (PA 340 - Paradise Lane)</td>
<td>25-50</td>
<td>6</td>
<td>5.5</td>
<td>28</td>
<td>552</td>
</tr>
<tr>
<td>15</td>
<td>PA 41</td>
<td>PA 41 (US 30 - Chester Co.)</td>
<td>45</td>
<td>3</td>
<td>3.0</td>
<td>18</td>
<td>244</td>
</tr>
<tr>
<td>5</td>
<td>US 30</td>
<td>US 30 (Centerville Rd. - PA 41)</td>
<td>35-55</td>
<td>3</td>
<td>21.6</td>
<td>16</td>
<td>1587</td>
</tr>
<tr>
<td>7</td>
<td>US 222</td>
<td>Willow Street Pike (PA 324 - Boehms Rd.)</td>
<td>35-50</td>
<td>5</td>
<td>4.8</td>
<td>14</td>
<td>402</td>
</tr>
</tbody>
</table>

Source: TomTom data June 2013 – June 2015

Notes: peak hour data is based on an average speed data over a two hour peak period; free flow data is from the middle of the night; delay is the difference between peak hour data and free flow data
10th Year for Lancaster’s Local Technical Assistance Program

Lancaster County continued its support of the Local Technical Assistance Program (LTAP) in 2016, 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 10th year that Lancaster County worked with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to offer 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 two LTAP classes in 2016 that were held at municipal office buildings. Attendance was strong at both classes, suggesting that the program continues to have value for public works departments.

Fall 2016 Classes

<table>
<thead>
<tr>
<th>Date</th>
<th>Class Title</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 27, 2016</td>
<td>Salt and Snow Management</td>
<td>Warwick Township</td>
</tr>
<tr>
<td>November 29, 2016</td>
<td>Safe Driver Techniques</td>
<td>Manheim Township</td>
</tr>
</tbody>
</table>

Technical Assists

In 2016, the LTAP program provided 20 technical assists to municipalities in Lancaster County. Sixteen of the technical assists involved various topics related to highway safety and four were related to infrastructure management. The tech assists are provided free of charge by the program to municipalities upon request by the municipality.