

# GROWING TOGETHER

A COMPREHENSIVE PLAN FOR CENTRAL LANCASTER COUNTY, PENNSYLVANIA

PLANNING THE FUTURE • PRESERVING THE PAST

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## 8. Transportation

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## 8. Transportation

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**Above**

Commercial and private vehicles share narrow roads in Central Lancaster County.

This chapter outlines the recommendations for addressing transportation in Central Lancaster County and is divided into two parts.

**Part 1** provides an overview of the chapter and is divided into the following sections:

- A. Goals
- B. Existing Conditions
- C. Proposed Transportation Initiatives

**Part 2** presents the objectives and strategies recommended for each goal and it is divided in three sections, one for each of the goals listed below.

- 1. Vehicular Transportation
- 2. Public Transportation
- 3. Alternative Transportation

### **PART 1: Overview**

#### **A. Goals**

Comments made throughout the public process and deliberations with the Steering Committee suggested three areas the *Growing Together* Transportation chapter should address in detail. Goals for each area are listed below.

### 1. Vehicular Transportation

*A well-maintained and efficient road network will be established to promote continuous traffic flow and reduce congestion, with an emphasis on truck traffic control.*



The Red Rose Transit Authority provides countywide bus service.

### 2. Public Transportation

*An easily accessible, efficient, and affordable public transportation system will be available to improve access to homes, jobs, shopping, attractions, and recreation.*

### 3. Alternative Transportation

*A planned, interconnected, and safe network of alternative transportation options will be developed to move people and goods.*

## B. Overview

The principal aim of the objectives and strategies of the Transportation chapter is to increase the connectivity of the existing road network to alleviate congestion. This is accomplished by new and often small relief routes connecting parts of the existing system. In addition, the chapter explores improvements to the public transportation system and recommends alternative transportation options as ways to reduce the area's dependency on private automobile travel.

The issue of improving mobility in Central Lancaster County was a key finding from the *Growing Together* public process. Public perception is that congestion in the area is on the rise. Countywide, that perception is confirmed by data published in "Measure Up Lancaster!", a periodic report of the Lancaster Community Indicator Project. The report points to the fact that while only two major roadways have been built in the county since 1985, the number of registered vehicles has gone from 252,311 in 1980 to 396,847 in 2000, a 57 percent increase. The report also found that in the year 2000 the average commute time (one way) in Lancaster County was 21.7 minutes, an 18 percent increase over 1990.

The congestion experienced in Central Lancaster County is the result of many factors. These include the design of the road network, the street pattern of residential neighborhoods and subdivisions, a deficiency in viable alternatives to the private automobile, and longer commuting distances.

The road network of Central Lancaster County can be viewed as a series of spokes on a wheel, with Lancaster City as the hub. Motorists use 12 principle transportation routes to access the city, and a thirteenth route rings the city. Routes 23, 30, 72, 222, 230, 272, 283, 324, 340, 462, 501 and 999 create a spoke-like pattern, while Route 741 and the Route 30 By-Pass form a wheel-shaped route encircling all but the southeastern portion of the city (the regional transportation routes are depicted in Map 8.4 at the end of this chapter). This type of pattern, typical of older cities, has the tendency for major congestion and is severely put to the test at peak hours and every time





Route 30 By-pass

#### Commuting Patterns:

In eight of the eleven municipalities rates of driving alone to work exceeded 80 percent of all commuters except in the City of Lancaster (62%), Millersville Borough (73%), and East Lampeter Township (79%). The low rate in Millersville is most likely due to the presence of the university while in the City of Lancaster it may be related to walkability, access to public transportation, and relatively low car ownership.

This dynamic has created very different commuting patterns in the City of Lancaster as compared to the other municipalities in Central Lancaster County. The City accounts for forty percent of those who carpooled, 74 percent of those using public transportation, and 56 percent of those who walked to work, whereas it only accounted for 20 percent of those who drive alone to work.



Buggy sign.

a major event in Lancaster City channels residents, visitors, and commercial traffic along the spokes of the wheel.

Little relief is currently available. Route 30 By-Pass and Route 741 serve as relief routes primarily for traffic encircling Lancaster City. As the region continues to grow, new relief routes must be created to disperse traffic flow. An example of this type of relief road with unassigned route numbers is Good Drive in East Hempfield Township. Good Drive serves as an important relief route for Route 741. Motorists can drive from Route 462 (Columbia Avenue) to Route 230 (Harrisburg Pike) without crossing the Route 741/23 intersection in Rohrerstown.

In addition to the relief that comes from better connecting major elements of the road network, congestion can be eased by design and development patterns of neighborhoods and how they connect with the road system. For example, in Lancaster City, the boroughs of Millersville, East Petersburg, and Mountville, and in some of the older suburbs and villages, there is an interconnected network of streets and alleys that traverse neighborhoods and offer motorists alternative ways to move around. By contrast, the majority of most recently developed neighborhoods and subdivisions tend to have road networks that often feature a single point of access and end in cul-de-sacs or dead end streets. This structure forces motorists into collectors and arterial streets and requires them to compete for space on the same roads, at the same peak periods. The result is traffic congestion.

The areas served by public bus transportation are limited due to the low density, spread-out nature of most recent development. Bus transportation also does not provide for a fast and reliable alternative to the private automobile, since buses operate along the major numbered routes and suffer from the same congestion.

Finally, the use of alternative modes of transportation, which include walking, horses, bicycling, and other non-motorized transportation modes, is limited by the high segregation of uses in new development. Such segregation of uses requires automobile travel in order to work, to shop, and to complete many other necessary daily activities.

This Transportation chapter of *Growing Together* addresses the issue of mobility in Central Lancaster County by recommending objectives and strategies related to vehicular, public, and alternative transportation.

#### C. Existing Conditions

The existing Central Lancaster County transportation network is depicted in Map 8.4 according to the functional classification of roads and highways in the region. The functional classification expresses a hierarchy of road types.

The highest level of road volume is accommodated on “principal arterial” roads and highways. Principal arterials include limited access



highways, such as Routes 30, 222, and 283, and heavily traveled routes, such as Routes 72 and 272.

The next most significant road volumes are associated with “minor arterial” roads. These include such thoroughfares as Routes 23, 230, 340, 441, 462, 501, 722, 741, 896, and 999. These minor arterials distribute the traffic from the principal arterials to the other traffic routes in the region. None of the minor arterials are limited access roads. All of the minor arterials serve an important function of distributing traffic within the multimunicipal region.

The next functional classification is “other roads.” These are the local roads that serve neighborhoods and developments. These other roads integrate with the minor arterials.

The functional classification map was provided by the Lancaster County Planning Commission and is based on the Pennsylvania Department of Transportation (PennDOT) criteria for road classification.

#### **D. Proposed Transportation Initiatives**

The proposed transportation initiatives include “regional” initiatives that are being considered by Lancaster County, “other” initiatives that are being considered by municipalities, and the “non-motorized” transportation initiatives that are being considered by the County and the municipalities. When implemented these initiatives will create the desired level of connectivity and help alleviate present and future congestion.

These regional, other, and non-motorized initiatives are profiled in Table 8.1 – Regional Transportation Initiatives, Table 8.2 – Other Transportation Initiatives, and Table 8.3 – Non-Motorized Transportation Initiatives. These tables can be found at the end of this chapter, beginning on page 8.20. The cost figures presented in Table 8.1 and 8.2 include planning, engineering, and/or construction costs. The “LCPC Active Funded Projects” list, derived from the 2005-2030 Long Range Transportation Plan, is updated every two years based on available funding from federal, state, county, municipal, and private sources.

The proposed regional, other, and non-motorized initiatives are also depicted in three maps at the end of this chapter. These maps are described below.

**Map 8.5 - Transportation Initiatives: Regional** – These regional transportation initiatives reflect four types of proposed improvements to the road network including: a Corridor Study/Analysis (for Routes 23, 30 and 462); Resurfacing/Rehabilitation (for Routes 30, 222, and 272); Road Widening (for Routes 501 and several local roads); and Streetscape Beautification (for Duke Street in Lancaster City).

These initiatives correspond to Table 8.1, and are derived from the Lancaster County Planning Commission’s Long Range Transportation Plan 2005-2030.



Congestion along Route 30 is fueled by strip commercial development and large tourist attractions.

**Map 8.6 - Transportation Initiatives: Other** – Other transportation initiatives reflect those road improvements that are proposed by individual municipalities. Most of the road segments depicted on this map are keyed into the comprehensive plans and traffic studies of the municipalities. Most of these initiatives will require further study before cost estimates are prepared.

**Map 8.7 – Non-Motorized Transportation** – This map depicts the Conestoga Greenway, trails in county parks, and other trails along stream corridors. These non-motorized routes are regional routes that tie into local trails, pathways and sidewalks.

## **PART 2: Goals, Objectives, and Strategies**

This section describes the objectives and strategies that will support the Vehicular, Public, and Alternative Transportation goals for Central Lancaster County. For further details regarding the timeframe and lead agencies responsible for each strategy, please see the Implementation Matrix found in Chapter 15.

### **1. Vehicular Transportation**

***Goal: A well-maintained and efficient road network will be established to promote continuous traffic flow and reduce congestion, with an emphasis on truck traffic control.***

#### **Objective VT.1 - Maintain and improve the existing regional road system.**

Municipalities should maintain and improve the existing regional road system by expanding existing routes; providing accommodations for motorized, horse drawn, and other non-motorized vehicles; and building new roads. Doing so will help reduce travel times, and support the movement of goods and people throughout the region.

#### **Strategies**

**VT.1.A Implement the initiatives listed in the tables and shown on the maps presented in this chapter.**

The initiatives listed in Tables 8.1, 8.2, and 8.3 and shown on Maps 8.5, 8.6, and 8.7 should be implemented as soon as transportation improvement budgets can be adopted.

**VT.1.B Prepare an Act 209 Regional Transportation Plan as a basis for charging impact fees for vehicular trips to build new roads and improve intersections.**

The Act 209 Plan is one of the primary ways that municipalities are legally entitled to impose off-site transportation improvement fees. This Act authorizes municipalities to charge developers impact fees to pay for road improvements that are necessitated by and directly attributable to new developments. A Land Use Assumptions report is key to the Act 209 Plan. Growth projections, Growth Opportunity Areas, and zoning district yield analyses can be used to generate land use assumptions.

**Objective VT.2 - Coordinate traffic signals and improve intersections throughout the region to improve traffic flow.**

Municipalities should make an effort to better coordinate traffic signals and invest in intersection improvements, in order to facilitate traffic flow and reduce unnecessary delays.



**Strategies****VT.2.A Implement the signalization and intersection improvements listed in the tables and shown on the maps presented in this chapter.**

The signalization and intersection improvements indicated in the tables and maps should be implemented as soon as transportation improvement budgets can be adopted.

**Objective VT.3 - Develop a sound and coordinated roadway functional classification system and common design criteria.**

Functional classification systems group roadways according to the type of traffic service they provide. For example, roadways may be defined as arterial, collector, local, etc., based upon their level of service, speed of traffic, and/or level of accessibility. Municipalities should coordinate their systems, so that they have a common reference point for assessing the roadways in their region. Common design criteria will also allow municipalities to better address multimunicipal planning of new roadways.

**Strategies****VT.3.A Incorporate the classification system shown in Map 8.4 for each municipality.**

Map 8.4 presents a model functional classification system that each municipality should adopt. Municipalities should utilize the PennDOT Highway Design Criteria for the principal arterial and minor arterial routes.

**Objective VT.4 - Utilize capital improvement programming and Official Maps as tools for road improvements in the region.**

By integrating plans for new roadways into capital improvement programs, and identifying necessary rights of way for placement on Official Maps, municipalities can facilitate the development of new roads throughout the region. Plans for improving existing roads should also be included in capital improvement programs.

**Strategies****VT.4.A Increase funding for road improvements on the municipal level.**

Working with Capital, Reserve, and General Fund budgets, municipalities should increase their local funding for road improvements.

**VT.4.B Create Official Maps to depict new collector roads, service drives, and alleys to relieve traffic congestion.**

In order to relieve traffic congestion, municipalities should establish rights of way for roadways that will be necessary to accommodate new development. These new roadways should be placed on Official Maps. The placement of new roadways should be aligned with land use development goals, and focus on facilitating traffic flow within Growth Opportunity areas.

**Objective VT.5 - Address increasing volumes of truck traffic.**

Growth in Central Lancaster County has spurred an increase in truck traffic to meet the needs of residents and businesses. LIMC municipalities should examine ways to mitigate the problems caused by truck traffic, and explore alternative options for the movement of goods.

**Strategies****VT.5.A Identify and develop alternative routes for trucks.**

Municipalities should identify the best routes for trucks to follow when traveling through the region. These routes should be clearly marked, and should avoid local roads and residential neighborhoods wherever possible.

**VT.5.B Designate “No Truck Traffic” routes for selected local roads.**

On select residential roads where truck traffic is a problem, “No Truck Traffic” signs should be posted to indicate that truck travel is prohibited. Using signage to clearly designate appropriate truck routes will also facilitate the movement of trucks through the region.

**VT.5.C Support efforts to increase rail freight goods movement and passenger rail, and to deal with increasing volumes of truck traffic.**

An increase in the share of goods that travel in and out of Central Lancaster County via freight rail will help to reduce truck traffic, and consequentially reduce road congestion and air pollution. LIMC should advocate for enhanced freight rail opportunities.

**VT.5.D Implement the Intermodal Management System set forth in the Lancaster County 2004 Management Systems report.**

Transfer points between various modes of transportation represent an important component of the County transportation plan. The most significant passenger intermodal transfer point in the county is the Amtrak station in Lancaster City, which accommodates train, bus, automobile, and pedestrian traffic. Municipalities should ensure that the Intermodal Management System is implemented, with particular attention to transfer points for freight rail. Improving these transfer points will help to ensure the efficient movement of goods within Central Lancaster County.

**Objective VT.6 - Enhance parking availability and park-and-ride facilities in the region.**

LIMC should work to increase the number of park-and-ride facilities in the region. In order to encourage carpooling and transit-ridership, park-and-ride spaces should be restricted to these users, and should be free of charge whenever possible.

**Strategies****VT.6.A Work with major employers and other institutions to implement and promote a regional ride share program and develop park and ride lots.**

Major employers should take the lead in promoting a regional ride share program. Park-and-ride facilities should be created at transit stops, onramps to highways and other limited access roads, and underutilized parking lots (such as a mall parking lot).

**Objective VT.7 - Provide alternative safe routes for horse drawn and other non-motorized vehicles.**

As population grows and car traffic increases in Central Lancaster County, the roads are becoming less safe for horse drawn buggies, bicycles, and other non-motorized forms of transportation. LIMC should work to ensure the safety of all forms of transportation, through the provision of alternative routes and the regulation of automobile traffic.

**Strategies****VT.7.A Convene organizations and groups that use or advocate the use of horse drawn and other non-motorized vehicles to assess their needs and determine safety requirements.**

LIMC should bring together organizations and groups involved in non-motorized transportation in order to assess their safety requirements. Safety measures such as reflective markers, speed limit reduction and enforcement, widened shoulders, and provision of additional lanes for non-motorized vehicles should be pursued as appropriate.

**VT.7.B Conduct an area wide inventory of existing routes for horse drawn and other non-motorized vehicles to identify gaps and areas of motorized and non-motorized conflicts.**

An inventory of existing routes will help to identify gaps in the transportation options for users of horse-drawn and non-motorized vehicles. The inventory can also be used to highlight roads and intersections with particularly high rates of car/buggy conflicts. By seeking to address these gaps and conflicts, municipalities can improve safety, accessibility, and connectivity options for all residents.

**VT.7.C Develop a Central Lancaster County regional non-motorized mobility plan that focuses on alternative safe routes.**

A regional non-motorized mobility plan will allow municipalities to meet the transportation needs of all of its residents. Providing alternative safe routes for horse-drawn and other non-motorized vehicles will also enhance the safety of travelers throughout the region.



**Objective VT.8 - Enhance street signage and wayfinding.**

Municipalities should pursue enhancements to street signage and wayfinding systems that can assist visitors traveling by car, bicycle, buggy, or on foot.

**Strategies**

**VT.8.A Upgrade the wayfinding signage system in Lancaster City and within the core area formed by the Route 30 By-Pass and Route 741.**

The wayfinding signage system within the transportation core should be upgraded to enable visitors and tourists to more easily navigate their way to selected destinations and to parking. The upgraded wayfinding signage system can also provide a distinctive branding opportunity for Lancaster City.

**Objective VT.9 - Connect streets between existing and new communities.**

When new developments are not well connected with existing neighborhoods they contribute more cars and create greater traffic congestion on collector roads. When developers are compelled to integrate new neighborhoods into existing street patterns and provide a variety of choices for movement in and out of the neighborhood, new developments can actually increase connectivity within the region.

**Strategies**

**VT.9.A Require new and older communities to have an interconnected street network.**

One of the major causes of congestion on collector roads is the high volume of vehicles entering from single access streets and cul-de-sacs. Municipalities should discourage new cul-de-sacs within the DGA. Through streets should be provided in all new subdivisions and land developments, where possible. Where cul-de-sacs and stub areas already exist, municipalities should consider plans to extend these streets to improve connectivity.

**Objective VT.10 - Improve signalization throughout the LIMC area.**

The City of Lancaster is the transportation hub for the region, and municipalities should develop strategies for enhancing entry points into the city, and improving traffic circulation within the city.

**Strategies**

**VT.10.A Increase “green time” for selected traffic control signals and create an improved traffic signal synchronization system.**

In 2005, the Lancaster County Transportation Authority completed a study of 419 signalized intersections in 42 municipalities in Lancaster County, including 287 in the 13 LIMC municipalities. There are 34

interconnected systems that include 304 of the intersections. The majority of the systems are not functioning properly, due to either lack of maintenance or to old timing and coordination plans. The Authority is initiating a project to make improvements to traffic signals in some of the municipalities and on some of the problem corridors and should continue to coordinate additional traffic signal improvements in the future.

## **2. Public Transportation**

***Goal: An easily accessible, efficient, and affordable public transportation system will be available to improve access to homes, jobs, shopping, attractions, and recreation.***

**Objective PT.1 - Create a regional public transportation system that provides safe, efficient, and affordable service to new and existing development throughout the region.**

The Red Rose Transit Authority (RRTA) provides a variety of public transportation services throughout Lancaster County, including 18 bus routes, paratransit service, and the Red Rose Trolley. LIMC should work with RRTA and private transportation providers to ensure that public transportation opportunities meet the needs of residents throughout the region.

### **Strategies**

**PT.1.A Implement the transit and rail improvements identified in the Long-Range Transportation Plan, 2005-2030.**

Lancaster County's Long-Range Transportation Plan calls for improved public transportation networks and commuter rail services. Aside from recommendations for direct transportation improvements, it also addresses land use development patterns. By encouraging transit-oriented development within Urban Growth Areas, the plan supports rail and public transit as viable transportation options.

**Objective PT.2 - Evaluate and remedy the location and schedules of existing public transportation routes and stops to maximize their convenience and accessibility.**

LIMC should closely examine the locations of existing public transportation routes and stops to ensure that they meet the needs of major population, employment, and commercial centers. Route scheduling / schedule adherence should also be addressed in order to maximize the convenience of public transportation options.

### **Strategies**

**PT.2.A Work with existing organizations to maximize convenience and accessibility of existing routes and stops.**

LIMC should establish a task force that will work with the Red Rose Transit Authority and private transportation providers to encourage better coordination of transit routes, and increase convenience and accessibility throughout the public transportation system.

**Objective PT.3 - Plan appropriate short-term and long-term investment strategies for public transportation, including park and ride, train, light rail, and bus.**



Municipalities should develop investment priorities and strategies to enhance a variety of public transportation opportunities. They should pursue state and federal funding to support these investments.

### **Strategies**

#### **PT.3.A Seek financial support through the SAFETEA-LU program, and through the State and County.**

Congress recently passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which authorizes federal surface transportation programs related to highways, highway safety, and transit. Municipalities should use SAFETEA-LU funds to support transit investments, along with other funding sources from the state and county governments.

#### **Objective PT.4 - Identify population, employment, and commercial centers as connection points for public transportation routes.**

Transit stops and connection points should directly relate to the needs of the population, and be concentrated around dense residential, employment, and commercial centers. Planning for future transit stops should be done in accordance with future land use goals and density targets.

### **Strategies**

#### **PT.4.A Devise a “significant origin-destination map” to serve as the determinant for activity centers and linkages.**

The Red Rose Transit Authority should use data collection and mapping to identify the most significant origin and destination points within the region, and to plan transit routes accordingly.

#### **Objective PT.5 - Improve public transportation options within Lancaster City for residents and visitors to reduce vehicular congestion and parking demands.**

Downtown Lancaster City should encourage residents and visitors to park their cars upon arrival, and then walk or use public transit to get around. The City of Lancaster and the Downtown Investment District should ensure that there are a sufficient number of curbside spaces and affordable parking garages in the center of Lancaster City to meet the parking needs of visitors and residents.

### **Strategies**

#### **PT.5.A Investigate the feasibility for a jitney-type shuttle bus to ease traffic congestion and parking problems.**

The Red Rose Transit Authority should study the feasibility of creating a free or very low-cost shuttle service that runs exclusively within downtown Lancaster City. Such a service will create additional incentives for visitors to leave their cars at a parking facility for the day. More information about

shuttle transit services can be found at the Victoria Transport Policy Institute at <http://www.vtpi.org/tdm/tdm39.htm>.

**Objective PT.6 - Ensure public transportation stops and stations are well lit, clean, comfortable, and staffed when feasible.**

In order to make public transportation a more desirable option, transit stops and stations must be clean, safe, and easy to use. Whenever possible staff should be available to provide customer assistance, maintain facilities, and convey a sense of safety. Good lighting and regular maintenance will also contribute to the attractiveness of transit stops.

**Strategies**

**PT.6.A Coordinate with Amtrak and the Red Rose Transit Authority to promote the safety and conveniences of the transit infrastructure.**

The Amtrak transit hub in Lancaster City should impart a sense of safety and meet the needs of all passengers. LIMC should coordinate with Amtrak and the RRTA to ensure that the transit infrastructure is well-maintained and adequately staffed.

**Objective PT.7 - Encourage the use of public transportation by educating people of all ages of its benefits.**

Public transportation offers numerous benefits to the residents and workers of Central Lancaster County. Transit increases personal mobility and freedom, particularly for youth, elderly, and low-income populations; it stimulates the economy and helps create new jobs; it relieves traffic congestion; and it helps the environment and conserves energy. LIMC should work with transit advocacy groups to communicate the benefits of using public transportation.

**Strategies**

**PT.7.A Increase use of transit through a well designed and distributed brochure, and media coverage.**

LIMC should collaborate with the Red Rose Transit Authority to produce a variety of public education strategies to promote increased transit ridership, including television and print media coverage, public service announcements, and brochures. More information on public transportation benefits and messages can be found at the Public Transportation Partnership for Tomorrow, at <http://www.publictransportation.org/>.

**Objective PT.8 - Provide incentives to increase use of public transportation.**

A wide variety of incentives can be pursued to increase public transportation ridership. Transportation providers could offer more convenient fare structures and payment systems, allowing more frequent riders to save money on individual trips. Municipalities could promote a

Transit Check program, in which businesses subsidize their employees' transit fares in exchange for tax benefits. Parking should be priced strategically to encourage transit use and discourage single-passenger car trips.

### **Strategies**

#### **PT.8.A Construct additional parking facilities at transit stops and charge minimal rates for daily parking.**

As needed, additional parking facilities should be constructed at transit stops. Parking rates for daily parking should be lowered to induce greater transit ridership.

#### **Objective PT.9 - Encourage land use and development patterns that support the use of public transportation and reduce vehicular traffic.**

In order to encourage the use of public transportation and reduce automobile traffic, land use and development patterns must allow for higher densities, a mix of uses, and roadway design that supports a variety of users. LIMC should promote Transit Oriented Development surrounding new and existing transit hubs.

### **Strategies**

#### **PT.9.A Create Transit Oriented Development (TOD) overlay districts around major train and bus stops.**

Municipalities should create Transit Oriented Development Overlay Districts where zoning establishes residential and commercial centers designed to maximize the use of transit and non-motorized transportation alternatives. TODs should have a mix of uses and housing types, be designed for cycling and walking, employ traffic calming techniques, and make use of parking management strategies that will reduce the amount of land devoted to parking lots.

#### **Objective PT.10 - Require access to public transportation in new residential developments.**

LIMC should establish residential development requirements that will reduce the traffic burdens that new developments place upon communities, and increase the use of public transportation by residents throughout the region. Mandating access to public transportation in new developments will effectively contribute to this goal.

### **Strategies**

#### **PT.10.A Amend zoning ordinances and subdivision and land development ordinances to require bus shelters, sidewalks, and lighting within one half mile of transit stops.**



New residential developments in Central Lancaster County should be built along existing or proposed bus routes, whenever possible. Developers should be required to provide infrastructure to allow for safe travel to and from a transit stop (e.g., sidewalks and bicycle paths), and they should provide for lighting and shelter at new transit stops. Municipalities should amend zoning ordinances and land development ordinances to include such requirements.

### **3. Alternative Transportation**

***Goal: A planned, interconnected, and safe network of alternative transportation options will be developed to move people and goods.***

#### **Objective AT.1 - Modify and maintain existing facilities to be pedestrian and bicycle friendly.**

Existing roads should be made more pedestrian and bicycle friendly through the addition of sidewalks, bicycle paths, crosswalks, good lighting, and other amenities. More information on creating streets that are friendly to alternative transportation is available from the Pedestrian and Bicycle Information Center at [www.walkinginfo.org](http://www.walkinginfo.org).

#### **Strategies**

##### **AT.1.A Improve and upgrade existing access ways to promote access along sidewalks, trails, and paths, and implement the Lancaster County Bicycle and Pedestrian Transportation Plan.**

The Lancaster County Bicycle and Pedestrian Transportation Plan calls for the Bicycle and Pedestrian Task Force to take a leadership role in ensuring that alternative transportation access is improved. In conjunction with LCPC and PennDOT, the Task Force should arrange for necessary studies to identify the regional needs and priorities related to alternative transportation. They should also identify funding resources for improving existing accessways and investing in new ones.

#### **Objective AT.2 - Create a primary transportation network of streets with shoulders and paths to facilitate non-motorized transportation.**

Municipalities should create a system of streets that offer well-marked and well-connected paths that cater to non-motorized forms of transportation.

#### **Strategies**

##### **AT.2.A Amend Official Maps to designate crosswalks and routes for non-motorized transportation in accordance with the Lancaster County Bicycle and Pedestrian Transportation Plan.**

Official Maps in Central Lancaster County should be amended to provide for additional crosswalks and non-motorized pathways throughout the region. In accordance with the map amendments, municipalities should invest in necessary infrastructure improvements in order to implement these paths and crosswalks.

#### **Objective AT.3 - Require sidewalks, bicycle paths, and walking trails within developments and to connect subdivisions and land developments.**

Wherever possible, residential neighborhoods should reduce the number of cul-de-sacs, and build roads that connect subdivisions and that accommodate all type of travelers – cars, bicycles, pedestrians, etc. In areas where residents are unable or unwilling to allow through streets immediately, municipalities can establish rights of ways and create sidewalks, paths, and trails that preserve the possibility of future street connectivity, while in the meantime supporting pedestrian and non-motorized transportation options.

### **Strategies**

#### **AT.3.A Amend subdivision and land development ordinances to require connections in and through developments and neighborhoods, and between developments and neighborhoods.**

Municipalities should amend their subdivision and land development ordinances to enhance connectivity between neighborhoods for non-motorized travelers and pedestrians. This strategy directly relates to Strategy VT-10.A.

#### **Objective AT.4 - Connect recreation, commercial, residential, and employment centers and public transportation with bicycle paths and walking trails.**

Recreational facilities and commercial, residential, and employment facilities should be easy to access for all residents, regardless of whether or not they drive a car. Bicycle paths and walking trails can help to ensure safe and efficient movement between such centers.

### **Strategies**

#### **AT.4.A Construct access ways for walking and bicycling to link places to live, shop, work and play, and provide crosswalk connections.**

Municipalities should invest in necessary improvements such as sidewalks, bike paths, and crosswalks, in order to diversify transportation options and protect the safety of pedestrians, bicyclists, and other non-motorized transportation users.

#### **Objective AT.5 - Educate the public to encourage road sharing among drivers, cyclists, and pedestrians.**

Municipalities should engage in efforts to inform the public about the nature of road sharing among multiple transportation users. Education campaigns can improve the public’s understanding of safety precautions. A sample “Share the Road” campaign can be found at the Marin County Bicycle Coalition, at <http://www.marinbike.org/Campaigns/ShareTheRoad/Index.htm>.

**Strategies****AT.5.A Improve signage along roadways, construct sidewalks, and construct and line strip lanes for cyclists.**

Municipalities should pursue infrastructure investments that visually distinguish appropriate paths for different forms of transportation and increase the safety of all users. They should undertake measures to inform the public about the meaning of new signs, lanes, and road markers.

**Table 8.1 - Regional Transportation Initiatives**

Table 8.1 was generated using information provided in the report entitled: “2003-2006 Transportation Improvement Program – Lancaster”, as well as the updated “2005-2008 Transportation Improvement Program”, along with various websites including the Lancaster County Planning Commission and the Pennsylvania Department of Transportation. This Table focuses on initiatives pertaining to road segments such as Corridor Studies, Widening, Resurfacing, etc., as well as bridge rehabilitation and improvements. Please refer to Map 8.5 for project locations.

Initiative	General Description	Notes and Recommendations	Estimated Cost (in \$1000s)/ Status
1	<b>Route 72</b> PA 72 Alternatives Analysis – Preliminary Engineering	In the area of Manheim and East Petersburg Boroughs Currently in step 3 of PennDOT’s “Ten Step Process for Transportation Development.” The PA Route 72 Corridor was documented as needing a full range of improvements including, but not limited to, left turn lane/shoulder improvements, widening, and “relief routes” around the boroughs of East Petersburg and Manheim. <a href="http://www.co.lancaster.pa.us/planning">www.co.lancaster.pa.us/planning</a>	\$ 2,000 Preliminary Engineering (Note: This Initiative may be deactivated)
2	<b>Fruitville Pike</b> Add lane, shoulders and intersection improvements	Manheim Township – from PA 722 to Granite Run Drive Construction to include an additional lane, improved shoulders, and improvements at roadway intersections along Fruitville Pike, in the area between PA 722 and Granite Run Drive.	\$ 200 Preliminary Engineering scheduled for 2006
3 (#12 from LCPC Active Funded Projects list)	<b>PA 501 Spot Widening</b> Spot widening, intersection improvements, turning lanes, and signal improvements	Several Municipalities from US 30 north to Newport Road (including Manheim Township) Construction to include road widening in certain locations, improvements at intersections, turning lanes, and improvements at signal locations along Route 501, between US 30 and Newport Road. Starting with Rt. 501/Delp Rd. Intersection North to Owl Hill Rd. Intersection, selected road widening/intersection improvements.	\$ 1,466 Construction to be completed in 2005
4	<b>Lititz/Oregon Pike</b> Maintenance/Resurface	Lancaster City and Manheim Township from US 222/Prince Street to Golden Triangle Construction to include road maintenance and resurfacing along Lititz and Oregon Pike from US 222 to the Golden Triangle.	\$ 830 Construction began 2003
5 (#3 & #4 from LCPC Active Funded Projects list)	<b>PA 23 Corridor</b> Environmental Impact Study Signal Interconnect (interconnect signals, road widening, turning lanes, install curbing)	Several Municipalities from US 30 north to US 322 (including Manheim and East Lampeter Townships) The PA 23 Environmental Impact Statement was initiated from the 1997 PA 23 Corridor Study. This study is completed to step 4 (Preliminary Alternatives Analysis) of PennDOT’s “Ten Step Process for Transportation Development.” The study will examine six alternatives designed to solve the transportation needs identified in the 1997 Corridor Study. ( <a href="http://www.dot.state.pa.us">www.dot.state.pa.us</a> )	\$ 13,000 (Corridor) Preliminary Design in 2006. Final Design in 2008 \$780 (Signal Interconnect) Final Design & Utilities in 2005. Construction in 2006.
6	<b>Route 30</b> Widening, improve bridges over Amtrak & Norfolk Southern	Manheim and East Lampeter Townships, Lancaster City Construction to include road widening and bridge improvements (over Amtrak and Norfolk Southern lines) along Route 30 in Manheim and East Lampeter Townships.	\$1,475 Construction began 2003 (Completed)

Initiative	General Description	Notes and Recommendations	Estimated Cost (in \$1000s)/ Status
7 (#9 from LCPC Active Funded Projects list)	<b>Route 272</b> Resurface, rehabilitate and paint bridges	Several Municipalities (including West Lampeter and Pequea Townships) Construction to include road resurfacing, rehabilitation, and bridge painting along Route 272 from PA 741 to Smithville (in Providence Township)	\$700 Final Design and Utilities to be completed in 2005 Construction to be completed in 2007
8 (#11 from LCPC Active Funded Projects list)	<b>Route 462 Corridor Study</b> Congested corridor study	Mountville Borough from Borough west to Columbia Corridor Study for Route 462 from Mountville Borough west to the Borough of Columbia, analyzing traffic congestion.	\$ 200 Preliminary Engineering (Other costs to be determined)
9	<b>Stony Battery Road</b> Widening to 3 lanes, shoulder and intersection improvements	West Hempfield Township from US 30 to Donnerville Road Construction to include road widening to three lanes, shoulder improvements, and improvements at intersections along Stony Battery Road, between US 30 (at northeast corner of Mountville Borough) and Donnerville Road in West Hempfield Township	\$150 Preliminary Engineering was scheduled for 2005
10 (#20A & #20B from LCPC Active Funded Projects list)	<b>Centerville Road</b> Widening  <b>Preliminary Design for Bridges (5 lane)</b>	East Hempfield Township from PA 462 to PA 23 and Bridge over US 30 Centerville Road from PA 462 to PA 23 and for bridge over US 30, to address the need and ramifications of road widening, and replacement/widening bridge.	\$ 100 (Roadway Preliminary Plan with Local Funding) \$500 (Bridge Preliminary Design with Fed/State Funding)
11	<b>Route 30</b> Widening, bridge replacements and rehabilitation	Lancaster City, Manheim and East Hempfield Townships, from PA 741 to PA 72 Construction to include road widening, replacement of bridges and rehabilitation along Route 30 between PA 741 and PA 72.	\$ 1,710 Construction began 2003 (Completed)
12 (#13 from LCPC Active Funded Projects list)	<b>S. Duke Street</b> Traffic calming and streetscape beautification	Lancaster City from Church Street to Chesapeake Street A streetscape beautification project that will address traffic calming measures along Duke Street in Lancaster City from Church Street to Chesapeake Street	\$150 Currently in Final Design Construction in 2005
13 (#7 from LCPC Active Funded Projects list)	<b>US 30 East of PA 896</b> Corridor Improvement Study	From PA 896 in East Lampeter Township to PA 41. To reduce congestion and improve safety conditions along this stretch of Route 30, PennDOT has resumed an improvement study of the corridor. The study was suspended in 1996 due to funding constraints. ( <a href="http://www.co.lancaster.pa.us/planning">www.co.lancaster.pa.us/planning</a> )	\$ 2,000 Preliminary Design to be completed in 2005 Final Design to be completed in 2006
13.A. (#18 from LCPC Active Funded Projects list)	<b>Route 999</b> N. George Street & Manor Avenue (East-West Traffic Abatement & Millersville University Traffic Abatement)	To reduce traffic congestion and east/west traffic to/from the City of Lancaster, and to/from Millersville Studied previously, and recommended in Millersville Boro Comp Plan. New study needed.	\$240
13.B. (#1 from LCPC Active Funded Projects list)	<b>Lancaster Amtrak Station</b>	Restore Lancaster City Amtrak RR Station and improve passenger friendliness	\$190 Currently in Final Design Construction to be completed in 2007

<b>Initiative</b>	<b>General Description</b>	<b>Notes and Recommendations</b>	<b>Estimated Cost (in \$1000s)/ Status</b>
13.C. (#2 from LCPC Active Funded Projects list)	<b>N. Prince St Pedestrian Safety</b>	Boosts pedestrian safety/desirability by slowing vehicular traffic and adding pedestrian lighting and amenities	\$294 Preliminary and Final Design in 2005 Construction in 2007
13.D. (#5 from LCPC Active Funded Projects list)	<b>US 30 PM #2</b>	Resurface and Rehabilitate SR 30; Mountville Borough to PA 23 E. Hempfield	\$8,679 Utilities to be completed in 2005 Construction to be completed in 2006
13.E. (#6 from LCPC Active Funded Projects list)	<b>US 30 PM #1</b>	Resurface and Rehabilitate 12 bridges from York County Line to Mountville Borough	\$640 Final Design to be completed in 2005 Construction to be completed in 2008
13.F. (#8 from LCPC Active Funded Projects list)	<b>Lititz Pike Bridge</b>	Replace US 222 Bridge over Amtrak in Lancaster City for lane improvements and pedestrian safety	\$1,688 Preliminary Engineering to be completed in 2005
13.G. (#10 from LCPC Active Funded Projects list)	<b>PA 441 Corridor – Columbia</b>	PA 441 from US 30 to Front St. Columbia Borough and West Hempfield Township Relocate PA 441	\$750 Preliminary Design completed in 2004
13.H. (#14 from LCPC Active Funded Projects list)	<b>SR 3017 Stony Battery Road</b> Widening Widen to 3 lanes, shoulder and intersection improvement	West Hempfield Township from US 30 to Donnerville Road Construction to include road widening to three lanes, shoulder improvements, and improvements at intersections along Stony Battery Road, between US 30 (at northeast corner of Mountville Borough) and Donnerville Road in West Hempfield Township	\$150 Preliminary Engineering to be completed in 2008
13.I. (#15 from LCPC Active Funded Projects list)	<b>Dillerville Road Bridges</b>	SR 4009 over Amtrak City of Lancaster One bridge replacement and three rehabs	\$840 Currently in Final Design Stage Construction in 2006
13.J. (#16 from LCPC Active Funded Projects list)	<b>Strasburg Pike Bridge</b>	Improve safety. Replace narrow bridge over Mill Creek and retain historical value of the surrounding area.	\$484 Final Design to be completed in 2005
13.K. (#17 from LCPC Active Funded Projects list)	<b>Rt. 23 at N. President Ave.</b>	Improve east and west traffic flow by adding left turn lanes on Rt. 23.	\$61 Design to be completed in 2005
13.L. (#19 from LCPC Active Funded Projects list)	<b>PA 722 State Rd. Bridges over PA 283 &amp; Amtrak</b>	Replace and widen bridges.  (Agreement between PennDOT, East Hempfield Township, and MPO)	\$500  Preliminary Engineering (Other costs to be determined)
13.M. (#21 from LCPC Active Funded Projects list)	<b>RRTA Downtown Transfer Station</b>	Remove passenger transfer from 1st block of Queen St. improve traffic flow	\$8,200 Under Construction; to be completed June 2005

Source: Thomas Comitta Associates, Inc.



**Table 8.2 Other Transportation Initiatives**

*This Table was generated using information provided in the Comprehensive Plans of individual municipalities located within the study area and from correspondence with municipality representatives. Refer to Map 8.6 for a visual depiction of the initiatives.*

Initiative	General Description	Notes and Recommendations	Estimated Cost (\$000's)/ Status
<b>East Hempfield Township</b>			
14	Roadway Alignments Spring Valley Road @ Cardinal Road @ Dorsea Road Running Pump Road @ Columbia Avenue Church Street @ north of Camp Meeting Rd. @ south of Bowman Road Nissley Road @ south of Nolt Road Centerville Road @ north of Nolt Road	East Hempfield Township Official Comprehensive Plan 1994 and Draft Traffic Study for Township, 2005	\$ 250 \$ 620 \$ 250 \$ 290 \$ 290 \$ 210 \$ 290
15	Roadway Widening  Harrisburg Pike Marietta Ave. Rohrestown Road Centerville Road Church Street Landisville/Graystone Roads Colebrook Road State Road Yellow Goose Road Bowman Road Nissley Road Nolt Road Sylvan Road Spring Valley Road Running Pump Road	East Hempfield Township Official Comprehensive Plan 1994 and Draft Traffic Study for Township, 2005	\$ 8,300 \$ 4,650 \$ 3,450 \$ 3,950 \$ 2,650 \$ 1,520 \$ 4,900 \$ 2,900 \$ 1,210 \$ 460 \$ 1,150 \$ 1,600 \$ 2,450 \$ 430 \$ 1,150
16	New Roadway Segments Noll Drive Extended (Running Pump Rd to Good Drive) Yellow Goose Road Extended (State Rd to McGovernville Rd) Colebrook Road (Leabrook Rd to Harrisburg Pike)	East Hempfield Township Official Comprehensive Plan 1994 and Draft Traffic Study for Township, 2005	\$ 1,400 \$ 2,700 \$ 1,800

<b>East Lampeter Township</b>			
17	PA 340/PA 462 Land Use/Transportation Corridor Study	Conestoga Valley Region Strategic Comprehensive Plan 2003 Conflicts in this area are due to poor access management, roadway alignment, and adjacent land uses. Multiple groups need to coordinate efforts to resolve problems associated with the two signalized intersections with Pitney Road, Lampeter Road, PA 340, and PA 462.	
18	Amtrak Line	Conestoga Valley Region Strategic Comprehensive Plan Background Summaries Report 2003 Replace six miles of track and ties.	
19	Smoketown Airport	Conestoga Valley Region Strategic Comprehensive Plan Background Summaries Report 2003 Taxiway paving and additional security fencing.	
<b>East Petersburg Borough</b>			
20	Route 72 Corridor	Per Borough Manager Route 72 Corridor study (analysis to provide a bypass around borough)	
<b>Lancaster Township</b>			
21	Route 741 Capacity and Safety	Lancaster Township Strategic Comprehensive Plan Update 2002 Turn Lanes, Traffic Signal Study at Wabank Road	
22	Wabank Road	Lancaster Township Strategic Comprehensive Plan Update 2002 Turn Lanes and Traffic Signals at Route 741 and Wabank Road	
23	East King Street	Lancaster Township Strategic Comprehensive Plan Update 2002 Replace and Widen Conestoga River Bridge and Pedestrian Improvements	
24	S.R. 0999	Lancaster Township Strategic Comprehensive Plan Update 2002 Signalization Improvements	
25	Bean Hill Road	Lancaster Township Strategic Comprehensive Plan Update 2002 Capacity assessment and curve safety assessment.	
<b>Manheim Township</b>			
26	Corridor Studies  Manheim Pike Lititz Pike Fruitville Pike	Comprehensive Plan for Manheim Township 1995 Short term recommendations to include corridor studies to complete traffic signal analysis, intersection improvements, and left turn lane analysis. (See Transportation Initiatives: Regional map, #2 and #3, for additional details.)	

27	Lititz Pike and Delp Road	Per Street Map comments provided by Manheim Township. Intersection improvements at Lititz Pike and Delp Road	
28	PA 722 and Lititz Pike	Per Street Map comments provided by Manheim Township. Intersection improvements at PA 722 and Lititz Pike	
29	Buch Avenue	Per Street Map comments provided by Manheim Township. Roadway improvements on Buch Road from Cobblestone to Weaver)	
30	Snyder Road	Per Street Map comments provided by Manheim Township. Roadway improvements on Snyder Road from Quarry Road to Bluestone Dr.	
31	Koser/Fruitville Pike/Petersburg Rd	Per Street Map comments provided by Manheim Township. Roadway improvements/realignment on Koser Road/Fruitville Pike/Petersburg Road triangle.	
32	Kreider Road	Per Street Map comments provided by Manheim Township. Realignment of Kreider Road from Mill Road to PA 722.	
<b>Manor Township</b>			
33	Stonemill Road Extension	Manor Township Comprehensive Plan 2002 Extend Stonemill Road to provide new east-west collector. Thereby, relieving congestion on Millersville Road, and Columbia Avenue	
34	North George Street Extension	Manor Township Comprehensive Plan 2002 Extend North George Street to provide adequate access to undeveloped acreage north of Millersville Borough	
35	Manor Boulevard Extension	Manor Township Comprehensive Plan 2002 Extend Manor Boulevard to Stonemill Road	
<b>Millersville Borough</b>			
33.A.	Wabank Extension to Wabank Road	Road realignment with Barbara – E. Cottage Avenue to Bordner Run	Awaiting Funding
34.A.	Manor Ave. (Rt. 999) Streetscape	Traffic calming & traffic reduction proposal. Intended to improve pedestrian use of the commercial/residential area Recommended by Planning Commission in 2001	Pending integration with private land development at Manor & Leaman
36 (Also see #22)	Route 741/Wabank Road Intersection Improvements	Millersville Borough Comprehensive Plan 2001 Intersection improvements consisting of signalization, and improved sight distances	Pending Action by Developer

36.A. (part of 33.A.)	Route 741 and Charlotte Street Intersection	Move Barbara St. signal to Charlotte St.; provide new entrance to Oak Knoll development at Charlotte St.; continue Charlotte St. northeast thru Oak Knoll and stub same for future development at Meltzer Tract	
36.B.	South Duke Street to Frederick Street Intersection	Signalization	\$350
<b>Mountville Borough</b>			
37	Park Avenue	Per Borough Secretary Treasurer Park Avenue Rehabilitation	
38	Church Street	Per Borough Secretary Treasurer Church Street Rehabilitation	
39	Commerce Street	Per Borough Secretary Treasurer Commerce Street Rehabilitation (long-range)	
40	Friday Street	Per Borough Secretary Treasurer Friday Street Rehabilitation (long-range)	
<b>West Hempfield Township</b>			
41	Ivy Drive	West Hempfield Township Comprehensive Plan Ivy Drive at Stoney Battery Road realigned	completed
42	Ivy Drive	West Hempfield Township Comprehensive Plan Realignment of Ivy Drive between Marietta Pike and Boyce Avenue	
43	Silver Spring Road	West Hempfield Township Comprehensive Plan Realign Silver Spring Road between Marietta Pike and Meadow Spring Road	
44	Silver Spring Road	West Hempfield Township Comprehensive Plan Realign Silver Spring Road between meadow Spring Road and Quarry Road	
45	Silver Spring Road	West Hempfield Township Comprehensive Plan New 4 leg intersection at Silver Spring Road and Eby Chiques Road	
46	Eby Chiques Road	West Hempfield Township Comprehensive Plan Realign Eby Chiques Road between Clear Spring Road and Prospect Road	
47	Eby Chiques Road	West Hempfield Township Comprehensive Plan New 4 leg intersection at Eby Chiques Road and Prospect Road	
48	Clear Springs Road	West Hempfield Township Comprehensive Plan Reconstruct and Widen Clear Springs Road from Eby Chiques Road to Stoney Battery Road	
49	Nolt Road	West Hempfield Township Comprehensive Plan Realign Nolt Road from Silver Spring Road to Stoney Battery Road	
50	Nolt Road	West Hempfield Township Comprehensive Plan Intersection Improvements at Nolt Road and Stoney Battery Road	
51	Meadow Spring Road	West Hempfield Township Comprehensive Plan Intersection Improvements at Meadow Spring Road and Montezuma Drive	

52	Quarry Road	West Hempfield Township Comprehensive Plan Realign Quarry Road from Valencia Drive to Silver Spring Road	
53	Hempland Road	West Hempfield Township Comprehensive Plan Hempland Road between Donnerville Road and Stoney Battery Road extended	Completed
54	Fairview Road	West Hempfield Township Comprehensive Plan Widen Fairview Road from Prospect Road to Kinderhook Road	
55	Donnerville Road	West Hempfield Township Comprehensive Plan Intersection improvements at Donnerville Road and railroad	
56	Stoney Battery Road	West Hempfield Township Comprehensive Plan Widen and realign Stoney Battery Road	
57	Summit Drive	West Hempfield Township Comprehensive Plan Widen and realign Summit Drive from Mountville Borough to north of Horizon Drive	
58	Summit Drive	West Hempfield Township Comprehensive Plan Intersection Improvements at Summit Drive and Druid Road	
59	Summit Drive	West Hempfield Township Comprehensive Plan Realign Summit Drive from Druid Road to railroad	
60	Druid Road	West Hempfield Township Comprehensive Plan Realign Druid Road south of Summit Drive	
61	Donnerville Road	West Hempfield Township Comprehensive Plan 4 leg intersection at Donnerville Road and Horizon Drive	
62	Horizon Drive	West Hempfield Township Comprehensive Plan Realign Horizon Drive between Highland Drive and Mountain View Drive	
63	Prospect Road Realignments	West Hempfield Township Comprehensive Plan Prospect Road realigned	Completed
64	Misc. Realignments	West Hempfield Township Comprehensive Plan Hempfield Hill Road Stoney Battery Road	
65	Intersection Improvements	West Hempfield Township Comprehensive Plan Prospect Road and Ironville Pike	
66	Prospect Road	West Hempfield Township Comprehensive Plan Widen Prospect Road from Ironville Pike and Marietta Pike	
<b>West Lampeter Township</b>			
67	Lampeter and Rockvale Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Intersection Improvements at Lampeter and Rockvale Roads	
68	Lampeter and Windy Hill Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Intersection Improvements at Lampeter and	

		Windy Hill Roads	
69	Strasburg Pike and Rockvale Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Intersection Improvements	
70	Beaver Valley Pike	West Lampeter Township Strategic Comprehensive Plan Update 2003 Additional Left Turn Lanes	
71	Brenneman Drive	West Lampeter Township Strategic Comprehensive Plan Update 2003 1000 feet of new roadway	
72	Long Rifle Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 2500 of new roadway, road widening	
73	Eshelman Mill Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Widen 2250 feet of roadway	
74	Gypsy Hill Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Widen 3750 feet of roadway from Long Rifle to Morningside Widen 3500 feet of roadway from Beaver Valley Pike to Long Rifle Widen 3500 feet of roadway from Morningside to Eshelman Mill Widen 3000 feet of roadway from Eshelman Mill to Millport	
75	Millwood Drive	West Lampeter Township Strategic Comprehensive Plan Update 2003 Widen 3000 feet of roadway	
76	Locust Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Widen 3500 feet of roadway	
77	Millport and Rocky Springs Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 Realign 750 feet of roadway	
78	Morningside Drive	West Lampeter Township Strategic Comprehensive Plan Update 2003 Widen and realign 3500 feet of roadway between Gypsy Hill and Lampeter Roads	
79	Eckman Road and Willow Street Pike	West Lampeter Township Strategic Comprehensive Plan Update 2003 Intersection Improvements	
80	Gypsy Hill Road and Beaver Valley Pike	West Lampeter Township Strategic Comprehensive Plan Update 2003 Intersection Improvements	
81	Strasburg Pike and Windy Hill Road	West Lampeter Township Strategic Comprehensive Plan Update 2003 New Signalization	

Source: Thomas Comitta Associates, Inc.

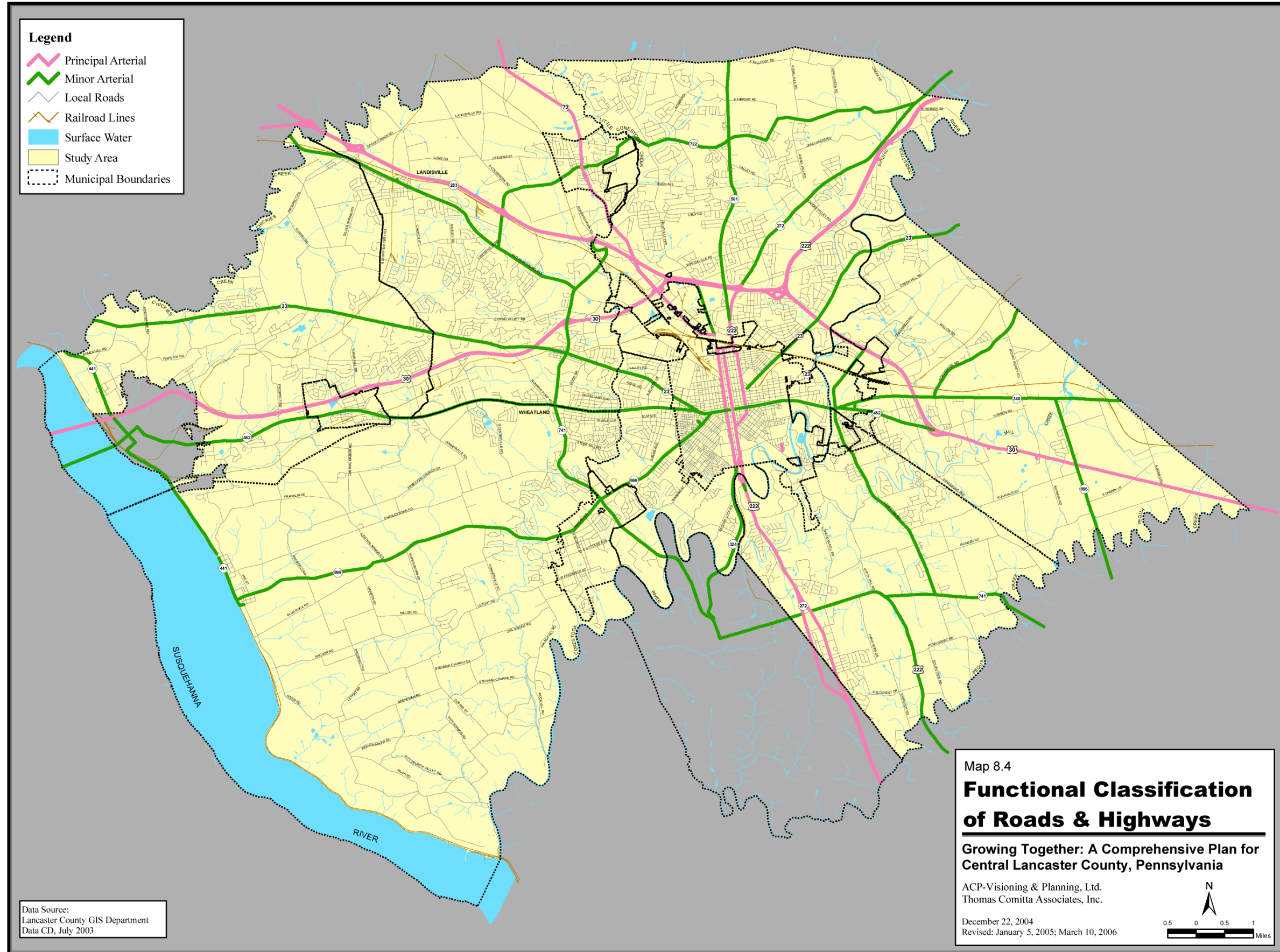
**Table 8.3 Non-motorized Transportation Initiatives**

<b>Symbol</b>	<b>General Description</b>	<b>Notes and Recommendations</b>
Green (Thick)	Conestoga Greenway	The Conestoga Greenway includes conservation greenways along the Conestoga River, the Little Conestoga Creek, the West Branch of the Little Conestoga Creek. This greenway is a result of the recommendations set forth in the "Conestoga Greenways: A River Corridor Conservation Plan" prepared by Land Ethics, Inc. and Derck & Edson Associates, LLP, dated 1999.
Green (Thin)	Trails	Existing trails within the LIMC area (as per the LCPC).
Purple	County Trails	County Trails within County Parks, including Chickies Rock County Park and Lancaster County Central Park.
Red	Bike Network	Bike Network along existing roads (as per the LCPC).

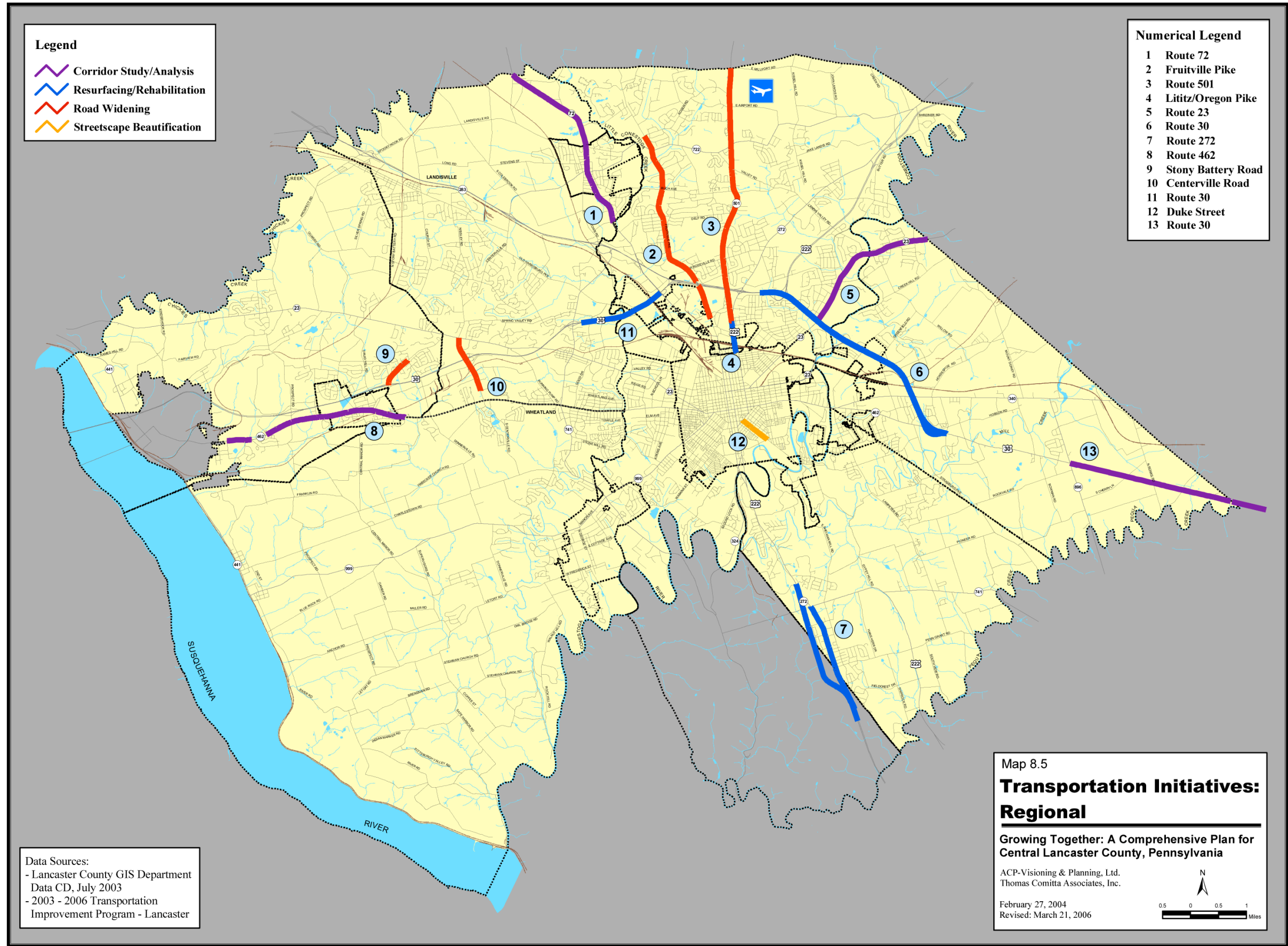
Source: Thomas Comitta Associates, Inc.



Map 8.4

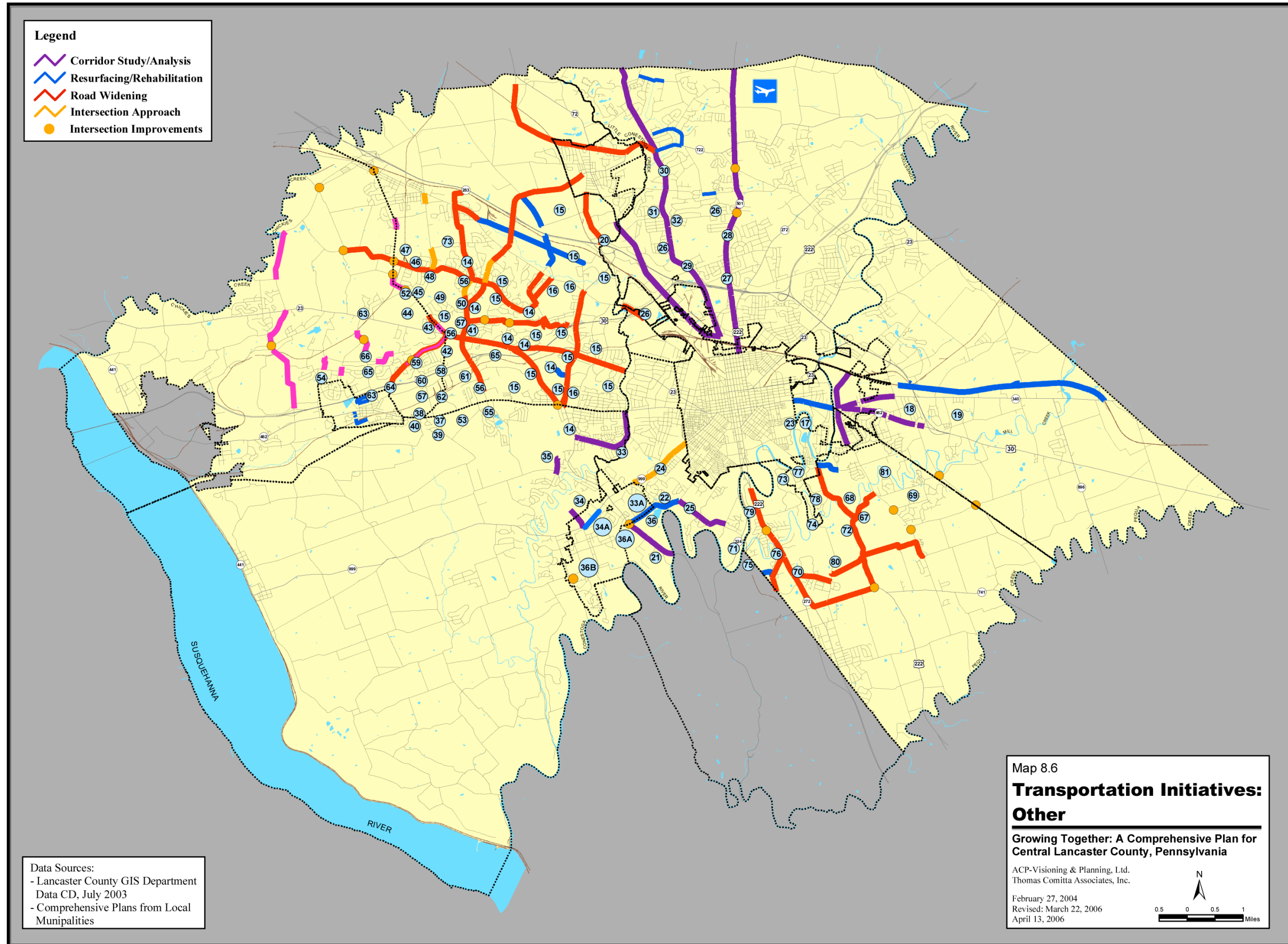


Map 8.5





Map 8.6



Map 8.7

