

Lincoln Highway Streetscape Plan

Stakeholder Workshop #2 Handout

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Introduction

This handout provides a summary of transportation, land use, and design recommendations in the Lincoln Highway Streetscape Plan Study Area, which encompasses Lincoln Highway from Strasburg Pike to Pennsylvania Route 896. This handout is meant to accompany the discussion at the Stakeholder Workshop on February 3, 2015. It shows how the planning principles have been revised and then applied to a series of proposed recommendations for roadway, intersections, and planning areas identified in the study area.

Project Vision

Make Lincoln Highway an economically vibrant corridor that is safe, efficient, and beautiful for local residents and visitors.



Planning Principles

1. Slow Traffic to the Speed Limit

The current 12-foot lane widths encourage higher speeds and only allow a nominal increase in capacity compared to narrower lanes. The Plan proposes to reduce lane width to 11 feet. The lane reduction would create a roadway design speed that is actually close to the speed limit without creating congestion.

2. Buffer Sidewalks from Traffic

In order to create a safer pedestrian experience, the Plan proposes a minimum 4-foot landscaped buffer between sidewalk and curb. This is the minimum dimension that could contain larger landscape items, including trees.

3. Provide Multi-modal Access along the Entire Corridor

The Plan proposes a 12-foot wide multi-use trail on the south side of the corridor. This was not discussed at the first stakeholder workshop, but suggested in follow up comments. A review of the corridor found that it would be possible to construct such a facility on the south side of the road on a mix of existing right-of-way and private property. There would be a minimum 5-foot landscaped buffer from the curb to buffer it from traffic. Where possible, that buffer could be increased. Where installation is not possible due to multiple driveways or a restricted right-of-way, it could be set further back into private property.

4. Consolidate Driveways

As part of a safer corridor access management plan, the Plan proposes to consolidate driveways wherever possible, focusing efforts on locations with high accident rates and near signalized intersections. Removing driveways from the corridor can also help reduce the need for a continuous left turn lane.

5. Remove Continuous Center Lane Where Not Needed

The corridor currently has a continuous center turn lane, even in places where no left turn is needed. The Plan proposes to remove it where it is not required and replace it with a mountable raised median. The resulting “excess” right-of-way would then be shifted to pedestrian and trail elements.

6. Increase Safety with Protected Left Turn Lanes

The Plan proposes protected (signaled) left-turn lanes at high-accident intersections and areas large number of left turning movements.

7. Maintain Consistent Through Lanes

In order to address safety issues caused by merging traffic and general user confusion, through lanes are to be maintained wherever possible, particularly within the Funnel Character Area.

8. Integrate Signage and Wayfinding at All Scales

Signage and wayfinding will be scaled and located at appropriate locations for cars, bikes, and pedestrians.

9. Create Attractive, Functional Landscaping Incorporating Stormwater Management Facilities

Landscape guidelines will help create a cohesive and aesthetically pleasing look for the corridor frontage and contribute to stormwater management. Guidelines allow individual property owners to contribute to a larger coordinated landscape for the corridor. The Plan will highlight areas where stormwater management techniques can be integrated into the frontage and landscape design in order to address future flooding and stormwater issues.

10. Enable Interconnectivity

The identification of new street alignments is a first step in connecting the corridor to hard-to-reach parcels, and opening up new navigation options for drivers, pedestrians, and cyclists alike. Increasing choices can improve circulation, reduce congestion, and offer calmer and more scenic routes for those traveling throughout the corridor.

Recommendations



1) Convert one of the existing through lanes to a dedicated left turn lane to help move traffic more efficiently between the Bypass and Strasburg Pike. There are also opportunities for improving pedestrian crossings and medians in this area.

2) Reduce lane width to allow for a larger median designed to facilitate emergency access and improve pedestrian conditions.

3) Design and construct landscaping and streetscaping improvements to reinforce this area's identity as a major gateway.

4) Extend existing sidewalks along the south side of Lincoln Highway and create new sidewalks along the north side. There are no safe pedestrian routes along Lincoln Highway from Oakview Road to the Walmart entrance. New sidewalks with new and improved crosswalks could create a hospitable pedestrian realm through this high-traffic area. The most significant issue for this sidewalk configuration is safe access across the eastbound Route 30 Bypass exit, which could be accomplished through a pedestrian overpass or the



installation of a new signal and crosswalk at the existing Kmart shopping center entrance. The pedestrian connection through the auto island will require a pedestrian crosswalk across Lincoln Highway, which could be installed at the existing signal across from Pep Boys.

5) Install gateway signage at the eastern and western edges of the Route 30 Bypass loop. This functions as a gateway to the corridor from the west. The major gateway feature will be located at the eastern edge of the Route 30 Bypass island with supporting, smaller gateway features located further west. This approach will help create a unique identify for the corridor rather than simply delineating where the corridor begins and ends.

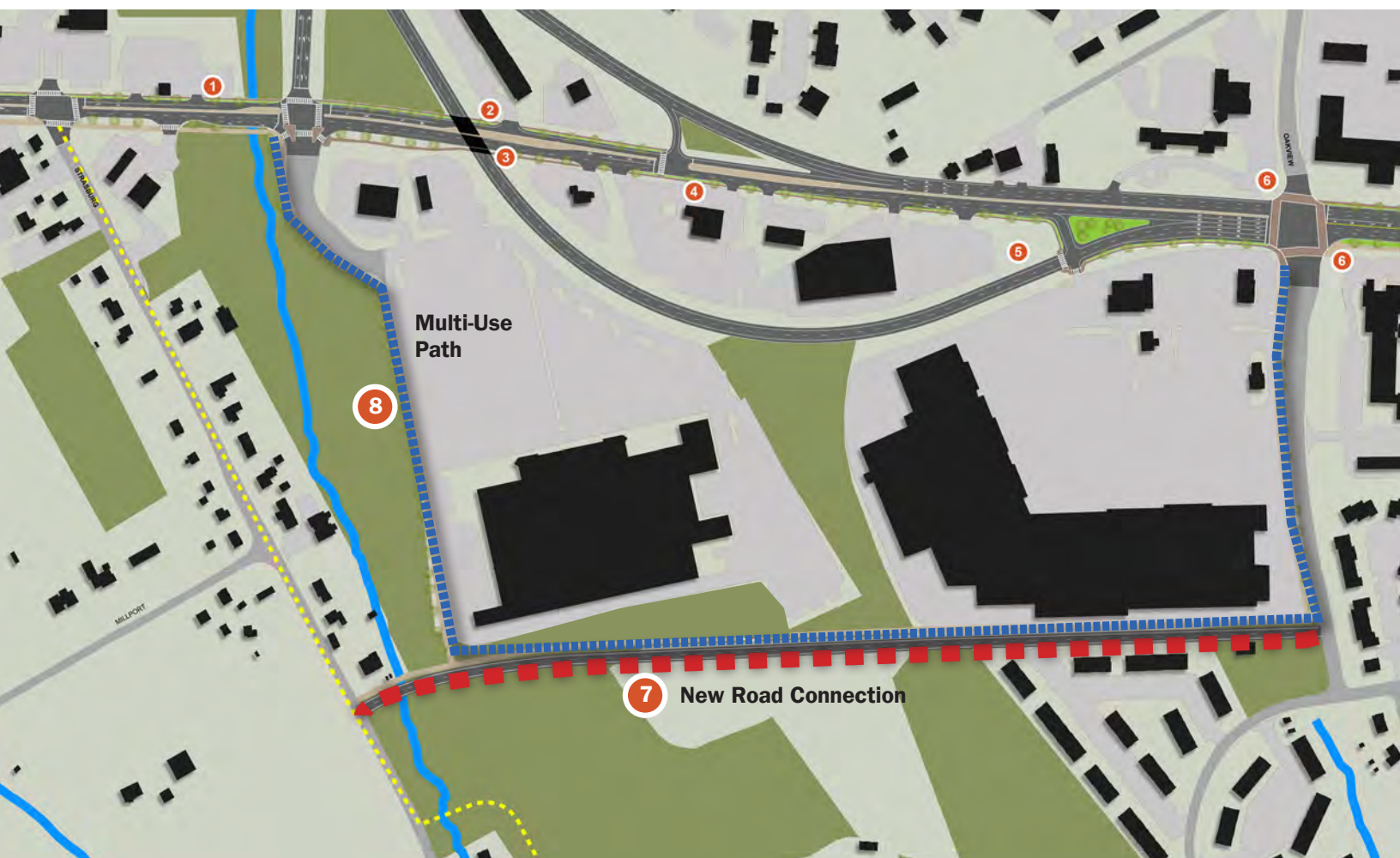
Oakview Intersection Improvements



6) Upgrade the Oakview Road intersection with landscaped buffers and crosswalk treatments.

By removing one of two dedicated left turn lanes on the westbound side, it is possible narrow the width of the roadway at the intersection, which will help to calm traffic reduce the time pedestrians need to make their way across the wide intersection. Given the Oakview Road intersection's role as a major pedestrian node, high-quality landscaping and streetscape elements, including new transit shelters and street furniture, would help establish an identity for this node. Distinct and high-quality crosswalks will make a statement about the area's navigability for all roadway users.

New Road Connection and Trail Between Strasburg and Oakview



7) Construct a new road parallel to Lincoln Highway to connect Oakview Road to Strasburg Pike.

There are few east-west connections in close proximity to Lincoln Highway, which forces local users to drive on Lincoln Highway or go far out of their way to avoid the corridor. A new road connection between Strasburg Pike and Oakview Road would create a local alternative to Lincoln Highway in the western end of the corridor, which is one of the most difficult areas to navigate. This will also offer a scenic route for the diverted multi-use trail (**Recommendation 8**). The new roadway will provide direct neighborhood access for local users who live directly south of the Walmart.

Additional study is needed to address issues with roadway placement, topography, and proximity to the service areas of Kmart and Walmart.

8) Design and build a multi-use path to offer pedestrians and cyclists an alternative for traveling across this area. This would be an indirect, scenic, and lower volume route following the existing Walmart sidewalk down to a new road connection, turning north on Oakview Road to reconnect with the proposed sidewalk. This additional facility provides more direct multi-modal access to the Kmart and Walmart shopping centers.

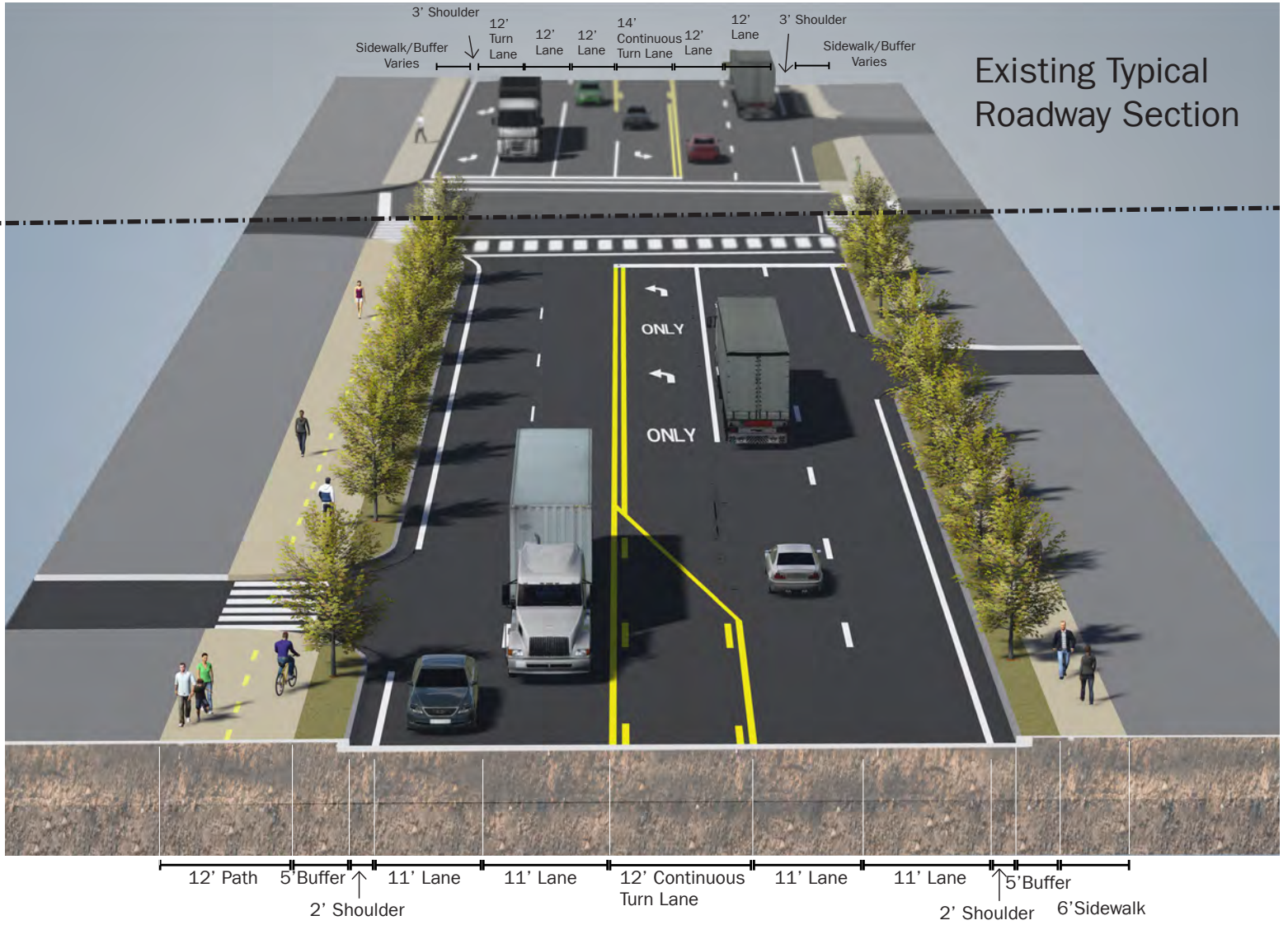
Proposed Typical Roadway Sections

A roadway “cross section” is a graphic that illustrates all roadway elements including sidewalks, bike lanes, shoulders, travel lanes, turning lanes, and medians. The intersection of the Route 30 Bypass has resulted in a varied set of cross sections for Lincoln Highway between Strasburg Pike and Oakview Street. East of Greenland Drive, the amount of right-of-way and lane configuration is relatively constant and can be addressed with one “typical” roadway section to accommodate cars, trucks, buggies, bicycles, and pedestrians.

The following page illustrates the roadway section that applies the planning principles to the Lincoln Highway corridor.

The proposed minimum widths for each facility (traffic lane, medians, sidewalk, etc.) within the sections are listed below. All proposed dimensions are within PennDOT and civil engineering design standards.

- Reduce center turn lane from 14 feet to 12 feet
- Reduce driving lanes from 12 feet to 11 feet to slow traffic to the speed limit while still accommodating the majority of truck and bus traffic.
- Maintain 2-foot shoulder width from lane to curb
- Create a 5-foot minimum landscape buffer between curb and 6-foot wide sidewalk; this is the minimum size to plant a tree
- Create a 5-foot minimum landscape buffer between curb and 12-foot multi-use trail; this is the PennDOT minimum buffer for a multi-use trail
- Create a multi-use trail along the south side of the corridor.
- Where the multi-use trail is out of the line-of-sight for pedestrians using it, a standard 6-foot wide sidewalk could be added to the south side between the trail and curb. This condition will vary as right-of-way fluctuates and different opportunities present themselves to utilize private property for portions of sidewalk or multi-use trail. In most places, a sidewalk and trail will use the same 12-foot right-of-way; in others, they can be separated from one another.



Proposed Typical Section

Multi-modal Access at Lancaster Mennonite School



9) Construct a bikeway along Mill Creek that ties into Lincoln Highway at the Lancaster Mennonite School and Tanger Outlets. The Lancaster Mennonite School and Mill Creek are significant regional assets that would benefit greatly from improved bicycle and pedestrian access. The map above illustrates potential bikeway connections and green infrastructure improvements that support it.

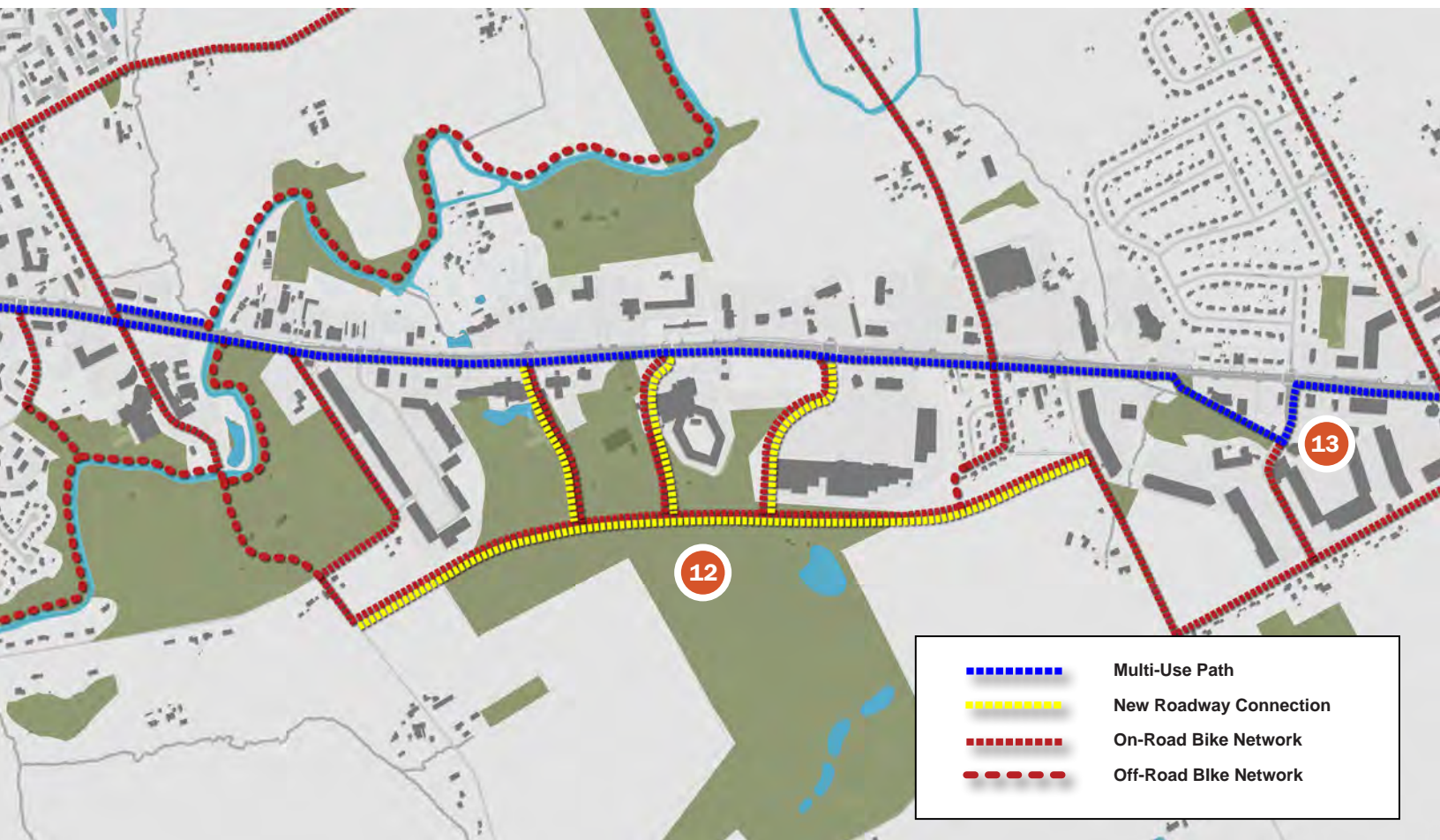
10) Incorporate stormwater management features into landscape design along the corridor. Landscape improvements offer the opportunity to raise the profile of Lincoln Highway's streetscape while simultaneously helping to reduce water runoff.

Millstream Road and Driveway Consolidation



11) Consolidate existing driveways between Mill Creek Bridge and Tanger Drive into three right-in/right-out driveways. The stretch of smaller businesses located between the Mill Creek Bridge and the Tanger Drive Intersection contains numerous individual driveways, which have created a “hot-spot” of mid-block left turn accidents. The westernmost driveway would be located directly across from Millstream Road, anticipating a longer-term improvement of installing a signal in this location. Establishing a driveway in this location sets the stage for simplifying and signaling turning movements in the future. Installation of a mountable median could further improve access management and safety in the area.

New Road Connections and Multi-Modal Options



12) Add a new east-west roadway and bikeway connection between Gridley and Bowman Roads to the Township's Official Map. The new roadway connection would improve local access, relieve traffic pressures on Lincoln Highway, and provide an off-highway bike and buggy access route. The road would form the spine of a new regional bikeway and would tie back to Lincoln Highway at Dutch Wonderland, the Lancaster Host, and Mill Creek Square. The new connections would be a simple two-lane road with bike and pedestrian facilities.

13) Identify safe alignments across all properties on the south side of Lincoln Highway for a multi-use trail running parallel to Lincoln Highway. With variable amounts of right-of-way available, such a trail would need to utilize private property in some locations and occasionally pull back from the curb to ensure a continuous and safe route for pedestrians and cyclists. Additional analysis and outreach to specific property owners is needed to determine the feasibility of alternatives and to move forward with preliminary design.

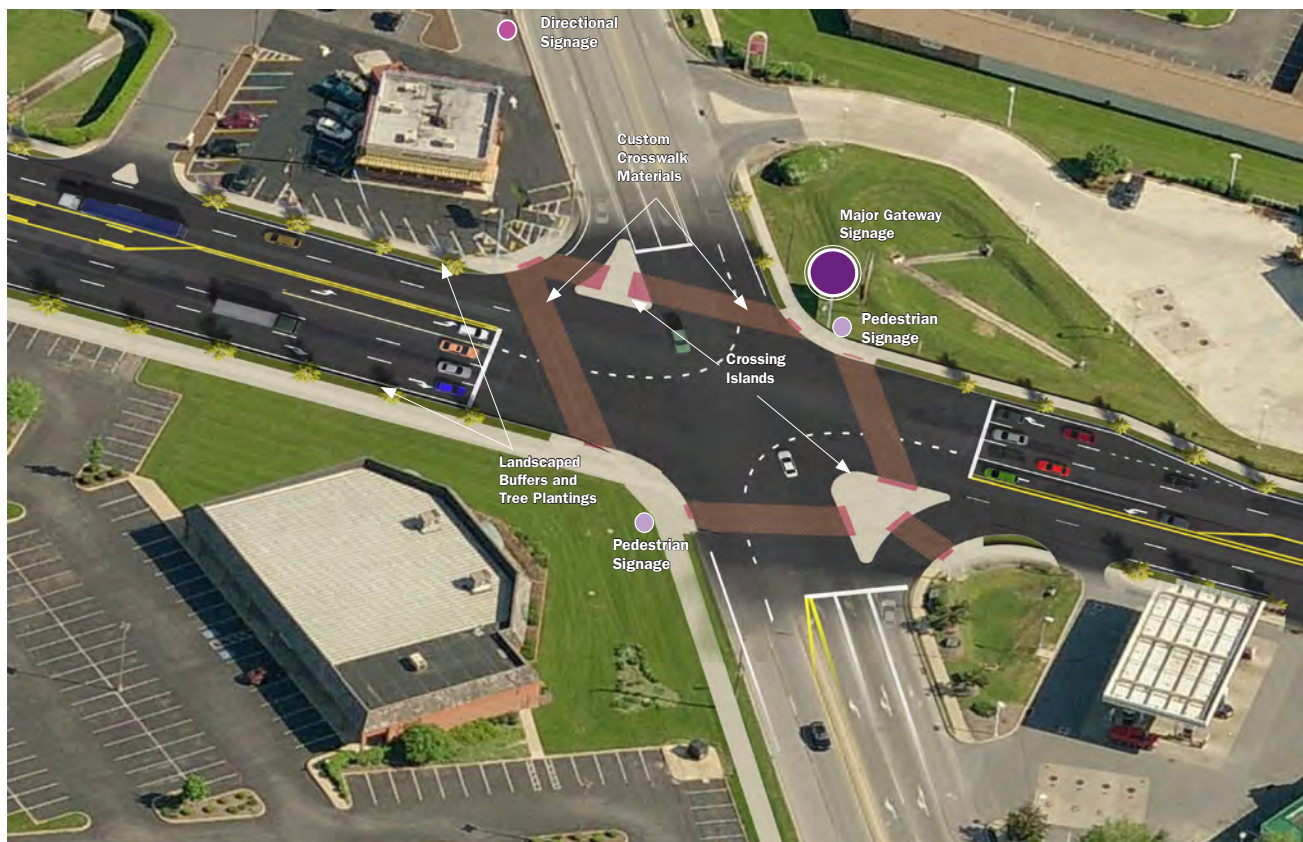
Multi-Use Path and Stormwater Collection at Rockvale Outlets



Due to limited right of way width, the multi-use path may need to follow an alignment along private property through part of Rockvale Outlets. The path could be designed in conjunction with demonstration green infrastructure improvements to the existing basin.



Eastern Gateway at Route 896



14) Install gateway signage and/or a major vertical gateway feature on the northeast corner of Lincoln Highway and Route 896. This would be visible from the east as well from the north and south approaching from Route 896.

15) Design and construct crossing islands at the northwest and southeast corners to help protect pedestrians and calm traffic. Islands will reduce the confusion of the skewed intersection and buffer pedestrians from traffic as they cross.

16) Design and install unique crosswalk treatments and pedestrian amenities to emphasize the intersection's role as a gateway and create a positive first impression for visitors arriving from the east. Distinct and high-quality crosswalks would make a statement about the area's navigability for all roadway users. Street trees along Lincoln Highway would buffer pedestrians from traffic.

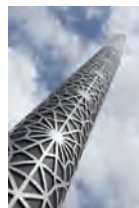
Signage and Wayfinding Images

Major Gateway Signage

- Large gateways provide visual markers that can be easily identified by travelers and help introduce the placebrand vocabulary
- The addition of landscaping can provide a welcoming and fresh environment for an area, and can become a unifying thread within itself
- Illumination can provide improved identification and visibility at night

Proposed Locations:

- Intersection of Lincoln Highway and Route 30 Bypass
- Intersection of Lincoln Highway and Route 896



Overpass Mounted Gateway Signage

- Existing structures can be utilized/retrofitted
- Height provides high vehicular visibility
- Provides place branding opportunities through art/color
- Additional dimensional letters can give depth and prominence to a message
- Can be illuminated

Proposed Location:

- Route 30 Bypass Overpass



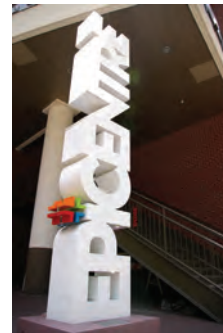
Signage and Wayfinding Images

Minor Gateway Signage

- Minor gateways provide visual markers that can be easily identified by travelers and help introduce the placebrand vocabulary
- The addition of color and place branding elements can help reinforce the identity throughout the area.
- Illumination can provide improved identification and visibility at night

Proposed Locations:

- Walmart Shopping Center
- On minor roads at least 1000 feet before intersection with Lincoln Highway



Pole Mounted Banners

- Banners can express an identity and create continuity along a busy corridor
- Express and define an edge or boundary
- Graphics and architectural elements can reinforce the place branding
- Advertise special events, parking and other important activities
- Banners can be permanent or temporary



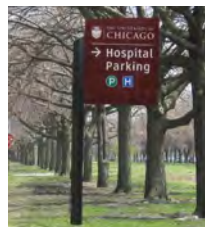
Signage and Wayfinding Images

Directional Signage

- Directional signage can direct users to important areas of interest
- Common elements (architecture, colors, etc.) can be carried through the sign system to reinforce the placebrand, and provides familiarity and continuity for the user
- Height can be adjusted to meet the visibility needs of various traffic conditions and locations

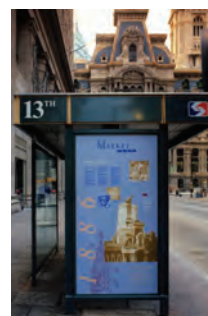
Proposed Locations:

- All corners of every signalized intersection



Pedestrian Signage

- Pedestrian scaled signage provides information, orients, and engages the user
- The pedestrian scale makes information manageable and can be designed to meet the specific needs
- Provides the place brand at a pedestrian scale
- Can provide important information such as emergency contact information or other digital links through "QR" codes








Signage and Wayfinding Locations





Legend

-  Major Gateway Signage
-  Minor Gateway Signage
-  Overpass Mounted Gateway Signage
-  Directional Signage
-  Pedestrian Signage

Next Steps

- **Presentation to Board of Supervisors - February 9th**
- **Solicit Feedback from PennDOT**
- **Advisory Committee Meeting #4:
Present Initial Costs and Priority Recommendations**
- **Prepare Final Plan**

QUESTIONS/COMMENTS

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