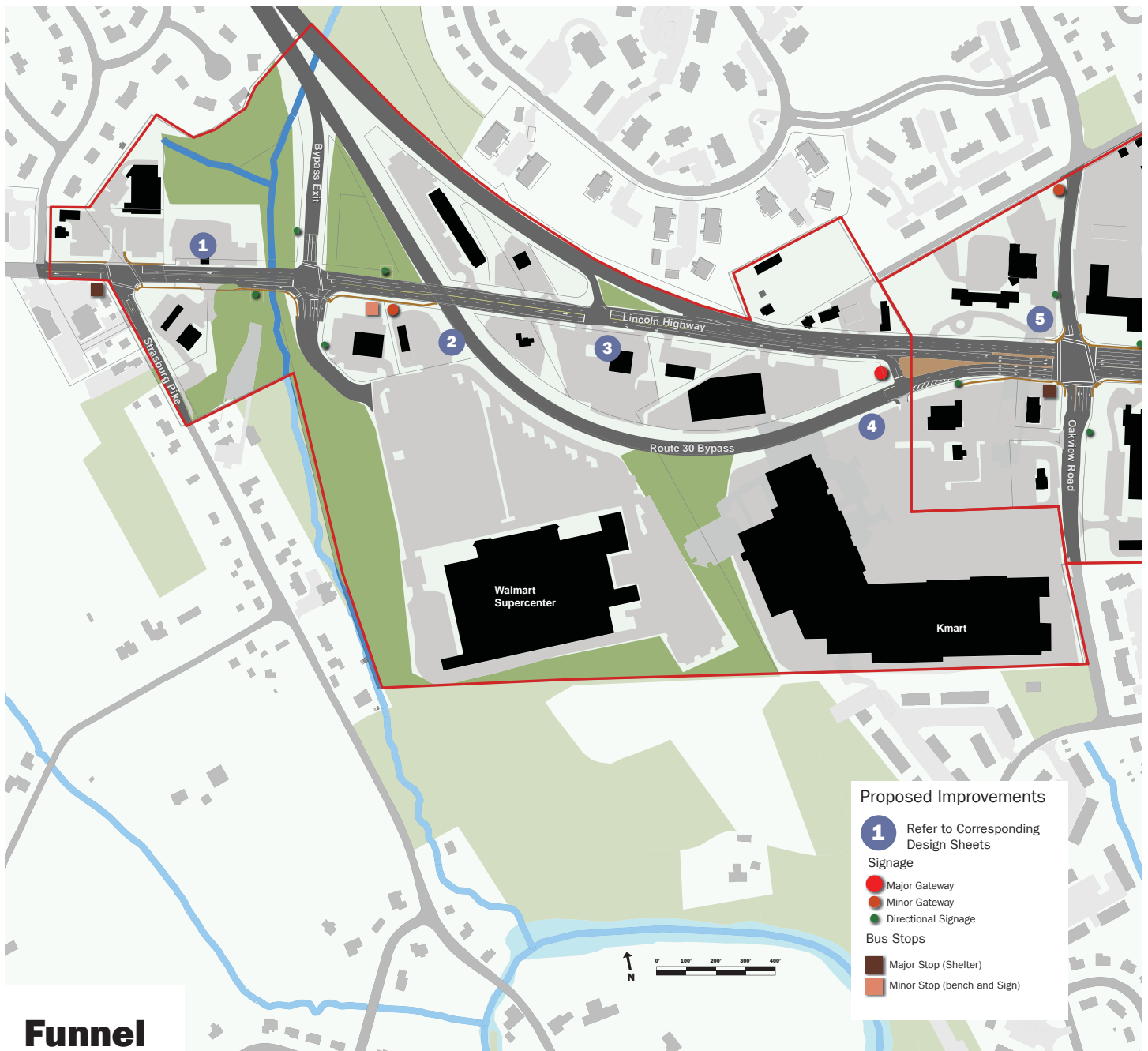


Funnel

Character Area Issues and Opportunities



Funnel

Character Area Overview:

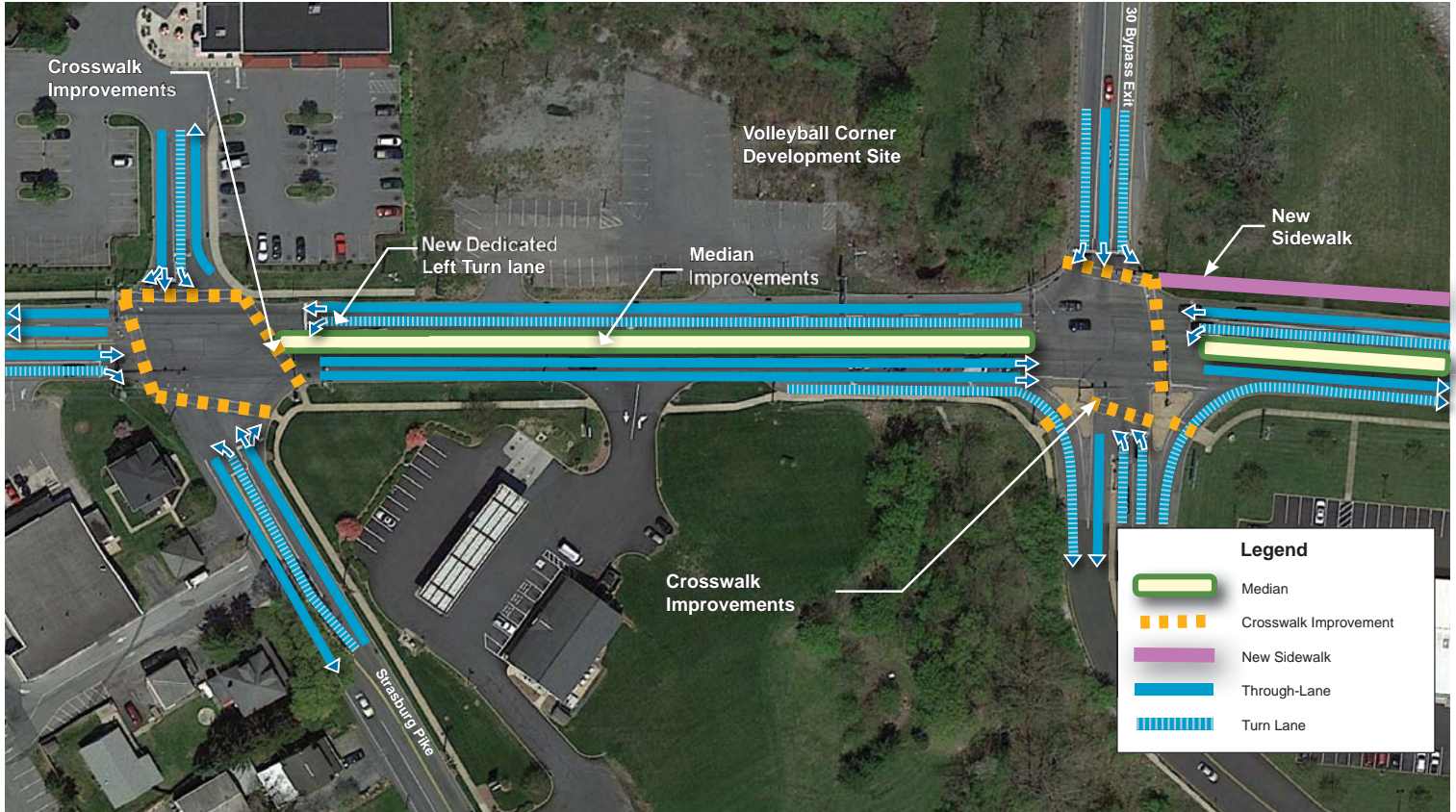
- The “Funnel” Character Area contained four different design sheets that covered a number of issues and opportunities in this area.
- This area has the least consistent pedestrian network, including a long stretch of the corridor with no sidewalk.
- The highest concentration of auto accidents occurs within this Character Area.
- The nature of the bypass on- and off-ramps creates a high speed and high volume gateway to the rest of the corridor.

Funnel

1: “Road Diet” Improvements between Strasburg Pike and 30 Bypass

There is a large volume of left turn movements from Lincoln Highway on to Strasburg Pike (640 cars turn left during PM peak compared with 490 driving through). One of the two existing through lanes can be converted 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.



Summary of Discussion:

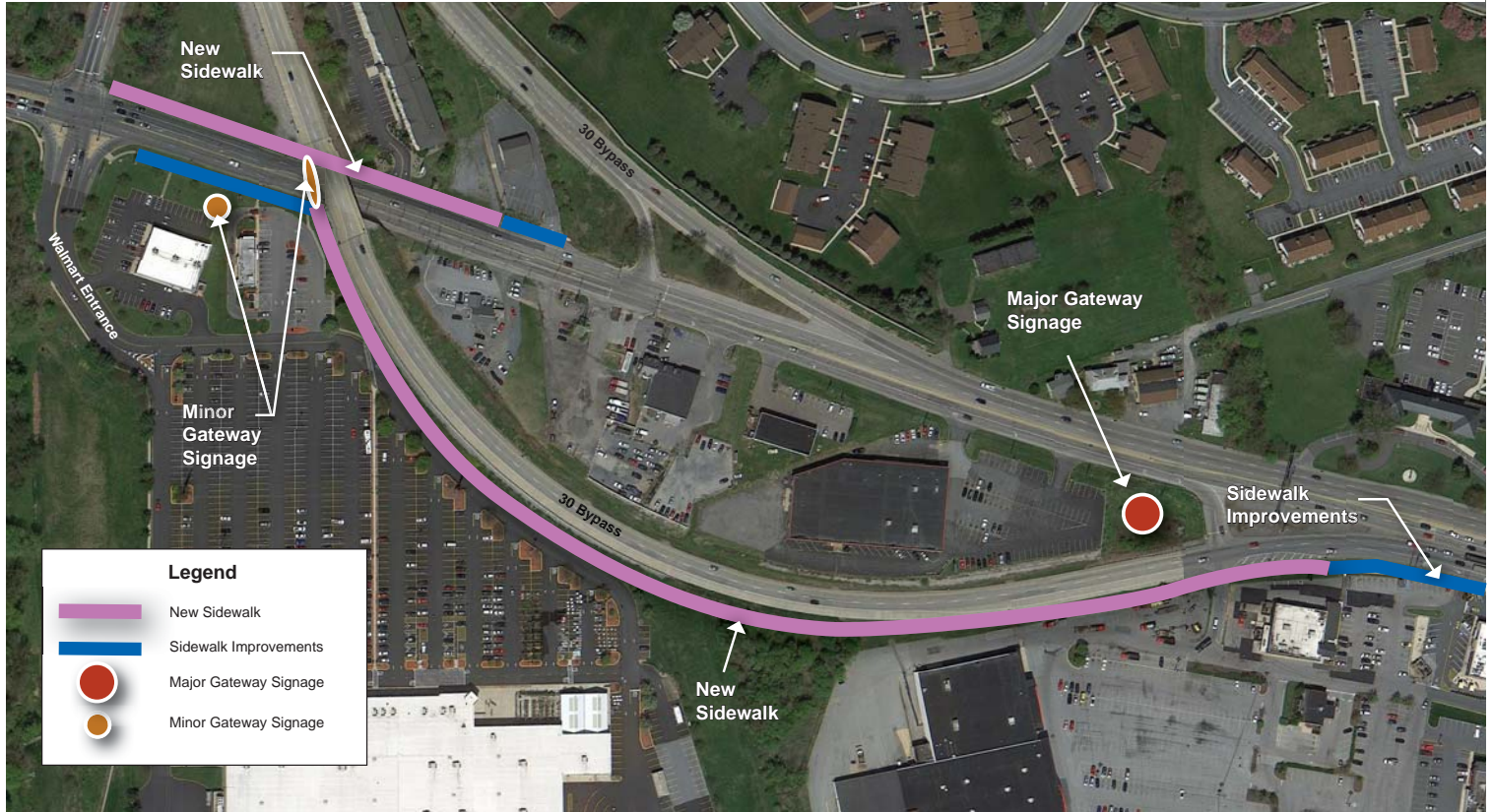
- Participants were in favor of converting one westbound lane between the Walmart Entrance and Strasburg Pike into a dedicated left turn lane.
- Participants were in favor of pedestrian improvements at Strasburg Pike, including upgraded striped crosswalks, and pedestrian countdown timers.
- At the Walmart entrance, there was interest in adding a pedestrian crosswalk on the western edge of the intersection in addition to installing improved striped pedestrian crossings.
- There was interest in improving the existing concrete median between Strasburg Pike and the Walmart entrance. The current median limits fire truck access to Volleyball Corner, and a new median could be designed to better facilitate emergency access and provide safe pedestrian stopping areas at the intersections.

Funnel

2: New Sidewalk Connection and Gateway Signage at the Bypass - ALT 1

There are no safe pedestrian routes along Lincoln Highway where it intersects with the bypass. Sidewalks could be installed in the right of way immediately south of the bypass exit. A sidewalk connection is also

needed to the hotel within the 30 Bypass "island." Gateway signage is proposed at the eastern and western edges of the bypass loop.



Summary of Discussion:

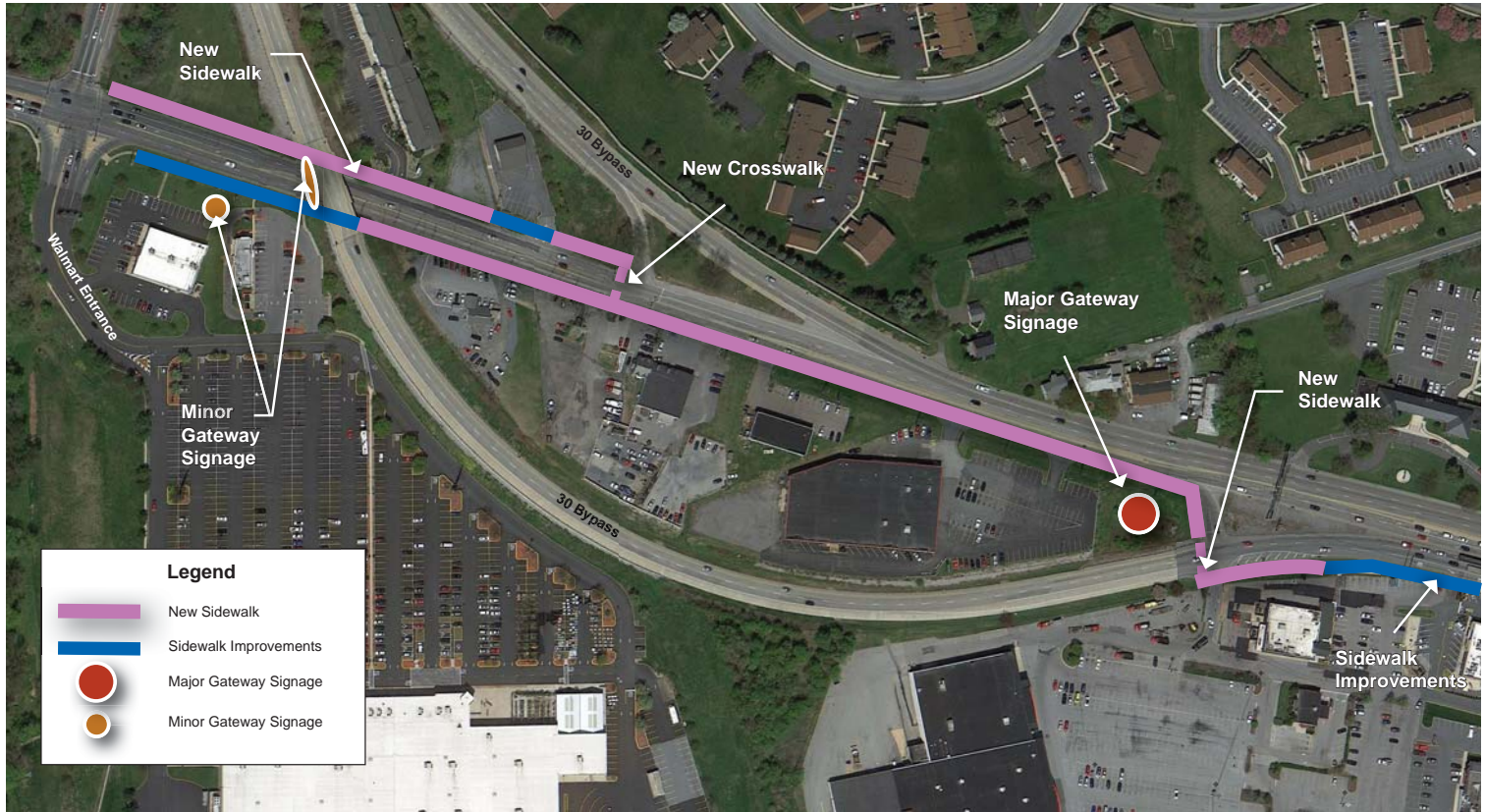
- Participants were presented two options for a potential sidewalk connection from the Walmart entrance to Oakview Road.

Funnel

2: New Sidewalk Connection and Gateway Signage at the Bypass - ALT 2

There are no safe pedestrian routes along Lincoln Highway where it intersects with the bypass. Sidewalks could be installed along Lincoln Highway through the auto "island" and safely connected

across the roadway with new crosswalks installed at two existing signals. Gateway signage is proposed at the eastern and western edges of the bypass loop.



Summary of Discussion:

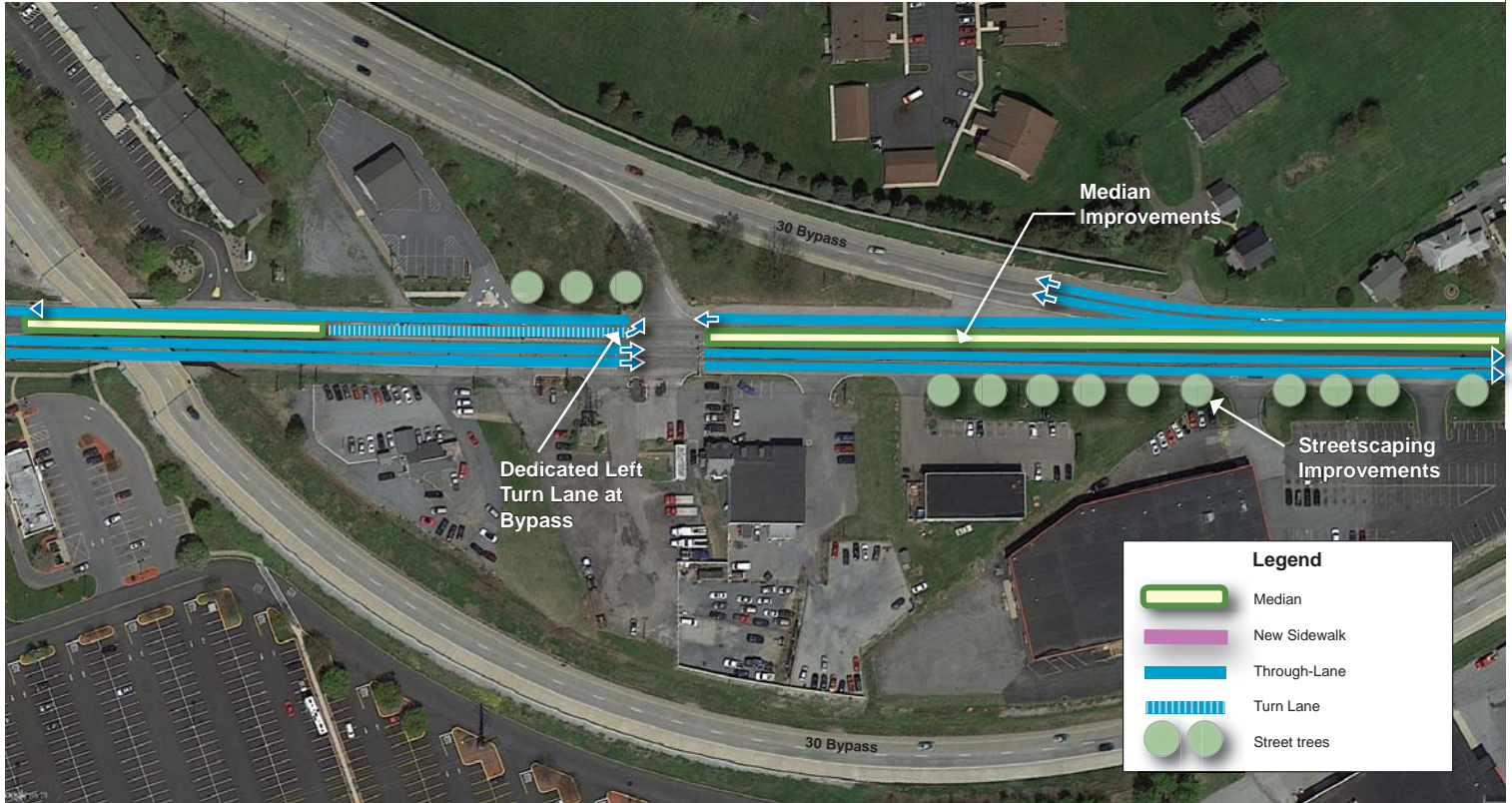
- Participants were presented two options for a potential sidewalk connection from the Walmart entrance to Oakview Road. This option was considered favorable because it provides safe pedestrian access to the auto "island" and the hotel at the northern side of Lincoln Highway at the Bypass.
- In order for this pedestrian connection to happen, a pedestrian crosswalk across Lincoln Highway would be installed at the existing signal across from Pep Boys.
- The most significant issue for this sidewalk configuration is safe access across the eastbound 30 Bypass exit. This could be accomplished through a pedestrian overpass or the installation of a new signal and crosswalk at the existing Kmart shopping center entrance.
- There was some discussion of where the major gateway signage should be located, or if it should be moved further west.

Funnel

3: Lane Reconfiguration at WB 30 Bypass

A large share of the accidents that happen on the corridor today is in close proximity to the on- and off-ramps for the 30 Bypass. One potential safety improvement could include the reconfiguration

of lanes to allow for a larger median and a "road diet" for through lanes. Streetscaping improvements and landscaping would also reinforce this area's identity as a major gateway.



Summary of Discussion:

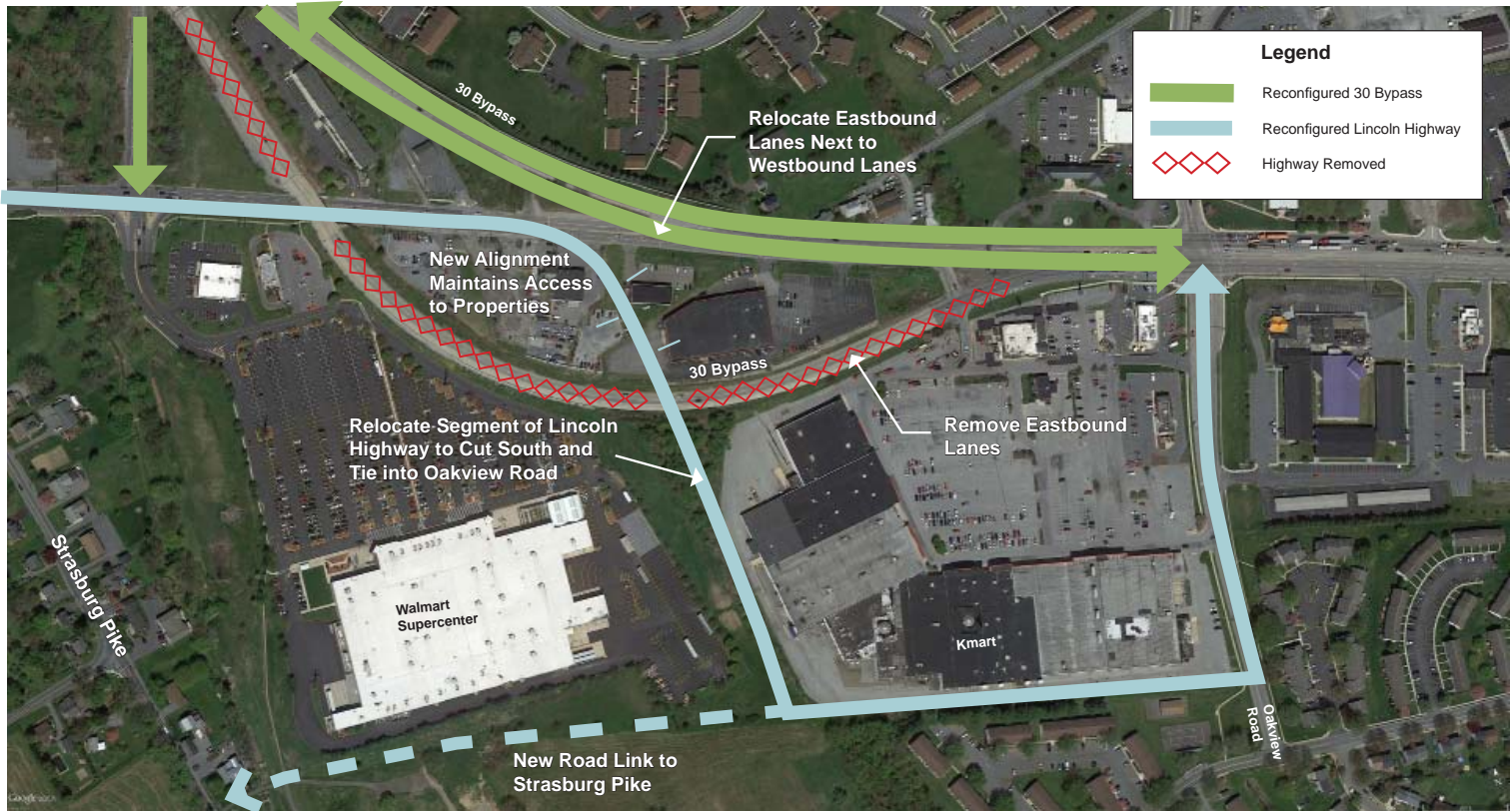
- Participants were in favor of creating a dedicated left turn lane on to the Bypass across from the auto island.

Funnel

4: Reconfiguration of Bypass - ALT1

In order to fully address the safety and efficiency issues at the 30 Bypass, a major reconfiguration of traffic patterns may be needed. The first alternative proposes re-locating the major eastbound exit for the Bypass immediately alongside the westbound lanes. This would require Lincoln Highway to be re-routed around the

Kmart shopping center to a new intersection at Oakview Road, which could be linked to another new road connection to Strasburg Pike. Access to properties within the auto-island would be maintained in the proposed configuration. This alternative would be considered a long-term plan.



Summary of Discussion:

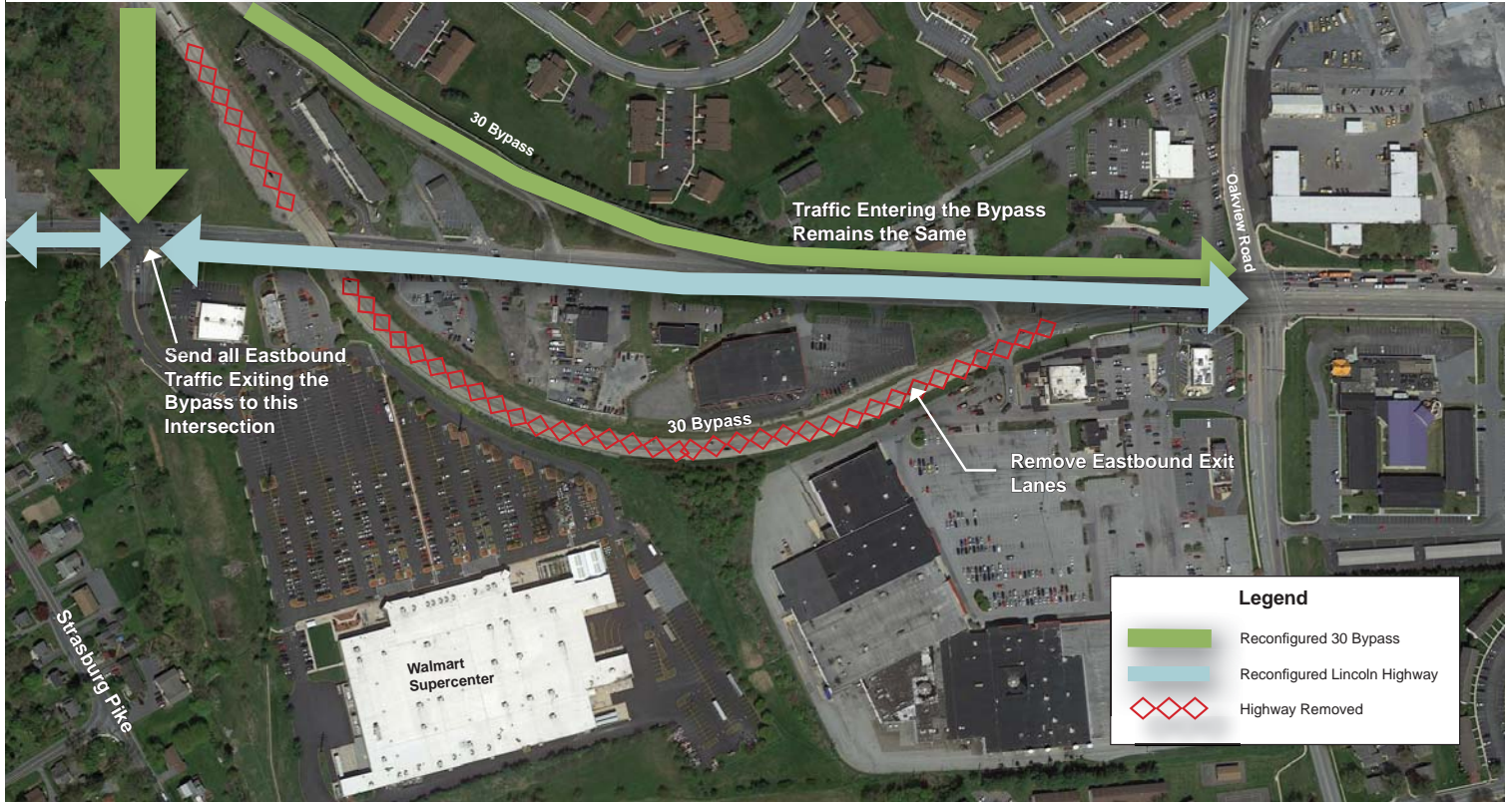
- Two potential alternatives for a major reconfiguration of the 30 Bypass were presented. In this alternative, the eastbound bypass lanes would be relocated alongside the westbound bypass. This would require a new alignment of Lincoln Highway south to a new intersection at Oakview Road behind Kmart. This road would also be coupled with a new road link from Strasburg Pike to Oakview Road immediately behind the shopping centers.
- There were concerns about this alternative regarding the amount of land needed for right of way acquisition.
- There was interest in how to implement the new road connection between Strasburg Pike and Oakview Road without affecting Flory Park.

Funnel

4: Reconfiguration of Bypass - ALT 2

The second alternative for reconfiguring the bypass involves removing the eastbound exit lanes instead directing all traffic exiting the bypass to the existing off-ramp across from the Walmart. Additional infrastructure

may be need at the Walmart intersection, but the new configuration would be much safer and more efficient for all modes. This alternative would be considered a long-term plan.

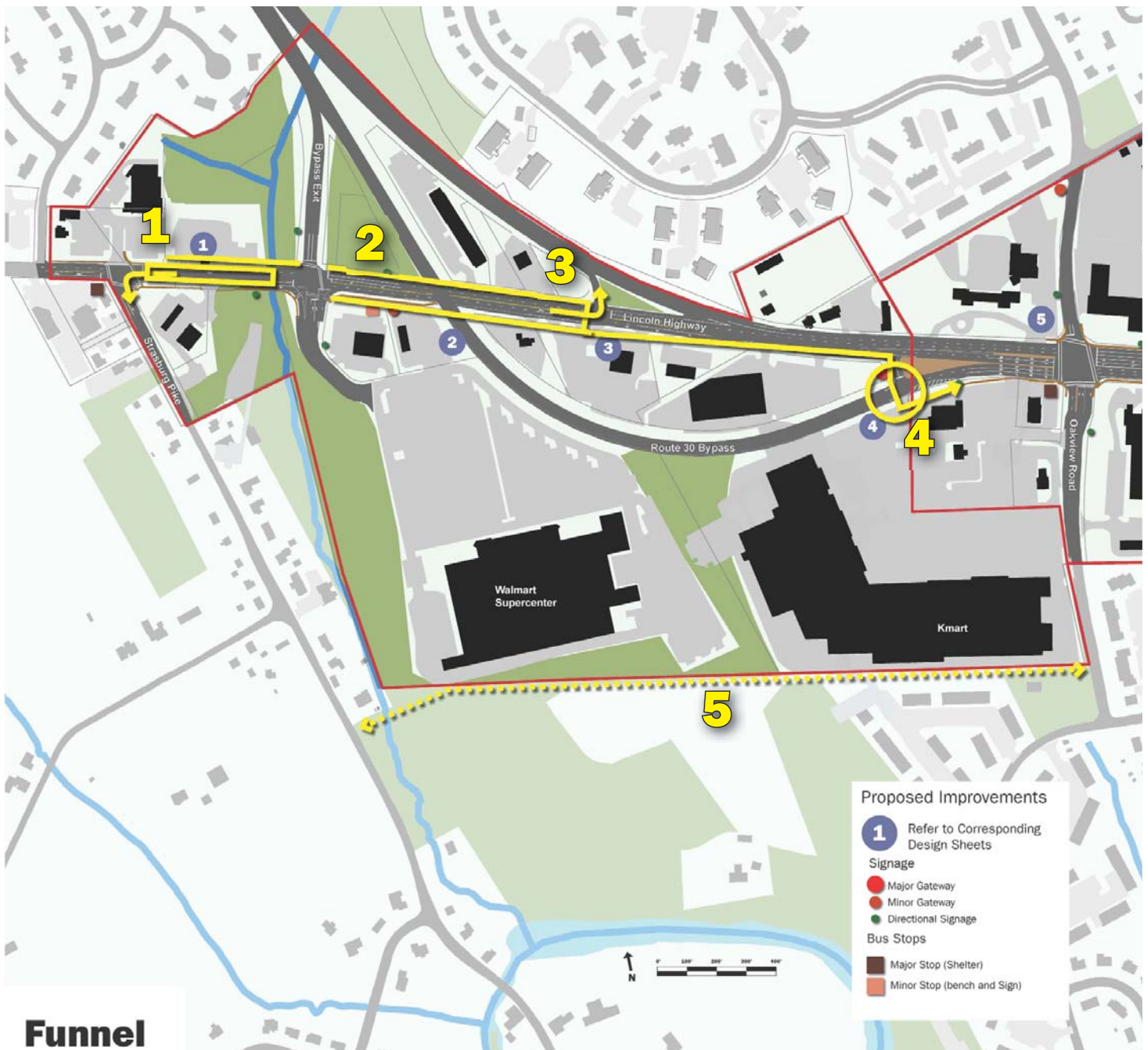


Summary of Discussion:

- Two potential alternatives for a major reconfiguration of the 30 Bypass were presented. In this alternative, all eastbound traffic would be directed to the intersection at the Walmart entrance.
- There were concerns about the potential for traffic to back up on to the Bypass in this configuration, and more research needs to be done to model the potential traffic impacts.

Funnel

Character Area Design Ideas Summary



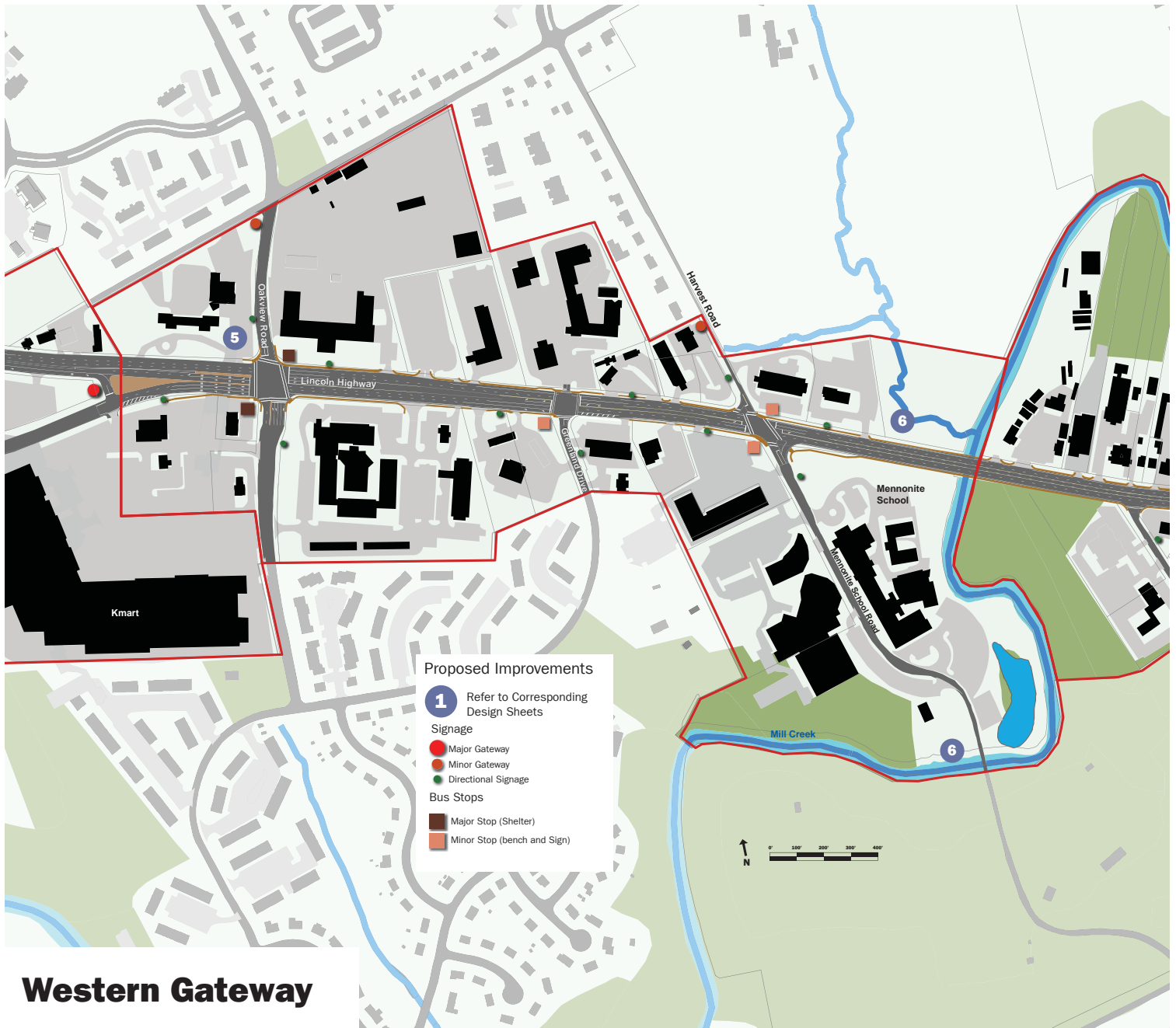
Funnel

Character Area Summary:

1. Create protected left-turn lane from Route 30 to Strasburg Pike
2. New sidewalk connection from Route 30 bypass off-ramp to Oakview Road
3. Create protected left-turn lane from Route 30 to westbound Route 30 Bypass
4. Create a protected pedestrian crossing on the eastbound off-ramp of the Bypass - either a traffic signal or pedestrian bridge
5. Make a new multi-modal connection between Oakview Road and Strasburg Pike running along the back side of East Towne Mall and the Walmart

Western Gateway

Character Area Issues and Opportunities



Character Area Overview:

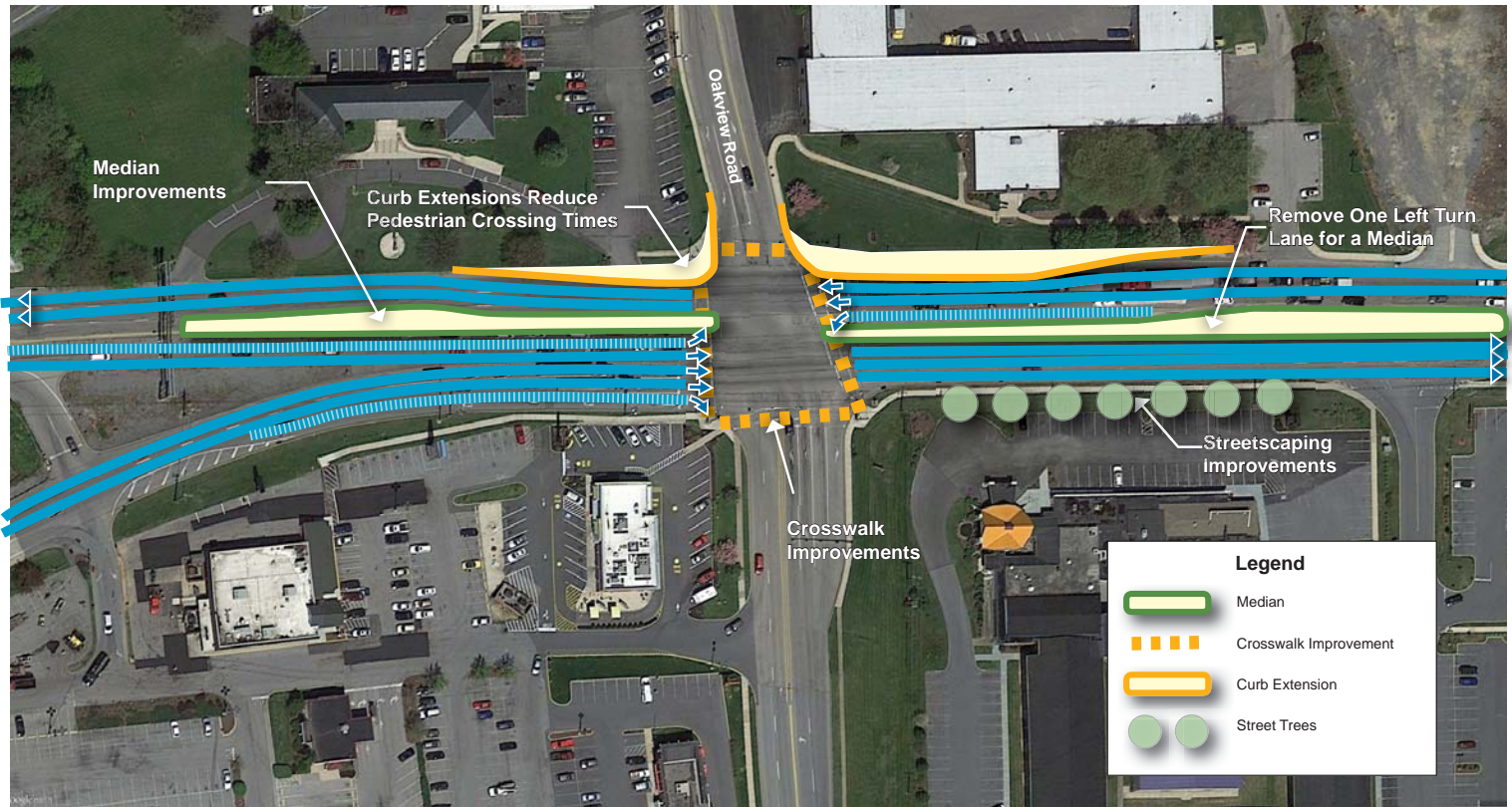
- High traffic volumes are coming off the Route 30 bypass
- Serves as the major western gateway for the corridor
- Intersection at Oakview Road has generous right of way
- Lancaster Mennonite School is an existing multi-modal destination

Western Gateway

5: Reconfigure Oakview Intersection - ALT 1

One option for improving the Oakview Road intersection involves narrowing the width of the intersection by installing curb bump-outs at the northern corners. This reduces the distance pedestrians have to cross and calms traffic by reducing flows through the intersections and keeping trucks toward the center of the roadway. This could also

be coupled with the installation of a median in place of the second left turn lane on to Oakview Road. Landscaping and streetscaping improvements around the intersection would also improve the experience for all modes.



Summary of Discussion:

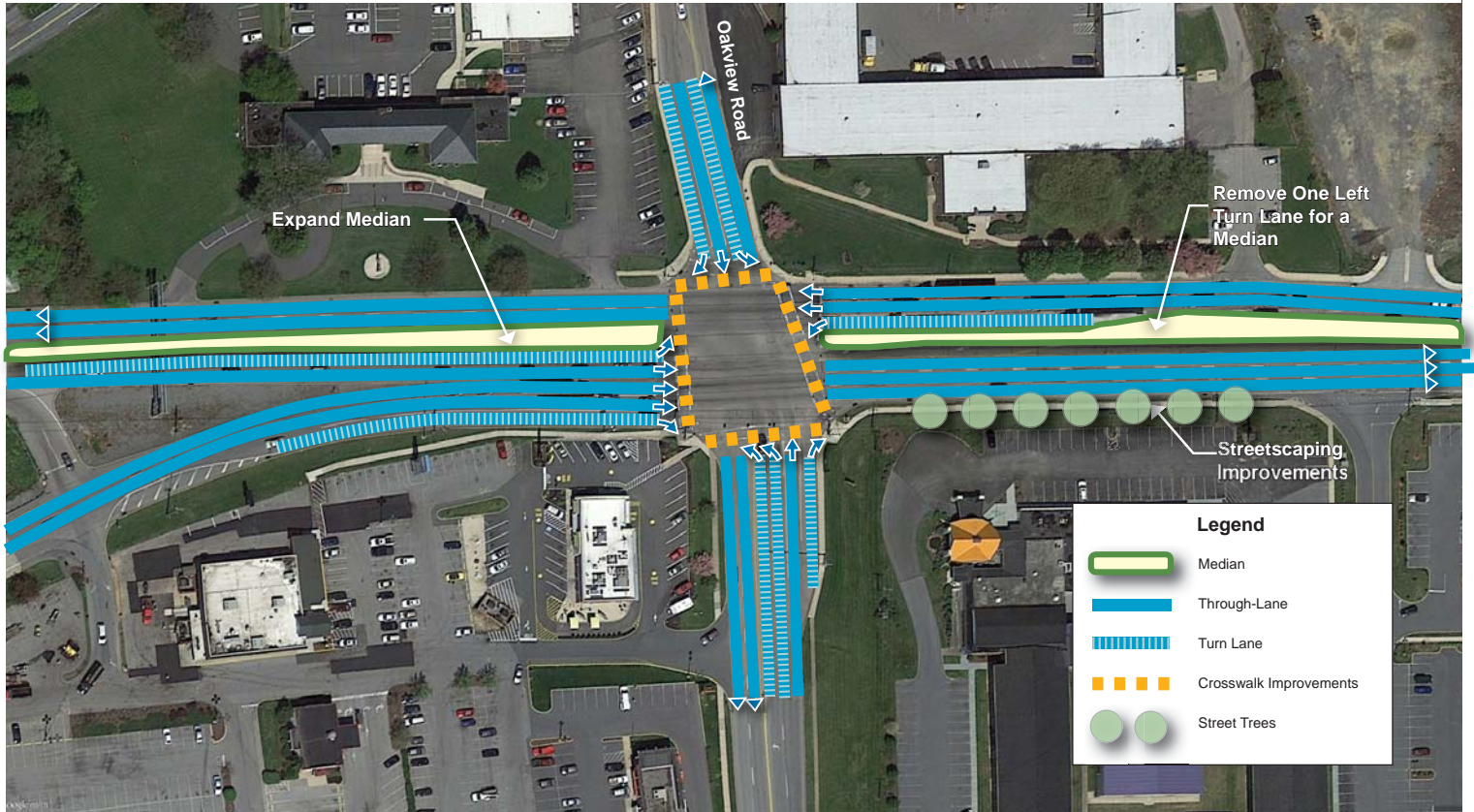
- Potential alternatives for reconfiguration of the Oakview Road intersection were presented. This alternative removes one of two left turn lanes and replaces it with a raised median, and extends the curb along the northern edge of the intersection to reduce pedestrian crossing times.
- This intersection was determined to be one of the major pedestrian priority areas, where higher quality decorative materials would be used to reinforce the intersection's identity as a significant place. There was agreement that whatever material is chosen needs to be durable enough to handle the heavy truck traffic along the corridor.

Western Gateway

5: Reconfigure Oakview Intersection - ALT 2

The second alternative for the Oakview Road intersection expands the existing median west of Oakview Road and replaces one left-turn lane with a median east of the intersection. Depending on the type of

median proposed, this configuration has the opportunity to create a safe stopping area for pedestrians, collect additional stormwater, and create a more significant landscaped gateway to the corridor.



Summary of Discussion:

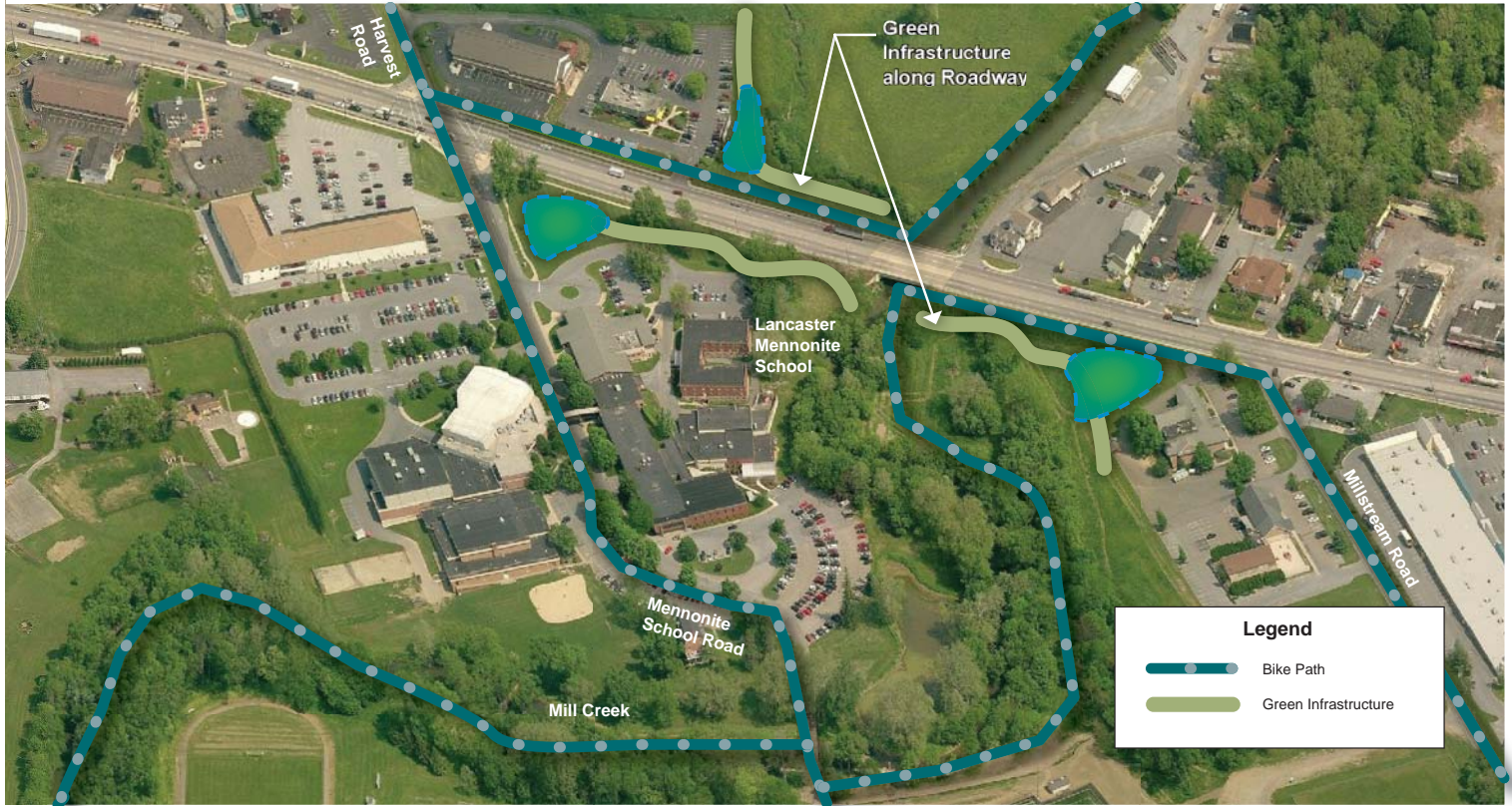
- Potential alternatives for reconfiguration of the Oakview Road intersection were presented. This alternative removes one of two left turn lanes and replaces it with a larger raised median.

Western Gateway

6: Bike Path Connections and Green Infrastructure at Mill Creek

The Lancaster Mennonite School and Mill Creek are significant regional assets that would benefit greatly from improved bicycle and pedestrian access. A regional bikeway could run along Mill Creek and tie into

Lincoln Highway at the Lancaster Mennonite School and Tanger Outlets. The area around Mill Creek also provides the opportunity for rain gardens or other stormwater collection elements along the roadway.

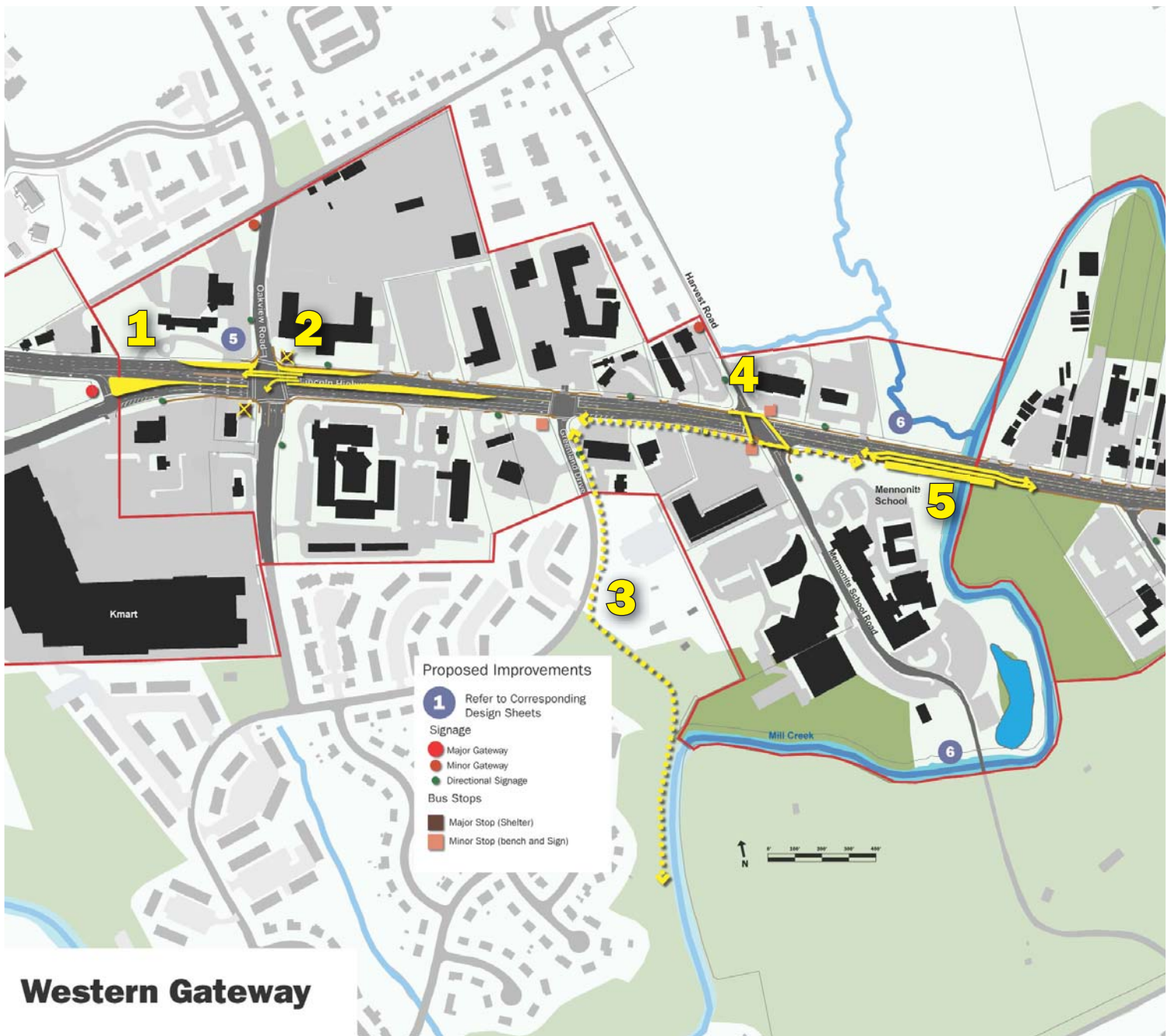


Summary of Discussion:

- This proposal highlights a key area of connection for the potential bikeway that was presented alongside the larger bike area map.
- Participants had concerns about security and access through the Lancaster Mennonite School, and proposed an alternate route from Greenland Drive along the edge of the property to Mill Creek.
- There was interest in stormwater features and additional landscaping in front of the school that could be used for water education. Participants also proposed narrowing of the roadway at the Mill Creek bridge to allow for a major expansion of the sidewalk and entry to the school. The narrowing of the roadway would be accomplished through the removal of the center turn lane over the bridge.

Western Gateway

Character Area Design Ideas Summary

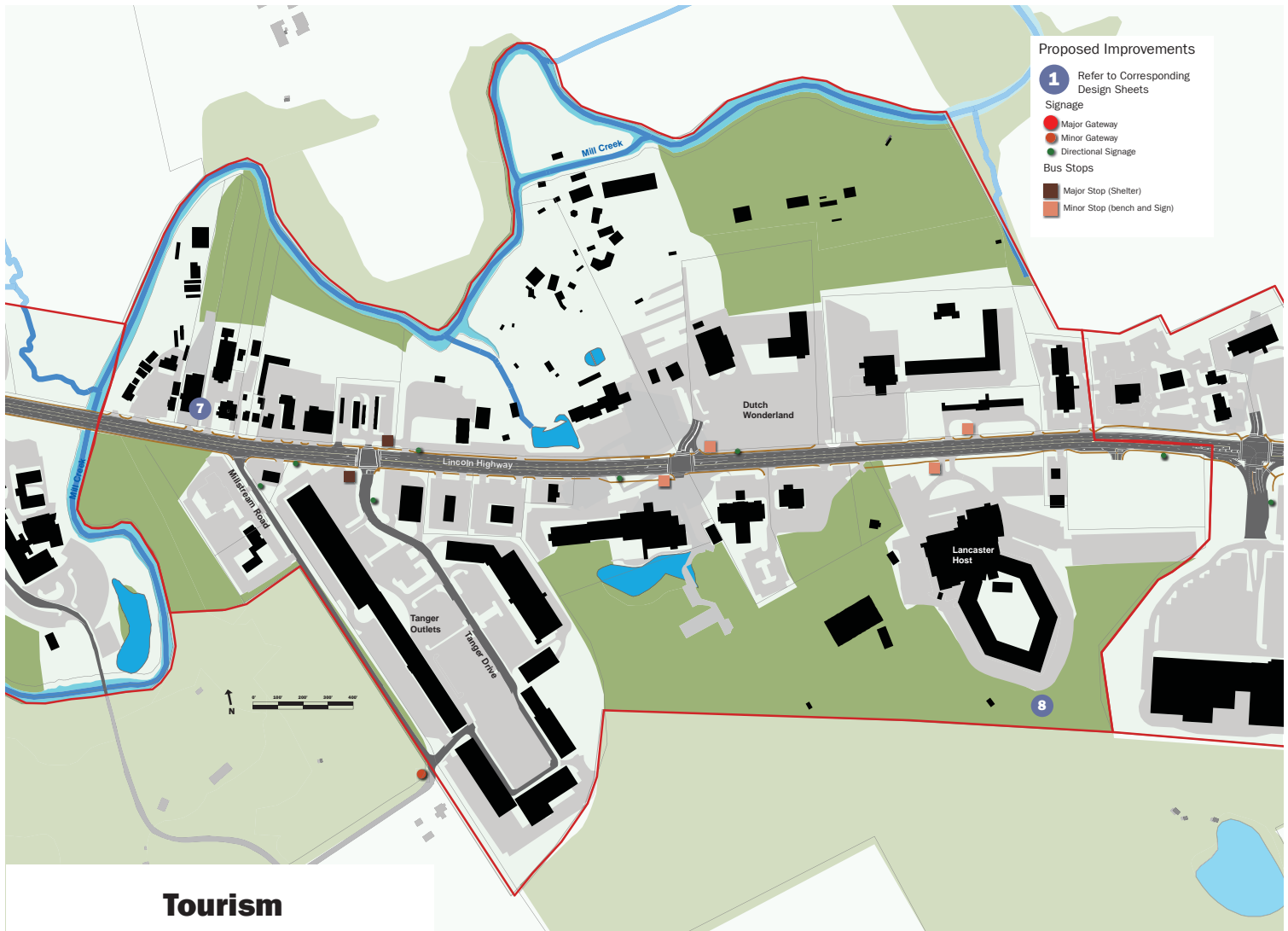


Character Area Summary:

1. Create green element as part of a gateway
2. Create large bump-outs that narrow down the crossing at Oakview Road
3. New Bike Path Connection
4. Improved crosswalks at Harvest Road intersection
5. Eliminate center turn lane to create wider sidewalk on south side of corridor

Tourism

Character Area Issues and Opportunities



Tourism

Character Area Overview:

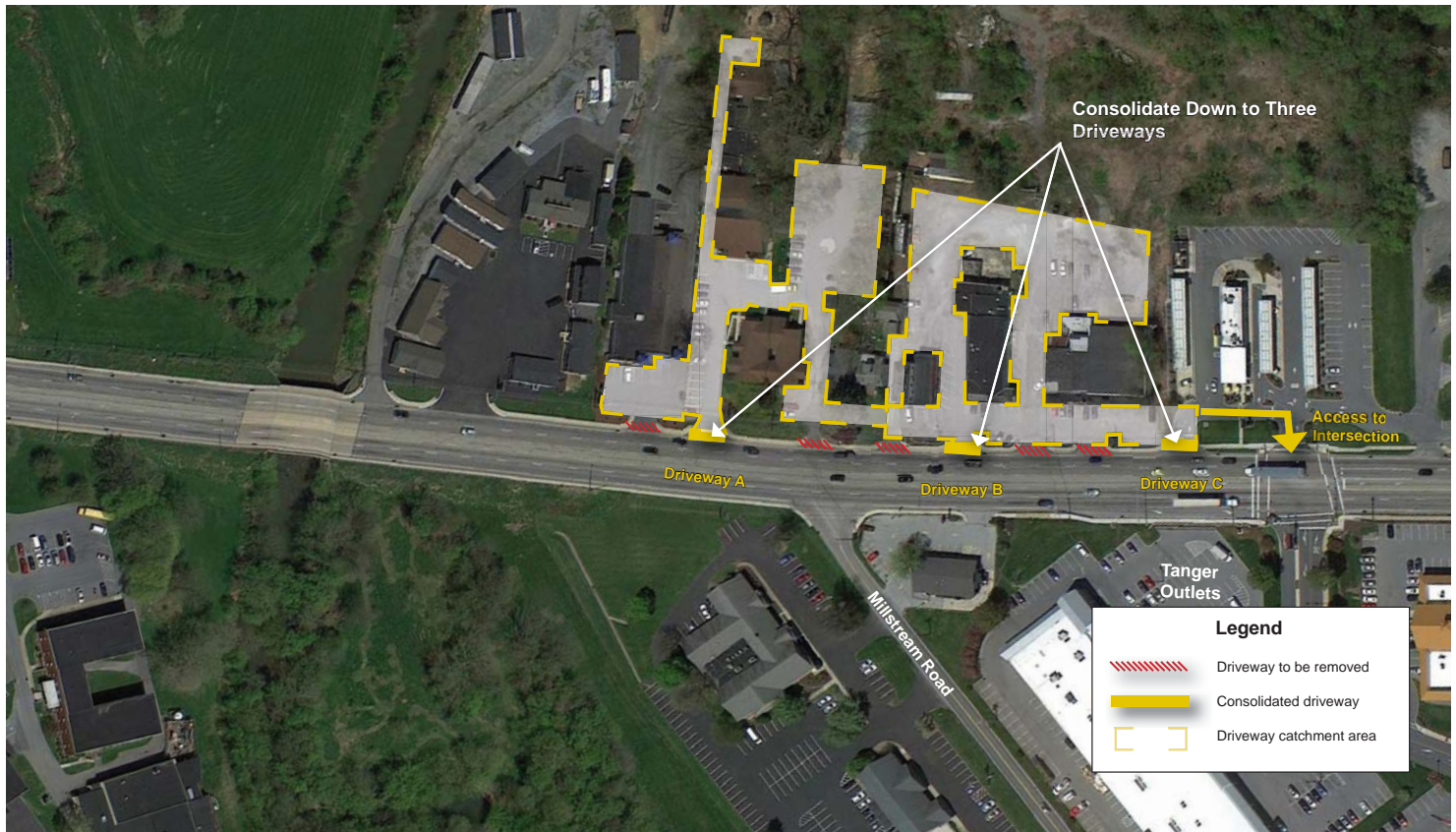
- High concentration of destinations and visitors makes a busy and chaotic environment
- Many symbiotic destinations - restaurants, hotels, and attractions - are within walking distance to each other
- Highest mid-block accidents occur west of the signal at Tanger Outlets
- A traffic signal has been recently installed at the entrance to the Lancaster Host

Tourism

7: Consolidate Driveways Across from Tanger Outlets

The stretch of smaller businesses with individual drives has created a “hot-spot” of mid-block left turn accidents. This area has the highest concentration of mid-block accidents on the corridor. This could be remedied by consolidating the number of driveway access point in this stretch. Essentially, this zone can be

divided into a catchment area served by three right-in/right-out driveways and access to a signalized intersection across from Tanger Outlets. This would limit the number of entry points drivers would be making left turns into.

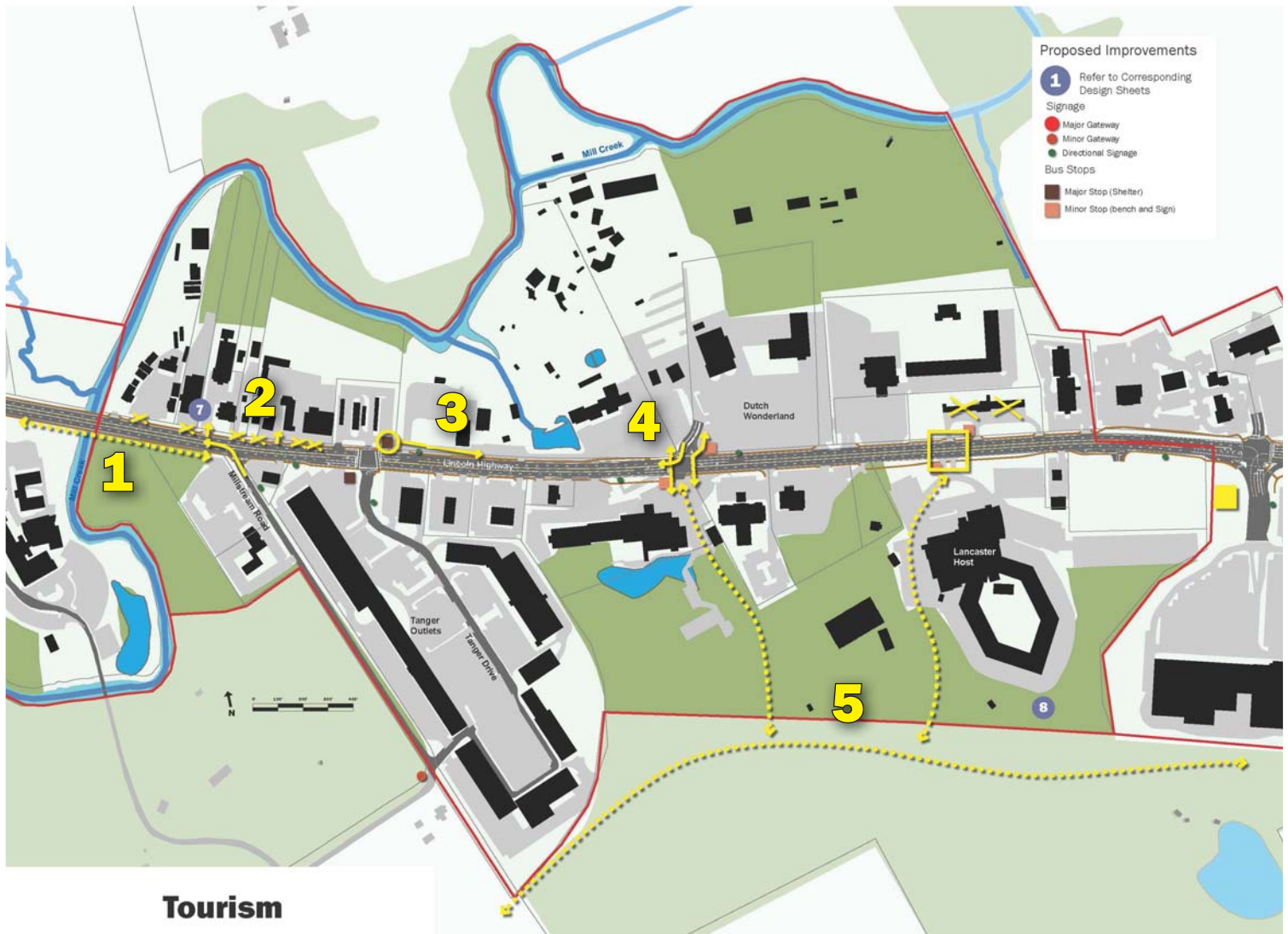


Summary of Discussion:

- Participants were in favor of driveway consolidation, and wanted more information about whether or not the left turn accidents experienced in this area were a result of these driveways or from left turns at Millstream Road and Starbucks. An installation of a median may further improve access management and safety in the area.

Tourism

Character Area Design Ideas Summary



Tourism

Character Area Summary:

1. Create a wider sidewalk along the south side of Lincoln Highway as it travels over Mill Creek.
2. Consolidate the numerous driveways west of the traffic signal for Tanger Outlets. All remaining driveways would become right-in/right-out but users would have access to the signal at Sonic to make a safe left turn.
3. Upgrade the bus stop facilities for the stop that serves Tanger Outlets and Dutch Wonderland
4. Improve crosswalk conditions at the Dutch Wonderland entrance and adjust signal timing to reduce conflicts between pedestrians and cars making right turns out of Dutch Wonderland.
5. Proposed new multi-modal road connection behind the Tanger Outlets and Lancaster Host that could serve as a secondary access road and bike path.

Local Serving

Character Area Issues and Opportunities



Character Area Overview:

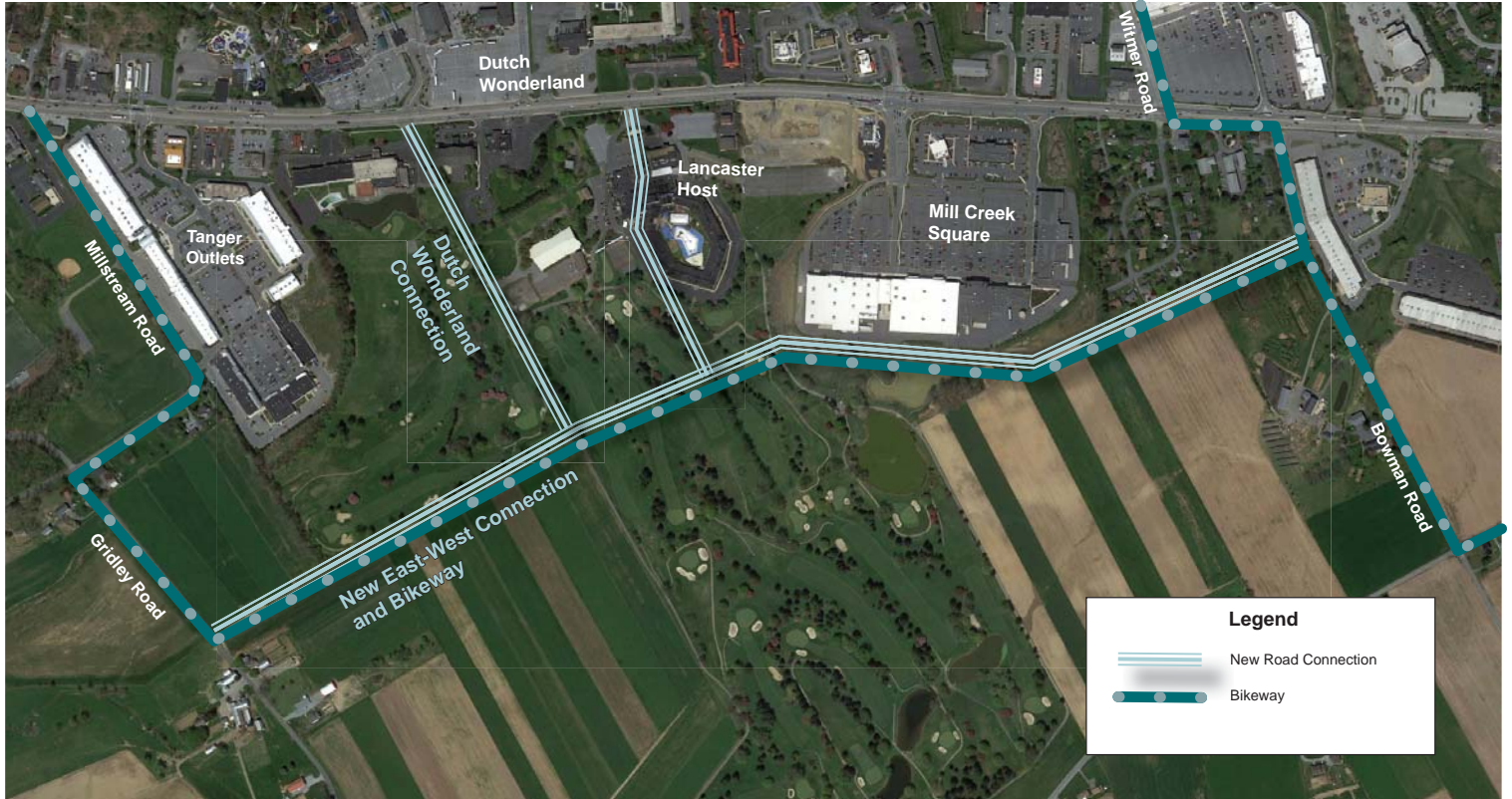
- The “Local Serving” Character Area is dominated by major retail operations that focus to the local resident - Target, Bed Bath and Beyond, etc.
- Mill Creek Square Shopping Center is a recent development and many pedestrian improvements were constructed as part of the project.
- The north-south connection of Witmer and Bowman Road is a common route for buggy traffic.

Local Serving

8: New Road Connections between Gridley and Bowman Roads

An additional east-west road immediately south of Lincoln Highway connecting Gridley Road to Bowman Road could provide a safer local route for cars, bikes,

and pedestrians. This road would form the spine of a new regional bikeway and would tie back to Lincoln Highway at Dutch Wonderland and the Lancaster Host.



Summary of Discussion:

- There was strong interest in the creation of the east-west connection and links back to Lincoln Highway. The goal is not to create a new Lincoln Highway, but to create a local-serving, multi-modal connection.
- The new connections should be a simple two-lane road with bike and pedestrian facilities.

Local Serving

9: Median in Front of Mill Creek Square Shopping Center

The installation of a median at the current location of the striped painted median and left turn lane could improve multi-modal access to the shopping centers to the north and south. Street

trees and other landscaping improvements could also improve the experience of walking along this segment of the corridor.



Summary of Discussion:

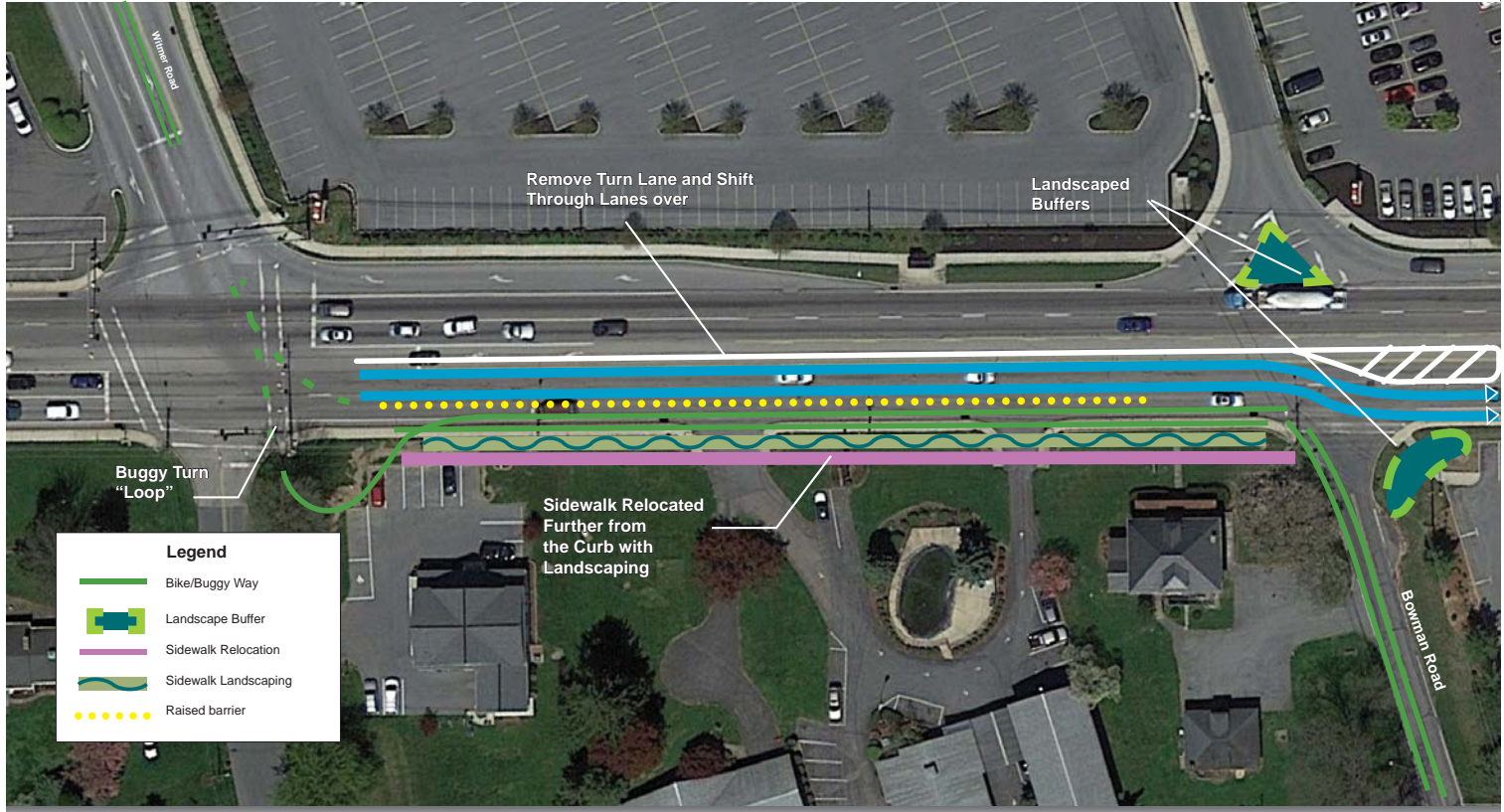
- There was discussion over the merits of having two left turn lanes into the Shopping Center from Lincoln Highway. Current development in the center does not warrant both lanes, but increased development in the future might need both lanes.
- If one turn lane was removed the extra right of way could be allocated to the north side of Lincoln Highway to serve as a landscaped strip.
- There was consensus that the intersection for the shopping center should be greened, given its location on the corridor and its high elevation, being visible from both directions.

Local Serving

10: Bike/Buggy Connection at Witmer Road

The link from Witmer Road to Bowman Road along Lincoln Highway is one of the most significant buggy routes along the corridor. Due to low turning volumes, the

dedicated left-turn lane could be removed for this portion of the corridor in order to create a protected two-way bike/buggy lane.

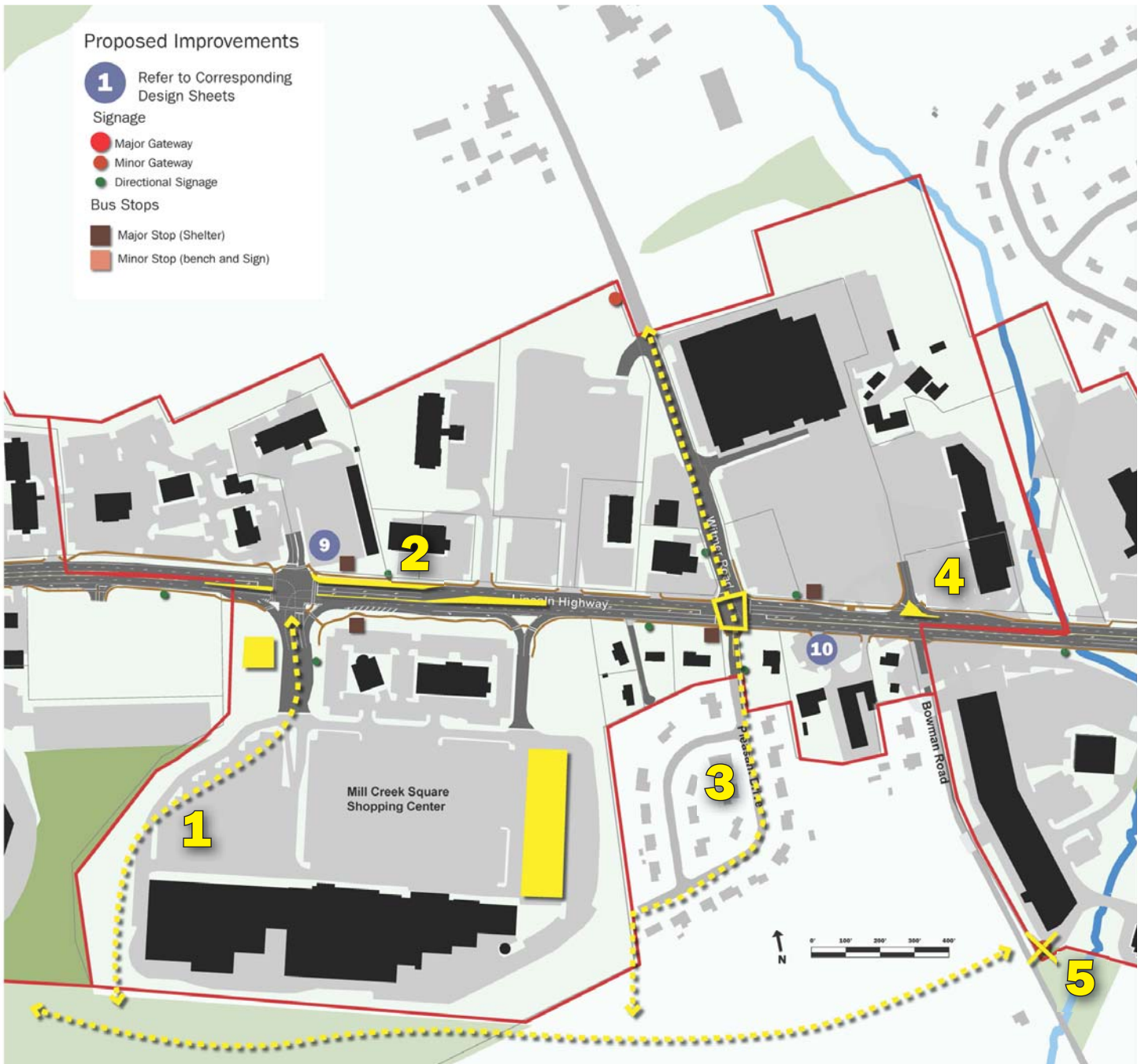


Summary of Discussion:

- The general response was that this bike/buggy connection is important for the corridor, but the connection may be accomplished through a less time and resource-intensive means. Participants were interested in the possibility of carrying buggy traffic down Pleasant Drive to the new proposed road connection to Bowman Road.

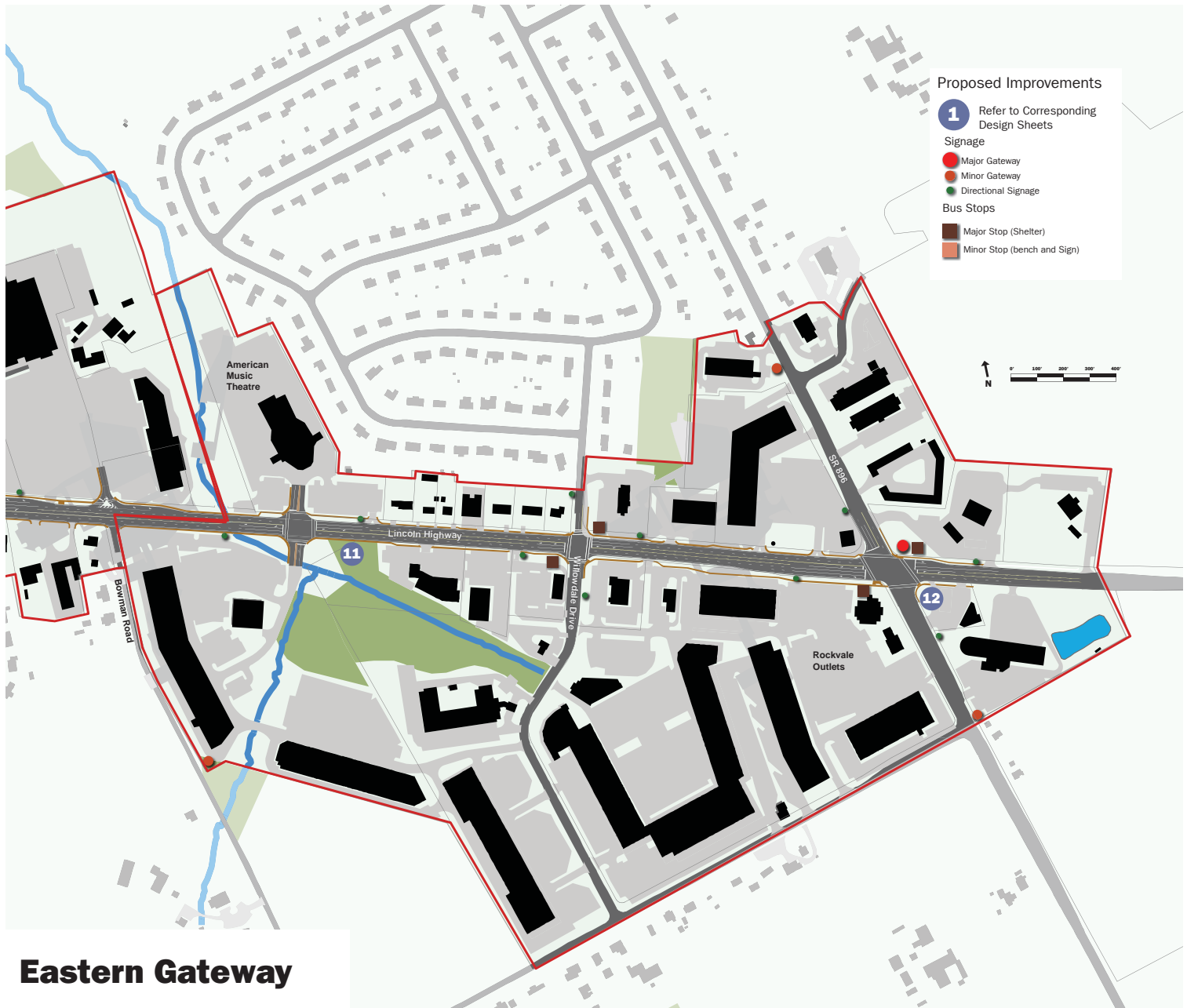
Local Serving

Character Area Design Ideas Summary



Eastern Gateway

Character Area Issues and Opportunities



Character Area Overview:

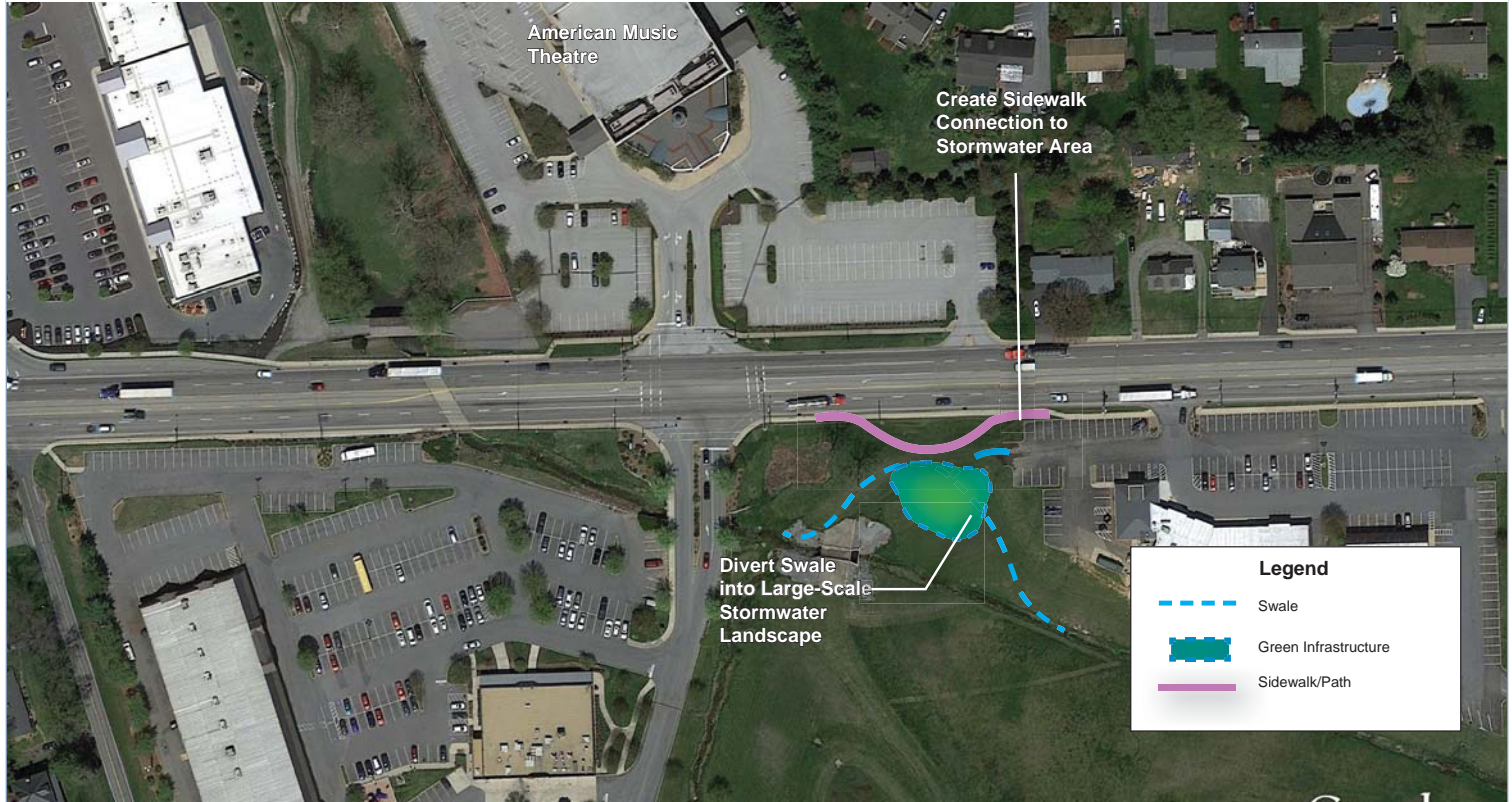
- The “Eastern Gateway” Character Area is dominated by the Rockvale Outlets.
- For many visitors from the south and the east, this is the gateway to the corridor.
- The land uses and buildings that front the corridor vary considerably in this character area. New construction restaurants, older strip malls, large music venues, and residential buildings are among those with frontage in this area.

Eastern Gateway

11. Green Infrastructure/Natural Area Adjacent to Roadway

A large stormwater collection system already exists at the Rockvale property, and this could be improved and beautified to create both a functional stormwater element and another

piece of high quality passive open space along the corridor. Access could be provided from both the sidewalk and from adjacent parking lots.



Summary of Discussion:

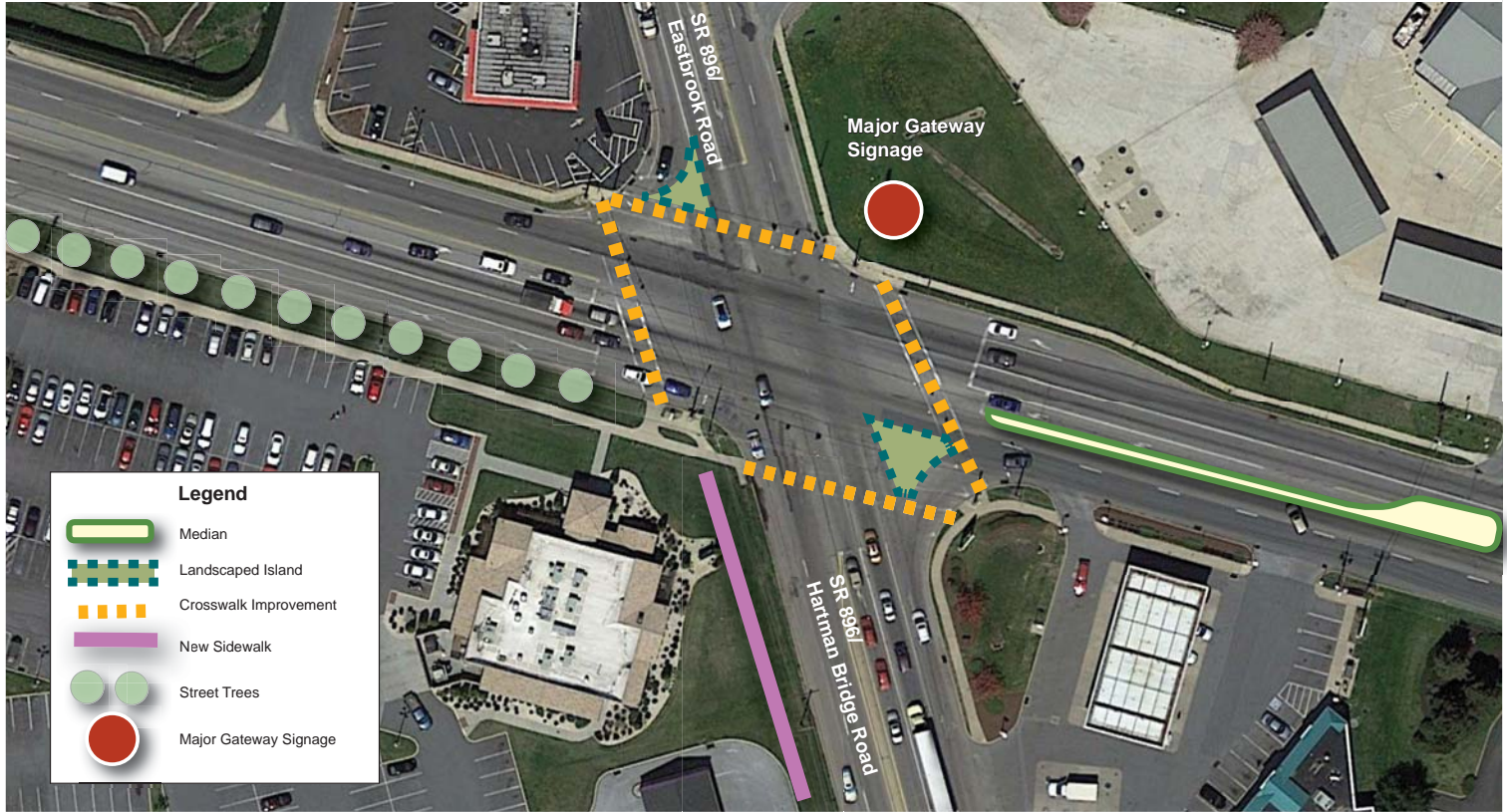
- It was agreed that this visible piece of stormwater management should be better integrated into the entrance landscaping for the Rockvale Outlets.
- There could be a series of guidelines for all property owners on how to build green infrastructure in an aesthetic and effective way that adds to the look of the corridor.

Eastern Gateway

12: Intersection Improvements at SR 896

The intersection of SR 896 and Lincoln Highway is the major gateway to the corridor from the east. Improvements could include decorative crosswalks, gateway signage, street trees, and landscaped islands.

A traffic circle was not pursued because of its negative impacts on pedestrian crossings and other multi-modal traffic.

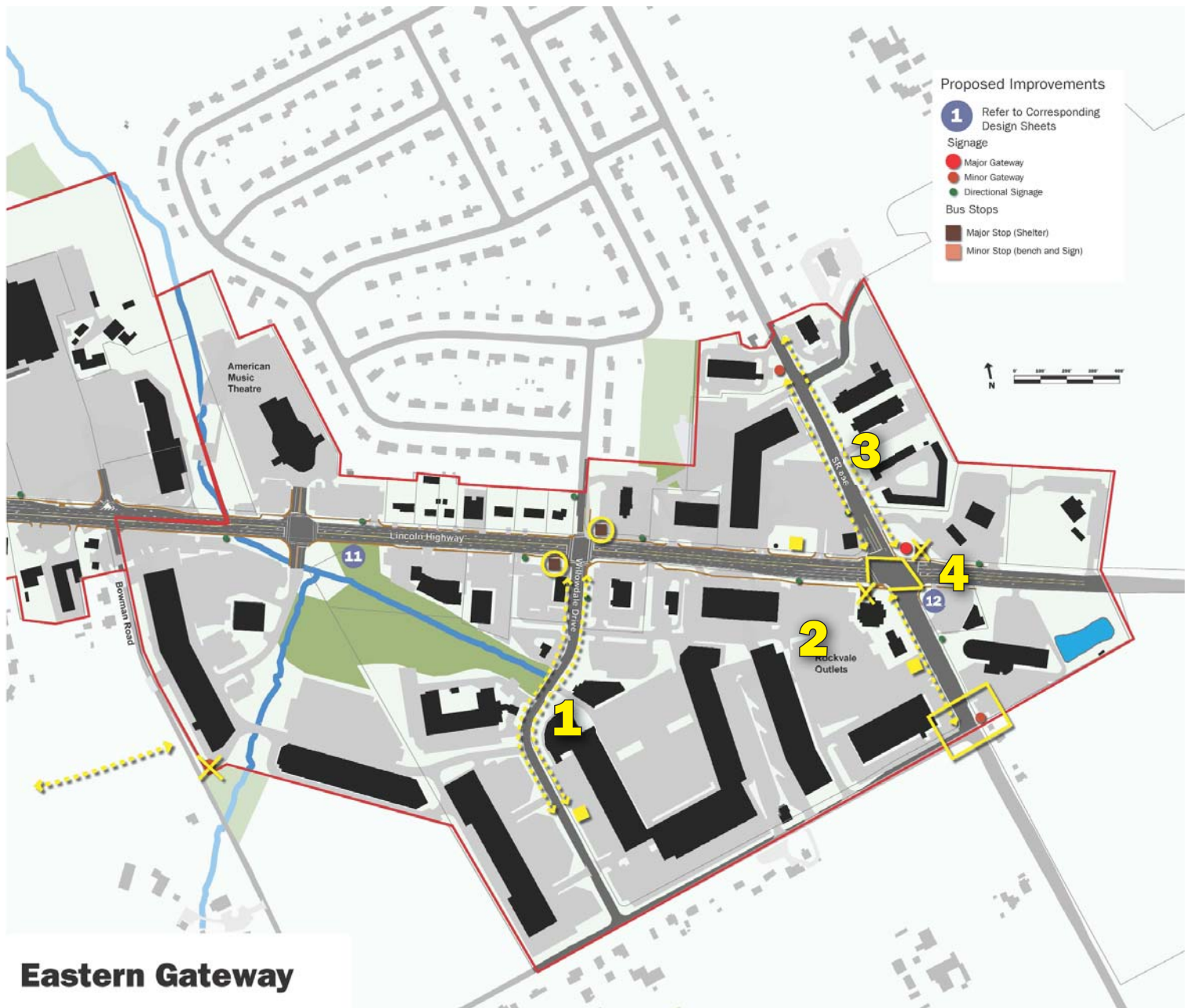


Summary of Discussion:

- The general response was the northeast corner of the intersection was a prime location for some sort of vertical gateway feature. It would be visible from the east as well as north-south along Rt.896.
- Landscaped islands would be a good way to reduce the confusion of the skewed intersection and help protect pedestrians as they cross.
- Crosswalk treatments and the pedestrian amenities at this intersection should be nicer than other typical intersections, to help emphasize its importance as a first impression for many visitors.

Eastern Gateway

Character Area Design Ideas Summary



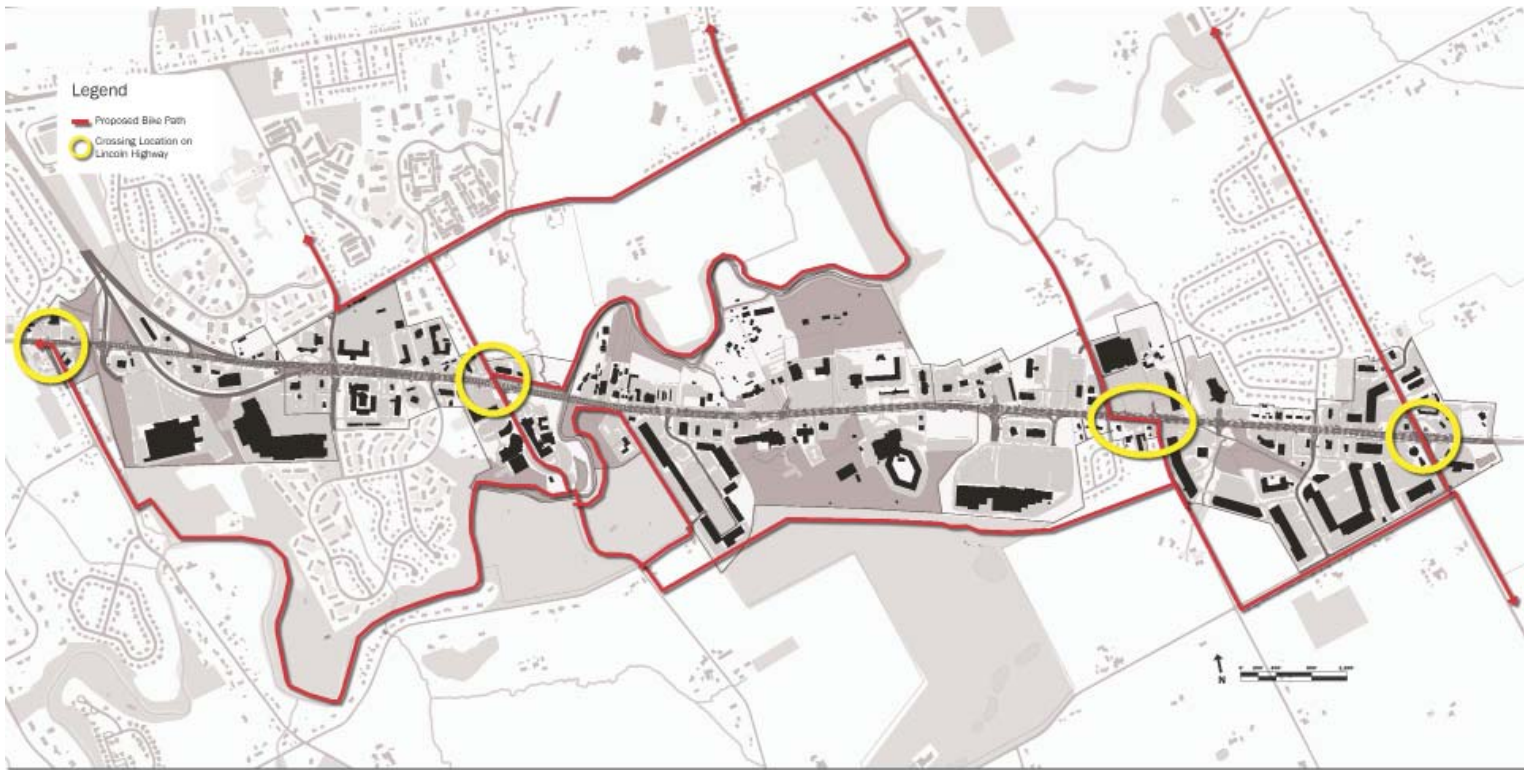
Eastern Gateway

Character Area Summary:

1. Emphasize the bus stop located inside Rockvale Outlets and the pedestrian connections from that stop to Lincoln Highway
2. Place bus stops at key location of the Route 14 bus loop capturing riders traveling west.
3. Install sidewalks connecting hotels and amenities north of Lincoln Highway to the Rt. 896 intersection.
4. Improve crosswalks at the Rt. 896 intersection.

Bike Network

Bike Connections



Bike Network Summary:

- A primary bike path (shown above in red) would be off the main corridor and provide safe bike access to users on longer trips as well as commuters visiting the corridor.
- Path connection to Lincoln Highway (shown above in blue) would allow users of the primary bike path to travel to amenities and destination on Lincoln Highway. These connections would be primarily built within existing paved connections, thus allowing for a lower cost to implement.
- The path connections along Lincoln Highway (shown above in yellow) would be the largest cost and implementation hurdle within the network. It could be phased to manageable segments between the blue path connections shown above. The actual physical layout of this path would vary depending on property and right-of-way conditions.