



Bridgeport Crossroads

Transportation & Land Use Study

Bridgeport, Lancaster, PA

June 28, 2021



TOWN PLANNING
PARTNERSHIP LLC



ACKNOWLEDGMENTS

Many thanks to the Steering Committee for your dedication, insights, persistence, and willingness to collaborate for the best interest of the entire Bridgeport community. The vision and outcomes were only possible due to the hard work of the entire committee to establish shared goals and seek innovative solutions.

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EXECUTIVE SUMMARY

1

- Purpose of the Plan
- Study Area
- Project Goals
- Summary of Recommendations

EXECUTIVE SUMMARY

Purpose of the Plan

The Bridgeport Transportation and Land Use Study is a planning initiative with a goal to enhance walkability, transportation, transit choices, and neighborhood character within the Bridgeport area of Lancaster County, Pennsylvania. The project is a collaboration between East Lampeter Township, West Lampeter Township, Lancaster Township, and the City of Lancaster, with the support of the County of Lancaster and PennDOT.

This study offers a conceptual land use and transportation plan with recommendations to improve streets, sidewalks, crosswalks, roadways, and land use standards in Bridgeport. The project study area

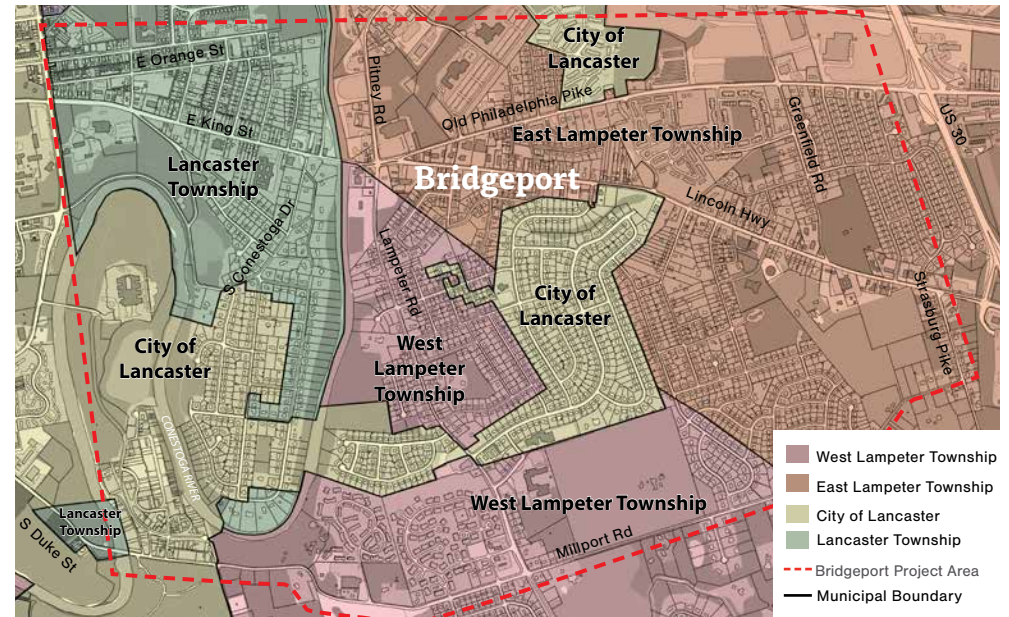
encompasses 3.2 square miles, located in central Lancaster County (immediately east of the City of Lancaster) within East Lampeter Township, West Lampeter Township, Lancaster Township, and the City of Lancaster. Bridgeport is a place that spans portions of four municipalities as illustrated on the map below, and due to its location at the edge of these municipalities, it has historically been difficult to coordinate land use, transportation, and services. This plan seeks a shared vision for the transportation infrastructure, trails, land use policies, and zoning that will result in a coordinated strategy for policies and investments in Bridgeport.

Currently, many of the roadways in the area experience traffic congestion, especially those at the crossroads of Lincoln Highway, Old Philadelphia Pike, Lampeter Road, King Street, and Pitney Road. Many of the roadways offer incomplete sidewalks, few crosswalks, and are congested with commercial driveways, making it difficult for both pedestrians and vehicles to navigate the area safely.

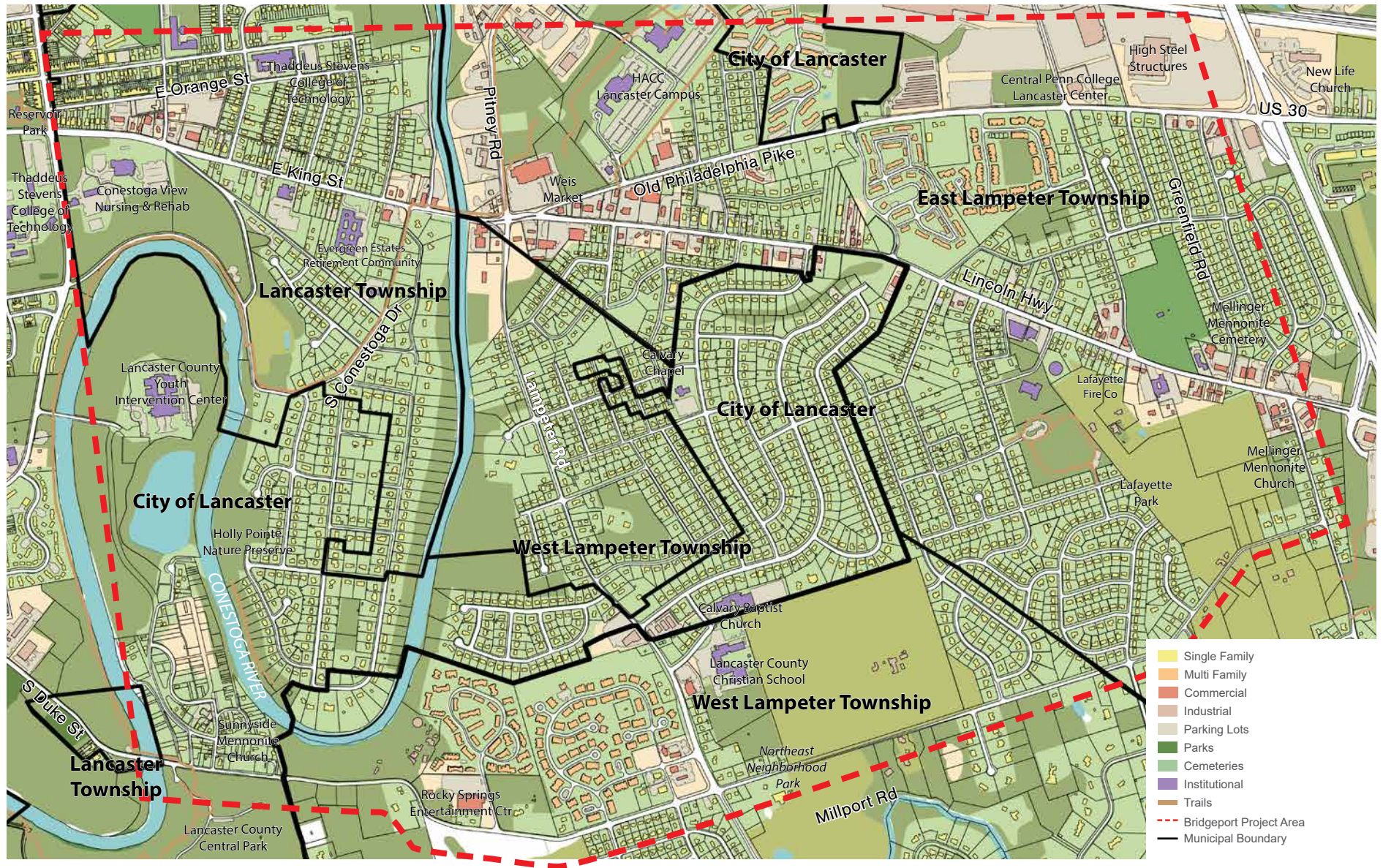
Although the area offers some roadway shoulders to accommodate buggies, many of these accessways are too narrow and poorly linked to destinations and neighborhoods.



King Street Bridge crossing the Conestoga River



Project Study Area and Municipal Boundaries of Bridgeport



Existing Land Use Map

PROJECT GOALS

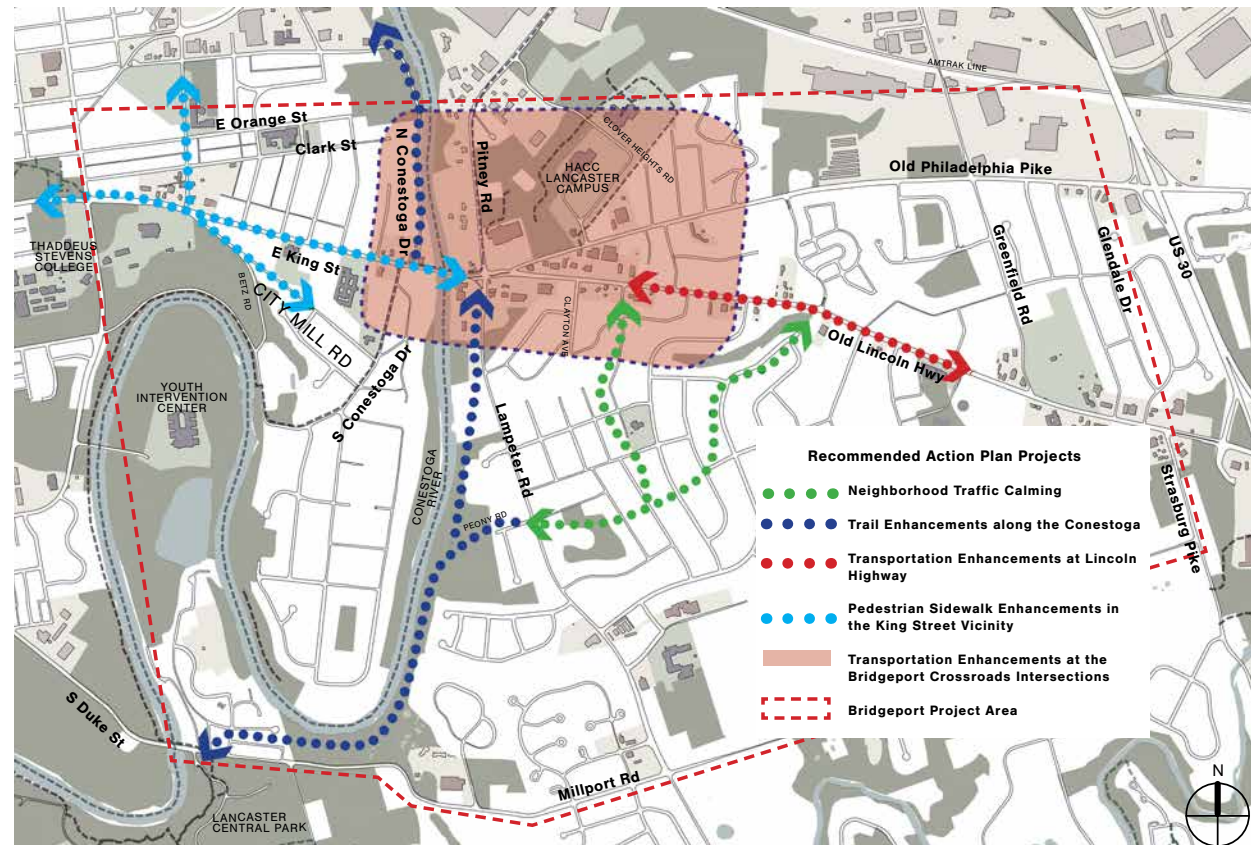
Project Goals

Located within four municipalities and three school districts, Bridgeport has multiple street design standards, making it difficult to create, coordinate, and implement planning initiatives. The project goals established by the Bridgeport Crossroads Steering Committee include:

- **Create safer and more walkable streets**
- **Identify opportunities to reduce congestion and enhance roadway connectivity**
- **Enhance bikeways, trails, sidewalks, crosswalks, and access to schools, neighborhoods, and recreational areas**
- **Improve access to public transportation**
- **Create more vibrant places in the Bridgeport area**

This transportation and land use study has gathered citizen, commuter, business, and municipal leader input while creating implementation strategies that will enhance the sense of place and transportation networks in Bridgeport. Through online surveys and community meetings, the public had numerous opportunities to guide the project team in the creation of strategies and conceptual designs to improve streets, sidewalks, crosswalks, and trails. Outcomes will address the design and coordination of travel lanes, sidewalks, bike lanes, crosswalks, bus transit services, and site design standards to accomplish the project goals for Bridgeport.

Map of Recommended Action Plan Projects



VIEW OF LINCOLN HWY AT LAMPETER RD.



LACK OF SIDEWALK CONNECTIONS

SUMMARY OF RECOMMENDATIONS

Recommended Action Plan

The recommended action plan calls for five initiatives to enhance the quality of the Bridgeport area and its neighborhoods and commercial district. These conceptual design projects were selected by the Steering Committee after careful consideration of the community member and stakeholder input as well as guidance from each of the four municipalities as outlined in Chapter 3: Community Outreach. The projects selected each include a recommended action, an estimate of probable cost, the organizations responsible for leading the project, and a phasing plan. To learn more about each project, see the pages highlighted in chapter 4: Recommended Action Plan.

TRANSPORTATION ENHANCEMENTS AT LINCOLN HIGHWAY - SEE PAGE 68

Realign lanes of Lincoln Highway and build a landscaped median, sidewalks, and crosswalks



NEIGHBORHOOD TRAFFIC CALMING & PEDESTRIAN CONNECTIVITY ENHANCEMENTS- SEE PAGE 60

Protect neighborhoods and reduce cut through traffic by installing traffic calming



TRANSPORTATION ENHANCEMENTS AT THE BRIDGEPORT CROSSROADS -SEE PAGE 70

Reconfigure the intersection to improve safety, reduce congestion, and encourage investment



TRAILS ALONG THE CONESTOGA RIVER - SEE PAGE 64

Build a trail along the Conestoga from Lancaster County Central Park to Conestoga Pines Park



RECOMMENDED LAND USE AND ZONING CHANGES - SEE PAGE 73

Promote a Village Center District and more consistent land uses and standards



A CONCEPTUAL TRANSPORTATION AND LAND USE PLAN

Proposed Conceptual Designs

The designs and illustrations provided within this report are conceptual in their nature and are subject to more detailed study and refinement during a future project that may alter the final dimensions and alignment of the roadways and pedestrian improvements. The potential impacts of these designs on existing streets and properties will be evaluated during the detailed design.

EXISTING CONDITIONS

2

- Background & Context
- Existing Land Uses
- Open Space/Trail/Schools
- Existing Planning Resources
- Existing Zoning
- Existing Transportation Conditions

BACKGROUND & CONTEXT

Historic Overview

The historic crossroads village of Bridgeport is the place where generations of travelers, farmers, residents, and merchants have crossed the Conestoga River during their travels to Lancaster's rural landscapes and city neighborhoods. During the 1800s and 1900s, this crossing of the Conestoga became an increasingly important gateway within the region.

During the early colonial era, the King's Highway established an important turnpike between Philadelphia and the historic markets of Lancaster City. This route was a critical route for commerce and our nation's westward expansion. In the early 1700s Old Philadelphia Pike was built and then in the 1790s, a second turnpike was built and both of these pikes came together as they crossed the Conestoga River.

A wooden bridge, known as the Witmer Bridge, was built in the 1780s, followed by a stone bridge around 1800 and a toll gate was erected to help fund the construction and operation of the bridge. The toll gate structure is located immediately to the east of the current bridge.

As residents of the city of Lancaster and surrounding Townships sought out places for recreation and amusement, the river became an increasingly important destination. During the late 1800s, horses gave way to electric trolleys and steamboats

along the banks of the river. In addition to east-west traffic, during the 19th century the Conestoga River was navigated by three steamboats to bring people from trolley cars that ran along King Street to a swimming resort and park called Conestoga Park as well as to Rocky Springs Amusement.

With the convergence of all these modes of travel at the Witmer Bridge, as well as the toll gate at the Conestoga River, "bridgeport" eventually became known as Bridgeport. From the 1930s to 1970s, this corridor became an increasingly congested corridor. With the construction of the US 30 bypass, much of the through-traffic was diverted away from the Bridgeport area. Although this bypass may have reduced some traffic, many vehicles whose destinations included the City of Lancaster or points south, continued to navigate through the Bridgeport Crossroads leading to significant delays. Many of the developments that have been built over the last 50 years have created conflicting land use and traffic patterns with hundreds of curb cuts, making it increasingly difficult to make left turns into and out of these destinations.

This study seeks to honor Bridgeport's past while rediscovering its walkability, heritage, landmarks, and its connection to the Conestoga River.



Stone Witmer Bridge as it crosses the Conestoga River



Lady Gay steamboat as it navigates the river and takes passengers on pleasure rides



Two trolley lines once served Bridgeport providing connection to City neighborhoods

Site History



Above is a photograph of the stone Witmer Bridge from the 1930s immediately prior to the reconstruction of the bridge as a concrete bridge.

The current aerial map to the right illustrates how this historic corridor and the King Street bridge continue to be a critical crossing of the Conestoga River while serving as a crossroads for travelers. The picture highlights the dominance of asphalt parking lots as the primary land use feature along the roadway. There are few street trees and few crosswalks within the crossroads area.



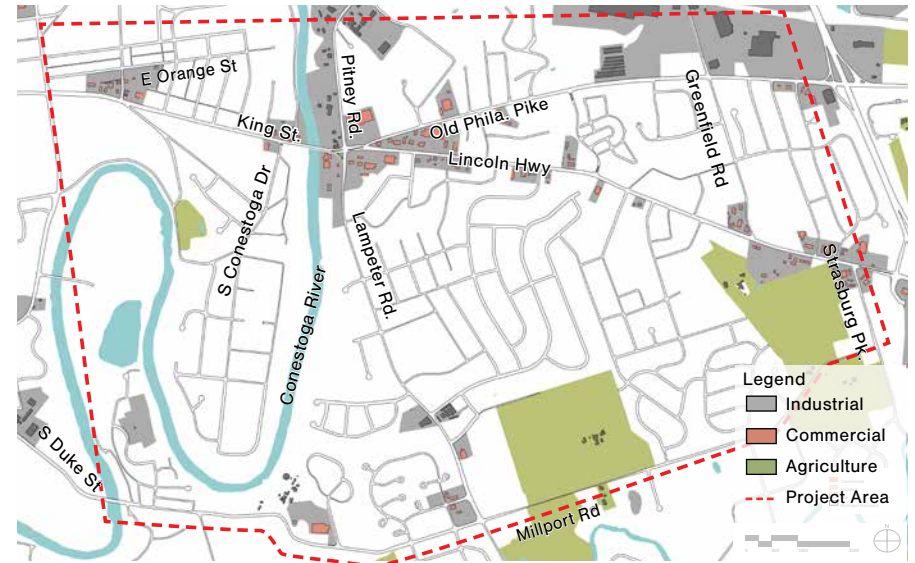
Current aerial view of Bridgeport facing east with the Conestoga River in the foreground, the HACCC Lancaster campus to the upper left, and the Weis Market at the center of the photograph.

EXISTING LAND USES

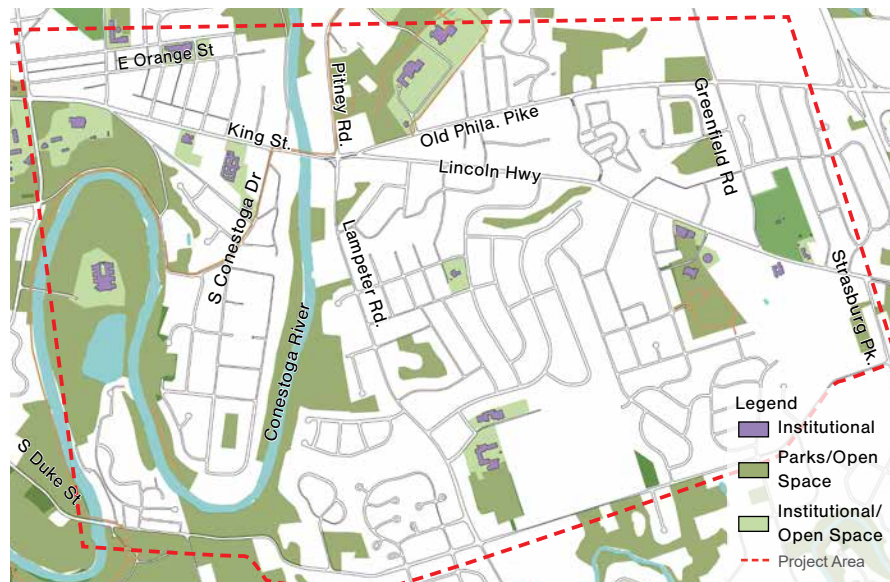
Land Use Patterns

The land use in the study area is primarily composed of open space, residential, institutional, and commercial uses. Residential neighborhoods in all four neighboring municipalities account for the majority of the Crossroads area as illustrated by the map to the right. Commercial land uses are clustered at the crossroads intersection of Lincoln Highway, Old Philadelphia Pike, and King Street, creating a critical node within the district, and leading to a large amount of daily vehicular traffic in the area.

The Conestoga River largely bisects this region, providing several areas for recreation and open space within its floodplain as illustrated by the map below. Institutional uses such as HACC's Lancaster Campus and several public schools form critical points to the community within this district, creating daily vehicular and pedestrian trips in the area. Tied together, this unique mix of land uses defines a community with a multitude of amenities, with a need for strengthened pedestrian and vehicular connections.



Commercial Land Uses

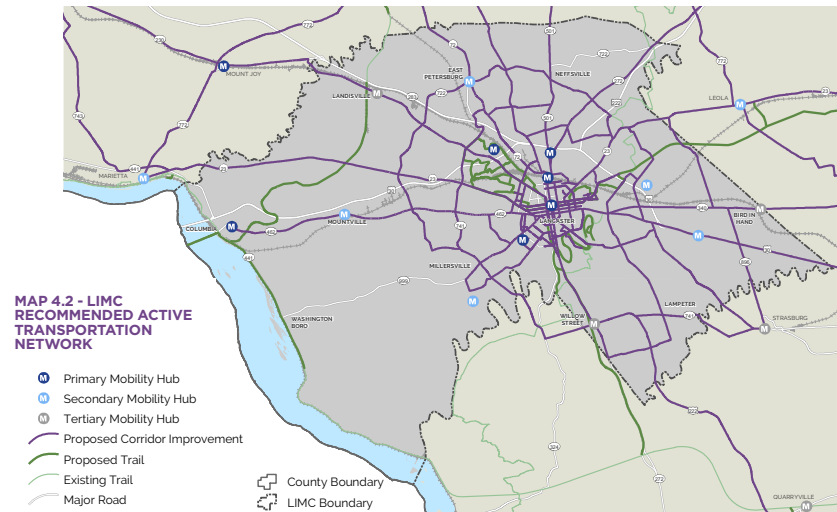


Open Space and Institutional Land Uses



Residential Land Uses

Regional Trail Network



Map of Recommended Active Transportation Network

The Lancaster Active Transportation Plan demonstrates the importance of bicycle routes and public transit to better serve the needs of the region. It is a guide to increasing connectivity between Lancaster County communities. The plan highlights the following key points related to Bridgeport:

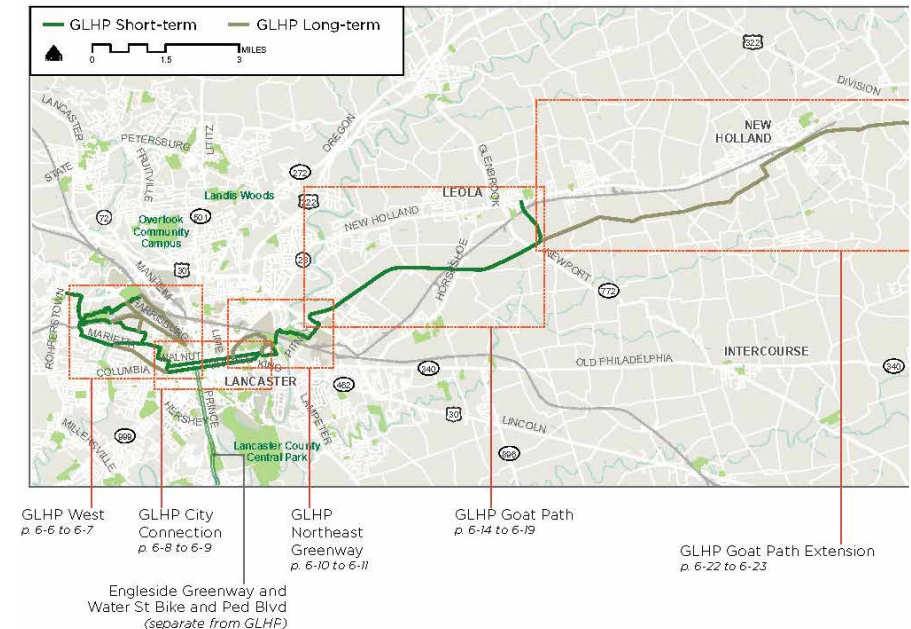
- The Demand Analysis identified the Bridgeport area as a destination that should be connected to its regional context via bicycle and pedestrian facilities.
- Existing streets in Bridgeport present a level 3 or 4 (highest) stress for bicyclists, and therefore should be improved to increase safety.
- Existing bike routes such as PA Bicycle Route S pass through Bridgeport, creating opportunities to provide and enhance connections to the trail.
- The Greater Lancaster Heritage Pathway is a proposed shared use trail extending from the northwest of the city of Lancaster, passing just north of the study area, and connecting 15 miles east

to Leola. Long-term plans indicate extending the trail further east to New Holland.

This study builds upon the principles and goals of the Active Transportation Plan and suggests providing pedestrian and bicycle connections to create safer and more connected communities. As illustrated in the recommended action plan in Chapter 4, suggestions for the following have been made:

- traffic calming improvements,
- sidewalk connections,
- trail connections, and
- complete streets.

The addition of these improvements supports the goal of providing 200,000 residents in the Lancaster Metro Area safe access to commute to amenities and employment centers along the corridor.



Greater Lancaster Heritage Pathway

EXISTING PLANNING RESOURCES

Future Land Use Map

The Future Land Use Policy Framework from the 2007 *Growing Together: A Comprehensive Plan For Central Lancaster County, Pennsylvania* designates the commercial portions of the Bridgeport area east of the Conestoga River as Corridor Regeneration Areas. This most recent comprehensive plan encompasses plan recommendations for East Lampeter Township, West Lampeter Township, Lancaster Township, and the City of Lancaster. The comprehensive plan states:

“These areas can be upgraded to become more functional and attractive, first with streetscape improvements and then with retrofits to buildings. The long term future for these areas could involve new buildings with more of a streetscape presence.”

The area west of the Conestoga is largely designated as an Enhancement area.

The overarching idea is to maintain and enhance the neighborhood structure of these existing mixed use places that are considered to be among the most cherished places in the Central Lancaster County area.

This comprehensive plan recommends infill development, adaptive reuse, streetscape enhancement, reinvestment in aging infrastructure, and new buildings with a stronger presence along public streetscapes in the Bridgeport area.

Legend

- Heritage Agricultural Landscape
- Parks & Recreation Areas
- Neighborhood & Enterprise Regeneration Areas
- District Regeneration Areas
- Corridor Regeneration Areas
- Growth Opportunity Areas
- Enhancement Areas
- Core Revitalization Areas
- Municipal Boundaries
- Adopted UGA & VGA Boundaries
- Proposed Expansion to UGA & VGA Boundaries



Future Land Use Policy Framework

Legend

- Growth Opportunity Area
- Municipal Boundaries
- Adopted UGA & VGA Boundaries
- Proposed Expansion to UGA & VG

Future Land Use

- Open Space
- Agricultural
- Rural Residential
- Residential
- Mixed-Use
- Institutional
- Business/Professional Office
- Neighborhood Commercial
- Regional Commercial
- Industrial



Future Land Use Map

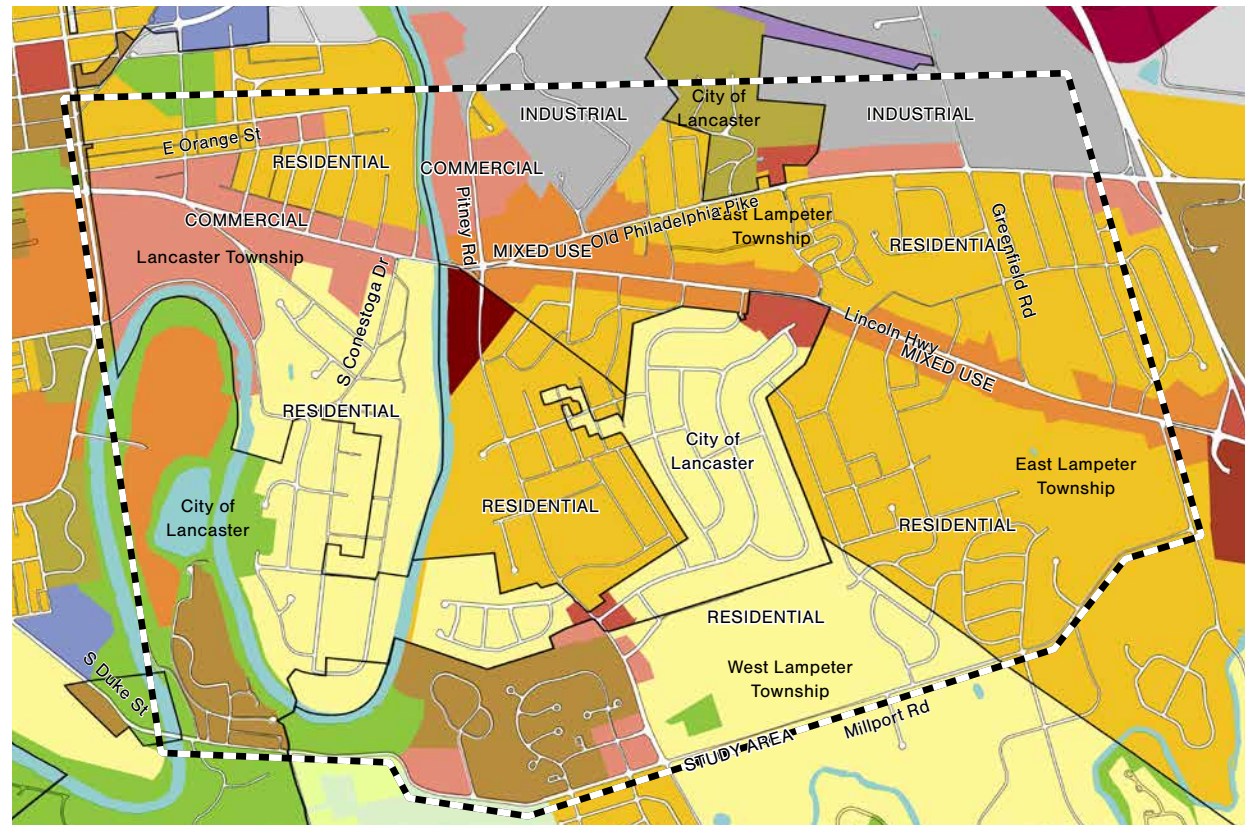
Zoning Districts

EXISTING ZONING

The existing zoning map to the right highlights the fractured nature of municipal boundaries, development standards, municipal services, and land use types throughout the Bridgeport area. In many cases, sites within hundreds of feet of each other have vastly different standards for the types of uses, permitted building heights, and the placement of parking, leading to a somewhat haphazard land use pattern that is controlled by four different municipal organizations, each with their own set of rules and community development objectives. Within 2600 feet of the Bridgeport Crossroads, the building setbacks and building heights are:

	Min.	Max.
Front yard	10 ft.	50 ft.
Side yard	5 ft.	20 ft.
Rear yard	10 ft.	30 ft.
Building height	40 ft.	60 ft.
Impervious coverage max.	35%	70%
Building coverage max.	40%	60%

The plan seeks to bring greater consistency in building standards while encouraging market tested parking standards that encourage shared parking and promote standards that reduce excessive impervious coverage and excess off-street parking by promoting multimodal transportation choices.



Zoning Districts



A mix of existing land uses on East King Street



Existing commercial use on Lampeter Rd. & Lincoln Hwy.

EXISTING TRANSPORTATION CONDITIONS

Assessment of Existing Transportation Conditions

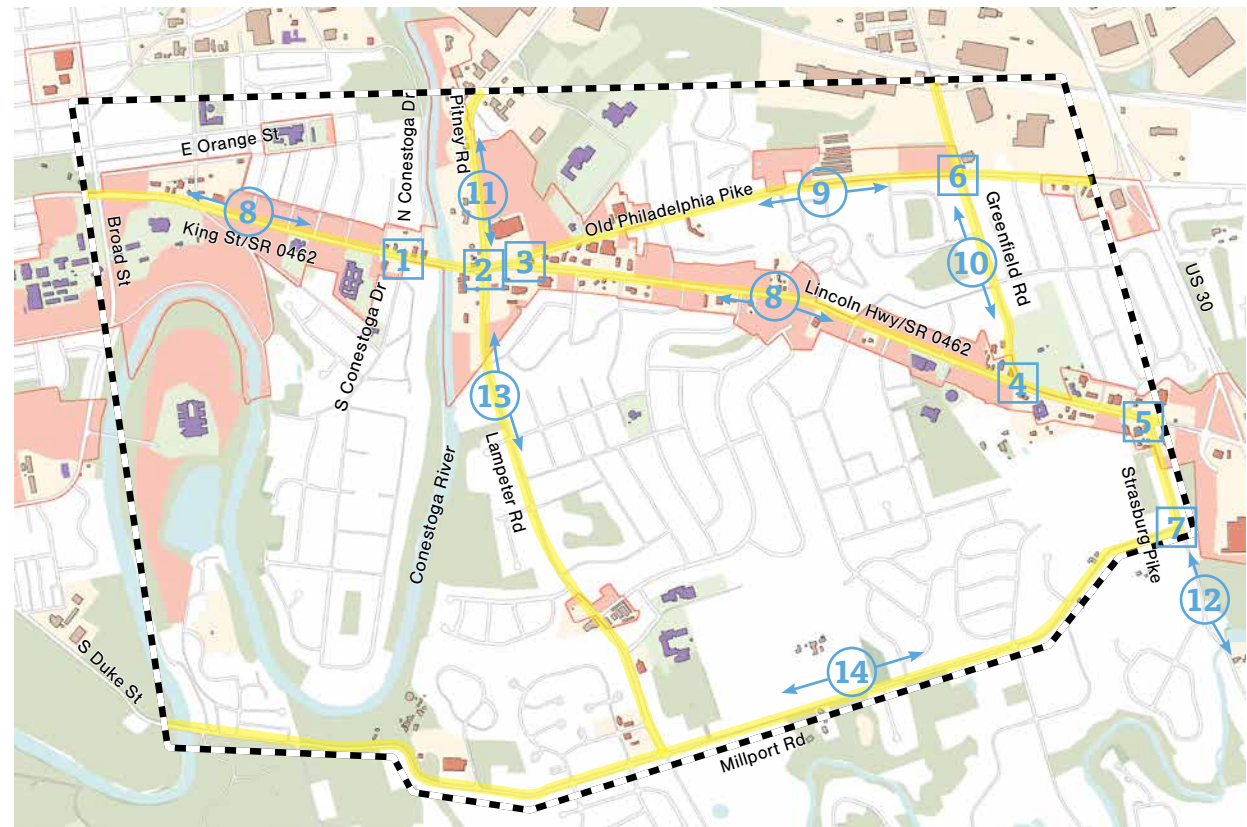
EXISTING TRANSPORTATION CONDITIONS

- The details below are based on field observations and categorized by the roadway segment or intersection location of each field observation. Additionally, level of service (LOS) and queue length information, for all the study intersections, is provided for the existing AM and PM peak hour conditions. Level of service (LOS) is a qualitative measure describing the operational conditions within a section of roadway or at an intersection that includes factors such as speed, travel time, ability to maneuver, traffic interruptions, delay and driver comfort. Level of service is described as a letter grade system (similar to a school grading system) where delay (in seconds) is equivalent to a letter grade from A through F.

INTERSECTION OF SR 0462 AND N CONESTOGA DRIVE

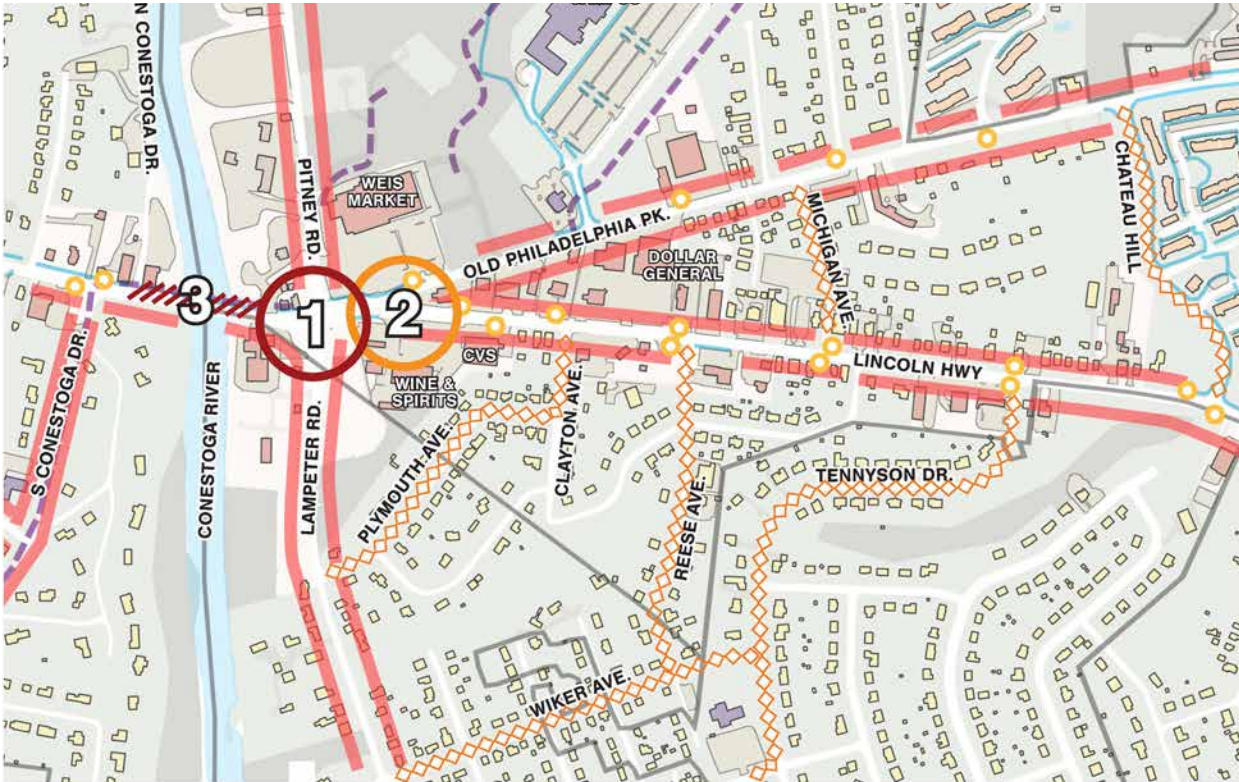
- Although the Traffic Signal Permit Plans show the intersections of SR 0462 and Pitney Road / Lampeter Road and SR 0462 and Old Philadelphia Pike (SR 0340) as operating “coordinated”, it was determined that the intersection was operating “uncoordinated” (free) during the peak hour periods. As such, the analysis for the existing conditions was performed based on the intersection running “uncoordinated.”

STUDY AREA MAP WITH INTERSECTIONS & ROADWAYS HIGHLIGHTED



- | | |
|--|---|
| 1. Intersection of SR 0462 and N Conestoga Drive | 7. Intersection of Strasburg Pike and Millport Road |
| 2. Intersection of SR 0462 and Pitney Road / Lampeter Road | 8. King Street/Lincoln Highway (SR 0462) |
| 3. Intersection of SR 0462 and Old Philadelphia Pike (SR 0340) | 9. Old Philadelphia Pike (SR 0340) |
| 4. Intersection of SR 0462 and Greenfield Road | 10. Greenfield Road |
| 5. Intersection of SR 0462 and Strasburg Pike | 11. Pitney Road |
| 6. Intersection of SR 0340 and Greenfield Road | 12. Strasburg Pike |
| | 13. Lampeter Road |
| | 14. Millport Road |

Map of Existing Conditions at the Bridgeport Crossroads



EXISTING CONDITIONS

1	LINCOLN HWY. / PITNEY RD. / LAMPETER RD. INTERSECTION 2017 LEVEL OF SERVICE RATING: D 2037 LEVEL OF SERVICE RATING: F	STREET WITH GREATER CUT-THROUGH TRAFFIC
2	LINCOLN HWY. / OLD PHILADELPHIA PK. INTERSECTION 2017 LEVEL OF SERVICE RATING: C 2037 LEVEL OF SERVICE RATING: C	EXISTING SIDEWALKS
3	POOR SIDEWALK / NO SHOULDER OR BIKE LANE AT BRIDGE OVER CONESTOGA RIVER	LACK OF SIDEWALKS
		EXISTING BUS STOPS
		EXISTING TRAILS

ALTERNATIVE #	IMPROVEMENT OVERVIEW	PROJECTED 2037 PM PEAK HOUR CAPACITY			
		LINCOLN HIGHWAY & LAMPETER/ PITNEY		LINCOLN HIGHWAY & OLD PHILA PIKE	
		LEVEL OF SERVICE	AVERAGE DELAY (S)	LEVEL OF SERVICE	AVERAGE DELAY (S)
EXISTING 2017	EXISTING CONDITIONS WITH 2017 TRAFFIC	D	53	C	26

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS A	LOS B	LOS D

- No movements exhibited conflicting queue lengths.

INTERSECTION OF SR 0462 AND PITNEY ROAD / LAMPETER ROAD

- The retaining wall/curb, along the northeast corner, is broken and damaged, and has indications that larger vehicles drive over the curb to make an eastbound right turn from SR 0462, making this area unsafe for pedestrians.
- Push buttons, in the northeast corner, are provided for pedestrians crossing the east leg of SR 0462 and the north leg of Pitney Road. However, the east crosswalk meets a retaining wall/curb and has no shoulder for safe pedestrian access. The push button for crossing the north leg is on the north side of the signal pole and is not wheelchair accessible.
- The sidewalk along the north side of SR 0462 is disconnected from the pedestrian crossing located at the northwest corner. A worn path is visible between the ramp and the sidewalk. A person on a motorized scooter was observed traversing the worn path with difficulties.

EXISTING TRANSPORTATION CONDITIONS

Assessment of Existing Transportation Conditions (continued)

EXISTING BUS TRANSIT ACCESS WITHIN THE BRIDGEPORT AREA

ROUTE 13 – WHITE HORSE

- Route generally follows Route 0462 and Old Philadelphia Pike within the study area.
- Buses run 8 times per day in each direction during the weekdays, between 5:30 AM and 6:35 PM.
- Buses run 3 times per day in each direction on a typical Saturday, between 6:30 AM and 5:15 PM.

ROUTE 14 – ROCKVALE OUTLETS

- Route generally follows Route 0462 within the study area.
- Buses run 35 times per day in each direction during the weekdays and Saturday, between 5:40 AM and 10:40 PM.
- Buses run 18 times per day in each direction during typical Sundays, between 7:15 AM and 7:10 PM.

ROUTE 20 - GREENFIELD

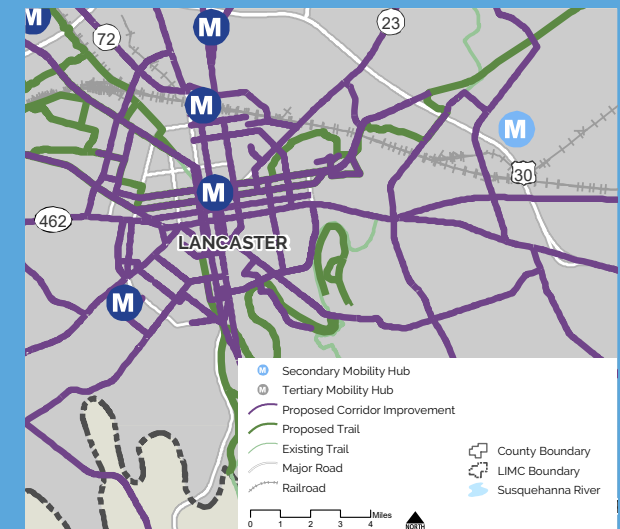
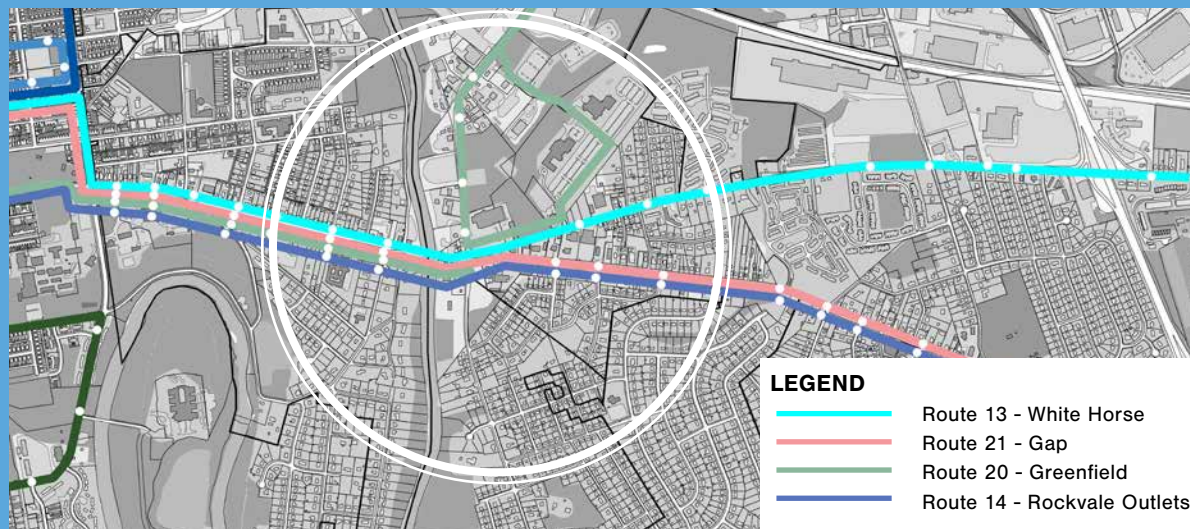
- Route generally follows Route 0462, Old Philadelphia Pike, Campus Drive, Millennium Drive, and Pitney Road within the study area.
- Buses run 14 times per day in each direction during the weekdays, between 5:20 AM and 6:10 PM.

ROUTE 21 - GAP

- Route generally follows Route 0462 within the study area.
- Buses run 9 times per day in each direction during the weekdays, between 5:05 AM and 6:30 PM.
- Buses run 8 times per day in each direction on a Saturday, between 6:00 AM and 6:30 PM.

MOBILITY HUBS FROM THE LANCASTER ACTIVE TRANSPORTATION PLAN

- In their 2018 Transit Development Plan, the South Central Transit Authority designated the greater Bridgeport area as a Secondary Hub, due to its importance as an activity center for the region. These recommendations were also adopted as a part of the Lancaster Active Transportation Plan.



- The sidewalk continues on the north side of SR 0462; however, vegetation, a non-compliant driveway apron, and sunken / damaged sidewalk impedes pedestrian access along the bridge.

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS D	LOS D	LOS F (156.2)

- The following queue lengths exceed the existing storage length:

Movement	Existing Storage Length (Feet)	AM Queue Length (Feet)	PM Queue Length (Feet)
Eastbound Left	90	273	178
Westbound Left	70	98	372
Westbound Thru	225 *	238	OK

* Storage distance to SR 0340 intersection

- No defined crash trends were observed within the intersection; however, the approaching roadway to the north reflects crash data at Weis Markets shopping center caused by impromptu turning maneuvers that result in interference to flow of traffic along Pitney Road.

INTERSECTION OF SR 0462 AND OLD PHILADELPHIA PIKE (SR 0340)

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS C	LOS C	LOS E

- The following queue lengths exceed the existing storage length:

Movement	Existing Storage Length (Feet)	AM Queue Length (Feet)	PM Queue Length (Feet)
Eastbound Left	100	162	153
Northbound Left	130	OK	159

- Potential crash trend includes eastbound left turn collisions with westbound straight. It appears that the intersection configuration causes some driver confusion due to driver's poor judgment, running red lights, illegal turn movements, and poor visibility at certain hours of the day.

INTERSECTION OF SR 0462 AND GREENFIELD ROAD

- This intersection is part of the Adaptive Signal System Plan, where the Program is based on the threshold volume noted in zone 2 (zone 2 is located to the east of the SR 0462 and Strasburg Pike intersection)

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS A	LOS B	LOS D

- No movements exhibited conflicting queue lengths.

INTERSECTION OF SR 0462 AND STRASBURG PIKE

- The crossings and ADA ramps appear to be of newer construction and appear to be ADA compliant.
- Westbound approach of SR 0462 is uphill, which results in slow vehicle acceleration through this area.
- This intersection is part of the Adaptive Signal System Plan, where the Program is based on the threshold volume noted in zone 2 (zone 2 is located to the east of the SR 0462 and Strasburg Pike intersection).

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS C	LOS C	LOS F (113.8)

EXISTING TRANSPORTATION CONDITIONS

Assessment of Existing Transportation Conditions (continued)

- The following queue length exceeds the existing storage length.

Movement	Existing Storage Length (Feet)	AM Queue Length (Feet)	PM Queue Length (Feet)
Northbound Left	100	118	243

- Five-year accident data shows reoccurring collisions between the westbound left turn and eastbound straight movements (a few occurrences each year were recorded), most commonly caused by improper/careless turn, proceeding without clearance, and driver distraction.

INTERSECTION OF SR 0340 AND GREENFIELD ROAD

- The intersection is coordinated with the intersection of SR 0340 and SR 0030 EB Ramps, which is not a study intersection.

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS B	LOS B	LOS D

- No movements exhibited conflicting queue lengths.

INTERSECTION OF STRASBURG PIKE AND MILLPORT ROAD

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS B	LOS B	LOS C

- No movements exhibited conflicting queue lengths.

INTERSECTION OF LAMPETER ROAD AND MILLPORT ROAD

Existing Overall Levels of Service (LOS)		
AM Peak	PM Peak	Worst Movement
LOS C	LOS D	LOS F (97.7)

- The following queue lengths exceed the existing storage length:

Movement	Existing Storage Length (Feet)	AM Queue Length (Feet)	PM Queue Length (Feet)
Eastbound Left	125	246	180
Westbound Left	130	179	285
Northbound Left	130	125*	129*

* The storage length is nearing capacity and alternative analysis methods indicate that there may be minor existing queuing deficiencies.

LINCOLN HIGHWAY (SR 0462)

- SR 0462 is 4 lanes wide to the west of the Old Philadelphia Pike intersection. Just to the east, the westbound approach tapers from two lanes to one lane. The eastbound direction remains as 2 lanes, and a center-left turn lane begins.
- The center-left turn lane ends just to the west of Greenfield Road, and the westbound approach begins as 2 lanes just to the east of the intersection.
- From Old Philadelphia Pike to Strasburg Pike, the roadway and shoulder width is 53'-55' in width. Between Old Philadelphia Pike and Lafayette Way, the roadway includes 4 travel lanes (dual eastbound lanes and westbound lanes at 11' in width, and center left turn lane at 10' in width), a 6' paved shoulder along the south and a 4'-6' paved shoulder to the north.
- Based on PennDOT plans of record, the right-of-way along SR 0462 varies from 54' to 60', west of the bridge.
- The right-of-way width at the bridge, located just west of Pitney Road and Lampeter Road intersection, varies between 86' to 120'.
- Typically the right-of-way just east of the bridge varies between 60' to 70' in width, until Greenfield Road. The limits of the right-of-way plans that were provided shows 58' to the east of Greenfield Road.

- Throughout the section between Lampeter Road / Pitney Road and Greenfield Road, a few areas of concerns reflect potential accident trends.
 - Majority of accidents recorded were classified as head-on, side-swipe, or read-end collisions
 - Angled collisions occurred more so when vehicles were waiting to turn in the center lane
 - Pedestrian/ bicycle incidents occurred throughout this segment; no fatalities were classified.

OLD PHILADELPHIA PIKE (SR 0340)

- Sidewalk is located along the north side of SR 0462 and Old Philadelphia Pike, along the property frontage for Weis Markets. Approximately 500 feet further to the east, along the north side of Old Philadelphia Pike, is additional sidewalk in front of the Union Community Bank that continues along Campus Drive and throughout the HACC Campus. No shoulder is provided on the north side of Old Philadelphia Pike throughout this stretch of roadway.
- The south side of Old Philadelphia Pike generally has 7'-8' paved shoulders from approximately 350' northeast of SR 0462 until Chateau Hill. The travel lanes, from SR 0462 until Chateau Hill, are 11' wide. The north side generally exhibits 9'-12' paved shoulders from just east of Campus

Drive until just west of Chateau Hill.

- At Chateau Hill, a center-left turn lane continues to the east, in front of High Street Structures, until it changes into an eastbound left turn lane onto Greenfield Road. The eastbound travel lane is curbed and is 14' in width, the center-left turn lane is 12' in width, and the westbound travel lane is generally 11' in width with 6' paved shoulders.
- From Chateau Hill, the sidewalk continues along the south side of Old Philadelphia Pike, except for approximately a 400' section between Chateau Hill and Red Leaf Lane and an approximately 150' section just to the west of Greenfield Road.
- Sidewalk is located along the north side of Old Philadelphia Pike between the LanCo Mini Storage Center and Greenfield Road.
- Typically the right-of-way is 50' in width, with areas throughout widened for developments and roadway improvements.
- SR 0340 does not show significant data of accident trends or need for significant improvement; no pedestrian accidents were noted.

GREENFIELD ROAD

- The roadway generally exhibits 11' travel lanes with 0'-3' paved shoulders, except for two sections along the east side of the roadway. The first area is in front of

Bridington Development, which is just north of Drexel Avenue, and exhibits an 8' paved shoulder. The other section is located approximately 180' to the south of Drexel Avenue and exhibits 7'-10' paved shoulders.

- Sidewalk begins approximately 375' south of Old Philadelphia Pike, along the east side of Greenfield Road. The sidewalk continues until Drexel Ave, where it wraps around the northeast corner and continues for a small portion along Drexel Avenue.
- Sidewalk is found along the north side of Serene Way, for the Regent's Park Development, which ends at the Greenfield Road intersection. The sidewalk throughout this development continues back to Red Leaf Lane and to Old Philadelphia Pike.
- The Mellinger Mennonite Cemetery is located on the east side of Greenfield Road and encompasses most of the eastern frontage, south of Drexel Avenue, until SR 0462.
- Approximately 1,200 feet to the north of Old Philadelphia Pike is an Amtrak bridge with an underpass of 17' in width. Currently, the underpass is signed with "Yield" and "To Oncoming Traffic" signs along either side of the bridge.
- No significant accident trends were observed.

EXISTING TRANSPORTATION CONDITIONS

Assessment of Existing Transportation Conditions (continued)

PITNEY ROAD

- Roadway generally exhibits 12' travel lanes and 4' paved shoulders.
- Multiple inlets, steep terrain, and wooded areas are located adjacent to the east shoulder, between SR 0462 and Hickory Drive.
- Wider shoulders on both sides of the roadway near Millennium Drive intersection (for HACC).
- Sidewalk is located along the west side of Pitney Road, from just south of Millennium Drive until the private driveway for Dart Products Limited. No other sidewalk is provided along Pitney Road within the limits of the project.
- Right-of-way detail provided was from the Lampeter Road right-of-way plans, and only encompassed the intersection with SR 0462. The right-of-way was 60' at the intersection.
- Most accidents that commonly occurred were due to drivers tailgating or driving too fast for conditions.

STRASBURG PIKE

- Strasburg Pike is generally striped with 10' travel lanes and 4' shoulders except along the Turkey Hill property frontage, where the northbound travel lane is curbed and 14' in width.
- Sidewalk is located on the east side of

Strasburg Pike, along the Turkey Hill property frontage, that continues along the south side of SR 0462.

- A small section of sidewalk and a curb ramp is located along the southeast corner at the Millport Road and Strasburg Pike intersection.
- Right-of-way width is typically 33' except at intersections with additional turning lanes.
- Rear-end collisions occur more often than any other accident type. This is most likely due to the longer queues noted along the study intersections.

LAMPETER ROAD

- Lampeter Road is generally curbed with a 28' cartway width between SR 0462 and Milton Road. Just south of Milton Road the travel lanes are 12' in width and the paved shoulders are 10' in width.
- Utility poles are generally located 7'-8' from curb until south of Milton Road.
- The right-of-way for Lampeter Road varies throughout, but is typically between 40'-70' in width.

MILLPORT ROAD

- Millport Road generally exhibits 10' travel lanes and has no shoulders or curb until Resch Lane. Between Resch Lane and Southridge Drive, the travel lanes are 12' in width and the shoulders are 6' in width.
- Millport Road has straight horizontal geometry that encourages high speeds despite the narrow cartway.
- Near Strasburg Pike, Millport Road is striped as 11' travel lanes with 3' paved shoulders.
- The right-of-way is generally 33' in width; however, it appears to widen to 50'-60' where shoulders are provided.
- Generally, the roadway does not exhibit any accident trend with most of the accidents being recorded and classified as being caused by weather conditions.

SR 2036 AND LAMPETER ROAD

- A variety of accidents occurred within the 5-year accident with no significant trends down.

SR 2036 AND MILLPORT ROAD

- Millport Road contains a troublesome "S-curve" to the west of Lampeter Road, which reflects a significant accident trend due to drivers reportedly traveling too fast for conditions.

COMMUNITY OUTREACH

3

- Community Outreach Overview
- Website
- Focus Group Meetings
- Community Visioning Open House
- Survey 1: Community Visioning
- Survey 2: Transportation Choices
- Survey 3: Final Alternatives

COMMUNITY OUTREACH OVERVIEW

Overview

The community outreach process helped build a solid foundation of understanding regarding the issues and opportunities for how to make Bridgeport a more walkable, bikeable, drivable, and welcoming place. The engagement process included focus groups, a community visioning open house, transportation alternatives virtual meeting, three community preferences online surveys, a project website, and a final community presentation.

By The Numbers

- Throughout the Community Outreach efforts, over 810 respondents were involved in the process, which included:
- 3 Public Meetings
- 5 Focus Group Meetings
- 3 Surveys

The Project Steering Committee participated in 10 meetings and posted notices of these events throughout municipal newsletters, municipal websites, hundreds of flyers in public places, and thousands of emails to those who subscribed to project updates.

BRIDGEPORT CROSSROADS
WEBSITE

FOCUS GROUP
MEETINGS

COMMUNITY VISIONING
OPEN HOUSE

SURVEY 1:
COMMUNITY VISIONING

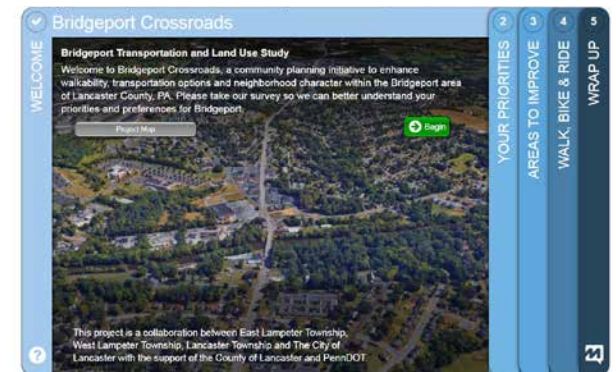
SURVEY 2: TRANSPORTATION
CHOICES

SURVEY 3:
FINAL ALTERNATIVES

VIRTUAL MEETING



LOCAL OFFICIALS GREETING RESIDENTS AND INTRODUCING THEM TO THE BRIDGEPORT CROSSROADS PROJECT



A VIEW OF SURVEY 1: COMMUNITY VISIONING



A SCENE DURING OUR COMMUNITY VISIONING OPEN HOUSE IN JANUARY

Project Website

The Bridgeport Crossroads website was launched in January 2018, offering the Bridgeport community information about the Bridgeport Crossroads Transportation and Land Use Study, its goals, events, and opportunities for community engagement.

The web site, www.bridgeportcrossroads.org, offered the following topics:

- Project Goals
- Project Committee & Team
- Meetings & Timeline
- Presentations & Project Documents
- Transportation Survey
- Get Project Updates
- Your Questions
- Virtual Meeting

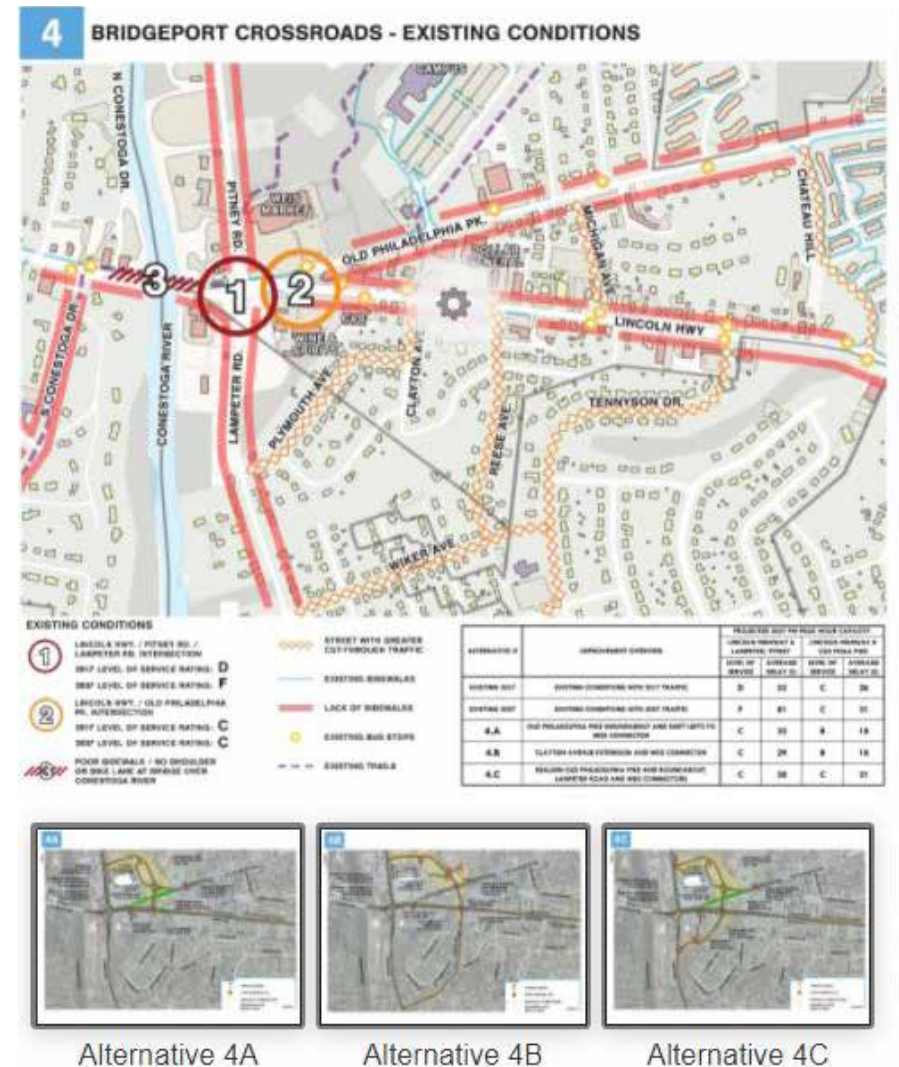


HELLO AND WELCOME

Welcome to Bridgeport Crossroads, a community planning website for the Bridgeport Transportation and Land Use Study. This is a planning initiative with a goal to enhance walkability, transportation, transit choices and neighborhood character within the Bridgeport area of Lancaster County, Pennsylvania. The project is a collaboration between East Lampeter Township, West Lampeter Township, Lancaster Township and the City of Lancaster, with the support of the County of Lancaster and PennDOT. This website is here to provide you with current information about this study and provide ways for you to share your ideas about how to improve Bridgeport as a place to live, work, play and shop. Bridgeport Crossroads will result in a master plan and four conceptual designs to improve streets, civic spaces, and transportation alternatives in Bridgeport. The project study area encompasses 3.2 square miles located within four municipalities: East Lampeter Township, West Lampeter Township, Lancaster Township and the City of Lancaster.

BRIDGEPORT CROSSROADS

- PROJECT GOALS
- PROJECT COMMITTEE & TEAM
- MEETINGS & TIMELINE
- PRESENTATIONS & PROJECT DOCUMENTS
- COMMUNITY SURVEY
- GET PROJECT UPDATES



SCENES FROM THE BRIDGEPORT CROSSROADS PROJECT WEBSITE

FOCUS GROUP MEETINGS

FOCUS GROUPS TO GATHER INPUT

The Bridgeport Crossroads Steering Committee hosted 4 separate focus groups to gather input from the area's business owners, residents, municipal representatives, and various other local leaders. A total of 30 participants attended the meetings on December 12 and 13, 2017. The four guiding topics of the focus groups were as follows:

- Bridgeport Area Businesses & Workplaces
- Health, Recreation, & Trails
- Public Transportation & Street Design
- Safe Routes to School

BRIDGEPORT AREA BUSINESSES & WORKPLACES FOCUS GROUP

Local business owners and managers were invited to the focus group meeting, taking place December 12, 2017, to discuss the project as it related to their workplaces and locations. In total, 9 representatives attended from the invite list of approx. 25.

HEALTH, RECREATION, & TRAILS FOCUS GROUP

A small group of 3 representatives (11 invited) from local municipalities and community groups met on December 12, 2017, to discuss the project and its connection to the greater area's trail,

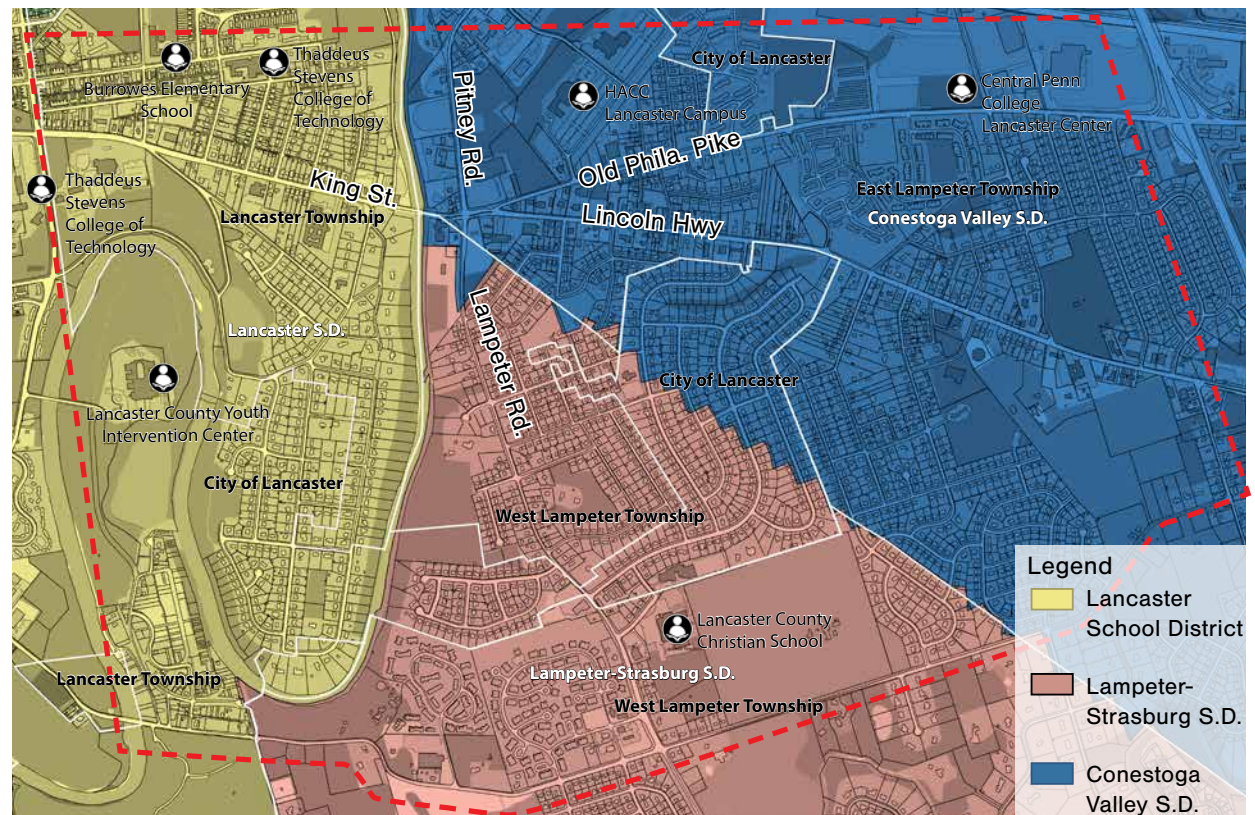
recreation, and park network.

PUBLIC TRANSPORTATION & STREET DESIGN FOCUS GROUP

On December 13, 2017, 16 individuals met to discuss overall strategies to enhance public transportation in the area. This was a primary focus of the project and received great input from those involved.

SAFE ROUTES TO SCHOOL FOCUS GROUP

With 2 attendees, a discussion was held on December 12, 2017, to gain input from local schools about the challenges and opportunities to create safe routes for students traveling to and from school.



MAP OF SCHOOLS AND SCHOOL DISTRICTS IN THE BRIDGEPORT AREA

COMMUNITY VISIONING OPEN HOUSE

Community Visioning Priorities

The Community Visioning Open House was held on January 31, 2018 at Harrisburg Area Community College (HACC), Lancaster Campus. Approximately 80 people attended this Open House.

The Open House offered 8 stations including discussions related to:

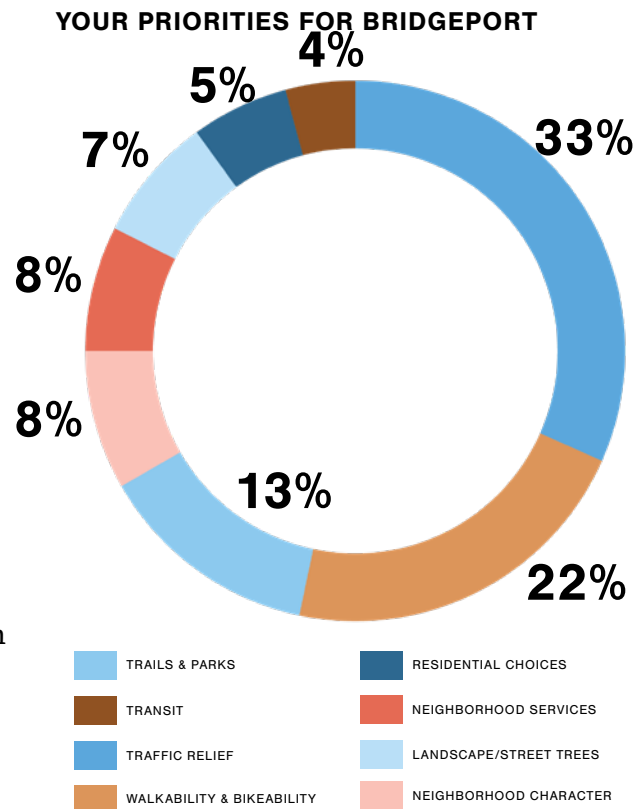
- Priorities
- Website & Survey
- Shopping & Services
- Pedestrian Safety
- Walkable Village
- Road Diet & Bike Lanes
- Buggies & Bus Stops
- Complete Streets

WHAT WE LEARNED

The Bridgeport community is very passionate about Bridgeport. We heard a wide range of ideas related to protecting its character, reducing traffic congestion, improving the public realm, and enhancing the safety and connectivity of the pedestrian environment. Of the 8 boards created to represent each station, 3 boards were dot exercises for the Bridgeport community.

PRIORITIES RESULTS

Of the 80 people that attended the Community Visioning Open House, 40 people voted at this station placing 120 dots on their top 3 priorities for Bridgeport. The results revealed that Traffic Relief, Walkability & Bikeability, and Trails & Parks were priorities identified by the Bridgeport community.



TRAFFIC RELIEF WAS THE TOP PRIORITY OF BRIDGEPORT RESIDENTS



THE COMMUNITY SHOWED INTEREST IN STREETScape ELEMENTS THAT WOULD ENHANCE THE WALKABILITY & BIKEABILITY OF BRIDGEPORT



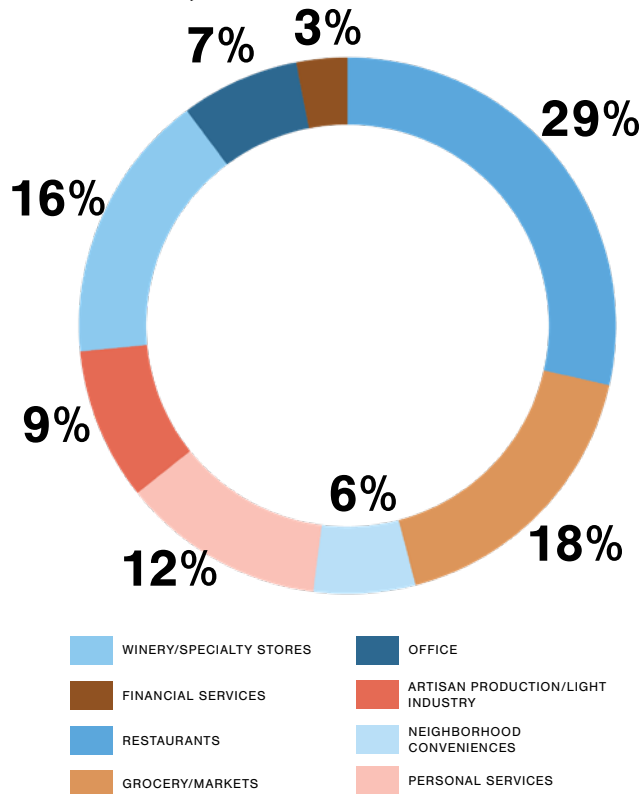
TRAILS & PARKS ALSO GAINED SUPPORT AND WOULD HELP CREATE A MORE ACCESSIBLE AND MOBILE COMMUNITY, ESPECIALLY FOR COMMUTERS AND BIKERS

COMMUNITY VISIONING OPEN HOUSE

Shopping & Service Results

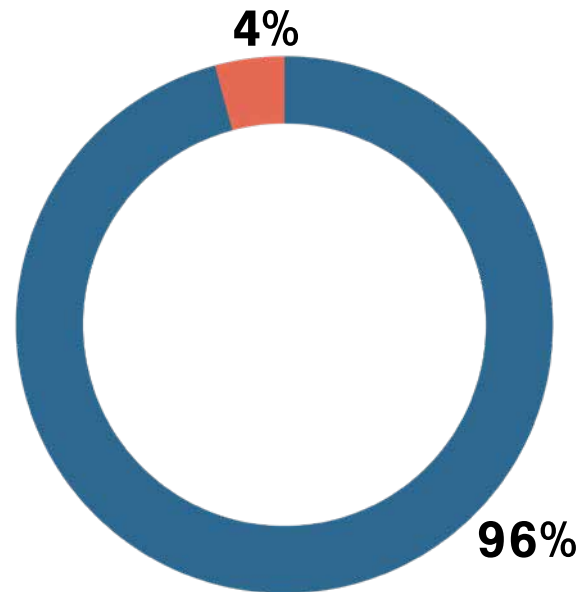
SHOPPING & SERVICES RESULTS

Of the 80 people that attended the Community Visioning Open House, 32 people voted at this station placing 98 dots on their top type of business they would like to see more of in Bridgeport. The results revealed that Restaurants, Grocery & Markets, Winery/Specialty Stores were priorities identified by the Bridgeport community.



WHAT TYPES OF BUSINESSES WOULD YOU LIKE TO SEE MORE OF IN BRIDGEPORT? WALKABLE VILLAGE

Of the 80 people that attended the Community Visioning Open House, 24 people voted at this station placing 23 dots on Yes, if they supported the creation of a walkable village in Bridgeport. Only 1 dot was placed on No.



RESTAURANTS
THERE WAS A PREFERENCE FOR LOCAL AND FARM-TO-TABLE RESTAURANTS



GROCERY/MARKETS
THERE WAS A PREFERENCE FOR ORGANIC MARKETS, THAT ARE SMALL SCALE FEATURING LOCAL LANCASTER COUNTY PRODUCE

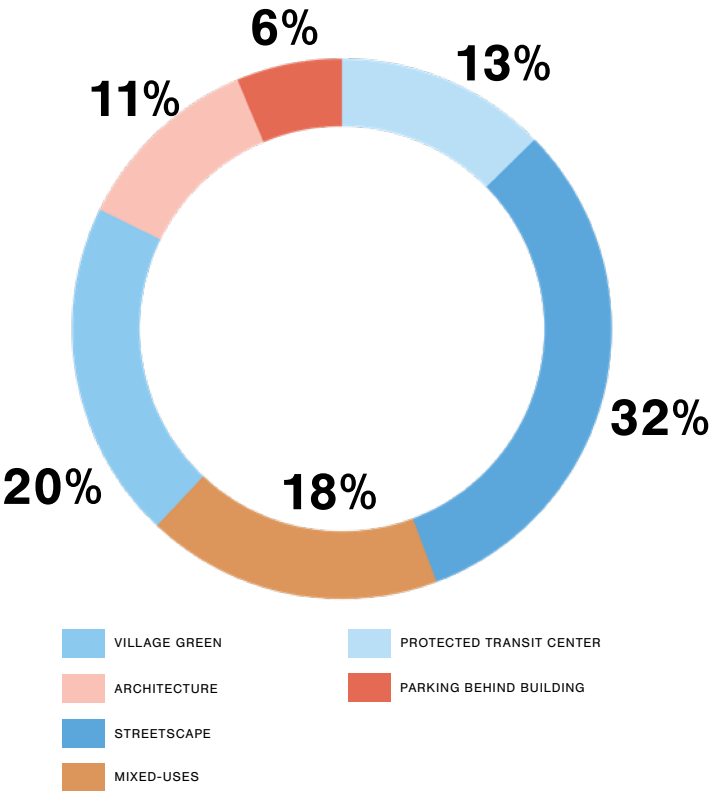


WINERY/SPECIALTY STORE
WINERY/SPECIALTY STORES COULD FEATURE LOCAL PRODUCE AND BE AN ECONOMIC DRIVER FOR NEARBY FARMERS AND AMISH COMMUNITIES

Walkable Village for Bridgeport

WOULD YOU SUPPORT THE CREATION OF A WALKABLE VILLAGE IN BRIDGEPORT?

After expressing broad support for a walkable village, 26 people voted on which features of a walkable village were most important to them. There were 79 dots placed on the most important features and the results revealed, Streetscape, Village Green, Mixed-Use, and a Protected Transit Center.



VILLAGE GREEN WAS A FEATURE THAT COULD BE EXPLORED DURING THE DESIGN PHASE TO HELP CREATE A VILLAGE CENTER FOR BRIDGEPORT



THERE WAS A PREFERENCE FOR TRADITIONAL BUILDING MASSES, PITCHED ROOF LINES, AND MIXED USE COMMERCIAL BUILDINGS WITH RESIDENTIAL APARTMENTS



RESIDENTS STRESSED THE IMPORTANCE FOR COMMUTERS TO HAVE PROTECTED BUS TRANSIT STATIONS, REDUCING THE NUMBER OF STOPS AND HELPING WITH TRAVEL TIMES.

COMMUNITY VISIONING OPEN HOUSE

Transportation Comments

Attendees were asked to write comments for suggested improvements on Post-It notes and place them on the maps. The open house comments are broken down by roadway segments, intersections, and pedestrian/bicycle safety and activity. The community had this to say:

ROADWAY SEGMENTS

KING STREET

- Non-locals are confused on how to get into the city
- Ranck Ave from King Street is a huge shortcut to Route 30
- The inlets are very low on the westbound outer travel lane so most vehicles do not drive in that lane

PITNEY ROAD

- Rethink HACC vacant land as a park and trail
- Improve signage
- Issue with speed and conflicting uses (Buggies)
- Sight-line improvements for existing industries that use roadway for business (Dart Industries)
- Redevelop vacant portion on Dart Industries campus
- Wider roadway north of rail bridge
- Build a new bridge and roadway south of Millennium Drive

MILLPORT ROAD

- Prevent use as a cut through
- Revisit a previous transportation study done

LINCOLN HIGHWAY

- Replace/widen bridge
- One-way traffic circle with park
- Provide on-street parking
- Extend Longfellow Drive with Chateau Hill
- Signalize Eastland Drive and Lincoln Highway
- Install more lighting
- Issue with speeding east of Greenfield Road

LAMPETER ROAD

- Install signal on Lampeter and Longfellow
- Install water access point to the Conestoga River
- Install a southbound lane for Christian School traffic
- Improve sight lines at Magnolia Drive
- Improve congestion and unsafe areas for mail delivery
- Issue with speeding
- Issue with flooding

OLD PHILADELPHIA PIKE

- Replace northern section of Weis Market Parking lot with a park, restaurant, local farmers market
- Issue with parking lots as traffic cut through along Lincoln Highway to avoid congestion
- Provide a westbound turn lane onto Campus Drive
- Convert the HACC Campus trail into a connector road to bypass congestion
- Install more lighting
- Install more traffic signals
- Improvements need to consider existing industries that use roadway for business (High Steel)

ROADWAY INTERSECTION

KING STREET & CONESTOGA DRIVE

- Parked vehicles are partly on roadway

LINCOLN & PITNEY/LAMPETER ROAD

- Install right turn lane
- Reconfigure southbound left turn
- Improve traffic congestion
- Improve storm water drainage
- Improve sight lines
- Clean up roadway and adjacent properties

OLD PHILADELPHIA & LINCOLN HIGHWAY

- Improve crosswalk signalization
- Improve traffic congestion
- Issue with enforcement of illegal turns
- Replace parking lots with vegetation
- Improve signalization

GREENFIELD ROAD & OLD PHILADELPHIA

- Install left turn signal

GREENFIELD ROAD & LINCOLN HIGHWAY

- Install lane

STRASBURG PIKE & LINCOLN HIGHWAY

- Allow northbound right turns onto Lincoln

STRASBURG PIKE & MILLPORT ROAD

- Install northbound left turn lane
- Improve right turn radius
- Install an eastbound left turn lane or signal

PEDESTRIAN/BICYCLE SAFETY & ACTIVITY

- Connect sidewalks along Ranck Avenue between King and Clark Street
- Install sidewalks along City Mill and Bentz Road
- Install left turn signal on S Conestoga Drive
- Build a north/south greenway and river trails along Conestoga River
- Connect trails to existing HACC and river trails
- Install sidewalks along Pitney Road
- Install bicycle lanes on Lampeter, Pitney, Lincoln and Old Philadelphia.
- Install sidewalks to connect HACC campus and Weis Market
- Install sidewalks on Old Philadelphia Pike and Lincoln Highway
- Improve bicycle facilities on Old Philadelphia Pike
- Install pedestrian crosswalks on Lincoln in front on Reese Avenue
- Install trail on Reese Avenue and Tennyson Drive
- Install pedestrian crosswalks at Wood Drive and Lincoln
- Install sidewalks on Greenfield Road
- Install bicycle lanes between Lampeter and Strasburg Pike

MISCELLANEOUS COMMENTS

- Tennyson Drive is being used as a cut through for vehicles and buggies to avoid crossroads intersection
- Consider a more direct link from Lampeter to Lincoln Highway
- Plymouth and Clayton Avenue is being used as a cut through to avoid traffic at Lampeter and Pitney

SURVEY 1 COMMUNITY VISIONING

Community Visioning Priorities

The Bridgeport Crossroads survey was launched in January 2018 offering the Bridgeport community information about the Bridgeport Crossroads Transportation and Land Use Study, its goals, events, and opportunities for community engagement.

The community survey sought input in the following topics:

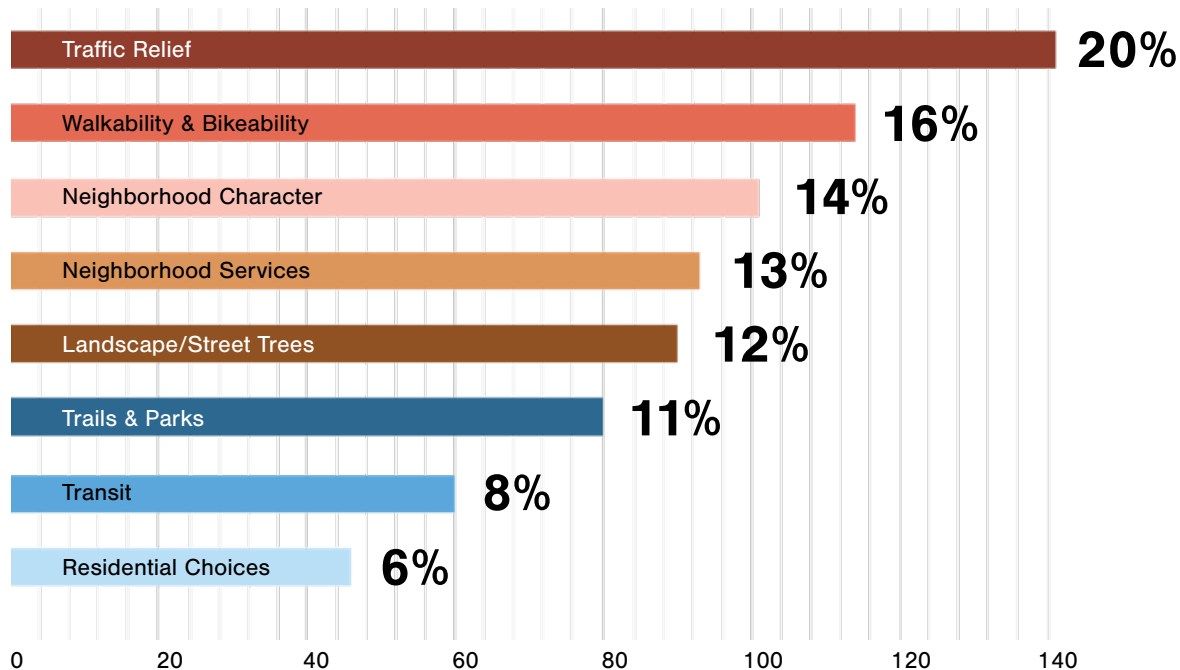
- Community priorities for Bridgeport
- A map to capture neighborhood observations

- A visual preference survey to determine community character preferences
- A series of demographic, walkability, bikeability, and transit questions

PRIORITIES RESULTS

A total of 179 people participated in the online survey for Bridgeport. The results revealed that Traffic Relief, Walkability & Bikeability, and Neighborhood Character were priorities identified by the Bridgeport community. The rankings for all priority items are shown on the table below.

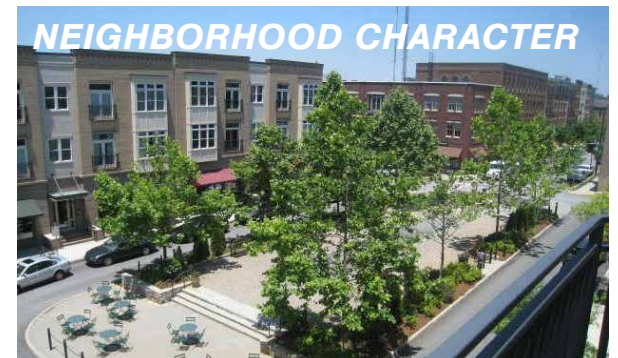
TOP PRIORITIES



TRAFFIC RELIEF WAS THE TOP PRIORITY OF BRIDGEPORT RESIDENTS



THE COMMUNITY SHOWED INTEREST IN STREETScape ELEMENTS THAT WOULD ENHANCE THE WALKABILITY & BIKEABILITY OF BRIDGEPORT



NEIGHBORHOOD CHARACTER WAS ANOTHER INTEREST

Roadway Priorities

Based upon the survey results, we learned that reducing congestion and enhancing safety are the top two priorities. Congestion mitigation is the top priority for both Lincoln Highway and Old Philadelphia Pike.

KEY MAP



LINCOLN HIGHWAY



OLD PHILADELPHIA



KING STREET



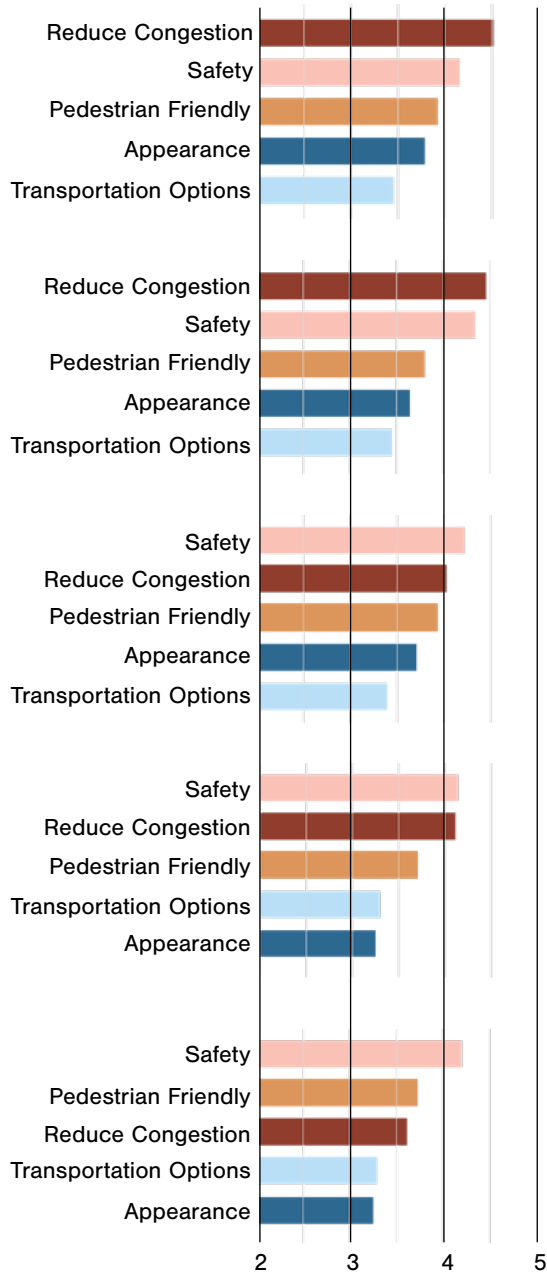
LAMPETER ROAD



MILLPORT ROAD



AVERAGE RATING BY PRIORITY

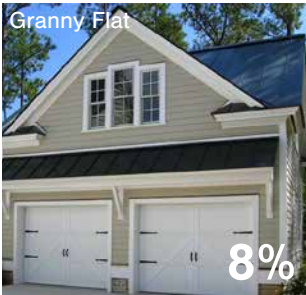


SURVEY 1 COMMUNITY VISIONING

Residential Choices

The top four priorities for residential are:

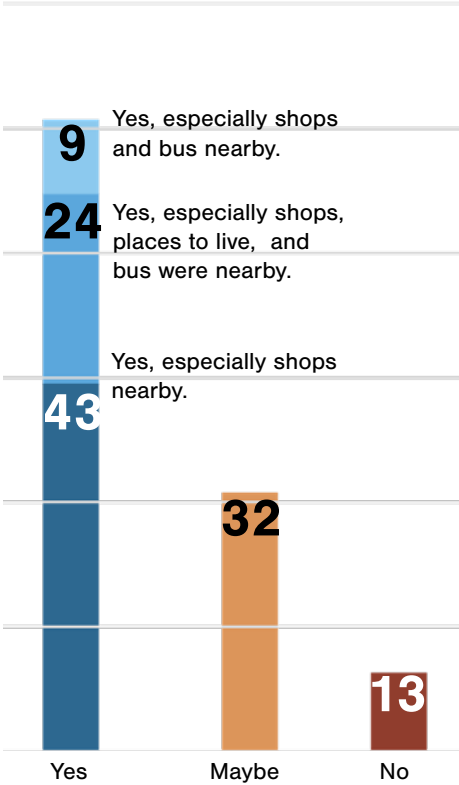
- Single Family Homes 21%
- Apartments over Retail 19%
- No More Residences 19%
- Townhouses 16%



I do not want to see more residences

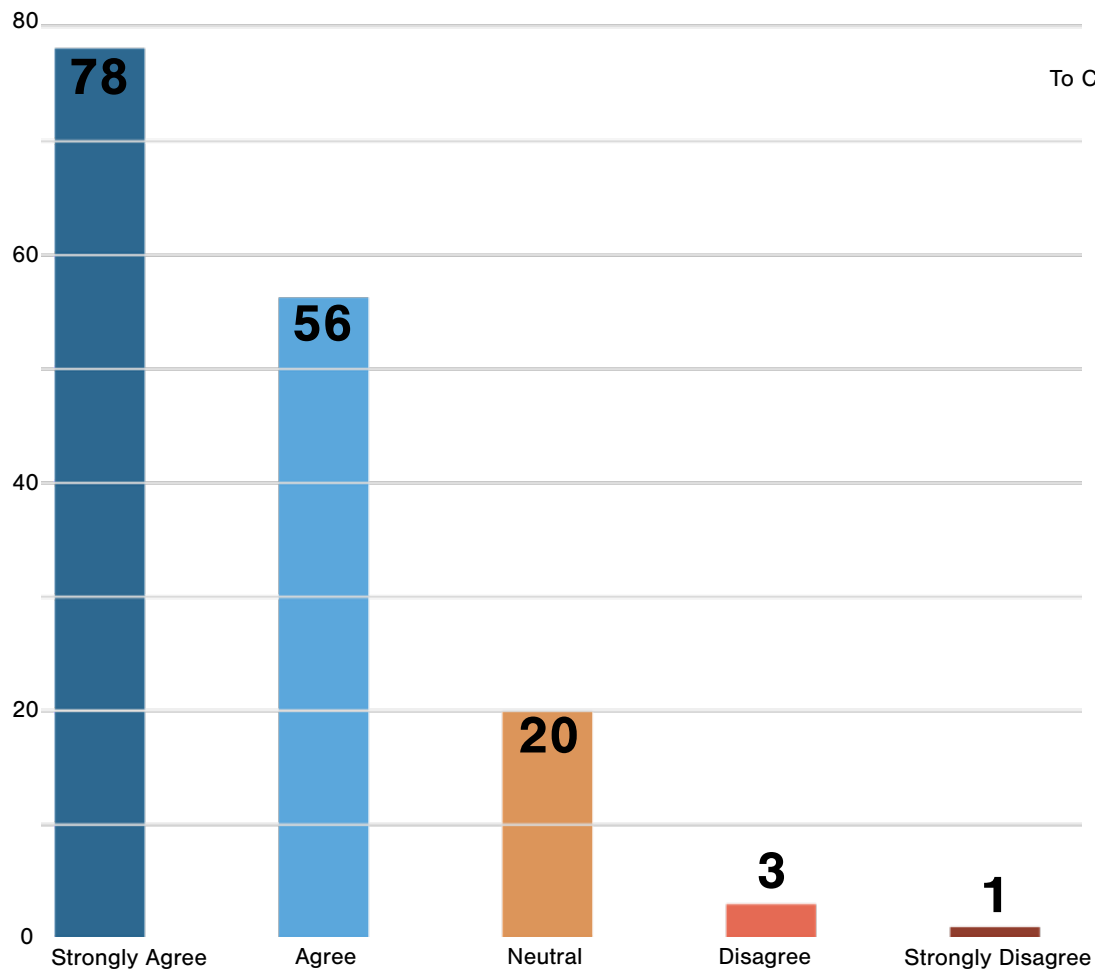


WOULD YOU SUPPORT THE CREATION OF A WALKABLE VILLAGE IN BRIDGEPORT?

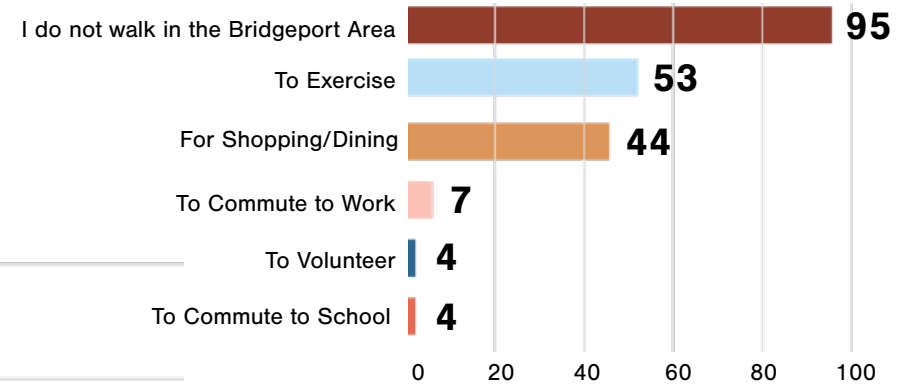


Survey Questionnaire Results

I WOULD LIKE TO SEE IMPROVEMENTS TO SIDEWALKS AND CROSSWALKS ON MAJOR STREETS IN BRIDGEPORT



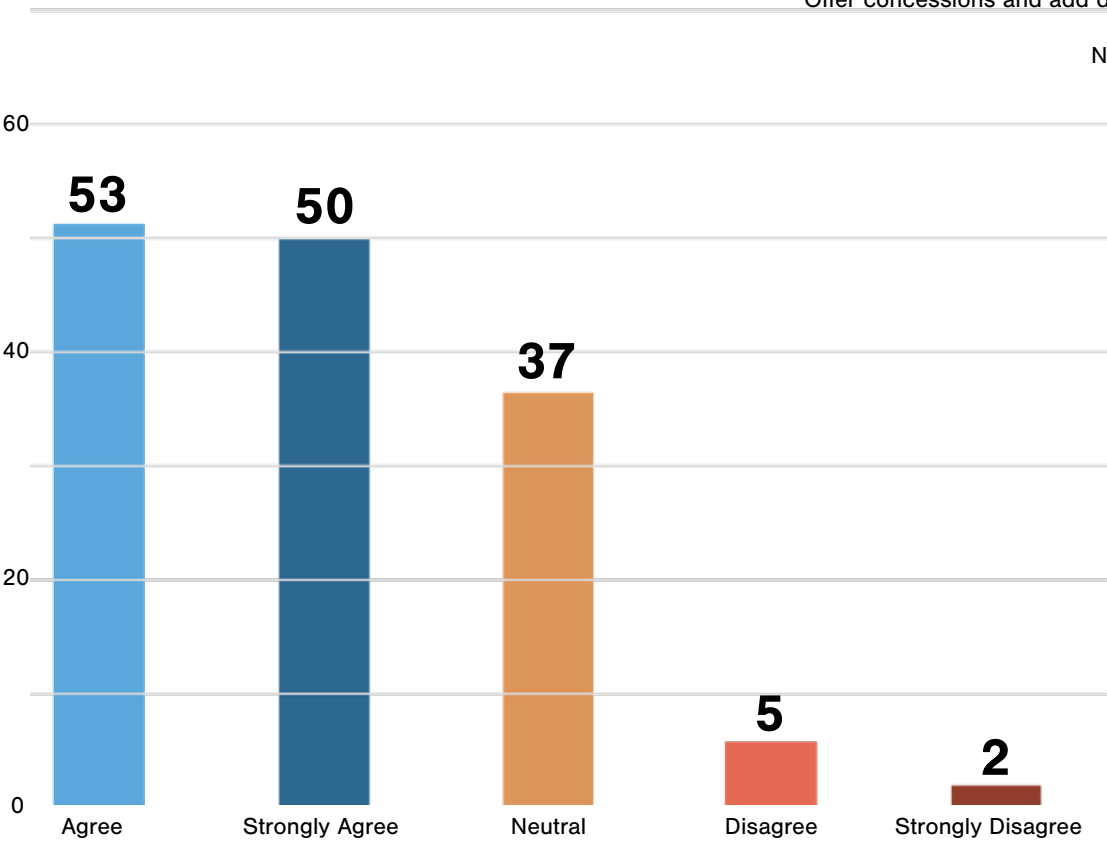
WHY DO YOU WALK IN BRIDGEPORT?



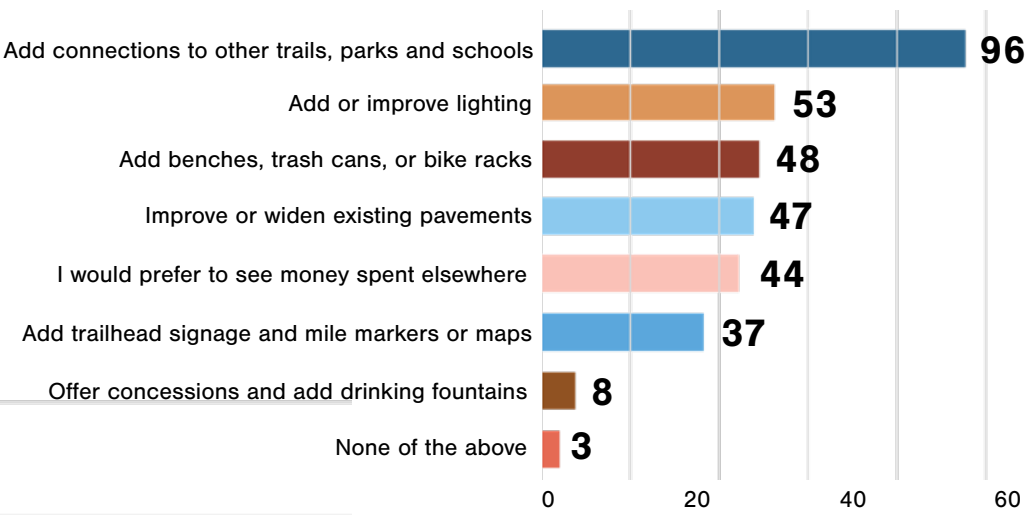
SURVEY 1 COMMUNITY VISIONING

Survey Questionnaire Results

I WOULD LIKE TO SEE RECREATIONAL TRAILS FOR WALKING AND BIKING EXTENDED AND ENHANCED IN BRIDGEPORT

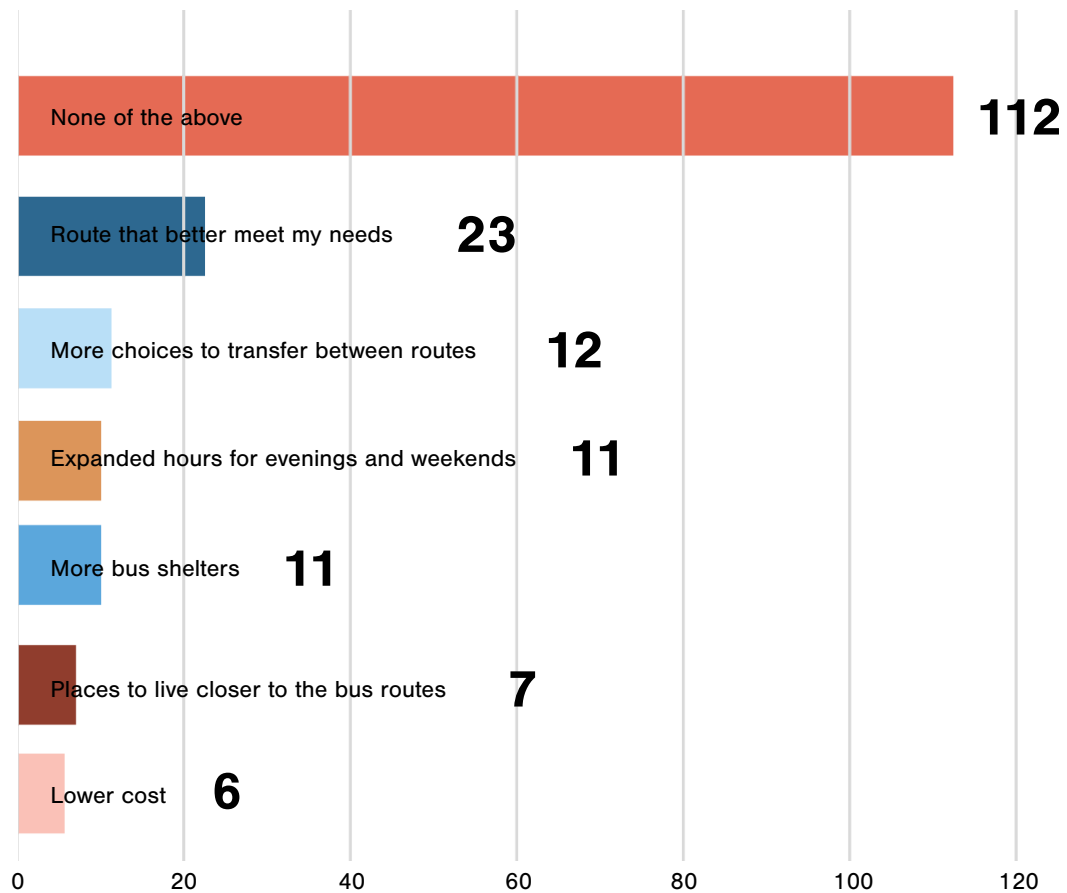


WHAT WOULD MAKE THE TRAILS BETTER?

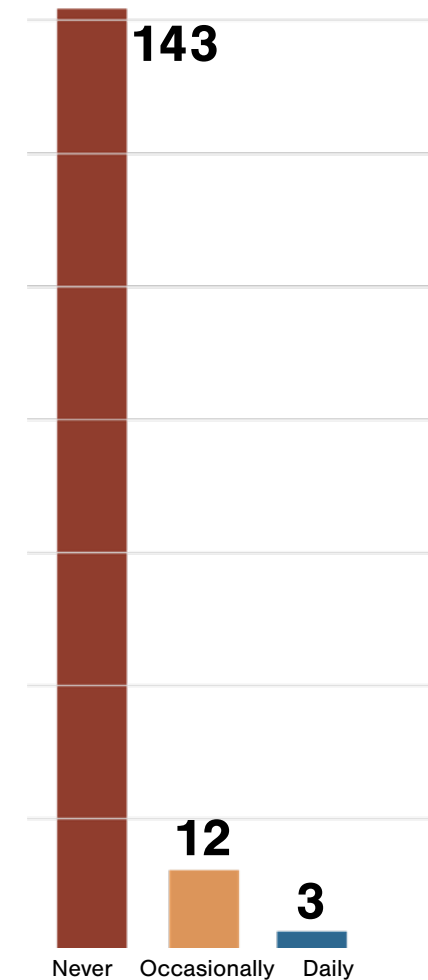


Public Transportation

WHICH OF THE FOLLOWING WOULD MAKE RIDING TRANSIT MORE LIKELY?



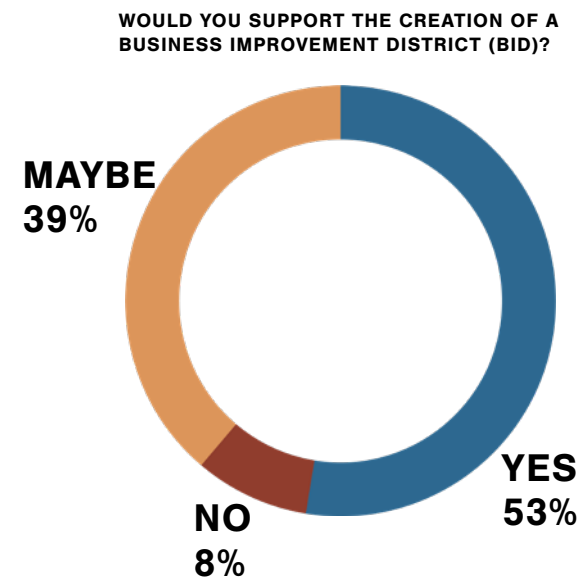
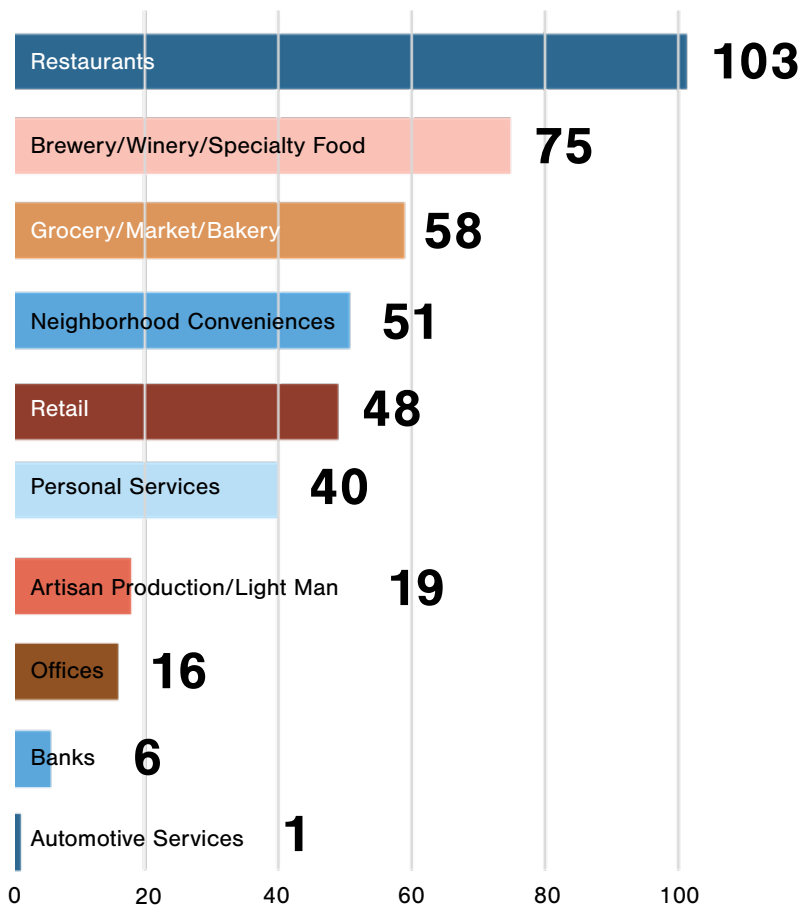
HOW OFTEN DO YOU USE PUBLIC TRANSPORTATION IN BRIDGEPORT?



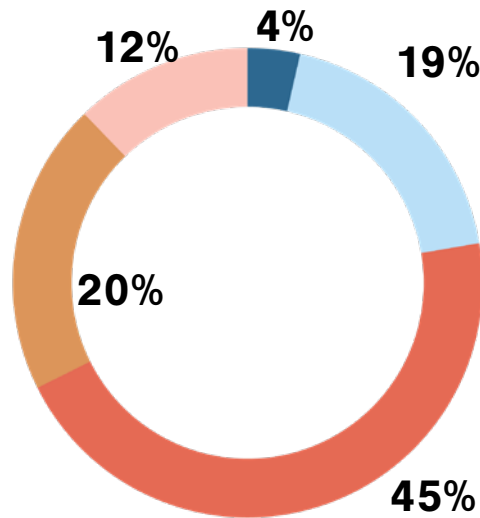
SURVEY 1 COMMUNITY VISIONING

Commerce

WHAT TYPE OF BUSINESSES WOULD LIKE TO SEE MORE OF IN BRIDGEPORT?



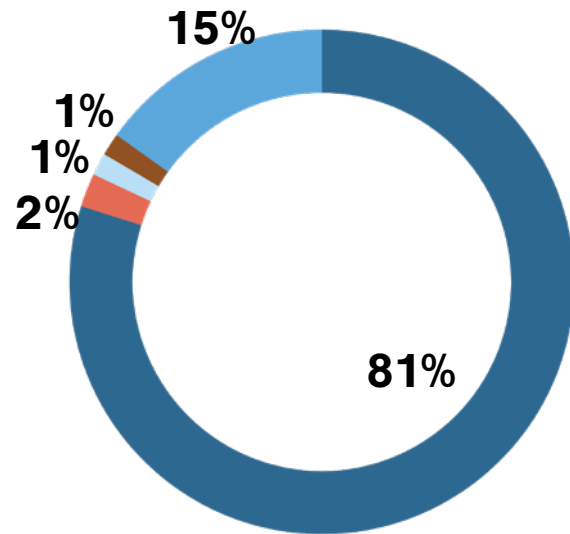
Demographics of Survey



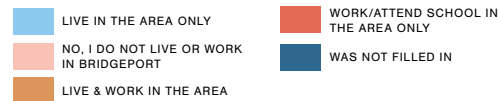
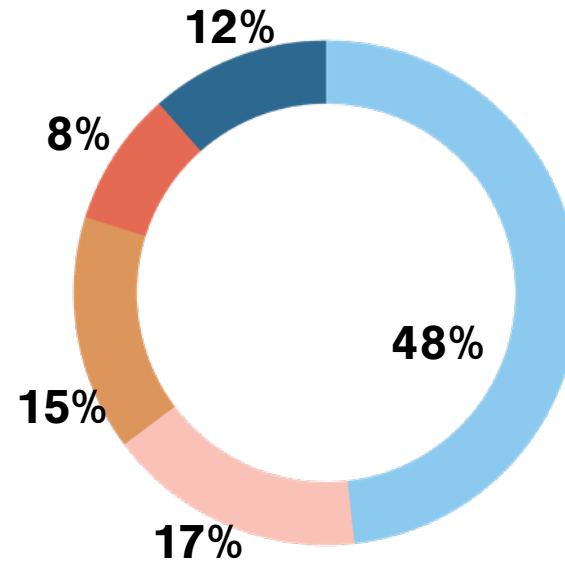
WHAT IS YOUR AGE?



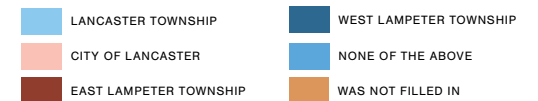
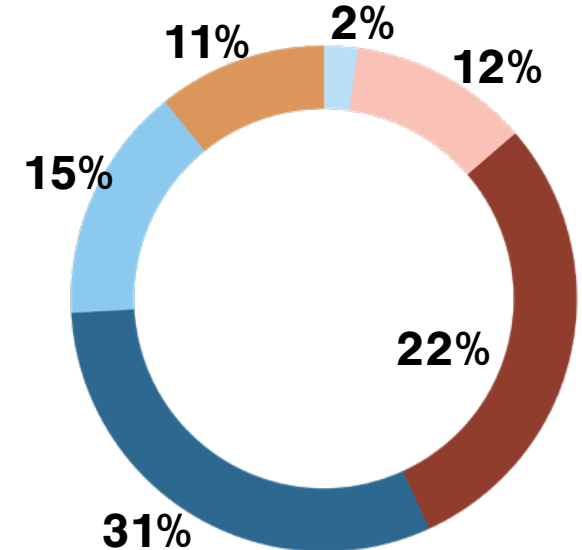
HOW DO YOU TYPICALLY TRAVEL TO WORK?



DO YOU WORK OR LIVE IN THE STUDY AREA?



WHAT MUNICIPALITY DO YOU LIVE IN?



SURVEY 2 TRANSPORTATION CHOICES

2020 Survey Results

The Bridgeport Crossroads Transportation Survey received a great array of opinions and information from the public that has helped guide the design and planning of potential Bridgeport-area projects.

Survey questions asked for the public's preferences on a variety of transportation-related options. Responses revealed true needs and desires of the surrounding area.

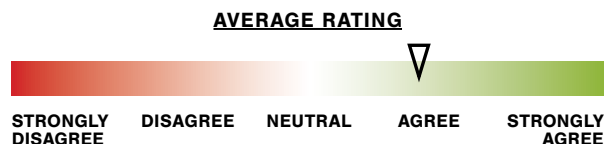
The survey was available for online participation from March 6, 2020 until February 26, 2021. Over this time, the survey received 297 total respondents. Majority of the survey participants live in the surrounding communities, as shown by the percentage of respondents from each municipality below:

- 37% - West Lampeter Township
- 21% - City of Lancaster
- 20% - East Lampeter Township
- 7% - Lancaster Township
- 14% - None of the above



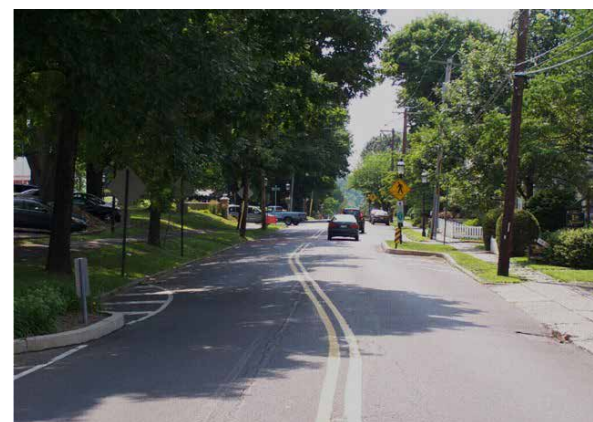
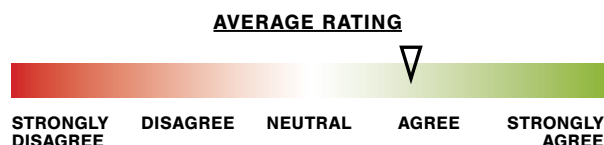
COMPLETE STREETS

Bridgeport's streets should be designed to address the needs of pedestrians, transit riders, bicycles & buggies while enhancing its sense of place.



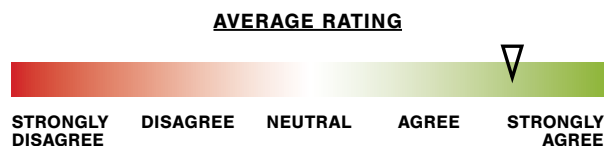
TRAFFIC CALMING

Bridgeport's streets should be designed to slow drivers' speeds, especially in residential neighborhoods.



ENHANCED INTERSECTIONS

Bridgeport's signalized intersections should be designed to improve the flow of traffic, enhance pedestrian safety, and contribute to a stronger sense of place.



Neighborhood Streets

The images ranked here represent the top 3 preferences of potential traffic calming measures for nearby neighborhood streets.

The top 3 options are ranked in order of the highest rating (most preferred), among the 6 total options.

RAISED CROSSWALK

A crosswalk that has been designed for greater visibility by motorists and increased awareness of pedestrians.



CURB BUMP-OUTS & NECK DOWN

A measure to minimize distance for pedestrian crossing and reduce the width of travel lanes to slow vehicular speeds.



CHICANE

A series of curb extensions that create an s-shaped street curve designed to slow traffic and increase awareness.



SURVEY 2 TRANSPORTATION CHOICES

Major Streets

The images ranked here represent the top 3 preferences of potential traffic calming measures for major streets in the area.

The top 3 options are ranked in order of the highest rating (most preferred), among the 5 total options.

TEXTURED CROSSWALK

The use of pavers to demarcate crosswalks and alert motorists that they are entering a pedestrian-friendly area.



LIGHTED CROSSWALK

A traffic calming measure that integrates lighting within the roadway and illuminates when activated by pedestrians.



LANDSCAPED MEDIAN

A landscape island separating traffic lanes to improve safety, create an area of pedestrian refuge, and add visual interest.



Lincoln Highway Alternatives

The images and options ranked here represent the overall preferences for the composition of vehicular lanes, bicycle lanes, parallel parking, and sidewalks on Lincoln Highway.

The options are ranked in order of the highest rating (most preferred), among the 4 total options.

55% of survey respondents strongly agree or agree with the idea of adding sidewalks, a landscaped median, and bike lanes to Lincoln Highway.



#1 SIDEWALKS, LANDSCAPED MEDIAN, BIKE & BUGGY LANES

Option B includes sidewalks, a landscaped center median, and lanes for bicycles or buggies.



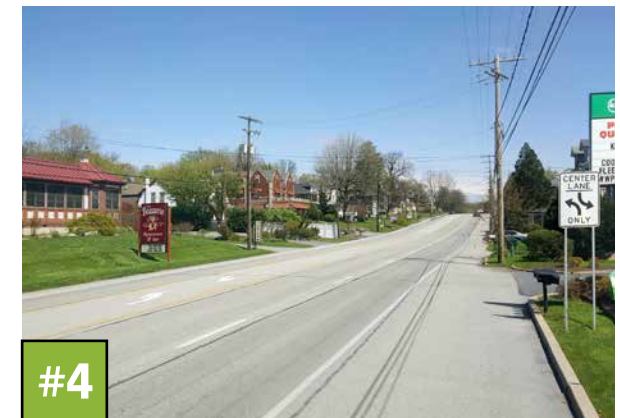
#2 SIDEWALKS, LANDSCAPED MEDIAN, SHOULDER

Option C includes sidewalks, a landscaped center median, and a shoulder along the travel lane.



#3 SIDEWALKS, LANDSCAPED MEDIAN, PARKING

Option A includes sidewalks, a landscaped center median, and on-street parking spaces.



#4 MAINTAIN CURRENT CONDITION

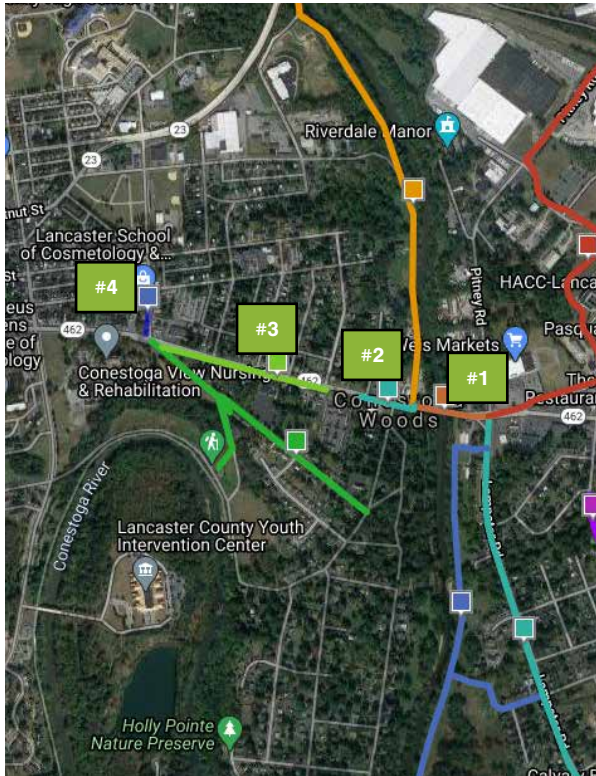
Option D maintains the current conditions of Lincoln Highway.

SURVEY 2 TRANSPORTATION CHOICES

Potential Sidewalk Connections

The images and options ranked here represent the overall priorities for potential sidewalk projects in the Bridgeport area.

The options are ranked in order of the highest priorities by survey participants (highest percentage of agreement), among the 5 total options.



#1
KING ST. / ROUTE 462 BRIDGE

87% of survey participants agreed that sidewalks along the King St. / Route 462 Bridge are a top priority for the project.



#2
KING ST. SIDEWALK NEAR CONESTOGA DR.

85% of survey participants agreed that sidewalks on King St., near Conestoga Dr. are a top priority for the project.



#3
KING ST. SIDEWALK NEAR RIVERSIDE AVE.

79% of survey participants agreed that sidewalks on King St., near Riverside Ave. are a top priority for the project.



#4
KING ST. SIDEWALK NEAR RANCK AVE.

72% of survey participants agreed that sidewalks on Ranck Ave. are a top priority for the project.

Potential Trail Connections

The images and options ranked here represent the overall priorities for potential trail projects in the Bridgeport area. The April 2021 survey asked participants to rank North and South trails separately to determine the most desired trail alignment. The options are ranked in order of the highest priorities by survey participants (highest percentage of agreement), among the 8 total options. The 4 lowest ranked trails in descending order include: Tennyson to Longfellow, Clayton to Frances, Old Farm/ Milton, and Longfellow to Lincoln.



#1

SOUTH TRAIL: CONESTOGA RIVER

81% of survey participants agreed that trails along the southern portion of the Conestoga River are a top priority for the project.



#3

NORTH TRAIL: HACC PITNEY RD.

77% of survey participants agreed that trails connecting HACC and along Pitney Road are a top priority for the project.



#2

NORTH TRAIL: CONESTOGA RIVER

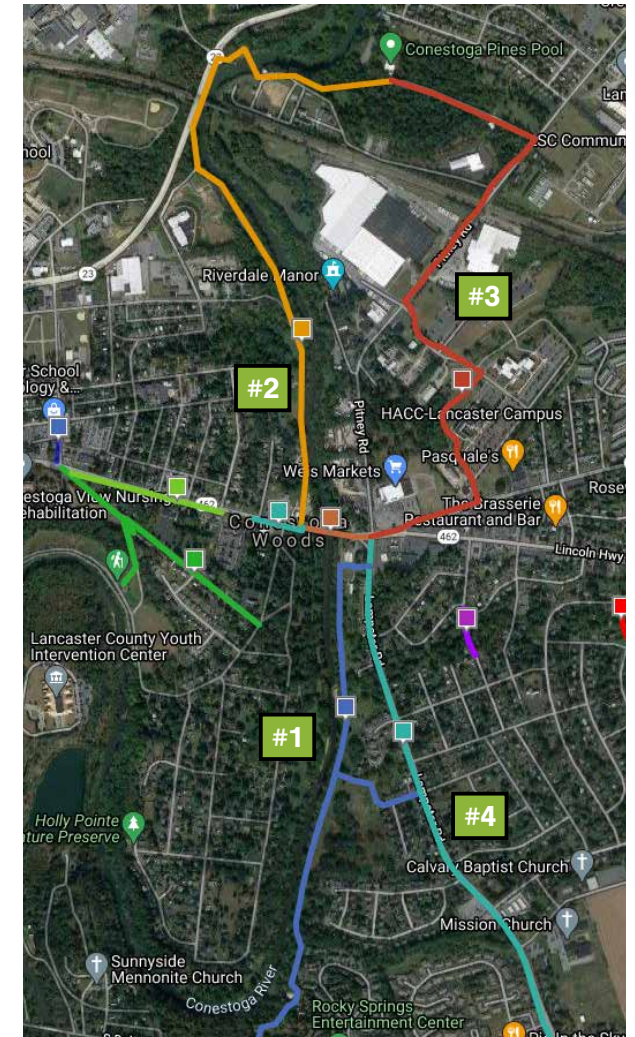
79% of survey participants agreed that trails connecting along the northern portion of the Conestoga River are a top priority for the project.



#4

SOUTH TRAIL: LAMPETER MILLPORT ROAD

76% of survey participants agreed that trails along Lampeter and Millport roads are a top priority for the project.



SURVEY 3 FINAL ALTERNATIVES

Survey Overview

BRIDGEPORT TRANSPORTATION ALTERNATIVES SURVEY FROM APRIL 2021

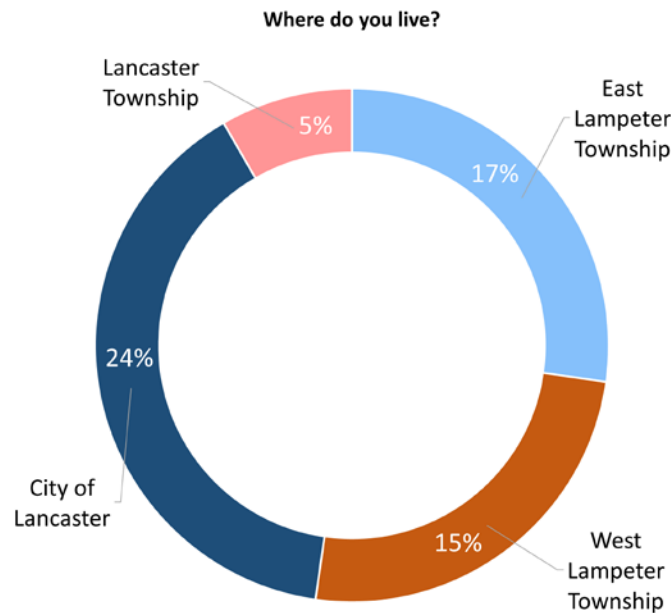
215 TOTAL RESPONSES
209 ONLINE PARTICIPANTS
6 PAPER SURVEYS RECEIVED

An online survey was conducted which asked participants to review the final alternatives for the Bridgeport Crossroads project and choose/rank top preferences. While attention was given to the preferences of the community survey, final recommendations sought to balance various municipal priorities, neighborhood

concerns, and transportation best practices.

Survey participants predominantly live in 4 municipalities within the Bridgeport area. The following is a list of participants' home municipalities:

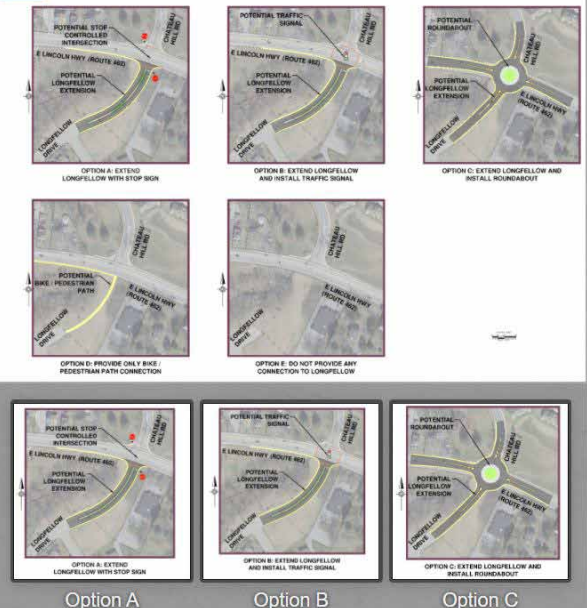
1. City of Lancaster	52
2. East Lampeter Township	36
3. West Lampeter Township	33
4. Lancaster Township	11
5. Other	5
6. Unknown	79



1.2 Pedestrian and Access Alternatives-Longfellow Drive

The five image choices below illustrate proposed options for Longfellow Drive. Please rank these in order from most preferred to least preferred by clicking each image in the order of your preference. A large number will appear indicating your selection. Click on the magnifying glass in the top right corner to enlarge the image choice.

1.2

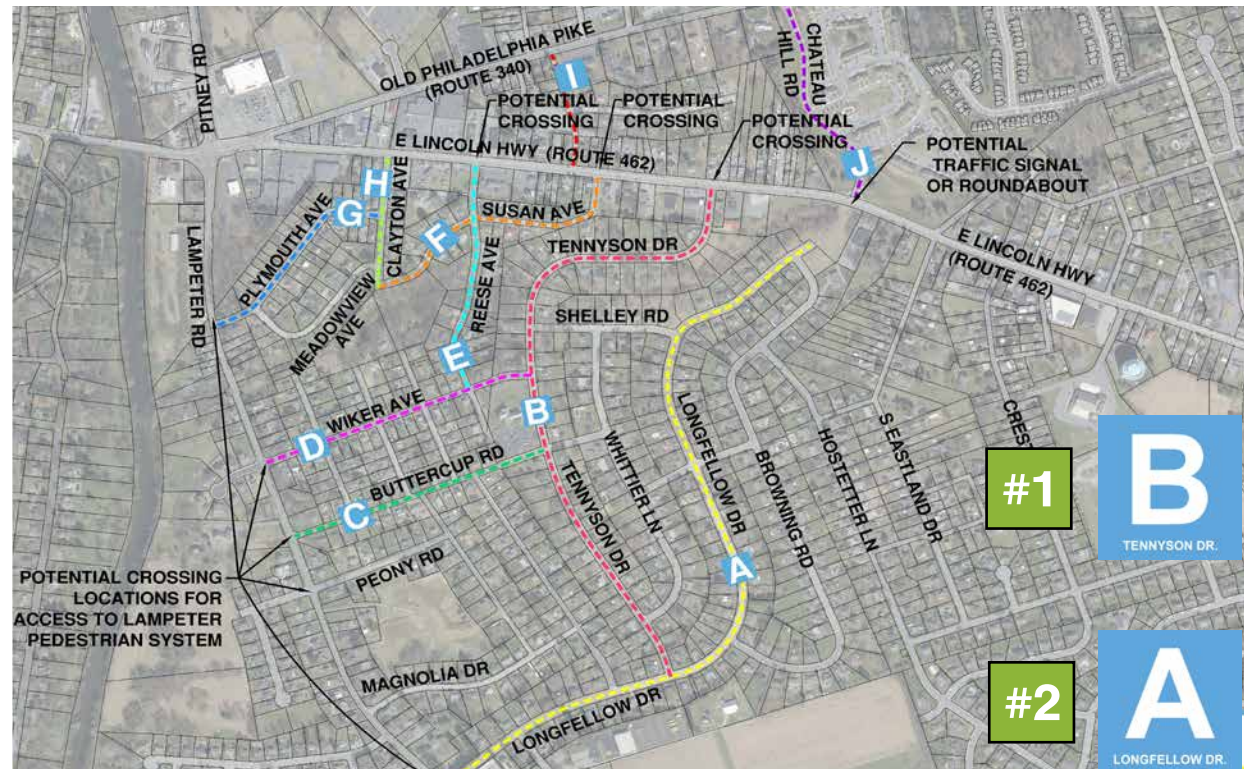
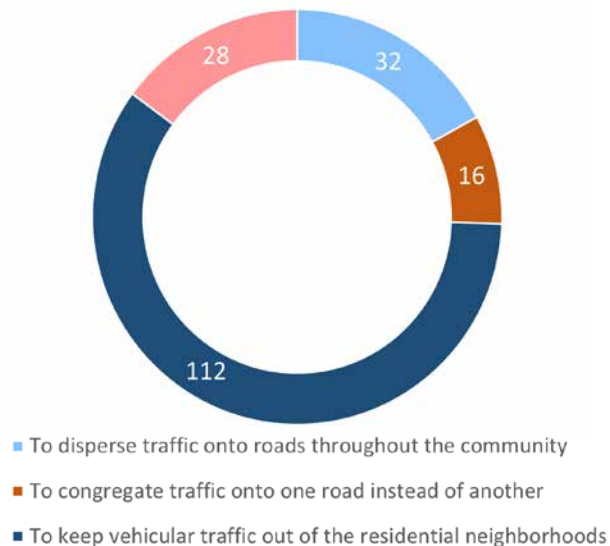


Traffic Calming Alternatives

The following list represents the preferred streets to prioritize for traffic calming in the Bridgeport area:

1. Tennyson Dr
2. Longfellow Dr
3. Wiker Ave
4. Buttercup Rd
5. Plymouth Ave
6. Michigan Ave
7. Chateau Hill Rd
8. Susan Ave
9. Clayton Ave

The chart below highlights why respondents chose their top response.



To better understand why residents chose a specific street for traffic calming, an option was provided to fill in a unique response. The following list represents commonly noted reasons for choosing preferences from question 1.1:

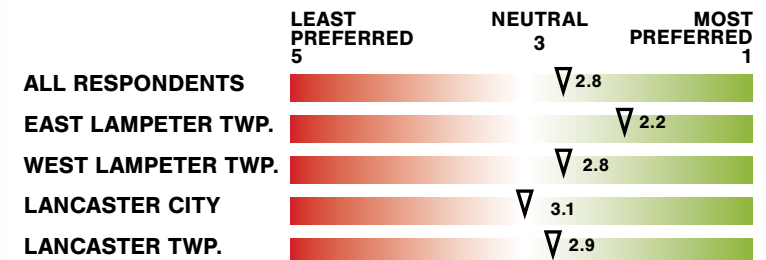
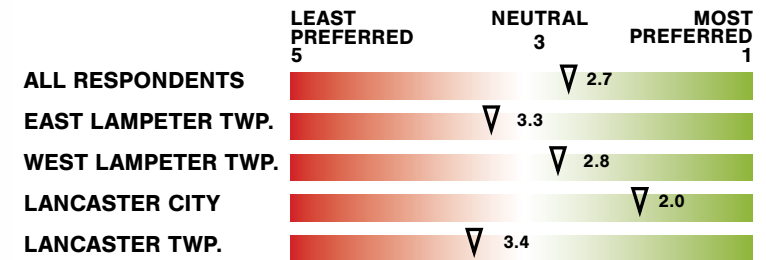
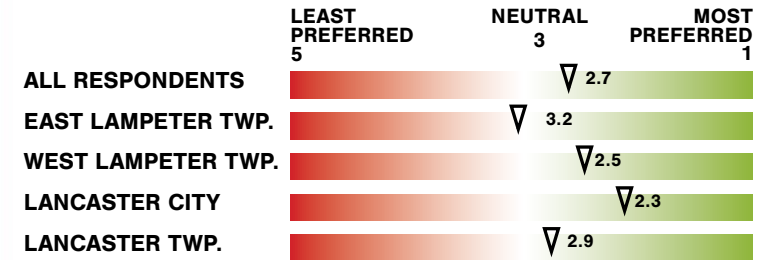
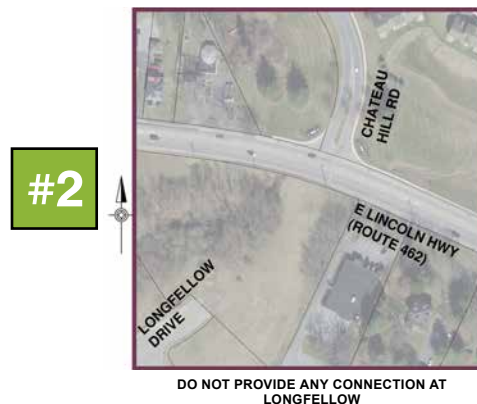
1. To discourage speeding in residential neighborhoods.
2. To place traffic calming on streets which are most commonly accessed by residents.
3. To reduce vehicular collisions.
4. There is no need for traffic calming.

SURVEY 3 FINAL ALTERNATIVES

Pedestrian and Access Alternatives - Longfellow Drive

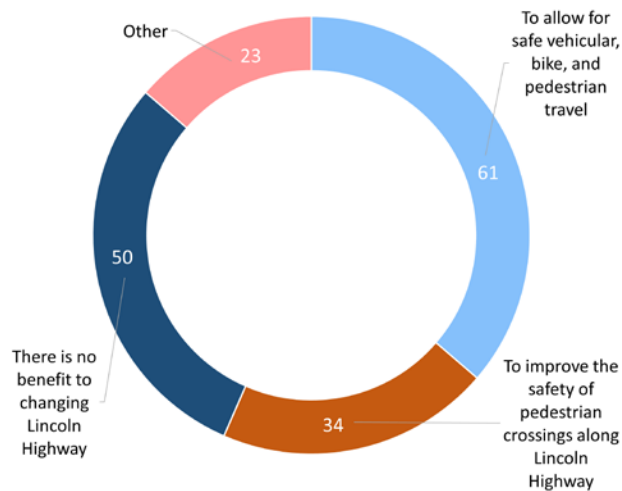
The images ranked at the right represent the most preferred options for improvements to Longfellow Drive, with the most preferred as #1 and the least preferred as #5. The following list represents the top four fill-in responses:

1. To reduce the possibility of causing congestion and collisions on Lincoln Hwy by adding traffic controls and adding an access point with poor visibility.
2. To avoid adding more traffic to a residential neighborhood and potentially causing vehicular and pedestrian conflicts, specifically with the safety of children in mind.
3. To provide a connection from Lampeter Rd to Lincoln Highway E.
4. This connection may provide one more entry/exit point in the neighborhood, without significantly altering traffic flow on Lincoln Hwy.



Lincoln Highway Alternatives

The images and options ranked here represent the overall preferences for the composition of vehicular lanes, bicycle lanes, parallel parking, and sidewalks on Lincoln Highway. On the images to the right, the top ranked choice is labeled #1 and the least favored choice is labeled #4.



The following list represents commonly noted reasons for choosing respondents' top answer:

1. To slow vehicles down.
2. Adding sidewalks would be an improvement.
3. To improve the safety of pedestrians crossing Lincoln Highway.
4. There is no need for parking along Lincoln Highway.



SURVEY 3 FINAL ALTERNATIVES

Trails Along the Conestoga (North)

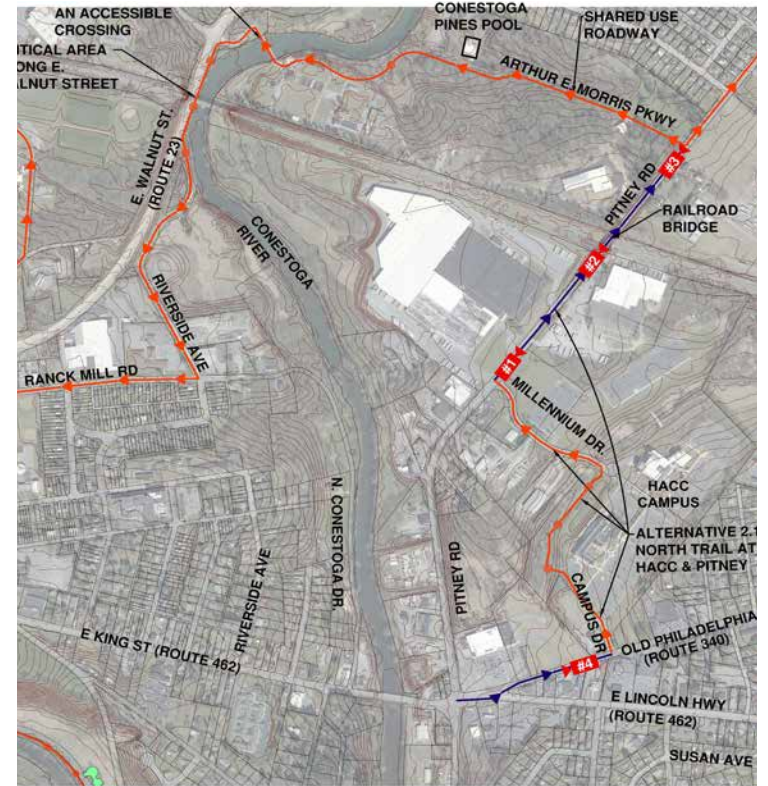
Participants were asked to rank each trail in order of preference. Responses indicated the following rankings:

1. The Conestoga River West Trail is the preferred north trail connection. It would be a north connection along N. Conestoga Rd connecting the Bridgeport Crossroads to the Conestoga Pines Park Pool.
2. The HACC & Pitney Road Trail is the secondary preferred north trail connection. It would create a north connecting through the crossroad area connecting through HACC campus north to Pitney Road.



CONESTOGA RIVER WEST TRAIL

#1



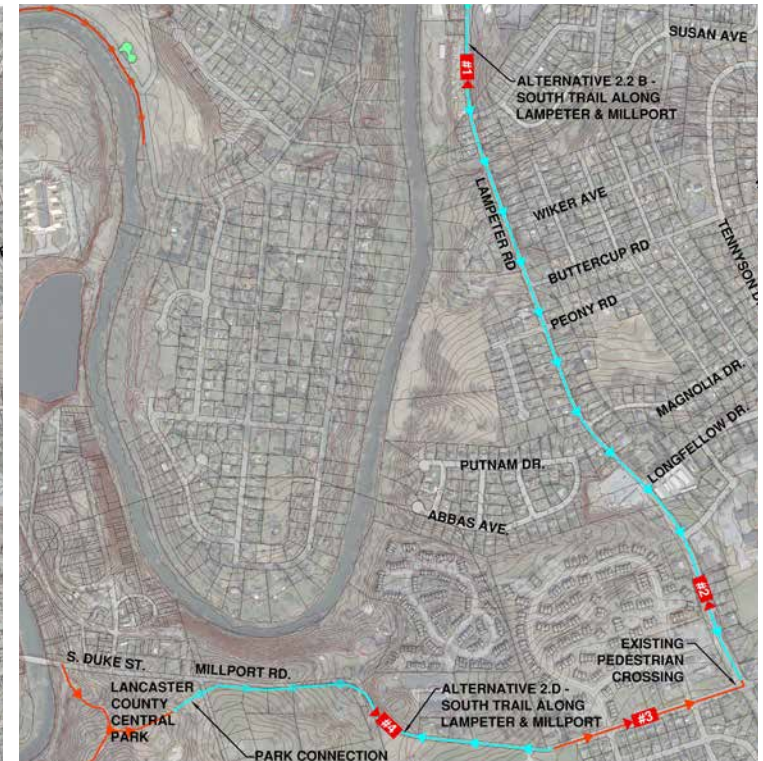
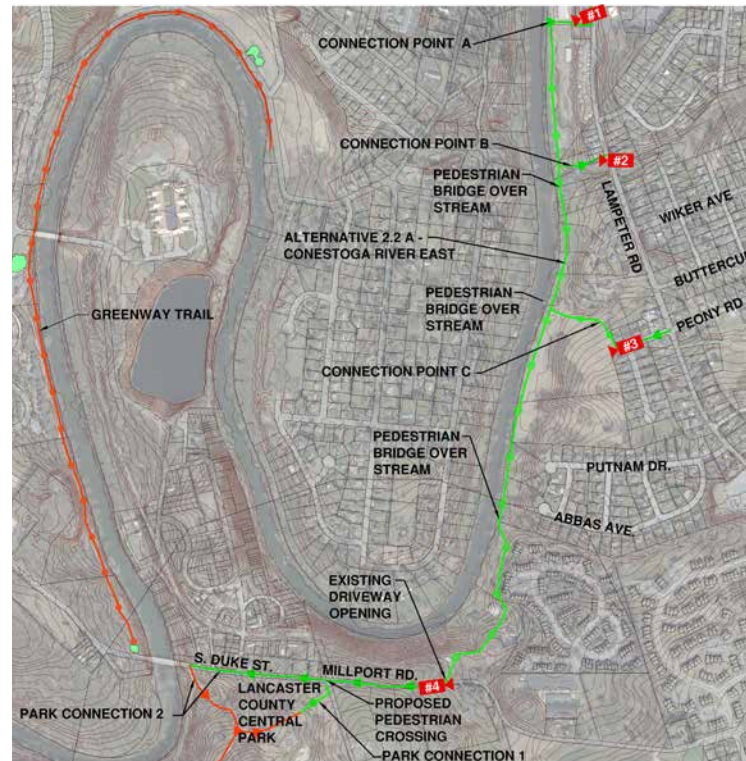
HACC & PITNEY ROAD TRAIL

#2

Trails Along the Conestoga (South)

Participants were asked to rank each trail in order of preference. Responses indicated the following rankings:

1. The Conestoga River East Trail is the preferred south trail connection. It would follow the eastern banks of the Conestoga River connecting the Bridgeport Crossroads with Lancaster County Central Park.
2. The Lampeter and Millport Trail would be located along Lampeter and Millport Rds is the secondary preferred trail connection. It would connect the Bridgeport Crossroads with Lancaster County Central Park.



SURVEY 3 FINAL ALTERNATIVES

King Street Area Connectivity

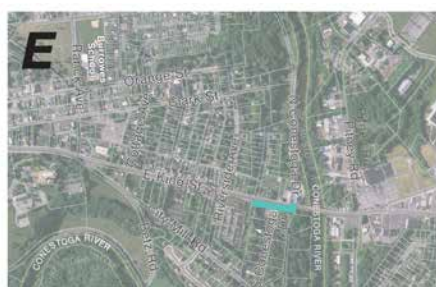
The following list represents the top 5 priorities for sidewalk connections in the Bridgeport area:

1. King Street Bridge
2. King Street at Conestoga Drive
3. Ranck Avenue
4. King Street near Riverside Ave
5. City Mill Road (southern side)

Residents of Lancaster Township differed in opinion from the overall group, noting that the priorities for sidewalk connections should be Ranck Ave and City Mill Rd.



#1



#2



#3



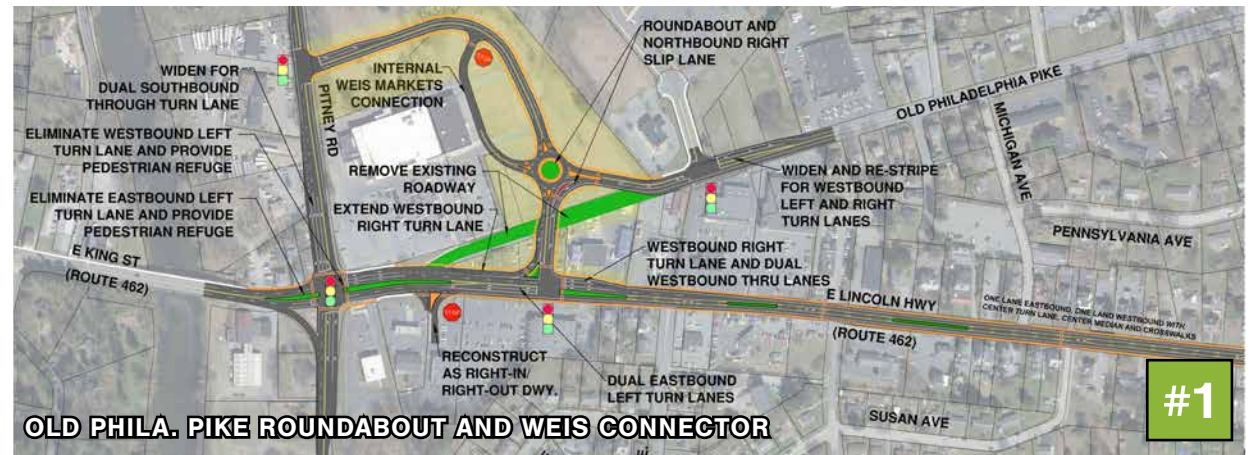
#4

Transportation Alternatives

The following list represents the top 3 priorities for transportation alternatives in the Bridgeport area:

1. Old Phila. Pike roundabout and Weis connector.
2. Realign Old Phila. Pike, roundabout and Lampeter/ Weis connectors
3. Clayton Ave. Extension and Weis connector

The graph below illustrates participant choices of pre-established reasons for choosing their preferred alternative.



To better understand why residents chose a specific alternative, an option was provided to fill in a unique response. The following list represents commonly noted reasons for choosing preferences from question 4:

1. There are concerns about the length of construction time and how it will further impact the local neighborhood traffic as people try to avoid the congested construction area.
2. To reduce congestion and increase safety while also optimizing access to the local businesses.
3. People have trouble understanding how to use roundabouts.
4. To utilize the vacant land surrounding HACC and Weis to help reduce traffic congestions and reduce cut-through traffic.
5. A high-volume of trucking traffic comes through this area and may have trouble with the roundabouts.

SURVEY 3 FINAL ALTERNATIVES

Land Use Alternatives

The following list represents the top 8 preferred land uses for the Bridgeport area in rank order from most preferred to least preferred:

1. Townhomes
2. Transit center
3. Apartments over retail
4. A central green
5. Anchor retail stores and food markets
6. Local businesses
7. Attractive streets and sidewalks
8. Restaurants and outdoor dining



Priorities for the Bridgeport Area

The following list represents the top-10 fill-in responses when asked “What is the most important improvement for the Bridgeport Area”:

1. Reduce traffic congestion and enhance traffic flow – at key intersections, extend turning lanes to hold more vehicles, provide clear signage for newly added lanes, improve light/signal timing
2. Connect and expand the walking/biking trail network to the greater area
3. Improve pedestrian access and safety in the immediate area – sidewalks in the residential neighborhoods, sidewalk connections to the retail area, and safe street-crossings
4. Improve the aesthetic character of the existing buildings/streetscapes
5. Control traffic speeds and reduce cut-through traffic in the residential neighborhoods with traffic calming measures
6. Make a more livable community by taking advantage of the trail opportunities near the river and access to/from the city
7. Create community gathering spaces and a walkable central retail/service area
8. Building an additional nearby bridge over the river could create another option for drivers and eliminate the bottleneck in this area
9. Add traffic signals at some of the intersections where residential roads meet Lincoln Highway
10. Promote local businesses and specialty stores by creating desirable mixed-use living opportunities with apartments over retail, townhomes, and walkable streetscapes

RECOMMENDED ACTION PLAN **4**

- The Recommended Action Plan
- Neighborhood Traffic Calming & Pedestrian Connectivity
- Trails along the Conestoga River
- Transportation Enhancements at Lincoln Highway
- Transportation Enhancements at the Bridgeport Crossroads
- Recommended Land Uses and Zoning

THE RECOMMENDED ACTION PLAN

Project Recommendations Overview

The recommended action plan calls for five coordinated actions to enhance the quality of the Bridgeport Crossroads area. The goals of the plan include enhancing public safety, transportation mobility, neighborhood character, multi modal trail and connectivity, and improving the performance of roadways and intersection.

The following conceptual design projects were selected by the Bridgeport Steering Committee after careful consideration of the community member and stakeholder input as well as guidance from each of the four municipalities and the Lancaster County Planning Department as outlined in Chapter 3: Community Outreach. The concept design projects selected by the Steering Committee include:

TRANSPORTATION ENHANCEMENTS AT LINCOLN HIGHWAY - SEE PAGE 68



NEIGHBORHOOD TRAFFIC CALMING & PEDESTRIAN CONNECTIVITY ENHANCEMENTS- SEE PAGE 60



TRAILS ALONG THE CONESTOGA RIVER - SEE PAGE 64



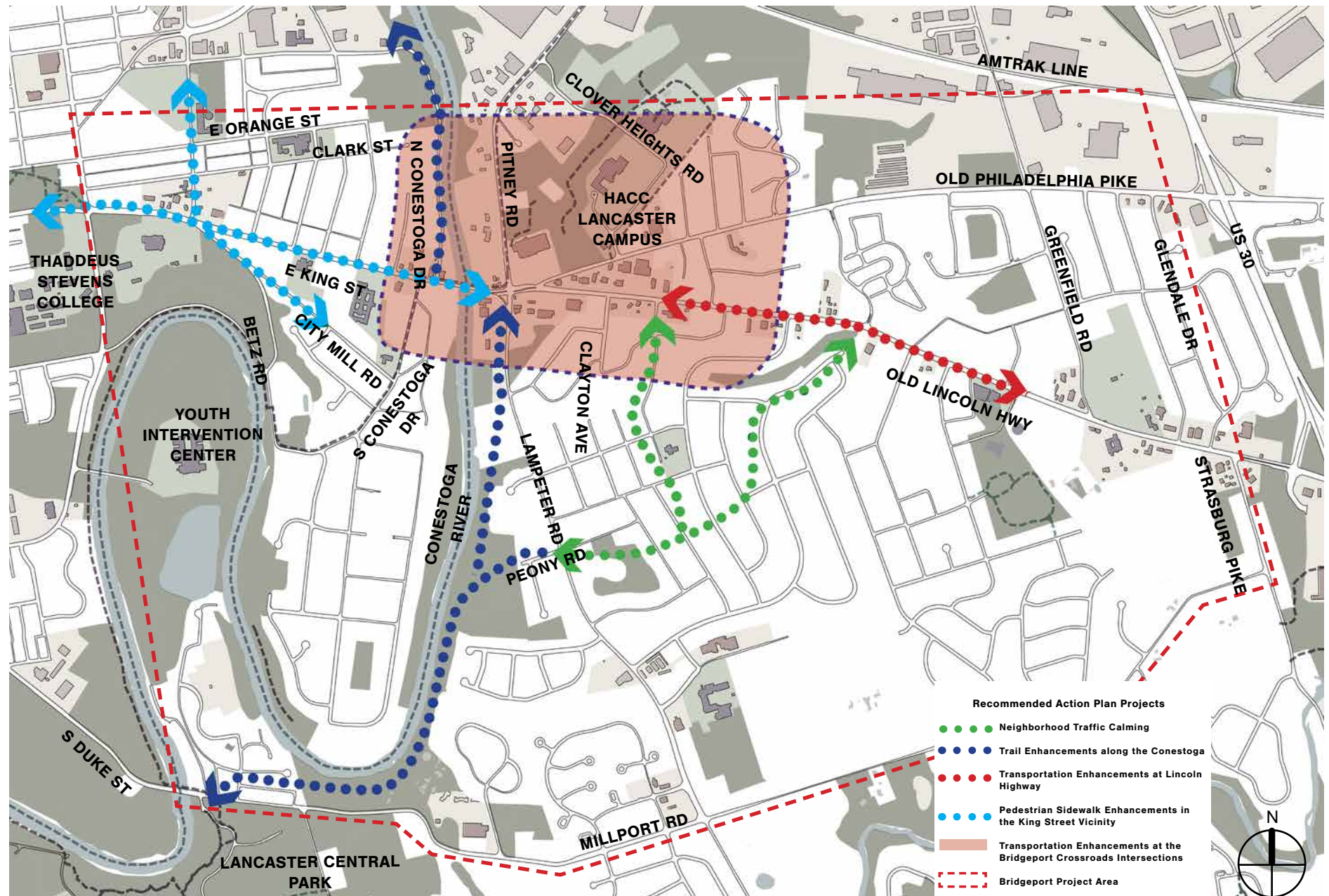
TRANSPORTATION ENHANCEMENTS AT THE BRIDGEPORT CROSSROADS -SEE PAGE 70



RECOMMENDED LAND USE AND ZONING CHANGES - SEE PAGE 73



Map of Recommended Action Plan Projects



THE RECOMMENDED ACTION PLAN

Pedestrian/ Bike Connectivity and Corridor Regeneration

This plan calls for improvements to the pedestrian and bike network to better connect Bridgeport's neighborhoods, businesses, employment centers and bus transit choices. The typical improvements include:

- 6 foot wide concrete sidewalks
- Wide roadway shoulders for buggies
- 8 foot wide asphalt paths for multi-purpose trails
- 14 foot wide sidewalks at commercial districts and
- Color texture paved crosswalks of at least six foot in width at major streets

The map at the right highlights this enhanced pedestrian and bike network as well as targeted areas for regeneration of commercial/ employment areas through the use of infill development, adaptive reuse, and planned development.



Proposed landscaped median and pedestrian improvements along Lincoln Highway to transform this four lane road into a 3 lane road with enhanced pedestrian amenities.



Proposed improvements to trails along the Conestoga River

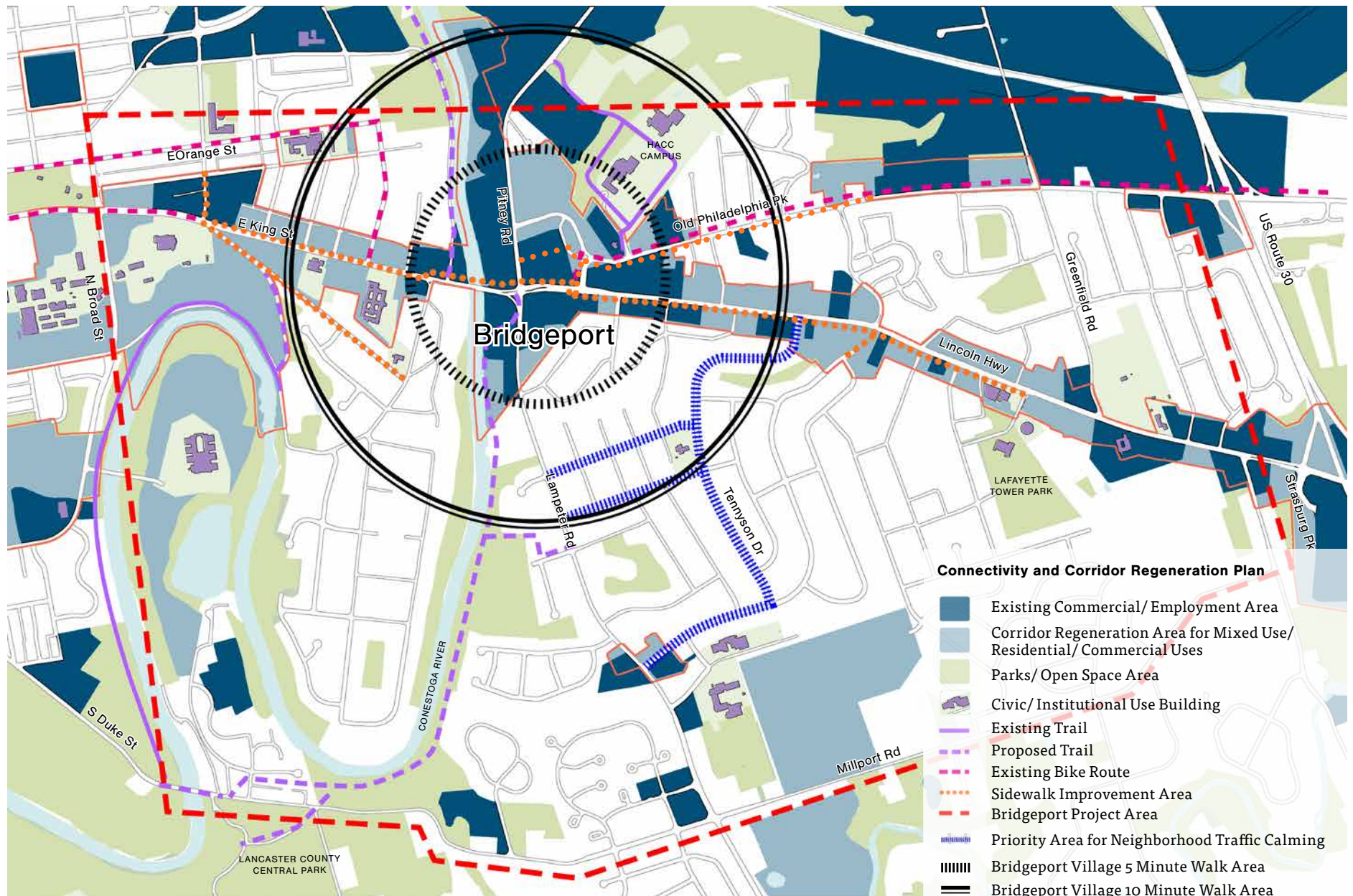


Proposed sidewalk enhancements along commercial corridors with adjacent storefronts



Typical pedestrian oriented street lighting, crosswalks, and intersection improvements

Pedestrian/ Bike Connectivity and Corridor Regeneration Map



NEIGHBORHOOD TRAFFIC CALMING & PEDESTRIAN CONNECTIVITY ENHANCEMENTS

Traffic Calming Overview

One of the goals of the Bridgeport Crossroads Transportation and Land Use Plan is to promote neighborhood traffic calming and pedestrian connectivity within Bridgeport neighborhoods east of Lampeter Road and in the vicinity of Lincoln Highway East. Illustrated by the diagram to the right, the two noted intersections (1 & 2) currently demonstrate congestion issues, particularly during the peak hours, which causes vehicles traveling into this area to seek out alternate routes within the adjacent neighborhood streets. The neighborhood streets with significant cut-through traffic are identified by dashed orange lines. To enhance pedestrian safety and provide traffic calming, the focus of the plan is to make improvements on the following priority streets:

- Longfellow Dr
- Tennyson Dr
- Wiker Ave
- Buttercup Rd

Although there are a multitude of traffic calming methods that can typically be developed for a neighborhood street, such as the addition of textured crosswalks, curb bump-outs, or chicanes, this plan focused on those which may be more suitable for the four neighborhood streets noted above. These traffic calming improvements may include the addition of on-street parking, speed humps / speed cushions, raised



intersections, and/or landscaped gateways as indicated by the images on page 61.

Estimated range of costs for the possible improvements varies for each street and could range as low as \$10,000 to \$20,000 along Buttercup Road and as high as \$100,000 to \$125,000 along Longfellow Drive or Tennyson Drive. All traffic calming improvements will need further development before implementation can occur, and the possible proposed improvements will require collaboration with West and East Lampeter Townships and the City of Lancaster.



TENNYSON DR. - EXISTING CONDITION



WIKER AVE- EXISTING CONDITION

Map of High Priority Streets for Traffic Calming



MOST PREFERRED TRAFFIC CALMING MEASURES

ON-STREET PARKING



LANDSCAPED MEDIAN/GATEWAY



RAISED INTERSECTION/CROSSWALK



CURB BUMPOUTS/NECK DOWN



TEXTURED PAVED CROSSWALKS



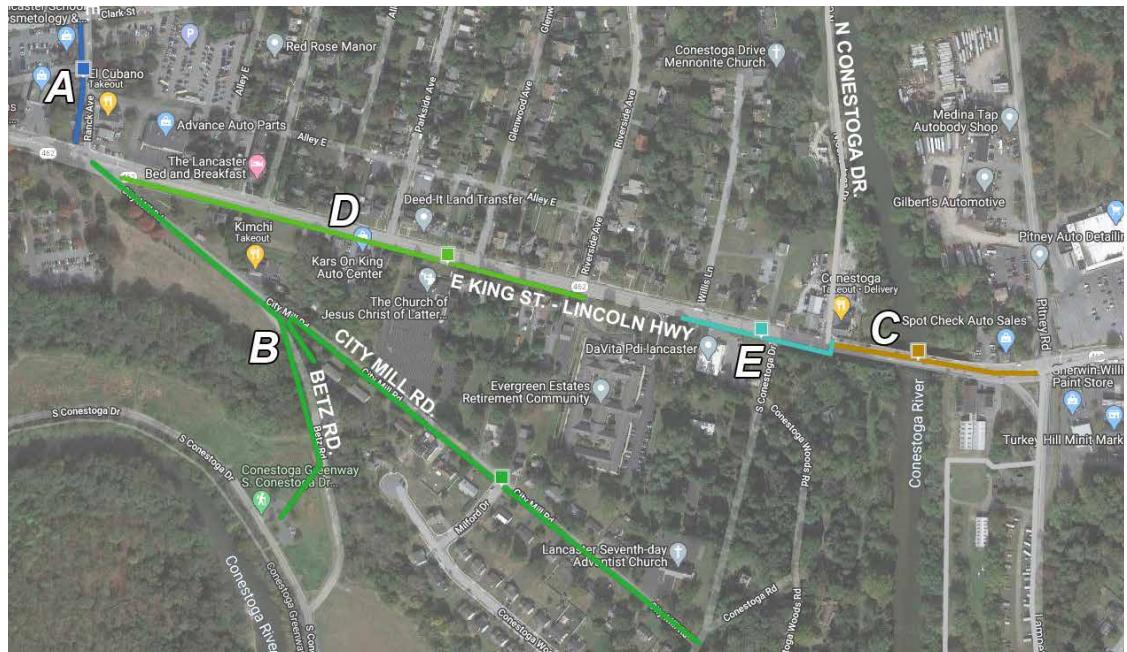
NEIGHBORHOOD TRAFFIC CALMING & PEDESTRIAN CONNECTIVITY ENHANCEMENTS

King Street Walkability Priorities

King Street and its adjacent neighborhoods were studied to determine possible sidewalk improvements to increase pedestrian safety and connectivity. The diagram on page 63 illustrates the following:

- Locations of existing sidewalks (purple lines)
- Locations where connections are planned by others (cyan lines)
- Locations for new potential connections (yellow lines)

Typically, the new connections are shown at locations where there are existing gaps in the sidewalk. Also as shown on the map, shared lane markings are recommended to be placed along King Street, before and after intersections and at 250' spacing along the roadway to enhance bicycle mobility.



Existing photos show the current challenges to pedestrian mobility and safety.



A: RANCK AVE SIDEWALK

This enhancement would connect a gap in the existing sidewalks along the western side of Ranck Ave and provide a safer route for students walking to Burrowes School.



B: CITY MILL ROAD

This enhancement would add sidewalks on the southern side of City Mill Rd, as well as provide a mid-block crossing across Betz Rd, adjacent to City Mill Rd.



C: KING STREET BRIDGE

This enhancement would connect the missing sections of sidewalk along the north side of King St. It also enhances pedestrian mobility on the bridge's south side.



D: RIVERSIDE AVE

This enhancement would connect the existing sidewalks and create safer pedestrian routes on the south side of King St.

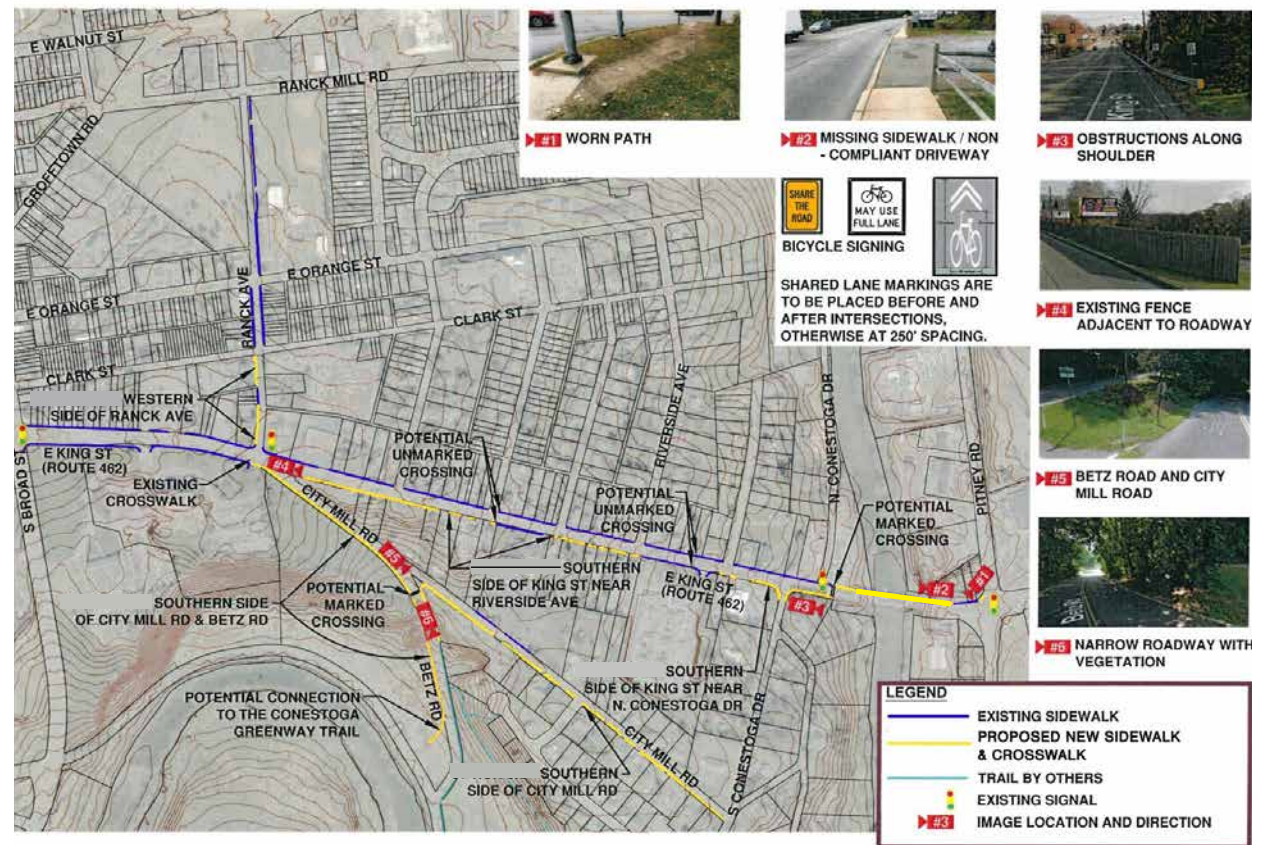


E: KING STREET AT CONESTOGA

This sidewalk enhancement would connect to existing sidewalks on the south side of King St. as well as a crosswalk at the signalized intersection.

King Street Walkability Enhancements

Based on feedback from the public and the Steering Committee, the five options (A through E) that are identified on the map shown on page 62, were ranked with pedestrian enhancements along the King Street Bridge being the highest priority improvement for this area. As a short-term improvement, the missing sections of sidewalk can be placed along the north side of the bridge, between Pitney Road and N. Conestoga Drive. These connections will provide connectivity between the Bridgeport area and the City of Lancaster. The estimate of probable costs for this improvement will range from \$100K to \$150K. In order to improve the connection between the planned trails along the Conestoga River, more long-term enhancements are recommended along the south side of the King Street Bridge as well. Options for this pedestrian access includes either a new pedestrian bridge separate from the existing, or a cantilevered sidewalk connected to the existing bridge, if determined to be feasible. Either option has an estimated probable cost between \$800K to \$1M. Prior to implementing any improvements along the south side of the King Street Bridge, coordination with PennDOT will be needed to assess the bridge condition and determine if a bridge replacement is prudent. Bridge replacement is outside the scope of this project and is not included within the estimate of probable cost.



The other pedestrian connectivity enhancements along King Street and the adjacent neighborhoods are summarized on page 62 for each ranking and have estimated costs that range between \$150K to \$200K for sidewalks along Ranck Ave, and \$1M to \$1.5M for sidewalk enhancements along City Mill Road. All these pedestrian enhancements will require collaboration with Lancaster

Township, East and West Lampeter Townships, as well as PennDOT for the King Street enhancements on the detailed design and implementation.

TRAILS ALONG THE CONESTOGA RIVER

North Trail Connectivity

The North Trail Enhancement Project follows a conceptual trail alignment along the western banks of the Conestoga River north of the King Street Bridge. The project implementation strategy includes:

- Trail connectivity north of the Bridgeport Crossroads to Conestoga Pines Pool and the planned Greater Lancaster Heritage Trail
- Creating connections to King Street and its adjacent neighborhoods
- Increasing recreational opportunities to along the Conestoga River.

This trail would include new curbing and sidewalk along the east side of N. Conestoga Drive until approx. 2000' north of King Street where the trail is planned to continue as an off-road shared-use path along the west side of the Conestoga River. The proposed trail connection will have an estimate of probable cost ranging from \$1.5M to \$2M, and will involve collaboration between Lancaster Township and the City of Lancaster on the detailed design and implementation.

NORTH TRAIL ALIGNMENT - CONESTOGA RIVER WEST

CONCEPTUAL PLAN

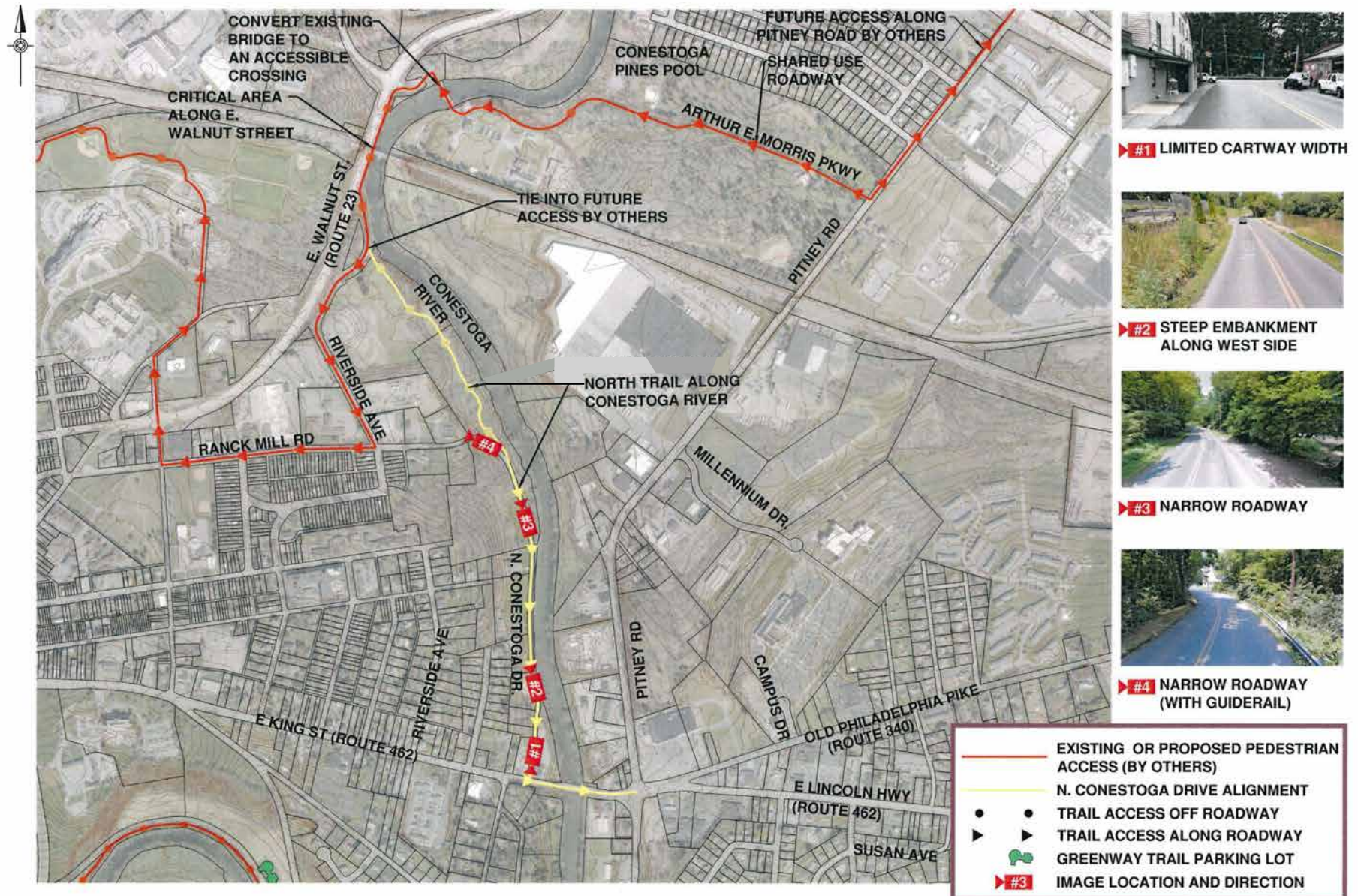


CONCEPTUAL RENDERING



This proposed trail provides a north-south connection along N Conestoga Road while connecting the Bridgeport Crossroads area to the Conestoga Pines Park and Pool area.

North Trail Alignment



TRAILS ALONG THE CONESTOGA RIVER

South Trail Connectivity

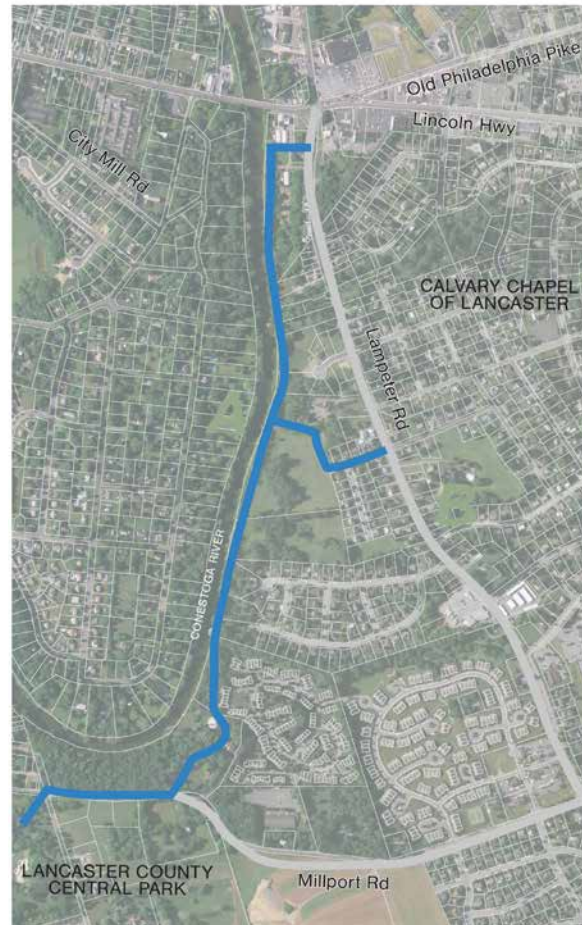
The South Trail Enhancement Project follows a conceptual trail alignment along the eastern banks of the Conestoga River south of the King Street Bridge. The project implementation strategy includes:

- Trail connectivity south from the Bridgeport Crossroads to Lancaster County Central Park.
- Roadway re-striping, shoulder rehab, widening, and signage along Millport Road.

This trail would be developed as an off-road shared-use path along the eastern side of the Conestoga River with multiple connection points stemming from Lampeter Road. Additionally, a portion of the trail will be curbed with sidewalk adjacent to Millport Road, just east of the Lancaster County Central Park. The proposed trail connection will have an estimate of probable cost range from \$2.5M to \$3M, and will involve collaboration between West Lampeter Township and the City of Lancaster on the detailed design and implementation.

SOUTH TRAIL ALIGNMENT - CONESTOGA RIVER EAST

CONCEPTUAL PLAN

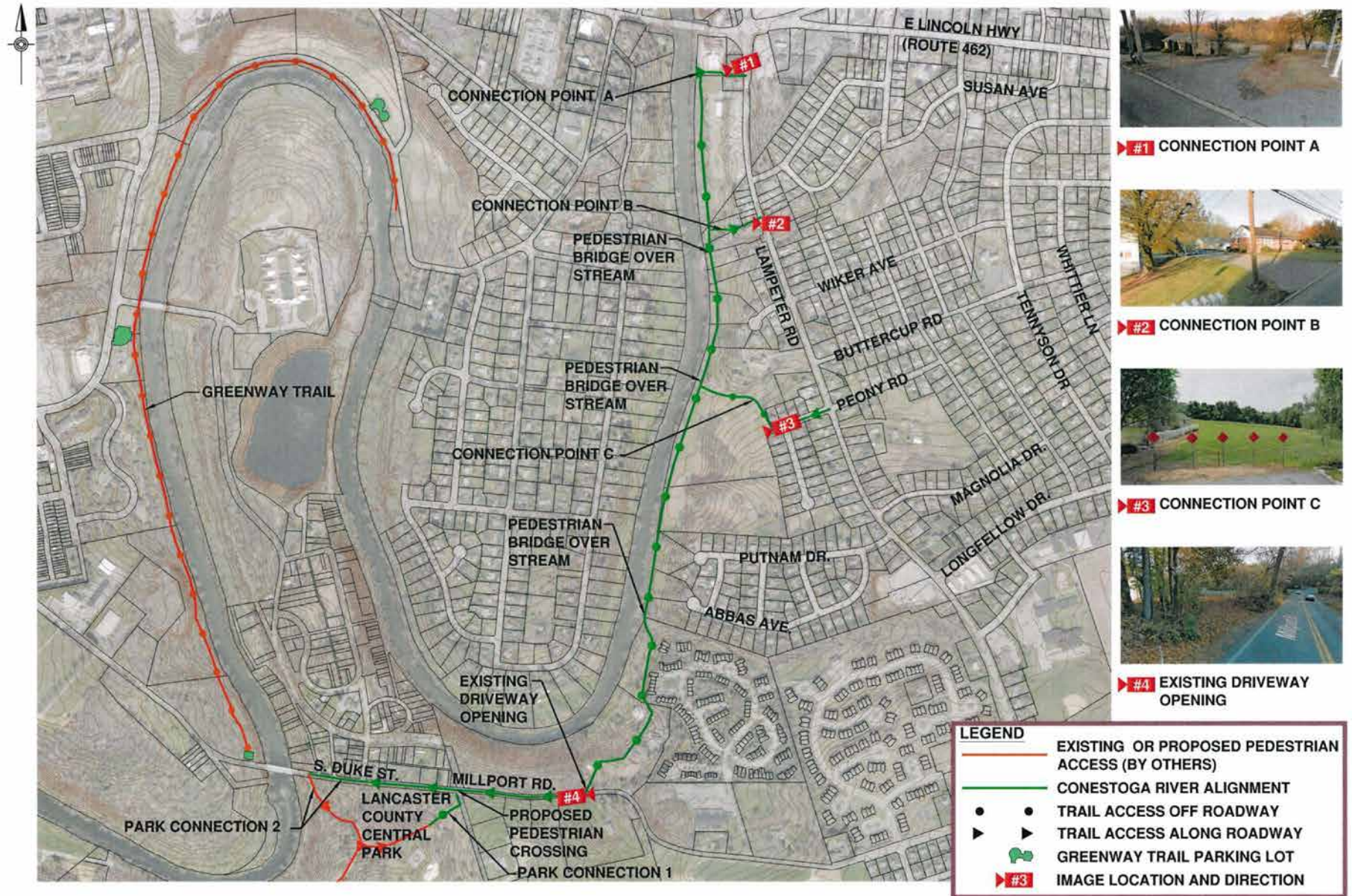


CONCEPTUAL RENDERING



This proposed trail follows the eastern banks of the Conestoga River connecting the Bridgeport Crossroad area with Lancaster County Central Park.

South Trail Alignment



TRANSPORTATION ENHANCEMENTS AT LINCOLN HIGHWAY

Lincoln Highway Recommendations

To enhance the safety, transportation network, pedestrian access and aesthetics of Lincoln Highway East, the plan studied the realignment of travel lanes, addition of sidewalks, and other ways to slow vehicular traffic while maintaining traffic flow and make the streetscape more pedestrian oriented. As shown on the project area map (page 69), the proposed improvements extend west to the Bridgeport Crossroads area and east to Lafayette Way. The project implementation strategy includes:

- Redeveloping the existing 4-lane highway (2 eastbound travel lanes, 1 two-way center-left turn lane, 1 westbound travel lane) into a 3-lane highway.
- A central landscaped median / pedestrian refuge and consolidated access points at key locations along Lincoln Highway, to reduce traffic speeds and beautify the roadway.
- Curbing, crosswalks, and sidewalks along both sides of Lincoln Highway to create safe pedestrian travel ways.
- A proposed shoulder to create additional separation between the pedestrian and vehicular travel.

A typical improvement plan is shown on page 69 that provides an overview of the implementation strategy, including a central landscaped median, pedestrian refuge, curbing, sidewalk, and crosswalks.



RECOMMENDATION: CENTER MEDIAN AND SIDEWALKS



EXISTING CONDITION AT MICHIGAN AVE



ALTERNATE PLAN: CENTER MEDIAN, SIDEWALKS, AND BIKE LANES

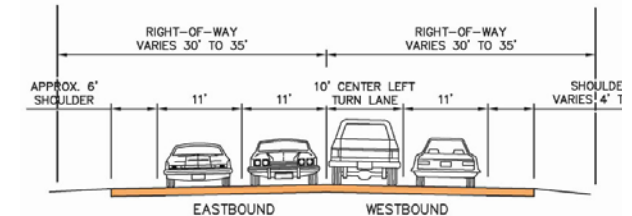
An alternate plan includes an on-street bike lane rather than a shoulder for further consideration by those municipalities that seek to enhance bike access. The action plan studied access between Longfellow Drive and Lincoln Drive and recommends a new pedestrian path. The proposed improvements have an estimate of probable cost between \$3.8M to \$4.3M, encompassing 0.72 miles of Lincoln Highway and will involve collaboration between East Lampeter Township, the City of Lancaster, and PennDOT on the detailed design and implementation. Once the improvements to the Bridgeport Crossroads, Lincoln Highway, and the Longfellow Drive pedestrian path have been implemented, the plan recommends additional study to determine whether additional enhancements or connectivity is warranted.

PROPOSED PATH CONNECTING LONGFELLOW TO LINCOLN HWY

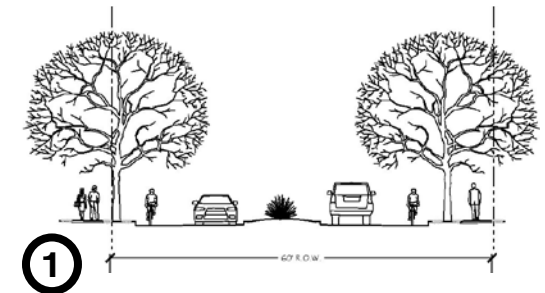
A new off-road shared-use trail shown below is proposed to improve access between the Bridgeport Crossroads and the neighborhoods along Longfellow Drive and eventually connect with the proposed sidewalk that is outlined within the transportation enhancements along Lincoln Highway. The range in cost is expected to be between \$50,000 to \$75,000 and the project will include collaboration with the City of Lancaster, West Lampeter, and East Lampeter Township on the detailed design and implementation.



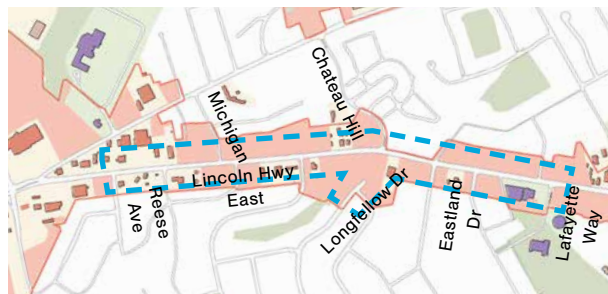
EXISTING TYPICAL SECTION @ LINCOLN



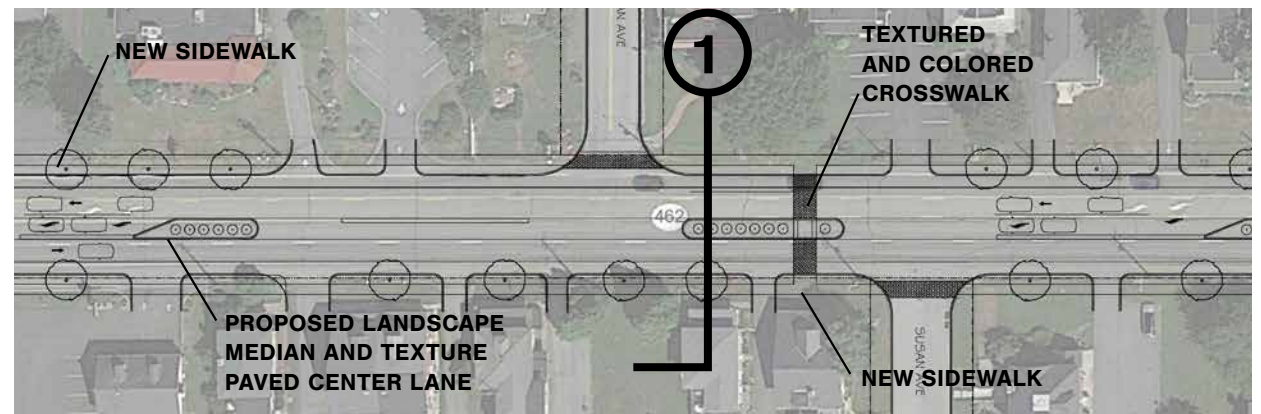
PROPOSED TYPICAL SECTION @ LINCOLN



LINCOLN HIGHWAY PROJECT AREA



TYPICAL IMPROVEMENT PLAN @ LINCOLN



TRANSPORTATION ENHANCEMENTS AT THE BRIDGEPORT CROSSROADS

Recommended Intersection & Pedestrian Improvements

The Bridgeport Crossroads at the intersection of King Street, Pitney Road, Old Philadelphia Pike, Lincoln Highway East, and Lampeter Road has long been a source of congestion and unsafe conditions for motorists, pedestrians, bicyclists, and buggies.

After considering numerous alternatives and engaging the community in the process, the Steering Committee has chosen the following conceptual design improvements to improve traffic flow, pedestrian access, and establish a framework plan and recommended land uses for a more pedestrian oriented Village Center.

The detailed transportation design should consider the following:

- Sidewalk and crosswalk enhancements for connecting businesses, neighborhoods, and recreational trail users
- A roundabout connecting Old Philadelphia Pike, and access to Lincoln Hwy and Pitney Road
- Widen Pitney Road to allow for dual southbound through lanes.



INTERSECTION ANALYSIS

Scenario	Intersection Improvement Overview	Projected 2037 PM Peak Hour Capacity			
		Lincoln Highway & Lampeter/Pitney		Lincoln Highway & Old Philadelphia Pike	
		Level Of Service	Average Delay (S)	Level Of Service	Average Delay (S)
Existing 2017	Existing Conditions With 2017 Traffic	D	53	C	26
Existing 2037	Existing Conditions With 2037 Traffic	F	81	C	31
Recommended Plan	Old Philadelphia Pike Roundabout And Shift Lefts To Weis Connector	C	32	B	18



Transportation Enhancement Details

ENLARGEMENT PLAN



- Relocate the existing signal at Old Philadelphia Pike further to the east and provide dual eastbound left turn lanes
- Provide pedestrian refuge areas where crossings are proposed over multiple lanes
- All left turns from Route 462 (King St/ E Lincoln Hwy) will now be made via a new street north of Lincoln Highway
- A multimodal bus transit center and bus stops throughout the district should be considered and further evaluated
- The proposed north-south trail network along the Conestoga River should be linked to future non-motorized accommodations for those municipalities that seek to make east-west connections along Lincoln Highway as described in the pedestrian connectivity enhancements.

As shown within the intersection analysis, found on page 70, if no improvements are developed within the Bridgeport Crossroads area, by 2037 the levels of service are expected to worsen and additional

A COORDINATED TRANSPORTATION AND LAND USE PLAN AT THE BRIDGEPORT CROSSROADS



congestion and delay is expected to occur. Particularly with the roadway enhancements that were described within the detailed transportation design, the capacity along Lincoln Highway, at the Lampeter Road / Pitney Road and Old Philadelphia Pike intersections, is expected to greatly improve. See page 73, Recommended Land Uses and Zoning improvements to understand how these proposed transportation enhancements are envisioned to create a coordinated land use plan where shops, offices, residences, and sidewalks create a mixed use Village Center.

The proposed improvements have an estimate of probable cost between \$5.5M to \$6.0M and will involve collaboration between East and West Lampeter Townships and PennDOT on the detailed design and implementation.

TRANSPORTATION ENHANCEMENTS AT THE BRIDGEPORT CROSSROADS

Multimodal Transit Connectivity

To increase transit service utilization and convenience, the plan calls for increased sidewalk access along Old Philadelphia Pike, King Street and Lincoln Highway to provide more convenient and safe access between neighborhoods, businesses, and bus stops. By expanding sidewalk connectivity along these corridors, bus stops could then be spaced out more generously at locations (approximately a 2 to 4 minute walk) between bus stops. Bus shelters should be considered at these more centrally located stops. With four bus lines converging at the

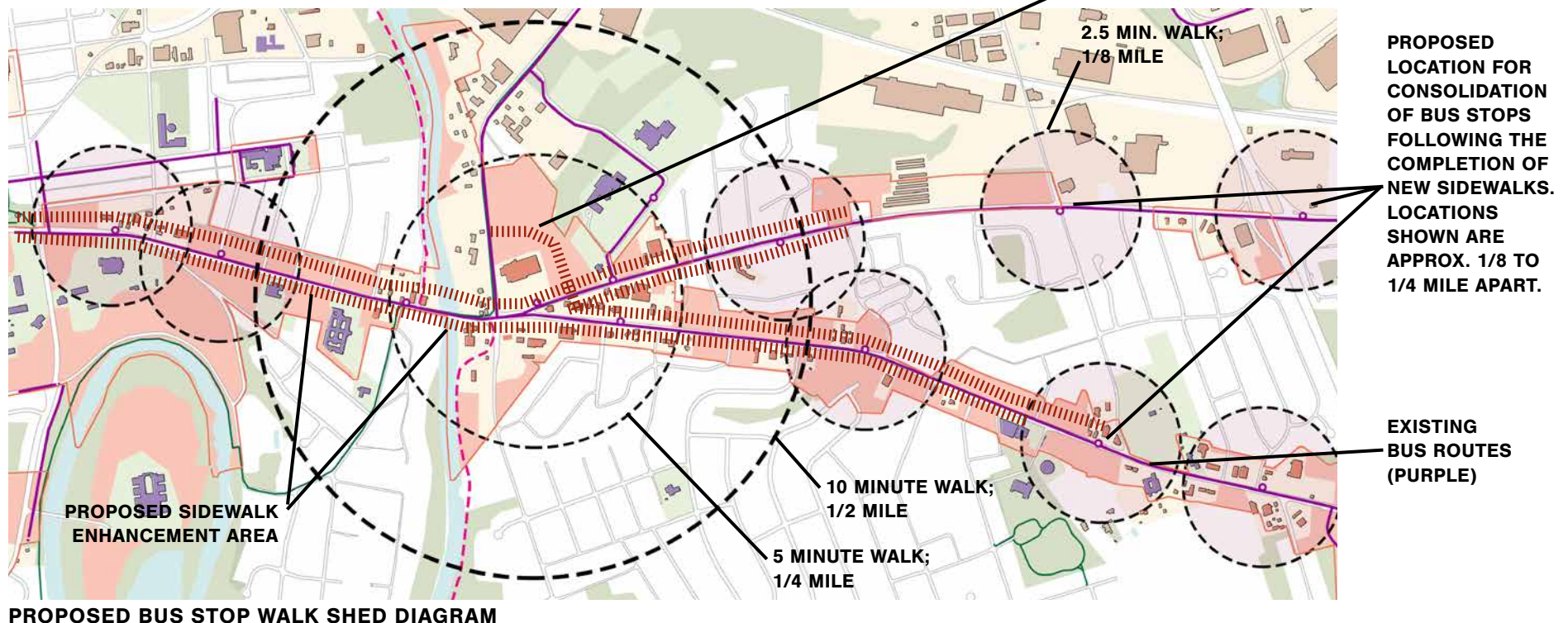
Bridgeport Crossroads, a bus transit hub should be considered and studied further to promote greater connectivity and transfers between routes.



EXISTING RED ROSE BUS



PROPOSED BUS TRANSIT CENTER



PROPOSED BUS STOP WALK SHED DIAGRAM

RECOMMENDED LAND USE AND ZONING CHANGES

Encourage Preferred Land Uses Surrounding the Village Center Area of Bridgeport

To achieve the vision of a pedestrian-oriented Village for the Bridgeport Crossroads area, this plan recommends a coordinated land use and transportation plan to build upon the four transportation enhancements while promoting the types of land uses, civic spaces, and buildings strongly preferred by the Bridgeport community. While the trails, traffic calming, and crosswalks are recommended throughout the Bridgeport area, the plan calls for a greater intensity of businesses, buildings, civic spaces, and sidewalks within 1/2 mile and a 10 minute walk from the crossroads of Old Philadelphia Pike and Lincoln Highway.

At present, this area is predominantly auto-oriented, but through strategic investments in sidewalks, trails, zoning standards and subdivision standards, the Bridgeport Crossroads area will become a



more pedestrian oriented and welcoming place to walk, shop, bike, dine, and travel via car. By promoting and investing in an improved multimodal transportation network and Complete Street design standards, this walkable Village Center can reestablish Bridgeport as a vibrant hub of commerce, recreation, walkability, and civic life while building upon its heritage as an important multimodal gateway for the greater Lancaster region.

Recommended Land Use Standards



The recommended zoning standards in this chapter highlight how the Village area should be rezoned by each municipality to craft standards that seek to realize this vision while reflecting the values and design preferences of the community. The images on this page are some of the many types of buildings, sidewalks, streetscapes, civic spaces, and plazas most preferred by the Bridgeport community.



RECOMMENDED LAND USE AND ZONING CHANGES

Prioritize Streetscapes, Transit Facilities, and Civic Spaces within the Village Center Area of Bridgeport

VILLAGE CENTER AT THE BRIDGEPORT CROSSROADS

Within the 10 minute (1/2 mile) walk radius from the Bridgeport Crossroads, the plan recommends the adoption of two new zoning districts for a Village Center District (VC) and a Village Mixed Use District (VMU) to permit and encourage a walkable mixed use place at the Bridgeport Crossroads. The plan calls for each municipality to build or provide incentives for others to build:

- Streets and Sidewalks
- An intermodal Transit Center
- A Village Green and other similar civic spaces

These two proposed village districts are located exclusively on land currently zoned for commercial, industrial, or mixed uses located within a 1/2 mile radius of the intersection of Old Philadelphia Pike and Lincoln Hwy, highlighted with a white circle. The land development and zoning standards in East Lampeter, West Lampeter, and Lancaster Townships should be modified to incentivize the design and development of commercial buildings, shops, restaurants, residential buildings, mixed use buildings, civic plazas, village greens, streetscapes, and sidewalks. These two Village districts should incentivize adaptive reuse and infill development within existing zoning districts that

currently allow mixed use development and commercial development while preserving and enhancing the character of adjacent single family residential zoning districts. The proposed development standards for the VC and VMU districts are:

	Village Mixed Use - VMU	Village Center - VC
Building Height	40', 50' with setback	50', 60' with setback
Front Yard Setback	15' max	10' max
Building Coverage	50%, up to 60% with bonuses	60%, up to 70% with bonuses
Impervious Coverage	60%, up to 70% with bonuses	65%, up to 75% with bonuses



NEW VILLAGE GREEN

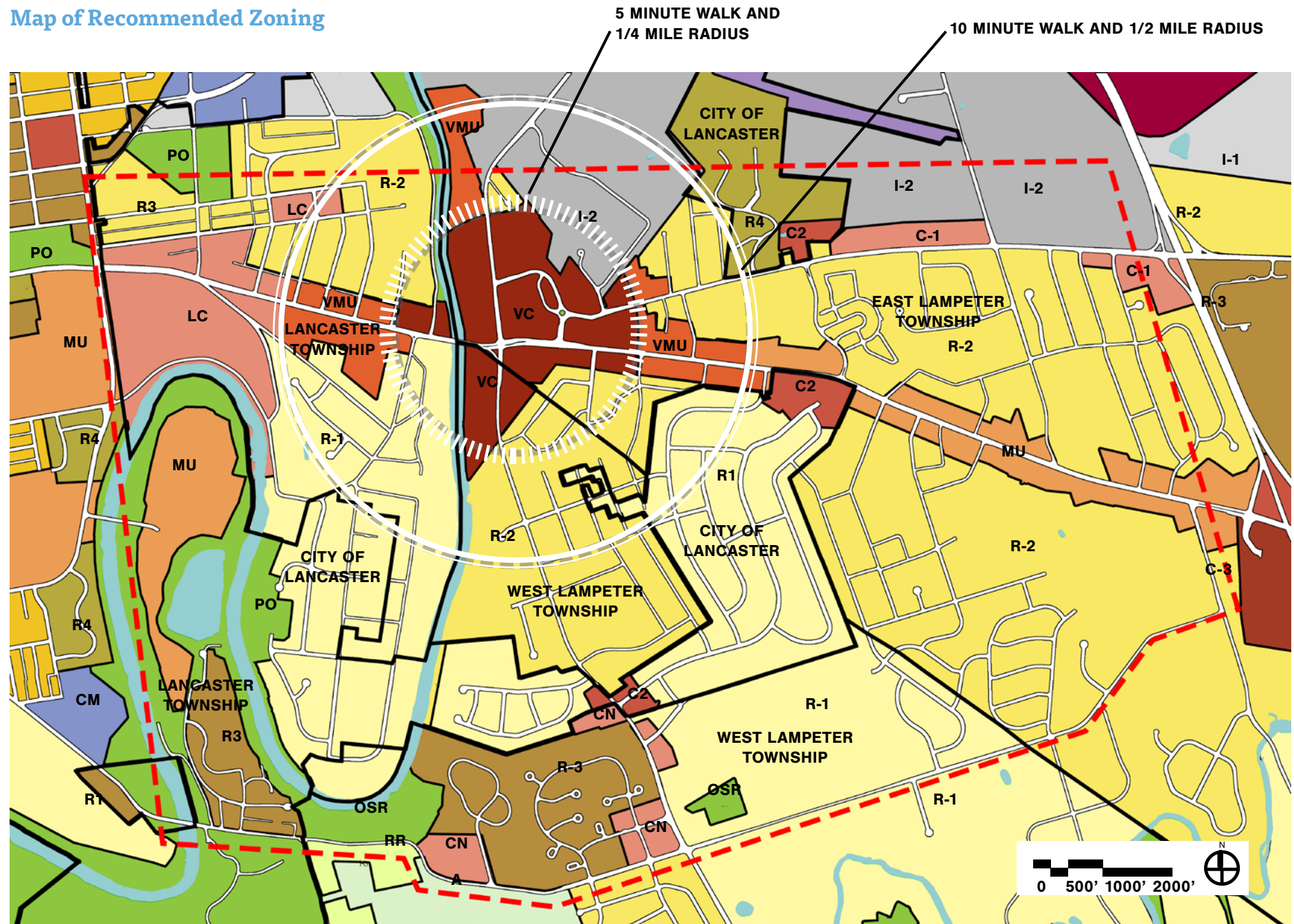
LEGEND

- VC - VILLAGE CENTER
- VMU - VILLAGE MIXED USE
- MU - MIXED USE
- LC - LOCAL COMMERCIAL
- R-2 - RESIDENTIAL SEMI-DETACHED
- R-1 - RESIDENTIAL DETACHED
- PO - PARK/OPEN SPACE
- R-3 - RESIDENTIAL MEDIUM DENSITY
- I-2 - GENERAL INDUSTRIAL
- ZONING DISTRICT BOUNDARY
- MUNICIPAL BOUNDARY
- BRIDGEPORT BOUNDARY



NEW STREETS AND SIDEWALKS

Map of Recommended Zoning



PROPOSED ZONING MAP
FINAL REPORT

RECOMMENDED LAND USE AND ZONING CHANGES

Existing and Proposed Mixed Use and Commercial Zoning Districts within the Bridgeport Crossroads area

	Zoning District	Principal Use	Minimum Lot Requirements				Setback Requirements (min. unless otherwise noted)			Maximum Building Re- quirements		Footnotes	
			Area	Width	Depth	Max. Lot Cvr.	Front	Side	Rear	Height	Cov- erage		
Proposed Zoning	East Lampeter Township, West Lampeter Township and Lancaster Township -Proposed Zoning at the Bridgeport Crossroads												
	VC Village Center	Multifamily, mixed use or non-residential		60' at ROW, 80' at setback		65%	10' max.	10' min., 20' min. separation	20'	50', 60' w setback	55%	1, 2	
		Townhouse	1,200 sf	20'	60'	65%	10' max.	5' min, 15' aggregate	20', or 5' at a rear alley	40', 50' w setback	55%	2	
	VMU Vil- lage Mixed Use	Multifamily, mixed use or non-residential		60' at ROW, 80' at setback		60%	15' max.	10' min., 20' min. separation	20'	40', 50' w setback	50%	1, 2	
		Townhouse	1,200 sf	20'	60'	60%	15' max.	5' min, 15' aggregate	20', or 5' at a rear alley	40', 50' w setback	50%	2	
Existing Zoning	East Lampeter Township - Existing Zoning at the Bridgeport Crossroads												
	I-2, General Industrial	Industrial	43,560 sf	65' at ROW, 100' at setback		70%	50' at ROW; 60' when adjacent to R2- and R-3	15' when not adja- cent to R-2 and R-3; 25' when adjacent	40' when not adjacent to R-2 and R-3; 60' when adjacent	70'	60%	3	
	C-1 Neighborhood Commercial	Non-Residential	15,000 sf	65' at ROW, 100' at setback		70%	40' at ROW	10' when not adja- cent to R-2 and R-3	30'	40'	60%	3	
	MU Mixed Use	Single Family	10,000 sf	50' at ROW, 50' at setback		60%	10' at ROW	5'	10'	40'	50%	4	
		semi-detached	5,000 sf per unit	40' at ROW, 40' at setback		60%	15'	5'	10'	50', 60' w setback	50%		
		townhouse	3,750 sf	30' at ROW, 30' at setback		60%	15'	10'	10'	50', 60' w setback	50%	5	
		Multifamily	3,500 sf per unit	100' at ROW, 100' at setback		60%	15'	10'= 4 or less units, 20'= 4 or more	20'= 4 or more units	50', 60' w setback	50%	6	
		Non-residentail	10,000 sf	75' at ROW, 75' at setback		60%	15'	15'	20'	50', 60' w setback	50%		

The tables on pages 76 and 77 document the existing zoning standards within the Village area as a 1/2 mile radius circle designated on the map on page 75. The Village Center

District and Village Mixed Use District are proposed standards for consideration by each of the municipalities. All of the other standards shown on these tables summarize

the existing zoning standards for the commercial, industrial, and mixed use districts within the Bridgeport Crossroads area, intended to remain unchanged.

	Zoning District	Principal Use	Minimum Lot Requirements				Setback Requirements (min. unless otherwise noted)			Maximum Building Requirements		Foot- notes
			Area	Width	Depth	Max. Lot Cvr.	Front	Side	Rear	Height	Coverage	
Existing Zoning	West Lampeter Township											
	CH Highway Commercial	Allowed Uses	30,000 sf	100’*		70%	30 Ft., 50 Ft.*	15’	30’		40%	7
	Lancaster Township											
	LC Local Commercial	All uses, no util or water only	43,560 SF	“65’ at ROW, 100’ at Set-back”	150’	35%	25 Ft. - 50 Ft.	6 Ft ⁹	30 Ft.	40 Ft		8
		All uses, sewer, no water	32,000 SF	“65’ at ROW, 100’ at Set-back”	150’	50%	25 Ft. - 50 Ft.	6 Ft ⁹	30 Ft.	40 Ft		9
		All uses, sewer & water	6,000 SF	40’ at ROW, 60’ at Setback	100’	70%	25 Ft. - 50 Ft.	6 Ft ⁹	30 Ft.	40 Ft		9

Footnotes

1 - All sites should require sidewalks, plazas and streetscapes. All buildings should require form based standards to promote storefronts along primary commercial locations and encourage the placement of parking at the side or rear of each lot. For sites greater than 10,000 SF, up to 10% additional lot coverage and up to 10 % additional building coverage may be permitted where a civic space of at least 5% of the lot area is built or the applicant pays into a civic space or a shared parking fund.

2 - Taller buildings are permitted, up to 10 additional feet, provided that an additional setback of 2' is provided for every 1' of height up to the maximum height permitted with setback.

3- "No more than 70% of a lot shall be covered by any combination of buildings, structures and impervious surfaces, including permeable paving. If more than 50% of the required off-street parking spaces are located behind the frontyard setback line, the maximum lot or impervious coverage requirement may be increased to a total of 75% of the lot. "

4 - Maximum front setback is 25'. No more than 60% of a lot shall be covered by any combination of buildings, structures and impervious surfaces, including permeable paving. Taller buildings are permitted, provided that an additional setback of 2' is provided for every 1' of height in excess of 40' feet up to a maximum height of 50'.

5 - Townhouses with four or fewer units

6 - See Section 23490

7 - 200 Ft. for new lots w/ its own vehicle access directly onto an arterial st., w/ parking in fr Yd on arterial st.

8 - SFR, SF-semi-detached, 2-fam DU, MF <12 DU/Bldg, plus res restr in R-1, & OS Dev.

9- Side yds abutting Res = same as "all other uses" in residential district

RECOMMENDED LAND USE AND ZONING CHANGES

Encourage Preferred Land Uses Surrounding the Village Center Area of Bridgeport

With overwhelming support for a Village Center within the Bridgeport Crossroads area demonstrated by survey respondents, the following use types should be permitted and encouraged within the commercial and mixed use zoning districts of Bridgeport:

- apartments over retail stores
- artisan production businesses and small specialty stores to encourage entrepreneurial businesses
- anchor retail stores and food markets
- restaurants and outdoor dining
- townhomes and other forms of attached dwellings



APARTMENTS OVER RETAIL STORES



ARTISAN BUSINESS AND SPECIALTY STORES



ANCHOR RETAIL STORES AND FOOD MARKETS



RESTAURANTS AND OUTDOOR DINING



TOWNHOMES AND ATTACHED DWELLINGS

Encourage Mixed Use Development and Shared Parking within the Bridgeport Crossroads area

In particular, the proposed Village Center District and Village Mixed Use District should permit these uses by-right in addition to the uses currently permitted within the underlying districts. In addition, these districts should permit these same uses within mixed use buildings or mixed use sites, provided the development has adequately accommodated the projected demand for parking. Each municipal ordinance should promote the use of shared parking within the Bridgeport Crossroads area according to the standards established in the most current version of the Urban Land Institute's Shared Parking Manual.

IMPLEMENTATION PLAN

5

- Phasing & Implementation
- Implementation Matrix
- Funding Sources

PHASING & IMPLEMENTATION

Phasing

In order to implement the goals and objectives of this study, potential improvements are being recommended throughout the entire Bridgeport study area. The recommended transportation improvements (shown within the Implementation Matrix in this chapter) intend to allow efficient traffic movement through these corridors (including future conditions), increase safety for vehicles/pedestrians/cyclists, and provide better connectivity for pedestrians and cyclists throughout this entire study area. The recommended zoning and land use changes have been coordinated with the proposed transportation improvements to realize civic spaces, commercial, mixed use, and residential development as one shared vision to enhance the quality of the entire experience within Bridgeport.

Priority Projects

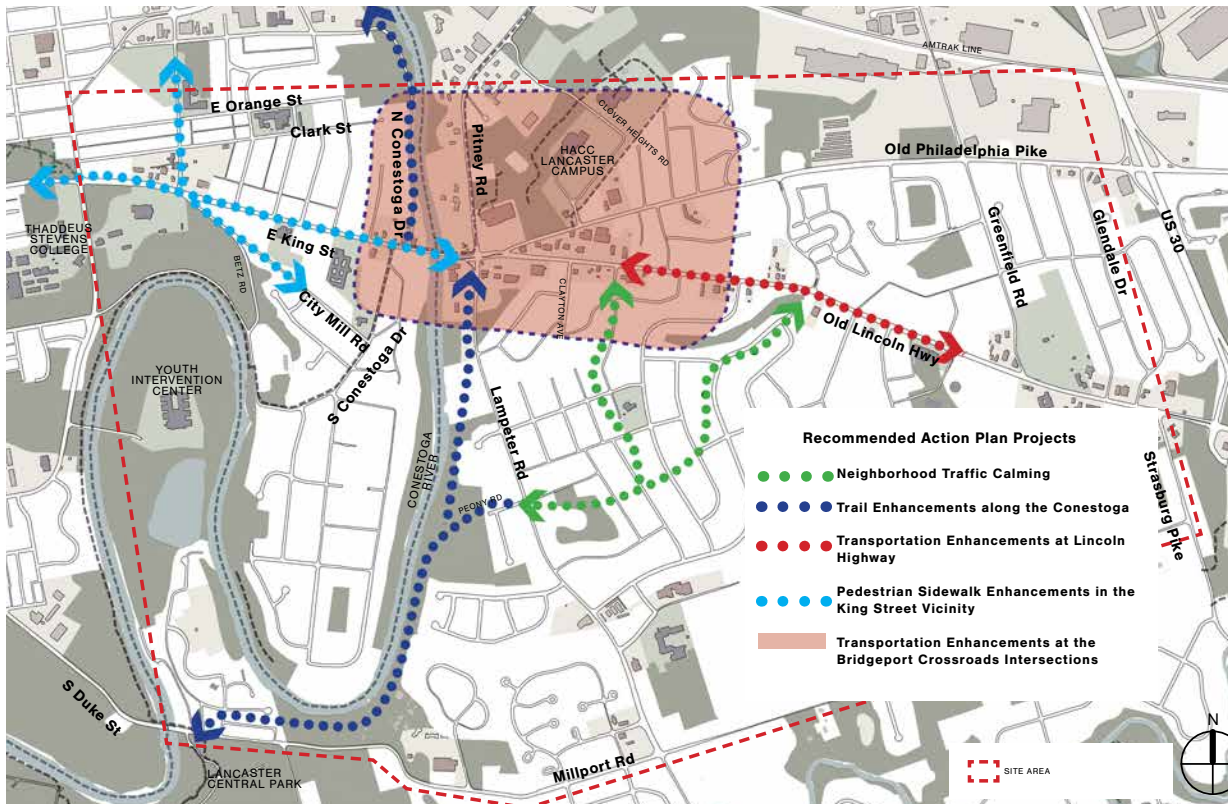
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It is vital that all municipalities in the Bridgeport Steering Committee work together and in concert with the Lancaster County Planning Department to discuss and determine the best course of action to implement selected potential improvements.

The Implementation Matrix includes all potential improvements discussed within the study, broken down into smaller potential improvements to allow for a phased implementation approach as funding solutions are developed. All costs are planning level estimates that summarize the anticipated need to design, permit, and build the potential improvements. Both right-of-way and utilities are fluid variables based on the actual potential improvements. These potential costs have also been captured within the estimates provided, however they will need to be evaluated on an individual basis at the time of implementation. Improvement timing has been illustrated in terms of Short (1-3 years), Mid (2-6 years), and Long (3-10 years) based on the scope of the improvement and realistic implementation time frame. The timing will also be driven by project owner initiative and resources necessary to implement the improvement.

PHASING & IMPLEMENTATION

Map of Recommended Projects



	Location	Ownership	Improvement Type	Description	Cost Estimate	Timing
Neighborhood Traffic Calming	Longfellow Drive	City of Lancaster	Safety	Traffic calming measures to address speeding and high cut-through traffic such as speed humps/ speed cushions, a landscaped median at Lampeter Road, On-Street Parking, and a raised intersection at Tennyson Drive.	\$100K - \$125K	Short
	Tennyson Drive	City of Lancaster and East Lampeter Twp.	Safety	Traffic calming measures to address speeding and high cut-through traffic such as speed humps/ speed cushions, a landscaped median at Lincoln Highway, and a raised intersection at Buttercup Road.	\$100K - \$125K	Short
	Buttercup Road	City of Lancaster and West Lampeter Twp.	Safety	Traffic calming measures to address speeding and high cut-through traffic such as speed humps/ speed cushions and shoulder striping	\$10K - \$20K	Short
	Wiker Avenue	City of Lancaster and West Lampeter Twp.	Safety	Traffic calming measures to address speeding and high cut-through traffic such as speed humps/ speed cushions and a landscaped median at Lampeter Road.	\$15K - \$25K	Short

Priority Projects

	Location	Ownership	Improvement Type	Description	Cost Estimate	Timing
King Street Pedestrian Enhancements	King Street Bridge - N Conestoga Drive to Pitney Road / Lampeter Road	Lancaster Twp.; East Lampeter Twp.; West Lampeter Twp.	Pedestrian	Sidewalk connections sidewalk along the North side of the bridge.	\$100K - \$150K	Short
	King Street Bridge - N Conestoga Drive to Pitney Road / Lampeter Road	Lancaster Twp.; East Lampeter Twp.; West Lampeter Twp.; PennDOT	Pedestrian	Pedestrian access along the south side of the existing King Street Bridge. Options include new pedestrian bridge separate from the existing or cantilevered sidewalk connected to bridge, if feasible.	\$800K - \$1M	Long
	King Street -Willis Lane to N Conestoga Drive	Lancaster Twp.; PennDOT	Pedestrian	Sidewalk along the south side of King Street and place curbing along any missing portions of the roadway. Adjacent to Conestoga Drive, the existing guiderail and signal pole is expected to be relocated in order to allow pedestrians to cross just east of N Conestoga Drive.	\$350K - \$400K	Short
	King Street - City Mill Road to Riverside Avenue	Lancaster Twp.; PennDOT	Pedestrian	Sidewalk along the south side of King Street and place curbing along any missing portions of the roadway and relocation of existing fence located just to the east of City Mill Road.	\$700K - \$800K	Mid
	Along City Mill Road and Betz Road	Lancaster Twp.	Pedestrian	Sidewalk along the south side of City Mill Road and place curbing along any missing portions of the roadway. Mid-block crossing across Betz Road, adjacent to City Mill Road and a small portion of sidewalk along Betz Road.	\$1M - \$1.5M	Mid
	Ranck Avenue - King Street to Clark Street	Lancaster Twp.	Pedestrian	Sidewalk along the west side of Ranck Avenue. For a portion just north of King Street, a retaining wall is expected to be needed. Reconstruction of the parking lot southwest of Clark Street.	\$150K - \$200K	Short
	Adjacent to King Street - City Mill Road to Lampeter Road / Pitney Road	Lancaster Twp.; East Lampeter Twp.; West Lampeter Twp.	Utility	Coordinate with utility companies to ensure adequate clearance is provided to construct the sidewalk as noted above. Relocate and adjust affected utilities accordingly.	TBD	Varies

IMPLEMENTATION MATRIX

Priority Projects

	Location	Ownership	Improve- ment Type	Description	Cost Estimate	Timing
Conestoga River Trail Improvements	Conestoga River - King Street to Riverside Avenue	Lancaster Twp.	Pedestrian/ Bicycle	Develop curbing and sidewalk along the east side of N. Conestoga Drive until approximately 2000' north of King Street. Continue the trail as an off-road shared-use path along the west side of the Conestoga River until tying in with the existing trail network	\$1.5M - \$2M	Mid
	Conestoga River and Millport Road- Lincoln Highway to Lancaster County Central Park	West Lampeter Twp. and City of Lancaster	Pedestrian/ Bicycle	Develop an off-road shared-use path along the eastern side of the Conestoga River with multiple connection points stemming from Lampeter Road. A portion of the trail will be curbed with sidewalk adjacent to Millport Road, just east of the Lancaster County Central Park.	\$2.5M - \$3M	Mid
	Conestoga River - Lancaster County Central Park to Riverside Avenue	Lancaster Twp.; West Lampeter Twp.; City of Lancaster	Utility	In areas where the sanitary line is adjacent to the Conestoga River, coordinate with the utility owner to determine if a permanent easement was obtained, and if it can be used to develop the trail. Coordinate with the utility companies to ensure that adequate clearance is provided to construct any portions of sidewalk adjacent to Conestoga Drive or Millport Road. Relocate and/or adjust affect utilities accordingly.	TBD	Mid
Lincoln Highway Transportation Enhancements	Lincoln Highway - Reese Avenue to Lafayette Way	East Lampeter Twp. and City of Lancaster; PennDOT	Safety/ Ac- cess Man- agement/ Pedestrian	Redevelop existing 4 lane highway (2 EB, 1 TWCL, 1 WB) into a 3 lane highway with the addition of curbing and sidewalk on both sides of the roadway, milling and overlay within the travel lanes, and a vegetated median / pedestrian refuge at select locations throughout. In order to develop a vegetated median / pedestrian refuge, driveway and intersection reconfiguration and access management will be required.	\$3.8M - \$4.3M	Mid
	Longfellow Drive	City of Lan- caster	Pedestrian/ Bicycle	New shared-use path between Lincoln Highway and Longfellow Drive	\$50K- \$75K	Short
	Lincoln Highway - Reese Avenue to Lafayette Way	East Lampeter Twp. and City of Lancaster; PennDOT	Utility	Coordinate with utilities to discuss infrastructure improvements planned over the next 10-20 years. Ensure that major utilities for overhead, water, sewer, and gas, which may be affected by these improvements, are relocated in advance.	TBD	Mid

Priority Projects

	Location	Ownership	Improvement Type	Description	Cost Estimate	Timing
Bridgeport Crossroads Transportation Enhancements	Bridgeport Crossroads Area (Lincoln Highway / Pitney Road / Lampeter Road / Old Philadelphia Pike)	East Lampeter Twp.; West Lampeter Twp.; PennDOT	Safety/ Capacity	Redevelop the Bridgeport Crossroads area with dual southbound through lanes along Pitney Road, eliminate the eastbound and westbound left turn lanes along Lincoln Highway at Pitney Road / Lampeter Road, and remove the signal at Old Philadelphia Pike. New dual eastbound left lanes onto the relocated Old Philadelphia Pike and shift the alignment slightly to provide a potential roundabout to the north of Lincoln Highway. Other improvements as shown on the exhibits.	\$5.5M - \$6.0M	Long
	Bridgeport Crossroads Area (Lincoln Highway / Pitney Road / Lampeter Road / Old Philadelphia Pike)	East Lampeter Twp.; West Lampeter Twp.; PennDOT	Utility	Coordinate with utilities to discuss infrastructure improvements planned over the next 10-20 years. Ensure that major utilities for overhead, water, sewer, and gas, which may be affected by these improvements, are relocated in advance.	TBD	Long
	Multimodal Transit Center Feasibility Study	East Lampeter Township and possibly others	Transit Planning	Prepare a multimodal transit center feasibility study for the coordination of plan recommendations for a transit center, bus route modification planning in coordination with the South Central Transportation Authority, Lancaster County Planning Department and PennDOT.	TBD	Mid
Recommended Land Use and Zoning Changes	Bridgeport Crossroads Area - 1/2 mile radius for the Village	East Lampeter Twp., West Lampeter Twp and Lancaster Twp.	Zoning & Subdivision Ordinances	Create one zoning ordinance amendment for each municipality to implement the recommended zoning and land use recommendations including: bulk, area and form based standards, permitted uses, parking standards, subdivision and land development ordinance updates, and civic space standards.	\$75 to \$100K	Short

FUNDING SOURCES

Funding Approach & Programs

Funding strategies will be critical to the successful implementation of the identified improvements. This will require collaboration between the Bridgeport Steering Committee, Lancaster County Municipal Planning Organization, PennDOT, and potentially the developer community. The funding strategies should include the following potential Funding Programs

- Federal Funding
 - TIP Funding
 - Other future grant program
- State Funding
 - Transportation Alternatives (TA) Set-Aside Program – For shared use paths, sidewalks, and bicycle facilities
 - DCNR Trail Grants – For shared use paths, sidewalks, and bicycle facilities
 - Greenways, Trail & Recreation Program (GTRP) – For recreational trails
 - Green Light Go – For traffic signal enhancements and improved coordination
 - Automated Red Light Enforcement (ARLE) Grant – Low cost improvements at signalized intersections
 - PennDOT Multimodal Transportation Fund – See below information
 - Commonwealth Financing Authority (CFA) Multimodal Transportation Fund (See

below information)

- Redevelopment Assistance Capital Program (See below information)
- Other Funding
 - New land development may trigger the need for roadway improvements to mitigate site traffic as determined by a Transportation Impact Study. Typically, these improvements would be the responsibility of the developer.
 - Bridgeport Steering Committee stakeholders collaborate to identify supplemental funding sources.

FEDERAL FUNDING PROGRAMS

FEDERAL FUNDING FOR TRANSPORTATION PROJECTS

Lancaster County Metropolitan Planning Organization (MPO) is the federally designated decision-making body for all transportation projects and programs that utilize federal funding. As a condition of receiving federal funds for transportation programs and projects, the MPO must adopt and maintain an up-to-date Metropolitan Transportation Plan (MTP), which means it must be reviewed and updated, as needed, every four years. Connects 2040 is the current MTP for the County adopted in 2020.

In addition to the Connects 2040, the

MPO works with PennDOT and the South Central Transit Authority to plan federally-funded projects across the county. The MPO maintains a four-year list of projects known as the Transportation Improvement Program (TIP) which is updated every two years. The next planned update will be in June of 2022.

The Bridgeport Steering Committee should engage the MPO to discuss best approaches to utilizing the TIP to realize potential funding opportunities. The presence of the various municipalities is essential in these discussions since most federal funding sources require a local match.

STATE FUNDING PROGRAMS

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM

Funding Amount:

- \$50,000 to \$1,000,000
- Applicant pays 100% of pre-construction costs
- Projects are funded at 100% of construction cost (including construction inspection)

Eligible Applicants:

- Municipalities and transportation authorities
- Transit agencies
- School district

Funding Programs

- Natural resource or public land agency
- Non-profit organizations that oversee the administration of local transportation safety programs

Eligible Uses:

- On-road and off-road sidewalk or trail facilities
- Traffic calming, lighting, other safety-related improvements
- ADA compliance

Total Funds Available for Award:

- \$850 million nationwide

DCNR TRAIL GRANTS

Grant Amount:

- Total project cost; varies depending on project type and funding source
- Local match required; varies depending on project type and funding source

Eligible Applicants:

- Municipalities
- Non-Profit Organizations
- For-Profit Organizations

Eligible Uses:

For the development of recreational trails to close priority trail gaps or rehabilitate/upgrade existing trails for use by the public:

- Land Acquisition
- Planning
- Construction, rehabilitation, maintenance
- Development and operation of trail educational programs

Application Deadline:

- Pre-application Conference required
- Spring of each year (April (Typical))

Planned Award Announcement Date:

- Fall of each year

COMMONWEALTH FINANCING AUTHORITY – GREENWAYS, TRAILS AND RECREATION PROGRAM (GTRP)

Grant Amount:

- Up to \$250,000
- Need 15% match of the total project cost

Eligible Applicants:

- Municipalities
- Councils of Government
- Authorized Organizations (not-for-profit)
- Institutions of Higher Learning
- Watershed Organizations

- For-Profit Businesses (other than “producers” of natural gas)

Total Funds Available for Award:

- Varies. (In 2019, \$20.8 million total amount for all 7 programs under Act 13 funding)

Eligible Uses:

Funds may be used for the development, rehabilitation, and improvement for public park and recreation areas; greenways and trails; and rivers conservation projects.

Application Deadline:

- May 31 of each year

Planned Board Approval Date:

- September of each year

Application Fee:

- \$100 non-fundable application fee

FUNDING SOURCES

Funding Programs

PENNDOT MULTIMODAL TRANSPORTATION FUND (MTF)

Grant Amount:

- Minimum project cost of \$100,000
- Maximum grant award of \$3,000,000
- Local match required – at least 30% of the award amount
- Approximately \$40,000,000 total funds available annually

Eligible Applicants:

- Municipalities
- Councils of Government
- Businesses
- Economic Development Organizations
- School Districts
- Non-Profits
- Public Transportation Agency
- Ports

Eligible Uses:

Funds may be used to coordinate local land use with transportation assets to enhance existing communities; related streetscapes, lighting, sidewalk enhancement, and pedestrian safety; improve connectivity or utilization of transportation assets; and related to transit-oriented development.

Application Deadline:

- Fall/Winter of each year

Planned Award Announcement Date:

- Spring/Summer of each year

COMMONWEALTH FINANCING AUTHORITY - MULTIMODAL TRANSPORTATION FUND (MTF)

Grant Amount:

- Total project cost of \$100,000 - \$3,000,000
- Need 30% match of non-federal share of the total project cost

Eligible Applicants:

- Municipalities
- Councils of Government
- Businesses
- Economic Development Organizations
- Public Transportation Agency
- Ports – Rail/Freight

Total Funds Available for award:

Varies (\$79 million awarded in 2019) Eligible Uses:

Funds may be used to coordinate local land use with transportation assets to enhance existing communities; related streetscapes, lighting, sidewalk enhancement, and

pedestrian safety; improve connectivity or utilization of transportation assets; and related to transit-oriented development.

Application Deadline:

- July 31 of each year
- \$100 non-refundable application fee

Planned Board Approval Date:

- September of each year

PENNDOT AUTOMATED RED LIGHT ENFORCEMENT (ARLE) GRANT PROGRAM

Grant Amount:

- No funding limits, but should be “relatively low-cost”
- No local match is required, but cost sharing is encouraged

Eligible Applicants:

- Municipalities
- Counties
- Metropolitan Planning Organizations (MPOs)
- Rural Planning Organizations (RPOs)
- County Planning Organizations
- Commonwealth Agencies

Total Funds Available for award:

- Varies (\$13.1 million in 2019)

Funding Programs

Eligible Projects:

- Traffic Control Signal Improvements
- Roadway Capacity, Mobility & Safety Upgrades
- Bicycle & Pedestrian Improvements
- Local Technical Assistance Program Projects

Application Period:

- June 1 through June 30 each year

Award Date:

- December of each year

PENNDOT GREEN LIGHT-GO: PENNSYLVANIA'S MUNICIPAL SIGNAL PARTNERSHIP PROGRAM

Grant Amount:

- Need 20% match of the total project cost

Municipal and Private Match Options:

- Municipal general funds
- Liquid fuels funds
- Pennsylvania Infrastructure Bank (PIB) loans
- Municipal private loans
- Developer contributions
- Act 209 (Transportation Impact fees)
- In-Kind services
- Act 89 funding (Title 75, County \$5 Fee)

Eligible Applicants:

- Municipalities
- Planning Organizations

Total Funds Available for award:

- Varies (\$5 million in 2019)

Eligible Projects:

- LED Replacement
- Traffic Signal Retiming
- Study and Removal of Unwarranted Traffic Control Signals
- Real-Time and/or Historic Performance Monitoring
- Innovative Technologies
- Communications/Connections Back to Traffic Management Center
- Detection and/or Controller Upgrades
- Modernization Upgrades
- Intelligent Transportation System Applications

Application Period:

- Fall/Winter of each year

REDEVELOPMENT ASSISTANCE CAPITAL PROGRAM (RACP)

Grant / Project Amount:

- Grant amount varies based on available funding for the Capital Project Itemization

Bill line item

- Minimum \$1,000,000 total project costs
- Minimum 50% match of total project costs

Eligible Applicants:

- Redevelopment Authorities
- Industrial Development Authorities
- General Purpose Unit of Local Government
- Local Development District
- Public Authority
- Industrial Development Authority

Total Funds Available for award:

- Based on available funding for the Capital Project Itemization Bill line item.

Eligible Uses:

Funds may be used for economic development project that is further defined by the Capital Project Itemization Bill line item

Application Deadline:

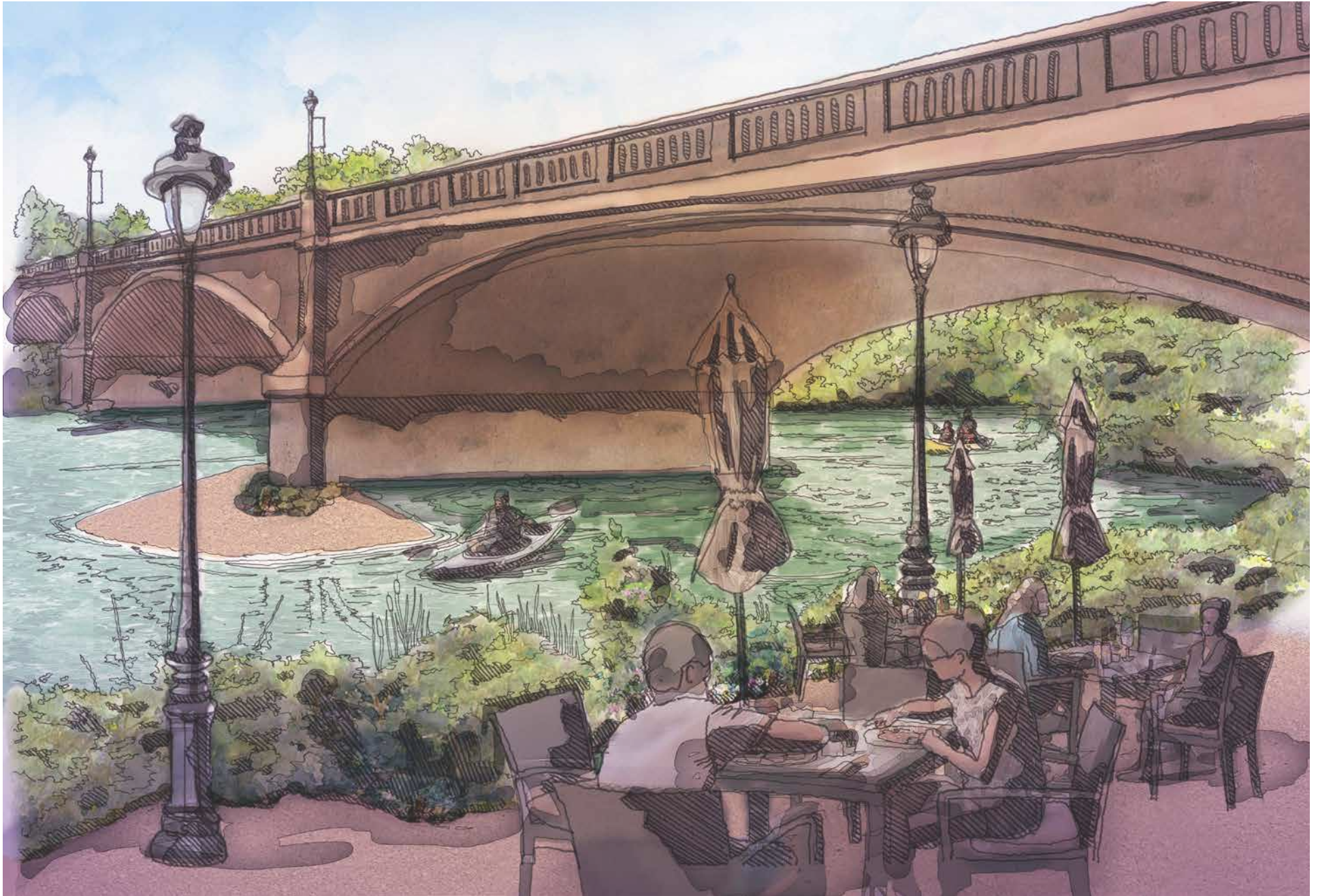
- Annual deadline varies

Planned Board Approval Date:

- Award announcement varies

Application Fee:

- \$500 non-fundable application fee



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