



AECOM

FROM BIG RIGS TO BUGGIES: A LINCOLN HIGHWAY FOR ALL USERS
APA PA - OCTOBER 20, 2015

- 1. First Impressions**
- 2. Project History**
- 3. Planning Process**
- 4. Recommendations**
- 5. Implementation**

AGENDA



“Route 30 is a mess.”

First line in an article from January 2010 about the corridor written by Tom Knapp, Staff Writer for Lancaster Online

FIRST IMPRESSIONS



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FIRST IMPRESSIONS



“Route 30 is a mess.”

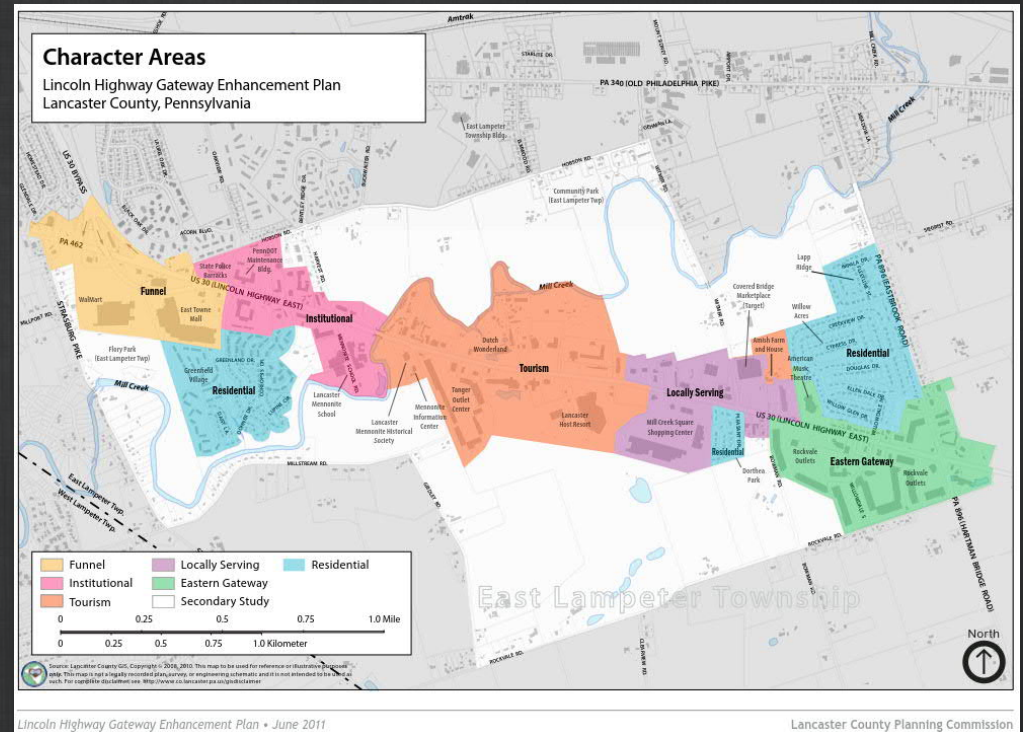
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FIRST IMPRESSIONS

Phase I - “Lincoln Highway Gateway Enhancement Plan” 2007-2011

Visioning Plan that generated 6 goals for the corridor

1. Create a Sense of Place
2. Shaping the Experience
3. Delivering the Message
4. Moving around the Corridor
5. Making it Happen
6. Coordinating the Effort



PROJECT HISTORY

Phase II - “Lincoln Highway Streetscape Plan” 2014-2015

Focuses on designing the streetscape and roadway to fulfill the vision laid out in Phase 1.

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



PROJECT HISTORY

Using all the feedback we received we looked back at the project vision and created ten planning principles to guide the recommendations for the corridor.



PLANNING PROCESS

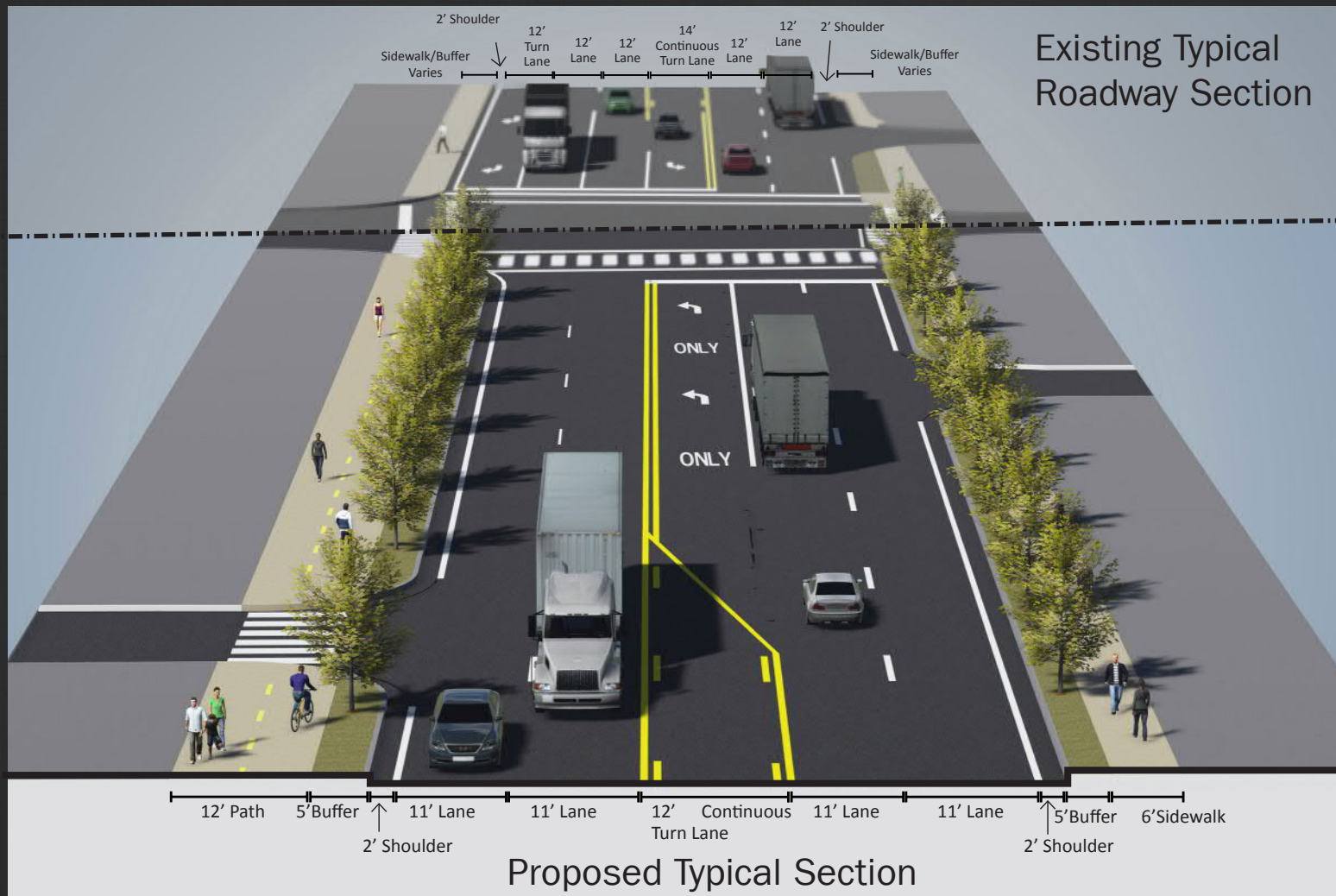
- 1. Slow Traffic to the Speed Limit**
- 2. Provide Multi-Modal Access Along the Entire Corridor**
- 3. Buffer Sidewalks from Traffic**
- 4. Reallocate Underutilized Right-of-Way for Multi-Modal Access**
- 5. Maintain Consistent Through Lanes**
- 6. Reduce Conflicts**
- 7. Increase Safety with Protected Left Turn Lanes**
- 8. Integrate Signage And Wayfinding at all Scales**
- 9. Create Attractive, Functional Landscaping Incorporating Stormwater Management Facilities**
- 10. Enable Interconnectivity**

PLANNING PRINCIPLES

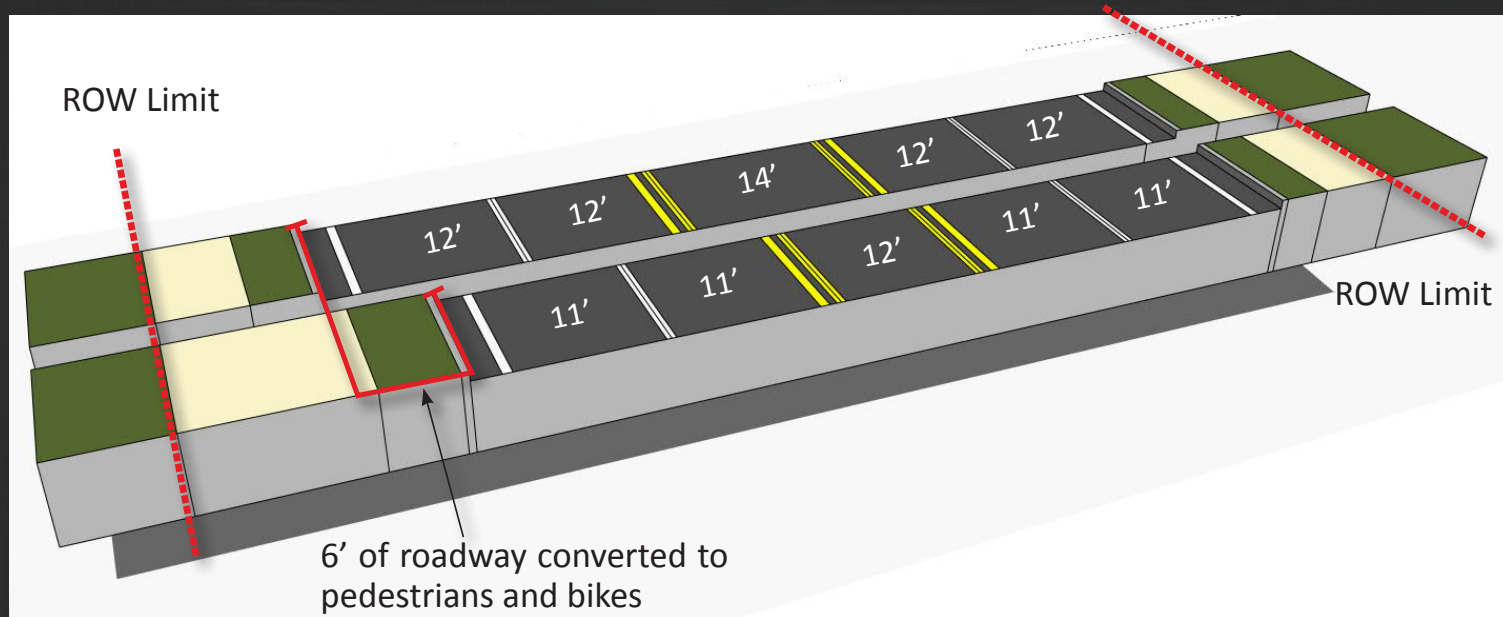


**Apply planning principles
to the corridor**

RECOMMENDATIONS

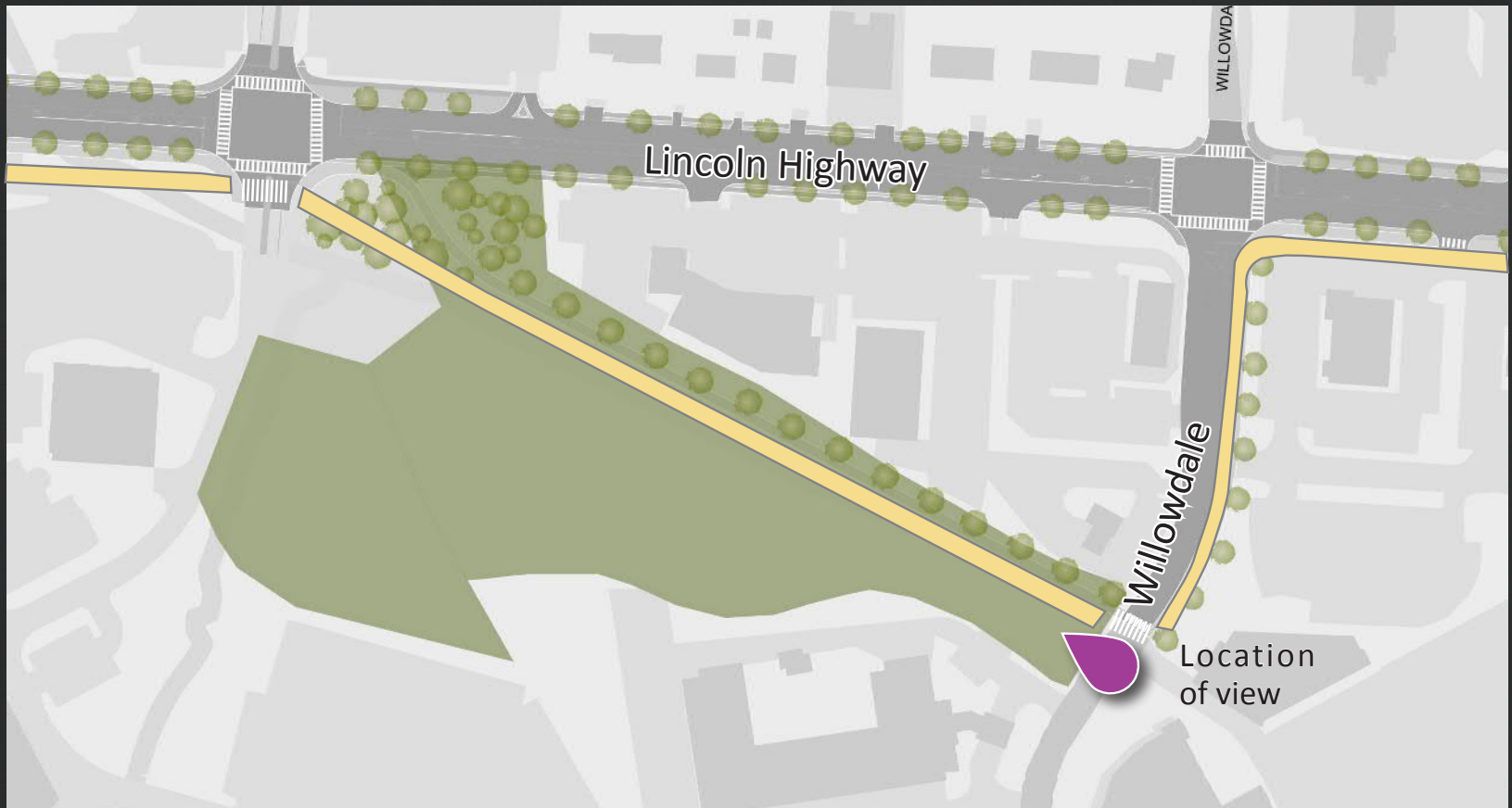


PROPOSED TYPICAL SECTION



Travel and center turn lane widths are reduced slightly to create space for consistent sidewalks, a multi-use path, and buffers. The lane width reductions have a minimal impact on roadway capacity.

PROPOSED TYPICAL SECTION



A TYPICAL EXCEPTION

Before



A TYPICAL EXCEPTION

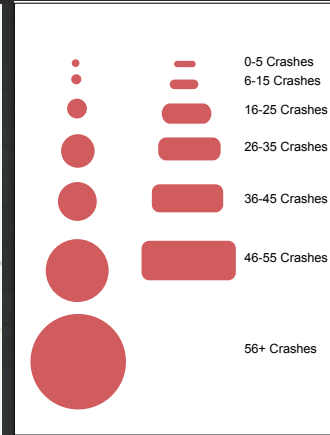
After

Green stormwater
infrastructure
demonstration project

12' Asphalt Trail linking
Willowdale Drive
and American Music
Theatre Entrance

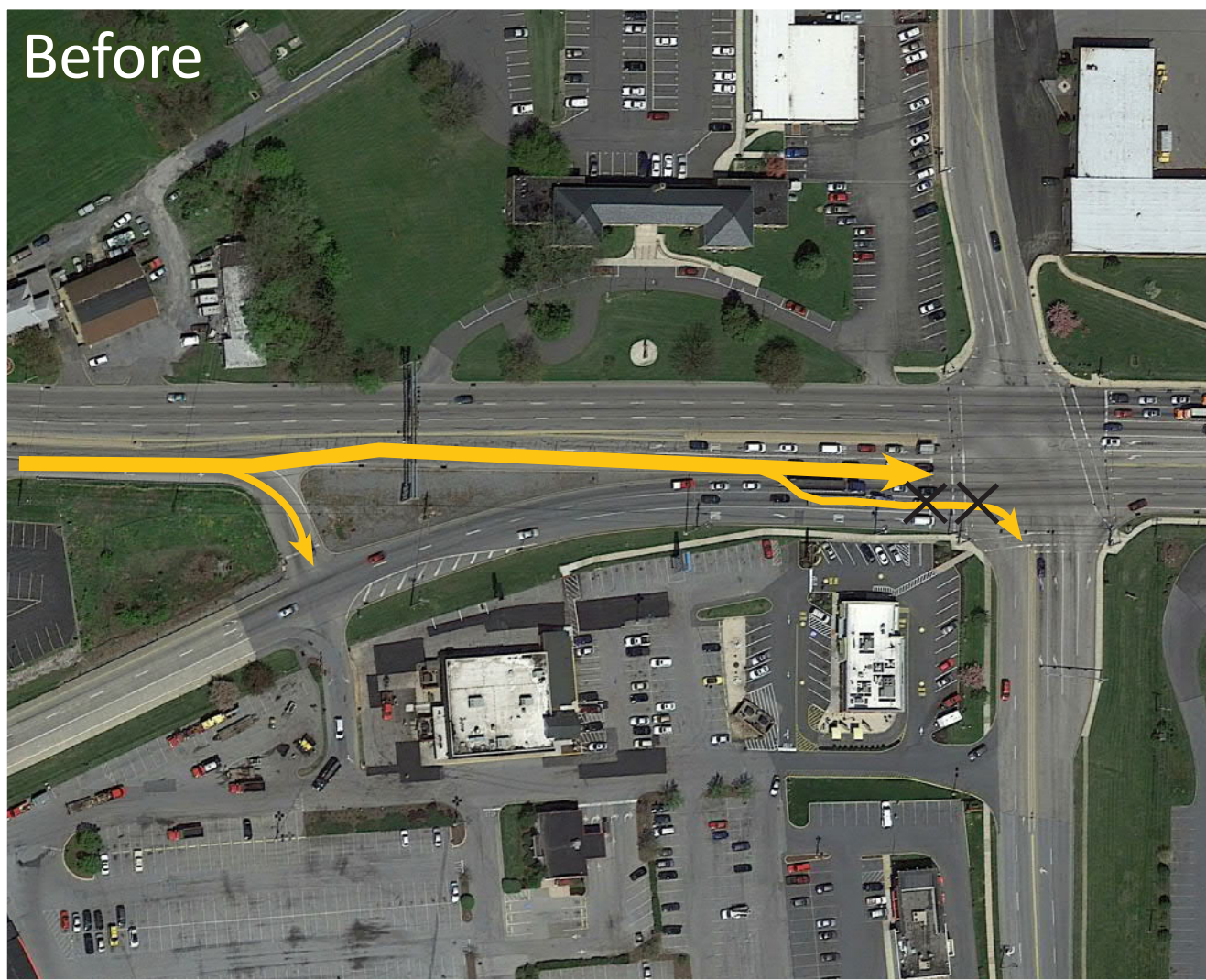


A TYPICAL EXCEPTION

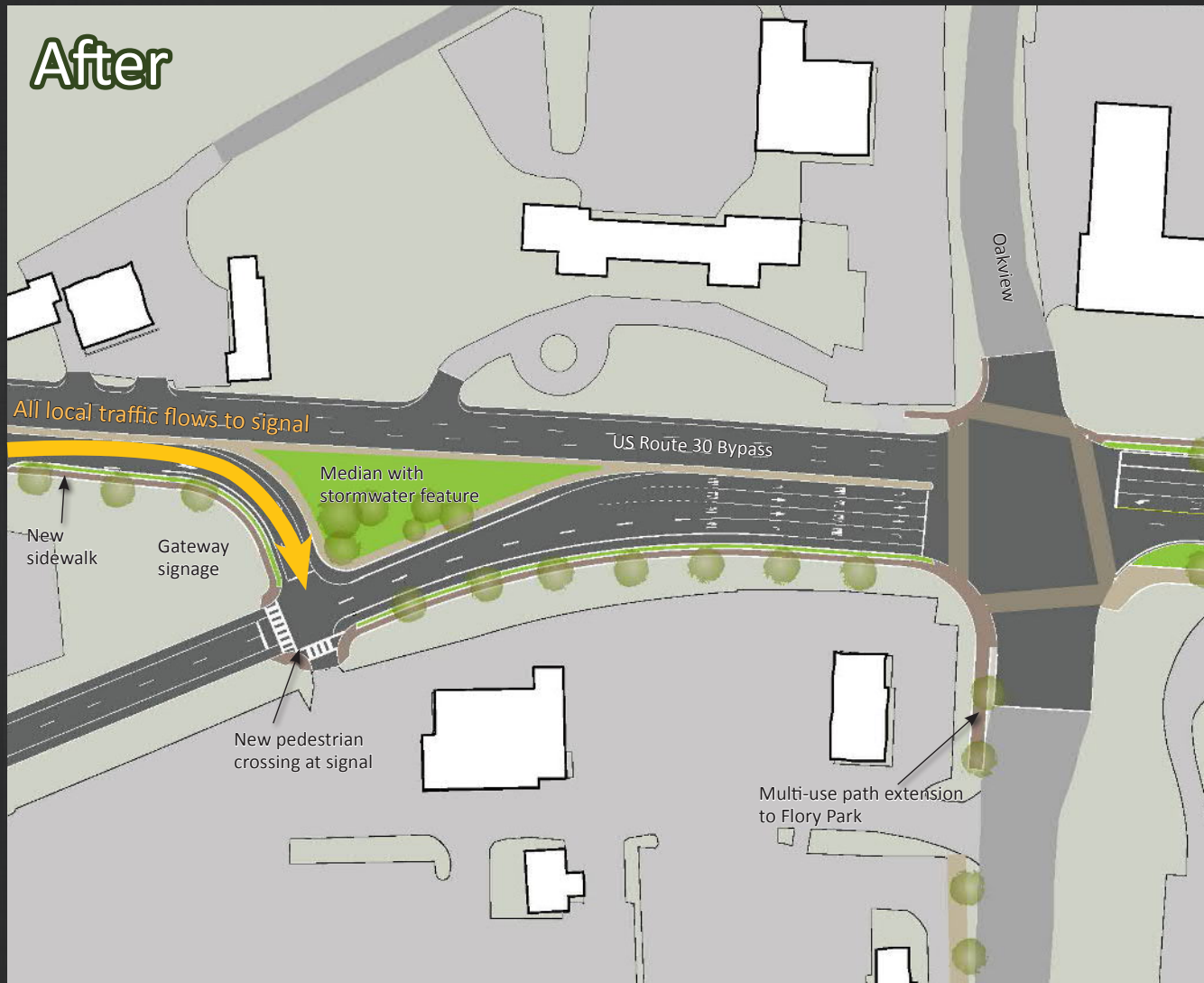


WESTERN GATEWAY

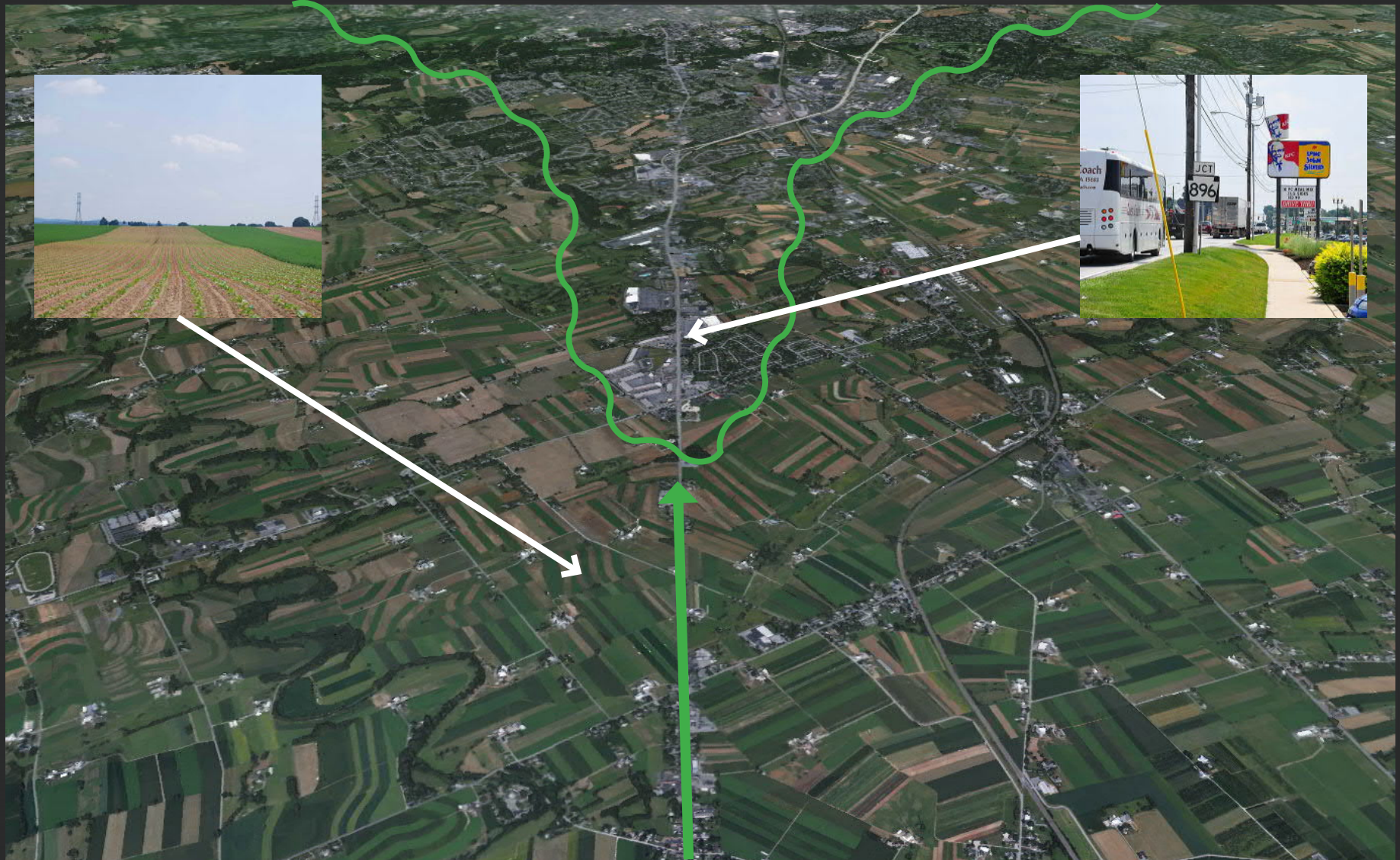
Before



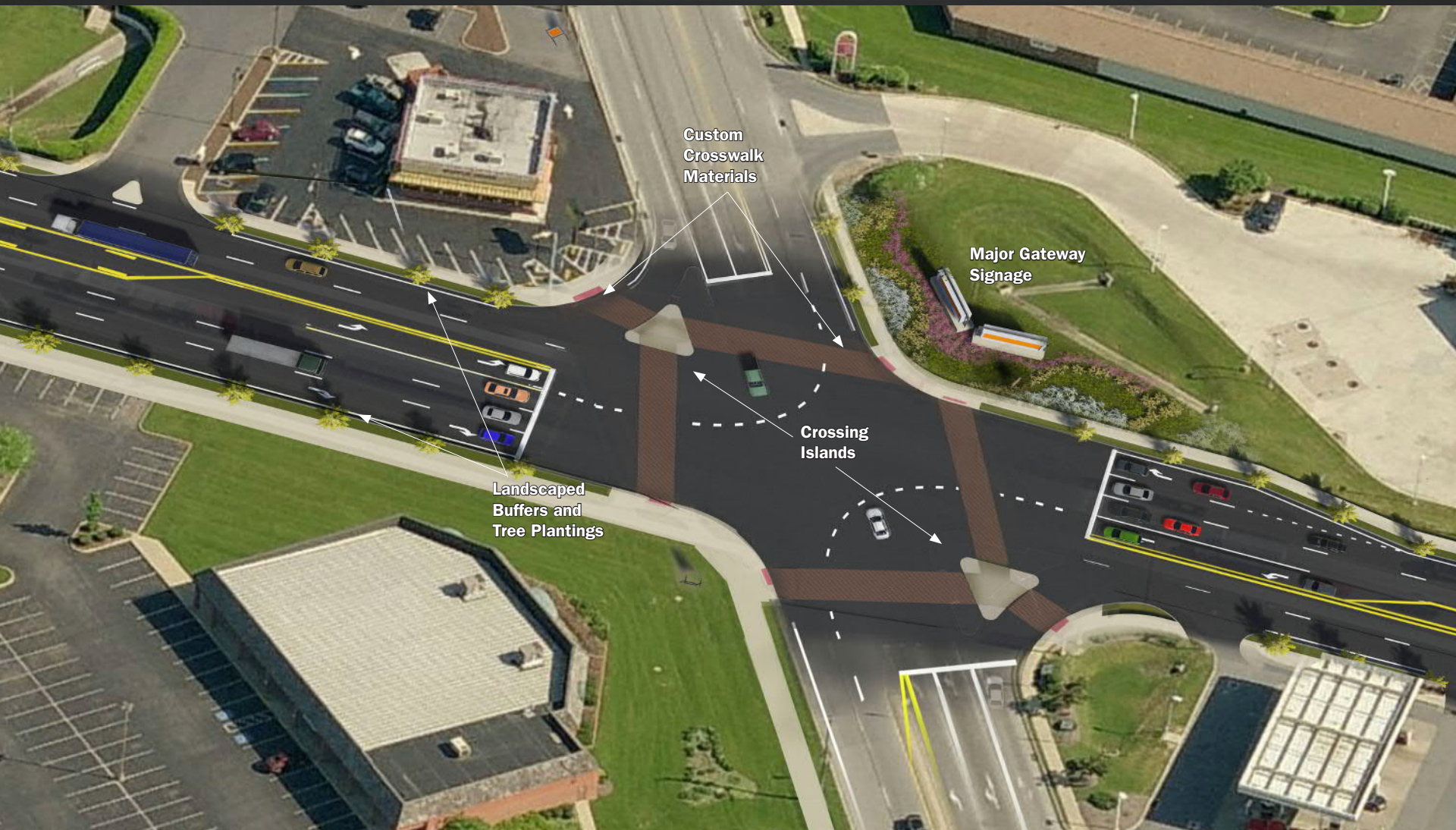
WESTERN GATEWAY



WESTERN GATEWAY



EASTERN GATEWAY



EASTERN GATEWAY



MULTI-MODAL CONNECTIONS

- Provide a road map for the Township, County, and PennDOT
- Flexibility vs. simplicity
- Conservative project cost estimates
- Implementation Matrix Organization
 - Option 1: One big project, all at once
 - Option 2: Implement as individual projects

IMPLEMENTATION

IMPLEMENTATION MATRIX

EARLY ACTION	TASKS	INVESTMENT NEEDED	SUGGESTED PARTNERS & FUNDING SOURCES
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OPTION 2: CONSTRUCT EACH RECOMMENDATION AS A STAND-ALONE PROJECT

RE-STRIPE NEW ROADWAY SECTION

The conceptual design recommends a new typical cross section for Lincoln Highway between Strasburg Pike and Route 896. The new cross section takes width from the existing center turn lane and travel lanes to create improved sidewalks, a multi-use path, and landscape buffers between the roadway. The resulting cross section is typically six feet narrower than the existing and that space can be allocated to wider shoulders until future construction moves the curbs.

Re-stripe new lane configuration for the entire corridor including turn lanes and crosswalks. Shoulder widths will increase accordingly.

*PC: \$128,292
IN: \$128,292
C: \$855,277
CG: \$333,558
Total: \$1,445,418
*assume 0% for ROW

Partners:
East Lampeter,
PennDOT
Funding:
ELT, TAP, TIGER, MTF

CONSTRUCT NEW ROADWAY FROM OAKVIEW ROAD TO ROUTE 896

The construction of the new roadway can be done in conjunction with the re-striping, or it can be done at a later time as funding becomes available. The cross section assumes that 25% of the existing curbs will be maintained and the other 75% will be pushed toward the center of the roadway. Maintaining existing curbs where possible reduces construction costs by minimizing the need to move utilities and reconstruct drainage systems. Curb relocation permits construction of new sidewalks, the multi-use trail, and landscaped buffers for each.

Construct new roadway
Construct multi-use path and sidewalks
Install buffer area landscaping

Implementation option 1:

Reconstruct the entire roadway from Oakview to Rt. 896 as one project.

Implementation Option 2:

Construct the roadway in sections from one signalized intersection to the next. The average length between intersections is 1/4 of a mile or 1,320 feet. This option can be constructed more quickly than Option 1, but costs more.

Cost of Option 1:
*PC: \$11,070,104
IN: \$6,642,062
C: \$44,280,415
CG: \$18,597,774
Total: \$80,590,355
*assume 10% for ROW

Cost of Option 2:
*PC: \$1,476,014
IN: \$885,608
C: \$5,904,055
CG: \$2,479,703
Segment: \$10,745,380
Total: \$96,708,425
*assume 10% for ROW

Partners:
East Lampeter,
PennDOT,
Lancaster County,
Red Rose Transit,
Property Owners

Funding:
ELT, BID, TAP, TIGER, MTF

IMPLEMENTATION MATRIX

EARLY ACTION	TASKS	INVESTMENT NEEDED	SUGGESTED PARTNERS & FUNDING SOURCES
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CONSTRUCT NEW ROADWAY FROM STRASBURG PIKE TO OAKVIEW ROAD

Changes include reducing lane widths from 12 to 11 feet, reconstructing existing medians, installation of a new intersection to connect Route 462 to Route 30, installation of crosswalks on all four sides of the intersection of Route 462 and Strasburg Pike, and conversion of one existing westbound through lanes approaching Strasburg Pike into a dedicated left turn lane to move traffic more efficiently between the Bypass and Strasburg Pike.

Construct new intersection at Route 30 Bypass off-ramp with a signal and pedestrian crossings
Reconfigure lanes to maintain consistent through lanes in eastbound direction

Reconstruct median
Stripe dedicated left turn at Strasburg Pike
Install crosswalks at Route 462 and Strasburg Pike

*PC: \$3,438,011
IN: \$2,578,509
C: \$17,190,057
CG: \$6,961,873
Total: \$30,168,550
*assume 5% for ROW

Partners:
East Lampeter,
PennDOT,
Lancaster County,
Red Rose Transit,
Property Owners

Funding:
ELT, BID, TAP, TIGER, MTF

UPGRADE THE OAKVIEW ROAD INTERSECTION

Changes include the removal of one of two dedicated left turn lanes on the westbound side to narrow the width of the roadway, calm traffic, and reduce pedestrian crossing time. Recognizing its role as a major pedestrian node, the conceptual design also includes high-quality landscaping and streetscape elements, including new transit shelters and street furniture, to establish an identity for this node. Distinct and high-quality crosswalks will make a statement about the area's navigability for all roadway users.

Reconfigure traffic lanes
Install pedestrian islands and upgraded crosswalk materials
Install landscaping and street furniture

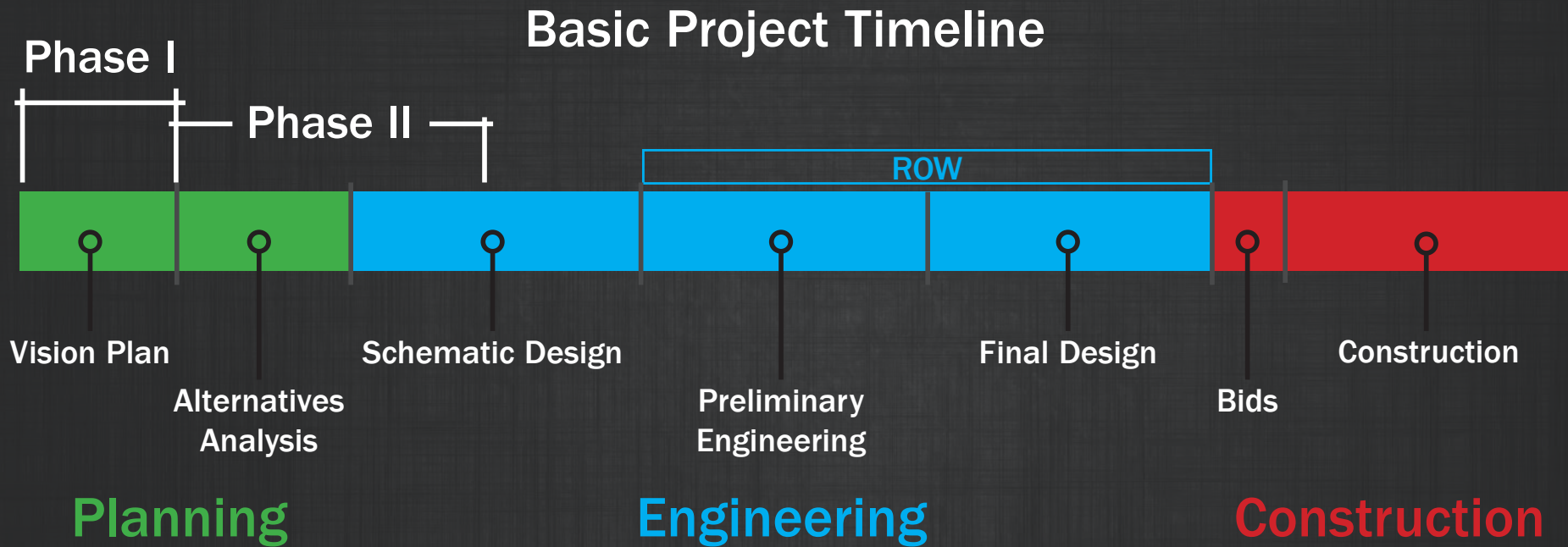
*PC: \$1,058,111
IN: \$793,583
C: \$5,290,554
CG: \$2,142,674
Total: \$9,284,922
*assume 5% for ROW

Partners:
East Lampeter,
PennDOT,
Lancaster County,
Red Rose Transit,
Property Owners

Funding:
ELT, BID, TAP, TIGER, MTF

IMPLEMENTATION

Where does this plan fit into the overall project?



IMPLEMENTATION

- Find the money
- Be patient. Be incremental.
- Continued dialogue with the development community and major land owners.

NEXT STEPS

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THANK YOU!