

Section 6: Transportation

Background

The transportation network of the Region is sufficient to meet most of the needs of existing residential and commercial vehicular needs; however, transit, passenger rail, and bicycling options are limited. The main roads that cross the Region, Route 72 and 772, are constrained within the Borough. Truck traffic along these roads in the Borough negatively impacts the Borough's character and economic development. Freight rail access exists, though it is not well utilized. Local rural roads and bridges have been repaired systematically, though many remain in need of improvement.

Roadway Network

Map 6.1: Transportation shows the functional classification of the Region's roads. Route 72 is the north-south spine of the road network, connecting the Turnpike interchange at the north end of Rapho Township to Manheim Borough and Lancaster City. Route 72 is designated as a principal arterial with just two lanes and shoulders. It runs through the historic district of Manheim Borough. Within the Borough, turning movements can be delayed during peak periods and it is difficult for trucks to pass through due to the narrow right-of-way.

Route 772 is an important east-west principal arterial, which connects Route 283, Mount Joy Borough, Manheim Borough and Lititz Borough. While Route 72 is a straight route through the Borough, Route 772 makes two jogs in the route, which require turning in the constrained conditions of the Borough. Like the Route 72 right-of-way, Route 772 is also constrained within the Borough of Manheim, making it difficult for trucks and other turning movements. PENNDOT has completed a rerouting study for Route 772 that considers using Doe Run Road instead of Fruitville Pike in this area.

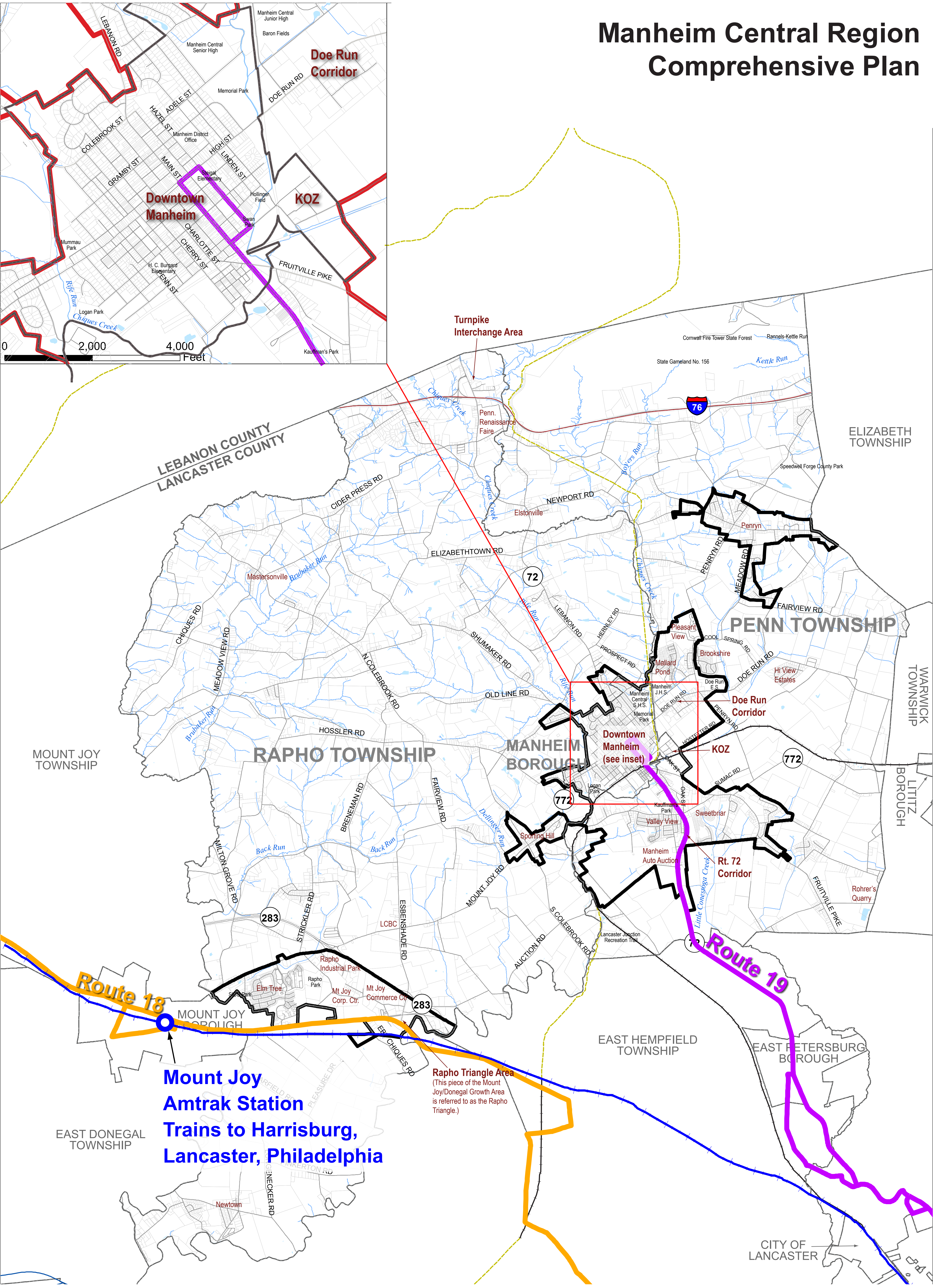
The volume of truck traffic through the Borough on Routes 72 and 772 creates challenges for businesses and homes located in the downtown Borough. On Route 72, the average daily truck traffic through the Borough is between 850 and 1,000 trucks per day. Route 772, around the Market Square averages about 800 trucks per day. The noise and dust caused by the trucks creates an uncomfortable pedestrian environment. Trucks also impact the roadway geometry through the Borough. The Borough has a tight right-of-way for Route 72 and 772. Turning movements and lane widths are maximized for truck needs – though they still do not fully meet the needs of truck movements. The geometric accommodations for trucks have limited the options to widen sidewalks along Route 72 to increase pedestrian access to businesses and homes.

Finally, Elizabethtown Road (E-town Road), a minor collector, carries significant traffic volumes east/west across the northern part of the Region, connecting Elizabethtown and Penryn Village.




Freight Rail Network

There are three rail lines in the Region. Norfolk Southern owns the Lititz Secondary line that connects Lancaster, Manheim Borough, and Lititz Borough. It is a 15-mile corridor with seven bridges. Penn Eastern Rail Lines, Incorporated owns a small rail line in Manheim that is about one-mile long. Amtrak owns the Keystone Corridor and Norfolk Southern has track rights for freight rail on the corridor.

Manheim Central Region Comprehensive Plan





Map 6.1 Transportation



Red Rose Route 18: Elizabethtown/Mount Joy

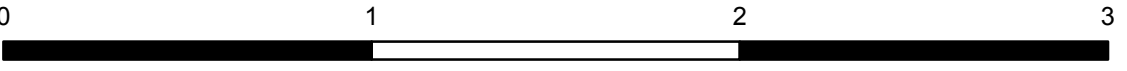

Red Rose Route 19: Manheim

Amtrak Keystone / Corridor One
(Trains to Harrisburg, Lancaster,
Philadelphia and New York City)



Other Active Railroad

Inactive Railroad



DATA SOURCE:
Lancaster County Geographic Information
Technology Dept.

Miles

Transit and Passenger Rail Service

Red Rose Transit Authority (RRTA) provides bus service and paratransit to the area. The Route 19 begins in Manheim and ends in downtown Lancaster, and runs everyday except Sunday. The trip takes approximately 45 minutes. Red Rose Access is available to those who are unable to use RRTA's fixed-route bus system. It provides scheduled and on-call paratransit service.

The Amtrak station in Mount Joy Borough is adjacent to the Region and provides service on Amtrak's Keystone Corridor to Harrisburg, Lancaster, Philadelphia and Pittsburgh with connecting service to New York City, Washington DC and Chicago.

Bicycle and Pedestrian Facilities

Lancaster County has evaluated through roads in the Region for bicycle conditions as shown on **Map 6.2: Bicycle Facilities** of the Region. The County's evaluation indicates that most through roads, such as Doe Run Road, Mount Joy Road (Route 772), Old Line Road, Breneman Road, Longenecker Road, Temperance Hill Road (Route 772) and Fruitville Pike have shoulders that are less than four-feet wide and traffic volumes are moderate to high. In general, the main roads in the Region are not equipped for bicyclists or pedestrians.

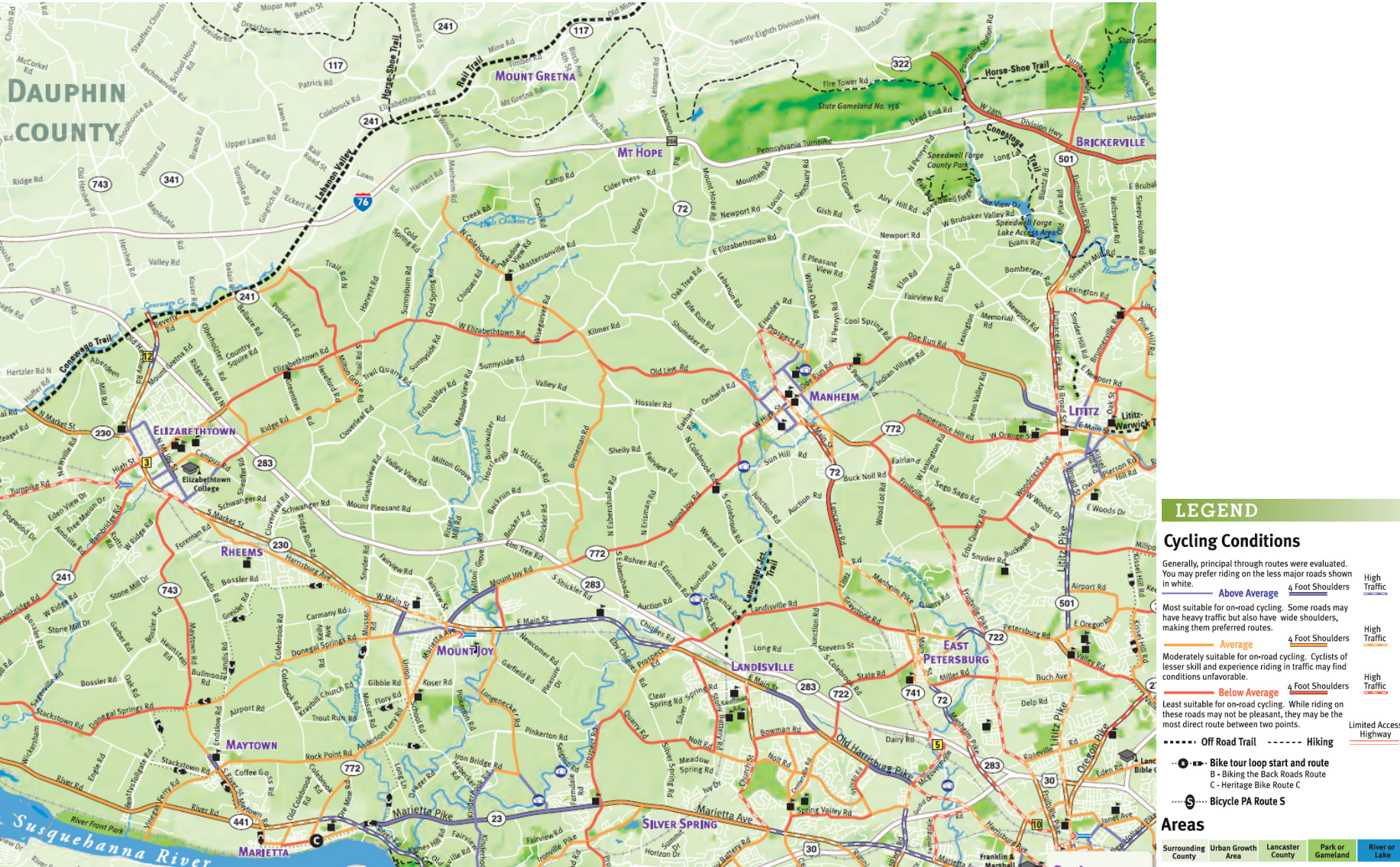
The map also indicates that there are no multi-use paths for bicycling except the Lancaster Junction Trail, which does not connect to major destinations. The Manheim Central Region Open Space, Recreation and Greenway Plan proposes a "loop greenway" around the Borough using a combination of residential streets with low traffic volumes and off-street paths to encircle the Borough. The Plan also studied the feasibility building a multi-use path generally along the alignment of the former Manheim/Cornwall Railroad branch line, traversing Penn Township to connect the Horseshoe Trail (described below) to Veterans Memorial Park in the Borough.

The Horse-shoe Trail – a pedestrian and equestrian trail that stretches 140 miles from Valley Forge to outside of Harrisburg where it connects to the Appalachian Trail – passes through the Region in the State Game Lands. The Conestoga Trail, located to the east of Penn Township, connects the Horseshoe Trail from State Game Lands into Lancaster City. To the north of the Region, the Conewago - Lebanon Valley Rail Trail provides hiking opportunities through woods and along a meandering portion of the Conewago Creek.

Lancaster County Long Range Transportation Plan

The Lancaster County Long Range Transportation Plan has identified ten bridge rehabilitation and replacement projects in the Region all in Rapho Township, one intersection improvement project, and one railroad underpass project. These projects are listed in **Table 6.1: Lancaster County 2009-2012 Highway Transportation Improvement Program (TIP)** below. Rapho will be partnering with neighboring municipalities on six of the bridge projects. Penn Township and the Borough will work together to complete the intersection improvements at Route 72 and Fruitville Pike. Five of the TIP bridge projects in Rapho Township were listed in the 1993 Comprehensive Plan as in need of repair.

Map 6.1: Bicycle Facilities



Manheim Central Region Comprehensive Plan

Lancaster County 2009-2012 Transportation Improvement Program (TIP) (Updated by LCPC Staff on 10/19/09)						
MPMS	Project Name/Location/Description	Municipality	Project Description	Phase/s*	Cost (\$ 000's)	Type
19676	SR4003 Longnecker Road Bridge over Little Chickies Creek	E. Donegal & Rapho Twps.	Bridge Replacement	P	7.1	Bridge
19807	SR4008 Elizabethtown Rd. Over Little Chiques Creek	Mount Joy & Rapho Twps.	Bridge Replacement	FURC	1,036.1	Bridge
74152	SR4027 Colebrook Rd Over Brubaker Run	R a p h o T w p .	Bridge Replacement	UC	298.6	Bridge
74955	SR4033 Meadow View Road Bridge over Little Chiques Creek	Mount Joy & Rapho Twps.	Bridge Replacement	P	337.5	Bridge
80997	SR4033 Meadowview Road Bridge #1over Brubaker Run	R a p h o T w p .	Bridge Rehabilitation	P	337.5	Bridge
79004	SR4033 Meadowview Road Bridge #2 over Brubaker Run	R a p h o T w p .	Bridge Replacement	P	337.5	Bridge
20137	T359 Garfield Road Over Big Chiques Creek	Rapho & W. Hempfield Twps.	Bridge Replacement	C	1,455.2	Bridge
19997	T364 Eby Chiques Rd Over Big Chiques Creek	Rapho & W. Hempfield Twps.	Bridge Replacement	RUC	1,847.1	Bridge
37064	T364 Eby Chiques Road over Amtrak	Mount Joy Boro. & Rapho Twp.	Bridge Replace., Close RR Crossing	C	7,779.4	Bridge
63005	T677 Newcomer Rd Over Big Chiques Creek	Rapho & W. Hempfield Twps.	Bridge Replacement	RC	1,802.2	Bridge
62319	Newcomer Road/E. Donegal Street	Rapho & E. Donegal Twps	Close Crossing/Extend Road	C	870.7	Keystone Cor.
73273	PA72 Main Street @ Railroad Crossing	M a n h e i m B o r o .	Install RR Warning Devices	C	160.0	RR Crossing
64840	P A 7 2 @ F r u i t v i l l e P i k e	Manheim Boro. & Penn Twp.	Intersection Improvements	UC	4,660.0	Signal/inters.
86479	PA-230 from Elmcrest Blvd to PA-283 (SR 0300)	Rapho Twp & Mount Joy Boro	R e s u r f a c e	PUC	2,280.0	Sys. Pres.
74145	PA72 Main Street (portion) and SR4026 Old Line Rd	Manheim Boro, Rapho Twp.	R e s u r f a c e	C	86.0	Sys. Pres.
				TOTAL	23,294.9	

Phases: P=Preliminary Engineering; F=Final Design; U=Utilities; R=Right-of-Way; C=Construction

Transportation Recommendations

Goal 6.1: Provide a transportation network that meets current and future motorized and non-motorized transportation demands while preserving the Region's community character and desired land use patterns.

Objectives

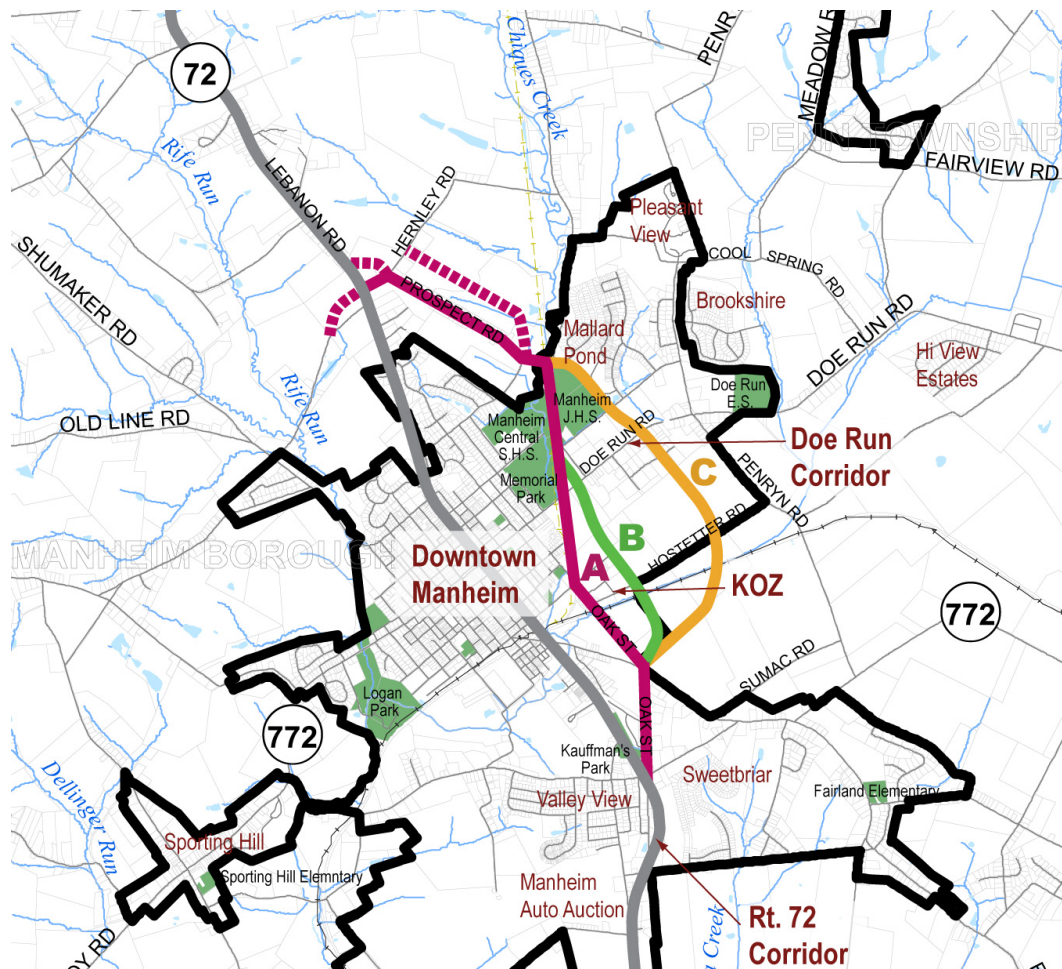
- Coordinate Regional transportation improvement strategies to maximize impact and benefit
- Manage truck traffic through downtown Manheim
- Develop a network of sidewalks, bicycle facilities, and trail systems to encourage pedestrian and other non-motorized transportation

Strategies

6.1.1. Conduct a feasibility study for a truck relief route to reduce the amount of truck traffic through the Borough's downtown

Major truck traffic through Manheim Borough on Route 72 creates traffic problems and a challenging pedestrian environment. This is an issue with regional economic impacts and is one that the Region should work together to pursue a reasonable solution. The Region should consider how to create options for truck traffic without having all traffic bypass downtown, which would reduce potential economic opportunities for the Borough. MAEDC and MDDG – with the Lancaster County Planning Commission's Transportation Group – should apply for funding to study the feasibility and projected costs of alternative routes for truck traffic. **Map 6.3: Truck Relief Route Options from Previous Planning Efforts** illustrates various relief route options that have been discussed by stakeholders over the years, but none of the studies completed to date have made recommendations about actual feasibility or projected costs.

Map 6.3: Truck Relief Route Options from Previous Planning Efforts



6.1.2. Expand freight rail options for the Region's commercial and industrial businesses, particularly the Manheim Auto Auction

Truck freight movement is a major issue for the Region, creating problems on rural roads and particularly through the Borough. Penn Township should team with Manheim Borough to work with the County, Commonwealth and local rail officials to improve freight rail access and movement to reduce the amount of truck traffic. As a first step, the Lititz Secondary Line and Penn Eastern Rail Line segments should be evaluated for current conditions and the need for improvements to make the lines more useful to modern freight needs. Critical issues to consider include bridge height constraints and weight limits. This information can be incorporated into marketing materials to attract industrial users. It can also be used to form the basis of grant requests to the Pennsylvania Department of Community and Economic Development (DCED) infrastructure funding programs for needed improvements. As a first step, the Region should work through MAEDC to pursue grant funding through the Pennsylvania Department of Transportation (PennDOT) or DCED to fund an evaluation of the condition of the rail segments.

6.1.3. Work to expand transit access to the Region's residents

Existing bus transit service is limited and not meeting the needs of residents. Lower-income Borough residents with limited access to a private car and seniors with limited driving capabilities have few options for transit service. Expansion of Red Rose Transit service will be limited by funding constraints. Passenger fares pay for only a small portion of total operating costs, so other sources of funding – public or private – must be tapped to deliver new services.

The first step to advocate for expanded transit service is to articulate the specific needs and propose them in the annual and long-range service planning process for Red Rose Transit. The regional transportation improvement plan identified in Strategy 10 below is an appropriate tool for this. It should identify specific service requests, such as:

- Better circulation between the Borough and the Doe Run commercial corridor
- Service from senior housing projects to the Borough and regional commercial nodes
- Service to Mount Joy Borough to provide access to the AMTRAK station and the entire Keystone Corridor
- Service between Lititz, Manheim and Mount Joy Borough

A part of the transit service proposals should consider potential funding sources beyond the Red Rose Transit annual budget. Specific opportunities could include public/private partnerships with senior housing operators, federal job access programs administered through Pennsylvania Career Link of Lancaster County and the Lancaster County Workforce Investment Board. It may be appropriate for the Manheim Area Economic Development Council to take the lead in organizing the service request process, coordinating the needs of downtown Borough merchants, regional employers and homeowners associations for senior housing developments.

6.1.4. Develop vehicular access management standards

Access management is the practice of improving the design and placement of driveways and medians to limit traffic conflicts, improve traffic flow and increase safety. It is essentially a tool to increase roadway capacity without widening it. Done well, it can also increase the attractiveness of development and increase access by all modes of transportation. Specific strategies include consolidation of driveways, new turn lanes and improved site design to encourage internal circulation for trips within a development or set of developments.

PennDOT has specific access standards spelled out in its procedures to obtain a Highway Occupancy Permit for State-owned roads. Each municipality should define its own access standards for state (if proposed to be stricter than PennDOT standards) and locally-owned streets in its Subdivision and Land Development Ordinance.

6.1.5. Adopt official maps reflecting planned and/or desired vehicular, mass transit and pedestrian improvements

Under the Pennsylvania Municipalities Planning Code, the Official Map is an effective planning tool to reserve right-of-way for new roads, public land, open space and other

public purposes. The Municipalities Planning Code allows a municipality or region to adopt an Official Map covering a portion of or the entire municipality/region to show elements of the comprehensive plan pertaining to public lands and facilities. An adopted Official Map provides the municipality the first right of refusal to purchase property as it becomes available for sale or is developed.

Each municipality in the Region should work with Lancaster County to adopt an Official Map to preserve right-of-way for potential street connections. An ordinance must accompany an Official Map that describes the land identified for future public use. The municipality does not need to survey designated lands prior to the adoption of the Official Map and ordinance. At the time of land or easement acquisition, a survey must be performed to describe metes and bounds.

6.1.6. Facilitate improved passenger rail access for the Region's residents

Due to the scope of such an initiative, any extensions of passenger rail service will be undertaken on a County- or State-wide basis. However, the Region does have a role in advocating for better rail access for its residents. As described in Strategy 3 above the Region's municipalities can and should advocate for improved transit service to the existing rail station in Mount Joy. The initial step for this is simply stating this as a priority to pursue in this Regional Comprehensive Plan.

Other options to pursue include:

- Working with Main Street Manheim and the Manheim Chamber of Commerce to market AMTRAK service from Elizabethtown and Mount Joy to area residents and businesses
- Supporting broader initiatives to propose passenger rail access on the single track line between Lititz and Lancaster through letters of support and inclusion in the Region's Transportation Improvement Plan as described in Strategy 10 below.

6.1.7. Implement Intelligent Transportation Systems along major corridors in the Region

Intelligent Transportation Systems (ITS) involves the use of various technologies to improve the efficiency of a transportation network. One example is variable message signs – roadside signs that are remotely controlled to alert travelers of bad weather, traffic congestion or road construction. Rural applications of ITS technology enhance safety, improve emergency response, provide information on road and weather conditions, make public transportation more accessible and efficient, and enhance tourism/recreational travel experiences.

In the Manheim Region, a particularly useful application could be to provide truck access information. It is critical to note that, due to the interconnected nature of the Region's major roadways, any ITS strategy would need to be undertaken on a regional basis. In the short term, such an initiative is not likely within the capacity of the Region and should be pursued through the County's Transportation Improvement Program.

6.1.8. Improve the pedestrian network within and around the Borough

Penn Township has proposed pedestrian and streetscape improvements along Doe Run Road from the Borough to Penryn Road, and along Penryn Road from Doe Run Road to Hickory Road. The Borough should consider the condition of its sidewalks in the downtown

and along the Doe Run corridor. The standards contained in each municipality's Subdivision and Land Development Ordinance should set specific standards for sidewalks in commercial areas, neighborhoods and the Keystone Opportunity Zone to support desired development types, densities and pedestrian access.

6.1.9. Update the 2002 Open Space Plan proposed trail network

A Borough trail system loop was identified in the Open Space Plan from 2002. Some connections have been made near the School District property, but otherwise the trail has not been completed. A proposed Manheim Central Rail-Trail could serve as a recreational facility for walking and bicycling and as a transportation corridor connecting residents with destinations such as parks, schools, and businesses. However, properties along the alignment proposed in 2002 are not available.

MC Rec and its partners should review the 2002 Open Space Plan and conduct a feasibility study to determine the potential for this type of connector trail along another potential alignment.

6.1.10. Create a multi-year regional transportation improvement plan (TIP) that addresses motorized and non-motorized transportation needs

A TIP identifies the region's highest priority transportation projects, develops a multi-year program of implementation and identifies available funding for the identified projects. A TIP typically covers a four- to seven-year period of investment and is updated every couple of years. A TIP should include:

- A description of the TIP and how it is developed
- A comprehensive listing of transportation projects that are expected to be implemented over the next several years

While estimated completion dates should be given for projects in the plan, it should be noted that the TIP is not a Capital Improvement Program. The TIP should represent the Region's intent to construct or implement a specific set of projects and the anticipated flow of federal funds and matching state or local contributions.