

State Transportation Commission

2015 Twelve Year Program Development

Regional results of the survey and public feedback from August thru November 2013

Lancaster MPO

Mobility Concerns

Traffic congestion is growing and resources are limited to build additional capacity.

As a result, transportation agencies are exploring ways to manage demand, operate efficiently, and improve capacity.

Using a scale of 1-5, for each mobility concern, please rank how important each mobility concern is to you, with one being 'Not Important' and 5 being 'Very Important'.

Passenger Rail	Ridership on the Keystone Corridor has doubled since 2000 making it Amtrak's fourth-busiest route in the nation. Rail infrastructure improvements are critical to timely service.
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Responded With an Average Rank of	4.30
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Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.
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Responded With an Average Rank of	4.18
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Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.
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Responded With an Average Rank of	3.95
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Transit	Implementing new technologies improves service.
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Responded With an Average Rank of	3.91
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Freight Rail	\$500 billion in goods and services travel through PA each year. That investment would grow with upgrades to accommodate intermodal changes such as emerging needs from the natural gas industry and double-stack train access to our ports.
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Responded With an Average Rank of	3.84
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Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.
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Responded With an Average Rank of	3.59
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Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.
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Responded With an Average Rank of	3.30
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Mobility Suggestion	Suggest another mobility concern:
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Provided Other Options for Mobility Concern	3.00
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Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.
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Responded With an Average Rank of	2.86
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Lancaster County MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.			
27	60.00%	of Responders Chose for Top Three With an Average Rank of	2.19	
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.			
25	55.56%	of Responders Chose for Top Three With an Average Rank of	1.60	
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.			
24	53.33%	of Responders Chose for Top Three With an Average Rank of	1.75	
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.			
20	44.44%	of Responders Chose for Top Three With an Average Rank of	2.30	
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.			
19	42.22%	of Responders Chose for Top Three With an Average Rank of	2.05	
Preservation Other	Suggest another preservation option:			
5	11.11%	of Responders Provided Other Options for Top Three grouping	.00	

Lancaster County MPO

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
33	73.33%	of Responders Chose for Top Three With an Average Rank of	1.52
Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
28	62.22%	of Responders Chose for Top Three With an Average Rank of	1.93
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
22	48.89%	of Responders Chose for Top Three With an Average Rank of	2.27
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
14	31.11%	of Responders Chose for Top Three With an Average Rank of	2.00
Safety Other	Suggest another safety option:		
7	15.56%	of Responders Provided Other Options for Top Three grouping	.00
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
5	11.11%	of Responders Chose for Top Three With an Average Rank of	2.60
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
4	8.89%	of Responders Chose for Top Three With an Average Rank of	2.00

State Transportation Commission

2015 Twelve Year Program Development

**Regional survey and mapped comments from the public feedback August thru
November 2013**

Lancaster MPO

Mobility Concerns

Mobility Suggestion	Suggest another mobility concern:
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Include context-sensitive design. Include "Complete Streets". Include connection between land use and transportation	Include pedestrian and bicycle mobility.
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Pedestrian safety measures -- pedestrians should have their own lights rather than being in the line of turning vehicles at intersections, raised crosswalks, crosswalks/sidewalks REQUIRED on state roads that have anything resembling development nearby, bu	
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Pedestrian/Bike Friendly Infrastructure	
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Pedestrian and bike mobility.	
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Safe pedestrian and bike crossings.	
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We need more dedicated bicycle infrastructure.	
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Lancaster County MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
27	60.00%	of Responders Chose for Top Three With an Average Rank of	2.19
I'd very much like to see improvements to public stream and river access as part of bridge and road projects where new or improved public access is possible.			
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
25	55.56%	of Responders Chose for Top Three With an Average Rank of	1.60
Passenger Rail services are critical links in the Commonwealth, twice daily Pennsylvanian service should be explored between Harrisburg and Pittsburgh			
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
24	53.33%	of Responders Chose for Top Three With an Average Rank of	1.75
More funding to the Rail Freight Assistance programs to stimulate track upgrades			
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
20	44.44%	of Responders Chose for Top Three With an Average Rank of	2.30
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
19	42.22%	of Responders Chose for Top Three With an Average Rank of	2.05
I would like to see more alternatives for active transport developed. I'd like an extensive network of bike paths and public transit that allows for walking instead of needing to rely on the use of a car.			
Preservation Other	Suggest another preservation option:		
5	11.11%	of Responders Provided Other Options for Top Three grouping	.00
Improve safety features for bicyclists.			
Develop more pathways for pedestrians including safe crossings for state roads.			
Cycling Infrastructure			
Bicycle infrastructure			
Change from Low Bid to Best Bid			
Funding for crosswalks and sidewalks, particularly in urbanized areas.			

CROSSWALKS

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Pedestrian Bicycle The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.

33 73.33% of Responders Chose for Top Three With an Average Rank of 1.52

Pedestrian, jogging, and bike lanes should be added to all roadways. Many rural roads do not even have shoulders. Crosswalks, signage, and pavement markings won't help when rural roads don't even have shoulders to allow bikers and joggers room to travel outside of the traffic lane.

Robust multi-modal systems help to promote tourism and recreational use of our region's extensive system of water and land trails, reduce congestion on roads and highways, and promote in-fill development that preserves green space and supports vibrant small towns.

Distracted/Aggressive Driving Strategies include education, enforcement, roadway strategies like rumblestrips, etc.

28 62.22% of Responders Chose for Top Three With an Average Rank of 1.93

My biggest pet peeve on a highway is the traffic hanging out in the left lane (especially trucks). I learned that one was to travel in the right lane, pull out into the left to pass (turn signal needed), and to return to the right lane when one is no longer passing.

Safety Improvements Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.

22 48.89% of Responders Chose for Top Three With an Average Rank of 2.27

Impaired Driving Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.

14 31.11% of Responders Chose for Top Three With an Average Rank of 2.00

If our country/state is serious about preventing drinking and driving, then we should adopt a 1 strike, you're out with regards to one's license. Driving is a privilege, not a right. You drink & drive, you have no license forever. It works in other countries because they know their license to drive is revoked and can never be reinstated.

Safety Other Suggest another safety option:

7 15.56% of Responders Provided Other Options for Top Three grouping .00

Traffic Signal Improvements

Capacity Improvements

Bicycle friendly routes

Public Transportation Integration

Safety Strategies

highway redesign and expansion to meet current and projected demand. It is a shame how PennDot has ignored PA highway needs. Possibly hire experts from other States to show us how to plan appropriately.

Widen the Pa. Tpke. to three or four lanes in each direction. Widen Rte. 30 from Lancaster to Gap to two lanes in each direction. The current road with a turn lane all the way is a useless waste of space

Shoulders wide enough for bicycle lanes which are standard all over Europe.

Encourage carpooling -- carpool lanes

Deal with car-sharing issues -- car insurance is a huge barrier to car-sharing

SMOOTH ROADS

BRIDGE AND ROAD MAINTENANCE

Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
5	11.11%	of Responders Chose for Top Three With an Average Rank of	2.60
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
4	8.89%	of Responders Chose for Top Three With an Average Rank of	2.00

State Transportation Commission

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Regional mapped comments from the public feedback August thru November 2013

Lancaster MPO

Lancaster County MPO

Country USA

Lancaster County MPO, Lancaster County, PA

BikePath

----- - 123 South 8th Street, Akron PA 17501

----- - 458 Locust Street, Columbia PA 17512

A bike path along the Conestoga River from Lancaster City to the Susquehanna would like Lancaster to Millersville, and also to other rail trails (Atglen and Manor) that have already been developed. - Powerhouse Road, Conestoga PA 17516

A bike path along the Conestoga River from Lancaster City to the Susquehanna would like Lancaster to Millersville, and also to other rail trails (Atglen and Manor) that have already been developed. - T714, Conestoga PA 17516

s it possible to create a rail trail near this rail bed that would like Lancaster, East Petersburg, Manheim, Lititz, Ephrata, Denver and Reading? - 409 Walnut Street, Denver PA 17517

A bike path from Elizabethtown needs to link the town with the Lebanon-Lancaster Rail trail. - 471 Aberdeen Road, Elizabethtown PA 17022

heavily used road that has no shoulder. - 1100-1376 Campus Road, Elizabethtown PA 17022

narrow road. no shoulder - 314 Ridgeview Road South, Elizabethtown PA 17022

no shoulder. - 1496 Ridge Road, Elizabethtown PA 17022

There is a great rail trail (Conewago), but riding from Etown to Hershey to get there is dangerous. - 647-675 Pennsylvania 241, Elizabethtown PA 17022

too narrow. no shoulder. - 406-982 Campus Road, Elizabethtown PA 17022

s it possible to create a rail trail near this rail bed that would like Lancaster, East Petersburg, Manheim, Lititz, Ephrata, Denver and Reading? - 381 Akron Road, Ephrata Township PA 17522

----- - 3100 Zeltenreich Road, Gordonville PA 17529

Wide enough shoulders along the highway. - 99 Old River Road, Holtwood PA 17532

----- - 8-68 Roosevelt Boulevard, Lancaster PA 17601

----- - 340 Yorkshire Drive, Lancaster PA 17603

----- - 1350 Harrisburg Pike, Lancaster PA 17601

----- - 1224-1324 Lincoln Highway, Lancaster PA 17603

----- - 665 North Reservoir Street, Lancaster PA 17602

----- - East Walnut Street, Lancaster PA 17601

----- - 2800 Charlestown Road, Lancaster PA 17603

----- - 1200-1204 South Duke Street, Lancaster PA 17602

----- - 605 Granite Run Drive, Lancaster PA 17601

----- - 235 Landis Drive, Lancaster PA 17602

----- - 1701-1759 Stone Mill Road, Lancaster PA 17603

----- - 1326-1398 South Duke Street, Lancaster PA 17602

A bicycle path from downtown Lancaster to Long's Park/Park City would be great. - 1340 Harrisburg Avenue, Lancaster PA 17603

A bike path along the Conestoga River from Lancaster City to the Susquehanna would like Lancaster to Millersville, and also to other rail trails (Atglen and Manor) that have already been developed. - Hale Lane, Lancaster PA 17602

Lancaster County MPO, Lancaster County, PA

BikePath

A bike path along the Conestoga River from Lancaster City to the Susquehanna would like Lancaster to Millersville, and also to other rail trails (Atglen and Manor) that have already been developed. - 1728 Southport Drive, Lancaster PA 17603

Bicycle lanes needed on all major pikes to and from Lancaster City - 101-199 Farmington Lane, Lancaster PA 17601

Bicycle paths in Lancaster City, on major city roads such as Queen, Prince, King, Walnut, Chestnut, and Duke street would be a big improvement. These could extent from Franklin and Marshall College and to McCaskey High School to inspire more students to r - 2347 Oregon Pike, Lancaster PA 17601

Bike Lane in Lancaster City and to/from Long's Park and County Park! - 98 Hershey Avenue, Lancaster PA 17603

Bike lanes needed throughout Lancaster City, and into surrounding suburban areas. - 1840-1898 Municipal Drive, Lancaster PA 17601

Bike path on the abandoned rail line in City. - 107 South Christian Street, Lancaster PA 17602

Bike, buggy, pedestrian trail on the Goat Path (Rt. 23 By-pass). - 2065 Horseshoe Road, Lancaster PA 17602

Biking conditions are bad, but this road would be very useful for cyclists. - 2406 Marietta Avenue, Lancaster PA 17601

City/Community interested in bike routes/paths but bridges/road construction projects to accommodate - 25 South Queen Street, Lancaster PA 17603

Connect all township parkland - 161 Waypoint Drive, Lancaster PA 17603

Harrisburg Pike needs a biking alternative to Landisville. Currently, Harrisburg pike is fairly narrow and not so bike-friendly. - 1484 Harrisburg Pike, Lancaster PA 17601

Is it possible to create a rail trail near this rail bed that would like Lancaster, East Petersburg, Manheim, Lititz, Ephrata, Denver and Reading? - 2201-2207 Leabrook Road, Lancaster PA 17601

LANCASTER COUNTY IS PAST THE POINT OF SAFE MUTUAL USAGE OF THE ROADS BY BIKES AND VEHICLES! - 311-399 Elmshire Drive, Lancaster PA 17603

New Lititz pike bridge over amtrak line should have bike lanes - 321 New Dorwart Street, Lancaster PA 17603

Separate Bike Paths are needed in Lancaster City and connecting boroughs - 1551 Fruitville Pike, Lancaster PA 17601

The "goat path" should be converted into a bike path. - East Walnut Street & U.S. 30, Lancaster PA 17601

The former "goat path" is a perfect opportunity to run a commuter bike path which could also serve as an opportunity for tourists to reach "Amish Country" via bicycle. This could run from the Walnut Street bypass to route 772 near Leola. - East Walnut Street & U.S. 30, Lancaster PA 17601

There are many bike friendly roads east of Lancaster City. This bridge needs to be made bike friendly to make those roads more accessible. - 1501-1517 Lincoln Highway East, Lancaster PA 17602

There is an underpass that could easily be converted into a pedestrian/bike path that would provide an alternate route into the city. - 1055 Lititz Avenue, Lancaster PA 17602

There needs to be some better crossing for bikes across route 30 in this area. There is already a sidewalk on route 272 at 30, but the crossing is still not completely safe. there need to be more alternatives so that biking is a more viable option for f - U.S. 30, Lancaster PA 17601

This former railbed is scheduled to become a rail-trail. A bridge over the train tracks would provide an alternative to route 23, which can be dangerous to bike on, and also provide access to the Conestoga Pines Park through the bridge that I suggested. - 840 New Holland Avenue, Lancaster PA 17601

Lancaster County MPO, Lancaster County, PA

BikePath

This intersection is horrible for bicyclists. - 1520-1526 Lincoln Highway, Lancaster PA 17602

This section already has the necessary bike path through Lancaster County Park. - Greenway Path, Lancaster PA 17602

Can the Lancaster Junction Rail Trail be continued over route 23, and extend to Columbia? - Pennsylvania 283, Landisville PA 17538

The former "goat path" is a perfect opportunity to run a commuter bike path which could also serve as an opportunity for tourists to reach "Amish Country" via bicycle. This could run from the Walnut Street bypass to route 772 near Leola. - 268-284 Newport Road, Leola PA 17540

----- - 44 East 3rd Avenue, Lititz PA 17543

Is it possible to create a rail trail near this rail bed that would like Lancaster, East Petersburg, Manheim, Lititz, Ephrata, Denver and Reading? - 200-298 Limerock Road, Lititz PA 17543

Is it possible to create a rail trail near this rail bed that would like Lancaster, East Petersburg, Manheim, Lititz, Ephrata, Denver and Reading? - 506 Front Street, Lititz PA 17543

----- - 1400-1798 Junction Road, Manheim PA 17545

Is it possible to create a rail trail near this rail bed that would like Lancaster, East Petersburg, Manheim, Lititz, Ephrata, Denver and Reading? - 600 Greenridge Drive, Manheim PA 17545

----- - 396 South Duke Street, Millersville PA 17551

A bike path along the Conestoga River from Lancaster City to the Susquehanna would like Lancaster to Millersville, and also to other rail trails (Atglen and Manor) that have already been developed. - 351 Walnut Hill Road, Millersville PA 17551

A bike path along the Conestoga River from Lancaster City to the Susquehanna would like Lancaster to Millersville, and also to other rail trails (Atglen and Manor) that have already been developed. - 198 Creek Drive, Millersville PA 17551

A safe bicycle path from Lancaster to Mount Joy would be beneficial. Find paths to connect the train stations along the Keystone Corridor - 605 T-347, Mount Joy PA 17552

no shoulder - ---, Mount Joy PA 17552

Is it possible to link the Chester County bike paths with New Holland via the Welsh Mountains? - 500-594 Gault Road, New Holland PA 17557

Bike and pedestrian path on Low Grade Line. - 310-398 West 4th Street, Quarryville PA 17566

Bridge

----- - 134-188 Centerville Road, Lancaster PA 17603

----- - 660 Bean Hill Road, Lancaster PA 17603

----- - 1698 Wabank Road, Lancaster PA 17603

Bridge

MarkerBridge

Bridge closure

----- - 582-598 Spencer Avenue, Lancaster PA 17603

Bridge should be replaced to improve access to industrial businesses and promote economic development. - 51-99 South Jacob Street, Mount Joy PA 17552

Bridge

MarkerBridge

Bridge in need of repair

----- - Kinglet Trail, Lancaster PA 17602

----- - 1200 South Duke Street, Lancaster PA 17602

Bridge

MarkerBridge

Bridge weight restricted

----- - Wrights Ferry Bridge, Columbia PA 17512

----- - 502 West Lincoln Avenue, Lititz PA 17543

Lancaster County MPO, Lancaster County, PA

Bridge	Marker	Bridge	Other
	-----	- 1500-1518 Lincoln Highway East, Lancaster PA	17602
	-----	- 675 Estelle Drive, Lancaster PA	17601
	A bike bridge would link Lancaster City to Conestoga Pines Park and make this park more accessible to residents. In addition, this would provide another transportation alternative to reach the Greenfield shopping and industrial districts by foot or bike. - East Walnut Street, Lancaster PA 17601		
	There need to be bridges over 283 that allow bike access for rail trails to be extended. - Lancaster Junction Trail, Manheim PA 17545		
Congestion			
	Unnecessary congestion caused by "No Turn on Red". The intersection geometry should be improved so this restriction could be removed. - 301-399 Linden Street, Columbia PA 17512		
	Unnecessary congestion due to new traffic signal with a protected/prohibited left turn phase. Left turns should be permitted during gaps in opposing traffic. - North 3rd Street, Columbia PA 17512		
	-----	- 261 Weaver Road, Denver PA	17517
	-----	- 1695 State Street, East Petersburg PA	17520
	-----	- 340 Anchor Road, Elizabethtown PA	17022
	Adding an on/off ramp at this location would alleviate traffic congestion along back roads at either end of Elizabethtown. - Pennsylvania 283, Elizabethtown PA 17022		
	Congestion due to traffic signal at SR 230 (S Market St) - 931 Pennsylvania 230, Elizabethtown PA 17022		
	Traffic in Hershey is awful during summer months or during Giant Center or Stadium events. - 16 Oak Knoll Drive, Elizabethtown PA 17022		
	When is by-pass going to happen? - U.S. 30, Gap PA 17527		
	-----	- 5354 Mine Road, Kinzers PA	17535
	-----	- 2082-2098 State Road, Lancaster PA	17601
	-----	- 2131 Fruitville Pike, Lancaster PA	17601
	-----	- Chester Road, Lancaster PA	17601
	-----	- U.S. 222, Lancaster PA	17601
	-----	- 634-698 Rohrerstown Road, Lancaster PA	17603
	-----	- 100-132 Centerville Road, Lancaster PA	17603
	-----	- Centerville Road & U.S. 30, Lancaster PA	17601
	-----	- Oak Trail, Lancaster PA	17602
	-----	- 1105-1125 Lititz Pike, Lancaster PA	17601
	-----	- 1639 Lincoln Highway, Lancaster PA	17602
	-----	- 2168 Columbia Avenue, Lancaster PA	17603
	-----	- 1600-1624 Lincoln Highway, Lancaster PA	17602
	-----	- Millersville Road, Lancaster PA	17603
	222 backs up daily from merging on to 30, frequent accidents - U.S. 222, Lancaster PA 17601		
	backs up every afternoon, frequent accidents also - U.S. 30, Lancaster PA 17601		
	Centerville Rd. - 289 Donerville Road, Lancaster PA 17603		
	east bound Rt. 30 traffic regularly backs up from the traffic signal at Tanger Outlets - 2177-2199 Lincoln Highway, Lancaster PA 17602		
	frequent accidents from sudden stops, backs up daily - U.S. 30, Lancaster PA 17601		

Lancaster County MPO, Lancaster County, PA

Congestion		
	Fruitville Pike/Granite Run Rd has many accidents. It needs a left-turn signal. - 1404-1454 Millport Road, Lancaster PA 17602	
	horrible merge point for vehicles getting over to get on 222, frequent accidents - U.S. 222, Lancaster PA 17601	
	not enough green time on Penn Grant Road - 700-738 Penn Grant Road, Lancaster PA 17602	
	PA 501 - 1871 Santa Barbara Drive, Lancaster PA 17601	
	ROAD IMPROVEMENTS BEFORE AND MORE DEVELOPEMENT. - Williamson Road, Lancaster PA 17602	
	Rohrerstown Rd between Columbia Ave and Marietta Ave and at both intersections - Dr. Mark R. Harris, DO, 2192 Embassy Drive, Lancaster PA 17603	
	----- - 1962-1974 State Road, Manheim PA 17545	
	RT322 congestion - 233 Coffee Street, Millersville PA 17551	
	rush hour congestion at lights along this roadway. - 570 Cloverleaf Road, Mount Joy PA 17552	
	Traffic congestion along SR 4025 (Cloverleaf Rd) from PA Route 283 to PA Route 230. - Cloverleaf Road & Pennsylvania 283, Mount Joy PA 17552	
	----- - 2502-2508 Lincoln Highway East, Ronks PA 17572	
	----- - 2807 Lincoln Highway East, Ronks PA 17572	
	Replace lights with rotary - 235-245 Gap Road, Strasburg PA 17579	
Roadway		
	----- - 1 Eastbrook Road, Lancaster PA 17602	
	----- - 192 Blue Rock Road, Millersville PA 17551	
Roadway	MarkerRoadway	Other
	Missing link of Buckingham Blvd/Radio Road between SR 241 (Mt Gretna Rd) - 100 Ironstone Drive, Elizabethtown PA 17022	
	roadway not wide enough to accommodate school traffic. - 18 Shybrook Court, Elizabethtown PA 17022	
	----- - 110-120 Greenfield Road, Lancaster PA 17601	
	----- - 509 Willow Lane, Lancaster PA 17601	
	Finish the Goat path Expressway - 200-248 Newport Road, Leola PA 17540	
Roadway	MarkerRoadway	Road in need of repair
	at the base of a hill on a curve, roadway keeps sinking. gets filled in making roadway uneven. if not holding onto steering wheel and hit the patches just right, can cause car to jerk out of lane. - 406-982 Campus Road, Elizabethtown PA 17022	
	PA Route 283 eastbound at transition form concrete to blacktop is in poor condition with several major potholes. The resurfacing from 2004 is at the end of its lifespan. - Pennsylvania 283, Elizabethtown PA 17022	
	----- - 436 Lafayette Street, Lancaster PA 17603	
	----- - 2002 Pennwick Road, Lancaster PA 17601	
	----- - 100 Greenwood Avenue, Lancaster PA 17603	
Roadway	MarkerRoadway	Shoulder in need of repair
	----- - 370 Old Holtwood Road, Holtwood PA 17532	
	----- - 1239 Seglock Road, Lititz PA 17543	
Safety		

Lancaster County MPO, Lancaster County, PA

Safety		
	----- - 508 Weaver Road, Denver PA 17517	
	no sight line over crest of hill. road too narrow. no shoulder. - 1376-1554 Campus Road, Elizabethtown PA 17022	
	----- - 2002-2050 State Road, Lancaster PA 17601	
	----- - 784-796 Flory Mill Road, Lancaster PA 17601	
	----- - 405 Butler Avenue, Lancaster PA 17601	
Safety	MarkerSafety	Frequent speeding a concern
	----- - 1113 Willow Street Pike, Lancaster PA 17602	
	----- - 1538 South Jefferson Court, Lancaster PA 17602	
	----- - 585 North School Lane, Lancaster PA 17603	
Safety	MarkerSafety	Many crashes at this location
	----- - 2001-2013 Cedar Road, Elizabethtown PA 17022	
	----- - 5 West Risser Mill Road, Mount Joy PA 17552	
Safety	MarkerSafety	Other
	no shoulder. narrow road. bad curve with pot hole issues. - 406-982 Campus Road, Elizabethtown PA 17022	
	roadway has no shoulder. cannot safely accommodate bikers, pedestrians, and horse - 440 Schwanger Road, Elizabethtown PA 17022	
	too narrow - 1132 Ridge Road, Elizabethtown PA 17022	
	----- - 98 North Water Street, Lancaster PA 17603	
	----- - 624 South Queen Street, Lancaster PA 17603	
	----- - 241 North Prince Street, Lancaster PA 17603	
	See comment on adjacent path needed comment - 31-73 Pennsylvania 272, Lancaster PA 17603	
Safety	MarkerSafety	Traffic signal issues
	----- - 100 Greenwood Avenue, Lancaster PA 17603	
Transit		
	----- - 44 South Lime Street, Lancaster PA 17602	
	----- - Ridgefield Way, Lititz PA 17543	
Transit	MarkerTransit	More buses needed
	If the bus traveled more frequently to and from Lancaster, it might be used more often. Also, if there were more direct options - that didn't take so long to get to Lancaster, that would help. - 327 Anchor Road, Elizabethtown PA 17022	
	----- - 2340 Hollinger Road, Lancaster PA 17602	
Transit	MarkerTransit	More routes needed
	----- - 486 Ginger Pat Drive, East Earl PA 17519	
	----- - 252 North Queen Street, Lancaster PA 17603	
	----- - Kinglet Trail, Lancaster PA 17602	
	Need suburb to suburb bus routes as well as express routes from outlying communities to Lancaster City - 376 Arbor Road, Lancaster PA 17601	
	----- - 1917-2101 Airy Hill Road, Manheim PA 17545	
	----- - 4024-4026 U.S. 222, Reinholds PA 17569	

Lancaster County MPO, Lancaster County, PA

Transit	MarkerTransit	More transit stops needed
	-----	- City View Drive, Lancaster PA 17602
		School Lane Hills used to be served by a city bus, and it would be great if it still was. - 710-798 Wilson Drive, Lancaster PA 17603
		The light-rail system could run on the Karlsruhe model where the tram could run on both the train tracks and the street. The tram could link downtown Lancaster with Landisville, Roherstown and Greenfield at this point. - Butler Avenue, Lancaster PA 17601
		The train tracks already laid seems like an untapped resource. A light-rail system that operates on the existing track system could provide additional transportation options for folks in Lancaster to commute between Landisville, Roherstown and Greenfield - 198 Greenfield Road, Lancaster PA 17601
		Currently, the Landisville line for the bus runs infrequently, because it is tied to the Elizabethtown bus route. Maybe another line could run to Landisville to make service more frequent. - 320 Mumma Drive, Landisville PA 17538
		The train tracks already laid seems like an untapped resource. A light-rail system that operates on the existing track system could provide additional transportation options for folks in Lancaster to commute between Landisville, Roherstown and Greenfield - 190 Broad Street, Landisville PA 17538
Transit	MarkerTransit	Other
	-----	- 202 Lincoln Avenue, Lancaster PA 17603
		Light rail from Carlisle to Lancaster - 1776 Harrisburg Avenue, Lancaster PA 17601
		More train arrival/departure times - 366 East Liberty Street, Lancaster PA 17602
		Train Station Upgrade and integration into other modes of transportation. - 311-501 Old Market Street, Mount Joy PA 17552
WalkPath		
		Increased pedestrian connections from town to the Riverfront Park are needed. Safe, walkable routes. - 41 Walnut Street, Columbia PA 17512
		heavily used road for joggers and students walking to and from school that has no shoulder. - 1376-1554 Campus Road, Elizabethtown PA 17022
		no shoulder - 656 Schwanger Road, Elizabethtown PA 17022
		S Mt Joy St needs to be connected to allow pedestrian access to shopping area. It is unsafe to walk along S Market St. especially since there are no sidewalks in some sections. - 1575 South Market Street, Elizabethtown PA 17022
		too narrow. no shoulder. - 406-982 Campus Road, Elizabethtown PA 17022
	-----	- 1260 Loop Road, Lancaster PA 17601
	-----	- 642 West Walnut Street, Lancaster PA 17603
		A walking path from Lancaster City to Long's Park and Park City is needed, and I think currently being discussed. - 1306-1308 Harrisburg Avenue, Lancaster PA 17603
		Bike path on the abandoned rail line in City. - 101 Betz Road, Lancaster PA 17602
		Bike, buggy, pedestrian trail on the Goat Path (Rt. 23 By-pass). - 1846 Charter Lane, Lancaster PA 17601
		Can't safely walk to Long's park from F and M campus - 315 West James Street, Lancaster PA 17603
		Harrisburg Pike to Park City Mall - 1040 West Roseville Road, Lancaster PA 17601
		Lancaster City to Granite Run Corporate Center - 1163-1173 Dillerville Road, Lancaster PA 17601
		Lancaster City to Park City Mall - 1260 Loop Road, Lancaster PA 17601
		Lancaster to Route 30 - 1300 Lititz Pike, Lancaster PA 17601

Lancaster County MPO, Lancaster County, PA

WalkPath

Make state owned roads have shoulder lanes for bikers, coordinate with township infrastructure - 1817 Wilderness Road, Lancaster PA 17603

Many areas have no sidewalks and narrow roads with no shoulders. - Sunnybrook Drive, Lancaster PA 17601

MORE FUND TO HELP MUNICIPALITIES DEVELOPE WALKING PATHS WITH-IN THEIR COMMUNITIES! - Ledwith Drive, Lancaster PA 17602

No Sidewalks leading to Train Station - 31-73 Pennsylvania 272, Lancaster PA 17603

On Harrisburg Pike from Lancaster City to Long's Park - 1299 Harrisburg Avenue, Lancaster PA 17603

Spring Valley Road to Harrisburg Pike, - Rohrerstown Road & U.S. 30, Lancaster PA 17601

There are signs in this area saying no pedestrian crossing. Park City is a major hub for the bus. Many people ride the buses to Park City and then must walk to their jobs on Manheim Pike. Pedestrian ways are desperately needed with proper safety marking - 101-923 Plaza Boulevard, Lancaster PA 17601

Walking Trail near McCaskey - 511 North Franklin Street, Lancaster PA 17602

Enhance River Front Walkways and publish Trail books on River Walking - 1699 Old River Road, Marietta PA 17547

Bike and pedestiran path on Low Grade Line. - 747 Kirkwood Pike, Quarryville PA 17566