

Lemoyne Phase 2 Streetscape Improvements

From “The Great Road” to “A Great Street” - A Complete Street

The Lemoyne Phase 2 Streetscape Improvements project is a model example of Smart Transportation. Through pedestrian safety, mobility, and infrastructure upgrades to Market Street, significant improvements will be achieved for **all modes of transportation**, including walking, bicycling, public transit use, and driving.

A first phase of streetscape improvements was completed in the spring of 2010 with funding provided by DCED, Cumberland County, and Lemoyne Borough. The **substantial investment** made by these parties demonstrates their commitment to creating a safe environment for area residents as well as commuters. The Phase 1 improvements included brick-paved, concrete-edged crosswalks, new concrete curbing and bump-outs, rain gardens to partially divert stormwater, concrete sidewalks, decorative period light fixtures, landscaping, and various other street furnishings. In conjunction with the public investment, **private property owners invested** in the improvement of 26 building façades and created sidewalk dining.

Phase 2 improvements will leverage the financial investments made during Phase 1 and current investments by Cumberland County, CAT, and Lemoyne. This second phase will continue to emphasize the pedestrian safety and transit-friendliness of Phase 1, and will address a number of pressing needs **to ensure safe access for users of all ages and abilities.** This includes a safe pedestrian route leading to the Lemoyne Middle School and Washington Heights Elementary School, a safe bicycle route through the Market Street corridor, ADA compliance upgrades, environmentally friendly, comfortable transit stops, and a safe and efficient route for all on the heavily traveled section of Market Street between Third Street and the borough line.

With Phase 1 streetscape improvements completed, Lemoyne is ready to continue to enhance Market Street with a second phase of improvements. Lemoyne has done its due diligence with its strategic, comprehensive, and master planning efforts, and has had a test run with its implementation of Phase 1 improvements. It has overseen the process of designing, engineering, coordinating, constructing, and complying with PennDOT regulations, funding agencies, and state and local officials. It has already administered a construction bid, coordinated construction on a busy roadway, managed public relations during the process, and obtained the necessary expertise to inspect the project during its construction.

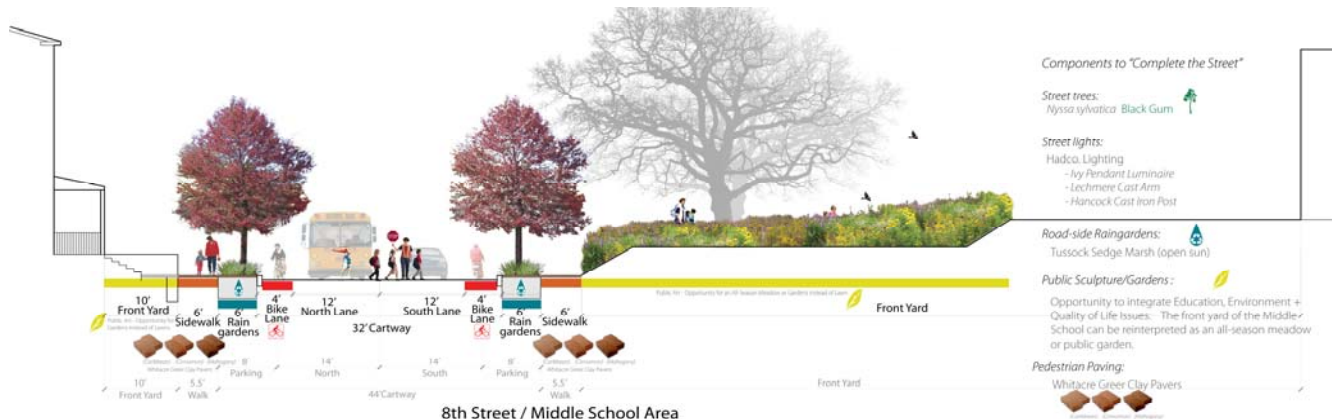
Market Street: A Complete Streets Project

A core tenet of Smart Transportation is the federal transportation policy of Complete Streets, which are designed and oriented to enable safe access for users of all ages and abilities: pedestrians, bicyclists, motorists, and public transit users.

Lemoyne’s Phase 2 Improvements will

- *encourage pedestrian safety by incorporating ADA improvements, crosswalks for students, traffic-calming measures of curb bump-outs and parallel parking, and sidewalk lighting;*
- *encourage transit use by the installation of “green” CAT bus shelters;*
- *delineate bicycle lanes, including Bicycle Route J, ensuring a safe bicycle route; and*
- *enable Chesapeake Bay water quality and quantity improvements by the installation of rain gardens for stormwater drainage.*

Market Street as a Complete Street



Components to “Complete the Street”

Street trees:
Nyssa sylvatica Black Gum

Street lights:
Haddco Lighting
Joy Pendant Luminaires
Lechmere Cast Arm
Hancock Cast Iron Post

Road-side Rain gardens:
Tussock Sedge Marsh (open sun)

Public Sculpture/Gardens:
Opportunity to integrate Education, Environment + Quality of Life Issues. The front yard of the Middle School can be reinterpreted as an all-season meadow or public garden.

Pedestrian Paving:
Whitacre Greer Clay Pavers

Lemoyne Phase 2 Streetscape Improvements are Ready, Leveraged, and Smart

Ready: With the first phase of streetscape improvements completed, Lemoyne has already begun the Complete Streets transformation of Market Street and is ready to begin the implementation of a second phase of improvements. The Borough has overseen the process of designing, engineering, coordinating, constructing, and complying with PennDOT regulations, funding agencies, and state and local officials.

Leveraged: The Phase 2 project has a \$100,000 allocation from the Cumberland County Redevelopment Authority, a \$30,000 commitment from CAT to purchase three “green” transit shelters, and a \$50,000 commitment from Lemoyne Borough. This project is so popular within the Borough that local businesses, organizations, and even private individuals have donated money to purchase banners, benches, bike stands, and trees to help fund the improvements.

Smart (demonstrates Smart Transportation Principles):

- 1. Money counts:** The Phase 2 improvements are a reinvestment in existing core community infrastructure and build upon the Phase 1 improvements that were financed without PennDOT funds.
- 2. Leverage and preserve existing investment:** Phase 2 will continue the Phase 1 improvements and leverage the financial investment already made by DCED, Cumberland County, Lemoyne Borough, and local property owners.
- 3. Choose projects with high value/price ratio:** Consistent with the Phase 1 improvements, the Phase 2 improvements will be engineered and designed within the context of the Lemoyne urban community: an investment of only \$1.5 million will further improve a key transportation corridor linking Wormleysburg, Lemoyne, and Camp Hill Boroughs to downtown Harrisburg and enhance the local roadway network. It will also improve safety for the PennDOT Bicycle Route J.
- 4. Safety always:** Clearly marked crosswalks, curb bump-outs and extensions, and parallel parked vehicles will alert drivers to slow down and watch for pedestrians. This will be especially important where school children cross the heavily traveled Market and State Streets. Also, striped and signed bike lanes on Market Street, including PennDOT Route J, will remind drivers to share the road with cyclists.
- 5. Look beyond level-of-service:** The planned improvements will make it easier and safer for West Shore residents to walk, bike, or bus to work or services and will strengthen Lemoyne’s downtown revitalization efforts. They will enhance the mobility options of residents and workers of all ages, incomes, and abilities. In addition, the leveraging of improved traffic signal technology will result in smoother traffic flow.
- 6. Accommodate all modes of travel:** Bike lanes will be marked on the roadway, pedestrians will be afforded a greater level of safety, and public transit users will have a safer route to the bus stop and a more comfortable waiting area. These factors will enhance accessibility for all modes of travel.
- 7. Enhance local network:** The planned improvements for Market Street will fortify its role as an alternate route to Interstate 83/581.
- 8. Build towns, not sprawl:** The planned improvements will help achieve the vision of livability and sustainability set forth in the multi-municipal comprehensive plan adopted by the West Shore core communities of Lemoyne, Wormleysburg, and Camp Hill Boroughs.
- 9. Understand the context: plan and design within the context:** As a Complete Street project, the planned streetscape improvements are pedestrian-scaled. Delineated crosswalks, ample sidewalks, curb extensions, bike lanes, transit shelters, and parallel parking offer enhanced safety and improve the walkability of the town. This project is more than just new pavement – it will turn “The Great Road” into “A Great Street.”
- 10. Develop local governments as strong land use partners:** The planned improvements were a key recommendation of the multi-municipal comprehensive plan developed for Camp Hill, Lemoyne, and Wormleysburg and their collaborative Market Street Revitalization Master Plan. Camp Hill and Wormleysburg are supporting this application as demonstrated by their letters of support. The Commonwealth, through DCED, and Cumberland County have been partners in funding of the Phase 1 improvements.