Transportation Planning to Protect Lancaster County’s Heritage Resources

Presented by Harriet Parcells, AICP
Senior Transportation Planner
Lancaster County Planning Commission

July 10, 2015
Topics to be Covered:

- **Connections 2040**
- Treasured Places Maps
- Linking Planning and NEPA
- Heritage and Scenic Byways
- Historic Bridges
- Projects That Implement Heritage Protection
- Innovative MPO Programs
Connections 2040

Lancaster County Comprehensive Plan

- "ReVisions" Policy Element
- Growth Management Element
- Functional Elements

Pennsylvania Municipalities Planning Code

- Cultural Heritage
- Green Infrastructure
- Housing
- Tourism
- Transportation
- Water Resources
Connections 2040
Connections 2040
Connections 2040

Pennsylvania's Statewide Historic Preservation Plan
2012–2017

Building Better Communities: The Preservation of Place in Pennsylvania

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Treasured Places Maps
Treasured Places Maps

Source: Tourism, the Strategic Tourism Development Element of the Lancaster County Comprehensive Plan (2005)
## Linking Planning and NEPA

### GOAL E of LRTP: Strategies to Incorporate Heritage Protection

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E-1.C</strong></td>
<td>Streamline the decision-making process for projects that incorporate context-sensitive solutions to ensure that time and funding are not lost.</td>
</tr>
<tr>
<td><strong>E-1.D</strong></td>
<td>In all transportation projects, consider the potential impact on archeological resources and avoid, minimize or mitigate impacts.</td>
</tr>
<tr>
<td><strong>E-3.B</strong></td>
<td>Expand the partners involved in the environmental review process of LRTP projects.</td>
</tr>
<tr>
<td><strong>E-3.E</strong></td>
<td>Use the County’s GIS-T capability to update maps of heritage and cultural resources.</td>
</tr>
<tr>
<td><strong>E-4.A</strong></td>
<td>Designate roads with exceptional and distinctive intrinsic qualities to the Lancaster County Heritage Byways Program and/or state, national programs.</td>
</tr>
<tr>
<td><strong>E-4.D</strong></td>
<td>Direct transportation investments such as streetscape and parking improvements to facilitate private sector development in heritage conservation and tourism investment areas.</td>
</tr>
</tbody>
</table>
## Linking Planning and NEPA

### LPN Form 2: Natural Resource Protection Questions

<table>
<thead>
<tr>
<th>2.5.1</th>
<th>Resource Analysis</th>
<th>Yes or No</th>
<th>Details (If yes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5.1.a</td>
<td>Potential impacts to High Quality/EV streams, wild, stocked trout streams.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.c</td>
<td>Potential impacts to wetlands.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.d</td>
<td>Potential impacts to Federally proposed, candidate or listed or State listed Threatened and Endangered Species.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.e</td>
<td>Potential effects to Historic Properties or Archaeological Resources.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.f</td>
<td>Potential public controversy on environmental grounds.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.g</td>
<td>Potential temporary or permanent impacts (use) to Section 4(f) resources.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.h</td>
<td>Potential temporary or permanent impacts to water trail?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.i</td>
<td>Potential temporary/permanent impacts to hazardous/residual waste site.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5.1.j</td>
<td>Potential impact to regulated floodplain within or beyond the project limits?</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

### Comment on potential environmental impacts:

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Heritage and Scenic Byways

PA 741, Old Conestoga Road
Heritage and Scenic Byways: PA 741
Heritage and Scenic Byways

PA 23, Conestoga Ridge Road
Heritage and Scenic Byways: PA 23
Heritage and Scenic Byways: PA 23
Historic Bridges

The first covered bridge at this location was built by Elias McMillin, a well-known local bridge builder. Specifications drawn up in October 1867 note that the bridge is "to be built in one span, on Don’s plan and of stone arch" and that the timber is "to be hewn of good white pine timber.

Additionally, the bridge is "to be made but hewed with a ceiling (proud) of six panels of cleft, with No 1 Pine shingles and boarding with chinked in Oak plank." In June 1868, inspectors appointed to review the completed bridge noted that it was "put up in a good and workmanlike manner, and completed in three Contract months.

Later, Lancaster County crossed bridges, Pinetown Bridge, once crossed adjacent to a mill. Although the mill was destroyed by fire in 1900, a rusty iron arch bridge remains. Historically, the road on the west side of the Conestoga River crossed the stone arch bridge before turning toward the covered bridges. The stone arch bridge remains a testament to Bridge Road’s role in pioneerism in the early 20th century.

Pinetown Bridge
THE COVERED BRIDGES OF LANCASTER COUNTY, PA

Crossing the Conestoga since 1868

Lancaster County Board of Commissioners
Lancaster County Planning Commission
Lancaster County Department of Transportation
Lancaster County Parks

Bridge Specifications

Bridge Name: Pinetown Bridge
Location: Lancaster County, PA
Length: 60 feet
Width: 12 feet
Height: 10 feet
Date Built: 1868
Builder: Elias McMillin

Pinetown Bridge with map of surrounding area

Lancaster County Covered Bridges

1868 Pinetown Bridge

Historical Notes:

The bridge over the Conestoga River was constructed in 1868 by Elias McMillin. It has a total length of 60 feet, a width of 12 feet, and a height of 10 feet. The bridge was built using stone arch construction and is located in Lancaster County, PA. It remains an important part of the county’s history and a testament to the engineering skills of the time.

Maintenance:

The bridge requires regular maintenance to ensure its continued safety and functionality. This includes inspections for structural integrity, repair of any damage, and upkeep of the surrounding area.

Local History:

The Pinetown Bridge has been a significant landmark in Lancaster County since its construction in 1868. It played a vital role in the transportation of goods and people across the Conestoga River, connecting the east and west sides of the county.

Community Impact:

The bridge’s historical and aesthetic value continues to attract visitors and contribute to the local economy. It serves as a reminder of the area’s rich history and the ingenuity of its early builders.

Environmental Considerations:

Efforts are made to minimize the impact of maintenance activities on the surrounding environment. This includes using environmentally friendly materials and avoiding the disruption of local ecosystems during work.

Next Steps:

Future plans for the Pinetown Bridge include ongoing maintenance and potential rehabilitation to ensure its continued use for generations to come.

Acknowledgments:

This project is supported by the Lancaster County Board of Commissioners, Lancaster County Planning Commission, and Lancaster County Department of Transportation.

For more information:

Visit www.lancastercounty.org/bridges or contact the Lancaster County Planning Commission at 717-299-8262.
Historic Bridges
Historic Bridges

PA 772 Bridge
Projects That Implement Heritage Protection

PA 441 in Columbia Borough
Innovative MPO Programs
## Innovative MPO Programs

### FY 2013-FY 2014 SGT Projects

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Municipality</th>
<th>LCTCC Funds</th>
<th>Total Project Costs (with LCTCC $ incl.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian &amp; Bicycle Pathway Extension</td>
<td>Elizabethtown</td>
<td>$329,743</td>
<td>$960,615</td>
</tr>
<tr>
<td>PA 772, Marietta Ave/Anderson Ferry Rd Pedestrian Safety Improvements Project</td>
<td>Mount Joy Borough</td>
<td>$400,000</td>
<td>$1,703,500</td>
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<tr>
<td>Conversion of Mulberry Street from one-way to two-way</td>
<td>City of Lancaster</td>
<td>$675,000</td>
<td>$750,000</td>
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<tr>
<td>Northwest Lancaster County River Trail Signage Project</td>
<td>East Donegal Township</td>
<td>$59,000</td>
<td>$65,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$1,463,743</strong></td>
<td><strong>$3,479,115</strong></td>
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### FY 2015-FY 2016 SGT Projects

<table>
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<th>Project Name</th>
<th>Municipality</th>
<th>LCTCC Funds</th>
<th>Total Project Costs (with LCTCC $ incl.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive Bike Plan</td>
<td>Lancaster City</td>
<td>$48,000</td>
<td>$60,000</td>
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<tr>
<td>Non-Motorized Transportation Study</td>
<td>LIMC</td>
<td>$48,000</td>
<td>$60,000</td>
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<tr>
<td>Doe Run Rd. Pedestrian Enhancements</td>
<td>Penn Township</td>
<td>$858,378</td>
<td>$1,192,618</td>
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<td>Bridgeport Area Transportation Study</td>
<td>East Lampeter Township</td>
<td>$187,200</td>
<td>$237,500</td>
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<td>PA 741 Multimodal Safety Improvements</td>
<td>Strasburg Township</td>
<td>$397,200</td>
<td>$500,000</td>
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<td>North and South Duke Street Connector and Realignment</td>
<td>Millersville Borough</td>
<td>$497,200</td>
<td>$2,608,856</td>
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<td>Downtown NS Rail Relocation Project</td>
<td>Lititz Borough</td>
<td>$500,000</td>
<td>$3,000,000</td>
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<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$2,535,978</strong></td>
<td><strong>$7,658,974</strong></td>
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</tbody>
</table>

**GRAND TOTAL OF SGT PROJECTS FUNDED**

|                        |                      | $3,999,721 | $11,138,089                           |
Thank You!

Contact information:
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717-299-8333

For further information, visit the LCPC website
www.lancastercountyplanning.org