

Part 2: Making Change on the Ground

East Planning Area: Improving Connections Within Focus Areas

- **New Holland Pike: transportation improvements**
 - Why – Existing transit service not convenient shift workers; spotty infrastructure for bicycles and pedestrians
 - Solution – Expanded transit hours, vanpools; better bike/ped facilities
 - Best Practices – Shared ride programs; bus stops, sidewalks in some parts of the corridor

- **New Holland Pike: land use changes**
 - Why – Many major employers along high-traffic corridor; jobs/housing ratio favors jobs
 - Solution – Add more housing that workers can afford; implement zoning to facilitate more varied types of housing, higher density, and mixed use
 - Best Practices – Apartments, townhouses, and mixed-use developments in other parts of Lancaster County

- **Strasburg area: transportation improvements**
 - Why – Tourism destinations and major employers disconnected from downtown; no transit service to borough; Strasburg bypass creates opportunities for better bike/ped access in town
 - Solution – Complete streets to improve safety; official maps to outline future bike/ped connections between destinations
 - Best Practices – Sidewalks in Bird-in-Hand and Gettysburg; Mount Joy Twp. official map

- **Strasburg area: land use changes**
 - Why – Housing is mostly single family; few options for tourism workers
 - Solution – Placemaking; zoning changes to facilitate different types of housing, infill development, higher density
 - Best Practices – Zoning changes to facilitate different types of housing, higher density, infill development

[See next page for discussion questions]

Questions for Discussion

1. How might your region benefit from the improvements we've suggested? How might these proposals improve the connection between jobs and housing?
2. What could be done to prioritize and fund these potential projects?
3. What can municipalities, school districts, authorities, and Partners for Place facilitate improvements like these, and to participate in the planning process?

Next Steps

We encourage all our partners (municipalities, infrastructure authorities, school districts, and Partners for Place) to seek regional and local opportunities to use the tools in places2040 and other countywide plans to implement the policies in these plans. In addition to policies in places2040, it's important to consider the policies outlined in connects2040 and the Lancaster Active Transportation Plan.

Municipalities, Authorities, and School Districts

- Complete Streets – Target and implement complete streets solutions in the focus areas identified in our analysis, with the goal of making streets and roads more accommodating to all users and all modes
- Official Maps – Identify additional transportation improvements, sidewalk gaps, and shared-use trail connections to include on official maps – particularly along corridors that extend across multiple municipalities
- Simplify Zoning – Prioritize mixed-use development within the focus areas identified in our analysis
- Water and Sewer Infrastructure – Prioritize service within Urban Growth Areas, particularly in focus areas where jobs and housing are most dense
- Public Facilities – Locate them in the focus areas identified in our analysis

Partners for Place

- Identify specific locations within our focus areas where the jobs-housing connection could be improved, and recommend strategies for making those changes

[See next page for Measuring Our Progress]

Measuring Our Progress

Places2040 provides some ways to measure our progress in achieving these policies:

Roadway and Sidewalk Network Connectivity

Walkability	▲	Increase walkability of boroughs and new communities (Walk Score®)
Sidewalk coverage	▲	Increase % of roads with sidewalks in Urban Growth Areas (UGAs)
Intersection density	▲	Increase # of intersections per mile of roadway in UGAs
New development connections	▲	Increase connectivity between new and existing development

Commuting and Transportation Choices

Commute mode split	▲	Increase % of people walking, biking, or taking transit to work
Time spent commuting	▽	Reduce length of avg. commute
Daily Vehicle Miles Traveled (DVMT)	▽	Reduce Daily Vehicle Miles Traveled
RRTA / SCTA ridership	▲	Increase RRTA (SCTA) ridership
Amtrak ridership	▲	Increase Amtrak ridership
Commuter Services of PA programs	▲	Increase participation in Commuter Services programs