Part 2: Making Change on the Ground

Metro Planning Area: Improving Connections Within Focus Areas

- **Hempland Business Area: Multi-Modal Improvements**
    - <u>Why</u> – Significant area of employment; wide road with no shoulders on Oak Tree Drive, wide shoulders on Hempland Road; many driveways; numerous signs; frequent truck traffic and turning movements; infrequent bus service; unwelcoming environment for pedestrians, bicyclists, and transit users accessing the area for jobs
    - <u>Solution</u> – Create a safe bike/ped connection to Centerville Road corridor, which soon will have a sidewalk network; develop a bike/ped side path in the business area; include potential multi-modal improvements on regional and municipal official maps
    - <u>Best Practices</u> – Lincoln Highway East Streetscape Plan, East Lampeter Township; Science Park Road, State College

- **Hempland Business Area: Transit Improvements**
    - <u>Why</u> – Significant area of employment; unsafe environment for transit users accessing the area for jobs; infrequent weekday bus service that may (or may not) be aligned with employer shift schedules
    - <u>Solution</u> – Work w/ employers and RRTA (SCTA) to improve bus stops with accessible, safe facilities when opportunities arise (new development, redevelopment, road work, etc.)
    - <u>Best Practices</u> – Lincoln Highway East Streetscape Plan, East Lampeter Township; Four Seasons Produce, High Concrete Van Service

- **Manheim Pike Business Corridor Improvements**
    - <u>Why</u> – Commercial strip devoid of housing – many jobs, but nowhere to live; limited walkability; transit service to Manheim
    - <u>Solution</u> – Allow mixed uses; access management; bus stop improvements
    - <u>Best Practices</u> – The Shoppes at Belmont – mixed use with commercial and housing; US Route 1 in Hyattsville, MD

[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