

## Part 2: Making Change on the Ground

### Northeast Planning Area: Improving Connections Within Focus Areas

- **Warwick to Ephrata Rail Trail (WERT) extension to Denver and Berks County**
  - Why – Multimodal rail-with-trail connecting major job and population centers in the planning area and beyond; supports mixed-use zoning and higher density land uses in designated growth areas with appropriate infrastructure; included in Denver Active Transportation Plan; broad regional support for proposed extension to Denver Borough
  - Solution – Continue expanding the trail and making connections with local and regional communities: Lititz > Akron > Ephrata > Denver (future) > Berks County via Horseshoe Trail (future)
  - Best Practices – Existing WERT in Ephrata Borough
  
- **Regional connectivity along PA Route 501 corridor**
  - Why – Individual municipalities have increased connectivity (WERT, bike/ped infrastructure in Lititz Borough), but regional cooperation is needed to make a significant difference in connecting people and places using all modes; PA Route 501 will be one focus of an upcoming MTP implementation corridor study; existing official maps show multi-modal connections between commercial and residential development
  - Solution – Strategic multi-modal corridor improvements
  - Best Practices – Lincoln Highway East (US Route 30) in East Lampeter (bus shelters, sidewalk connectivity on transit corridor); multi-use path between Strasburg Pike and Oakview Road between Walmart and Flory Park (Smart Growth Transportation project)
  
- **US Route 322 corridor in Ephrata – Connectivity between commercial developments**
  - Why – Heavy congestion along corridor due to numerous commercial/retail land uses with individual access points to road; lack of connections between properties
  - Solution – Implement access management ordinance, shared use driveways, and road connections between properties; implement recommendations of US Route 322 Corridor Road Safety Audit completed in 2013; zoning changes; official map
  - Best Practices – Noll Drive/Old Tree Drive connection in East Hempfield
  
- **US Route 322/PA Route 272 intersection roundabout**
  - Why – Difficult access for bikes and pedestrians at existing ramps; valuable land taken up by automobile infrastructure
  - Solution – Replace highway-style interchange with appropriately scaled roundabout with sidewalks that will take up less space, increase capacity, and increase safety.
  - Best Practices – US Route 222 and Moselem Springs Road (PA Route 662) – Fleetwood, Berks County

*[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