

Part 2: Making Change on the Ground

Northwest Planning Area: Improving Connections Within Focus Areas

- **Marietta-Maytown Focus Area: Multi-modal improvements**
 - Why – Walkable, bikeable residential community with retail downtown and large employer and school campuses on the outskirts. Outside of this area, there are auto-oriented, disconnected clusters of mixed density housing and non-residential uses (retail, healthcare, religious).
 - Solution – Implement proposed corridor improvements as recommended by 2019 Lancaster ATP. Also implement Marietta Active Transportation Plan when it's completed. Create complete streets by closing sidewalk gaps, improving safety by installing high-visibility crosswalks and pedestrian signals, installing bike lanes and bike racks, and widening shoulders for safety of non-motorized users like bikes and buggies. Add placemaking features like benches, wayfinding signs, lighting, and street trees.
 - Best Practices – E Market Street and Division Street intersection; N Waterford Avenue crossing.

- **Marietta-Maytown Focus Area: Land use changes**
 - Why – Between these communities, there are auto-oriented, disconnected clusters of mixed density housing and non-residential uses (retail, healthcare, religious).
 - Solution – Through zoning changes, permit higher density development in designated growth areas with appropriate infrastructure; Incentivize more human-scale development that encourages bike/ped users and supports regional connectivity.
 - Best Practices – Florin Hill, Mount Joy Borough; Richmond Square, Manheim Township

- **Manheim Borough Market Square**
 - Why – The heart of Manheim Borough, Market Square is lined with businesses and surrounded by housing. Parking in the center of the square forces people to cross PA 772 outside of crosswalks. The center island is too narrow for pedestrians. U-turns at either end of the square further complicate pedestrian safety in the square. Gazebo and park area in the center have no formal pedestrian access.
 - Solution – Move the angled parking from the center of the square to the sidewalk. Widen the center island and lengthen the island at the intersections to prevent U-turns while providing a pedestrian refuge across the 100-foot-long width of the square.
 - Best Practices – Plan for Market Square Improvements; Market Street / Cameron Park, Sunbury, PA

[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