

## Part 2: Making Change on the Ground

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

- **Enola Low Grade Trail extension**
  - Why – Multi-modal trail connecting major job and population centers; supports mixed-use zoning and higher density land uses in Urban Growth Areas (Quarryville, Christiana); provides opportunities to hike, bike, and enjoy nature; Quarryville Borough recently adopted an official map
  - Solution – Continue extending the trail and making connections with other communities and corridors: Northwest River Trail > Quarryville > Christiana > Chester County; proposed route should be included on official maps
  - Best Practices – Other regional trails across Lancaster County
  
- **Better connectivity in Quarryville Borough**
  - Why – Key hub in Southern Lancaster County; commercial/retail center; regional through traffic; downtown sidewalk network; horse and buggy traffic
  - Solution – Continue to address regional multi-modal needs (bicycle, pedestrian, buggy, freight) to better connect jobs and housing
  - Best Practices – Trail networks in Lititz, Elizabethtown, Marietta, Columbia

*[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