Part 2: Making Change on the Ground

West Planning Area: Improving Connections Within Focus Areas

- **Pedestrian and bicycle improvements in Village of Conestoga**
    - <u>Why</u> – Existing sidewalks along Main Street corridor, but difficult intersection geometry and crossing distances for bike and pedestrian users
    - <u>Solution</u> – Traffic calming (gateway treatments, crosswalks at intersections, curb extensions at intersections); access management ordinance; official map; road connections between jobs and housing
    - <u>Best Practices</u> – Crosswalks along Main Street, Brownstown; gateway islands approaching the Village of Chatham, Chester County

- **Managing freight traffic around Turkey Hill Dairy / Frey Farm Landfill area**
    - <u>Why</u> – Truck traffic, manufacturing plant, landfill
    - <u>Solution</u> – Regional official map to account for freight transportation; possible changes to zoning; access management ordinance
    - <u>Best Practices</u> – PA Route 441 bypass project in Columbia Borough to re-route truck traffic from downtown area

[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