



2027 – 2030

Highway & Bridge

Transportation Improvement Program Selection Process

Lancaster County, Pennsylvania

March 2025



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

ACKNOWLEDGMENTS



Lancaster County Board of Commissioners

Joshua G. Parsons, *Chairman*
Ray D'Agostino, *Vice-Chairman*
Alice Yoder



Lancaster County Metropolitan Planning Organization

Ray D'Agostino, <i>Chair</i>	Ed Fisher	Jeb Musser
Ben Bamford	Karl Graybill	Gretchen Raad
Steven Campbell	Kevin Keefe	Mayor Danene Sorace
Greg Downing	Senator Scott Martin	John O. Yoder III
Representative Mindy Fee	James Mosca	Heather Zink



Lancaster County Transportation Technical Advisory Committee

Terry Martin, <i>Chair</i>	Ray Marvin	Bill Swiernik
Austin Beiler	Cindy McCormick	Heather Valudes
Keith Boatman	Carey Mullins	Maureen Westcott
Kate Gonick	Kirsten Peachey	Elijah Yearick
Randy Good	Ezra Rothman	
Ralph Hutchison	John Summers	



Lancaster County Active Transportation Advisory Committee

Bill Swiernik, <i>Chair</i>	Steve Mohr, Jr.	Emily Wilson
Adriana Atencio	Adam Smith	Nate McCulloch
Bill Hoffman	George Tobler	Jaclyn Nagle

Prepared by

Lancaster County Planning Department
Lancaster, Pennsylvania
March 2025

Lancaster County Planning Department

Leadership Team

Scott W. Standish, Executive Director
Will Clark, AICP, Director for Land Use & Transportation
John D. Hershey, RLA, Director for Analytics & Design
Kip Van Blarcom, AICP, Director for Implementation & Outreach
Nicole Deeley, Administrative Services Manager

Planning Staff

Michael A. Domin, AICP, Principal Planner	Gwen E. Newell, AICP, RLA, Senior Planner
Kristiana Barr, Principal Planner	Gary Jones, Planner
Renee Addleman, Senior Planner	Sam McMinn, Planner
Sharon Cino, Senior Planner	Amanda J. Peters, Planner
Matt Hoyer, Senior Planner	Brian T. Reid, Planner
J. Mark Huber, AICP, RLA, Senior Planner	Mary Siu, Planner
Christine J. Le, Senior Planner	Aim Terranova, Planner
L. Rose Long, EDP, Senior Planner	Trevor West, Planning Technician
Joella Neff, Senior Planner	

Support Staff

Jennifer Cochran, Fiscal Technician	Wren Citarella, Office Support II
Marie Quigg, Graphics Specialist	Micah Reeder, Office Support II
Farah Eustace, Applications Coordinator	Nick Shenk, Office Support II
Faith Kelleher, Office Support III	



Language Access Taglines

<p>English Hello! We provide translation and interpretation services. You can leave a request by calling our inbox at 717-299-8333 and pressing "7," or sending us an email at planning@lancastercountypa.gov. All document requests must include a return email or mailing address. For meetings, you must leave an interpretation request at least five business days before the intended meeting date.</p>	<p>Español (Spanish) ¡Hola! Ofrecemos servicios de traducción e interpretación. Puede dejar su solicitud llamando a nuestro buzón de entrada al 717-299-8333 y pulsando "7", o enviándonos un correo electrónico a planning@lancastercountypa.gov. Todas las solicitudes de documentos deben incluir una dirección de correo electrónico o postal para la devolución. Para las reuniones, debe dejar su solicitud de interpretación al menos cinco días hábiles antes de la fecha prevista de la reunión.</p>	<p>tiếng Việt (Vietnamese) Xin chào quý vị! Chúng tôi cung cấp các dịch vụ biên dịch và phiên dịch. Quý vị có thể để lại yêu cầu bằng cách gọi đến hộp thư của chúng tôi theo số 717-299-8333 và nhấn phím "7" hoặc gửi email cho chúng tôi theo địa chỉ planning@lancastercountypa.gov. Tất cả các yêu cầu về tài liệu phải bao gồm email gửi lại hoặc địa chỉ gửi thư. Đối với các cuộc họp, quý vị phải để lại yêu cầu thông dịch tối thiểu 5 ngày làm việc trước ngày họp dự kiến.</p>	<p>Українська мова (Ukrainian) Доброго дня! Ми надаємо послуги письмового та усного перекладу. Ви можете залишити запит, зателефонувавши на наш номер для вхідних дзвінків 717-299-8333 та натиснувши «7», або надішліть нам електронного листа на адресу planning@lancastercountypa.gov. Усі запити стосовно документів повинні включати зворотну адресу електронної або фізичної пошти. Стосовно зустрічей, ви можете залишити запит на усний переклад щонайменше за п'ять робочих днів до цільової дати зустрічі.</p>
<p>Deutsch (German) Hallo! Wir bieten Übersetzungs- und Dolmetscherdienste an. Sie können Ihre Anfrage telefonisch unter der Nummer 717-299-8333 stellen und die "7" drücken, oder Sie können uns eine E-Mail schicken an planning@lancastercountypa.gov. Jede Anforderung von Dokumenten muss eine Rücksende-E-Mail oder eine Postanschrift enthalten. Anträge auf Verdolmetschung für Sitzungen müssen mindestens fünf Arbeitstage vor dem geplanten Sitzungstermin eingereicht werden.</p>	<p>Français (French) Bonjour ! Nous fournissons des services de traduction et d'interprétation. Vous pouvez déposer une demande en appelant notre boîte de réception au 717-299-8333 et en appuyant sur « 7 », ou en nous envoyant un e-mail à planning@lancastercountypa.gov. Toutes les demandes de documents doivent inclure un e-mail de retour ou une adresse postale. Pour les réunions, vous devez déposer une demande d'interprétation au moins cinq jours ouvrables avant la date prévue de la réunion.</p>	<p>မြန်မာ (Burmese) မင်္ဂလာပါ။ ကျွန်ုပ်တို့သည် ဘာသာပြန်ခြင်းနှင့် စကားပြန်ခြင်းဝန်ဆောင်မှုများကို ဆောင်ရွက်ပေးပါသည်။ ကျွန်ုပ်တို့၏ 717-299-8333 သို့ခေါ်ဆိုပြီး "7" ကိုနှိပ်ခြင်းဖြင့် သို့မဟုတ် planning@lancastercountypa.gov သို့ အီးမေးလ်တစ်စောင်ပေးပို့ခြင်းဖြင့် တောင်းဆိုမှုတစ်ခုချန်ထားခဲ့နိုင်ပါသည်။ စာရွက်စာတမ်း တောင်းဆိုမှုအားလုံးတွင် ပြန်ပို့ရမည့် အီးမေးလ် သို့မဟုတ် စာပို့လိပ်စာ ပါဝင်ရပါမည်။ အစည်းအဝေးများအတွက် သင်သည် စီစဉ်ထားသည့် အစည်းအဝေးရက်မတိုင်မီ အနည်းဆုံး ရုံးဖွင့်ရက် ငါးရက်အလိုတွင် စကားပြန်တောင်းဆိုချက်ကို ချန်ထားရပါမည်။</p>	<p>Kinyarwanda (Kinyarwanda) Muraho! Dutanga serivisi zo guhindura indimi no gusemura. Niba ushaka gusoma iyi inyandiko muri rurimi runaka, nyamuneka tugezeho icyifuzo uhamagara kuri 717-299-8333 maze ukande "7," cyangwa utwoherereze imeri kuri planning@lancastercountypa.gov. Ubusabe bwose bugomba kuba bufite imeri tuzagusubirizaho. Ku nama, ugomba gusaba gusemurirwa byibuze iminsi itanu yakazi mbere y'itariki inama izaberaho.</p>
<p>नेपाली (Nepali) नमस्कार! हामी दोभासे तथा अनुवादन सेवा प्रदान गर्छौं। तपाईं हाम्रो फोन नम्बर 717-299-8333 मा फोन गरेर र "7" थिचेर वा हामीलाई planning@lancastercountypa.gov मा इमेल पठाएर अनुरोध छोड्न सक्नुहुन्छ। सबै कागजातहरूमा अनिवार्य रूपमा फिर्ती इमेल वा पत्राचार ठेगाना उल्लेख गर्नु पर्दछ। बैठकहरूका लागि, तपाईंले अनिवार्य रूपमा अपेक्षित बैठक मितिभन्दा कम्तीमा पाँच कारोबार दिनअघि दोभासे सेवा अनुरोध गर्नु पर्दछ।</p>	<p>한국인 (Korean) 안녕하세요! 현재 다양한 언어로 번역 및 통역 서비스를 제공하고 있습니다. 717-299-8333번으로 전화 후 "7"을 누르거나 planning@lancastercountypa.gov로 이메일을 보내 요청을 남길 수 있습니다. 모든 서면 요청에는 회신 이메일이나 우편 주소가 포함되어야 합니다. 회의 통역의 경우, 예정된 회의 날짜로부터 근무일 기준 최소 5일 전에 통역 요청을 남겨야 합니다.</p>	<p>Kiswahili (Swahili) Hujambo! Tunatoa huduma za tafsiri na ukalimani. Unaweza kuwasilisha ombi kwa kupigia kisanduku pokezi chetu simu katika 717-299-8333 na kubonyeza "7," au kututumia barua pepe katika planning@lancastercountypa.gov Lazima maombi yote ya hati yajumuishe barua pepe ya au anwani ya kutuma barua. Kwa mikutano, ni lazima uwasilishe ombi la tafsiri angalau siku tano za kazi kabla ya tarehe ya mkutano iliyokusudiwa.</p>	<p>اللغة العربية (Arabic) مرحبًا! إنحن نقدم خدمات الترجمة التحريرية والفورية. يُرجى تقديم الطلب من خلال الاتصال بصندوق بريدنا الصوتي على الرقم 717-299-8333 واختيار الرقم "7" أو من خلال إرسال رسالة إلكترونية إلى البريد الإلكتروني planning@lancastercountypa.gov. يجب ذكر عنوان بريد إلكتروني أو عنوان مراسلات في جميع طلبات خدمة الترجمة التحريرية لاستلام النسخة المترجمة من المستند. ويجب تقديم طلبات خدمة الترجمة الفورية قبل تاريخ الاجتماع بخمسة أيام عمل على الأقل.</p>

TABLE OF CONTENTS

- Acknowledgments 2
- How Does a Project Get on the TIP? 6
- TIP Timeline 7
- Project Selection 8
 - Performance Monitoring8
 - Project Review and Evaluation8
 - Available Funds.....9
 - Systemwide Evaluation: Are We Meeting Our Goals?.....9
 - Public Comment10
 - MPO Approval.....10
- Project Scoring 11
 - Data Sources..... 11
 - Safety and Security12
 - Congestion Management Process15
 - Multimodal Connectivity19
 - Economic Benefit.....21

HOW DOES A PROJECT GET ON THE TIP?

The Highway and Bridge Transportation Improvement Program (TIP) is a list of transportation projects spanning a four-year period. The Lancaster County Metropolitan Planning Organization (MPO) is federally designated to carry out planning tasks in a comprehensive, coordinated, and continuing work program.

Projects are included on the TIP based on feedback from system owners. System owners are organizations that are responsible for maintaining the transportation infrastructure of a particular area. In Lancaster County, the system owners include the county itself, individual municipalities, and PennDOT. Each of these organizations own a portion of the transportation network and are therefore responsible for maintaining the system.

Projects are added to a pool of candidate projects, and scored on a variety of factors that help to determine whether a project should be on the TIP. To maximize limited funding, only projects that are deemed significant are listed on the TIP.

There are a few ways for a project to be included on the TIP. The [Transportation Alternatives Set-Aside Program](#) (TASA) is a program sponsored by PennDOT. TASA provides funding for projects that incorporate elements of active transportation, such as pedestrian and bicycle facilities or safe routes to school. Any remaining projects listed on the TIP are included following a thorough system evaluation.

In the past, the [Connects2040 Implementation Program](#) set aside a portion of TIP funding for projects that supported or implemented the transportation and land use goals of [places2040](#) and the former Metropolitan Transportation Plan, [connects2040](#).

What is a Project?

Before a project becomes a project, it is a problem to be addressed. These problems are identified by the MPO system evaluation, or brought to our attention by stakeholders like PennDOT.

There are three major types of problems:

Safety

“There are a lot of crashes in this area.”

Road or Bridge Infrastructure

“This road is very bumpy,” or “this bridge can’t support farm equipment and school buses anymore.”

Dependable Travel Time

“I was late because traffic was worse than usual.”

Once a problem is acknowledged, they are investigated by traffic engineers who come up with possible solutions. The solutions to these problems ultimately become a project.

TIP TIMELINE

<i>Date</i>	<i>Committee</i>	<i>TIP Phase</i>
April 1, 2025	MPO	<ul style="list-style-type: none"> • Approve selection process
April 22, 2025	TTAC	<ul style="list-style-type: none"> • Review unfunded candidates from 2025 TIP and new candidates from transportation needs identified by municipalities and PennDOT • Review funding and carryover projects from 2025 TIP
June 24, 2025	TTAC	<ul style="list-style-type: none"> • Score projects • Continue reporting on carryover projects and funding allocation • Introduce Performance Measures (PM1, 2, 3) and Community Demographic Analysis
September 23, 2025	TTAC	<ul style="list-style-type: none"> • Continue reviewing 2027 candidate projects, available funding, Performance Measures (PM1, 2, 3), and Community Demographic Analysis
November 25, 2025	TTAC	<ul style="list-style-type: none"> • Review final project list with funding recommendations
Winter 2026	TTAC	<ul style="list-style-type: none"> • Identify air quality significant projects and make recommendations to MPO for conformity analysis
Winter 2026	MPO	<ul style="list-style-type: none"> • Conduct conformity analysis for air quality significant projects
Early Spring 2026	TTAC	<ul style="list-style-type: none"> • Review Air Quality Conformity Analysis Report • Draft 2027 TIP and other associated documents • Recommend start date for public review and comment period
Early Spring 2026	MPO	<ul style="list-style-type: none"> • Public review, comment period, and tribal consultation
Late Spring 2026	TTAC	<ul style="list-style-type: none"> • Review public comments • Make any needed changes • Recommend 2027 TIP to MPO
Summer 2026	MPO	<ul style="list-style-type: none"> • Review public comments and TTAC recommendations • Make any needed changes • Adopt 2027 TIP

PROJECT SELECTION

Performance Monitoring

Just like a doctor checks a patient’s health by taking their pulse, the MPO checks the “health” of our transportation system by performing studies and generating reports. If parts of the system are not working properly or efficiently, a project may be developed to address the problem area. The MPO uses four performance measures to see how well the system is working.

Safety Performance Measures (PM1)

Safety performance measures are intended to reduce the number of crashes, deaths, and injuries that occur on roads in Lancaster County.

Projects vs. Studies

Most TIP projects include specific improvements like resurfacing a road, repairing a bridge, or upgrading a bus. However, some improvements require more than a typical project. In these instances, a study is usually conducted. Studies focus on problems that affect a whole region, like a borough’s downtown, travel corridors, or a village area like Bridgeport or Willow Street. The MPO typically funds studies when a problem is more complicated than a quick or simple fix. Studies outline a series of projects that could be completed regionally to address a problem. Projects that were originally part of a larger study are often prioritized to be listed on the TIP.

Pavement and Bridge Performance Measures (PM2)

These performance measures assess the condition of our roads and bridges. As road surfaces and bridges age, they experience wear and tear, which can cause conditions to go from “good” to “poor.” PM2 attempts to keep roads and bridges in “good” condition, and limit those that fall into “poor” condition.

System Performance Measures (PM3)

System performance measures evaluate how cars and trucks are moving along our roads. These performance measures are meant to provide reliable drive times and improve air quality. Air quality and drive time are related - the more time that cars and trucks stay on the road, the more exhaust that is produced. When traffic moves, air improves.

Performance measures look at the transportation system as a whole. All roads and bridges – state and local – are monitored with these measures. Locations that score low by PM 1, 2, and 3, are considered for inclusion on the TIP.

Project Review and Evaluation

After choosing the projects that will provide the best solutions to our problems, projects are scored with the Project Evaluation Tool, or TIP Tool. This tool incorporates data from Lancaster County’s Geographic Information System (GIS). By layering condition and planning data, the TIP Tool is used to objectively rank projects. The condition data relates

to PM1 and PM3, and the planning data ensures that the transportation and land use goals of places2040 are supported by the project.

The scoring and point values of the TIP Tool are outlined in the “Project Scoring” section beginning on p. 11. After projects are ranked by the TIP Tool, the MPO reviews the results. If the project ranking seems appropriate to the committee, the selected projects will be matched with available funding. In some instances, the MPO may select projects regardless of score; for example, a project may be selected if it’s part of a larger corridor improvement that scores well, or part of an adopted study.

Available Funds

Funding transportation projects can be complicated. Projects need to be paired with the appropriate funding source – there is not a singular pool of funding that can be spent on any project. Funding for transportation projects is determined by congress and state legislature, and most funds are tied to a specific category. There are separate funds for air quality, safety, and bridge projects. To make the best use of available resources, the MPO matches the eligible funding to the highest ranked projects.

In some instances, projects are skipped over for projects at a lower rank because the remaining funds are not permitted for that type of project. The TIP is also financially constrained, which means that the MPO is not allowed to include more projects than available funding. This requires some larger projects to be paid for over several years.

Project Eligibility

We cannot spend federal funding on projects that do not meet certain requirements. Different types of projects have different requirements to receive funding. For example, roads need to be a part of the federal aid system, and bridges must be over 20 feet long. Safety and air quality funds are very specific about the kinds of projects they are spent on. Air quality projects are screened to make sure that air quality is a serious enough problem at the project location to warrant the use of air quality funds. The screening also ensures that the project will reduce congestion enough to improve air quality. Additionally, safety funds have their own separate screening system to ensure that these funds are only spent on projects that address the most serious safety concerns with solutions that will make a difference. State funding has its own limitations. Generally, state funding can only be spent on roads and bridges owned by PennDOT. Some projects are not included on the TIP because they do not meet these funding requirements.

Systemwide Evaluation: Are We Meeting Our Goals?

Projects that are included on the TIP must address goals related to community representation, air quality, and the performance measures. Candidate projects are checked against the needs of the system, and assessed on how the system will transform after a project has been completed. The goal of the systemwide evaluation is to create better conditions once the selected projects have been carried out.

Community Demographic Analysis: Keeping it Fair

We ensure that all communities are equally considered when selecting transportation projects. Also, we evaluate potential impacts of transportation projects on all population groups. We strive to not create new problems when we address existing ones.

Air Quality: Breathing Easier

When making decisions about transportation projects, we also consider the potential impacts to air quality. All new projects that could affect air quality must pass an air quality conformity analysis. The analysis uses models to predict the potential impacts a project may have on air quality. The most recent air quality conformity analysis was conducted in [2024](#).

Performance Measures

Besides “taking the pulse” of our transportation system, performance measures are used to set goals. They can be used to determine whether the projects we select will improve bridge conditions, reduce injuries and fatalities, and achieve other goals related to the performance measures.

Public Comment

Before the MPO approves the list of candidate TIP projects, the TIP is sent out for a public comment review period. During this period, the public is informed about the TIP and its process, and invited to share suggestions, questions, or concerns about the candidate projects. All comments made by the public are reviewed and responded to by the MPO.

MPO Approval

Following the public comment period, the MPO approves the TIP.

PROJECT SCORING

Projects for the TIP are evaluated and scored in the following four categories:

Safety and Security	35 points
Congestion Management	30 points
Multimodal Connectivity	20 points
Economic Benefit	15 points

Each category has an overall goal with specific metrics that determine scoring. When scoring projects, points are always awarded to two decimal places.

Data Sources

Data used in scoring was collected on January 17, 2025. Data sources for each metric are listed on the right.

Safety and Security	
Scoring Item	Source
HSNS Intersection	PennDOT
HSNS Segments	PennDOT
Pedestrian Clusters	Pennsylvania Crash Information Tool
Bicycle Clusters	Pennsylvania Crash Information Tool
Congestion Management	
Scoring Item	Source
CMP Routes	Congestion Management Process Report
Travel Time Reliability	Urban SDK
AADT & AADTT	PennDOT OneMap
Multimodal Connectivity	
Scoring Item	Source
RRTA Routes	South Central Transit Authority
Active Transportation Network	Lancaster County Active Transportation Plan
Economic Benefit	
Scoring Item	Source
Character Sectors (previously Character Zones)	places2040
Growth Areas	places2040
Rural Roads Functional Class	places2040

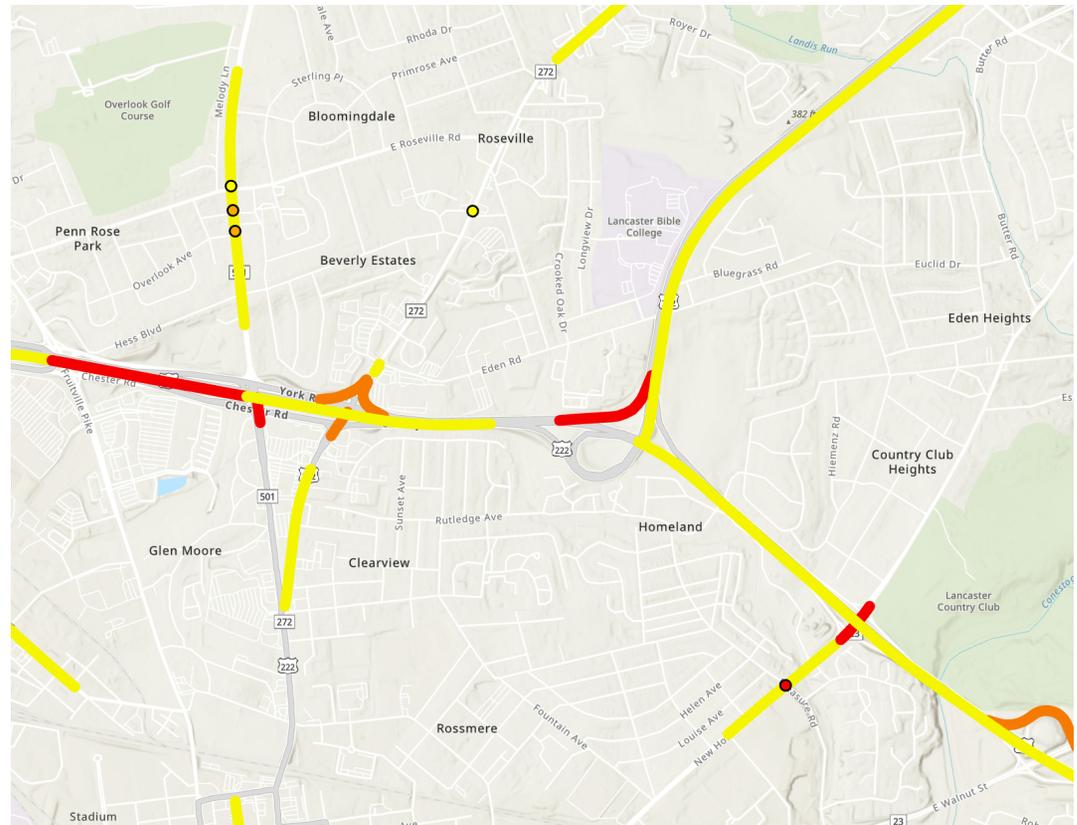
Safety and Security

Creating a safe and secure transportation network for all users is our highest priority. To score projects on safety and security, they are evaluated on their ability to reduce crashes for vehicles, bicyclists, and pedestrians.

1. Is the project located along an unsafe road segment or at an unsafe intersection?

Crashes can occur anywhere, but some roads and intersections experience them more frequently. Road segments and intersections that have more crashes than expected are assigned crash ratings using PennDOT's Highway Safety Network Screening (HSNS) tool. Projects are scored based on three levels of crash ratings.

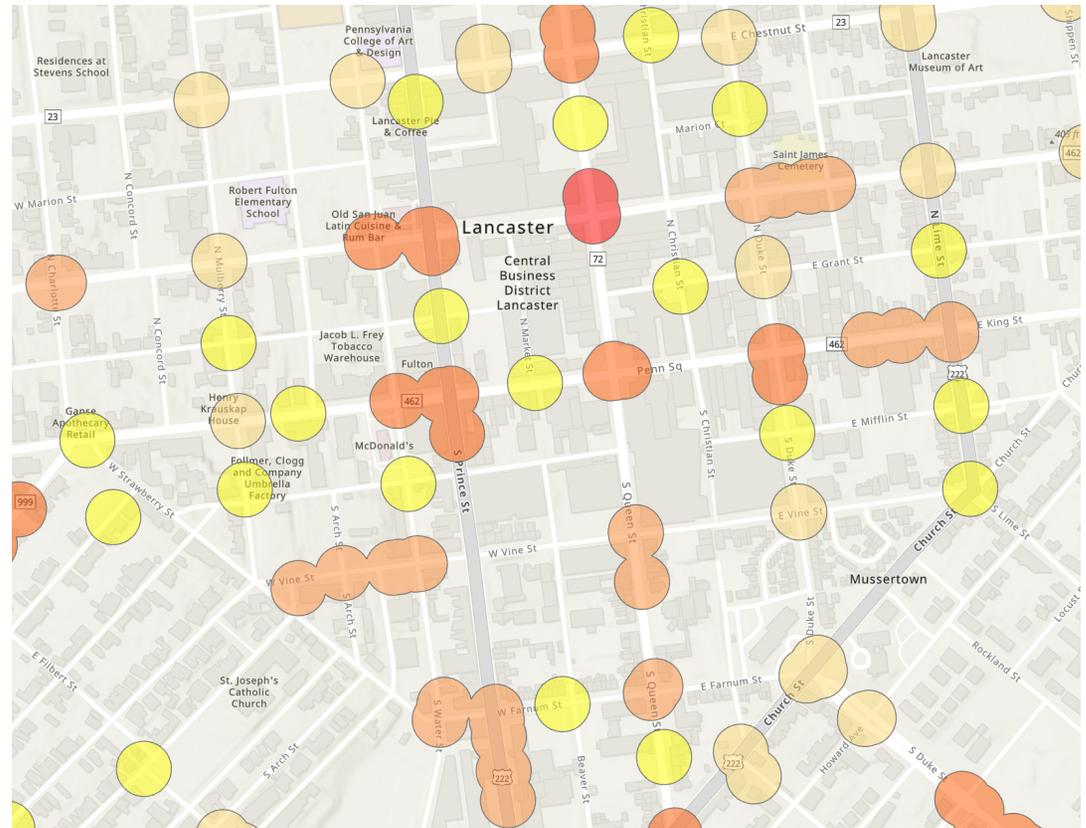
Crash Rating	Points
High	14.0
Middle	10.5
Low	7.0



2. Is the project located in a high vehicle-pedestrian crash area?

For this metric, points are awarded based on the number of vehicle-pedestrian collisions that occur along a road segment or intersection. The location with the highest incidence of vehicle-pedestrian crashes receives maximum points. Other locations receive points as a fraction of the location with the highest incidence.

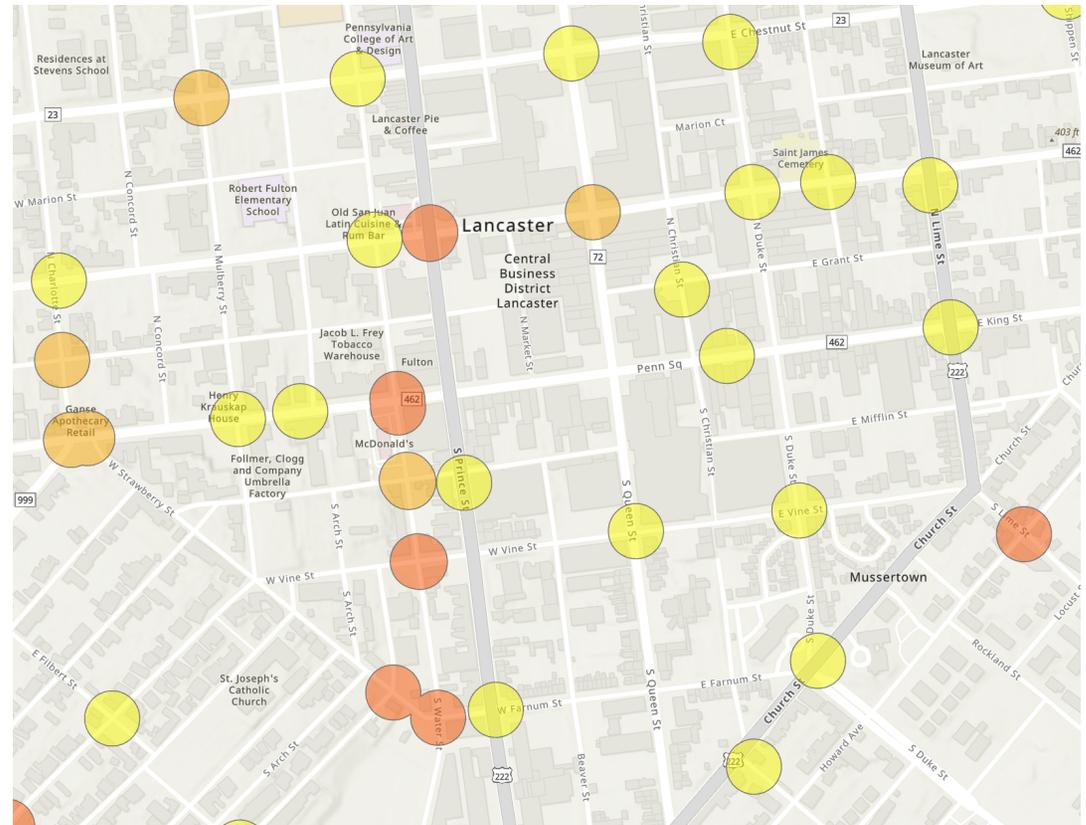
Number of Pedestrian Crashes	Points
30	10.50
18	6.30
12	4.20
6	2.10
1	0.35



3. Is the project located in a high vehicle-bicycle crash area?

For this metric, points are awarded based on the number of vehicle-bicycle collisions that occur along a road segment or intersection. The location with the highest incidence of vehicle-bicycle crashes receives maximum points. Other locations receive points as a fraction of the location with the highest incidence.

Number of Bicycle Crashes	Points
10	10.50
6	6.30
4	4.20
2	2.10
1	1.05

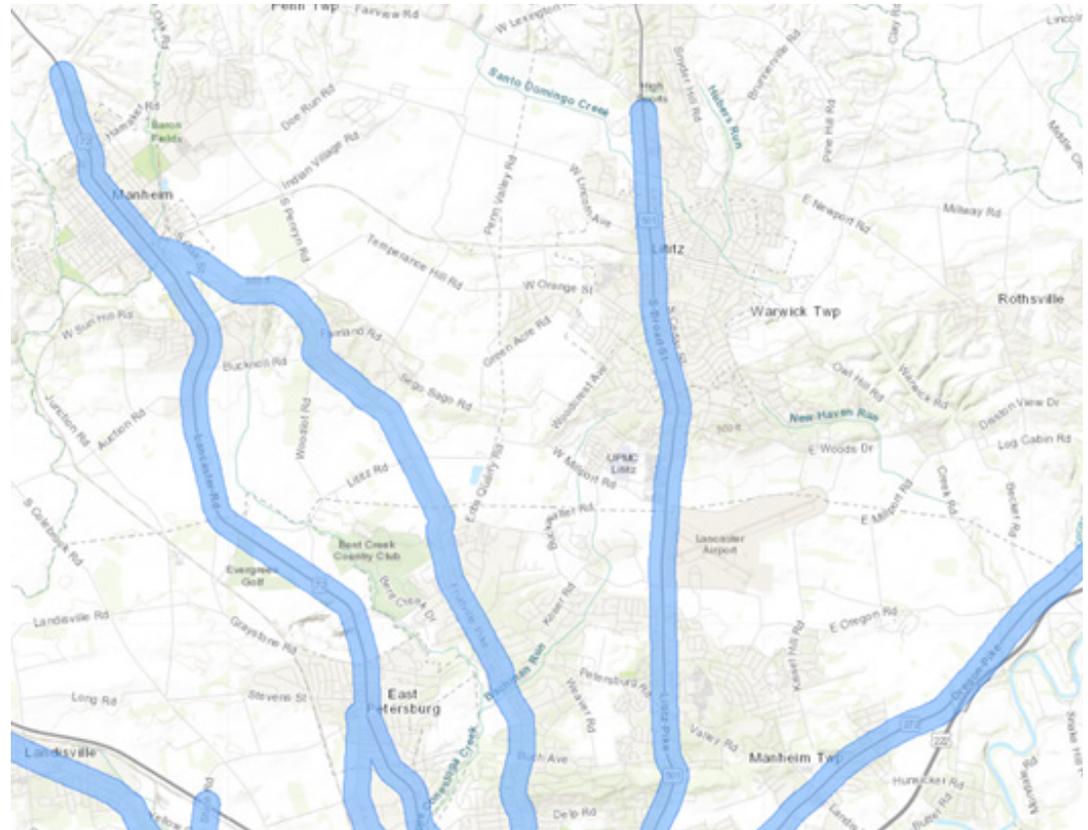


Congestion Management Process

Traffic congestion is characterized by slower speeds and longer trip times. During morning and evening commutes, experiencing heavy traffic is typical. The Congestion Management Process (CMP) studies and tracks traffic congestion throughout the county. The CMP can help to identify the portions of the transportation network where traffic frequently slows. Once a road segment or intersection is identified, those sites are analyzed and the best way to improve traffic flow is considered.

1. Is the project located on a corridor identified by the county's CMP?

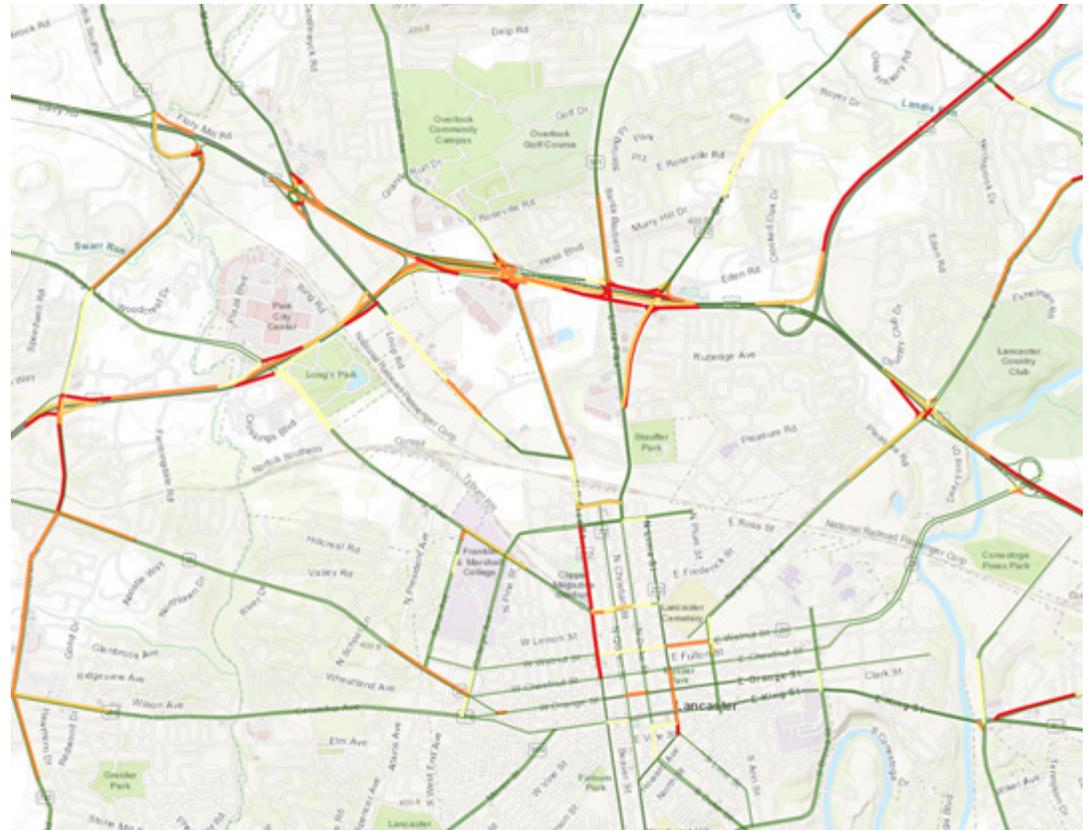
If the project is located within 100 feet of a route included in the county's CMP, **3 points** are awarded.



2. Is the project located in an area with unreliable congestion?

This metric is a Performance Measure that is meant to identify unpredictable drive times for cars and trucks. Peak Hour Travel Time Reliability (TTR), is included in the CMP. The location with the highest unreliable congestion receives maximum points. Other locations receive points as a fraction of the location with the highest incidence of unreliability.

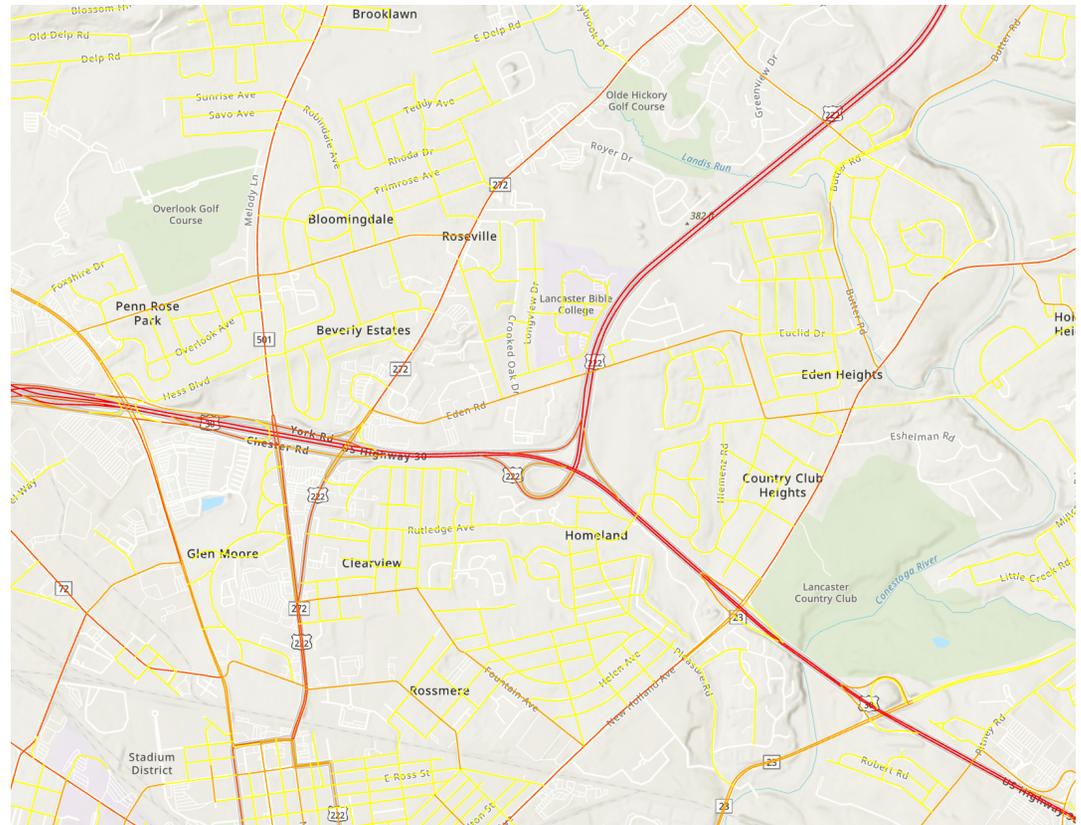
<i>Project on a road segment with...</i>	<i>Points</i>
Highest unreliability in the county	11.40
50% of the highest unreliability	5.70
25% of the highest unreliability	2.85
8% of the highest unreliability	0.91



3. How many vehicles travel through the project area?

This metric is measured as Annual Average Daily Traffic (AADT). Maximum points are awarded based on the highest AADT in the county. Other locations receive points as a fraction of the location with the highest AADT.

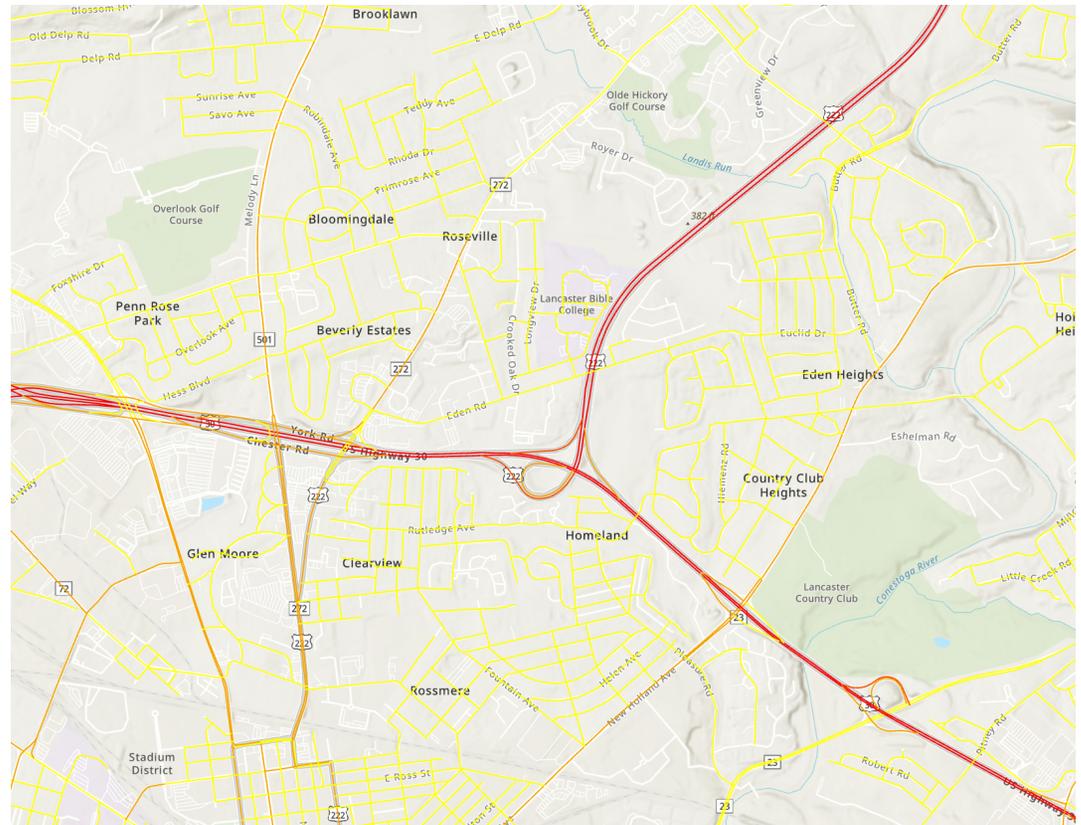
<i>Project on a road segment with...</i>	<i>Points</i>
78,123 vehicles / day	7.80
27,190 vehicles / day	2.72
10,922 vehicles / day	1.09
3,541 vehicles / day	0.35



4. How many trucks travel through the project area?

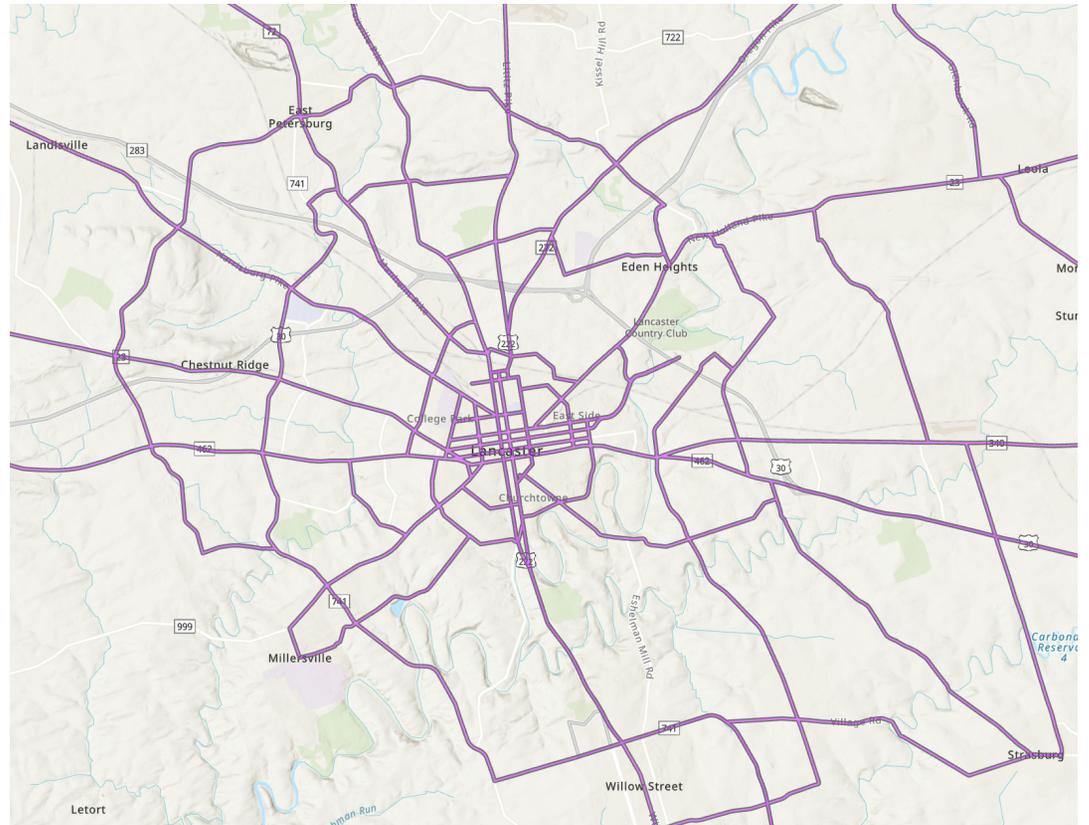
This metric is measured as Annual Average Daily Truck Traffic (AADTT). Points are awarded based on the highest AADTT in the county. Maximum points are awarded based on the highest AADTT in the county. Other locations receive points as a fraction of the location with the highest AADTT.

<i>Project on a road segment with...</i>	<i>Points</i>
10,494 trucks / day	7.80
2,847 trucks / day	2.21
1,140 trucks / day	0.85
286 trucks / day	0.21



2. Does the project support the goals of the Lancaster County Active Transportation Plan?

If the project is within 100 feet of the [Lancaster County Active Transportation Network](#), **10 points** are awarded.



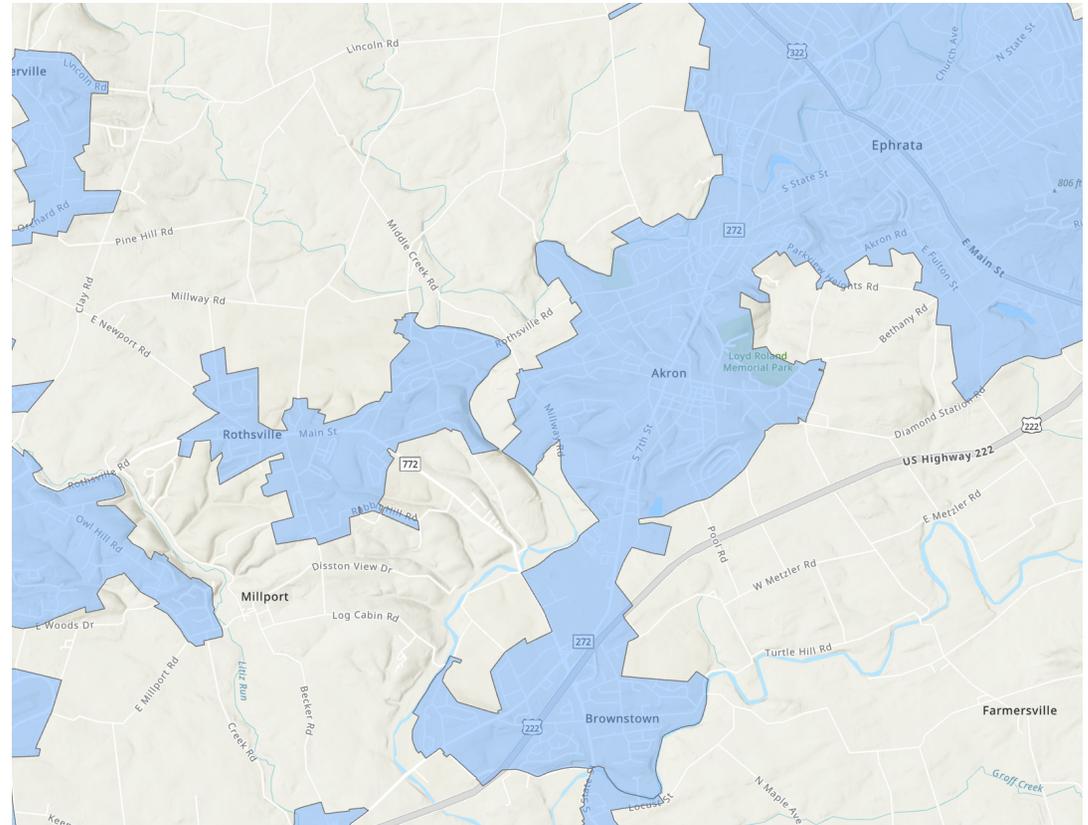
Economic Benefit

If the right projects are implemented, improvements to our transportation system can also grow and diversify our local economy and make better connections between the places where people live and work.

1. Is the project located within an urban growth area or village growth area?

According to *places2040*, growth areas are where we should direct most of the county's growth and development. These are areas that already have the public infrastructure (roads, utilities, and services) to support more development.

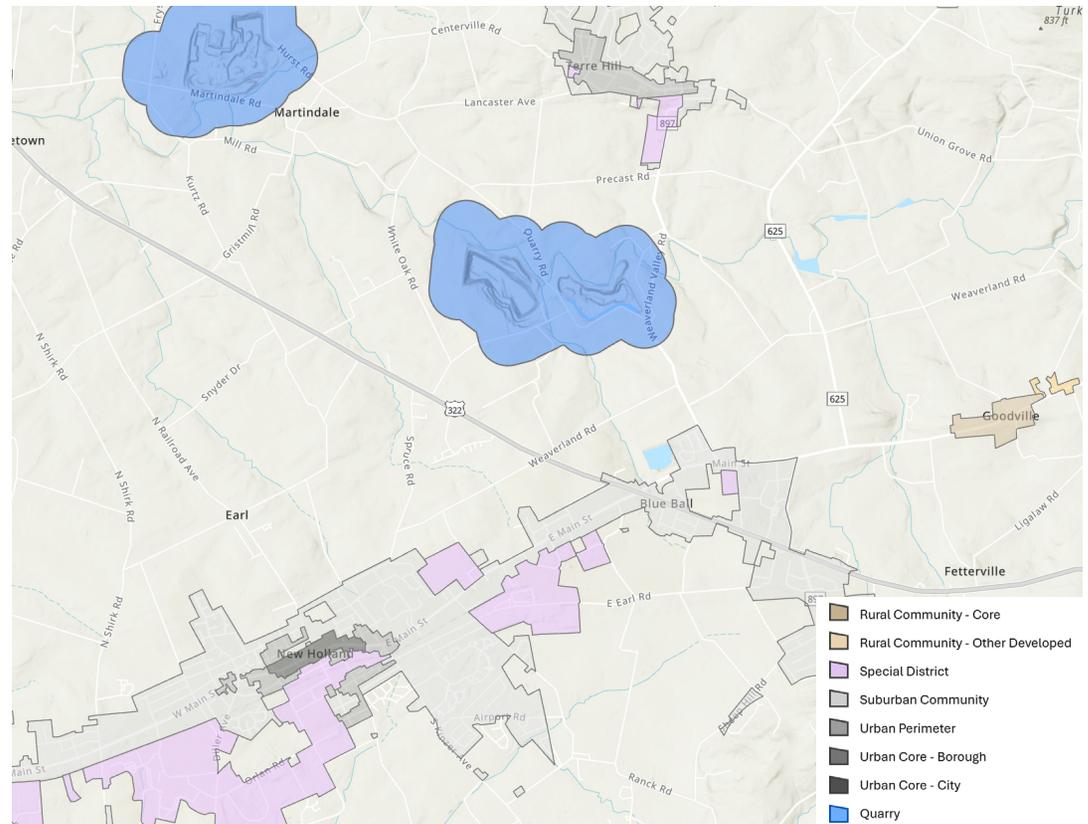
Project is...	Points
Within urban or village growth area	5.00
Outside a growth area	0.00



2. Will the project create connections between housing and jobs?

In *places2040*, Character Sectors (previously Character Zones) organize all land in Lancaster County into seven areas distinguished by their dominant land use patterns, building types, typical streetscapes, parking arrangements, and common outdoor gathering spaces. These Character Sectors are shown on the *places2040* [Future Land Use and Transportation Map](#). Most of the county’s population live and work in the Urban Perimeters/Cores, Suburban Communities, and Special District sectors. For this metric, projects are awarded points based on their site’s Character Sector (as identified in *places2040*).

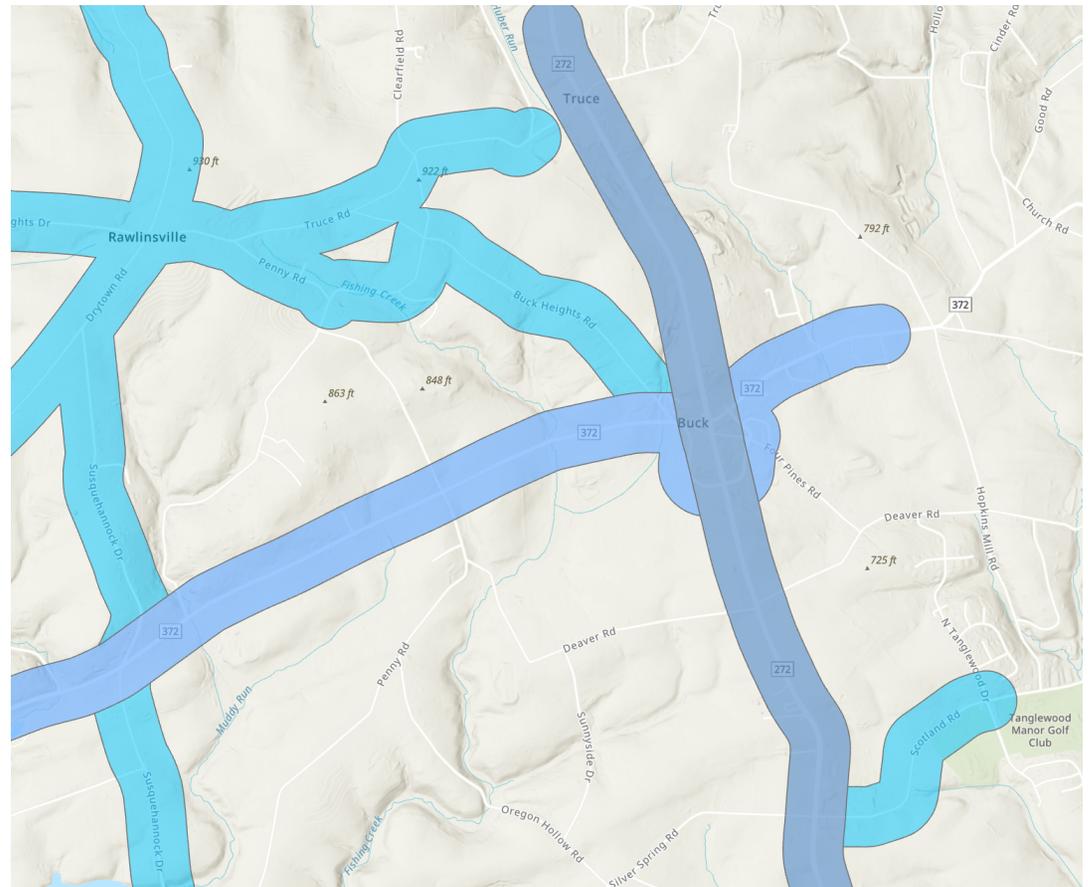
Character Sector	Points
Urban Cores (City or Borough) or Special Districts (Airport, Industrial, or Institutional)	5.00
Urban Perimeters, Suburban Communities, or Rural Community Cores	4.00
Rural Communities – Other Developed, Non-Core Areas	3.00
Rural Communities, Agricultural Areas, or Natural Spaces, if the project site is within 1,000 feet of a quarry	5.00
All Other Agricultural Areas and Natural Spaces	0.00



3. Is the project on a road or bridge important to the rural economy?

To determine if a project is important to the rural economy, scoring is based on the type of service the road is intended to provide, as determined by the federal functional classification system. Points are awarded based on the functional classifications of rural roads. Projects are awarded the points for the category of road within 600 feet.

Functional classification	Points
Rural Principal Arterial	5.00
Rural Minor Arterial	4.00
Rural Collector	3.00
Rural Local	2.00
All other classifications	0.00





Lancaster County Planning Department
150 North Queen Street • Suite 320 • Lancaster, Pennsylvania 17603
717-299-8333

www.lancastercountyplanning.org

