

H O U R G L A S S



F O U N D A T I O N

“Congested Area – Expect Delays”

Delivered to The Hourglass Foundation

By

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This is the third white paper produced as a public service by The Hourglass Foundation.

Paper 1 Solid Waste – Mr. Herbert Flosdorf

Paper 2 Water – Mr. Ronald Bailey

Paper 3 Transportation – Mr. Ronald Bailey and Mr. Glen Taggart

LANCASTER COUNTY PLANNING DIRECTOR RONALD BAILEY BELIEVES IT IS IMPORTANT FOR PEOPLE TO UNDERSTAND THAT TRANSPORTATION NEEDS DETERMINE LAND USE IN LANCASTER COUNTY. CONVERSELY, LAND USE CAN AFFECT TRANSPORTATION PATTERNS AS WELL.

THE FIRST SETTLEMENT

This is evident in taking a brief look at the development of Lancaster County. The city of Lancaster was founded in the 18th century, when the bulk of transport was conducted by water. Roads were poor and colonies themselves did not communicate with each other, but carried on direct communication with England. This led to the growth of major port cities and development along rivers and bays of the eastern coast.

THE GREAT ROAD

Lancaster was an exception. It came to become an important city in the latter half of the 18th century due to its location on the Great Road and became the largest inland city while serving as capital of Pennsylvania in the late 18th century.

THE AGE OF CANALS

In 19th century America the transportation focus turned to canals and, geographically to New York City because of the connections its port could make to the Erie Canal and the Great Lakes. In Pennsylvania a major canal was constructed north of Lancaster (through Harrisburg) and Lancaster subsequently suffered its first major economic recession as a result of being bypassed.

THE AGE OF THE RAILROAD

By the middle of the 19th century railroads supplanted canals. The Philadelphia and Columbia RR was built to connect Philadelphia with the Susquehanna Tidewater Canal (on the Susquehanna River). Later this railroad was absorbed in the giant Pennsylvania Railroad, and since Lancaster lay on the PA RR route Lancaster's economy once again boomed.

THE LINCOLN HIGHWAY

Construction of the Lincoln Highway - the first transcontinental road - in the 20th century maintained Lancaster's position as an important point in America's transportation system.

CONCLUSION

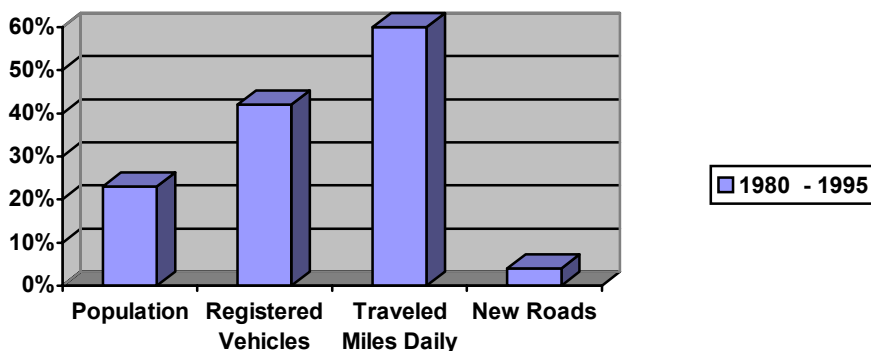
TRANSPORTATION HAS PLAYED A CRUCIAL ROLE IN DETERMINING HOW LANCASTER COUNTY HAS DEVELOPED AND PROGRESSED. LANCASTER'S HISTORIC CYCLES OF ECONOMIC PROSPERITY OR DECLINE ARE DIRECTLY RELATED TO CHANGES IN TRANSPORTATION.

THE PAST 20 YEARS HAVE SEEN MAJOR CHANGES

The population of Lancaster County has grown 23% since 1980 (1980 - 362,346; 1984 - 387,301; 1995 - 447,521).

In that 15-year period, the number of registered vehicles has increased 42% (from 252,000 in 1980 to 359,393 in 1995) and the number of vehicle miles traveled has increased 58% (from 4.5 million miles in 1980 to 7.1 millions miles in 1995).

However, during that same time span Lancaster County has experienced an increase of 4.17% in its miles of roadways (3,499 in 1980 to 3,681 in 1995.)



THE PROBLEMS OF TODAY

I. WHERE GROWTH GOES

Sprawl is related to the automobile, and traffic congestion is the direct result of sprawling land use. We need to aid planned development of the county. Urban Growth Boundaries are essential to assist this process of growth management. Without Urban Growth Boundaries, Lancaster will continue to experience the phenomena of sprawl and traffic gridlock

II. AUTOMOBILES CREATE AIR POLLUTION

The Federal Environmental Protection Administration certifies areas as to their adherence to National Ambient Air Quality Standards.

Lancaster is one of three metropolitan areas in the State of Pennsylvania (Pittsburgh and Philadelphia are the other two) which has been found in non-compliance. The major culprit is the level of ozone in the county atmosphere, specifically ozone produced by vehicular emissions. Simply, traffic congestion means slower traffic, which means more ozone pollution.

III. FUNDING FOR TRANSPORTATION

The federal government will provide Pennsylvania 3.5 Billion in federal funds for transportation improvements over the next four years. The Philadelphia region will receive \$795 million, Pittsburgh \$739 million while seven metro areas bordering Philadelphia and including Lancaster County (which encompasses a larger area with a population similar to the Pittsburgh region) will receive only \$604 million.

The biggest winners in transportation money are rural areas of the state, which will receive \$1.2 billion. A total of \$600 million will be spent this fiscal year (most of it is Centre County) to construct a new interstate through the middle of the state. In Philadelphia it has been estimated that \$1 billion will be needed to rebuild all 52 miles of Interstate 95 that lie in the region.

IV. ALTERNATE TRANSPORTATION

It is crucial that Lancaster County begin to look at alternative ways of moving people around.

The railroad line which cuts through the center of the County is a viable option. The Lancaster station is currently the 42nd busiest station in the entire Amtrak system and a new station is being planned for eastern Lancaster County. Improvements are in the works for the Lancaster City station, including the establishment of a bus station. There is also speculation that Amtrak could hook up with the Strasburg Rail Road as a way of moving tourists in and around the county. Currently, 25% of the tourists who visit Lancaster County come by bus.

V. SOME ROAD WORK INTENDED

Some roadwork is in process in Lancaster County and City, including (but not limited to) the rehabilitation of Route 30, the widening of Fruitville Pike to four lanes, and new bridges over the railroad lines on Fruitville and Lititz Pikes.

VI. ROUTE 23 STUDY CORRIDOR

A practical application of the principles of coordinated land use and transportation planning is the Route 23 Corridor study. Glenn Taggart, of the Lancaster county Planning staff, (and who is serving as Project Manager of the county's major investment study of the Route 23 corridor) explained the status of that study. He said the three major concerns in PA 23 study are:

- 1) Congestion: Route 23 was simply not designed to handle the volume of traffic in the area.
- 2) Diversion: Drivers are diverting to alternative routes, which are smaller and raise issues of safety, particularly in the field of motorized vs. non-motorized traffic.
- 3) Retention: Over 8,000 manufacturing jobs are located in and around New Holland alone and traffic problems negatively impact industries seeking to find and retain good employees. Similarly, improvements to highways can positively affect the development of Lancaster County's economy.

The study, which is not an environmental assessment plan, is designed to try and determine what the transportation and land use needs are in a roughly pie-shaped, 166- square mile area bounded by Route 222 to the North, Route 230 to the South, the Lancaster City line to the West and route 30 to the East. The area is predominantly agricultural, but is comprised of suburban areas to the West, the Welsh Mountain region to the East and residential, commercial and industrial development along Route 23 itself.

The first year of the study will be devoted to looking at the problems in the area and trying to define the needs. The second year will involve a preliminary assessment for alternate strategies to address those needs. Those strategies would include:

- 1) The types of transportation improvements necessary
- 2) Land use trends and how it affects traffic on roads in terms of where the traffic is coming from and where it is going.

If land use studies are not part of the strategy, any solutions would serve as only band-aids and not provide meaningful long-term answers.

SOME OMINOUS TRENDS

Some trends that have already been identified involve residential growth in the form of in-filling around the E. Lampeter, New Holland, Terre Hill, Ephrata and Cocalico areas, and an increase of scattered residential development in the Salisbury township area (largely spurred by an influx of residents from the metropolitan Philadelphia area.

THE BULK OF THE DEVELOPMENT COULD BE HANDLED BY URBAN GROWTH BOUNDARIES, AS LONG AS THE STIPULATIONS OF THOSE BOUNDARIES ARE ADHERED TO. IN THE STUDY AREA, ONE THIRD OF THE URBAN GROWTH BOUNDARY LAND REMAINS AVAILABLE FOR DEVELOPMENT.

LOSS OF 3600 ACRES

Since 1980, 2400 acres of farmland and 1,200 acres of forest in the study area have been developed from agricultural to residential.

SEWER LINES UNDERMINE UGB'S

However, 2,500 acres of existing planned sewer service areas exist outside UGB areas ie: outside of areas that have been agree-upon for development use. Equally noteworthy is the fact that 2,300 acres currently zoned for agriculture are within those existing or planned sewer service areas. As public dollars have already been dedicated for service, those areas are the most likely candidates for the next phase of development.

THREATS TO STUDY AREA

The impact of that development is already evident and it is projected that some alternate links in the study area will see an increase of 150% in the traffic volume in the coming years. Not only does this exacerbate traffic congestion in the area but it will have adverse effects on the quality of life for individuals living there.

THE CHALLENGE IS TO ENSURE A PROCESS IS PUT IN PLACE SO PEOPLE WHO LIVE AND WORK IN THESE AREAS CAN HELP MAKE CONSCIOUS DECISIONS ON ISSUES THAT IMPACT THEIR QUALITY OF LIFE.

CONCLUSION

Transportation and land use issues are inextricably linked, Lancaster county must:

- Commit itself to Urban Growth Boundaries
- Agree that infra-structure goes into these areas and not outside

To do otherwise is to have sprawl spread all over the county and to be submerged by road grid lock with no hope of having funds to provide for additional roads.