

RRTA Route 1

Existing Service

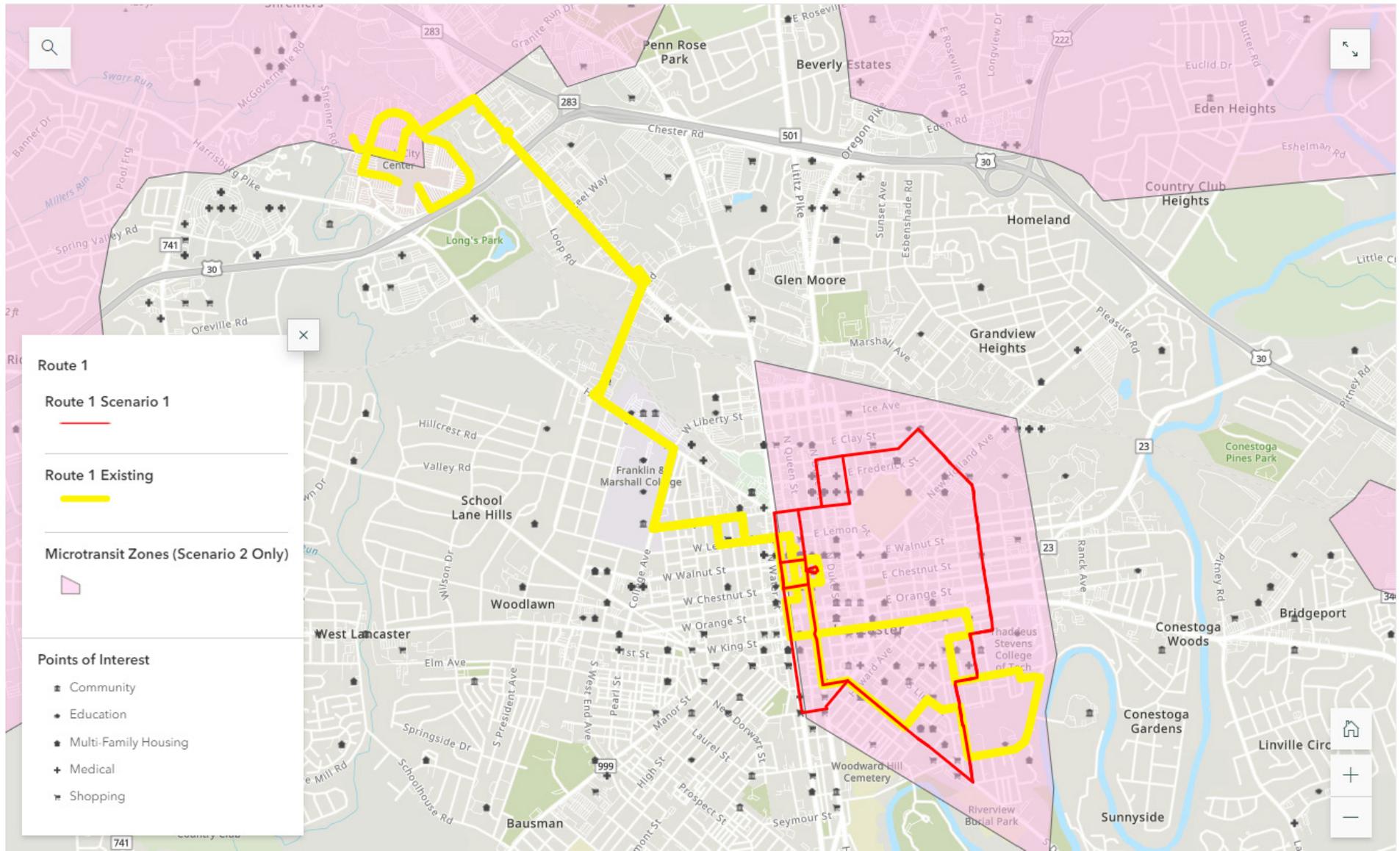
Park City Center to S. Broad Street (South-east Lancaster) via Downtown Lancaster

Scenario 1

The coverage currently provided by Route 1 would be picked up by three separate routes. East of downtown Lancaster, Route 1 would serve areas currently served by Route 1 and Route 2, and operate as a bi-directional circulator, linking downtown, LGH, McCaskey High School, Thaddeus Stevens College, Brothers Foodmax, Save-A-Lot, and several multi-family housing communities. Route 1 service west and north of downtown would be picked up by proposed Route 4 (see Route 4) and Route 8 (see Route 8).

Scenario 2

The coverage currently provided by Route 1 would be picked up by two separate routes and a proposed microtransit zone. East of downtown Lancaster, coverage would be provided by a proposed east Lancaster microtransit zone. Route 1 service west and north of downtown would be picked up by proposed Route 4 (see Route 4) and Route 8 (see Route 8).



RRTA Route 2

Existing Service

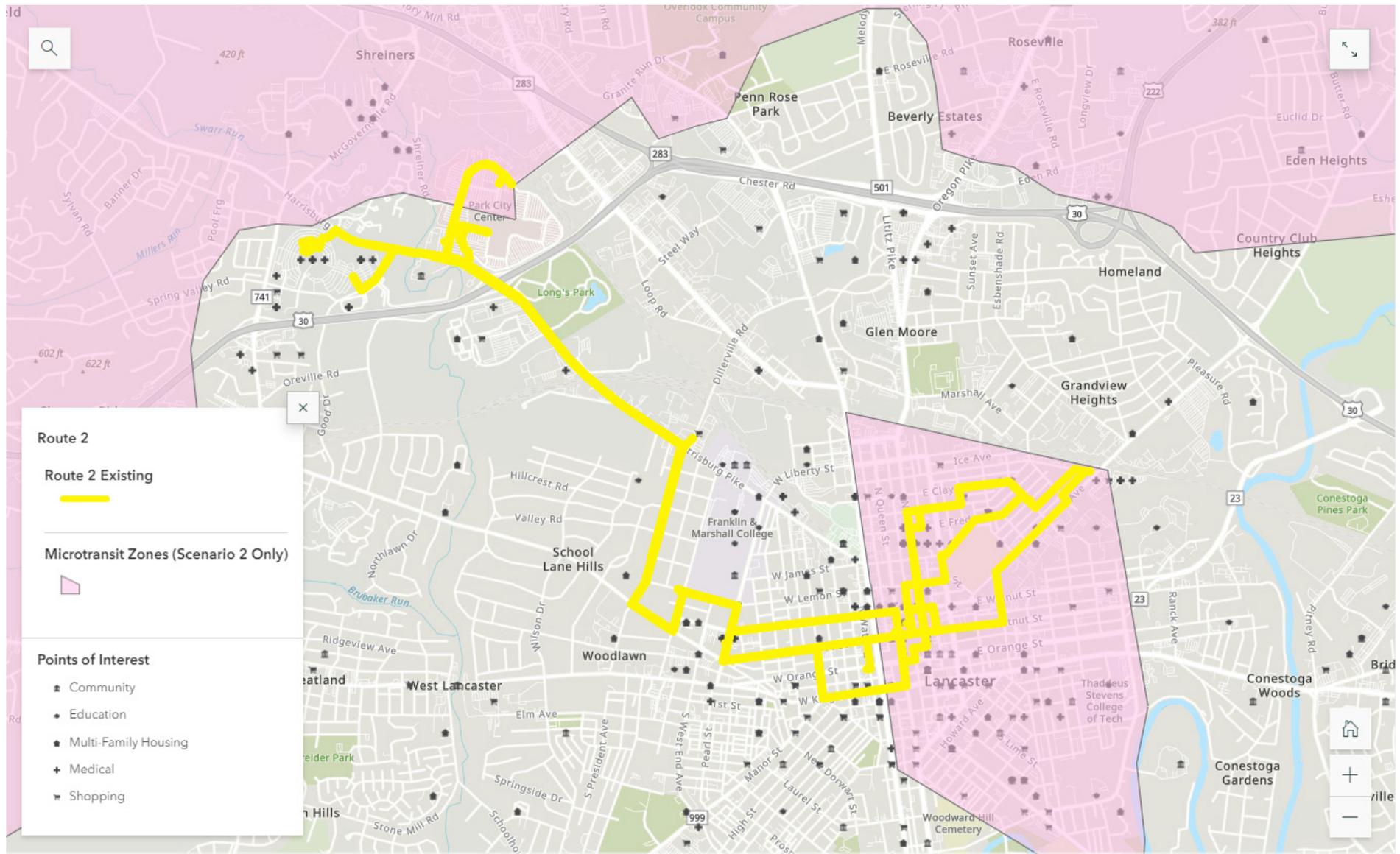
Park City Center to E. Ross Street (6th Ward) via Downtown Lancaster

Scenario 1

Route 2 would be eliminated, with its coverage picked up by two other routes. East of downtown Lancaster, Route 2 coverage would be picked up by proposed Route 1 (see Route 1). Route 2 service west of downtown would be picked up by proposed Route 8 (see Route 8).

Scenario 2

Route 2 would be eliminated, with its coverage picked up by another route and a proposed microtransit zone. East of downtown Lancaster, Route 2 coverage would be picked up by a proposed east Lancaster microtransit zone. Route 2 service west of downtown would be picked up by proposed Route 8 (see Route 8).



RRTA Route 3

Existing Service

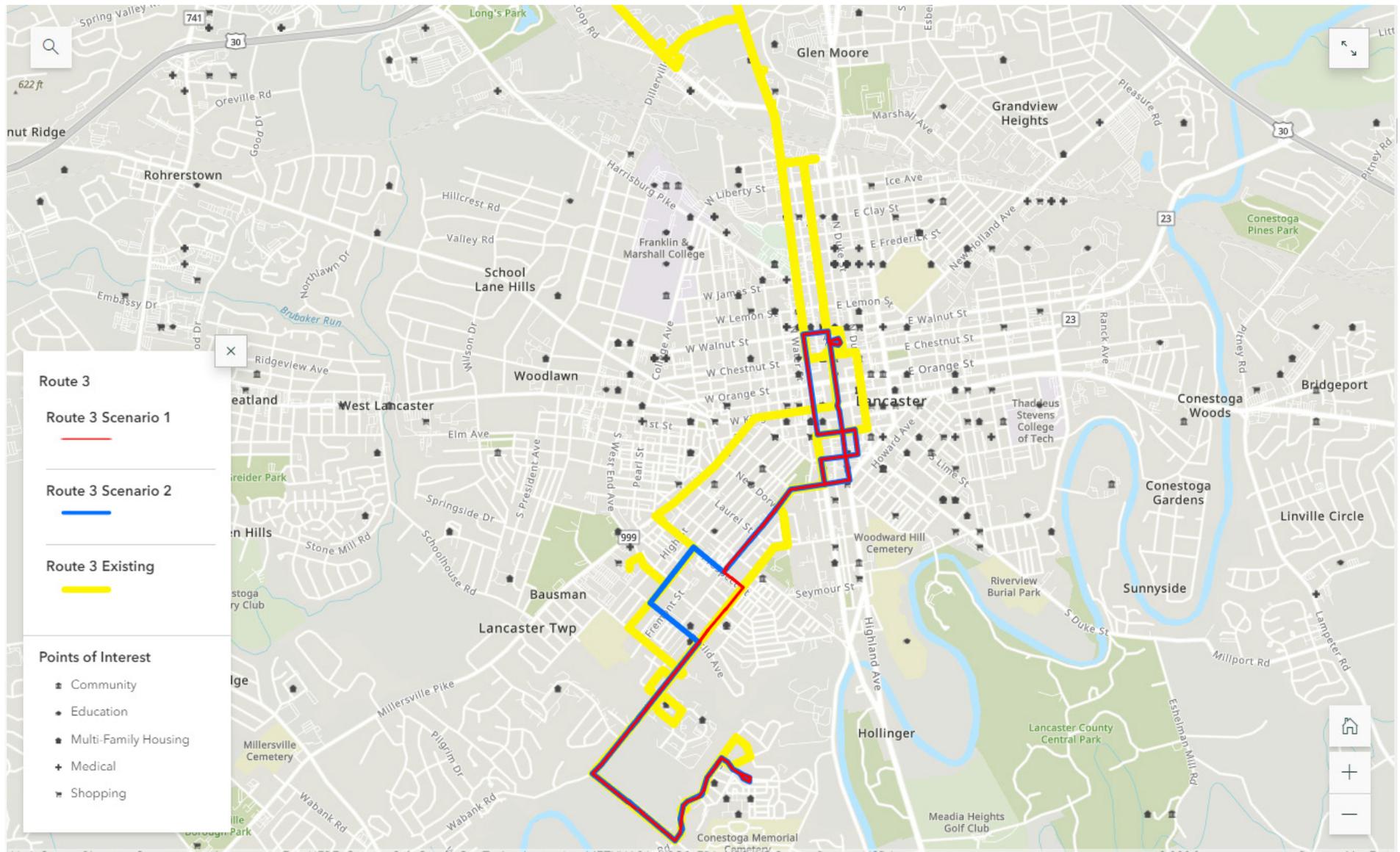
Park City Center to Wabank Road (8th Ward) or Sterling Place and Kensington Court Apartments via Downtown Lancaster

Scenario 1

The coverage currently provided by Route 3 would be picked up by three separate routes. Route 3 would operate between downtown and Sterling Place Apartments via Wabank Street. Fruitville Pike service would be partially picked up by proposed Route 4 (see Route 4). Park City Center service would be picked up by proposed Route 8 (see Route 8).

Scenario 2

The coverage currently provided by Route 3 would be picked up by three separate routes. Route 3 would operate between downtown and Sterling Place Apartments via St. Joseph Street and Euclid Avenue. Fruitville Pike service would be partially picked up by proposed Route 4 (see Route 4). Park City Center service would be picked up by proposed Route 8 (see Route 8).



RRTA Route 4

Existing Service

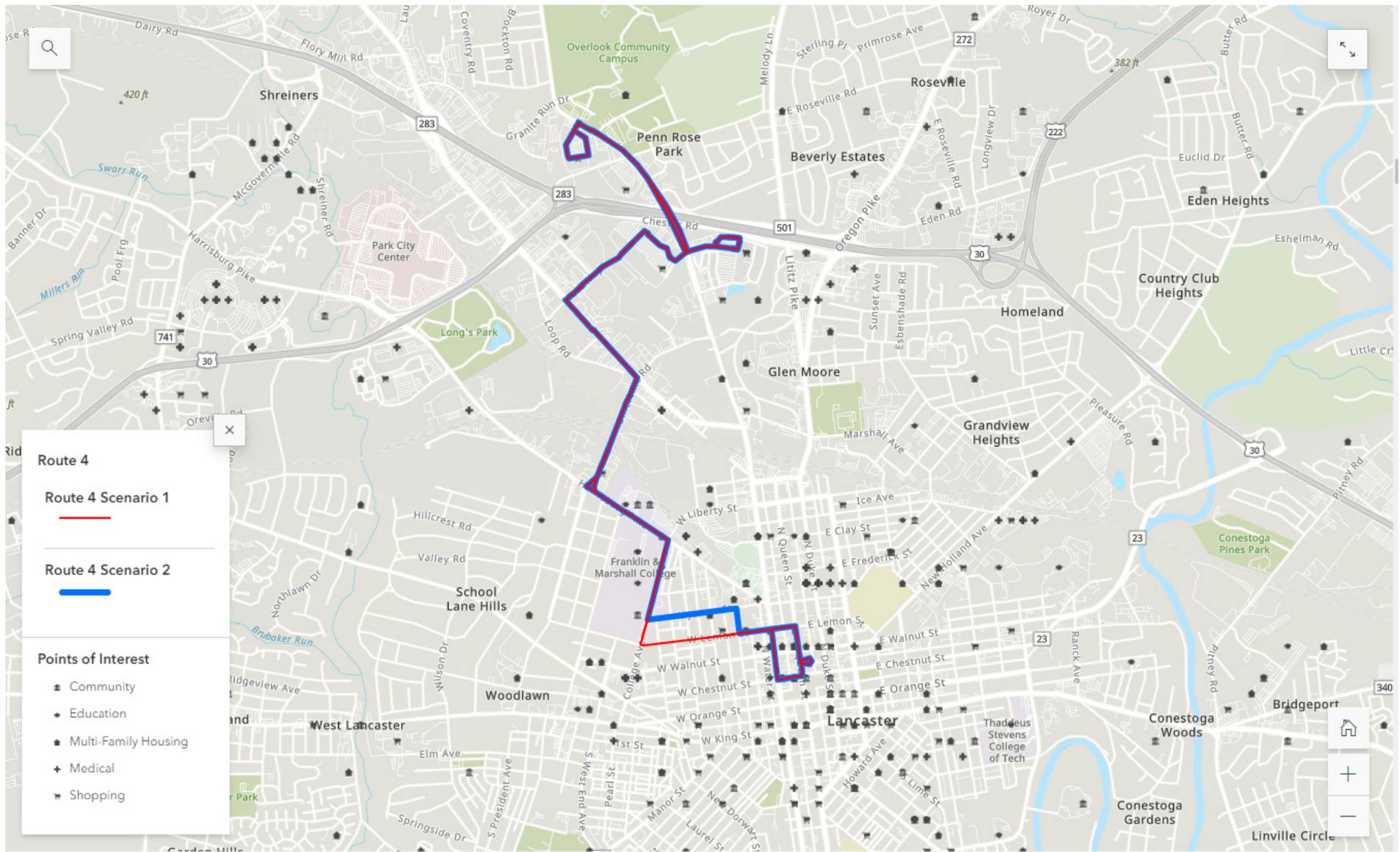
New Route

Scenario 1

Route 4 would connect downtown Lancaster and Franklin and Marshall College to the Shoppes at Belmont (Whole Foods/Target) and Walmart on Fruitville Pike via Lemon Street

Scenario 2

Route 4 would connect downtown Lancaster and Franklin and Marshall College to the Shoppes at Belmont (Whole Foods/Target) and Walmart on Fruitville Pike via James Street



RRTA Route 5

Existing Service

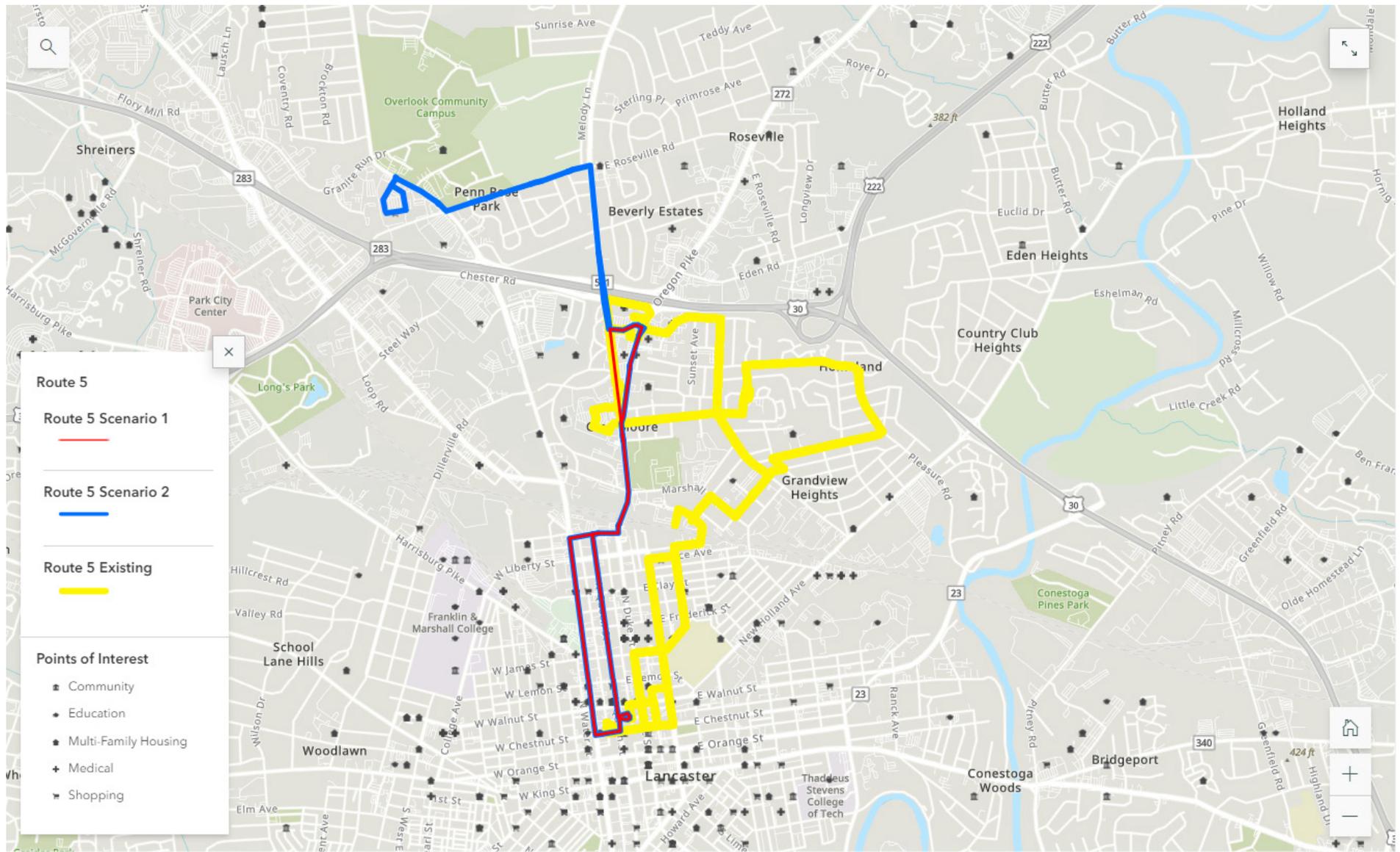
Downtown Lancaster to Golden Triangle Shopping Center

Scenario 1

The coverage currently provided by Route 5 would be picked up by two separate routes. Route 5 would be restructured to provide simplified bi-directional service between downtown and retail/grocery destinations along Lititz Pike south of US-30 via Queen Street / Prince Street and Lititz Pike. Grandview Heights coverage would be provided by Route 12 (see Route 12).

Scenario 2

The coverage currently provided by Route 5 would be picked up by two separate routes. Route 5 would be restructured to provide simplified bi-directional service between downtown and Walmart on Fruitville Pike via Golden Triangle Shopping Center. Grandview Heights coverage would be provided by Route 12 (see Route 12).



RRTA Route 6

Existing Service

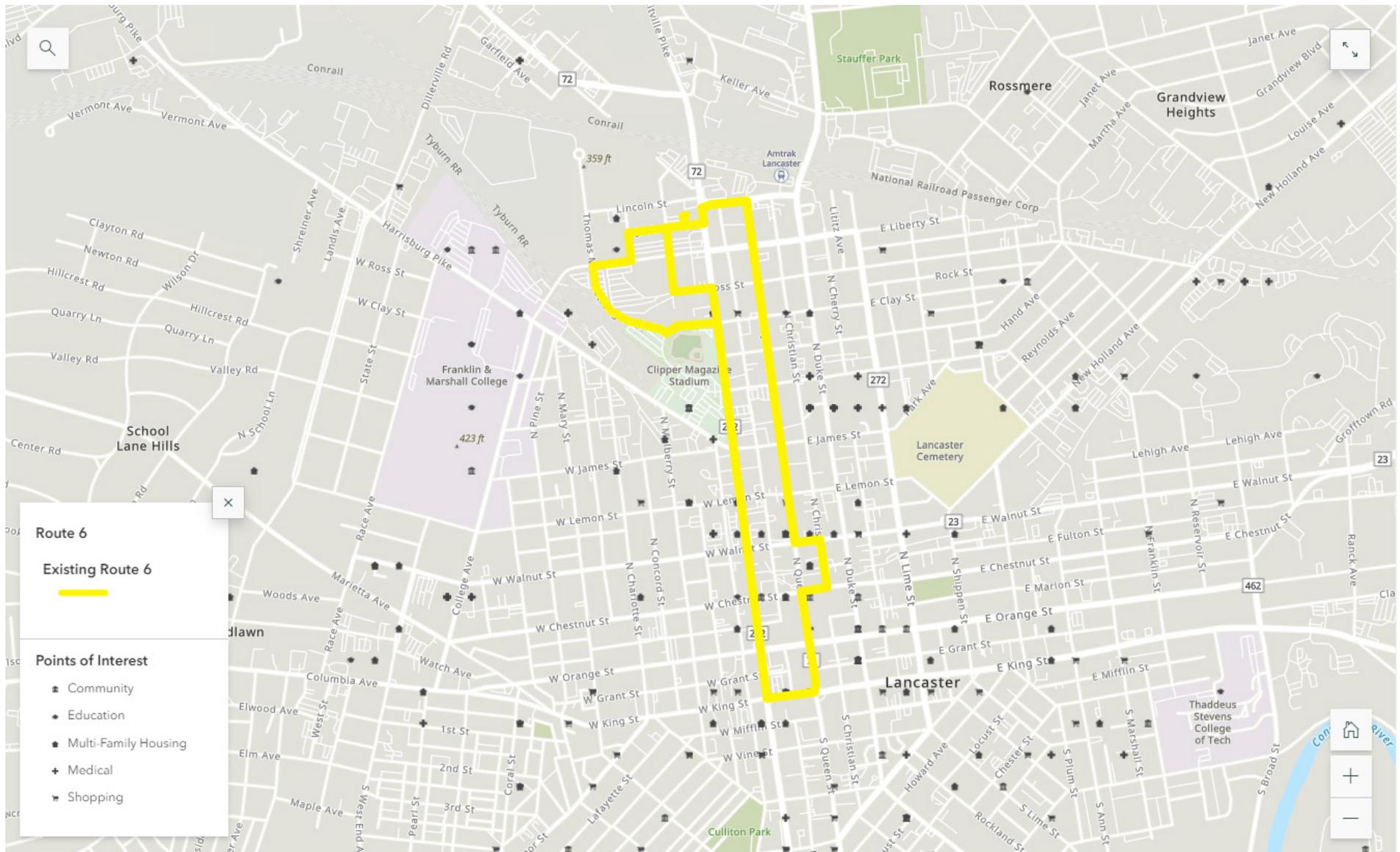
Downtown Lancaster Loop

Scenario 1

Route 6 would be eliminated due to low-ridership and redundancy with other proposed routes, including Route 5 (see Route 5).

Scenario 2

Route 6 would be eliminated due to low-ridership and redundancy with other proposed routes, including Route 5 (see Route 5).



RRTA Route 7

Existing Service

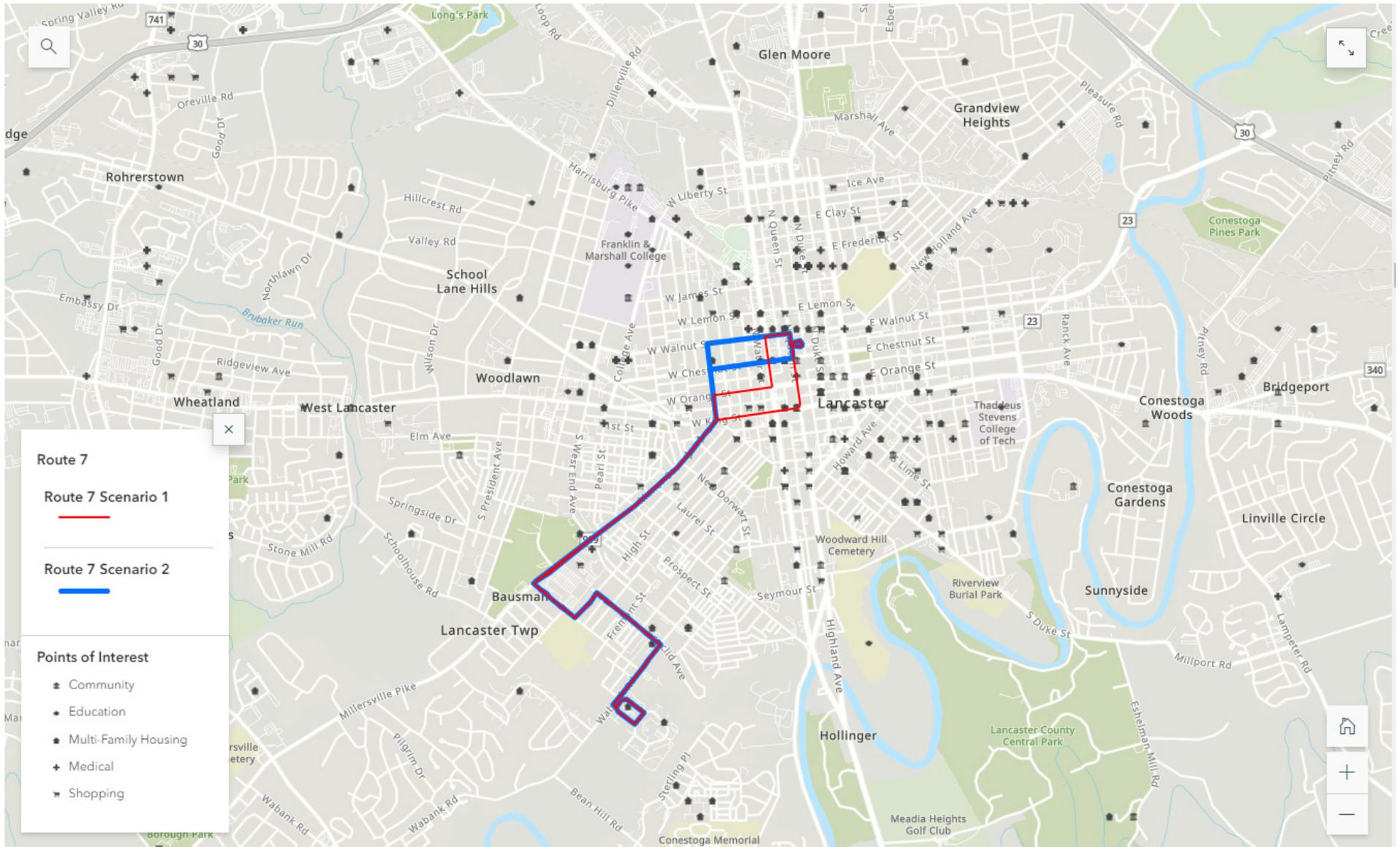
New Route

Scenario 1

Route 7 would operate between downtown Lancaster and Kensington Court via Walnut Street and Manor Street (Weis Market).

Scenario 2

Route 7 would operate between downtown and Sterling Place Apartments via Orange Street and Manor Street (Weis Market).



RRTA Route 8

Existing Service

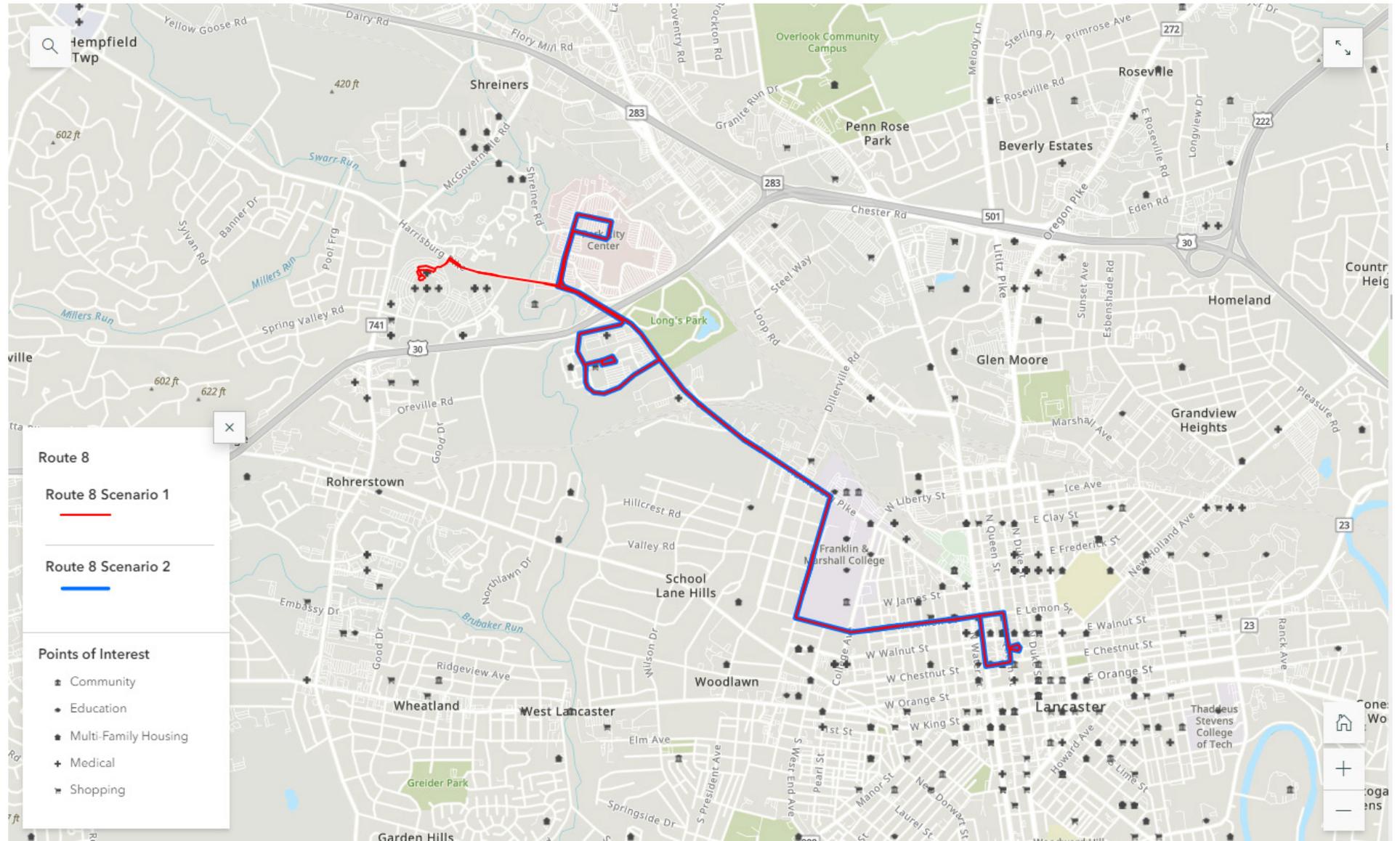
New Route

Scenario 1

Route 8 would connect downtown Lancaster and Franklin and Marshall College to Wegman's, Park City Center, and the LGH Health Campus.

Scenario 2

Route 8 would connect downtown Lancaster and Franklin and Marshall College to Wegman's and Park City Center.



RRTA Route 10

Existing Service

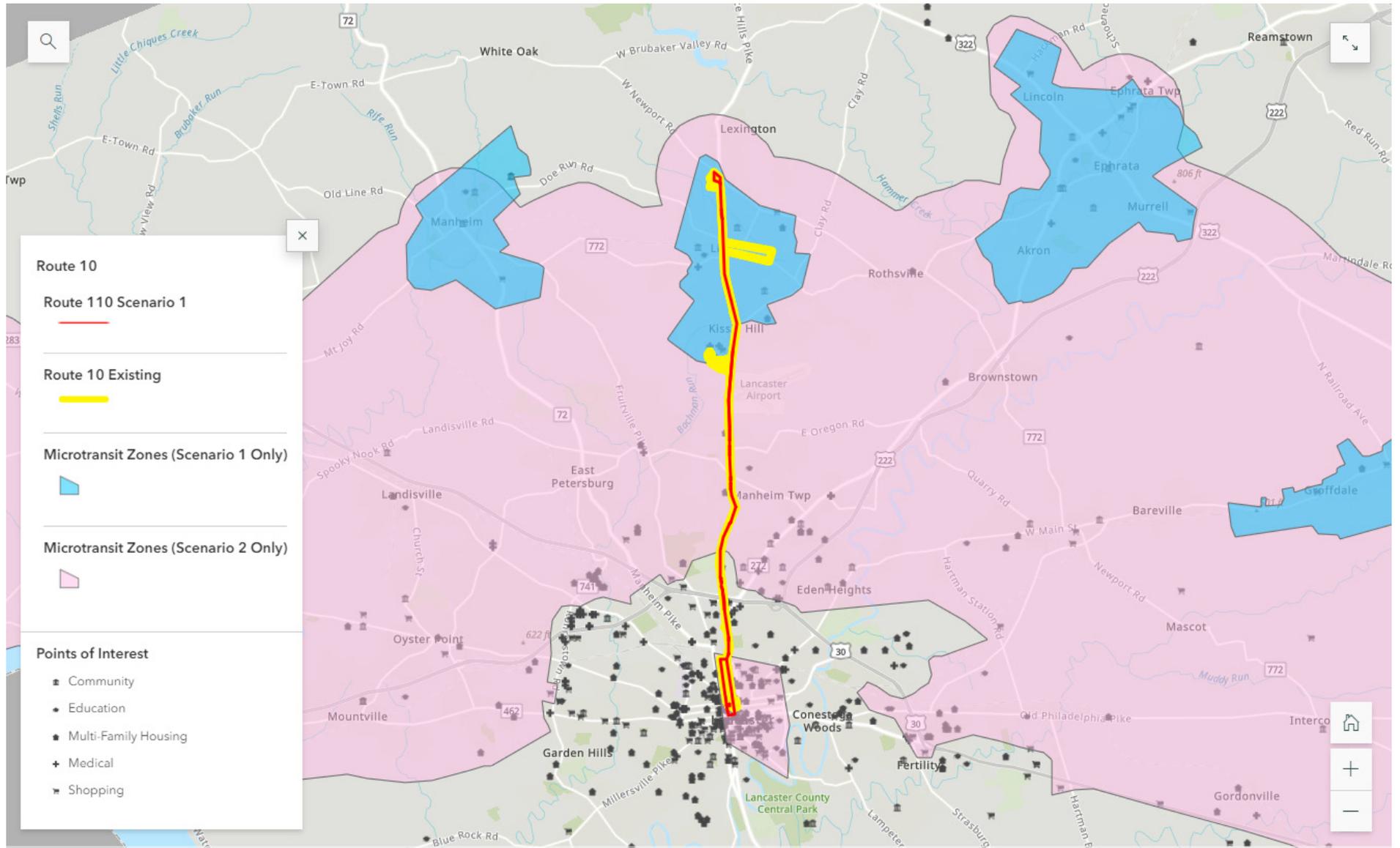
Downtown Lancaster to Lititz

Scenario 1

Route 10 would be replaced by proposed regional Route 110 and a proposed local microtransit service in Lititz.

Scenario 2

Route 10 would be replaced by a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route 11

Existing Service

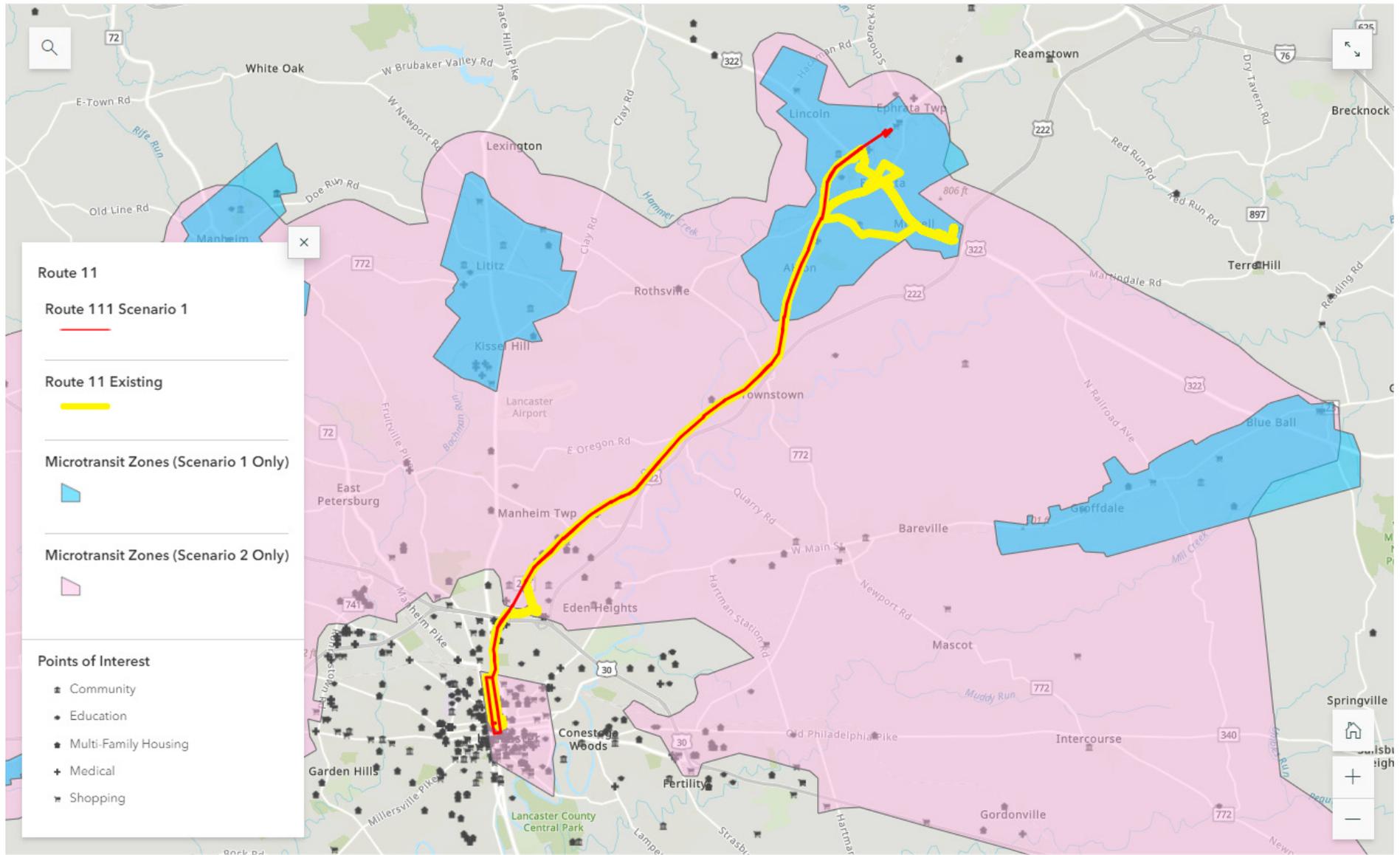
Downtown Lancaster to Ephrata

Scenario 1

Route 11 would be replaced by proposed regional Route 111 and a proposed local microtransit service in Ephrata

Scenario 2

Route 11 would be replaced by a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route 12

Existing Service

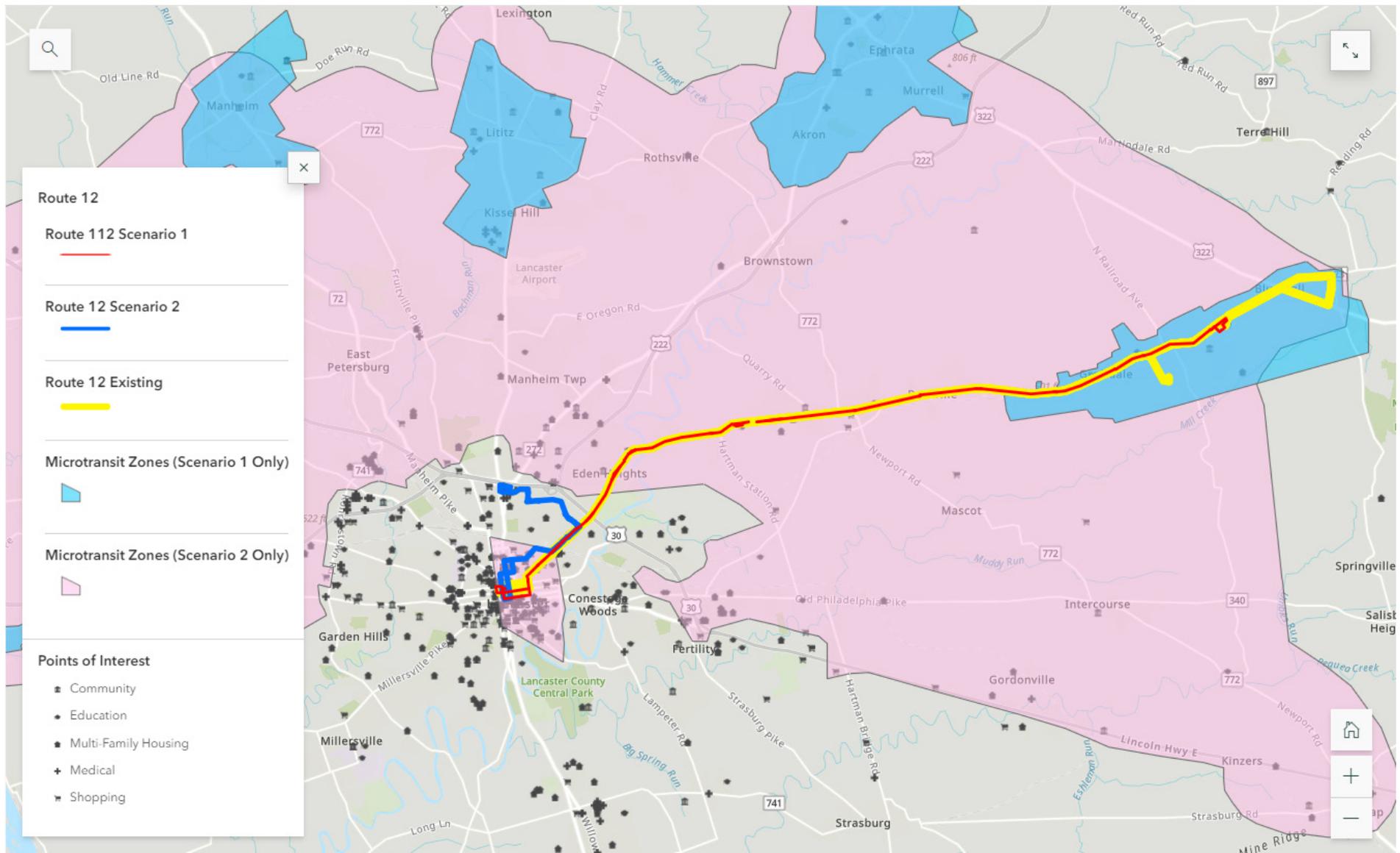
Downtown Lancaster to New Holland

Scenario 1

Route 12 would be restructured to provide bi-directional service between downtown and Giant on Lititz Pike, via New Holland Avenue and Grandview Heights. Service along New Holland Pike replaced by proposed regional Route 112 and proposed local microtransit service in New Holland.

Scenario 2

Route 12 would be restructured to provide bi-directional service between downtown and Giant on Lititz Pike, via LGH and Grandview Heights. Service along New Holland Pike would be replaced by a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route 13

Existing Service

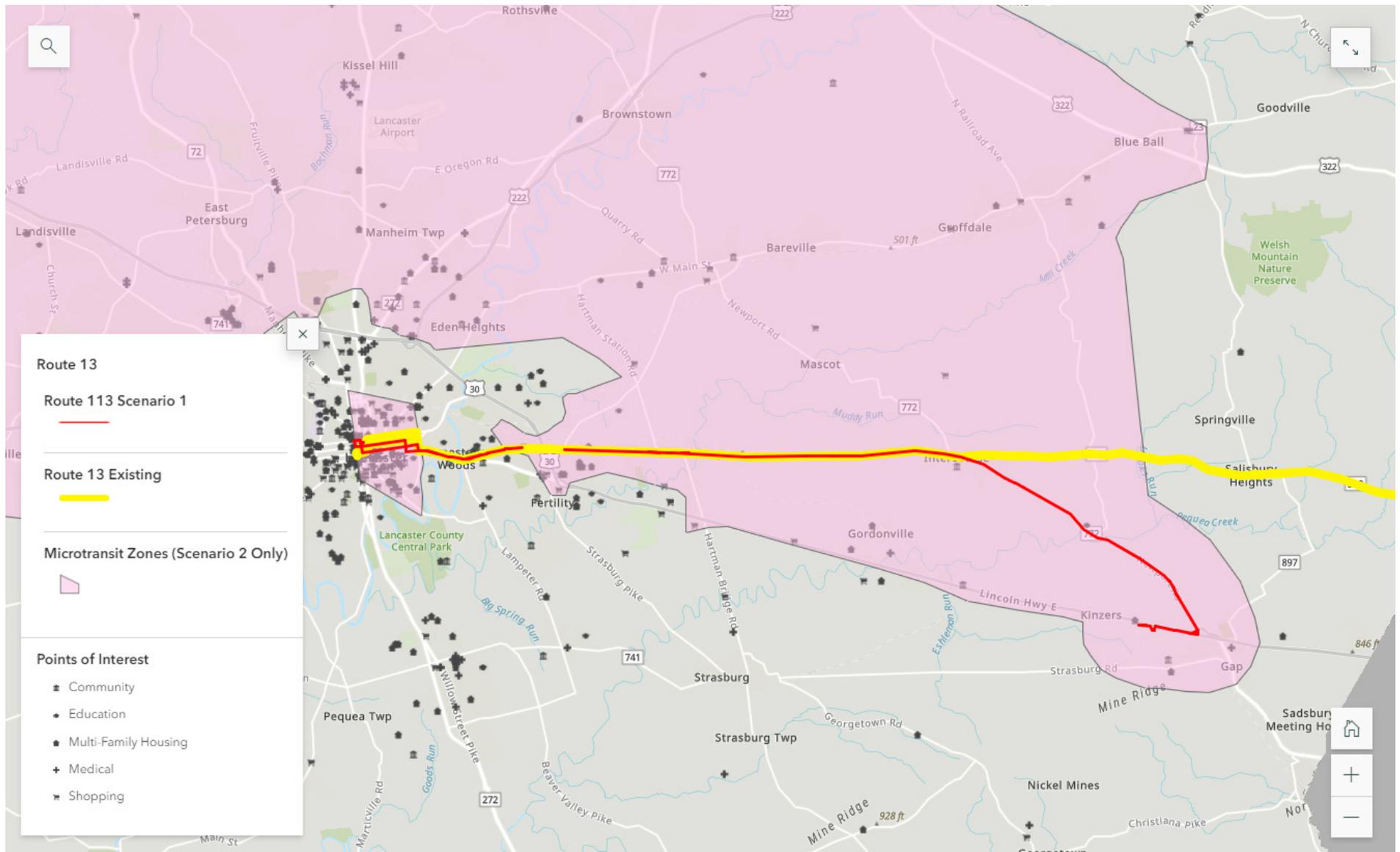
Downtown Lancaster to White Horse

Scenario 1

Route 13 would be replaced by proposed regional Route 113.

Scenario 2

Route 13 would be replaced by a regional microtransit zone covering boroughs north, east, and west of Lancaster.

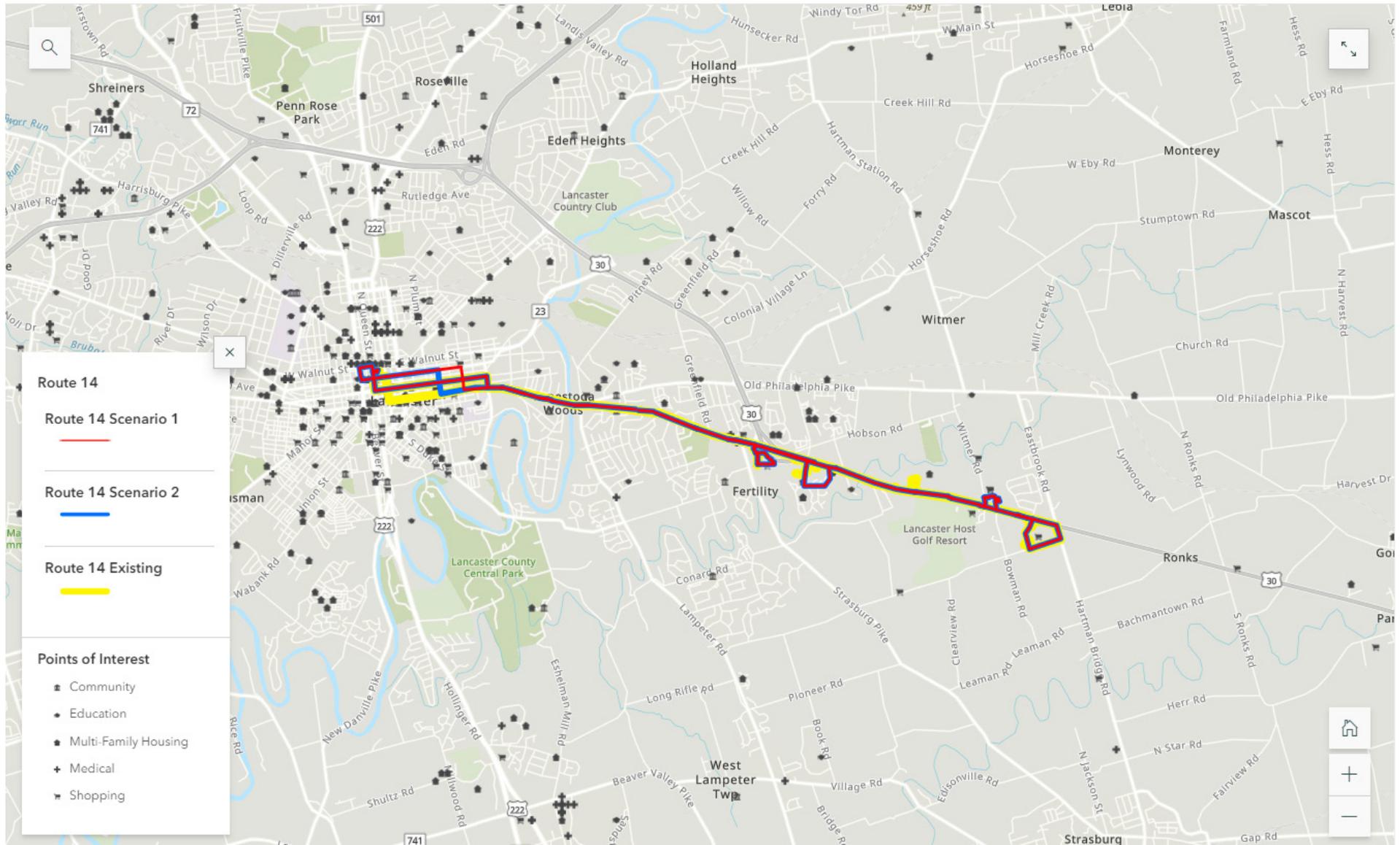


RRTA Route 14

Existing Service
Downtown Lancaster
to Rockvale Outlets

Scenario 1
Route 14 would be similar to the current route alignment.

Scenario 2
Route 14 would be similar to the current route alignment.



RRTA Route 15

Existing Service

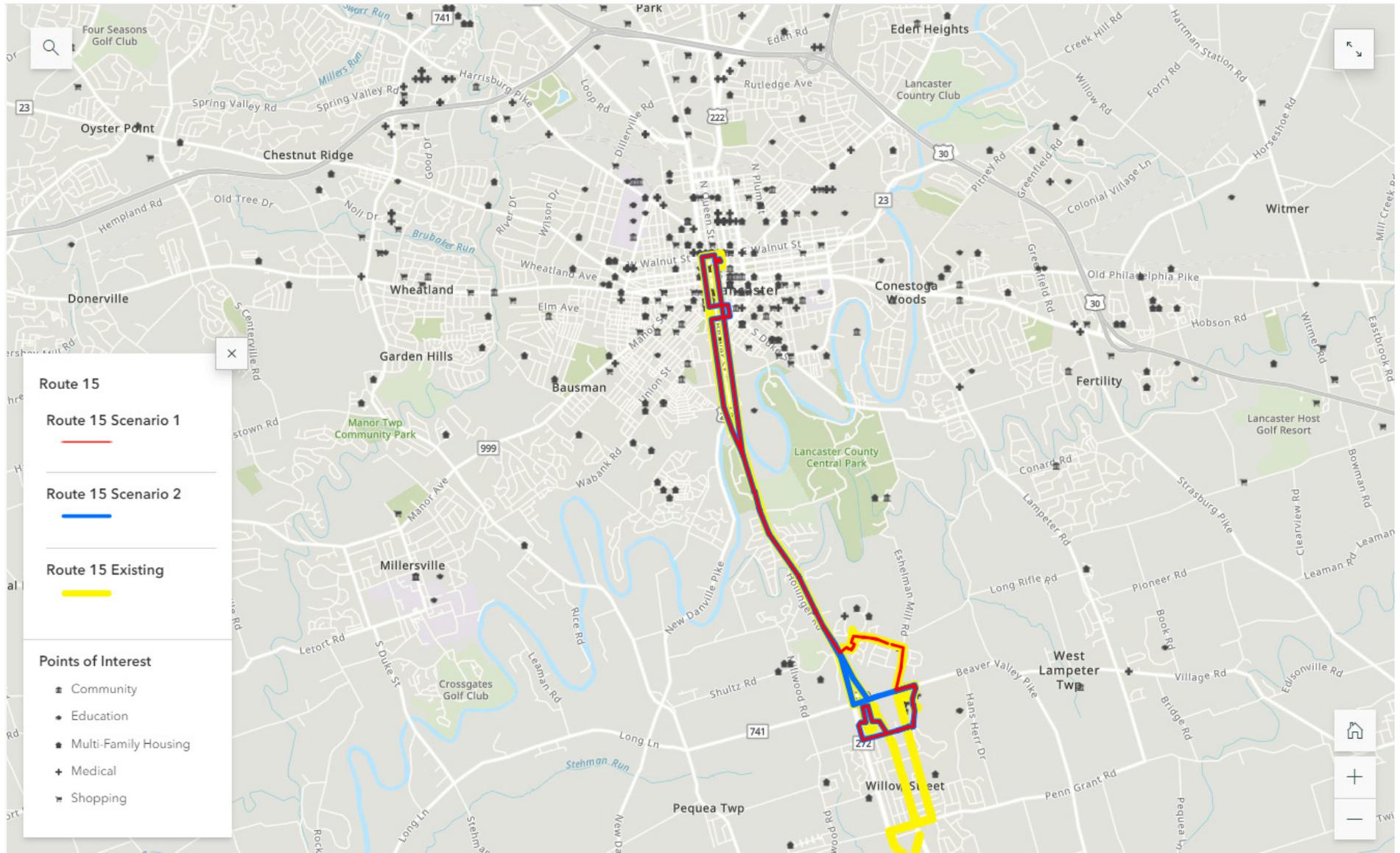
Downtown Lancaster to Willow Street

Scenario 1

Route 15 would be truncated to serve Kendig Square via Willow Valley and the VA Outpatient Clinic. Service south of Kendig Square would be eliminated due to low ridership.

Scenario 2

Route 15 would be truncated to serve Kendig Square via the VA Outpatient Clinic; Service south of Kendig Square would be eliminated due to low ridership.



RRTA Route 16

Existing Service

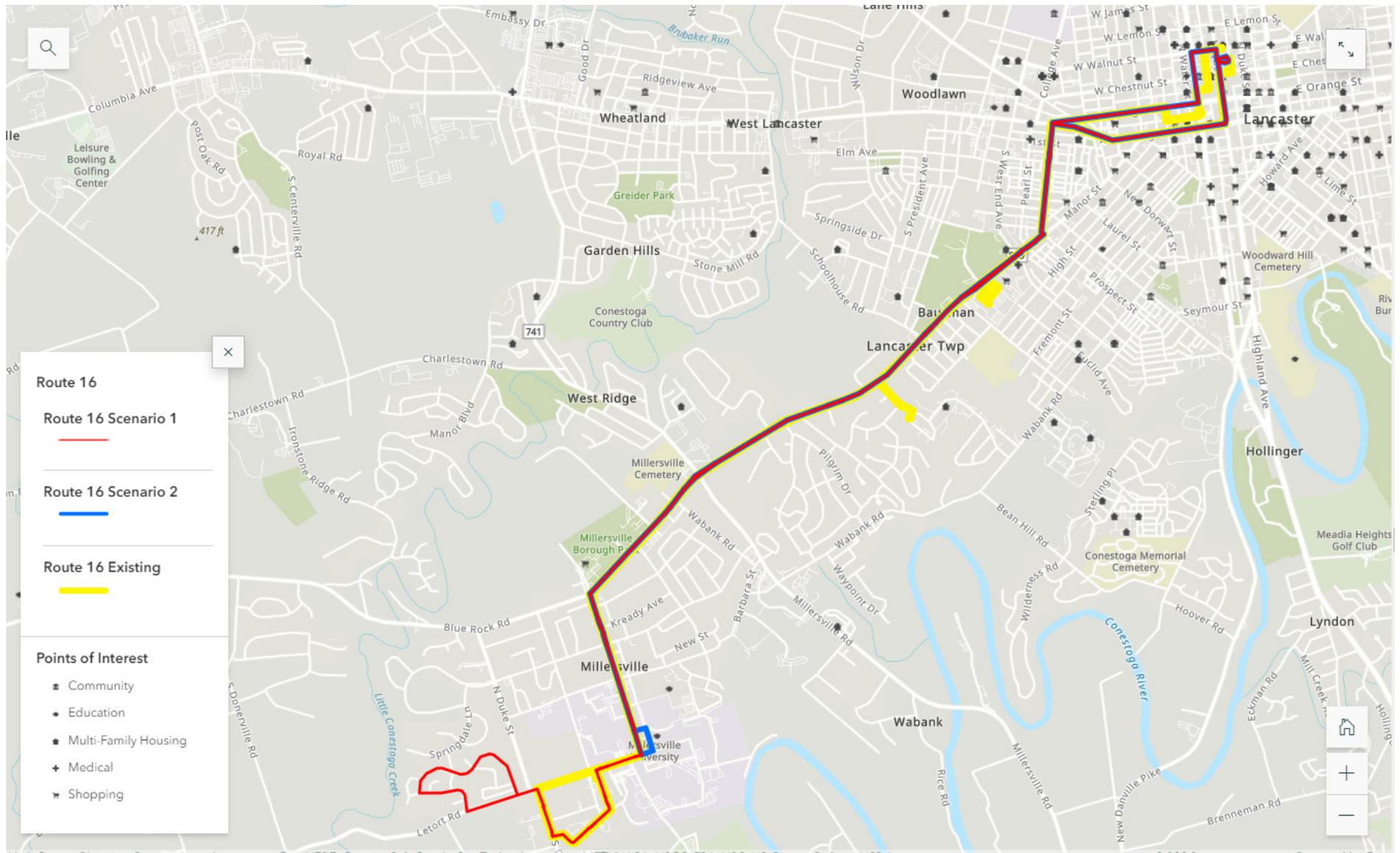
Downtown Lancaster to Millersville

Scenario 1

Route 16 would be extended to Knollwood Road. The Villages of Lancaster Green would be served from Millersville Pike only.

Scenario 2

Route 16 would be truncated at Millersville University. Hillview Avenue service would be picked up by the proposed MX Route (see MU Park City XPress Route).



RRTA Route 17

Existing Service

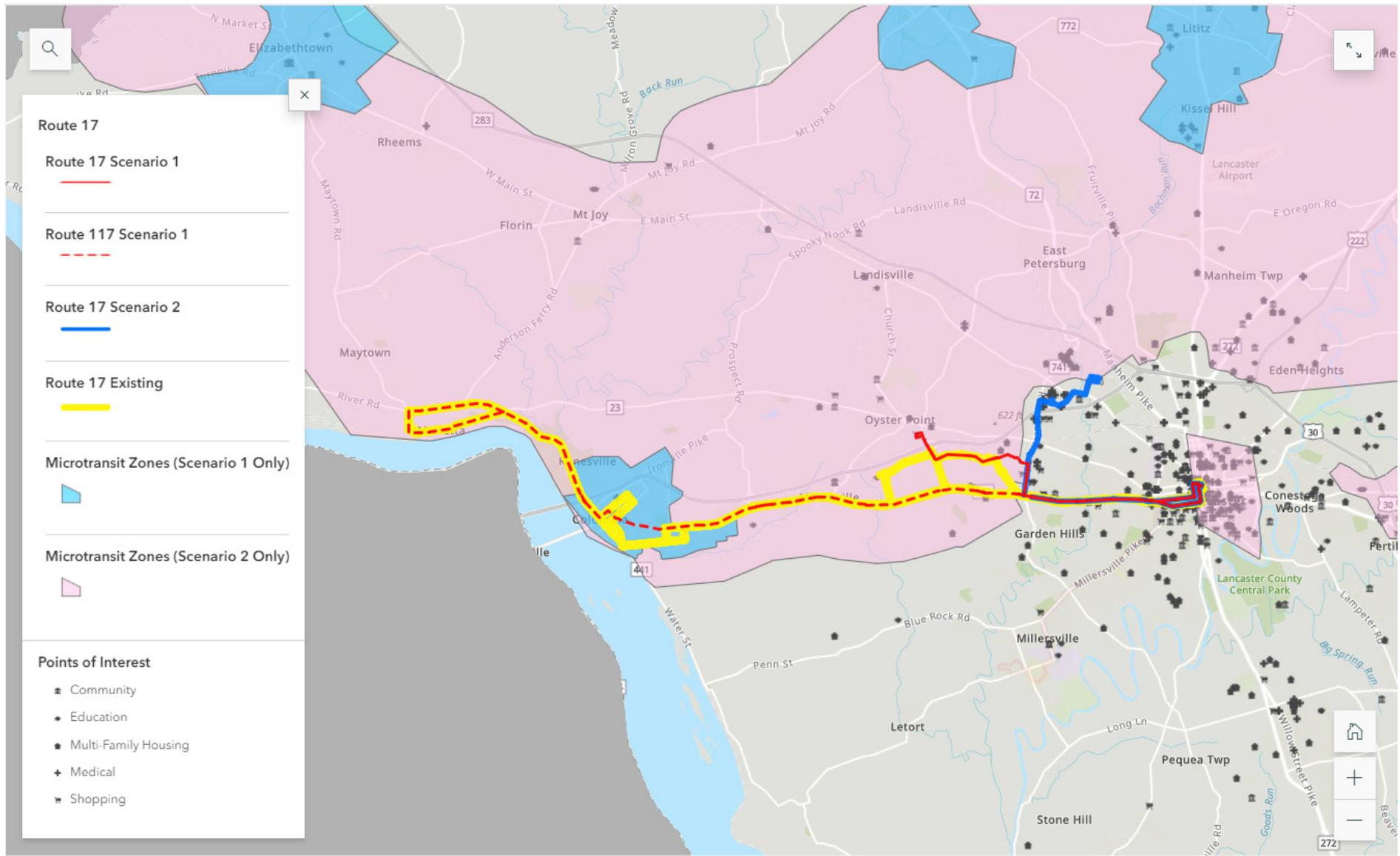
Downtown Lancaster to Columbia

Scenario 1

Route 17 would be truncated to serve Giant on Centerville Road. Service in Columbia would be picked up by proposed local microtransit service and proposed regional Route 117.

Scenario 2

Route 17 would be restructured to serve Park City Center. Service west of Rohrerstown Road would be picked up by a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route 18

Existing Service

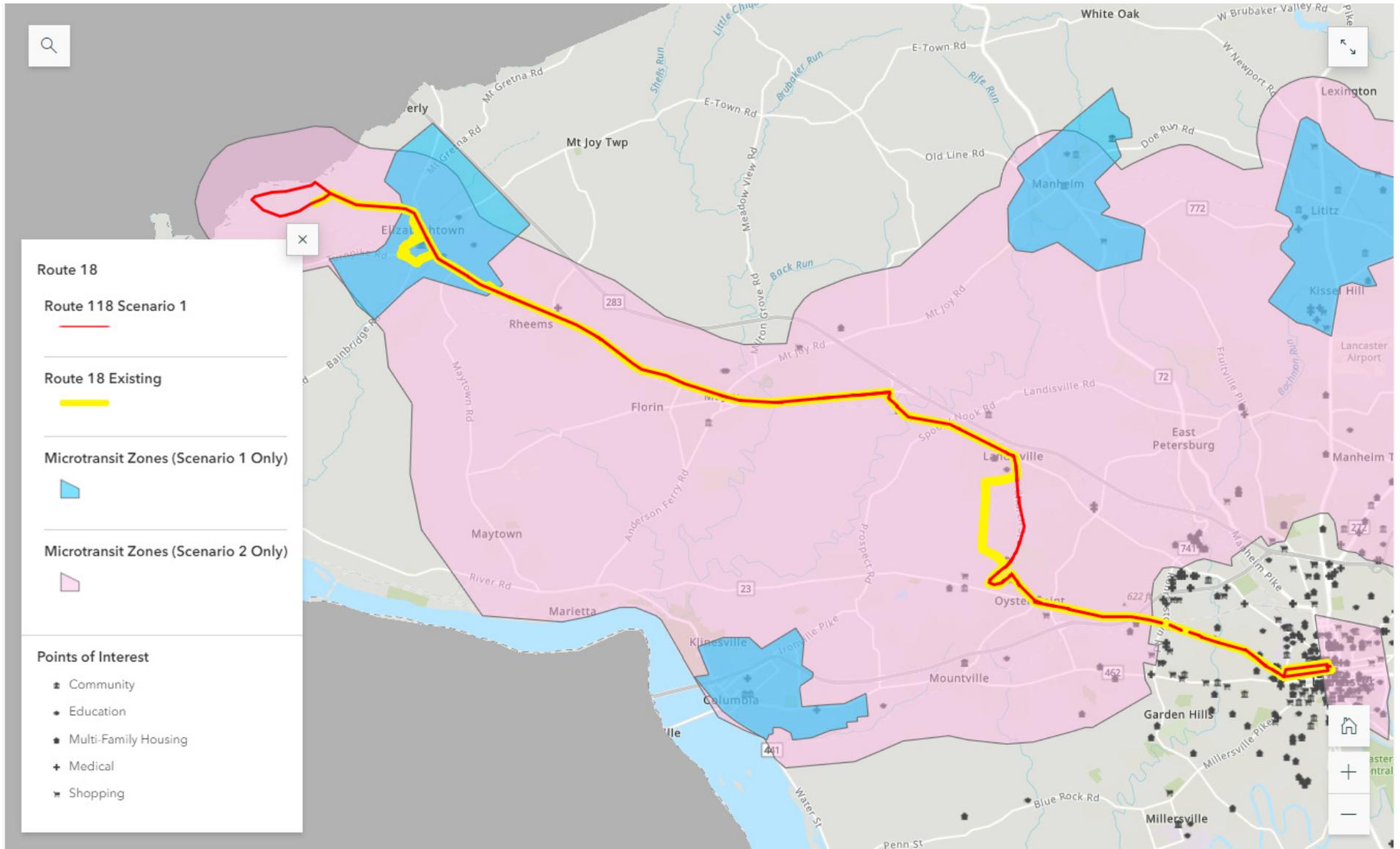
Downtown Lancaster to Elizabethtown

Scenario 1

Route 18 would be replaced by proposed regional Route 118 and proposed local microtransit service in Elizabethtown.

Scenario 2

Route 18 would be replaced by a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route 19

Existing Service

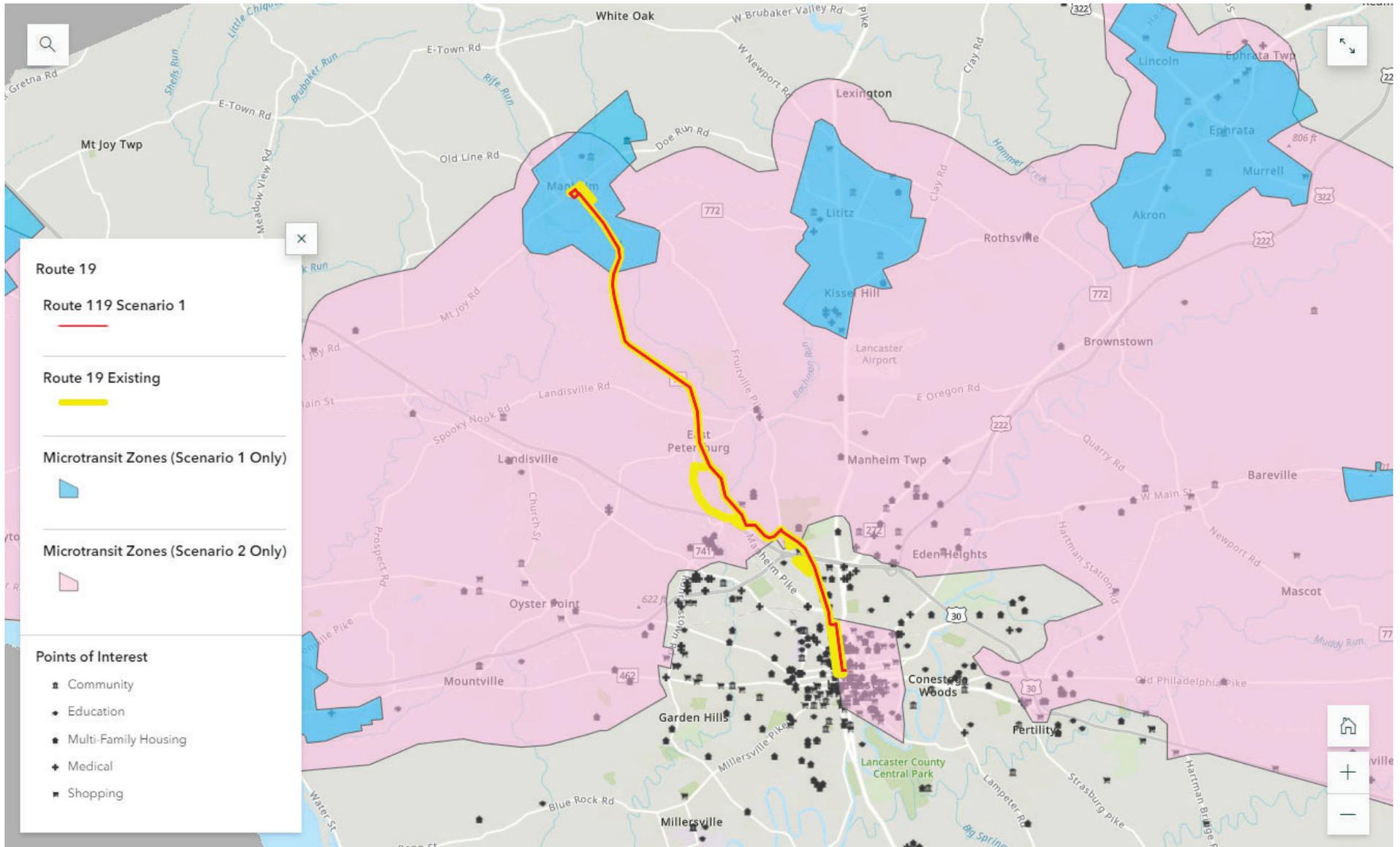
Downtown Lancaster to Manheim

Scenario 1

Route 19 would be replaced by proposed regional Route 119 and proposed local microtransit service in Manheim.

Scenario 2

Route 19 would be replaced by a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route 20

Existing Service

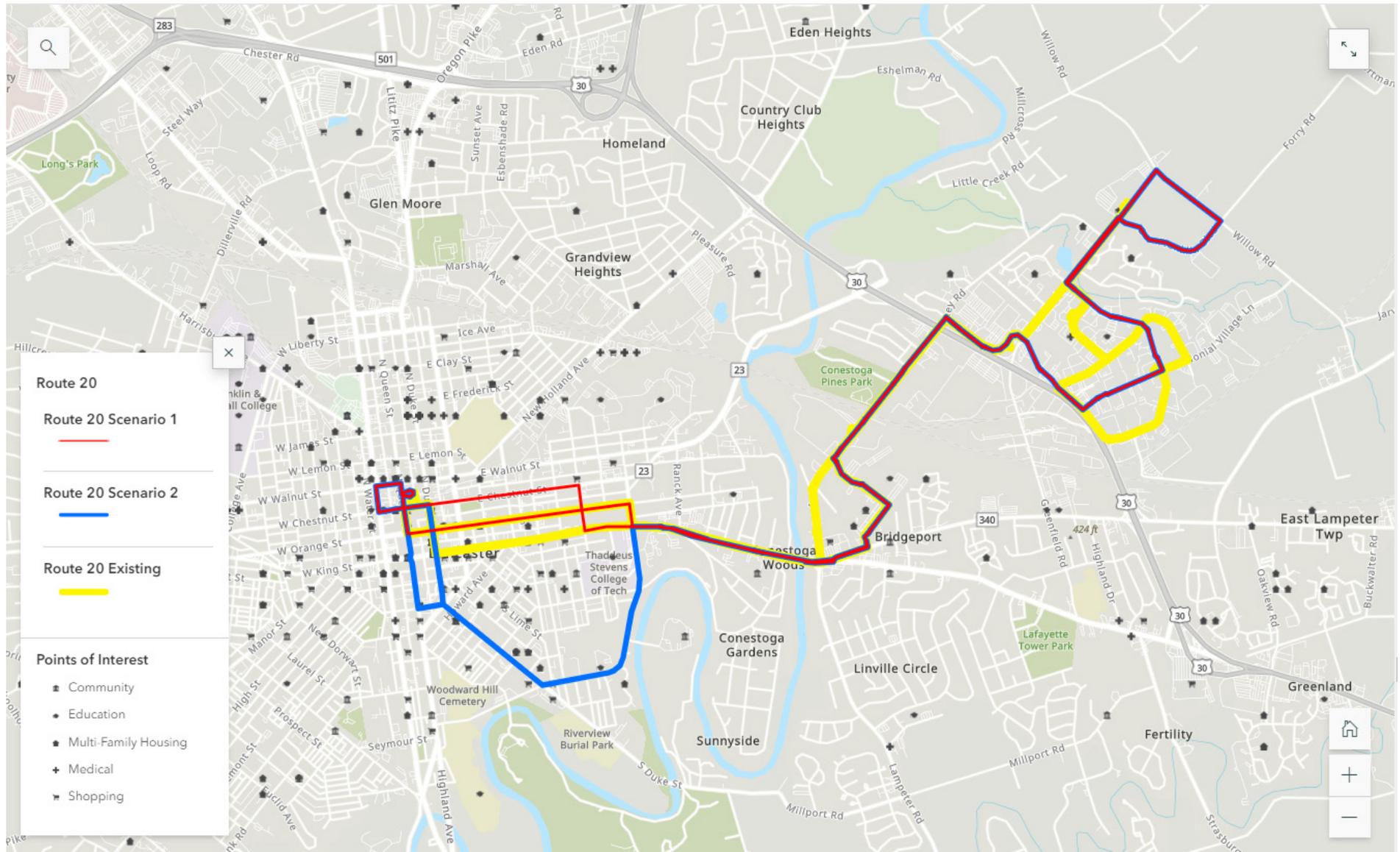
Downtown Lancaster to PA College of Health and Sciences

Scenario 1

Route 20 would be restructured to provide simplified bi-directional service in the Greenfield area, with service to HACC-Lancaster, the Social Security Administration office, and the PA College of Health Sciences.

Scenario 2

Route 20 would be restructured to provide simplified bi-directional service in the Greenfield area, with service to HACC-Lancaster, the Social Security Administration office, and the PA College of Health Sciences via Chesapeake and Duke Street.



RRTA Route 21

Existing Service

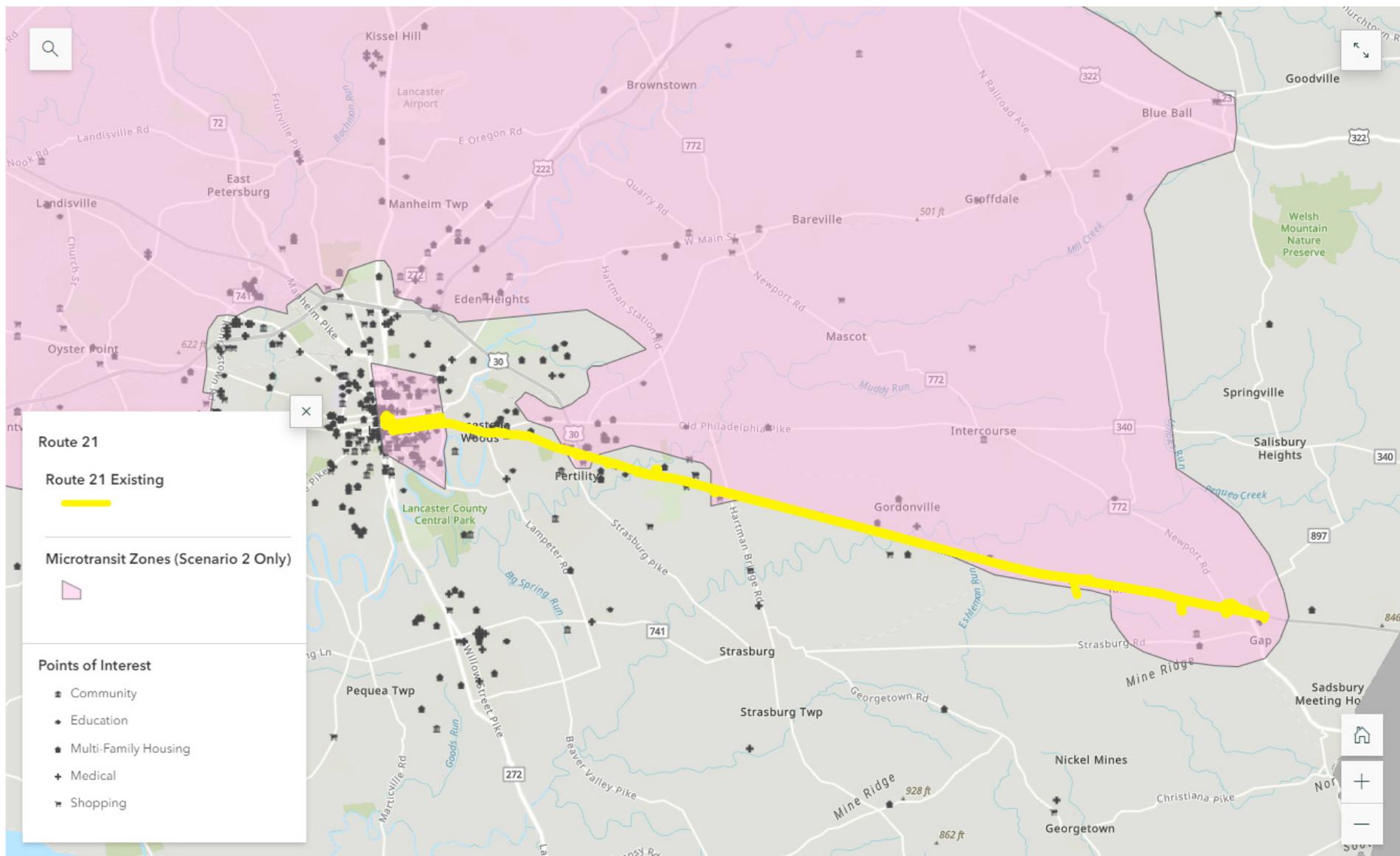
Downtown Lancaster to Gap

Scenario 1

Route 21 would be eliminated, with its coverage partially picked up by two other routes. Service between downtown Lancaster and Rockvale Outlets would be picked up by Route 14 (see Route 14). Gap coverage would be picked up by proposed Route 113 (See Route 13).

Scenario 2

Route 21 would be eliminated with its coverage picked up by Route 14 and a regional microtransit zone covering boroughs north, east, and west of Lancaster.



RRTA Route MU Xpress

Existing Service

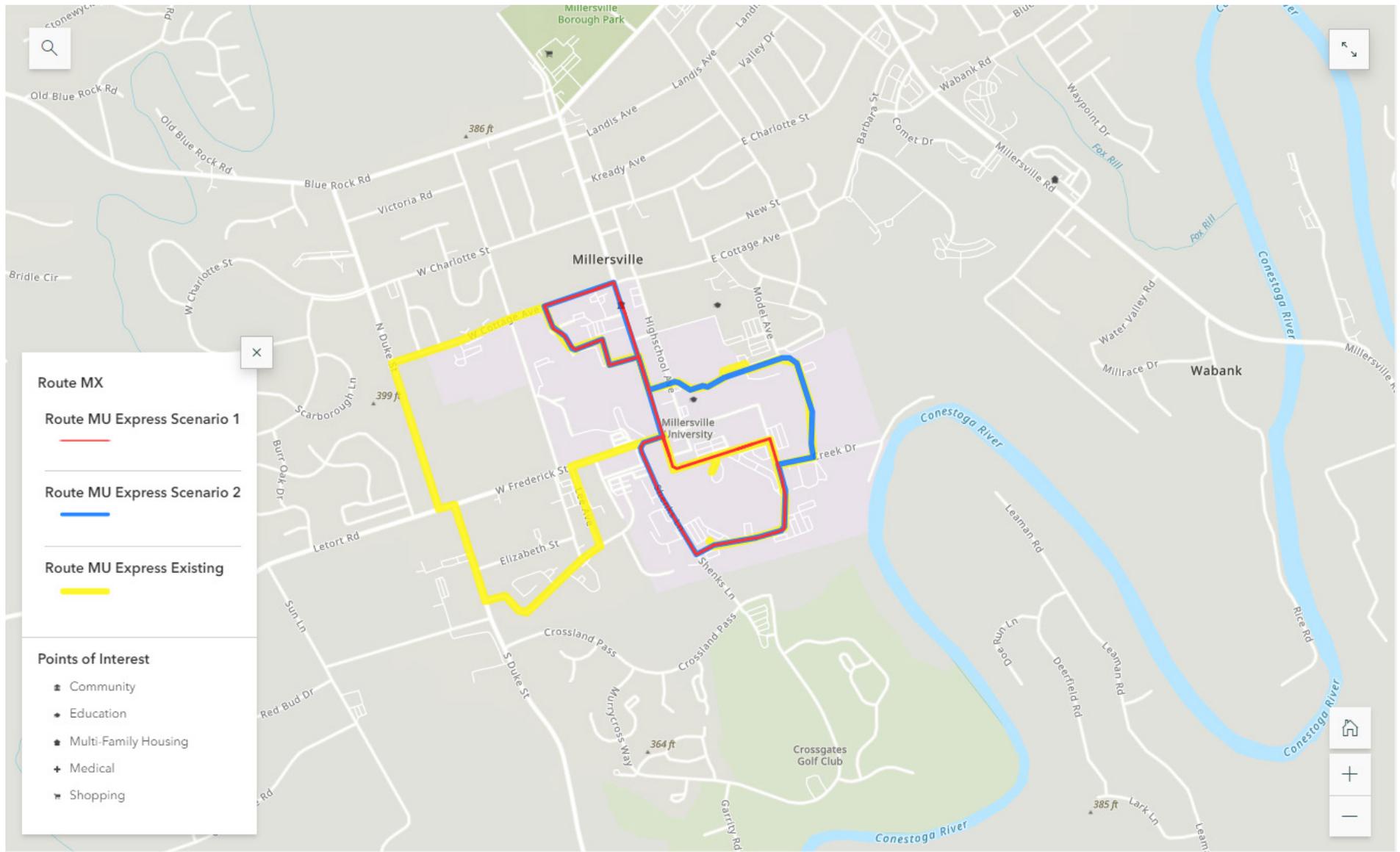
Millersburg University
ON-Campus Shuttle

Scenario 1

The MU Xpress Route would be simplified to provide faster connections across the core Millersville University Campus, between Centennial Drive (Village Suites) and Lyle Road (Stayer Hall), via George Street. Hillview Avenue would be served by Route 16 (see Route 16).

Scenario 2

The MU Xpress Route would be simplified to provide faster connections across the core Millersville University Campus, between Centennial Drive (Village Suites), Lyle Road (Stayer Hall), and Pucillo Drive. Hillview Avenue would be served by the proposed MX Route (see MU Park City XPress Route).



RRTA Route MU Park City Xpress

Existing Service

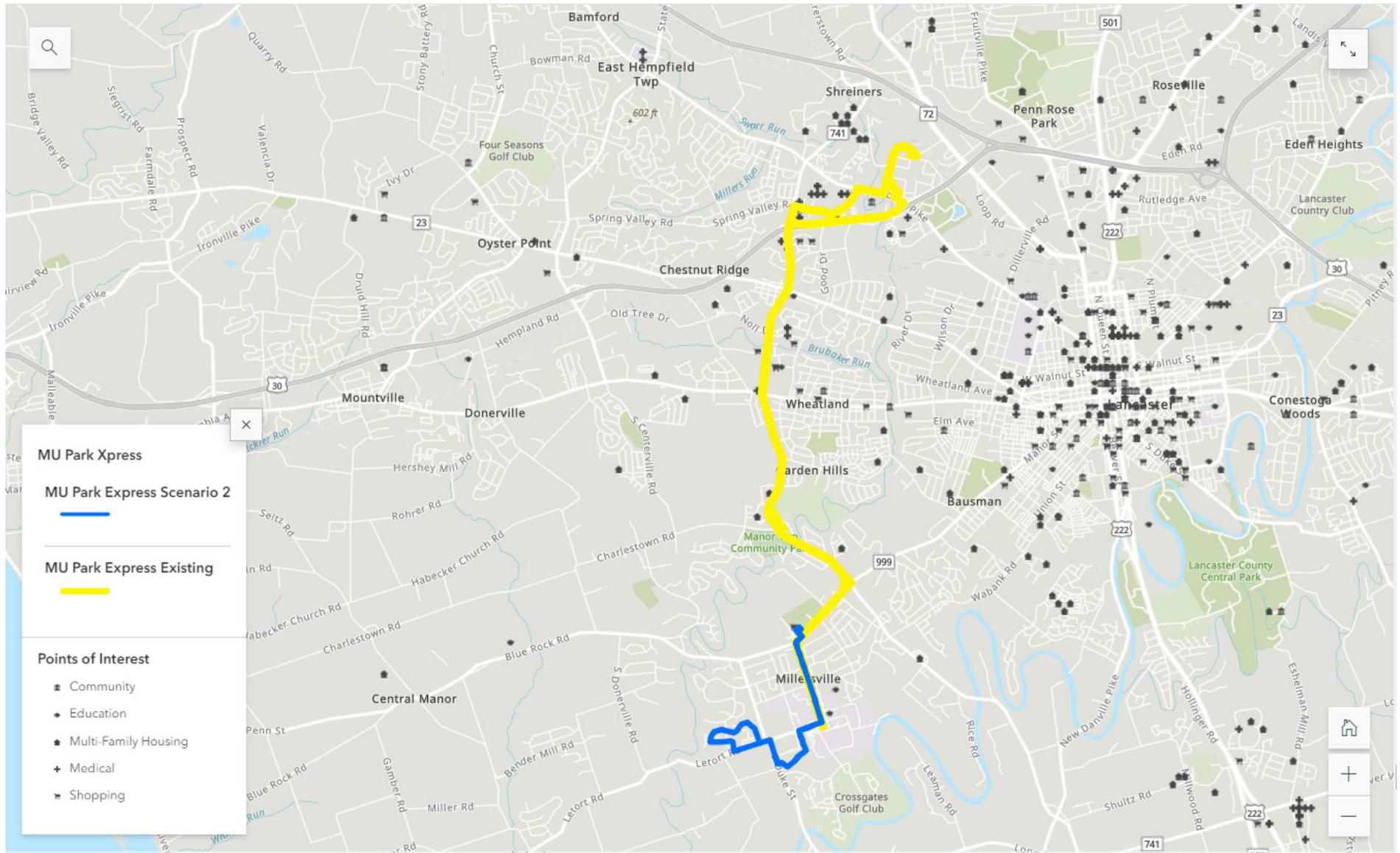
Millersburg University to Park City

Scenario 1

The MU Park City Xpress Route would be eliminated due to low ridership. Connections to John Herr's Village Market would be provided by Route 16 (see Route 16). Park City Center would be accessible via downtown and a Route 8 transfer (see Route 8).

Scenario 2

The MU Park City Xpress route would be restructured (and renamed MX Route) to connect the Millersville University campus to key off-campus destinations including John Herr's Village Market and housing along Hillview Avenue and Knollwood Road.



RRTA Route Microtransit Service

Existing Service

New Service

Scenario 1

In Scenario 1, microtransit service is limited to outlying boroughs surrounding Lancaster.

Scenario 2

Scenario 2, microtransit is used to provide connections both within and between boroughs to the north, east, and west of Lancaster. It is also used to provide local circulation in east Lancaster.

