

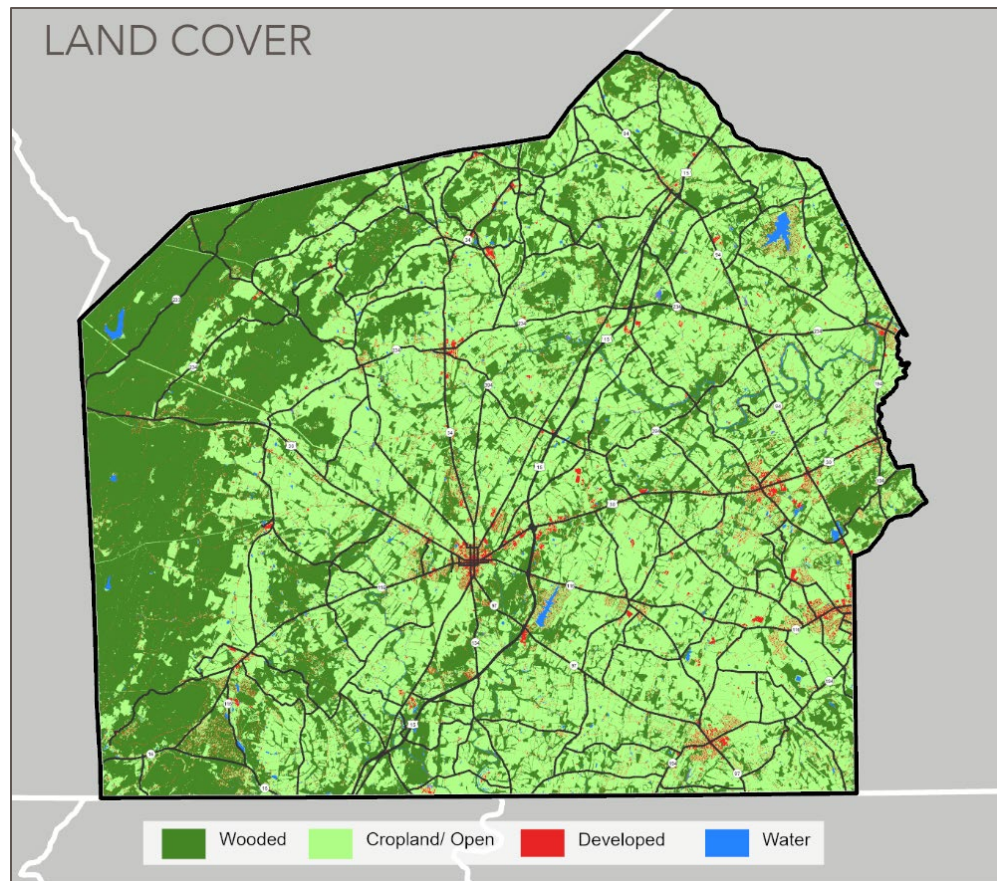
CHAPTER 4 - LAND USE AND SOCIOECONOMIC TRENDS

Situated along the Mason-Dixon line in south-central Pennsylvania, Adams County is largely comprised of rural settings. Although not officially incorporated until 1800, the area has a rich history, most notably for events occurring during the American Civil War.

The north-west border of the county is edged with public forestland and mountainous terrain that extends to the south. Picturesque orchards provide transition between the mountains and the remaining landscape, which consists primarily of farmland and open-space dotted with areas of wooded tracts. The Land Cover map shows the areas of development within Adams County. Naturally, development is centered around incorporated places and smaller villages, and along major routes in the county

The transportation network plays a vital role in connecting the individual aspects that, collectively, create the culture of Adams County - from tourism, recreation, and agriculture to hubs of commerce, education, and development. These factors interrelate to subsequently influence economic development and the socioeconomic aspects of the region.

While it is important to maintain and achieve an efficient transportation network, it is equally important to examine and understand how changes in development patterns may affect the transportation network. This section highlights some of the major drivers that directly impact the social and physical development trends in Adams County.



LAND USE

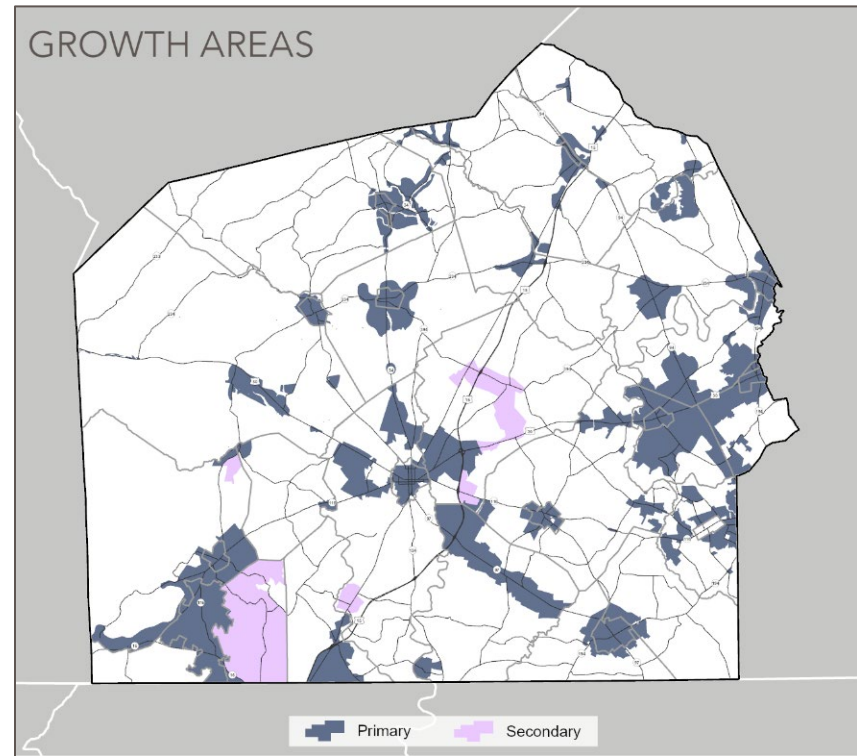
Policy and Growth

Comprehensive plans envision long-term public policy objectives and recommendations related to development and growth, open space and conservation, housing, utility infrastructure, and transportation. The County adopted its comprehensive plan in 1990 and most of the 34 municipalities in the county have adopted municipal or multi-municipal comprehensive plans, with the purpose of guiding future land use efforts. Utility availability and the transportation network are factors that municipalities consider when determining growth areas. The Growth Areas map is a composite of the areas designated for growth from adopted comprehensive plans.

Zoning is a planning tool utilized to regulate land use and implement the comprehensive plan. Uses that complement one another tend to be permitted in the same geographic areas, while uses that are incompatible tend to be segregated. Through zoning ordinances, growth in specific “zones” can be managed. In some cases, improvements to the transportation system may be a condition of proposed development.

AGRICULTURE

Agriculture is a major component of Adams County’s economy and way-of-life. A combination of cropland, orchards, and pasture comprise the land area dedicated to agriculture in the county. The amount of land used for agriculture production is trending slightly downward; with land converted to other uses, primarily subdivided and sold for residential use. Adams County’s fruit belt is located in



the northwest corner of the county and extends to the south, along South Mountain. Well-draining soils, along with a unique climate system created by the proximity to South Mountain, make the area prime location for fruit bearing trees and shrubs. This unique area is a major driver of the economic significance of agriculture in the region, contributing an estimated \$580 million per year.

AGRICULTURE IN ADAMS COUNTY



1,146 Farms

-4% change
since 2012



**166,227 Acres
Farmed**

-3% change since 2012



\$207,566,000

Market Value of
Products Sold

TOP FOUR AG COMMODITIES



**Fruits
Tree Nuts
Berries**



**Poultry
and
Eggs**



**Grains
Oilseeds
Dry Beans
Dry Peas**



**Milk
from
Cows**



**Standardbred Horse
Breeding and Performance**
Ranked 1st in World



Apple Production
Ranked 1st in Pennsylvania
Ranked 6th in USA

Source: 2017 Census of Ag

SNAPSHOT OF ADAMS COUNTY



RESIDENTS

Total Population

 **103,852**
+2,445 from 2010

Median Age

 **44**
+2.7 yrs from 2010

Median Income

 **\$68,411**
+\$11,882 from 2010

HOUSING


Housing Units

 **43,007**
+4,994 from 2010

Avg Household Size

 **2.49**
-0.04 from 2010

Median Home Price

 **\$250,000**
+26,000 from 2020

WORK

Transportation Mode

 **81%**
Drove Alone

 **8.5%**
Carpool

 **6.1%**
Work From Home

 **3.5%**
Walk/ Bike

0.9 Used public transit or other

Mean Travel Time

 **28.9**
minutes

Work in Adams County

 **34%**
in 2019

Work Outside Adams

 **66%**
in 2019

Source: 2020 Census and American Community Survey, 2019 LEHD

SOCIOECONOMIC TRENDS

To provide an understanding of the human context which the transportation network serves, the following transportation-related demographic information has been compiled to highlight significant data trends. Please note, due to the challenges affecting the collection of 2020 census data, namely COVID-19, projection figures and other related data will be revisited in the coming years as additional census information becomes available.

Population & Housing

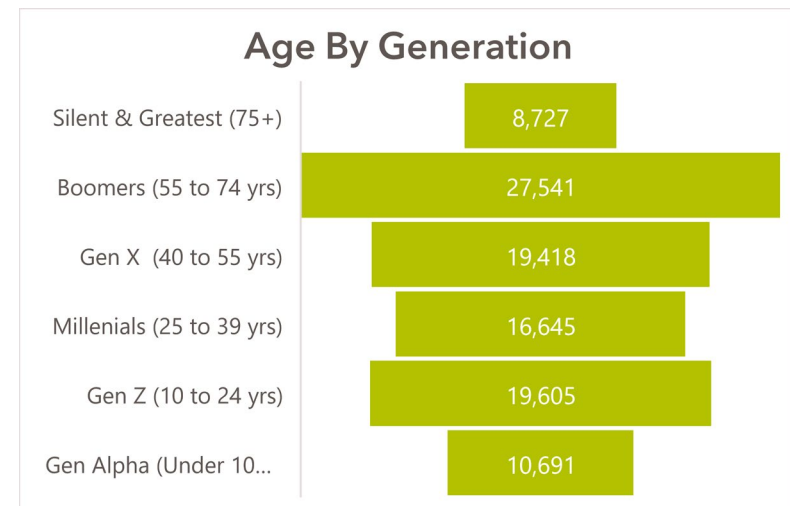
The population of Adams County has exhibited a generally linear growth pattern over the last several decades, but only a 2.4% increase between 2010 and 2020, according to the US Census Bureau. The decennial population from 2000 to 2020, as well as projections to 2050 by municipality may be found in Appendix D. In calculating Adams County population projections, ACOPD uses a combination of building permit data, proposed housing unit information, and population trends.

ADAMS COUNTY POPULATION		
2000	2010	2020
91,292	101,407	103,852
POPULATION PROJECTIONS		
2030	2040	2050
111,347	118,562	125,778

The number of housing units and the population in the County are directly related. Although the population only increased 2.4% during the past decade, there was a 12% increase in the number of housing units from 2010 to 2020. The average household size is also getting smaller, at 2.49 persons in 2020 compared to 2.78 persons in 1990.

As Adams County's population grows, the age composition of its residents is also changing. In 2020, roughly 36% of the county's population were over the age of 55, compared to 29% age 24 and under. Shifts in age composition may affect the need and demand for certain transportation services and the design of facilities within the community. In particular, the demand for public transportation may increase as the population ages.

The chart below depicts ages of Adams County residents by generation (2020). Definitions of generations are not universal, the following is based on the most widely cited in North America.



Employment

Approximately 66% of working Adams County residents commute to employment locations outside of the County. York County is the destination for 21.5% of working residents, likely by way of the primary east-west routes of US-30, PA-234, and PA-116, and the north-south routes of PA-194 and PA-94. The other bordering counties, including Cumberland and Carroll and Frederick Counties in Maryland, employ a small percentage of Adams County's workforce. US-15, a freeway, is a major connector to regions north and south of the county, while other principal and minor arterials carry commuters to specific locations both within and outside of the area. These primary routes also serve the 29,753 employees who work at locations within Adams County (2019). The average commute to work for Adams County workers is 28.9 minutes in 2020.

A portion of these workers are travelling to one of the County's top employers. The following locations have consistently provided employment to many for years.

Top 10 Employers

- Gettysburg College
- Wellspan Gettysburg Hospital
- Knouse Foods Cooperative
- Federal Government
- Dr. Pepper Snapple (Motts)
- Packaging Corporation of America
- County of Adams
- Pella
- Wellspan Medical Group
- Cross Keys Village

HOME DESTINATION Where Workers Live Who Are Employed in Adams County			WORK DESTINATION Where Workers are Employed Who Live in Adams County		
Top 5 Counties	Count	Share	Top 5 Counties	Count	Share
Adams County, PA	15,959	53.60%	Adams County, PA	15,959	33.70%
York County, PA	6,003	20.20%	York County, PA	10,192	21.50%
Franklin County, PA	1,553	5.20%	Cumberland Cty, PA	2,608	5.50%
Cumberland Cty, PA	1,160	3.90%	Carroll County, MD	2,401	5.10%
Carroll County, MD	549	1.80%	Frederick Cty, MD	2,196	4.60%
All Other Locations	4,529	15.20%	All Other Locations	13,993	29.60%



Modes of Commuting

The Commuting Characteristics table shows the breakout of the preferred modes that workers use to commute to their employment locations. Commuting by Single Occupancy Vehicle (SOV*) remains the primary mode of travel.

Although 2020 was the most recent data available at the time of plan adoption, an increase in employees who worked at home is expected in subsequent years, due to the COVID-19 pandemic. Whether this trend in at-home work is permanent is unclear, although it is anticipated that at least a small portion of the employees will continue to work remotely for the foreseeable future. This shift in commuting pattern could have greater implications on the transportation network which should be considered when planning and programming future projects, especially related to system operations and funding levels.

COMMUTING CHARACTERISTICS								
Year	Workers 16+	Mean Travel Time	SOV**	Carpool	Walk/ Bike	Public Transit	Other	Work At Home
2010	50,770	27.2	81.8%	9.6%	4.2%	0.3%	0.8%	3.4%
2015	49,532	27.2	82.6%	8.1%	4.3%	0.4%	0.8%	3.7%
2020	49,787	28.9	81.0%	8.5%	3.5%	0.4%	0.5%	6.1%

**Single Occupancy Vehicle

Vehicle Ownership

Estimated vehicle ownership statistics within Adams County have remained fairly constant over the past decade. This data helps understand how people are traveling on a daily basis and how vehicle use is changing; trends that are considered during the transportation planning process. The chart displays the number of estimated vehicles available to households within Adams County (2020).

