

GETTYSBURG BOROUGH
TRUCK SURVEY ANALYSIS

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This report has been prepared in conjunction with the Enhanced
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INTRODUCTION

The "Gettysburg Truck Survey" was conducted on January 3rd, 1991, between the hours of 3:30 and 5:30 PM. This time slot was selected so that comparisons could be made with traffic data collected in August 1991, as part of the enhanced transportation component of the Adams County Comprehensive Plan Update. The survey was jointly conducted by the Adams County Office of Planning Development, the Gettysburg-Adams County Area Chamber of Commerce, and Gettysburg Borough.

The purpose of the survey was to obtain data regarding truck traffic movements that would be useful in developing transportation alternatives for an updated Adams County Comprehensive Plan.

With the assistance of Gettysburg Borough Police, the Adams County Sheriff's Department, and many citizen volunteers, trucks entering Lincoln Square were stopped, and drivers were asked to fill out, and return, a four by six inch, stamped postcard (see Figure 1, page 2). For the purpose of this survey, trucks were defined as cargo hauling vehicles which possess more than two axles.

During the two hour survey period, 161 survey cards were distributed. Each card was marked to indicate the vehicle's approach to the square. A period of two weeks was allowed for return of the survey cards. By the 18th of January, 69 of the 161 cards distributed were returned; Thus, the survey effort elicited a 42% percent response rate. A breakdown in the distribution and return of surveys cards, by the directional approach to the square, is shown in Figure 2 (page 3).

Also, to verify that the truck traffic counts obtained on January 3, 1991 fell within "normal" range of truck traffic passing through Gettysburg, the staff of the Adams County Office of Planning and Development conducted a follow-up "count" between 3:30 and 5:30 PM on Tuesday, January 15th, 1991. Weather conditions were similar to the day the follow-up count was taken. This second count revealed that 127 trucks passed through Gettysburg Square. Compared with the day of the Survey, this represents about a 25% decrease in truck volumes. In terms of truck movement about the square, however, the East-West and North-South movements were virtually the same. The Staff does not consider this decrease to be outside of the normal range of variation, which must be expected from day to day.

One interesting difference was noted between the January 3rd truck traffic pattern and the January 15th pattern. This involved the number of trucks that passed through the square, when the two hour survey periods were broken down into fifteen minute intervals. On January 3rd, a very wide variation was observed among the fifteen minute intervals. For example, 33 trucks passed through the square between 3:30 and 3:45 PM; whereas only 11 trucks passed through the square between 5:15 and 5:30 PM. On that day the mean (average) number of trucks passing through the square per each fifteen minute interval was 18.25. (1.21 trucks per minute). On January 15th, however, the variation in truck volumes for each fifteen minute interval was substantially narrower. The largest number of trucks (18) passed through the square between the 3:30 and 3:45, and 4:00 and 4:15 PM intervals. The smallest number of trucks (13) passed through during each of the two fifteen minute intervals between 4:15 and 4:45 PM. The mean (average) number of trucks passing through the square, for each fifteen minute interval, was 15.75. (1.05 trucks per minute).

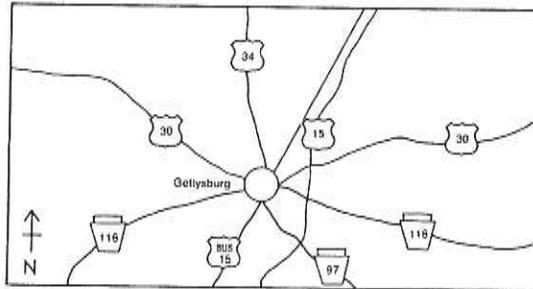
FIGURE 1: SURVEY CARD

Approach to square
___ NB ___ EB
___ SB ___ WB

GETTYSBURG TRUCK SURVEY

This survey is being conducted for truckers. We are studying ways to improve truck circulation through Gettysburg. Please answer the following questions and drop this card in any mailbox. Postage has been paid. Thank you for your assistance. (Sponsored by Gettysburg-Adams County Area Chamber of Commerce, Gettysburg Borough, and Adams County).

1. Where did you begin your truck trip this morning?
 Zip Code _____ Town/City _____ State _____
2. What is your trucking destination tonight? Zip Code _____
 Town/City _____ State _____
3. What is your cargo? _____
4. Will you make a pickup or delivery in Gettysburg today? Yes ___ No ___
 If yes, where? _____



5. If you answered question No. 4 "No", draw a line representing a bypass of Gettysburg that would BEST suit your trip.
6. How often do you pass through Gettysburg Borough?
 _____ Daily (Seven days)
 _____ Daily (Monday-Friday)
 _____ Once a week
 _____ Two or three times per week
 _____ Four times per week
 _____ Other, please specify _____

FIGURE 2: DISTRIBUTION AND RETURN BREAKDOWN OF SURVEY CARDS

Questionnaires Distributed: 161
 Questionnaires returned, as of January 18, 1991: 69
 Percentage of Questionnaires returned: 42.9

| <u>Approach to Square</u> | <u>Number Distributed</u> | <u>Percentage returned</u> | <u>Number Returned</u> | <u>Percentage Returned of Total Return rate</u> |
|-------------------------------|-------------------------------|--------------------------------|----------------------------|---|
| Westbound | 63 | 39.1 | 30 | 43.5 |
| Eastbound | 51 | 31.7 | 20 | 29.0 |
| Northbound | 28 | 17.4 | 12 | 17.4 |
| Southbound | 19 | 11.8 | 7 | 10.1 |
| | <hr/> | <hr/> | <hr/> | <hr/> |
| Totals | 161 | 100.0 | 69 | 100.0 |

RESULTS

Question 1: "Where Did You Begin Your Truck Trip This Morning?"

Question 1 asked truck drivers to indicate their trip origin, in terms of zip code, name of city/town and state. Each of the sixty nine survey respondents answered this question; no respondents left this question blank. Table ,1 on page 5, classifies trip origins, in terms of directional approach to Lincoln Square (ex. northbound), and geographic location (ex. "Hanover").

In most cases, where trips originated within thirty-five miles of Gettysburg, a specific community or group of communities was specified (example: Hanover, Chambersburg/Shippensburg). In other instances, where trips originated at a significantly greater distance from Gettysburg, trip origins were described in terms of regional geography, sometimes in relation to a transportation corridor (example: "Southern origins via Interstate I-81").

Twenty-five of the sixty-nine respondents (36.2%) indicated an Adams County origin. This was the most common origin cited by the drivers. Also, it is noted that twenty-three of the respondents, (one-third of the total), indicated both an origin and a destination within the County. Further, if trips originating in Hanover are added to the County origins (4 respondents), 42% of all trips, (29 of the 69 respondents), originated in the "immediate Adams County region." These figures indicates that a significant proportion of the truck trips, driving through the Gettysburg Square, are of a local nature.

The second highest response category for "origins" was "York, Lancaster, and East", with 11 responses (16.0%). It is interesting to note, however, that only one respondent indicated an origin east of Lancaster County (Downington, in Chester County). Next, the Shippensburg/Chambersburg area produced eight responses (11.6%) on this question.

Interestingly, the total for all truck trips originating in the Southern Pennsylvania Region (from Shippensburg/Chambersburg in the west to York/Lancaster in the east) was 47, or 68.1% of all respondents. It is also interesting to note that only one of the respondents indicated a trip originating in the Harrisburg area (under the "Route 15 Northern Approach" category). Thus, the majority of truck traffic going through Gettysburg Borough originates in the rapidly developing Southern Pennsylvania region, and clearly, truck distribution activities are occurring along the region's major East-West axis (Route 30).

Question 2: "What is Your Trucking Destination Tonight?"

Question 2 asked drivers to indicate their destination, in terms of zip code, name of city/town and state. As with question 1, each of sixty-nine survey respondents answered this question. Table 2, on page 6, shows a breakdown of truck destinations. The same format was used for destinations as was used for origins.

TABLE 1: TRUCK ORIGINS

| Approach to Square | County Origin and Destination | Adams County Origin | York, Lancaster and Hanover and East | Shippensburg Chambersburg | Baltimore/Westminster | Route 15 | | Western Approach: long dist. | Southern Approach via I-81 | Totals | Percent of Totals |
|--------------------|-------------------------------|---------------------|--------------------------------------|---------------------------|-----------------------|-------------------|-------------------|------------------------------|----------------------------|--------|-------------------|
| | | | | | | Northern Approach | Southern Approach | | | | |
| West-bound | 7 | 1 | 1 | 8 | 5 | 0 | 1 | 3 | 2 | 30 | 43.5 |
| East-bound | 5 | 1 | 1 | 3 | 2 | 2 | 0 | 1 | 2 | 20 | 29.0 |
| North-bound | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 12 | 17.4 |
| South-bound | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 7 | 10.1 |
| Total | 23 | 2 | 4 | 11 | 8 | 3 | 1 | 6 | 5 | 69 | 100.0 |
| Percent of Total | 33.3 | 2.9 | 5.8 | 16.0 | 11.6 | 4.4 | 1.4 | 8.7 | 7.2 | 100.0 | |

TABLE 2: TRUCK DESTINATIONS

| Approach to Square | County Origin and Destination | Adams County Origin | York, Lancaster and East Hanover | Shippensburg Chambersburg | Baltimore/ Westminster | Route 15 Northern Approach | Route 15 Southern Approach | Western Approach: long dist. | Southern Approach via I-81 | Totals | Percent of Totals |
|--------------------|-------------------------------|---------------------|----------------------------------|---------------------------|------------------------|----------------------------|----------------------------|------------------------------|----------------------------|--------|-------------------|
| West-bound | 7 | 2 | 0 | 2 | 4 | 1 | 1 | 5 | 7 | 30 | 43.5 |
| East-bound | 5 | 1 | 3 | 7 | 2 | 1 | 0 | 0 | 1 | 20 | 29.0 |
| North-bound | 8 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 12 | 17.4 |
| South-bound | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | 10.1 |
| Total | 23 | 3 | 3 | 11 | 8 | 2 | 2 | 5 | 9 | 69 | 100.0 |
| Percent of Total | 33.3 | 4.4 | 4.4 | 15.9 | 11.6 | 2.9 | 2.9 | 7.2 | 13.0 | 100.0 | |

When the origin and destination tables are compared, the numbers for each geographic category are nearly identical. This suggests that the two directional trip patterns for trucks moving through the square are nearly identical.

This means, for example, that about the same number of trucks originating in Chambersburg/Shippensburg, or those communities represented by the "long-distance Western approach", also showed these locations as a destination. Trucks coming from the "long-distance western approach" would have originated west of Chambersburg and, most likely, would have used the Pennsylvania Turnpike for some distance. Thus, two-way directional movements are clearly indicated.

The only shift in directional split occurred for trucks having Southern origins/destinations. In terms of origins, 6 respondents (8.7%) were from the "Route 15 Southern Approach" category (which includes Frederick, Thurmont, Richmond and south), while 5 trips (7.2%) originated from locations that fall under the "southern approach via Intersection 81" category (Hagerstown, West Virginia, Chattanooga, and other Central Southern locations). The destinations table, however, shows that only three respondents (4.4%) had destinations along the "Route 15 Southern Corridor", whereas nine respondents (13.0%) indicated destinations along the Interstate 81 Southern corridor. Clearly, the movement of trucks between Interstate 81 South and the "Gettysburg/York/Lancaster area" is significant.

On balance, however, the most important observation is that the majority of trucks (47 respondents, or 68.1%) have destinations in the Southern Pennsylvania region. This percentage is exactly the same as the percentage identified for truck origins. Additionally, 29 of the 69 respondents (42%), had destinations in the Adams County/Hanover area. This is also the same percentage as truck origins. Thus, the destination chart also demonstrate that the majority of truck trips that pass through Gettysburg are of a relatively local nature.

Question 3: "What is Your Cargo?"

The third question on the Survey asked drivers to describe the cargo they were hauling. Only five of the sixty-nine respondents did not answer this question. Figure 3, along with Figure 4 (see pages 8 and 9), shows a breakdown of cargo by category.

Overall, the most frequently transported cargo was miscellaneous light freight (26.1%), followed by packaged/processed foods (14.5%), agribusiness supplies/non-processed animals (13.0%), and building/construction materials (13.0%).

There are considerable differences in cargo between short and long haul trips. "Miscellaneous light freight" led both categories, but was slightly higher for long haul trips (29.4% versus 22.9%). "Agribusiness supplies/non-processed animal" cargo was more prevalent for short haul trips (20.0%, versus 5.9%). This is most likely due to the large number of agricultural businesses located in Adams County. A greater percentage of building/construction cargo also occurred in short-haul trips (17.1% versus 8.8%). On the other hand, packaged processed food cargos were more prevalent in long haul trips (8.5% versus 20.5%).

FIGURE 3 : RESPONSES TO QUESTION THREE: "WHAT IS YOUR CARGO?"

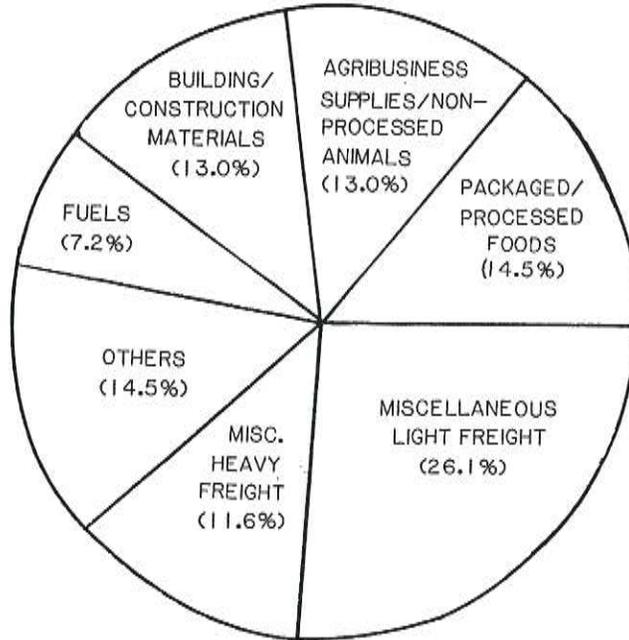
| <u>Carqo</u> | <u>Total</u> | <u>% of Total</u> | <u>Short Haul</u> | <u>% of Short Haul</u> | <u>Long Haul</u> | <u>% of Long Haul</u> |
|--|--------------|-----------------------|-----------------------|----------------------------|----------------------|---------------------------|
| Miscellaneous light freight | 18 | 26.1 | 8 | 22.9 | 10 | 29.4 |
| Packaged/ Processed Foods | 10 | 14.5 | 3 | 8.5 | 7 | 20.5 |
| Agribusiness Supplies/non- processed Animals | 9 | 13.0 | 7 | 20.0 | 2 | 5.9 |
| Building/Construc- tion Materials | 9 | 13.0 | 6 | 17.1 | 3 | 8.8 |
| Miscellaneous Heavy Freight | 8 | 11.6 | 4 | 11.4 | 4 | 11.8 |
| Fuels | 5 | 7.2 | 5 | 14.3 | 0 | 0.0 |
| Others | 10 | 14.5 | 2 | 5.8 | 8 | 23.6 |
| Totals | <u>69</u> | <u>100.0</u> | <u>35</u> | <u>100.0</u> | <u>34</u> | <u>100.0</u> |

- Notes:
1. The responses under this category comprised of refuse/chemicals (2 responses), communications equipment (3 responses), and no response (5 responses).
 2. A short haul trip is a trip having an origin and a destination within the Adams County/Hanover and Shippensburg/Chambersburg regions.
 3. A long haul trip is a trip having an origin and/or destination outside of the Adams County/Hanover and Shippensburg/Chambersburg regions.

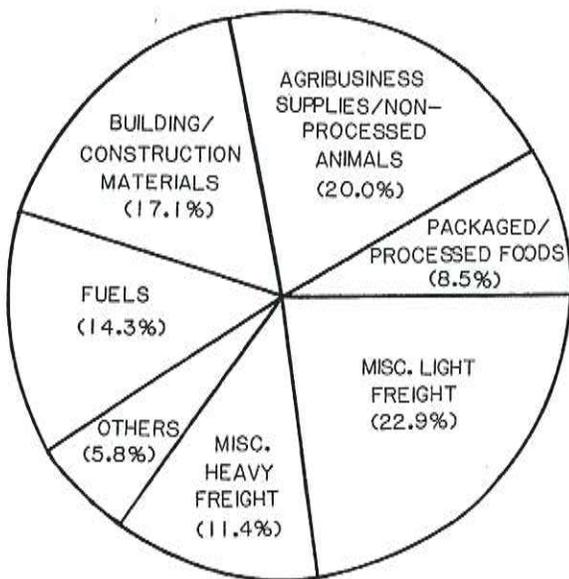
FIGURE 4: TRUCK CARGO THROUGH GETTYSBURG BOROUGH

(QUESTION THREE)

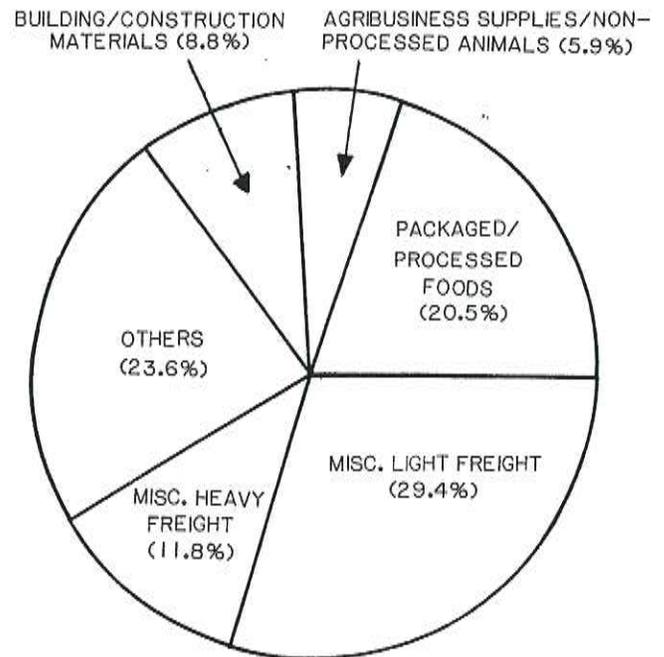
CARGO: ALL TRIPS COMBINED



CARGO: SHORT-HAUL TRIPS



CARGO: LONG-HAUL TRIPS



Question 4: "Will You Make a Pickup or Delivery
in Gettysburg Today? (Y/N) If Yes Where?"

Question four was intended to determine the number of trucks making a planned stop in the immediate Gettysburg Area, versus those merely traveling through Gettysburg, towards other destinations. The first half of the question required the driver to check off "yes" or "no", as to whether or not a pickup, or delivery, was to be made in the Gettysburg vicinity. The results, shown in Figure 5 (page 11) indicate that a third of all truck drivers (33.3%) had either a pickup or delivery to make in Gettysburg.

The second half of question four was intended to determine a specific geographic location, whether a pickup/delivery point was directly in Gettysburg Borough, or a neighboring area outside the Borough. (For example, Route 30 in Straban Township would be classified as being East of Gettysburg). Most respondents responded to the second part of the question by naming either a specific business, a location, or a "regional direction" (ex. Route 34 North). These results are also shown in Figure 5. They indicate that of the 23 drivers making deliveries in the immediate Gettysburg area, sixteen (70%) were making pickups/deliveries within Gettysburg Borough, and four of those involved multiple delivery points, both in and around the Borough.

Question 5: "If Your Answer to Question Four Was a "NO",
Draw a Line Representing a Bypass of Gettysburg
That Would Best Suit Your Trip."

This question was included to allow truck drivers to voice their opinions regarding potential alternative route alignments that would best suit their needs. Of the sixty-nine truck drivers who returned the survey card, 43 of them (62.3%) responded to this question by drawing a line indicating an alternative route. The breakdown of the responses is shown in Figure 6 (page 12).

Two points should be noted: (1) although question 5 indicated that a response to question 4 was 'no', six respondents who answered question 4 'yes' also answered this question; and (2) four respondents drew lines that seem ambiguous or unclear. For example, one survey card depicted a line drawn along the existing Route 15 corridor; it is impossible to ascertain if this respondent is advocating an alternative route, or merely improvements to the existing Route 15 corridor.

Finally, it is noteworthy that of the 43 drivers who answered this question, 25 of them (58.1%) drew a line indicating an alternative alignment to the North of Gettysburg. In almost every case these lines extended from the Route 30 on the East to the Route 30 on the West. It is interesting to note that of the 25 respondents who made this recommendation, 24 of them were traveling through Gettysburg in an east-west direction.

FIGURE 5: "WILL YOU MAKE A PICKUP OR DELIVERY IN GETTYSBURG TODAY?
"IF YES, WHERE?" (QUESTION 4)

| <u>Response</u> | <u>Total</u> | <u>% of Total</u> | <u>North- bound</u> | <u>South- Bound</u> | <u>East- bound</u> | <u>West- bound</u> |
|-----------------|--------------|-------------------|-------------------------|-------------------------|------------------------|------------------------|
| Yes | 23 | 33.3 | 7 | 3 | 5 | 8 |
| No | 45 | 65.2 | 5 | 4 | 14 | 22 |
| No answer | 1 | 1.5 | 0 | 0 | 1 | 0 |
| Total | <u>69</u> | <u>100.0</u> | <u>12</u> | <u>7</u> | <u>20</u> | <u>30</u> |

Responses to pickup/delivery locations

| | <u>Total</u> | <u>Northbound</u> | <u>Southbound</u> | <u>Eastbound</u> | <u>Westbound</u> |
|--|--------------|-------------------|-------------------|------------------|------------------|
| Gettysburg Borough | 12 | 4 | 2 | 2 | 4 |
| East of Borough | 4 | 0 | 0 | 2 | 2 |
| West of Borough | 2 | 0 | 0 | 1 | 1 |
| North of Borough | 1 | 0 | 0 | 0 | 1 |
| South of Borough | 0 | 0 | 0 | 0 | 0 |
| Various locations, in and outside of the Borough | 4 | 3 | 1 | 0 | 1 |

FIGURE 6: "IF YOU ANSWERED QUESTION NO. 4 "NO", DRAW A LINE REPRESENTING A BYPASS THAT WOULD BEST SUIT YOUR TRIP" (QUESTION 5)

Total Number of Responses

| | <u>Total</u> | <u>Northbound</u> | <u>Southbound</u> | <u>Eastbound</u> | <u>Westbound</u> |
|------------------------------|--------------|-------------------|-------------------|------------------|------------------|
| Combined | | | | | |
| Total | 43 | 5 | 3 | 13 | 22 |
| Those answering 'Yes' to Q.4 | 6 | 1 | 0 | 0 | 5 |
| Those answering 'No' to Q.4 | 37 | 4 | 3 | 13 | 17 |

Breakdown of Bypass Routes

| <u>Direction</u> | <u>Total</u> | <u>% of Total</u> | <u>North-bound</u> | <u>South-bound</u> | <u>East-bound</u> | <u>West-bound</u> |
|-----------------------|--------------|-------------------|--------------------|--------------------|-------------------|-------------------|
| North(Rte 30E to 30W) | 25 | 58.1 | 0 | 1 | 8 | 16 |
| South | 6 | 14.0 | 3 | 0 | 2 | 1 |
| Rte 30E to 30W | | | 1 | 0 | 0 | 1 |
| Rte 116E to 116W | | | 0 | 0 | 2 | 0 |
| Rte 30E to 116W | | | 1 | 0 | 0 | 0 |
| Rte 30e to Bus.15S | | | 1 | 0 | 0 | 0 |
| West | 4 | 9.3 | 0 | 0 | 3 | 1 |
| Rte 97 to Rte 30 | | | 0 | 0 | 2 | 0 |
| Bus. 15 to Rte 30 | | | 0 | 0 | 1 | 0 |
| Rte 34 to Rte 116W | | | 0 | 0 | 0 | 1 |
| East | 3 | 7.0 | 1 | 2 | 0 | 0 |
| Rte 97 to Bus. 15 | | | 1 | 0 | 0 | 0 |
| 15/Bus15 to Rte 34 | | | 0 | 2 | 0 | 0 |
| Northeast | | | | | | |
| Rte 30 to Rte 34 | 1 | 2.3 | 0 | 0 | 0 | 1 |
| Unclear/ambiguous | 4 | 9.3 | 1 | 0 | 0 | 3 |

Question 6: "How Often Do You Pass Through Gettysburg Borough?"

Question six was included to determine the frequency in which truck drivers pass through Gettysburg. Only two of the sixty-nine respondents (2.9%) did not answer this question.

For Question 6, the drivers were given six response categories to choose from (see survey card, page 2), one of which was an "other category", for those responses that differed from the five specified choices. Figure 7 (see page 14), shows the frequency response rate for all trips, along with three regional sub-categories. Overall, fifty-four of the sixty-nine respondents (78.3%) indicated that they pass through Gettysburg at least once a week; 24 of those (34.9% of the overall total) make at least four trips per week. These figures demonstrate that a majority of the trucks traveling Lincoln Square pass through Gettysburg on a regular basis.

The 13 respondents (18.8%) who checked the "other, please specify" category had responses ranging from "4-6 times per month" to "twice a year." It is interesting to note that all 13 of these respondents were making long haul truck trips. This response, along with the fact that 32 of the 54 respondents who made trips through Gettysburg Borough at least once a week (59.3%) were of a local nature, indicates that local truck traffic occurs at regular, short-term intervals, while longer haul trips pass through Gettysburg less frequently, and at longer trip intervals.

GENERAL OBSERVATIONS

1. Truck volumes were somewhat higher between 3:30 and 4:30PM, than between 4:30 and 5:30 PM.
2. Overall, the variation in truck traffic was modest among the fifteen minute intervals that were measured; truck traffic volumes were fairly constant throughout the afternoon peak travel period.
3. Based on the two counts that were taken, every fifty seconds one truck passes through Gettysburg Square during the late afternoon.
4. Approximately 68% of the trucks entering Gettysburg Square use both the Chambersburg Street and York Street segments of Route 30.
5. Almost 80% of the surveyed trucks pass through Gettysburg Square "at least once a week" or more". 38.4% of the trucks pass through on nearly a daily basis (at least four times a week).
6. 37.7% of the respondents indicated both an origin and a destination either within Adams County or the Hanover corner of York County.

Figure 7 : "HOW OFTEN DO YOU PASS THROUGH GETTYSBURG BOROUGH?"
(QUESTION 6)

| <u>Response</u> | <u>Response Total</u> | <u>% of Total</u> | <u>Adams County, Hanover, and Chambersburg/ Shippensburg</u> | <u>York, Lancaster and East</u> | <u>Other long haul trips Combined</u> |
|--------------------------------|---------------------------|-----------------------|--|---|---|
| Daily (7 Days) | 4 | 5.8 | 3 | 0 | 1 |
| Daily (Mon-Fri) | 15 | 21.8 | 13 | 1 | 1 |
| 4 Times per week | 13 | 18.8 | 2 | 2 | 9 |
| 2-3 times per week | 17 | 24.6 | 10 | 3 | 4 |
| Once a Week | 5 | 7.3 | 4 | 0 | 1 |
| Others | 13 | 18.8 | 0 | 0 | 13 |
| 4-6 times per month | 1 | - | 0 | 0 | 1 |
| once every two weeks | 1 | - | 0 | 0 | 1 |
| 2-3 times a month | 2 | - | 0 | 0 | 2 |
| twice a month | 2 | - | 0 | 0 | 2 |
| 1-2 times a month | 1 | - | 0 | 0 | 1 |
| once a month | 1 | - | 0 | 0 | 0 |
| 4 times a year | 1 | - | 0 | 0 | 1 |
| 3-4 times a year | 1 | - | 0 | 0 | 1 |
| 2-3 times a year | 1 | - | 0 | 0 | 1 |
| twice a year | 1 | - | 0 | 0 | 1 |
| Occassionally | 1 | - | 0 | 0 | 1 |
| Not specified/ Not answered | 2 | 2.9 | 1 | 0 | 1 |
| Total | <u>69</u> | <u>100.0</u> | <u>33</u> | <u>6</u> | <u>30</u> |

7. 68.1% of all respondents indicated both an origin and destination within the South Central Pennsylvania Counties (Chambersburg to Lancaster); the remaining trips (31.9%) could be classified as "long haul trips", to and from points outside the State or the South-Central region.
8. Very few respondents indicated an origin or destination north of Adams County.
9. A significant number of trips had an origin or destination to the South of Pennsylvania. A particularly noteworthy trip pattern involved origins or destinations that would gain access to Route 30 from Interstate 81 (Virginia's Shenandoah Valley, Hagerstown, West Virginia, etc. to Route 30 via I-81).
10. Almost two-thirds of the respondents identified a cargo consisting of either building/construction materials (13%), agribusiness supplies/non-processed animals (13%), packaged/processed foods (14.5%), or miscellaneous light freight (26.1%). Only 11.6% of the respondents indicated that they were carrying "heavy freight." Thus, it appears most trucks are carrying cargo that is servicing the product needs of South-Central Pennsylvania's rapidly growing population and employment base.
11. When "cargo comparisons" are made between "short haul trips" and "long haul trips"; an interesting "switch" occurs. 20% of the short haul trips involve agribusiness supplies/non-processed animals; 5.9% of the long haul trips involve these cargo categories. At the same time, 8.5% of the short haul trips involve packaged/processed foods; whereas 20.5% of the long haul trips involve this cargo category.

This "split" suggests that a substantial portion of the truck traffic passing through Gettysburg is involved with the distribution of food products or the servicing of agriculture and agribusiness in the region. There are products that are increasingly required by the regions growing population, and also some of them are produced locally for export. The transportation of these products cannot be easily "transferred" to other roadway corridors.
12. One-third of the respondents (23 out of 69) indicated that they were making a delivery in the immediate Gettysburg vicinity. Of these, 16 were within the Borough and the others involved the immediate vicinity.
13. 43 of the 69 respondents suggested an alternative Route 30 roadway alignment that would best serve the needs of the trip that was being made. Of these trip makers, 55.1% indicated an alternative Route 30 roadway alignment north of Gettysburg, that extended from approximately Cashtown to "Guldens Station" (Near Centennial Road).

Only those trip makers who indicated that they were not making a pickup or delivery in Gettysburg were asked to respond to this question. Six trip makers, who did make a "pickup/delivery", answered anyhow.

The remaining alignments suggested by the drivers fell into many categories (six involved alignments South of Gettysburg and a few involved North-South possibilities etc.). Only the alignment shown for the Route 30 Corridor to the North of Gettysburg shows strong consistency among the respondents. There appears to be little demand among truckers to "extend" a bypass loop on the East side of Gettysburg toward the Baltimore area.

ASSESSMENT

If, in the future, an alternative East-West alignment, north of Gettysburg, becomes reality, the questionnaire responses suggest that between 50 and 60 percent of the trucks passing through Gettysburg might use such an alignment, and thus avoid Gettysburg's internal streets. The exact percentage would, of course, vary according to "distance out" from town, and the location and type of future economic development activities occurring in Adams County.