City of York, PA

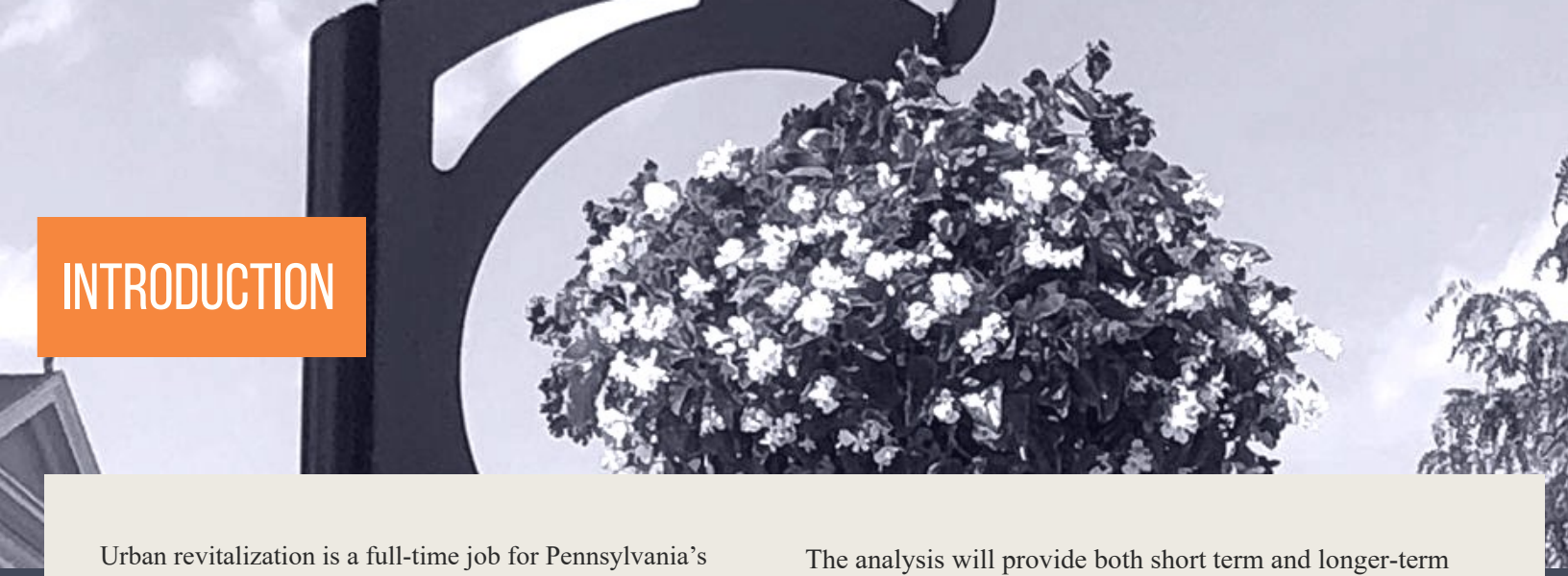
Mason Avenue

2020 Multi-Modal Transportation Study



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Excellence in Civil Engineering



INTRODUCTION

Urban revitalization is a full-time job for Pennsylvania's Cities of the 3rd Class and the City of York is no different. Over the last two decades millions of dollars have been spent by the City and other public and private stakeholders to increase housing choices, create additional employment opportunities, increase opportunities for entertainment and recreation in the downtown, create and expand multi-modal transportation opportunities and much more. In fact, at the time of this study's drafting there is work actively progressing on the Codorus Creek Greenway Project, the renovation of the Rabbit Transit Transfer Station, rehabilitation of the Historic Yorktown Hotel and resurfacings on South George Street & Pershing Avenue. All four of which are within or in close proximity to the study area of this document.

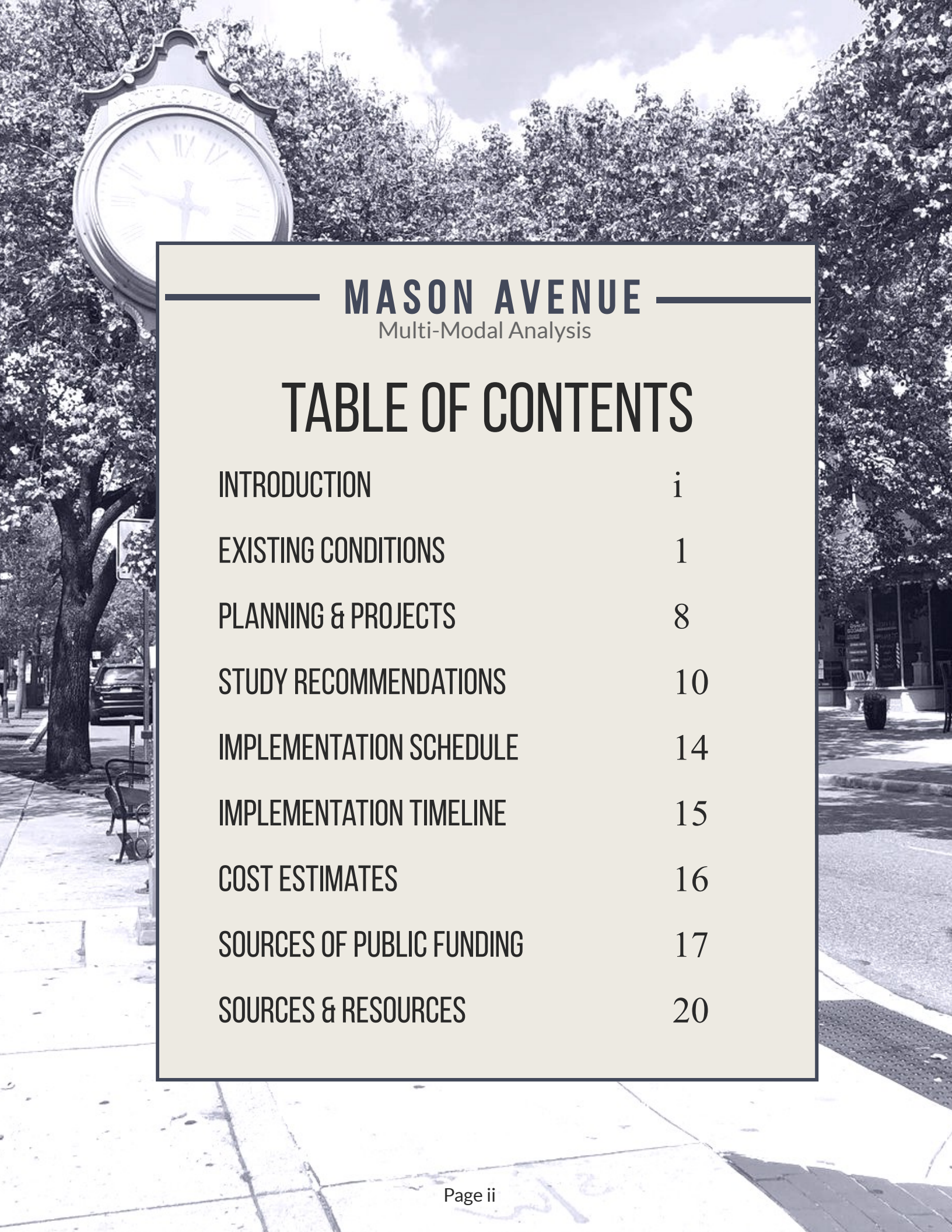
Redevelopment of the City's surrounding infrastructure is a critical component to revitalization of the area as a whole. Ensuring that pedestrians and cyclists have safe, comfortable, and interesting pathways to the Central Business District, and its varying and increasing amenities, is a critical component for the long-term sustainability of downtown environments.

This analysis will evaluate the existing characteristics of Mason Avenue, from Pershing Street to Duke Street, with a detailed review of key users and stakeholders, barriers to accessibility, existing storm water management facilities, and existing utility infrastructure.

Implementation strategies will integrate the existing utilitarian nature of the Avenue, while also better incorporating Mason Avenue into the fabric of the surrounding city by defining multi-modal usage, elimination of safety concerns, and incorporation of beautification techniques.

The analysis will provide both short term and longer-term recommendations along with accompanying initial design elements, concept cross-sections, and preliminary cost estimates.

Lastly, the study defines potential funding opportunities, schedules to drive the concept designs forward and a community outreach strategy that assures appropriate opportunities for users and the public to provide feedback throughout the implementation efforts.



MASON AVENUE
Multi-Modal Analysis

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EXISTING CONDITIONS

The 3-block portion of Mason Avenue studied in this multi-modal planning effort is centrally located within York City's bustling downtown and Central Business District. The 1,752 linear feet of Mason Avenue analyzed in this document is best described as an alley that provides adjacent properties with a mix of:

- Secondary Ingress/ Egress
- Waste Pick-up & Removal
- Tenant & Employee Parking
- Commercial Deliveries
- Above & Below Ground Utility Infrastructure

Mason Avenue is a one-way, east to west connector extending from municipal line to municipal line. The Avenue varies in width, its narrowest point of 18' is located adjacent to the South George Street/ Mason Avenue Intersection.

The myriad of utilities existing within the roadway require access from the surface to facilitate repairs, this has made for a patchwork quilt appearance to the paving of Mason Avenue, not to mention creating dozens of obstructions to pedestrian accessibility.

Additionally, the uneven nature of the roadway creates areas of ponding when it rains, making for a messy walk to and from destinations.

The Avenue, with its proximity to York's central downtown, provides access to a multitude of mixed uses and notable destinations.

Mason Avenue provides access to several high pedestrian traffic areas such as Cherry Lane and restaurants along Beaver Street, Market Street, and George Street. In addition, Mason Avenue provides access to the following destinations: Rabbit Transit Transfer Station, York County Human Services Center, York County Administrative Building, Yorktown Hotel (closed and under renovation since September, 2016), Schaefer Flowers, the U.S. Post Office, Well Span's walk-in lab, Wells Fargo Bank (with drive through teller), Trinity United Church of Christ, Christ Lutheran Church and Daycare, and William Penn High School.

MASON AVENUE

Multi-Modal Analysis

VISUAL SURVEY

The pedestrian "feel" of a corridor is critical to its use as a pedestrian pathway. Mason Avenue feels isolated. The buildings on either side of the Avenue extend up several stories, dwarfing the pedestrian. In addition pedestrian access to Mason Avenue is limited to roadway intersections and three, mid-block access points to West Market Street and/ or West King Street. The limited access points, narrowness of the roadway, and building heights create a boxed-in and isolated feeling for the pedestrian.

The quality of the walk itself is critical to how the space is perceived, as well. The condition of the roadway is poor and characterized by areas of uneven paving and patchwork, cracking, pot holes, and poor pedestrian-oriented infrastructure. As noted earlier, several adjoining property owners use Mason Avenue for trash pick up and removal. This creates additional obstacles for pedestrians and cyclists to avoid.

The poor condition of the roadway, lack of defined space for pedestrians and un-screened trash disposal give the Avenue a neglected and forgotten feeling.

Transitions in building facade are used to create scale and add visual interest to pedestrian corridors. Facade transitions are not possible on Mason Avenue, however, murals could be used throughout the corridor to provide scale and visual interest.

Defined locations for trash enclosures should be identified to promote, screen, and contain waste and recyclables to improve aesthetics.





The General Theory of Walkability

The theory explains how, to be favored, a walk has to satisfy four main conditions: it must be useful, safe, comfortable , and interesting. Each of these qualities is essential and none alone is sufficient. ***Useful*** means that most aspects of daily life are located close at hand and organized in a way that walking serves them well. ***Safe*** means that the street has been designed to give pedestrians a fighting chance against being hit by automobiles; they must not only be safe but *feel* safe. ***Comfortable*** means that the buildings and landscape shape urban streets into "outdoor living rooms". ***Interesting*** means that sidewalks are lined by unique buildings with friendly faces and that signs of humanity abound.

- Walkable City, How Downtown Can Save America, One Step At A Time - Jeff Speck, 2012



TRAFFIC VOLUME, TURNING MOVEMENTS & CRASH DATA

Understanding how Mason Avenue is currently being utilized by pedestrians, cyclists, and motorized traffic is important when creating a strategy to facilitate all three modes of travel. Data relative to traffic volume and turning movements was provided by Transportation Resource Group, Inc. for the Mason Avenue/ South George Street Intersection. Crash history data for the three (3) block corridor was provided by the Department of Transportation.

TURNING MOVEMENTS & VOLUME

The data in the following discussion has also been converted into a visual representation on the following page.

According to the data collected by TRG, Inc. in May of 2019, the two primary traffic movements at the Mason Avenue/ South George Street Intersection were vehicular through movements on South George Street (NB & SB) and pedestrians crossing South George Street at Mason Avenue (WB &EB). There are a total of 5,816 vehicles traveling through the Mason Avenue/ South George Street intersection, while 1,147 pedestrians are crossing South George Street at Mason Avenue. This intersection represents the single largest pedestrian/ vehicular conflict within the study area.

Additional, unrelated information provided by Penn Dot substantiates the high volume of pedestrian crossings, with 1,378 pedestrians crossing South George Street. This is according to data collected by the Department in preparation for a 2022 resurfacing project on South George Street.

Vehicle usage of Mason Avenue is limited to an easterly direction of travel throughout the study area. A total of 26 vehicles made the right turn from Mason Avenue (EB) to South George Street (SB). This movement could be indicative of vehicles using Mason Avenue as a cut through to South George SB, avoiding the Market Street / George Street Intersection altogether.

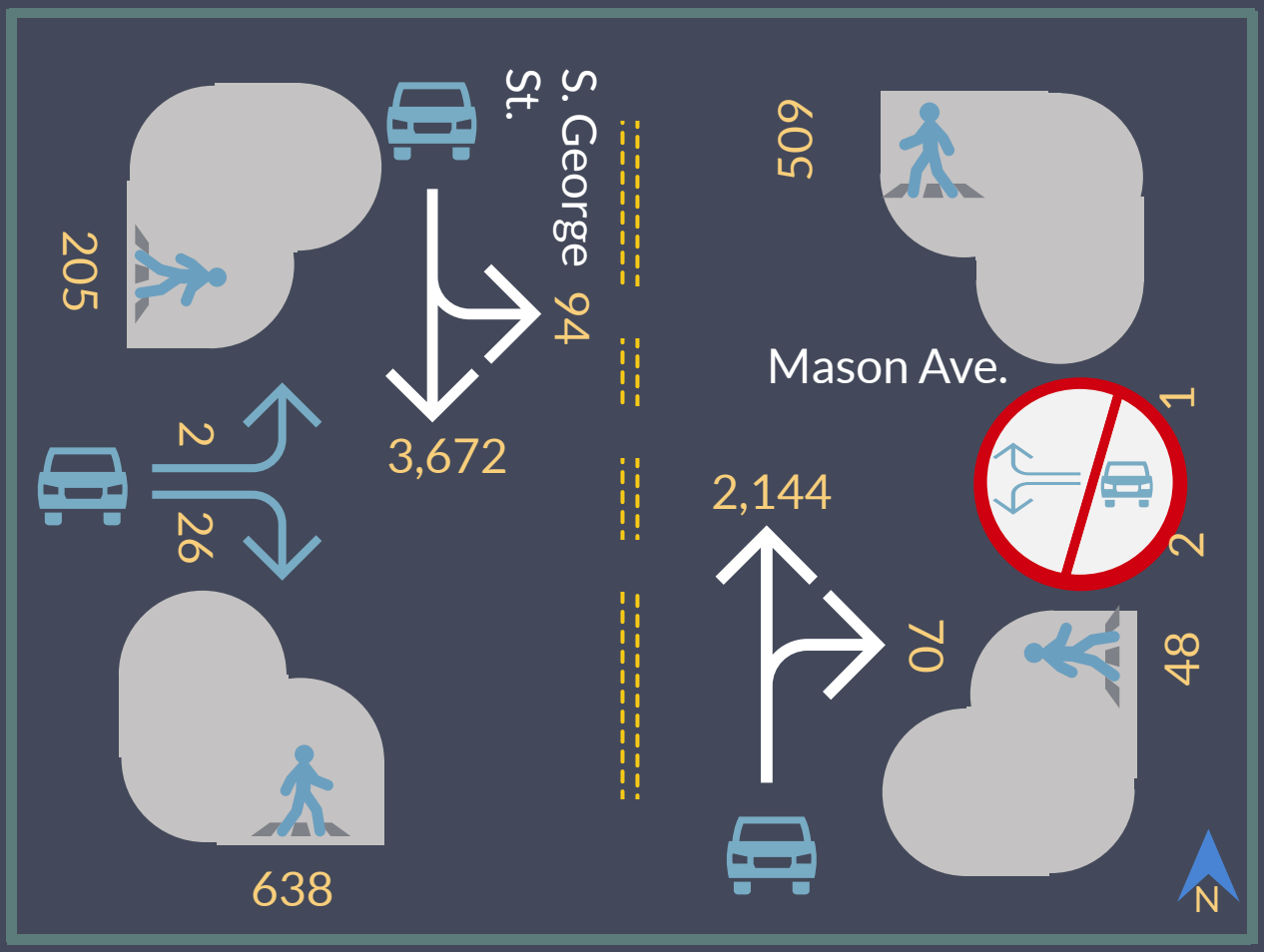
A larger number of vehicles are utilizing the easterly leg of Mason Avenue at South George Street to access the Christ Church Daycare and the Wells Fargo Bank. According to the turning movement data, 94 vehicles made the left turn from SB South George Street and 70 vehicles made the right turn from NB South George Street onto this leg of Mason Avenue.

Interestingly, there were a small number of vehicles (3) heading westbound, in the wrong direction, on Mason Avenue to access South George Street. Two of the vehicles made the dangerous left turn onto SB South George Street and one turned right on NB South George Street.

Traffic Volume & Turning Movements

Mason Avenue & S. George St.*

Mason Avenue Multi-Modal Analysis



* Data Provided By: Transportation Resource Group, Inc. 2019

- 5,816 vehicles travel through on S. George St. at its intersection with Mason Avenue
- 1,147 pedestrians are crossing South George at Mason Avenue
- Mason at George represents the most critical pedestrian/vehicle conflict in study area.

TURNING MOVEMENTS BEAVER STREET /MASON AVENUE

The York County Planning Commission provided vehicle count and turning movement data for the Mason Avenue/ Beaver Street intersection. The counts were taken in early 2020 prior to the disruption of normal traffic flows caused by COVID-19. Video recording was used over the course of three days to create vehicle counts and turning movement data. According to the data, there were 293 vehicles on eastbound West Mason Avenue at the Beaver Street intersection. The majority of the vehicles were York County Employees entering and exiting the County owned parking lot on Mason Avenue between Pershing Street and Beaver Street. During the three-day time period only 30 vehicles made the through movement on Mason Avenue across Beaver Street. In addition, during this same time period a total of 1,766 pedestrians and 44 bicycles crossed through this intersection.

The vehicular circulation on Mason Avenue is currently the most efficient option available. The one-way eastbound travel effectively reduces vehicle and pedestrian conflicts at Mason Avenue / George Street intersection. Any alterations to vehicular flow would more than likely increase the number of vehicles traveling through the Mason Avenue/ George Street Intersection.

CRASH HISTORY DATA

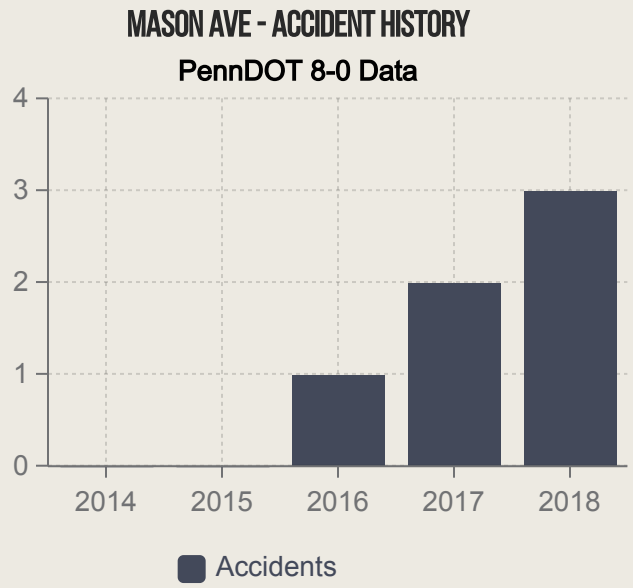
Crash history data was provided for the period spanning 1-1-2014 through 12-31-2018. In this time period there were a total of 6 accidents within the 3-block study corridor. All of the accidents occurred in the daytime, during different times of the year, and all but one occurred during dry conditions. One of the accidents was attributed to improper/careless turning and distracted driving, the remaining five (5) accidents were identified as having no contributing factors.

Accidents with injuries occurred at the following intersections:

- Mason Avenue & South George Street – 2 accidents
- Mason Avenue & South Pershing Street – 1 accident
- Mason Avenue & South Court Street – 1 accident

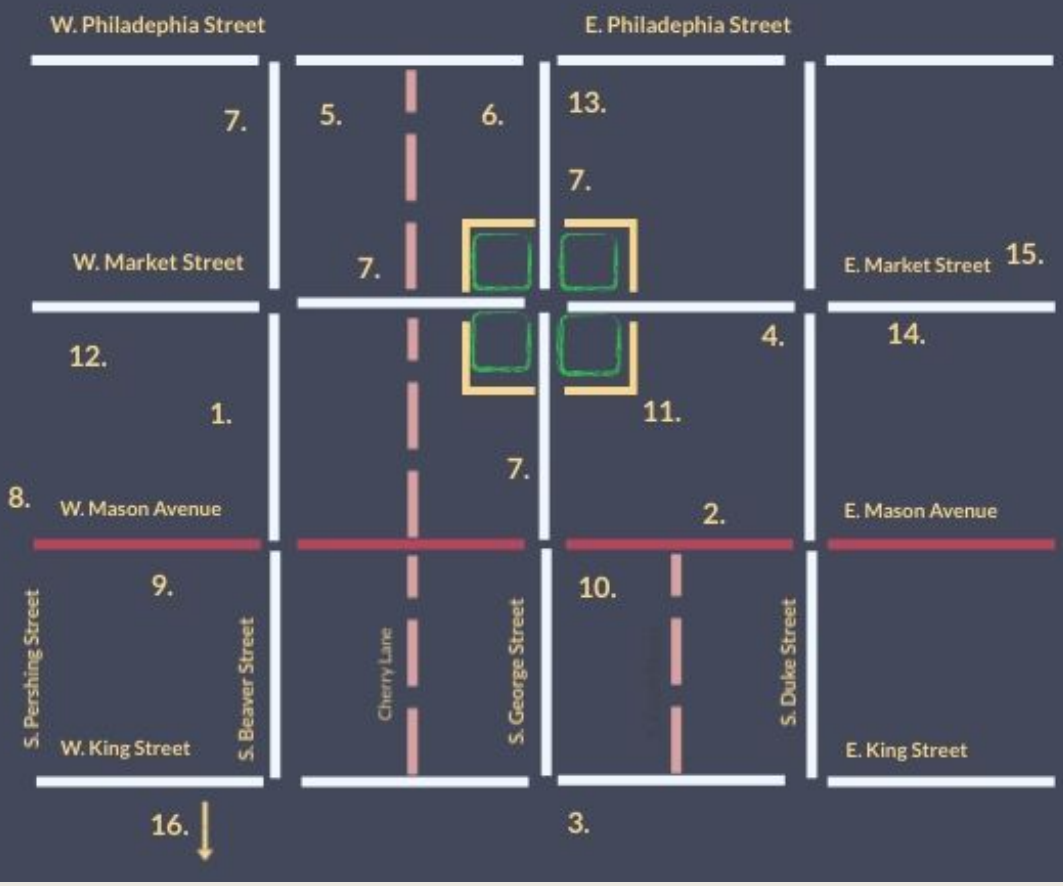
There were injuries reported in four (4) of the accidents. Pedestrian injuries were reported at 1 of the Mason and South George Street accidents and another at Mason and South Court Street, there were no fatalities.

Accidents occurred in 2016, 2017, and 2018. The vehicle/ pedestrian accidents occurred in 2016 and 2018. In addition, accidents within the study area have been on the increase, as shown in the table below:



At this point, it is unknown if this is an increasing trend or coincidence. It is important to note that the Yorktown Hotel did close in September of 2016, this closure would have had an impact on pedestrian and vehicular trips to the area. However, that impact would have been the elimination of the hotel as a pedestrian/vehicular traffic generator and would not account for the increase in accidents.

Mason Avenue Pedestrian Traffic Generators



1. York County Human Services Center
2. York County Administrative Building
3. York City Hall
4. Yorktown Hotel
5. Central Market
6. Appell Center
7. Restaurants - Various
8. Rabbit Transit Transfer Station
9. York County Employee Parking
10. Christ Lutheran Church & Daycare
11. Wells Fargo Bank & Drive through
12. United States Postal Service
13. York County Court House
14. York Water Company
15. Martin Memorial Library
16. William Penn High School
17. Trinity United Church of Christ

PEDESTRIAN ORIGINATION & DESTINATION

The proximity of Mason Avenue within half a city block and running parallel to Market Street offers an attractive alternative for non-motorized movement from the soon to be completed Historic Yorktown Hotel and the regional north/south oriented Heritage Rail Trail. In addition, Mason Avenue provides vehicular and pedestrian access for 600+ York County Human Services Center and Administration Center employees.

As shown above, there is a plethora of pedestrian traffic generators, in which an improved Mason Avenue would create a better pedestrian and Downtown York experience.

Wayfinding signage can be used to help direct pedestrians to various different destinations.

PEDESTRIAN/ VEHICULAR CONFLICTS

SOUTH GEORGE STREET

As an un-signalized, mid-block crossing with a crosswalk, the Mason Avenue / South George Street intersection is a particularly dangerous conflict point between pedestrians and vehicles.

Consider curb bump outs and/or a raised pedestrian table top crossing, both measures will slow traffic and increase the driver's visibility of pedestrians in the crosswalk.

YORK COUNTY EMPLOYEE PARKING LOT

The 340 space parking lot is located on the south side of Mason Avenue between Pershing Street and Beaver Street and provides parking for employees at the Human Services Center and the Administrative Center.

Design Treatments in this area should stress the shared space for pedestrians and motorists.

SOUTH COURT STREET/ MASON AVENUE T-INTERSECTION

There was one pedestrian involved accident with serious injury according to the crash history data. The right turn onto southbound South Court Street is a blind turn for vehicles and pedestrians. In addition, South Court Street is open to two-way traffic creating a dangerous conflict at Mason Avenue.



Consider modifying South Court vehicular movement.

EXISTING STORM WATER FACILITIES

There is little storm water management infrastructure located in Mason Avenue. There are several inlets located throughout the study area which collect run off and convey the water to the storm water infrastructure in Market Street via metal and plastic piping running perpendicular to Mason Avenue.

Existing horizontal and vertical alignment of existing water, gas, electric, telephone and cable utilities have created increased difficultly to properly address stormwater runoff. Undersized conveyance systems result in significant surface flows during rain events. Mason Avenue reconstruction design will need to evaluate all options for stormwater conveyance.

EXISTING UTILITY INFRASTRUCTURE

Utilities within the corridor have been added over the years with physical conflicts being the only restriction to where they are placed. Continual need to excavate the surface for repairs, alteration or addition of underground infrastructure restricts the sustainable improvement to the surface.

Existing overhead lines demand the poles within the road must remain creating both additional conflicts for future improvements and result in a cluttered appearance within the roadway. Overtime the City and utilities should attempt to transition to an underground alignment to reduce poles within the narrow corridor.

EXISTING ADA FACILITIES

Mason Avenue is currently not compliant with the Americans with Disability Act regulations in many categories. Most of the regulatory concerns relate to the Avenue's intersection and crossing of the intersecting streets; however, the lack of a smooth and defined and safe surface between these streets is an equal concern to both ADA and general non-motorized travelers. The correction of the Avenue's surface, including signage and pavement markings, inlet grate compliance and full ADA compliance at the existing street intersections is paramount to the creation of this Avenue to become a viable part of the non-motorized infrastructure within the City.

Providing slopes and pavement markings compliant with the Americans with disabilities act is essential to both function and inclusion for all users. This topic requires most focus on vertical separation from one surface to another. This relates to both the longitudinal and cross-section of the Avenue. As it currently exists it provides narrow sidewalks with no compliance or useful function for most users.



Revise the City's Street Cut Ordinance to focus on maintaining a walkable scale when evaluating street cut permits on a pedestrian corridor such as Mason Avenue.

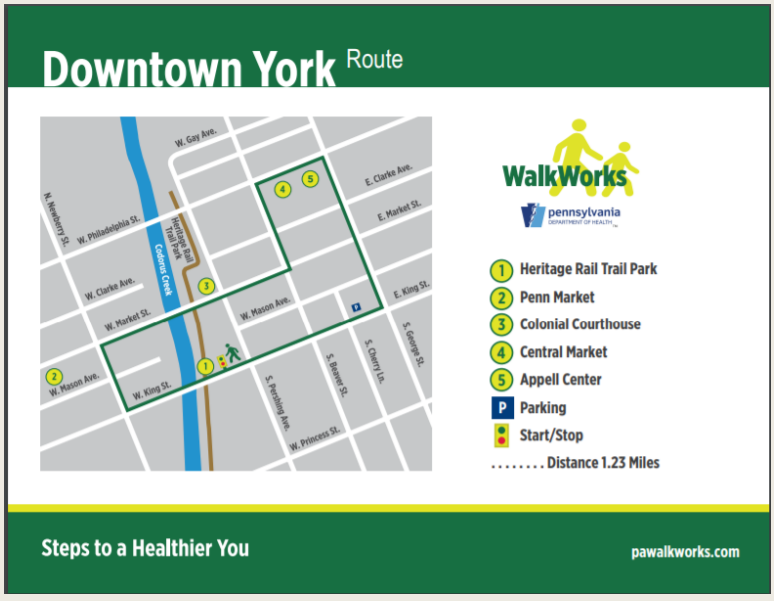


Planning & Projects

Existing Studies & Pending Construction

PA WALK WORKS

PA Walk Works is a collaboration between the Pennsylvania Department of Health and the University of Pittsburgh Graduate School of Public Health Center for Public Health Policy to increase opportunities for physical activity. The City's Bureau of Health was the recipient of grant dollars to create a walking route in Downtown York. The first two blocks of the study area are located within this walking route. The Downtown York walking route is advertised on the State's Department of Health website by following this path: Health > All Health Topics > Programs > Walk Works > York County.



YORK COUNTY BICYCLE AND PEDESTRIAN CONNECTIVITY AND SAFETY INVENTORY

This study is an effort to identify and improve the connectivity of Rabbit Transit's fixed route service in York County to bicycle and pedestrian networks.

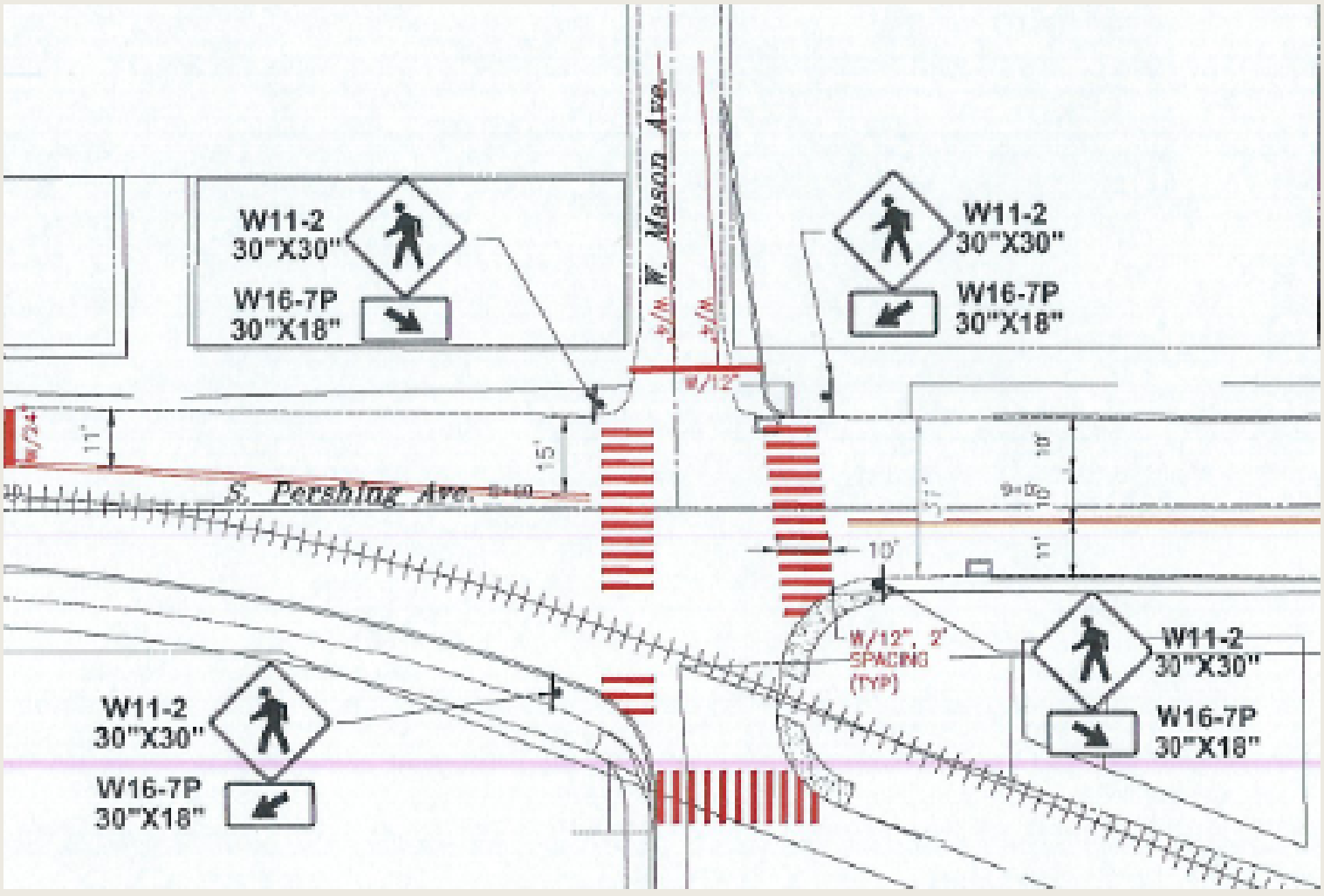
This document's study area is book-ended by the Rabbit Transit Transfer Center to the west and a transit stop to the east. Mason Avenue represents a 3-block linear connection to public transit infrastructure for pedestrians and cyclists within a quarter mile radius. According to the County's connectivity and safety inventory there are more than 1200 people alighting (dismounting) and more than 1600 people boarding at the transfer station. Much of this traffic is defined as users changing vehicles within the system. However, some number represents pedestrians walking to or from the Transfer Center.

GEORGE STREET RESURFACING

In 2022 George Street from municipal line to municipal line will be milled and resurfaced. The project is on the State's Long-Range Transportation Plan. Intersection improvements proposed as part of this Mason Avenue multi-modal analysis should, if possible, be constructed prior to the 2022 resurfacing, allowing time to test and, if needed, modify, the crossing before the final resurfacing.

PERSHING STREET REALIGNMENT AT TRANSFER CENTER

Rabbit Transit is proposing renovations to the Pershing Street Transfer Station in 2021. In advance, of those renovations the City of York will re-align the crosswalks at Mason Avenue and Pershing Street in the Fall of 2020. As shown, signage, pavement markings, and stop bars will be added to the intersection and its approaches. The graphic below details the new design.



STUDY RECOMMENDATIONS

Whether due to narrow vertically separated sidewalk, flowing runoff or poorly defined spaces the current Mason Avenue offers little to pedestrians or other non-motorized users. Creating an inviting and safe corridor is required to increase the useful benefits of Mason Avenue.

INTERSECTION PEDESTRIAN SAFETY IMPROVEMENTS

The following is a discussion regarding suggested improvements at the South George Street/Mason Avenue and Beaver Street/ Mason Avenue Intersections. Though improvements are necessary to increase pedestrian safety at Pershing Avenue and Mason Avenue, those improvements are scheduled for completion in 2020 and therefore not included in this conversation.

GEORGE STREET

A raised cross walk is justified at this intersection, however, additional community outreach, education, and support is necessary prior to finalization and implementation of this improvement. If possible, construction of the raised crosswalk should occur in tandem with the George Street resurfacing planned in 2022.

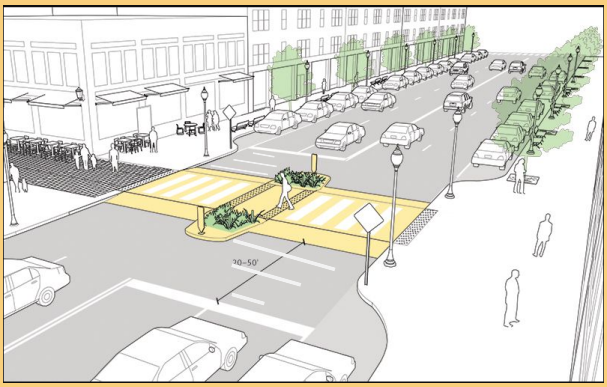
In the mean time, through a joint effort between the City and the County, new pavement markings and a flashing pedestrian crossing light will be installed at the Mason Avenue/George Street Intersection.

BEAVER STREET

A resurfacing of the Beaver Street crossing with appropriate pavement markings and signage will significantly improve the look, feel, and safety of the intersection.

Traffic volumes at the Beaver Street intersection may not warrant the cost of the tables proposed on George Street, stakeholders, should weigh in on the magnitude of delineation at this intersection.

RAISED CROSSWALKS



Better Street, San Francisco, 2020

Raised cross walks are an appropriate treatment at :

- Alleys and shared public ways
- Where low-volume streets intersect with high-volume streets.
- Key civic locations

The raised crosswalk should be:

- Flush with the sidewalk in height, and at least the width of the crossing or intersection.
- Be long enough in the direction of travel to allow both front and rear wheels of a passenger vehicle to be on top of the table at the same time – typically 10 feet.
- The raised crosswalk should be constructed with special paving treatments or utilize the same material as adjoining sidewalks.
- Detectable warnings should be provided where pedestrians will cross into the vehicle area
- Designed such that the vertical transition does not cause unnecessary jarring or discomfort to vehicle passengers with spinal cord injuries when driven over at the appropriate speed.

In addition, these recommended improvements are small enough to be implemented by the City's Department of Public Works, or perhaps in coordination with another road project within close proximity.

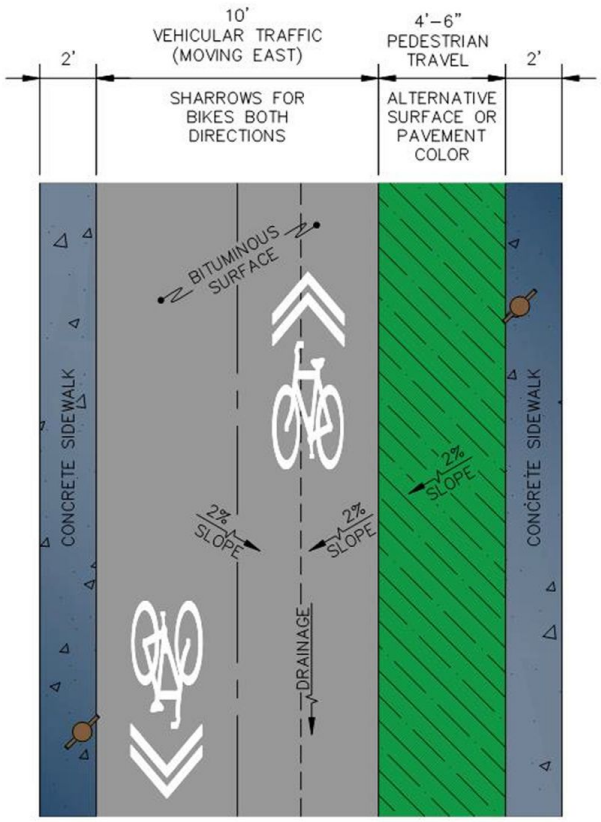


ROADWAY IMPROVEMENTS

MASON AVENUE

A complete reconstruction of Mason Avenue is necessary to fully implement pedestrian safety improvements and drainage infrastructure. While the reconstruction of the roadway is in design, thoughts should be put towards using stamped concrete or pavers to differentiate a safe zone for pedestrians.

The minimum width of Mason Avenue is 18'. The proposed cross section design is included below:



As shown, the pedestrian pathway will vary as the width of the Avenue varies throughout the study area length. Though Mason Avenue is one-way east for vehicular traffic, for bicycle traffic, however, traffic may flow in either direction. All users of the roadway need to be encouraged to share the road.

SOUTH COURT STREET

Consider modifying the half block of South Court Street closest to Mason to one-way North. Modifying South Court Street to one-way would reduce the vehicle/pedestrian conflict at the George Street and Mason Avenue Intersection, as all vehicle traffic accessing the Christ Church Daycare parking lot would come solely from East King Street. Mason Avenue would remain an option to gain access to Duke Street when leaving the the parking lot.

UTILITY CONSIDERATIONS

Moving to an underground alignment for all of the utilities located within Mason Avenue would completely eliminate the multitude of conflicts created by the piecemeal placement of infrastructure. An underground alignment could be achieved utilizing a box culvert as a “vault” with designated access points throughout the Avenue. However, at $500 a linear foot for the box culvert, alone, this is not a reasonable short or mid-term implementation strategy. An improvement of this magnitude could be possible if the usefulness of Mason Avenue increases to a point where the expense of such an improvement is deemed appropriate based on the additional benefit to the City.

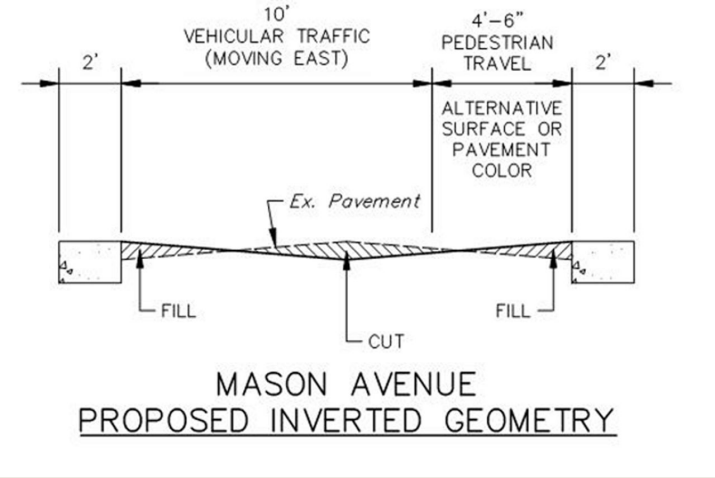
Revisiting the regulations of the road cut ordinance on the other hand is an attainable implementation strategy; and, would ensure that the roadway is returned to its previous condition when cuts are necessitated due to ongoing utility maintenance.

MASON AVENUE
Multi-Modal Analysis

The ordinance will require that entities working within the City's right-of-way, such as utility companies, restore the work area to match the cross sections and materials identified and approved by the City of York. Specifically, in this case limits of repaving and pavement markings would ensure sustainability from a walking scrutiny.

DRAINAGE CONSIDERATIONS

To create positive drainage, this study proposes an inverted alignment for the entire length of Mason Avenue. As shown, in the cross section below



The geometry as shown will funnel storm water down the center line of the roadway and allow smooth vertical surfaces to the building face without curb and sidewalk removal initially.

PEDESTRIAN SAFETY

CREATING A PEDESTRIAN SPACE

Consider using bright vibrant colors where possible to identify areas meant for pedestrians, such as cross-walks. Additionally, landscaping such as planters can be used to further create a sense of safety on pedestrian oriented roadways.



Planters can be used as a way to “test” curb transitions or to affect a relatively quick and easy transition of a curb line. The same can be done on Mason Avenue to further define a safe pedestrian space. Initially, however, line striping and pavement markings may also be used to create an area defined for pedestrian traffic.



LIGHTING

Consider using pedestrian scale LED lighting. An efficient use of space is critical to maintaining the shared aspect of Mason Avenue. Lighting will need to be wall mounted to maximize space. Lights should be spaced roughly 50’ to 60’ apart at a height of 12’ to 14’ above ground elevation. The light standard shown is a light made from HADCO that can be wall mounted on the surrounding buildings .



WAYFINDING

The use of wayfinding within Mason Avenue will increase the pedestrian’s comfortability with their route and intended destination.



BEAUTIFICATION

Landscaping and murals not only help to decorate and tie together the new defined shared space, they also help to cement the pedestrian’s feelings that they are meant to be occupying this space and therefore safer. Murals and other forms of “wall” art should be pedestrian sized so as to better vertically, scale the Avenue for pedestrians.





KEY STAKEHOLDER INTERVIEWS & OUTREACH/ EDUCATION

Every planning effort should be firmly routed with an appropriate community outreach and education component. Community outreach helps to create transparency in the planning process; and, inform and educate all players in the process. Stakeholder interviews should be conducted with non-residential users of Mason Avenue.

Public outreach may be conducted via the City's website and at public meetings such as the Planning Commission and City Council Meetings via presentations meant to provide a foundation for why the study was commissioned, the future vision of Mason Avenue and solicit feedback from residents in attendance. A grass roots marketing concept to direct pedestrians and other users to a web-based landing page with additional information and an opportunity for public comment. A suggestion would be to use a local artist to create graffiti style tags along the buildings in the avenue directing passersby to changemasonave.org or masononthemove.org.

Key stakeholder interviews should be conducted with Mason Avenue users, such as:

- York County Administration Center
- Human Services Center
- Christ Lutheran Church
- Trinity United Church of Christ
- York County Community Foundation
- Schaefer's Floral
- Downtown Inc.

The viability of concepts and additions such as landscaping, murals, and lighting will require the public and private partnership which can be created by the community outreach efforts discussed.

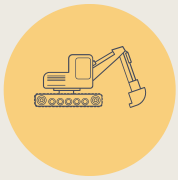
MASON AVENUE

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IMPLEMENTATION SHEDULE



Phase I



Phase 2

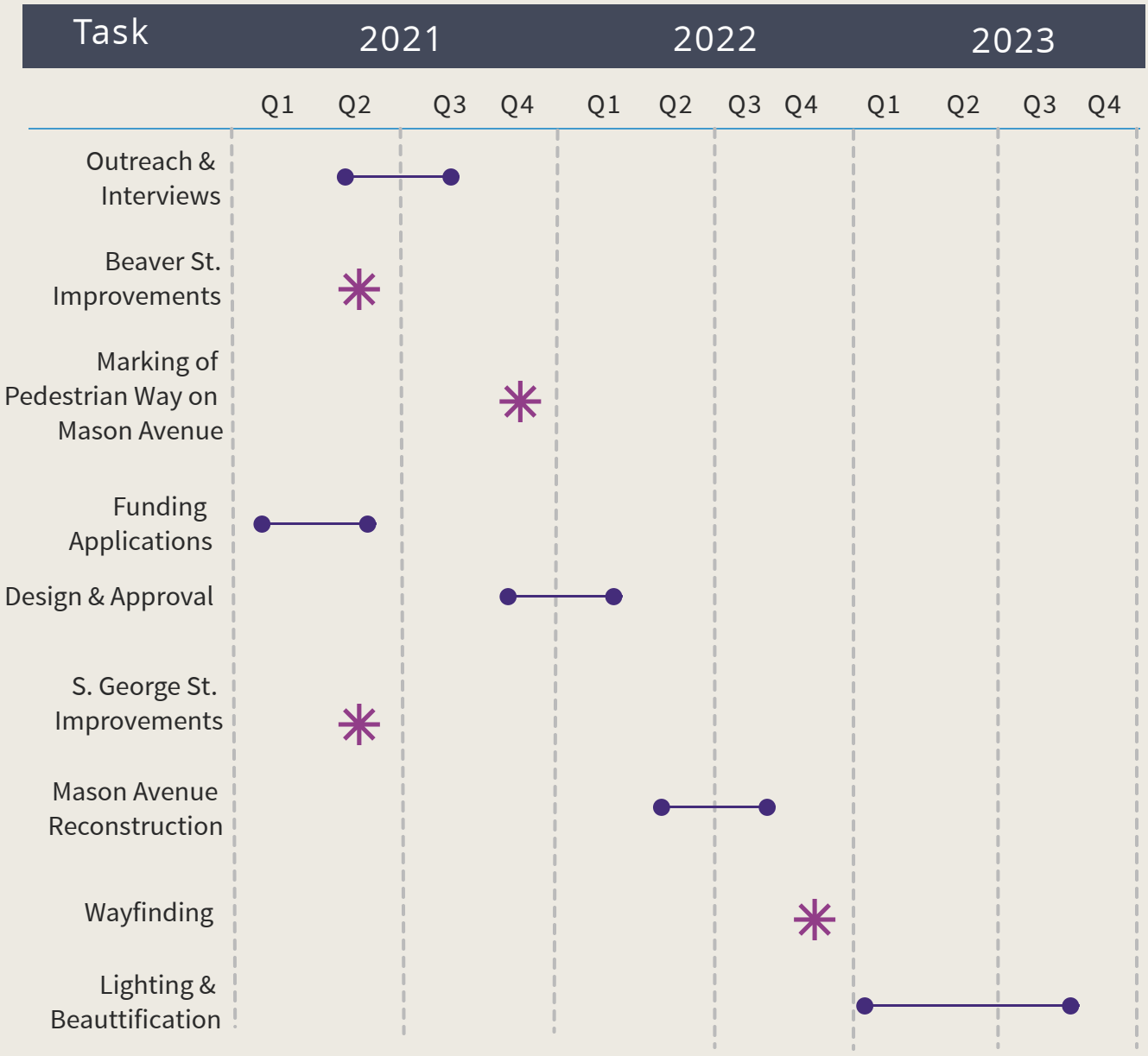


Phase 3

Building Capacity & Momentum	Infrastructure Improvement	Public/ Private Reinvestment
Community Outreach	Mason Avenue - Storm Water Improvements	Installation of lighting on surrounding buildings
Beaver Street & Pershing Avenue Intersection Improvements	Mason Avenue - Surface Reconstruction	Installation of Public Art
Applications to public funding organizations	Installation of Wayfinding	Installation of Landscaping
Improvement Design & Agency Approval		Permanent screening and appropriate placement for Waste Management
George Street Intersection Improvements		
Court Street Circulation Analysis		
Temporary Marking of Pedestrian Way in Mason Avenue		



IMPLEMENTATION TIMELINE - MASON AVENUE MULTI-MODAL ANALYSIS



COST ESTIMATES

Summary of Project expenses

Road Crossing expenses		
Pershing Avenue	$14,500	
Beaver Street	$37,650	
George Street	$44,400	
Total crossing improvements		**$96,550**
Corridor segment improvements		
Pershing Avenue to Beaver Street	$176,650	
Beaver Street to George Street	$231,150	
George Street to Duke Street	$121,850	
Total crossing improvements		**$529,650**
Administrative costs -		**$103,930**
Design	$43,834.00	
Contract documents and bidding	$31,310.00	
Construction management and inspection	$18,786.00	
Funding administration	$5,000.00	
Regulation revisions	$5,000.00	
CONTINGENCY -Assumed 25%		**$182,533**
Total estimated project costs		**$912,663**



SOURCES OF PUBLIC FUNDING

PA WALK WORKS

To increase opportunities for physical activity, the Pennsylvania Department of Health has partnered with the University of Pittsburgh Graduate School of Public Health Center for Public Health Practice to create a network of fun, fact-filled, community-based walking routes and walking groups. PA Walk Works regularly creates funding opportunities for the creation of and implementation of active transportation plans. The strategies identified in this study could be eligible for implementation dollars. Funding opportunities are announced via electronic newsletters. Registration to receive news and updates from PA Walk Works can be done by emailing pawalkworks@pitt.edu.

YORK COUNTY COMMUNITY FOUNDATION

York County Community Foundation (YCCF) The Community Foundation makes grants to nonprofit organizations that impact strategic focus areas, which are determined by volunteer committees and Community Foundation staff using community plans, research and the intentions of donors who have established funds at the Community Foundation. Downtown revitalization is a priority funding area for YCCF.

COMMUNITY DEVELOPMENT BLOCK GRANT DOLLARS

Community Development Block Grant (CDBG) This program is funded through the Department of Housing and Urban Development (HUD) and provides assistance to the City of York, non-profit organizations and city homeowners. Public facility and infrastructure activities that eliminate conditions which are detrimental to the health, safety, and public welfare in York City Neighborhoods.

PENNDOT MULTI-MODAL TRANSPORTATION FUND

PennDOT Multi-Modal Transportation Fund The Multimodal Transportation Fund provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports in order to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

DCED PA SMALL WATER & SEWER GRANT

DCED PA Small Water & Sewer Grants for small water, sewer, storm sewer, and flood control infrastructure projects. Activities to assist with the construction, improvement, expansion, or rehabilitation or repair of a water supply system, sanitary sewer system, storm sewer system, or flood control projects. Eligible projects are those which have a total project cost of not less than $30,000 and not more than $500,000. The application window has yet to open in 2020, but, is typically the last quarter of the year from September through mid-December.

DCNR GREENWAY, TRAILS, AND RECREATION PROGRAM

DCED Greenways, Trails and Recreation Program Act 13 of 2012 establishes the Marcellus Legacy Fund and allocates funds to the Commonwealth Financing Authority (the “Authority”) for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails and Recreation Program (GTRP). Projects which involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails and river conservation. Grants shall not exceed $250,000 for any project. A 15% match of the total project cost is required. Applications will be accepted between February 1st and May 31st of each year. All applications and required supplemental information must be received by May 31st.

TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA)

The TA Set-Aside provides funding for projects and activities defined as transportation alternatives, including on- and off-road projects and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects. The Transportation Alternatives Set-Aside is not a grant program and no money is provided upfront. Projects are funded at 100% of the construction cost (including construction inspection). No applicant match is required. Project sponsors must pay for project design, pre-construction permits, clearances, etc. There is a minimum award of $50,000 for construction projects. There is a maximum award of $1,000,000, although higher awards can be justified for "exceptional" projects. Project Sponsors meet with their Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) staff to discuss their project application. Project Sponsors must meet with PennDOT Engineering District staff to discuss their project, PennDOT policies, and regulations.

DCED MULTI-MODAL TRANSPORTATION FUND

DCED Multi Modal Transportation Fund The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Applications will be received between March 1st and July 31st of each year. All applications and all required supplemental information must be electronically submitted by close of business on July 31st for hopeful consideration at the November CFA board meeting. The required, complete one (1) hard copy of the application must be postmarked no later than July 31st. Due to the coronavirus outbreak, the Commonwealth Financing Authority has extended the deadline for Multimodal Transportation Fund submission to September 30, 2020. Grants are available for projects with a total cost of $100,000 or more. Grants shall not exceed $3,000,000 for any project.

PENNVEST

PENNVEST provides funding and financing for drinking water, wastewater, storm water and non-point source pollution prevention projects.

Financing is provided via low interest loans (with some grant funding available) to pay for costs associated with design, engineering, and construction of public or private owned drinking water or wastewater systems, non-point source pollution mitigation and storm water projects.

ACT 13 MARCELLUS SHALE LEGACY FUND

The Marcellus Legacy Fund was created by Act 13 of 2012 to provide for the distribution of unconventional gas well impact fees to counties, municipalities and commonwealth agencies. Pursuant to Section 2315 (a) (6) (i) of the Act, a portion of the fee revenue will be transferred to the Commonwealth Financing Authority for statewide initiatives that will include abandoned mine drainage abatement; abandoned well plugging; sewage treatment; greenways, trails and recreation; baseline water quality data; watershed restoration; and flood control.

Applications are typically accepted between February and May each year.

SOURCES & RESOURCES

SF Better Streets - sfbetterstreets.org

PA Publication 111 Traffic Control - Pavement Markings and Standards TC-8600 and TC-8700 Series

PA Publication 383 - Pennsylvania Traffic Calming Handbook

Walkable City: How downtown can save America, one step at a time, Jeff Speck, North Point Press, 2012