# CHAPTER 8

# CREATING A SUPPORTIVE TRANSPORTATION

# SYSTEM

Three systems work in concert to provide access to form the City of York's whole transportation system.

#### **Regional Transportation System**

- Interstate & Highway System
- Rail Systems
- Aviation System

#### **Local Transportation System**

- Local Roadways
- Major Collectors

#### **Active Transportation System**

- Public Transportation System
- Trails and Greenways
- Pedestrian & Bicycle Infrastructure

#### **Traffic Safety**

On average, annually, in the City of York there are:

**Total Crashes** 

Fatal Crashes

Injury Crashes 241

The most frequent crash locations in the city include:

- Interstate 83
  - Intersection of Market
     Roosevelt Avenue /
- Route 30
- Street & Harrison Street Penn Street
- Route 74
- Intersection of Grantley
- Sherman Street
- Street & College Avenue
- Richland Avenue

#### Obj. 1 - PROVIDING RELIABLE TRANSPORTATION CONNECTIONS

## Importance of Reliable Connections



**Support Density** 



Promotes & Provides Access to Employment



Connects Residents to Places of Education



Crucial for Those Seeking Medical Care

## **Barriers to Reliable Transportation**



Spatial Mismatch



Inaccessible Public Transit



A Lack of Transit Options

#### **Keys to Reliable Transportation**



Consistency



Frequency and Availability



Accessibility



Safety



Connectivity



**Affordability** 



Technological Integration



Sustainability



Resilience

## Obj. 2 - ENSURING ALL NEIGHBORHOODS HAVE ACCESS TO COMPLETE **STREETS**

What is a Complete Street?

Complete Streets is a transportation policy and approach that aims to create streets that are safe, accessible, and comfortable for all users, regardless of their age, ability, or mode of transportation.

#### **Essential for a Complete Street**



Sidewalks

Bike Lanes and Spaces



**Pedestrian Crossings** 



Transit Stops and Facilities



Community-Specific Designs



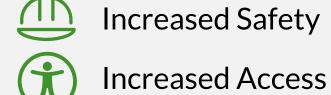
Regular Maintenance

Green Infrastructure

Mixed Land Use

Street Furniture

Safety



**Increased Safety** 



Increased Opportunity for Active Living



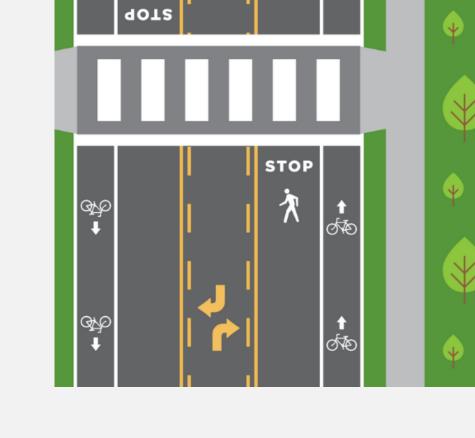
**Increased Economic Viability** 

**Benefits of Complete Streets** 



Reduction in Environmental Impacts

Advances Other City Planning Goals and Objectives



# CHAPTER 8

## CITY OF PENNSYLVANIA

# CREATING A SUPPORTIVE TRANSPORTATION SYSTEM

### Obj. 1 - PROVIDING RELIABLE TRANSPORTATION CONNECTIONS

**The Vision** 

In York City, we envision a robust and equitable transportation network that seamlessly connects residents and visitors. Our comprehensive plan prioritizes universal wayfinding, ridesharing hubs, real-time communication, competitive transit times, routine EV charging, and equitable access for all.

#### **The Solutions**



#### Education & Persuasion

- Develop and adopt a Vision Zero policy for the City of York. Tier 1
- Conduct public awareness campaigns to educate residents about available transportation options and means of efficient travel. Tier 1
- Support and encourage the development of the Rabbittransit Transfer Station as a mobility hub.
   Tier 1
- Establish an annual event and collaborate with local schools, both public and private, to promote and participate in National Walk to School Day and National Bike to School Day. Tier 1
- Increased and routine communication between regional transportation entities such as the Susquehanna Regional Transit Authority and the South-Central Transit Authority to identify opportunities for workforce transportation and other innovations. **Tier 1**
- Collaborate with residents and property owners, and Strategic Partners, such as regional agencies, the school district, community planning groups, community activists, public health professionals, developers, and law enforcement officials to better realize the mobility, environmental, and health benefits of a walkable and bikeable community through educational outreach activities.
   Tier 1
- Prioritize securing grant funding for transportation improvements.
   Tier 1
- Prioritize securing grant funding for transportation improvements. Tier 1
- Engage residents and property owners and collaborate with the city's strategic partners, including local bike-pedestrian advocacy groups, neighborhood associations, civic associations, and other local stakeholders to create a Pedestrian Master Plan and a Bicycle Master Plan that identifies existing bicycle routes, bicycle facilities, and pedestrian paths, and establish a network of interconnected paths and trails that are appropriate in the specific context and link residential neighborhoods with parks, open spaces, schools, recreation opportunities, and key destinations; the plans shall identify physical constraints to complete bicycle and pedestrian networks, such as insufficient bike lane widths, insufficient sidewalk widths, gaps in the networks, and the need for new facilities, such as new crosswalks, sharrows, etc. Tier 1

- Collaborate with residents and property owners, and Strategic Partners, such as regional agencies, the school district, community planning groups, community activists, public health professionals, developers, and law enforcement officials to better realize the mobility, environmental, and health benefits of a walkable and bikeable community through educational outreach activities. **Tier 1**
- Install digital information signs at bus stops in the city.
   Tier 2
- Provide a QR code on all bus stops in the city that links important bus stops and route information. Tier 2
- Create partnerships with local stakeholders to offer pop-up mobility hubs. Tier 3



### Inducements & Incentives

- Pursue grants and other funding available for the implementation of pedestrian, bicycle, and trail facilities, including land acquisition.
   Tier 1
- Explore the feasibility of offering free or discounted public transportation for government employees and school-aged children. Tier 1
- Create partnerships with local businesses to offer discounts for customers with a bus pass.
   Tier 2



## Services & Capacity-Building

- Create safe routes to school for children. **Tier 1**
- Actively plan for and proactively locate areas appropriate for the installation of EV support infrastructure. Tier 2
- Install child-safe bus seating on all buses. Tier 1
- Provide support and coordinate with strategic partners to assist in developing local and regional trail networks. Tier 1
- Continue to provide ongoing maintenance, including filling potholes and leveling pavement at railroad crossings and manholes, and consider these needs in determining the prioritization of street resurfacing projects. Tier 1

- Prioritize the development of pedestrian and bicycle connections to the city's growing trail and greenway network. Tier 1
- Install EV charging infrastructure throughout the city. **Tier 1**
- Increase the visibility of existing and future bus stops in the city. Tier 1



#### **System Change**

- In collaboration with partners, such as YCEA's Trail Towns, Downtown Inc., and Explore York, develop a universal wayfinding and signage program. Tier 1
- Prioritize bus stops and loading zones for snow removal. Tier 1
- Explore the feasibility of repaving the city's highesttrafficked bus loading zones.
   Tier 1
- Explore the feasibility of designating a loading zone on each block in the city.
   Tier 1
- Increase non-automobile transportation mode share by providing more opportunities for walking, biking, and riding transit throughout the city. Tier 1
- Increase the visibility of existing and future bus stops in the city. Tier 1
- Develop a city-wide trail and greenway network that builds off the existing backbone of the rail trail, Broad Street Greenway, King Street Bike Lanes, and the Parkway Avenue parks and incorporates the Codorus Creek Greenway. Tier 1
- Explore the feasibility of offering climate-controlled bus stops in the city. Tier 2
- Explore the feasibility of increasing the frequency of bus services within the city.
   Tier 2
- Explore the feasibility of offering government employee shuttles to the city's downtown. Tier 3

- Prioritize the mobilityoriented projects needed to
  offset the impact of
  development. When
  development is required to
  directly provide mobility
  projects to offset the
  development's mobility
  impacts, the city's adopted
  list of mobility projects shall
  guide developer mitigation
  in the form of in-kind project
  contributions. **Tier 3**
- Establish connectivity
   between transportation
   modes as an integral part of
   providing overall mobility.
   Tier 3
- Remove or consolidate poles and other obstructions from vehicular, pedestrian, and bicycle travelways as part of street reconstruction projects. Tier 3
- Calculate future parking requirements for development considering the growth of ride-sharing, connected vehicles, and vehicle automation.
   Encourage shared use of parking facilities to reduce the overall need for parking supplies. Tier 3
- Encourage the use of Transportation Demand Management strategies, if and when appropriate, such as carpooling, parking management, flexible work hours, provision of pedestrian, bicycling, and transit facilities, and financial incentives for using transit, rideshare, etc. **Tier 3**



#### Laws & Mandates

- Develop, through the land development regulations, mechanisms to encourage and provide opportunities for infill and redevelopment that improve ridership along transit corridors, including but not limited to, nodes of higher density, mixed-use development, and Transit Oriented Developments.
   Tier 1
- Modify the traffic study and traffic summary requirements in the city's land use regulation to provide an increased focus on a potential development's impact on the multi-modal transportation network. The overall mobility of users should be prioritized over the maintenance of vehicular LOS. Tier 1

- Require new development to provide connections to public transportation facilities, such as sidewalks, bike routes, and transit stops. Tier 1
- Require all development to provide accessible routes from the entry points of publicly accessible buildings to the sidewalk network per the Americans with Disabilities Act (ADA).
   Tier 1
- Continue to provide standards for new development and redevelopment in the land development regulations to provide for safe traffic movements and reduce potential pedestrianvehicular conflict points, including, but not limited to, location and design of driveway access and site circulation; width and location of curb cuts; width and location of median openings; radii of curves and location of intersections of driveways and intersections on curves; street lighting standards traffic impact analysis cross-access standards Minimum sidewalk widths. **Tier 1**
- The city shall maintain the existing network of alleys in the downtown, which provide multiple benefits that enhance the quality of the area: providing access to sanitation collection, providing locations for utilities, minimizing commercial deliveries from occurring in the primary street network, reducing pedestrian vehicular conflict points on the sidewalks. **Tier 1**
- Prioritize vehicle-milestraveled reduction over reduction in delay at intersections when reviewing the mobility impacts of developments and city-initiated transportation projects.
   Tier 1
- The city shall not abandon alley rights-of-way and recognizes the important functions alleys provide by dispersing traffic, diversifying access points to properties, providing multimodal access, and facilitating local trips. Tier 1



### Taxes, Fees, and Fines

 Explore the feasibility of increasing fines for bus stop vandalism. Tier 1

# CHAPTER 8



# CREATING A SUPPORTIVE TRANSPORTATION SYSTEM

## Obj. 2 - ENSURING ALL NEIGHBORHOODS HAVE ACCESS TO COMPLETE STREETS

#### **The Vision**

In our city, every street will be a complete street—a safe, accessible, and vibrant space for all users. Our vision includes street tree management, consistent lighting, resident-driven amenities, collaborative art, reduced parking dependency, visible bike infrastructure, pedestrian safety, and zero fatalities.

#### **The Solutions**



### Education & Persuasion

- Develop and adopt a Vision Zero policy for the City of York. Tier 1
- Prioritize overall mobility over the conventional vehicular level of service.
   Tier 1
- Increase access to PennDOT educational resources for pedestrians and drivers. Tier 1
- Increase awareness of alternative transportation.
   Tier 1
- Provide business and property owners with educational information on private accountability for sidewalks. Tier 1
- Provide an interactive map for biking and walking on the city's website. Tier 1
- Expand access to art education for both schoolage children and adults.
   Tier 1
- Explore partnerships to expand youth outreach with York Arts and similar organizations. Tier 1
- Create Design Guidelines to assist in the implementation of Complete Streets. Tier 2

## Inducements & Incentives

- Create an Adopt-A-Tree Program. Tier 1
- Explore the feasibility of incentivizing tree planting throughout the city through contributions to PA 529s, taxes, etc. Tier 1
- Explore offering financial incentives to parking lot owners who share space during off-peak hours. Tier 2
- Explore innovative ways to encourage people to park their car(s) in their garage.
   Tier 2



## Services & Capacity-Building

- Conduct a Street Tree Canopy Audit. Tier 1
- Construct more full crosswalks with signals throughout the city. Tier 1
- Ensure clear and consistent bicycle lanes throughout the city. Tier 2
- Explore the feasibility of converting more two-way stop intersections to four-way stops. Tier 2
- Ensure the use of best practices for traffic calming.
   Tier 1
- Increase ADA-accessible parking throughout the city.
   Tier 1
- Explore the feasibility of conducting a study to determine areas needing street lighting. **Tier 1**

- Install and decorate public art in Penn Market. **Tier 1**
- Utilize solar-powered lights wherever feasible throughout the city. Tier 2
- Build more structures, such as bike shelters, to protect all non-car transportation users.
   Tier 2
- Identify the areas within a five-minute walk of bus stops and a fifteen-minute walk of the transfer station as appropriate for higher densities as seen in traditional Transit Oriented Developments (TOD). Tier 2
- Explore the feasibility of expanding the residential parking permit system. Tier 3



- In collaboration with partners, such as YCEA's Trail Towns, Downtown Inc., and Explore York develop a universal wayfinding and signage program. Tier 1
- Implement contextsensitive Complete Streets principles, where appropriate, in the planning, programming, and construction of new city roadways, redesigns, and resurfacing of existing roadways to address the needs of all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities. Provide landscaping, shading, protected lanes, pedestrian scale lighting, and speed-reduction measures that support a pleasant environment for pedestrians and bicyclists.

Tier 1

- Support traffic calming in residential neighborhoods to reduce incidences of crashes and promote bicycle and pedestrian activity. Tier 1
- In collaboration with Rabbittransit, identify right-of-way needs based on future land use impacts on transit corridors and add areas as appropriate to the official map. **Tier 1**
- Explore the feasibility of creating a reporting form for damaged and missing trees.
   Tier 1
- Explore the feasibility of adopting a Vision Zero policy and plan for the city. Tier 1
- Explore the feasibility of allowing PMIs to distribute fees and/or fines for unmaintained sidewalks. Tier 1
- Establish clear and consistent enforcement of bicycle lanes and crosswalk use. Tier 2
- Update the city's Zoning
   Ordinance to allow alleys to
   serve as parking and access to
   garages, utilities, etc. Tier 2
- Coordinate with the
   Pennsylvania Department of
   Transportation to implement
   Complete Streets principles,
   where appropriate, in the
   planning, programming, and
   construction of all new state owned roadways, redesigns,
   and resurfacing of existing
   roadways to address the needs
   of all users. Tier 2
- Incorporate adequate public facilities, such as sidewalks and bike routes, into the transit network to provide access to all users and to provide connectivity. Tier 2

- Standardize parking signs and colors throughout the city.
   Tier 2
- Explore the feasibility of creating a street canopy task force focused on the process, funding, and accountability of urban forestry. Tier 2



#### Laws & Mandates

- Incorporate the city's complete street policy in land use regulations. Tier 1
- Reevaluate and/or reestablish loading zones throughout the city. Tier 1
- Update the city's Zoning
   Ordinance to reflect parking
   needs in neighborhoods. Tier 2