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## APPENDIX D – PUBLIC COMMENT #1 – GOALS AND OBJECTIVES

List of all Comments from Public Outreach #1.

### GOAL

#### Do Not Support - 2%

- “Don’t need publicly-funded services that can be provided by allowing private sector to compete freely for business.”
- “Discontinue public transportation. Private industry could better serve the needs.”
- “It is a public transportation plan. Why do we need more public transportation? It has sucked the life out of budgets in every state in the union because the focus will not be on anything rural. I prefer to keep it that way, and I do not want to pay for public transportation.”
- “Waste of taxpayers’ dollars.”
- “This is written by consultants trying to be entirely too detailed and politically correct. There is no way this goal can be recited or remembered by anyone as an elevator speech or sound bite.”
- “That is not a goal. It is a mission and vision statement. A goal is specific, measurable, attainable, etc.”
- “It’s meaningless. The wording is so vague and filled with platitudes so as to be meaningless. It is truly difficult to take any effort seriously that proposes this.”

#### Support With Changes – 16%

- “I would like to add ‘equitable’ in the mix – some areas need more attention than others (due to population density, poverty, or other related issues) and I would like to ensure that it’s reflected as we move forward.”
- “We must make sure that the planning process to achieve these goals includes a diverse group of constituents.”
- “Spend less emphasis on the diversity of transportation and encouraging alternative methods and focus on the basics.”
- “Build a more robust Public Transportation service not limited to just buses. I would love to see the bus service go away outside of the city.”
- “Emphasize public transportation modes and de-emphasize individual vehicular traffic.”
- “More emphasis on helping people less on supporting businesses. Helping people will lead to helping businesses. Put people first.”
- “It is very wordy. Seems like the goal is including specifics.”

### SAFETY

Examples: *Reduce the number of fatal crashes. Reduce the total number of crashes.*

#### Do Not Support – 1%

- “I do not support increasing ‘forgiving design’ on anything other than high-speed roadways (55+ mph).”

#### Support – 49%

- “Wrap every car and pedestrian in bubble wrap.”
- “Hire more police to do nothing except patrol Route 30 and I83 on an everyday basis to prevent high speeders doing 70 – 80 MPH on a regular basis!”
- “Construction and snow issues are the simplest way to do this.”

- “Of course I don’t want more fatal crashes. I also believe that there is little that the government can do to make this happen.”
- “Seems self-explanatory.”
- “I’m for anything that saves lives.”

#### Very Important – 50%

- “If the police aggressively start ticketing people who text while driving, who tailgate, and who exceed the speed limit by more than 10 mph, this problem will practically disappear.”
- “Some roads are not designed safely, contributing to crashes that take lives.”
- “Safety First. Automated vehicles will be a tremendous help with this, once it is improved.”
- “Excessive speed. Distracted driving. DUI.”

## SECURITY (SAFETY)

Examples: *Reduce the average response time for first responders. Improve the method to report incidents.*

#### Do Not Support – 2%

- “How? At what price?”
- “Fix the roads and it will improve response times.”
- “Average response times should be improved by increasing the number of first responder locations, not by making our roadways higher speed and increasing the distances between businesses and homes, thereby increasing vehicle miles and thus increasing the likelihood of accidents.”

#### Support – 53%

- “Hope we’re doing what we can in this area already.”
- “Very necessary.”
- “Get a communications system that works and not the current frequently failing system.”
- “Our dispatch center is very overwhelmed.”
- “Technology is probably helpful here too.”
- “Reducing response will save lives.”
- “Nice but low on the priority scale.”
- “Seems ok now.”

#### Very Important – 45%

- “My experiences have been less than stellar. Especially police.”
- “Congestion and driver apathy effect the efficiency of the emergency services and survivability of our patients.”
- “911 should be available to everyone and not be run on a skeleton crew.”
- “To save lives. Duh.”
- “Important to get help quickly. Probably mitigate after effects of strokes, heart attacks etc.”

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## ENVIRONMENT

Examples: *Reduce pollution. Minimize impacts to natural lands.*

### Do Not Support – 2%

- “The entire community should be taking this initiative voluntarily. It should not be imposed.”
- “It is good to protect the environment. It is also a joke that the government does a good job of it.”
- “It should be kept in mind during the process but should not drive the process.”
- “The pollution aspect I am 100% behind. The lands thing I would love to support but truth is to accomplish one the other is going to take hits.”

### Support – 50%

- “Anything we can do to help the environment is important.”
- “I support however I’m not sure it needs to be the highest priority.”
- “Because we should preserve our home as best we can.”
- “It’s important but needs to be balanced and reasonable.”
- “We need to protect our world for future generations.”
- “Only one world. Would like something for my family.”
- “Minimizing pollution and land use is sorely needed in York County.”

### Very Important – 48%

- “I have grandchildren.”
- “York County consistently ranks poorly in air quality. Transportation does have some impact on this metric and opportunities to engage in multi-modal transportation should be promoted.”
- “Polluting the earth is basically condemning future generations. Leaving them with a toxic environment where everything causes cancer or depleting the ozone layer isn’t going to help future generations survive.”
- “There is no PLANet B.”
- “The greatest issue we face is environmental degradation. Our quality of life rests on the quality of the environment. Everything else is secondary.”

## SUSTAINABILITY (ENVIRONMENT)

Example: *Encourage municipal capital planning. Be financially responsible.*

### Do Not Support – 2%

- “Municipalities all have short-term and long term plans. How many of them are actually executed? Reduce the number of plans and put them together so limited dollars can be invested into larger more coordinated projects that actually improve the overall system.”
- “Planning how to do planning seems inefficient.”

### Support – 56%

- “We NEED to combine municipalities – there is way too much overlap and waste- combining resources would make it much easier to accomplish goals.”
- “Financial responsibility should help keep taxes level.”

- “Without sustainability the system will collapse.”
- “The people running for those positions campaign on reducing taxes. You cannot reduce taxes and keep the quality of safety of our community up. It never equals out.”
- “Financial responsibility and government are an oxymoron.”

#### Very Important – 42%

- “Where has all the gas tax gone?”
- “Municipalities are run by elected Joe citizen, often not prepared to run a township. Municipal managers are often not trained in fiscal management. This is a good goal, coupled with improving municipal planning services.”
- “This is near the top of the planning needs of every municipality, yet it is misunderstood, undervalued, and rarely carried out. Most do not even do a serious official map Seat-of-the-pants planning will continue to be the norm until municipalities are legally and strictly required to do such planning.”
- “Good planning should enable more funds to do what is necessary.”
- “We need financial restraint. No more tax and spend.”

## FUTURE DEMAND (OPERATIONS)

Example: *Make sure bridges can handle heavy vehicles in agricultural or industrial areas.*

#### Do Not Support – 3%

- “This should be being done already.”
- “Never goes as projected.”
- “Not applicable to me.”
- “Municipal governments spend way too much money on “projected growth,” often to find the tax base they projected would cover the costs doesn’t even come close. Maintain what we have first. If industrial demand becomes so great that more capacity is needed, then prioritize industrial traffic over personal vehicles.”
- “Limit the size and weight of commercial vehicles – make farm vehicles using the roads (not just crossing) but travelling on the roads pay their fair share in road maintenance costs.”

#### Support – 61%

- “This goes back to sound municipality planning. All the infrastructure must be able to support future development.”
- “And build them right the first time to reduce maintenance and obsolescence.”
- “This will allow for the most efficient transportation of products.”
- “Only makes sense to ensure safety and accessibility.”
- “The last thing we need is bad planning for a road that, when it was built, wasn’t busy, and then have no realistic way to make improvements on the road.”
- “Provide separate bridges for trucks. Don’t allow large trucks into center of York city.”

#### Very Important – 37%

- “Loss of life is something I believe should be avoided and if that means making sure bridges can handle large loads then it’s important to me.”
- “Amen!”

- “Safety.”
- “Planning is good.”
- “York County has become “big ugly warehouse central” for mid-state PA. And how far are we along in planning for a Canal Rd. exit? Crickets.”
- “York is a prime location for warehouses. However, the infrastructure and planning is not in place for this development.”
- “Our infrastructure should be able to last long periods of time to avoid disruption to routes.”
- “To save lives.”

## EFFICIENCY (OPERATIONS)

Examples: *Reduce congestion/delay. Reduce time to get to work.*

### Do Not Support – 4%

- “Let the market determine what is efficient.”
- “Except for extreme capacity issues, which usually impacts safety, all we do is encourage sprawl by encouraging people to move further out.”
- “If people would plan ahead and leave maybe 5 minutes earlier there would be less delay or congestion. If one drives the speed limit most time you can make all of the lights as they are timed.”
- “Reducing time to get to work encourages more residential development. How and where and why do we want the county to grow is more important than how fast we can get somewhere.”
- “I commute 12 miles to work each day, and at various times of the day both coming and going. With the exception of occasional delays at Mt. Rose Ave/83, congestion and delays are not an issue and have not been for the 12 years I have been doing this commute.”

### Support – 53%

- “I support this but, can this truly be done? With more people traveling, there are more cars. I’d like to know how this would be in your control using existing infrastructures and routes.”
- “Automated vehicles will revolutionize this eventually.”
- “York County traffic continues to get worse. Solutions to improve it may fall outside of the standard “build more (or wider) roads” mentality.”
- “Who likes traffic?”
- “The more efficient the local transportation infrastructure, the healthier the local economy.”
- “As long as the reduction in congestion does not impact the environment, historic properties, safety”
- “This fix directly affects road rage incidents.”

### Very Important – 43%

- “Put trucks in their own lane. Wow, would that make a difference on 30.”
- “OH MY GOODNESS, YES!”
- “It takes FOREVER to get anywhere on the bus. You have to plan your whole day around it.”
- “Yes!”
- “Promotes individual and familial successes that leads to community improvement.”

- “Yes, but good luck with this. Traffic sucks so much that I don’t bother going places anymore such as New Eastern Market.”
- “Please do something about rt. 30! This “bypass” has become a through way.”

## ENGAGEMENT

Examples: *Coordinate utility and road projects. Increase business involvement in municipal planning.*

### Do Not Support – 4%

- “Business is too cozy with government politicians.”
- “Increase the input of everyone affected – not just business.”
- “Engage how? By coercive government action?”
- “I don’t think there needs to be a big focus on business involvement in public transportation and land use planning.”
- “Businesses have too much involvement now.”
- “I believe that private sector influence always results in greedy shareholders lining their pockets at the expense of planning for long-term success.”

### Support – 66%

- “Everyone has to work together to make a change.”
- “Also, increase planning between municipalities.”
- “In my daily travels to work across the county, I run into SO many utility and road projects that actually make it difficult to easily get to work.”
- “Worth continuing to try, but it’s important not to rely upon much altruistic cooperation.”
- “No brainer.”
- “I was detoured out of my detour yesterday due to some construction in the City.”
- “The concerns of (out-of-town/state) businesses cannot trump those of people who live here.”
- “But business can NEVER trump private properties or public desires. Open a door to businesses, but don’t shut it for private citizens.”

### Very Important – 30%

- “Collaboration breeds better outcomes.”
- “Isn’t working together just common sense?”
- “Things go easier when the community works together.”
- “AMEN!”
- “Haphazard planning will create more issues than almost any other ideas. I am sure some will see this as more regulation but we cannot afford random development that strains infrastructure abilities.”
- “Partnerships are a good way to build support.”
- “Involve businesses. They are usually more efficient.”
- “Too many times roads are repaved only to be dug up patchwork within two years by Columbia Gas.”

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## ACCESSIBILITY

Examples: *Increase access to grocery stores and fresh foods. Increase access to jobs.*

### Do Not Support – 5%

- “In future, all groceries will be delivered, even from local markets, so we don’t need to increase access to stores.”
- “You can get groceries delivered to your door now.”
- “No need to subsidize public transportation. It should be able to cover its own cost with fees to riders.”
- “Very important but should be left up to private concerns. Wherever possible, accommodation should be made for those concerns.”
- “I work in the center of a large city and live in the country. I did this by design and I should have to provide my own transportation.”
- “These are business decisions, not government.”
- “Not relevant to infrastructure.”
- “This is not the government’s job.”

### Support – 48%

- “Everyone should be able to have access to these regardless of having a car or not.”
- “This can be best accomplished by more strict land use planning to halt sprawl and increase incentives for TND.”
- “York continues to need bus service so that those city residents can commute to the suburbs for quality grocery stores.”
- “This is particularly aimed at cities and large boroughs, of course, and maybe it will work this time around.”
- “Safety.”
- “We can’t have food deserts and ease of access and transportation makes that better for everyone.”
- “This will only work if the private sector is an active partner in land use and transportation planning and funding.”

### Very Important – 47%

- “Very important for our elderly and others.”
- “Access to jobs is particularly important, jobs that pay a sustainable wage. This should come first.”
- “YES! YES! YES! We live in a rich area: farms that produce our food; companies that manufacture goods for the world. Let’s enhance this rich environment!”
- “Promotes a healthy community.”
- “You need to do more in this area.”
- “Another very important statement to be made if we are really serious about promoting healthy living. Obesity epidemic is real and York County is smack in the middle of it.”
- “YES! YES! YES! Also to health care facilities.”

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## AFFORDABILITY

Example: *Reduce the cost of transportation in time and money.*

### Do Not Support – 5%

- “Code for more taxpayer funding.”
- “I agree that we need to keep transportation affordable, but we cannot cut corners.”
- “This is not the government’s job.”
- “Concentrate on repairing the roads and sustaining them.”
- “By what means? By increasing taxes?”
- “Outside scope of this study.”
- “Considerable increases in usage reduce costs, but are very unlikely to happen. Other more important planning objectives will likely affect this more efficiently.”
- “For who? A reduction in cost for one certainly means an increase for someone else, right? There are no free lunches when it comes to having to pay for ‘reduction programs’.”

### Support – 55%

- “How could you not agree with this broad objective?”
- “Accessibility is more of an issue.”
- “In this county, especially in the city, affordability is important.”
- “Any way to ease the burden on the taxpayer is a plus.”
- “This is a great ideal and goal. However, the reality is transportation costs money to use, build and maintain. We must be honest about this and not try to fool people into thinking it will be cheaper in the future. It won’t be and we all know it.”
- “In a feasible way.”
- “Efficient transportation for the public seems like a good goal.”
- “Most people who need public transportation are the poor and elderly.”
- “High speed rails would be wonderful. The railway system in the United States is a disgrace.”

### Very Important – 40%

- “Gas and car insurance getting out of hand.”
- “If alternative forms of transportation cost too much, they will not be used.”
- “Very critical but I have no idea how you do this.”
- “Modern transportation and affordable transportation will solve many problems.”
- “Should be affordable for all to have equal access.”
- “Time involved is especially important.”
- “Automobiles have been shown to be the most expensive transportation resource when privately owned.”
- “I’m a senior. Time and money are critical to the quality of my life.”



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## AWARENESS

Example: *Educate about land use decisions and goods movement.*

### Do Not Support – 5%

- “Waste of time and money. Get the roads fixed.”
- “I feel sort of meh about this one. I get why it’s important, but do the bulk of people care?”
- “The free market should be taking this initiative voluntarily. It should not be imposed.”
- “Do not just educate people on these issues, mandate/require land use and transportation planning functions to be coordinated and executed together.”
- “Not a good use of resources. The market will educate.”
- “Funding will be critical; I’m not sure what “heightening awareness” is worth more than a minimal investment.”
- “Sounds like bureaucratic BS.”

### Support – 66%

- “All the area businesses should be able to have input on solution based talks regarding this.”
- “You can only educate those that want to learn or force it upon the masses by inundating them with examples until they either accept the principles or the resist all new principles.”
- “Important, but will likely fall on deaf ears.”
- “Common sense.”
- “People are not aware enough of the relationship and how not paying attention can through off the balance and cause damage to the earth and other natural resources.”
- “A more informed public is always a good thing.”
- “I am not sure that most county citizens will be engaged with wanting to understand why this is important. They will just want to trust that the right things are being done.”

### Very Important – 29%

- “Education is the first step in change.”
- “People don’t realize long term effects.”
- “Are we becoming a county where shipping and more and more trucks is becoming our trademark?”
- “Everyone should be educated about the things they use and what their impacts are. Whether the effects are good, bad, or ugly. Education should be factual, not sugar coated or missing pieces.”
- “Land is finite; the avarice of humans is not. We not only need planning but laws.”
- “Education is key.”
- “As a retired teacher I know the importance of educating people. Through education, we learn to value something. When we value something, we take care of it.”

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## LIVABLE COMMUNITIES

Examples: *Improve access to healthcare. Increase access to recreation.*

### Do Not Support – 5%

- “This is not a government issue. If I want to go to the beach or the mountains that is on me. I do not expect York County to provide that service.”
- “Not a core goal of transportation.”
- “Access is sufficient to those who try. We need to rebuild a working community not the free handout society that exist in the county now.”
- “Not relevant to infrastructure.”
- “Not the government’s job.”

### Support – 50%

- “One must overcome the biases of local officials to make this happen.”
- “Recreation can be found anywhere and should be a localized effort, rather than a county-wide one.”
- “This requires way more than you can imagine. Talk with summer playground coordinators about changing lifestyles for children who no longer have recess or Physical Education daily! There are systemic changes that must occur!”
- “What’s livable to some may not be to others.”
- “Healthy bodies require less health care resources and make people have a better way of life.”
- “This would require lots of little neighborhoods like in the early 1900’s with everything needed within walking or biking distance.”
- “Healthcare yes. Recreation probably not. A good goal but most people will be too lazy to take advantage of more access of recreation.”

### Very Important – 44%

- “As our population ages, this is becoming more and more necessary.”
- “Investing in central places is financially and environmentally the responsible thing to do. It is also justified as required by the long overdue and needed social justice for the county.”
- “Vital for a healthy community.”
- “If all of these objectives are obtained, we will be residing in livable communities.”
- “Unfortunately, currently in my township, none of this is accessible without a vehicle.”
- “In a healthy community, services and commodities are accessible through coordinated mobility options that are safe and flexible.”
- “Basic necessities of life!”

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## PRESERVATION

Examples: *Maintain all modes of transportation. Protect historic properties.*

### Do Not Support – 5%

- “Concentrate on infrastructure and roadway maintenance only. Let the historic foundations worry about the rest.”
- “Old infrastructure needs changed. This sounds as if you are going to bring more trains back. No one wants to hear more trains or go over more tracks.”
- “No value in preserving historic properties.”
- “Focus on what is needed. Although historic properties are important, it should not be a part of the transportation focus or spending of resources.”
- “If there is a mode of transportation that is no longer working, I don’t think we need to preserve/maintain it just for history’s sake.”
- “Too general. Could be misused.”
- “The entire community should be taking this initiative voluntarily. It should not be imposed.”

### Support – 64%

- “Maintain ALL modes. Certainly, some modes of transportation should be eliminated when outdated. Preserve historical properties is important. Old does not mean historic.”
- “Our heritage should be preserved.”
- “Because it saves taxes to maintain versus replace infrastructure.”
- “Depending on its level of usefulness/value, preserve it.”
- “Our historic properties encourage tourism. Public transportation is needed, and needs to be expanded.”
- “Nothing wrong with traditional transportation, such as buses.”
- “York has a history. Keeping it matters.”
- “Protect what we have and enhance it with new ideas.”

### Very Important – 31%

- “America seems to replace the old with new. So much of our history is destroyed.”
- “It is imperative to preserve Farmland and historic sites.”
- “York County is full of historic treasures. Preservation of these treasures is a must.”
- “I feel that we need to protect our historic sites- to connect to our roots and learn from those who were here before us. We also need to look at how all transportation is useful- train and bus access is very important.”
- “History is worth protecting.”
- “Our transportation infrastructure in York County has long been neglected. I can just imagine what visiting, potential employers think when they visit. The neglect is overwhelming.”

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## RELIABILITY

Example: *Making it take the same amount of time to get from one place to another every day.*

### Do Not Support – 6%

- “If this is by having the added redundancy of a street grid vs. a hierarchical road network, then yes. If it’s by widening roadways, then no.”
- “I don’t think you need a separate objective for this, it should be a requirement of [efficiency].”
- “Just for me personally, this is not an issue. However, I respect there are others for whom it might be.”
- “Didn’t realize this was much of a problem.”
- “Unrealistic goal.”
- “This is unrealistic.”
- “Probably not realistic.”
- “How? Who will be adversely impacted? What are the unintended consequences?”
- “The infrastructure does not control the weather, which is a major factor in travel times.”

### Support – 62%

- “Can’t always be perfect but a good goal.”
- “A little idealistic.”
- “I think this is very aggressive. Reasonable amount of time is better for me.”
- “That’s not feasible due to variables but good to try.”
- “Makes planning for appointments easier.”
- “Just makes day to day activities easier and accessible.”
- “Good luck on this.”
- “Sounds good, but it may not be for the greater good.”
- “When services are reliable, utilization increases.”
- “Buses using the same lanes as cars and trucks will result in undependable means of transportation.”
- “Makes sense.”

### Very Important – 31%

- “Buses are bound by traffic, so as the sole means of mass transits, it’s hard to accomplish.”
- “What a wonderful dream.”
- “Reduce York County stop lights in favor of more traffic circles. Long overdue.”
- “I don’t feel I will be around to enjoy this accomplishment.”
- “Can you make this a reality?”
- “A lot of individuals rely on the bus system to get to appointments and work on time.”
- “The York road system is inadequate and outdated due to growth. The system need overhauled and better local planning needs to happen.”

- “Common sense.”

## HEALTHY LIVING

Examples: *Improve and expand sidewalks. Increase miles of bike lanes.*

### Do Not Support – 8%

- “Bike lanes are nice but are counterproductive to large capacity methods of transportation.”
- “People should have the right to decide what is healthy for them and the extent they wish to be ‘healthy.’ They should not be coerced by government action.”
- “Although important, the bulk of this usage is for recreational purposes, so it should not come out of transportation funding.”
- “There are enough fitness centers & parks for citizens to use. Adding sidewalks & bike lanes is costly & increases water runoff.”
- “Look at the bike lanes on Philadelphia and King streets in the city, and tell me this was a good idea?”
- “Need to fix the current roads first before using taxes for bike lanes.”
- “If this is something that the Township or Borough believes that we need, they should bring it up at a meeting.”
- “Waste of funding, fix the roads and keep up the maintenance on them.”

### Support – 48%

- “Bike lanes are a waste of tax payer dollars. Very limited use!”
- “I more support the push for more rail trails type modes and any off street use, in addition to on street use.”
- “Bike lanes are preferable to shared use. Expansion of the Rail-Trail network would be even better.”
- “Obesity is only increasing.”
- “Bike lanes should be available when it makes sense; not at the expense of the rider’s or driver’s safety.”
- “We are becoming an increasingly sedentary species and must find ways to be more active.”
- “As a motorist, I believe that we need to make transportation routes safer for pedestrians and bicyclists.”
- “Bikes on main roads present traffic hazards or both cyclists and motorists.”
- “Building it doesn’t mean they will be used.”

### Very Important – 44%

- “Good for Yorkers and good for the environment.”
- “Obesity is a problem in York. Plain and simple.”
- “I wish I could bike more, but it is hard where I live in Southern York County.”
- “Great trails means great communities and increased home values. It also allows parents to get kids outside. Manchester, York Haven, Cly, etc are largely ignored by the county.”
- “Promotes individual health and safety that leads to community improvement.”
- “I live within 20 minutes of my workplace and could easily walk or ride my bike; however, there are no sidewalks or bike lanes, nor is there a wide shoulder that I can use.”
- “Companies should promote this as an employee benefit.”

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## TECHNOLOGY

Examples: *Support automated and connected vehicles where appropriate. Communicate with GPS companies for better truck routing.*

### Do Not Support – 8%

- “I might favor employing some technologies, but not others.”
- “Driverless ‘smart cars’ are totally unproven.”
- “Do not trust automated modes of transportation”
- “Self-guided vehicles are too new at this point”
- “Safety.”
- “Do not trust that AI will be tamper proof. We are being asked to assume all technology is appropriate and giving up a great deal of autonomy in exchange.”
- “Unproven technology; public transportation is autonomous.”
- “These are nice, but we have so much more work to do before we even begin talking about this goal.”
- “NO automated vehicles.”
- “GPS systems do this already. Do not waste money that can be used to fund other road projects.”

### Support – 59%

- “Clearly represents the direction to move. Very rapid, dynamic area that can likely be leveraged to the benefit of everyone.”
- “But only with secure safety features.”
- “The safety of such automation of vehicles must be verified and broadly communicated first.”
- “I love the idea of connection but automation is not something that I believe is entirely dependable. I’d rather not see humans replaced in critical decision making.”
- “You are on the right track, but driverless vehicles don’t seem ready for prime time yet. Installing more electric charging stations for cars would be nice to see.”
- “Investment in existing technologies should be prioritized over new experiments except where there is an obvious benefit from the new technology.”
- “As traffic increases we need to embrace all methods available to keep it moving smoothly.”

### Very Important – 33%

- “All new technologies should be considered when looking at redesigning transportation.”
- “Truck routing is a huge issue and must be taken seriously.”
- “Anything that can reduce risks of crashes, injuries, and fatalities is a good thing.”
- “Stay current.”
- “Once you’re left behind on technology, it’s hard to catch up.”
- “Let’s be progressive & proactive to build something that won’t require revisiting every 5 years.”
- “Self-driving cars are in our future.”
- “I suspect that this is the low hanging fruit for improving transportation. Much less costly than just building new roads, etc.”
- “Smart idea.”
- “This is the future.”

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## INTEGRATED PLANNING

Example: *Direct development toward population centers.*

### Do Not Support – 8%

- “Our region seeks to retain its rural and agricultural nature. However, that does not mean we wish to be ignored regarding transportation planning.”
- “Sounds noble, but is an excuse to limit property owner rights.”
- “Hopefully, this does not mean reducing access for those in more rural segments who may need even more improvements than those in population centers.”
- “Urban areas will gain the improvements and rural areas will gain the cost without any improvement as usual.”
- “Involve stakeholders.”

### Support – 64%

- “Build where it is necessary, leaving green grass to grow where it can.”
- “Rather than build malls, schools and other ‘high demand’ sites outside of population centers, let’s figure out how to integrate them within those areas.”
- “Increased efficiency.”
- “Heavier usage and limited space require better planning.”
- “I think that the RT 30 bypass lost its ‘bypass’ status when numerous traffic lights were installed to accommodate turning into businesses. This should be fixed!”
- “Utilize existing infrastructure, utilities, and people rather than build new and add more commuter traffic.”
- “How can you do one without the other?”
- “Great. Keep as much farmland as possible.”

### Very Important – 28%

- “It is the best use of our resources.”
- “Absolutely critical and self-evident.”
- “Sprawl has turned Shrewsbury into Timonium.”
- “It helps boost economies. People spend their money here they live near.”
- “This is timely as many people prefer to live in metropolitan environs these days.”
- “Services can be provided in a more reliable and cost effective manner if service area is contained.”
- “Yep!”
- “Population centers are where the people are and I believe you have to positively develop those areas. I don’t mean build new but I do mean update and maintain what’s existing.”

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## OPTIONS

Examples: *Reduce dependence on automobiles. Improve connections to cities outside of York County.*

### Do Not Support – 9%

- “Our culture and geography do not support this goal.”
- “I like the independence of having an automobile. I have not had a lot of success using public transportation.”
- “I cannot support this because it does not include connectivity onward at the mass nodes. Dropping people off where inadequate onward public transport exists is what we do today.”
- “As our society exists in York County this will not be achievable.”
- “The free market should be taking this initiative voluntarily. It should not be imposed.”
- “If these connections are to be work commuter related, I would prefer to move closer to work and eliminate bedroom communities.”
- “Spending additional funds needs to make sense based on the volume of people actually needing transportation to and from the city.”
- “Not realistic.”

### Support – 52%

- “Allows everyone mobility to get to places.”
- “How about consideration of light rail or connecting to Amtrak?”
- “Provide a scheduled plan of transportation to BWI.”
- “We need to bring back commuter rail: a direct passenger connection to Amtrak lines.”
- “Eco friendly.”
- “YES. TRAINS.”
- “Reduce pollutants.”
- “Especially important as we age and can no longer drive long distances or at night.”
- “I would love to be able to take a train from York.”
- “Difficult to accomplish because of timing, location, varying work schedules.”
- “This would be helpful for some; others will continue to use their cars. Allow more carpooling for those who work out of the area – parking for them while they are at work”

### Very Important – 38%

- “Especially important to those who lose their drivers licenses.”
- “Believe strongly that train travel for commuters is being ignored and should be urgently considered to regional cities.”
- “Fewer cars on the road equals a healthier environment.”
- “I don’t drive, and my options are limited to making my schedule work with those who can give me a ride. I would like more independence.”
- “PLEASE. 83 is a nightmare and my parents don’t feel safe having me commute between York and Harrisburg, where most of the internships are available for me right now.”



- “This will be a blessing for future elderly citizens.”

## COMMERCE AND INDUSTRY

Example: *Increase options for truck parking and rest.*

### Do Not Support – 10%

- “Truck parking and rest will be moot when 99% of freight trucking is autonomous.”
- “No. Too many trucks already. Really can’t support a need to encourage them to stay here.”
- “Already overdone in this area. Consolidate?”
- “Increase railroad service and decrease truck traffic.”
- “Let industry pay for this.”
- “No need to ‘promote.’ Just get government out of way. Reduce regulation and taxes.”
- “This should be handled by private enterprises – trucks park where they want when they want now.”
- “I wish there was an option for ‘this doesn’t apply to me.’ It’s not that I don’t support these things, I just don’t care about them because they don’t directly affect me.”
- “I am not opposed to this; more like neutral.”

### Support – 73%

- “More emphasis on promoting local commerce and industry.”
- “Important for the trucking industry. Eventually affects the consumer.”
- “Truckers need to be able to get out of traffic areas when necessary.”
- “Good for the economy.”
- “Take trucks off roads they should not be on because of curves and narrow lanes.”
- “As laws demand truck drivers to drive less and rest more, this is very important. It will lead to safety for all motorists on the road.”
- “The more that comes through the county, the more money will be going into the county.”
- “I-83 and I-81 are huge commercial truck routes. Allow more companies like Pilot and Flying J. We do not need more rest areas.”
- “A well-rested trucker is a safe trucker.”

### Very Important – 17%

- “Commerce keeps Pennsylvania strong. Need the roads and services to accommodate industrial and business needs.”
- “SAFETY!”
- “Please, please! Truck drivers need safe places to pull off and sleep.”
- “Industry and commerce is lacking in York- need to support promotion of new business opportunities and jobs.”
- “Air, rail, truck traffic are tremendous drivers for the local economy. Transportation hubs often create their own economic microcosms.”
- “Rested truck drivers save lives.”
- “Safety for all.”
- “Smart.”

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## RESILIENCY

Example: *Reduce the number of roads that close during heavy storms.*

### Do Not Support – 10%

- “The government cannot control nature.”
- “Feel we already do a good enough job in this area.”
- “I don’t see this as a huge need compared to the big picture needs.”
- “The closures are for safety.”
- “I do not support putting PennDOT workers out of their jobs.”
- “Focus on timing lights to prevent traffic backups! Not worth the money to improve roads that flood during heavy storms. There are enough alternative routes!”
- “It’s PA. It snows. Residents should accept that fact and plan accordingly. Do not spend additional tax dollars on this.”
- “People should not be encouraged to be out during major storms.”
- “If things are built to a standard whereby most roads are open in a 10 inch snow storm this will bog down in a 15 inch snowstorm. What standard does one build to?”

### Support – 71%

- “Major roads are important to get to food, gas, hospital, doctors.”
- “Important for emergency services.”
- “Seems like a hard one, and probably expensive. Would also require laws and enforcement to keep people off the roads that don’t NEED to be there.”
- “I am not aware of road closures occurring that frequently, other than during near-blizzard situations.”
- “Stuff happens sometimes and we have to change our route. No biggie. In future planning try to plan for these situations but don’t build a 100 foot high bridge because we have an occasional 100 year flood.”
- “We cannot always predict, nor control what Mother Nature does. Sometimes we need to be more tolerant, accepting and resilient ourselves. Stuff happens!”
- “I don’t think this is a big priority but maybe I just am not aware of the number of roads impacted.”

### Very Important – 18%

- “Citizen safety.”
- “Obviously, if someone has a medical emergency it is imperative to get help. Or a fire!”
- “Municipalities must provide their residents safe and reliable evacuation routes before, during, and after catastrophic weather events and natural disasters.”
- “Improves safe evacuation.”
- “Traffic congestion and driver apathy affects emergency workers negatively.”
- “Common sense.”
- “Could be critical in emergency health situations (i.e. heart, accidents, etc.)”
- “I miss a lot of work when it snows because my clients don’t want to drive in it.”
- “Smart.”