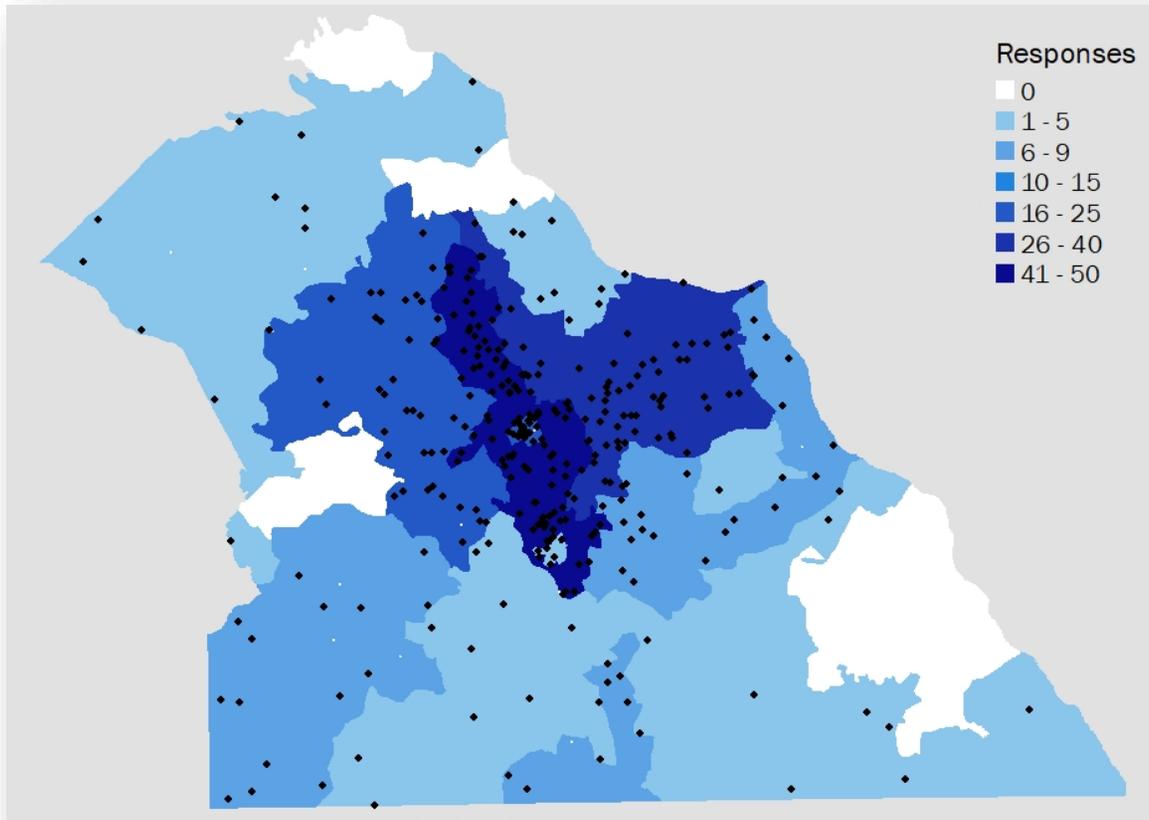


## APPENDIX G – PUBLIC COMMENTS #2

List of all Comments from Public Outreach #2.

This map represents the points within York County that participants noted where there are issues with transportation. The I-83 corridor and RT 30 corridor are easy to pick out as perceived problem areas.



Within the survey, participants were able to choose a point on the map, describe a problem, choose a problem category, and suggest a solution. Additional comments were allowed, and the resident/worker status as well as demographic information were also collected. **There was a character limit, so not all responses may look complete.**

Describe the problem	Solutions	Additional comments
Difficulty walking or cycling to destinations.	Provide separate walking/cycling paths within communities to allow local residents to walk and cycle from home to routine destinations such as banks, libraries, grocery stores, etc.	
On a good day the daily commute from the York City area to Harrisburg is extremely sluggish and time consuming. There are no real alternatives other than I-83.	Start commuter rail service between the York transit center and the Harrisburg Transportation Center using the existing former Northern Central line with stations in between.	For Central PA folks who are unfamiliar or doubt what commuter rail can do a field trip to Philly would be in order.
On-ramps to Route 83 (throughout York County) are way too short for the limited visibility given to merging traffic. Extended on-ramps once merging traffic is at same elevation as other traffic on 83 would be much more safe! (Specific examples are exit 4	Restructuring exits / lengthening merge areas.	
Lack of shoulder space on Route 83 between York and Harrisburg.	Widening the road seems to be a very wise solution, albeit expensive.	
intersection congestion	building a connecting road to I 83 bypass that doesn't require a left turn at North Hills Road  building a trucks-only bypass to provide Rte 30 thru way and connect Rte 30 and 83	
unsafe walking conditions along roadways	increase the governmental responsibility for pedestrian accessibility along right-of-ways, instead of relying on private land owners	I have seen people walking along Loucks Mill Road from the City towards Rte 30 on a regular basis, at the same time of day, presumably to work. They are forced to use unsafe, limited, and unmaintained pedestrian access to do so. This exists in other lo
My concern around York county roads is the complete lack of shoulder on most roads. As a regular bike rider and commuter it makes	I would require all new roads and replacement projects over a certain size to include a minimum of say 30 inches of shoulder. Anyone who's ever	

Describe the problem	Solutions	Additional comments
traveling difficult and dangerous. I'm not asking for bike lanes everywhere just a reasonable shoulder on roads. This wou	been to Lancaster county can see the difference between the design of the roads between York and Lancaster.	
Intersection of George St and Country Club Rd in front of York Hospital is ridiculously bumpy, especially considering how many seriously ill and injured people must traverse this uncomfortable intersection	Repave the road and make it smoother	
Congestion on east-west roads crossing Interstate 83 east of York City	Construct at least two new crossing points---an extension of Industrial Highway under I 83 using the existng railroad viaduct and extending Sixth Avenue in Elmwood via a new bridge to connect to Fayfield/Haines Rd. Poo on the NIMBYs	
North Hills Rd congestion between Market St. and US 30	A direct partial interchange is needed between I 83 NB to US 30 EB and US 30 WB to I 83 SB to take traffic off of the local roads	
Flooding from Indian Rock Dam isolating York New Salem and reducing access from SW York County to York City and points north and east	Construct and elevated causeway/viaduct on the PA 616 alignment from Wilmer Miller's garage to the York Rail crossing. Minimal ROW acquisition cost because most of this is state game lands	The population of York Co has shifted dramatically since the construction of Indian Rock Dam in the 1940's. SR 616/Yellow Church Rd has become a major commuter thoroughfare from I 83 north to US 30 west, which does relieve some congestion on US 30 arou
Lack of passenger/commuter rail service	In partnership with Maryland, restore the NCR/PRR trackage from Hunt Valley to New Freedom. Encourage restoration of passenger service from York to Harrisburg. It would be dreaming big, but restoration of the line from York to Lancaster via Wrightsvi	Regular (hourly at least during commute hours) and affordable service could greatly reduce the number of passenger vehcles on I 83 and US 30
Too many freight trucks on our roads. route 30 is a night mare. I 83 awful and dangerous. these roads were aproblem before all the warehouses were added.	No more additional warehouses. Bad weather trucks off of roads.	
The problem I see is more with traffic on the I 83, while I recognize this is a PennDot issue the	I am not sure I have the expertise to suggest an educated solution to the traffic problem.	

Describe the problem	Solutions	Additional comments
<p>problem is not getting any better, and it seems to be a multi-county issue Dauphin, Cumberland and York.</p>		
<p>This is really not a road issue....but would like to put in a request to add a bus stop up here on the hill at 1655 Roosevelt Avenue, Cityview Church. Soon, the DaVita Kidney Dialysis Center will be opening on the hill, 1695 Roosevelt Avenue. And next</p>		
<p>E Wallace St in York is terrible. Huge pot holes and terrible patch jobs. Standing water everywhere.</p>	<p>The road needs to be repaved. There are so many terrible patch jobs and new holes that a simple patch won't work anymore. Having the road repaved will prevent standing water and damage to cars.</p>	
<p>Need regular bus service to northern portion of county not just I-83 bus. This includes small boroughs, shopping centers, industrial/commercial areas and health care related facilities.</p>	<p>Regular bus routes that connect this area to the rest of York County and Cumberland/Dauphin Counties.</p>	<p>Need dedicated bus lane on I-83, need to do something about safety concerns on I-83 due to increased truck traffic from warehouses i.e. crushing cars stopped in traffic and unloaded trucks snarling traffic during winter storms.</p>
<p>I-83 north bound between Exit 33 and York County Line MP 40 ish. This area has increased congestion during morning commute. And appears not just caused by the Ressers Summit lane ending. High volume of traffic entering exiting and through traffic all c</p>	<p>See above for I-83 problem. the Route 24 Windsor Road intersection likely needs a traffic light or a round about. The Traffic light at Belle Road causes long lines of continuous northbound traffic causing long delays in safe merging from Windsor Road o</p>	<p>I look forward to the finalization of the upgraded Mt Rose I-83 interchange. The improvements at Longstown at Rt 124 and Rt 24 have been great. Stormwater control appears to be an increasing problem as noted on this especially wet 2018. More mainten</p>
<p>Intersection of Blooming Grove Rd and Grandview Rd in Hanover gets EXTREMELY congested at rush hour and on the weekends.</p>	<p>The intersection needs turn lanes. There is far more traffic that passes through then the intersection is designed to accommodate.</p>	
<p>"You can get there from here after all"---there are many Keystone designated routes which should be extended along existing four digit PennDOT roads to make for easier travel around the "spokes" without passing close to the "hub of York City" Some</p>	<p>This is a very low cost/low tech solution to congestion...just a couple hundred signs. there are many Keystone designated routes which should be extended along existing four digit PennDOT roads to make for easier travel around the "spokes" without pass</p>	

Describe the problem	Solutions	Additional comments
<p>2nd Hellam st. Wrightsville Borough.</p> <p>624 North is routed through residential streets increasing commercial traffic.</p> <p>Route 462 and 624 in Wrightsville Borough both have speeds above 25 MPH not conducive to pedestrian traffic.</p>	<p>add a round about at 2nd and Hellam St. enabling smother traffic flow and take 624 out of residential neighbor hoods.</p>	
<p>Impounding Dam Rd has flooded twice this summer due to rain. And came close to a 3rd time. I think a sign needs to be put up.</p>	<p>A simple sign that says caution flooding will suffice.</p>	
<p>North George Street, in the area of Emigsville to Church Road, both NB and SB, backs up a significant amount especially during peak traffic hours. There are not many efficient north-south routes in York and the proximity to I-83 greatly exacerbates the</p>	<p>Additional / longer lanes to handle left turns and widening of intersections of N George St at Emig Rd and Church Rd would help traffic move much quicker. Currently one lane handles straight thru and turns until very close to the intersection ... this co</p>	<p>I understand this is one of many issues! I just wanted to add it to the list. The traffic backlog is an inconvenience but also affects emergency vehicle movement to and thru the area. Standing traffic contributes to pollution in the air as well.</p>
<p>The intersection of Grandview Road and Route 216 in Hanover , PA 17331. There are a lot of people turning from Grandview to 216 at this intersection and no turning lanes. It gets extremely congested at various times of the day and isn't safe.</p>	<p>I don't know that the space at the intersection would allow for turning lanes (without a huge cost). My suggestion to make the traffic flow better and make it a much safer intersection with so many people turning, is to CHANGE THE TRAFFIC LIGHT PATTERN</p>	
<p>The old, run down business on the southwest corner of Route 30 and North Hills Rd (a Volkswagen business possibly? .. always old VWs there) should be removed. While not a top priority, this building blocks visibility at the intersection and is also very</p>	<p>Removing the current structure and either developing the property to allow better visibility or just landscape it and let it open</p>	<p>North Hills Rd is a short cut road between I83 and Rt 30 and is in need if improvement anyway. Perhaps during those improvements this could be considered at the same time. Improving turn radius on that same corner would be beneficial as well.</p>
<p>Heavy traffic congestion in York City in the areas surrounding the college and hospital. Richland Avenue, Country Club Road, South George Street, Rathton Road. Traffic is heavy in the morning and in the late after noon.</p>		

Describe the problem	Solutions	Additional comments
<p>1. Traffic lights throughout the county are not synced properly. If you are at a light and it turns green, by the time you get to the next light, it should now be turning green (not still red or not just turning from green to red)</p> <p>2. Overabundance of</p>	<p>1. Calibrate the light system(s) in each community to sync the timing of lights that do not have sensors.</p> <p>2. Evaluate road and light systems in communities. Where are the most significant places lights are needed and where are they not.</p> <p>3. This is</p>	
<p>Traffic congestion on York Street in Hanover.</p>	<p>York Street should be made a 3 lane road between Baer Avenue and Grandview road. The 3rd lane would be a turning lane. The majority of this stretch of road is already wide enough to accomplish this and would simply require repainting the lines and inst</p>	
<p>Would love to see this side of the river be connected to the Amtrak line that travels from Harrisburg/Lancaster to Philly and NYC. It would be nice to be able to catch the Amtrak from York/Hanover/Gettysburg to the city.</p>	<p>Use the existing railroad lines (if possible) or build a new rail line along the old trolley paths from Chambersburg - Gettysburg - Hanover - York to either Lancaster or Harrisburg.</p>	
<p>Hi, I live on S. Pershing Ave. &amp; the entire stretch of Pershing Ave. is a NIGHTMARE. I walk downtown a lot and the sidewalks are torn up because of work that was done, but they filled in the sidewalks with stones which are everywhere &amp; the streets are</p>		<p>I think Pershing Ave. is the worst street in the city. And there are plenty of bad streets</p>
<p>Route 74 from Dover to West York should have a center left hand turn lane.</p>		
<p>Route 30 in West Manchester Township - it is such a traffic clog at any hour of the day. The rest of Route 30 is a smooth, nice drive, but going in and out of York will take anywhere from 30 minutes to an hour.</p>	<p>Create a bypass or remove the lights altogether</p>	

Describe the problem	Solutions	Additional comments
York County does not have enough bicycle facilities.		
1. The change to the light cycle on Rt 30 has made it impossible for more than 3 cars to turn off a side street like N. Hills or Toronita. 2. There in no place to safely pull over on 83 if you have a flat tire, etc. 3. Flooding on Eastern Blvd. is b	1. Do NOT use the company who is responsible for improving Mt. Rose Ave. They have actually made the problem worse than it was. 2. Do not plan any new shopping centers. Instead try to improve the ones we have and increase access with the bus routes.	As a resident of York County I appreciate being able to contribute my input.
I have to use my car to get everywhere around here. Some areas do not even have sidewalks. My fiancee does not want to stay here because she does not have her own car. Driving through downtown York is difficult because of how narrow George St is. . Cars	A nice thing would be rail lines or elevated lines running along the major corridors/highways across the county. Rabbit transit is the only way to get around safely.	George St in particular might as well be one lane. The way it's designed makes cars squeeze together in a way that doesn't really fit - the only reason for a second lane is at the left-only turns. Getting to the city from the county requires Rabbit trans
New construction, development, and business expansion often overburdens roads that we never meant to handle as many cars that now run on them. It should be mandatory that those business pay for proper traffic solutions.  Otherwise everyone else has to p	Where turning traffic is going to increase to more than 1000 vehicles per day ( or some smarter metric ) require a "Bridged-T " intersection.  At the minimum a modern roundabout or Continuous T  <a href="https://attap.gitbooks.io/uaid/content/at-grade_&amp;_signali">https://attap.gitbooks.io/uaid/content/at-grade_&amp;_signali</a>	The new Memorial Hospital in West Manchester Township is an area where the road is going to be overburdened by new construction. That intersection is already causing a problem. There are so many better things that could have been done.  The Amazon/Fed
Rt 30 east of interstate 83 ,this stretch of highway wore out in about 2 yrs , did they use a inferior product on this section of highway		
You idiots can't even fill a pothole or finish construction of a 500 foot strip of road in less than 3 years and you really think you can completely redo an entire county infrastructure? ----- joke.	Give up	Just quit while you're ahead. Just a huge waste of money.
The constant snarl of traffic on Rt. 30, both eastbound and westbound, in the afternoon is a definite problem.		

Describe the problem	Solutions	Additional comments
Train or rail service to major cities is not accessible from York		It would be great to get onto a train that would travel to NYC, Philadelphia, DC, Baltimore and Lancaster.
Traffic congestion in general. Too many trucks on Route 30 and too many vehicles in the city. Stop and go traffic across route 30 is frustrating. The carbon emissions have a negative impact on the air quality of York County. It's a quality of life iss	Much of my concern is about the heavy truck traffic through York County. It's hard on our roads, impacts all other modes of transportation, is dangerous and affect the quality of air.	
I83 - many accidents that close the road		
<p>A. Maintenance of bridges</p> <p>B. The ability for people living in rural areas to find easily accessible, affordable public transportation. (e.g. Dillsburg to York City.)</p> <p>C. Feels like the county is growing faster than highways can keep up.</p> <p>D. Interstate</p>	Where will the money come from to make sustainable changes? Raising taxes seems the solution. No one wants to hear this but what's the option in 2045? It seems unrealistic to think a community can live off the current financial constructs for transpor	Thank you for doing this difficult work. It's important and vital. One other goal to consider --- improving transportation systems and structures considers the geographic, racial and ethnic barriers. Equity creates respect, strength and social growth.
The intersection in York New Salem needs left turning lanes on 616 for both north and south bound traffic. Traffic can back up beyond borough limits, due to cars trying to make left hand turns from 616.	Left hand turn lanes for both north and south bound traffic on 616.	
<p>In regards to the Medical Assistance Transportation Program:</p> <p>The Fixed Route Reimbursement program is a problem. I am a medical social worker at a downtown clinic in York. I work with a lot of clients who have \$0. They are unable to purchased their own b</p>	Perhaps a monthly bus pass that patients are able to use once approved for medical appointments - still requiring providers to sign off that a person has actually attended a medical appointment.	
There is a "service road" that runs between the South York Plaza parking lot (behind the Giant loading dock) and the medical center and Springwood Overlook senior apartment complex..	Please pave the the access road so it is safer to travel for the vehicles and the foot traffic as well.	

Describe the problem	Solutions	Additional comments
This short section of road is heavily traveled, but it's gravel. It		
route 30 congestion east to west and west to east. too many access points. Too many lights.	Require access road with single points of Entry onto the highway for all businesses along Route 30. Create overpasses for major crossroads like Roosevelt to Kenneth.	Investigate fixed route bus lanes and trolleys for major East-West and north-south traffic.
We need more bus routes or more available times to rural medical facilities.		
Lack of decent Public transportation	Lots of people depend on public transportation for employment/appointments. Riding the bus during week to work usually means appointments(as most EVENTS) are on the weekends. Buses NOT Running at all or Stopping at 5pm on weekdays makes almost impossible	
The bus system does not run in my neighborhood. I am losing my vision and need to be able to have access to public transit.	Add bus stops in Jacobus. It would be great to add one at Nixon Park. Doing so will add accessibility and increase use of the park and nature center.	I am well aware that the transit system is struggling financially and has trouble adding stops. Funding public transportation needs to be a priority for the local and state governments.
MATP services do not always arrive on time or patients have to wait a few hours to be picked-up after appointments. Also concern about lack of public transportation offered in Hanover/Adams Co.		
The traffic patterns surrounding York Academy Regional Charter School.	This parking situation in the area of YARCS is limited. As is the space and accessibility to the building, specifically, the lower school, for pick up and drop off of students. In the last year, the city has changed the traffic patterns that make it ve	The traffic and parking problems that YARCS experiences is off-putting to the families that send their children there. We are relegated to a pot hole filled lot that doesn't belong to the school. I understand the City is gracious enough to allow it's u
Mt. Rose Avenue at the 83 intersection is very congested and confusing to navigate due to construction issues.		
The on ramp to I-83 North at George St is way too short. It is a catastrophe waiting to happen!		

Describe the problem	Solutions	Additional comments
<p>During or after rain after dark, you cannot see the lines on the sides of the road and if there is oncoming traffic you cannot see the yellow line dividing the highway. The traffic on Rt 74 South from Red Lion to the Maryland line is extremely dangerous.</p>	<p>Finishing paving Rt 74 to the Maryland Line. Improve the quality of the reflective material in the lines in the middle of the highway and on the sides. Safety is of the utmost importance with the amount of traffic on Rt 74.</p>	<p>This issue has been brought up to Penn Dot on prior occasions. Action needs to be taken.  !</p>
<p>A problem discussed by patients often is the ability to get a ride to their appointment and then the wait time to be picked back up.</p>		
<p>The bus not picking up patients on time or arriving late after their appointment to there. So they're sitting at their doctor's for over an hour waiting for the bus to get them home.</p>	<p>A lot of individuals in York Pennsylvania are low-income or homeless. A majority of them cannot afford \$2.33 a trip for the bus due to their financial income and then this is where they start to miss their doctors appointments and then health starts to de</p>	<p>When submitting an application for transportation it is taking up to 20-25 days for individuals to get accepted. This is hard for patients who need the transportation within 10 days of submitting for an appointment. I know this is definitely something th</p>
<p>Flood prone spots include underpass I-83 on Market Street as you well know. Also NW corner of North Hills Road and Rt 30 was recently flooded because the storm sewer drain grille was stopped up, obviously more apt to occur when leaves are falling from tr</p>		
<p>The failure of private contractors to repair road cuts properly!! When road repairs are made some contractors are very haphazard in filling in the road cut. Most of the time they leave a severe bump! We, the road user pay for road surfacing with our f</p>	<p>INSIST ON CORRECT REPAIRS TO EACH CUT1111</p>	
<p>North Hills road (heading North) at the route 30 intersection. Long lines of cars trying to turn left onto Route 30 East bound. Can a exit ramp be built from north bound North Hills road that merges into east bound route 30 be built?</p>	<p>Build a exit ramp from north bound North Hills road that merges into east bound route 30 be built?</p>	
<p>Issue; affordable transportation options (without loops) for poor trying to better their situation via</p>	<p>free, public shuttles</p>	

Describe the problem	Solutions	Additional comments
employment, education/continuing education, healthcare and healthy choices like access to whole, fresh foods.		
I live in rural southern Hanover and getting from South Hanover/Littlestown to North Hanover or York is so convoluted. Even if I zig-zag to a main road or Route, I still don't have a straight shot to where I need to go. It takes me nearly 20 mins to go f	There is no public transportation in South Hanover or Littlestown. But it's too dangerous to walk on the roads or bike. Pine Grove Rd or Old Westminster Ave would be great locations for bike paths along the road, leading to Long Arm Dam and around it. It	
The bus only comes to Red Lion Internal Medicine twice a day which leaves patients with limited options for an appointment and waiting hours for pick up.	<p>The Rabbit "Hopper" stops the route a D&amp;K which is 0.4 mile from Windsor Medical Center which includes Imaging, Lab, Internal Medicine and Pediatrics.</p> <p>The Rabbit has 1 drop off time and 1 pick up time at Windsor Medical Center which limits patients on</p>	
Grandview Rd./Blooming Grove Rd. (PA 216) intersection in Penn Township has congestion due to no turn lanes and turning arrows.	Add turn lanes in all directions, upgrade signals to include left turn arrows. Alternate idea would be a roundabout if possible.	This intersection is a bottleneck on Grandview Rd. which connects PA 94 and PA 116. Used heavily as an alternative to a true bypass. Blooming Grove Rd (PA 216) is the main route to Codorus State Park.
<p>Road flooding</p> <p>Graybill Road in West Manchester Township is an example of a road subject to flooding</p>	Creek bank restoration.	
Extremely heavy traffic flow on Rt.30 from North Hills Rd to Kenneth Rd from worker shift changes & incoming/outgoing truck traffic.	First, that commission must get local business's to use offing start/stop times to help in this improvement to Rt.30. But biggest solution is building an elevated "thru" (only) highway on RT.30 using CURRENT media strip for locating elevated supports &	With current warehousing increasing in York County this use must be seriously considered for the future. Hovercraft autos/truck, Mag-lev vehicles are a long way off so we must still look to "hard road" concrete roads...elevated or not.
I live in Lower Chanceford township. There should be Rabbit service on Rt74 south to the Md. line. I		

Describe the problem	Solutions	Additional comments
know its in rural area but we are always left out include taking care of state roads. Rabbit always YORK area.		
Speeding on East Prospect Road (Route 124) from I83 to Longstown traffic light. Posted is 35MPH and most are driving 45, 50 and more. Several accidents at Route 124 and Hartford Road. Very difficult to exit and enter Hartford Road from and to Route 124.	Increased enforcement of speed limit.	Post, place a mobile speed limit sign that tells drivers what their speed is.
Patients go shopping while waiting for transport. If the bus comes early and the patient isn't there they tend to get left behind.	Maybe a call before leaving?	
Canal Rd. & I-83 pending exit 26. Exit is not needed.	Pending Exit 26 is NOT needed in this time frame. Announced information says , it's a "truck/car" accident prone area of I-83 by "accident reports/stats" from PennDOT. This has nothing to do with adding a "new" exit for lower accidents on this sect	I think there is a Federal Regulation in the transportation law that states ""something"" about not adding ""new"" exits if mileage is less than 10 miles between exits...after roadway has been built???????? Only way to change is have House/Senate change
Construction of ""new"" exit (26) at Canal Rd. & I-83 in York County.	More ""speed enforcement"" is needed to lower accidents in this area at ""most likely"" times of high speed & aggressive driving on the part of I-83 as per some newspaper accounts. It appears there is little done in the area over the years.	Posting names of the business's who have economic interests (land owners/developers/incoming biz) would be a great help to those of us that are being asked to pay for this expensive new exit. You sure port the County/Townships/Boro's who are in the plann
Roads are generally not designed to accommodate bicycle travel. Outside of the City, pedestrians have few safe options.	Incorporate accommodations for non-motorized transportation options in concept development, design, and construction of streets and highways. This should include interfacing with rail-trail and other pathways.	
Too many traffic signals, and too few traffic circles Congestion and long traffic lines at Concord Rd./Route 24		

Describe the problem	Solutions	Additional comments
<p>Drive home from work on East Market Street -- from downtown to East York...</p> <p>(1) Sherman and Market -- very short green light for Market Street ...backs up for two blocks very often</p> <p>(2) Belmont and Market -- because of traffic coming off 83 and left turn</p>	<p>Updates to 83 and widening of Market at Belmont</p> <p>Better synchronization of light cycles</p>	
<p>Rename all the roads that have the same name but are broken into 2 or 3 non-connected roads. (Such as Wilson Ave in Hanover, PA - 3 completely different roads that all have the same name).</p>	<p>Identify these roads and rename the various non-connected parts</p>	
<p>83 is a death trap with unruly drivers and potholes. never see law enforcement. with all the violations I see on a daily basis the fines could go a long way in improving the road surface and markings. at night in the rain one can't distinguish lanes</p>	<p>crackdown by implementing all the laws that have been passed</p>	
<p>Left turn delays along Queen Street heading north bound in York City. There are limited lights that have a left turn signal along Queen St within city limits. Particularly on E. Philadelphia, E. College, and E. Princess. Turning left in any of those ment</p>	<p>I'm understanding that this issue has likely been voiced before and is already a known issue. There will likely be an impact elsewhere to make up for the delay that the turn will cause to other drivers.</p> <p>I would recommend a turning light at Queen St. he</p>	<p>I appreciate the opportunity for residents to provide input.</p>
<p>Lack of rail transportation connecting to the Hunt Valley Light Rail or to Harrisburg.</p>	<p>Add rail transportation connecting to the Hunt Valley Light Rail or to Harrisburg.</p>	
<p>Light syncs on E. Market Street from Harrison to Memory Lane and Route 30 from N Hills Rd to W. Market St was a totally failed project. High traffic arteries are functionally obsolete and are in horrible condition. Band-aids don't work. Complete the ""by-</p>	<p>The solution to all transportation improvements involves funding of which there is minimal to make substantial improvements. The can continues to get kicked - I-83 at Market Street is a prime example.</p>	

Describe the problem	Solutions	Additional comments
<p>Congestion and heavy traffic at an intersection with 3 roads intersecting a main road in a short distance.</p>	<p>In 2007 I developed a detailed plan to solve this problem which involved rerouting Smith Road and Burkholder Road and installing a traffic light at Rt. 74 and Windsor Road. I presented this plan to Windsor Township and also sent copies to Rep. Stan Sayl</p>	<p>I could provide a copy of this plan to you if you are interested.</p>