West York Borough
Complete Streetscape Study

April 2012
Prepared by:
the York County Planning Commission
West York Borough

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Chapter One
Introduction

Prolog/Purpose/Study Scope

The purpose of the Complete Streetscape Study is to develop a plan and financing strategy for the improvement of the existing streetscape within West York Borough’s central business district (CBD). The study will examine, not only transportation and pedestrian issues, but economic development issues, as well.

What is a streetscape? The best way to describe this concept is to employ an analogy. Most homeowners engage in “landscaping” around their properties. These activities range from planting trees and shrubs to building fences, sheds, etc. These efforts enhance not only his or her personal pride, but also the market value of the property. This concept is similar for engaging in streetscape planning and design. Improving the existing streetscape will not only improve the aesthetics and transportation “functionality” of the subject area, but it will also enhance its economic development potential, as well. The ultimate goal that the Borough foresees with this project is to “create its own identity.”

The project is borne out of and/or closely associated to the following community development enhancement projects either currently programmed for or recently completed in the Borough:

- Gateway Apartments is the redevelopment of the old York-Memorial Hospital Campus. It is found along the north side of West Market Street next to the York Interstate Fairgrounds. The project was completed in 2005. It houses 33 family units.
- Carriage Works Apartments project involves the redevelopment of the old Keystone Weaving Mills site, near the West Market Street/Highland Avenue intersection. A total of 80 rental and ten (10) homeowner units are proposed along with 25,000-square feet of office and retail space. The project is currently under construction.
- A sidewalk replacement project is programmed for the 1300-block of West Market Street, between the Highland Avenue intersection and the Carriage Works Apartments Development site to the east. This project, to be started in the spring of 2012, is to complement the sidewalk to improved along West Market Street by the Carriage Works project developer.
- An “Elm Street” planning study completed in November 2009 for the Eberton Neighborhood in the southeastern corner of West York Borough is a neighborhood revitalization project that includes a section of the Streetscape Study area along West Market Street. This neighborhood bridges the City of York and the proposed Carriage Work Apartments development. The study recommends that a complete streetscape study be conducted for the West Market Street corridor, which is the study that is being presented here.

Except for the Eberton Neighborhood Study, the York County Community Development Block Grant (CDBG) Program funded in whole or in part all the projects listed above. The
Pennsylvania Department of Community and Economic Development (DCED) funded most of the Eberton Neighborhood study. More detailed explanations of these projects are found in the Physical Inventory Chapter under the “Local, Commonwealth and Federal Project for the Borough” section.

Total cost of this study is $90,000. The Pennsylvania Department of Transportation (PennDOT) generated Federal funding for this study totaling $60,000. The York County CDBG Program funded the remaining $30,000.

The steps in the study process are outlined, as follows:

- The study area will be defined, as to particular corridors focused upon and adjacent land uses;
- Problems identified by the study process to be presented as needs;
- A detailed inventory of the existing streetscape will be conducted to include, but be limited to, sidewalk and street surface condition evaluation, parking capacity versus motorist demand, traffic volume, speed and crash data collection and economic surveys;
- Analysis of the data inventoried to include, but not be limited to, sidewalk conditions and parking demand;
- Streetscape design concepts will be addressed;
- Strategies to fund and implement these improvements will be explored and pursued; and
- Public involvement events to be held throughout the study process.

**Definition of the Study Area**

The York County Planning Commission (YCPC) staff together with Borough Council and its staff determined the boundaries for the study area. The study area’s focus is based on two corridors in the Borough:

- West Market Street between the York City line and Adams Street; and
- North and South Highland Avenue between West Philadelphia Street and West King Street

The length of these corridors comprises the Borough square (i.e., the West Market Street/Highland Avenue intersection) and the central business district (i.e., CBD) of the Borough. The study area was expanded to include the following:

- South Highland Avenue to the York Railway Company railroad tracks; and
- The Carriage Works Apartments development along West Market Street and South Highland Avenue.

The study area is shown in yellow shading over an aerial photograph of the Borough (refer to Map 1).
Complete Streetscape Project for West York Borough:
Study Area Boundary Map- MAP 1

Disclaimer:
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Chapter Two  
Defining Problems in the Study Area as “Needs”

As with all study efforts, input from the study oversight group and the public is of paramount importance to capture adequately the issues facing the municipality region being studied. Such a study can only be effective as the clarity of the issues facing the subject community.

Perceptions of the various needs in the study area were discussed by the Borough study group during the first two study group sessions held on March 11 and May 6, 2011. The statements are provided below.

- The Borough Square (i.e., the West Market Street/Highland Avenue intersection) should become the focal point of activity for this municipality. Hence, Borough officials rate improvement in this area as “top priority” for this project.

- Parking accommodations are perceived as insufficient and the old meters outdated. A universal time limit or consolidated parking metering service option might be a welcome improvement over the existing individual meters. An evaluation should be conducted to determine whether additional on-street and off-street parking accommodations are required. If required, the facilities must blend in with the improvement proposed. A “universal time limit” or consolidated parking metering service option should be evaluated versus the current metered service.

- The sidewalks, curbs and service strips along West Market Street, and North and South Highland Avenue are in poor condition limiting pedestrian activity and jeopardizing pedestrian safety.

- By the same token, there are sidewalk curb cuts, sidewalk surfaces, pedestrian crosswalks and pedestrian “push buttons” (e.g., a timed countdown at signalized intersections) that are prohibitive to the mobility and safety of disabled persons.

- Pavement surfaces of both West Market Street and Highland Avenue are in poor condition making for an unpleasant and uncomfortable experience for both motorized and non-motorized (e.g., bicycle) transportation modes traveling the Borough.

- The Highland Avenue bridge (over the York Railway Company right-of-way) is in disrepair and does not meet current design standards. Also, the at-grade railroad crossing (also owned by the York Railway Company) at West Market Street is sunken and makes for an unpleasant and uncomfortable experience for both motorized and non-motorized modes of transportation.

- The storm drainage system along both West Market Street and Highland Avenue does not function properly during severe weather events causing circulation problems for non-motorized vehicles and pedestrians.

- There are clear sight deficiencies and other roadway safety issues at various points along both corridors.
The Borough’s ultimate goal with this effort is to “create its own identity” by implementing the streetscape improvements proposed through this effort. The Borough also stressed that this study effort will be a publically-oriented plan, so the decision as to how this municipality should look with streetscape improvements should not rest with these officials alone. The public must be involved throughout the process from need identification to the recommendation/selection of streetscape improvements during the subsequent design phase.

In an effort to gain input from the public, the YCPC staff held the first Borough Town Hall meeting for the study on June 20, 2011. The purpose of this meeting was to introduce the study and review the data collected during the inventory phase of the project. The event was held in an “open house” format where individuals could casually browse the study displays and make comments to the staff attendants. The public also had an opportunity to fill out a survey. The survey provided multiple choice questions and comment blocks for the public to express its views on issues facing the Borough and provide recommendations for such improvements. It was distributed to the attendees at the meeting. The survey was also available on the World Wide Web at www.ycpc.org. Participants had until June 27, 2011 to return the survey.

The needs identified by the public, both at the meeting and in the survey are, as follows:

- The current system of metered parking accommodations is not motorist friendly and there are too many.
- Pavement markings for pedestrian crosswalks are faded to nonexistence and there are no bike lanes in the Borough.
- The sidewalk paving between the 1100 and 1300-blocks of West Market Street is in very poor condition.
- The storm sewer system does not function properly during severe weather events, particularly east of the 1200-block of West Market Street.
- The participating residents of the Borough like its historic/traditional appearance and want to maintain that. A tie to the York Expo Center is missing.
- The Borough lacks businesses that cater to the needs of the local community (e.g., a bicycle store, a clothing store, a Starbucks Coffee shop, a craft store, a bakery, a butcher, a fine dining restaurant and technology/“green” industries).
- The wooden utility poles placed along West Market Street and all the wires strung across them are an eyesore.
Chapter Three
Physical Inventory Phase

Composite Zoning

Map 2 shows the current land use zoning districts for West York Borough. The land use zones are shown for West Market Street from the York City line to Clinton Street, and North and South Highland Avenues from Hope Avenue to West Princess Street. Most land uses within the study are predominately commercial uses. One predominately residential zone found here is the Eberton Neighborhood located in the southeastern quadrant of the Borough. Specifically, it is located south of West Market Street between Highland Avenue and the York City line.

West Manchester Township zoning districts are also included on the map, primarily since the West Market Street gate of the York Interstate Fairgrounds is found within the study limits. The Fairgrounds is zoned as a “Highway Commercial” use. Moreover, the Township zoning districts to the south of the Borough line (to West College Avenue) are zoned for industrial and low-to-high density residential uses.

School District Information and Bus Routing

Map 3 first shows transportation services areas for the West York Area School District, the public school system serving West York Borough. First, the designated school bus stops are identified with green circles. A total of nine (9) bus stops are found along West Market Street (7) and North Highland Avenue (2). The School District also maintains pedestrian routes for the walking student. One route runs along West Market Street and Highland Avenue to both the Junior and Senior High Schools. The other route runs along South Highland Avenue to the Grace Loucks Elementary School. A crossing guard is posted at the South Highland Avenue/West King Street intersection during the morning and afternoon hours.

The map also shows a bicycle route designated by the Commonwealth of Pennsylvania. This route is part of a lettered routing system of bicycle routes established throughout the State. The route designated here is State Bicycle Route “S”. The “S” bicycle route is the longest bicycle route in the Commonwealth spanning 416 miles through 16 counties. Locally, the route travels along West Market Street within the Borough and York City. The bike route is identified through signing posted at regular intervals along this street.

Finally, the two traffic signals found in the study area are identified at the West Market Street/Highland Avenue and South Highland/West King Street intersections.

rabbittransit™ Bus Routes and Stops

The York Adams Transportation Authority (dba rabbittransit™) maintains Route 5-A along West Market Street, South Highland Avenue, West King Street and Overbrook Avenue. Map 4 shows the direction of the travel around these four (4) streets for each bus service run. Ten (10) stops are designated along this route within the study area, including one with a bus shelter in...
front of the Giant Plaza on West Market Street. The Authority operates its service here from 6:15 a.m. to 10:30 p.m. during the weekdays, and 7:15 a.m. to 9:15 p.m. during the weekends. Pie charts are provided for each bus stop showing the number of passengers who board and leave the bus at each stop during a typical day.

Field Surveys of the Existing Streetscape

To determine the needs for improvement of the existing streetscape, one must first inventory, then assess its existing assets and conditions. Several field surveys were conducted mainly along West Market Street and Highland Avenue. First, streetscape elements (e.g., signs and lighting) were identified, and then, the conditions of the sidewalks, curbing and service strips were assessed.

The YCPC staff employed a Global Positioning System (GPS) device to plot the streetscape elements and to identify existing streetscape conditions and hazards. Each point was recorded digitally with additional information about the point recorded manually. Once collected, both digitally and manually, the data were entered into the YCPC database for plotting on maps for this study (refer to Maps 5, 6 and 7).

Streetscape Elements

The first step in the process is to identify infrastructure elements that make up the existing streetscape. Traffic control signals, traffic control and advisory signing, parking meters, street lighting, street trees, storm water inlets, site access points, transit amenities, fire hydrants, accommodations for disabled pedestrians, and other features are most elements inventoried here. Map 5 shows the locations for the elements inventoried.

Several observations were made during this survey, as follows:

- The regulatory speed for all corridors in the study area is 25 miles per hour (MPH), except North Highland Avenue which is posted at 35 MPH.
- Almost all storm sewer grates placed in these streets are not designed to be “bicycle friendly.”
- A plethora of traffic control, advisory signs crowd the existing Borough streetscape (see Figure 1). Many signs are attached to telephone poles or other types of poles, typically not designed to post signs.
- A parking meter is posted for each parking space designated along West Market Street. The meters in the 1400-block of this street have been decorated with hand-painted designs.
- Some street lights are posted on telephone utility poles. Further investigation should be made to determine whether the poles are being used just for street lighting or whether they double as structures for utility lines. Identifying ownership of this infrastructure may aid in the design of the streetscape.
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Complete Streetscape Project for West York Borough: Streetscape Elements- MAP 5

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Complete Streetscape Project for West York Borough: Sidewalk Conditions and Hazards - MAP 6

Sidewalk Conditions

Fair

Good

Poor

LEGEND:

Sidewalk Hazards

Good

Fair

Poor
Complete Streetscape Project for West York Borough: Curb Conditions and Server Strips - MAP 7

LEGEND:
- Good
- Fair
- Poor
- Missing
- Server Strips
Sidewalk ramping for disabled pedestrians is deficient in certain cases and non-existent in others. In fact, no such accommodations have been installed within several driveway inlets along West Market Street (refer to Figure 2).

Traffic signals for both the West Market Street/Highland Avenue and South Highland Avenue/West King Street intersections are strung on span wire between poles placed at the intersection corners.

Several parking meters and sign posts have been removed from the sidewalks in the study. Many posts were removed improperly, leaving raised obstructions on and depressions (with objects in them) in the walkways (refer to Figure 3). Many objects/obstructions could cause impedances for people who have difficulty walking or require wheelchair assistance. These hazards are addressed in the next section concerning sidewalk conditions.

Nearly all sidewalks in the study area are constructed of a composite concrete substance. However, one sidewalk section along the west side of North Highland Avenue is constructed of brick and mortar. Are customized sidewalks allowed by Borough Ordinance, and if so, then will such allowances affect the overall design intent of the Streetscape Study?

rabbittransit™ maintains a fixed bus route within the study area. Transit route signs are provided at all ten (10) stops within the study area. A bus shelter is also provided at one stop near Giant Plaza on West Market Street. West York Area School District also maintains several bus stops. These stops are unmarked with no amenities, such as bus shelters or benches.

Several existing street trees have uprooted sidewalk paving sections at several locations within the study area. These hazards are addressed in the next section concerning sidewalk conditions.

A retaining wall is present between the eastern edge of Tutino’s Hair Care parking lot (along the south side of West Market Street) and the York Railway Company railroad tracks (refer to Figure 4). The wall height ranges between two (2) and four (4) feet with depressions in the top of it, where sign poles were once placed. Can this structure be included in the new streetscape or must it be removed?
The York Railway Company railroad crossing on West Market Street has sunk slightly below the existing street grade. Possible ponding/flooding and potential traffic hazards could be associated with the sinking of this rail bed (refer to Figure 5), especially if it sinks further.

Fire hydrants are installed at regular intervals along the existing Borough streetscape. However, several fire pumps are found along South Highland Avenue. According to the Borough, these pumps were used as extra conduits to fight fires at the Old Keystone Weaving Mill site. It is understood that the pumps are to be removed in conjunction with the redevelopment of the weaving mill site.

**Sidewalk Condition**

The second survey effort identified and rated the condition of the sidewalk paving. It also identified existing hazards found along these sidewalks (refer to Map 6). The condition (with hazards) ratings fell into three ratings: good, fair or poor. The ratings refer to the following improvement needs:

- **Poor**: immediate pavement replacement required (i.e., less than five [5] years),
- **Fair**: pavement replacement required in five (5) to ten (10) years, and
- **Good**: pavement replacement required beyond ten (10) years.

Hazards were included in this evaluation to address obstructions for pedestrians who use these facilities and have difficulty walking or are not ambulatory. The hazards identified range from fractured and uneven sidewalk paving (refer to Figure 6) to obstructions such as utility valves which either are raised above or depressed into the existing paving (refer to Figure 7). Potential water ponding/flooding on the sidewalk is another identified hazard.

The sidewalks in poorest condition are found along the south side of the 1300-block of West Market Street. The pavement surface is crumbling and, in some cases, missing (refer to Figure 8). A total of 33 hazards are identified within this stretch of sidewalk. Another notable location is the sidewalk that runs along the front of the West Market Street gate of the York Interstate Fairgrounds. The entire length of this pavement is rated from fair to poor.
condition with 26 identified hazards along it. A poor pavement condition rating has also been noted in sidewalk segments found in the 1000, 1100 and 1200-blocks of West Market Street and South Highland Avenue. These conditions are also found in certain locations along the north side of the 1300-block of West Market Street, as well.

Sidewalk segments determined to have a fair pavement rating can be interspersed with poor paving segments. These mixed rating segments are found in the 1000 and 1100-blocks of West Market Street (both sides), the 1300-block of West Market Street (north side) and South Highland Avenue (both sides). A total of 14 hazards are found along the north side of the 1100-block of West Market Street in front of the Hess Express service station and the Shooting Range (formerly known as, “Chet Patterson’s”).

Such facilities with a good pavement rating are found along the 1400-block of West Market Street (both sides), North Highland Avenue (west side), the 1200-block of West Market Street (north side) along the front of the Gateway Apartments site, and the 1200-block of West Market Street (south side) in front of Tutino’s Hair Care shop, JR’s Tavern and the Giant Plaza. Some “fair-rated” segments are interspersed with the “good-rated” segments in the 1200 and 1400-blocks of West Market Street, and North and South Highland Avenues.

The York County CDBG Program staff has programmed the poorest sidewalk segment in the 1300-block of West Market Street (between Highland Avenue intersection and the Carriage Works Apartments site) on its Three-Year Capital Improvement Program (CIP). Moreover, the sidewalks that front the proposed Carriage Works Apartments site along both West Market Street and South Highland Avenue are to be replaced as part of that development project. The sidewalks along both the South Highland Avenue railroad bridge are to be replaced in 2012. Finally, the sidewalk (and curb) along the front of the Gateway Apartments complex was replaced in 2005.

**Curb and Service Strip Condition**

The evaluation of curbing and service strips is similar to the evaluation of sidewalk condition addressed previously. Except, a fourth surface condition category, known as “missing, has been added.” The “missing-condition rating” category is section of the curbing and service strips, where the actual curbing or service stripping has disintegrated or has been removed for some reason. (refer to Map 7)

Service strips are paved or unpaved areas found between the sidewalk edge and the curbing along the street. The area is used mainly to place valves for utility lines in the street and for unpaved/grass strips to plant natural amenities, such as street trees. In many cases along the streetscape, the service strip is incorporated into walkway area of the sidewalk; however, paved strips still exist in the 1300-block of West Market Street. Unpaved grass service strips have also been installed along the front of the Gateway Apartments complex completed in 2005.

Poor curb and service strip conditions are found essentially in the same area as the poor sidewalk paving. Likewise, the same holds for the fair and good rated curbing and service strips. Certain segments of the Borough streetscape are identified as having no curbs. They are found within the
1000 (north and south sides), 1200 (at the Fairgrounds complex) and 1300-blocks (south side) of West Market Street. Missing curbs are also identified along both sides North Highland Avenue. Other missing curbs are found along the 1200 and 1400-blocks (north and south sides) of West Market Street, which denotes either driveway access points (1400-block) or a railroad crossing in its 1200-block. The conditions listed here do not affect the condition evaluation for the existing streetscape, since they are not intended to be installed here.

Street Characteristics

The cartway width, components and condition of both West Market Street and Highland Avenue were evaluated. The intent of this evaluation is to determine what types of improvements can be incorporated within the new streetscape. Such improvements can include, but not be limited to, bicycle lanes and angled vehicle parking.

**West Market Street** (refer to Maps 8, 9, 10 and 11)

The cartway width (i.e., width of the street surface between curbs) of West Market Street varies between 49 and 50 feet. Metered vehicle parking is provided on both sides of the street. Typical parking space size is 8 feet by 22 feet. The typical travelway here (i.e., between parking the designated parking space areas) is 34 feet wide or approximately 17 feet wide per direction. This width varies depending on the placement of on-street parking and channelized traffic lanes.

Both east and west approaches intersecting Highland Avenue are signalized. The signal is installed on span wire connected to utility poles at the intersection corners. Left turn lanes are provided for both approaches here. The left turn widths for the east and west approaches of this corridor are 13 feet. Both lanes have tapers (i.e., transition lanes that widened toward each turn lane) of greater than 60 feet in length. Both through/right turn lanes are 19 feet wide with no transition taper. The travel lanes in the opposite direction of the channelized lanes range from ten feet (where on-street parking provided) to 18 feet (where on-street parking prohibited). West Market Street intersects four other streets within the study area (i.e., Adams, North Pearl, Overbrook and Dewey Streets). However, no turn lanes are installed for the approaches of West Market Street to these intersections.

Three (3) midblock pedestrian crossing signs are installed on West Market Street within the 1100 and 1200 blocks. They aid pedestrians to cross this street between Giant Plaza and the York Interstate Fairgrounds.

The red dots shown along the edge of the roadways are access points (either driveways or access drives) located along this corridor. Storm sewer grates are also identified along within the street, which are found primarily at street intersections. None of these grates are designed to be “bicycle friendly.”

PennDOT uses a worldwide standard for measuring pavement smoothness, known as the International Roughness Index or “IRI.” The roughness units are measured by a mobile laser monitor that senses the changes in the road’s surface. The sensing recording measurement is
West Market Street- Segment #1: Schematic- Map 8

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West Market Street- Segment #2: Schematic- MAP 9

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West Market Street- Segment #4: Schematic MAP 11

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expressed in inches per mile. The lower the number, the smoother the motorist’s travel is on a road surface.

Generally, the roads surveyed fall into one of four rating categories: excellent, good, fair and poor. IRI ratings are done for state-owned roads only. For this study, West Market Street west of Highland Avenue is rated in **good** condition and the segment east of Highland Avenue is rated in **poor** condition. It is interesting to note that both segments were resurfaced at the same time years ago.

The entire length of West Market Street has been designated as a truck route as part of the Commonwealth’s “Truckers’ Guide to Pennsylvania.” This Guide/map provides truck operators and trucking companies a guide of the major routes in Pennsylvania where restrictions for truck travel based on the number and dimensions of the trailers hauled are imposed. For West Market Street, truck tractors hauling 102-inch-twin trailers and 102-inch, 48 and 53-foot trailers are permitted to travel on West Market Street through the Borough.

**North and South Highland Avenue** (refer to Maps 12, 13, 14 and 15)

**North Highland Avenue**

The cartway width of North Highland Avenue varies between 58 and 60 feet. Non-metered parking spaces are found along the east side of this street along the York Fish and Oyster property and north of Clarke Avenue. On the west side, such parking accommodations are found north of Clarke Avenue only. Thus, an eight-foot (8') width - similar to the metered parking spaces - was assumed for these spaces. The total travelway here ranges between 42 to 44 feet wide. The travelway lane in each direction (north of Clarke Avenue) ranges between 21 to 22 feet wide.

The north approach of North Highland Avenue intersects West Market Street, which is signalized. The signal is installed on span wire connected to utility poles installed at the intersection corners. Three (3) channelized lanes are provided for all vehicle movements for the southbound traffic movement at West Market Street. Both the right-turn and through lanes are 12 feet wide each, and the left turn lane is 13 feet wide. The right turn lane is 117 feet long while the other lanes are 111 feet. None of these lanes have a transition taper. The lane width for the northbound traffic movement (without on-street parking) is approximately 23 feet wide. No channelized traffic lanes are provided at the Highland Avenue/West Philadelphia Street intersection.

All three storm sewer grates along North Highland Avenue are installed in the sidewalk next to the M & T Bank building. Though installed in the sidewalk, they, too, are not bicycle friendly. Again, red dots have been provided along this street to denote access points. The two points identified along the west side of this street are used by the M and T Bank. Both access drives along the east side of this street (and south of West Clarke Avenue) are used by the York Fish and Oyster Company. The other three access points are used for residential purposes.

The IRI for North Highland Avenue is rated in **excellent** condition. This street segment was resurfaced in 2010.
South Highland Avenue

South Highland Avenue’s cartway width varies greatly between West Market Street and West King Street. This width variation is due mainly to a railroad bridge located between Monroe Street and West King Street. The cartway width of this segment varies between 58 and 60 feet between West Market Street and Monroe Street. Non-metered, on-street parking is provided along both sides of the street between West Market Street and Monroe Street. Thus, an eight-foot (8’) width, similar to the metered spaces, was assumed for these spaces. South of that point, on-street parking is prohibited, which includes the railroad bridge. Thus, the travelway for this street segment is approximately 42 wide (2 21-foot lanes). At Monroe Street, the cartway narrows significantly to approximately 34 feet, and it narrows again to approximately 33 feet at the crest of the bridge. Finally, the street widens to 49 feet, where its pavement joins the West King Street cartway.

The street segment is signalized at both termini, as follows:

- The south approach of this street intersection at West Market Street is a signalized intersection. The signal is installed on span wire connected to utility poles installed at the intersection corners. Three (3) channelized traffic lanes are provided for the northbound traffic movement at West Market Street. Both the right turn and through traffic lanes are 12 feet each, and the left turn lane is 13 feet wide. All three lanes are 110 feet long. None of these lanes requires a transition taper. The width of the southbound traffic movement lane (with on-street parking) is approximately 15 feet wide.

- The intersection of north approach of this street to West King Street is also signalized. The signal is installed on span wire connected to utility poles installed at the intersection corners. The widths of the left and through/right turn lanes for southbound traffic movement are ten (10) feet and nine (9) feet wide, respectively. Both these lanes are 164 feet long and extend over the crest of the railroad bridge. The opposite lane for northbound traffic movement is approximately 14 feet wide. No pedestrian crosswalk is provided for this approach to this intersection. In fact, none of the street approaches to this intersection have a crosswalk provided.

Several access drive/driveway access points are found along this street segment. The service drive entrance for the West York Inn is found on the west side of the street. A wide driveway used for residential garages is found on its east side, directly across from it. Three access points are found south of West Mason Avenue. Two accesses found along the east side of the street will be removed when the old Keystone Weaving Mill site is redeveloped. Also, storm sewer grates are found at its intersection with Monroe Street and near the West King Street intersection. None of these grates are designed for bicycle traffic to travel safely over them.

The IRI for North Highland Avenue is rated in good condition. This street segment was resurfaced in 2010.
North Highland Avenue - Segment #5: Schematic MAP 12

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South Highland Avenue- Segment #6: Schematic- MAP 13

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South Highland Avenue- Segment #7 MAP 14

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South Highland Avenue- Segment #8: Schematic MAP 15

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**West King Street** (refer to Maps 16 and 17)

Though not included in the study scope, a segment of West King Street was included in the street survey as a potential route for bicycle traffic. The survey segment of this street starts at the Dewey Street intersection to the east and ends at the South Adams Street intersection (south of West King Street) to the west. The cartway width ranges from 31 feet 6 inches to 32 feet. Non-metered, on-street parking is allowed along the south side of this street. An eight-foot (8') width, similar to the metered spaces along West Market Street, was assumed for these spaces. Thus, the actual travelway width for vehicles is approximately 24 feet, or 12 feet in either direction.

Two (2) signalized intersections are found along this street at the Highland Avenue/Overbrook Avenue intersection. No lane channelization is provided along West King Street at either street intersection. Further, no pedestrian crosswalks are provided for any street approach at both locations.

Ten (10) access drive or driveway points are found along the north side of the corridor, while only one is found along its south side.

Only one block of West King Street between South Highland Avenue and Hoke Street is designated as a state road. The IRI for this segment of West King Street is rated in **excellent** condition. This street segment was resurfaced with the Highland Avenue corridor project in 2010.

**Parking Survey**

The parking survey is designed to determine parking demand by motorists during both the weekday and Saturday, during the highest business activity hours of the day. These are typically the highest hour of parking activity found in urban areas such as this borough. Does the daily demand exceed the available capacity within the study area? If so, then what type or how many additional facilities would be necessary to meet this demand?

In view of these issues, the YCPC staff surveyed on-street metered and on-street non-metered parking spaces, and off-street parking facilities during three weekdays and one Saturday in April 2011. The survey periods for the three weekdays and one Saturday were held from 10:00 a.m. to 7:00 p.m., and 12:00 p.m. to 4:00 p.m., respectively.

The survey area extended along both sides of Market Street from the York Railway Company railroad tracks to Adams Street. It also included Highland Avenue (both sides) from West Philadelphia Street to West King Street. The final addition of streets for the survey included Pearl Street (both sides) from West Market Street to West Philadelphia Street and North Adams Street (east side only) from West Philadelphia Street to Monroe Street (refer to Map 18). No surveys were conducted along West Market Street, east of the railroad tracks. Figure 9 shows streets included in the survey along with the three (3) types of parking accommodations surveyed. These parking space types are color coded in Figure 9. Parking capacity for both the metered on-street parking spaces and off-street parking facilities was based on the number of spaces as noted from the initial inventory of the parking facilities.
No such parking delineations are provided for non-metered, on-street parking spaces. Non-metered parking is found along Pearl and Adams Streets, and Highland Avenue. Instead, the YCPC staff measured the length along each of these streets where parking is allowed. A length of 16 feet was assumed as the average size for a vehicle to occupy these parking spaces. This figure was then divided into the permitted on-street parking lengths (i.e., between the yellow restriction lines painted on the curbs). The result of this calculation determines the number of total potential parking spots here.

The field survey results were processed and compared with the available capacity first for all on-street parking accommodations. Map 19 shows the on-street metered and non-metered parking locations. Moreover, the graphs on the map show parking capacity versus demand. Moreover, the total number of spaces is shown together with the total number available spaces found during both the weekdays and Saturdays. The parking demand for all four survey days are compared with the available parking capacity depicted in a line diagram. The upper line is the capacity, the lower line the demand during the survey days/times. Always, demand never exceeds capacity, during either the weekday or weekend. For instance, the number of metered spaces along Market Street between the railroads tracks and North Pearl Street is 47. The average number of unoccupied spaces during the week is 33, while the number of such spaces during the Saturday peak is 22. These numbers translate into 30 percent and 53 percent occupancy, respectively. The only possible exception of demand exceeding capacity here is in early September when the York Fair held. Hence, the YCPC staff did not evaluate off-street parking capacity/demand here (as a solution to excess parking), since on-street parking seems to be plentiful regularly.

Moreover, the West York Borough Police Department conducted an “after hours” parking survey (both on and off-street) for both the West York Inn and the Other Place. The survey was conducted during one weekend (both Friday and Saturday nights between 7:00 p.m. and 2:00 a.m.). This time of week experiences the highest volume of patronage occurs for these establishments. Neither day revealed any evidenced need for additional vehicle parking to accommodate patronage at these establishments.
On-Street Parking

Pedestrian X-ing

ST PAUL AY

W POPLAR ST

MONROE ST

BIRCH AY

S PEARL ST

S ADAMS ST

W POPLAR TER

Hoke ST

King Street- Section 1: Schematic MAP 16

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Storm Water Inlet

Access Point

Feet

0 60 120 240 360 480 600
King Street- Section 2: Schematic MAP 17

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Complete Streetscape Study For West York Borough
Parking Survey Area- MAP 18

Average Scale: 1 inch = 171.5 feet
As mentioned before, the only time during the year when parking demand exceeds capacity is during the York Fair held in early September. In fact, parking capacity is reduced along West Market Street by the “bagging” of the 20 meters located along the front of the Fairgrounds entrance. Fairgrounds Officials have expressed interest to the Borough to remove some or most of these parking meters here. Many off-street parking facilities, many of which are found in this study area, are used to accommodate the exponential parking demand generated by the Fair.

Finally, parking spaces for the disabled are provided both on-street and in off-street parking facilities. One such space is provided in the following street blocks: 1110-block of West Market Street (north side), first block of North Highland Avenue (east side) and the first block of North Pearl Street (west side). These spaces are used for private residence purposes only.

Parking for the disabled is also provided in off-street facilities such as the Dollar General Store (1) the Reliance Restaurant (2), St. James Lutheran Church (3) and the Reliance Fire Company (4).

Traffic Volume and Speed Data

Traffic Volume Counts

A 24-hour traffic volume count was taken for West Market Street on March 23 and 24, 2011. An automatic traffic count data collection device was installed along this street near the York Railway Company railroad tracks. A traffic count was not conducted for Highland Avenue since only two blocks were included in the study area. Moreover, a steep railroad bridge comprises most of the length of the South Highland Avenue segment. So, installing a traffic counter along this street is infeasible.

Once the raw data (Average Daily Traffic [ADT]) are downloaded from the traffic counting device, the data are then recalculated to an Annual Average Daily Traffic (AADT) count. This process employs PennDOT seasonal adjustment factors to perform this recalculation. Once recalculated, the AADT reflects a daily traffic volume count for any day during the year. The 2011 traffic count for West Market Street at the Fairgrounds is 12,872 AADT.

85th Percentile Speed Data

Traffic speed data was recorded simultaneously with the traffic volume count for West Market Street. The speed data calculation was conducted for both directions of travel here. The speed calculation is based on the “85th-percentile” speed; it is the speed at which 85 percent of motorists feel comfortable traveling along a corridor such as this. This observed speed can be faster than the regulatory speed posted along a corridor. Typically, these studies are employed to determine what speed should be posted along corridors.

For this study, the 85th-percentile speeds for the east and west approaches of West Market Street are 32 and 34 MPH, respectively. The posted speed here is 25 MPH. However, the observed speeds fall within the parameters of speed enforcement by the West York Borough Police Department. Motorists usually traveling at this speed will not be issued a summary offense for a
speeding violation. Thus, planning for streetscape improvements/street modifications to reduce the speed along this corridor is not an issue here.

**Crash Data Inventory**

Crash data is presented in the following ways:

- **Reportable** – A traffic incident where an injury or fatality occurs or a vehicle or vehicles has or have to have been towed from the scene. These incidents are “reported” by the both local, regional and State Police to the PennDOT. These data are added into the Crash Data Analysis Retrieval Tool or CDART information database in PennDOT’s Safety Management System (SMS); and,

- **Non-reportable** – A traffic incident that is more minor in nature and does qualify for the State-wide database. However, these accidents are recorded by local police departments, mainly for insurance documentation purposes. These accidents include minor “fender-benders” where the vehicle can be driven from the scene.

The crash data presented here are reportable incidents that have occurred along both West Market Street and Highland Avenue between 2005 and 2010. These data will identify whether corrective actions are necessary to mitigate safety problems identified along these corridors. The crash evaluation data are provided in Appendix A.

According to the CDART information, very few crashes occurred along both these corridors. In fact, the data does not seem to show a specific location or type of correctable crashes. Further, only one crash occurred because of excessive speed. Both corridors have low posted speeds (i.e., 25 MPH for West Market Street and South Highland Avenue) which could reduce the potential for major crashes occurring along them. The same is true for North Highland Avenue with a posted speed of 35 MPH.

Once the crash inventory was completed, crash analysis was conducted for both corridors. The calculated crash rate for these corridors is then compared with the expected statewide crash rate for corridors of this type. The calculated crash rates for West Market Street and Highland Avenue are .22 and 1.15, respectively. These figures are well below the statewide expected average of 2.12 and 1.84, respectively. Based on this analysis, no corrective safety actions are warranted here. Finally, no accidents involving pedestrians were recorded.

**York County Economic Development Corporation Surveys**

The YCPC and Borough staffs enlisted the services of the York County Economic Development Corporation (YCEDC) staff to conduct surveys of businesses in the study area. The YCPC staff met with the YCEDC staff to discuss its needs for this study at the joint monthly Economic Plan Implementation Committee (EPIC) meeting. The YCEDC staff then generated a computerized list of businesses located within the study area. The list shows that only two (2) commercial structures are vacant presently. Both these potential commercial units are mixed townhouse-type structures with commercial spaces on the first floor and apartments above. Of the active commercial operations surveyed, all have been in business for many years and intend to renew
their current leases. This inclination “to stay put” shows positive trends for economic viability and sustainability here.

The YCPC met with the YCEDC staff at a second EPIC to review this study and plan for the next phase of their involvement with this project. Six (6) businesses were selected to participate in detailed interviews about their operations and their opinions about improving the Borough look and function. The YCEDC refers to this process more commonly as business “drop ins.” These comments were incorporated with the comments received from the public during the Town Hall meeting for this project. The comments ranged from attracting more businesses here to improving Borough cleanliness and its infrastructure. They will be an integral facet in the development of streetscape improvements for this project.

**Crime Report Data, West York Borough Police Department**

The Eberton Neighborhood Study completed in November 2009 states that an area of significant number of crimes occurring is found along West Market Street between the York City municipal line and the York Railway Company railroad crossing next to the York Interstate Fairgrounds. The observation is based on crime data (i.e., the Uniform Crime Report [UCR]) collected for the years 2007 - 2009.

**Eberton Neighborhood Walking Survey**

The Eberton Neighborhood Study was conducted for the mixed use/residential area in the southeastern quadrant of the Borough. Pedestrian circulation is a major consideration for the development of improvement strategies for the study. As noted in Chapter One, most of this study area also falls within the Eberton Study limits. As addressed before, pedestrian circulation is of paramount importance to streetscape enhancements. However, this time, pedestrian travel flow and travel flow time will be assessed between this neighborhood and the businesses in the downtown area of the Borough. Specifically, the amount of time pedestrians take to travel from this neighborhood to the downtown area was assessed. A walking route was plotted along the 1200 and 1300-Blocks of West Market and West King Streets. Each segment listed below was timed during the survey. The time elapsed while walking these segments is measured in minutes and seconds (refer to Table 1). The person conducting the survey assumed a “leisurely” travel pace along the sidewalks here. The walking survey segments are, as follows:
### Table 1

<table>
<thead>
<tr>
<th>Sidewalk Segment (beginning and end points)</th>
<th>Elapsed Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start:</td>
<td></td>
</tr>
<tr>
<td>West King St. from South Highland Ave. to Overbrook Ave.</td>
<td>7 minutes, 20 seconds</td>
</tr>
<tr>
<td>Overbrook Ave. from West King St. to West Market St.</td>
<td>1 minute, 51 seconds</td>
</tr>
<tr>
<td>West Market St. from Overbrook Ave. to South Highland Ave.</td>
<td>7 minutes, 6 seconds</td>
</tr>
<tr>
<td>South Highland Ave. from West Market St. to West King St.</td>
<td>3 minutes, 8 seconds</td>
</tr>
<tr>
<td><strong>End</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Time Elapsed</strong></td>
<td><strong>19 minutes, 25 seconds</strong></td>
</tr>
</tbody>
</table>

As noted above, the entire walking circuit takes more than 19 minutes to complete. The longest walking treks are along West Market Street and West King Street of more than seven (7) minutes each. The lengths of these street segments are provided in Table 2. The rate of travel, expressed as the number of feet per second (FPS) and MPH, is also provided here.

### Table 2

<table>
<thead>
<tr>
<th>Sidewalk Segment Lengths</th>
<th>Rate of Travel (FPS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West King Street – 2022 feet</td>
<td>4.6 feet per second</td>
</tr>
<tr>
<td>Overbrook Avenue – 533 feet</td>
<td>4.8 feet per second</td>
</tr>
<tr>
<td>West Market Street – 1918 feet</td>
<td>4.5 feet per second</td>
</tr>
<tr>
<td>South Highland Avenue – 855 feet</td>
<td>4.5 feet per second</td>
</tr>
<tr>
<td><strong>Calculated Speed in MPH</strong></td>
<td><strong>3.14 MPH</strong></td>
</tr>
</tbody>
</table>

The average human walking speed is approximately 3.1 MPH. This rate varies for age, sex and other factors. The average speed recorded through this effort appears to fall within the range of this figure.

This information will be employed to determine whether options are available to reduce pedestrian travel time between these areas.
**ADA Survey for Sidewalks and Street Intersections**

The Center for Independent Living Opportunities (CILO) conducted a field survey for the sidewalks' sidewalk ramping, street crosswalks, etc., for the study area. However, due to time limitations, only Highland Avenue and Adams Street were surveyed\(^1\). Each area surveyed was photographed and deficiencies/obstructions were noted.

Figures 10 and 11 depict examples of improper sidewalk ramp elevation at the street surface for several street intersections. The Americans with Disabilities Act (ADA) of 1991 requires an elevation difference between the sidewalk ramp edge and the street surface of .25 inches.\(^2\)

Both photographs show that the elevation between the ramp and the street surface well exceed this threshold. Conversely, the ramp edge may be lower than the street surface, possibly due to the re-paving of the adjacent street surface. The lower elevation ramping can create a depression in the street where storm water can pond creating a hazard for all pedestrians. Moreover, such ramping has never been installed as evidenced in Figure 12. There also might obstructions within the ramp area such as a telephone pole depicted in Figure 13.

The conditions of sidewalks (between these ramps) were evaluated, as well. Figure 14 shows uneven pavement along the east side of North Highland Avenue. Such abrupt changes in pavement elevation can create major obstruction for individuals who have difficulty walking or who are not ambulatory. In other areas, the sidewalk paving has fractured or crumbled (refer to Figure 15 and 16), creating equal ambulatory difficulty.

\(^1\) The CILO staff could not conduct the survey for West Market Street. Hence, the YCPC staff identified these deficiencies during its physical survey of the streetscape elements and condition of this corridor.

\(^2\) Source: PennDOT Local Technical Assistance Program (LTAP) Information Sheet #147, Spring 2011. This is required for not only ramps, but the sidewalk pavement overall.
Other obstructions, such as stairways and driveways that lead directly into the walkway, are shown in Figures 17 and 18.

Pedestrian crosswalks are provided for both Highland Avenue approaches to their intersection with West Market Street. These crosswalk stripes were added when the street was resurfaced last year. However, no such crosswalks are present in both West Market Street approaches to this intersection; they may have been worn off by traffic over the years. Operable pedestrian buttons are installed at each signal pole.

No pedestrian crosswalk is provided across the north approach of South Highland Avenue to its intersection with West King Street. In fact, no crosswalks are present any approach to this intersection. Yet, operable pedestrian buttons are provided at each signal pole.

It is the CILO staff’s opinion that improvements to alleviate these deficiencies benefit not only people with disabilities, but the population as a whole.
Local, Commonwealth and Federal Projects for the Borough, Completed or Funded

York County Community Development Block Grant (CDBG) Program, Project Completed or Currently Funded

- **Gateway Apartments**
  This project involves the redevelopment of the old Memorial Hospital Campus on the north side of West Market Street next to the York Interstate Fair complex. The project was completed in 2005 for a cost of $5 million. This apartment complex houses 33 family units.

- **Neighborhood Stabilization Program (NSP)/Carriage Works Apartments Project**
  A total of $17.1 million was budgeted to redevelop the Keystone Weaving Mills site, with several million dollars provided by the CDBG Program. A total of 80 rental and ten (10) owner units are proposed along with 25,000-square feet of office and retail space for this development. Improvements to the site include the replacement of these sidewalks and curbs along the front of the site bounded by both West Market Street and South Highland Avenue. This sidewalk replacement project will be incorporated into the improvement scheme for this streetscape study. Demolition of the existing structures is occurring presently. Anticipated completion of this project is approximately two years.

- **Sidewalk Improvement, 1300-block of West Market Street**
  A sidewalk replacement project has been programmed for the 1300-block of West Market Street on CDBG’s Three-Year Action Plan. The project is found on the south side of the street from the Highland Avenue intersection eastward to the boundary of the Carriage Works Apartments Development site. The project is being implemented to complement the sidewalk improvement being planned within the same block of West Market Street. The anticipated completion of this project will occur concurrently with the completion of the Carriage Works project. A total of $158,000 has been programmed to construct this improvement. The funds for this project are being generated through the CDBG -“R” Program. These “R” funds are procured through the American Recovery and Reinvestment Act (ARRA) established by the Obama Administration two years ago.

- **Elm Street Planning study for the Eberton Residential Neighborhood**
  The Pennsylvania Department of Community and Economic Development (PA DCED) funded an “Elm Street” study for the Eberton Neighborhood. This predominantly residential neighborhood is located in the southeastern quadrant of the Borough. This area bridges the City of York and the proposed Carriage Works Apartments Development. It also includes part of this study area along West Market Street between the York City municipal line and Highland Avenue. Both commercial and residential activities are located here. This effort is a neighborhood revitalization project. The study addressed needs to improve neglected spaces along certain corridors within the study area, such as 1000 to 1300-blocks of West Market Street. The study also considered designs to improve this area, based on new and traditional urban design concepts. Two improvements of note taken from the Study’s Five-Year Action Plan recommends that
reinvestment should be made to the Borough Square (e.g., sidewalk, curbing, street trees, etc.). The second recommendation involves the development of a streetscape study of the West Market Street corridor (i.e., this study effort). The cost of the funds programmed for the Eberton study was $28,000.

Local and PennDOT Transportation Projects Currently Programmed

No Borough-funded transportation projects are programmed currently. However, two State-funded projects are currently programmed for implementation in the immediate future as described below.

- **Highland Avenue Bridge Project**
  PennDOT has programmed a rehabilitation project for the Highland Avenue bridge over the York Railway Company’s railroad right-of-way. This project originated from the York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP). Total cost of the project is $1.44 million. PennDOT has issued a Notice to Proceed for project construction in May 2011. Work will commence on this project in August 2011 and be completed in spring 2012. This project will be done concurrently with the Carriage Works Apartments redevelopment project also located along South Highland Avenue.

- **Red Light Enforcement Grants**
  Governor Tom Corbett introduced a new grant program funded through fines collected from red-light enforcement cameras in the City of Philadelphia. For 2011, a total of $8.4 million has been collected to finance 106 transportation projects statewide. West York Borough received $8,672 to upgrade the Light-Emitting Diode (LED) lights for its four (4) traffic signals. Two signals are found within the study area (i.e., West Market Street/Highland Avenue and South Highland Avenue/West King Street intersections).
Chapter Four
Public Involvement

York County Rail Trail Authority Meeting, May 23, 2011

The YCPC staff was invited to present to the York County Rail Trail Authority members an update of the Streetscape Study effort. Staff covered the purpose of the study and the inventory data collected, thus far. The members were informed that a public meeting would be held soon. All members were invited to attend. The Authority’s Director mentioned plans to extend the Hanover Trolley Trail Project through the Borough. She would send to the YCPC a report about that proposal.

First Borough Town Hall Meeting, June 20, 2011

A Borough Town Hall meeting was scheduled on June 20, 2011 to unveil the Streetscape Study to the public. The meeting was held at the Reliance Fire Company. Approximately 40 people attended the event.

Reporters from both the York Dispatch and York Daily Record newspapers wrote “pre-meeting” and “post-meeting” news articles on this event. WSBA Radio 910 also interviewed the YCPC staff. Staff prepared flyers announcing the event and distributed them door-to-door to all homes and businesses in the study area. Also, the YCPC staff developed a “Streetscape” web page for its website, www.ycpc.org, to announce this event. A survey of issues associated with this study was included with this web page. The survey was developed through use of the Survey Monkey™ computer software program. The survey was composed of two parts: questionnaire and written “text” responses. The results of the written comments are summarized in Chapter Two. Copies of the survey were also distributed at the meeting. Further, stakeholders involved in the study process (e.g., the York Interstate Fair), as well as all Borough Council members and staff, were contacted individually.

The meeting opened with a formal presentation from the YCPC staff. The items covered at the meeting were the needs for the existing streetscape established by the Borough. It was at this juncture that the YCPC staff stressed that the public input to address needs for the existing streetscape is as important as the input from the Borough. “This is the resident’s Borough; they can shape its future at this meeting.” Subsequently, the data collected through the Study’s inventory phase. The results were illustrated on display boards placed at the front of the room. Once the YCPC staff concluded the presentation, the meeting was turned into an open house for the meeting attendants to mill about and ask questions about the displays. One display allowed the residents to select the “type” of streetscape they would like to see implemented in the Borough. Four (4) different types of streetscape designs were presented to the meeting attendees, as follows: “Traditional,” “Modern,” “Creative” and “Futuristic.” The photographs provided illustrate each type of design. The attendees were invited to vote for their favorite type by placing an adhesive “green dot” marker next to the appropriate photographs (refer to Figure D-1). Of the 33 attendees voting, 24 chose the “Traditional” type as the preferred streetscape design. The “Traditional” design concept is also found in several comments received
through the survey. Therefore, the YCPC staff and the Borough are pursuing a traditional design approach for this effort.

**Town Hall Survey Results**

As mentioned above, an opinion survey was undertaken both at the public event and on-line at [www.ycpc.org](http://www.ycpc.org). The survey was composed of six (6) questions, ranging from condition of the streetscape infrastructure and parking to personal mobility choice.

The first question involves an opinion poll/ranking by importance of off- and on-street parking issues within the Borough (refer to page A-1). These response categories were then rated by a weighted average and ranked collectively. The most important (i.e., the top two weighted responses) issues are “parking blockages of access points” and “parking obstacles, such as illegal vehicle storage.” The least important issues are “lack of available parking” and “dysfunctional operation of parking meters.”

The second question (refer to page A-2) deals with rating the conditions of the street surface, sidewalk and curbs along both West Market Street and Highland Avenue. The survey shows that the most frequent response for the poorest condition was found with the sidewalks and curbs along West Market Street. Conversely, the most frequent response for the best condition is the street surface for both North and South Highland Avenue. PennDOT resurfaced this street in 2010. Finally, the most frequent response for the “Fair” condition is the street surface and the sidewalk/curbs for West Market Street and Highland Avenue, respectively.

The third question is conducted similarly to the second question in ranking the importance of improving pedestrian hazards found in the study area (refer to page A-3). The top two hazards ranked are “missing or degraded walkways” and “flooding and ponding (the walkway area).” The bottom two hazards ranked are “missing curbs” and “cracks in the sidewalks.”

The fourth question deals with pedestrian and bicycle modes choices for daily personal activities (refer to page A-4). The public stated that the pedestrian and cycling activities occur mainly with recreational activities. The response also showed that a significant number of respondents walk or bike to the store, as well.

The fifth question deals with flooding issues for Borough residents and businesses (refer to page A-4). Most of the respondents stated that flooding did not affect them.

The sixth and final question deals with determining the importance for all the problems/issues identified in the Borough (refer to page A-5). This survey question and ranking result are akin to Questions Two and Three. The respondents were requested to prioritize their top five problems/issues. The collective “Top Five” problem areas are as follows: “lack of identification within the Borough Square,” “unsafe sidewalk conditions,” “inadequacy of storm sewer system,” “road rutting along West Market Street,” and “speeding along West Market Street.”

The respondents were also permitted to provide written comments for the survey. These comments are provided in Chapter Two.
Meeting with the Developer of the Carriage Works Apartments Development

The Carriage Works Apartments development is the “turnkey” project for which this study is being conducted. Hence, input from the entities involved in its construction is of paramount importance to address all needs and improvement intentions for study consistency. The YCPC staff met with the developer of this residential development project on August 30, 2011. The staff members first explained the purpose of this project and then reviewed with him the inventory and analysis phases the study. The results of the first Town Hall meeting were discussed, as well.

He stated that he is developing only the 80 residential units that comprise approximately two-thirds of the total site area. His firm will replace the sidewalk along the east side of South Highland Avenue from West Mason Avenue to the railroad bridge overpass. He will also be constructing the site access driveway to intersect West Market Street. He proposes to provide channelized left and right turn lanes for this access drive approach to West Market Street. This proposed must be approved by PennDOT through its Highland Occupancy Permit (HOP) process. He mentioned that only this site access proposed along West Market Street will be improved. The company that develops the remaining area site will replace the sidewalk along this Street.

Second Borough Town Hall Meeting with the Streetscape Design Team

The second Borough Town Hall Meeting is planned for the summer of 2012. This meeting, which will take place after the study document is completed, will introduce the Borough Council and Staff, along with interested Borough residents, to the streetscape design team. The agenda will include an educational session on elements of streetscapes and their functions. The results from this meeting will be added to the study as a separate Appendix after the meeting has occurred.
Chapter Five
Analysis of Needs

*Sidewalk Project Evaluation/Project Prioritization*

Once the sidewalk condition data was collected, processed and mapped, the sidewalks are prioritized for implementation. This evaluation is based mainly on the current surface condition and presence of hazards. These factors make up six (6) of seven (7) weighting categories employed in the evaluation. The seventh (and final) weighting category is a “functional” factor that determines whether the sidewalk facility serves as a pedestrian hub. The evaluation focused “walk-able” portion of the sidewalk; however, conditions of the curb, and the service strips included as factors in the analysis. The YCPC staff employed the Community VIS™ computer software program to process this evaluation. This software program weights these seven (7) categories in a numerical rating system based from “0” to “10.” The number “0” has the least amount of weight, while the number “10” has the greatest. The number “5” is a middle-of-the-road weight. The weighting assumptions are shown in Map 20.

The following is an explanation of the seven (7) weighting categories (refer to Map 20):

Map 20 shows the weighting system employed for this evaluation is divided into seven (7) categories. Three categories of weighting factors involve “obstacles/hazards.” “Major-weighted” obstacles include deficiencies, such as broken or missing sidewalk pavement, water flooding on sidewalk surfaces and ramps, missing sidewalk ramps (for the disabled) and sidewalk surface sinking/uplift. “Average-weighted” obstacles include deficiencies, such as missing curb, storm water grates (hazards for bicycles) and sidewalk pavement sinking below curbs. “Low-weighted” obstacles include deficiencies such as minor dips and cracks in the sidewalks. The major obstacle categories reflect serious obstruction issues for individuals circulated along the sidewalks. Thus, the weighting of this factor is rated “10” on a scale of 10. The Average and Low categories are rated “5” and “3,” respectively, on the same scale of 10.

Another obstacle factor employed here involves “utility obstructions” found below or above the existing sidewalk or service strip surface (refer to Figure 19 for an example of such an obstruction). The obstructions vary from utility valves jutting out of the ground to depressions in sidewalks or paved service strips that resulted from the removal of posted signs. These obstructions can create hazards for pedestrians, particularly those who have difficulty walking or are not ambulatory. This category is rated “5” out of a scale of 10.

The existing surface condition of the sidewalks is the fifth and sixth weighting categories employed in this evaluation. Only the surfaces determined to be in “fair” and “poor” condition as determined during the inventory phase (refer to Chapter Three).
The poor condition rating received the highest rating, since these require immediate replacement. The weight rating of this condition is “8” out of a scale of 10. The fair surface condition requires replacement within five (5) to ten (10) years. The weight rating given to this condition is “3.”

The seventh (and final) weighting category is “functional,” rather than deficiency-oriented. It involves the identification of major pedestrian hubs (e.g., stores, restaurants, pubs and banks) which serve as desirable destinations for pedestrians traveling these sidewalks. Most of these hubs are found along West Market Street. However, one “hub” is found along South Highland Avenue. The weight rating for this category is “8” of a scale of 10.

The results of the weighting evaluation were converted into graphic form. Map 20 shows the evaluation for both West Market Street and Highland Avenue. The color scheme developed for this is based on the “suitability” for improvement. Segments with the highest number rating are identified as a reddish color. Segments falling within the “reddish” color category are in poor condition (with many hazards) and require improvement immediately. Conversely, the segments with the lower number are identified as a bluish color. Segments with this designation are in good condition and probably do not need to be improved for the next ten (10) years.

Once this weighting evaluation was completed, the projects were then ranked for future funding and implementation. The YCPC staff divided the sidewalks into project segments. The segment divisions are based upon changes in segment “suitability” and logical divisions such as streets, driveways and property boundaries. A total of 27 segments were identified. Three (3) ranking categories were employed to group these segments. They are “High,” “Medium” and “Low” priorities (refer to Map 21). “High” priority segments require immediate attention for funding and implementation. “Medium” priority category segments require attention within five (5) to ten (10) years, and the “Low” priority category segments require attention in more than ten (10) years. The limit of each segment is provided in Appendix B. The time frame of these “replacement” categories is the same as identified for the sidewalk conditions inventory explained in Chapter Three.

In Map 21, the highest priority projects are found within or near the Borough Square and in front of the York Interstate Fairgrounds and along within the 1200-block of West Market Street along its north side. Medium priority projects are found within the 1000 and 1100-blocks of West Market Street and Highland Avenue. Lowest priority projects are found along the 1400-block of West Market Street, North Highland Avenue and the South Highland Avenue railroad bridge. A lone low-priority segment is found within the 1200-block of West Market Street, along its north side. The segment was replaced concurrently with the construction of the Gateway Apartments site. This pavement is five (5) years old and in good condition.

Some segments along streets are already scheduled for improvement, as follows (refer to Map 22):
West York Streetscape Sidewalk Analysis
Map 20

Disclaimer:
The York County Planning Commission provides this Geographic Information System map and/or data (collectively the “Data”) as a public information service. The Data is not a legally recorded plan, survey, official tax map, or engineering schematic and should be used for only general information. Reasonable effort has been made to ensure that the Data is correct; however the Commission does not guarantee its accuracy, completeness, or timeliness. The Commission shall not be liable for any damages that may arise from the use of the Data.

Legend
sidewalk Grid

Suitability

- 0.000000 - 43.500591
- 43.500592 - 57.748054
- 57.748055 - 65.028871
- 65.028872 - 69.620733
- 69.620734 - 73.569161
- 73.569162 - 76.637355
- 76.637356 - 79.952386
- 79.952387 - 84.173031
- 84.173032 - 88.900599
- 88.900600 - 100.000000
West York Borough Complete Streetscape - Sidewalk Prioritization

MAP 21

Sidewalk Priority
- High Priority
- Medium Priority
- Low Priority

Map created on July 20, 2011

Disclaimer:
The York County Planning Commission provides this Geographic Information System map and/or data (collectively the "Data") as a public information service. The Data is not a legally recorded plan, survey, official tax map, or engineering schematic and should be used for only general information. Reasonable effort has been made to ensure that the Data is correct; however the Commission does not guarantee its accuracy, completeness, or timeliness. The Commission shall not be liable for any damages that may arise from the use of the Data.

Path: C:\Transportation\WestYorkBoro\Map\Sidewalk_Priority_levels.mxd
High Priority Project, Number 1 is programmed on the York County CDBG Three-Year Action Plan. This sidewalk segment extends from the West Market Street/Highland Avenue intersection to the edge of the Carriage Works Apartments development. This project will be implemented with the sidewalk improvements included with the redevelopment of the Carriage Works site (i.e., High Priority Project #4).

High Priority Project, Number 4 and Medium Priority, Number 1 are both sidewalk segments to be improved as part of the Carriage Works Apartments redevelopment project. These segments should be replaced in approximately one year.

Low Priority Projects, Numbers 1 and 5 (and a small portion of Medium Priority Project, Number 1) are sidewalks located along both sides of the railroad overpass on South Highland Avenue. PennDOT will rehabilitate the road surface on or before the end of 2011. This work will include the replacement of the sidewalk here.

Observation

As one will note, the sidewalk in front of the York Interstate Fairgrounds is High Priority Project, Number 2. The need for replacement of the curbs and sidewalks here is immediate. However, the Fairgrounds complex is commercial by nature and does not qualify for Community Development Block Grant (CDBG) Program funding. The Fairgrounds operation must fund this improvement project through its own financial means. The same CDBG funding policy is true for all commercial enterprises found along both West Market Street and Highland Avenue in the study area. This includes the section of Martin Carriage Works Apartments development site located along West Market Street. A proviso has already been established by the Borough and the CDBG Program that the developer of the commercial section of this site, when developed, will replace the sidewalk along the south side of West Market Street (refer to Chapter Seven).

Street Cartway Width and Condition Evaluation

The operative word of “streetscape” is street. Adequate street width, and optimal street surface conditions and utility functions are crucial for the success of all streetscape planning. The street evaluation is conducted, as follows:

- To identify first existing deficiencies (e.g., poor surface condition and lack of pavement striping) that must be corrected initially for the subject corridor to function as it was intended; and,
- What type or types of streetscape improvements are feasible to implement along corridor, cartway width, surface type and traffic control type permitting.

The major streets within the study area examined through this exercise are as follows: West Market Street, North and South Highland Avenue, and West King Street. The evaluation, recommended improvements and improvement actions (taken to date) are addressed for each corridor are provided below.
### West Market Street, York City municipal line to Adams Street
(refer to Maps 8, 9, 10 and 11)

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total street cartway width (i.e., curb to curb)</td>
<td>The cartway width ranges from 49 to 50 feet.</td>
</tr>
<tr>
<td>Current surface condition, according to the International Roughness Index (IRI)</td>
<td>The surface condition of West Market Street west and east of the Highland Avenue intersection is <strong>good</strong> and <strong>poor</strong>, respectively.</td>
</tr>
<tr>
<td>Existing parking</td>
<td>Metered parking is provided on both sides of street; parking lanes are eight (8) wide.</td>
</tr>
<tr>
<td>Channelized traffic lanes at the Highland Avenue intersection</td>
<td><strong>East approach</strong></td>
</tr>
<tr>
<td><strong>Eastbound travel direction</strong></td>
<td><strong>Left turn Lane</strong> - 13 feet wide, 130 feet long with a 68-foot taper (estimate)</td>
</tr>
<tr>
<td></td>
<td><strong>Through/right turn lane</strong> - 19 feet wide</td>
</tr>
<tr>
<td><strong>Westbound travel direction</strong></td>
<td>+ Lane ranges from 10 to 18 feet wide, due to two (2) on-street metered parking spaces located directly across from the left turn lane.</td>
</tr>
<tr>
<td></td>
<td><strong>West approach</strong></td>
</tr>
<tr>
<td><strong>Westbound travel direction</strong></td>
<td><strong>Left turn lane</strong> - 13 feet wide, 130 feet long with a 64-foot taper (estimate)</td>
</tr>
<tr>
<td></td>
<td><strong>Through/right turn lane</strong> - 19 feet wide</td>
</tr>
<tr>
<td><strong>Eastbound travel direction</strong></td>
<td>+ The lane is 18 feet wide from the Highland Avenue intersection to the Reliance Restaurant access drive. At that point, six (6) metered parking spaces are found opposite the 64-foot taper for the left turn lane. This travel lane width here is approximately ten (10) feet along the lane taper.</td>
</tr>
<tr>
<td>Channelized turn lanes at Adams, Pearl, Overbrook and Dewey Streets</td>
<td>No turn lanes are provided on West Market Street at any of these intersections.</td>
</tr>
<tr>
<td>Total travel lane width</td>
<td>The cartway width ranges from 43 to 44 feet. Adjustments must be made for the channelized turn lanes found at its intersection with Highland Avenue.</td>
</tr>
<tr>
<td>Pedestrian accommodations</td>
<td>Several mid-block crosswalk signs are installed along the entire length of West Market Street within the Borough, three (3) of which are located within its 1100 and 1200 blocks.</td>
</tr>
<tr>
<td>Pedestrian accommodations (continued)</td>
<td>Pedestrian crosswalks installed at the Highland Avenue intersection have since worn away. Pedestrian buttons are provided at the West Market Street /Highland Avenue traffic signal. No “countdown device” is provided here.</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Storm sewer grates</td>
<td>The grates are not designed for bicycle traffic to travel over them. Periodic flooding occurs between the 1000 and 1200-blocks of the due to an ineffective storm sewer system.</td>
</tr>
</tbody>
</table>

**Streetscape Recommendations:**

First and foremost, the surface of West Market Street must be rehabilitated and, in the case of the Highland Avenue/West Market Street intersection, reconstructed. The pavement condition for both approaches of this street to Highland Avenue is rutted and wrinkled badly by large tractor-trailer trucks attempting to stop at this intersection. This road is owned by the Commonwealth of Pennsylvania, so PennDOT administers the financing and improvement to this street.

A bicycle lane should be considered for each direction of traffic along the along this corridor. For facility continuity, these lanes should be extended along this corridor from one end of the Borough to the other. Minimum width or each lane should be five (5) feet (refer to Maps 8, 9, 10, and 11). Lane placement would be along the outside of the on-street parking spaces. The width required to install these lanes would reduce the existing travel lane width to about 33 to 34 feet (both directions). This does not include a bike/car “buffer” width which may reduce the existing travelway widths (both directions) another five (5) to ten (10) feet.

Decorative pedestrian crosswalks should be installed at the West Market Street and Highland Avenue intersection. This intersection is to become the “Borough Square.” The crosswalk must be designed in a “TRADITIONAL” vein, as per Borough Officials and residents. The design could include an image of a bulldog, the West York Area School District mascot.

Borough Officials request that a “countdown” pedestrian cycle replace the existing pedestrian cycle system at the West Market Street /Highland Avenue intersection.

The storm sewer system along and within West Market Street should be upgraded; new storm sewer grates should be designed and installed to accommodate on-street bicycle traffic.

**Action Taken to Date:**

The YCPC staff has submitted a National Environmental Protection Agency (NEPA), Level One form as the first step in the process to program moneys through the York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP) and PennDOT to resurface this street. The requested improvement does not include financing for possible bicycle lanes or other intersection improvements mentioned here. A detailed explanation of the YAMPO TIP/NEPA process is provided in Chapter Seven, the *Implementation Guide*. 
North Highland Avenue, West Market Street to West Philadelphia Street  
(refer to Maps 12, 13, 14 and 15)

<table>
<thead>
<tr>
<th>Total street cartway width (i.e., curb to curb)</th>
<th>The cartway width is 58 to 60 feet (i.e., curb to curb).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current surface condition, according to the International Roughness Index (IRI)</td>
<td>The pavement surface north of West Market Street is rated in excellent condition; this segment was resurfaced in 2010.</td>
</tr>
<tr>
<td>Existing parking</td>
<td>Non-metered parking is provided on both sides of street; parking lanes are assumed to be eight (8) feet wide.</td>
</tr>
</tbody>
</table>
| Channelized traffic lanes | North approach to West Market Street Intersection  

**Southbound travel direction**  
Left turn lane - 12 feet wide, 111 feet long, no taper  
Through lane - 12 feet wide, 117 feet long  
Right turn lane - 13 feet wide, 117 feet long, no taper.  

**Northbound travel direction**  
The lane is approximately 23 feet wide. Non-metered parking is provided along the east side of the street, thereby, reducing the travelway width to 15 feet between the street centerline and this on-street parking lane. North of West Clarke Avenue, the travelway is 42 to 43 feet, even with non-metered parking lanes on both side of the street.  

**South Approach to West Philadelphia Street**  
No channelized turn lanes are provided here.

<table>
<thead>
<tr>
<th>Total travel lane width</th>
<th>The width ranges from 52 to 60 between West Market Street and Clarke Avenue, and 42 to 43 feet between West Clarke Avenue and West Philadelphia Street.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian accommodations</td>
<td>Pedestrian crosswalk is provided at the West Market Street intersection. Pedestrian buttons are operating at the West Market Street/Highland Avenue intersection traffic signal.</td>
</tr>
<tr>
<td>Storm sewer grates</td>
<td>The grates are not designed for bicycle traffic to travel over them.</td>
</tr>
</tbody>
</table>
Streetscape Recommendations:

Angled parking could be explored along this street, but only along its east side, north of West Clarke Avenue.

Decorative pedestrian crosswalks should be installed at the West Market Street and Highland Avenue intersection. This intersection is to become the Borough Square. The crosswalk must be designed in a “TRADITIONAL” vein, as per Borough Officials and residents. Our staff suggests that the design include an image of a bulldog, the West York Area School mascot.

Borough Officials request that a “countdown” pedestrian cycle replace the existing pedestrian cycle system at the West Market Street / Highland Avenue intersection.

New storm water grates should be designed and installed to accommodate on-street bicycle traffic.

Action Taken to Date:

PennDOT resurfaced North Highland Avenue in 2010.

<table>
<thead>
<tr>
<th>South Highland Avenue, West Market Street to West King Street (refer to Maps 12, 13, 14 and 15)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total street cartway width</strong></td>
</tr>
<tr>
<td>The cartway width ranges from 58 to 60 feet between West Market Street and West Mason Avenue; 32.5 feet to 33.7 feet between Monroe Street and the stop bar near the West King Street intersection; and 49 feet at West King Street.</td>
</tr>
<tr>
<td><strong>Current surface condition, according to the International Roughness Index (IRI)</strong></td>
</tr>
<tr>
<td>The pavement surface south of West Market Street is rated in <strong>good</strong> condition. This segment was resurfaced in 2010.</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
</tr>
<tr>
<td>Non-metered parking is provided on both sides of street; parking lanes are assumed to be eight (8) wide.</td>
</tr>
<tr>
<td><strong>Channelized traffic lanes</strong></td>
</tr>
<tr>
<td><em>South approach to West Market Street intersection</em></td>
</tr>
<tr>
<td><em>Northbound travel direction</em></td>
</tr>
<tr>
<td><strong>Left turn lane</strong> - 13 feet wide, 110 feet long, no taper</td>
</tr>
<tr>
<td><strong>Through lane</strong> - 12 feet wide, 110 feet long</td>
</tr>
<tr>
<td><strong>Right turn lane</strong> - 12 feet wide, 110 feet long, no taper.</td>
</tr>
</tbody>
</table>
Channelized traffic lanes *(continued)*

<table>
<thead>
<tr>
<th>Southbound travel direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ The lane is approximately 23 feet wide, non-metered parking is provided along the west side of the street, thereby, reducing the travelway width to 15 feet between the street centerline and this on-street parking lane.</td>
</tr>
</tbody>
</table>

**North approach to West King Street intersection**

<table>
<thead>
<tr>
<th>Southbound travel direction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Left turn lane</strong> - ten (10) feet wide, 164 feet long, no taper</td>
</tr>
<tr>
<td><strong>Through/right turn lane</strong> - nine (9) feet wide, 164 feet long.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Northbound travel direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ The lane is 14 feet wide.</td>
</tr>
<tr>
<td>+ No on-street parking is permitted within this segment from Monroe Street southward.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total travel lane width</th>
</tr>
</thead>
<tbody>
<tr>
<td>The width ranges from 44 to 52 feet between West Market Street and West Mason Avenue. The width also varies between 32.5 feet to 33.7 feet between Monroe Street and the stop bar near the West King Street intersection, increasing to 49 feet at West King Street.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian accommodations</th>
</tr>
</thead>
<tbody>
<tr>
<td>A pedestrian crosswalk is provided at the West Market Street intersection. Pedestrian buttons are provided at the West Market Street/Highland Avenue traffic signal. Such pedestrian automation is also provided at the West King Street/Highland Avenue traffic signal. However, no pedestrian crosswalk is installed here.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Storm sewer grates</th>
</tr>
</thead>
<tbody>
<tr>
<td>The grates are not designed for bicycle traffic to travel over them.</td>
</tr>
</tbody>
</table>

**Streetscape Recommendations:**

Decorative pedestrian crosswalks should be installed at the intersection of the West Market Street and Highland Avenue intersection. This intersection is to become the Borough Square. The crosswalk must be designed in a “TRADITIONAL” vein, as per Borough Officials and residents. The design could include an image of a bulldog, the West York Area School mascot.
Borough Officials request that a “countdown” pedestrian cycle replace the existing pedestrian cycle system at the West King Street /Highland Avenue intersection.

New storm sewer grates should be designed and installed to accommodate on-street bicycle traffic.

**Action Taken to Date:**

PennDOT resurfaced North Highland Avenue in 2010. PennDOT is currently replacing the deck for the railroad bridge on this street between Monroe and West King Streets. The project is slated for completion by the end of 2011.

| West King Street, South Adams Street to Dewey Street  
(refer to Maps 16 and 17) |
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total street cartway width</strong></td>
</tr>
<tr>
<td><strong>Current surface condition, according to the International Roughness Index (IRI)</strong></td>
</tr>
<tr>
<td><strong>Existing parking</strong></td>
</tr>
<tr>
<td><strong>Channelized traffic lanes</strong></td>
</tr>
<tr>
<td><strong>Total travel lane width</strong></td>
</tr>
<tr>
<td><strong>Pedestrian accommodations</strong></td>
</tr>
<tr>
<td><strong>Storm sewer grates</strong></td>
</tr>
</tbody>
</table>

**Streetscape Recommendations:**

Borough Officials request that a “countdown” pedestrian cycle replace the existing pedestrian cycle system at the West Market Street /Highland Avenue intersection.

New storm sewer grates should be designed and installed to accommodate on-street bicycle traffic.

**Action Taken to Date:**

The street segment between South Highland Avenue and Hoke Street was resurfaced in 2010.
Parking Ordinance versus Actual Parking Demand Evaluation

In Chapter Three, on-street and off-street parking surveys were conducted for West Market, Pearl and Adams Streets, Highland Avenue, and the land uses which bound these streets. The survey provides an account of typical weekday and weekend parking demand. It also provides an inventory of existing parking facilities/spaces for each land use found within the study area. This section will use these data to evaluate the existing parking demand and facilities versus the current Borough parking requirements per land use within the study area. The evaluation is based on Parking Analysis Table found in Appendix C. As mentioned before, the existing parking facilities were surveyed in the field. Where parking areas were not clearly demarcated, especially in the case of residential parking, estimates were made as to the number of existing parking spaces. The required parking was determined by using the parking regulations set forth in the current West York Borough Zoning Ordinance. The requirements which apply to the specific uses within the study area are as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Required Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single and Two Family Dwellings</td>
<td>2 per dwelling unit</td>
</tr>
<tr>
<td>Multiple Dwellings and Apartment Houses</td>
<td>2 per dwelling unit</td>
</tr>
<tr>
<td>Retail Stores, Personal Service Shops and</td>
<td>1 per 300 square feet of floor area plus</td>
</tr>
<tr>
<td>Professional Offices</td>
<td>1 employee space</td>
</tr>
<tr>
<td>Medical-Dental Clinics</td>
<td>3 per each doctor or dentist per clinic</td>
</tr>
<tr>
<td>Restaurant and Drinking Establishments:</td>
<td>1 per each 4 seats</td>
</tr>
<tr>
<td>Conventional Service</td>
<td></td>
</tr>
<tr>
<td>Auto Repair, Gasoline Station</td>
<td>1 per 300 square feet of repair or service facility</td>
</tr>
<tr>
<td>Churches</td>
<td>1 per each 4 seats</td>
</tr>
</tbody>
</table>

The required parking as shown in the Parking Analysis Table (refer to Appendix C) are based on the above mentioned requirements.

Explanation of the Parking Analysis Table

The Parking Analysis Table (refer to Appendix C) identifies each parcel in the study area by its address. The addresses are grouped according to the street and block on which the parcel is located. The Table includes the tax map and parcel number, the land use code, number of residential units, if applicable, the existing parking and the required parking for that use for each parcel. All tax map, parcel, and land use code information was obtained from the York County Tax Assessment Office.

Grouping of Addresses

The study area consists of 122 properties. The parcels within the study area have been grouped according to the street and block on which they are located. Grouping the parcels in this way will show the relationship between the parcels, their associated existing off-street parking and the
existing on-street parking. The intention is to identify areas where parking is available and where parking is limited. The following is a list of the parcel groupings by street and block:

<table>
<thead>
<tr>
<th>Group</th>
<th>Parcel Grouping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 1</td>
<td>1200 block of W. Market St. (between RR tracks &amp; N. Pearl St.)</td>
</tr>
<tr>
<td>Group 2</td>
<td>1300 block of W. Market St. (between N. Pearl St. &amp; N. &amp; S. Highland Ave.)</td>
</tr>
<tr>
<td>Group 3</td>
<td>1400 block of W. Market St. (between N. &amp; S. Highland Ave. &amp; N. &amp; S. Adams St.)</td>
</tr>
<tr>
<td>Group 4</td>
<td>N. Pearl St. (between W. Market St. &amp; W. Philadelphia St.)</td>
</tr>
<tr>
<td>Group 5</td>
<td>N. Highland Ave. (between W. Market St. &amp; W. Philadelphia St.)</td>
</tr>
<tr>
<td>Group 6</td>
<td>S. Highland Ave. (between W. Market St. &amp; Monroe St.)</td>
</tr>
<tr>
<td>Group 7</td>
<td>N. Adams St. (between W. Market St. &amp; W. Philadelphia St.)</td>
</tr>
<tr>
<td>Group 8</td>
<td>S. Adams St. (between W. Market St. &amp; Monroe St.)</td>
</tr>
</tbody>
</table>

The following analysis of each Group assumes that the existing off-street parking is fully occupied at any given time.

**Group 1: 1200 Block of West Market Street**

Group 1 consists of 19 properties, seven (7) of which are non-residential. There are a total of 168 existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is 184 parking spaces. This indicates a deficiency of 16 off-street parking spaces along the 1200 block of West Market Street. This section of West Market Street currently has 47 metered on-street parking spaces. A survey conducted by the staff of the York County Planning Commission (YCPC) in April 2011, indicates that a minimum of 33 parking spaces are not occupied during weekdays and a minimum of 22 spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>7</td>
<td>168</td>
<td>184</td>
<td>47</td>
<td>33/14</td>
<td>22/25</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of 168 spaces. This, added to the occupied on-street spaces determined during the survey (14 on weekdays and 25 on weekends), is 182 spaces during weekdays and 193 spaces during weekends. With the requirement of 184 parking spaces, this calculation shows that Group 1 has two (2) less occupied spaces than required during weekdays and nine (9) more occupied than required during weekends. However, unoccupied on-street parking spaces are available to meet the parking needs within Group 1.

**Group 2: 1300 Block of West Market Street**

Group 2 consists of 29 properties, three (3) of which are non-residential. This group of properties also contains the Carriage Works Apartments Development. The plan for these apartments
proposes 184 off-street parking spaces and requires 160. Due to the large number of off-street parking spaces being provided, and since the parking spaces will be for the use of the residents of the apartment complex only, the number will not be included in the totals for the overall group. There are a total of 132 existing off-street parking spaces for the existing uses in this group. The required parking for the aforementioned uses is 160 parking spaces. This indicates a deficiency of 28 off-street parking spaces along the 1300-block of West Market Street. This section of West Market Street currently has 26 metered on-street parking spaces. A survey conducted by the staff of the YCPC in April of 2011, indicates that a minimum of 16 parking spaces are not occupied during weekdays and a minimum of 15 spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces Available/ Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/ Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>3</td>
<td>132</td>
<td>160</td>
<td>26</td>
<td>16/10</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of 132 spaces. This, added to the occupied on-street spaces determined during the survey (10 on weekdays and 11 on weekends), is 142 spaces during weekdays and 143 spaces during weekends. With the requirement of 160 parking spaces, this calculation shows that Group 2 has 18 less occupied spaces than required during weekdays and 17 less occupied spaces than required during weekends. Unoccupied on-street parking spaces are available within Group 2.

**Group 3: 1400 Block of West Market Street**

Group 3 consists of 25 properties, nine (9) of which are non-residential. There are a total of 181 existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is 208 parking spaces. This indicates a deficiency of 27 off-street parking spaces along the 1400-block of West Market Street. This section of West Market Street currently has 23 metered on-street parking spaces. A survey conducted by the staff of the YCPC, in April 2011, indicates that a minimum of 12 parking spaces are not occupied during weekdays and a minimum of 13 spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces Available/ Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/ Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>9</td>
<td>181</td>
<td>208</td>
<td>23</td>
<td>12/11</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of 181 spaces. This, added to the occupied on-street spaces determined during the survey (11 on weekdays and 10 on weekends), is 192 spaces during weekdays and 191 spaces during weekends. With the requirement of 208 parking spaces,
this calculation shows that Group 3 has 16 less occupied spaces than required during weekdays and 17 less occupied spaces than required during weekends. Unoccupied on-street parking spaces are available within Group 3.

**Group 4: North Pearl Street**

Group 4 consists of 14 residential properties. There are a total of 20 existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is 36 parking spaces. This indicates a deficiency of 16 off-street parking spaces along North Pearl Street between West Market Street and West Philadelphia Street. This section of North Pearl Street currently has 26 non-metered on-street parking spaces. A survey conducted by the staff of the YCPC in April 2011 indicates that a minimum of seven (7) parking spaces are not occupied during weekdays and a minimum of six (6) spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>0</td>
<td>20</td>
<td>36</td>
<td>26</td>
<td>7/19</td>
<td>6/20</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of 20 spaces. This, added to the occupied on-street spaces determined during the survey (19 on weekdays and 20 on weekends), is 39 spaces during weekdays and 40 spaces during weekends. With the requirement of 36 parking spaces, this calculation shows that Group 3 has three (3) more occupied spaces than required during weekdays and four (4) more occupied spaces than required during weekends. However, unoccupied on-street parking spaces are available to meet additional parking needs within Group 4.

**Group 5: North Highland Avenue**

Group 5 consists of 15 residential properties. There are a total of six (6) existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is 40 parking spaces. This indicates a deficiency of 34 off-street parking spaces along North Highland Avenue between West Market Street and West Philadelphia Street. This section of North Highland Avenue currently has 20 non-metered on-street parking spaces. A survey conducted by the staff of the YCPC, in April 2011, indicates that a minimum of 13 parking spaces are not occupied during weekdays and a minimum of 11 spaces are not occupied during weekends.
### Group 5: Residential and Non-Residential Properties

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during Weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>1</td>
<td>5</td>
<td>30</td>
<td>20</td>
<td>13/7</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of five (5) spaces. This, added to the occupied on-street spaces determined during the survey (seven [7] on weekdays and nine [9] on weekends), is 12 spaces during weekdays and 14 spaces during weekends. With the requirement of 30 parking spaces, this calculation shows that Group 5 has 18 less occupied spaces than required during weekdays and 16 less occupied spaces than required during weekends. Unoccupied on-street parking spaces are available to meet additional parking needs within Group 5.

### Group 6: South Highland Avenue

Group 6 consists of 11 properties, one of which is non-residential. There are a total of five (5) existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is 30 parking spaces. This indicates a deficiency of 25 off-street parking spaces along South Highland Avenue between West Market Street and Monroe Street. This section of South Highland Avenue currently has 30 non-metered on-street parking spaces. A survey conducted by the staff of the YCPC in April 2011, indicates that a minimum of ten (10) parking spaces are not occupied during weekdays and a minimum of 11 spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during Weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>1</td>
<td>5</td>
<td>30</td>
<td>30</td>
<td>10/20</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of five (5) spaces. This, added to the occupied on-street spaces determined during the survey (20 on weekdays and 19 on weekends), is 25 spaces during weekdays and 24 spaces during weekends. With the requirement of 30 parking spaces, this calculation shows that Group 6 has five (5) less occupied spaces than required during weekdays and six (6) less occupied spaces than required during weekends. Unoccupied on-street parking spaces are available to meet additional parking needs within Group 6.
**Group 7: North Adams Street (East side only)**

Group 7 consists of four (4) residential properties. There are a total of six (6) existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is eight (8) parking spaces. This indicates a deficiency of two (2) off-street parking spaces along the North Adams Street between West Market Street and West Philadelphia Street. This section of North Highland Avenue currently has 19 non-metered on-street parking spaces on the east side of North Adams Street. A survey conducted by the staff of the YCPC, in April 2011, indicates that a minimum of ten (10) parking spaces are not occupied during weekdays and a minimum of 13 spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>0</td>
<td>6</td>
<td>8</td>
<td>19</td>
<td>10/9</td>
<td>13/6</td>
</tr>
</tbody>
</table>

The existing occupied off-street parking consists of 6 spaces. This, added to the occupied on-street spaces determined during the survey (nine [9] on weekdays and six [6] on weekends), is 15 spaces during weekdays and 12 spaces during weekends. With the requirement of eight (8) parking spaces, this calculation shows that Group 7 has seven (7) more occupied spaces than required during weekdays and four (4) more occupied spaces than required during weekends. Unoccupied on-street parking spaces are available to meet additional parking needs within Group 7.

**Group 8: South Adams Street (East side only)**

Group 8 consists of five (5) properties, one which is a non-residential use. There are a total of three (3) existing off-street parking spaces associated with the existing uses in this group. The required parking for the aforementioned uses is 13 parking spaces. This indicates a deficiency of ten (10) off-street parking spaces along South Adams Street between West Market Street and Monroe Street. This section of South Highland Avenue currently has 22 non-metered on-street parking spaces. A survey conducted on April 2011 indicates that a minimum of ten (10) parking spaces are not occupied during weekdays and a minimum of ten (10) spaces are not occupied during weekends.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>1</td>
<td>3</td>
<td>13</td>
<td>22</td>
<td>10/12</td>
<td>10/12</td>
</tr>
</tbody>
</table>
The existing occupied off-street parking consists of three (3) spaces. This, added to the occupied on-street spaces determined during the survey (12 on weekdays and 12 on weekends), is 15 spaces during weekdays and 15 spaces during weekends. With the requirement of 30 parking spaces, this calculation shows that Group 8 has two (2) more occupied spaces than required during weekdays and two (2) more occupied spaces than required during weekends. Unoccupied on-street parking spaces are available to meet additional parking needs within Group 8.

The table below summarizes the total number of parking spaces within the study area.

<table>
<thead>
<tr>
<th># of Residential Properties</th>
<th># of Non-Residential Properties</th>
<th>Existing Parking Spaces</th>
<th>Required Parking Spaces</th>
<th># of On-Street Parking Spaces</th>
<th># of On-Street Parking Spaces Available/Occupied during weekdays</th>
<th># of On-Street Parking Spaces Available/Occupied during weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>22</td>
<td>521</td>
<td>679</td>
<td>213</td>
<td>111/102</td>
<td>101/112</td>
</tr>
</tbody>
</table>

The difference between the existing and required parking spaces indicates a deficiency of 158 off-street parking spaces within the study area. The study area also has a total of 213 on-street parking spaces. The current Zoning Ordinance does not include on-street parking in its parking requirements. Looking at the number of required parking spaces, the difference could be made up for by the use of the 213 on-street parking spaces. Borough Officials should consider amending the Ordinance to allow for a percentage of required parking for new development to utilize the existing on-street parking.

The following comments regarding future events and development should be considered by the Borough:

- Are there circumstances or events, such as York Fairground events, which would affect availability of on-street parking in the Borough?

- Phase 2 of the Carriage Works Apartments Development may propose commercial development which may affect the number of available on-street parking spaces if adequate off-street parking is not provided for those commercial uses.

- The majority of the study area, particularly along West Market Street, is zoned for commercial uses. The conversion of a residential dwelling to a commercial use may impact on-street parking if adequate off-street parking is not provided.

**Sustainability and Livability Analysis**

The key issue of developing a streetscape plan is to maintain/improve the “livability” standards for both current and future residents, and the “sustainability” of economic activity. Though the focus of this study is transportation, the improvements generated here must transcend this scope, by that, affecting all facets of daily life here.
In light of this fact, a new analysis method was employed to evaluate as many “daily life” factors associated with the development of this study. The analysis is based on six (6) factors taken from the Livability in Transportation Guidebook, published by the Federal Highway and Transit Administrations in 2010. These factors are typically employed to set goals for planning efforts enhancing/improving the quality of life in a target area. However, for this effort, we are employing these factors to assess the current living/economic standards of this Borough. Factors/issues gleaned from the study investigation, were addressed for each category. The “factor” is then graded either positively (+) or negatively (-) to show whether the existing conditions/current efforts are headed in the right direction or whether additional efforts - either through this study or other means - are required. The factors and the results of this investigation are presented below.

Transportation Choices

Safe, reliable and economical transportation choices to decrease household transportation costs; reduce our Nation’s dependence on foreign oil; improve air quality; reduce greenhouse gas emissions; and promote public health.

Presently, the primary modes of transportation found in the Borough are vehicle, bicycle and pedestrian traffic. Fixed route bus service is provided by rabbittransit seven (7) days a week. Its service route, Route 5-A, operates along West Market and West King Streets, and Highland and Overbrook Avenues. rabbittransit™ also provides call-on-demand van service for Borough residents with a 24-hour reservation.

Pedestrian traffic is prevalent along West Market Street. Many Borough residents living near, in or around the “Borough Square” will walk to establishments, such as the Giant food market and the Dollar Store, to purchase their daily or weekly household needs. This requires these individuals to use the sidewalk facility along this street to access these establishments. Most sidewalk segments within the 1100, 1200 and 1300-blocks of the West Market Street are in poor condition with many pedestrian hazards (e.g., uneven pavement slabs). Inadequate or missing curb cuts and ramps at sidewalk breaks are included as hazards, as well. All these segments are in need of immediate replacement.

As for vehicle traffic facilities, the pavement surface West Market Street, east of the Highland Avenue intersection is rated poor according by PennDOT according to the International Roughness Index (IRI). Pavement rutting and wrinkling are prevalent for approaches of this street near the Highland Avenue intersection. Again, the surface of this street is in need of resurfacing. PennDOT resurfaced North Highland Avenue and South Highland between West Market Street and the bridge over the York Railway Company railroad tracks. This project was completed in 2010. PennDOT is currently replacing the deck on the aforementioned railroad bridge. Deck replacement includes the replacement of the existing sidewalks on the bridge deck. This project will be completed on or before the end of the year.

Bicycle/cycling traffic is a popular mode of transportation in the Borough especially along West Market Street. In fact, West Market Street has been designated by Commonwealth of Pennsylvania as State Bicycle Route “S.” The route follows many corridors from Pittsburgh to
Philadelphia including PA Route 462 through York County. However, no accommodations or safety measures have been provided for such traffic along any street in the Borough. Thus, bicycle traffic must blend with the regular vehicle traffic along this and other streets in the Borough. Further, according to Chapter Two, only one existing storm sewer grate along the lengths of West Market and West King Streets, and Highland Avenue is designed for on-street bicycle traffic.

Analysis Result: “-”

**Equitable, Affordable Housing**

**Location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicity to increase mobility and lower the combined cost of housing and transportation.**

York County Community Development Block Grant (CDBG) Program has completed or is currently financing the following moderate-income housing projects in the study area:

- **Gateway Apartments**

  This project involves the redevelopment of the old Memorial Hospital Campus on the north side of West Market Street next to the York Interstate Fair complex. The project was completed in 2005 for a cost of $5 million. This apartment complex houses 33 family units.

- **Neighborhood Stabilization Program (NSP)/Carriage Works Apartments Project**

  A total of $17.1 million was budgeted to redevelop the Keystone Weaving Mills site, with several million dollars provided by the York County Community Development Block Grant (CDBG) Program. A total of 80 rental and ten (10) owner units are proposed along with 25,000-square feet of office and retail space for this development. Thus, the project shows its potential for mixed land use development. Improvements to the site include the replacement of these sidewalks and curbs along the front of the site adjacent to both West Market Street and South Highland Avenue. This sidewalk replacement project will be incorporated into the improvement scheme for this streetscape study. Demolition of the several existing structures is occurring presently. Anticipated completion of this project is approximately two (2) years.

**“Elm Street” Planning Study for the Eberton Residential Neighborhood**

Though this effort does not involve the construction of the affordable housing or the like, this effort involved planning efforts to improve or “revitalize” an existing neighborhood in the Borough. The Pennsylvania Department of Community and Economic Development (PA DCED) funded an “Elm Street” study for the Eberton Neighborhood. This predominantly residential neighborhood is located in the southeastern quadrant of the Borough. This area bridges the City of York and the proposed Carriage Work Apartments development. It also includes part of this study area along West Market between the York City municipal line and
Highland Avenue. Both commercial and residential activities are found here. This effort is a neighborhood revitalization project. The study addressed needs to improve neglected spaces along certain corridors within the study area, such as the 1000 to 1300-blocks of West Market Street. The study also considered designs to improve this area, based on new and traditional urban design concepts. Two improvements of note taken from the Study’s *Five-Year Action Plan* recommends that reinvestment should be made to the Borough Square (e.g., sidewalk, curbing, street trees, etc.). The second recommendation involves the development of a streetscape study of the West Market Street corridor (i.e., this study effort). The cost of the funds programmed for the Eberton study was $28,000 dollars.

Another housing project currently under constructed is another brown field redevelopment project – akin to the above projects – found along South Highland Avenue across from the Carriage Work Apartments development site. The project involves the conversion of an old industrial building into a residential condominium. In another Brownfield development project, the Predix and Ilyes Investments, LLC will house several units.

Analysis Result: “+”

*Economic Competitiveness*

**Reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.**

West York Borough is found next to the City of York, by that, strategically situated near all major employers and transportation routes in the greater York region. It is also located within a five-mile radius of major regional and interstate routes, such as U. S. Route 30 and Interstate 83. Regular fixed route bus service is provided by rabbittransit™ (R/T). The Borough is served by R/T Route 5-A that links the Borough with all the other major bus routes at the R/T Downtown Transfer Center in York City. Paratransit, regional ridesharing and private taxi services are also available to Borough residents. The Borough is also traversed by the York Railway Company that transports bulk transfer products, such as agricultural and construction products between the greater Hanover and York regions. Two (2) product transfer terminals are located both on the east and west sides of the Borough.

Major employers are also found near or within the Borough, such as the York Interstate Fair and Giant Foods, which are easily accessible by West Market Street. Personal services, such as doctor’s, dentist’s and lawyer’s offices, and banks dot the West Market Street corridor here. Retail establishments, such as restaurants and pubs, a department store, a seafood store, chain grocery (i.e., Giant Foods) and drug stores (i.e., Rite Aid) are all located along the same corridor.

As stated in Chapter Three, the Borough is located within the West York Area School District. Elementary, Junior and Senior High Schools are found within one (1) mile of the Borough Square (i.e., West Market Street Highland Avenue intersection). Students either walk to school or are transported by bus service contracted by the School district.
Moreover, York College and Penn State-York Campus are found within a five-mile radius from the Borough limits. In fact, the Borough is becoming one of the “bedroom” districts for York College with the significant influx of student residents moving here recently. Other educational institutions, such as the Harrisburg Area Community College (HACC) and Yorktowne Business Institute are also found within a five-mile radius from the Borough. All these institutions of higher learning are served by the local public transit, rabbittransit™.

The current health of the economy in the Borough is stable. As part of this effort, the YCPC staff enlisted the services of the York County Economic Development Corporation (YCEDC) to conduct detailed surveys of the area’s businesses. The survey also identified all structures here with economic potential that are either occupied or vacant.

The results of the survey show that only two (2) commercial structures are vacant presently. Of the structures occupied, many of these businesses have been operating for years or decades. These businesses include, but are not limited to, grocery and department stores, restaurants and pubs, doctor offices, and a bank. These results that businesses, once established, are satisfied operating in the Borough. This trait shows the potential for economic sustainability here.

Further, the proposed Carriage Works Apartments development project also may include commercial and office activities within its bounds. This commercial opportunity will add to the economic diversity already prevalent in the Borough.

Analysis Result: “+”

Existing Communities

Federal funding for existing communities - through strategies like transit-oriented, mixed use development and land recycling - to increase community revitalization and the efficiency of public work investments.

As mentioned in Factor 2, three major land developments projects within the Borough, either completed or under construction, involve brownfield redevelopment or the “recycling of existing structures.” Moreover, commercial/office uses are being considered along the primary residential uses proposed for the Carriage Works Apartments Development site. Further, a neighborhood revitalization (i.e., Elm Street) study was conducted for the Eberton Neighborhood, in the southeastern corner of West York Borough. None of the improvements recommended in the study has yet to be implemented, except the recommendation to conduct a streetscape study for West Market Street.

As mentioned in Factor 1, a significant portion of the infrastructure for all transportation modes is in need of repair, resurfacing or replacement. This creates difficulties for the circulation of all modes here.

Analysis Result: “-” to “+”
Federal Policies and Investment

Federal policies to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including market smart energy choices, such as locally-generated renewable energy.

The Carriage Works and Gateway development projects were funded in part by the York County Community Development Block Grant Program. The Eberton Neighborhood (i.e., Elm Street) Study was funded by the Pennsylvania Department of Community and Economic Development (PA DCED).

This streetscape study was spawned from one Eberton Study recommendations. The Pennsylvania Department of Transportation provided the bulk of the Study financing (PennDOT) through its Special Planning Studies Funding Program. The local match was provided by the York County CDBG Program. The York Area Metropolitan Planning Organization (YAMPO) gave approval of the study and its financing. The York County Board of Commissioners approved the CDBG local match. This transportation study is the first to utilize CDBG funds for its financing. YC CDBG personnel have been working closely with the Borough and YCPC Transportation staff to develop the study. The Borough and the YCPC Transportation Department are working with the CDBG staff to program funds for the sidewalk and curb improvements identified in the Sidewalk Analysis in Chapter Four (refer to Page 47). Funds to resurface West Market Street will be pursued through PennDOT and the YAMPO Transportation Improvement Program (TIP).

The railroad bridge replacement and pavement resurfacing project for South Highland Avenue and North Highland Avenue, respectively, was programmed initially on the YAMPO Transportation Improvement Program (TIP). This project is being implemented by PennDOT.

Analysis Result: “4”

Community and Neighborhood Value

The unique characteristics of communities by investing in healthy, safe and walkable neighborhoods.

As mentioned in Factor 1, a significant portion of the infrastructure for all transportation modes is in need of repair, resurfacing or replacement. This creates difficulties for the circulation of all modes here. Further, the existing sidewalk layout in the Borough does not provide logical pedestrian connections to the regional pedestrian trail facilities, such as the Heritage Rail/Trail County Park.

A cursory evaluation of the Borough’s “walkability” was conducted employing the methodology found on www.walkscore.com. The program was developed to assess how the makeup of a neighborhood or community makes conducive to pedestrian activities. Factors, such as a town center, affordable housing, mixed-use development, park and public places, pedestrian design, school and workplaces, and “complete streets” (e.g., streetscape designs for pedestrians, bicycles
and transit) are used in this calculation. The scores range from 100 percent (i.e., daily errands do not require an automobile) to zero (0) percent (i.e., all activities require an automobile). The calculated score for West York Borough (includes the entire municipality) is 57, which means it is “somewhat walkable.”

For the study area, the walk scores for West Market Street range from 78 (i.e., the 1400 block) to 62 (i.e., the 1200 block). North and South Highland Avenues scores are 72 and 71, respectively. The 1100 and 1400-blocks of West Market Street are both classified as “very walkable” areas, as are both blocks of North and South Highland Avenue. The 1000, 1100 and 1300-blocks of West Market Street are classified as “somewhat walkable” areas. Only the 1400-block of West Market Street exceeds York’s average score of 75. Moreover, the scores for the 1200 and 1300-blocks of West King Street are 69 and 62, respectively. Infrastructure continuity and consistency is paramount to produce optimal walk-ability conditions.

According to the Eberton Neighborhood Study, the 1100 and 1200 (around the Giant Plaza) - blocks of West Market Street have issues with crime.

Currently, the Borough describes its image as an unidentifiable appendage of York City. The Borough strives to create its own identity through this and other efforts presently undertaken.

Analysis Result: “-”

**Traffic Signalization**

Another integral facet of a streetscape is provision of traffic control at street intersections. Traffic control can include signing and signaling to regulate traffic flow through intersections. It also includes signaling and/or pavement striping for designated pedestrian crossings, as well as signaling/signing railroad crossings. The focus of the analysis here will be on the major street intersections in the study area equipped with traffic signals. As inventoried in Chapter Three, two (2) signalized intersections are found here. They are, as follows: West Market Street and Highland Avenue, and South Highland Avenue and West King Street.

**West Market Street /Highland Avenue intersection**

- A three-phase cycle traffic signal system operates with a fully traffic-actuated controller. The signal is designed to operate 24 hours a day. The actuated system is activated by loop detectors imbedded in the pavement of these streets, particularly the left turn lane of each street approach. Phasing for left turns is provided for all four (4) approaches. “Green Ball” protective/permissive signing for left turns on West Market Street allows drivers to turn left without the green arrow indication.
- When the total traffic volume drops below 325 vehicles per hour for over four (4) hours the signal operation will change to flash mode, yellow flash for West Market Street and red flash for North and South Highland Avenue.
- Ten (10) signal heads are strung from overhead cable (i.e., span wire) connected to metal posts found at each corner of the intersection. Each approach of Highland Avenue has
three (3) signals installed, one signal with a left turn arrow and two regular operation signals. The approaches of West Market Street have two (2) signals installed for each. One (1) signal includes a left turn arrow and the other is regular operation.

- An operable pedestrian button is provided at each signal pole mount. Pedestrian signals are also placed on the poles, as well. No pedestrian “countdown” module is provided for this system.
- No emergency preemption module has been provided for the system. This includes an emergency signal with a strobe to be placed at the Reliance Fire Company driveway, located east of this intersection. The fire company emergency signal would be coordinated with the signal operation at this intersection.
- This signal system has not been interconnected with the other three (3) traffic signals in the Borough.
- New equipment was installed for this signal in 2001.
- A standard, two-stripe pedestrian crosswalk is provided for the North and South Highland Avenue approaches to this intersection. These crosswalks were added when these approaches were resurfaced in 2010. The West Market Street approaches have similar crosswalks installed twenty years ago, but they have worn off over time.

**West King Street /Highland Avenue intersection**

- A two-phase cycle traffic signal system operates with a fully traffic-actuated controller. The actuated system is activated by loop detectors imbedded in the pavement of these streets.
- The system operates continuously, except for emergencies where it switches to signal flash for all four approaches. No flashing module based on traffic volume has been installed in this system.
- Two (2) signal heads are strung from overhead cable (i.e., span wire) connected to metal posts found at each corner of the intersection. Both signals operate for all four (4) street approaches here.
- An operable pedestrian button is provided at each signal pole mount. No pedestrian “countdown” module is provided for this system.
- With the exception of the emergency “flash cycle,” no emergency preemption module has been provided for the system operation.
- This signal system has not been interconnected with the other three (3) traffic signals in the Borough.
- To the Borough’s knowledge, this signal has never been upgraded.
- No pedestrian crosswalks are provided for any approach to this intersection.
Recommendations

As mention earlier the complete operational upgrades of these signals is beyond the short term scope and funding opportunities of this effort. However, other improvements “in the streetscape vein” can be pursued here instead. The following possibilities are offered:

Streetscape Study

◆ A pedestrian countdown module should be installed for both signals. Minor adjustments may have to be made to the regular operation of both signals.

◆ Implement an emergency preemption system for these and the other two traffic signals in the Borough. Borough Officials should coordinate with West York Fire Department Officials to install an emergency signal light with a strobe for the Reliance Fire Company driveway, east of the West Market Street/Highland Avenue. This signal must be coordinated with the emergency preemption system to be implemented for these signalized intersections.

◆ The possibility of alternative, “decorative” designs should be explored for the existing signal span wire arrangement. Both the signal pole and mast arm should be designed in a “traditional motif.” Both these intersections comprise streets owned by the Commonwealth. PennDOT coordination and permitting is paramount for these improvements to become a reality.

◆ New decorative pedestrian crosswalks should be installed for approaches at these signalized intersections. The design should be a traditional motif and could include an image for the West York Area School District “Bulldog.”

Other avenues can be pursued to finance the operational upgrade of these and the other signals in the Borough.

Beyond the Streetscape Study

◆ The improvement of the traffic signal for the West Market Street/Highland Avenue intersection has been programmed as a candidate on the 2013-2016 York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP). An explanation of the TIP and the YAMPO funding process is provided in Chapter Seven, The Implementation Guide (refer to page 101). No such project funding has been programmed for the Highland Avenue/West King Street intersection.

◆ As part of this project, this improvement could incorporate the interconnection of all four (4) traffic signals in the Borough. This project would involve the purchase and installation of a signal interconnection controller and wiring connection of all four signals. Such interconnection would include preemption for emergencies.
Current Actions

Red Light Enforcement Grants

Governor Tom Corbett introduced a new grant program funded through fines collected from red-light enforcement cameras in the City of Philadelphia. For 2011, a total of $8.4 million has been collected to finance 106 transportation projects statewide. West York Borough received $8,672 to upgrade the Light-Emitting Diode (LED) lights for its four (4) traffic signals. Two (2) of these signals are found within the study area (i.e., West Market Street [SR0462]/Highland Avenue [SR3046] and South Highland Avenue [SR3046]/West King Street [SR3046] intersections).
Chapter Six
Streetscape Design Concepts

The ultimate goal of this study is to design a workable, complete streetscape design to enhance the look and functionality of the Borough, but also enhance its economic development potential. The study provides detailed inventory and analysis that serve as a basis to develop a streetscape design. However, the in-depth process of developing streetscape design covering all the construction details of its implementation is beyond the scope of this study.

Instead, this Chapter will address the street design concepts that can be employed when this project moves into the design phase. These concepts also include requirements and restrictions that must be considered when designing such a project. These concepts will educate Borough Officials on the elements of streetscape design. Increased knowledge in this area will aid the Borough’s decision-making process when the detailed engineering design effort is undertaken later.

The first step in the process is what type (or the motif) of streetscape design should be pursued. What would the Borough residents, as well as the Officials, like to see become a part of their municipality? The first Borough Town Hall meeting was held for this study in June 2011. The Borough residents in attendance were asked to choose one design scenario out of four (4) proposed for the study area, as shown in Figure D-1 (refer to Appendix D). The four (4) design scenarios presented that evening were Traditional, Modern, Creative and Futuristic. Of the 33 individuals participating, a total of 24 chose a Traditional motif or “look” for the study area. Their response to their selection is to maintain the historical aspects of this community. Moreover, they would like to see the proposed Borough streetscape design to match the motif of the entrance gates to the York Interstate Fairgrounds.

The design concepts also expanded for the improvements suggested through the street cartway analysis addressed in Chapter Five. These improvement suggestions are shown in Maps 8 through 12.

Employing this scenario, research was conducted on the specific elements of a traditional type of streetscape design. The following items were considered: sidewalks/sidewalk surfaces, sidewalk “bulb outs,” street lighting, contemporary on-street parking metering, pedestrian crosswalks, benches, planters, bicycle lanes, on-street parking arrangements, gateway/welcome signs, banners bus shelters, street trees, traffic signal poles/signal modules, ADA accessibility upgrades, traffic calming measures, refuse receptacles, bus stop placements/signing, bus shelters and traffic sign placements/post designs.

Sidewalk Surface Design

Sidewalk/Walkway Zones

The pavement area or walkway found along streets to be included within the streetscape must first be defined and delineated. Figure D-2 shows the “Sidewalk Zone.” It is the pedestrian-based
area extended from the curb line to the boundary/building line of the properties that bound this zone (i.e., “Building Zone”). The “Sidewalk Zone” is then divided into the following three (3) distinct subareas: the Curb/Door Zone, Furnishing Zone and Pedestrian Zone (refer to Figure D-3). Incorporating these zones in the sidewalk design is paramount to a well-planned streetscape. The “Curb/Door” Zone is a “clear zone” for doors of cars parked parallel to the sidewalk/curb. The Zone extends from the curb several feet inward to allow car doors to swing open without obstruction (car doors can swing out as much as four [4] feet from a car). The “Furnishing” Zone accommodates “streetscape furnishings,” such as street lighting, trees and planters, benches, bollards and bus shelters. The zone width can range from a couple to several feet between the “Door” and “Sidewalk” Zones. This width is dependent on the amount of furnishings to be provided here (refer to Figures D-4 and D-5 for examples of existing “furnishing” zones). The furnishing area could also be designed as an “esplanade” or “bio-retention” (i.e., unpaved and vegetated) area to plant grass, trees and plants (refer to Figure D-6). The third zone is the “Pedestrian/Clear” Zone that accommodates the free flow of pedestrians within it. All objects (even pavement depressions left from previous object removal) must be eliminated within this zone. The width of this Zone should range from a minimum of five (5) feet to the width available between “Furnishing” and the “Building” Zones. Finally, the “Building” Zone is the sidewalk (or landscape) next to the building face. This zone may include architectural elements associated with the front of a building, such as steps, stoops, bay windows and planters. These accouterments are commonly found with commercial establishments. A sidewalk café is an example of a “Building Zone” element. Real-life and design examples of all these zones are found in Figures D-7 and D-8.

**Sidewalk Surfaces**

Sidewalk surfaces can add character to the streetscape through various artful methods of design and construction.

The most common construction technique to install sidewalks is common concrete with a “broom-texture,” “monolithic” finish (refer to Figure D-9). Being of standard construction, this surface does not lend itself to artful streetscape design. Another method employing concrete construction is the concrete-stamping technique. Concrete is laid in the sidewalk zone and then “stamped” and colored before it dries (refer to Figure D-10). This technique reveals a brick or stone-like texture in the sidewalk surface such texturing can be done for both the Furnishing and Pedestrian/Clear Zones (refer to Figures D-11, D-12, D-13, and D-14). One local example of the concrete stamping technique is the Red Lion Borough streetscape project completed recently. As shown in Figure D-4, concrete stamping has been provided for the “Furnishing” Zone of the sidewalk along South Main Street in Red Lion Borough. “Unit” pavers (i.e., individual brick paving) can provide another type of pavement texturing (refer to Figure D-15). Pavers can be installed as interlocking bricks/stones that are either loosely placed on a sand-setting bed or concreted together. These pavers can also be used as brick and stone facades on top of concrete sidewalk paving (refer to Figure D-16). They can also be interspersed within the typical concrete (broom-texture finish) paving (refer to Figure D-17 and D-18). Caution should be exercised when laying/stabilizing unit pavers where street tree planters are proposed, so that the trees will not uproot the pavement surface (refer to Figure D-19).
Other Considerations

Another sidewalk design feature is the creation of common seating/meeting areas within the “Sidewalk” Zone, space permitting. These areas could include benches, seating and information kiosks, etcetera. Figures D-20 and D-21 show examples of these common areas.

Sidewalk/Curb Bulb-Outs

Another feature of sidewalk design are area expansions of walkways at street intersections and/or pedestrian crossings. The bulb-out actually narrows the street to provide visual distinction and to reduce pedestrian crossing distances. These expansions are more commonly known as sidewalk or curb “Bulb Outs” (refer to Figure D-22 and D-23). Bulb-outs provide a clear visual signal to oncoming motorists that a crossing is approaching and makes waiting pedestrians more visible. These expansions are usually found at street intersections. They can also be installed within street “mid-blocks” where pedestrian crossings are designated. “Neckdowns” are longer than bulb-outs; they align with and define the on-street parking lanes along the street approaches to an intersection (refer to Figure D-24).

Extended bulb-outs yield additional sidewalk area for the installation of streetscape furnishings, such as benches, kiosks, street vegetation/planters and bus shelters (refer to Figure D-25). This technique can be employed when the existing width of sidewalk and on-street parking provisions cannot accommodate such amenities anywhere else, but at street intersections.

The design of the bulbs can be either “Full” or “Half” dimension (refer to Figures D-26). Full-dimension bulbs are sidewalk expansion along both street approaches at an intersection. Half-dimension bulbs are sidewalks expanded only along one street approach. Figure D-26 shows a half-dimension bulb combined with a bicycle lane along the intersecting street. The bulbs can be designed for mid-block pedestrian crossings (refer to Figure D-27). These design features should only be considered where significant pedestrian activity has been identified.

All ramping, curb cuts and tactile mats to be installed within these bulb-out areas must be designed according to the Americans with Disabilities Act (ADA) of 1990.

Street Lighting

Illumination is an essential element of streetscape design. It provides visibility for non-motorized and motorized traffic circulation, while also ensuring the safety and security for transportation modes.

Traditionally, standard overhead lamps or “cobra-head” lights have provided the illumination along most streets, both urban and rural. The lights installed are either mercury vapor or high pressure sodium composition. These lights are typically mounted on either metal or wooden telephone wire poles. This illumination setup within high pressure sodium lighting is what is currently found along the streets within the study area.
With streetscape redesign, many different options for decorative street lighting can be pursued. The types can range from “pedestrian” lighting with pole heights of approximately 14 feet (refer to Figure D-28). These poles can accommodate either single or double lamps. The overhead heights of “tree-type” street light poles range from 16 to 25 feet with an overhead bar to attach the lighting fixture (refer to Figure D-29). The lighting can range from halogen-electric light bulbs to gas lighting. The light poles should be metal with some kind of intricate (traditional) scalloped design. Moreover, in keeping with a traditional motif, the lighting poles can have accouterments/amenities added to the pole structure such as banners and planters. However, the placement of street regulatory and advisory signs on these poles should be discouraged, if possible.

The amount of desired and acceptable luminescence is a critical factor in lighting design and placement. A plethora of lighting may provide the ultimate lighting design for security at night. However, it may also create issues of excessive lighting and glare for residents who live along a street or highway. In fact, Lancaster City, through its Streetscape Design Guidelines requires that all existing “cobra-head” lighting must be removed for the new streetscape lighting and other enhancements to be installed. These lights should also be placed outside the “door” zone of the sidewalk area to prevent car doors from banging into poles.

Figure D-30 shows an ultimate lighting design scenario for an urban streetscape. Figures D-31 and D-32 depict real life examples (at night) of newly lighted East Princess Street streetscape in York City. Figure D-33 shows a daytime photograph of a pedestrian light recently installed along South Main Street in Red Lion Borough.

**Pedestrian Crosswalks**

Since this study is geared toward pedestrian/non-motorized vehicle circulation, pedestrian crosswalk facilities are very important to the streetscape design, as for aesthetics and safety.

The typical street crosswalk found today is the standard two-stripped variety, like standard design found in PennDOT Publication 111M (refer to Figure D-46). This variety is found only for the Highland Avenue approaches to their intersection of the West Market Street. The striping found here is part of a resurfacing project completed for this street recently. No other location within the study area provides such an accommodation, including the mid-block pedestrian crossings recently designated (with signing) along the entire length of West Market Street within the Borough.

Advances in technology have spawned a variety of designs to enhance the look of street crossings, by that, enhancing the entire streetscape besides the crossing itself. Three major types of street crossing design are Duratherm™, street prints (e.g., brick or stone facades) and lane coloring.

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3 Source: Streetscape Design Guidelines for the City of Lancaster, produced by Derck & Edson Associates, June 2004
Duratherm™ is a decorative plastic surface template permanently fused (by heating) to the street surface (refer to Figure D-34). A variety of designs from the traditional to the futuristic can be produced. Figures D-35, D-36 and D-37 display different design patterns that employ this technique. The melted plastic is imbedded into the street surface (refer to Figure D-38). This technique prevents snow plows from damaging these designs, since the plastic surface is flush with the street surface. Logos can be an integral facet to identify a community, particularly a public gathering place such as a “borough square.” This technique can also be employed to place high resolution logos/signs within street crosswalks, or other street or sidewalk surfaces. It is called Logotherm™. Figures D-39 and D-40 show existing examples of Logotherm™ placements on StreetPrint™ and Duratherm™ surfaces.

Another technology employed to enhance crosswalks/streetscapes is StreetPrint™. This process involves use using the same plastic application technology to create brick or stone facades for crosswalks. The facade is then painted an appropriate color. This textural surface can be applied to street crosswalks, street intersections or sidewalks. Figures D-41 and D-42 show the use of StreetPrint™ technology. Another technology employing brick and stone facades involves concrete stamping. Fresh laid concrete is stamped in either a brick or stone pattern and then painted. The stamping process can be employed for crosswalks and sidewalks.

Finally, specialized lanes of traffic can be colorized for easy identification. In Figure D-43, a bike lane is colored blue to distinguish it from the motor vehicle travelway.

Another feature of street crosswalk design is the installation of “in-roadway” warning lights within the crosswalk itself. The lights are wired into traffic signal system at an intersection (where the crosswalk is located) which has an emergency signal preemption installed. This system alters pedestrians to clear the crosswalk quickly in case of emergencies (refer to Figure D-44). Borough Officials would like to have an emergency preemption module installed at the West Market Street/Highland Avenue intersection since the Reliance Fire Company is located nearby. The feature could be added to this system module when the crosswalk improvements are completed.

Observations

1. West York Borough Officials wish to create a unique image here, enhancing its attractiveness for both appearance and economic development. Particular emphasis of this project is on the reconstruction of the Borough Square (i.e., West Market Street/Highland Avenue intersection) as the focal point of this image. As mentioned previously, logos can be installed as a community identifier area such as the Borough Square. The most logical choice for a logo would be the mascot of West York Area School District, the Bulldog (refer to Figure D-45). An image of the bulldog mascot could be incorporated into the design of the crosswalks. It could also be used in another facet of the streetscape design, like identification banners attached to the street lights. The color scheme of the crosswalks could be colored blue and white (i.e., West York School colors) to coincide with the bulldog image/logo.
2. PennDOT Publication 111M depicts the types of decorative crosswalks permitted for state-owned highways. PennDOT permits three different designs, such as the “offset brick” pattern (refer to Figure D-46). However, the Department must review and approve all proposed design/patterns before installation. As addressed in Figure D-46, the decorative crosswalks must be delineated on either side by a solid reflective white stripe. One point of interest, the Department has not approved the color, blue, as a non-reflective color for use in a crosswalk design.

**On-Street Parking Designs**

In Chapter Five, street width and condition analysis was conducted to determine whether alternative parking and bicycle lane improvements could be implemented along both West Market Street and Highland Avenue. For on-street parking, the only street segment that could accommodate a change in the existing arrangement is North Highland Avenue between West Clarke Avenue and West Philadelphia Street. The width of the street here is 60 feet with on-street parking on both sides of the street, leaving approximately 44 feet of width for the travelway. Thus, an angled, on-street parking accommodation could be installed along one side of this street, possibly on its east side.

**Angled Parking**

Smart Transportation Guidebook (STG) provides design guidelines for angled parking. Such parking arrangements can accommodate both head-in and back-in vehicle parking. These days, back-in angle parking may be the preferred method of parking since it greatly increases the field of vision for motorists exiting these spaces (refer to Figure D-47). The dimensions of the parking stall are contingent upon the stall angle (refer to Figure D-48). Hence, the stall length is longest at 70 degrees (i.e., 19 ft., 3 in.), and it is shortest at 45 degrees (i.e., 17 ft., 8 in.). However, the adjacent travel lane is widest and narrowest at 90 degrees (i.e., 24 ft.) and 45 degrees (i.e., 12 ft., 8 in.), respectively. The 45-degree angled parking scenario would probably work best for the Highland Avenue segment.

**Parallel Parking**

Currently, parallel parking is found throughout the Borough. The Smart Transportation Guidebook (STG)4 recommends that “tandem” parking be considered for higher order or congested corridors. Instead of creating 22-foot wide parking spaces as found along West Market Street, the parking lane width would be reduced to 20 feet. A common, striped “out-box” area would be provided between each space. This would allow greater ease for motorists to enter and exit these parking spaces, by that, reducing delay within the traffic stream for exit and entry maneuvers (refer to Figure D-49). Since the parking survey (refer to Chapter Four) shows that the parking capacity exceeds demand here, such a parking strategy could be easily implemented.

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4 Smart Transportation Guidebook, produced by PennDOT and NJDOT, March 2008
Contemporary (On-Street) Parking Meters - Electronic

Presently, the Borough maintains parking meters along the entire length of West Market Street within the study area. A standard coin-operated parking meter is provided for each parking space. Borough Officials and others have expressed their about operational problems and aesthetic issues with the existing meter placements. The residents of the Borough also expressed their discontent with the existing meter service during its Town Hall meeting held in June. Hence, the Borough wishes to explore alternatives to eliminate meters here, while still collecting parking revenues for the Borough.

One method to accomplish both is to employ a state-of-the-art centralized parking meter system per street block or blocks. This system would eliminate unsightly meters, while providing efficient, streamlined system to maintain an on-street metering system.

Two examples of these systems are provided. The first type is the “Aura™” parking meter system manufactured in England (refer to Figure 50). This system is found in one location serving as many on-street spaces as the parking system programming will allow. Payment can be made by coin, credit or accepted Smart™ cards for parking. This system also allows for easy adjustment of parking fees. The system is equipped with a receipt-printing function. It can run on either electric or solar power. It is also vandal and graffiti proof. The Horoad™ System is manufactured in China and is similar to the “Aura™” system (refer to Figure D-51). This system also provides a clock function for how much time has been allotted on the “meter” for a particular space.

Borough Officials should note that the York County Community Development Block Grant (CDBG) program will not finance the costs of parking meter/system improvements. The exception is because the Borough can generate revenue from this improvement. However, the possibility exists that private sponsorship could be pursued to finance the installation and maintenance of these devices.

Bicycle Lanes

“Share the Road” is the clarion call for including bicycles within the vehicular traffic stream. From field observations taken earlier, the YCPC staff noted bicycles/cyclists frequent the vehicle traffic stream along West Market Street during the daylight hours. Further, PennDOT has designated West Market Street through the Borough as Route “S” in the Pennsylvania Bicycle Route Network (refer to Figure D-52). This route extends approximately 400 miles from Pittsburgh to Philadelphia. In Chapter Five, the Street Width/Condition Analysis shows that bicycle lanes (i.e., five feet wide) could be installed along both sides of this street, since the existing cartway is 48 to 50 feet wide with parking lanes along both sides.

What is a bicycle lane? It is a designated (and striped) lane used exclusively for cyclists within a street travelway, cartway or right-of-way. The American Association of State Highway and Transportation Officials (AASHTO) recommends a bicycle lane width of five (5) feet. The lane can be installed between the vehicle travelway and the vehicle parking lane or lanes (refer to Figures D-53 and D-54). PennDOT does not recommend bicycle lanes be extended through
street intersections to avoid confusion of this lane striping with the regular traffic lane striping. Also, these lanes should be marked for bicycle use and for such traffic only one direction (refer to the above figures). Sometimes, these lanes are colored for instant distinction between cyclist and motorist traffic (refer to Figure D-55).

Several issues have risen out the placement and use of such lanes over the years, as follows:

- **PennDOT strongly recommends that the bicycle lane be placed in the travelway of the street outside the parking lane.** Other organizations and jurisdictions have had issues with such placement. One issue is doors of parked motorists swinging into the lane of bicycle traffic (refer to Figure D-56). A solution is posed to prevent such occurrences. A five-foot buffer should be added beyond the eight-foot wide parking lane (refer to Figure D-57). The buffer is divided into two sections: the first four (4) feet accommodates the car door swing and an additional one-foot buffer is provided, called the “shy zone.” This buffer would increase the width of the parking lane from eight (8) feet to 13 feet. Such a lane width increase may not be a feasible addition, considering the existing street width here.

In response to the issue of potential bicycle lane conflicts with parked cars, the New York City Municipal Authority is redesigning some of its streets in Downtown Manhattan; the Authority is relocating bicycle lanes behind the parking lanes or providing a median separation (i.e., at-grade or raised surfaces) between the bicycle lane and the vehicle travelway (refer to Figure D-58).

- **As shown in Figure D-59, vehicle blockages of these lanes are common occurrences.** Hence, cyclists must enter the vehicle travelway to maneuver around the blockage, by that, creating potential safety problems with motorist traffic. Traffic signing and increased enforcement are required here.

- **Most railroad tracks usually cross streets at a 45-degree angle.** Thus, a cyclist traveling directly ahead on a street approach to this crossing will cross the tracks at the same angle. A cyclist should cross a railroad track at a right or 90-degree angle. Else, the bicycle tires could get stuck in the train track depression in the roadway, by that, creating a safety hazard. The design of the bicycle lane here must allow for such a crossing angle (refer to Figure D-60). Moreover, the rails in the crossing must be flush with the roadway surface and have the smallest gap possible between the rail track and the “center pad” surface of the rail crossing.

- **Akin to the third point, most storm sewer grates are not designed to allow the thin tires of a bicycle to cross over them.** In the YCPC survey of the existing infrastructure here, only one storm sewer grate along both West Market Street and Highland Avenue accommodates bicycle travel. Figure D61 shows examples of bicycle-friendly storm sewer grates.

**Traffic Signal Placement Improvements**

As mentioned in Chapter Five, the traffic signals for both the West Market Street/Highland Avenue and the South Highland Avenue/West King Street intersections are strung on span wire from standard wood and metal posts installed at each street corner. These signal installations are outdated as for function, and they do not fit into the context of the streetscape being studied.
here. In view of these issues and the Borough residents’ recommendations, a more appropriate lighting design should be pursued.

Figures D-62, D-63 and D-64 depict different types of “mast arm” traffic signal designs in a traditional motif. The mast arms might be the most logical approach to signal pole design for this design effort. The signal posts can include street lights besides the signal light to enhance illumination of the intersection. Street name, as well as traffic control signs, can also be added to the mast arms. Further, a pedestrian (countdown) signal can be added to the signal post or be installed on a separate post also designed in a traditional motif (refer to Figure D-65).

Several issues need to be addressed here, as follows:

- The design of the signal light posts must match the traditional motif or context of the street lights and other streetscape improvements.
- The placement of these poles should not impede/obstruct pedestrian circulation at these intersections.
- Borough Officials could start this improvement later than the other streetscape improvements. Thus, they must install the wiring conduits when they install the initial sidewalk/streetscape improvements here.
- Like the parking meters, this improvement is not available for York County CDBG financing. Funding will be generated from the York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP) for at least the West Market Street/Highland Avenue intersection signal improvements.

**Traffic Calming Measures**

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of mainly physical measures to reduce the negative effects of motor vehicle use; alter driver behavior; and improve conditions for non-motorized street users. These calming techniques can range from low to high-cost physical improvements or alterations of streets and street intersections to low or no-cost initiatives, such as traffic monitoring and enforcement. Typical traffic calming techniques employed in urban areas today are addressed below. These techniques are based on the “Traffic and Calming Measures and Design Guidelines” Chapter (i.e., Chapter 5) of Pennsylvania’s Traffic Calming Handbook$^5$ as a reference.

**Roundabout/Traffic Circle**

Circular raised islands centered within intersections. This traffic control device provides continuous movement of traffic around and through an intersection. The raised structure can be landscaped and constructed as a solid concrete surface. Directional and traffic control signing is provided to aid vehicles to navigate around the roundabout. Maintenance responsibilities of the circle can be an issue, especially if it is planned for landscaping (refer to Figure D-66).

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$^5$ Pennsylvania’s Traffic Calming Handbook (Publication 383), produced by PennDOT, January 2001
Chicanes

Alternately planned curb extensions into the street force motorists to drive in a serpentine pattern, by that, reducing the speed of traffic along a street. They are offset from each other within mid-block locations and can be used to keep through-trucks off residential streets. A photograph of a chicane is provided Figure D-67.

Curb Bulb-Outs

Sidewalk/Curb Bulb-Outs are also addressed the section of this Chapter by the same name. Figure D-68 shows a sketch of the “neckdown” variety of sidewalk/curb bulb-out. Such improvements could be pursued for the major intersections in the study area. They are the West Market Street/Highland Avenue and South Highland Avenue/West King Street intersections.

Diagonal Diverters (refer to Figure D-69)

This full diagonal diverter turns a four-way street intersection into two “diverted” streets, by that, eliminating intersection delays found in the former design. This design does not allow through traffic, while partial access is provided in opposite direction. The island placed at the “diversion” can become both an amenity and a refuge for pedestrians.

Semi-Diverters (refer to Figure D-70)

The design involves a partial or “truncated” diverter (i.e., one side of the diverter remains open) which block one-half (½) of a local street. This diverter essentially creates a one-way street while two-way traffic is maintained on the street streets which intersect it. This traffic device discourages commuter traffic by forcing or prohibiting turns to and from this street, but it provides local access opportunities.

Right-In and Right-Out Island

Right turn in and out islands are a form of intersection channelization that prohibits left turn and through movements to and from side streets with a major street. These traffic devices are typically designed as raised concrete medians. The medians are designed with a wide based that resembles a “pork chop.” This design restricts physically left turn and through movements. It also provides smooth transitions/lane tapers for right turn entry and exit movements. “Do Not Enter” and other traffic control signs are required here. An example of this improvement is provided in Figure D-71.

These devices can be designed with mountable curbing for easy access by emergency vehicles. Moreover, gaps can also be provided in the median design for bicycle and pedestrian traffic.

Narrower Streets

Narrower streets limit the expanse of pavement visible to the driver and can be effective to reducing vehicle speeds, especially when lined with trees or on-street parking. Some travelway
reduction could be accomplished through the addition of bicycle lanes and angled parking along West Market Street and South Highland Avenue, respectively. Also, the sidewalks along these streets could be widened here. This proposal would reduce street cartway width slowing traffic, while increasing facilities for pedestrian activity (refer to Figure D-72).

*Raised Medians/Pedestrian Refuges* (refer to Figures D-73 and D-74)

Medians are raised concrete islands installed between travel lanes that can be designed with breaks for pedestrians to cross a street or road half the distance at a time. These medians can be constructed completely out of concrete or be designed for landscaping in the center of them. The medians should be six (6) the eight (8) feet wide and at least 12 feet in length. They can be installed at either street intersections or mid-block locations. Though the drawing shows an example at a street intersection, such an improvement could be considered where major mid-block crossings are proposed along West Market Street.

*Speed Humps/Speed Tables*

A speed “hump” is a wider and smoother traffic calming device than a speed “bump” which is illegal to install on public roads in the Commonwealth. It is the most popular traffic calming method in the United States. The height of the humps ranges between three (3) to four (4) inches from the street surface. The length can range from 12 to 20 feet, which provides a gradual rise to the hump (refer to Figure D-75). These devices are effective in slowing vehicles as they approach pedestrian activity areas. They are most appropriately used on neighborhood streets. Examples and schematics of speed hump applications are provided in Figures D-76, D-77 and D-78.

The “speed table” design differs from that of a speed hump; the ramp of the hump is flatter and wider, allowing pedestrians, as well as vehicles, to cross over them with ease (refer to Figure D-75). Raised pedestrian crosswalks and street intersections, employed to accommodate pedestrian circulation, while reducing vehicle speeds are forms of speed tables. Speed tables are also portable, in that, they are designed to be moved from one location to another (refer to Figure D-79).

A “speed cushion” is an intermittent speed hump that slows traffic. However, its design leaves open areas between the humps for wider-axle, emergency vehicles to pass through without being slowed by this device (refer to Figure D-80).

*Special Paving/Textured Crosswalks* (refer to Figure D-81)

Alternative road surfaces, such as brick facade/concrete stamping, colored concrete or special pavers, can be used at pedestrian crossings intersections and along streets to augment the visual expanse of street pavement and define areas of pedestrian travel. This matter is detailed in the *Pedestrian Crosswalk* section of this Chapter.
Raised Median Though Intersection

Akin to the “Right Turn In and Out Island,” a raised median through an intersection is a barrier provided along a major street. The barrier or median prevents left turn and through movements to and from a local street at its intersection with a major street. The design can incorporate gaps that permit access by bicycles and pedestrians. The barriers could be constructed of mountable curbing to allow emergency response vehicles to cross over them. This design is not applicable for the street intersections along West Market Street; however, it could be employed at side street intersections, such as Monroe Street and South Highland Avenue where site distance and turning movements are an issue for motorists (refer to Figure D-82).

Street Closures

A full street closure is formed by a barrier extending the entire width of the roadway. The barrier across the street obstructs all traffic movements, by that, creating a cul-de-sac either at street intersections or mid-block locations. This technique is used mainly in groups in residential areas to create a “maze” effect for traffic circulation. This measure is only appropriate for streets with daily traffic volumes less than 3000. Pedestrian and cyclist circulation can be accommodated by the provision of through sidewalks and/or ramps here (refer to Figure D-83).

Signs and Neighborhood Gateways (refer to Figure D-84)

Traffic advisory and control signing can be used instead of physical improvements. Signs, such as “Local Access Only,” can be employed exclusively or with other physical improvements to identify neighborhoods or local traffic areas.

Speed Watch Program

As an alternative to physical improvements, a neighborhood speed watch program could be initiated. Citizens and organizations can use radar devices and electronic sign boards to measure the speed of passing vehicles in a residential area. Letters of warning can be sent to registered owners of offending vehicles. These programs promote neighborhood awareness of speeding. This effort is more commonly known as Citizens on Patrol or “COP.”

Accessibility

As proclaimed by the Americans with Disabilities Act (ADA) of 1990, “Everyone has an inherent right to accessibility.” The Public Rights-of-Way Access Advisory Committee (PROWAAC) defines a pedestrian access route as a continuous corridor of accessible travel, threading its way along sidewalks, and across driveways and roadways. These routes are free of abrupt changes in level. They should have a clear width of 60 inches (i.e., 5 feet) and a clear height of at least 80 inches (i.e., 6 feet, 8 inches). The route should assure access for all sidewalk travelers, from those who use wheelchairs or push strollers to those who find their way with a cane.

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6 PROWAAC is an advisory committee established by the United State Access Board.
PennDOT has established its own standards for pedestrian facilities based on the ADA of 1990, as follows (refer to the accompanying Figure D-85):

- A firm, stable and slip-resistant surface should be provided.
- Maximum elevation difference between the curb edge of the handicapped-accessible ramp and the adjacent street pavement should be no more than one-quarter (1/4) of an inch.
- The sidewalk width should be a minimum of five (5) feet or four (4) feet wide with paved passing areas.
- Maximum cross and longitudinal slopes of the pedestrian facility should be two (2) and five (5) percent, respectively.

Accessible curb ramping details/schematics are provided in Figures D-86, D-87, D-88 and D-89. Figure D-90 shows the different placements of ramps at street intersections. Moreover, accessible crossings can be placed in the middle of block, as well. Providing such accommodations should be paramount, considering how many mid-block crossing signs have been installed along West Market Street over the last several years. A factor in ramp design is the use and placement of tactile mats (refer to Figure D-89). These devices should be placed at the base of curb ramps for visually impaired pedestrians.

Besides physical improvements to enhance accessibility, pedestrians must be allowed to access signalized intersections as part of their travel. Pedestrian push buttons found at both signalized intersections in the study area. However, they are the standard recessed button design and with no countdown system. New technologies, such as tactile arrows for the visually impaired, protruding (i.e., closed-fist) push buttons and pedestrian countdown signals, are now the industry standards for pedestrian crossings today, as shown in Figures D-91, D-92, D-93, D-94 and D-95.

As mentioned in Chapter Four, ADA surveys were conducted for Adams Street and Highland Avenue. Very few of the existing sidewalks/handicapped-accessible ramps meet PennDOT/ADA standards. Moreover, the pedestrian buttons attached to the signal poles at West Market and West King Streets with Highland Avenue are antiquated. Such factors must play a critical role in the redesign of this streetscape.

**Gateway Signing and Community Identifier Banners**

**Gateway Signing**

The Borough’s ultimate goal is to create its own identity. Besides the street amenities discussed here, a “welcome” mat to visitors should be placed at the “gateways” to the Borough. Gateways can be provided as sign featuring a “Welcome” salutation, the name of the community, and its founding date. The sign can include some unique fact about the community, community motto or a “visual” which may “catch a visitor’s eye.”

As shown in Figures D-96 through D-101, gateway signs can highlight aspects of the community. For example, the gateway sign for City of Napier, New Zealand announces that it is
the “Art Deco Capital” of that country. The background of the sign is a modern painting, probably produced by a local artist. Next, Skagway, Alaska, shows the complete street grid system of that town and highlights the tourist attractions along those streets (i.e., “wayfinding”). Thirdly, Sweetser, Indiana has some connection to the railroad industry, so a visual of a coal-fired locomotive is shown on its sign. Fourthly, Rouses Point New York shows a water body, sailboat and highway bridge denoting that it is along large water attraction for tourists, that is, Lake Champlain. It also states that it is a northern gateway for New York State into Canada. Finally, closer to home, the City of York’s gateway states that it is the “First Capital of the United States” and that it is “twinned” with two cities in Europe.

The sign should be placed in an area where it does not create circulation or visual obstructions for both pedestrian and vehicle traffic. For instance, Daly City, California’s gateway sign is concrete street setting atop a sidewalk at a street corner (refer to Figure D-100). Given its placement, the sign could cause an obstruction for pedestrians crossing the street, particularly non-ambulatory pedestrians circulating around this street corner. It could also obstruct sight distance for on-coming motorists, as well as circulating pedestrians, at this street corner.

**Community Identifier Banners** (refer to Figures D-102 through D-104)

Besides gateway signing, another to identify a community employs street “banners” to be posted along its major streets. The banner can include the name of the community, such as a slogan or images denoting main attractions or community event advertisements. They can be composed of cloth material or metal (e.g., stainless steel). The banners are usually found attached to street light poles and can be mounted on either one or both sides of the pole. However, they can also be found attached to buildings, particularly in designated historical areas. Solar power cell-lighting systems can be added to the banner assembly to allow the banner or banners to be lighted at night. Other decorative emblems can be added to the banner assembly, as well.

**Bus Stops and Bus Turn Out Lanes**

**Bus Stops**

The York Adams Transportation Authority (dba rabbittransit™) presently serves nine (9) stops within the study area. All nine (9) stops are marked with bus stop signs. A bus shelter is installed at one stop along West Market Street. However, no other special operational designs or amenities are provided at these locations. Incorporating the function and design of transportation modes is essential to having a “complete” streetscape design context for this area.

rabbittransit™ determines bus stop placement and spacing; however, rabbittransit™ does encourage municipalities, the County of York and developers to notify them of potential developments and changes to the transportation network, so that route operation and bus stop alterations/deviations can be planned for and implemented. As for the Borough, such development is occurring here in the form of the Martin Carriage Works Apartments development. Thus, a bus stop addition or relocation here could be a good transit service enhancement for this residential/commercial site and the immediate area.
Bus stops can include typical bus stop design scenarios. Elements incorporated in bus stop design include, but are not limited to, an all-weather slip resistant surface should be placed within the bus stop area; slopes should not exceed two (2) percent; and bus patrons standing at the stop must be visible, particularly at night. Moreover, the stop should also be placed where sufficient sidewalk area is available for the unimpeded flow of passengers between the transit stop amenities and the transit bus. This includes proper access for disabled; all Americans with Disabilities Act (of 1990) regulations must be met.

Bus stops can be placed near street intersections or in the middle of street blocks, known as “midblock stops.” The Smart Transportation Guidebook (STG)\(^4\) states that the bus stops at street intersections are classified either as “nearside” and “far-side” stops (refer to Figure D-105). The “nearside” stop is placed along the street just before a street intersection. Conversely, the far side stop is placed just after a street intersection. PennDOT recommends that a distance of 105 feet and 90 feet clearances for near and far-side intersection stops (posted speed limit of 30 MPH of less). A clearance distance of 135 - 150 feet is recommended for mid-block stops (posted speed limit of 30 MPH of less). The far-side stop is preferred to the nearside stops. The nearby signalized intersection (only if signalized) creates gaps in the traffic stream, by that, allowing more opportunity for buses to pull out onto the road. Mid-block stops are the next choice if a far-side stop is not feasible to place, since this location experiences less traffic congestion than an intersection stop. The final choice is the nearside stop if the other two options are not feasible. To place these stops, on-street parking must be eliminated within and near the designated stop. Vigilant traffic enforcement is required to ensure no parking violations occur at these locations.

Of the ten (10) bus stops identified within the study area (refer to Map 4 in Chapter Three), six (6) are designated along both West Market Street and South Highland Avenue. Near and far-side stops are found along both approaches of West Market Street at its intersection with Highland Avenue. The other two stops are found near the Gateway Apartments Building (i.e., a mid-block stop) and the bus shelter at Giant Plaza (i.e., a near-side stop). The sixth stop (i.e., near-side stop) is found along West King Street near its intersection with South Highland Avenue. Three (3) of the six (6) stops have parking restrictions imposed there, which allow the unobstructed pickup and delivery of passengers. Two other stops (i.e., West Market Street east of Highland Avenue and the mid-block stop along West Market Street) have to stand in the travel lane (alongside on-street parking lanes) to provide the same service. All these stops can be modified through site redevelopment or the streetscape improvement itself. However, bus stop modification or relocation efforts must be coordinated closely with rabbit\textsuperscript{TM} transit.

As shown in Figures D-106 and D-107, they can include bus benches and shelters along appurtenances, such as refuse receptacles and trees (if the sidewalk area permits).

**Bus Turn Out Lanes**

The other design matter is the accessibility for bus arrivals and departures. Occasionally, a transit bus must pull up next to a parking lane to board or alight passengers. This situation creates a double-parking obstruction for the street’s travelway (refer to Figure D-108). Sometimes, the transit bus can take advantage of “No Parking” zones, particularly near street and access drive
intersections. There, the buses can exit the travelway either partially or completely to deliver or pick up passengers, by that, reducing or eliminating the potential for travelway obstruction.

A bus turnout lane is a paved area outside the street cartway where transit buses of the traffic lane to board and alight passengers. Hence, the bus activity is completely removed from travelway circulation. An example of a bus turn-out lane is pictured in Figure D-105. PennDOT recommends that the lane should be at least 150 feet long for posted speed limits of 30 MPH or less. The length includes the entry and exit tapers. An issue here is adequate street right-of-way in which to build such an access lane. The Martin Carriage Works site could be explored as candidates for such lanes, since it is an area under development. However, PennDOT states that such improvements are desirable for roadways with posted speed limits greater than 40 MPH and at stops with high number of passenger boarding and dwell times. None of these conditions reflect the study corridor or existing transit stops.

**Bus Shelters**

The most desirable amenity for bus stops is the bus shelter to house temporary transit patrons waiting for the bus (or van) to arrive. Presently, one such shelter is found along West Market Street in front of the Giant Plaza. According to the transit survey conducted for the study area, rabbittransit™ services ten (10) transit stops within the study area. A possibility exists that another shelter could be placed here. Figures D-108, D-109 and D-110 display examples of bus shelters that could adhere to a traditional streetscape motif. These shelters are constructed of glass and metal. Shelters with “lock-able” shelter doors are a design option for these structures. Also, as shown here, shelters can also be constructed of wood. Accouterments such as lighting, kiosks/display panels showing route information and refuse receptacles should be explored with the shelter design. For some models, the lighting is provided by solar power, eliminating electrical consumption.

The main issue here is identifying an optimal location or locations for shelters. A bus shelter could be placed within or near a newly-developed area. The Martin Carriage Works Apartments development could be an ideal location. A caveat to bus shelter placement is not to create pedestrian circulation obstructions (refer to Figure D-111). According to the PennDOT Smart Transportation Design Guidebook\(^4\), five-foot wide (front) and three-foot wide (sides and rear) pedestrian clearances should be provided around each shelter at a minimum. Another issue is the prevention of vandalism, especially for the more intricately designed shelters.

The Borough must coordinate the design and placement with rabbittransit™. Both rabbittransit™ and the York County CDBG Program could generate the funding for shelter purchase and placement.

**Planters**

Planters, landscape pots and hanging baskets add “greenery” to the streetscape without sacrificing design space in so doing. Planters can range from the large areas built into the sidewalk paving and have either a curb or walls built around them. They can contain large shrubs and plants, and even small trees (refer to Figure D-113). Small and medium planters are self-
contained units that can be moved. These units can be composed of metal containers with wooden slat or large concrete pots (refer to Figure D-114). Landscape pots function similarly to the planters, except that they are found in front of or close to buildings within the streetscape. The last type of greenery to be addressed is the hanging flower/plant basket. Such baskets can be suspended from the street light poles for added aesthetics (refer to Figure D-115).

Several issues should be addressed when planning for streetscape greenery, the following should be considered:

- Trees provided in planters should be approved slow-rooting variety such as the Honey Locust.
- Medium and small planters and landscape pots should be anchored to the sidewalk to prevent vandalism.
- These planters should be designed/placed in or on sidewalk pavements, where it will not obstruct pedestrian circulation.
- Besides street trees, plants proposed for large planters should consist of “low-height” or “slow-growing” variety for security purposes (refer to the section addressing “CPTED”).
- During the design process, the Borough should determine the person/entity responsible for maintaining the greenery.

**Street Trees**

Another form of vegetation applicable to streetscapes is the street tree. Several trees are found along both West Market Street and Highland Avenue. Nevertheless, they are old and have uprooted the sidewalk paving. Such vegetation needs to be selected carefully to ensure that its planting will not degrade the streetscape, once constructed.

Figure D-116 shows several varieties of street trees that fit that bill, such as the Honey Locust. Once a tree site is selected, the most feasible base for tree planting must be engineered. Trees can be planted in open sections of sidewalk and then covered with removable “starburst” grates made from metal or plastic (refer to Figure D-117). The grates can be removed for cleaning and maintenance of the tree plot. Trees can also be planted in landscape planters, as addressed above in the “Planters” section (refer to Figure D-118).

Several issues should be addressed regarding this streetscape option, as follows:

- Is the “sidewalk zone” size sufficient to accommodate the vegetation option?
- Does the Borough have the financial resources to maintain both street tree and planter vegetation?

**Information Kiosks**

Information dispersal and a means to convey publically community information promotes an intangible element of the streetscape design, that is, the distribution of information. One method
is to provide information kiosks at potential public gathering points, such as the Borough Square. A promotional kiosk provides information about events or happenings in the Borough. Another type of kiosk is a structure that can store and dispense periodicals, such as daily newspaper editions. Examples of each type are provided in Figures D-119 and D-120. Internal lighting of the displays and security measures to prevent vandalism should be integral facets of their design.

**Traffic/Street Name Sign Posts**

Figures D-121, D-122 and D-123 show different styles of street sign posts in the traditional motif. Sometimes, the signs themselves are designed in the same vein. PennDOT, however, discourages using these designs for signs along State roads, such as West Market Street and Highland Avenue.

**Benches**

Figures D-124 and D-125 display different styles of benches that fit a traditional motif. Typical bench styles include coated metal and a metal frame with wooden or composite slats. Figures D-126 and D-127 show the “Plainwell” and “Presidio” benches with center arms installed to prevent individuals from sleeping on them.

**Bicycle Storage Racks**

Storage racks can be provided for a single bicycle or multiple bicycles. These racks can be composed of metal or fibrous wood composite material. Usually, a bicycle can be fastened to a rack post or inserted into a rack slot (refer to Figure D-128). However, unique rack design have been designed, such as the one that places a bicycle up on its end (refer to Figure D-129).

Moreover, skateboarding is a popular pastime with the young. Storage racks for this recreational transportation mode can be placed building walls and appurtenances (refer to Figure D-130). These racks could be installed in common areas, outside stores and in recreational areas.

**Bollards**

A bollard is a vertical structure employed to control pedestrian and vehicle traffic; protect critical infrastructure; provide perimeter highlights around sidewalks and driveways; and/or define a pedestrian pathway. They can also be used for aesthetic purposes within a streetscape. The typical height of a bollard is approximately three (3) feet high and affixed permanently to the ground. The bollard structure can be constructed of metal, concrete or another suitable material (refer to Figure D-131). These devices can be installed at perimeter devices at intersection or as walkway divisors along the lengths of sidewalks. They also can be used as protection devices for municipal infrastructures, such as fire hydrants installed near curbs (refer to Figure D-132). As shown in Figure D-133, lighting can be installed within these structures to add to the ambiance of the streetscape, while providing safety benefits for pedestrian circulation at night.
When designed, bollard placement should not obstruct or contribute to the obstruction of pedestrian and vehicle circulation within the streetscape area, particularly the “pedestrian clear zone” of sidewalks.

**Refuse Receptacles**

Refuse receptacle design should reflect a traditional motif preferred for the streetscape project. An example of a receptacle is provided in Figure D-134. The receptacle design should include a permanent cover to prevent or reduce pilfering of its contents. Also, the placement of these amenities should be “Furnishings Zone” of the sidewalk only.

**Miscellaneous**

Other amenities can be considered including, but are not limited to, municipal and historic/community identity medallions or engravings imbedded in the sidewalk and water fountains with a traditional design. Examples of these amenities are provided in Figures D-135, D-136 and D-137.

**CPETD Landscaping Principles**

CPETD stands for “Crime Prevention through Environmental Design.” Improperly planned landscaping can create a streetscape that is conducive to crime and other illegal uses to the properties within it. The CPTED principles are an important facet of planning for vegetation (i.e., planters, shrubs and street trees) in conjunction with pedestrian safety and security. They are an integral facet for the design and placement of street trees and vegetation planters addressed in previous sections of this Chapter.

The principles cover the following landscape design issues as follows:

- Shrubs and ground cover should not exceed a maximum height of 42 inches, although 36 inches is recommended for better visibility and surveillance purposes. The reason for this height threshold is to accommodate visibility for children and small adults.
- Raised planters should not exceed 42 inches in height. Placement and utilization are important to prevent obstruction of surveillance and the creation of concealed spots for hiding.
- Street trees should have a minimum of a seven (7) foot canopy.
- Trees should be trimmed to allow for proposed use of CCTV cameras and all lighting devices.
- In all cases, trees, shrubs and ground covers should not cover parking areas and unsightly spaces (e.g., transformers, walls, etc.).

These principles should not only apply to streetscape design, but also the development of a regular maintenance program for these amenities.
What We Would Like to See: Application of the Design Concepts

Observing Figures D-138 and D-139, can one spot the streetscape improvements addressed in this section? Remember: Waldo has left the streetscape.

Figure D-138 is a sketch of a complete streetscape. The following improvements are incorporated here: (traditional) pedestrian street light with identification banners on them, sidewalks stamped and colored with a cobblestone motif, a bike lane placed outside the on-street parking lane, a sidewalk/curb bulb-out at the street intersection pictured, benches and bicycle racks in the traditional motif, street trees with metal guards and “starburst” grates, information kiosk, planters, and crosswalks (possible pavement colorization/stamping techniques).

Figure D-139 is a real-life example of an existing streetscape scene. The following streetscape improvements are incorporated here: pedestrian and street lighting in a traditional motif, metal identification banners attached to the street lights (Chicago Blues), sidewalk/curb bulb-outs (mid-block), street trees with starburst grates, traffic signals on mast arms, and concrete sidewalks (typical “broom finish” or “monolithic” style).

Perspective

As mentioned previously, the purpose of this section is to educate the Borough Officials about the concepts of streetscape design. These concepts will also serve as a basis upon which to develop an actual streetscape design for the study area. Currently, funding is being secured through the York County Community Development Block Grant (CDBG) Program to develop a detailed design of the Borough streetscape. This financing will enable the Borough and County to hire a professional design team to undertake this task. Details of the financing and design efforts will be addressed in the next Chapter.
Chapter Seven
Implementation Guide

Ordinance Updates

Parking

Most of the study area, particularly along West Market Street, is zoned Commercial. The conversion of a residential dwelling to a commercial land use may affect on-street parking if adequate off-street parking is not provided.

Miscellaneous

Presently, the Borough’s Comprehensive Plan, and Zoning and Subdivision and Land Development Ordinances do not provide for the contextual improvement of the Borough’s existing streetscape. The Borough Comprehensive Plan is planned for an update over the next year or two. Should the Borough wish to pursue the expansion of this streetscape project in the future, the “target” areas for this expansion should be identified with a time-line for possible implementation. A streetscape overlay zone could be developed for the target areas, including the Eborton Neighborhood, as well as this study area. Specific zoning regulations/restrictions/allowances could be detailed for the overlay zone or zones. The Subdivision and Land Development Ordinance (SALDO) should regulate the design and placement of each streetscape element permitted in the streetscape overlay zone.

Available Funding

York County Community Development Block Grant (CDBG) Funding

Eligibility

The York County Community Development Block Grant (CDBG) Program provides financial assistance to the county’s municipalities, nonprofit organizations, and county homeowners. Over the past years, the Program has expended approximately $50 million for public works projects, assistance to human service, planning and housing activities, and economic development projects.

This Program on behalf of the County of York requests applications from municipalities and non-profit organizations to compile its Three-Year Action Plan for infrastructure improvements, social service activities, planning initiatives and housing activities. The Three-Year Plan allows program participants and the public to be informed about the activities to be funded.

This Program financing has been the predominant source for funding various types of initiatives in the Borough, this study being one of those efforts. Map 22 shows the areas of eligibility of the CDBG funds to be used to projects here for housing economic and transportation-related activities. Eligibility is Census-driven. U. S. Census “block groups” are employed to determine
the bounds of each area defined on this Map. Population characteristics extracted from the U. S. Census data are used to determine which block group subdivision is eligible for such funding.

Five (5) U. S. Census block groups encompass the entire Borough area. These block groups fall under U. S. Census Tract 213. Block Groups, Numbers 1, 2, 3 and 5 all qualify as low-to-moderate income areas and therefore qualify for CDBG funding. The percentage of residential household incomes within these block groups that equal or exceed 41.7 percent of the low-to-moderate income threshold established by the U. S. Department of Housing and Urban Development (US HUD) qualify for these funds. As shown on Map 22, the only block group subdivision not qualifying for these funds in the Borough is Block Group, Number 4. This Block Group comprises the northwest corner of the Borough, between North Seward Street and the West Manchester Township municipal line.

The area of study for this effort falls within Block Groups, Numbers 1, 2 and 3. The only area not included is the York Interstate Fairgrounds that falls within a non-qualifying block group in West Manchester Township.

Funding Availability

The Community Development Block Grant (CDBG) Program funding to be used for the streetscape improvements addressed by the study are supplied through the following sources:

- **The American Recovery and Reinvestment Act (ARRA) of 2009**

  The American Recovery and Reinvestment Act or “ARRA” is an economic package enacted by the 111th United States Congress in February 2009. This Act was based largely on proposals made by President Barrack Obama and was intended to provide stimulus to the U. S. Economy in the wake of the economic downturn. This $787 billion program provides funding for domestic programs, such as education, health care and infrastructure, including transportation improvements. Projects eligible for this program must be “shovel-ready,” that is, they must be ready to be bid for construction immediately.

  The CDBG-“R” funds provided by this Act prioritizes infrastructure improvements and activities that can be implemented expeditiously for creating suitable living environments, primarily for low and moderate income areas. Streetscape improvements and enhancements can include, but are not limited to, lighting, landscaping, pedestrian facilities (including curb and ADA improvements) and vehicle parking. Streetscape improvements have been implemented in Red Lion Borough using these funds. A total of $157,694 has been programmed for a sidewalk improvement project within the West York Borough streetscape area. The funds must be used by September 30, 2012.

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7 The following comprise the hierarchy of U. S. Census subdivisions: tract, block group and block.
2012-2014 York County CDBG Three-Year Action Plan

The U. S. Department of Housing and Urban Development (HUD) requires York County to prepare a Consolidated Plan every five (5) years which covers several HUD-funded programs operated by the York County Planning Commission: Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), Continuum of Care (CoC) and Emergency Shelter Grants (ESG). The current consolidated plan, prepared by the CDBG Staff of the YCPC, covers the years 2012-2014 and primarily consists of three parts:

1. An assessment of housing and community development needs;
2. The development of a strategy that prioritizes needs, establishes goals and objectives and establishes actions, programs and projects that can be initiated or continued in order to satisfy the identified needs; and,
3. Development of an annual Action Plan that lists projects/activities that will be undertaken in a particular year to address priority needs and accomplish community goals and objectives.

Activities in the Annual Action Plan are drawn from the CDBG Three-Year Project Plan and HOME program annual plan. Accordingly, this part of the Consolidated Plan changes each year. The Housing and Community Development (HCD) staff has completed the 2012-2013-2014 Three-Year Project Plan. Municipalities and non-profit organizations in the county have submitted applications for projects they would like to implement during these years. Projects fall under the following categories: infrastructure improvements, social service activities, planning initiatives and housing activities. The Three-Year Plan allows program participants and the public to be informed about the activities to be funded. The activities selected for the 2012-2014 Project Plan will form the framework for the Annual Plan for those years. However, the number of activities actually carried out will depend upon the amount allotted by HUD for that program year. Funding for this streetscape effort is being provided through “Target Investments Program” for the 2011 CDBG Program Year in the amount of $22,306.8

Streetscape Funding Applications

Streetscape funding applications submitted through the York County CDBG Program are addressed below.

The 1300-Block of West Market Street, Curb and Sidewalk Improvements, $158,000

This project addresses the worst sidewalk conditions in the Complete Streetscape study area. Borough Council in 2008 requested CDBG funding for the 1300-block. This project was approved as a “Short List” activity under the County’s 2009, 2010 and 2011 Three-Year Funding Plan for CDBG activities. The West York Streetscape Improvement initiative was approved in 2009 for CDBG-R funds. These funds expire in September

8The 2011 Federal Fiscal Year or “FFY” runs from October 1, 2011 to September 30, 2012.
2012. Accordingly, $157,694 of this funding amount will be used for the 1300-block project, because detailed engineering work can begin on walkway replacement here before September 30, 2012. This project will serve as the first step in the development of a design scheme for the streetscape study area (refer to the application below). The Keystone Weaving Mill redevelopment site is also found within this block, although its sidewalk will be replaced as part of this site redevelopment project.

- **Streetscape Design for Complete Streets study area, $50,000**

  The final step in the Complete Street study is to design the streetscape here. These funds will be used to employ a professional design team for this effort. The project includes the development of recommended improvements based on the information from the completed assessments and conditions studies, development of a cohesive theme for the various streetscape elements, preparation of sketch plans and alternative designs for stakeholder and public review, orchestration of public involvement opportunities, and development of cost estimates and construction phasing based on the selected alternatives. These alternatives are based in part on the “design concepts” addressed in Chapter Six of this Study.

- **Pedestrian Improvements at the Borough Square, $200,000**

  This project follows the completion of the Streetscape Design project. It includes engineering design and construction of pedestrian improvements at the intersection of West Market Street and Highland Avenue. Current ADA standards must be met. The design completed through the above funding application will serve as the basis for the reconstruction of the Square. Anticipated improvements include pedestrian signals, aesthetic enhancements such as street furniture and decorative sidewalks, curb cuts that meet current ADA standards, and necessary storm water drainage changes.

**Actions**

The YCPC staff prepared streetscape funding concepts for the Borough and presented them to Borough Council on December 5, 2011. The Council approved all three (3) applications for funding and instructed its staff and engineer to prepare the applications and submit them to the York County Planning Commission.

In March 2012, the CDBG staff prepared a Request for Qualifications (RFQ) for the sidewalk reconstruction project for the 1300-Block of West Market Street. The CDBG staff will work with Borough Officials to first submit a RFQ to select a qualified consulting firm. Once a firm is chosen, a Request for Proposal (RFP) will be undertaken to negotiate the work scope and cost of the project.

A RFQ is being prepared for the design of the streetscape for the study area. The intent for this request is to select through qualifications a landscape design or engineering firm to design the streetscape here. The RFQ will be completed and submitted to the Borough. A competitive
West York Borough Complete Streetscape Study

negotiation process to select the project engineer will follow. A scope of services will be drafted as part of the process.

After the streetscape design effort is complete, the RFQ and RFP selection process to hire a firm to engineer and construct to the streetscape design for the Borough Square (i.e., third application listed above). Moreover, funding options will be explored to engineer and construct the design for the “entire” streetscape area later.

York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP)

The York Area Metropolitan Planning Organization (YAMPO) is a local organization, chartered by Pennsylvania Department of Transportation (PennDOT). This Organization oversees (and approves) transportation planning and programming activities financed through Federal and Commonwealth funding sources. The YAMPO is composed of two (2) committees, Technical and Coordinating. The Technical Committee is the planning/recommending body of the Organization, while the Coordinating Committee is its policymaking body. Committee membership includes PennDOT, the County of York, a member of Congress, a state legislator, the local public transit operator and seven (7) planning region representatives (including the City of York).

Funding Programs

Financing for transportation projects for York County is programmed through the YAMPO Transportation Improvement Program (TIP). Both the YAMPO and PennDOT have developed and approved this program. The TIP spans four (4) years from the current Federal Fiscal Year (FFY) year; it is the current four (4) years of the 25-year Transportation Capital Improvement Program (CIP) developed for the YAMPO Long Range Transportation Plan (LRTP). Here is where money starts to flow for projects in the programming pipeline. The TIP is multi-modal in that funding streams channeled through this program can be used for various modes of transportation. For a project to be selected for funding through the TIP, it must be evaluated through the “Linking Planning and National Environment and Protection Agency (NEPA) and Design” process.

- **Linking Planning and NEPA and Design Process, Levels 1 and 2 (Programming Processes through PennDOT), West Market Street Corridor**

  This process fully integrates project planning with the NEPA on sound land use planning. Asset management, public and agency involvement, context-sensitive solutions, and flexible design elements are all elements of this process. The objectives of this process are scope, schedule and budget. This process also requires increased communication between the applicant, the MPO and PennDOT. The critical phases for projects are addressed through NEPA Levels 1 and 2. Level 1 involves the identification and assessment of problems associated with the project. Problems can be generated from public input, plans and studies, and land development reviews. Level 2, the next step in the process, involves the identification of the proposal for the project. This level involves
more detail and should identify potential fatal flaws, ranges of solutions, and costs and consistency with associated plans.

These applications are prepared by the applicant electronically on PennDOT’s website. The Level 1 form is then submitted to and processed by PennDOT. Both YAMPO Committees for the candidate project must approve this application to move onto Level 2. The same procedure is followed for the Level 2 applications. Once a project approved at the Level 2 stage, funding starts to become available for its implementation.

- **Market Street Resurface (MPMS #91069)**

  The proposed restoration of the West Market Street corridor is a good candidate for the TIP/NEPA process. As mentioned in the street cartway width/condition analysis, the surface condition of this corridor is poor east of Highland Avenue. Missing pavement markings and storm water management problems are other issues that need to be addressed here, as well. This project application proposes resurfacing of the entire of the corridor within the Borough limits. The resurfacing, pavement re-stripping and other improvements are limited to the street cartway, that is, between the existing curb structures. A possibility exists to incorporate some potential streetscape design concepts with the resurfacing project. The YCPC staff prepared and screened the NEPA Level 1 application by PennDOT in September 2011. The YAMPO Technical and Coordinating Committees approved this application (to proceed onto Level 2) on October 6 and 27, 2011, respectively. Moreover, the YAMPO approved this project as a candidate for the 2013-2016 YAMPO Transportation Improvement Program (TIP) on February 23, 2012.

  With the approval of Level 1 by the YAMPO, the project now moves onto the Level 2 phase. This form will be completed by the end of March. It will then be submitted to the YAMPO Committees for approval in June. This project is currently listed as a candidate on the 2013-2016 YAMPO Transportation Improvement Program (TIP). Anticipated completion of this project is 2015.

- **Market Street/Highland Avenue Signal (MPMS #90029)**

  This project involves intersection and traffic signal improvements for the “Borough Square.” Total Project Cost is $250,000. The project has been programmed on the TIP since 2011. Anticipated completion of this project is 2016.

**Efforts Beyond the Completion of the Complete Streetscape Study**

First, as noted in Chapter Four, Public Involvement, the second Town Hall meeting to be held for this study will not be covered in this report; it will be provided as an unattached appendix to the study later. The purpose of this second public gathering is to update the public in the completion of this study and introduce the streetscape design process. Before the meeting is held, the York County CDBG staff will work with the Borough to retain a landscape design and
engineering firm. This firm will undertake the design process for this streetscape project. When the process is complete, a second Borough Town Hall meeting (to be addressed in a separate appendix to this study) will be held.

Public involvement will prevail throughout the design process. The public will be frequently informed employing the following techniques: displays/information postings at various locations within the Borough, website, talk radio and public access television announcements, talk radio and local television interviews, E-mail blasts, direct mailings to Borough residents and businesses, individual resident and business owner interviews, public meetings, internet and hard copy surveys, and visioning sessions/charrettes. The design process should take approximately one year to complete.

Secondly, as mentioned in Chapter Four, the YCPC staff met with the York County Heritage Rail-Trail Authority Board to present an update of the Study. The possibility of Borough pedestrian connections with a possible Hanover Trolley Trail route extending through the Borough was discussed then. The YCPC staff will continue to work with the Authority through the design phase of this project, as well as through the planning stages of the Trolley Trail project to determine whether such a connection can be made.

Finally, another pedestrian connection issue was addressed in the study in Chapter Three, Study Inventory. This concerns the time-distance issue for pedestrian circulation for the Eberton neighborhood (south of West King Street) to the Borough’s downtown commercial area. A planning or design initiatives - beyond this study - should be pursued to determine whether a shortcut pedestrian pathway is feasible to construct between West King Street and West Market Street. The Martin Carriage Works Apartments development could play a role in such a connection.
Appendix A

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### West York Borough Complete Streetscape Study

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0.0%  0.0%  100.1%  100.3%  0.0%

% Avg. Week
0.0%  0.0%  100.1%  100.3%  0.0%  100.0%  0.0%  0.0%

AM Peak
11:00  11:00
Vol.  403  379  390
PM Peak
17:00  17:00
Vol.  614  637  626

Grand Total
0  0  6818  6831  0  6808  0  0  6808
West Market Street
Speed Data
March 23 and 24, 2011

*Note the data for March 23 is eastbound and westbound, the data for March 24th is only eastbound.
Reportable Traffic Crashes  
PennDOT CDART Program

The reportable crashes for West Market Street (SR0462) and Highland Avenue (SR3046) were analyzed to determine whether crashes were occurring at a specific location for a correctable type of crash.

PennDOT uses an expected crash rate for different classification of state roads. The expected crash rates are 2.12 and 1.84 for West Market Street and Highland Avenue, respectively.

The 2010 calculated crash rates for West Market Street and Highland Avenue are 0.22 and 1.15, respectively.

Neither the West Market Street nor Highland Avenue data seems to show a specific location or type of correctable crash. Therefore, it does not appear necessary to develop improvements based on improving safety.

The crash analysis does not take into account non-reportable crashes that could show a different result. Both corridors have low posted speed limits that could result in fewer vehicles towed or injuries/fatalities, the two criteria for “reportable” crashes. Therefore, most of the crashes occurring here would be classified as “non-reportable.”

However, one (1) crash did occur on West Market Street indicating an incident related to excessive speed.

**Sun Glare Analysis of 11 Rear Ends Reportable crashes**

| Traveling East into the sun in the morning | February | 8:25am |
|                                           | October  | 7:35am |
|                                           | October  | 9:08am |

| Traveling West into the sun in the afternoon | July     | 4:29pm |
|                                            | September| 3:24pm |
|                                            | October  | 5:26pm |

The other 5 crashes were not in the window of time for sun glare.
Appendix B

Sidewalk Condition Prioritization
Sidewalk Condition Prioritization
By Category

Key:

*High Priority*: immediate replacement (poor or missing paving; many hazards)

*Medium Priority*: replacement in five (5) to ten (10) years (fair paving; some hazards)

*Low Priority*: replacement beyond ten (10) years (fair to good paving; few to no hazards)

**HIGH**

1. **1300-Block of West Market Street**: south side, Highland Avenue to the boundary of the proposed Carriage Works Apartments development.
2. **York Fair, West Market Street entrance**: entire length of the property along the north side of West Market Street (i.e., between the Gateway Apartments complex and railroad tracks).
3. **Southwest corner of the West Market Street/ South Highland Avenue intersection**: from the West York Inn access drive along West Market Street to the WYI building along Highland Avenue.
4. **1200 and 1300-Blocks of West Market Street**: the entire frontage of the proposed Carriage Work Apartments development along the south side of West Market Street (i.e., between the residence at 1334 West Market Street and Hoover’s Truck Repair at 1264 West Market Street.
5. **1300-Block of West Market Street**: north side, Highland Avenue to the Reliance Fire Company driveway.
6. **South Highland Avenue**: west side, WYI building to West Mason Avenue.
7. **South Highland Avenue**: east side, West Market Street to West Mason Avenue.
8. **1200-Block of the West Market Street**: north side, Reliance Fire Company driveway to the Gateway Apartments complex.
9. **South Highland Avenue**: west side, West Mason Avenue to Monroe Street.
10. **1200-Block of the West Market Street**: north side, Carriage Works Apartments development site to Lighthouse Motors.
11. **1400-Block of West Market Street**: north side, Highland Avenue to the Vivid Tattoo Parlor, 1415 West Market Street.

**MEDIUM**

1. **South Highland Avenue**: east side, West Mason Avenue to the approach of the Highland Avenue bridge.
2. **1100-Block of West Market Street**: south side, Overbrook Avenue to Dewey Street.
3. **1000-Block of West Market Street**: south side, the York City line to Dewey Street.
4. **1000 and 1100-Blocks of West Market Street**: north side, the York City Line (at Print-O-Stat) to the Shooting Range (next to the Hess gas station).
5. **North Highland Avenue**: east side, West Market Street to West Clark Avenue.
6. **1100 and 1200-Blocks of West Market Street**: north side, railroad tracks to the Shooting Range.
7. **1200-Block of West Market Street**: south side, Lighthouse Motors to the railroad tracks.
8. **1200-Block of West Market Street**: south side, railroad tracks to Overbrook Avenue (includes entire frontage of the Giant Plaza along West Market Street).

**LOW**

1. **South Highland Avenue**: east side, Highland Avenue Bridge approach to West King Street.
2. **North Highland Avenue**: east side, West Clarke Avenue to West Philadelphia Street.
3. **1400-Block of West Market Street**: north side, Vivid Tattoo Parlor (1415 W. Market Street) to Adams Street.
4. **1400-Block of West Market Street**: south side, West York Inn access drive to Adams Street.
5. **South Highland Avenue**: west side, Monroe Street to West King Street.
6. **North Highland Avenue**: west side, West Market Street to West Clarke Avenue.
7. **North Highland Avenue**: west side, West Clarke Avenue to West Philadelphia Street.
8. **1200-Block of West Market Street**: north side, entire frontage of the Gateway Apartments Complex (i.e., between 1263 West Market Street and the York Interstate Fairgrounds).
Appendix C

Parking Analysis Table
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GROUP 1: 1200 Block of West Market Street

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<td>2</td>
<td>4</td>
</tr>
</tbody>
</table>
GROUP 5: North Highland Avenue

<table>
<thead>
<tr>
<th>Addresses on N. Highland Ave.</th>
<th>Map</th>
<th>Parcel</th>
<th>Land Use Code</th>
<th># of units</th>
<th>Existing Parking</th>
<th>Required Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>13</td>
<td>104</td>
<td>103</td>
<td>1</td>
<td>2</td>
<td>2</td>
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<tr>
<td>45</td>
<td>13</td>
<td>103</td>
<td>103</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
</tbody>
</table>

| 13  | 78  | 301 Bank Parking (see 1401 W Market St) | n/a        | n/a | n/a |
| 13  | 77  | 301 Bank Parking (see 1401 W Market St) | n/a        | n/a | n/a |

| 22  | 13  | 76    | 108                                   | 2          | 0                | 4               |
| 24  | 13  | 75    | 108                                   | 2          | 1                | 4               |
| 26  | 13  | 74    | 108                                   | 1          | 0                | 2               |
| 28  | 13  | 73    | 108                                   | 1          | 0                | 2               |
| 30  | 13  | 72    | 108                                   | 1          | 1                | 2               |
| 32  | 13  | 71    | 108                                   | 1          | 1                | 2               |
| 34  |     |       | no tax info                           | 1          | 0                | 2               |
| 36  |     |       | no tax info (commercial & aps)        | 2          | 0                | 4               |
| 35  | 13  | 79    | 102                                   | 2          | 0                | 4               |
| 29  |     |       | no tax info                           | 2          | 3                | 4               |
| 25  | 13  | 81    | 102                                   | 1          | 0                | 2               |
| 23  | 13  | 82    | 102                                   | 1          | 0                | 2               |
| 9   | 13  | 82    | 102                                   | 1          | 0                | 2               |
| 5   | 13  | 84    | 102                                   | 1          | 0                | 2               |
| 3   | 13  | 85    | 102                                   | 1          | 0                | 2               |
### GROUP 6: South Highland Avenue

<table>
<thead>
<tr>
<th>Addresses on S. Highland Ave.</th>
<th>Map</th>
<th>Parcel</th>
<th>Land Use Code</th>
<th># of Units</th>
<th>Existing Parking</th>
<th>Required Parking</th>
</tr>
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<tbody>
<tr>
<td>6</td>
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<td>122</td>
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<td>0</td>
<td>4</td>
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<tr>
<td>8</td>
<td>09</td>
<td>14</td>
<td>102</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<td>10</td>
<td>09</td>
<td>13</td>
<td>327 - Bar -The Other Place &amp; apt</td>
<td>1</td>
<td>2</td>
<td>??</td>
</tr>
<tr>
<td>17</td>
<td>09</td>
<td>64</td>
<td>102</td>
<td>1</td>
<td>0</td>
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<tr>
<td>15</td>
<td>09</td>
<td>65</td>
<td>102</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>13</td>
<td>09</td>
<td>66</td>
<td>102</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>11</td>
<td>09</td>
<td>67</td>
<td>102</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<td>9</td>
<td>09</td>
<td>22</td>
<td>102</td>
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<td>2</td>
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<td>7</td>
<td>09</td>
<td>23</td>
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<td>2</td>
</tr>
<tr>
<td>5</td>
<td>09</td>
<td>24</td>
<td>100 - vacant</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>3</td>
<td>09</td>
<td>25</td>
<td>300 - vacant</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

### GROUP 7: North Adams Street

<table>
<thead>
<tr>
<th>Addresses on N. Adams St.</th>
<th>Map</th>
<th>Parcel</th>
<th>Land Use Code</th>
<th># of units</th>
<th>Existing Parking</th>
<th>Required Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>13</td>
<td>58</td>
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<td>2</td>
<td>2</td>
</tr>
<tr>
<td>33</td>
<td>13</td>
<td>56</td>
<td>102</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>37</td>
<td>13</td>
<td>55B</td>
<td>102</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>39</td>
<td>13</td>
<td>55A</td>
<td>102</td>
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<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>
### GROUP 8: South Adams Street

<table>
<thead>
<tr>
<th>Addresses on S. Adams St.</th>
<th>Map</th>
<th>Parcel</th>
<th>Land Use Code</th>
<th># of Units</th>
<th>Existing Parking</th>
<th>Required Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>09</td>
<td>41</td>
<td>102</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>19</td>
<td>09</td>
<td>42</td>
<td>102</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>51</td>
<td></td>
<td></td>
<td>no tax info</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>53</td>
<td>09</td>
<td>43</td>
<td>373 - Penny Press</td>
<td>n/a</td>
<td>3</td>
<td>??</td>
</tr>
<tr>
<td>55</td>
<td>09</td>
<td>44</td>
<td>122</td>
<td>2</td>
<td>0</td>
<td>4</td>
</tr>
</tbody>
</table>
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Appendix D

Streetscape Design Concepts
Sidewalk Surface Design

Sidewalk/Walkway Zones

Figure D-1

Figure D-2
Sidewalk Surfaces

Figure D-9

Figure D-10
Other Considerations

Figure D-20

Figure D-21

Sidewalk/Curb Bulb-Outs

Figure D-22

Figure D-23
Figure D-24

Figure D-25

Extended Bulb-Out with Furnishings Area
Figure D-26

Full Bulb-Out

Half Bulb-Out - Right Turn

Half Bulb-Out where right turn lane is required w/no curbside parking

Former Curbline (typ.)

Half Bulb-Out where curbside parking exists or is proposed on adjacent streets

Former Curbline (typ.)

Half Bulb-Out - Bike Lane

Half BulbOut where curbside parking exists or is proposed on one street but not on the other; e.g. bike lane

Property Line (typ.)

Enhanced Crosswalk (typ.)

Typical Dimensions
Mid-Block Pedestrian Crossing

Street Lighting

Single Pedestrian Light

Double Pedestrian Light
Pedestrian Crosswalks

Figure D-34
Figure D-40

Figure D-41

Figure D-42
Observations
On-Street Parking Designs

Angled Parking

Figure D-47
**Angled Parking Dimensions**

<table>
<thead>
<tr>
<th>Angle</th>
<th>Stall Length</th>
<th>Minimum Width of Adjacent Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>45°</td>
<td>17 ft., 8 in.</td>
<td>12 ft., 8 in.</td>
</tr>
<tr>
<td>50°</td>
<td>18 ft., 3 in.</td>
<td>13 ft., 3 in.</td>
</tr>
<tr>
<td>55°</td>
<td>18 ft., 8 in.</td>
<td>13 ft., 8 in.</td>
</tr>
<tr>
<td>60°</td>
<td>19 ft., 0 in.</td>
<td>14 ft., 6 in.</td>
</tr>
<tr>
<td>65°</td>
<td>19 ft., 2 in.</td>
<td>15 ft., 5 in.</td>
</tr>
<tr>
<td>70°</td>
<td>19 ft., 3 in.</td>
<td>16 ft., 6 in.</td>
</tr>
<tr>
<td>90°</td>
<td>18 ft., 0 in.</td>
<td>24 ft., 0 in.</td>
</tr>
</tbody>
</table>

*Source: ITE, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, 2006.*

**Figure D-48**

**Parallel Parking**

![Parallel Parking Diagram](image)

*Figure D-49*
**Contemporary Parking Meter Systems**

**The Aura Elite**

*Standard Features*

- Modern contemporary design
- Electronic fifteen coin acceptance & Euro ready
- 4000 Ticket Capacity - Optional 8000 Maximum
- Thermal Printing
- Graphic display and simple user interface
- Electronic locking & high security cash box system
- Vandal resistant casework & choice of colours
- Modular construction
- Flexible tariff structures
- Solar & mains electricity power + Hybrid options
- Thermostatically controlled heaters as standard (Mains)
- PCI PA-DSS Approved
- Networking Options via GSM, GPRS, LAN & WI-FI
- Web based (ASLAN) Back Office software

*Figure D-50*

*Figure D-51*
Bicycle Lanes

Figure D-52

Figure D-53
Figure D-57

Fig. 10 -- Space req'd for bikelane and parking lane

Figure D-58

Cycle Track: Car parking lane protects bike lane from motor traffic
Traffic Signal Placement Improvements

Figure D-61

Figure D-62
Figure D-63

Figure D-64

Figure D-65
Traffic Calming Measures

Traffic Circle

Roundabout

Chicane

Figure D-66

Figure D-67
Curb Bulb-Outs

Diagonal Diverters

Figure D-68

Figure D-69
Right-In / Right-Out Island

Figure D-71

Narrower Streets

Figure D-72
Watts (TRRL Profile) Speed Hump

<table>
<thead>
<tr>
<th>0</th>
<th>0.54</th>
<th>1.22</th>
<th>1.75</th>
<th>2.22</th>
<th>2.64</th>
<th>3.05</th>
<th>3.31</th>
<th>3.36</th>
<th>3.75</th>
<th>3.89</th>
<th>3.97</th>
<th>4'</th>
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</thead>
<tbody>
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<td>1.07</td>
<td>1.53</td>
<td>1.94</td>
<td>2.31</td>
<td>2.63</td>
<td>2.87</td>
<td>3.11</td>
<td>3.28</td>
<td>3.46</td>
<td>3.46</td>
<td>3.5'</td>
</tr>
<tr>
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<td>0.48</td>
<td>0.92</td>
<td>1.31</td>
<td>1.67</td>
<td>1.95</td>
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<td>2.67</td>
<td>2.81</td>
<td>2.92</td>
<td>2.98</td>
<td>3'</td>
</tr>
</tbody>
</table>

Source: ITE, Guidelines for the Design and Application of Speed Humps

Seminole County Speed Hump/Table

Parabola View

Source: Seminole County, Florida

Figure D-75
**Raised Crosswalk**

For typical profile, see drawings of Seminole County speed table or the Gwinnett County speed table in the "Speed Humps" section.

**Raised Intersection**

Raised pavement is typically 3-4 inches above street level, may be flush with, or slightly below, adjoining curb.

Ramp typically 4%-8% grade
Speed Hump

Figure D-78

Speed Table

Figure D-79

Speed Cushion

Figure D-80
Special Paving/Textured Crosswalks

Figure D-81

Raised Median Through Intersection

Figure D-82
Accessibility

Figure D-85

Longitudinal Slope
5.00% Max, or
general roadway
slope when in public
R/W.

4'-0" Min Accessible Path

5'-0" Min Sidewalk Width

Cross Slope 2.00% Max
ADA Accessible Sidewalk/Curb Ramping Design

Figure D-86

Provide a level (2 percent cross slope) area at least 4 to 5 feet wide in the center of the sidewalk.

Ramp cross slopes exceeding 2 percent create problems for wheel chairs.

Figure D-87

Figure D-88
Sidewalk Curb Ramps at Intersections

Type B ramp can be used adjacent to structure obstructions or where right-of-way doesn’t allow sidewalk widening.

Type B

Reduced crossing width at intersection. Provides more landing space at top.

Type A & C combined

Shared ramp location - Allowable at some large curve radii, but it is preferred to have two ramps at each corner

Use Type C curb ramp adjacent to planter.

Figure D-89

Figure D-90
Speakers at the pushbutton

Figure D-91

Additional APS Features

- Information Message
  - Provides street names & other intersection information
  - Plays when pushbutton is pressed for 1 second or more during steady or flashing DON'T WALK
- Braille street name (on faceplate)
  - Clarify which street crossing pushbutton controls

Figure D-92
APS Pushbutton Location - Mounting Height

- Vertical reach
  - MUTCD: 42 inches
  - ADAAG/PROWAG: 48 inches maximum
- Horizontal reach
  - PROWAG: 10 inches maximum

Figure D-93

Pushbutton Size & Operation

- Recessed pushbutton with small diameter does not meet the “closed fist” test for controls and operating mechanisms
- 2-inch diameter minimum
- Visual contrast with housing or mounting
- Operable with one hand without grasping, pinching, or twisting wrist
- Actuation force: no more than 5 pounds

Figure D-94
**Visual Signal Head Placement**

![Visual Signal Head Placement](image)

> Signal height needs to be between 7-10 feet

**Gateway Signing and Community Identifier Banners**

*Gateway Signing*

![Gateway Signing](image)

**Figure D-95**

*Figure D-96*

*Figure D-97*
Community Identifier Banners

Figure D-102

Figure D-103

Figure D-104
**Bus Stops and Bus Turn-Out Lanes**

*Bus Stops and Bus Turn-Out Lanes*

![Figure D-105](image1)

*Figure D-105*

*Typical Bus Stop Designs*

![Figure D-106](image2)

*Figure D-106*

![Figure D-107](image3)

*Figure D-107*
Bus Shelters

Figure D-108

Figure D-109

Figure D-110

Figure D-111

Figure D-112
Planters

Figure D-113

Figure D-114

Figure D-115
**Street Trees**

![Image of Street Trees]

Figure D-116

**Information Kiosks**

![Image of Information Kiosks]

Figure D-117

Figure D-118

Figure D-119

Figure D-120
Traffic/Street Name Sign Posts

Figure D-121

Figure D-122

Figure D-123
Benches

Figure D-124

Figure D-125

Figure D-126

Figure D-127
**Bicycle Storage Racks**

Figure D-128

Figure D-129

Figure D-130

**Bollards**

Figure D-131

Figure D-132
Refuse Receptacles

Miscellaneous

Historic Community Medallions/Etchings
Water Fountain

What We Would Like to See:

Figure D-137

Figure D-138
Appendix E

Town Hall Meeting
June 20, 2011
Results of Public Survey
**First - What on- and off-street parking issues do you experience on West Market and Highland Avenue? Please rank by level of importance. Indicate N/A if the item is not an issue for you.**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking blockages of driveways/access points</td>
<td></td>
</tr>
<tr>
<td>Parking obstacles (eg., strewn refuge, construction activity, illegal vehicle storage on- and off-street)</td>
<td></td>
</tr>
<tr>
<td>Delays through corridor - signal improvements/synchronization</td>
<td></td>
</tr>
<tr>
<td>Oversized vehicles parking on- and off-streets</td>
<td></td>
</tr>
<tr>
<td>Lack of available off-street parking (residential &amp; commercial activity)</td>
<td></td>
</tr>
<tr>
<td>Double parking, causing traffic blockage</td>
<td></td>
</tr>
<tr>
<td>Off-street parking enforcement in alleys</td>
<td></td>
</tr>
<tr>
<td>Lack of availability on-street parking</td>
<td></td>
</tr>
<tr>
<td>Parking meters not operating property</td>
<td></td>
</tr>
</tbody>
</table>

Legend: Most Important, More Important, Neutral, Less Important, Not Important, N/A
Second - Please rate the condition of the streets, sidewalks/curbs on West Market Street (between York City line and Adams Street) and Highland Avenue (between West Philadelphia and West King Streets)

Response Count

- West Market - Street Condition
- West Market - Sidewalk/Curb Condition
- Highland Avenue - Street Condition
- Highland Avenue - Sidewalk/Curb Condition
Third - Please rank the following hazards encountered while driving on these streets or walking on the sidewalks (or in the crosswalks) along them. Please rank them from most (1) to least (9) important. If you have any recommendations to improve or eliminate these hazards, please list them as well.
**Fourth - Do you ever walk or bike...**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>to work?</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>to the store?</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>for recreation?</td>
<td>1</td>
<td>23</td>
</tr>
</tbody>
</table>

**Fifth - Does periodic flooding affect access to your businesses and/or residences?**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>10</td>
<td>8</td>
</tr>
<tr>
<td>No</td>
<td>16</td>
<td>2</td>
</tr>
</tbody>
</table>
West York Borough Complete Streetscape Study

**Sixth - Please prioritize the top five problems, as you see them, by level of importance:**

![Response Count Chart]

- Lack of identification in Borough Square
- Condition of sidewalk is unsafe
- Stormwater inlets cannot handle heavy rainfall and creates ponding
- Rutting in the road along West Market Street
- Speeding along West Market Street
- Long periods of time without any cars moving
- Obstacles present that impede the disabled residents
- Street lighting is missing in areas of the sidewalk
- Availability of parking
- Pedestrian connections are lacking between residential and business area
- Railroad is barrier to circulation for pedestrians/bicyclists
- Cost of parking at metered spaces

**Response Count**

- Most Important
- More Important
- Neutral
- Less Important
- Not Important
Appendix F

Photo/Text References
for
Chapter Six – Design Concepts
Photo/Text References
for
Chapter Six - Design Concepts

Sidewalk design/sidewalk surfaces

Sidewalk/Walkway Zones

D-1. Photos complied by the YCPC Transportation Department Staff, June 20, 2011.

D-2. City of Toronto, Ontario, Canada.

D-3. www.library.state.or.us/repository/2008/20083061313114/index.pdf, Page 2 (top figure).

D-4. South Main Street, Red Lion Borough, PA. Photos taken by the York County Community Development Block Program staff, August 2011.

D-5. www.cityofchicago.org/content/dam/city/depts/cdot/streetscapedesign_guidelines.pdf Chapter 1, Page 11 (Figure 1-15).


D-8. www.sera-architects.com/blog/2011/04/cascade-avenue-streetscape, the “Sisters, Oregon” design example.

Sidewalk Surfaces


D-10. www.library.state.or.us/repository/2008/20083061313114/index.pdf, Page 18, third slide on left.


D-12. arlingtonva.us/departments/CPHD/planning/doc/pdf/RB_streetscape_060507.pdf, Page 1, Figure 1.
D-13. arlingtonva.us/departments/CPHD/planning/doc/pdf/RB_streetscape_060507.pdf, Page4, Figure 3.

D-14. downtownelgin.info/presentation/10-17-06%20-%20streetscape%elements.pdf.


D-17. www.library.state.or.us/repository/2008/20083061313114/index.pdf, Pages 17 bottom slide, and 20, bottom right slide, respectively.

D-18. Ibid.

D-19. West King Street/South Newberry Street intersection, City of York, PA. Two photos taken by the YCPC Transportation Department staff, 2012.

D-20. www.cityofchicago.org/content/dam/city/depts/cdot/streetscapedesign_guidelines.pdf, Figure 4-46.

D-21. www.cityofchicago.org/content/dam/city/depts/cdot/streetscapedesign_guidelines.pdf, Figure 4-47.

Sidewalk/Curb Bulb-outs

D-22. www.cityofchicago.org/content/dam/city/depts/cdot/streetscapedesign_guidelines.pdf, Figure 3-21.

D-23. www.cityofchicago.org/content/dam/city/depts/cdot/streetscapedesign_guidelines.pdf, Figure 3-22.

D-24. West King Street, City of York, PA. Two photos taken by the YCPC Transportation Department staff, 2012.


D-27. cp.berkley.edu/CP/PEP/history/PlanningStudies/Underhill_guidelines.pdf, Page 44.

Street Lighting


D-31. East College Avenue, York City, PA. Photos taken by the YCPC Transportation Department staff, 2012 (nighttime).

D-32. Ibid.

D-33. Red Lion Borough, PA. Photos taken by the YCPC Transportation Department staff, 2012 (daytime).

Pedestrian Crosswalks


D-35. Ibid.

D-36. Ibid.

D-37. Ibid.

D-38. Ibid.

D-39. Ibid.

D-40. Ibid.

D-41. Ibid.

D-42. Ibid.

D-43. Ibid.


D-45. West York Area School Media Guide.


D-48. Ibid. Page 47, Table 7-1 (41-b).

D-49. tr4nsport4tion.wordpress.com/tandem parallel parking.

**Contemporary Parking Meter Systems**

D-50. www.metricgroup.co.uk/aura.


**Bicycle Lanes**


D-54. Ibid, Page 50, right-hand photo.


D-60. Minnesota Department of Transportation.


**Traffic Signal Placement Improvements**


D-63. Ibid, cits012.

D-64. Ibid, cits015.

Traffic Calming

*Pennsylvania’s Traffic Calming Handbook, Chapter 5
ftp.dot.state.pa.us/public/pdf/ trafficcalming/ch5tch

D-66. Traffic Circle and Roundabout, Pages 33 and 32

D-67. Chicane - Page 27

D-68. Curb Bulb-out – Pg. 25

D-69. Diagonal Diversers - Page 53

D-70. Semi-diverters - Page 52

D-71. One-way Entry and Exit - Page 56

D-72. Narrower Streets/Parking - Pg 29

D-73. Raised Median Island-Intersection, Page 30

D-74. Raised Median Island- Midblock, Page 30

D-75. Speed Hump - Page 38

D-76. Raised X-walk - Pg 47

D-77. Raised Intersection - Pg 49

D-78. Speed Hump - Page 38

D-79. Temporary Speed Table - google.com – 333px-speed2.jpg


D-81. Special Paving, Page 37

D-82. Raised Median Through Intersection - Page 58

D-83. Street Closures - Page 59.

D-84. Neighborhood Gateways - Page 28
Accessibility


D-86. ctre.iastate.edu/pubs/Tech_News/2005/mar-apr/accessible_ped.htm, Figure 1.

D-87. Ibid, Figures 2 and 3.

D-88. Ibid, Figures 4 and 5.

D-89. Ibid, Figure 6.

D-90. Federal Highway Administration.

D-91. in.gov/indot/files/DPFAModule6AccessiblePedestrianSignalsNQ.PDF, Page 9 of 38.


D-95. Ibid, Page 29 of 38.

Gateway Signing and Community Identifier Banners

Gateway Signing


D-97. Ibid.

D-98. Ibid.

D-99. Ibid.

D-100. Ibid.

D-101. Ibid.

Community Identifier Banners


D-103. Ibid.
Bus Stops and Bus Turn-Out Lanes


D-106. cp.berkley.edu/CP/PEP/history/PlanningStudies/Underhill_guidelines.pdf, Page 43.


Bus Shelters


Planters


D-115. downtownelgin.info/presentation/1-11-07-%20-%master%plan2 (hanging baskets from pole).

Street Trees


D-117. downtownelgin.info/presentation/1-11-07-%20-%master%plan2 (tree grate).

D-118. downtownelgin.info/presentation/1-11-07-%20-%master%plan2, Page 18.
**Information Kiosks**


**Traffic/Street Name Sign Posts**


D-122.  Ibid, 105-street sign pole.

D-123.  Ibid, 106-stop sign.

**Benches**


D-127.  Ibid, 110 Presidio Bench.

**Bicycle and Skateboard Storage Racks**


D 130.  www.belson.com/boardlock.htm, skateboard rack example.

**Bollards**


Refuse Receptacles


Miscellaneous


What We Would Like to See:
