York County Bicycle and Pedestrian Connectivity and Safety Inventory

2015
FHWA and FTA Statement
This report was funded in part through grants from the Federal Highway Administration, and the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

PennDOT Confidentiality Statement Regarding Crash Data
The data pertaining to crashes involving pedestrians, bicyclists, and motor vehicles contained within this document are the property of the Commonwealth of Pennsylvania, Department of Transportation. The data and information contained herein are part of a traffic engineering and safety study. This safety study is only provided to those official agencies or persons who have responsibility in the highway transportation system and may only be used by such agencies or persons for traffic safety-related planning or research. The information is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be published, reproduced, released, or discussed without the written permission of the PA Department of Transportation.

York County Planning Commission GIS Disclaimer
The York County Planning Commission provides these Geographic Information System maps 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.

Strava Data Use License Statement
This document contains data licensed from Strava.

Title VI Statement
The York Area Metropolitan Planning Organization (YAMPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all program and activities. YAMPO’s website (www.yampo.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (717) 771-9870.
This study is organized around answers to primary questions about pedestrian and bicycle connectivity and safety. Pedestrian problems are listed first, and cyclist problems are second. The final section includes a list and maps of focus areas.

Introduction .............................................................................................................................................. 1
Data Sources ............................................................................................................................................. 3
How Connected are the Most-Used Bus Stops? ..................................................................................... 7
  Individual Stops ..................................................................................................................................... 8
  Groups of Stops – Focus Areas ............................................................................................................. 20
  A Note on Parking Lots ....................................................................................................................... 26
Do Bus Stops with Shelters Connect to Sidewalks? ............................................................................. 27
  Sheltered Stops without Sidewalk Connectivity ................................................................................... 28
Where Are Unsafe Locations for Pedestrians? ..................................................................................... 31
  Introduction ......................................................................................................................................... 31
  Fatal and Major Injuries ....................................................................................................................... 31
  Clusters of Crashes ................................................................................................................................. 46
Where is Existing Bicycle Infrastructure? .......................................................................................... 53
Where are Bicyclists Boarding the Bus? .............................................................................................. 55
Where are Cyclists Riding? ..................................................................................................................... 57
Where are Unsafe Locations for Cyclists? .......................................................................................... 59
  Introduction ......................................................................................................................................... 59
  Fatal and Major Injuries ....................................................................................................................... 59
Next Steps ............................................................................................................................................... 63
  Recommended Areas for Improvement ............................................................................................... 63
  Process for TIP Projects ....................................................................................................................... 64
  Transportation Alternatives Funding .................................................................................................. 64
Maps, Tables, and Figures

Map 1 Transfer Center ................................................................................................................................. 8
Map 2 Hanover Square/Hanover .................................................................................................................... 8
Map 3 Stop 1Eo17 ........................................................................................................................................... 9
Map 4 Stop 1Eo02 ......................................................................................................................................... 9
Map 5 Stop 1Eo04 .......................................................................................................................................... 10
Map 6 Stop 1Wo02 ....................................................................................................................................... 10
Map 7 Stop 1Eo03 .......................................................................................................................................... 11
Map 8 Stop 1Eo06 .......................................................................................................................................... 11
Map 9 Stop 1Wi10 ......................................................................................................................................... 12
Map 10 Stop 1Eo05 ....................................................................................................................................... 12
Map 11 Stop 1Ei27 ...................................................................................................................................... 13
Map 12 Stop 1Ei26 ...................................................................................................................................... 13
Map 13 Stop 1Wi09 ...................................................................................................................................... 14
Map 14 York City Industrial Park .................................................................................................................. 14
Map 15 York Mall ..................................................................................................................................... 15
Map 16 West Manchester Mall .................................................................................................................... 15
Map 17 York Galleria ................................................................................................................................. 16
Map 18 Haines ........................................................................................................................................... 16
Map 19 Stop 1Ei09 ..................................................................................................................................... 17
Map 20 Stop 2No12 .................................................................................................................................... 17
Map 21 South York Shopping Center ......................................................................................................... 18
Map 22 Delco Shopping Center .................................................................................................................... 18
Map 23 Manchester Crossroads .................................................................................................................. 19
Map 24 Queensgate Shopping Center ....................................................................................................... 19
Map 25 York City Industrial Park and Manchester Crossroads Focus Area .................................................... 20
Map 26 York City Focus Area ...................................................................................................................... 21
Map 27 Western York City Focus Area ...................................................................................................... 22
Map 28 West Manchester Mall and Delco Focus Area ............................................................................... 23
Map 29 East York Focus Area .................................................................................................................... 23
Map 30 Queensgate and South York Value Center Focus Area .................................................................. 25
Map 31 Sheltered Bus Stops ....................................................................................................................... 27
Map 32 rabbittransit office ......................................................................................................................... 29
Map 33 Dallastown Borough and Red Lion Borough ............................................................................... 32
Map 34 Dover Borough ............................................................................................................................... 33
Map 35 Hanover Borough – High St ........................................................................................................... 34
Map 36 Hanover Borough – Baltimore St .................................................................................................... 35
Map 37 Hanover Borough – E Middle St ...................................................................................................... 36
Map 38 Manchester Township/North York Borough .................................................................................. 37
Map 39 Spring Grove Borough ................................................................................................................... 38
York County Bicycle and Pedestrian Connectivity and Safety Inventory
York County Planning Commission | York Area Metropolitan Planning Organization

Map 40 Springettsbury Township – PA 462 and PA 24 ................................................................. 39
Map 41 Springettsbury Township – PA 124 near I-83 ................................................................. 40
Map 42 York City – Newberry St, W Philadelphia St, and Roosevelt Ave ................................. 41
Map 43 York City – N George St ................................................................................................. 42
Map 44 York City – S Queen St .................................................................................................. 43
Map 45 York City – Prospect St .................................................................................................. 44
Map 46 York City East .................................................................................................................. 45
Map 47 Hanover .......................................................................................................................... 46
Map 48 Broadway St .................................................................................................................... 47
Map 49 Camp Betty Washington Rd/Mt Rose Ave ................................................................. 48
Map 50 East Market St ............................................................................................................. 49
Map 51 South Queen St ........................................................................................................... 50
Map 52 Western York City ........................................................................................................ 51
Map 53 Existing and Planned Bicycle Infrastructure in York Area ......................................... 54
Map 54 Existing and Planned Bicycle Infrastructure in Hanover Area ...................................... 54
Map 55 Commuting Cyclists within one mile of rabbittransit Bus Stops ............................... 58
Map 56 Dover Township .......................................................................................................... 60
Map 57 Hanover Borough ....................................................................................................... 60
Map 58 Industrial Highway Fatal Crash .................................................................................. 61
Map 59 Springettsbury Township Major Injury Crash ............................................................. 61
Map 60 York City ....................................................................................................................... 62

Table 1 Connectivity of Most-Used Bus Stops .......................................................................... 7
Table 2 Sheltered Bus Stops ....................................................................................................... 27
Table 4 Bus Stops with 5 or more Cyclists per Week ............................................................... 55

Figure 1 Illustration of Sidewalk Network Layer ...................................................................... 4
Introduction

This study is an effort to identify and improve the connectivity of rabbittransit’s (the York Adams Transportation Authority) fixed route service in York County to bicycle and pedestrian networks.

Beyond making the transit system more accessible, the York Area Metropolitan Planning Organization (YAMPO) supports these efforts for a number of reasons. When surveyed in December of 2014, members of the YAMPO were chiefly concerned with making roads and streets safer and more accessible. YAMPO members ranked convenience, aesthetics, and comfort as lower priorities than safety and accessibility.

The primary benefits YAMPO members perceived from bicycle and pedestrian improvements included promoting healthier lifestyles, creating more livable communities, encouraging more environmentally-friendly modes of transportation, and providing greater mobility to disadvantaged citizens; this includes people of low-income, minority populations, people with disabilities, and older citizens. YAMPO members did not view congestion reduction or cost savings from reduced gasoline consumption as major benefits of pedestrian and bicycle improvements. YAMPO members also did not perceive economic stimulation as a major benefit.

YAMPO focuses on improving transportation options across all modes for non-recreational trips. Although Federal Transportation Enhancements (TE) and Transportation Alternatives Program (TAP) funds can and have been used for recreational trails, this plan focuses on options for projects to improve work and non-work trips for bicyclists and pedestrians in the areas rabbittransit operates fixed route service.

In recent years, influenced by legislation, regulatory changes, fiscal restrictions, and the organization’s own desires, YAMPO has worked to make its programming decisions as data-driven as possible. For this reason, this study works to include objective, factual information as often as possible, and does not rely on public perception of “problem” locations. Accordingly, the following section details the data sources used in this study.
Data Sources

CDART
Crash data used in these evaluations is from PennDOT’s Crash Data Analysis Retrieval Tool (CDART). CDART is an analysis tool at the end of a three-step process. First, when a reportable crash occurs, a police officer files a police report that includes the location, type, and severity of the crash, as well as the number of passengers and vehicles involved in the crash. Then, the officer files his or her report through PennDOT’s Crash Reporting System. Last, PennDOT organizes that data by location and makes it available to query through CDART. Ultimately, the accuracy of CDART data is dependent on the initial police reports.

YCPC staff queried CDART for crashes involving pedestrians and bicyclists (separately) from 2009 to 2013. Data from 2014 was not available at the time of this study.

This study uses severity of crash to categorize crashes. Severity can be reported as fatal, a major injury, a minor injury, only causing property damage (PDO), or as unknown. The most severe injury suffered by any person in the crash is used.

This report also uses illumination (daylight, dark, streetlight, dusk, unknown), weather (clear, rain, snow, fog), and road condition (dry, wet, snow, slush, ice patch, water, other) to categorize crashes.

rabbittransit Bus Stops
rabbittransit operates 21 fixed routes throughout York County, serving both the core – York City and immediately surrounding municipalities – and the greater urbanized area, including Dallastown, Dover, Hallam, Hanover, Manchester, Red Lion, and Spring Grove boroughs. rabbittransit provides the York County Planning Commission (YCPC) and YAMPO with GIS data on the location, shelter status and use of every bus stop on these fixed routes. rabbittransit employs Automatic Person Counting (APC) devices on each of its fixed route buses, allowing it and YCPC to observe boardings (people getting on the bus) and alightings (people getting off the bus) at every stop. Where this study uses boarding and alighting data, it reflects totals or daily averages from July 2013 to June 2014.
**Sidewalk Network**

YCPC created a GIS data layer of sidewalks throughout the study area. We derived this data from a GIS layer of all public roads, and aerial photography from 2013. For each road segment – from one intersection to the next – we created two parallel lines twelve feet from the centerline to illustrate sidewalks on each side of the road. Then, based on aerial photography, we coded each of these segments based on the presence or absence of sidewalks. Where the sidewalk stopped or began, we split the sidewalk segment. This is a significant improvement to other pedestrian studies, which might not allow for identification of network gaps on only one side of the road.

This approach also allows us to better model connections at intersections. Whereas some pedestrian studies model an intersection as a single point – like a network model of vehicle movements – this approach shows all four crosswalks at a normal intersection of two roads. Figure 1 of North George Street’s intersections with Gas and Gay Avenues illustrates this.

![Figure 1 Illustration of Sidewalk Network Layer](image)
**Strava Data**

Strava is a website and mobile app that allows users to log walking, running, bicycling, and other activities. The app tracks location, date and time data, and tracks each user with a unique ID. Strava makes this data available for use in studies like this one. Strava anonymizes all identifying user data, and aggregates use data to a GIS layer. Strava also groups the use data by time of day. YCPC worked with Strava to develop a bicycle use layer based on our layer of public roads in the County. We asked for all bicycle data from April 1, 2014 to April 1, 2015. This totaled 2,387 unique cyclists who logged more than 26,000 activities. Of these, Strava estimated 1,078, or about 45%, are commuters who bicycled on the same (or similar) route multiple times per week.

Strava estimated that their pedestrian users in York County were exclusively recreational, and the data set was not large enough to be statistically significant.
How Connected are the Most-Used Bus Stops?

On a normal weekday, thirty of rabbittransit’s bus stops account for nearly sixty percent of the total system activity. If we measure the success of pedestrian improvement projects by the number of people they affect, these stops are natural targets because they have a built-in user base. These stops are also located either in dense urban areas or at major destinations, adding to the number of people who will likely benefit from pedestrian improvements.

As shown in Table 1, the stops are in three categories based on whether the surrounding sidewalk network is complete, limited, or lacking. The following pages contain maps of each of these stops and a one-quarter-mile walk away from the stop in all directions. The end of this section looks at locations where the walking areas for these stops overlap (Page 20).

This analysis does not include three of those thirty bus stops because they are park and ride locations that exclusively serve Express routes.

The sidewalk attribute indicates whether sidewalks are present at the bus stop.

A complete connection indicates that the area needs no improvement. A quarter-mile walk is possible in all directions away from the bus stop.

A limited connection indicates that sidewalks cover the majority of the area surrounding the stop, but pedestrian connections are not complete. In many cases, the stop itself does not connect to the surrounding sidewalk network.

A lacking connection indicates that sidewalks cover none or very little of the area surrounding the stop. These stops require larger projects to provide pedestrian connectivity.

<table>
<thead>
<tr>
<th>Stop Name</th>
<th>Daily Average Alightings</th>
<th>Daily Average Boardings</th>
<th>Daily Average Total</th>
<th>Sidewalk</th>
<th>Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer Center</td>
<td>1,296</td>
<td>1,672</td>
<td>2,968</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>York Mall</td>
<td>272</td>
<td>295</td>
<td>566</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>WMM (IB)</td>
<td>64</td>
<td>137</td>
<td>201</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>York Galleria</td>
<td>80</td>
<td>83</td>
<td>162</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>York City</td>
<td>86</td>
<td>65</td>
<td>151</td>
<td>Yes</td>
<td>Limited</td>
</tr>
<tr>
<td>York Hospital</td>
<td>59</td>
<td>68</td>
<td>128</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>Haines</td>
<td>54</td>
<td>64</td>
<td>118</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>Hanover Square</td>
<td>49</td>
<td>63</td>
<td>112</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>Hanover</td>
<td>49</td>
<td>63</td>
<td>112</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1E09</td>
<td>13</td>
<td>94</td>
<td>107</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>1Eo17</td>
<td>84</td>
<td>8</td>
<td>92</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1Eo02</td>
<td>15</td>
<td>76</td>
<td>91</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1Eo04</td>
<td>37</td>
<td>47</td>
<td>84</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1Wo02</td>
<td>54</td>
<td>22</td>
<td>76</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>Manchester Crossroads</td>
<td>38</td>
<td>37</td>
<td>74</td>
<td>No</td>
<td>Lacking</td>
</tr>
<tr>
<td>1Eo03</td>
<td>23</td>
<td>48</td>
<td>71</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>WMM (OB)</td>
<td>57</td>
<td>32</td>
<td>67</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>1Eo06</td>
<td>32</td>
<td>13</td>
<td>70</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1Wi10</td>
<td>13</td>
<td>47</td>
<td>60</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>2No12</td>
<td>52</td>
<td>6</td>
<td>58</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>1Eo05</td>
<td>33</td>
<td>22</td>
<td>55</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1Ei27</td>
<td>42</td>
<td>11</td>
<td>53</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>1Ei26</td>
<td>42</td>
<td>10</td>
<td>53</td>
<td>Yes</td>
<td>Complete</td>
</tr>
<tr>
<td>South York Value</td>
<td>29</td>
<td>23</td>
<td>52</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>Queensgate</td>
<td>21</td>
<td>28</td>
<td>49</td>
<td>No</td>
<td>Lacking</td>
</tr>
<tr>
<td>Delco</td>
<td>28</td>
<td>21</td>
<td>49</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>1Wi09</td>
<td>15</td>
<td>31</td>
<td>46</td>
<td>Yes</td>
<td>Complete</td>
</tr>
</tbody>
</table>
In the following maps of stops with complete connectivity, bright green lines represent a one quarter-mile walk from the stop. Brown lines represent sidewalks. Pink lines represent the absence of sidewalks.
Map 5 Stop 1Eo04

Map 6 Stop 1Wo02
Map 7 Stop 1E003

Map 8 Stop 1E006
Map 11 Stop 1Ei27

Map 12 Stop 1Ei26
This is the primary stop for HACC’s York Campus. Although this stop is on the sidewalk on the south side of Vogelsong Rd, the north side does not have sidewalks. In addition, Pennsylvania Avenue does not have sidewalks to connect pedestrians safely to the retirement community to the north or the shopping center to the south. HACC has buildings on either side of Pennsylvania Ave, and the intersection of Vogelsong and Pennsylvania could be improved to connect the two sides. This area is also an employment center and lacks sidewalks throughout.
Map 15 York Mall

In the following maps of stops with limited and lacking connectivity, green lines represent sidewalks and pink lines represent the absence of sidewalks.

Map 16 West Manchester Mall
Map 17 York Galleria

Map 18 Haines
Stop 1Ei09 is a sheltered stop that serves Route 1E. The primary destination is the Giant grocery store to the north. Most of East Market Street is covered by sidewalk but this section of the shopping center’s frontage, totalling approximately 805 linear feet, is not.

Bus stop 2No12 is located at the Northgate Shopping Center and serves the outbound leg of route 2N between downtown York and Manchester Crossroads. Although most of North York Borough to the southeast is covered by sidewalk, West 11th Ave is missing sidewalk coverage. Improvements in this area could provide safer pedestrian opportunities for residents of North York.
A large neighborhood, West York Borough, and West York High School are all located to the south of Delco Shopping Center. Although White Street has sidewalks, this area could be improved to provide better pedestrian connectivity.
Lacking Connectivity
Map 23 Manchester Crossroads

The Manchester Crossroads stop is unsheltered and serves multiple routes. Within the shopping center, pedestrians can move around via sidewalks. The surrounding residential area is not covered by sidewalks. This is a possible opportunity to make the connection between that residential area and the transit system safer.

Map 24 Queensgate Shopping Center

The Queensgate Shopping Center is similar to Manchester Crossroads. The large shopping center is surrounded by residences but the area does not have sidewalk coverage.
Four of the stops do not overlap with another stop: the Hanover Square, the York Galleria, Haines, and the York Hospital. They are shown on the previous pages.

**Groups of Stops – Focus Areas**

In six locations, the quarter-mile walking areas of these 27 bus stops overlap. The following pages are a discussion of the need for improvements in these areas of overlap, possible improvements, possible pitfalls to projects, and general feasibility of improvements.

**York City Industrial Park and Manchester Crossroads**

Map 25 York City Industrial Park and Manchester Crossroads Focus Area

This focus area has very limited pedestrian connectivity. The HACC bus stop – the farthest north – has sidewalks immediately at the bus stop and along that side of Vogelsong Rd. The other two major bus stops do not have immediate connections to the sidewalk network.

Riders using the Manchester Crossroads bus stop have to navigate the parking lot to reach sidewalks on the western side of Susquehanna Trail. However, this does not lead very far. Crossing US 30 to the south can be problematic, especially during peak hours of traffic when it carries as many as 5,000 vehicles per hour. To the north, the Susquehanna Trail is not pedestrian friendly past Lightner Rd. Additionally, the neighborhood to the east does not have sidewalks.

South of US 30 is more pedestrian friendly but has some issues. Adding pedestrian infrastructure to 11th Avenue, which becomes Susquehanna Trail, would complete the connection between North York Borough and points north.

By PennDOT estimates, US 30 east and westbound carry approximately 31,234 and 31,615 vehicles per day. PennDOT and YCPC’s PM peak hour average for this area is 8.18% of total daily traffic.
York City
Map 26 York City Focus Area

The York City focus area includes nine major bus stops and acts as the hub of the entire transit system. Every route that uses the Transfer Center passes through parts of this focus area. East of Queen Street, the only bus route operating is the 1E, rabbittransit’s most-used route. This area is very pedestrian friendly. The pink areas representing roads without sidewalks in Map 26 are very low volume roads like alleys. Although we know sidewalks are present throughout York City, this study does not investigate their condition. YCPC and YAMPO would support projects to improve sidewalk conditions to better accommodate pedestrians, especially senior citizens and people with disabilities.
West Market Street near the border between York City and West York Borough is the center of the Western York City focus area. The two major bus stops here serve bus routes 1W and 16. Most of the activity at these stops comes from route 1W. Like the York City focus area, this area is very pedestrian friendly and needs little or no improvement. The previous comment about the condition of the pedestrian infrastructure in York City is applicable here, as well. YCPC and YAMPO would support projects to repair or upgrade existing infrastructure to better accommodate senior citizens and people with disabilities.
Despite their proximity, the West Manchester Mall and the Delco Shopping Center do not provide for pedestrian movement between them. Route 30 bisecting the two shopping centers provides a significant challenge to any pedestrian improvements. PA 74 is also a major thoroughfare lacking sidewalks, and anyone walking under the US-30 overpass is forced into the roadway. The road network in this area does not provide many other options.

As previously stated, a more feasible project option is to connect the former Delco Plaza area with the neighborhood to the south.
The York Mall is the northeast stop in this map. The York Marketplace is the two stops to the southwest.

**East York**

Map 29 East York Focus Area

The East York focus area is primarily two large shopping centers: the York Marketplace and the York Mall, now the home of Wal-Mart and other stores. Disregarding the parking lots, which are discussed on page 26, pedestrian mobility in this area is limited. First, a large section of the north side of East Market Street is missing sidewalk. This area is the York Marketplace’s frontage on East Market Street. Second, Northern Way’s sidewalk coverage is spotty. Filling in these gaps would create safer conditions for pedestrians in this busy area. An additional option to improve pedestrian connectivity is on Wolf Road, which connects Northern Way with the York Marketplace, and is a lower volume road.
Queensgate and South York Value Center Focus Area
Map 30 Queensgate and South York Value Center Focus Area

The Queensgate and South York Value Center focus area is characterized by two steep hills on South Queen St. For this reason, this area is not a high priority for improvements. In addition, completing the pedestrian network in this area would require adding sidewalks to the adjacent neighborhoods and apartment complexes.

PennDOT recently approved an application by York Township for the Green Light Go program that will add and improve pedestrian facilities along Springwood Rd near the intersection with S Queen St.
A Note on Parking Lots

The York Galleria, York Mall, West Manchester Mall, Delco Plaza, Queensgate, and South York Value Center are all large shopping centers surrounded by parking lots. In these areas, transit riders are often safer than people who drive. As long as the rider is only going to the shopping center that the stop serves, the bus usually provides door-to-door service. However, wide-open parking lots are some of the most dangerous areas for pedestrians, and every driver becomes a pedestrian in a parking lot.

The parking lots of individual shopping centers are not YAMPO’s jurisdiction. They are the responsibility of property owners and managers. For this reason, this plan does not specifically address a major issue at some of the most active bus stops in rabbittransit’s system. In other words, MPO funding will not be used to retrofit parking lots to be more pedestrian-friendly.

YAMPO is unique because it is a single-county MPO staffed by the York County Planning Commission, which reviews land development plans and makes comments to municipalities. Historically, YCPC has made comments about ways to change the layout of these types of plans to provide safer pedestrian movements. In order to promote pedestrian safety, YCPC will continue to work with municipalities to encourage developers to build or retrofit shopping areas to be more pedestrian-friendly.
Do Bus Stops with Shelters Connect to Sidewalks?

Thirty-five of rabbittransit’s 665 bus stops in York County have shelters. Map 31 shows these sheltered stops. With the exception of one sheltered bus stop in Wrightsville (not shown below) the stops with shelters are located in the City of York and the immediately surrounding area. Nine of the thirty-five bus stops with shelters do not connect to the sidewalk network. Table 2 lists these stops.

In Map 31, a green square represents a bus stop with a shelter that connects to the sidewalk network and a red square represents a bus stop that does not.

<table>
<thead>
<tr>
<th>Location</th>
<th>Routes</th>
<th>Alightings</th>
<th>Boardings</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>York Mall</td>
<td>2</td>
<td>70,110</td>
<td>76,002</td>
<td>146,112</td>
</tr>
<tr>
<td>West Manchester Mall (IB)</td>
<td>2</td>
<td>16,479</td>
<td>35,276</td>
<td>51,755</td>
</tr>
<tr>
<td>York Hospital</td>
<td>3</td>
<td>15,295</td>
<td>17,604</td>
<td>32,899</td>
</tr>
<tr>
<td>West Manchester Mall (OB)</td>
<td>2</td>
<td>14,663</td>
<td>3,472</td>
<td>18,135</td>
</tr>
<tr>
<td>Brougher Lane</td>
<td>1</td>
<td>260</td>
<td>2,622</td>
<td>2,882</td>
</tr>
<tr>
<td>York Crossing</td>
<td>1</td>
<td>1,089</td>
<td>1,860</td>
<td>2,949</td>
</tr>
<tr>
<td>rabbittransit Office</td>
<td>1</td>
<td>86</td>
<td>1,404</td>
<td>1,490</td>
</tr>
<tr>
<td>South Queen St (York Township)</td>
<td>1</td>
<td>88</td>
<td>266</td>
<td>354</td>
</tr>
<tr>
<td>Pennsylvania Ave</td>
<td>3</td>
<td>16</td>
<td>31</td>
<td>47</td>
</tr>
</tbody>
</table>
The West Manchester Mall includes two stops in Table 2: WMM IB (inbound) and WMM OB (outbound).

See page 26 for a discussion of parking lots.

Many of rabbittransit’s routes have pairs of **corresponding stops**. A stop for the outbound leg of the route is often directly across the street from a stop for the inbound leg. Many times, one stop has much higher boardings than alightings, and the other stop mirrors that pattern. This is true at Brougher Lane.

---

**Sheltered Stops without Sidewalk Connectivity**

**Single-Destination Stops**

The York Mall, West Manchester Mall, York Hospital and York Crossing stops are all destinations in their own right. In most cases, we can assume riders are not traveling very far away from or coming very far from these bus stops. Although these stops do not connect to the larger sidewalk network on public streets, they do have pedestrian accommodations; the bus pulls directly to an entrance and there are sidewalks on the site. For that reason, connecting the transit system and pedestrian network at these locations is not a high priority. However, improving pedestrian access around these destinations may be important if they have nearby residential development.

**Low-Use Stops**

During fiscal year 2014, the South Queen St and Pennsylvania Ave shelters served 266 and 31 riders waiting for the bus respectively. This equates to one or less than one rider per day. In a fiscally constrained environment, these are not high-priority locations for improvements.

**Brougher Lane**

Brougher Lane east of Carlisle Road (PA 74) is an access road to the West Manchester Mall. The inbound leg of route 1W, which takes people from the mall to downtown York, is the only route that uses this stop.

Unlike the WMM IB and WMM OB stops that have the internal pedestrian accommodations discussed above, anyone using the Brougher Lane stop has to navigate the mall’s parking lots and loop road to get into the mall. In 2014, about ten people waited for the bus at this stop per weekday. On any normal weekday in 2014, about 34 riders got off the bus at the corresponding outbound stop. By rabbittransit’s standards, this is an area of relatively high use.
**Rabbittransit Office**

Rabbittransit’s office and garage are located on Roosevelt Avenue just south of US 30. Bus route 3N, which travels between downtown York City and the Northwest Plaza shopping center on the north side of Route 30, serves the bus stop in front of the office. Last year, 1,404 riders boarded the bus at this location – about five riders on a normal weekday.

As Map 32 illustrates, the eastern side of Roosevelt Avenue has sidewalks but the western side where this stop is located does not. Where Roosevelt Avenue intersects Belaire Lane, Appleway Road, and Fahs Street, the crosswalks are not marked, making this a more dangerous location for pedestrians.

YAMPO’s 2015 Transportation Improvement Program includes a project to relocate rabbittransit’s offices to Zarfoss Road in West Manchester Township. Since many riders use this stop to go directly to rabbittransit’s office, this relocation may change the total usage of the stop. However, rabbittransit will not remove this shelter when they relocate and the bus route will continue to serve this area. Regardless of this relocation, improving the pedestrian connectivity on the western side of Roosevelt Avenue and these intersections would complete connections to the transit system for the adjacent Fireside neighborhood of York City.
Where Are Unsafe Locations for Pedestrians?

**Introduction**

Other than identifying gaps in the sidewalk network near bus stops, a primary goal of this plan is to identify safety issues for pedestrians in the area Rabbittransit operates fixed route service. The following sections use CDART data from PennDOT to identify two types of locations. The first section identifies where a fatal or major injury crash occurred. The second identifies clusters of crashes involving pedestrians, regardless of injury severity.

**Fatal and Major Injuries**

By adopting the Toward Zero Deaths vision, PennDOT, supported by FHWA, has set a goal to halve fatal and major injury vehicular crashes in Pennsylvania by 2035. Importantly, this goal includes crashes in which a pedestrian dies or sustains a major injured, but the driver of a vehicle is not. Thirty of these crashes occurred in within walking distance of a rabbittransit bus stop in the five years for which crash data is available (2009-2013). Five of these crashes were fatal, and the remaining 25 caused major injuries. These crashes occurred in nine municipalities: the City of York, Manchester Township, and seven boroughs. The following maps illustrate the locations of these crashes.

In the maps in this section, star symbols illustrate crashes: red indicates a fatal crash, orange indicates a major injury, and crashes of lesser severity are gray. As in other sections, sidewalks are illustrated by orange lines parallel to the roads.
Map 33 shows two major crashes involving pedestrians in Dallastown Borough (on the left) and Red Lion Borough (on the right). The crash in Dallastown Borough occurred at the intersection of E Main St (PA 74) and N Park St during the 6:00 PM hour, with streetlight illumination, clear weather and a dry road. The crash in Red Lion Borough occurred on W Broad St (PA 74) near the intersection with Neff Ave, also during the 6:00 PM hour. Because the crash occurred later in the year, daylight illuminated the road. As in Dallastown Borough, the weather was clear and the road was dry. Sidewalks are present at both locations.
One major injury crash occurred in Dover Borough, as seen in Map 34, near the intersection of Newlon Rd, Lewis Ln, and Mayfield St. This crash occurred during the 7:00 PM hour, with streetlight illumination, clear weather, and a dry road. Sidewalks are present in the area.
Hanover Borough

One fatal crash and three crashes with major injuries occurred in Hanover Borough. Sidewalks are present throughout the borough, but streetlights are missing or were not on during some of these crashes.

Map 35 Hanover Borough – High St

Two crashes with major injuries occurred at nearly the same location, but two years apart (2009 and 2011) on High St. One crash occurred in dark conditions in the early morning (about 5:00 AM), and the other occurred in the 8:00 PM hour with streetlight illumination. Rain was falling during both crashes, causing the road to be wet. Sidewalks are present at this location.
One crash causing a major injury occurred on Baltimore St near the intersection with Boundary Ave. This crash occurred during the 3:00 PM hour in clear weather and dry roads. Sidewalks are present in the area.
One fatal crash occurred in Hanover Borough on E Middle St near Ridge Avenue. This crash occurred during the 5:00 AM hour, in clear weather and on a dry road. This area has sidewalks, but does not have streetlights.
Manchester Township/North York Borough
Map 38 Manchester Township/North York Borough

Three crashes causing major injuries occurred near the US 30 corridor. The first happened in York City on Pennsylvania Ave near Terrace Rd. This crash occurred during the 10:00 PM hour, in dark lighting, on a clear night with dry roads. This area does not have streetlight illumination and sidewalks are only present on the western side of the street.

The second crash occurred in Manchester Township on US 30 during the 1:00 AM hour, also in dark lighting on a clear night with dry roads. This area lacks streetlights and sidewalks, and is the major east-west thoroughfare for vehicular traffic in the county.

The third crash occurred in North York Borough on N George St at the intersection of 9th Ave. This crash occurred during the 3:00 PM hour on a clear day with dry roads. Sidewalks are present throughout the borough.
One crash resulting in major injuries occurred in Spring Grove Borough on N Main St (PA 116) near the intersection with Constitution Ave. This crash occurred during the 3:00 PM hour, during a rainstorm creating a wet roadway. Sidewalks are present throughout Spring Grove Borough.
Springettsbury Township

Five major crashes and one fatal crash occurred in Springettsbury Township. A primary concern for pedestrian safety in the township is the intermittent sidewalk coverage, as discussed in previous sections.

Map 40 Springettsbury Township – PA 462 and PA 24

Two crashes occurred on Market St (PA 462) in Springettsbury Township: one fatal and one causing major injuries. Two crashes also occurred on Mt Zion Rd (PA 24).

The crash at the intersection of Market St and Memory Ln occurred during the 12:00 PM hour on a clear day with dry conditions. Sidewalks are present in the area.

The fatal crash on Market St near Eisenhower Dr occurred during the 5:00 PM hour in dark, rainy and wet conditions. Sidewalk coverage in this area is intermittent. This area also lacks streetlights.

The two crashes on Mt Zion Rd occurred in clear and dry conditions. The crash at the intersection with Concord Rd occurred during the 11:00 AM hour, and the crash near Eisenhower Dr occurred during the 11:00 PM hour. Sidewalk coverage in the area is intermittent, but streetlights are present.
Two crashes causing major injuries occurred near the Exit 18 interchange of I-83 and 124. One crash occurred north of PA 124 on Haines Rd, and the other occurred south of PA-124 on Camp Betty Washington Rd. Both crashes occurred during the afternoon (12:00 PM and 4:00 PM hours) in clear and dry conditions. Sidewalks are present on Haines Rd, but shift from one side of the road to the other on Camp Betty Washington Rd.
York City
The remaining 13 fatal or major injury crashes (more than half) occurred in the City of York. As detailed in previous sections, sidewalks cover the entirety of the City along non-alley roads. The City also has the most people walking to work in the County, and likely has some of the most pedestrian traffic (non-work trips) in the County. For this reason, the high incidence of crashes is not surprising.

Map 42 York City – Newberry St, W Philadelphia St, and Roosevelt Ave

Two fatal crashes occurred west of the Codorus Creek, one on Roosevelt Ave near Madison Ave, and the other on W Philadelphia St between West St and Belvidere Ave. Both of these crashes occurred during the day (8:00 AM and 3:00 PM, respectively). The crash on Roosevelt Ave occurred in the rain, on a wet road. The crash on Philadelphia St happened during clear weather on a dry road.

The two major injury crashes occurred during the 7:00 AM hour. The crash at the intersection of Philadelphia St, Penn St, and Roosevelt Ave occurred in the rain on a wet road. The crash at the intersection of Newberry St and King St occurred in clear weather.
Two major injury crashes and one fatal crash occurred on N George St. The fatal crash at the intersection with North St occurred during the 3:00 PM hour on a wet road caused by a rainstorm. The two major injury crashes, one at Gay Ave and the other at Philadelphia St, both occurred in daylight during the PM peak traffic period (Gay Ave during the 4:00 PM hour and Philadelphia St during the 6:00 PM hour), in the daylight and clear weather. In the fall of 2012, the City of York installed pedestrian crosswalk signs and pedestrian bump-outs, and re-painted crosswalks on N George St between Philadelphia St and Arch St. The fatal crash occurred before these improvements; the other two crashes occurred afterward. The City of York is currently undergoing a transportation study to investigate additional traffic calming measures in this area.

A crash causing major injuries also occurred on N Beaver St at the southern intersection with Lincoln Dr. This crash occurred in a rainstorm during the 4:00 PM hour.
One crash causing a major injury occurred on S Queen St near the intersection with E Maple St. The crash occurred during the 12 AM hour, on a clear, dry night with streetlight illumination. Sidewalks and streetlights are present throughout the area.
Two major crashes occurred on Prospect St near the intersection with S Charles St about one year apart. Both crashes occurred during the afternoon with clear and dry conditions. Sidewalks are present throughout the area. Streetlights are intermittent along Prospect St.
Two major crashes occurred in the eastern area of York City. The first crash occurred at the intersection of Lehman St and E Market St. The second crash occurred about two years later at the intersection of E Philadelphia St and S Sherman St. Both crashes occurred during the 1:00 PM hour during clear and dry weather. Sidewalks are present throughout the neighborhood.
Clusters of Crashes
This section combines a PennDOT crash cluster analysis with YCPC staff observations. PennDOT collected a list of the ten state-owned road segments with the highest number of pedestrian crashes. Unlike the previous section, these clusters use all crashes involving pedestrians, regardless of severity. In most cases, the areas identified by YCPC and PennDOT overlapped each other. In some areas, YCPC staff expanded the segment to include adjacent non-state-owned roads with a cluster of crashes. The two efforts overlapped in time of data, but were not the same; PennDOT’s analysis used crashes from 2008 to 2012, and YCPC’s analysis used crashes from 2009 to 2013. The following pages contain maps of these clusters of crashes. Yellow lines denote PennDOT-identified segments.

Hanover Borough
Map 47 Hanover

PennDOT has identified this area west of the Hanover square as a high crash cluster location. The pedestrian crashes primarily occurred on Carlisle St (PA 94), with a few crashes occurring on Frederick St and High St (PA 116). Sidewalks are present throughout Hanover Borough.
Red Lion Borough
Map 48 Broadway St

PennDOT identified this section of PA 74 in Red Lion Borough (Broadway) as a high crash cluster location. Six crashes occurred along this corridor, with one major as detailed previously. Sidewalks are present throughout the area, except near the intersection with Dairyland Square.
PennDOT identified both Camp Betty Washington Rd and Mt Rose Ave at this interchange as crash locations. Pedestrian access and movement throughout the area is limited. This is also the site of a major interchange reconfiguration project slated for completion in 2018.
PennDOT and YCPC identified this section of PA 462 (E Market St) as a crash cluster location. As noted previously, a fatal crash occurred in this segment, and two other crashes occurred nearby. Sidewalks are intermittent in this area.
PennDOT and YCPC identified South Queen St from Market St to Jackson St as a crash cluster. PennDOT continued the segment south to Rathton Rd, but CDART data does not show crashes south of Jackson. More than 20 crashes involving pedestrians occurred along this segment. Sidewalks are present on both sides of Queen St throughout this corridor.
Richland Ave to the west and West St to the east form the border of this problem area. Princess St is the southern boundary and Philadelphia St is the northern boundary. In five years, more than 40 crashes, including one fatal, occurred in this area, mostly on the four roads listed above. PennDOT also identified Carlisle Ave as a crash cluster location. Sidewalks are present throughout the area.
Where is Existing Bicycle Infrastructure?

York County has two primary types of bicycle infrastructure. First, YCPC previously identified on-road bicycle corridors. Many of these corridors are only conceptual, while others have only begun the study phases. Two bicycle corridors exist in the County, PA Bike Route S and PA Bike Route J. Bike Route S runs east/west through the county, primarily using PA 462. Bike Route J runs north/south from York City to the north, using North George Street Extended.

Off-road trails are the other form of bicycle infrastructure in the county. Although many trails are for recreational purposes – they are loop trails within parks – the County is fortunate to have the York County Heritage Rail Trail, a 25-mile long trail that bisects the county. As a linear park and a non-loop trail that traverses urban and suburban areas, the Rail Trail has potential to serve commuters. The Mason-Dixon Trail also carries cyclists from the northwest to the southeast of the county, but travels primarily through rural areas.

As the Rail Trail reaches completion, the Rail Trail Authority and YAMPO are looking to advance similar trail projects that connect urban centers to suburban areas. Two current examples are the Ma and Pa Community Greenway, which plans to connect the Red Lion and Dallastown area with the York urban area, and the Hanover Trolley Trail, which plans to connect Hanover, Spring Grove and West York to the York Urban Area.

The maps on the following page illustrate existing bicycle infrastructure in the York and Hanover urbanized areas. Trails are in green and on-road bicycle routes are in pink. Solid lines represent existing facilities, and dashed lines represent facilities in study or design phases, or are only conceptual. The light green area represents a one-mile buffer from rabbittransit bus stops.
Trails are in green and on-road bicycle routes are in pink. Solid lines represent existing facilities, and dashed lines represent facilities in study or design phases, or are only conceptual. The light green area represents a one-mile buffer from rabbittransit bus stops.
Where are Cyclists Boarding the Bus?

**Introduction**
As part of their “Pedal. Hop. Pedal.” initiative, each of rabbittransit’s fixed route buses is equipped with a bicycle rack. At each stop, drivers can log cyclists who board the bus with their bike, and this data is available to rabbittransit and YCPC.

From July 2014 to June 2015, more than 31,689 boardings with bicycles occurred, or more than 85 per day. Of these, 8,246 are not attributable to a specific stop, but the remaining 23,443 can be mapped.

**Highest Use Stops**
110 bus stops have an average of at least one cyclist boarding per week, but twelve stops average one cyclist or more per weekday. Not surprisingly, these are the most heavily used stops in terms of ridership.

<table>
<thead>
<tr>
<th>Stop</th>
<th>Bikes per Week</th>
</tr>
</thead>
<tbody>
<tr>
<td>1Wo03</td>
<td>5</td>
</tr>
<tr>
<td>Northwest Plaza</td>
<td>6</td>
</tr>
<tr>
<td>1Eo04</td>
<td>6</td>
</tr>
<tr>
<td>Philadelphia and Broad</td>
<td>6</td>
</tr>
<tr>
<td>Haines Rd</td>
<td>6</td>
</tr>
<tr>
<td>Hanover Crossing</td>
<td>7</td>
</tr>
<tr>
<td>Galleria</td>
<td>8</td>
</tr>
<tr>
<td>Hanover Square</td>
<td>9</td>
</tr>
<tr>
<td>York Hospital</td>
<td>11</td>
</tr>
<tr>
<td>West Manchester Mall (IB)</td>
<td>19</td>
</tr>
<tr>
<td>York Mall</td>
<td>33</td>
</tr>
<tr>
<td>Transfer Center</td>
<td>150</td>
</tr>
</tbody>
</table>

Ten of the stops in Table 3 are within areas of improvement identified by previous sections of this study. The remaining two stops are the Northwest Plaza shopping center on US 30 and the Hanover Crossing shopping center on Eisenhower Drive.
Where are Cyclists Riding?

Strava allows its users to log activities like running, walking, and cycling, in both time and geography. Strava aggregates these activities to count the total number of activities and unique users. If a user is logging use on a road segment multiple times per week, Strava tags the user as a commuter.

The maps on the following page illustrate the roads cyclists use most. Within the urban area of York City, Strava cyclists use Roosevelt Avenue and North George Street the most, with more than 150 people using these roads on a regular basis. North of the city in Dover and Manchester Townships, cyclists are frequently riding on Canal Road and the Farmbrook/Raintree/Lewisberry area. To the east in Hellam Township, cyclists are routinely riding on PA 462, PA Bike Route S.
Map 55 Commuting Cyclists within one mile of rabbittransit Bus Stops
Where are Unsafe Locations for Cyclists?

Introduction
As with pedestrians, safety is a key concern for YAMPO and identifying unsafe locations for cyclists is a primary purpose of this plan. This section repeats the unsafe pedestrian locations analysis, but for cyclists. This analysis uses a one-mile buffer around rabbittransit’s bus stops; this is a commonly used buffer that reflects the distance cyclists are willing to ride to a bus stop.

Fatal and Major Injuries
As previously stated, PennDOT has set a goal to halve fatal and major injury vehicular crashes in Pennsylvania by 2035, including crashes in which a cyclist is killed or majorly injured, but the driver of a vehicle is not. From 2009 to 2013, 163 crashes involving a cyclist occurred within one mile of a rabbittransit bus stop. Only one crash was fatal, and four caused major injuries. The fatal crash occurred in Springettsbury Township. The four crashes causing major injuries occurred in Dover Township, Hanover Borough, Springettsbury Township, and York City.
Dover Township
Map 56 Dover Township

One major crash occurred in Dover Township, at the intersection of Carlisle Rd and Emig Mill Rd. This crash occurred in daylight and in clear, dry conditions.

Hanover Borough
Map 57 Hanover Borough

This major injury crash occurred in Hanover Borough on Kustom Ln during the day, in clear and dry conditions.
Springettsbury Township

Map 58 Industrial Highway Fatal Crash

This fatal crash occurred on Industrial Highway near the intersection with Northern Way. This crash occurred during the day in clear and dry conditions.

Map 59 Springettsbury Township Major Injury Crash

This crash occurred on Haines Road near the intersection with Mt Rose Avenue. This crash occurred during the 10 PM hour, in dark and dry conditions.
This crash causing major injuries occurred at the intersection of Rathton Road and South Queen Street, on the border between the City of York and Spring Garden Township. This crash occurred during the day in clear and dry conditions.
Next Steps

Recommended Areas for Improvement

Using the data gathered for each previous section, twelve areas are of particular significance to the mobility and safety of transit riders, pedestrians, and bicyclists. Multiple sections of this study identified most of these areas. The following list is not prioritized; it is only the order the large maps on the following pages follow.

1. West Manchester Mall, Delco Shopping Center, West York (York City West Manchester Township, West York Borough)
2. Roosevelt Ave, Pennsylvania Ave, Two Guys Shopping Center, Fireside Neighborhood (York City, Manchester Township, West Manchester Township)
3. HACC Campus, York City Industrial Park, Manchester Crossroads, Northgate Plaza (Manchester Township, York City, North York Borough)
4. York Galleria, Whiteford Rd, Pleasant Valley Rd (Springettsbury Township)
5. York Mall, York Marketplace, East Market St (Springettsbury Township)
6. Mt Rose Avenue, Haines Rd, Camp Betty Washington Rd (Springettsbury Township)
7. York City
8. Western York City
9. York Hospital, Rathton Rd, Country Club Rd (York City, Spring Garden Township)
10. Queensgate Shopping Center, South York Value Center, South Queen St (York Township)
11. Broadway, PA 74 (Dallastown Borough, York Township, Red Lion Borough)
12. Hanover Borough

The following pages include maps of these focus areas with much of the data from previous sections.
Process for TIP Projects
YCPC will use these maps as beginning points to develop problem forms for PennDOT’s Linking Planning and NEPA (LPN) system. Through this process, YAMPO identifies and confirms or rejects problem areas. YCPC and PennDOT staffs collect environmental data and begin to develop solution alternatives. Municipal officials and the public are included in the collection of concerns about the area and the development of alternatives. YAMPO’s Coordinating Committee approves a chosen alternative to the York County Long Range Transportation Plan, and every two years, develops a list of approved and funded projects, called the Transportation Improvement Program (TIP).

In some cases, YAMPO may recognize a problem area identified by this plan, but it may not be significant enough to warrant an entire construction project. Instead, YAMPO will wait until a maintenance project or other larger project is programmed in the same area, and include the bicycle or pedestrian improvements with it.

Transportation Alternatives Funding
In addition to general transportation funding, YAMPO administers a competitive process for federal Transportation Alternatives (TAP) funding. This program’s primary purpose is constructing bicycle and pedestrian infrastructure. Municipalities are the primary eligible applicant.

YCPC staff will work with municipal supervisors in these focus areas who wish to apply for TAP funding.

Community Development Block Grant Funds (CDBG)
YCPC administers federal CDBG funds from the Department of Housing and Urban Development. These funds can be used for sidewalk installation or improvements in areas of low- to moderate-income. YCPC will work to incorporate the data from this plan into the CDBG project selection process for areas that are CDBG eligible.

Comprehensive Plans
YCPC staff will inform municipalities of the data available from this plan, and will work to incorporate the data in this plan into municipal comprehensive plans as applicable and requested by the municipalities.
Other Opportunities

YCPC staff will inform officials in the municipalities that this plan identifies of the information within it, and funding opportunities as they become available.

YAMPO and YCPC will work with municipalities who may want to apply for any other funding opportunities to complete pedestrian and bicyclist improvements in the identified areas.
York City Industrial Park Focus Area

Crash Severity
- Fatal Crashes
- Major Injuries
- Minor Injuries and No Injuries

Pedestrian Network
- Pedestrian Network
- Bus Stops

Pedestrian Crashes
- Present DOT Top Ten Crash Cluster

Bike Route Status
- Existing
- Proposed

Routes