

State Transportation Commission

2015 Twelve Year Program Development

Regional results of the survey and public feedback from August thru November 2013

York Area MPO (YAMPO)

Mobility Concerns

Traffic congestion is growing and resources are limited to build additional capacity.

As a result, transportation agencies are exploring ways to manage demand, operate efficiently, and improve capacity.

Using a scale of 1-5, for each mobility concern, please rank how important each mobility concern is to you, with one being 'Not Important' and 5 being 'Very Important'.

Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.	
Responded With an Average Rank of		4.44
Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.	
Responded With an Average Rank of		4.19
Passenger Rail	Ridership on the Keystone Corridor has doubled since 2000 making it Amtrak's fourth-busiest route in the nation. Rail infrastructure improvements are critical to timely service.	
Responded With an Average Rank of		4.00
Freight Rail	\$500 billion in goods and services travel through PA each year. That investment would grow with upgrades to accommodate intermodal changes such as emerging needs from the natural gas industry and double-stack train access to our ports.	
Responded With an Average Rank of		3.90
Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.	
Responded With an Average Rank of		3.75
Transit	Implementing new technologies improves service.	
Responded With an Average Rank of		3.54
Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.	
Responded With an Average Rank of		3.48
Mobility Suggestion	Suggest another mobility concern:	
Provided Other Options for Mobility Concern		3.00
Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.	
Responded With an Average Rank of		2.65

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
34	68.00%	of Responders Chose for Top Three With an Average Rank of	1.91
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
31	62.00%	of Responders Chose for Top Three With an Average Rank of	2.10
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
27	54.00%	of Responders Chose for Top Three With an Average Rank of	2.07
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
20	40.00%	of Responders Chose for Top Three With an Average Rank of	2.00
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
19	38.00%	of Responders Chose for Top Three With an Average Rank of	1.84
Preservation Other	Suggest another preservation option:		
3	6.00%	of Responders Provided Other Options for Top Three grouping	.00

York MPO

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
36	72.00%	of Responders Chose for Top Three With an Average Rank of	1.64
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
28	56.00%	of Responders Chose for Top Three With an Average Rank of	1.93
Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
18	36.00%	of Responders Chose for Top Three With an Average Rank of	2.00
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
17	34.00%	of Responders Chose for Top Three With an Average Rank of	2.24
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
17	34.00%	of Responders Chose for Top Three With an Average Rank of	2.35
Safety Other	Suggest another safety option:		
11	22.00%	of Responders Provided Other Options for Top Three grouping	.00
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
5	10.00%	of Responders Chose for Top Three With an Average Rank of	1.20

State Transportation Commission

2015 Twelve Year Program Development

**Regional survey and mapped comments from the public feedback August thru
November 2013**

York Area MPO (YAMPO)

Mobility Concerns

Mobility SuggestionSuggest another mobility concern:

How are neither pedestrians or bicyclists listed under mobility? We must increase opportunities to take short trips by sustainable means, as much of our traffic congestion, particularly in urban & suburban areas, comes from short car trips that are taken

Safe pedestrian and bike crossings.

Traffic Congestion is very important to me, but the page didn't load correctly so I couldn't rank it.

Traffic signal "improvements" should not further prioritize motorized travel over the convenience and safety of pedestrians and bicyclists. When we increase traffic speed and reduce crossing time to the MUTCD minimum or extend wait time, we discourage wal

Preservation and Renewal Strategies

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Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.

34 68.00% of Responders Chose for Top Three With an Average Rank of 1.91

I'd very much like to see improvements to public stream and river access as part of bridge and road projects where new or improved public access is possible.

Clearly evaluate if a bridge needs to meet current standards before replacement. Alternate routes may exist for extraordinary users.

BOTH state & local bridges need upgrades!

Reconstruct Pavement Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.

31 62.00% of Responders Chose for Top Three With an Average Rank of 2.10

Trucks should have to pay their fair share to repair the wear & tear they cause, as they currently do not.

it is amazing how when on interstate 83, we cross the state line and you can tell which state we are in just from the pavement. Does PA use different material, or a different technique? Is it reality or an illusion that MD paved roads are much much better than PA paved road?

Local Bridge Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.

27 54.00% of Responders Chose for Top Three With an Average Rank of 2.07

Clearly evaluate if a bridge needs to meet current standards before replacement. Alternate routes may exist for extraordinary users. Also I have seen many bridges be replaced that wouldn't make it through a proper cost/benefit analysis. The fewer bridges we have the less maintenance we will need in the future.

Bridge replacement or rehab projects involving closures are as disruptive to the community as weight restrictions if not more so. Priority should be given to single lane closures and scheduling should be around major events (ie, closing the Highland Avenue bridge in West York the week of the York Fair--not smart at all.

Rail Infrastructure For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.

20 40.00% of Responders Chose for Top Three With an Average Rank of 2.00

We need to shift as much freight as possible to rail to reduce the inefficient & dangerous use of trucks, but the Marcellus Shale industry imposes many externalities on our state. They should have to pay their own way, not receive more subsidies from the taxpayers whose water and air they pollute.

Public Transit Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.

19 38.00% of Responders Chose for Top Three With an Average Rank of 1.84

Preservation and Renewal Strategies

Transit ridership is rising, especially in small cities and rural transportation systems. it has been underfunded and needs many improvements.

Preservation	Other	Suggest another preservation option:
3	6.00%	of Responders Provided Other Options for Top Three grouping
		.00

Bicycle Paths

Passenger cars and trucks do not add to the deterioration as much as heavy business truck traffic does. Those businesses need to take financial responsibility for their wear and tear and not the local residents/taxpayers.

Cycling Infastructure

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
36	72.00%	of Responders Chose for Top Three With an Average Rank of	1.64
More enforcement against reckless/negligent drivers is needed, as well as legislative action to strengthen penalties and keep repeat offenders off the roads.			
Need to separate distracted driving into a category different from aggressive driving. They should be treated as different issues.			
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
28	56.00%	of Responders Chose for Top Three With an Average Rank of	1.93
Expanding clear zones promotes more speeding. That technique should be used judiciously and never in urbanized areas.			
Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
18	36.00%	of Responders Chose for Top Three With an Average Rank of	2.00
Projects should also include reducing vehicular speeds in areas where pedestrians and bicyclists are present, adding pedestrian refuge islands and traffic calming, and adding sidewalks where they are missing.			
Robust multi-modal systems help to promote tourism and recreational use of our region's extensive system of water and land trails, reduce congestion on roads and highways, and promote in-fill development that preserves green space and supports vibrant small towns.			
I believe the majority of accidents are just plain stupidity of the victim. Pedestrians walking at night in dark clothing, no lights on bikes, etc. Funding cannot stop this ignorance.			
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
17	34.00%	of Responders Chose for Top Three With an Average Rank of	2.24
I think the government (penn-dot) needs to take a step back- installing cameras to monitor drivers is a step in the wrong direction and a step towards infringing upon peoples' privacy!			
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
17	34.00%	of Responders Chose for Top Three With an Average Rank of	2.35
need speed photo enforced see a lot of people going north an south on I 83 from exit 14 to state line going way over speed limit I know cause I was doing 70 in the 65 and had quite a few pass by me like I was standing			

Safety Strategies

Safety Other

Suggest another safety option:

11 22.00% of Responders Provided Other Options for Top Three grouping .00

increase mass transit, thereby reducing vehicles on the road

Congestion on state/ federal roads

DO NOT allow another transportation business along Rt. 83. Unless trucking co/warehouse pays for road improvements including widening main and secondary roads, preserving green space and the environment, paying for traffic signals, access ramps, eminent domain acquisition. the local residents and tax payers cannot afford to pay the price for this kind of "progress."

Capacity Improvements

Capacity Improvements

highway redesign and expansion to meet current and projected demand. It is a shame how PennDot has ignored PA highway needs. Possibly hire experts from other States to show us how to plan appropriately.

Speeding even on side streets....drivers are going 10 to 15 miles above the set speed limits

Repair collapsing Bridges

Motorcycle Safety and Awareness

Motorcycle Safety and Awareness

improved mass transit

congested roads

cogested roads

Elderly Drivers

Speed enforcement.

Vehicle Safety
Performance

Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.

5 10.00% of Responders Chose for Top Three With an Average Rank of 1.20

If the roads could adequately handle the volume of cars, as well as real time traffic signals it would decrease aggression, accidents, and fuel consumption.

State Transportation Commission

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York Area MPO (YAMPO)

York MPO

Country USA

York MPO, York County, PA

BikePath

Bike path needed, more shoulder areas along Old York Road from top of Reeser's summit to the intersection of Rt. 262 or Rt. 177. - 401-437 State Route 1003, New Cumberland PA 17070

----- - 1976-1998 Mount Rose Avenue, York PA 17403

extend hanover trolley trail from Jackson township into the city via the med ed r/w that is already leased by the County. - 900 Stoverstown Road, York PA 17408

there is plenty of room along west market street in west York for a bicycle lane (both directions) it should go from 234 intersection, which is a bike route, to downtown York. - 1500-1598 Lincoln Highway, York PA 17404

Bridge

----- - 1383 Potosi Road, Glen Rock PA 17327

----- - 758 Lewisberry Road, Lewisberry PA 17339

Bridge

MarkerBridge

Other

Capacity - Veterans of Foreign Wars Memorial Highway, New Freedom PA 17349

Congestion

Signal timing sdjustment needed at High School dismissal time - 687 Colonial Drive, Dallastown PA 17313

----- - 739-747 South Baltimore Street, Dillsburg PA 17019

----- - Pennsylvania 74, Dillsburg PA 17019

----- - 517-629 U.S. 15, Dillsburg PA 17019

----- - 898 U.S. 15, Dillsburg Shopping Center, Dillsburg PA 17019

----- - 630 U.S. 15, Dillsburg PA 17019

----- - 1 U.S. 15, Dillsburg PA 17019

Too many lights in Dillsburg. - 109-153 Logan Road, Dillsburg PA 17019

I feel that a light at this intersection would eliminate congestion every afternoon on Canal Rd, westbound. It could take 20 minutes to go 1/4 mile due to this intersection. A light would help here. - 875-899 East Canal Road, Dover PA 17315

Dedicated right turn and left turn lanes for PA 216 at the Trail (unless the roundabout is built) - 421 Glen Valley Road, Glen Rock PA 17327

Roundabout or signal - 453 Glen Valley Road, Glen Rock PA 17327

283 North Interchange through the 81 split. 283 South to 283 East ramp causes backlogs. - Unnamed Road, Goldsboro PA 17319

----- - 2046-2098 Grandview Road, Hanover PA 17331

Left turn lanes in all directions are needed, protected permissive signal upgrade would be ideal - 2100 Grandview Road, Hanover PA 17331

----- - Veterans of Foreign Wars Memorial Highway, Lewisberry PA 17339

----- - 409 Summit Road, New Cumberland PA 17070

----- - 507 Skyline Road, New Cumberland PA 17070

----- - Division Alley, New Cumberland PA 17070

----- - 670 YMCA Drive, New Cumberland PA 17070

----- - 348 Thorley Road, New Cumberland PA 17070

York MPO, York County, PA

Congestion

----- 2 Ardmore Circle, New Cumberland PA 17070

----- Veterans of Foreign Wars Memorial Highway, New Cumberland PA 17070

----- Susquehanna Expressway & Interstate 83 & Interstate 76, New Cumberland PA 17070

----- Veterans of Foreign Wars Memorial Highway, New Cumberland PA 17070

Always traffic on 83 North in morning - 312 Stone Row Lane, New Cumberland PA 17070

Bridge street takes overflow from Rt. 83. The street is in rough condition, needs resurfaced. Not designed to handle overflow traffic. - 317-321 Bridge Street, New Cumberland PA 17070

Capitol Beltway around Harrisburg - rush hours are stop-and-go traffic, and incidents back up traffic for miles. - 1801 Charles Street, New Cumberland PA 17070

Widening of I-83 NB to SR 581 should help, for the foreseeable future. Widening on 83 needed from exit 44 to 46. - 249 Steigerwalt Hollow Road, New Cumberland PA 17070

Truck volumes frequently create traffic congestion though intersections with I83 - 648 East Forrest Avenue, New Freedom PA 17349

All way stop needed - 95 Kendale Road, Red Lion PA 17356

----- 2225 7 Valleys Road, Seven Valleys PA 17360

Drag chains on the approach to the NCR underpass would be a final warning to overheight vehicles. The geometry of the underpass means that long wheelbase trailers are more likely to become stuck even if their overall height is within specified clearance - 106 South Street, Seven Valleys PA 17360

Roundabout needed - Heritage Rail Trail County Park, Seven Valleys PA 17360

----- Veterans of Foreign Wars Memorial Highway, Shrewsbury PA 17361

----- 18-24 West Church Street, Shrewsbury PA 17361

----- 745 East Tolna Road, Shrewsbury PA 17361

All way stop - 2050 Slagel Road, Spring Grove PA 17362

Four way stop needed at Main and Ore (PA 214 - 57 South Main Street, Stewartstown PA 17363

----- 655 Yeager Road, Wellsville PA 17365

Protected left turn NB 616 to WB 30, dedicated ramp with yield NB 616 to EB 30 - 587-599 Trinity Road, West Manchester PA 17408

----- 301-325 Church Road, York PA 17406

----- 1125 Sheep Bridge Road, York PA 17406

----- 2740 Ironstone Hill Road, York PA 17403

----- 7393 Myers Lane, York PA 17403

----- 1060 Marbrook Lane, York PA 17404

----- U.S. 30, York PA 17402

83 narrows down - Veterans of Foreign Wars Memorial Highway, York PA 17404

83 north and southbound frequently has heavy congestion between RT30 and Exit 19 - Veterans of Foreign Wars Memorial Highway, York PA 17403

Board Rd gets backed up due to the congestion on Church Rd. I feel that the lights could be looked at to let traffic flow a little better. people sit in the middle of the intersection because only one car got through the light and they want to not have t - 3300-3320 Grumbacher Road, York PA 17406

Church rd traffic is horrible at this area for about 2 hours each day - 356-380 Church Road, York PA 17406

Dual left turn lanes SB George St at 30 - 1414 North George Street, York PA 17404

York MPO, York County, PA

Congestion

NB N hills Rd to EB 30 should have an auxiliary lane ending as Memory Ln ramp - 700 North Hills Road, York PA 17402

Rt 30 at any time of the day gets backlogged badly. Please coordinate the lights here like Carlisle did with it's in town system - Arsenal Road, York PA 17402

Split phase for PA 616 if left turn lanes can't be added - 3992 Sharoden Drive, York PA 17408

This area has grown beyond the capacity of the interchange. The constant Large Truck traffic and literally thousands of drivers through this tiny two lane roadway causes backlogs that stretch from George all the way across to the Susquehanna Trail - 357-381 Church Road, York PA 17406

Traffic signals are a problem. Hwy should have more limited access ramps. - 1091-1349 Hollywood Drive, York PA 17403

Very congested area and often near accidents due to bad drivers. - 1072 Roosevelt Avenue, York PA 17404

4 way split signal phasing at peak hours or turn lanes on 616 - 27-31 North Main Street, York New Salem PA 17371

Roadway

----- Dillsburg Elementary School, 202 South Chestnut Street, Dillsburg PA 17019

----- 320 Monarch Drive, York PA 17403

Intersection is like a washboard - 1000 South George Street, York PA 17403

Roadway

MarkerRoadway

Drainage issues

need to clean drains more often - Veterans of Foreign Wars Memorial Highway, Glen Rock PA 17327

----- Veterans of Foreign Wars Memorial Highway, New Freedom PA 17349

Roadway

MarkerRoadway

Other

Capacity - Veterans of Foreign Wars Memorial Highway, Shrewsbury PA 17361

----- 601 East Springettsbury Avenue, Pennsylvania State University - York Campus, York PA 17403

Entrance ramps on 83 are very short - Veterans of Foreign Wars Memorial Highway, York Haven PA 17370

Roadway

MarkerRoadway

Road in need of repair

----- 1400-1448 Bridge Street, New Cumberland PA 17070

----- 813 2nd Street, New Cumberland PA 17070

Bridge Street takes overflow from Rt. 83. It was never designed to take the amount of overflow it has to handle. We need another access route in this area. We do not need another warehouse project at Rt. 114. There is already toooooo much traffic for the - 405 Bridge Street, New Cumberland PA 17070

need to fix road right instead of putting band-aids on a full flowing issue - Veterans of Foreign Wars Memorial Highway, Seven Valleys PA 17360

----- 3966 East Berlin Road, Thomasville PA 17364

the road surface of Starview Rd at the George St intersection is buckled and wavy at the stop line to the extent that it now resembles a speed bump more than the edge of an intersection. - 3535 Starview Road, York PA 17406

Safety

----- 3008-3098 Godfrey Road, Glen Rock PA 17327

----- 223 Commerce Drive, Glen Rock PA 17327

----- 16878 Susquehanna Trail South, New Freedom PA 17349

----- 1309 East Tolna Road, New Freedom PA 17349

York MPO, York County, PA

Safety

----- - 4651 Green Valley Road, Seven Valleys PA 17360

----- - East Market Street & Lincoln Highway & Interstate 83, York PA 17402

Multiple issues at Exit 24- Church Road/ Board Road: signal timing, congestion on top of industrial development pressures have added a lot of truck traffic to this area. - 30 Grumbacher Road, York PA 17406

Unsafe exit ramp. Too short to safely merge out of traffic and slowdown to ramp speed. - South Queen Street & Interstate 83, York PA 17403

Safety

MarkerSafety Frequent speeding a concern

----- - Veterans of Foreign Wars Memorial Highway, New Freedom PA 17349

----- - 7864 Yellow Church Road, Seven Valleys PA 17360

Traffic calming measures needed to reduce speeds on this bridge and better pedestrian facilities needed to assure safe passage for bikes and pedestrians across this bridge. - Veterans Memorial Bridge, Wrightsville PA 17368

Safety

MarkerSafety Many crashes at this location

----- - Veterans of Foreign Wars Memorial Highway, Glen Rock PA 17327

----- - Heritage Rail Trail County Park, Seven Valleys PA 17360

----- - 106 South Street, Seven Valleys PA 17360

----- - 1445-1523 Freysville Road, York PA 17406

----- - 1901-1977 Alcott Road, York PA 17406

----- - 950 North Hills Road, York PA 17402

I have lived in this area my entire life. There has been many accidents at this intersection. Even recently I have been driving along Canal Rd and I saw somebody coming down Lewisberry, southbound, and not even slow down and went right through the stop - 301 East Canal Road, York PA 17404

Safety

MarkerSafety Other

Road realignment needed for Seaks Run Road/ Church Rd at Susquehanna Trail - 10500-10698 Susquehanna Trail South, Glen Rock PA 17327

----- - 4651 Green Valley Road, Seven Valleys PA 17360

Severe pavement rutting - 113 East Forrest Avenue, Shrewsbury PA 17361

line of sight obstructed by cement plant. Increased truck traffic here - 4 Lemon Street, York PA 17404

multiple exit, entry ramps to I83 within short distance, leading to backups on 83, and ramp accidents - Veterans of Foreign Wars Memorial Highway, York PA 17403

Your website is not working properly... Anyway, it would be great to be able to access the Susquehanna Trail from this area off of Pennsylvania Avenue without having to get onto Route 30 - 2299 Teslin Road, York PA 17404

Safety

MarkerSafety Traffic signal issues

----- - 195 East Forrest Avenue, A, Shrewsbury PA 17361

----- - 215 Bunting Drive, York PA 17403

Transit

----- - 92 Carol Place, New Cumberland PA 17070

----- - 603 Water Street, New Cumberland PA 17070

----- - 101-199 Mine Bank Road, Wellsville PA 17365

Transit

MarkerTransit More routes needed

York MPO, York County, PA

Transit	MarkerTransit	More routes needed
	-----	- 274 Talton Drive, Delta PA 17314
	-----	- 700 Salem Road, Goldsboro PA 17319
	-----	- 1785-1895 Old Trail Road, Goldsboro PA 17319
	-----	- 206 Clearview Road, New Cumberland PA 17070
	-----	- 1501-1659 West College Avenue, West Manchester PA 17408
	-----	- 483 Sinking Springs Lane, York PA 17404
	-----	- 605 Locust Point Road, York PA 17406
	York Needs more direct routes and better hours. there are some routes that you could get to a location but then wouldn't be able to get back because they stop running that route - 1-33 Lincoln Highway, York PA 17401	
	-----	- Veterans of Foreign Wars Memorial Highway, York Haven PA 17370

Transit	MarkerTransit	Other
	-----	- 910 Old Trail Road, Goldsboro PA 17319

WalkPath
Crossing rt 15 at 74/in Dillsburg is a nightmare. Better crosswalks - 403 North Baltimore Street, Dillsburg PA 17019
----- - Veterans of Foreign Wars Memorial Highway, York PA 17403
----- - 925 Carlisle Road, York PA 17404
add a sidewalk in the area of the worn path between shopping center and residential area to the SE (the 'avenues) - 1059-1099 Carlisle Road, York PA 17404
lack of pedestrian crosswalk at York suburban HS, sidewalks/trails on surrounding streets/roads - 1756-1898 Hollywood Drive, York PA 17403

York MPO, Baltimore County, MD

Congestion
----- - 20224 Valley Mill Road, Freeland MD 21053

