

TRANSPORTATION INITIATIVE

Roadway Standards Program

This strategy focuses on the need for a common set of roadway standards for roadway design and access management of the existing roadway network and new roadways to be constructed.

Key Components:

- Appoint a Northern York Regional Roadway Standards Committee composed of municipal staff, officials, local planning commission representatives and county planning commission staff. The primary function of this committee will be to develop a common set of standards for roadway design and access management. The standards would become a common set of regulations for the region to be adopted into municipal ordinances. Steps in the standards development process:
 - Develop a comprehensive list of roadway standards to be considered by the committee.
 - Highlight existing similarities and differences in the current municipal design and access management standards.
 - Reach consensus on a common set of design standards for each roadway classification (see roadway functional classification map) and the following roadway characteristics:
 - Right-of-way width
 - Roadway width
 - Shoulder width
 - Design speed
 - Operating speed
 - Sight distance requirements
 - Clear sight triangles
 - Intersection / Access spacing
 - Vertical curvature and grades
 - Horizontal curvature
 - Pavement design standards
 - Superelevation
 - Cut and fill slopes
 - Pedestrian / biking facilities
 - Curbing
 - Parking
 - Review and approve the Roadway Functional Classification Map (Map 2) as a component of the comprehensive plan document (see Roadway Functional Classification Table).

- Use the Roadway Functional Classification Map to apply the standards for roadway design and access management (see Access Management Strategy).
- Adopt the Roadway Functional Classification Map and the recommended network with the adoption of the Northern York County Regional Comprehensive Plan (see Map).

Table 3 – Northern Region Functional Roadway Classification System

Roadway Classification	Roadway Segment
Urban Major Arterial	<u>US Route 15</u> from County Line Road/Adams County line to Carroll Drive/ Carroll Township.
Minor Arterial	<u>Old York Road (SR 4026)</u> from Harrisburg Pike, Dillsburg Borough to Carroll/Warrington Township line <u>SR 0194</u> from SR 74 to Franklin Township/ Washington Township line – rural minor arterial**
Major Collector	<u>SR 74</u> from <u>SR 194</u> , Dillsburg Borough to York/Cumberland County line * <u>SR 74</u> from <u>SR194</u> , Dillsburg Borough to Carroll/Warrington Township line * <u>Harrisburg Pike (SR 4040)</u> from Church Street, Dillsburg Borough to US Route 15 <u>Golf Course Road</u> from Baltimore Street (SR 74), Carroll Township to US Route 15, Carroll Township
Minor Collector	<u>Lewisberry Road (SR 4022)</u> from Siddonsburg Road (SR 4028) to Monaghan/Fairview Township line <u>York Road (SR 4035)</u> from Monaghan/Warrington Township line to York/Cumberland County line <u>Mountain Road (SR 4040)</u> from Campground Rd (SR 4045) to US Route 15 <u>Siddonsburg Road (SR 4028)</u> from York/Cumberland County line to US Route 15 <u>Ore Bank Road</u> to Mumper Lane (SR 4030) to Siddonsburg Road (SR 4028) to US Route 15 <u>Mumper Lane (SR 4030)</u> from Harrisburg Pike (SR 4040), Dillsburg Borough to Ore Bank Road, Carroll Township to Chestnut Grove Road, Carroll Township <u>Spring Lane</u> from York Road (SR 74), Carroll Township to US Route 15, Carroll Township
Local Roadway	<u>North Lewisberry Road (SR 4022)</u> at Pippens Run Bridge <u>Mountain Road (SR 4040)</u> from York/Adams County line to Campground Road (SR 4045)

*This functional classification location will change when SR 74 is redesignated from its current route to the proposed route. Refer to the US Route 15 Corridor Improvements Strategy for the comments concerning this change for SR 74. The associated new and improved roadways would become minor arterials.

** SR 0094 would be reclassified to a minor collector at the time truck traffic is redirected away from SR 0194 south of the project area and onto SR 0094 truck route.

The functional classifications recommended for the region are not necessarily consistent with the PENNDOT and York County MPO functional classification system. The above table recommends that some roadways within the Northern York Region have a different classification designation than shown by the MPO map. These recommendations are based upon a "regional " perspective rather than a "countywide" or "statewide" perspective. This difference is not to indicate that one is correct and the other is incorrect, but to show that, from a local region perspective, roadways may need to be classified with a different designation for the application of design standards, access control standards, or improvements strategies.

- ❑ Assign a “local” roadway classification to rural country roads to preserve the character and integrity of these roadways.

Access Management Standards

This strategy focuses on the connection between transportation and land use planning, specifically, the need to plan for and manage access at the time of land development. This strategy also begins the planning for new roadway construction and roadway designations.

Key Components:

- ❑ Recognize and understand that a concern for the major travel corridors in the region is the excessive number of existing commercial and residential driveways, particularly in the region’s designated growth area. Target the growth area as the high priority area to resolve these issues.
- ❑ Reach consensus on a common set of access management standards for new roadways and/or major improvements to retrofit existing roadways based on the roadway functional classification system (see Map 2 - Roadway Functional Classification Map) and the following parameters:
 - Urban Major Arterial Roadways: Access should be primarily by lower classification public roadways. Private driveways should be permitted only when alternative access via the local roadway network is not feasible. Access planning should provide for 600 to 1000 feet spacing between roadways and/or driveways accessing the same side of an arterial roadway. Driveways on opposite sides of the arterial roadway should align to the extent feasible.
 - Minor Arterial Roadways: is defined by the following statements. The minor arterial street system should interconnect with and augment the urban major arterial roadways and provide service to trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system also distributes travel to geographic areas smaller than those identified with the major arterial. Access planning provisions are similar to the major arterial roadways. Private driveways should be permitted only when alternative access via the local roadway network is not feasible.
 - Major Collector Roadways: Access should be primarily by minor collector roadways, local roadways and high volume driveways. Private driveways should be permitted only when alternative access via the local roadway network is not feasible. Access planning should provide for 400 to 800 feet spacing between roadways and/or driveways accessing the same side of a major collector roadway.
 - Minor Collector Roadways: Access to minor collector roadways should be by local roadways, high volume driveways, and medium volume driveways. Private driveways should be permitted only when alternative access to the local roadway network is not feasible. Access planning should provide for 250 to 500 feet

spacing between roadways and/or driveways accessing the same side of a minor collector roadway.

- Local Roadways: Access to local roadways should be by access drives, driveways and private streets. The spacing of access locations onto local roadways should be consistent with lot width requirements in the zoning and land development ordinances.
- Access spacing standards need to be flexible because of the extreme variations in lot frontages resulting from prior subdivision of land areas. Reverse frontage lots, side lot access, and other site and access design alternatives should be encouraged.
- ❑ Mandate all new roadway legs must meet the Region's Access Management criteria.
- ❑ Implement access management standards for Range End Road, Spring Road, Ore Bank Road, Siddonsburg Road, Old York Road, Carlisle Road, Old Gettysburg Pike, Golf Course Road, Mumper Lane and the new connector road between Old York Road and Ore Bank Road.
- ❑ Reach consensus on residential development access standards along arterial and major collector roadways. Mandate that direct access from residential developments will not be permitted when alternative access design concepts are feasible, such as: reverse frontage lots, side lot access and other site and access design alternatives as described below.
 - Reverse Frontage Lots: Local streets within residential subdivisions will be located so that lots adjacent to arterial or major collector roadways will be accessed from the internal site local roadway network.
 - Side Lot Access: Residential lots subdivided at an intersection will access the roadway with the lower functional classification.
 - Cul-de-sac Access: Cul-de-sac street meeting appropriate design criteria should be used to avoid or minimize access to arterial and major collector roadways.
- ❑ Utilize the following process to achieve compliance along access management retrofit corridors¹:
 - Encourage existing commercial driveways be modified during the land development process to joint use where adjacent lots can be served by a common driveway without hardships to the property owners.
 - Encourage the landowner for new projects to investigate the feasibility of eliminating multiple site access driveways by combining access locations with adjacent property owners. The analysis would be consistent with the traffic impact study conducted for the site and would include the following:

¹ The YCPC developed an access management process for the *Hanover/Baltimore Pike Task Force (Pennsylvania Delegation): Phase Two Implementation Plan* (August 1994) that may be a reference source for process development.

- A description of current and proposed site access locations.
 - The feasibility of joint access with adjacent developed or undeveloped lands along the roadway corridor.
 - Documentation to justify the need for multiple access locations for the parcel.
 - Documentation to verify that the feasibility of joint access with adjacent lands has been evaluated.
- Consider the inclusion of incentives to property owners to eliminate or combine existing commercial curb cuts and driveways. Incentives may include relief on the required number of parking spaces, relief on setback requirements, relief on signing requirements, or other site design and land development criteria associated with commercial properties.
- Integrate access management recommendations into land use ordinances.

Roadway Network Maintenance / Improvement Program

This strategy will focus on continuing the current maintenance / improvement program where it is currently established and developing a roadway maintenance / improvement program in areas without a program. A special area of focus for the Northern York Region is the development of a regional approach to provide a roadway network that safely accommodates all vehicle types and pedestrian movements. This strategy also focuses on the need to resolve safety and operational deficiencies. This will provide the local municipalities a way to put priorities on existing safety issues and to stay abreast of any developing problems before they become significant.

Key Components:

- Develop municipal annual highway maintenance and highway improvement programs. Elements of the program would include:
 - Determine program classifications: routine maintenance (general fund) or capital improvements (special funds).
 - Identify and classify projects.
 - Prepare preliminary cost estimates.
 - Prioritize projects.
 - Develop schedule.
 - Update annually.
 - Coordinate State road maintenance and improvement projects with PENNDOT.
- Consider and prioritize regional roadway improvements for known deficiency areas or for areas that may need improvement based upon anticipated growth within the designated growth areas. A listing of potential projects is provided.
 - Bridge approach slab improvement for Old York Road (SR 4026).

- Bridge improvement or bridge update on Carlisle Road (SR 74) prior to Campground Road intersection improvements.
- Carlisle Road (SR 74) and Campground Road intersection improvements
- Pavement upgrade/improvements needed:
 - Old York Road, SR 4026.
 - Carlisle Road, SR 0074.
 - SR 0194, Franklinton and Baltimore Roads.
 - Lewisberry Road, SR 4022.
 - York Road, SR 4035.
 - Mountain Road/Harrisburg Street/Harrisburg Pike, SR 4040.

- Identify and put priorities on network deficiencies of a regional impact, and work together with YAMPO to plan and implement the resolution of these deficiencies for advancement on the PENNDOT Twelve-Year Program and the YAMPO Transportation Program. Continue to support the advancement of the region's municipal projects currently listed on the County Long-Range Transportation Plan, including:
 - The US Route 15 Corridor Study and Project: Short term and Long term solutions

 - The formation of a Task Force of affected municipalities to investigate a regional approach (cooperative effort in York and Adams County municipalities) for a designated truck route on SR 0094 beginning in the Hanover area (Berwick Township, Adams County) to transfer truck traffic away from SR 0194 (traverses through Franklinton Borough) and to connect to U.S. Route 15 south of the Northern York County Region. New truck access to Old York Road would be provided via the proposed U.S. 15 southern interchange. The concept would reduce truck traffic on SR 0194 through the Franklinton Borough and on Cabin Hollow Road.²

- Develop a Northern York Regional Safety Program as a partnership with the York Area Metropolitan Planning Organization (YAMPO) and the State to resolve safety and operational deficiencies.
 - Put priorities on major corridors for sight distance, using Safe Stopping Sight Distance (SSSD) measurements and shoulder widening improvements.
 - SR 194, Baltimore Street and Cabin Hollow Road, Franklinton Borough.
 - SR 194, Baltimore Street and South Street, near the Post Office, Franklinton Borough.
 - Shoulder Improvements for Chestnut Street / Old York Road (SR 4026).
 - Shoulder Improvements for Lewisberry Road (SR 4022).
 - York Road (SR 4035) and Siddonsburg Road .

² In the late 1990s, Berwick Township, Adams County adopted a municipal comprehensive plan that set forth the concept of directing SR 0194 truck traffic to SR 0094 by making SR0094 a designated truck route. SR 0194 did not have the geometric configuration or operational efficiency to safely handle truck traffic coming from the Hanover area. This traffic eventually reaches the Northern York Region in Franklin Township and Franklinton Borough SR 0094 provides a direct link to US Route 15. The Plan of the Northern Region supports this concept.

- Resolve the safety and operational deficiencies at the intersection of Range End Road and US Route 15 associated with left turns, crossing traffic and poor pavement and shoulder conditions.
- Implement traffic calming measures on Baltimore Street (SR 74) and through Franklinton Borough to resolve safety, operational and speeding issues.³
 - Pedestrian crossing sign tents for the centerline of the roadway. These are a short-term solution.
 - Painted crosswalks.
 - Raised crosswalks. These can be constructed with brick pavers across the roadway to contribute to the small town atmosphere.
 - Centerline rumble strips.
 - Roadway lines painted narrower to give the illusion of narrow streets causing vehicles to slow.
 - Street trees.
- Implement traffic calming measures for Siddonsburg Road (SR 4028) to resolve safety and speeding issues.
 - Centerline rumble strips.
 - Shoulder rumble strips.
- Conduct annual reviews of problem areas until they are corrected or resolved. This will include the following:
 - Conduct a traffic-engineering study and review.
 - Review crash data.
 - Conduct a field view.
 - Reevaluate the status for this location and possibly advance it in the priority placement.
- Work with YAMPO as part of the improvements planning process.

Alternative Transportation Development

This strategy focuses on alternatives to the single-occupancy vehicle, such as pedestrian and bicycle access and public transit services.

Key Components:

- Develop a transportation center for the Northern York Region. This center may include a bus station and a park & ride area (see Design Features and Guidelines Strategy). The following agencies would be part of the coordination activities: Capitol Area Transit (CAT), local businesses and employers, *Rabbittransit*, bicycle groups, etc.

³ More information and graphics depicting various traffic calming options is available from the PENNDOT *Traffic Calming Handbook*, on line at www.dot.state.pa.us, search for traffic calming.

- Explore opportunities and incentives for developing transit-friendly business environment and commuter alternatives.
 - Identify and acknowledge businesses within the region that schedule staggered start and end of work shifts and other flex-time for employee work schedules.
 - Explore employer-based incentive programs, such as:
 - Premium parking spaces provided by employers for carpool/vanpool vehicles,
 - Parking cash out programs (employees receive a payment for the value of parking),
 - Transit checks,
 - Vanpool subsidy tax credits.

- Provide sidewalks and bicycle facilities in developing areas within the primary and secondary growth areas.
 - Improve pedestrian and bicycle access that will connect the region's urban center to the surrounding historic and cultural areas including neighborhoods, parks, schools, recreational facilities and rural open spaces.
 - Extend any existing bike routes within the Region, such as the route along Old Gettysburg Pike at the South Mountain Estates. This may include roadway widening, curbing, and striping for a bike lane adjacent to the curb.

- Work with York County and Tri-County (Cumberland, Dauphin, and Perry Counties) para-transit providers on the coordination of services to disabled and low-income residents to provide cross-county trips at a reasonable cost. Coordinate these activities with YAMPO Ways-to-Work and Welfare-to-Work programs.

U.S. Route 15 Corridor Improvements

This strategy focuses on future improvements to the Route 15 corridor and associated roadways. The Route 15 corridor improvements strategy affords the region a unique opportunity to coordinate transportation improvements with the region's priorities for future land use, economic development, the preservation of the community's character, and infrastructure development. A center-piece of the strategy is the partnership which was initiated through the Route 15 Corridor Feasibility Study among the Pennsylvania Department of Transportation (PENNDOT), the York County Metropolitan Planning Organization (MPO), and local governments. The continuation of this coordinated approach will be an important factor in reaching the region's vision and securing a sustainable future.

The strategy contains three major components: understanding the region's priorities, advancing the Route 15 corridor improvements in the MPO's recommendations for the PENNDOT Twelve Year Program, and coordinating associated long-range improvements and expectations.

Key Components:

- Understand the region’s priorities for future land use, economic development, the preservation of the community’s character, and infrastructure development. These priorities include:
 - Future Land Use Priorities - Dillsburg Borough and the immediate area surrounding the borough to the north, east and south in Carroll Township is the designated growth area for the Northern York County Region. The expectation is that the majority of the new single-family residential growth will be occurring to the northeast in the area of Ore Bank Road to Mumper Lane. New non-residential, mixed-use, and higher-density residential development would occur to the east and south of the Borough in the vicinity of Old York Road, Golf Course Road and Range End Road. Commercial activities would continue to develop in the vicinity of the Route 15 corridor (more detailed description of the future land use policy provided in the Growth Management Initiative).
 - Economic Development Priorities – The future land use scenario highlights the region’s two priority areas for new economic development activities: a new industrial area located in Carroll and Franklin Townships south of the Dillsburg Borough in the vicinity of Golf Course Road (the area of the southern Route 15 interchange) and an area designated for a new business center in Carroll Township located east of Dillsburg Borough on Old York Road to Ore Bank Road.
 - Community Character Priorities – The region seeks to preserve and/or improve the “small-town” character of its existing Boroughs, Dillsburg and Franklintown; to maintain and sustain its rural areas in Franklin, Monaghan and Carroll Townships; and to explore specific design tools that support the region’s character in new development areas.
 - Infrastructure Priorities – The region’s utility and roadway infrastructure must be coordinated to support the future land use, economic development, and community character priorities. Matching the design and capacity of infrastructure with the size, type and style of land use and development will be of critical importance.
- Understand specific priorities for improvements to the U.S. Route 15 Corridor in the context of the region’s priorities for land use, economic development, community character and infrastructure.⁴ Specific priorities include:
 - A safer Route 15 through short-term and long-term safety improvements, including improvements for left turning movements in Franklin Township beyond the area of the southern interchange.
 - A limited-access Route 15 through Carroll Township and Dillsburg Borough, removing all signals in the long-term.

⁴ See the Design Features and Guidelines Strategy in the Growth Management Initiative for more detailed discussion of the design considerations along major corridors.

- Removal of truck traffic (Route 74) from Dillsburg Borough's downtown and residential streets.
 - Interchanges north and south of Dillsburg Borough. The northern area is to be served by a separated grade interchange for moving automobile traffic west and east and directing truck traffic away from the future residential growth area north of the Dillsburg Borough in Carroll Township, and to the new business areas south of town and on Old York Road. Note:
 - Truck traffic is viewed as inappropriate in the middle of the residential growth area. It may eventually have the same impact on this area as it does going through the middle of Dillsburg.
 - The land use / transportation connection is essential to help develop the future employment centers located not only to the south of town but also along Old York Road. The region has the opportunity to develop a direct, unconstrained link into this area.
 - Development of a major collector roadway from Golf Course Road to Old York Road to provide access to new industrial and business areas.
 - Development of an improved and enhanced local roadway network to serve the residential growth area to the north of Dillsburg in Carroll Township and to move traffic from the northern interchange safely and efficiently east to Old York Road.
 - Long-term planning to ensure safe and quick access through the region for emergency and community service providers and to continue access to businesses adjacent to the corridor.
- Seek support from the York County MPO to advance the following projects on the next PENNDOT Twelve-Year Program
- Completion of short-term alternatives 2 and 4 highlighted in the Route 15 Feasibility Study:
 - Realignment of SR 74 (York Road) northwest of Route 15 to the intersection with Baltimore Street (the specific alignment to be determined during the environmental process) and the removal of one signal.
 - Widening of the South Mountain Road / West Harrisburg Street and Route 15 intersection to improve movement of local traffic.
 - Advancement of preliminary design for a grade separated northern interchange at the Harrisburg Pike (long-term alternative 4) to provide local access to Route 15 and an overpass to provide direct access from the eastern and western corridor. The advantages of this location over the other alternative are: it provides a direct link to Dillsburg and provides more opportunities for the distribution of traffic. Key considerations would include:
 - Recommendations for the upgrading of the local network to carry new residential traffic from the east and west through the northern interchange. The interchange would link with the improved roadway network. A key component would be the connection between the interchange and Old York Road either on new alignment or improved roadways. Other considerations

would include the safe connection to Old Harrisburg Pike and traffic movements south from Monaghan Township.

- Design of business access roadways for businesses currently fronting on Route 15 (considering the long-term removal of signals) and Old Route 15.
 - A plan for redirecting truck traffic (only) from the western corridor (redesignated Route 74) onto Route 15 to Golf Course Road.
 - Signalization of Golf Course Road (as an interim measure at the time that PA Route 74 is re-designated between Old York Road and Golf Course Road and until the southern interchange is built) with sufficient safety improvements to warn travelers of the presence of the new signal. Of particular concern is the roadway grade into the interchange area from the south and the need to allow sufficient time for braking and stopping.
 - Design of the Golf Course Road extension to Old York Road with the redesignation of Route 74. Consideration should be given to running the new roadway near the existing utility right-of-way.
- Adopt an official map and ordinance to show the proposed area of impact for the two interchange areas and the concept plan for the Golf Course Road connector to Old York Road. Develop design guidelines for the connector to ensure it will be built sensitively in the context of the community's character (see the Design Features and Guidelines strategy).
 - Work with the MPO and PENNDOT to advance the following long-term measures over the next twenty years:
 - Move the northern interchange into final design and construction.
 - Prepare a master plan or a specific plan (shows how the area will develop including future roadways and public services) for the areas of the interchanges – a project area would be noted as part of the more detailed alternatives analysis and environmental study. The ideal would be to advance the southern interchange preliminary design as soon as possible to have a better understanding of area of impact of the interchange. At a minimum the plan should designate a large enough area to avoid future complications with interchange design. Based on the specific plan, add concepts to the official map to show future areas for public investment and infrastructure. Without this plan areas around the interchange (particularly at the southern interchange) may develop in a manner inconsistent with the interchange concept. (The interchange specific plans and official map go into much more detail than the comprehensive plan.) The comprehensive plan will generally show the area of study. The specific plan is a new concept in the MPC – see Section 1106 of the MPC for more details. It is very appropriate and essential for the two interchange areas. The recommendation is to complete this concurrent with the preliminary design (alternatives analysis and environmental studies at the interchanges).
 - Advance the southern interchange at Golf Course Road into preliminary and final design and construction, with consideration given to local access and access to businesses fronting on Route 15. All signals would be removed on Route 15 with the completion of the southern interchange project.