

INTRODUCTION

The transportation system needs to provide each community with adequate access to the regional system; support economic development and revitalization efforts; serve but not adversely affect residential areas; and provide access to destinations within the Region. The identification of necessary improvements throughout a Region's transportation network is a key component in a comprehensive plan. Implementing those improvements can enhance the quality of life for the residents of the Boroughs and support efforts to increase the vitality of the downtowns.

The transportation system in the Boroughs is comprised of three major components, the street system, the pedestrian system (predominantly sidewalks and the Red Lion Mile, to be supplemented by the Ma and Pa Greenway) and the rabbittransit routes serving the Region.

IDENTIFICATION OF ISSUES

Issues concerning transportation and circulation were identified during the tour of the Region with the Steering Committee, Steering Committee meetings, public meetings and focus group meeting on transportation. Public participation is discussed in Chapter 3. Transportation issues are very important to the community. Major issues identified include:

- Addressing traffic volumes and speed on streets in the Borough
- Improving pedestrian safety
- Addressing parking concerns

Focus Group Meeting

Issues raised at the Transportation focus group meeting follow.

Issue

Opportunity

Region-Wide

York County is not going to evaluate a bypass in the area – the Route 74 corridor is not in the top three congested corridors, which are Rt. 124 in the Mt. Rose area, Rt. 24 further north, and Rt. 462 at East Springettsbury.

One alternative route around the Boroughs could be Windsor Road through Windsor Borough, but the square in Windsor is a problem for trucks. If the intersection were widened, it would be better. One corner in particular is misaligned. The project has never been submitted by Windsor Borough to the County. Also, the Windsor Road and Rt. 24 intersection is a concern, as well as the Freysville Road and Rt. 24 intersection (which will be improved to three lanes each ways, with a traffic light).

rabbittransit is evaluating whether they will have a route on Cape Horn to Grant. Some people in the Region use transit to go to work.

Is an additional interconnection between Routes 24 and 74 beneficial and feasible?

Institute traffic calming measures (see Transportation Plan and Appendix 3). Address traffic issues on a regional basis. Make proposed road interconnections and intersection improvements and other proposed projects on Transportation Plan. Identify alternative routes to Routes 24 and 74.

The Boroughs should contact *rabbittransit* and Commuter Services of Pennsylvania to discuss transit routes, ride-sharing programs and increasing marketing efforts within the Boroughs to attract more residents to those programs. Also work with these two entities to coordinate transit stop locations and park and ride facilities.

Review issue on a regional basis with York and Windsor Townships.

Dallastown

Issue

Dallastown wanted to get a left turn lane onto Rt. 74 at Walnut (at clock in heart of downtown), reconfigure the intersection, but the project is not moving forward. The School District was not interested in participating.

Need to retain turning capabilities on Main St. Get back-ups on Walnut, Pleasant and Park.

Cougar Field has no off-street parking. People park on street for football games, and people in neighborhood get parked in. There is no room at the field for parking.

At school in Dallastown, teachers sometimes park on the street rather than in the lot.

Parking on Main Street is a major concern - how can more parking be provided?

Opportunity

Continue to work toward programming necessary intersection improvements.

Investigate ways to increase parking in the area, such as diagonal parking on Queen Street.

Encourage greater utilization of school parking lot.

Institute a parking management program. Construct a public parking lot.



Parking areas in need of improvement behind Main Street in Dallastown



An opportunity for shared parking to the rear of Main Street in Dallastown



More of need for parking management behind Main Street in Dallastown

Yoe

Issue

Bridges on Mason Avenue and Church Street need improvements.

There is speeding on Elm and Philadelphia in Yoe.

On George at Mason there is a dogleg, a house on the corner. This is a choke point. Trucks go down the center line. It would be nice to move the property and straighten out the street.

On Main Street, sidewalk, storm water runoff, street lights all things would like to see addressed.

Opportunity

Program bridge improvements.

Utilize traffic calming methods.

Consider programming improvements.

Implement a streetscape project for Main Street.



Limited Parking Opportunities in Downtown Yoe

Limited Parking Opportunities in Downtown Yoe



Red Lion

<u>Issue</u>	<u>Opportunity</u>
North Franklin and West High have limited sight distance on both streets at their intersection.	Work with PennDOT to secure additional traffic controls.
Need emitters at all signalized intersections in Red Lion.	Program placement of emitters.
Need more and more visible directional signs to parking areas (public lots, shared parking). There are signs on Rts. 74 and 24 which people don't much notice.	Develop a wayfinding signage plan.
A Lancaster Street connection would provide an alternative route within the Borough.	Program interconnection of Lancaster Street.
In Red Lion, perception of the Borough is that there is enough parking, but not as convenient as people want. People don't want to walk. Some places have parking in back, but not well advertised, dark, dirty, unattractive.	Institute a parking management program in the Borough.
Intersections with South Main are a problem. High and North Charles intersection has sight distance problems.	Work with PennDOT to determine solutions. Secure traffic control at High and North Charles.
An area of sidewalk is missing on Prospect near Mazie Gable School. Safe route to school application was withdrawn. School district would not support, did not want to encourage walking to school.	Continue to monitor the situation with the School District.
No sidewalk on E. Lancaster Street to elementary school.	Coordinate sidewalk installation with the Lancaster Street interconnection.

There is a need for a dedicated left turn onto North Main from West Broadway.

Work with PennDOT to improve functioning of the intersection. Discuss the desirability/feasibility of a roundabout.



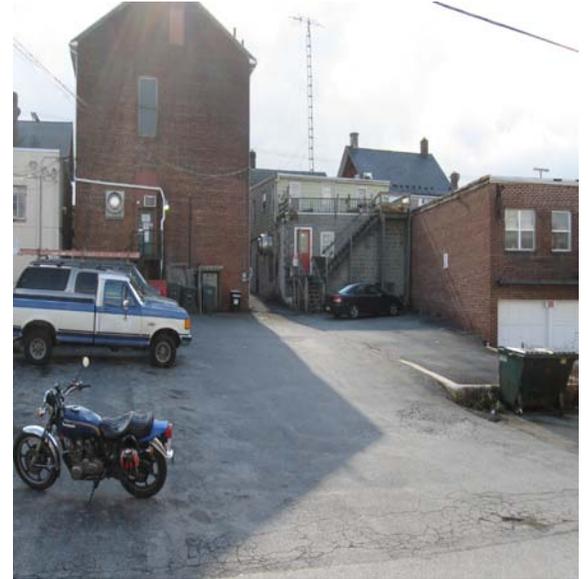
Main and Broadway Intersection

North Mill Street extension in Red Lion not a high priority in the short term, but look at it for the future. Would be good to get a straight route from Broadway to Springwood.

Monitor the need to program the Mill Street extension.

Mill and Lancaster projects would take pressure off 74 and 24.

Improvement and management of parking areas to the rear of Main Street in Red Lion is an issue



YORK AREA METROPOLITAN PLANNING ORGANIZATION (YAMPO)

The York County Planning Commission is the lead agency for the York Area Metropolitan Planning Organization (YAMPO). As the lead agency, the YCPC performs all tasks associated with the Unified Planning Work Program (UPWP). This includes Clean Air Act requirements development of the PennDOT Twelve Year Program for York County, Transportation Enhancements, functional classification updates, and traffic volume counts.

Activities include:

- Transportation Planning Studies
- Development of the Twelve Year Program for York County
- Traffic Volume Counts
- YAMPO Transportation Improvement Program (TIP)

The YAMPO, in conjunction with the YCPC staff, develops a Long Range Transportation Plan for the County. Project programming for the Plan includes the current four year Transportation Improvement Plan (TIP); the Twelve Year Program (TIP plus 8 years) and an additional twelve-plus years to complete the Plan's 25-30 year time frame.

Current TIP Projects in the Tri-Borough Region include:

Red Lion - PA 74 Delta Road from Camp Street to School entrance -
Widen and overlay; add center lane turn on PA 74

Red Lion - PA 24/Prospect Intersection -
Eliminate parking, add spaces at L-Turn Storage, and add left turn lanes on PA 24

Red Lion - PA 24 from SR 2079 to PA 74 -
Resurface

Red Lion - Main Street and Craley Road - PA 624 from PA 24 to PA 124 -
Resurface

The Boroughs should work with the YCPC to get identified projects in the Tri-Borough Region on the TIP list.

LOCAL TECHNICAL ASSISTANCE PROGRAM

The Local Technical Assistance Program (LTAP) - LTAP is a free program offered to municipalities through PennDOT. The program offers training in the area of Public Works with courses on roadway safety and highway maintenance. The program also offers Technical Assistance with LTAP engineers available to answer questions, make site visits to assist with projects and provide reference materials for municipalities.

The Boroughs should consider being more actively involved in the LTAP program. The training courses are geared towards municipal officials, managers, public works directors/roadmasters, and public works

employees. Some of the courses offered are also useful for Police Officers. All municipal employees are eligible to attend LTAP training courses.

TRI-BOROUGH TRANSPORTATION PROJECTS

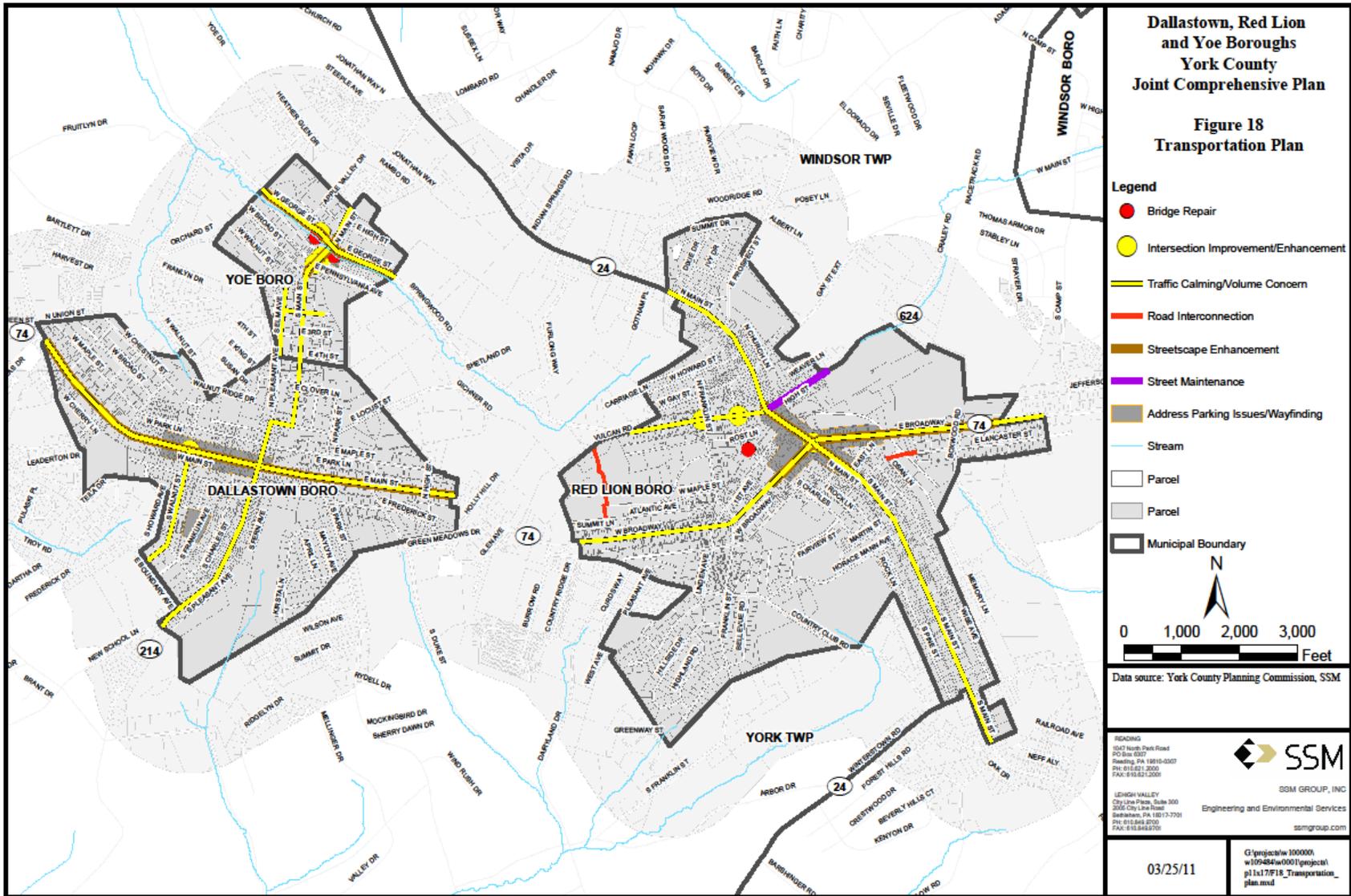
The Transportation Plan map shows locally-identified transportation projects in the Boroughs. It is hoped that some of these projects will be placed on the TIP list. Several parking and traffic control-related projects are shown on the Implementation Projects Map in the Action Plan. The transportation projects address issues raised above. The Boroughs should consider exploring opportunities to share resources as it pertains to maintaining and improving the roadway network. Sharing of equipment, manpower and materials could help reduce costs for the Boroughs and help in completing projects in a timely manner.

DALLASTOWN BOROUGH

- Reconfigure Main Street/Walnut Street intersection to include left turn lane onto Route 74
- Identify additional parking opportunities for customers of Main Street businesses and identify parking management strategies
- Increase parking opportunities at Cougar Field
- Encourage more efficient parking patterns at Charles Street School
- Work with the School District to address issues of mutual concern
- Plan and construct trail(s), including Ma and Pa Greenway; improve sidewalks
- Provide a public parking lot near Main Street
- Calm traffic on Main Street, Broad Street, Pleasant Avenue and Walnut Street

RED LION BOROUGH

- Construct Ma and Pa Greenway with Red Lion Mile
- Make Lancaster Street connection
- Review functioning of the Broadway/Main intersection and methods of traffic calming
- Improve wayfinding to parking facilities
- Encourage improvement/utilization of parking to rear of properties along Main Street
- Install emitters on [Winterstown, at Fire Station, and at the Square] signal lights
- Evaluate additional traffic control at High and North Charles
- Develop a plan for street improvements on local roads and alleys
- Connect Vulcan Road and N. Mill Street
- Facilitate parking in vicinity of library
- Evaluate additional traffic control at North Franklin and High
- Get traffic control button at Fire Station
- Improve pedestrian access to Mazie Gable School and Pleasant View School
- Improve Charles Street Bridge
- Coordinate projects with Municipal Authority



YOE BOROUGH

- Repair bridges at Mason Avenue and Church Street
- Calm traffic on Main Street, George Street, Elm Avenue and Philadelphia Street
- Acquire land for parking area in vicinity of E. Pennsylvania Avenue
- Enhance parking areas in the Borough
- Identify route/acquire land as necessary for Ma and Pa Greenway
- Investigate opportunities to improve sight distance at intersections of Pennsylvania Avenue and Water Street with Main Street
- Construct sidewalk on E. George Street
- Construct sidewalk on Maple Street to ballfield
- Construct sidewalk from Main Street to Borough park
- Straighten dogleg on George Street at Mason Avenue

TRAFFIC CALMING/VOLUME CONCERNS

As noted previously, Routes 24 and 74 receive very high volumes of traffic. The Transportation Plan Map also identifies East High Street in Red Lion; George and Main Streets, South Elm Avenue and Philadelphia Avenue in Yoe; and Lombard Street-Broad Street-Pleasant Avenue and South Walnut Street in Dallastown as areas of Traffic Calming/Volume Concerns.

Some projects can be done locally to improve traffic flow and calm traffic, such as streetscape enhancements along Routes 24 and 74 in Red Lion and Dallastown, and Main Street and George Streets in Dallastown. The streetscape enhancements can serve to calm traffic by providing a more attractive and interesting environment. Listed intersection improvements can improve traffic movement and/or increase safety.

Alternative route creation or enhancement could relieve some traffic volume from Routes 24 and 74. It would be particularly desirable to lessen truck traffic on the streets, especially in the downtown areas. Two road interconnection projects are identified in Red Lion, the Lancaster Street connection and the Vulcan Road-Mill Street connection.

The Lancaster Street connection is viewed as having high priority. It would provide a parallel route to East Broadway (Route 74) in the eastern portion of Red Lion and facilitate avoiding the Broadway/Main Street intersection. The Vulcan Road-Mill Street connection is viewed as lower priority. It could be more effective as an alternative route if connection were further made to Broadway.

The Tri-Borough Area Comprehensive Plan prepared in the 1960's favored the concept of a bypass to the north of the Boroughs to relieve traffic on Routes 24 and 74 (which had estimated traffic volumes of about 9,000 vehicles at the time). Such a bypass was never constructed, and would be difficult to construct given development which has occurred. Such a bypass is not proposed by YAMPO. The YCPC has recommended that there be programmed updates of signal timing on Routes 24 and 74 every three years.

Routes 24 and 74 issues need to be addressed on a greater regional basis, with Windsor and York Townships. The three Boroughs and the Township should form a regional traffic committee to work with the YCPC, and consider preparation of corridor plans for the corridors. Significant traffic is generated in the Townships by residential and commercial development. Two concepts which should be discussed on a regional basis are:

- The desirability and viability of a road interconnection between Routes 24 and 74 as an alternative to the Lombard-Main-Lombard-Broad-Pleasant route
- The desirability and viability of identifying, enhancing, promoting an alternative route for trucks and other vehicles to Route 24 to the north and east of the Boroughs. The alternative route would be from Route 124 to Route 74, utilizing existing, but enhanced, roads

Congestion Mitigation Strategies

As noted above, major projects to relieve congestion on Routes 24 and 74 are unlikely. The YAMPO 2005 Congestion Management System presents mitigation strategies for corridors. Some of the mitigation strategies which can be discussed on a regional basis, even wider than the three Boroughs and the two Townships, to address congestion on Route 24 and 74 include:

Growth Management
<p>Land Use Policies/Regulations</p> <p>Encourage more efficient patterns of commercial or residential development in defined growth areas. Specific land use policies and/or regulations that could significantly decrease both the total number of trips and overall trip lengths, as well as making transit use, bicycling and walking more viable include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Encourage development in existing communities • Discourage development outside of designated growth areas • Promote higher density and mixed uses in proximity to existing or planned transit service • Establish a policy for new and existing subdivisions to include sidewalks, bike paths, and transit facilities where appropriate • Develop and adopt Official Maps
Employer Work Base Options
<p>Telecommuting</p> <p>Encourage employers to consider telecommuting options</p>
<p>Employer Flextime Benefits/Compressed Work Week</p> <p>Encourage employers to consider allowing employees to maintain a flexible schedule allowing employees the option to commute during non-peak hours.</p>
<p>Parking Management</p> <p>Encourage the utilization of alternative commute modes, such as carpooling and vanpooling, by providing preferential parking as a low-cost incentive.</p>
<p>Rideshare/Employer Shuttle Program</p> <p>Organize groups of commuters to travel together in a passenger van or employer-provided shuttle on a regular basis.</p>
<p>Employer Trip Reduction Programs</p> <p>Organize groups that offer tax incentives or transit subsidies on a regular basis.</p>

Public Transit Operational Improvements
Service Expansion Improve service frequency and service area.
Rideshare Matching Services Provide carpool/vanpool matching and ridesharing information resources and services.
Bicycle and Pedestrian Modes
Improved/Expanded Commuter Bicycle Network Include on-road facilities, pathways, and greenways, and connection to transit.
Bicycle Storage Systems Provide safe and secure places for bicyclists to store their bicycles.
Improved/Expanded Pedestrian Network Include sidewalks, overpasses/tunnels, pedestrian only streets, greenways, and walkways.
Traffic Operational Improvements
Intersection Geometric Improvements Improvements to intersection geometrics to improve overall efficiency and operation.
Intersection Channelization Infrastructure improvements that provide physical separation or delineation of conflicting traffic movements.
Intersection Turn Restrictions Provide intersection turn restrictions (time of day) to reduce conflicts and increase overall intersection performance.
Coordinated Intersection Signals Improve traffic signal progression along identified corridors.
Intersection Signalization Improvements Improve signal operations through re-timing signal phases.
Work Zones Lane closures should occur outside of peak hours.
Traffic Calming A variety of techniques used to reduce traffic speeds and increase safety, although no techniques should decrease capacity.
Access Management
Access Control Reduction or elimination of “side street friction”, especially from driveways via traffic engineering, regulatory techniques, and purchase of access rights.
Median Control Reduction of centerline and “side street friction”, via traffic engineering and regulatory techniques.
Land Use Access management regulations should be addressed in Subdivision/Zoning Ordinances.

ACCESS MANAGEMENT

Some properties along major street corridors in the Region have unlimited or very wide access to the streets, such as Main Streets, Broadway and George Street. Unmanaged access introduces traffic at more locations and reduces the ability of the street to move traffic safely and efficiently.

New access points should be limited and meet Borough and PennDOT design standards. As streetscape enhancements are made, access points should be narrowed, if not now controlled. Possibilities for shared access to properties should be pursued, as well as opportunities for interconnections of properties and parking areas.

GATEWAYS

Gateways should be provided at the entrances to the Boroughs where none have been provided. Where now provided, the gateways should be enhanced. Primary areas for consideration are the Main Streets, Broadway, and George Street because these lead to downtowns. A gateway is an entrance that defines the arrival point as a destination. Gateway planning addresses the arrangement of the landscape to create a visual experience that establishes a sense of arrival at the destination and provides a positive image of the destination. The Boroughs can work with property owners to encourage the creation of gateways. The property owners could maintain the gateways with assistance from the Boroughs or organizations within the Region.



Gateway Treatments in Dallastown

The Boroughs can work with property owners to enhance commercial areas at entrances to the Boroughs through coordinated landscaping, signage, lighting, street furniture, paving materials, site improvement design, building facades, and window displays. When infill, redevelopment, or new development occurs, developers should comply with performance and design standards/guidelines that would address these elements. When new parking facilities are constructed, they should be landscaped, buffered, and located to the side or rear of buildings. Signage should be minimal, and appropriate to the character of the Boroughs. Property owners should be encouraged to maintain and improve properties, particularly those that may have negative impacts on surrounding properties. These concepts are further discussed in Chapter 7, Design Considerations.

In the Future Land Use Plan, a Gateway Commercial classification has been created and shown on East Broadway in Red Lion and each end of Main Street in Dallastown. The Gateway Commercial areas at the neighborhood level are intended to provide for enhanced entrances to the Borough by transitioning from a highway oriented commercial environment to one which creates a more favorable impression of the Boroughs. At the individual property level, increased use of design and performance guidelines and standards in the zoning ordinance as recommended in the discussion of zoning revisions in Chapter 6, can contribute to the creation of gateway treatments.



Gateway Treatments in Red Lion

TRAFFIC CALMING METHODS

Throughout the public participation processes, concerns regarding traffic volumes and speeds in the Region, and resulting concerns for quality of life and pedestrian safety have been raised. Traffic volume was identified as a major dislike in the resident survey. Concerns about traffic volume and speeding were also raised on the committee tour, initial public meeting, transportation focus group meeting, and public workshop regarding the strengths and weaknesses of the Region. Traffic calming can be used to mitigate the impacts of traffic in the Boroughs. Traffic calming will be of increased importance if no major transportation projects in the Region are programmed.

Traffic calming is defined by the Institute of Transportation Engineers (ITE) as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”

The purpose of traffic calming is to manage movement through an area in a way that is compatible with the nearby land uses. Streets should be safe for local drivers, pedestrians and bicyclists. Traffic should not adversely affect the quality of life of residents.

The general methods of traffic calming include the following:

- Active speed reduction (constructing barriers to traffic movements, pedestrian enhancements, roadway redesign)
- Passive speed reduction (installation of signage)
- Street side design (landscaping and other enhancements that change the appearance of the area and driver attitudes)
- Regional planning efforts that direct external traffic to other routes. Improvement of existing alternative routes which bypass Borough Centers.
- Opportunities for use of alternative modes (mass transportation, pedestrian, bicycle)

Active Speed Reduction

- a. Road “diets” - narrowing travel lanes.
- b. Speed tables are raised areas in the street surface that extend across the width of the street, and could be raised pedestrian crosswalks. Raised intersections can be used. Speed humps have fewer opportunities for use.
- c. Gateway treatments, such as mini- or urban compact roundabouts, island, medians, and other physical strategies, and signage, to slow traffic as it enters the Boroughs.
- d. Changes in roadway surface may include rumble strips, milling, and special roadway surfaces. These techniques can increase noise in areas and raise objections from area residents.
- e. Cross-section measures such as adding curb, adding sidewalks and bicycle lanes, constructing parking lanes, using different textures for different use areas, planting street trees, utilizing

pedestrian-scale lighting. Coordination with streetscape enhancements in the Boroughs is necessary.

- f. Provision of pedestrian refuge areas such as center islands, providing protected parking bays through landscaped islands, reducing intersection radii and shortening pedestrian distances by constructing curb extension (bump outs).
- g. Construction of roundabouts.

TRAFFIC CALMING TECHNIQUES



Examples of Curb Extensions

From: Smart Transportation Guidebook, NJ DOT and PADOT

Passive Methods of Control

- a. Traffic signs saying “Do Not Enter”, “Stop”, “Not a Through Street”, “Local Access Only”, “No Trucks”, or signs establishing speed limits, indicating one-way street, or prohibiting turns.

Reduction of speed limits. Speed limits should be sensitive to the context of the road, and not based solely on the functional classification of the road.
- b. Traffic signals.
- c. Pavement markings, including crosswalks and edgelines. Warning signage for cross-walks.
- d. Permitting on-street parking.
- e. Speed watch/speed enforcement/signs showing speed traveled.
- f. Reduced building setbacks.
- g. Building and site design guidelines to ensure that development supports pedestrian travel and is consistent with aesthetic and historic character of the Borough.
- h. Creating interpretive displays relating to Borough history.
- i. Signs indicating the residential and historic nature of the Boroughs. Creation of an historic district. Signing historic buildings and historic districts. Preserving and enhancing historic structures.
- j. Wayfinding signage.
- k. Requiring motorists to stop for pedestrians in crosswalks.

Prior to implementing a traffic calming program in the Region, it is necessary to discuss the specific problems to be addressed; identify and evaluate the alternative techniques and their drawbacks, benefits, and cost; identify alternative traffic patterns that could result from implementation of the techniques and the effects of those patterns on other streets and neighborhoods; and to involve residents in the evaluation and selection of techniques. Such techniques should not detract from the character or visual quality of a neighborhood. Where State Routes are involved, such as Main Street and Broadway, PennDOT will be an active participant in the discussion of appropriate techniques, as it will be concerned regarding the effect on capacity and level of service. The York County Planning Commission should also participate in the discussions to finalize traffic calming strategies in the Boroughs. The traffic calming program can be established in the Downtown Master Plan process.

Examples of traffic calming techniques are provided in Appendix 3.

TRAFFIC CALMING TECHNIQUE



Intersection Before and After Roundabout

PARKING

Introduction

On a typical weekday, particularly in Dallastown and Red Lion, vacant parking spaces can be found in the Boroughs; however, individual uses may not have the number of parking spaces desired or necessary, or the available spaces may not be located as conveniently as patrons would like. In the case of Red Lion Parking Lot No. 1, patrons may not even be aware of its existence.

An objective of the Economic Development Plan is to bring additional businesses to the Borough downtowns, filling empty buildings, or in the case of Yoe, developing additional land for commercial purposes. If this is accomplished successfully, there will be increased demand for available, convenient and locatable parking. It appears Red Lion will lose a substantial number of parking spaces at Municipal Lot 2 when the lessor expands her business. Yoe will especially have difficulty in meeting downtown parking demand because of the lack of on-street parking on Main and George Streets.

The initial approach to addressing parking issues will be four-fold:

- Provide additional public parking areas
- Improve/increase wayfinding to public or public-available (shared parking with private entities, such as churches) parking
- Build additional flexibility into zoning ordinances regarding parking
- Manage available parking resources better, such as shared parking and working with landowners and business owners to enhance, consolidate, share and manage private parking areas

Provision of Additional Public Parking Areas

- Dallastown has proposed creating a municipal parking lot downtown between East Howard Street and East Cherry Lane.
- Yoe has proposed acquiring land for parking in the vicinity of East Pennsylvania Avenue.

Improve/Increase Wayfinding to Public or Public Available Parking

- Initially, Red Lion will increase the number and effectiveness (such as location, design, size) of signs directing people to public and public available parking.
- As public and public available parking is located in Dallastown and Yoe, appropriate wayfinding signage should be provided.



Parking opportunities near downtown Red Lion. Use sharing, wayfinding, and management are issues



On-Street Parking can be at a premium on North Main Street in Red Lion



Public Parking Spaces at Lot 2 in the Heart of Downtown Red Lion will be lost due to Building Expansion



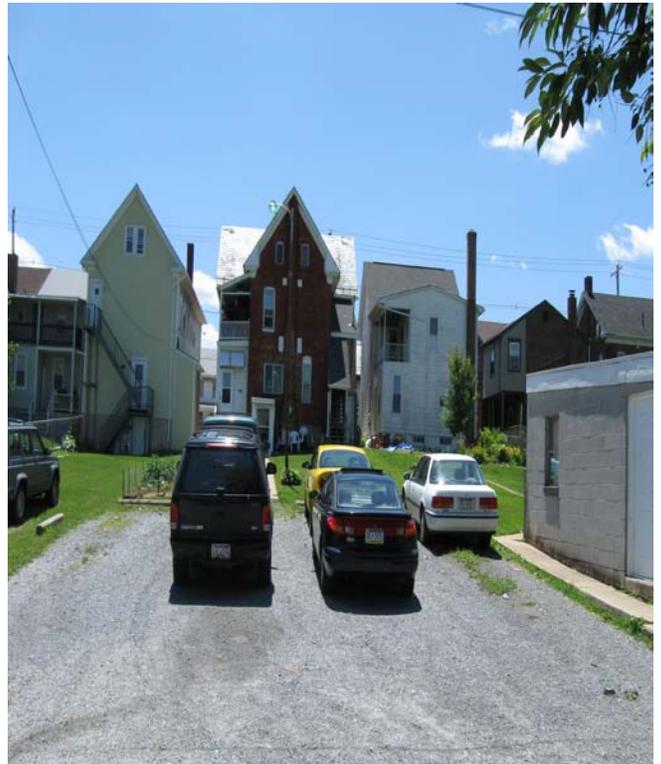
Parking in the heart of Dallastown is an issue, with on-street parking not available in some areas and some properties having limited off-street parking



An underutilized downtown Dallastown private lot



Private Parking to rear of Main Street. Consider management, marking, consolidation



Some properties along Main Street in Dallastown have limited opportunities for off-street parking if provided on an individual basis

Build Additional Flexibility Into Zoning Ordinances Regarding Parking

- Zoning ordinances for the Boroughs should allow for shared parking, meeting parking requirements through counting street parking spaces in front of the use, and allowing increased distance of off-street parking from the use in question.

Parking structures are not contemplated at this time. Should they be considered in the future, in lieu of provision of off-street parking, businesses could be allowed to contribute to a fund for the construction of a parking structure.

Manage Available Parking Resources Better

Of particular concern is increasing and enhancing parking opportunities to the rear of Main Streets in Dallastown and Red Lion and enhancing parking areas in Yoe. Management involves a number of strategies:

- Shared parking. The Boroughs can encourage businesses to share and non-profits, whose parking areas are often underutilized during business hours, to share with businesses.

The Boroughs can also enter agreements with non-profits, such as Bethany Church in Red Lion, to share parking and have spaces available for public parking. An on-going dialog with property owners regarding needs and opportunities is essential.

- Minimize use of project design which eliminates on-street spaces.
- Encourage businesses to enhance existing parking areas (lighting, landscaping, paving, marking of spaces, clean-up). Encourage consolidation of existing private lots when it can result in more efficient and additional parking. Encourage more efficient design of existing private parking areas where appropriate.
- Review opportunities for public acquisition of existing private parking areas.
- Encourage businesses to have employees and owners not utilize prime on-street parking spaces. Review options for long-term permit parking for employees in public or public-available lots in perimeter locations.
- Create strategies for handling parking for special events.
- Provide identified safe and attractive accessways for pedestrians from parking areas to downtown main streets.



Some of the connections from private parking areas to Main Street in Red Lion