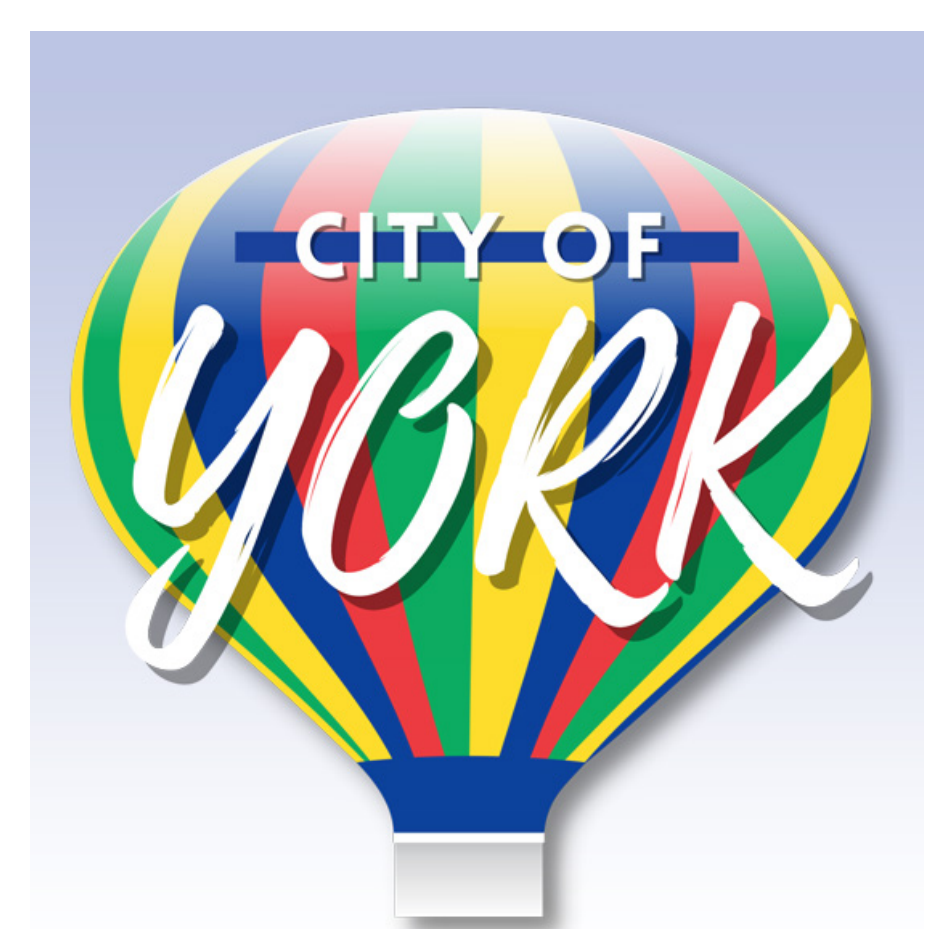


# WELCOME



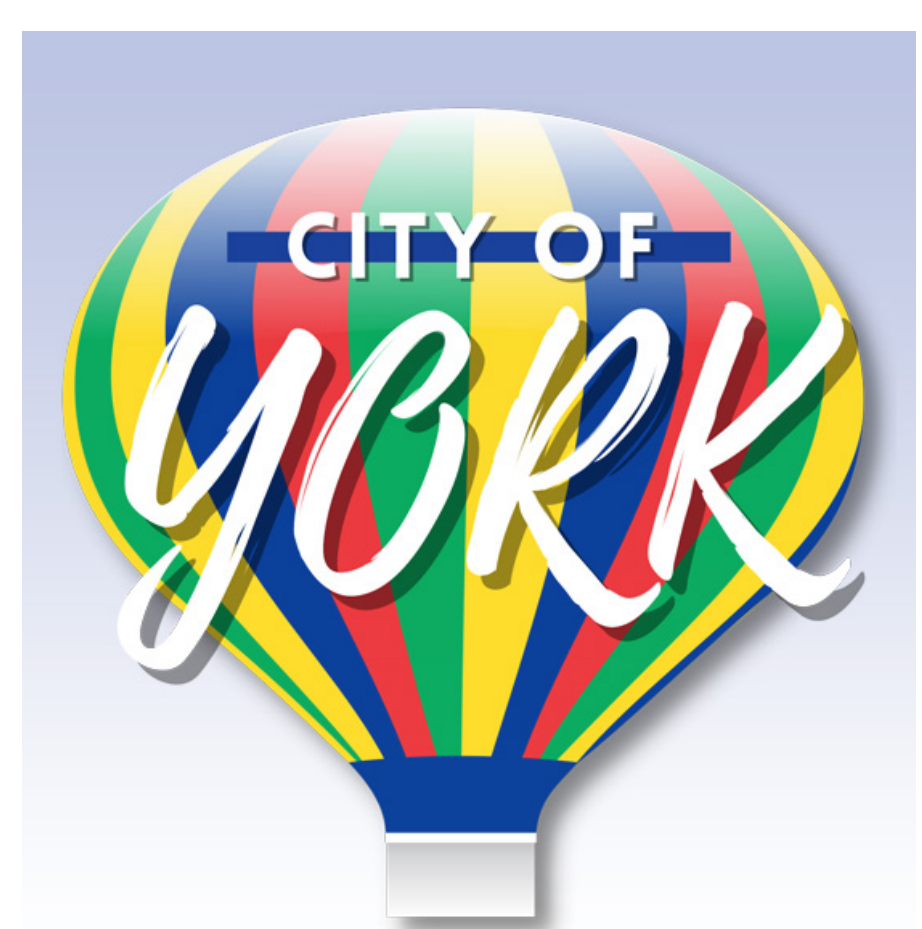
## OVERVIEW

Project Access York would **build pedestrian and bicycle safety infrastructure** for York that includes a **pedestrian and bicycle overpass** over a busy highway that intersects the City, **pedestrian and bicycle trails** for access to **jobs, food, and quality of life amenities**, and **safe crosswalks for schools**.

### **RAISE GRANT 2022**

**Rebuilding  
American  
Infrastructure with  
Sustainability and  
Equity**

**YORK WAS AWARDED THEIR FULL  
FUNDING AMOUNT OF \$15,625,000!**



## PROJECT BENEFITS

### SAFETY

- Students
- Employees
- Recreators
- Visitors

### ENVIRONMENTAL SUSTAINABILITY

- Transportation choices
- Zero emission goals

### QUALITY OF LIFE

- Access to recreation,  
employment, education, business

### MOBILITY & COMMUNITY CONNECTIVITY

- Affordable/accessible  
transportation options
- Meet ADA standards

### ECONOMIC COMPETITIVENESS

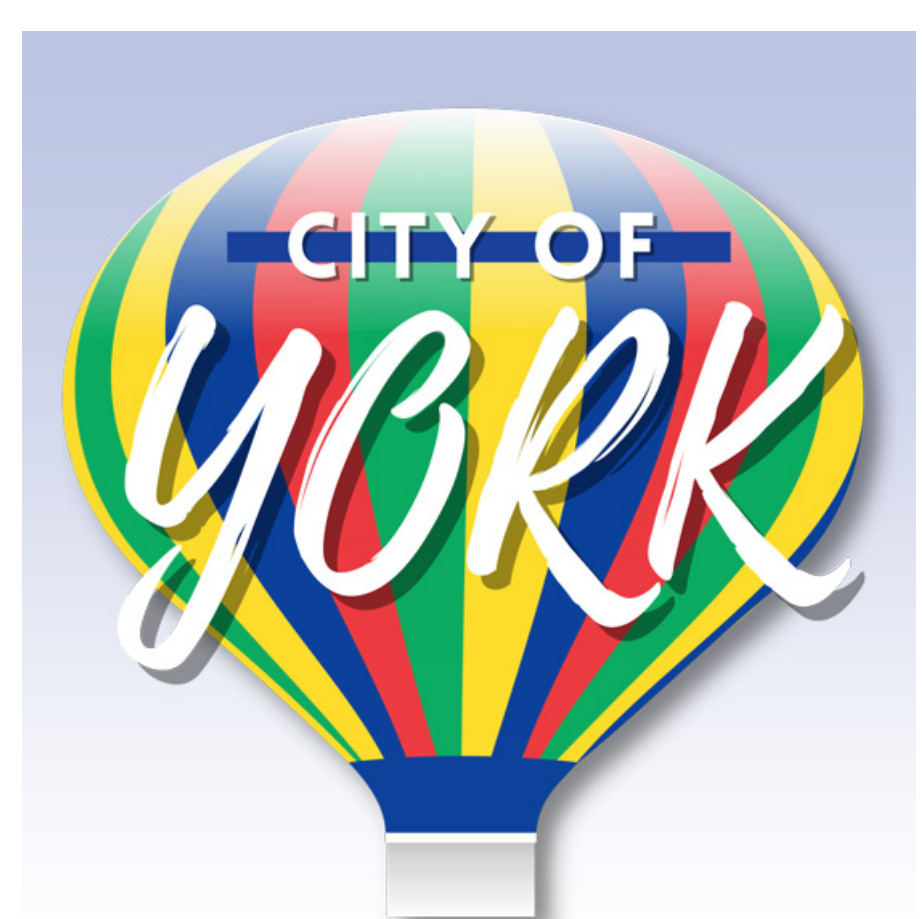
- Enhance tourism  
opportunities
- Enhance workforce  
mobility
- Job creation

### PARTNERSHIP & COLLABORATION

- Diverse engagement
- Walkability Coalition

### INNOVATION

- Bridge design and  
trail alignments that  
minimize impacts

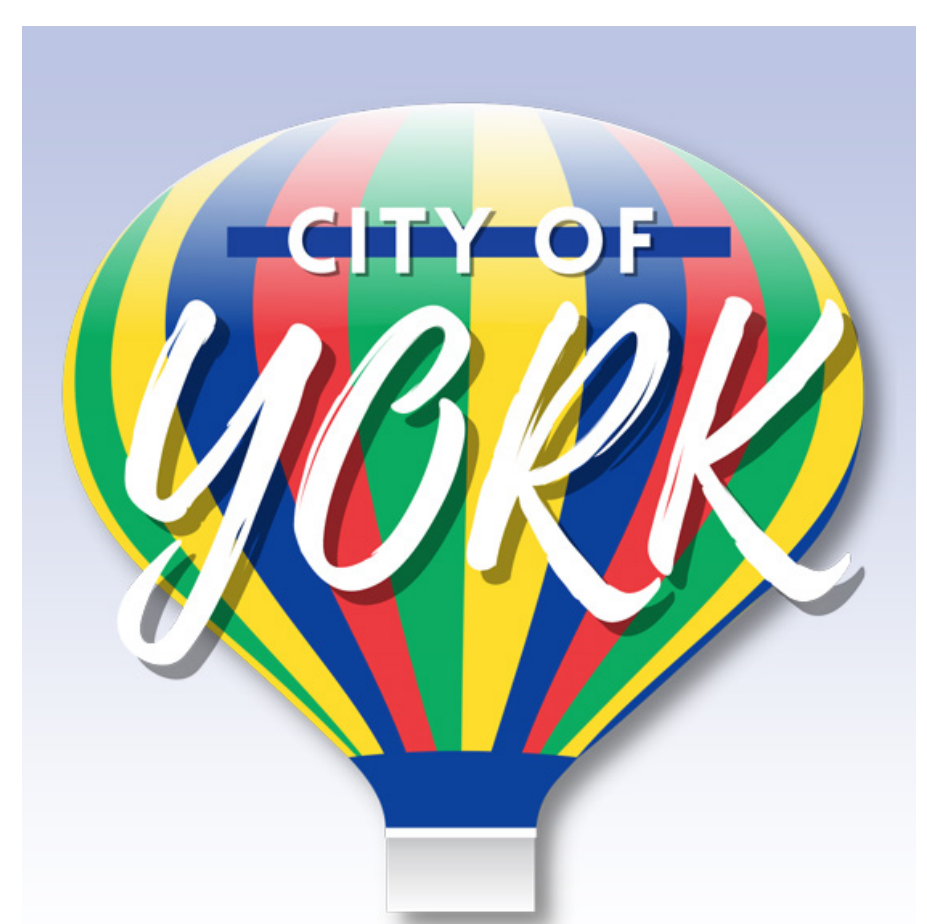




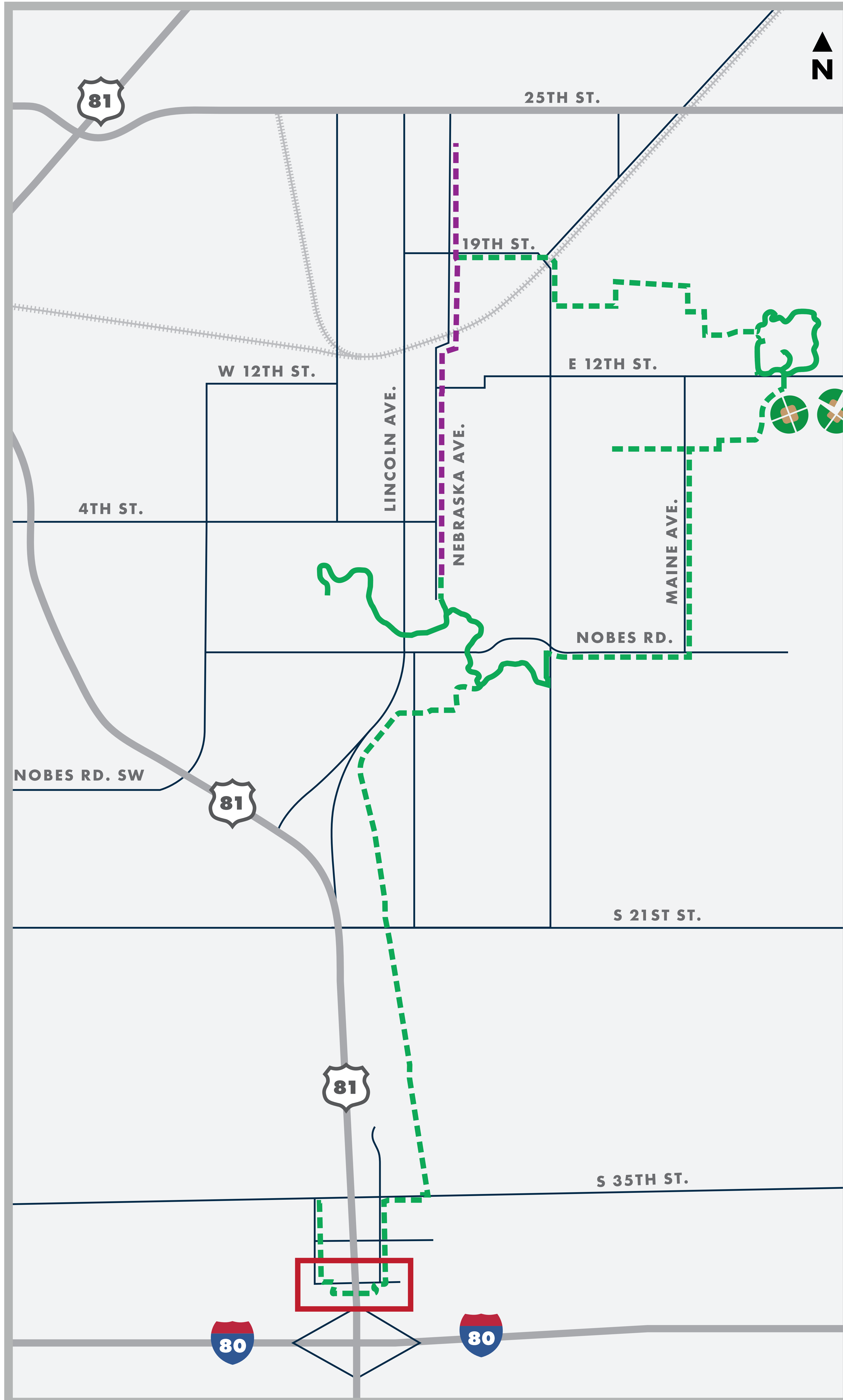
## PROJECT PURPOSE & NEED

**The purpose of this project is to improve pedestrian infrastructure and perpetuate the mobility of the traveling public.**

The need for this project is based on the incomplete existing trail network as well as unsafe crossing conditions for pedestrians within the city of York. The incomplete trail system is minimal and limits options for residents to utilize alternative modes of transportation to access food, jobs, schools, and recreational opportunities around the city. It also hinders residents from utilizing the trail system for exercise. The lack of pedestrian facilities near the businesses just north of Interstate 80 (I-80) creates unsafe crossing conditions for pedestrians attempting to visit businesses on the opposite side of US Highway 81 (US-81). Additional crossing locations near the schools are in high-traffic areas and create further risks for children walking to and from school.



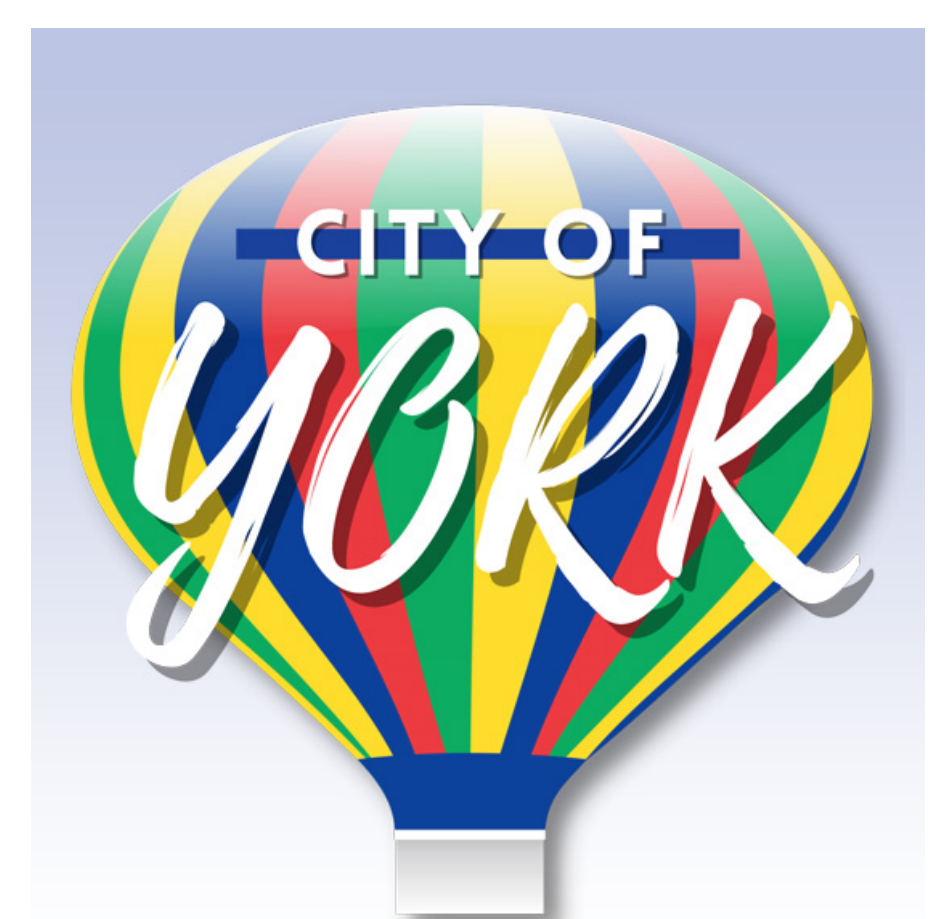




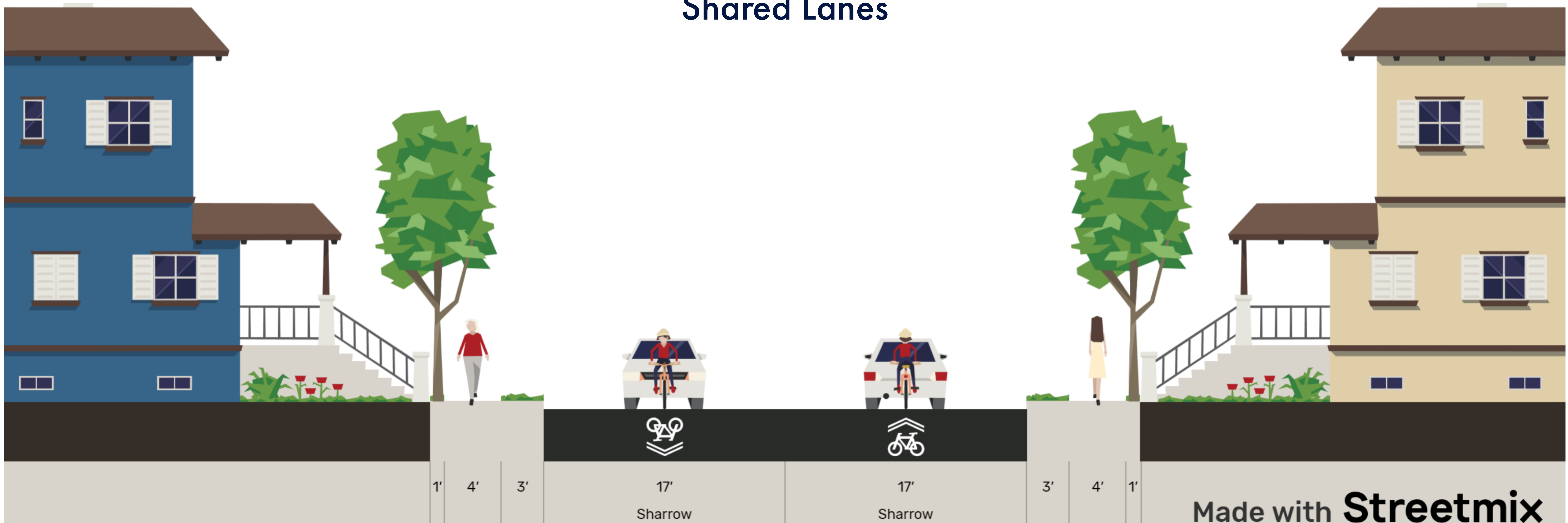
## PROJECT LOCATION

-  EXISTING TRAIL
-  PROPOSED TRAIL NETWORK
-  PROPOSED ON-STREET BICYCLE FACILITY
-  PROPOSED PEDESTRIAN BRIDGE LOCATION

**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE



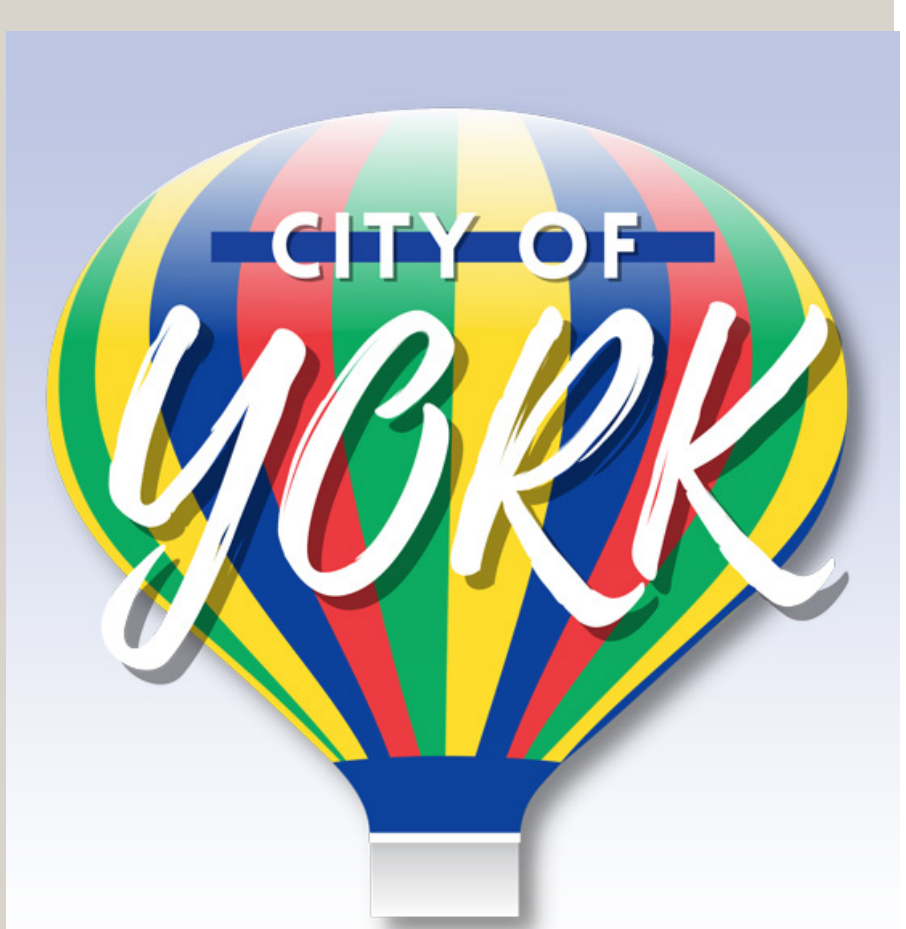
## EAST 8TH STREET (East and West of Wisconsin Ave) Shared Lanes



**Shared Lane Markings, or “sharrows,”** are road markings used to indicate a shared lane environment for bicycles and automobiles.

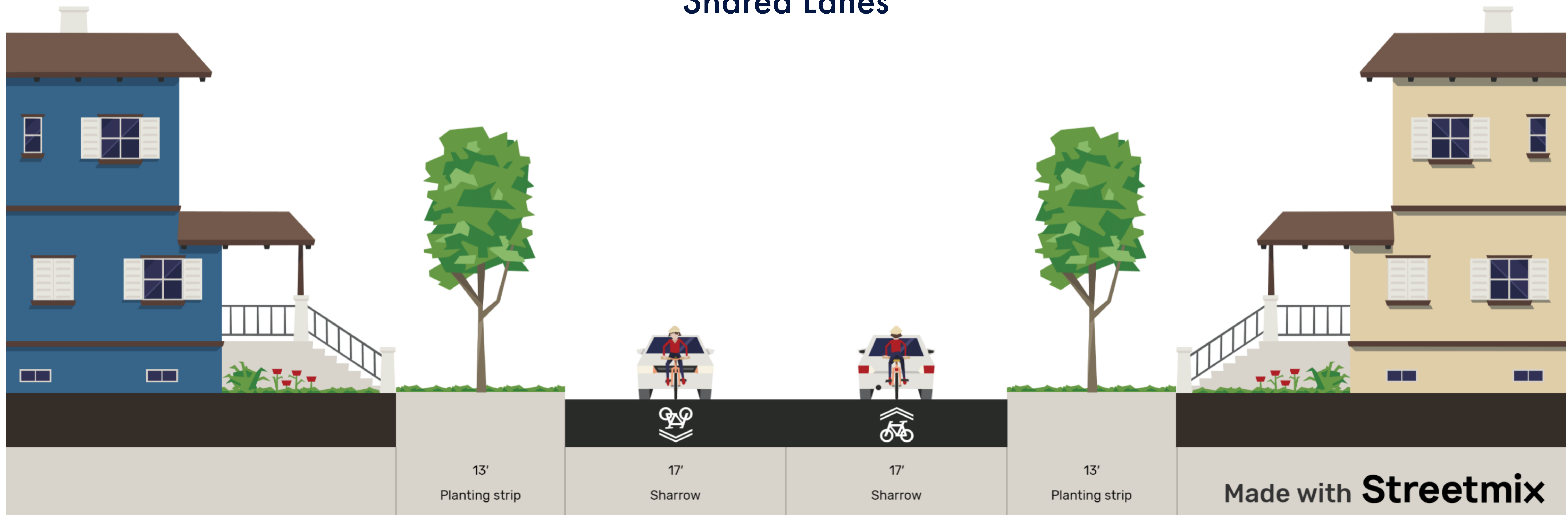
- National Association of City Transportation Officials, *Urban Bikeway Design Guide*

**PRELIMINARY PLAN**  
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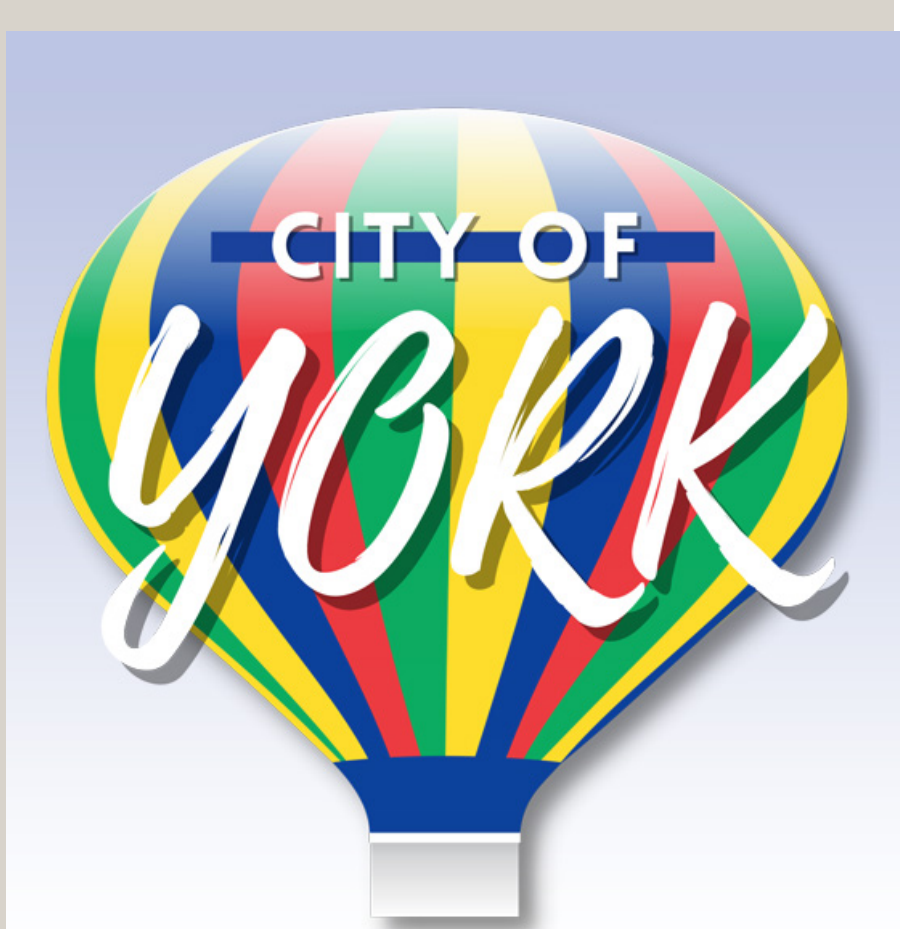
## EAST 8TH STREET (Delaware Avenue to Maine Avenue) Shared Lanes



**Shared Lane Markings, or “sharrows,”** are road markings used to indicate a shared lane environment for bicycles and automobiles.

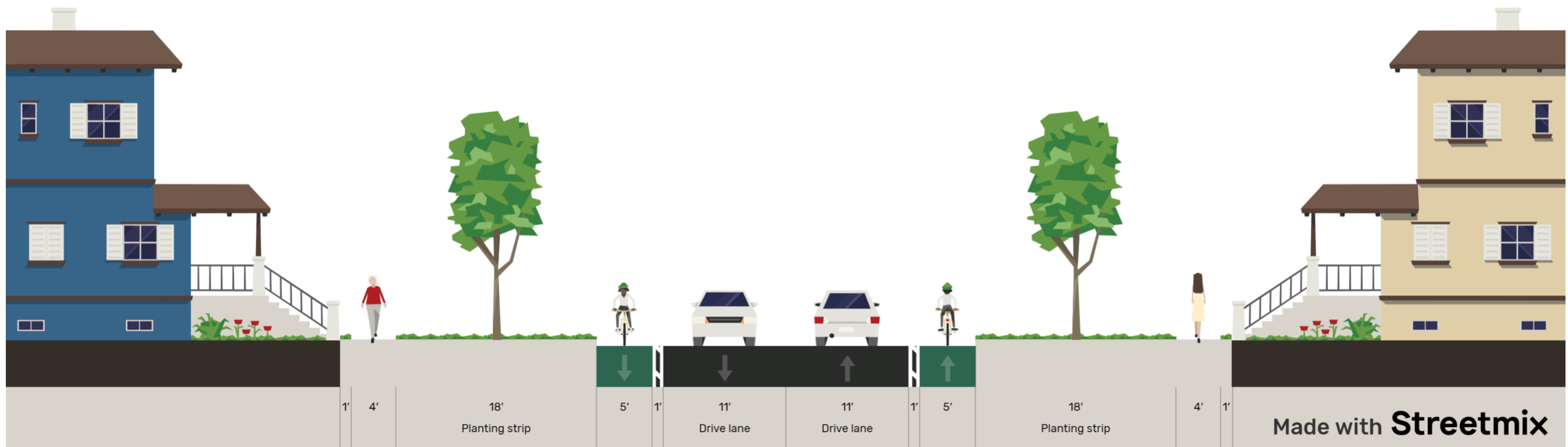
- National Association of City Transportation Officials, *Urban Bikeway Design Guide*

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## NEBRASKA AVENUE (East 16th Street to York County Fairgrounds) Bike Lanes



A **Bike Lane** is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

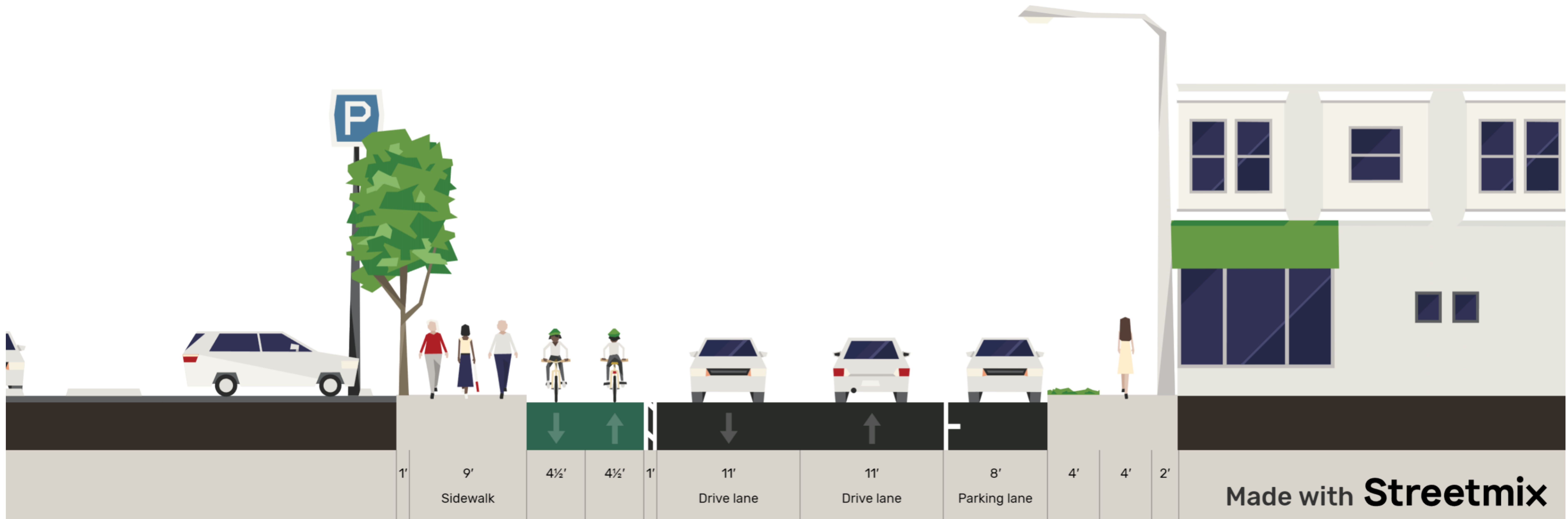
- National Association of City Transportation Officials, Urban Bikeway Design Guide

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## NEBRASKA AVENUE (East 1st Street to East 14th Street) Cycle Track, At Grade



A **cycle track** is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane.

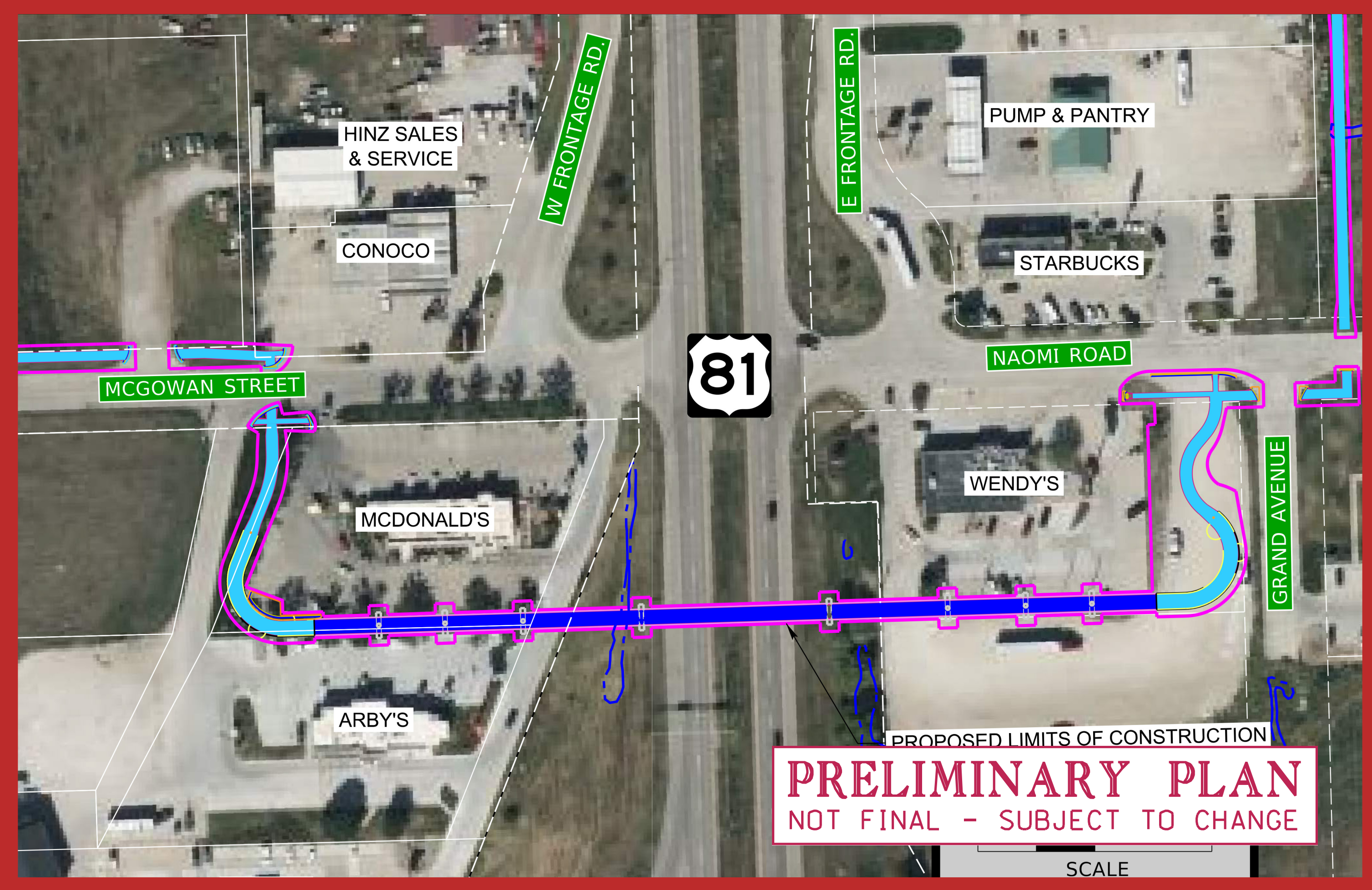
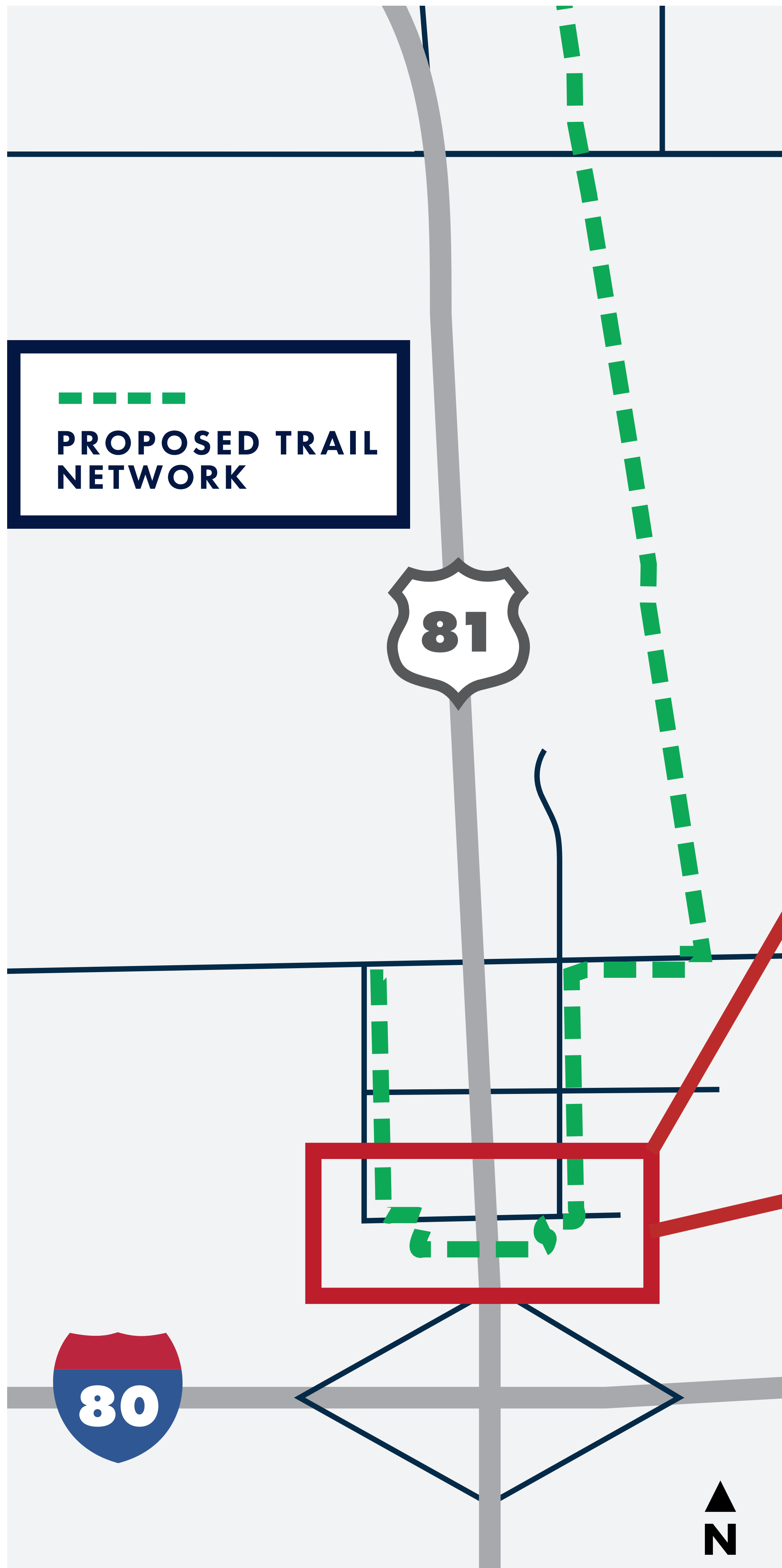
- National Association of City Transportation Officials, *Urban Bikeway Design Guide*

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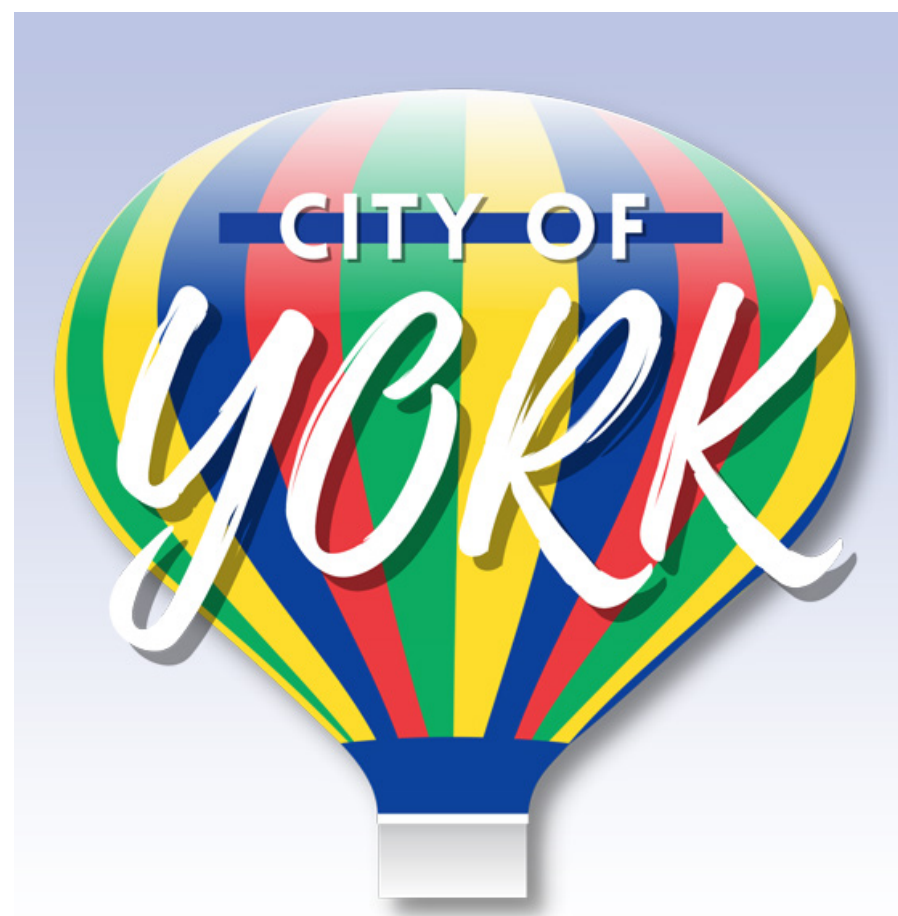




## PROPOSED PEDESTRIAN BRIDGE LOCATION

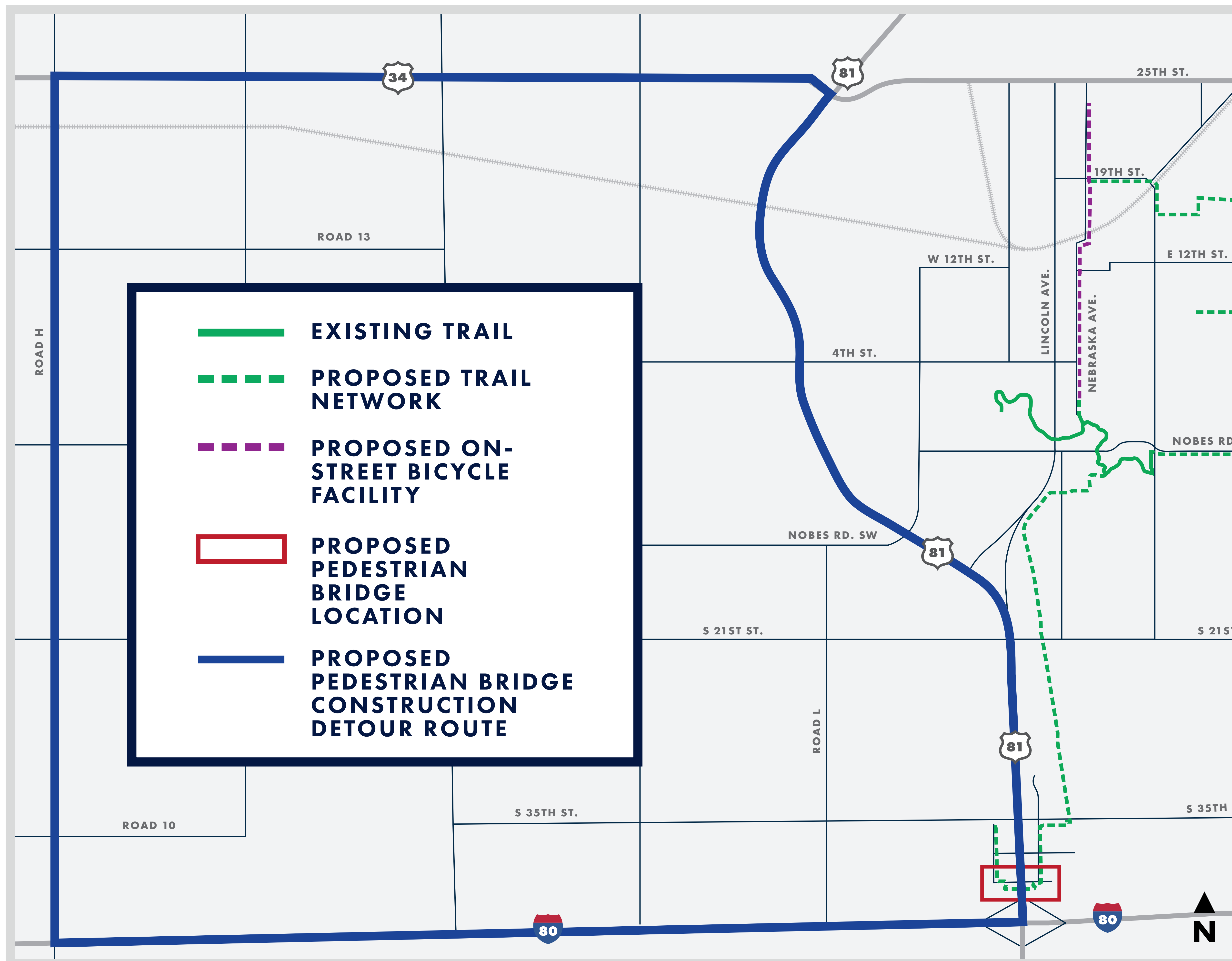


-  **PROPOSED PEDESTRIAN BRIDGE**
-  **PROPOSED LIMITS OF CONSTRUCTION**
-  **PROPOSED TRAIL OR SIDEWALK**





## PROPOSED PEDESTRIAN BRIDGE CONSTRUCTION DETOUR

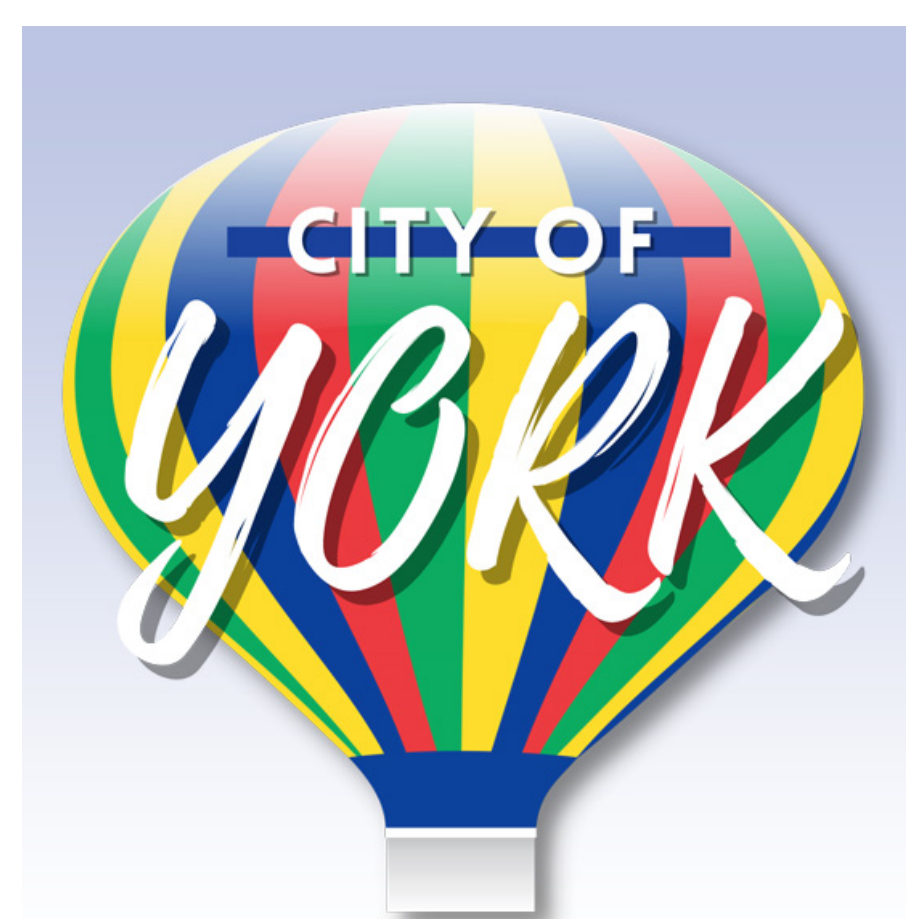


This project would be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project. Traffic would be detoured for the pedestrian bridge work over US-81. This detour is anticipated to be in place for one day and motorists would need to utilize I-80, Road H, and US Highway 34 (US-34). Pedestrian detour routes would be required and marked during construction.

Pedestrians traveling within the project area near the elementary or high schools would need to utilize the sidewalks on the opposite sides of Duke Drive, Pennsylvania Avenue, and 14th Street.

During construction the existing at-grade pedestrian crossing of the railroad at Blackburn Avenue would be temporarily closed. Pedestrians would need to utilize the existing pedestrian bridge within Miller Park at East Avenue.

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## ENVIRONMENTAL IMPACTS

### Minimal impacts are anticipated to trails and parks along the project.

Temporary occupancy is most likely to occur at Beaver Creek Park, Beaver Creek Trail, Minicks Park, and Miller Park. A 4(f) De minimis use is most likely to occur at York Elementary School, York Middle School and York High School for trail construction or connecting the new trail to existing trails. Minimal impacts are expected to wetlands.

No impacts to historic properties, threatened and endangered species, limited English speaking populations, or minority populations are anticipated. Impacts are anticipated to the floodplain and would be permitted with the project.

Existing on-street parking would be removed along the west side of Nebraska Avenue from E 1st Street to 4-H Drive as well as along the east side of Nebraska Avenue from E 1st Street to E 4th Street.

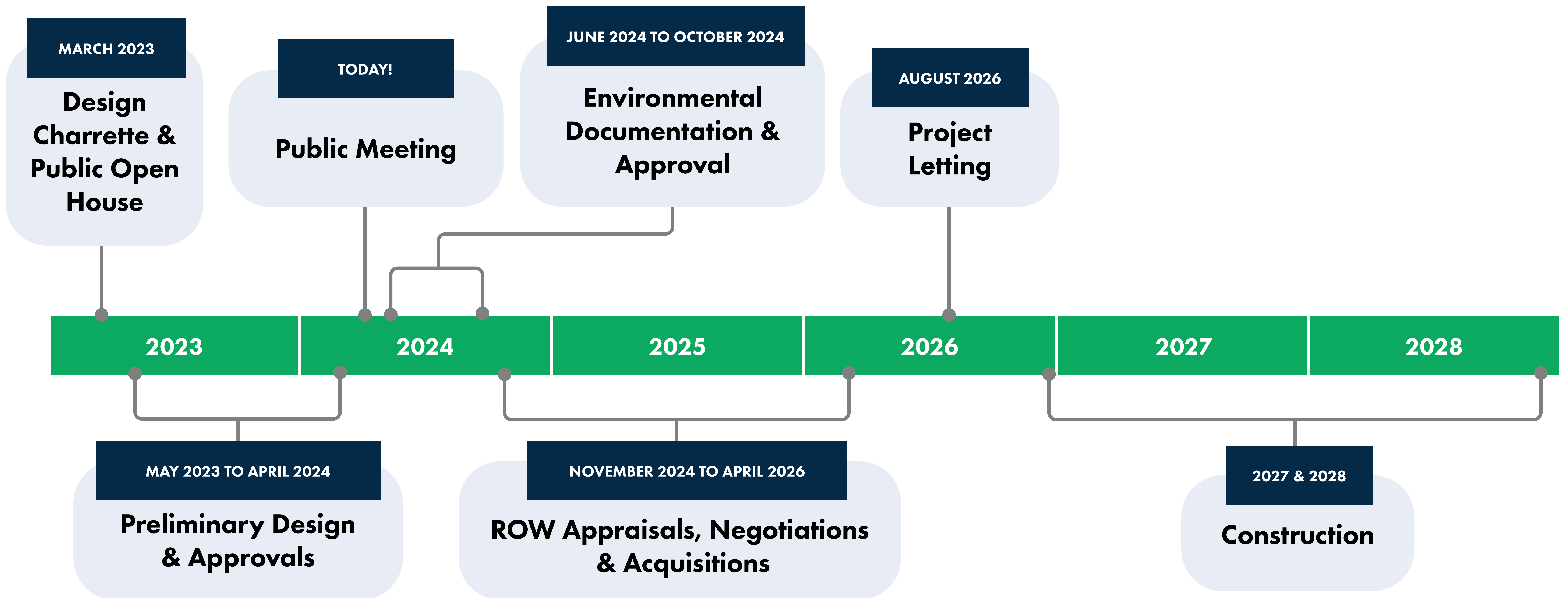


**Section 4(f)** refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

**Temporary occupancy** means that the land use is so minimal that it does not constitute a use within the meaning of section 4(f) when the duration is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts, and the when land will be fully restored. A **de minimis impact** means that the activities, features, or attributes of the property under protection of section 4(f) will not be adversely affected by the transportation project. Definitions provided from Federal Highway Administration.



## PROJECT TIMELINE



**PRELIMINARY PLAN**  
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