

Keeping Lancaster Current

An Hourglass Publication

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FYI

CAN REMOVING LANES FROM A BUSY STREET ACTUALLY MAKE TRAFFIC BETTER? – (*Strong Towns*) – **A connected network of narrow, calm, slow streets, in which there are many equally attractive routes from A to B for drivers to choose from, is like the myriad of channels water can take through a marsh.** The grid does a great job of dispersing traffic and preventing congestion.

A stroad (a street/road hybrid) is designed for high speed and a large volume of cars (like a road), yet has frequent intersections and is lined with homes and businesses (like an urban street).

At uncongested times, the highway or stroad is the fastest way through the area, and so most drivers use it. At rush hour, on the other hand, it floods with cars, quickly becoming congested and a huge nuisance to those in the surrounding area.

When a road diet—removing lanes and shrinking the stroad to the more appropriate dimensions and design of an urban street—is proposed, the same objection universally arises from concerned citizens:

“What will happen to all the traffic?” [Full Article.](#)

STOP TRYING TO SOLVE TRAFFIC AND START BUILDING GREAT PLACES – (*Brookings*) – **Our congested commutes are the result of decisions that stretch back decades, to when Americans began to build their communities around cars.** Today, the ways in which we plan and invest in transportation continue to contribute to problems like congestion, lack of accessible and affordable transportation options, and a sprawling, unsafe, and ecologically destructive built environment.

Behind many of these challenges lies a measure familiar to transportation planners and engineers: “level of service,” or LOS. **This seemingly innocuous statistic, however, is one of the biggest reasons we’re literally and figuratively stuck in traffic**—and it signals a need for a new way to guide our future plans and investments.

The LOS rating system, though, is not just used as a descriptive tool. **State and local departments of transportation and the Federal Highway Administration benchmark the success of regional transportation systems against the LOS scorecard.** That means engineers, planners, and many other leaders target their priorities and investment decisions toward reducing congestion.

Using actual and synthetic measures of travel activity, we can better understand how decades of roadway growth influenced people’s travel demands today. [Full Article.](#)

UPCOMING EVENTS

[City of Lancaster - Municipal Operations Climate Action Plan](#)
– Join Lancaster Mayor Danene Sorace, City of Lancaster staff, and others, for the public presentation of the City of Lancaster’s Municipal Operations Climate Action Plan. Thursday, May 9, 2019. 6:30 PM. Ware Performing Arts Center, 42 North Price Street, Lancaster, PA.

OTHER INTERESTING ARTICLES/REPORTS

[Removing Parking Minimums: Lessons Learned and How to Pitch the Idea to Elected Officials](#) – (*Strong Towns*)
Podcast - One of the best and most immediately available steps that cities and towns can take to improve their towns is to eliminate parking minimums—or, at least, make progress toward having no minimums.

[Seattle Study: Pedestrians Linger on Sidewalks, But Rarely Sit Down](#) – (*STREETSBLOG USA*)
A new study from the Seattle Department of Transportation shows that the vast majority of sidewalk users do not take advantage of city-provided seating, preferring standing (61 percent) or simply leaning on walls or using makeshift chairs (11 percent).

Enabling Informed Decision Making for Lancaster County

Gallery Row - 104 West Chestnut Street, 3rd Floor, Lancaster, PA 17603
Telephone: (717) 295-0755 - E-Mail: hourglasslanaster@gmail.com
<http://www.hourglasslanaster.org>

