

ACTIVE TRANSPORTATION PLAN

Akron Borough, Lancaster County

Akron Borough, 117 South 7th Street, Akron, PA 17501

RETTEW Project No. 124482000

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Akron Borough, Lancaster County – Active Transportation Plan

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This project was financed in part by the Pennsylvania Department of Health through the State Physical Activity and Nutrition Grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention. This project was financed in part by a grant from the Community Conservation Partnerships Program, Keystone Recreation, Park and Conservation Fund, under administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation.



Introduction

Community Background

Akron Borough is situated in northeastern Lancaster County, approximately 10 miles north-northeast of the City of Lancaster. The Borough land area is 1.23 square miles and is bordered by West Earl Township to the south, Ephrata Township to the east and west, and Ephrata Borough to the north. As of 2020, the current population is 4,006. The Ephrata Area School District has the Akron Elementary School located in the borough. The regional transportation corridors of the Pennsylvania Turnpike (Interstate 76) and US-222 are located near the borough, and PA-272 runs directly north to south through the borough limits. Primary roadway access to Akron Borough is via Main Street and Rothsville Road (from Ephrata Township), and 7th Street and 9th Street (from West Earl and Ephrata Townships). 7th Street (PA-272) and Rothsville Road are owned and maintained by the Pennsylvania Department of Transportation (PennDOT).

Akron Borough has worked with Ephrata Township and Ephrata Borough to complete the Warwick to Ephrata Rail Trail (WERT), a paved, multi-use recreation trail that extends for more than 8 miles and runs from Lititz Borough to Ephrata Borough. Trail use is increasingly bringing many people to and through the Borough and expanding opportunities for Borough residents to walk, bike, and run. The presence of the trail prompts the Borough to plan for, promote, and implement active transportation improvements to better connect that amenity to the transportation network in the community.

Benefits of Active Transportation

The following are benefits of active transportation:

- Increased public health benefits through recreational use and physical activity
- Reduced automobile use, as short trips can be made by non-motorized travel
- Improvements to local air quality through reduction of automobile use
- Enhanced quality of life through increased alternative transportation opportunities
- Increased property values near active transportation modes and trails
- Increased economic activity through spending at local businesses
- Increased access to cultural and historical resources
- When combined with additional or enhanced facilities, improved safety and accessibility for vulnerable populations, especially for the children, elderly, low-income, or disabled.

For the purposes of this plan, active transportation is any self-propelled, human-powered mode of transportation that promotes physical activity, including walking, running, bicycling, skateboarding, rollerblading, and accessing public transportation since many people reach transit stops using active travel modes. Also considered are users of mobility devices and stroller users. These modes may be used for recreational purposes, to reach a destination, or to commute to work. As people look to improve their own health and the health of the environment, the number of people opting for active transportation is

only expected to increase. In Lancaster County, recreational bicycling and walking is increasing in popularity, and new and existing rail-to-trail facilities are either being constructed or extended.

Per the Centers for Disease Control and Prevention (CDC), regular physical activity is one of the most important things people can do for their health. It can help individuals control weight, reduce risk of cardiovascular disease, reduce risk for type 2 diabetes and metabolic syndrome, reduce risk of some cancers, strengthen bones and muscles, and improve mental health and mood. Akron Borough acknowledges the public health crisis of obesity and inactivity both within the borough, in Pennsylvania, and across the nation which is caused in part by dependence on motorized transportation. Driving consumes more fuel and resources than other modes of transportation, such as carpooling, public transportation, biking and walking. Driving also increases traffic congestion, especially in areas of greater population density.

Further, the Community Preventive Services Task Force, an independent, nonfederal, voluntary panel of public health and prevention experts, has found that physical activity increased among individuals in communities with new or improved projects or policies combining transportation (e.g., pedestrian or cycling paths) with land use and design components (e.g., access to public parks).

Plan Approach, Purpose, and Goals

Akron Borough's vision of an active transportation system is to provide opportunities for people to be more physically active, for children to safely walk or bike to school, for people to commute to work without their cars, and to connect local neighborhoods and destinations. Quality of life can be improved by creating additional opportunities for social interaction, and active transportation promotes and enables social interaction and engagement, which can lead to a happier and more connected community. The Borough understands the vision of a connected, safe, pedestrian and bicycle friendly community is a long-term goal requiring continued commitment toward achievement.

The Borough acknowledges the primary mode of transit for most residents and visitors is by automobile currently and that active transportation is secondary but significant. In Akron, as is the case across the country, everyone is a pedestrian at some point in most journeys, and 50% of trips are under 3 miles and could be accomplished with active modes. In fact, almost 70% of Active Transportation Plan Survey respondents in Akron noted that they would like to shift modes for some trips (see Questions 6 and 7 in Appendix III). To that end, the Borough has determined that it is necessary to plan for and implement safe and appropriate transportation facilities to accommodate pedestrians and bicyclists. This Plan is intended to:

- Identify and prioritize improvements to pedestrian, bicycle, and public transportation facilities
- Address community health and economic development
- Recommend actions, strategies, and potential funding sources to implement prioritized pedestrian, bicycle, and public transportation improvements

- Supplement and be consistent with:
 - *Places2040*, the Lancaster County Comprehensive Plan
 - Lancaster County Active Transportation Plan
 - PennDOT’s Active Transportation Plan (Pub. 787)
 - Akron Borough Comprehensive Plan

This Plan is meant to be used and referenced often as the Borough implements the identified projects. The phasing plan and implementation methods are meant to be used as a checklist to “get work done.” The top priority projects are detailed to thoroughly describe the project and provide information for reference and consideration during the design phase of these and similar improvement projects. As key projects are implemented, the Borough will review and update the Plan to define new short-term improvements.

Public Involvement

Akron Borough formed a steering committee led by the Assistant Borough Manager including the Borough Manager, residents, representatives from businesses and community organizations, Ephrata Area School District, the Lancaster County Planning Department, and the consulting team. The Steering Committee participated in the planning process throughout the development of this Plan and conducted three meetings during the project.

Two public meetings were held at the Akron Borough Municipal Building. Approximately 12 people attended these in-person meetings, and key observations and suggestions were received from Planning Commission and Borough Council members, Borough residents, and business representatives.

RETTEW Associates, Inc. assisted the Borough and conducted an online survey using Survey Monkey to solicit input from members of the public. The survey was publicized via various forms of media and on the Borough’s website. The online survey ran from February 15, 2022, to March 29, 2022, and accumulated 29 responses. The results of the survey are included as Appendix III to this Plan.

The survey responses and the respondents’ assigned priorities were largely consistent with the feedback received through the Steering Committee and the public meetings. Ultimately, this Plan should be community-driven and should reflect the community vision and goals. It is also the intent for this Plan to be consistent with PennDOT’s 6 themes for Active Transportation:

1. Enhance Safety
2. Provide Transportation Equity
3. Connect Walking & Bicycling Networks
4. Leverage Partnerships
5. Improve Public Health
6. Increase Economic Mobility

Existing Conditions / Data Collection and Analysis

Areas of Existing Sidewalk / Bicycle Routes / Transit Stops

Since the vast majority of the borough's roadways have parallel sidewalks on one or both sides, this Plan does not place its primary focus on connecting identified destinations with new sidewalk construction and does not focus on areas of sidewalk in need of repair or replacement. Akron Borough currently does the following with regard to sidewalks:

- Adopted and enforces a Borough Sidewalk Ordinance
- Inspects sidewalks and curbs before repaving a roadway and directs necessary improvements to be made

With sidewalk nearly ubiquitous, the Borough has the makings of an interconnected pedestrian network and intends to continue working to allow all users to navigate to their destination safely and conveniently. To this end, the Borough received a \$10,000 grant for the preparation of a Sidewalk Inventory by Lancaster Civil Engineering and C.S. Davidson, Inc. to study sidewalk condition/connectivity and recommend improvements. This Inventory is included as Appendix V to this Plan.

Apart from the Warwick to Ephrata Rail Trail, there are no designated bicycle facilities or routes. There are trails within Lloyd H. Roland Memorial Park; otherwise, there are only on-road connections to designated bicycle routes or trails outside the borough, which include a designated primarily on-road bicycle route into Lancaster City using PA-272. The Borough should also consider the recommendations on Pages 4-8 through 4-13 in the Lancaster County Active Transportation Plan regarding proposed bicycle/pedestrian improvements along South 7th Street (PA-272).

The Red Rose Transit Authority (RRTA) was established in 1977 to provide effective public transportation services to the citizens of Lancaster County. RRTA operates Route 11 – a bus route from downtown Lancaster, through Akron, to Ephrata. While this is an excellent option for those who opt for or have need of public transportation, the current operating schedule may prevent those employees without a flexible work schedule from using the service. As appropriate, the Borough should consider working with RRTA to explore the potential to improve service and extend hours. The specific location of the route is indicated on the mapping included as Appendix I to this Plan.

As all bus stops within the borough are on 7th Street, opportunities exist to make strategic improvements to public transportation infrastructure. A designated bus stop or shelter located at the Akron Borough Offices at 117 South 7th Street may be the most appropriate location for additional features that could include bicycle racks and other amenities. The Borough should also consider the recommendations on Pages 4-17 through 4-19 in the Lancaster County Active Transportation Plan regarding a proposed tertiary mobility hub at the 7th Street and Main Street intersection.

Data Collection and Analysis / Community Health

A deterrent for active transportation is unsafe conditions, and included in Appendix I to this Plan is mapping of public crash data since 2000. This mapping analysis also shows crash locations within the borough involving pedestrians/bicyclists. The more people that choose active transportation as a preferred mode for either commuting to work, recreation, or another purpose, the greater the need for active transportation facilities in the borough that are safe and provide as direct a route as possible between destinations.

The feedback received from the Steering Committee and the survey respondents is consistent with the observed deficiency of bicycle facilities. When users feel unsafe and less confident on the road, they are less likely to use a bicycle as a mode of travel to work, or even as a mode of recreation. Upon entering the borough limits from any direction, roadway conditions become far less suitable for on-road cycling. The primary destination for cyclists is the Warwick to Ephrata Rail Trail, and as a result, the Borough may consider focusing on improved suitability of borough roadways for on-road cycling and improved access from borough roadways to the Warwick to Ephrata Rail Trail.

Penn Medicine Lancaster General Health and WellSpan Health have conducted a 2022 Community Health Needs Assessment (CHNA) to identify and prioritize significant community health needs in Lancaster County, Pennsylvania. The CHNA uses a broad definition of health as a complete state of physical and mental well-being. To complete this assessment, secondary data was gathered on death and disability, health conditions, and risk and protective factors. Data collection included many different factors that influence health, including behaviors, the physical environment, social and cultural factors, community resources, and experiences of inclusion or exclusion. For the Akron community, the breakdown for the Health and Transportation indicators are as follows:

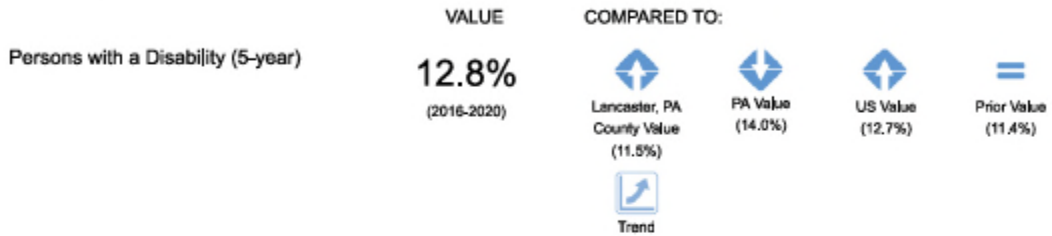
Health / Diabetes

Census Place: Akron



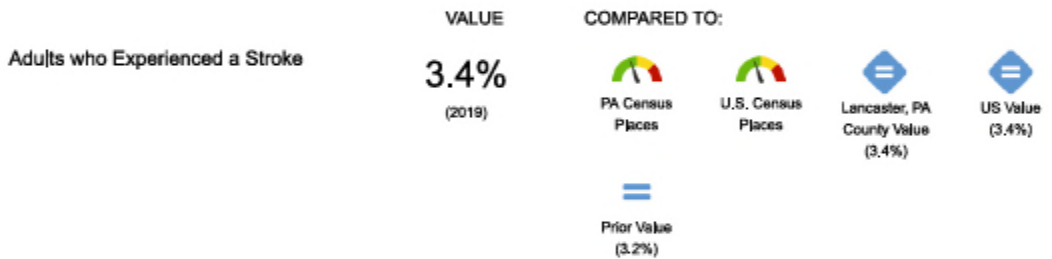
Health / Disabilities

Census Place: Akron



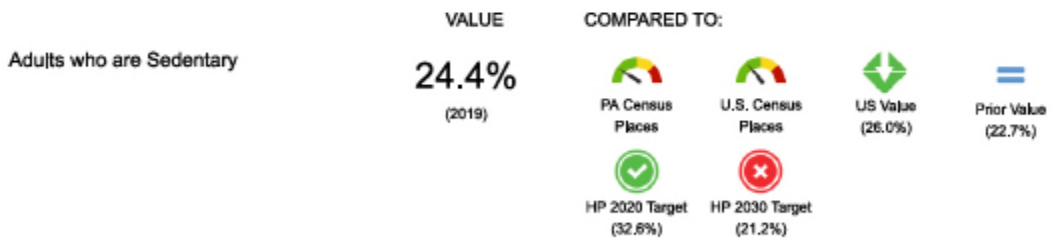
Health / Heart Disease & Stroke

Census Place: Akron



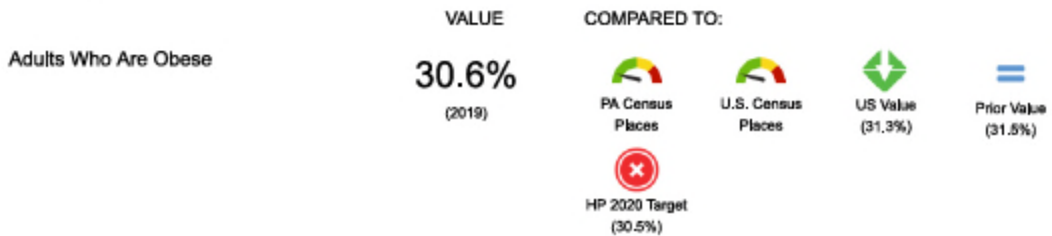
Health / Physical Activity

Census Place: Akron








Health / Weight Status

Census Place: Akron



Community / Transportation

Census Place: Akron

	VALUE	COMPARED TO:		
Households without a Vehicle (2016-2020)	3.7%	 PA Census Places	 U.S. Census Places	 Lancaster, PA County Value (9.5%)
		 PA Value (10.7%)	 US Value (8.5%)	 Prior Value (4.1%)
		 Trend		
Mean Travel Time to Work (2016-2020)	23.4 Minutes	 PA Census Places	 U.S. Census Places	 Lancaster, PA County Value (23.6)
		 PA Value (27.1)	 US Value (26.6)	 Prior Value (24.3)
		 Trend		
Workers Commuting by Public Transportation (2015-2019)	0.3%	 Lancaster, PA County Value (1.2%)	 PA Value (5.6%)	 US Value (5.0%)
		 Prior Value (0.4%)	 Trend	 HP 2020 Target (5.5%)
		 HP 2030 Target (5.3%)		
Workers who Drive Alone to Work (2016-2020)	81.5%	 PA Census Places	 U.S. Census Places	 Lancaster, PA County Value (76.8%)
		 PA Value (74.4%)	 US Value (74.9%)	 Prior Value (78.2%)
		 Trend		
Workers who Walk to Work (2016-2020)	4.2%	 Lancaster, PA County Value (3.7%)	 PA Value (3.5%)	 US Value (2.6%)
		 Prior Value (3.1%)	 Trend	 HP 2020 Target (3.1%)

Identification of Destinations and Connections / Project Selection and Evaluation

Destinations and Connections

Pedestrians and bicyclists who are not outside for recreational purposes are ultimately trying to reach a predetermined destination, whether it is to their place of residence, school, work, park, bus stop, commercial area, or other community facility. Through this planning process, the Steering Committee identified key destination types including schools, businesses, parks, existing regional trails, and community facilities. Primary destinations in Akron Borough include:

- Warwick to Ephrata Rail Trail
- Akron Municipal Building
- Lloyd H. Roland Memorial Park
- Broad Street Park
- Colonial Park
- Akron Elementary School
- Mennonite Central Committee (MCC) Complex
- Ten Thousand Villages
- Weiser's Market

Good's Store is located just outside the borough limits in Ephrata Township. However, access from the west is via Rothsville Road within the borough, providing an opportunity to improve safety and accessibility from residential areas in the borough.

Akron Borough intends to construct a new connecting trail linking the Warwick to Ephrata Rail Trail with Roland Park. This connection would provide an alternate route and a direct trail connection to the eastern half of Akron Borough as opposed to pedestrians and bicyclists having to navigate either Main Street or Fulton Street (existing trail accesses) into town.

Priority Projects

This Warwick to Ephrata Rail Trail (WERT) Connector project between Roland Park and the Warwick to Ephrata Rail Trail can be considered the top priority project for the Borough to implement. In determining priority projects, the following three factors were considered:

- Overall Benefit / Completes a Necessary Link
- Ease of Implementation
- Public Input

PROJECT	LENGTH	DESCRIPTION	CONNECTIONS	NOTES
WERT Connector (between Roland Park and WERT crossing Steinmetz Road)	0.6 miles	<ul style="list-style-type: none"> • New shared use path • Crosswalk 	<ul style="list-style-type: none"> • Connecting the WERT to east Akron 	<ul style="list-style-type: none"> • Existing sewer easement • Steep grade challenges • Project funding to be sought

Additional projects are identified below, with the type of improvement(s) detailed in the Phasing Plan.

Phasing Plan

This section sets forth a phasing plan for all identified projects. For each project, the table lists the responsible party/parties, proposed type of improvement, the ease of implementation, the priority status, and the timeframe to implement. These qualifiers are described in more detail below.

- Ease of Implementation – classified as easy, moderate, or challenging, this field rates the level of difficulty of the proposed project and lists key steps that will be required to complete the project.
- Priority Status – classified as low, medium, or high, this field can also be thought of as the level of importance or criticality to the borough’s active transportation system. Priority status does not necessarily correspond directly to the implementation timeframe, as there could be projects that are considered a low priority, but are easy to implement, and are therefore projected to be completed in a short or medium timeframe. Conversely, there may also be proposed projects that are of a medium to high priority, but due to circumstances surrounding the project (e.g., necessary partners or other project components that are not yet constructed), they may not be completed in the near term.
- Timeframe to implement – classified as short-term (1 to 4 years), medium-term (5 to 9 years), or long-term (10 or more years), this field identifies when the project is estimated to be implemented. Although the Borough may first focus on short-term improvements, it should also consider those components of medium- to long-term projects that may take multiple years to implement and identify the required short-term actions to set them in motion.

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
WERT Connector (between Roland Park and WERT crossing Steinmetz Road)	<ul style="list-style-type: none"> • Akron Borough • Ephrata Township • Ephrata Borough • Property owners 	<ul style="list-style-type: none"> • New shared use path • Crosswalk 	Challenging <ul style="list-style-type: none"> • Existing sewer easement • Steep grade challenges • Moderately high cost • Private property considerations • Intermunicipal cooperation 	High	Medium-Term to Long-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
9th Street / Main Street intersection	<ul style="list-style-type: none"> • Akron Borough • Weiser's Market 	<ul style="list-style-type: none"> • Intersection realignment • Signage • Curb bump out(s) – option for rain garden/green infrastructure 	<p>Moderate</p> <ul style="list-style-type: none"> • Construction cost/maintenance considerations 	High	Medium-Term
Main Street	<ul style="list-style-type: none"> • Akron Borough 	<ul style="list-style-type: none"> • Sharrows and signage 	<p>Easy</p> <ul style="list-style-type: none"> • Low cost, high visibility 	Medium	Short-Term
Rothsville Road	<ul style="list-style-type: none"> • Akron Borough • PennDOT 	<ul style="list-style-type: none"> • Sharrows and signage 	<p>Easy</p> <ul style="list-style-type: none"> • Low cost, high visibility 	Medium	Short-Term
Colonial Park to Good's Store Connection (via WERT and Rothsville Road)	<ul style="list-style-type: none"> • Akron Borough • Ephrata Township • Hope United Methodist Church 	<ul style="list-style-type: none"> • New shared use path 	<p>Moderate</p> <ul style="list-style-type: none"> • Easement likely required • Private property owner involvement • Intermunicipal cooperation 	Medium	Short-Term
7th Street / Main Street signalized intersection	<ul style="list-style-type: none"> • Akron Borough • PennDOT 	<ul style="list-style-type: none"> • Leading pedestrian interval (LPI), giving pedestrians the opportunity to enter the crosswalk 3-7 seconds before vehicles are given a green indication 	<p>Easy</p> <ul style="list-style-type: none"> • Low cost, effective 	Medium	Short-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
South 7th Street Bus Shelter (117 South 7th Street)	<ul style="list-style-type: none"> • Akron Borough • PennDOT • RRTA 	<ul style="list-style-type: none"> • Relocate existing RRTA bus stop • Potential for bicycle racks 	Moderate <ul style="list-style-type: none"> • Easement may be required • Agency coordination 	Low to Medium	Medium-Term
Broad Street Park (Connect Ten Thousand Villages parking lot to park amenities and Broad Street sidewalk)	<ul style="list-style-type: none"> • Akron Borough • Ten Thousand Villages 	<ul style="list-style-type: none"> • New shared use path 	Easy <ul style="list-style-type: none"> • Easement likely required 	Low	Short-Term

Creating Connections

The following images and descriptions of the types of facilities referenced are extracted from the PennDOT LTAP Active Transportation Handbook.

Mixed Traffic Facilities

Yield Roadway

Designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area.

Benefits:

- Less costly to build and/or maintain than fully paved cross sections
- Connects local residential areas to destinations on the network
- Limits impervious surface area and minimizes stormwater runoff
- Maintains aesthetic of narrow roads and uncurbed road edges
- Encourages slow travel speed when narrower than 20 feet
- Can support a larger tree canopy when located within wide unpaved roadside areas
- Supports on-street or shoulder parking for property access
- Low maintenance needs over time

Can effectively serve local travel needs (not through traffic), maintain aesthetic preferences, and is a common form for low-volume local roads. When operating at very-low volumes and at low speeds, pedestrians and bicyclists are comfortable walking within the travel area of the roadway. Yield roadways are designed with narrow roadway dimensions to prioritize local access and community livability.



Bicycle Boulevard

A low-stress shared roadway bicycle facility designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.

Benefits:

- Increases comfort for people bicycling by reducing motor vehicle operating speeds and volumes if diversion is included

- Connects local residential roads to commercial corridors and community services such as schools
- Improves conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings
- May reduce the incidence of serious injuries through reduced travel speeds
- Improves the quality of life for residents through calmer traffic and safer crossings
- Less visually impactful than separated facilities

Provides a bicycle-priority route designed to offer convenient, low-stress access to local destinations and through neighborhoods. Combinations of access management, traffic calming, and crossing treatments work in concert to enhance the bicycling experience.

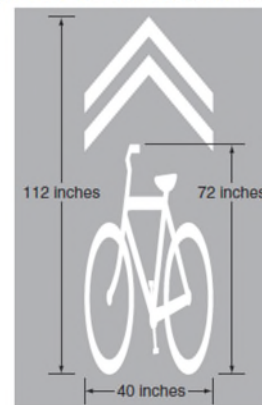


Signing of bicycle boulevards should indicate to bicyclists that advantages exist to using these routes as compared with alternative routes. It will be important that the Borough continuously maintain these routes so that they continue to remain adequate for bicycle travel. Signage also helps to alert motorists that bicycles may be present and may include such signage, as specified by the U.S. Department of Transportation, Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* 2009.



R4-11

Figure 9C-9. Shared Lane Marking



Source: U.S. Department of Transportation, Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* 2009

Visually Separated Facilities

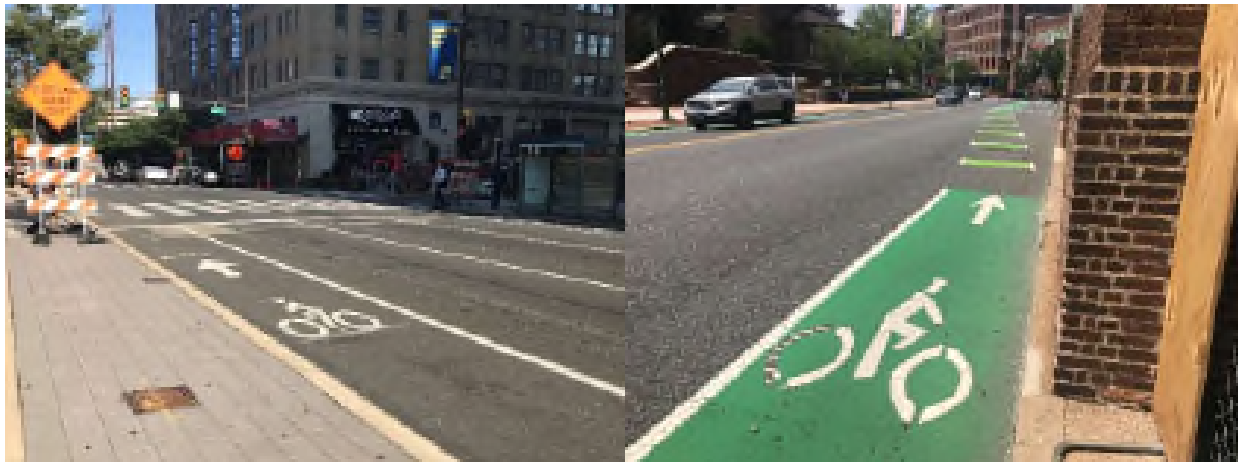
Bike Lane

Designates an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic.

Benefits:

- Provides additional separation distance between the sidewalk and motor vehicle travel area if a sidewalk is present
- Connects and completes bikeway networks through built-up areas
- Provides a designated space on the roadway suitable for many skilled bicyclists within built-up areas of small communities
- Can support school access by bicycle when configured as a wide bike lane on lower-speed, lower-volume streets
- Provides additional visual cues to drivers that they should expect bicyclists on the roadway. This can be particularly useful when transitioning to a built-up area from a highway context.

Provides a consistent area for bicyclists to travel outside the path of motor vehicles.



Physically Separated Facilities

Shared Use Path

Provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared used paths can provide a low-stress experience for a variety of users using the network for transportation or recreation. While situational considerations will dictate an appropriate width, the minimum width is 5 feet, but the recommended width (especially where multiple modes of transportation are expected) is at least 8 feet.

Benefits:

- Provides a dedicated facility for users of all ages and abilities
- Provides, in some cases, a short-cut between cities or neighborhoods
- Provides, in some cases, access to areas that are otherwise served only by limited-access roadways
- Supports tourism through convenient access to natural areas or as an enjoyable recreational opportunity itself
- Provides nonmotorized transportation access to natural and recreational areas, which can especially help low-income people obtain access to recreation
- Paths have a small footprint and can display a distinctly rural character

Offers network connectivity opportunities beyond that of the roadway network. These facilities are often located in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles.



Separated Bike Lane

A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.

Benefits:

- Provides a more comfortable experience on high-speed and high-volume roadways than on road shoulders
- Offers bicyclists a similar riding experience to sidepaths but with fewer operational and safety concerns over bidirectional sidepath facilities
- Offers an increased level of service over sidepaths in areas with high volumes of pedestrians when paired with sidewalks
- Can reduce the incidence of sidewalk riding and potential user conflicts
- Increases the degree of connectivity over a sidepath when configured as a one-way directional facility on both sides of the street

Can offer a similar experience as sidepaths for bicyclists and pedestrians but with increased functionality and safety where increased numbers of pedestrians and potential conflicts with motor vehicles are present.



The following types of facilities have been proposed for Akron Borough roadways:






Mixed Traffic Facilities

- Yield Roadway
- Bicycle Boulevard

Physically Separated Facilities

- Shared Use Path

To supplement the descriptions of these facilities, the following table from Lancaster County’s Active Transportation Plan (credited to the Lancaster County Planning Commission) has been included as a guide to potential design and implementation. Akron Borough intends for this Plan to be the first step toward consistency with and implementation of the complete streets policy on Page 84 of *places2040*, the Comprehensive Plan for Lancaster County.

Bikeway Facility Type	Street Type/Speed/Volume	Design Specifications	Implementation Strategies
 <p>BICYCLE BOULEVARD</p>	<ul style="list-style-type: none"> • Local • Residential collector 	<ul style="list-style-type: none"> • Identification signage and pavement markings • 85th percentile speed <25 MPH • ADT <3000 • Crossing treatments at local streets, avenues and boulevards 	<ul style="list-style-type: none"> • Use access management and speed reduction tools to achieve desired motor vehicle volumes and speeds.
 <p>SHARED ROADWAY</p>	<ul style="list-style-type: none"> • Local • Commercial Main Street 	<ul style="list-style-type: none"> • Works best on streets with speeds of 30 MPH or lower. May be used on streets up to 35 MPH • Minimum placement of shared lane marking is 11 feet from curb where on-street parking is present (4 feet from edge of curb with no parking) 	<ul style="list-style-type: none"> • Shared lane markings pair well with Bikes May Use Full Lane (R4-11) signs. • Modifications to signal timing help induce a bicycle-friendly travel speed for all users
 <p>ON-STREET BIKE LANE</p>	<ul style="list-style-type: none"> • Local • Collector • Commercial Main Street 	<ul style="list-style-type: none"> • 6'- 7' preferred bike lane width • 5' minimum bike lane width (when adjacent to parking) 	<ul style="list-style-type: none"> • Lane narrowing • Travel lane reconfiguration • Parking lane reconfiguration
 <p>BUFFERED BIKE LANE</p>	<ul style="list-style-type: none"> • Collector • Commercial Main Street • Arterial 	<ul style="list-style-type: none"> • 5' minimum bicycle travel area • 18" minimum buffer area 	<ul style="list-style-type: none"> • Lane narrowing • Travel lane reconfiguration • Parking lane reconfiguration
 <p>ONE-WAY SEPARATED BIKE LANE</p>	<ul style="list-style-type: none"> • Collector • Commercial Main Street • Arterial 	<ul style="list-style-type: none"> • 7' travel area • 3' or wider buffer • 18" minimum buffer adjacent to travel lanes • 3' minimum buffer adjacent to parking lanes 	<ul style="list-style-type: none"> • Lane narrowing • Travel lane reconfiguration • Parking lane reconfiguration • Curb reconstruction
 <p>TWO-WAY SEPARATED BIKE LANE</p>	<ul style="list-style-type: none"> • Collector • Commercial Main Street • Arterial 	<ul style="list-style-type: none"> • 12' preferred operating width • 10' minimum travel width (8' width in constrained conditions) • 3' minimum buffer adjacent to parking lanes 	<ul style="list-style-type: none"> • Lane narrowing • Travel lane reconfiguration • Parking lane reconfiguration • Curb reconstruction

Funding and Implementation / Policies

For the Borough's implementation effort to be focused, it is important to establish an implementation framework. Since the Borough expects to take on the responsibility for constructing and maintaining the connection from Roland Park to the Warwick to Ephrata Rail Trail, it is those areas with high interaction between users of varied transportation modes (e.g., Warwick to Ephrata Rail Trail, Roland Park) where public funding options are most feasible.

The Borough identified the following key stakeholders involved with active transportation improvements:

- Developers
- Property owners
- Nonprofit organizations operating within Akron Borough
- Ephrata Area School District
- Municipal government of Akron Borough
- Municipal governments of Ephrata and West Earl Townships, and Ephrata Borough
- Lancaster County government / Planning Department
- Pennsylvania Department of Transportation (PennDOT)

PUBLIC IMPLEMENTATION

Potential Funding Sources

Public funding resources include federal, state, regional, and local government and quasi-government grant and loan programs. These programs may be offered on an annual basis, or may be a one-time funding opportunity, and they may or may not require matching funds. The Borough may wish to consider requiring affected residents and businesses to contribute to any match.

There are a multitude of funding programs that could be used to help fund active transportation improvements. A table of potential funding sources and related details is included as Appendix II to this Plan.

PRIVATE IMPLEMENTATION

Shared Responsibility and Collaboration

Akron Borough views the implementation of this Plan as a shared initiative, and will pursue necessary collaboration with private property owners, businesses, developers, and nonprofit organizations. The Borough will also need to work closely with Ephrata Township and Ephrata Borough to coordinate the proposed active transportation improvements. It is recommended that Akron Borough establish a contact at the RRTA with whom future discussion can occur about the possibility of making improvements and adjustments to existing service.

It is also recommended that the Borough form a group or Active Transportation Advisory Committee and charge this committee with overseeing implementation of this Active Transportation Plan. This committee should include representatives of Akron businesses and nonprofit organizations and would be responsible for the following:

- Identify/support applications for funding to implement Plan recommendations
- Monitor the Plan and, if deemed appropriate, recommend amending priorities
- Develop events and activities to educate the public and encourage safe Active Transportation – these activities should be targeted to drivers of motor vehicles
- Report to the Akron Borough Council on its activities

Proposed Policies

Through the public survey and Steering Committee process, a common theme became prevalent in discussion – since many people are observed walking around town, there exists a need for improved awareness and public education among both residents and visitors. This could take the form of a campaign that incorporates designated walking routes, signage, outreach, and workshops. While the scope of this effort could incorporate the Warwick to Ephrata Rail Trail, such a public education initiative could also address the issues of community health and the lack of safe, accessible active transportation facilities within the borough. Therefore, it is recommended that the Borough seek the assistance of Akron businesses and nonprofit organizations to develop a public education initiative to address:

- Community health
- Bicycle/pedestrian/motorist interaction
- Resident awareness of Active Transportation and facilities

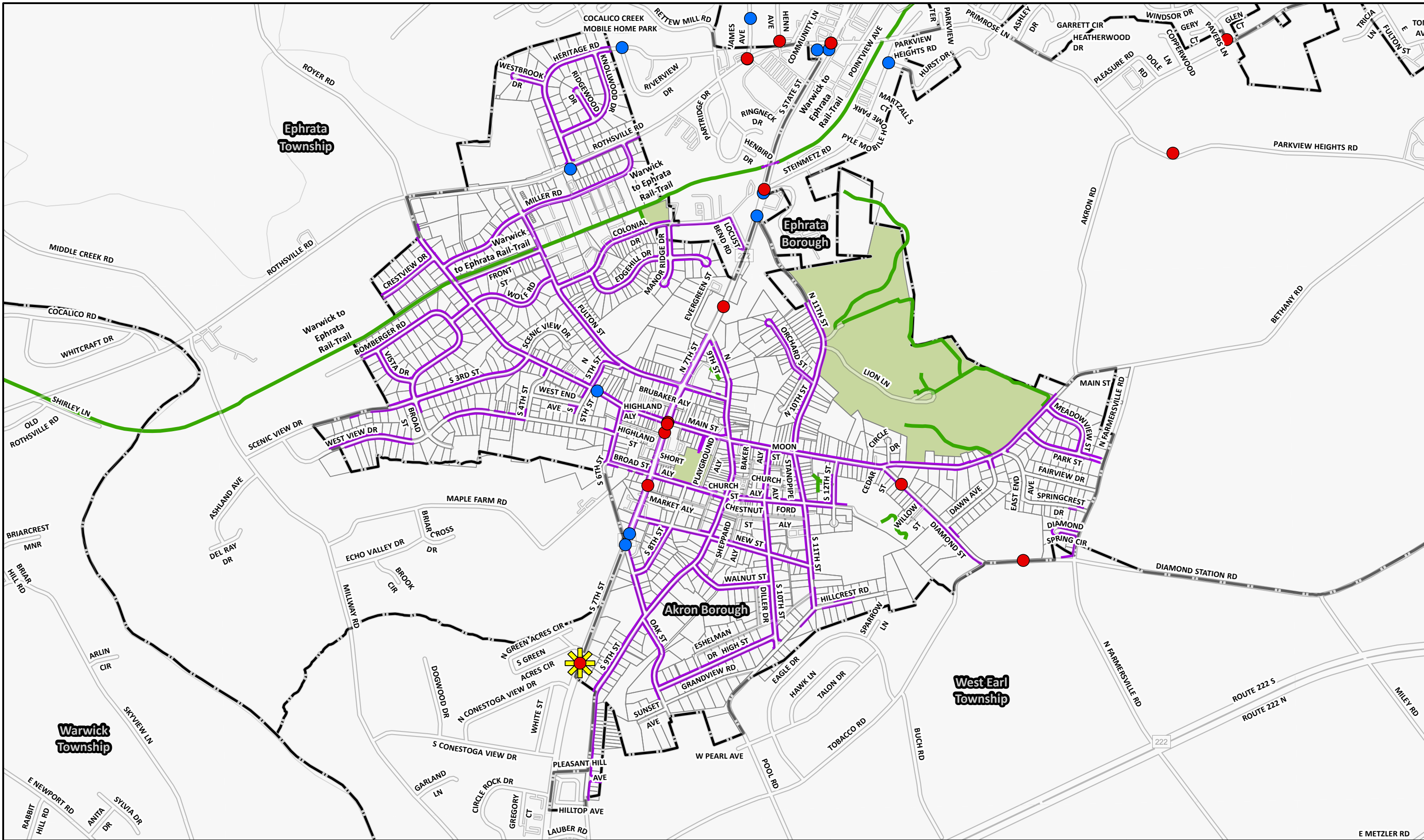
As appropriate, the projects identified in the Phasing Plan of this Active Transportation Plan could be incorporated into a Capital Improvement Plan, providing an efficient and strategic path forward for implementation.

While the Borough does take steps to address sidewalk condition, such as inspecting sidewalks and curbs before repaving a roadway and directing the necessary improvements to be made, it is also recommended that the Borough evaluate existing sidewalk regulations and prioritize implementation. Additional steps for the Borough to consider include:

- Inspecting sidewalks during the course of a residential property sale between owners
- Conducting a Borough-wide sidewalk inventory and assessment every 5-7 years
- Updating sidewalk design guidelines

APPENDIX I.

PROJECT MAPPING



- Crash Involving Pedestrian(s) (2001-2020)
- Crash Involving Bicycle(s) (2001-2020)
- ★ Fatal Crash

- Active Transportation
- Sidewalk
- Trail
- Parcel
- Park
- Municipal Boundary

0 1,000
Feet
 1" = 1,000'
Imagery Human Geography Base: Esri Community Maps Contributors, data.pa.gov, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

RETTEW

Sheet 1 of 1

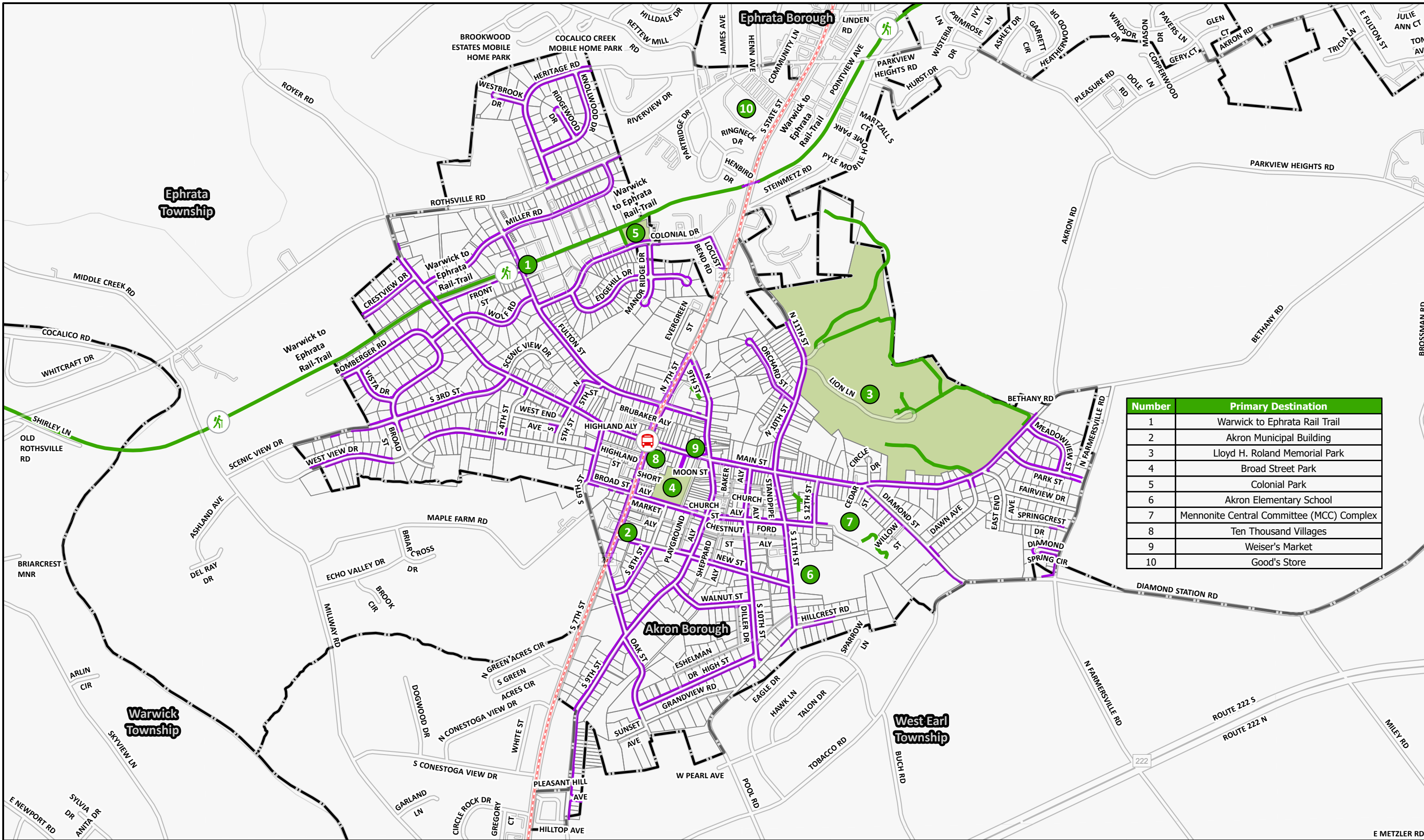
Rev: 9/9/2022 Drawn By: greidel

Akron Borough











Active Transportation Plan


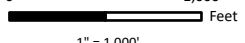
Crash Map

Akron Borough, Lancaster County, PA
Project No. 124482000



Number	Primary Destination
1	Warwick to Ephrata Rail Trail
2	Akron Municipal Building
3	Lloyd H. Roland Memorial Park
4	Broad Street Park
5	Colonial Park
6	Akron Elementary School
7	Mennonite Central Committee (MCC) Complex
8	Ten Thousand Villages
9	Weiser's Market
10	Good's Store

-  Bus Stop
-  Trail Access Point
-  Active Transportation
-  RRTA Route 11
-  Parcel
-  Primary Destination
-  Sidewalk
-  Municipal Boundary
-  Park
-  Trail

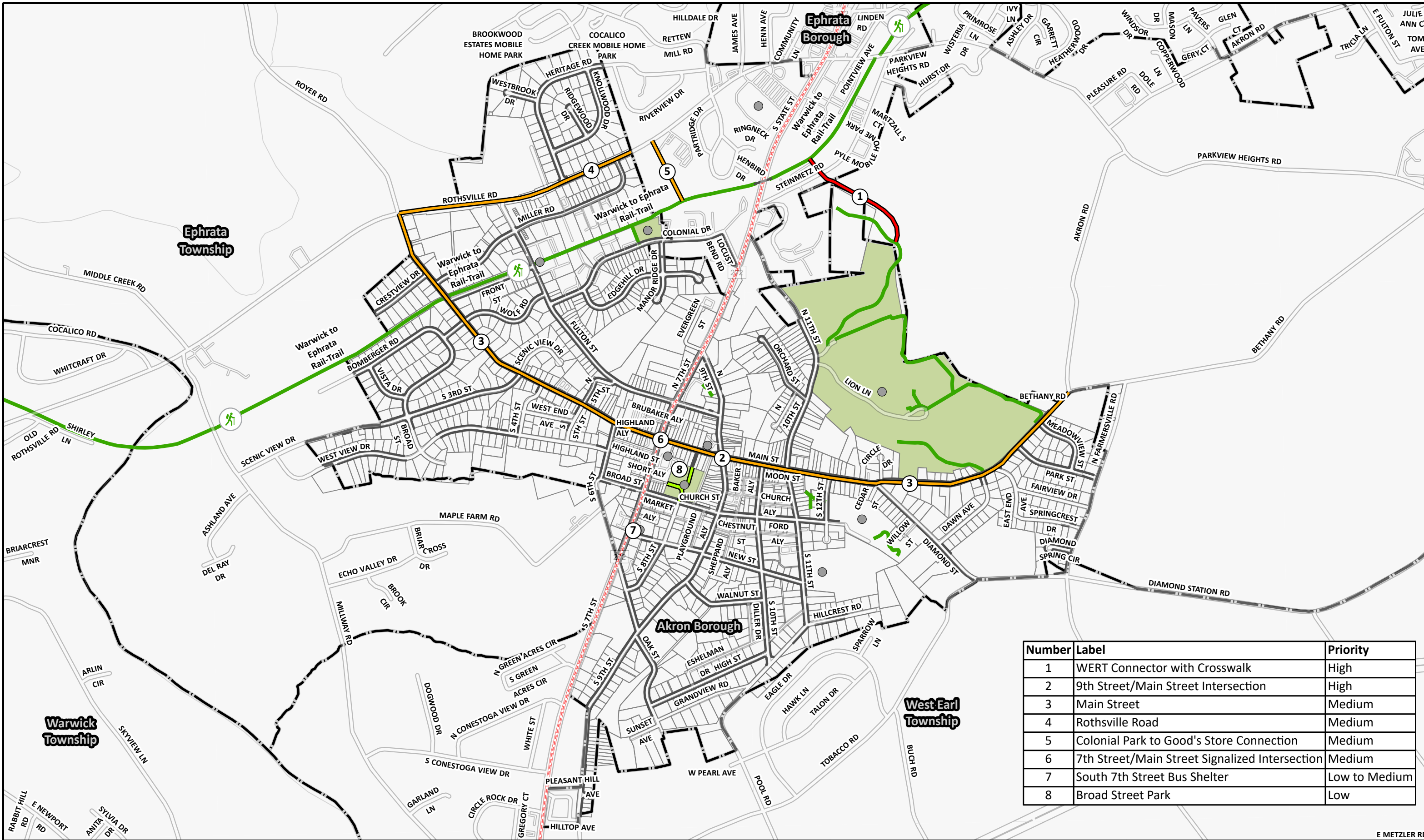


 1" = 1,000'
 Imagery Human Geography Base: Esri Community Maps
 Contributors, data.pa.gov, Esri, HERE, Garmin, SafeGraph,
 GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US
 Census Bureau, USDA

RETTEW

Sheet 1 of 1

Rev.: 9/9/2022 Drawn By: greidel

Akron Borough
Active Transportation Plan
Existing Network Map
 Akron Borough, Lancaster County, PA
 Project No. 124482000



Number	Label	Priority
1	WERT Connector with Crosswalk	High
2	9th Street/Main Street Intersection	High
3	Main Street	Medium
4	Rothsville Road	Medium
5	Colonial Park to Good's Store Connection	Medium
6	7th Street/Main Street Signalized Intersection	Medium
7	South 7th Street Bus Shelter	Low to Medium
8	Broad Street Park	Low

Trail Access Point	Project Phasing Priority	Low	RRTA Route 11	Park
Primary Destination	High	Active Transportation	Municipal Boundary	
	Medium	Sidewalk	Parcel	
	Low to Medium	Trail		

1" = 1,000'

Imagery Human Geography Base: Esri Community Maps Contributors, data.pa.gov, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Sheet 1 of 1

 Rev: 9/9/2022 Drawn By: greidel

Akron Borough

Active Transportation Plan

Proposed Network Map

 Akron Borough, Lancaster County, PA

 Project No. 124482000

APPENDIX II.

POTENTIAL FUNDING SOURCES

POTENTIAL FUNDING SOURCES

Akron Borough Active Transportation Plan

Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
Lancaster County Community Development Block Grant (CDBG)	U.S. Department of Housing and Urban Development (HUD)	<ul style="list-style-type: none"> Funds can be used for construction costs only. At least five percent (5%) of the cost of construction contracts must be paid with non-CDBG funds. Project sponsors are responsible for covering all legal, advertising, right-of-way acquisition, engineering, and design (soft) costs. All CDBG Projects must be designed to serve those areas of the community with the highest percent of low- and moderate-income (LMI) persons, using current census data or recent income survey results. If a census block group does not meet the 39.79% LMI threshold, an income survey must be conducted, and the respondents must be comprised of at least 51% LMI. The project area must be primarily residential. 	Maximum \$200,000	20% match required	Letters of Intent generally due in late winter/early spring, applications due in spring
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (DOT)	Provides funds to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including but not limited to pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators. This program is open to counties, cities, towns, townships, transit agencies, or other special districts; metropolitan planning organizations; and multijurisdictional groups comprised of eligible entities.	Action Plan grants: \$200,000 – \$5 million Implementation grants: \$3 million – \$5 million	20% of eligible activity costs	September 15, 2022

Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
Multimodal Fund	PA Department of Community and Economic Development (DCED), through the Commonwealth Financing Authority (CFA)	Provides grants to encourage economic development and ensure safe and reliable systems of transportation. Funds may be used for transportation projects such as streetscape improvements, lighting, sidewalk enhancements, pedestrian safety, connectivity of transportation assets, and transit-oriented development. Projects on state roads are eligible to receive funding, with documentation from the appropriate PennDOT Engineering District.	The minimum total project cost is \$100,000 Grant requests shall not exceed \$3 million for any project	30% local match of the non-federal share of project costs is required	Next round anticipated in Summer 2023
Multimodal Fund	PA Department of Transportation (PennDOT)	Provides grants to ensure safe and reliable systems of transportation. Funds may be used for transportation projects such as streetscape improvements, lighting, sidewalk enhancements, pedestrian safety, connectivity of transportation assets, and transit-oriented development.	\$100,000 minimum - \$3 million maximum	30% local match	TBD
Transportation Alternatives Set-Aside (TASA) Program	PennDOT	Transportation alternatives projects include the construction of bicycle and pedestrian facilities; conversion of abandoned railway corridors to trails; historic preservation and rehabilitation of historic transportation facilities; and stormwater management.	Minimum \$50,000 project cost; \$1 million maximum	No match required; pre-construction costs for construction projects	TBD
connects2040 Implementation Program	Lancaster Metropolitan Planning Organization (MPO)	At least 80% of the available funding will be allocated to construction projects and no more than 20% to transportation and land use studies. Projects funded through the program must be open to the general public and ADA accessible.	No maximum stated	20% match required for studies; pre-construction costs for construction projects	Last application deadline: July 1, 2022 Applications are accepted every two years with the goal of a total program level of \$3 million each funding cycle.
Community Conservation Partnerships Program (C2P2)	PA Department of Conservation and Natural Resources (DCNR)	Provides funding for acquisition, planning, and development (construction) of trails, parks, and recreation facilities.	No maximum request; typically funds projects up to \$250,000	Typically, a 50% local match is required	Spring 2023

Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
Greenways, Trails, and Recreation Program (GTRP)	PA Department of Community and Economic Development (DCED) through the Commonwealth Financing Authority (CFA)	Funding used for planning, acquisition, development, rehabilitation, and repair of greenways, recreational trails, open space, parks, and beautification projects.	\$250,000 maximum	15% local match of the total project cost	Applications typically accepted between February 1 st and May 31 st each year
Local Share Account (LSA) Statewide Program	PA Department of Community and Economic Development (DCED) through the Commonwealth Financing Authority (CFA)	Eligible projects must: <ul style="list-style-type: none"> be owned and maintained by an eligible applicant or a nonprofit organization be in the public interest improve the quality of life in the community 	The minimum total project cost is \$25,000 Grant requests shall not exceed \$1 million for any project	None stated	Last application deadline: March 15, 2022 Next round anticipated in Spring 2023
Automated Red Light Enforcement (ARLE) Grant Program	PennDOT	Provides grants to local governments for transportation enhancement projects that focus on highway safety or mobility, and which can be completed at relatively low cost. Eligible projects vary widely from traffic signal improvements and roadway improvements at signalized intersections, to projects involving school zones, guide rail, and roadside safety.	No maximum stated	Match encouraged but not required	June 30 th each year
Pennsylvania's Municipal Signal Partnership Program (Green Light-Go)	PennDOT	Provides funding for projects that improve the efficiency and operation of existing traffic signals (e.g., traffic signal retiming, LED replacement, asset management, adaptive signals, and other traffic signal improvements).	No maximum stated	20% match required	Next round anticipated to open in December 2022

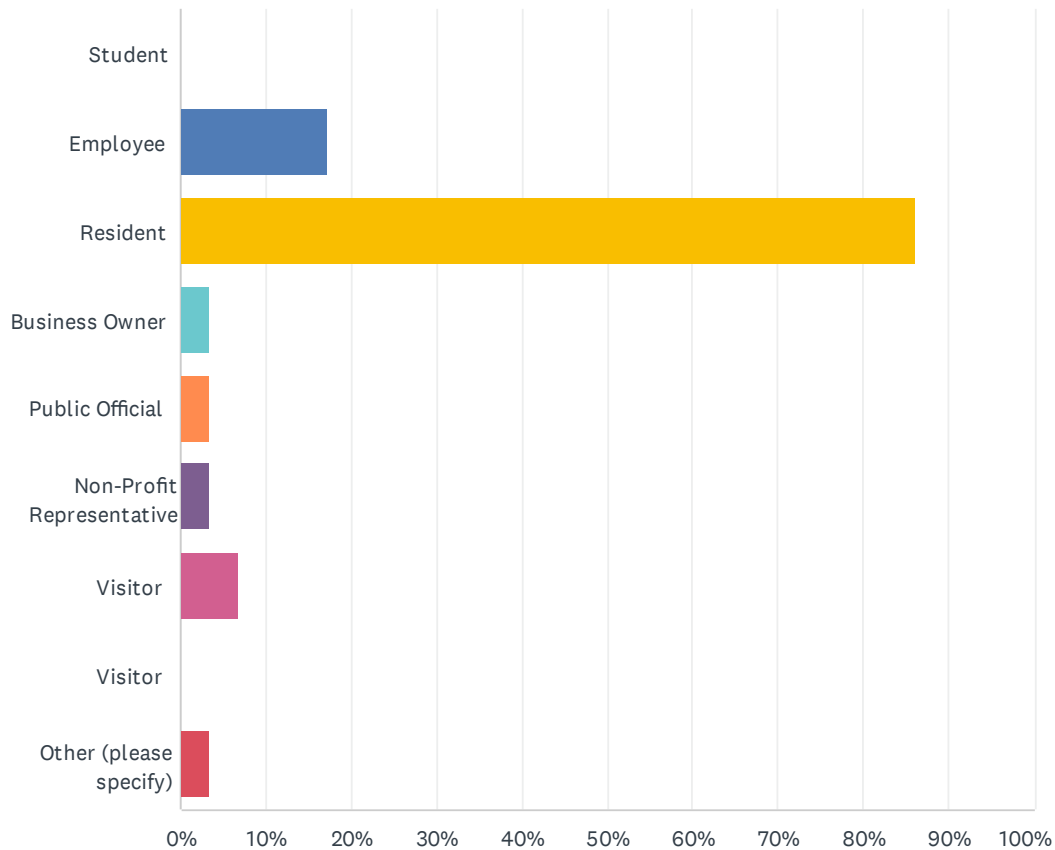
Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
AARP Community Challenge Grant Program	American Association of Retired Persons (AARP)	Funding is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages. Projects can include permanent physical improvements in the community, temporary demonstrations that lead to long-term change, and new, innovative programming or services.	Since 2017, the average grant amount is \$11,500	None stated	Spring each year, awards in late summer, projects to be completed by the end of the year
Lancaster Bicycle Club Grant Program	Lancaster Bicycle Club	Provides funds to support bicycle-related activities and initiatives in Lancaster County. Projects include but not be limited to bicycle racks/parking areas, bicycle repair stations, bicycle lane markings, and signs promoting bicycle rights/safety on roadways.	In 2022, the average grant award was under \$2,000	None stated	Application period starts in December
Community Change Grant Program	America Walks	Grants are awarded to innovative, engaging, and inclusive programs and projects that create change and opportunity for walking and movement at the community level.	None stated The number of grants awarded varies each year, depending on available funds.	None stated	Applications for grants open in the fall and are awarded for the full calendar year following

APPENDIX III.

PUBLIC SURVEY SUMMARY

Q1 Do you describe yourself as a... (please select all that apply)

Answered: 29 Skipped: 0

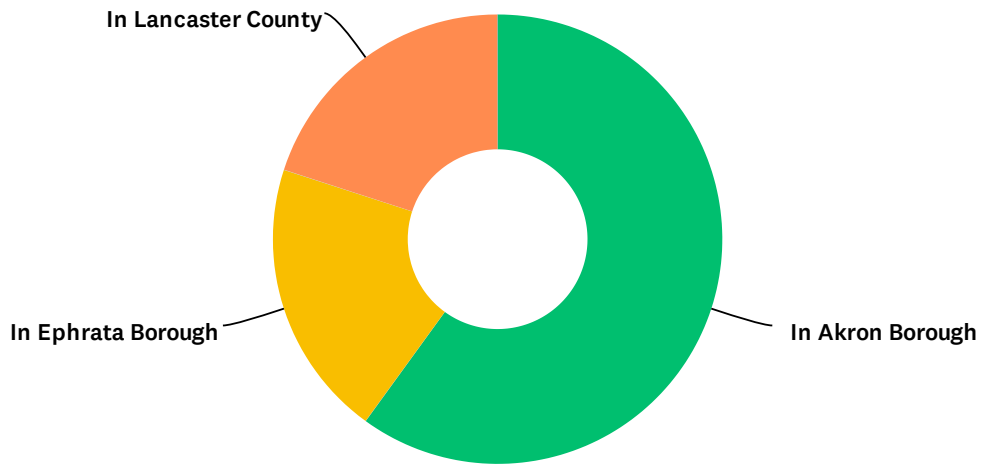


ANSWER CHOICES	RESPONSES
Student	0.00% 0
Employee	17.24% 5
Resident	86.21% 25
Business Owner	3.45% 1
Public Official	3.45% 1
Non-Profit Representative	3.45% 1
Visitor	6.90% 2
Visitor	0.00% 0
Other (please specify)	3.45% 1
Total Respondents: 29	

#	OTHER (PLEASE SPECIFY)	DATE
1	Freelance Artist / Graphic Designer	3/22/2022 9:30 PM

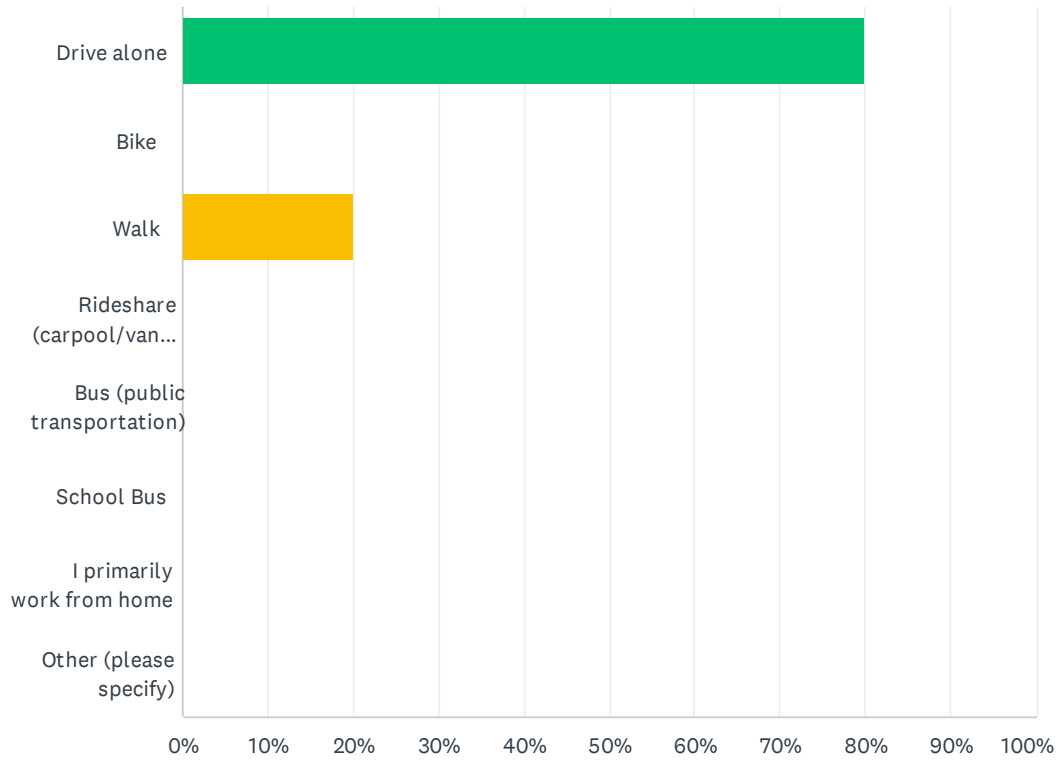
Q2 I go to work/school...

Answered: 5 Skipped: 24



Q3 How do you typically travel to work/school?

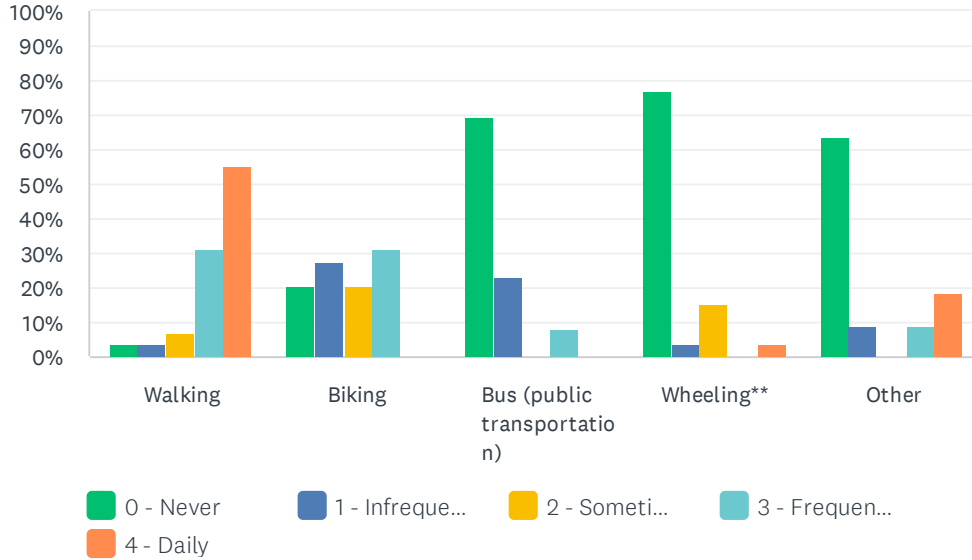
Answered: 5 Skipped: 24



#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 Please identify how often you engage in each of the following active transportation modes.

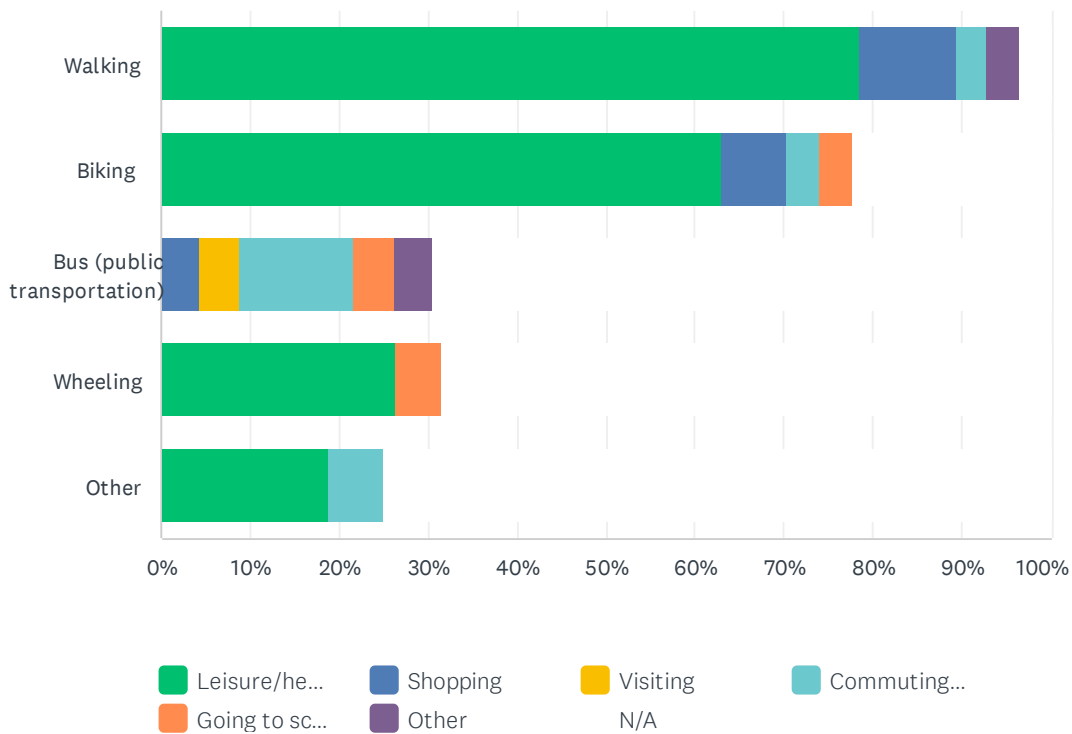
Answered: 29 Skipped: 0



#	IF OTHER, PLEASE SPECIFY:	DATE
1	Running, hiking	3/29/2022 11:09 AM
2	running	3/22/2022 7:54 PM
3	Running	3/17/2022 8:20 AM
4	I'm answering for my family of 5 as a whole	3/8/2022 10:28 AM
5	Car	3/2/2022 2:22 PM

Q5 What is your primary reason for utilizing each active transportation mode?

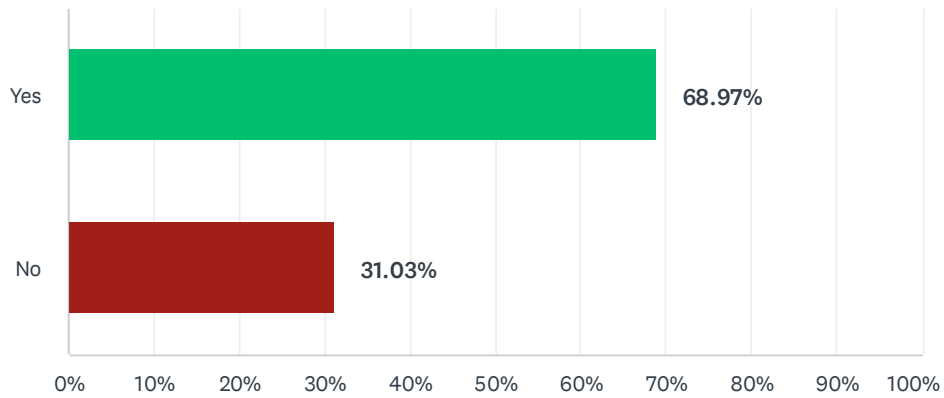
Answered: 29 Skipped: 0



#	IF OTHER, PLEASE SPECIFY:	DATE
1	I also walk for leisure/health	3/27/2022 7:46 PM
2	running	3/22/2022 7:54 PM
3	Running for leisure/health	3/17/2022 8:20 AM
4	Car	3/2/2022 2:22 PM
5	Walking my dog	3/2/2022 5:39 AM

Q6 Are there vehicle trips you wish you could replace with another mode?

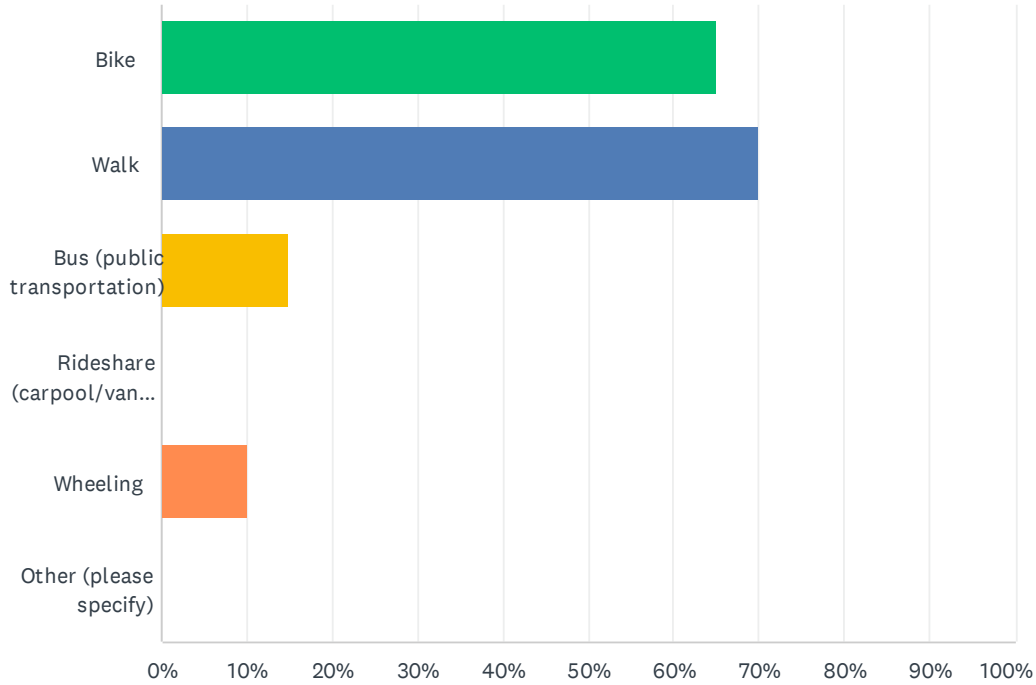
Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	68.97%	20
No	31.03%	9
TOTAL		29

Q7 If there are vehicle trips you wish you could replace, which mode(s) would you prefer? (please select all that apply)

Answered: 20 Skipped: 9

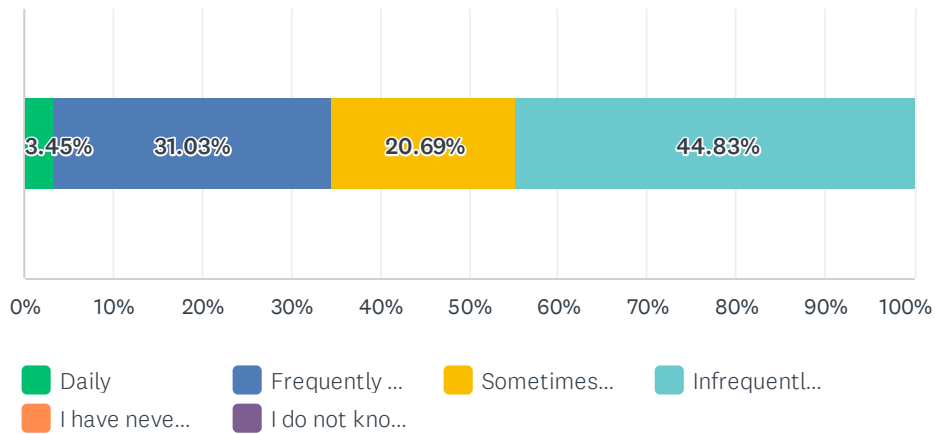


ANSWER CHOICES	RESPONSES
Bike	65.00% 13
Walk	70.00% 14
Bus (public transportation)	15.00% 3
Rideshare (carpool/vanpool)	0.00% 0
Wheeling	10.00% 2
Other (please specify)	0.00% 0
Total Respondents: 20	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q8 How often do you use the Warwick to Ephrata Rail Trail (WERT)?

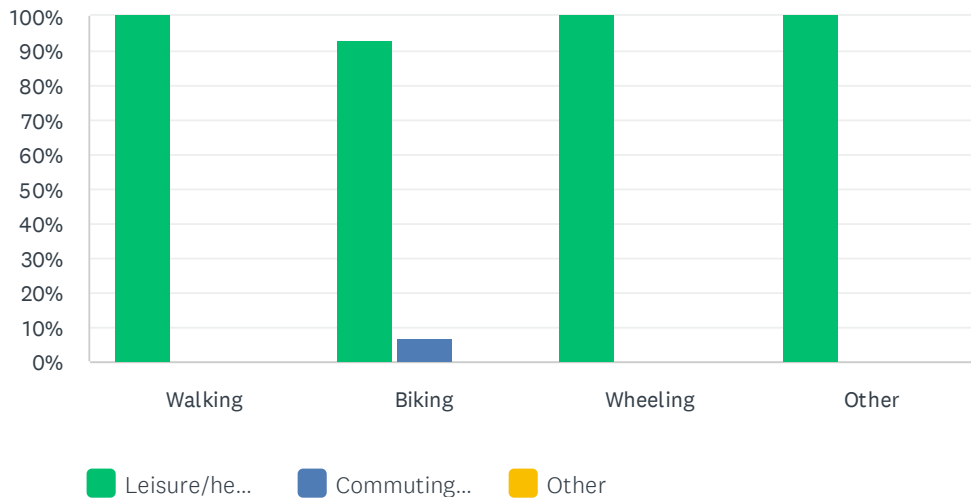
Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	3.45%	1
Frequently (once or more per week)	31.03%	9
Sometimes (once or more per month)	20.69%	6
Infrequently (a few times per year)	44.83%	13
I have never used the Warwick to Ephrata Rail Trail	0.00%	0
I do not know about the Warwick to Ephrata Rail Trail	0.00%	0
TOTAL		29

Q9 How do you primarily use the Warwick to Ephrata Rail Trail?

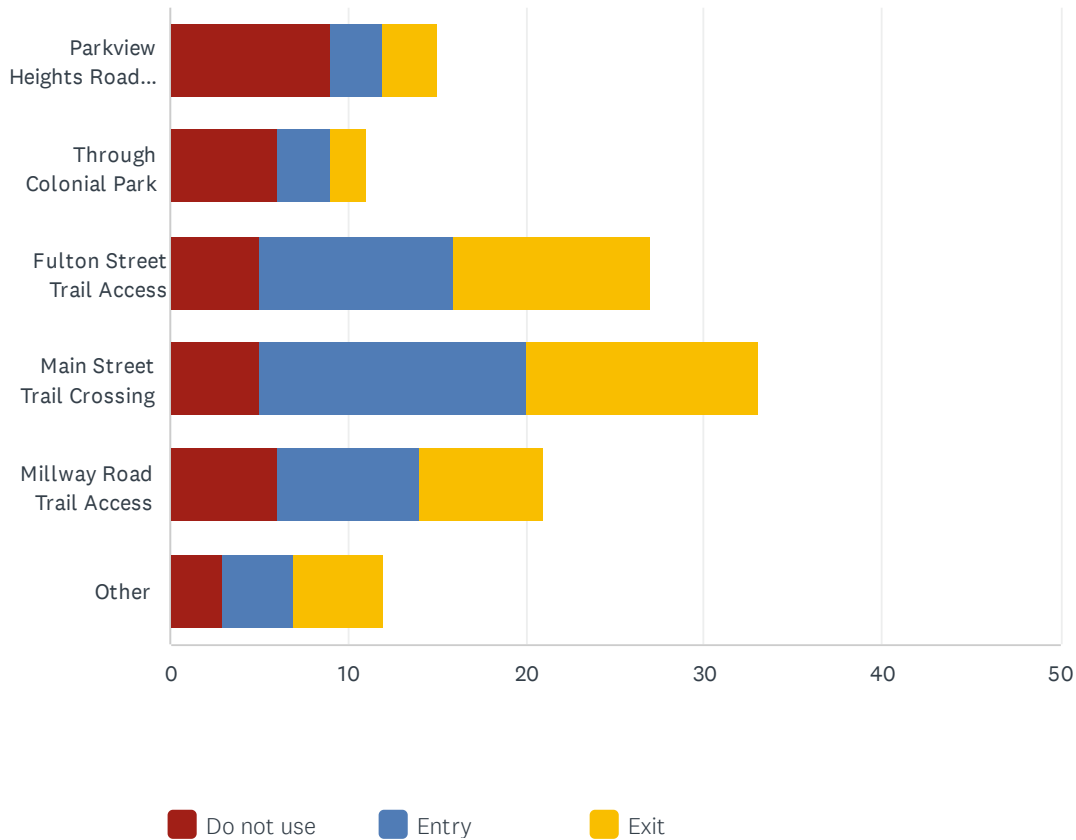
Answered: 29 Skipped: 0



#	IF OTHER, PLEASE SPECIFY:	DATE
1	running	3/22/2022 7:58 PM
2	Running for leisure/health	3/17/2022 8:24 AM

Q10 When you use the Warwick to Ephrata Rail Trail, which access location(s) do you most often utilize?(You may select both Entry and Exit for a location)

Answered: 29 Skipped: 0



#	IF OTHER, PLEASE SPECIFY:	DATE
1	Generally, I enter through Colonial Park and return there to exit	3/29/2022 11:11 AM
2	near Steinmetz road	3/27/2022 7:50 PM
3	Oak Street in Lititz for entry and exit	3/24/2022 8:32 PM
4	through Roland Park	3/22/2022 7:58 PM
5	Through a business parking lot along Steinmetz Road.	3/4/2022 9:31 AM
6	Lititz Borough Building	3/2/2022 2:29 PM

Q11 Please provide additional comments regarding your use of the Warwick to Ephrata Rail Trail. What features of the trail work well to enhance your user experience, comfortability, and safety? What potential improvements could be made to further enhance the trail and your experience?

Answered: 29 Skipped: 0

ANSWER CHOICES	RESPONSES	
No comment	44.83%	13
My comments:	55.17%	16
TOTAL		29

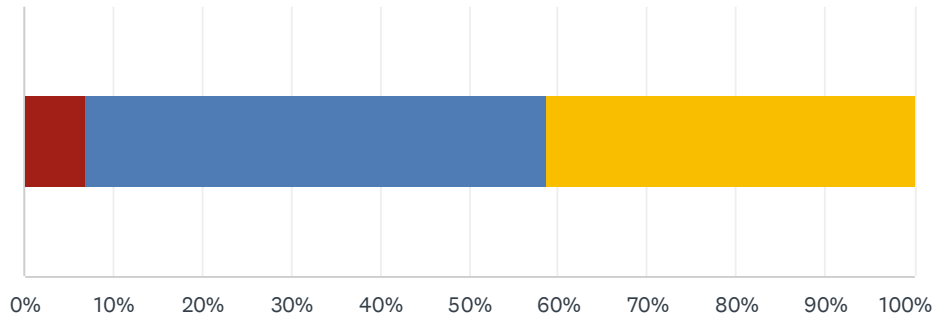
#	MY COMMENTS:	DATE
1	I would like an access from Roland Park	3/27/2022 7:50 PM
2	My normal usage of the trail is to use it in both directions between Fulton Street in Ephrata and Oak St in Lititz. Occasionally I'll exit/enter the trail at Parkview Heights in Ephrata to make a stop at Green Mountain Cyclery on 272.	3/24/2022 8:32 PM
3	Extending it. Perhaps more amenities, coffee shop, ice cream, café	3/22/2022 9:34 PM
4	Please extend the Roland Park path through the woods to the Rail Trail. It is very dangerous for those living on the east side of Akron to walk down N. 11th Street to 272 to Steinmetz Road to access the Rail Trail. Right now there is no safe access route to the Rail Trail for those living in Akron East.	3/22/2022 7:58 PM
5	The trail is very nice and scenic. Possible signage along the trail giving directions and miles to other great locations in the area like Roland Park, etc. Adding bike lanes off of the trail to make it easier to get to these other locations.	3/20/2022 3:06 PM
6	I use the rail trail frequently for exercise and have found it quite enjoyable. It is well cared for and safe in my opinion. One area for improvement would be to control the lantern fly population - at certain times of the year, they are all over the fence railings. An enhancement could be a coffee/breakfast/ice cream stop - maybe at brewsters bbq or a food truck.	3/17/2022 8:24 AM
7	It would be amazing to have safer access down to the trail. Aka be able to bike on bike line from Akron center on to trail safely with our kids.	3/13/2022 8:45 PM
8	Small food/beverage vendors being trail side. More play/rest areas	3/12/2022 4:45 PM
9	creating walkways that would allow residents east of Main Street to access the rail trail and/or the new Good's Store area north of the borough safely	3/9/2022 9:33 PM
10	Add access near the tunnel	3/7/2022 12:57 PM
11	I live near Roland park and it would be great to have bike or walking connection to WERT	3/4/2022 9:31 AM
12	Ice cream cart	3/2/2022 7:32 PM
13	Access from Roland Park	3/2/2022 4:13 PM
14	Residents on the east side of the borough would appreciate a safe way to walk to the new Good's Store and the rail trail access point behind the lumber yard. Walking on 272 beyond the sidewalk is dangerous, but walking down to to the Main Street access point (and back up from it) discourages use of the trail.	3/1/2022 9:15 AM
15	Having signs on respectful trail communication. For example, say, "on your left" when approaching to pass someone to give warning and time to move over.	3/1/2022 6:46 AM

Akron Borough Active Transportation Survey

16	Walkup coffee bar/snack shop between Millay Road and the bridge.	2/15/2022 3:12 PM
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Q12 Do you feel confident that you can safely walk or wheel in Akron Borough?

Answered: 29 Skipped: 0

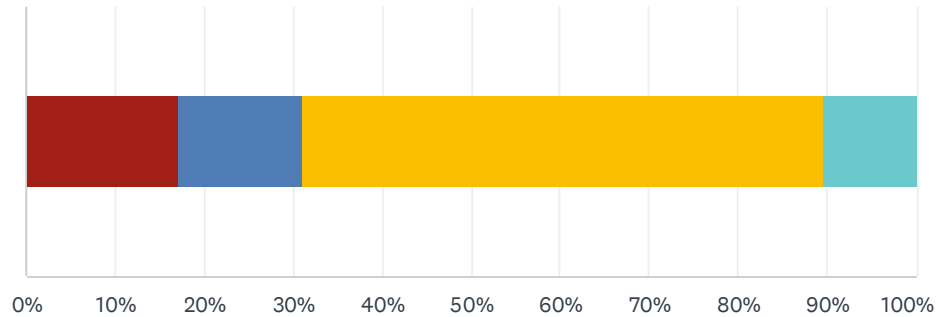


■ I never wal...
 ■ Yes - I alwa...
 ■ Sometimes...
 ■ No - I never...

ANSWER CHOICES	RESPONSES	
I never walk/wheel in Akron	6.90%	2
Yes - I always feel safe walking/wheeling in Akron	51.72%	15
Sometimes - It depends on where I'm walking/wheeling	41.38%	12
No - I never feel safe walking/wheeling in Akron	0.00%	0
TOTAL		29

Q13 Do you feel confident that you can safely ride a bike on Akron Borough roadways?

Answered: 29 Skipped: 0



■ I never ride ...
 ■ Yes - I alwa...
 ■ Sometimes...
 ■ No - I never...

ANSWER CHOICES	RESPONSES	
I never ride a bike on Akron Borough roadways	17.24%	5
Yes - I always feel safe biking on Akron Borough roadways	13.79%	4
Sometimes - It depends on where I'm biking	58.62%	17
No - I never feel safe biking on Akron Borough roadways	10.34%	3
TOTAL		29

Q14 With regard to your comfortability and safety when engaging in active transportation, which of the following streetscape facilities are most important? (please select all that apply)

Answered: 29 Skipped: 0

ANSWER CHOICES	RESPONSES
Complete Sidewalks	68.97% 20
Crosswalks	55.17% 16
ADA-accessible curb ramps	24.14% 7
Bicycle lane/sharrows	37.93% 11
Traffic calming (e.g. curb bump outs, raised crosswalks, speed humps)	27.59% 8
Bus shelters	3.45% 1
Street lighting	55.17% 16
Street trees	24.14% 7
Bicycle racks	17.24% 5
Benches	13.79% 4
Safe and convenient bicycle and pedestrian connections	58.62% 17
Pleasant natural surroundings	27.59% 8
Wayfinding signage	17.24% 5
No opinion/Don't know	0.00% 0
Other (please specify)	17.24% 5
Total Respondents: 29	

#	OTHER (PLEASE SPECIFY)	DATE
1	More stop signs along Main Street to slow the traffic down.	3/22/2022 9:37 PM
2	I think the hills can be a challenge for many people so coming from the rail trail to main street businesses is less likely due to the hills. Having gathering places - eg food truck or business - at the park and/or rail trail could complete these destinations without the deterrent of a major hill.	3/17/2022 8:28 AM
3	Add well marked crosswalks across 272 at Fulton St, as well as other crossing points instead of expecting people to walk all the way to the light & back just to cross the street. Ephrata & Lititz have crosswalks. Add crosswalk at road into post office & across Fulton St.	3/7/2022 1:03 PM
4	Sidewalk maintenance is important (including snow removal)	3/2/2022 4:20 PM
5	Sidewalks have too many obstacles, Borough should change their standard to accomidate	3/1/2022 9:01 AM

Q15 Please identify places or areas in and around Akron Borough where any of these streetscape facilities are beneficial to you when engaging in active transportation.

Answered: 29 Skipped: 0

ANSWER CHOICES	RESPONSES	
No comment	58.62%	17
My comments:	41.38%	12
TOTAL		29

#	MY COMMENTS:	DATE
1	Main Street and any other streets where car traffic tend to travel too quickly.	3/22/2022 9:37 PM
2	Bike lane on Main Street would be nice.	3/22/2022 8:03 PM
3	Sidewalks/crosswalks and street trees along the main streets of Akron make walking enjoyable.	3/20/2022 3:12 PM
4	Millway rd needs safe walking/biking entry /exit to trail and Reiffs!	3/12/2022 4:52 PM
5	We often walk at night or in the evening, so we appreciate the street lights throughout the Borough. When the weather is nice, Roland park is a favorite place to walk because of it's natural surroundings, and because it is on the East side of Akron, where we live. During hot sunny days, the pine woods off of N. 11th street is our place. With having problems of skin cancer in my household, we would really love to have more tree cover on larger segments of the trail in Roland park.	3/9/2022 9:41 PM
6	We need a 4 way stop at Main and 9th. This intersection is unsafe for everyone that uses it. People travel on main WELL above the speed limit and you have to pull out almost into the intersection at 9th/Main in order to see properly which makes it unsafe. I have witnessed too many close calls at this intersection. If we want to cut down on the speed of vehicles cutting through Akron, it would also be a good idea to put a 4 way stop at Main and 11th.	3/8/2022 10:33 AM
7	Crossing 272	3/7/2022 1:03 PM
8	Akron park	3/2/2022 7:35 PM
9	Walking to Roland Park/WERT/Weisers	3/2/2022 5:09 PM
10	Akron is sorely lacking in more mature trees that shade walkways and beautify the borough.	3/1/2022 9:18 AM
11	All sidewalks to the parks and connecting side roads/rail trail. Most side roads still feel safe to bike since low traffic.	3/1/2022 6:58 AM
12	Roland Park, Front Street, WERT, Fulton Street, Main Street	2/15/2022 3:16 PM

Q16 Please identify places or areas in and around Akron Borough where adding any of these streetscape facilities would enhance your experience and/or encourage you to engage in active transportation.

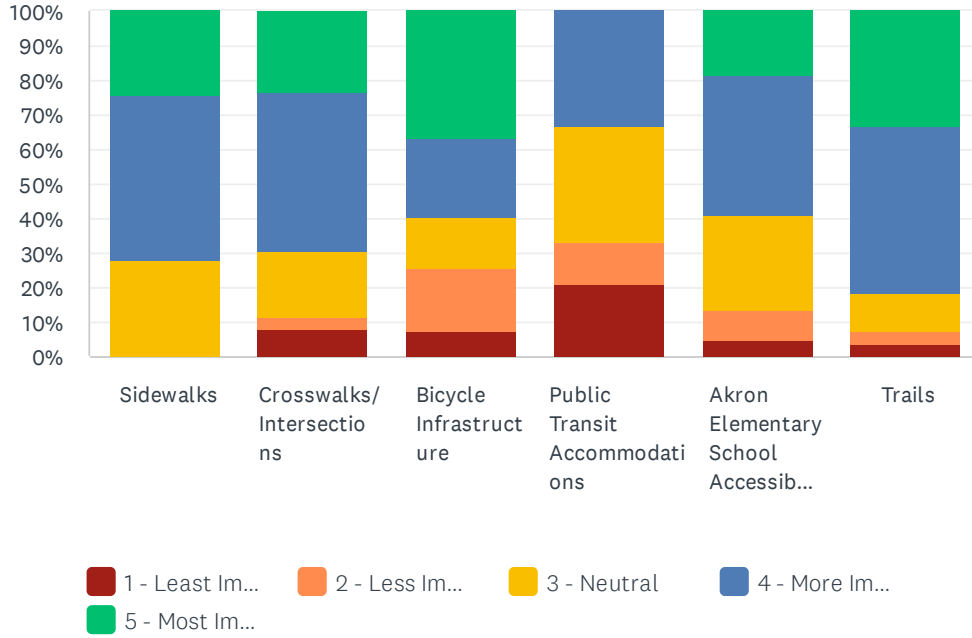
Answered: 29 Skipped: 0

ANSWER CHOICES	RESPONSES	
No comment	51.72%	15
My comments:	48.28%	14
TOTAL		29

#	MY COMMENTS:	DATE
1	Directional/wayfinding signs at the Main Street in Akron crossing. Would be nice to have some of the following info: - Location of nearest restrooms - Location of water fountains - Mileage to Ephrata - Mileage to Lititz - Mileage to the Ephrata Public Library - Nearby bicycle stores - Nearby RRTA bus stops	3/24/2022 8:48 PM
2	North 11th Street, which is the main thoroughfare for those in Akron East going north is dangerous to cyclists and walkers. The Ephrata portion is narrow and there is no room for cyclists and walkers. I used to cycle to work on N. 11th Street, and always was grateful when I got past. I'm older now and don't cycle on this anymore due to the dangerous road. Can Akron work with Ephrata to make N. 11th safe? Otherwise, make a path through Roland Park for cyclists and walkers to access the Rail Trail.	3/22/2022 8:03 PM
3	Possible bicycle lane from the trail to Roland Park.	3/20/2022 3:12 PM
4	It would really enhance akron to have a bike/trail connection on Main street from the Rail trail up to the center of Akron and then connecting to Roland Park. From Roland people could then connect by trail over to the new memory garden at Akron Mennonite Church that is coming soon. Alternatively, for a more relaxed grade make a rail trail connection from Millway up Scenic View drive and over to Main street then on to Roland etc. This would add an economic connection for business in Akron. A connection for commuters who work in Lititz or Ephrata, and a community enhancement to those getting to parks or getting out as families.	3/13/2022 8:54 PM
5	Millway road is very unpleasant and unsafe to walk/bike along!	3/12/2022 4:52 PM
6	Constructing a trail that would loop back into Roland Park from the dead end gravel lane that terminates near the rehabilitation facility would be appreciated and make for nicer walking	3/9/2022 9:41 PM
7	Crossing 272	3/7/2022 1:03 PM
8	11th ST from Roland park entrance to 272 is narrow and has no shoulder or sidewalk. Perhaps people would walk to WERT that way or shop at Good will or the new Good's Store.	3/4/2022 9:34 AM
9	Along 272 and Main Street	3/2/2022 5:09 PM
10	A bike lane on Main Street A crosswalk near the Turkey Hill or borough office	3/2/2022 4:20 PM
11	The Ninth Street intersection could be made safer for pedestrians, bicycles and other vehicles.	3/1/2022 10:46 AM
12	Trees would be welcome along any and all borough throughfares.	3/1/2022 9:18 AM
13	Bike lanes on roads, especially Main st. We bike our kids to school but it's hard with morning traffic and no awareness of bikes. Also more pedestrian road crossings over 272 so it's easy to cross without having to go to the light. For example, at Broad St or Fulton. Then the side roads would feel easier to bike on too instead of having to cross at Main.	3/1/2022 6:58 AM
14	main street between 7th and 9th street	2/14/2022 1:58 PM

Q17 What types of non-vehicular oriented projects should the Borough prioritize?

Answered: 29 Skipped: 0



Q18 Please provide any additional comments about walking, biking, wheeling, or accessing public transportation in Akron Borough.

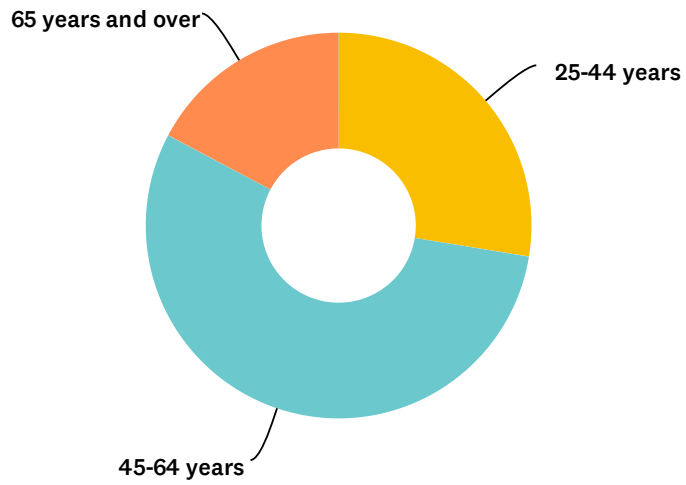
Answered: 29 Skipped: 0

ANSWER CHOICES	RESPONSES	
No comment	62.07%	18
My comments:	37.93%	11
TOTAL		29

#	MY COMMENTS:	DATE
1	For me, the most important thing is to make it safe and accessible to move around Akron Borough without a motor vehicle. That means high quality sidewalks and accessible curbs. Where possible bike lanes be made available. For recreation, prioritize the development and expansion of trails.	3/29/2022 11:17 AM
2	Any improvements will be of benefit!	3/22/2022 9:38 PM
3	Roland Park access to Steinmetz Road and Rail Trail is in the Akron Comprehensive Plan. This should be an important priority for the Borough, as it would benefit those residents living in Akron East.	3/22/2022 8:05 PM
4	Will there be public transportation for local residents without cars to get to the new Goods/Dutchway? That may be helpful. It would be great if there was a safe way to get from the rail trail to Reiffs vegetable store - Millway Rd (?) is a bit dangerous on bike/foot due to fast moving traffic not expecting pedestrians. Walking/running groups for residents. Electronic maps with routes and distances for running/walking to be shared on social media and websites. For example, it is 1 mile to do the loop around Main St - 10th St - Hillcrest - 11th St... laying out walkable routes like that might encourage someone to set a daily goal. Just a couple ideas. Thanks!	3/17/2022 8:35 AM
5	See prior comments. Thanks so much for your work on enhancing our community accessibility!	3/13/2022 8:55 PM
6	While I personally don't bike at present. I might change my mind if there were bike lanes that would make biking on streets safer.	3/9/2022 9:43 PM
7	Can we put in a skateboard area at either of our parks? Lititz is doing a nice one now that is not too expensive (about 20k) and is expandable in future years as money becomes available.	3/8/2022 10:34 AM
8	Really happy the boro is looking to make these improvements. The WERT trail has been such a gift to the community and I can't wait to see what other opportunities this might bring.	3/4/2022 9:36 AM
9	The best thing the borough could do is work with Ephrata Township and or Borough to create a safe way to walk to the rail trail and businesses near Rothsville Road and 272. It would be so useful if there were trails or paths that connected the gravel lane in Roland Park to Steinmetz Road, or at the very least, back down to the bike path instead of stopping at a dead end.	3/1/2022 9:41 AM
10	It is easier to walk on the streets than on sidewalks in most of the Borough	3/1/2022 9:02 AM
11	A: Would be nice to connect WERT to Roland Park. B: Heading east on Miller Road (Main Street to Fulton Street) there's a low spot where a bridge crosses an unnamed trickle of a stream. There is a patch of uneven sidewalk as you get to the bridge, and there are no guardrails to help prevent pedestrians from falling off the sidewalk in what looks to be a 15-foot drop. There is some wheelchair traffic on this section of Miller Road.	2/15/2022 3:24 PM

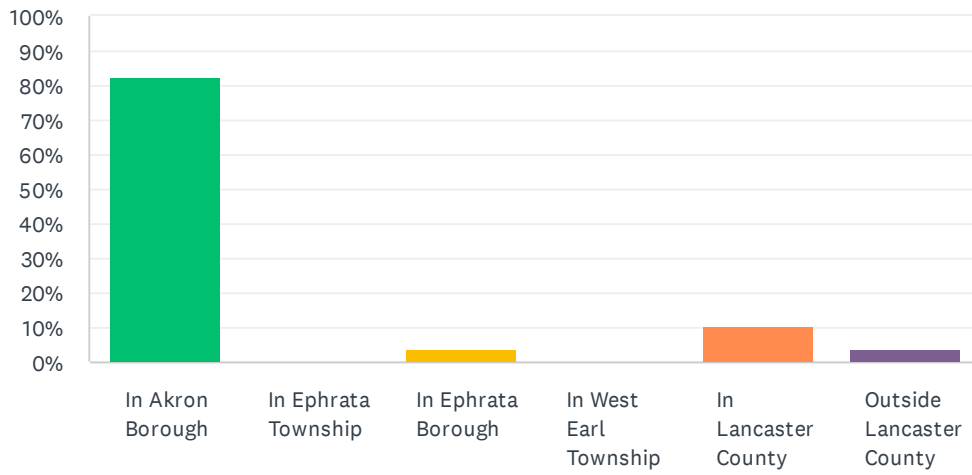
Q19 In which age group do you belong?

Answered: 29 Skipped: 0



Q20 I live...

Answered: 29 Skipped: 0



Q21 Contact Information

Answered: 12 Skipped: 17

ANSWER CHOICES	RESPONSES	
Name (optional)	100.00%	12
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address (optional)	100.00%	12
Phone Number	0.00%	0

#	NAME (OPTIONAL)	DATE
1	[REDACTED]	3/27/2022 7:55 PM
2	[REDACTED]	3/22/2022 9:38 PM
3	[REDACTED]	3/22/2022 8:05 PM
4	[REDACTED]	3/20/2022 3:13 PM
5	[REDACTED]	3/17/2022 8:35 AM
6	[REDACTED]	3/12/2022 4:54 PM
7	[REDACTED]	3/9/2022 9:43 PM
8	[REDACTED]	3/8/2022 10:35 AM
9	[REDACTED]	3/4/2022 9:36 AM
10	[REDACTED]	3/2/2022 5:10 PM
11	[REDACTED]	3/1/2022 7:00 AM
12	[REDACTED]	2/15/2022 3:25 PM

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

Akron Borough Active Transportation Survey

#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS (OPTIONAL)	DATE
1	[REDACTED]	3/27/2022 7:55 PM
2	[REDACTED]	3/22/2022 9:38 PM
3	[REDACTED]	3/22/2022 8:05 PM
4	[REDACTED]	3/20/2022 3:13 PM
5	[REDACTED]	3/17/2022 8:35 AM
6	[REDACTED]	3/12/2022 4:54 PM
7	[REDACTED]	3/9/2022 9:43 PM
8	[REDACTED]	3/8/2022 10:35 AM
9	[REDACTED]	3/4/2022 9:36 AM
10	[REDACTED]	3/2/2022 5:10 PM
11	[REDACTED]	3/1/2022 7:00 AM
12	[REDACTED]	2/15/2022 3:25 PM
#	PHONE NUMBER	DATE
	There are no responses.	

APPENDIX IV.

METRICS: POTENTIAL LINEAR MILES, NEW/ENHANCED DESTINATIONS AND PROJECTS/POLICIES

Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths, public transit routes), New/Enhanced Destinations (crosswalks & intersections, and other destinations), and Projects/Policies

In accordance with page 6 and Appendices A and B – “Expectations for Plans and Policies” and “Explanation of Terms” – of the Funding Opportunity Announcement (FOA), grant recipients are required to provide information with their final plans/policies and, upon request, to provide similar data as projects are implemented. These forms are the templates on which grant recipients will log the *potential* new/improved linear miles of new/improved routes or means of transportation, *potential* destinations that will be connected due to the new or improved routes, and *potential* new and/or enhanced sites as identified and prioritized in their adopted plans or policies.

Note: This form is not to be completed at the time of your application. Rather, it is provided to potential applicants to explain what will be required to be submitted as part of or with final plans – based on the recommendations made in their respective plans. Similar reporting will be requested during the larger project period (outside of the specific mini-grant award period).

Active Transportation Plan Implementation Metrics - Sidewalks				
<p>Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.</p> <p>Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).</p> <p>Potential linear miles: Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.</p> <p>Connected destinations: Name the destinations that will be connected with implementation of each project.</p>				
Map or Pg. No.	Priority	Project Location	Potential Linear Miles	Connected Destinations

Active Transportation Plan Implementation Metrics - Crosswalks and Intersections

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project: Describe project location and what improvements are being made.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Connected Destinations
Proposed Network (PN) Map (#1) / p. 10	High	WERT Connector (new crosswalk across Steinmetz Road)	WERT to Roland Park
PN Map (#2) / p. 11	High	9 th Street / Main Street intersection (new signage; intersection realignment; curb bump outs)	
PN Map (#6) / p. 11	Medium	7 th Street / Main Street signalized intersection [install Leading pedestrian interval (LPI)]	

Active Transportation Plan Implementation Metrics - Transit Stops, Connections, and Routes

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project Description: Describe project location and what improvements are being made. *Examples: New bus route, new stop along existing transit route, new bus shelter, etc.*

Potential linear miles: Linear miles of proposed new transit routes (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
PN Map (#7) / p. 12	Low to Medium	South 7 th Street Bus Shelter at 117 South 7th Street (potential for bicycle racks)	N/A	Akron Municipal Building

Active Transportation Plan Implementation Metrics - **Bicycle Infrastructure Improvements**

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project Description: Describe project location and what improvements are being made. *Examples: low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, bike share stations, etc.*

Potential linear miles: Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
PN Map (#3) / p. 11	Medium	Main Street (sharrows and signage)	1.8	WERT / Ten Thousand Villages / Broad Street Park / Weiser’s Market / Roland Park
PN Map (#4) / p. 11	Medium	Rothsville Road (sharrows and signage)	0.5	WERT to Good’s Store

Active Transportation Plan Implementation Metrics - **Multi-Use Paths**

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Potential linear miles: Linear miles of proposed paths, rounded to the nearest tenth of a mile

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
PN Map (#1) / p. 10	High	WERT Connector (new shared use path)	0.3	WERT to Roland Park
PN Map (#5) / p. 11	Medium	Colonial Park to Good’s Store Connection (new shared use path between WERT and Rothsville Road)	0.1	WERT to Good’s Store
PN Map (#8) / p. 12	Low	Broad Street Park (new shared use path)	0.1	Ten Thousand Villages to Broad Street Park

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements

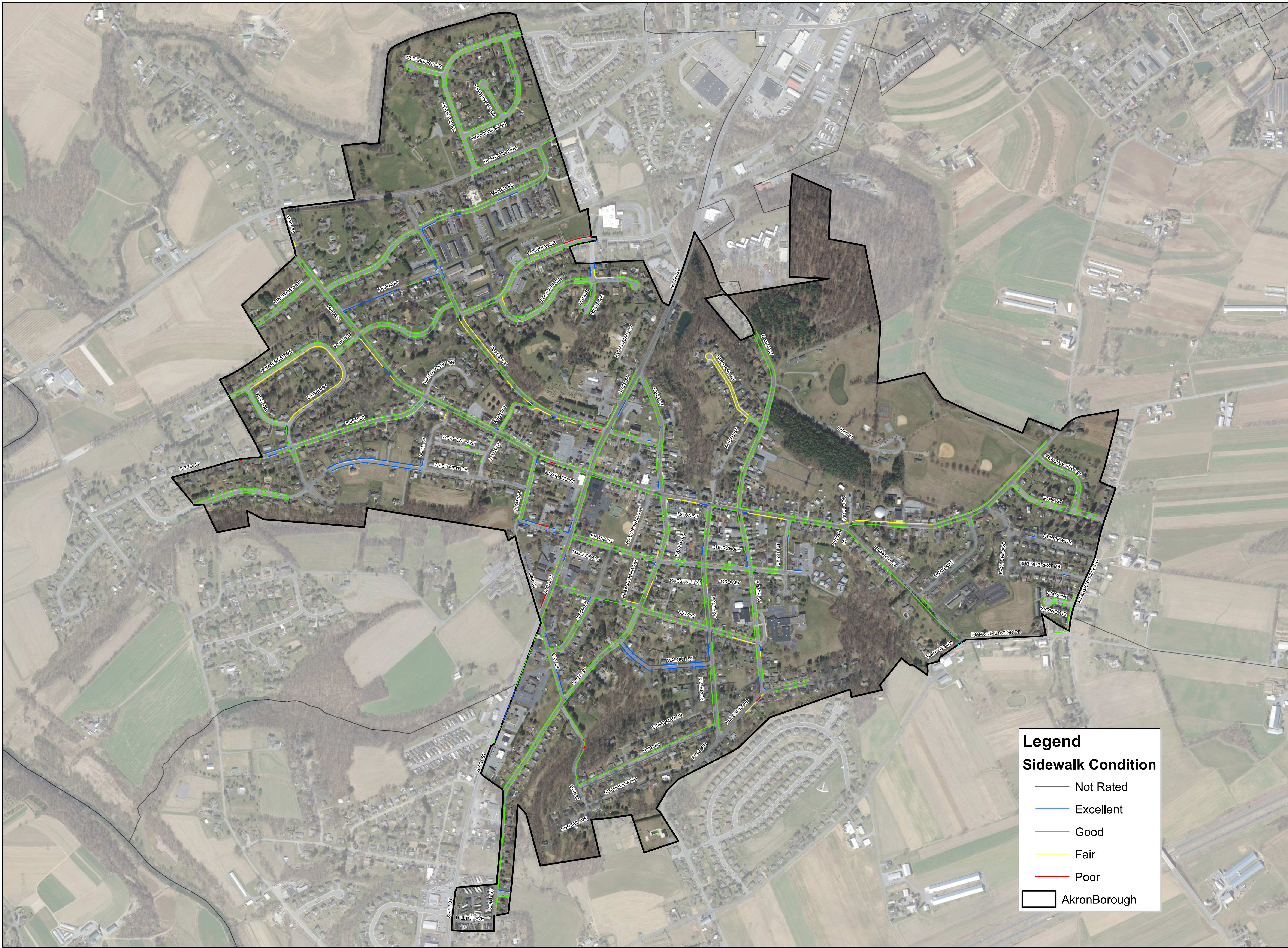
Plan/Policy/Project: Project, policy or plan development or improvements. *Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan.*

Policy/Project	Description
Active Transportation Plan Advisory Committee	<ul style="list-style-type: none"> • Oversees implementation of this Active Transportation Plan • Identifies/supports applications for funding to implement Plan recommendations • Monitors the Plan and, if deemed appropriate, recommends amending priorities • Develops events and activities to educate the public and encourages safe Active Transportation – these activities should be targeted to drivers of motor vehicles • Reports to the Akron Borough Council on its activities
Public Education Initiative	<ul style="list-style-type: none"> • Seek the assistance of Akron businesses and nonprofit organizations to address: <ul style="list-style-type: none"> ○ Community health ○ Bicycle/pedestrian/motorist interaction ○ Resident awareness of Active Transportation benefits and options/facilities
Capital Improvement Plan	<ul style="list-style-type: none"> • Provide an efficient and strategic path forward for implementing improvements
Evaluate existing sidewalk regulations	<ul style="list-style-type: none"> • Consider inspection of sidewalks during the course of a residential property sale between owners • Consider conducting a Borough-wide sidewalk inventory and assessment every 5-7 years • Consider updating sidewalk design guidelines

Revised: 12.30.21



APPENDIX V.

AKRON BOROUGH SIDEWALK INVENTORY



Legend
Sidewalk Condition

- Not Rated
- Excellent
- Good
- Fair
- Poor
- ▭ AkronBorough

AKRON BOROUGH	
SIDEWALK EXISTING CONDITION	
AKRON BOROUGH LANCASTER COUNTY, PA	
SIDEWALK INVENTORY	
 C.S. DAVIDSON, INC. ENGINEERING A BETTER COMMUNITY 38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4605 50 WEST MIDDLE STREET, GETTYSBURG, PA • PHONE (717) 837-3021 315 W. JAMES STREET, SUITE 102, LANCASTER, PA • PHONE (717) 481-2891 WWW.CSDAVIDSON.COM	
	
NO.	DESCRIPTION
DATE	
DRAWN BY	ADL
CHECKED BY	CDP
SCALE	1 in = 400 ft
DATE	9/22/2022
DWG. NO.	Sidewalk Condition
FILE NO.	5970.4.04.00
SHEET NO.	1 of 1