

ACTIVE TRANSPORTATION PLAN

Quarryville Borough, Lancaster County

Quarryville Borough, 300 Saint Catherine Street, Quarryville, PA 17566

RETTEW Project No. 035762001

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Quarryville Borough, Lancaster County – Active Transportation Plan

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Introduction

Community Background

Geographically, Quarryville Borough is in the center (or hub) of southern Lancaster County, Pennsylvania. The Borough land area is 1.3 square miles and is bordered by Providence Township to the west, East Drumore Township to the west and south, and Eden Township to the east and north. As of the 2020 U.S. Census, the current population is 2,843. PA Routes 372 and 472 bisect the Borough from west to east and US Route 222 also cuts through the center section. Quarryville Borough is part of Solanco School District which includes all Townships in the southern end. Quarryville was first founded in 1791 with “Quarryville Borough” being formally incorporated in 1892. The Borough was named for the noted stone quarries located in the area.

Quarryville Borough has worked with Providence and Eden Townships to complete the Enola Low Grade Trail (ELGT), a multi-use recreation trail that extends for 28 miles and runs from east to west across Lancaster County from Chester County to the Susquehanna River. Within the Borough limits, Providence Township owns and maintains the ELGT. 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, the health of the environment, and their out-of-pocket costs for transportation where possible, 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. To the extent that safe networks for walking and bicycling increasingly extend from and connect to the recreational trail network, bicycling and walking for transportation can also increase.

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. Quarryville 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, bicycling and walking. Driving also increases traffic congestion and impairs air quality, especially in areas of greater population density, but also in rural areas and boroughs where residences are concentration. Traffic congestion and poor air quality are caused in part by dependence on motorized transportation and limited transportation options being provided.

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

Quarryville 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 currently by automobile and that active transportation is secondary but significant. In Quarryville, 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, 42% of Active Transportation Plan Survey respondents in Quarryville noted that they would like to shift modes for some trips. 30% of respondents wanted to shift to bicycle for some trips, just under 25% wanted to shift to walking, while only 10% wanted to shift to transit (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)
 - Local and Regional Comprehensive Plans

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

Quarryville Borough formed a steering committee led by the Borough Manager including the Mayor and representatives from businesses and community organizations, Solanco School District, the Pennsylvania Department of Transportation, the Pennsylvania Department of Conservation and Natural Resources, the Lancaster County Planning Department, Penn Medicine, 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 Quarryville 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. Flyers advertising the survey and the survey itself were made available in both English and Spanish and shared with a wide range of borough residents, though no responses were received in Spanish. The online survey ran from February 24, 2022 to March 29, 2022 and accumulated 181 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 / Public Transportation

Since the 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. Quarryville Borough 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

However, this Plan identifies connections to destinations where sidewalk is not present and provides recommendations on the appropriate type of facility to make the connection. 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.

Apart from the Enola Low Grade Trail, there are no designated bicycle routes in the borough. There are no public transportation services available to the citizens of Quarryville Borough, and it is currently not feasible to provide such regular service; while the Quarryville Presbyterian Retirement Community (QPRC) operates a shuttle service for its residents, this option is not available to the public. One other option for the Borough to consider and explore is the Commuter Services of Pennsylvania Program (<https://pacommuterservices.org/>). Commuter Services is a program of the non-profit Susquehanna Regional Transportation Partnership serving Lancaster County and 8 other counties in southcentral Pennsylvania. Both employers and employees can use their free online green transportation resources to find rides, record trips, and much more.

Data Collection and Analysis / Community Health

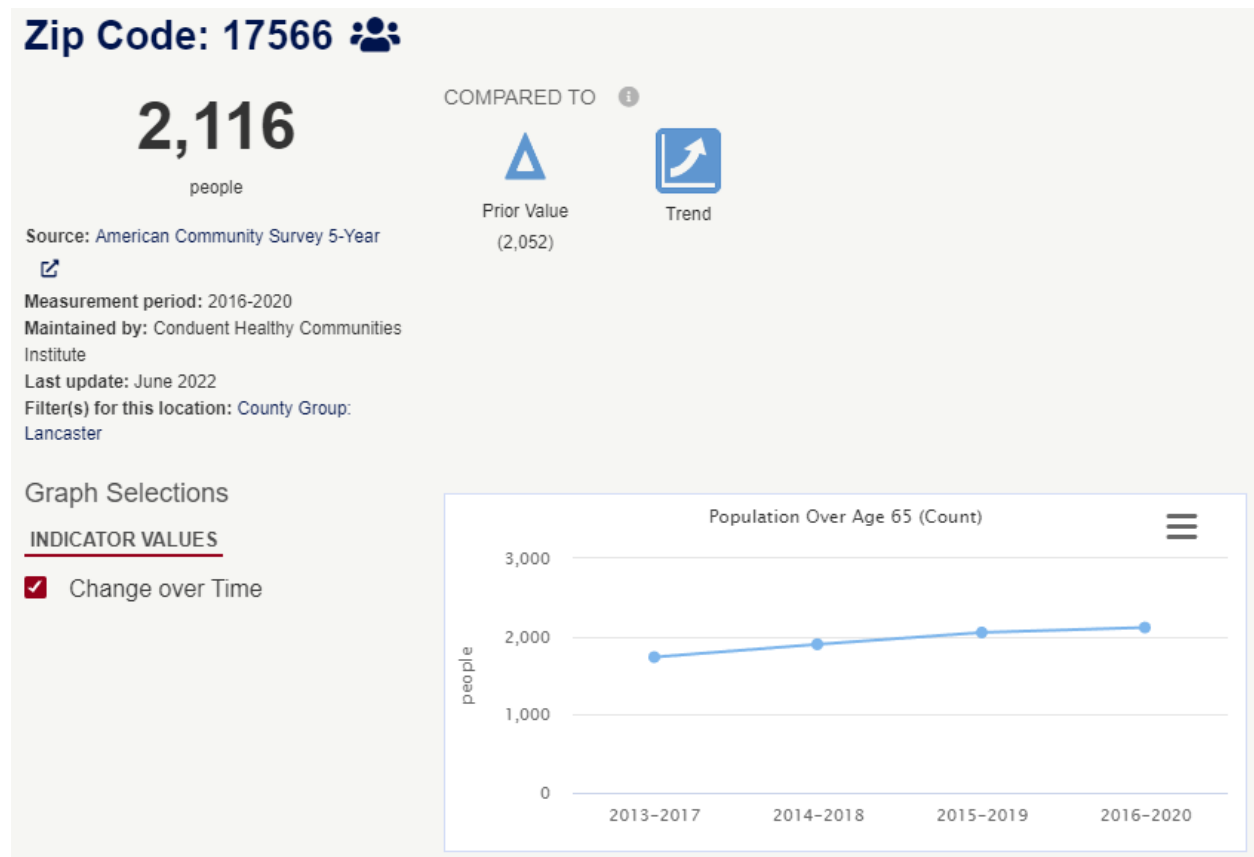
A deterrent for active transportation is unsafe conditions and included in Appendix I to this Plan is mapping of public crash data since 2000. This mapping analysis also shows crash locations within the borough involving pedestrians/bicyclists and indicates that primary conflict clusters for transportation are situated along East State Street between Hess Street and Lime Street and along West 4th Street between Circle Drive and West State Street. 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 Enola Low Grade Trail, and it is important to note the significance of the fact that only one trailhead within the borough exists with grade challenges present at all other potential accesses. 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 Enola Low Grade 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.

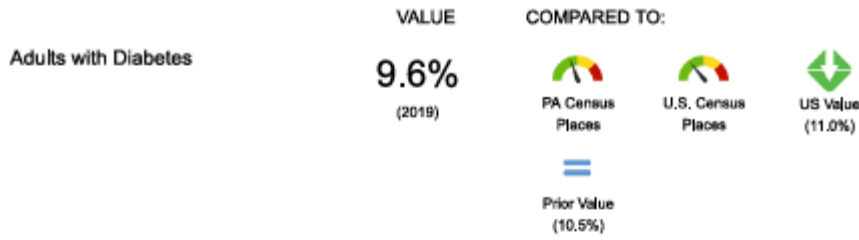
As indicated below, the Population Over Age 65 in the Quarryville community continues to increase; the Borough should take special note of this trend when planning for active transportation improvements.



For the Quarryville community, the breakdown for the Health and Community/Transportation indicators within the CHNA dashboard are as follows:

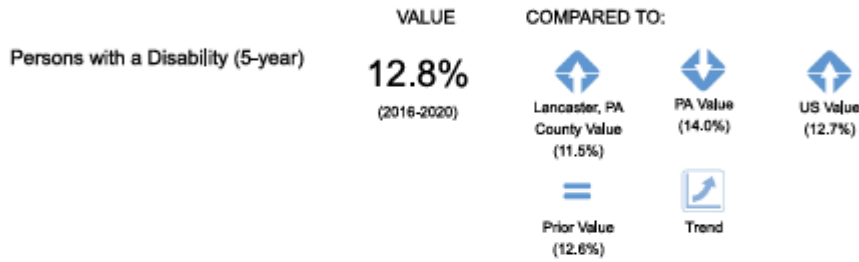
Health / Diabetes

Census Place: Quarryville



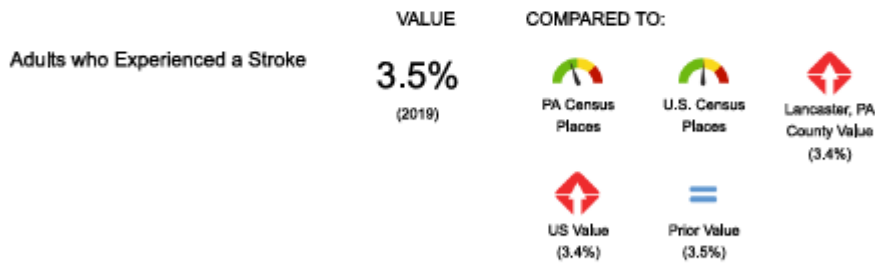
Health / Disabilities

Census Place: Quarryville



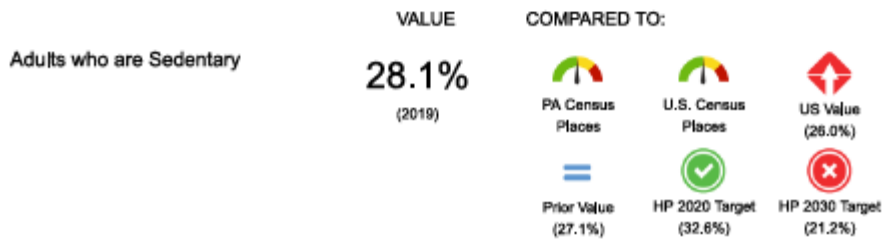
Health / Heart Disease & Stroke

Census Place: Quarryville



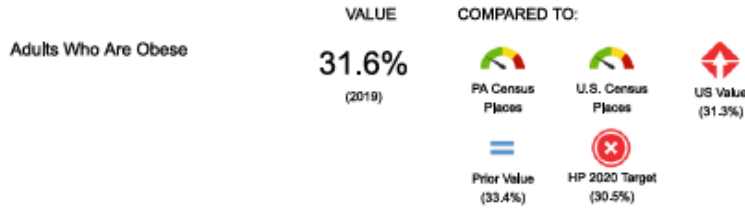
Health / Physical Activity

Census Place: Quarryville



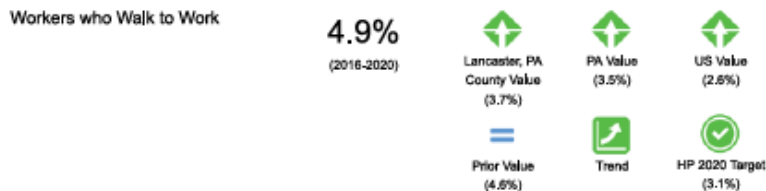
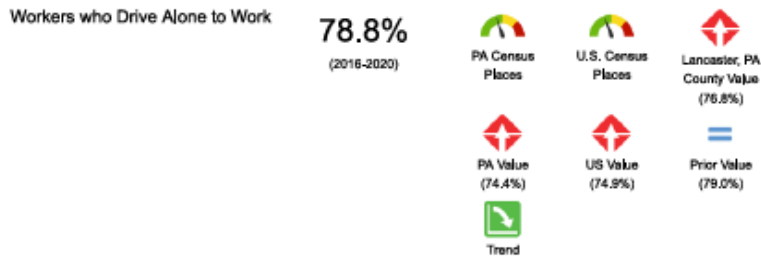
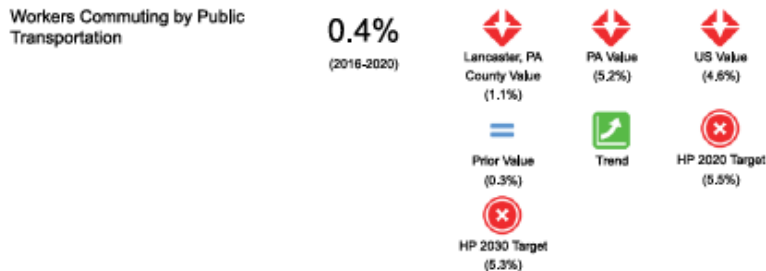
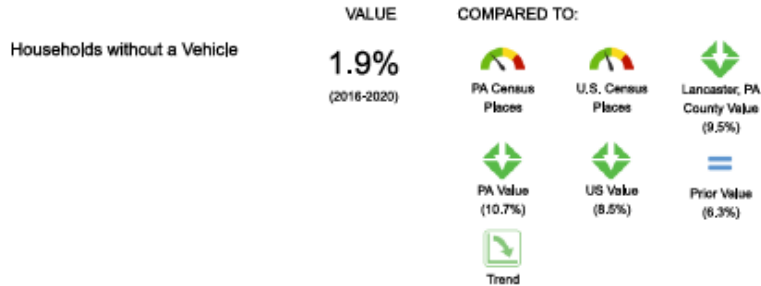
Health / Weight Status

Census Place: Quarryville



Community / Transportation

Census Place: Quarryville



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, key destination types identified included schools, businesses, parks, existing regional trails, and community facilities. Primary destinations in and around Quarryville Borough include:

Parks & Recreation

- Enola Low Grade Trail
- Huffnagle Park
- Memorial Park

Community Resources

- Quarryville Elementary School
- Quarryville Library Center
- Quarryville Municipal Building
- Solanco Fairgrounds
- Southern End Community Association (SECA) Facilities

Institutional and Elder Care

- Quarryville Presbyterian Retirement Community (QPRC)
- Walter L. Aument Family Health Center (Penn Medicine Lancaster General Health)

Commercial

- Lake Allure (Diver Training Center)
- West 4th Street and State Street businesses

Townsedge Shopping Village, the major commercial center in the Quarryville area, includes a grocery store, laundromat, and pharmacy/drug store. It is located just outside the Borough limits in East Drumore Township. However, access from West State Street is within the borough, providing an opportunity to improve safety and accessibility from residential areas in the borough.

Near the North Lime Street underpass, Quarryville Borough intends to construct a new connecting trail linking the Enola Low Grade Trail with State Street (PA-372). This connection would provide an alternate route and a direct trail connection to State Street businesses as opposed to pedestrians and bicyclists having to navigate State Street from the East State Street trailhead.

Projects and Preliminary Costs

Quarryville Borough is currently involved in design and construction of a project to reconfigure the intersection of West 4th Street and West State Street. This project is funded by a \$1 million Commonwealth Financing Authority (CFA) Multimodal Transportation Fund (MTF) grant and includes realignment, widening, signal upgrades and pedestrian facilities to improve deficient and dangerous intersection conditions in order to promote both motorist and pedestrian safety. The intersection is a safety hazard for motorists and pedestrians alike – a concern that was tragically amplified by a pedestrian fatality in 2019 (location shown on Accident Map in Appendix I). Because implementation of this project is actively underway, identifying other projects and determining priorities is occurring with the recognition that the West 4th Street / West State Street Intersection Reconfiguration Project is the #1 priority for the Borough.

The Enola Low Grade Trail (ELGT) Connector project between State Street and the vicinity of the North Lime Street underpass can be considered the top priority project for future implementation by the Borough. In determining priority projects, the following three factors were considered:

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

PROJECT	LENGTH	DESCRIPTION	CONNECTIONS	NOTES	COST
ELGT Connector (between State Street and trail access to the vicinity of North Lime Street underpass)	0.23 miles	<ul style="list-style-type: none"> • New shared use path • New sidewalk • New crosswalks 	<ul style="list-style-type: none"> • Connecting the ELGT to State Street businesses 	<ul style="list-style-type: none"> • Preliminary design completed • Project funding to be sought 	<ul style="list-style-type: none"> • \$500,000 – \$750,000 for design and construction

Connections to the Enola Low Grade Trail from the borough should take precedence – especially those roadways (North Church Street and North Lime Street) crossing under the trail at a railroad underpass.

The active transportation facilities used to create connections and connect destinations are detailed in the following section. Additional projects, with the type of improvement(s) described, are then identified in the Phasing Plan.

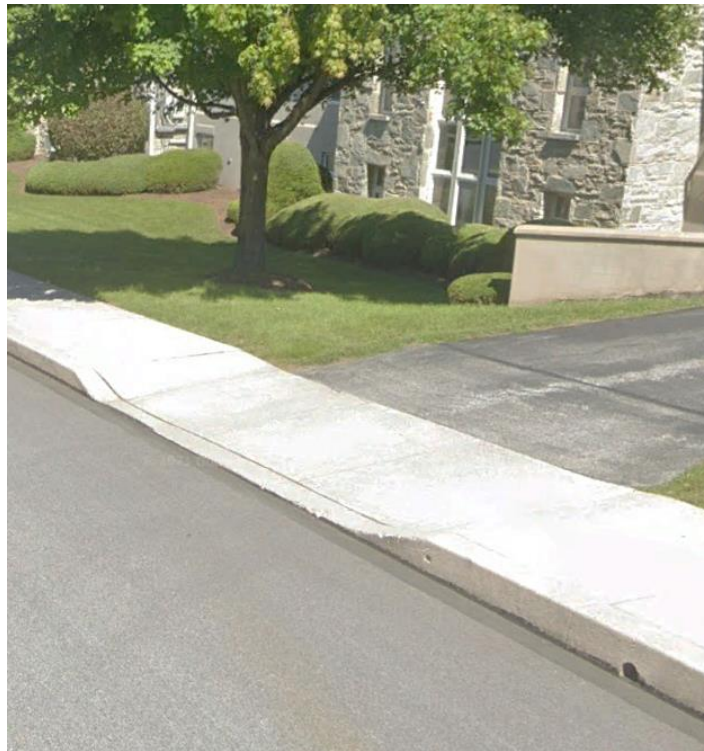
Creating Connections

These facilities are described in detail in order to match the recommended type of improvement (or improvements) in the Phasing Plan.

Sidewalks

Throughout Quarryville Borough, there are multiple different types of sidewalk configurations in place. The primary distinction between these observed sidewalk typologies is whether the sidewalk is broken with curb cuts for every driveway or continuous along the block.

Excessive cross slope on driveway aprons can be a significant barrier for pedestrian use. A level area with minimal cross slope is necessary for accessible passage across a driveway. Driveway aprons that are constructed like ramps, with steep, short side flares, can render a section of sidewalk impassable, especially when encountered in series, as in residential neighborhoods.¹ Driveway crossings without a continuous sidewalk cross slope forces pedestrians to travel across the driveway side-flare that can compromise balance and wheelchair stability.²



Broken with curb cuts (less preferred) – Harder for pedestrians, people with mobility or sight issues, or those using wheelchairs or strollers to navigate.

¹ From PennDOT Design Manual, Part 2, Chapter 6 (<https://www.dot.state.pa.us/public/Bureaus/design/PUB13M/Chapters/Chap06.pdf>)

² PennDOT roadway construction standards (RC-67m) and Design Manual Part 2, Chapter 7 (<https://www.dot.state.pa.us/public/Bureaus/design/PUB13M/Chapters/Chap07.pdf>)



Continuous along the block (recommended for future designs and reconstructions) – Easier for pedestrians, people with mobility or sight issues, or those using wheelchairs or strollers to navigate.

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. Bicycle boulevards are most appropriate on roads with low speeds and low traffic counts.

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

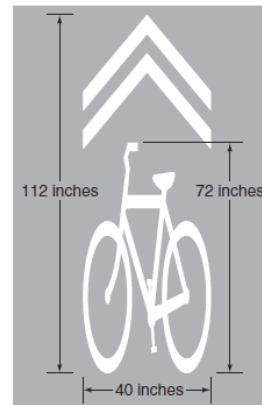
Provides a bicycle-priority route designed to offer convenient, low-stress access to local destinations and through neighborhoods. Combinations of access management, traffic calming, and crossing treatments work in concert to enhance the bicycling experience.



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.



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

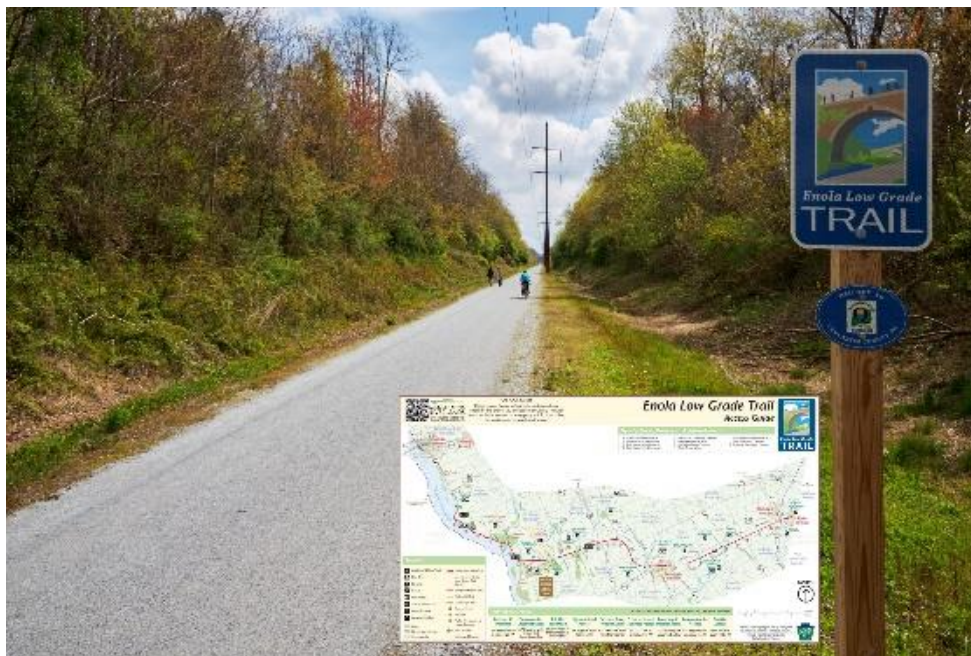
Shared Use Path

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 Quarryville Borough roadways:

Sidewalks







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. Quarryville 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

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 will 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	KEY STAKEHOLDERS	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
ELGT Connector (between State Street and vicinity of North Lime Street trail access)	<ul style="list-style-type: none"> • Quarryville Borough • Providence Township • Property owners 	<ul style="list-style-type: none"> • New shared use path • New sidewalk • New crosswalks 	Moderate <ul style="list-style-type: none"> • Preliminary design completed • Moderately high cost of improvements • Private property considerations 	High	Short-Term

PROJECT	KEY STAKEHOLDERS	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
East State Street Trailhead Access (from East State Street bridge)	<ul style="list-style-type: none"> Quarryville Borough Providence Township PennDOT 	<ul style="list-style-type: none"> New shared use path 	Challenging <ul style="list-style-type: none"> Steep grade Existing guide rail and shoulder would need to be re-evaluated 	High	Medium-Term
Memorial Park Access/Trail (at South Hess Street/Park Avenue/ Memorial Drive)	<ul style="list-style-type: none"> Quarryville Borough Southern End Community Association (SECA) 	<ul style="list-style-type: none"> New shared use path Signage Crosswalks ADA curb ramps 	Easy <ul style="list-style-type: none"> Low cost, high visibility Will connect to recently completed Riparian Buffer Mini-Trail 	High	Short-Term
ELGT Connector (from Meadow Lane terminus)	<ul style="list-style-type: none"> Quarryville Borough Providence Township 	<ul style="list-style-type: none"> New trail (hiking/mountain biking) 	Moderate <ul style="list-style-type: none"> Grade challenges 	Medium to High	Short-Term
ELGT Connector (from George A. Smith Middle School)	<ul style="list-style-type: none"> Quarryville Borough Providence Township Eden Township Solanco School District Property owner 	<ul style="list-style-type: none"> New trail (hiking/mountain biking) 	Moderate <ul style="list-style-type: none"> Grade challenges Easement likely required Private property owner involvement Intermunicipal cooperation 	Medium to High	Short-Term
Marlton Lane	<ul style="list-style-type: none"> Quarryville Borough 	<ul style="list-style-type: none"> Sharrows and signage 	Easy <ul style="list-style-type: none"> Low cost, high visibility 	Medium	Short-Term
Summit Avenue (between Marlton Lane and West Stanton Road)	<ul style="list-style-type: none"> Quarryville Borough 	<ul style="list-style-type: none"> Sharrows and signage 	Easy <ul style="list-style-type: none"> Low cost, high visibility 	Medium	Short-Term

PROJECT	KEY STAKEHOLDERS	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
ELGT Connector (Phase 1 – North Church Street Trailhead)	<ul style="list-style-type: none"> Quarryville Borough Providence Township 	<ul style="list-style-type: none"> New trailhead (13 parking spaces) Signage 	<p>Moderate</p> <ul style="list-style-type: none"> Grade challenges Construction cost/maintenance considerations 	Medium	Medium-Term
ELGT Connector (Phase 2 – North Church Street to State Street)	<ul style="list-style-type: none"> Quarryville Borough Providence Township 	<ul style="list-style-type: none"> New sidewalk Signage 	<p>Moderate</p> <ul style="list-style-type: none"> Narrow roadway width Construction cost/maintenance considerations 	Medium	Medium-Term
West State Street/5th Street/Townsend Drive Intersection	<ul style="list-style-type: none"> Quarryville Borough PennDOT Property owners 	<ul style="list-style-type: none"> New sidewalk Crosswalks ADA curb ramps 	<p>Challenging</p> <ul style="list-style-type: none"> Existing parking spaces just off cartway Private property owners and PennDOT control all of project area 	Medium	Medium-Term
QPRC Connector (from Memorial Park through SECA)	<ul style="list-style-type: none"> Quarryville Borough Southern End Community Association (SECA) QPRC 	<ul style="list-style-type: none"> New shared use path New sidewalk Signage Crosswalk ADA curb ramps 	<p>Moderate</p> <ul style="list-style-type: none"> Easements may be required for sidewalk along Park Avenue Lancaster EMS 	Low to Medium	Medium-Term to Long-Term
Quarryville Library Center Connector (via Fritz Avenue)	<ul style="list-style-type: none"> Quarryville Borough East Drumore Township Property owner 	<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 	Low to Medium	Short-Term

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 connections from the Enola Low Grade Trail to places within the borough limits, it is those areas with high interaction between users of varied transportation modes (e.g., Enola Low Grade Trail, Memorial 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 Quarryville Borough
- Solanco School District
- Municipal government of Quarryville Borough
- Municipal governments of Providence, East Drumore, and Eden Townships
- Lancaster County government / Planning Department
- Pennsylvania Department of Transportation (PennDOT)
- Pennsylvania Department of Health (DOH)
- Pennsylvania Department of Conservation and Natural Resources (DCNR)

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

Quarryville 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 Providence Township to coordinate any proposed active transportation improvements planned for connecting the Enola Low Grade Trail to places within the borough limits. It is recommended that the Borough:

- establish a contact at QPRC with whom future discussion can occur about the possibility of expanding transit options and shuttle service to include borough residents

- establish contact with the Commuter Services of Pennsylvania Program

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 Quarryville 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 Quarryville 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 Enola Low Grade 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 Quarryville businesses and nonprofit organizations to develop a public education initiative to address:

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

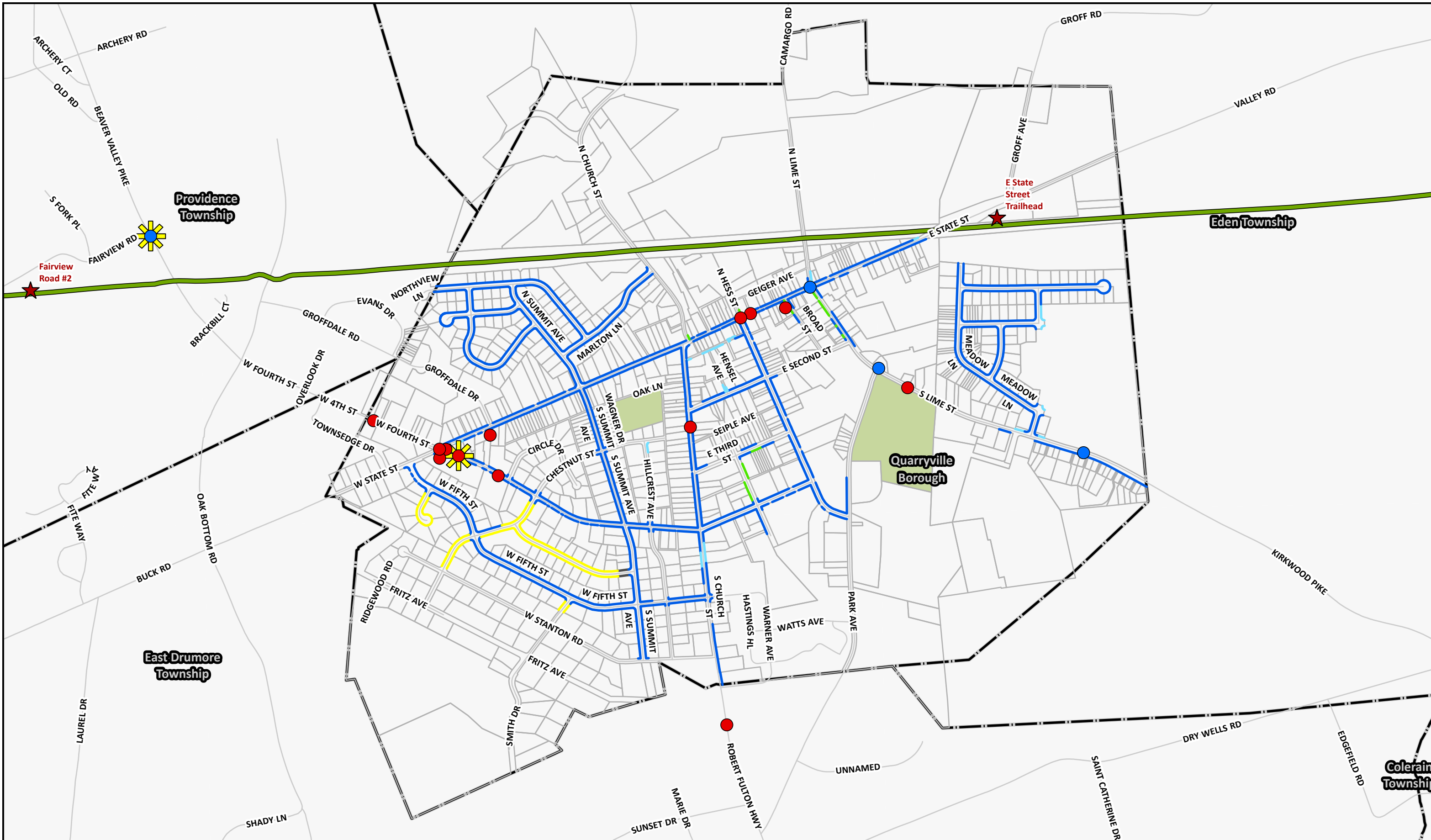
As appropriate, the projects identified in the Phasing Plan of this Active Transportation Plan could be incorporated into a Capital Improvement Plan, providing an efficient and strategic path forward for implementing these relatively low-cost improvements. Additionally, Borough Council may consider further amendments to the Official Map to indicate and memorialize proposed active transportation facilities.

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
- Adopting a Complete Streets Policy

APPENDIX I.

PROJECT MAPPING



- Pedestrian Accident (2001 - 2020)
- Bicycle Accident (2001 - 2020)
- ★ Fatal Accident
- ★ Trailhead
- Vertical Curb & Sidewalk
- Sidewalk Only
- Vertical Curb Only
- Rolled Curb Only
- Asphalt Curb Only
- Enola Low Grade Trail
- Parcel Boundary
- Municipal Boundary
- Park

1" = 800'

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

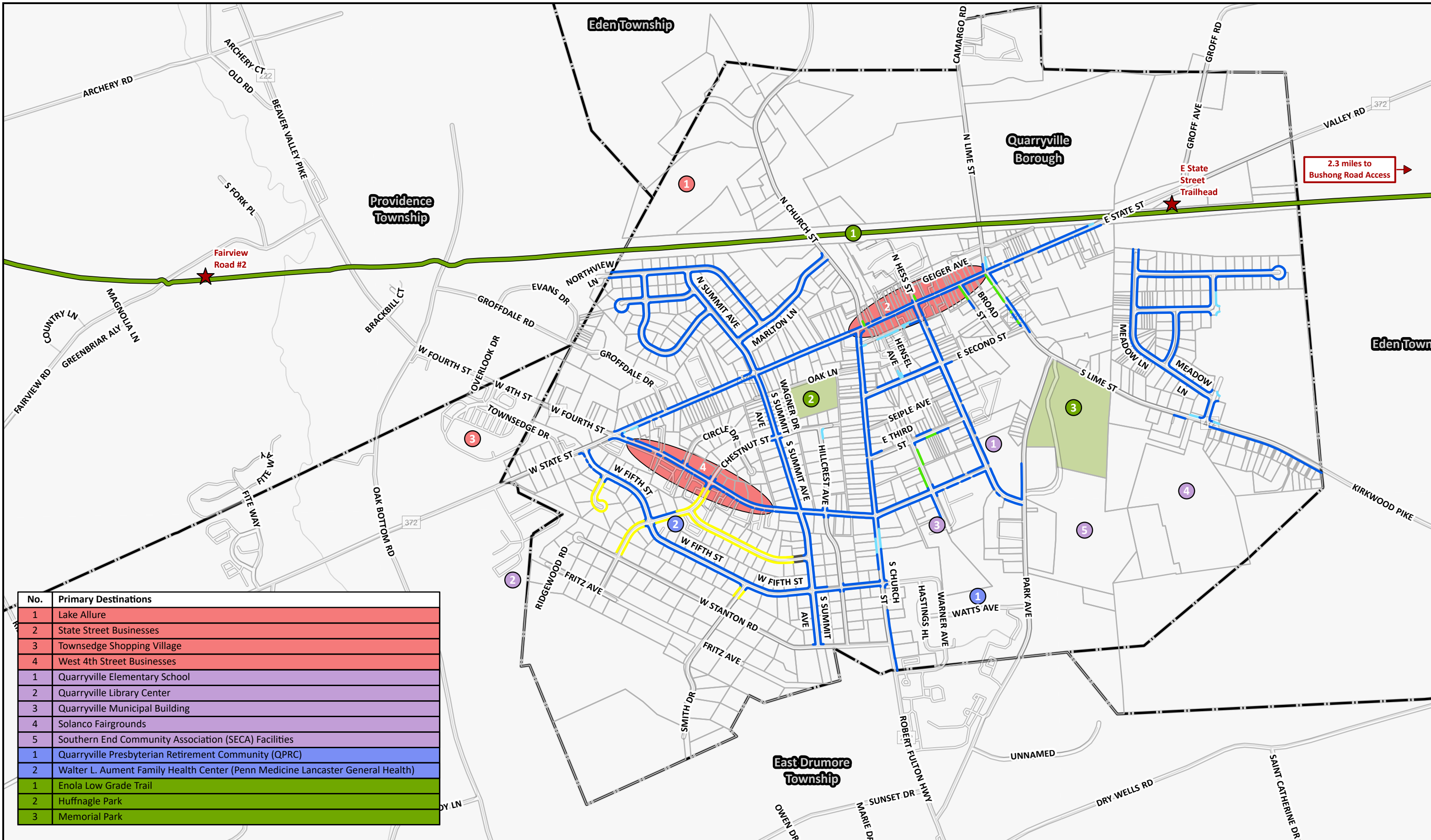
Rev.: 8/12/2022 Drawn By: greidel

Quarryville Borough

Active Transportation Plan

Accident Map

Quarryville Borough, Lancaster County, PA
Project No. 035762001



No.	Primary Destinations
1	Lake Allure
2	State Street Businesses
3	Townsedge Shopping Village
4	West 4th Street Businesses
1	Quarryville Elementary School
2	Quarryville Library Center
3	Quarryville Municipal Building
4	Solanco Fairgrounds
5	Southern End Community Association (SECA) Facilities
1	Quarryville Presbyterian Retirement Community (QPRC)
2	Walter L. Aument Family Health Center (Penn Medicine Lancaster General Health)
1	Enola Low Grade Trail
2	Huffnagle Park
3	Memorial Park

Trailhead	Community Resource	Vertical Curb & Sidewalk	Asphalt Curb Only	Municipal Boundary
Primary Destination Category	Institutional and Elder Care	Sidewalk Only	Enola Low Grade Trail	Park
Commercial	Parks & Recreation	Vertical Curb Only	Parcel Boundary	
		Rolled Curb Only		

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

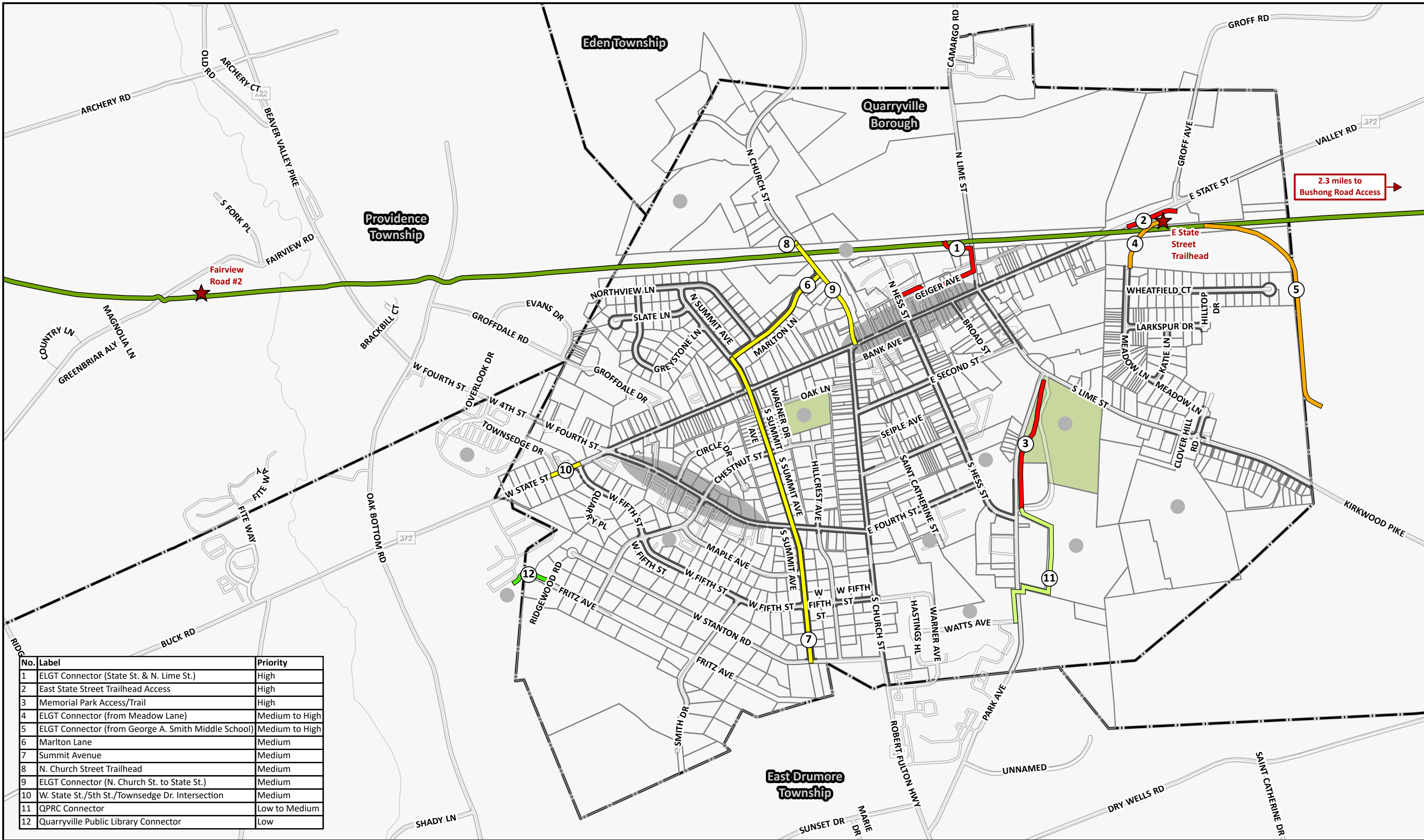
Scale: 1" = 800'
 0 800 Feet

RETTEW

Sheet 1 of 1

Rev.: 8/12/2022 Drawn By: greidel

Quarryville Borough
Active Transportation Plan
Existing Network Map
 Quarryville Borough, Lancaster County, PA
 Project No. 035762001



No.	Label	Priority
1	ELGT Connector (State St. & N. Lime St.)	High
2	East State Street Trailhead Access	High
3	Memorial Park Access/Trail	High
4	ELGT Connector (from Meadow Lane)	Medium to High
5	ELGT Connector (from George A. Smith Middle School)	Medium to High
6	Marlton Lane	Medium
7	Summit Avenue	Medium
8	N. Church Street Trailhead	Medium
9	ELGT Connector (N. Church St. to State St.)	Medium
10	W. State St./5th St./Townsend Dr. Intersection	Medium
11	QPRC Connector	Low to Medium
12	Quarryville Public Library Connector	Low

Trailhead	Project Phasing Priority	Medium	Sidewalk	Municipal Boundary
Primary Destination	High	Low to Medium	Enola Low Grade Trail	Park
	Medium to High	Low	Parcel Boundary	

1" = 800'

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
 Human Geography Detail: 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.: 8/12/2022 Drawn By: greidel

Quarryville Borough

Active Transportation Plan

Proposed Network Map

Quarryville Borough, Lancaster County, PA

Project No. 035762001

APPENDIX II.

POTENTIAL FUNDING SOURCES

POTENTIAL FUNDING SOURCES

Quarryville 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

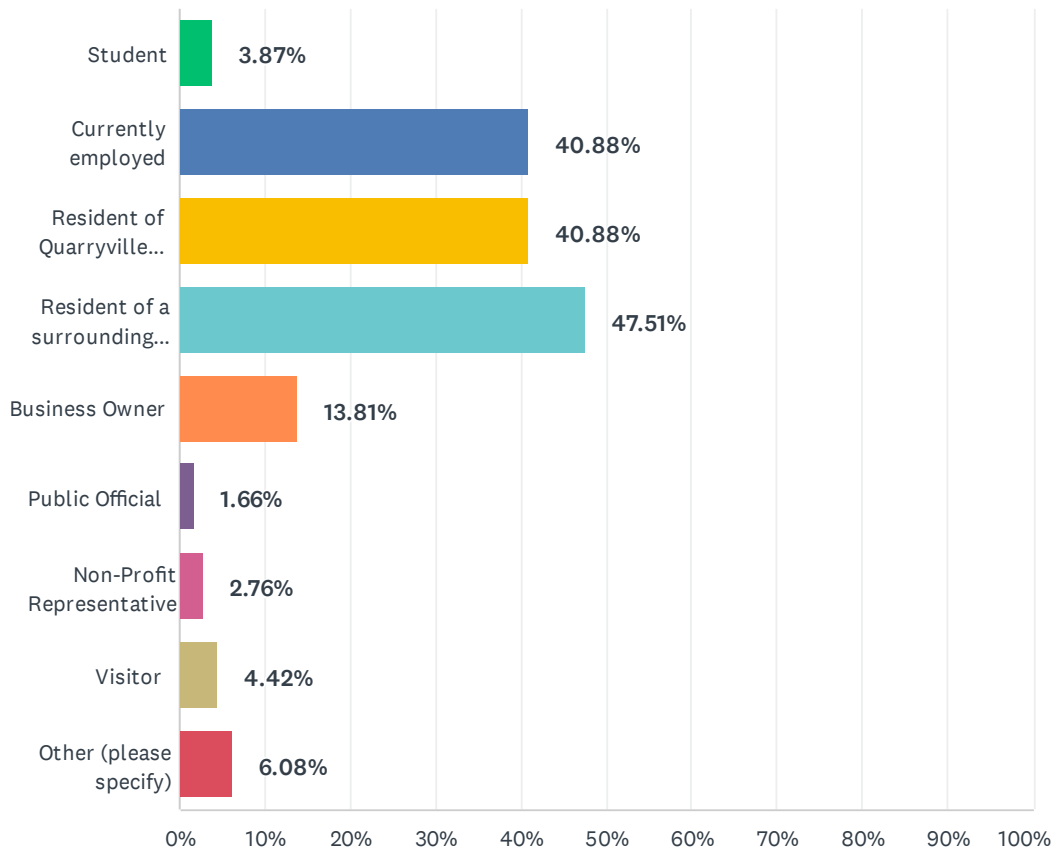
Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
AARP Community Challenge Grant Program	American Association of Retired Persons (AARP)	Funding is intended to help communities make immediate improvements and jump-start long-term progress 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 How do you describe yourself? (please select all that apply)

Answered: 181 Skipped: 0



ANSWER CHOICES	RESPONSES
Student	3.87% 7
Currently employed	40.88% 74
Resident of Quarryville Borough	40.88% 74
Resident of a surrounding Township	47.51% 86
Business Owner	13.81% 25
Public Official	1.66% 3
Non-Profit Representative	2.76% 5
Visitor	4.42% 8
Other (please specify)	6.08% 11
Total Respondents: 181	

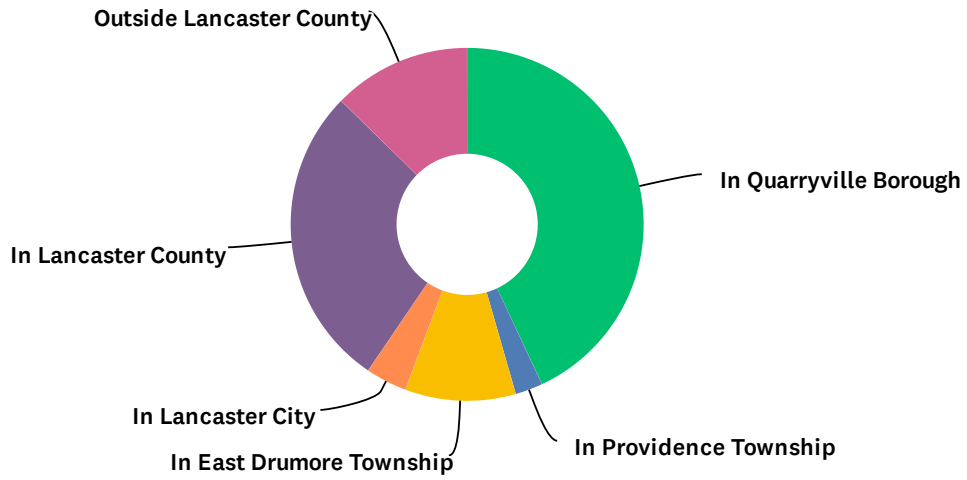
#	OTHER (PLEASE SPECIFY)	DATE
1	Retired	3/29/2022 7:31 PM

Quarryville Borough Active Transportation Survey

2	Retired	3/28/2022 11:22 PM
3	Retired	3/28/2022 11:14 PM
4	Reside at QPRC	3/28/2022 11:03 PM
5	Mountain biker	3/23/2022 7:45 AM
6	SAHM	3/10/2022 2:37 PM
7	Disabled	3/10/2022 10:21 AM
8	Retired in Peach Bottom but willing to go to Quarryville to walk somewhere safely.	3/9/2022 5:11 PM
9	Work in the boro, live in little Britain twn	2/26/2022 2:38 PM
10	Self employed	2/25/2022 7:01 PM
11	Retired	2/25/2022 12:00 PM

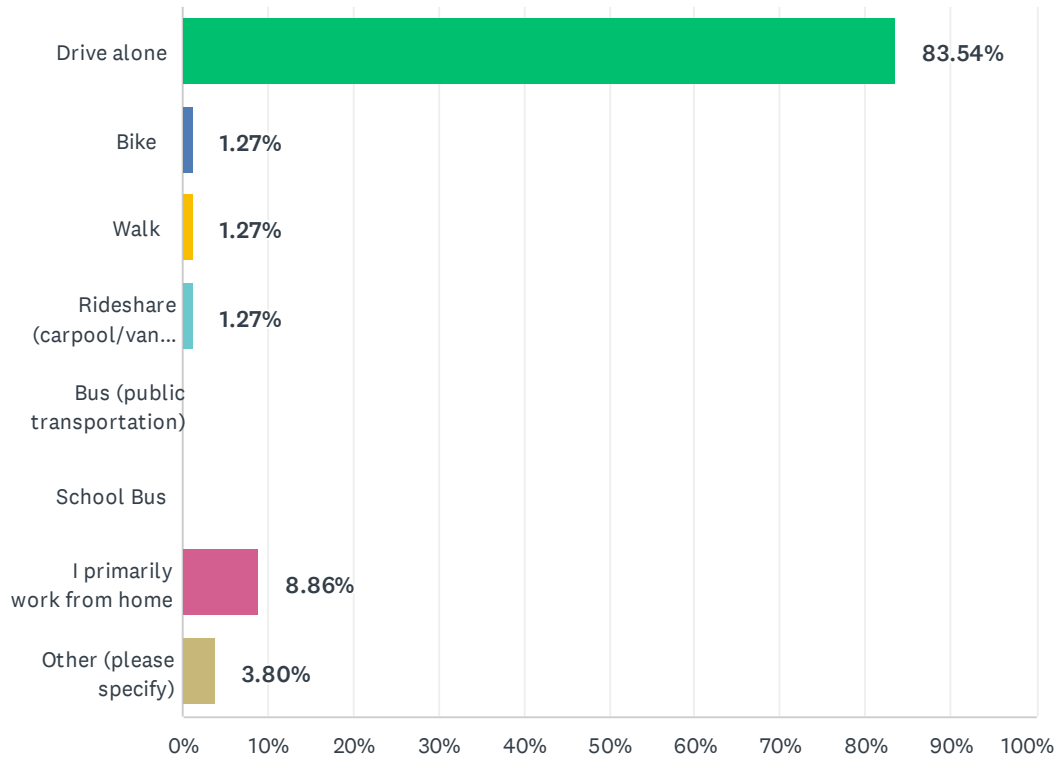
Q2 I go to work/school...

Answered: 79 Skipped: 102



Q3 How do you typically travel to work/school?

Answered: 79 Skipped: 102

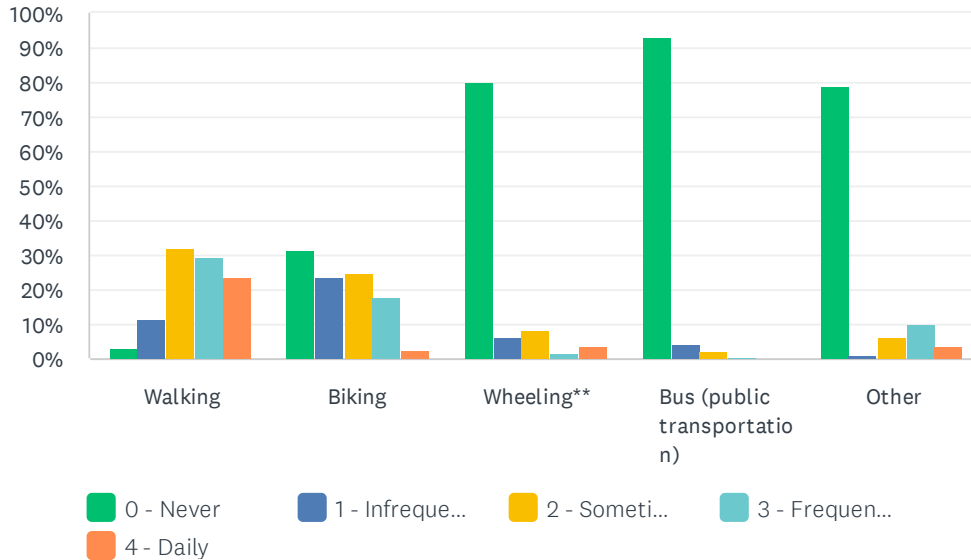


ANSWER CHOICES	RESPONSES	
Drive alone	83.54%	66
Bike	1.27%	1
Walk	1.27%	1
Rideshare (carpool/vanpool/paratransit)	1.27%	1
Bus (public transportation)	0.00%	0
School Bus	0.00%	0
I primarily work from home	8.86%	7
Other (please specify)	3.80%	3
TOTAL		79

#	OTHER (PLEASE SPECIFY)	DATE
1	Bus or bike	3/28/2022 10:12 AM
2	I also bike	3/18/2022 10:17 PM
3	We used to drive to work in Lancaster and Oxford but we are now retired. We do go into Lancaster city aout 3 times a week. We also go into Quarryville and New Providence at lease once a week.	3/9/2022 5:16 PM

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

Answered: 159 Skipped: 22

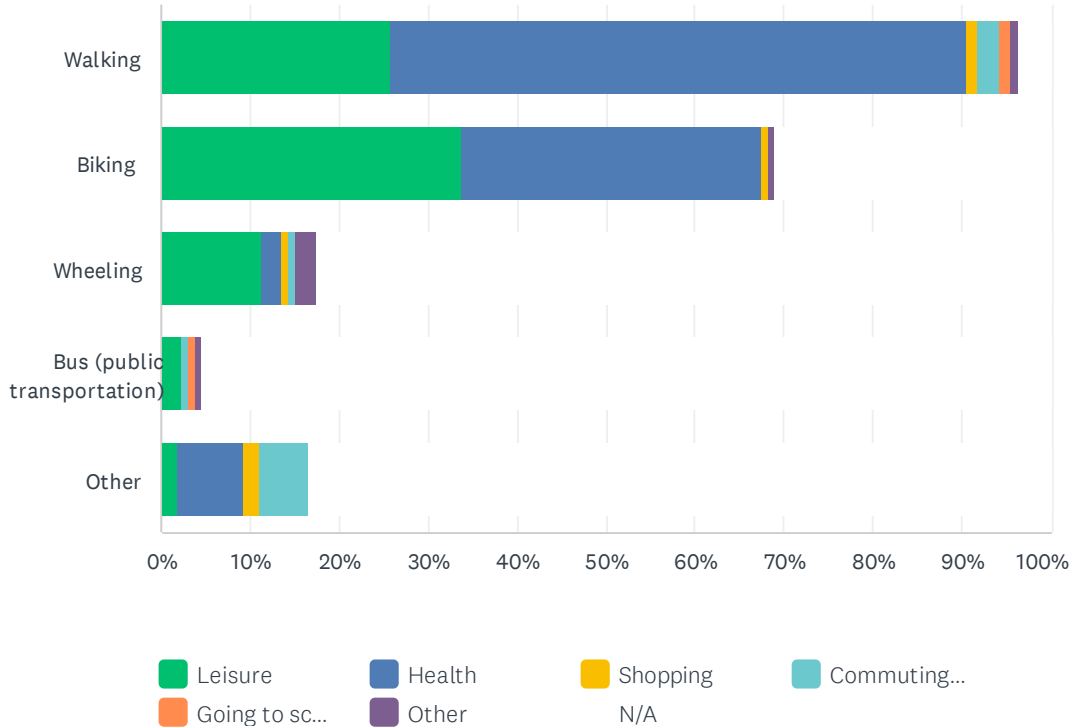


	0 - NEVER	1 - INFREQUENTLY*	2 - SOMETIMES*	3 - FREQUENTLY*	4 - DAILY	TOTAL
Walking	3.14% 5	11.32% 18	32.08% 51	29.56% 47	23.90% 38	159
Biking	31.37% 48	23.53% 36	24.84% 38	17.65% 27	2.61% 4	153
Wheeling**	80.00% 112	6.43% 9	8.57% 12	1.43% 2	3.57% 5	140
Bus (public transportation)	92.96% 132	4.23% 6	2.11% 3	0.70% 1	0.00% 0	142
Other	78.75% 63	1.25% 1	6.25% 5	10.00% 8	3.75% 3	80

#	IF OTHER, PLEASE SPECIFY:	DATE
1	running	3/22/2022 6:07 AM
2	Running	3/19/2022 9:54 AM
3	Horseback ride for recreation	3/17/2022 8:07 PM
4	Running	3/1/2022 8:43 PM
5	Running	3/1/2022 8:17 PM
6	running	2/27/2022 1:35 PM
7	Car	2/26/2022 2:05 PM
8	Hiking	2/25/2022 11:03 PM
9	Son uses Wheelchair &	2/25/2022 7:11 PM
10	Running	2/25/2022 12:02 PM

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

Answered: 159 Skipped: 22

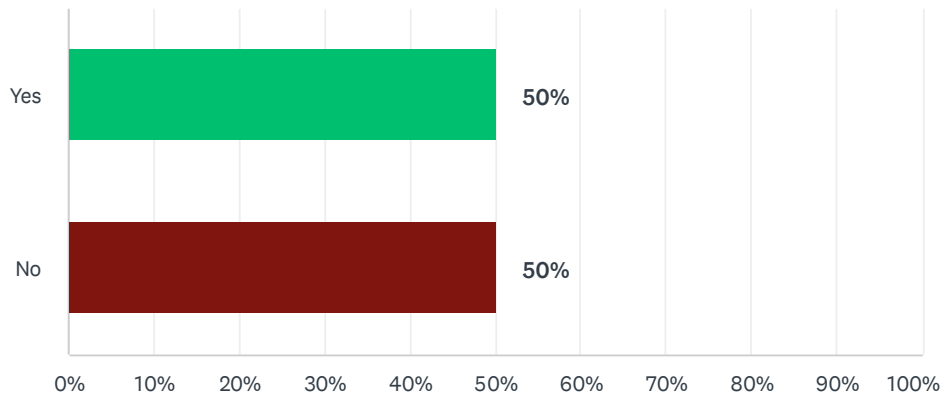


	LEISURE	HEALTH	SHOPPING	COMMUTING TO WORK	GOING TO SCHOOL	OTHER	N/A	TOTAL
Walking	25.79% 41	64.78% 103	1.26% 2	2.52% 4	1.26% 2	0.63% 1	3.77% 6	159
Biking	33.77% 51	33.77% 51	0.66% 1	0.00% 0	0.00% 0	0.66% 1	31.13% 47	151
Wheeling	11.28% 15	2.26% 3	0.75% 1	0.75% 1	0.00% 0	2.26% 3	82.71% 110	133
Bus (public transportation)	2.27% 3	0.00% 0	0.00% 0	0.76% 1	0.76% 1	0.76% 1	95.45% 126	132
Other	1.85% 2	7.41% 8	1.85% 2	5.56% 6	0.00% 0	0.00% 0	83.33% 90	108

#	IF OTHER, PLEASE SPECIFY:	DATE
1	Running	3/1/2022 8:17 PM
2	running	2/27/2022 1:35 PM
3	Unable to walk anywhere. No side walks and too far to walk to town without sidewalks	2/26/2022 2:04 PM
4	Fitness running	2/25/2022 12:02 PM

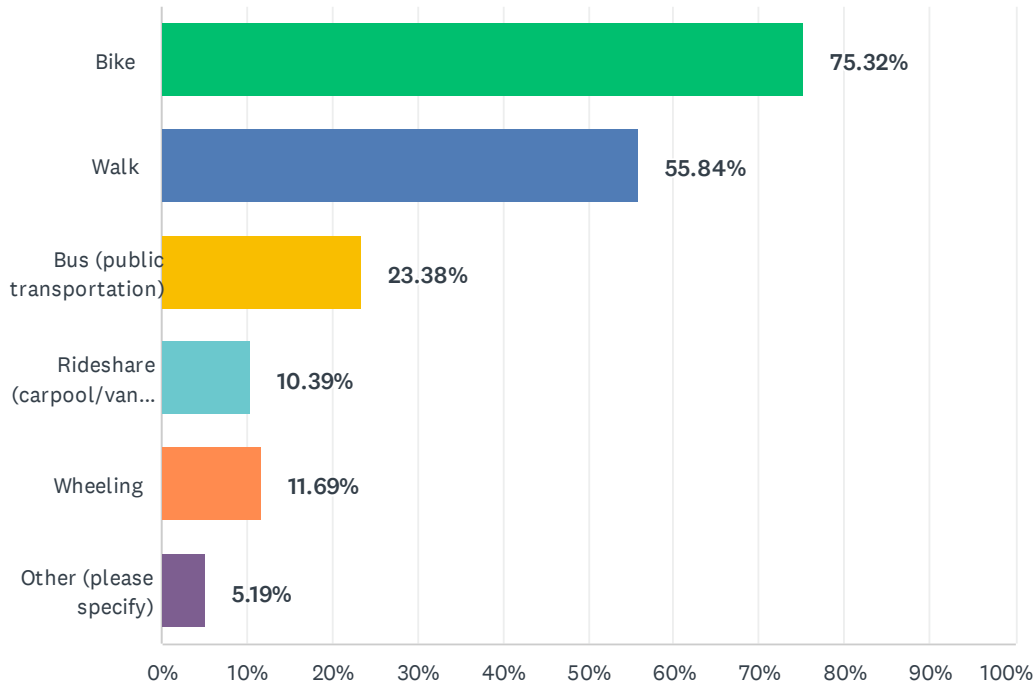
Q6 Are there vehicle trips you wish you could replace with another mode?

Answered: 156 Skipped: 25



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

Answered: 77 Skipped: 104

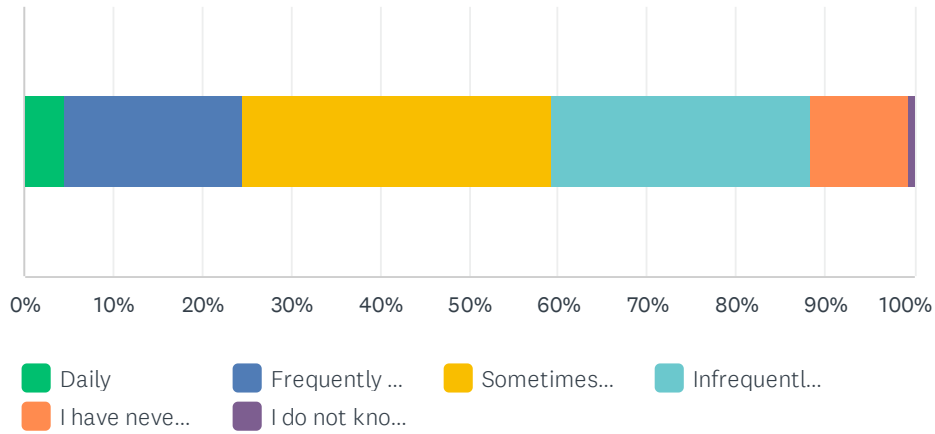


ANSWER CHOICES	RESPONSES	
Bike	75.32%	58
Walk	55.84%	43
Bus (public transportation)	23.38%	18
Rideshare (carpool/vanpool/paratransit)	10.39%	8
Wheeling	11.69%	9
Other (please specify)	5.19%	4
Total Respondents: 77		

#	OTHER (PLEASE SPECIFY)	DATE
1	Train	3/19/2022 9:54 AM
2	Due to the rise in gas prices I would be happy to find a cheaper way to travel. But I have no desire to hike or bike on public roads.	3/17/2022 8:09 PM
3	I have an e-bike but don't feel safe coming in to Quarryville on 472 ; I've actually thought about becoming a rideshare driver altho' I'm otherwise employed	3/10/2022 8:19 PM
4	uber	2/25/2022 12:36 PM

Q8 How often do you use the Enola Low Grade Trail?

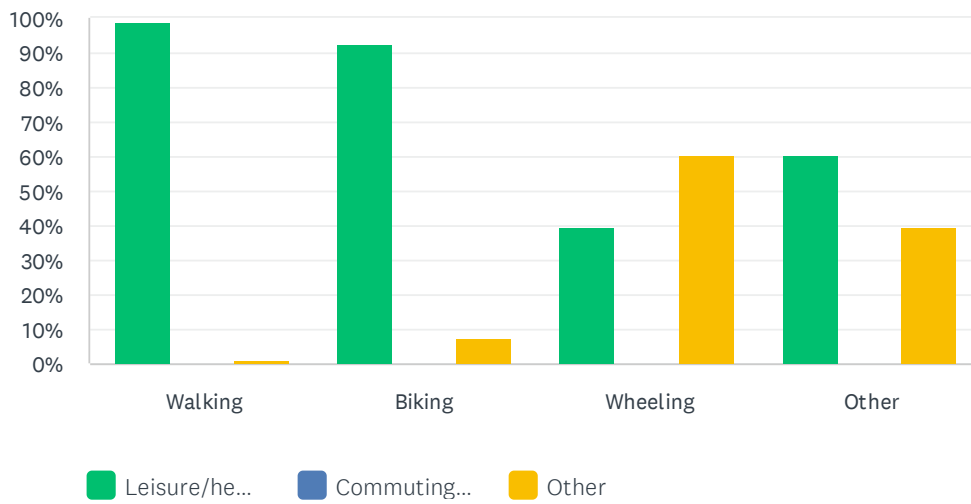
Answered: 155 Skipped: 26



ANSWER CHOICES	RESPONSES	
Daily	4.52%	7
Frequently (once or more per week)	20.00%	31
Sometimes (once or more per month)	34.84%	54
Infrequently (a few times per year)	29.03%	45
I have never used the Enola Low Grade Trail	10.97%	17
I do not know about the Enola Low Grade Trail	0.65%	1
TOTAL		155

Q9 How do you primarily use the Enola Low Grade Trail?

Answered: 131 Skipped: 50

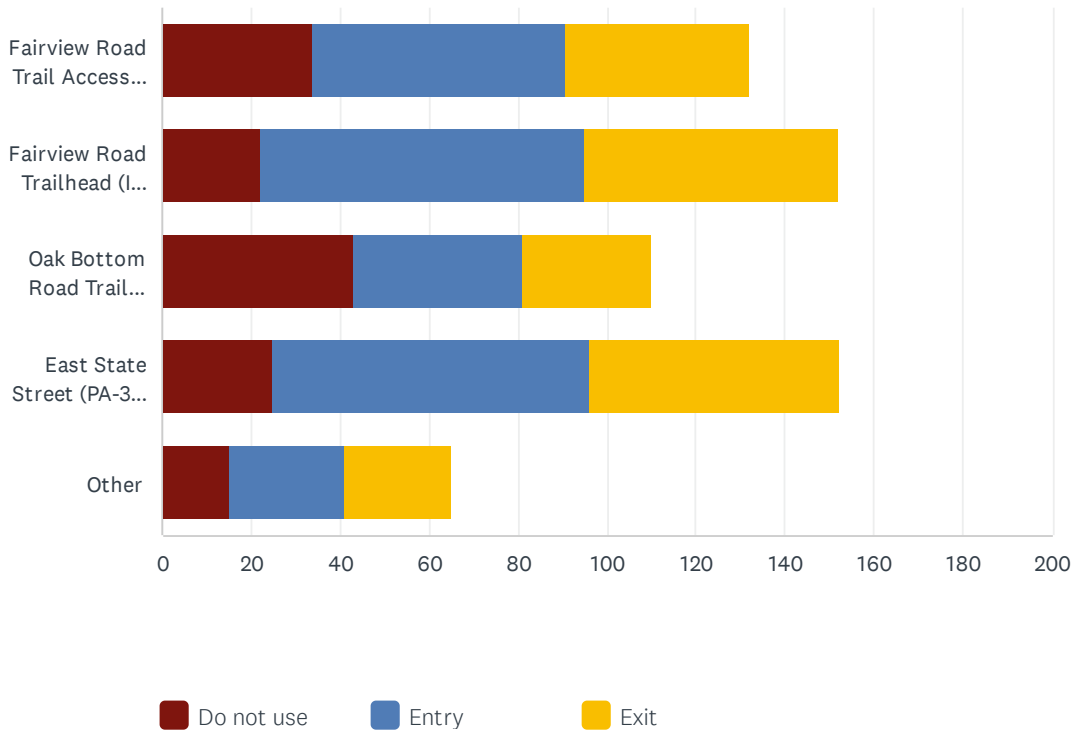


	LEISURE/HEALTH	COMMUTING TO WORK	OTHER	TOTAL
Walking	99.18% 121	0.00% 0	0.82% 1	122
Biking	92.63% 88	0.00% 0	7.37% 7	95
Wheeling	39.39% 13	0.00% 0	60.61% 20	33
Other	60.61% 20	0.00% 0	39.39% 13	33

#	IF OTHER, PLEASE SPECIFY:	DATE
1	running	3/22/2022 6:17 AM
2	Running	3/19/2022 9:59 AM
3	When the train stopped running I used to horseback ride with friends along the low grade.	3/17/2022 8:10 PM
4	Running	3/1/2022 8:48 PM
5	Running	3/1/2022 8:24 PM
6	running	2/27/2022 1:39 PM
7	N/a	2/25/2022 2:17 PM
8	Fitness running	2/25/2022 12:08 PM
9	Running	2/25/2022 11:08 AM
10	N/A	2/25/2022 8:47 AM

Q10 When you use the Enola Low Grade Trail, which access location(s) do you most often utilize?(You may select both Entry and Exit for a location)

Answered: 131 Skipped: 50



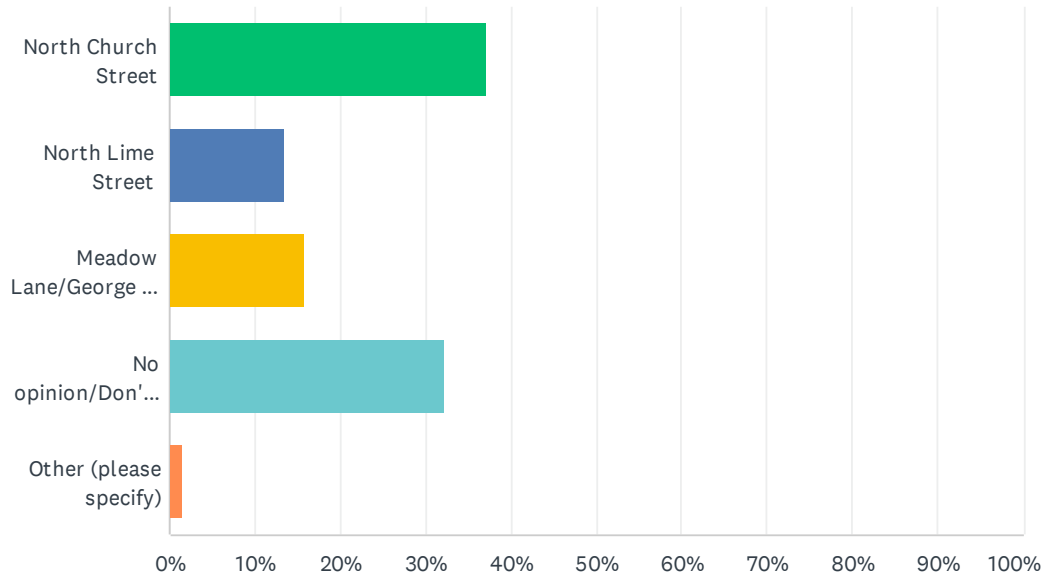
#	IF OTHER, PLEASE SPECIFY:	DATE
1	Hollow Road, New Providence	3/26/2022 12:25 PM
2	Bushong Road Trail head Eden Twp.	3/22/2022 9:18 AM
3	Sigman Road	3/21/2022 8:32 PM
4	Bushong, Hollow. Also other points east.	3/17/2022 8:10 PM
5	Alley off of North Lime Street behind Frontier	3/11/2022 3:21 PM
6	I wish there was a way for loop transport. Unlooped walking trails are less likely to be used by me as a single leisure walker.	3/10/2022 8:27 PM
7	Hollow Road	3/10/2022 2:44 PM
8	Trail entrance off of the retention basin in Quarry Ridge Development.	3/10/2022 1:14 PM
9	Bushong rd	3/9/2022 11:09 AM
10	Hollow Road	3/3/2022 12:16 PM
11	Used mostly in new providence and qville.	3/2/2022 6:43 AM
12	Sawmill road just past pennsy	2/26/2022 8:36 PM
13	Path behind quarry ridge	2/26/2022 7:40 PM
14	Enter through retention pond in quarry ridge	2/26/2022 8:31 AM

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15	Near Conestoga	2/25/2022 11:06 PM
16	Marticville Rd and Red Hill Rd	2/25/2022 2:17 PM
17	Quarry ridge development access	2/25/2022 12:43 PM
18	Quarry Ridge path	2/25/2022 12:30 PM
19	Quarry Ridge private access	2/25/2022 12:08 PM
20	Unofficial access points within the borough so as walk from our home. Or ride onto trail without putting bikes on the car and driving to access the trail We live within the borough and would love an official access in town!	2/25/2022 9:37 AM
21	Secret trail from Quarry Ridge to the trail.	2/25/2022 9:26 AM
22	From our development. Quarry Ridge.	2/25/2022 8:47 AM
23	Bushong Rd	2/25/2022 8:14 AM
24	A small walk on trail on North Lime Street. Not public accessible.	2/24/2022 5:38 PM

Q11 If Quarryville Borough provided a new access to the Enola Low Grade Trail, which location should be prioritized?

Answered: 127 Skipped: 54



ANSWER CHOICES	RESPONSES
North Church Street	37.01% 47
North Lime Street	13.39% 17
Meadow Lane/George A. Smith Middle School	15.75% 20
No opinion/Don't know	32.28% 41
Other (please specify)	1.57% 2
TOTAL	127

#	OTHER (PLEASE SPECIFY)	DATE
1	Middle school. There is no parking on meadow lane for people to brings bikes.	3/11/2022 9:27 PM
2	The best option for a trail head would be the entry closest to the most business'	3/2/2022 6:43 AM

Q12 Please provide additional comments regarding your use of the Enola Low Grade 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: 131 Skipped: 50

ANSWER CHOICES	RESPONSES
No comment	55.73% 73
My comments:	44.27% 58
TOTAL	131

#	MY COMMENTS:	DATE
1	Excellent trail for walking or biking	3/29/2022 7:32 PM
2	Benches appreciated / Toilets appreciated / Water accessibility would be nice	3/28/2022 11:24 PM
3	Enjoy walking Sunday afternoons; cleanliness is important and most hikers are respectful of this.	3/28/2022 11:05 PM
4	Some jumps	3/28/2022 10:14 AM
5	Easier access to commercial district of Quarryville would be desirable. Climbing down the hill at Lime puts one at the far end of town, and if one walks into town in a westerly direction to purchase something, there is no easy access back onto the trail without backtracking.	3/26/2022 12:25 PM
6	The surface makes it difficult to ride when you leave Quarryville headed east/south	3/22/2022 9:36 PM
7	i would love to see more of the gravel finished headed towards christiana so it's smoother for bikes to head that direction sometimes	3/22/2022 6:17 AM
8	Prefer paved areas. Officers on bikes would be a welcomed sight to improve safety.	3/20/2022 2:54 PM
9	More access from Quarryville	3/19/2022 9:59 AM
10	More access from quarryville	3/19/2022 9:59 AM
11	The low grade east needs improvement. I encounter people on it who are surprised by how bad it is. When the surface east of quarryville is improved the low grade will bring in more people from out of the area.	3/17/2022 8:10 PM
12	Keep horses off of it	3/11/2022 9:27 PM
13	Complete the trail to Christiana	3/11/2022 3:21 PM
14	Sometimes it has been so flooded and /or washed out it is unwalkable without a pole and serious hiking gear.	3/10/2022 8:27 PM
15	Trail improvements have been helpful. I like the idea of an entrance on Church street so you can access more businesses. I love the idea of a brew pub/restaurant close to a trailhead :). It would help to bring business to Qville! The trail access on Church street would make it more accessible to folks in town. It could bring more businesses to the town too and possibly create more things for kids and families to do.	3/10/2022 2:44 PM
16	Additional port a potties.	3/10/2022 1:14 PM
17	Repairing the two bridge trestles are currently closed would create one amazing trail	3/10/2022 10:42 AM
18	Pavement	3/10/2022 10:24 AM
19	Easier access to the middle of town would be a plus.	3/8/2022 6:19 PM

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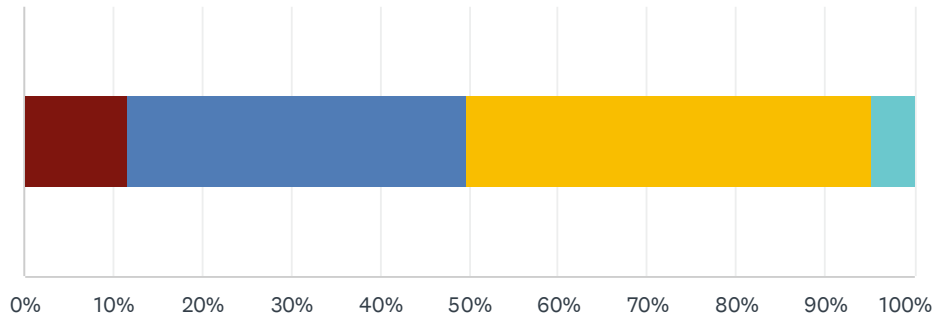
20	Maybe lights at night would make it feel safer. Don't know if it's practical, but a lane of smoothly paved trail would be nice for strollers and beginner bicyclists.	3/8/2022 3:08 PM
21	Add more restrooms and access to water. There needs to be a more accessible entrance from the "middle" of the borough (N. Church St.); getting to the current access points can't always be accomplished safely by any means other than a vehicle, and the other options for access points (N. Lime, Meadow Lane) wouldn't be any safer if you're walking/biking/wheeling. Even adding an access point on N. Church would require additional thinking on how to make it safe for trail users to get to it.	3/4/2022 8:39 AM
22	At minimum an access ramp should be added either at the NE or SW corner of Lime St. and the Rail trail. N. Church St. would also benefit from an access ramp.	3/4/2022 7:07 AM
23	Rest rooms ,benches	3/3/2022 6:13 PM
24	Very enjoyable. Looking forward to additions in both directions of the trail.	3/3/2022 12:16 PM
25	I've always wanted to see more flowers or fruit trees. Or bird/bat boxes.	3/2/2022 6:43 AM
26	I know it is outside the borough, but please encourage the townships west of town to upkeep the trail and lay down crushed stone to make it more accessible for biking and running!	3/2/2022 5:09 AM
27	The camera at the Fairview Rd (near Truce road) adds comfort for parking there. I love the trail, but encountered uncomfortable situations with homeless individuals on the trail/"living" under the overpasses on the stretch from Oak Bottom to the 372 entrance. I do not have any suggestions, but I do feel the long stretches of the trail that do not have access points make me feel uneasy if I am by myself.	3/1/2022 8:24 PM
28	I walk the trail with 4 kids 10 and under. I appreciate the condition of the trail, it's easy to walk on. The kids enjoy riding their bikes on the trail. Their favorite part of the trail is definitely between Fairview and Oak Bottom because it's paved. My littlest isn't good with a bike yet, and he's able to use his scooter easily in that area.	3/1/2022 8:15 PM
29	Improving the trail going east, although that is not the borough's problem.	3/1/2022 8:13 PM
30	The paved portion is so much easier to use!	3/1/2022 7:39 PM
31	Compared to other trails, the landscape on the borough trail is mediocre.	2/28/2022 7:59 PM
32	A porta potty would be so great for those driving a distance to utilize the trail. One near or at the 372 trailhead would be wonderful!	2/28/2022 7:13 PM
33	Consider paving the rail trail - better for biking	2/28/2022 7:01 PM
34	Glad to have it close by	2/28/2022 7:00 PM
35	more porta potties	2/27/2022 1:39 PM
36	Improve standing water and add more parking along adjoining road crossings.	2/26/2022 9:25 PM
37	Add another Porta potty between the fairview one and martic parking lot. That's a long stretch without one.	2/26/2022 8:36 PM
38	Turn the warehouse on Church St behind the homes on Marlton Ln into a brewery and provide access from the trail!	2/26/2022 7:40 PM
39	Easier "downtown" access would be great!	2/25/2022 7:11 PM
40	Safety is a concern since the trail has been put in behind my home and I worry about who might be down there while my children play	2/25/2022 6:33 PM
41	It would benice to have a bench to sit on every now and then. Nothing fancy, just a resting area. Safety is always a concern. A clean and maintained porta potty would be an asset as well.	2/25/2022 3:58 PM
42	The bridges/overpasses between the Rt 372 access & Oak Bottom Road could be improved. I would appreciate seeing the edges of the trail at these bridges be "beefed up" as well as sturdier rails at the bridges.	2/25/2022 3:13 PM
43	A very exciting addition to the community and area visitors.	2/25/2022 2:54 PM

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44	North Church Street would be a great asset to the trail. Especially if the brewery plans proceed!	2/25/2022 12:54 PM
45	One of the reasons we moved to the borough was the trail. We are building a house on Maple Avenue so we can walk/ride to the trail along with the businesses close to us.	2/25/2022 12:44 PM
46	port a potty near Groff's	2/25/2022 12:38 PM
47	Like the paved areas make it nice for young ones using their bikes and scooters.	2/25/2022 12:35 PM
48	Encourage completion east of Quarryville Boro	2/25/2022 12:16 PM
49	Provide picnic areas along trail with tables, roof coverage and restrooms.	2/25/2022 12:08 PM
50	Easy access and well maintained trails are a great benefit to locals and visitors and truly enhance living in Quarryville.	2/25/2022 11:36 AM
51	N Church street access would avoid cutting into the Lime Street area farm land and foster updated redevelopment of the area around N Church Street.	2/25/2022 11:26 AM
52	Maps at each trailhead and maybe clear labels at each trailhead (i.e. Fairview Trailhead, etc.)?	2/25/2022 11:08 AM
53	I would love to walk the trail more frequently but because I have to get in the car to drive to the trailhead, I tend to just walk through the neighborhood instead. I wish we had more consistent sidewalks - it can be dangerous to step out onto a busy highway when so many properties don't have sidewalk access	2/25/2022 10:33 AM
54	I feel that the n church street area of the trail should have a better guard rail. It is very easy for someone to fall off and get hurt.	2/25/2022 10:24 AM
55	Signage to available businesses in town. Signage on underpasses with road names so as to easily identify your location - especially for emergency possibility.	2/25/2022 9:37 AM
56	I love the trail!!! Thank you	2/25/2022 9:07 AM
57	The Borough needs access to the Enola Trail for residents and for those who want to leave the trail for services. (Food, drink, lodging etc.)	2/24/2022 5:38 PM
58	Foliage, rideable gravel path on entire trail	2/24/2022 2:59 PM

Q13 Do you feel confident that you can safely walk or wheel in/to Quarryville Borough?

Answered: 147 Skipped: 34

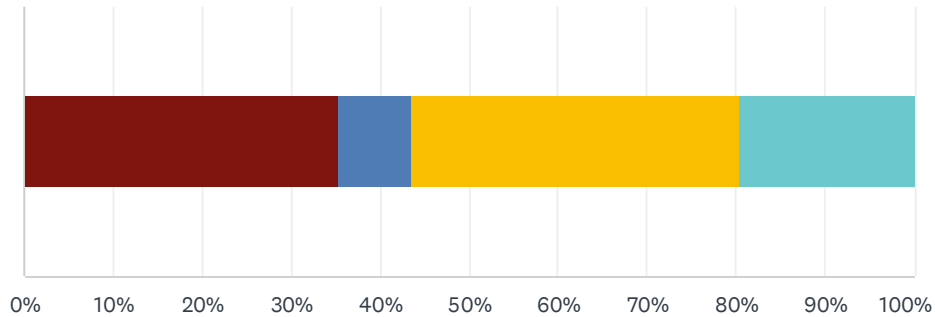


■ I never wal...
 ■ Yes - I alwa...
 ■ Sometimes...
 ■ No - I never...

ANSWER CHOICES	RESPONSES	
I never walk or wheel in/to Quarryville	11.56%	17
Yes - I always feel safe walking or wheeling in/to Quarryville	38.10%	56
Sometimes - It depends on where I'm walking/wheeling	45.58%	67
No - I never feel safe walking or wheeling in/to Quarryville	4.76%	7
TOTAL		147

Q14 Do you feel confident that you can safely ride a bike on Quarryville Borough roadways?

Answered: 147 Skipped: 34



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

ANSWER CHOICES	RESPONSES	
I never ride a bike on Quarryville Borough roadways	35.37%	52
Yes - I always feel safe biking on Quarryville Borough roadways	8.16%	12
Sometimes - It depends on where I'm biking	36.73%	54
No - I never feel safe biking on Quarryville Borough roadways	19.73%	29
TOTAL		147

Q15 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: 139 Skipped: 42

ANSWER CHOICES	RESPONSES
Street lighting	56.12% 78
Connected Sidewalks	53.24% 74
Crosswalks	50.36% 70
Safe and convenient bicycle and pedestrian connections	48.92% 68
Bicycle lane/sharrows	29.50% 41
Pleasant natural surroundings	28.78% 40
Benches	20.14% 28
Wayfinding signage	20.14% 28
Traffic calming (e.g. curb bump outs, raised crosswalks, speed humps)	17.27% 24
ADA-accessible curb ramps	16.55% 23
Bicycle racks	15.11% 21
Street trees	12.23% 17
No opinion/Don't know	7.19% 10
Other (please specify)	7.19% 10
Bus shelters	2.88% 4
Total Respondents: 139	

#	OTHER (PLEASE SPECIFY)	DATE
1	No public roads are safe for bicyclists anymore. I prefer biking on the low grade. I have absolutely no desire to walk or bike in the borough.	3/17/2022 8:12 PM
2	I live right on State where it's busy and unfortunately there's no sidewalk outside of my place at all. Also, sidewalks around the Smith Middle School would be great and crossing guards and slowing down before getting to the school area so kids in town could safely ride to school and home on their bikes (and stay active and healthy)	3/10/2022 2:51 PM
3	If I bike to Townsedge, there are no comfortable places to cross 222 or 372 to get there. A bike rack would be helpful but I understand that this is private property and not really in the borough.	3/10/2022 1:24 PM
4	Wide enough shoulders on the roadways to accommodate bicycles	3/10/2022 10:44 AM
5	We are interested in level walking paths with benches.	3/9/2022 5:22 PM
6	Restroom	2/28/2022 8:00 PM
7	2	2/26/2022 9:27 PM
8	Traffic light at 372 and Lime street. 222 and 372 intersection needs upgraded	2/25/2022 5:26 PM

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9	Turkey Hill intersection	2/25/2022 12:20 PM
10	Street speed bumps in front of the elementary school. People fly down and up from Park Ave down Hess to State St. Very unsafe especially with all the children around walking to playgrounds etc.	2/25/2022 9:21 AM

Q16 Please identify places or areas in and around Quarryville Borough where any of these streetscape facilities are beneficial to you when engaging in active transportation.

Answered: 139 Skipped: 42

ANSWER CHOICES	RESPONSES	
No comment	77.70%	108
My comments:	22.30%	31
TOTAL		139

#	MY COMMENTS:	DATE
1	Huffnagle Park and Memorial Park - nice!	3/28/2022 11:26 PM
2	The entrance of the rail trails	3/28/2022 10:15 AM
3	When I cross the street at Summit and state a lot of times the trucks are going so fast that is dangerous for my dog and I	3/22/2022 9:38 PM
4	Close to town	3/19/2022 10:01 AM
5	Sidewalks on both sides of the street are totally redundant. Summit and other streets are now a nightmare with parking on both sides and sidewalks on both sides leaving 1 3/4 lane for traffic. It makes driving very unsafe when you have to weave and dodge to avoid hitting side mirrors on cars. Then, the best part is quite a few pedestrians, joggers and stroller pushers don't use the sidewalks anyway! They cruise down the road, ignore the stinking sidewalk and pose yet another driving hazard!	3/17/2022 8:12 PM
6	I'd be willing to e-bike to library and central shopping if traffic calming was put in place.	3/10/2022 8:30 PM
7	The new sidewalks are nice	3/10/2022 2:50 PM
8	I appreciate the connected sidewalks in the center of town. I often wish they'd extend a bit further.	3/8/2022 3:17 PM
9	E. State st. Traffic calming. Signal light should be added at intersection of Lime st. and State St.	3/4/2022 7:11 AM
10	Access to stores, restaurants, etc.	3/3/2022 12:24 PM
11	The area near sons gets a lot of traffic (vehicle and foot) I've always felt safe there	3/2/2022 6:45 AM
12	Sidewalks are a safety feature.	3/1/2022 7:42 PM
13	Any easy, safe access to the rail trail from any Main Street in the borough.	2/28/2022 7:16 PM
14	Shopping and dining facilities. Speed humps prior to intersection with 222 - 472 - 372. Bicycle lanes along routes 222 - 372 - 472 within and around the borough.	2/27/2022 1:19 AM
15	Colerain township	2/26/2022 9:27 PM
16	Huffnagle Park	2/25/2022 11:33 PM
17	Traffic is too fast on 372 and Fourth Street. The intersection near Turkey hill is dangerous. They sidewalks are scary with traffic flying by.	2/25/2022 6:36 PM
18	222 and 372. Also 372 and lime street	2/25/2022 5:26 PM
19	really anything. there's just nothing to do in this area.	2/25/2022 2:32 PM
20	See comment below	2/25/2022 12:49 PM

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21	Access at Church St could be ideal.	2/25/2022 12:32 PM
22	Turkey hill intersection	2/25/2022 12:20 PM
23	Between Quarry Ridge development and Huffnagle Park.	2/25/2022 12:14 PM
24	The area around Quarryville Elementary has connecting sidewalks	2/25/2022 11:30 AM
25	Sidewalks along 4th street make it easy to walk to RiteAid & Goods. Crosswalk at the corner of 4th & Robert Fulton is very helpful for crossing a busy intersection. Parking at the Enola Trail head on state street is appreciated.	2/25/2022 10:47 AM
26	Sams intersection needs pedestrian signage and continues repair of pot hole and crosswalk painted lines	2/25/2022 10:27 AM
27	We like walking around the SECA pond.	2/25/2022 9:47 AM
28	Street lights for walking at night are a plus. Crosswalks are well marked but could use signage to remind car/truck drivers. Give racks within the borough would support increased bike traffic. Bike lanes/sharrows would be helpful as some roads do not have shoulders.	2/25/2022 9:47 AM
29	Intersection of 372 and 222 is very dangerous for pedestrians	2/25/2022 9:21 AM
30	Hess St. Park Ave. State St and Lime St.	2/25/2022 9:21 AM
31	Sidewalks on the side streets, they too can be busy with speeding cars. Access to the trail in town would be great with walkways/bike paths leading there would be a dream. Currently the 372, oak bottom and fairview entrances are not safe enough to walk/ride bike to, due to traffic. We have tried, with kids too.	2/25/2022 8:25 AM

Q17 Please identify places or areas in and around Quarryville Borough where adding any of these streetscape facilities would enhance your experience and/or encourage you to engage in active transportation.

Answered: 139 Skipped: 42

ANSWER CHOICES	RESPONSES	
No comment	71.94%	100
My comments:	28.06%	39
TOTAL		139

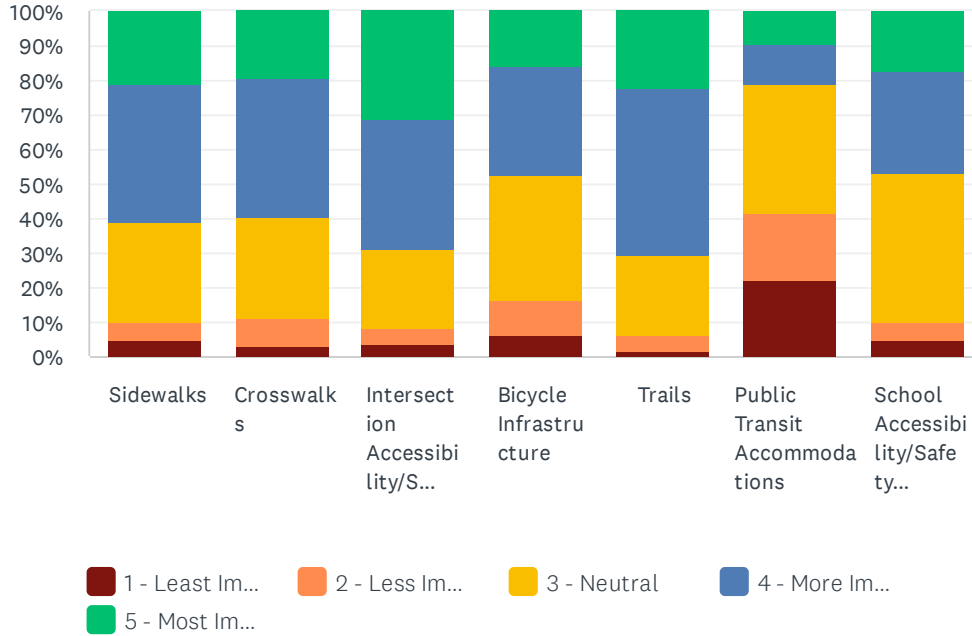
#	MY COMMENTS:	DATE
1	Improved and completed sidewalks - North and South of Warner Ave. and North to State Street	3/28/2022 11:26 PM
2	Improve crossing mats, some need replaced	3/28/2022 11:08 PM
3	Yes	3/28/2022 10:15 AM
4	bike lanes for sure	3/22/2022 6:20 AM
5	Public areas such as Towns Edge, library, shopping downtown	3/21/2022 8:34 PM
6	Close to town	3/19/2022 10:01 AM
7	I used to walk my dogs in town quite a bit for the last 20 plus years. I no longer do it and have no desire to do so. I prefer the safety of the low grade and parks. I used to bike on back roads a lot but due to increase in traffic and decrease in safety I prefer to bike in areas designed for that purpose.	3/17/2022 8:12 PM
8	472 and 372 intersection. Dangerous for cars, more so for walking and bikes	3/11/2022 9:29 PM
9	Fritz avenue access to Quarryville Library.	3/11/2022 3:23 PM
10	I'd like to know the traffic patterns of those who drive into Quarryville. N-S-E-W; trip ending in Quarryville or passing through?	3/10/2022 8:30 PM
11	Around grocery store and schools and parks. Turkey Hill area (crossing) is really dangerous.	3/10/2022 2:51 PM
12	The crosswalk at State and Hess street needs something like a flashing light or a raised crosswalk or flags to use when crossing. This is especially important when the Solid Rock kids are walking down from the elementary school	3/10/2022 2:50 PM
13	To get to the Quarryville Library safely	3/9/2022 11:10 AM
14	I would come into town from the rail trail more often if I didn't have to ride the road.	3/8/2022 6:23 PM
15	We like to walk from Oak Bottom Road to downtown Qville, but the road shoulder is the main option. I have often wished that the sidewalks would stretch just a bit further. It is also a challenge to take the children biking on the trail without needing to face the challenge of riding on the road to get from Oak Bottom Road to the trail. Maybe a stretch, but I'll put it out there - I would also love safe access to walk or bike to BBs. It is a frequented spot, but with the speed of the vehicles on the highway, doesn't feel very safe. I'm so excited at the improvements to be made! Thanks for heading up this project! We will definitely use the new improvements! It's such a blessing to live in a small town where everything you need is within walking distance. I've often thought about doing all my errands on foot (except in winter).	3/8/2022 3:17 PM
16	S Church St., W. 5th St. W. 4th St., Stanton, Hillcrest, Summit: drivers/vehicles have absolutely no regard for speed limits on these roads. Street crossings on State St.	3/4/2022 8:41 AM
17	Parks and or all public buildings.	3/3/2022 12:24 PM

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18	The area going south on 222 up past QPRC and then down Park Ave. Although, this may be outside of the Borough.	3/1/2022 7:42 PM
19	Shopping and dining facilities. Speed humps prior to intersection with 222 - 472 - 372. Bicycle lanes along routes 222 - 372 - 472 within and around the borough.	2/27/2022 1:19 AM
20	Unless a train is brought into Quarryville then I am stuck with driving to work.	2/26/2022 9:27 PM
21	State St and Rt 222	2/26/2022 6:57 AM
22	Church Street sidewalks are a mess and dangerous...need better lighting throughout town	2/25/2022 11:33 PM
23	intersection at Good's store/Turkey Hill never feels safe.	2/25/2022 7:13 PM
24	State street 4th street	2/25/2022 6:36 PM
25	4th street	2/25/2022 6:14 PM
26	Turkey Hill is dangerous	2/25/2022 4:02 PM
27	Things that toddlers/4 years can do. I find that there's not a whole lot to do for kids that small in our area. I have to drive too far to find something for him to do	2/25/2022 2:32 PM
28	I think any effort to make it easy to cross State, church and 4th streets along with Buck road would be helpful. Also improvements to allow kids to walk to school would be great!	2/25/2022 12:49 PM
29	Between Quarry Ridge development and Son's Ice Cream.	2/25/2022 12:14 PM
30	There is no way to walk safely to the Quarryville Library without crossing people's property or stepping into an automobile road. The library was built in a fairly hidden place to begin with but it sure would help if kids could ride their bikes there at least	2/25/2022 11:30 AM
31	The lack of consistent sidewalks along Robert Fulton Highway makes it dangerous to walk to the center of town for active residents of the Great Rock neighborhood. We also need better pedestrian protection at the Good's/Turkey Hill intersection.	2/25/2022 10:47 AM
32	Add sidewalk from state street to marlton due to school district requiring residents to walk around bad curve. And patrol speed limits	2/25/2022 10:27 AM
33	I feel like common areas in the borough would encourage more folks to walk around on Main Street etc.	2/25/2022 9:47 AM
34	Sharrows on N church street and N Lime street. And South Lime Bike racks in several locations. signs to and from any new access within the borough	2/25/2022 9:47 AM
35	Traffic moves fast, even on side roads.	2/25/2022 9:28 AM
36	All intersections especially at Turkey Hill and Sam's	2/25/2022 9:21 AM
37	State St. And Lime St. S. Hess and State St. Park Ave and S Hess St. Near seca	2/25/2022 9:21 AM
38	To/from playgrounds, trail entrances, possibly to our restaurants/shops or even to Towns Edge shopping center.	2/25/2022 8:25 AM
39	State Street	2/24/2022 5:41 PM

Q18 What types of non-vehicular oriented projects should the Borough prioritize?

Answered: 135 Skipped: 46



	1 - LEAST IMPORTANT	2 - LESS IMPORTANT	3 - NEUTRAL	4 - MORE IMPORTANT	5 - MOST IMPORTANT	TOTAL
Sidewalks	4.51% 6	5.26% 7	29.32% 39	39.85% 53	21.05% 28	133
Crosswalks	3.10% 4	7.75% 10	29.46% 38	40.31% 52	19.38% 25	129
Intersection Accessibility/Safety Improvements	3.79% 5	4.55% 6	22.73% 30	37.88% 50	31.06% 41	132
Bicycle Infrastructure	6.30% 8	10.24% 13	36.22% 46	31.50% 40	15.75% 20	127
Trails	1.54% 2	4.62% 6	23.08% 30	48.46% 63	22.31% 29	130
Public Transit Accommodations	21.88% 28	19.53% 25	37.50% 48	11.72% 15	9.38% 12	128
School Accessibility/Safety Improvements	4.69% 6	5.47% 7	42.97% 55	29.69% 38	17.19% 22	128

Q19 Please provide any additional comments about walking, biking, wheeling, or accessing public transportation in Quarryville Borough.

Answered: 135 Skipped: 46

ANSWER CHOICES	RESPONSES	
No comment	77.04%	104
My comments:	22.96%	31
TOTAL		135

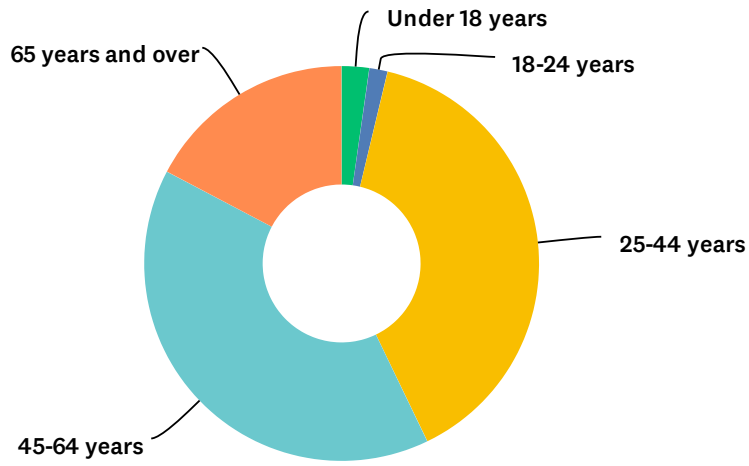
#	MY COMMENTS:	DATE
1	How much of the improvements would be at the expense of Borough residents?	3/29/2022 7:34 PM
2	With the larger population of the Quarryville Presbyterian Retirement Community - safe sidewalks and crosswalks are very important.	3/28/2022 11:27 PM
3	Trimming shrubbery, etc. growing over sidewalk / paint water pipes in sidewalks yellow	3/28/2022 11:10 PM
4	You should make jumps	3/28/2022 10:16 AM
5	Motorized vehicular speed control is essential. People drive way too fast in Quarryville. Also, the intersection of 4th and State streets is, in my opinion, hazardous to pedestrians. Folks also need to be reminded that pedestrians have the right of way at designated crosswalks.	3/26/2022 12:29 PM
6	Businesses in Quarryville could profit from trail access pathways to business locations	3/21/2022 8:36 PM
7	Several intersections are so dangerous I refuse to utilize them. 472 intersection needs a light! Crosswalks are seen as jokes and most people do NOT stop. Speed limit 35 on W State St is hilarious when noone does 35 and this area is utilized by walkers more than the downtown 25mph area. Sidewalks are necessary in front of sons ice cream and laundromat, connecting to the red light. As well as sidewalks needed from red light to burger King.	3/20/2022 3:02 PM
8	I primarily use Enola trail and walk to goods other than that I drive everywhere	3/19/2022 10:02 AM
9	I'm guessing that due to the amish, horses will never be premitted on the rail trail. What a loss and it doesn't prevent them from continuing to use it and damage it.	3/17/2022 8:12 PM
10	Bikes are the best and they should add more to the skatepark or even add a pump track in the feild next to the skatepark, they would get tons of tourism in quarryville and in return small local businesses would benefit from that	3/15/2022 5:18 PM
11	I'm so happy to see this initiative. I'd come to Quarryville without using my car if I didn't feel I was taking my life in my hands while using my e-bike. While we can encourage alternate ways of transport traffic calming is at the heart of the issue.	3/10/2022 8:33 PM
12	The crosswalks and sidewalks around 4th And State streets make walking here very hard. Also, I said the school accessibility was least needed because I feel a lots been done for Qville Elementary. A side walk up to Smith could be helpful.	3/10/2022 2:54 PM
13	See previous comments.	3/10/2022 2:53 PM
14	A level walking/biking trail with benches would be good.	3/9/2022 5:24 PM
15	I'm looking forward to the improvements! I would love to be able to walk or bike safely to everywhere I need to go in town. Great to save on gas these days AND get healthy!	3/8/2022 3:19 PM
16	For anyone to feel safe participating in any of these activities speed needs to be better controlled in the borough. There is no regard for this as speed limits are not followed anywhere, drivers don't stop at most intersections on side streets, and crosswalks are blatantly ignored; yet there appears to be no enforcement beyond moving a temporary speed sign randomly throughout town.	3/4/2022 8:47 AM

Quarryville Borough Active Transportation Survey

17	Best outdoor experience for physical activities.	3/3/2022 12:27 PM
18	I love the enola low grade trail.	3/2/2022 6:46 AM
19	Public transportation might have to be a thing if the gas prices keep going up. Right now no one wants to use it.	2/28/2022 9:26 PM
20	encourage property owners to trim grass back off the sidewalk	2/27/2022 1:48 PM
21	Limit the traffic through town by putting a bypass in for all these trucks and commuters passing through to get out of the borough so things can calm back down	2/25/2022 6:39 PM
22	Quarryville is typically well walked People seem to be out and about frequently, which is nice. The trail seems to take the bikes and wheelers, so that's helpful for them. Overall, it's very accommodating as long as people get outside and move themselves. The best asset is the park. It could use an update on the ball field. It would be nice to see young people use it more often too.	2/25/2022 4:08 PM
23	Crosswalks would be nice. There aren't a lot of them in my area. I live by the giant and it's scary to walk around w/ my 4y/o.	2/25/2022 2:33 PM
24	I only use the trail to avoid cars. But I plan to ride from my house to Oak Bottom to access the trail	2/25/2022 12:51 PM
25	Signage and baggie stations for walkers with pets to pick up after their dog's waste.	2/25/2022 12:17 PM
26	The main danger points are the Turkey Hill intersection and the intersection near the Fire Hall. Definitely not safe to walk/cross at either points. Where I see sidewalks, I see kids biking and walking, that's good. But sections of the borough are effectively "cut off" by lack of lights or crosswalks, the highway traffic pattern, or disconnected sidewalks and tricky intersections (i.e. walking to Giant, walking to library)	2/25/2022 11:34 AM
27	It would be nice if there was a way to detour heavy truck traffic around the center of town. I don't think Quarryville will be a safe walking community until the truck traffic is re-routed.	2/25/2022 10:54 AM
28	I feel like Oxford has a much better layout for walking around downtown. I would love to see more of this in Quarryville though I have no real clue how one would accomplish this.	2/25/2022 9:48 AM
29	We have NO access to public transportation !	2/25/2022 9:48 AM
30	It would be beneficial to some to have public transportation around Lancaster Co. For those who work who don't or are unable to drive	2/25/2022 9:23 AM
31	We currently enjoy walking everywhere we can, traffic along 4th St, State St, Stanton Rd, Hess St is becoming more alarming with fast speeds. Intersections are scary when crossing (especially with kids). Our town has potential to make it great for walking/biking and am excited to see what happens!	2/25/2022 8:31 AM

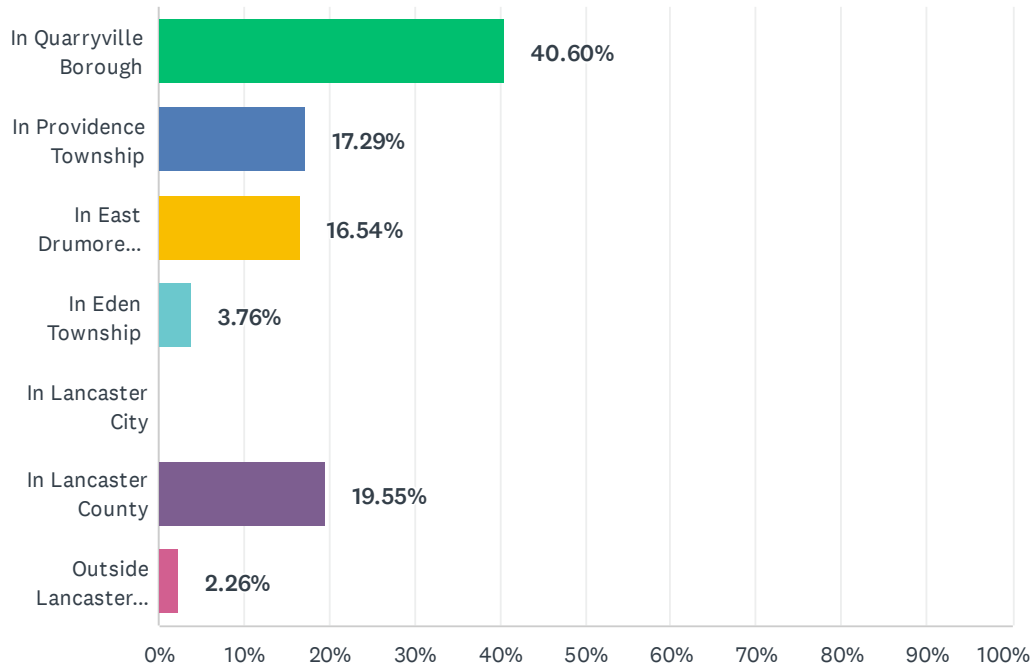
Q20 In which age group do you belong?

Answered: 133 Skipped: 48



Q21 I live...

Answered: 133 Skipped: 48



ANSWER CHOICES	RESPONSES	
In Quarryville Borough	40.60%	54
In Providence Township	17.29%	23
In East Drumore Township	16.54%	22
In Eden Township	3.76%	5
In Lancaster City	0.00%	0
In Lancaster County	19.55%	26
Outside Lancaster County	2.26%	3
TOTAL		133

Q22 Contact Information

Answered: 30 Skipped: 151

ANSWER CHOICES	RESPONSES	
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
Company	0.00%	0
Country	0.00%	0
Phone Number	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Email Address (optional)	90.00%	27
Name (optional)	93.33%	28

#	NAME (OPTIONAL)	DATE
1	[REDACTED]	3/28/2022 11:29 PM
2	[REDACTED]	3/28/2022 11:21 PM
3	[REDACTED]	3/21/2022 8:37 PM
4	[REDACTED]	3/18/2022 10:22 PM
5	[REDACTED]	3/17/2022 8:13 PM
6	[REDACTED]	3/11/2022 3:24 PM
7	[REDACTED]	3/10/2022 8:33 PM
8	[REDACTED]	3/10/2022 2:54 PM
9	[REDACTED]	3/10/2022 2:53 PM
10	[REDACTED]	3/10/2022 10:45 AM
11	[REDACTED]	3/8/2022 6:25 PM
12	[REDACTED]	3/8/2022 3:19 PM
13	[REDACTED]	3/8/2022 2:29 PM
14	[REDACTED]	3/4/2022 8:47 AM
15	[REDACTED]	3/4/2022 7:13 AM
16	[REDACTED]	3/3/2022 12:28 PM
17	[REDACTED]	3/3/2022 7:56 AM
18	[REDACTED]	3/2/2022 6:46 AM
19	[REDACTED]	3/1/2022 8:52 PM
20	[REDACTED]	2/28/2022 8:02 PM

Quarryville Borough Active Transportation Survey

21	[REDACTED]	2/28/2022 7:18 PM
22	[REDACTED]	2/27/2022 1:22 AM
23	[REDACTED]	2/25/2022 12:52 PM
24	[REDACTED]	2/25/2022 12:23 PM
25	[REDACTED]	2/25/2022 12:22 PM
26	[REDACTED]	2/25/2022 12:18 PM
27	[REDACTED]	2/25/2022 9:23 AM
28	[REDACTED]	2/25/2022 8:51 AM
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	COMPANY	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	PHONE NUMBER	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	EMAIL ADDRESS (OPTIONAL)	DATE
1	[REDACTED]	3/28/2022 11:29 PM
2	[REDACTED]	3/28/2022 11:11 PM
3	[REDACTED]	3/21/2022 8:37 PM
4	[REDACTED]	3/17/2022 8:13 PM
5	[REDACTED]	3/11/2022 3:24 PM
6	[REDACTED]	3/10/2022 8:33 PM
7	[REDACTED]	3/10/2022 2:54 PM
8	[REDACTED]	3/10/2022 2:53 PM
9	[REDACTED]	3/10/2022 10:45 AM
10	[REDACTED]	3/8/2022 6:25 PM
11	[REDACTED]	3/8/2022 3:19 PM
12	[REDACTED]	3/8/2022 2:29 PM
13	[REDACTED]	3/4/2022 8:47 AM
14	[REDACTED]	3/4/2022 7:13 AM

Quarryville Borough Active Transportation Survey

15	[REDACTED]	3/3/2022 12:28 PM
16	[REDACTED]	3/3/2022 7:56 AM
17	[REDACTED]	3/2/2022 6:46 AM
18	[REDACTED]	3/1/2022 8:52 PM
19	[REDACTED]	2/28/2022 8:02 PM
20	[REDACTED]	2/28/2022 7:18 PM
21	[REDACTED]	2/27/2022 1:22 AM
22	[REDACTED]	2/25/2022 12:52 PM
23	[REDACTED]	2/25/2022 12:22 PM
24	[REDACTED]	2/25/2022 12:18 PM
25	[REDACTED]	2/25/2022 9:49 AM
26	[REDACTED]	2/25/2022 9:23 AM
27	[REDACTED]	2/25/2022 8:51 AM

APPENDIX IV.

METRICS: POTENTIAL LINEAR MILES, NEW/ENHANCED DESTINATIONS AND PROGRAMS/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
Proposed Network (PN) Map / p. 18	High	#1 on PN Map (only along N. Lime Street)	<0.1	Enola Low Grade Rail Trail (ELGT) to State Street Businesses
PN Map / p. 20	Medium	#9 on PN Map	0.2	ELGT to State Street Businesses
PN Map / p. 20	Medium	#10 on PN Map	<0.1	Townsend Shopping Village to Walter L. Aument Family Health Center
PN Map / p. 20	Low to Medium	#11 on PN Map (only along Park Avenue)	<0.1	Quarryville Presbyterian Retirement Community (QPRC) to Southern End Community Association (SECA) Facilities

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
PN Map (#1) / p. 18	High	ELGT Connector (new crosswalks along N. Lime Street)	ELGT to State Street Businesses
PN Map (#3) / p. 19	High	Memorial Park Access/Trail (new signage; crosswalks; ADA curb ramps)	Memorial Park to SECA Facilities and to Quarryville Elementary School
PN Map (#10) / p. 20	Medium	West State Street/5 th Street/Townsend Drive Intersection (new crosswalks; ADA curb ramps)	Townsend Shopping Village to Walter L. Aument Family Health Center
PN Map (#11) / p. 20	Low to Medium	QPRC Connector (new signage; crosswalks; ADA curb ramps)	QPRC to SECA Facilities

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
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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 (#6) / p. 19	Medium	Marlton Lane (sharrows and signage)	0.2	Future ELGT connection
PN Map (#7) / p. 19	Medium	Summit Avenue (sharrows and signage between Marlton Lane and West Stanton Road)	0.6	Extension of future ELGT connection

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. 18	High	ELGT Connector (new shared use path as part of connection between ELGT and State Street Businesses)	0.2	ELGT to State Street Businesses
PN Map (#2) / p. 19	High	East State Street Trailhead Access (new shared use path from East State Street bridge to East State Street trailhead)	0.1	ELGT
PN Map (#3) / p. 19	High	Memorial Park Access/Trail (new shared use path)	0.2	Memorial Park to Quarryville Elementary School
PN Map (#4) / p. 19	Medium to High	ELGT Connector (new hiking/mountain biking trail from Meadow Lane terminus)	0.1	ELGT
PN Map (#5) / p. 19	Medium to High	ELGT Connector (new hiking/mountain biking trail from George A. Smith Middle School)	0.4	ELGT to George A. Smith Middle School
PN Map (#11) / p. 20	Low to Medium	QPRC Connector (new shared use path from Memorial Park through SECA)	0.2	Memorial Park to SECA Facilities and to QPRC
PN Map (#12) / p. 20	Low to Medium	Quarryville Library Center Connector (new shared use path from Fritz Avenue)	0.1	Quarryville Library Center

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.*

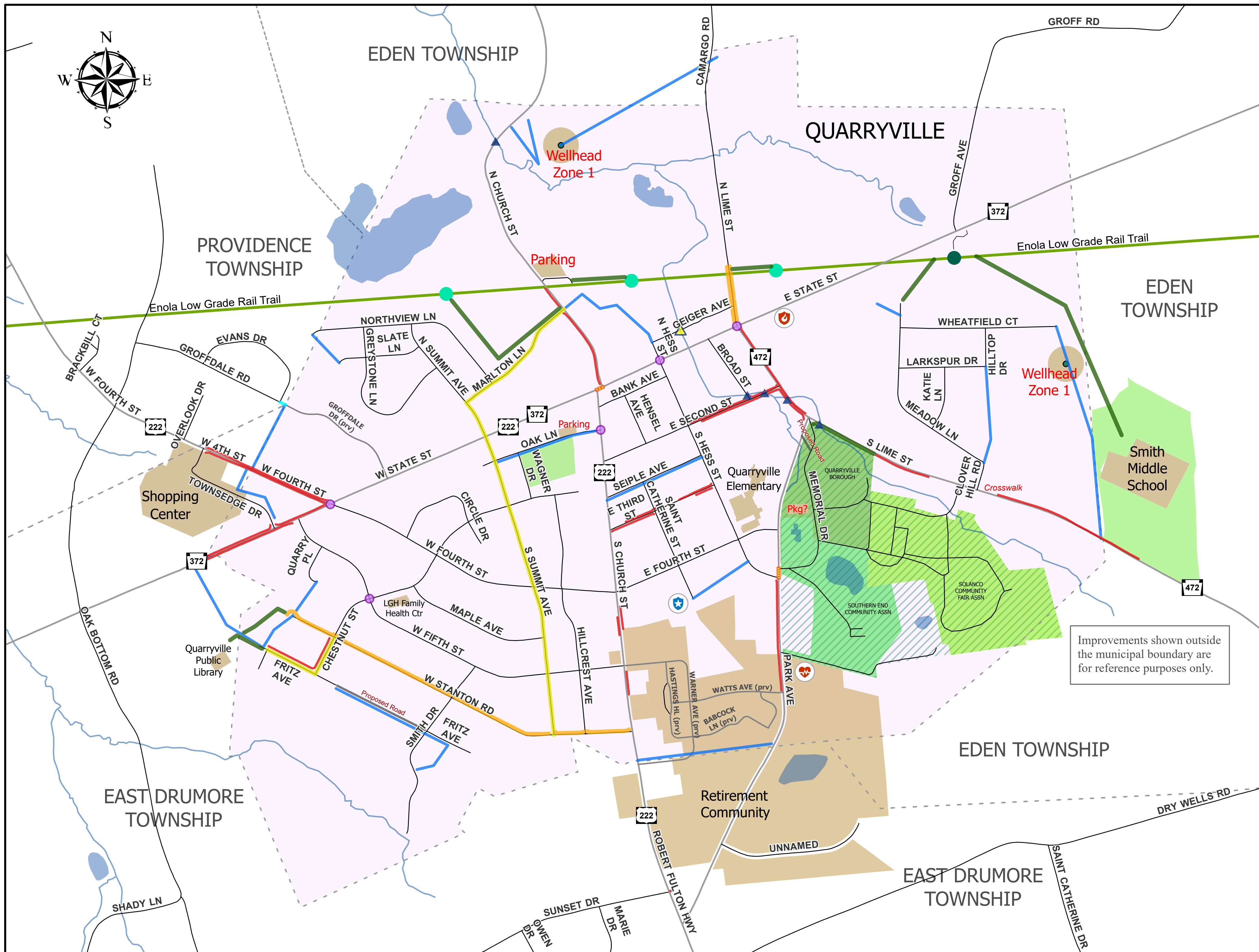
Policy/Project	Description
Active Transportation Plan Advisory Committee	<ul style="list-style-type: none"> • Oversees implementation of this Active Transportation Plan • Identifies/supports applications for funding to implement Plan recommendations • Monitors the Plan and, if deemed appropriate, recommends 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 Quarryville Borough Council on its activities
Public Education Initiative	<ul style="list-style-type: none"> • Seek the assistance of Quarryville 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
Official Map	<ul style="list-style-type: none"> • Further amendments to indicate and memorialize proposed active transportation facilities
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
Complete Streets Policy	<ul style="list-style-type: none"> • Consider adopting a Complete Streets Policy

Revised: 12.30.21

APPENDIX V.

QUARRYVILLE BOROUGH OFFICIAL MAP

Official Map of Quarryville Borough



- ### Legend
- Proposed Paths
 - Proposed Sidewalk
 - Proposed Sharrows
 - Proposed Paved Shoulder
 - Water Network Improvement
 - Intersection Improvement
 - Intersection Alignment
 - ▲ Bridge Improvement
 - ▲ Proposed Bridge
 - Park
 - ▨ Memorial Pk Proposed Trail Area
 - ELG Rail Trail Access
 - Existing
 - Proposed
 - Municipal Boundary
 - Services
 - 🚒 Fire Station
 - 🚓 Municipal Bldg / Police Station
 - 🚑 Lancaster EMS



Improvements shown outside the municipal boundary are for reference purposes only.

I certify that this is a true and correct copy of the official map of the Borough of Quarryville, Lancaster County, Pennsylvania, which was adopted by Borough Council on

MARCH 1, 2021

Scott Popper
Borough Secretary

This is a colored version of the Quarryville Borough Official Map adopted by Ordinance Number _____ and recorded at Document Number 2021-____-J in the Office of the Recorder of Deeds.

Road centerlines sourced from illustrative data supplied by Lancaster County GIS Department and OpenStreetMap.org and verified using aerial imagery.

