

ACTIVE TRANSPORTATION PLAN

Denver Borough, Lancaster County

Denver Borough, 501 Main Street, Denver, PA 17517

RETTEW Project No. 051102009

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Table of Contents

	<u>Page</u>
Introduction	1
Community Background.....	1
Benefits of Active Transportation	1
Plan Approach, Purpose, and Goals.....	2
Public Involvement	3
Existing Conditions / Data Collection and Analysis.....	4
Areas of Existing Sidewalk / Bicycle Routes / Transit Stops	4
Data Collection and Analysis	5
Identification of Destinations and Connections / Project Selection and Evaluation.....	6
Destinations and Connections	6
Projects and Preliminary Costs	7
Phasing Plan	9
Creating Connections	15
Funding and Implementation / Policies.....	21
PUBLIC IMPLEMENTATION	
Potential Funding Sources.....	21
PRIVATE IMPLEMENTATION	
Shared Responsibility and Collaboration.....	21
Proposed Policies.....	22

Appendices

- I. Crash Locations (2015-2019) Mapping**
- II. Existing Features and Project Mapping**
- III. Potential Funding Sources**
- IV. MetroQuest Survey Summary**
- V. Metrics: Potential Linear Miles, Connected Destinations and New/Enhanced Destinations**

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Introduction

Community Background

Denver Borough is situated in northeastern Lancaster County, approximately 15 miles north-northeast of the City of Lancaster. The Borough contains a total land area of 1.1 square miles and adjoins West Cocalico Township to the north and west, and East Cocalico Township to the south and east. The Cocalico School District has its administrative offices and three of the five schools (Cocalico Senior High School, Cocalico Middle School, Denver Elementary School) located in the borough. The regional transportation corridors of the Pennsylvania Turnpike (Interstate 76), PA-272, and US-222 are located near the borough, and the Pennsylvania Turnpike runs directly west to east through the borough limits. Primary roadway access to Denver Borough is via West Church Street, Reinholds Road, and South Ridge Road (from East Cocalico Township), and North Line Road and Steinmetz Road (from West Cocalico Township). All these roadways are owned and maintained by the Pennsylvania Department of Transportation (PennDOT).

The land use is primarily suburban, and the vast majority of the land in the borough has been developed; however, the Cocalico Creek and the Little Cocalico Creek flow through the borough largely from north to south and join near the borough boundary just southeast of the Main Street/Weaver Road intersection. As a result, there are notable areas of riparian forest corridor that protect the water quality of these streams but also present an opportunity for greenway development. Along the Little Cocalico Creek, the Borough owns multiple parcels of adjacent land and the Bon View Estates Linear Park, which includes a walking trail loop.

Most commercial and industrial uses are located in the central part of the borough, with the three arterial roads of Main Street, North 6th Street and South 4th Street/Lancaster Avenue serving as the primary thoroughfares providing access to the Cocalico School District complex, the central business district, and major industrial facilities. These roadways are owned and maintained by PennDOT and experience annual average daily traffic volumes between 3,900 and 7,300 but are less suited to non-motorized modes of transportation.

Benefits of Active Transportation

The following are benefits of active transportation:

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

For the purposes of this plan, active transportation is any self-propelled, human-powered mode of transportation that promotes physical activity, including walking, running, bicycling, skateboarding, rollerblading, and accessing public transportation since many people reach transit stops using active travel modes. Also considered are users of mobility devices and stroller users. These modes may be used for recreational purposes, to reach a destination, or to commute to work. As people look to improve their own health and the health of the environment, the number of people opting for active transportation is only expected to increase. In Lancaster County, recreational bicycling and walking is increasing in popularity, and new and existing rail-to-trail facilities are either being constructed or extended.

Per the Centers for Disease Control and Prevention, 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. Further, the Community Preventive Services Task Force, an independent, nonfederal, voluntary panel of public health and prevention experts, 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

Denver Borough's vision of an active transportation system is to provide opportunities for people to be more physically active, for children to walk or bike to school, for people to commute to work without their cars, and to connect local communities 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.

Denver Borough recognizes the public health crisis of obesity and inactivity both in Pennsylvania and across the nation which is caused in part by dependence on motorized transportation. The Borough acknowledges the primary mode of transit for most residents and visitors is by automobile and that active transportation is a secondary consideration. 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:

- Serves as a supplement to the existing Strategic Comprehensive Plan for the Cocalico Region and will lay the foundation for a network of active transportation facilities within the borough that provides safe, accessible connections between destinations within and surrounding Denver Borough.
- Gathers relevant active transportation data, identifies current and future needs and opportunities, and incorporates key stakeholder and public input.

- Discusses private and public implementation methods for initiating design, construction and installation of active transportation facilities and signage, identifies the key stakeholders, and lays out a phasing plan to prioritize short- and long-term improvements.

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

Denver Borough formed a steering committee led by the Borough Manager including elected and appointed Borough officials from Council, the Planning Commission, and the Recreation Board; Borough residents; representatives from businesses and community organizations, the Cocalico School District, the Lancaster County Planning Commission, Penn Medicine, and the consulting team. The Steering Committee participated in the planning process throughout the development of this Plan and conducted two meetings during the project. Since the Borough launched the process to develop an Official Map in February 2020, it was beneficial to hold a joint public meeting at a regularly scheduled Borough Planning Commission meeting to discuss roads, bridges, trails, and active transportation. Approximately 30 people attended this meeting, and key observations and suggestions were received from Planning Commission members, Borough residents, and business representatives.

While a second public meeting was planned from the start of the project, the COVID-19 pandemic required the Borough to adjust that plan, and with the assistance of Lancaster County Planning Commission staff members, the Borough conducted an online survey using MetroQuest to solicit input from members of the public. The survey was publicized in the Borough’s newsletter and website and ran from July 28 to August 28, 2020. Included as Appendix IV to this Plan is the survey summary data received and processed by MetroQuest and the Lancaster County Planning Commission staff.

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

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

Existing Conditions / Data Collection and Analysis

Areas of Existing Sidewalk / Bicycle Routes / Transit Stops

Since the vast majority of the borough's roadways have parallel sidewalks on one or both sides, this Plan does not focus on connecting identified destinations with new sidewalk construction and does not focus on areas of sidewalk in need of repair or replacement. Denver Borough has taken a proactive approach and does the following with regard to sidewalks:

- Adopted and enforces a Borough Sidewalk Ordinance
- Conducts a Borough-wide sidewalk inventory and assessment every 7 years
- Inspects sidewalks and curbs before repaving a roadway
- Inspects sidewalks during the course of a residential property sale between owners

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. With sidewalk nearly ubiquitous, the Borough has the makings of an interconnected pedestrian network and intends to continue working to allow all users to safely and conveniently navigate to their destination.

Currently within the borough there are no designated or dedicated bicycle facilities or routes. There are trails within the Bon View Estates Linear Park and the Denver Memorial Park; otherwise, there are only on-road connections to designated bicycle routes or trails outside the borough, which include the Warwick to Ephrata Rail-Trail (WERT) in Ephrata Borough and a designated primarily on-road bicycle route into Lancaster City using PA-272.

The Northern Lancaster Hub, a partnership of service organizations in the Northern Lancaster County region, has one location in Denver and one in Ephrata and operates a free shuttle service on weekdays between the Declaration House, located at 240 Main Street in Denver Borough, and the Ephrata Community Commons at 560 South Reading Road in Ephrata Borough. This shuttle service connects Denver Borough residents to a Red Rose Transit Authority (RRTA) bus stop, the Ephrata Public Library, and various other community services. While this is an excellent option for those who opt for or have need of public transportation, the current operating schedule may prevent those employees without a flexible work schedule from using the service. The Declaration House has also been identified, through the Steering Committee and the Official Map process, as the most appropriate location for a designated bus stop or shelter that could include parking, bicycle racks, and other amenities.

Data Collection and Analysis

To gauge the existing active transportation demand in the Borough, available U.S. Census data on commuting characteristics was gathered and presented in the following table:

Table 1: Commuting Characteristics by Sex / Geographic Area: Denver Borough, Lancaster County, PA

SUBJECT	2010	2018	CHANGE 2010 TO 2018
Workers 16 years or over	Estimate: 2,081 100.0%	Estimate: 1,951 100.0%	
Male	60.0%	50.6%	-9.4%
Female	40.0%	49.4%	+9.4%
Means of Transportation to Work			
Drove alone	86.0%	81.7%	-4.3%
2-person carpool	5.7%	8.9%	+3.2%
3-or-more person carpool	6.1%	0.9%	-5.2%
Public Transportation (excluding taxicab)	0.0%	0.0%	0.0%
Walked	1.2%	3.0%	+1.8%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	0.0%	1.7%	+1.7%
Worked at home	1.0%	3.7%	+2.7%

Source: U.S. Census Bureau's 2006-2010 and 2014-2018 American Community Survey 5-Year Estimates

Based on this U.S. Census data, walking as a mode of travel to work has increased by 1.8% between 2010 and 2018. Bicycling, however, is a negligible mode of travel for commuters. Although more detailed datasets are not available, it is important to note that bicycling and walking trips are often for social, school, errands, recreation, and other types of trips that are not included in the U.S. Census data. A deterrent for active transportation is unsafe conditions and included as Appendix I to this Plan is mapping of public crash data between 2015-2019. This mapping analysis also shows crash locations within the borough involving pedestrians/bicyclists. The more people that choose active transportation as a preferred mode for either commuting to work, recreation, or another purpose, the greater the need for active transportation facilities in the borough that are safe and provide as direct a route as possible between destinations.

The feedback received from the Steering Committee and the survey respondents is consistent with the observed deficiency of bicycle facilities. When users feel unsafe and less confident on the road, they are less likely to use a bicycle as a mode of travel to work (or even as a mode of recreation). Based on input and experience provided by Borough residents and staff, there are formal and recreational bicycle rides that occur within the borough and the surrounding townships, but upon entering the borough limits from any direction, roadway conditions become far less suitable for on-road cycling. The major points of ingress and egress for bicyclists are West Church Street, Reinholds Road, and South Ridge Road (from East Cocalico Township), North Line Road and Steinmetz Road (from West Cocalico Township).

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, community facilities, and mass transit stops. Because of the geographic layout of identified destinations, the top priority locations were determined to be either adjacent to or nearby what has been referred to as the **Borough Loop Trail**. In 2000, the identification and alignment of this trail initially was proposed in a Comprehensive Park, Recreation & Open Space planning effort conducted by Borough staff, the Borough Recreation Board, and a Steering Committee. Included as Appendix II to this Plan is mapping of Existing Features that shows the potential for a Borough Loop Trail, the identified destinations and where existing trails are located (primarily in the Bon View Estates Linear Park and the Denver Memorial Park). These locations are considered to be key destinations of significant importance and those that promote a high level of human activity.

The three major industrial facilities in the Borough (Denver Cold Storage, Henry Schein, and Weaver Industries) employ nearly 500 people, which is approximately 29% of the overall workforce in the Borough. With Henry Schein developing plans for future building additions totaling approximately 360,000 square feet, this will create opportunities for employment within the facility but also require additional trucking service. These three industries, on average, generate roughly 75 trucks per day and roughly 110 trucks during peak season. Access to these facilities is very limited, causing many trucks to travel through the Borough's central business district, in close proximity to facilities of the Cocalico School District, and adjacent residential areas. The Borough has observed that these trucks encounter difficult maneuverability, contribute to traffic congestion, and create conflicts and unsafe situations for motor vehicles, pedestrians, bicyclists, school buses and students walking to school.

Therefore, on a section of the proposed Loop Trail between South 4th Street and Weaver Road, Denver Borough is proposing to construct an extension of Washington Street that will connect to a new alignment of the Weaver Road bridge over the Cocalico Creek. The Weaver Road Bridge replacement is a TIP-funded project scheduled for construction in 2024. This connection would provide an alternate route and direct access to the Borough's industrial center, avoiding the necessity to route trucks through the center of the Borough and onto residential streets. This extension is proposed to incorporate 5'-wide sidewalks, crosswalks, and 4'-wide shoulders to ensure that pedestrians, industrial workers, and bicyclists have a safe means to navigate Washington Street.

Projects and Preliminary Costs

Since the Borough is actively involved with progressing the Washington Street Extension project, this can be considered the first phase (Phase 1) toward completion of the Borough Loop Trail and the top priority project for the Borough to implement. In determining priority projects, the following three factors were considered:

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

While a potential connection to the Warwick to Ephrata Rail-Trail (WERT) was prioritized, the long-term implementation horizon of this project causes it to be difficult to evaluate. A potential alignment alongside the existing active East Penn railroad line is identified on the Future Land Use and Transportation Map appearing on Page 68 of *places2040*, the Comprehensive Plan for Lancaster County, and an alternative alignment makes use of an existing sewer easement that winds around the Cocalico Creek to the Ephrata Area Joint Authority (EAJA) Treatment Plant. These alignments are shown in the mapping included in Appendix II to this Plan. Either connection to the WERT will have to be made largely through East Cocalico Township and would need to be phased as funding becomes available through various sources.

PROJECT	LENGTH	DESCRIPTION	CONNECTIONS	NOTES	COST
Washington Street Extension (between South 4 th Street and Weaver Road)	0.55 miles	• New sidewalk • 4' shoulder/ bike lane • Crosswalk • Retaining wall	• Connecting the eastern and western portions of the borough	• Conceptual construction plan completed • Project funding being sought	\$4,131,020
Phase 2 – Borough Loop Trail (between Denver Memorial Park and South 4 th Street / and between Main Street and Franklin Street)	0.7 miles	• 3,700 linear feet of trail • Prefabricated pedestrian bridge • Trail signage • Security fencing	• Denver Memorial Park to the Cocalico School District complex • Denver Memorial Park to South 4th Street • North 6th Street/Main Street to the Cocalico School District complex (avoiding South 4th Street)	• Utilize existing Borough right-of-way off Railroad Street • Part of trail could be placed on an existing sewer access easement	\$562,500

Feature	Quantity	Units	Unit Price	Total
<u>Phase 2 - Borough Loop Trail</u>				
Clearing & Grubbing	1	LS	\$ 25,000.00	\$ 25,000.00
Pedestrian/Bicycle Trail	3,700	LF	\$ 62.50	\$ 231,250.00
Erosion and Sedimentation Control	3,700	LF	\$ 3.50	\$ 12,950.00
Prefabricated 6' W x 70' L Pedestrian Bridge	1	EA	\$ 65,000.00	\$ 65,000.00
Security Fence	800	LF	\$ 45.00	\$ 36,000.00
Emergency Vehicle Access	1	LS	\$ 25,000.00	\$ 25,000.00
Trail Signage	1	LS	\$ 5,500.00	\$ 5,500.00
Construction Subtotal:				\$ 400,700.00
Contingency (+/- 15%):				\$ 60,200.00
Construction Total:				\$ 460,900.00
Engineering (+/- 15%):				\$ 69,200.00
Legal (+/- 3%):				\$ 13,900.00
Right-of-way/Easement Acquisition (+/- 4%):				\$ 18,500.00
Phase 2 Grand Total:				\$ 562,500.00

Notes on **Phase 2 – Borough Loop Trail**:

Fencing

There are certain sections of the proposed trail where fencing is required to deter trespassing onto private property, including areas specifically requested by private property owners located in close proximity to the trail. In these sections, security fencing is proposed to provide a buffer between the trail and private property. This will help to mitigate conflicts, provide privacy, and encourage trail users to remain within the limits of eased property. During easement negotiations with private property owners, additional standards for security fencing may need to be included, with the exact type of fencing determined during design.

Delineating the Bounds of Easements

It will be necessary to clearly mark the end of the easement in those areas where the corridor is held in private ownership. Reasonable efforts should be made to ensure that trail users stay off private property and clearly understand where the edge of the trail is located. In addition to fencing, it is also recommended that signage be installed in appropriate areas to indicate the bounds of trail easements.

Directional/Wayfinding Signage

Signage should be located throughout the trail, and trail signs shall include the following information: length of the trail or trail segment, surface type, typical and minimum tread width, typical and maximum running slope, and typical and maximum cross slope. Such signage is helpful in providing users with information about the degree of accessibility to assist them in making an informed decision about whether to use the trail.

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 (more than 10 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 components of medium- to long-term projects that may take multiple years to implement.

These projects are shown in the mapping included in Appendix II to this Plan.

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
Washington Street Extension (between South 4 th Street and Weaver Road)	• Denver Borough • East Penn Railroad • Denver Cold Storage • Henry Schein/ Denver Realty Associates	• New sidewalk and crosswalk • 4’ bike lane/shoulder • Roadway realignment	Moderate • Conceptual construction plan completed • High cost of improvements • Creation of at-grade railroad crossing	High	Short-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
Phase 2 – Borough Loop Trail (between Denver Memorial Park and South 4 th Street / and between Main Street and Franklin Street)	- Denver Borough - Property owners	- Shared Use Path - Pedestrian Bridge - Wayfinding signage	Moderate - Existing sewer access easement - Additional easements may be required - Potential disturbance of environmentally sensitive areas	High	Short-Term to Medium-Term
Horse-shoe Trail Connection (North 6 th Street at Borough line to Miller/Horseshoe Trail Road)	- Denver Borough - East Cocalico Township - PennDOT - Property owner	- Shared Use (side) Path on west side, connecting sidewalk to Horseshoe Trail Road - Crosswalk and signage across South Ridge Road at Miller/Horseshoe Trail Roads - Wayfinding signage	Moderate - Easement may be required - Property owner involvement - Tight right-of-way/low shoulder	High	Short-Term
Phase 3 – Borough Loop Trail (between Weaver Road and Bon View Estates Linear Park)	- Denver Borough - PennDOT (Main Street crossing) - Property owners	- Shared Use Path - Wayfinding signage	Challenging - Borough owns portions of adjacent property along streambank - Easements may be required - PennDOT approval required - Potential disturbance of environmentally sensitive areas	Medium to High	Medium-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
Phase 4 – Borough Loop Trail (between Bon View Estates Linear Park and Denver Memorial Park)	Denver Borough	- Shared Use (side) Path (between Bon View Estates Linear Park and North 4th St./Spruce St.) - Bicycle boulevard on Spruce St. (entire length)	Easy - Most if not all area owned by the Borough - At-grade crossing on Locust Street	Medium to High	Short-Term to Medium-Term
Connection to the Warwick to Ephrata Rail-Trail (via East Penn Railroad)	- Denver Borough - East Cocalico Township - Ephrata Township - East Penn Railroad - Property owners	Shared Use Path (alongside active railroad)	Challenging Easements required, and negotiations between municipalities and East Penn Railroad	Medium to High	Long-Term
Connection to the Warwick to Ephrata Rail-Trail (via sewer easement)	- Denver Borough - East Cocalico Township - Ephrata Township - PennDOT - Property owners	- Shared Use Path - Bicycle boulevard/bike lane may be a situational consideration - Wayfinding signage	Challenging - PennDOT/Township roadway crossings - Numerous Cocalico Creek crossings - Intermunicipal cooperation	Medium to High	Long-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
North 6th Street (between Main Street and Borough line)	• Denver Borough • PennDOT	• Bike Lane (both directions)	Moderate • Numerous intersections and bridge over PA Turnpike • No parking on both sides for full length • Roadway width from curb to curb supports two 10.5-11' wide travel lanes and two 5' wide bike lanes	Medium	Medium-Term
Trail to Fishing Creek Park (from Main/Snyder St to Fishing Creek Park)	• Denver Borough • East Cocalico Township • PennDOT • Property owners	• Shared Use (side) Path	Moderate • Existing sewer easement potential • Property owner involvement • Intermunicipal cooperation	Medium	Medium-Term
Monroe Street (between PA Turnpike underpass and Snyder Street) Snyder Street (between Monroe Street and Main Street)	• Denver Borough • PennDOT	• Bike Lane (both directions)	Moderate • No parking on both sides for full length • Roadway width supports two 10.5-11' wide travel lanes and two 5' wide bike lanes	Medium	Medium-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
Horse-shoe Trail Connection (from Denver Community Pool to trail via Reinholds Road and Reservoir access road)	- Denver Borough - East Cocalico Township - PennDOT - Property owners on west side of Reinholds Road	- Shared Use (side) Path on west side, connecting Community Pool to Reservoir access road - Crosswalk and signage across Reinholds Road at Miller/Horseshoe Trail Roads - Wayfinding signage	Moderate - Easement may be required - Property owner involvement - Tight right-of-way/narrow bridge/low shoulder	Medium	Medium-Term
Main Street (from 3 rd St to 4 th St)	- Denver Borough - PennDOT	- Separated Bike Lane (both directions) - Bicycle racks	Challenging - Roadway width supports two 11' wide travel lanes, two 8' wide parking aisles, and two 6' wide (incl. buffer) separated bike lanes - Angled parking to parallel parking conversion - At-grade railroad crossing - Transition to narrower Main Street heading southeast or northwest	Medium	Medium-Term
Main Street (from 4 th St to 6 th St)	- Denver Borough - PennDOT	- Bicycle boulevard - Traffic Calming measures (e.g. speed humps, curb bumpouts)	Moderate Coordinate traffic calming treatment options with PennDOT	Medium	Medium-Term

PROJECT	RESPONSIBILITY	TYPE OF IMPROVEMENT	EASE OF IMPLEMENTATION	PRIORITY STATUS	TIMEFRAME TO IMPLEMENT
Cocalico School District Perimeter Trail	• Denver Borough • Cocalico School District • West Cocalico Township	• Shared Use Path	Easy • Adjacent property owners to the north – trail proposed to be near property line • Trail alignment – athletic fields considerations and needs	Low	Short-Term to Medium-Term
Cherry Alley (between North 6 th St and Main St) South 6th Street/Railroad Street	• Denver Borough	• Yield Roadways designation • Wayfinding signage • Bicycle racks	Easy • Consider feasibility of access from Yield Roadways to commercial businesses on Main Street	Low	Short-Term

Creating Connections

The following images and descriptions of the types of facilities referenced are extracted from the PennDOT LTAP Active Transportation Handbook, dated February 7, 2020.

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

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 impermeable surface area and minimizes stormwater runoff
- Maintains aesthetic of narrow roads and uncurbed road edges
- Encourages slow travel speed when narrower than 20 ft.
- 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, maintain aesthetic preferences, and is a common form for low-volume local roads. When operating at very-low volumes and at low speeds, pedestrians and bicyclists are comfortable walking within the travel area of the roadway. Yield roadways are designed with narrow roadway dimensions to prioritize local access and community livability.



Bicycle Boulevard

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

Benefits:

- Increases comfort for people bicycling by reducing motor vehicle operating speeds and volumes if diversion is included
- Connects local residential roads to commercial corridors and community services such as schools
- Improves conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings
- May reduce the incidence of serious injuries through reduced travel speeds
- Improves the quality of life for residents through calmer traffic and safer crossings
- Less visually impactful than separated facilities

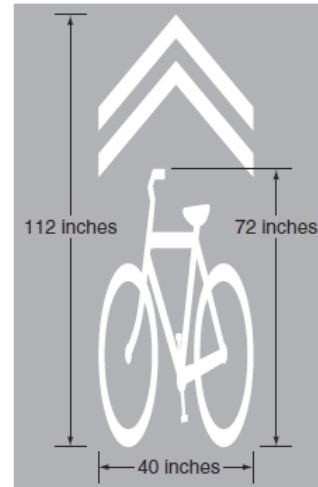
Provides a bicycle-priority route designed to offer convenient, low-stress access to local destinations and through neighborhoods. Combinations of access management, traffic calming, and crossing treatments work in concert to enhance the bicycling experience.



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



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 use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.

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.



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. Denver 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.

<i>Bikeway Facility Type</i>	<i>Street Type/Speed/Volume</i>	<i>Design Specifications</i>	<i>Implementation Strategies</i>
 BICYCLE BOULEVARD	- Local - Residential collector	- Identification signage and pavement markings 85th percentile speed <25 MPH - ADT <3000 - Crossing treatments at local streets, avenues and boulevards	Use access management and speed reduction tools to achieve desired motor vehicle volumes and speeds.
 SHARED ROADWAY	- Local - Commercial Main Street	- 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)	- 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
 ON-STREET BIKE LANE	- Local - Collector - Commercial Main Street	6'- 7' preferred bike lane width 5' minimum bike lane width (when adjacent to parking)	- Lane narrowing - Travel lane reconfiguration - Parking lane reconfiguration
 BUFFERED BIKE LANE	- Collector - Commercial Main Street - Arterial	5' minimum bicycle travel area 18" minimum buffer area	- Lane narrowing - Travel lane reconfiguration - Parking lane reconfiguration
 ONE-WAY SEPARATED BIKE LANE	- Collector - Commercial Main Street - Arterial	7' travel area 3' or wider buffer 18" minimum buffer adjacent to travel lanes 3' minimum buffer adjacent to parking lanes	- Lane narrowing - Travel lane reconfiguration - Parking lane reconfiguration - Curb reconstruction
 TWO-WAY SEPARATED BIKE LANE	- Collector - Commercial Main Street - Arterial	12' preferred operating width 10' minimum travel width (8' width in constrained conditions) 3' minimum buffer adjacent to parking lanes	- Lane narrowing - Travel lane reconfiguration - Parking lane reconfiguration - Curb reconstruction

Funding and Implementation / Policies

It is important to establish a framework for implementation so the Borough's effort can be focused. Since the Borough will take on the responsibility for constructing and maintaining the Washington Street extension, that priority project is where public funding options are most feasible.

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

- Developers
- Property owners
- Cocalico School District
- Municipal government of Denver Borough
- Municipal governments of West Cocalico and East Cocalico Townships
- The Northern Lancaster Hub
- East Penn Railroad
- Pennsylvania Department of Transportation (PennDOT)

PUBLIC IMPLEMENTATION

Potential Funding Sources

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

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

PRIVATE IMPLEMENTATION

Shared Responsibility and Collaboration

Denver Borough views the implementation of this Plan as a shared initiative, and will pursue necessary collaboration with private property owners, businesses, and developers. Using the active East Penn Railroad line as an alignment for a shared use path connecting to the Warwick to Ephrata Rail-Trail will require a large degree of cooperation and coordination. If this alternative is ultimately selected, the Borough may wish to consider investigating the design and construction process of existing rail-trails that run parallel to an active railroad (such as the York County Heritage Rail-Trail).

The Borough will also need to work closely with East Cocalico and West Cocalico Townships to coordinate any proposed active transportation improvements planned to take place outside the borough limits. Since the major corridors through the borough are owned and maintained by PennDOT, the Borough should make sure the proposed roadway improvements in the Phasing Plan are fully vetted by the necessary PennDOT staff.

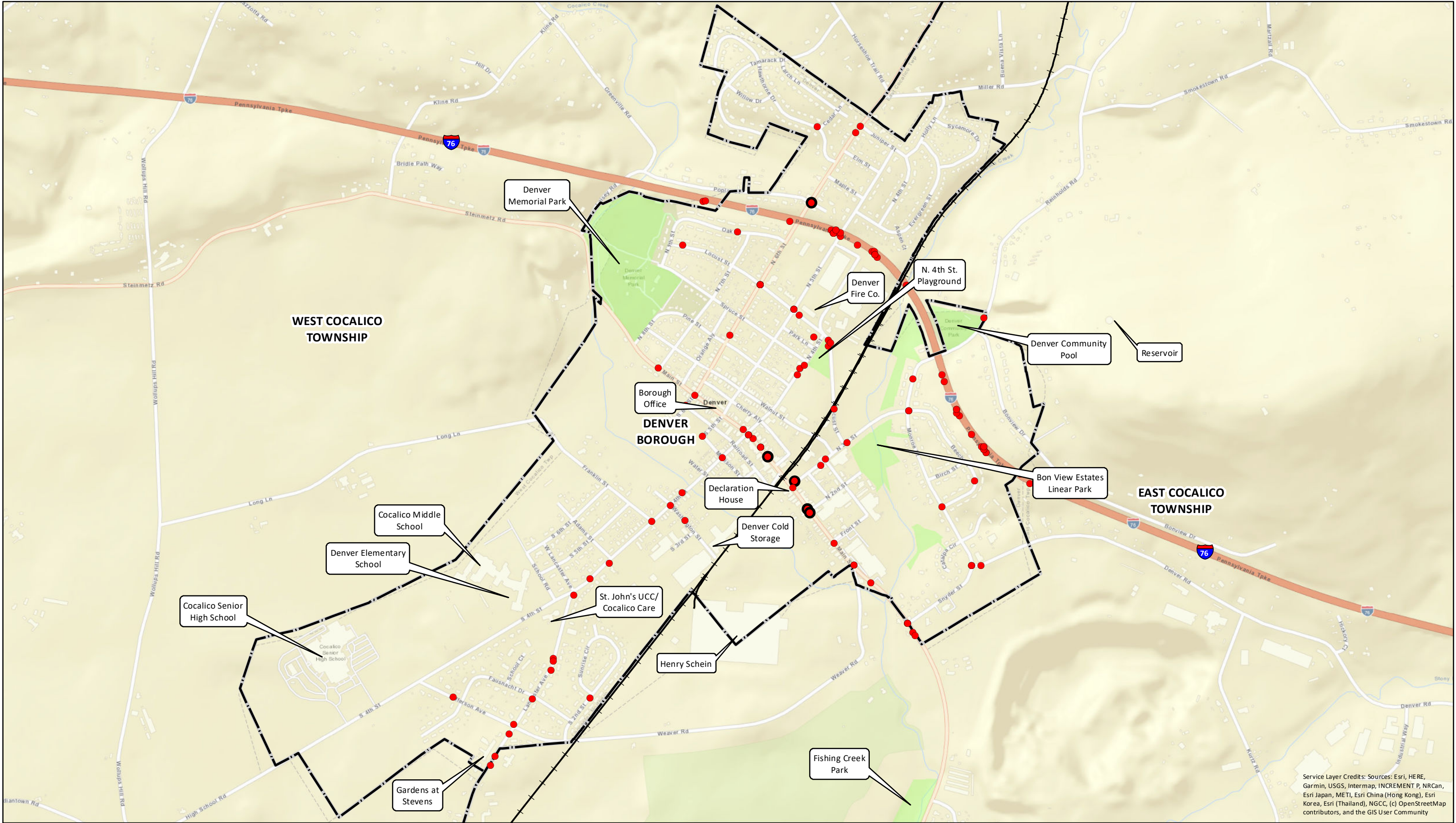
It is recommended that the Borough establish a contact at the Northern Lancaster Hub with whom future discussion can occur about the possibility of expanding and/or increasing service.

Proposed Policies

- The Borough launched the process to develop an Official Map in February 2020, and the development of the Official Map will carry over into 2021. Therefore, this Plan and the recommendations for active transportation improvements can be memorialized on an Official Map which is a document, when duly adopted, has the force of law under the provisions of the Municipalities Planning Code (MPC).
- Provide for shared bicycle use with pedestrian or motor vehicle traffic, typically on lower volume roadways with signage (“Bicycles May Use Full Lane”) with bike lanes/sharrows where appropriate.
- Accept right-of-way dedication in the remaining rural areas of the borough through the plan submission process in order to make accommodations for future pedestrian and bicycle facilities.
- Utilize the PennDOT Connects Program to identify priority transportation areas and communicate them to PennDOT.

APPENDIX I.

CRASH LOCATIONS (2015-2019) MAPPING



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Denver Borough, Lancaster County
Active Transportation Plan - Crash Locations (2015-2019)
Project No. 051102009

- Crash Location
- Crash Location (Bike/Ped Involvement)
- +— Railroad

- Municipal Park Land
- Parcel Boundary
- Municipal Boundary

Projection: PA State Plane South, NAD 1983 (feet)
Basemap Source:
Lancaster County GIS
RETTEW Associates, Inc.
Map Date: 9/14/2020

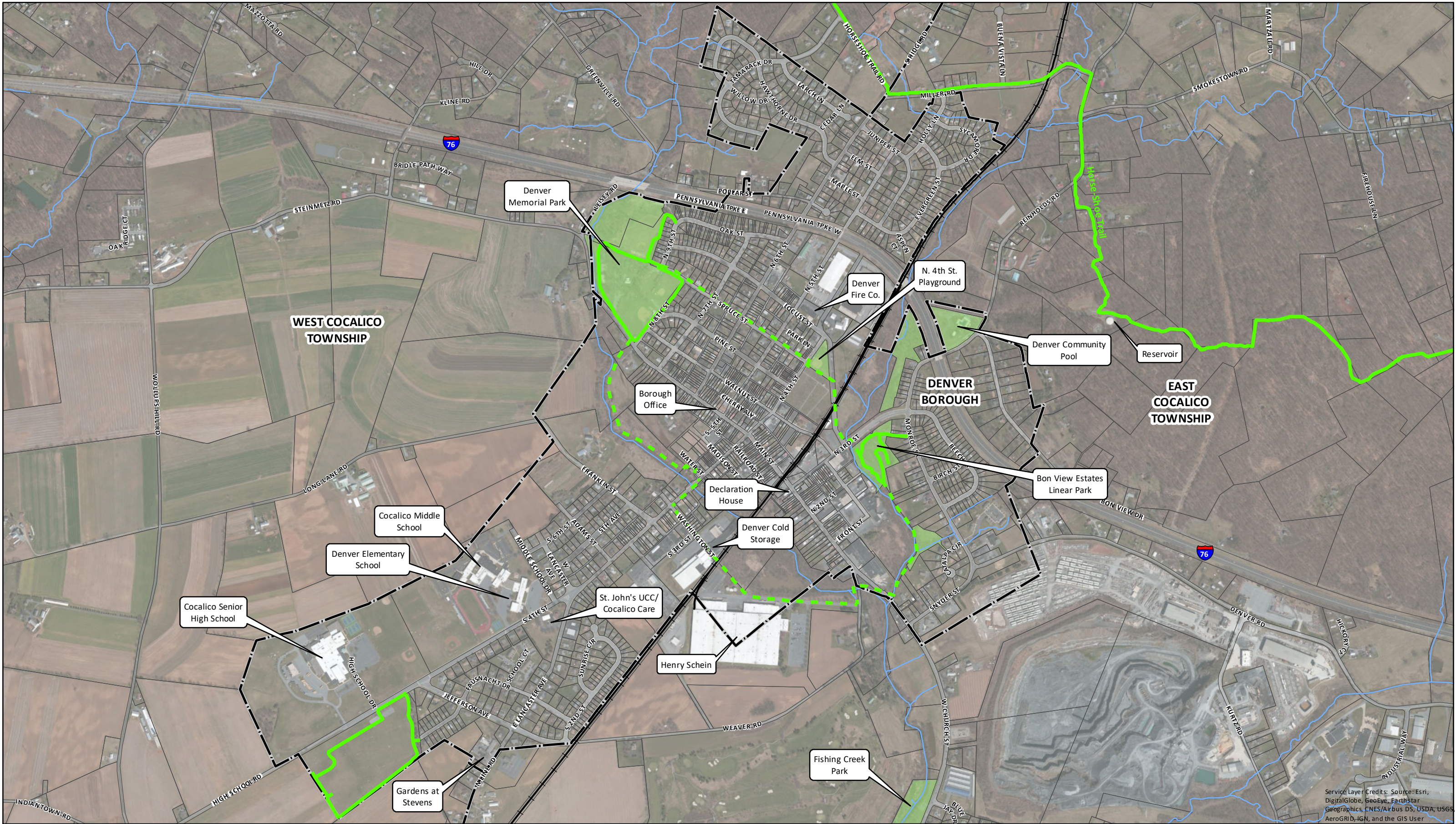


1 inch = 1,000 feet
0 1,000
Feet



APPENDIX II.

EXISTING FEATURES AND PROJECT MAPPING



Denver Borough, Lancaster County

Active Transportation Plan - Existing Features

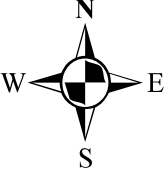
Project No. 051102009

- Existing Trail
- Proposed Borough Loop Trail
- Railroad
- Stream
- Municipal Park Land
- Parcel Boundary
- Municipal Boundary

Projection: PA State Plane South, NAD 1983 (feet)

Basemap Source:
Lancaster County GIS
RETTEW Associates, Inc.

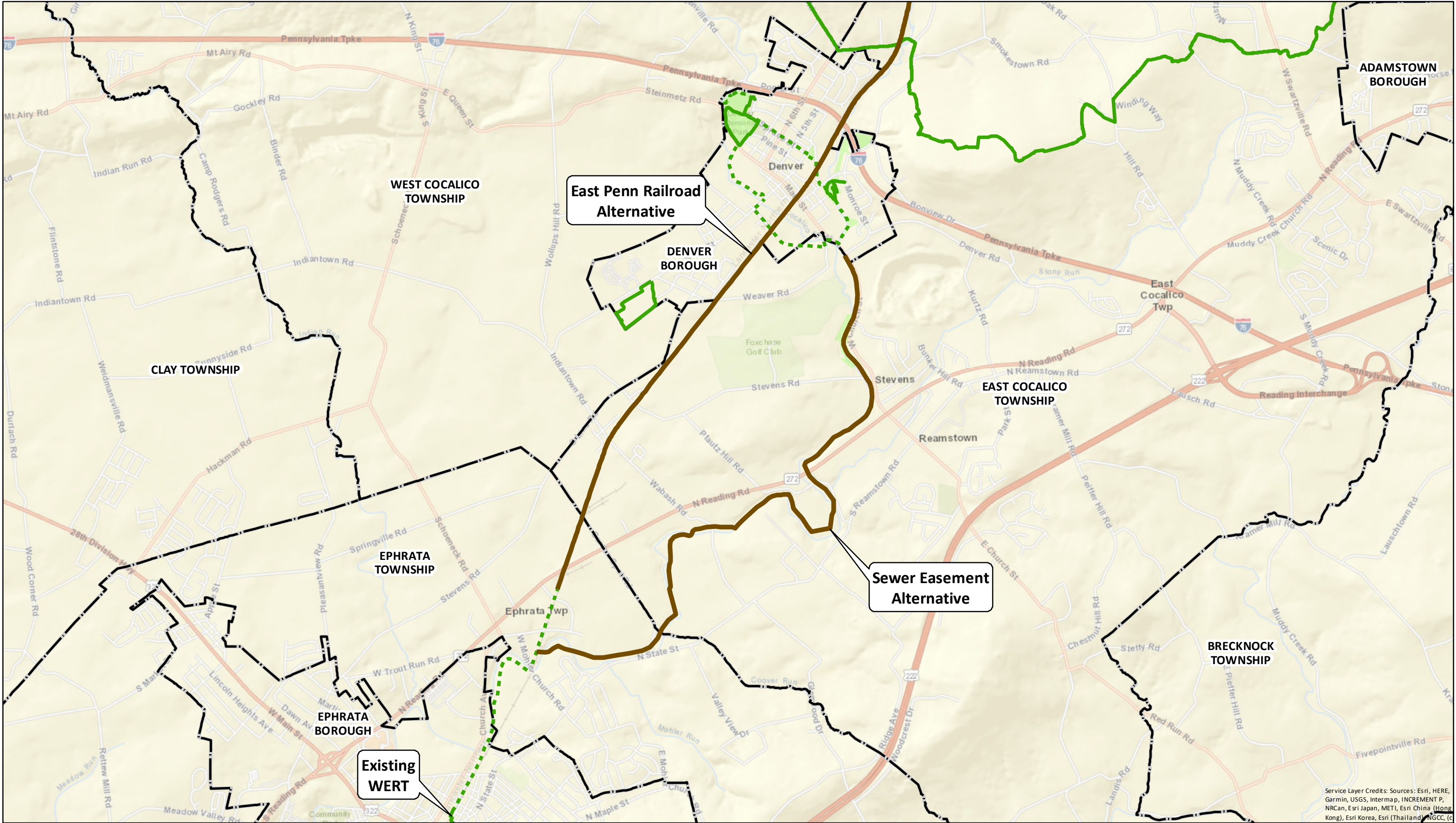
Map Date: 10/5/2020



1 inch = 1,000 feet

0 1,000
Feet





Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, IG

Denver Borough, Lancaster County

Active Transportation Plan - Warwick to Ephrata Rail-Trail (WERT)

Northern Extension Alternatives

Project No. 051102009

- Shared Use Path

Existing Trail

Potential Connection

Municipal Park Land
- Parcel Boundary

Municipal Boundary

Projection: PA State Plane South, NAD 1983 (feet)

Basemap Source:
Lancaster County GIS
RETTEW Associates, Inc.

Map Date: 10/5/2020

N

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1 inch = 0.5 miles

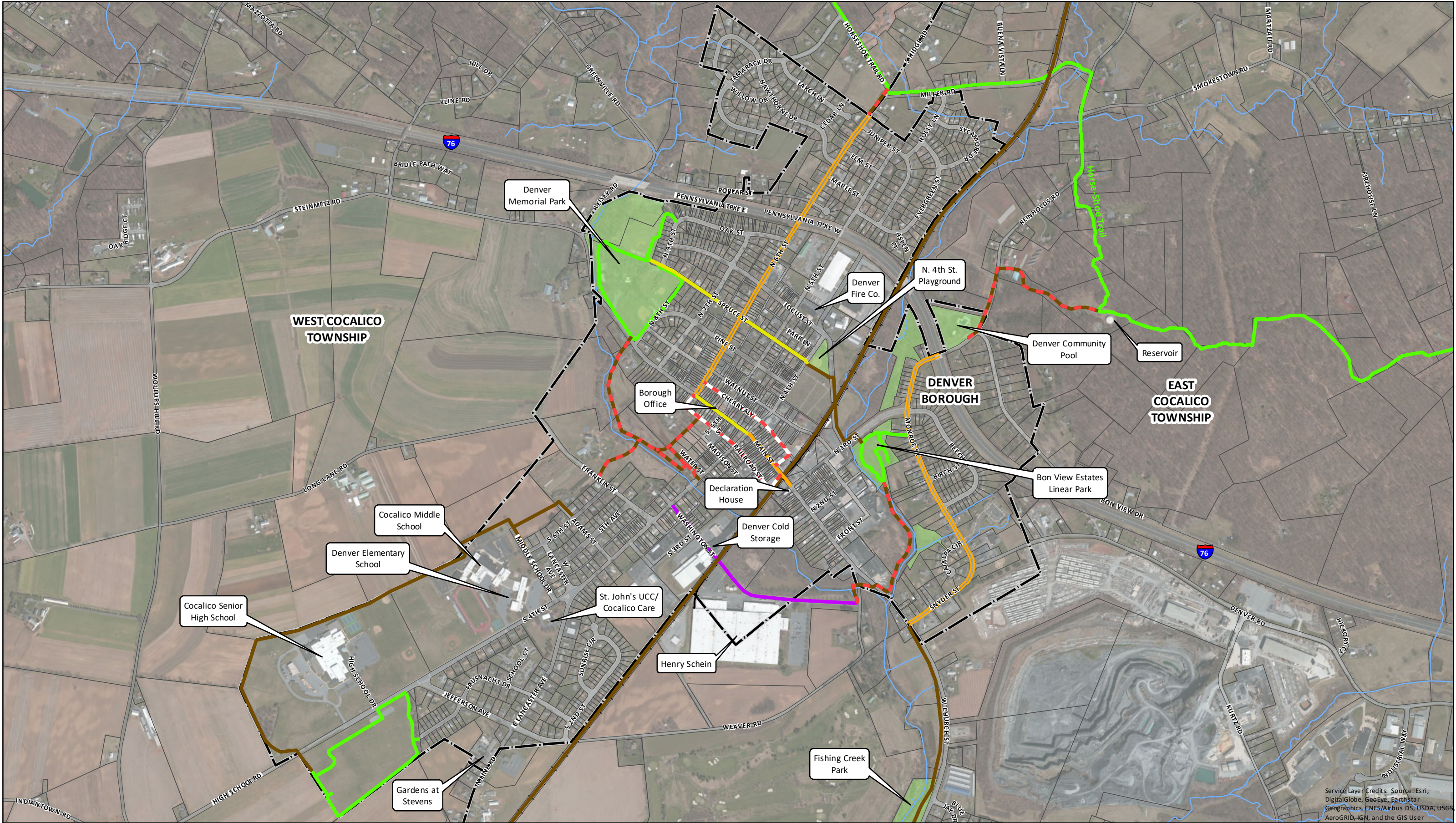
0

0.25

0.5

Miles

RETTEW



Denver Borough, Lancaster County

Active Transportation Plan - Proposed Facilities

Project No. 051102009

Proposed Facility

Bicycle Boulevard

Bike Lane (both directions)

Separated Bike Lane

Shared Use Path

Shared Use Path / Wayfinding Signage

Sidewalk / Bike Lane

Yield Roadway / Wayfinding Signage

Existing Trail

Railroad

Stream

Municipal Park Land

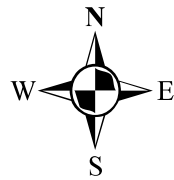
Parcel Boundary

Municipal Boundary

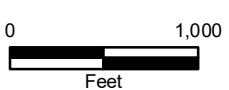
Projection: PA State Plane South, NAD 1983 (feet)

Basemap Source:
Lancaster County GIS
RETTEW Associates, Inc.

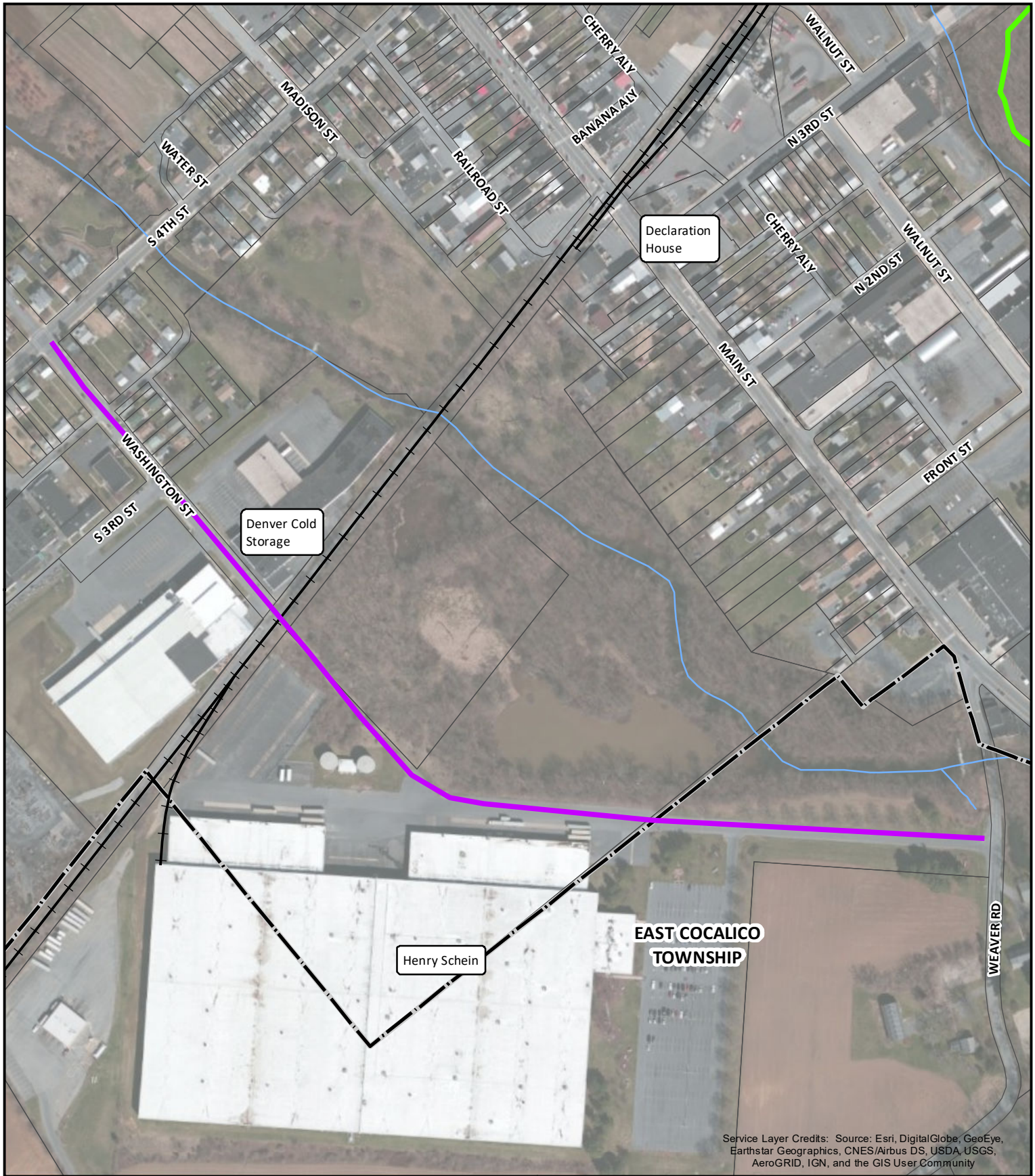
Map Date: 10/5/2020



1 inch = 1,000 feet



RETTEW



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

Denver Borough, Lancaster County

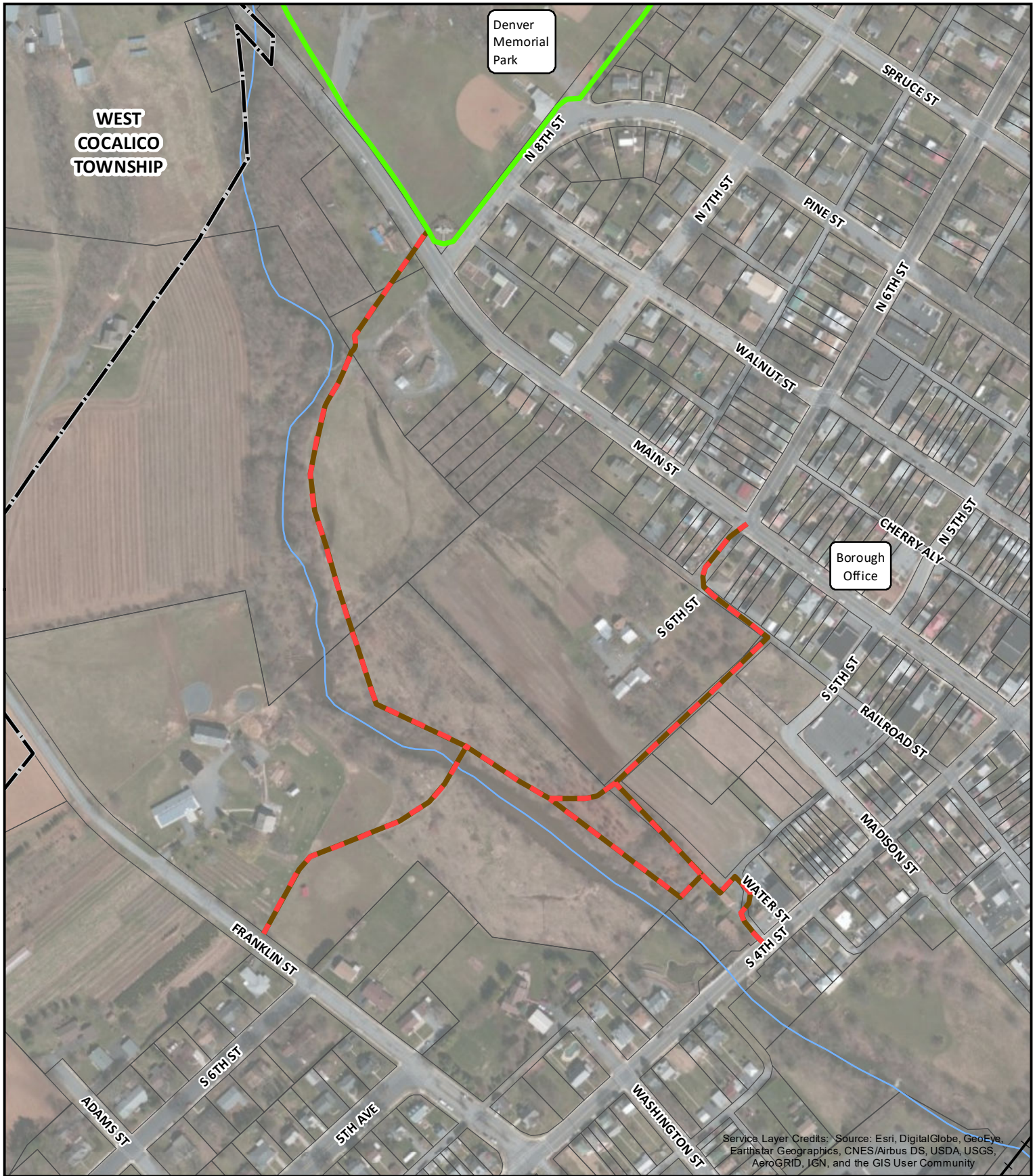
Washington Street Extension

Project Location Map
Active Transportation Plan

W E
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1 inch = 300 feet

10/5/2020



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

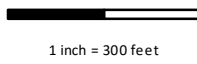
	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

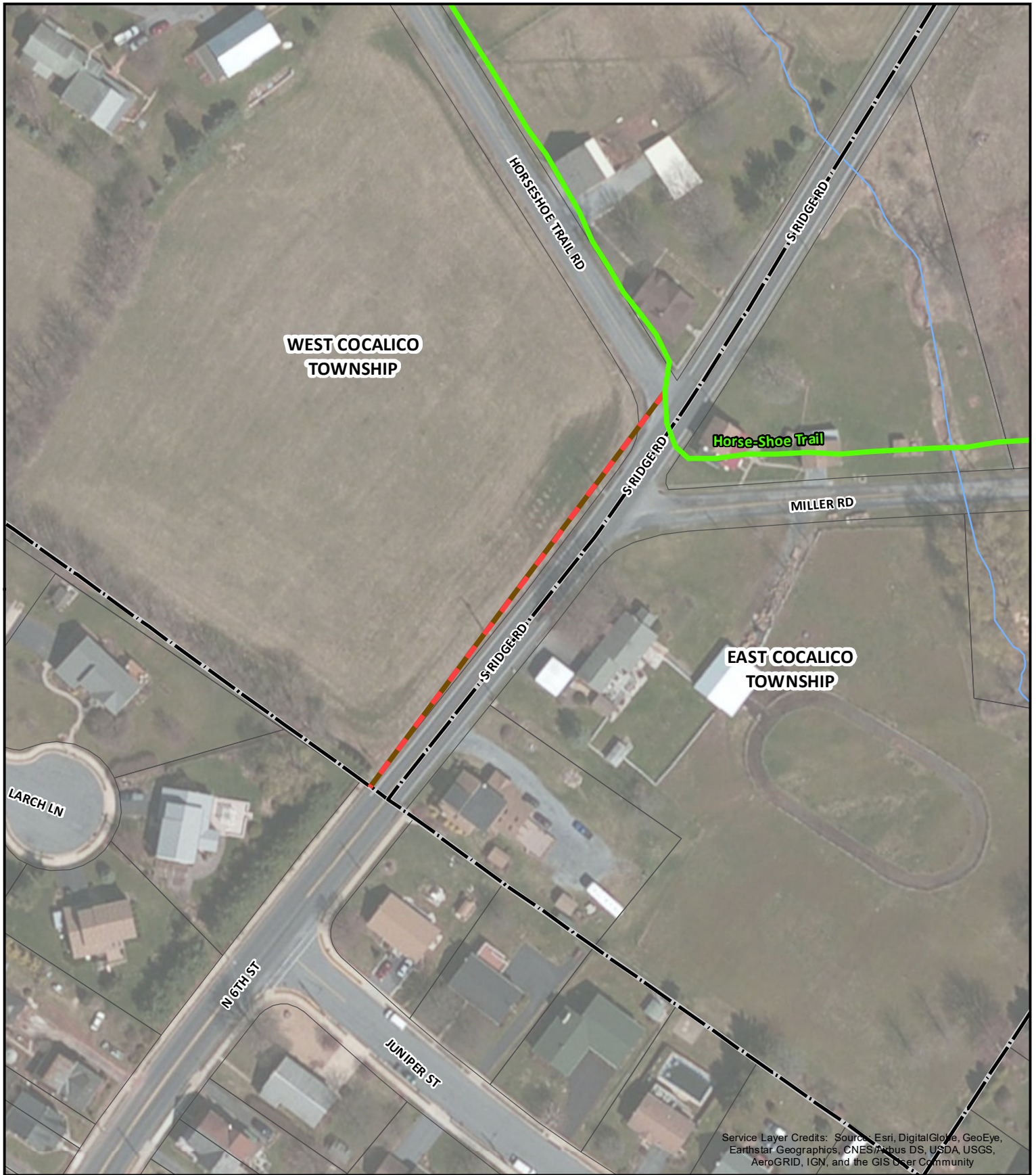
10/5/2020

Denver Borough, Lancaster County

Phase 2 – Borough Loop Trail

Project Location Map
Active Transportation Plan





Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

10/5/2020

Denver Borough, Lancaster County

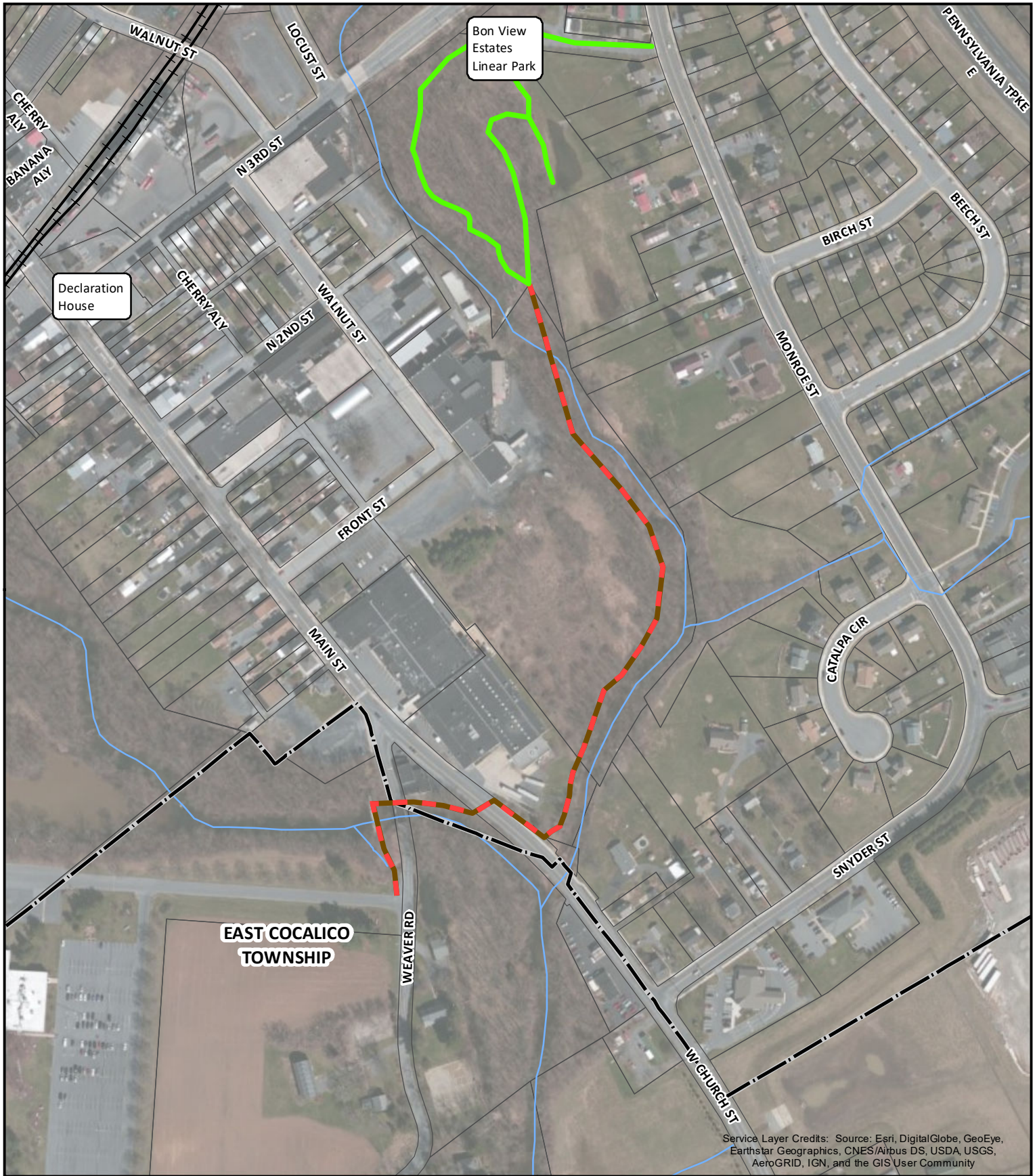
Horse-shoe Trail Connection – N. 6th Street

Project Location Map
Active Transportation Plan



1 inch = 100 feet

RETTEW



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

Denver Borough, Lancaster County

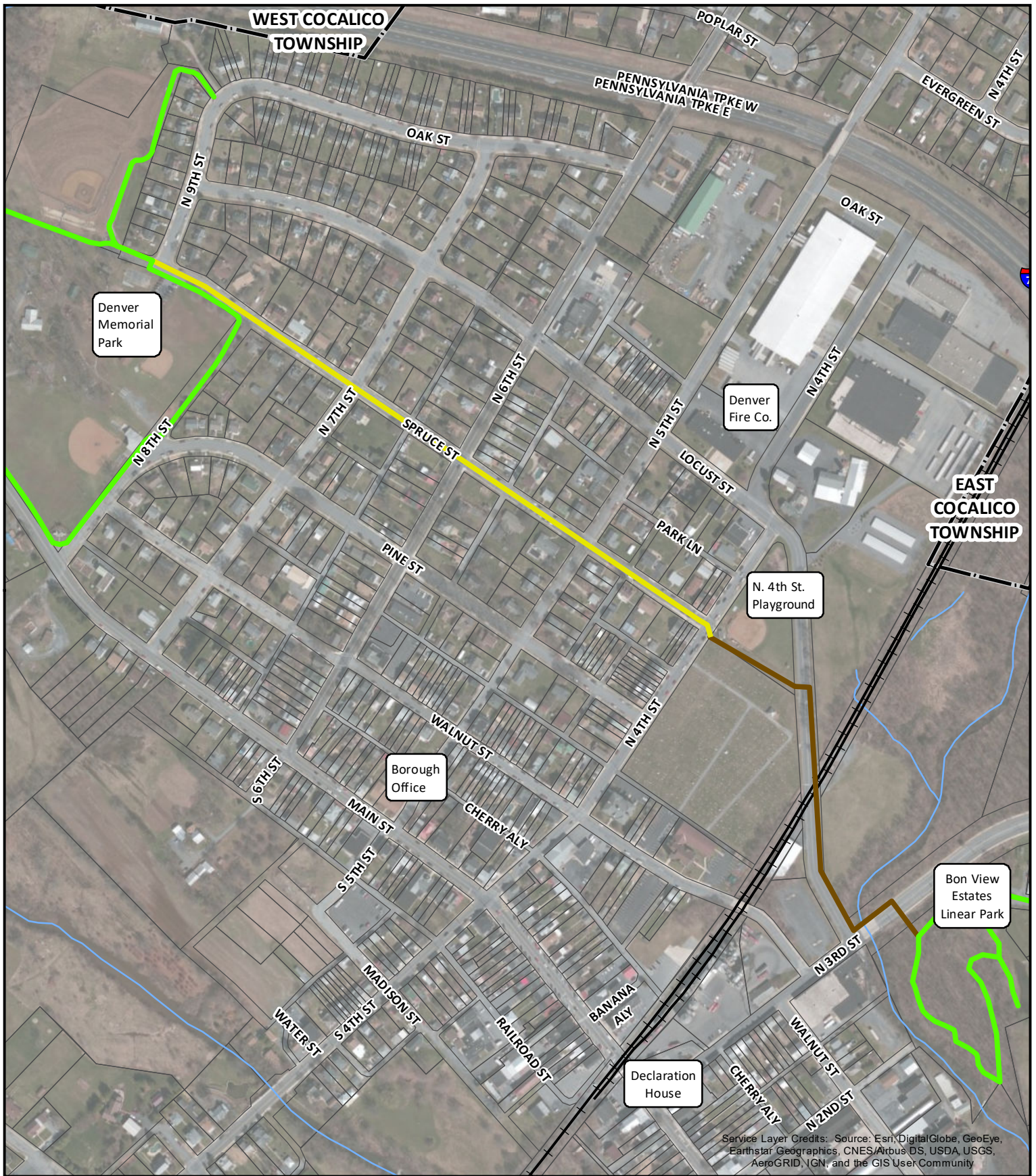
Phase 3 – Borough Loop Trail

Project Location Map
Active Transportation Plan

N
W E
S

1 inch = 300 feet

10/5/2020



- Bicycle Boulevard - Bike Lane (both directions) - Separated Bike Lane - Shared Use Path - Shared Use Path / Wayfinding Signage - Sidewalk / Bike Lane - Yield Roadway / Wayfinding Signage	- Existing Trail - Railroad - Stream - Parcel Boundary - Municipal Boundary	Denver Borough, Lancaster County Phase 4 – Borough Loop Trail Project Location Map Active Transportation Plan	
10/5/2020		1 inch = 400 feet	



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

10/5/2020

Denver Borough, Lancaster County

North 6th Street

Project Location Map

Active Transportation Plan



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

10/5/2020

Denver Borough, Lancaster County

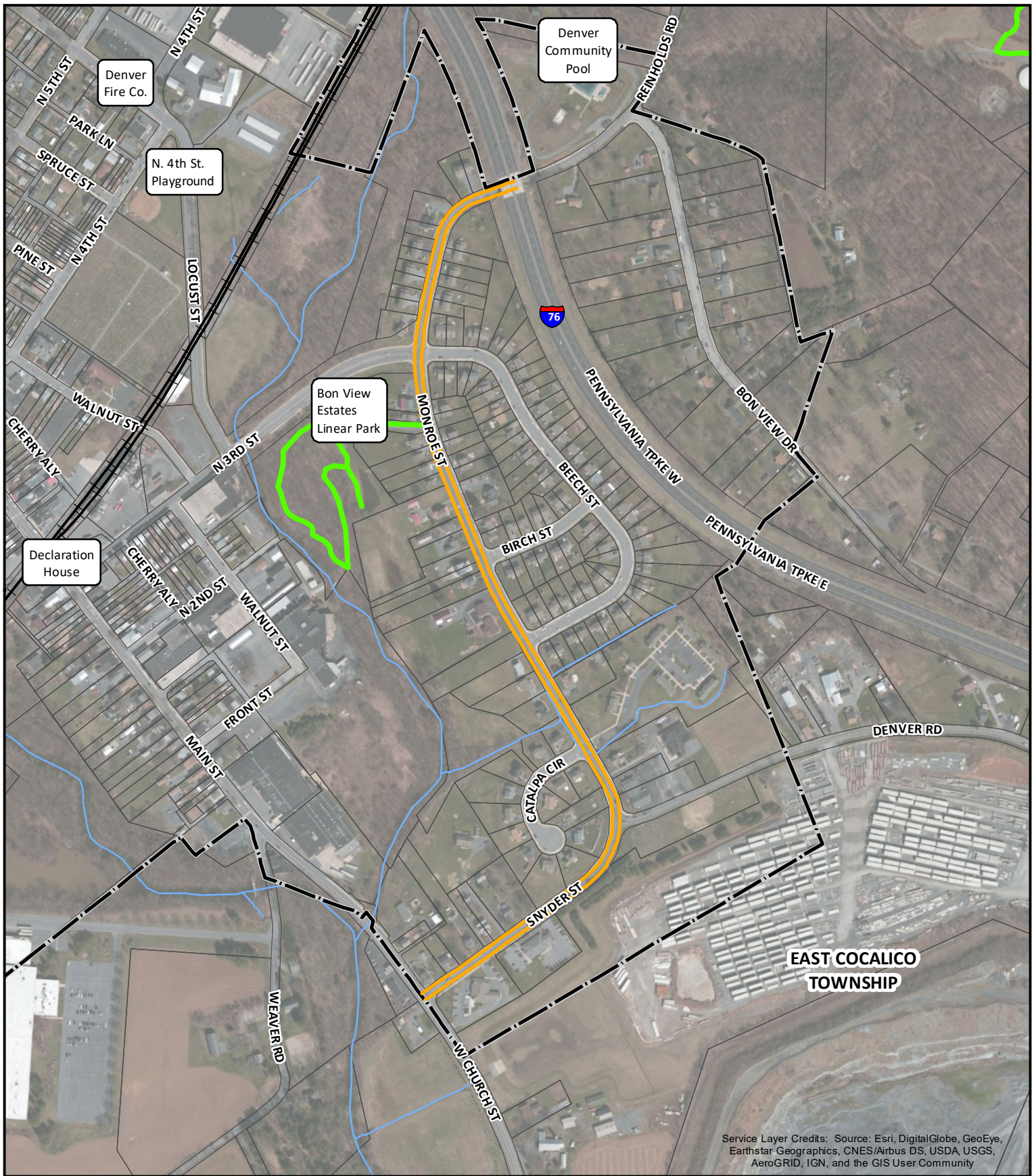
Trail to Fishing Creek Park

Project Location Map
Active Transportation Plan

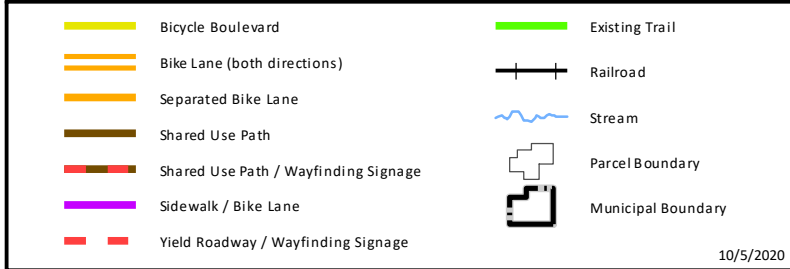


1 inch = 300 feet

RETTEW



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



10/5/2020

Denver Borough, Lancaster County

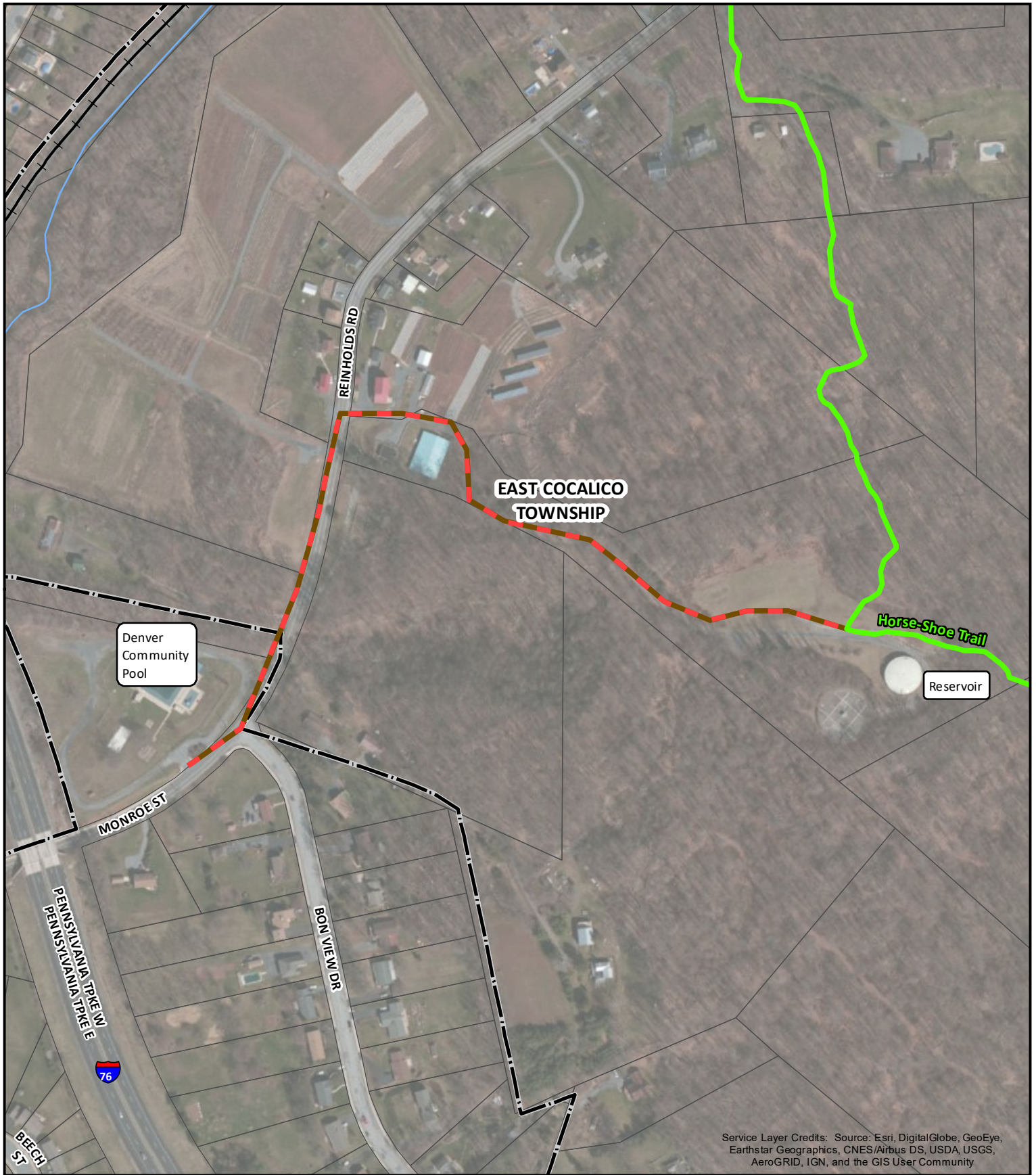
Monroe / Snyder Streets

Project Location Map
Active Transportation Plan



1 inch = 500 feet

RETTEW



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Bicycle Boulevard	Existing Trail
Bike Lane (both directions)	Railroad
Separated Bike Lane	Stream
Shared Use Path	Parcel Boundary
Shared Use Path / Wayfinding Signage	Municipal Boundary
Sidewalk / Bike Lane	
Yield Roadway / Wayfinding Signage	

10/5/2020

Denver Borough, Lancaster County

Horse-shoe Trail Connection – Denver Community Pool

Project Location Map
Active Transportation Plan



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Bicycle Boulevard		Existing Trail
	Bike Lane (both directions)		Railroad
	Separated Bike Lane		Stream
	Shared Use Path		Parcel Boundary
	Shared Use Path / Wayfinding Signage		Municipal Boundary
	Sidewalk / Bike Lane		
	Yield Roadway / Wayfinding Signage		

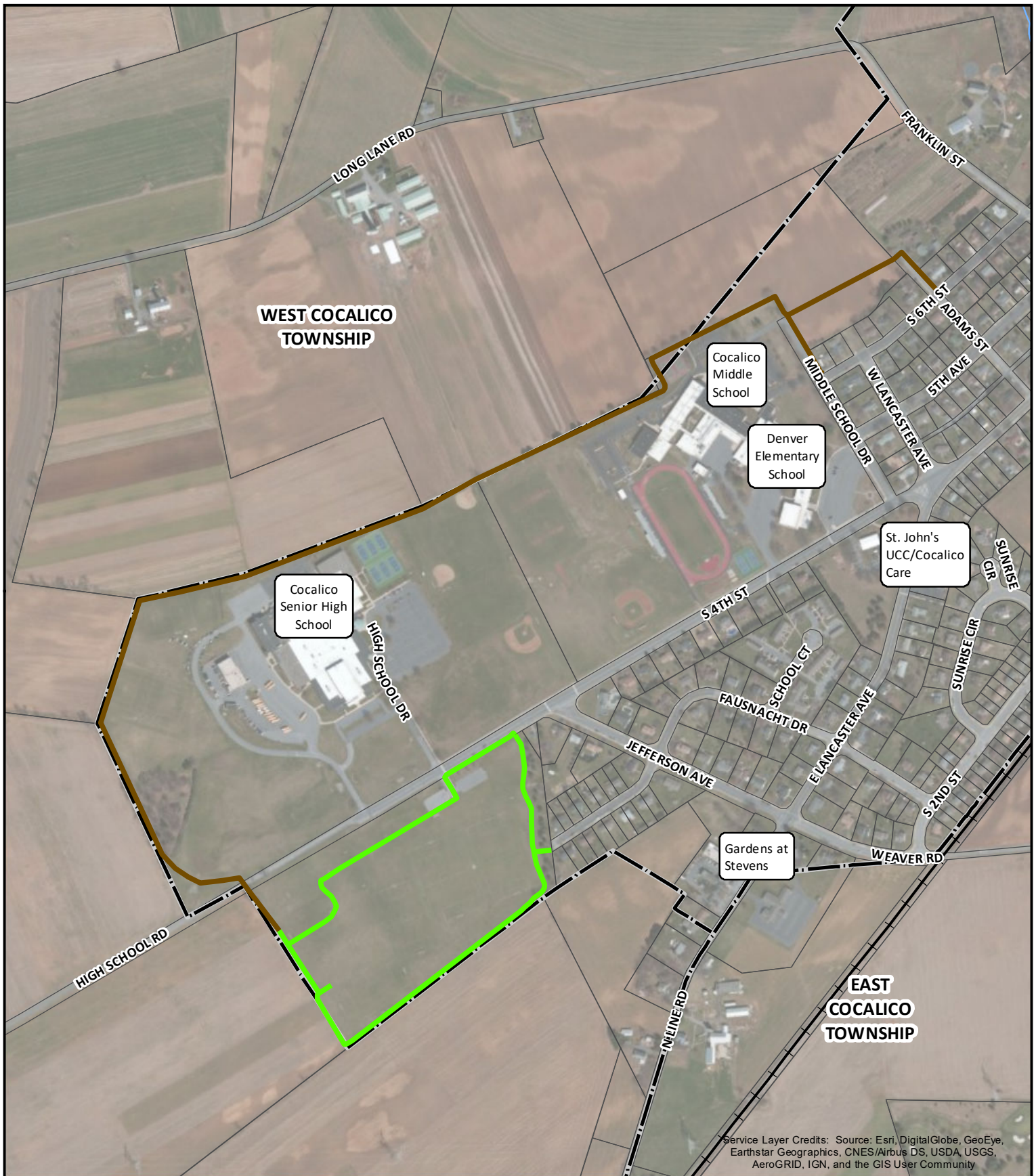
Denver Borough, Lancaster County

Main Street

Project Location Map

Active Transportation Plan

10/5/2020



- Bicycle Boulevard
- Bike Lane (both directions)
- Separated Bike Lane
- Shared Use Path
- Shared Use Path / Wayfinding Signage
- Sidewalk / Bike Lane
- Yield Roadway / Wayfinding Signage

- Existing Trail
- Railroad
- Stream
- Parcel Boundary
- Municipal Boundary

Denver Borough, Lancaster County

Cocalico School District Perimeter Trail

Project Location Map
Active Transportation Plan



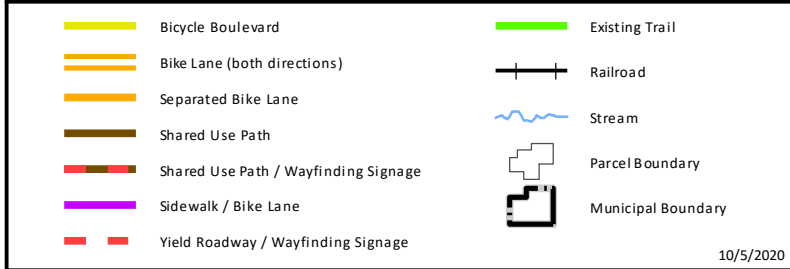
1 inch = 600 feet

RETTEW

10/5/2020



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

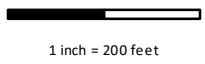


10/5/2020

Denver Borough, Lancaster County

Cherry Alley / S. 6th St. / Railroad St.

Project Location Map
Active Transportation Plan



APPENDIX III.

POTENTIAL FUNDING SOURCES

POTENTIAL FUNDING SOURCES

Denver 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)	- 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
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	30% local match of the non-federal share of project costs is required	Next round anticipated in Summer 2021
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	November 6, 2020

Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
Transportation Alternatives (TA) Set-Aside 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 Next round anticipated in 2021
Smart Growth Transportation Program	Lancaster Metropolitan Planning Organization (MPO)	Transportation projects/studies located in Lancaster County's designated Growth Areas that support active transportation facilities. At least 80% of the funding will be directed to construction projects and no more than 20% to studies.	No maximum stated	20% match required for studies; pre-construction costs for construction projects	TBD Next round anticipated in 2021
Transportation Alternatives Program	Lancaster Metropolitan Planning Organization (MPO)	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.	No maximum stated	20% match required for studies; pre-construction costs for construction projects	TBD Next round anticipated in 2021
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 2021
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

Funding Program	Funding Entity	Type of Projects Funded/Guidelines	Award Amount	Minimum Match	Application Deadline
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	Due to revenue shortfalls in the Motor License Fund resulting from COVID-19, there is no timetable for when future funding rounds will be open
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.	None stated	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.	None stated	None stated	Application period starts in December

APPENDIX IV.

METROQUEST SURVEY SUMMARY

Denver Borough ATP Highlights

Total Participants: 149

Slide 2: ATP Project Rating

- Top Three Rated Projects
 - Borough Loop Trail (76 Responses)
 - Connection to Rail Trail (64 Responses)
 - Washington Street Extension (43 Responses)
- Respondent comment sample:
 - “Connecting to the rail trail would be a great improvement for the area”
 - “I LOVE the proposed part coming from from the park down along the creek to the middle school”
 - “ We need more sidewalks! I live on 272, during the shut down my son and I would go for walks. There are hardly any sidewalks, imagine the possibilities of more tourism if visitors could walk to shops safely or the possibilities of new businesses that would pop up.”
 - “My family uses the Ephrata Trail to bike into Lititz and I think this would be a great way to funnel more people into the Borough and our businesses.”
 - “A convenient trail like this that keeps users off public roads, would be a key safety benefit. Priority # 1.
 - “I do not see a need for improvement because sidewalks and trails are already accessible. The proposed development will impact personal property which should be avoided.”
 - “Neutral on this. There are enough secondary roads in the area to get to Ephrata.”

Slide 3: Active Transportation Barriers

- Notable comment clusters:
 - Dangerous Conditions for hikers around Horseshoe Trail road crossing.
 - Main Street feels unsafe for bicycles.
 - Speeding on 6th Street makes it uncomfortable for bicycles.
 - Main and 6th is unsafe; poor visibility for pedestrians, drivers, etc.

Slide 4: Implementation Strategies

- Top Three Rated Strategies
 - Connect to Major Trails (Average Ranking 1.74, ranked #1 33 times)
 - Calming High-Speed Traffic (Average Ranking 1.88, ranked #1 13 times)
 - Complete Sidewalk Networks (Average Ranking 1.89, ranked #1 14 times)

Slide 5: Demographics

- 95 respondents 25-64 years old
- 90 respondents were residents
- 101 live in Denver Borough or surrounding Townships
- 62 provided email addresses to be updated on further active transportation efforts

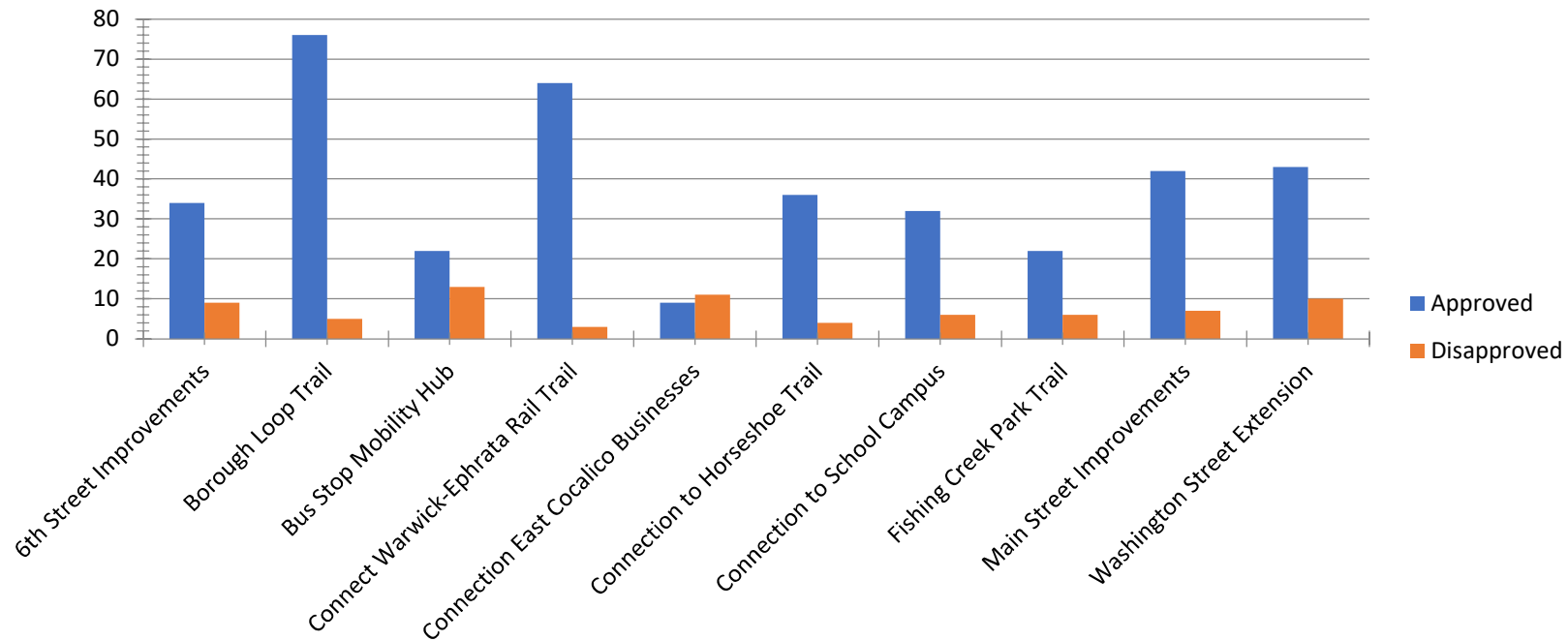
Slide 1 - Total Site Visits

VisitTime	SiteVisited	Visitors	Participants
7/28/2020	denveratp.metroquest.com	51	25
7/29/2020	denveratp.metroquest.com	59	25
7/30/2020	denveratp.metroquest.com	13	7
7/31/2020	denveratp.metroquest.com	33	15
8/1/2020	denveratp.metroquest.com	16	6
8/2/2020	denveratp.metroquest.com	9	5
8/3/2020	denveratp.metroquest.com	15	8
8/4/2020	denveratp.metroquest.com	18	9
8/5/2020	denveratp.metroquest.com	15	9
8/6/2020	denveratp.metroquest.com	3	3
8/7/2020	denveratp.metroquest.com	4	3
8/8/2020	denveratp.metroquest.com	12	6
8/9/2020	denveratp.metroquest.com	1	0
8/11/2020	denveratp.metroquest.com	4	1
8/12/2020	denveratp.metroquest.com	11	4
8/13/2020	denveratp.metroquest.com	18	8
8/14/2020	denveratp.metroquest.com	10	7
8/15/2020	denveratp.metroquest.com	2	1
8/16/2020	denveratp.metroquest.com	2	1
8/17/2020	denveratp.metroquest.com	2	1
8/18/2020	denveratp.metroquest.com	1	1
8/19/2020	denveratp.metroquest.com	1	0
8/21/2020	denveratp.metroquest.com	1	0
8/23/2020	denveratp.metroquest.com	1	0
8/25/2020	denveratp.metroquest.com	1	1
8/27/2020	denveratp.metroquest.com	3	2
8/28/2020	denveratp.metroquest.com	1	1
8/31/2020	denveratp.metroquest.com	2	0
	Totals:	309	149

Slide 2, ATP Project Rating

Project	Approved	Disapproved
6th Street Improvements	34	9
Borough Loop Trail	76	5
Bus Stop Mobility Hub	22	13
Connect Warwick-Ephrata Rail Trail	64	3
Connection East Cocalico Businesses	9	11
Connection to Horseshoe Trail	36	4
Connection to School Campus	32	6
Fishing Creek Park Trail	22	6
Main Street Improvements	42	7
Washington Street Extension	43	10

S2



Slide 2, ATP Project Rating*

*Please see online map for potential project locations: <https://arcg.is/1PDW98>

4098625	Screen 2 Comment	Connecting to the rail trail would be a great improvement for the area
4098888	Screen 2 Comment	Most important is the path to school. Then the rail to trail connection, because riding my bike from Cocalico to Ephrata by line road(by Stevens post office) is dangerous. Even for me at 62 who is fairly healthy.
4100475	Screen 2 Comment	Thank you for your hard work.
4105068	Screen 2 Comment	Additional walking trails. Possibly along Locust Street.
4110524	Screen 2 Comment	We need more sidewalks! I live on 272, during the shut down my son and I would go for walks. There are hardly any sidewalks, imagine the possibilities of more tourism if visitors could walk to shops safely or the possibilities of new businesses that would pop up.
4125336	Screen 2 Comment	I LOVE the proposed part coming from from the park down along the creek to the middle school
4098942	Connection to Horseshoe Trail	a bike /walking trail along the rail road track next to little cocalico creek would be great!
4125336	Washington Street Extension	Can't wait!!!this is such a good idea!
4128467	Washington Street Extension	I do not see a need for improvement because sidewalks and trails are already accessible. The proposed development will impact personal property which should be avoided.
4128467	Washington Street Extension	This would provide a valuable connection since weaver rd is unsafe for walking or biking and it does not impact personal property.
4136591	Washington Street Extension	closer to the creek the better.
4128467	Connect WarwickEphrata Rail Trail	I value this concept, but believe that it will be challenging to carry out. Some of the other items seem like better investments.
4125336	Connect WarwickEphrata Rail Trail	This would be huge!!!! go to the WERT to ride bike a lot because I feel it is safer. It great to see all the different ages of people using that trail
4100936	Connect WarwickEphrata Rail Trail	Neutral on this. There are enough secondary roads in the area to get to Ephrata.
4107567	Connect WarwickEphrata Rail Trail	My family uses the Ephrata Trail to bike into Lititz and I think this would be a great way to funnel more people into the Borough and our businesses
4111085	Connect WarwickEphrata Rail Trail	A convenient trail like this that keeps users off public roads, would be a key safety benefit. Priority # 1.
4125336	Fishing Creek Park Trail	This is such a good idea too!!
4128467	Fishing Creek Park Trail	These sections of main street and west church streets already have wide shoulders and are very safe for all types of active travel.
4107016	Connection to School Campus	used by many children and adults and safety needs to be a priority
4128467	Connection to School Campus	I do not expect this to be too difficult to accomplish since it already exists in the form of sidewalks, but improvements should be a priority.
4100936	Connection to School Campus	There are sidewalks for those who walk, and 4th St. is wide enough for safe biking for those students old enough to understand and follow traffic rules.
4125336	Main Street Improvements	Maybe paint a silhouette of a person on Main Street on both sides of the crosswalk to bring it to the drivers attention to yield to pedestrians. I seen this done in Ephrata. Also in Lancaster City I noticed they are painting some crosswalks in green which I think is eye catching.
4136591	Main Street Improvements	Better crossing by the Memorial Park. Beepers on traffic light. Better crossing at turkey hill
4128467	6th Street Improvements	The public sidewalks already provide a safe place to walk, run, skate & bicycle for kids.
4125336	6th Street Improvements	This would be a yes too but I was only allowed to do 3
4116773	6th Street Improvements	A safer way to cross at the intersection of Main Street and 6th Street is needed. Many kids on bikes, scooters and skateboards cross here.
4107016	6th Street Improvements	makes sense because it leads to the park
4107016	Borough Loop Trail	yes, because it's already an established park
4136591	Borough Loop Trail	Would like it along the creek. Loop along east of bridge.
4107843	S2_P03_T0_Connect_WarwickEphrata_Rail_Trail_txt	This should be a very high priority as it will grant access to the rest of WERT
4117373	S2_P02_T0_Washington_Street_Extension_txt	Weaver Road is such a dangerous road to travel by foot or bike. This is such a direct route to the high school but much too dangerous for students to travel. PLEASE, I implore you to add a sidewalk. This is so necessary!

Slide 3, Active Transportation Barriers*

*Please see online map for barrier locations: <https://arcg.is/1Pe58j0>

VisitId	MarkerType	Barrier Type	Comment
4098579	Bike_Barrier	----	----
4098578	Walk_Barrier	Unsafe intersection conditions	Speeding vehicles make it unsafe to cross safely for school students, pedestrians, and bicyclists. Suggest a light up ped crossing sign to alert motorists of someone wanting to cross.
4098578	Walk_Barrier	----	Speeding vehicles make it unsafe to cross safely for school students, pedestrians, and bicyclists. Suggest a light up ped crossing sign to alert motorists of someone wanting to cross.
4098604	Walk_Barrier	----	Speeding vehicles make it unsafe to cross safely for school students, pedestrians, and bicyclists. Suggest a light up ped crossing sign to alert motorists of someone wanting to cross.
4098604	Walk_Barrier	----	Speeding vehicles make it unsafe to cross safely for school students, pedestrians, and bicyclists. Suggest a light up ped crossing sign to alert motorists of someone wanting to cross.
4098619	Walk_Barrier	----	----
4098619	Walk_Barrier	----	----
4098635	Bike_Barrier	----	----
4098635	Walk_Barrier	----	----
4098635	Bike_Barrier	----	----
4098706	Walk_Barrier	Unsafe intersection conditions	----
4098706	Walk_Barrier	Unsafe intersection conditions	----
4098713	Bike_Barrier	----	Parking on street and narrow driving lanes - no room for bicycles.
4098713	Walk_Barrier	----	No sidewalks when you leave the Borough.
4098713	Walk_Barrier	----	No sidewalk connection from Washington Street to Weaver Road/Main Street.
4098744	Walk_Barrier	----	----
4098795	Walk_Barrier	----	need trail
4098795	Walk_Barrier	----	need trail
4098880	Walk_Barrier	----	Too much traffic. With Schein and the wat people drive there. Maybe if there was a little more pedestrian bridge next to the bridge? It's a beautiful area to walk though
4098922	Transit_Barrier	----	----
4098958	Walk_Barrier	----	nice walk from 4th street to main st. No off road trail.
4098958	Bike_Barrier	----	There are no bike friendly trails and few friendly roads in Denver and the surrounding area.
4098958	Walk_Barrier	----	----
4098958	Bike_Barrier	----	This has always been a nasty road for kids to get to the pool.
4100255	Walk_Barrier	----	Traffic, no shoulder
4100255	Walk_Barrier	----	no shoulder
4100255	Walk_Barrier	----	no access/path
4100306	Walk_Barrier	----	It would be nice to have a sidewalk/path to run or bike without being in the way of cars/trucks
4100306	Walk_Barrier	----	There's no sidewalk and it's a busy street to cross and people drive fast
4100342	Walk_Barrier	----	The trees on the one property will make it hard to see left when pulling out of the stop sign once they grow. Traffic goes too fast here.
4100342	Bike_Barrier	----	----
4100330	Bike_Barrier	----	I'd propose a walking / biking bridge at this location to reroute traffic away from South 4th Street. It could be a real community asset, particularly with some design touches, as this bridge in Redding, CA exemplifies...https://en.wikipedia.org/wiki/Sundial_Bridge_at_Turtle_Bay
4100330	Walk_Barrier	----	Same principle as with the bike barrier. A bridge could be a great resource for walkers as well, perhaps in lieu of trails along the creeks, should land-owner resistance prove too strong.
4100330	Transit_Barrier	----	Increase connections to Red Rose Transit in Ephrata with the vehicle being enabled to transport bicycles. In the future, should the rail trail connection be built, people could walk / bike from Ephrata and take the bus home if (senior citizens?) didn't want to schlep the 5 miles back to Ephrata.
4100553	Walk_Barrier	----	6th and Main is a bad intersection with no safety for pedestrians
4100553	Bike_Barrier	----	Main Street Denver is not safe for bikes
4100553	Bike_Barrier	----	6th street is not safe for bikes
4100592	Walk_Barrier	----	No sidewalks. Cars traveling too fast
4100948	Walk_Barrier	----	Nasty blind spot going around bend No shoulder to walk along. No shoulder.
4100948	Bike_Barrier	----	----
4100948	Walk_Barrier	----	Sidewalk should extend at least past the pool on both sides.
4101114	Walk_Barrier	----	----
4101114	Bike_Barrier	----	----
4101114	Bike_Barrier	----	----
4101256	Walk_Barrier	----	----
4101378	Walk_Barrier	----	----
4101405	Bike_Barrier	----	----
4101557	Walk_Barrier	----	It is very difficult to see where cars are here to cross.
4101901	Bike_Barrier	----	Bridge surface not bike friendly
4103029	Bike_Barrier	Speeding motor vehicles	----
4103029	Bike_Barrier	----	----
4103029	Bike_Barrier	No offstreet pathtrail	----
4104615	Walk_Barrier	----	----
4104615	Bike_Barrier	----	Main street needs to have a safer bike route
4104615	Walk_Barrier	----	Stop sign where 6th street meets main street can be busy and crossing can be sometime difficult
4104654	Walk_Barrier	No sidewalk	No sidewalks from here on to the pool and back through to 6th St.
4104654	Transit_Barrier	Poor service frequency	----

Slide 3, Active Transportation Barriers*

*Please see online map for barrier locations: <https://arcg.is/1Pe58j0>

VisitId	MarkerType	Barrier Type	Comment
4104654	Walk_Barrier	No sidewalk	----
4104655	Walk_Barrier		----
4104655	Walk_Barrier		----
4104655	Bike_Barrier		----
4104655	Walk_Barrier		----
4104655	Bike_Barrier		----
4104675	Walk_Barrier		No Sidewalk from Horseshoe Trail Road back to Borough.
4104675	Bike_Barrier		The car traffic needs to slow down due to short sight lines and no shoulder for walkers or bikers making the loop from Denver Pool to 6th street via Miller Road. Speed enforcement is sporatic on Reinholds Rd (but is set up for monitoring).
4104675	Transit_Barrier		regular early am and later pm public transit is non existent for low income persons to get out of Denver to work in Ephrata and Lancaster.
4104903	Walk_Barrier		only one crosswalk on main street
4104903	Bike_Barrier		no bike lanes
4104903	Transit_Barrier		limited transportation
4105080	Bike_Barrier		----
4105080	Bike_Barrier	Speeding motor vehicles	----
4105080	Walk_Barrier	No sidewalk	no walking link to fish park
4105080	Bike_Barrier	Speeding motor vehicles	speed of cars in this area if biking around town
4105154	Transit_Barrier		----
4104402	Bike_Barrier	High volume of motor vehicles	With on street parking it makes it difficult to ride bike between traffic and parked cars
4104402	Walk_Barrier	Poor condition of offstreet pathtrail	no lighting in the Linear Park
4104402	Bike_Barrier	Lack of dedicated bicycle facilitieslanes	walking trails in the park are not wide enough for bikes to ride along with pedestrians.
4105695	Walk_Barrier		Alot of broken uneven sidewalk
4105857	Walk_Barrier	Unsafe intersection conditions	----
4105857	Walk_Barrier	Unsafe intersection conditions	----
4105857	Walk_Barrier	No sidewalk	----
4105857	Walk_Barrier		----
4106281	Walk_Barrier		----
4106281	Bike_Barrier		tight areas and a lot of traffic
4107016	Walk_Barrier		----
4107567	Bike_Barrier		Main Street is difficult to bike on because of the restrictions of using the sidewalks. The on street diagonal parking also makes it uneasy.
4107567	Walk_Barrier		The lack of sidewalks and the higher speed limit makes this area dangerous to walk.
4107567	Bike_Barrier		The high speed limit and lack of awareness to cyclists. Maybe adding a sign could easily help this
4107843	Bike_Barrier	High volume of motor vehicles	High volume of MV traffic plus it is hard to pull out and see if a bike is coming due to angle parking. This can creat a serious hazard if bikes are riding as far right as possible
4107843	Bike_Barrier		There seems to be a lot of bikes on the sidewalks but I believe this is younger kids and they may not use bike lanes if put in place
4107843	Walk_Barrier		There could be a traffic calming raised cross walk at this location to slow cars and allow access to the park.
4107843	Walk_Barrier		There could be a traffic calming raised cross walk at this location to slow cars and allow access to the park.
4107843	Walk_Barrier		There could be a traffic calming raised cross walk at this location to slow cars
4107962	Walk_Barrier		no sidewalks on Weaver Road. Trucks and cars go very fast along with lots of traffic from schools and Henry Schein
4107962	Walk_Barrier		no sidewalks on Horseshoe trail or turning fro Horseshoe onto 6th street for a section. Miller Road is missing sidewalk for a short section too
4107962	Walk_Barrier		would love for more walking paths around the park
4108392	Bike_Barrier		----
4108392	Bike_Barrier		Lack of wide should on roads outside of Denver to walk or ride bike.
4108392	Bike_Barrier		Very difficult to cross main street at 4th street intersection walking and biking
4109861	Walk_Barrier	No sidewalk	----
4109861	Walk_Barrier	No sidewalk	----
4109861	Walk_Barrier	No sidewalk	----
4109874	Bike_Barrier	Speeding motor vehicles	----
4109874	Bike_Barrier	Lack of dedicated bicycle facilitieslanes	----
4109874	Bike_Barrier	Lack of dedicated bicycle facilitieslanes	----
4110550	Walk_Barrier	No sidewalk	----
4111106	Walk_Barrier		No sidewalks
4111085	Bike_Barrier		Railroad tracks at bridge not safe for bikes.
4111085	Walk_Barrier		No shoulder on road.
4111085	Bike_Barrier	Poor road maintenance	----
4111823	Walk_Barrier		----
4111964	Walk_Barrier		----
4112050	Bike_Barrier	Poor road maintenance	Railroad tracks dangerous to bikes.
4112050	Bike_Barrier	Speeding motor vehicles	----

Slide 3, Active Transportation Barriers*

*Please see online map for barrier locations: <https://arcg.is/1Pe58j0>

VisitId	MarkerType	Barrier Type	Comment
4112050	Bike_Barrier	High volume of truck traffic	----
4113374	Bike_Barrier	-----	-----
4114643	Walk_Barrier	-----	no sidewalk
4116773	Walk_Barrier	Unsafe intersection conditions	This intersection is very busy and has poor visibility for drivers and pedestrians/bikers.
4116773	Walk_Barrier	No sidewalk	-----
4116773	Walk_Barrier	Unsafe intersection conditions	A busy intersection, especially during the day/school year.
4117160	Bike_Barrier	Lack of dedicated bicycle facilitieslanes	Kinda scary to ride bike down main street. Cars backing out of parking spaces may not see bikes coming.
4117160	Bike_Barrier	Speeding motor vehicles	Too many cars drive too fast on N 6th St.
4117160	Walk_Barrier	No sidewalk	Poplar St to Leisey Rd to Steinmetz Rd to the park is a nice walk, but the shoulders are narrow. Big trucks on Steinmetz Rd are a little scary when walking there.
4117517	Walk_Barrier	-----	-----
4117517	Walk_Barrier	-----	-----
4125336	Bike_Barrier	-----	tight roadway and can't ride bike on the sidewalk.
4125336	Walk_Barrier	Unsafe intersection conditions	When crossing the street at traffic light sometimes cars aren't observant when people are crossing. Is there anyway the light can be held longer for people to cross and maybe have a count down signal like they do in some cities.
4125682	Walk_Barrier	No offstreet walking pathtrail	-----
4125682	Bike_Barrier	-----	-----
4125682	Transit_Barrier	Poor service frequency	-----
4126160	Walk_Barrier	-----	-----
4126233	Walk_Barrier	-----	-----
4128406	Transit_Barrier	-----	Lack of public transit
4128467	Walk_Barrier	-----	No shoulder on the road.
4128467	Bike_Barrier	-----	No shoulder and poor visibility.
4128467	Bike_Barrier	-----	I like to bicycle with my young children, but bicycling is not allowed on sidewalks in the business district.
4129139	Walk_Barrier	-----	there's no sidewalk here and cars speed around the corner making walkers feel unsafe.
4129139	Bike_Barrier	No offstreet pathtrail	There's no sidewalk here and cars speed around the corner making bikers feel unsafe.
4136591	Walk_Barrier	-----	-----
4146975	Bike_Barrier	-----	Lack of visibility
4146975	Walk_Barrier	Unsafe intersection conditions	-----
4149918	Bike_Barrier	-----	-----
4149918	Transit_Barrier	-----	Hard to see to pull out from 6th St onto Main St

Slide 4, Implementation Strategies

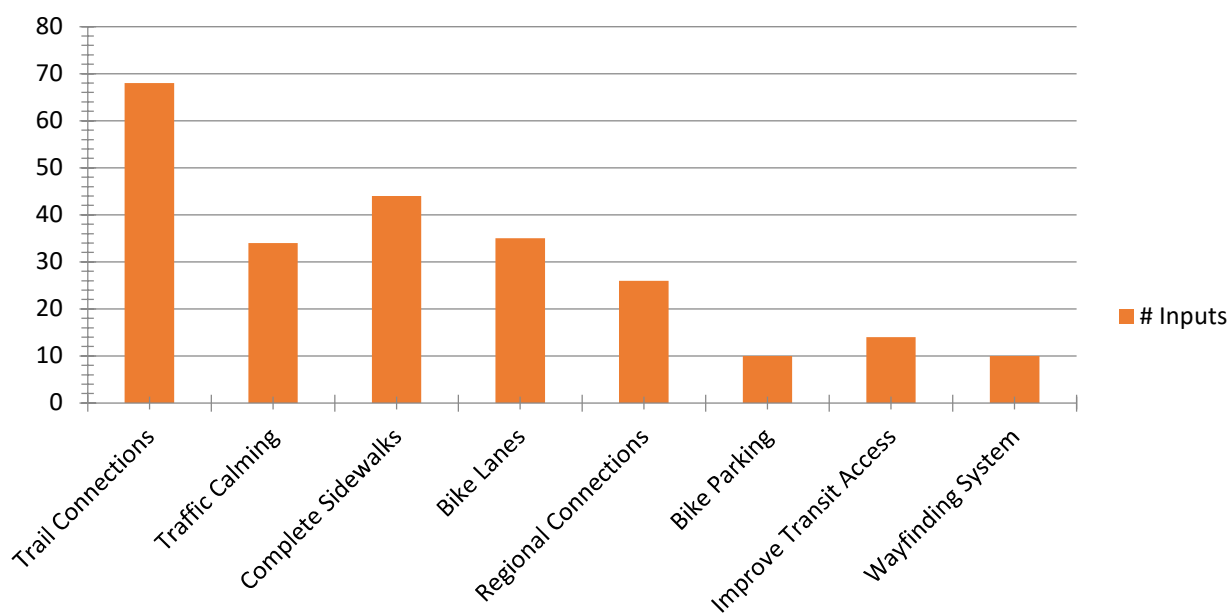
Average Rankings

Item	Ranking Average	# Inputs
Trail Connections	1.74	68
Traffic Calming	1.88	34
Complete Sidewalks	1.89	44
Bike Lanes	2	35
Regional Connections	2.35	26
Bike Parking	2.4	10
Improve Transit Access	2.43	14
Wayfinding System	2.5	10

Total Rankings

Strategy	#1 Rankings	#2 Rankings	#3 Rankings	Total
Bike Lanes	12	11	12	35
Bike Parking	1	4	5	10
Complete Sidewalks	14	21	9	44
Improve Transit Access	3	2	9	14
Regional Connections	5	7	14	26
Traffic Calming	13	12	9	34
Trail Connections	33	20	15	68
Wayfinding System	1	3	6	10

All Rankings Bar Chart



Slide 5, Demographics

Question 1: Which age group do you belong to?

Age group	Count
Under 18 years	1
18-24 years	3
25-44 years	40
45-64 years	55
65 years and over	13

Question 2: Do you describe yourself as a...

Type	Count
Business Owner	6
Employee	7
Non-Profit Rep	1
Public Official	4
Resident	90
Student	1
Visitor	3

Question 3: I live in:

Location	Count
In Denver Borough	77
In East or West Cocalico Township	24
In Lancaster County	8
Outside Lancaster County	3

Question 4: I go to work/school in:

Location	Count
In Denver Borough	38
In East or West Cocalico Township	8
In Lancaster County	40
Outside Lancaster County	21

APPENDIX V.

**METRICS: POTENTIAL LINEAR MILES,
CONNECTED DESTINATIONS AND
NEW/ENHANCED DESTINATIONS**



Metrics: Potential Linear Miles, Connected Destinations and New/Enhanced Destinations

This document has been prepared to assist you with providing specific metrics that, in accordance with the original Funding Opportunity Announcement and subsequent discussion, WalkWorks expects to be included as part of or an appendix to your final active transportation policies and plans. These metrics have been developed by the Centers for Disease Control and Prevention from which our funding originates. Briefly, we are asking that you specify 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 prioritized. We are beginning to gather the same information from previous grant recipients, including *actual* miles, *actual* destinations connected, and *actual* enhance destinations – based on implementation.

The forms, which follow, are templates on which you may log the information. You may elect to use another format, as long as the requested information is provided. Similar reporting will be requested for the two-years, post grant award.

Number of potential linear miles: For each location, please indicate: a) whether the planned/potential new/improved routes are bicycle, pedestrian (sidewalks) or otherwise; and b) the corresponding number of proposed miles. If the plan proposes two new or improved routes at the same location, the location will be listed twice; see examples, below. Add more rows as needed.

Potential Linear Miles		
Description of Location	Type of New/Improved Routes	# of Miles
Washington Street Extension (between South 4 th Street and Weaver Road)	☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.55
Washington Street Extension (between South 4 th Street and Weaver Road)	☐ Bicycle ☐ Public Transit ☒ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.55
Phase 2 – Borough Loop Trail (between Denver Memorial Park and South 4 th Street / and between Main Street and Franklin Street)	☐ Bicycle ☐ Public Transit	0.7

	☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	
Phase 3 – Borough Loop Trail (between Weaver Road and Bon View Estates Linear Park)	☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	0.42
Phase 4 – Borough Loop Trail (between Bon View Estates Linear Park and Denver Memorial Park)	☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.43
Phase 4 – Borough Loop Trail (between Bon View Estates Linear Park and N. 4 th St. Playground)	☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	0.27
North 6th Street (between Main Street and Borough line)	☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.73
Trail to Fishing Creek Park (from Main/Snyder St to Fishing Creek Park)	☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	0.43
Monroe Street (between PA Turnpike underpass and Snyder Street) Snyder Street (between Monroe Street and Main Street)	☒ Bicycle ☐ Public Transit ☐ Pedestrian	0.72

	☐ Multi-use path (enhancement) ☐ Other	
Horse-shoe Trail Connection (from North 6 th Street at Borough line to Miller/Horseshoe Trail Road)	☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	0.07
Horse-shoe Trail Connection (from Denver Community Pool to trail via Reinholds Road and Reservoir access road)	☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	0.44
Main Street (from 3 rd St to 4 th St)	☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.15
Main Street (from 4 th St to 6 th St)	☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.15
Main Street (from 4 th St to 6 th St)	☐ Bicycle ☐ Public Transit ☒ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.15
Cocalico School District Perimeter Trail	☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement)	1.1

	☐ Other	
Cherry Alley (between North 6 th St and Main St) South 6th Street/Railroad Street	☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	0.59

Number of potential connected destinations:

Please specify the destinations that would be connected – i.e., destinations that will be connected as a result of the new/improved routes, above. The connected destinations refer to desirable, useful, and attractive places that people need to or want to go and could feasibly travel by walking, bicycling, or taking public transit for at least part of their trip. Examples include, though are not limited to: home, work, school, childcare, friend or family member's home, grocery store, restaurant, café or bar, mall or retail center, transit station, place of worship, bank or ATM, gym or health club, senior center or community center, park, playground, trail, library, museum, arts center, doctor's office and pharmacy. Add more rows as needed.

Type of New/Improved Routes (i.e., means to connect)	Potential Connected Destinations
☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	Horse-Shoe Trail at Miller/Horseshoe Trail Road to Borough Office/Central Business District
☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	Denver Community Pool to Horse-Shoe Trail at Borough Reservoir
☒ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	Denver Memorial Park to Cocalico School District Complex
☒ Bicycle ☐ Public Transit ☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	Denver Community Pool to Bon View Estates Linear Park
☒ Bicycle ☐ Public Transit	Denver Community Pool to Fishing Creek Park

☐ Pedestrian ☐ Multi-use path (enhancement) ☐ Other	
☒ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	Bon View Estates Linear Park to Denver Memorial Park
☐ Bicycle ☐ Public Transit ☐ Pedestrian ☒ Multi-use path (enhancement) ☐ Other	Bon View Estates Linear Park to N. 4 th St. Playground

Number of potential new or enhanced sites: For each location, grant recipients will be expected to indicate what type of site is being created or enhanced. Sites include, though are not limited to: parks, playgrounds, commercial centers, mixed-use buildings, farmers' markets, and community centers. Again, Appendix B provides definitions of all terms. Add more rows as needed.

Description of Location	Potential New/Enhanced Sites
Cocalico School District (Cocalico Senior High School, Cocalico Middle School, Denver Elementary School)	New perimeter trail
Denver Memorial Park	New trail segment with proposed stream access / Enhanced trail system – creation of perimeter trail
Henry Schein/Denver Cold Storage	New sidewalks, crosswalk, shoulders/bike lanes and traffic congestion relief route
Denver Community Pool	New bicycle connection / Enhanced (additional) parking to be available for Horse-Shoe Trail users
N. 4 th St. Playground	New trail connecting Locust St. to Spruce St.

Explanation of Terms

Activity-friendly routes refer to direct and convenient connections with everyday destinations, offering physical protection from cars and making it easy to cross the street. Activity-friendly routes *connect* at least two everyday destinations, as described below.

Activity-friendly routes include four modes of active transportation:

1. Bicycle infrastructure/amenities include low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, though do not include multi-use paths.
2. Pedestrian infrastructure includes sidewalks, context-sensitive traffic calming, intersection design, street lighting, and landscaping.
3. Multi-use paths include paved and unpaved trails, though do not include sidewalks or side paths (e.g., wide sidewalks along roads).
4. Public transit includes bus, light rail, van pool, dial-a-ride, subway, and paratransit (e.g., county or regional van service).

Everyday destinations refer to desirable, useful, and attractive places that people need to or want to go and could feasibly travel by walking, bicycling, or taking public transit for at least part of their trip. Examples include, though are not limited to: home, work, school, childcare, friend or family member's home, grocery store, restaurant, café or bar, mall or retail center, transit station, place of worship, bank or ATM, gym or health club, senior center or community center, park, playground, trail, library, museum, arts center, doctor's office and pharmacy.

Implement refers to progress reports or other substantiating documents that support improvements related to the approved plan or policy.

New or improved plans or policies refer to documents written and adopted/approved during the project period to specify or strengthen standards related to at least one activity-friendly route between at least two everyday destinations. These could be new plans or policies or plans and policies that have been revised to improve the creation and implementation of activity-friendly routes to everyday destinations. Routes or destinations that are implemented during the project period may be counted for the *actual* routes and destinations measures, whether addressed by plans or policies prior to or during the project period. To be counted, *actual* routes and destinations must be substantiated by documents such as implementation plans, budgets, annual or progress reports created during the project period, henceforth referred to as "substantiating documents".

Number of potential linear miles refers to the number of linear miles of activity-friendly routes potentially created by new or improved plans or policies with specified or strengthened standards during the project period. Specifically, one must count the total length of planned new or improved multi-use paths, sidewalks, bicycle infrastructure/amenities, and public transit routes in the areas addressed by new or improved plans or policies, as defined above. When the areas of different plans or policies overlap, miles may be totaled separately for different types of actual routes. Note that these actual linear miles must connect everyday destinations.

Number of potential new or enhanced sites refers to the number of everyday destinations potentially created or enhanced by new or improved plans or policies. Sites include, though are not limited to: parks, playgrounds, commercial centers, mixed-use buildings, farmers' markets, and community centers that new or improved plans or policies will address (includes both existing and planned sites). Policies may include Shared Use Agreements (SUAs) that include sites connected by or planned to be connected

by, activity-friendly routes. Potential sites may not be counted nor reported for any plans or policies passed prior to the project period.

Number of people potentially impacted by new or improved plans or policies refers to the number of people currently living in the areas within the community or area for which the grant covers (as described by one or more GEOIDs) that are addressed by new or improved plans or policies. When the areas addressed by different plans or policies overlap, people must be counted only once.

Number of actual linear miles refers to the number of linear miles of activity-friendly routes that have been completely built or installed as the result of new or improved plans or policies. If the plan or policy was passed during the project period, the actual miles may be counted upon completion of the route. If the plan or policy was passed prior to the project period, the actual miles are only counted if there are *substantiating documents created during the project period* that support the building or installation of the route. When the areas of different plans or policies overlap, miles may be totaled separately for different types of actual routes. Note that these actual linear miles must connect everyday destinations.

Number of actual new or enhanced sites refers to the number of everyday destinations that have been completely built, installed or enhanced as the result of new or improved plans or policies. If the plan or policy was passed during the project period, the actual sites may be counted upon completion. If the plan or policy was passed prior to the project period, the actual sites are only counted if there are *substantiating documents created during the project period* that support the building, installation or enhancement of the site. Policies may include Shared Use Agreements (SUAs) that are connected by or have plans to be connected by activity-friendly routes.

Project period, in the case of this grant, runs from the date the grant is awarded through September 2023. The expectation is that all grant recipients will agree to complete a brief data request, semi-annually, from the date of adoption of the plan or policy through September 2023. The requested data will pertain to the previously referenced linear miles, enhanced sites and the impacted population.

Substantiating documents refer to formal documents created and adopted or approved during the project period that facilitate the building, installation or enhancement of actual routes or destinations. These documents include budgets, implementation plans, annual or progress reports.