

Est. 1851



in Lancaster County, PA



# MOUNT JOY BOROUGH

## ACTIVE TRANSPORTATION IMPLEMENTATION GUIDEBOOK



Created by Mount Joy Borough, August 2021



# **Mount Joy Borough**

**Established 1851 in Lancaster County, PA**

With support from:

- PennDOT
- Lancaster County Planning Commission
- Michael Baker International

# Executive Summary

**“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”**  
–Fred Kent, Project for Public Spaces



## **Commitment to People**

In keeping with the goals and objectives recommended in the Lancaster County Comprehensive Plan, the Donegal Region Comprehensive Plan and the Lancaster Active Transportation Plan, Mount Joy Borough has committed to pursuing development of active transportation facilities within the Borough. Through the development of an Active Transportation Implementation Guidebook, the Borough reflects an understanding that building an active transportation network can benefit the quality of life for the residents through promotion of physical activity, increased safety of travel, support of local businesses, and enhanced community character.

## **Overview**

This Guidebook introduces the ideas and concepts that describe and support active transportation facilities and provides the Borough with tools to apply active transportation concepts to infrastructure improvement projects.

As a result of a thorough street inventory of cartway widths, presence of sidewalk, and adjacent land uses, an assignment of context zones was accomplished. Additional available information with respect to traffic volumes and right of way widths was gathered and roadway classifications were generated. This information was then used to develop the level of traffic stress for each roadway in the Borough. All of this information, as well as transit, parks, and planned recreational features such as the Emerald Necklace has been coupled with GIS mapping of street features to provide the Borough with a tool for analyzing goals and deficiencies in the active transportation network.

A selection of best practices and a menu of typical sections with a look-up table is included in the Guidebook to provide Borough staff with options for consideration. Examples of short term and long-term implementation projects are identified in the Guidebook.

## **Development Process**

The Guidebook can be used to help inform Borough staff in the development of an Active Transportation Plan; where key destinations are determined, critical corridors are assigned, gaps or deficiencies in the active transportation network are identified, and priorities for infrastructure improvements can be set.

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# Glossary of Terms

**Active Transportation**—Any self-propelled, human-powered mode of transportation, such as walking or bicycling. Since all transit trips end or begin with walking or bicycling, transit mode is frequently included as an active transportation mode.

**ADA**—Americans with Disabilities Act (<https://www.ada.gov/>)

**Arterial**—Wider, higher capacity and higher-speed roads that connect major destinations within an urban or rural area; Arterials are typically federal-aid roads and, as such, are eligible to receive federal funding for construction or improvement and are subject to federal oversight or guidance for their design.

**Chicane**—A traffic calming countermeasure that consists of offset curb extensions that narrow the roadway. These curb extensions can be made of permanent materials or low-cost, temporary/interim materials. They typically alternate from one side of the road then the other side, to encourage slower speeds along the roadway.

**Choker**—Also referred to as “pinchpoints”, this traffic calming countermeasure consists of mid-block curb extensions to narrow the roadway. These curb extensions can be made of permanent materials or low-cost, temporary/interim materials.

**Collector**—A low to moderate capacity road which serves to move traffic from local streets to arterial roads.

**Complete Streets**—Streets designed and operated to enable safe use and support mobility for all users: including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

**Context Zone**—A categorization defined by the physical atmosphere created by buildings, landscape, and activities that occur adjacent to or in proximity of the transportation network segments.

**Form-Based Code**—A land development regulation that uses physical form (rather than separation of uses) as the organizing principle for the code.

**Level of Traffic Stress (LTS)**—A quantification of the level of discomfort people feel when they bicycle close to traffic. Can be used as an objective criterion when selecting bikeway integration/typical section.

**Local Street** – A public thoroughfare which typically has the lowest speed limit and traffic capacity and often facilitates direct access to adjacent property

**Multi-Use Path** – Also known as shared-use path. A form of infrastructure that supports multiple modes of transportation separated from motor-vehicles. Typically includes pedestrians and bicyclists, but can include equestrians, cross-country skiers, and skaters. (Motorcycles and ATVs are normally prohibited).

**Multimodal infrastructure** – Facilities that provide space and safe accommodations for all transportation types or modes.

**Pedestrian Refuge Area** – Additional space provided within a pedestrian/bicycle crossing that is protected/outside of the vehicular path. This refuge area shortens the unprotected crossing distance and allows for crossing pedestrians to negotiate with only one direction of vehicular traffic at a time.

**Sharrows** – A pavement marking in the form of two inverted V-shapes above a bicycle symbol. This marking indicates which part of a roadway should be used by bicyclists in areas where the roadway is shared by motor vehicles. A shared lane marking, used to remind/inform motorists to expect to share the travel way with bicyclists.

**Street Typology** – A system of street classification that defines the function of roadways beyond the conveyance of automobiles with a contextual approach, integrating adjacent land uses, multiple user groups, and the creation of a sense of place.

**Traffic-Calming** – The use of physical design and other measures to improve safety for pedestrians, bicyclists, and motorists by discouraging speeding and other unsafe driver behaviors.

**Urban Growth Area (UGA)** – An area designated, within which urban growth is encouraged and outside of which more open space and natural areas are maintained.

**Yield Roadway** – A roadway where pedestrian, bicyclist and motor vehicle traffic are all served in the same slow-speed, low volume, travel area. Yield roadways serve motor vehicle traffic without lane markings in the roadway travel area. When motor vehicles are operating at very low volumes and low speeds, pedestrians and bicyclists are comfortable travelling on the roadway.

*\*Note: these definitions are for informational purposes and do not replace the definitions outlined in the Mount Joy Borough Subdivision and Land Development Ordinance and Zoning Ordinance.*

# Active Transportation Vision and Mission

## Vision

Mount Joy seeks to create an interconnected network of streets, sidewalks, and other transportation facilities that safely accommodates all users and introduces physical activity into the daily lives of those who live in and visit the Borough.

## Mission

By creating an Active Transportation Implementation Guidebook and adopting policies that further its goals, Mount Joy is making a commitment to create streets that are safe and accessible for everyone.

*Covered Sidewalk between the Saint Mark's Church and the Borough Office*







# INTRODUCTION



## Introduction

This Mount Joy Active Transportation Implementation Guidebook (Guidebook) will assist Mount Joy decision-makers (staff, council, and citizens alike) in providing support for the mobility needs of the community and encouraging healthy lifestyles by creating non-motorized transportation. In addition to economic and cultural benefits, developing a system of non-motorized transportation connections particularly for the elderly, youth, and disabled, who rely more heavily on non-motorized transportation, will contribute to a more equitable transportation network for people of all income levels, ages, and abilities. This Guidebook provides a purpose and guide for the governing body of the Borough to budget for transportation projects to benefit all users and provide greenspace for amenities.

The Guidebook was created as a tool for Borough staff and their citizens to identify where, why, and how to best incorporate new and safe active transportation features and amenities in the town. This Guidebook includes a menu of context-sensitive options from off-street multi-use paths and advisory shoulders to on-street dedicated bike lanes and shared route facilities. There is no one size fits all solution and the Guidebook will emphasize the incorporation of a modified design or new facility in the “right place.”

## What is Active Transportation and Why is it Important?

Active transportation describes transportation that is powered by human energy, such as walking or bicycling. Sometimes referred to as “non-motorized transportation,” the term active transportation is preferable because it denotes a stronger connection between healthy lifestyles and transportation choices.

The built environment provides important cues that influence the transportation decisions people make. Features of the built environment include the design of our roads: the provision of sidewalks, trails, bicycle lanes; the compactness of development; and a mix of land uses. If it is easy and safe to walk and bike to a variety of destinations, people are more likely to choose active transportation.



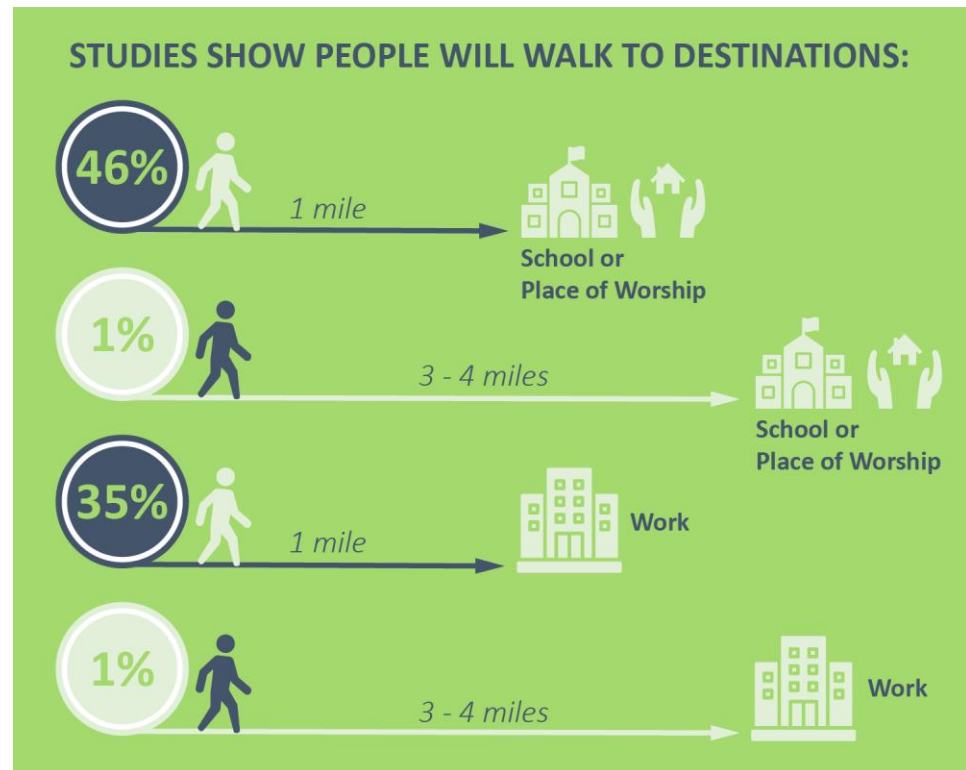
### **What Is Active Transportation?**

Active transportation describes transportation that is powered by human energy, such as walking or bicycling. Sometimes referred to as “non-motorized transportation,” the term active transportation is preferable because it denotes a stronger connection between healthy lifestyles and transportation choices.



There are many aspects of active transportation that can immensely benefit quality of life. The provision of active transportation improvements, such as bike lanes, multi-use trails, sidewalks, traffic-calming solutions, and public transportation, supports active travel and increased physical activity. Building a network that supports accessible, multimodal transportation can have a positive impact on everything from local economic vitality to health and safety outcomes. From the student who would like to bicycle to school to the store owner who would like more foot traffic past their window display to the senior citizen who would like to “age in place”, redesigning roadways for all users brings a wealth of benefits and can leave a lasting impression for locals and visitors alike. The following is a sampling of the growing body of national and international research that supports Mount Joy’s commitment to building safe roadways and adopting a complete streets policy specific to the needs and values of Mount Joy.

- A National Association of Realtors survey found most Americans would like to live in walkable communities where shops, restaurants and local businesses are within an easy walk from their homes, regardless of what type of neighborhood or house they live in.
- Nearly half of all trips in urban areas are three miles or less, and 28 percent are one mile or less – distances easily covered by foot or bicycle. Yet 60 percent of trips shorter than one mile are made by automobile.
- The Center for Disease Control (CDC) recommends Complete Streets with numerous studies linking obesity, diabetes, heart disease and physical inactivity. During the period between 1966 and 2009, the number of children who biked or walked to school fell 75 percent, while the percentage of obese children rose 276 percent.
- In a 2015 study (“Safer Streets, Stronger Economies”) of 37 communities by Smart Growth America, positive changes in employment, business impact, property values, and private investment were revealed after Complete Streets improvements, suggesting that Complete Streets projects made the street more desirable for businesses.



Data Source for Graphic: Smart Growth America, [2019 Dangerous by Design](#)



## BY THE NUMBERS

From 2008 to 2017:



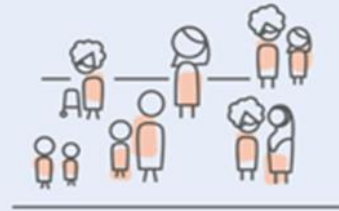
Pedestrian  
deaths  
**increased** by

**↑ 35.4%**



Vehicle miles  
traveled  
**increased** by

**↑ 8.1%**



Walking as a  
share of all trips  
**increased** by

**↑ less than 1%\***

\*from 2009 to 2017



Traffic deaths  
among motor  
vehicle occupants  
**decreased** by

**↓ 6.1%**

Image Source: Smart Growth America, [2019 Dangerous by Design](#)



## Goals of the Guidebook

Mount Joy has identified several goals associated with the development of its Active Transportation Implementation Guidebook.

**The Borough seeks to create an interconnected network of streets, sidewalks, and other transportation facilities that safely accommodates all users and introduces physical activity into the daily lives of those who live in and visit the Borough.** This means ensuring that residential areas within walking distance to schools have visible crosswalks and connective sidewalk networks, so students have adequate infrastructure to safely get to school each day. Accommodating users of all ages and abilities means ensuring existing and future infrastructure improvements are designed to do so, with proper signage to direct not only residents familiar with the Borough but also its growing number of visitors.

**The Borough seeks to incorporate active transportation improvements into the planning, design, and operation of future transportation projects, whether new construction, reconstruction, rehabilitation or pavement resurfacing and restoration.** This offers Mount Joy the opportunity to integrate active transportation concepts into the development of any new transportation project. Additionally, this Guidebook can provide direction as to which projects should be prioritized moving forward and align well with other local plans, including the Lancaster County Comprehensive Plan.

**The Borough additionally wants to create “great streets”—the public places that encourage people to linger on foot, meet with neighbors, and engage in public life.** Encouraging a lifestyle of getting outside and interacting in the Borough’s key public areas also aligns with Mount Joy’s desire to assist in creating a bicycle and pedestrian friendly community, which through biking and walking can help prevent heart disease and other chronic health conditions. To create public spaces that can become great places within the community, certain streetscapes on the Main Street corridor must also be improved, particularly in ways that support and preserve the small village heritage of the Borough.

### **Lancaster County Comprehensive Plan : Places 2040**

The County’s vision for the future is a place where the City of Lancaster is the regional center of business and activity, and the boroughs and small villages are characterized by revitalized Main Streets that preserve the traditions and heritage of the County.

- The Borough’s Guidebook will support this goal by providing ways for the safe, efficient, and convenient movement of people and goods while enhancing the economy.
- By following this Guidebook when planning for a project, the Borough will be consistent with the County’s comprehensive plan by working towards developing aesthetically pleasing, interconnected transportation systems that encourage walking, biking, and public transit, and discourage high-speed traffic.

The Guidebook not only demonstrates the Borough’s commitment to active transportation implementation, but also contributes to important regional goals and objectives.



## Contextual Framework

Mount Joy Borough is an ideal location for active transportation and complete street-based design. As one of a number of original, Pennsylvania Dutch villages formally platted in the early 19<sup>th</sup> Century, the physical characteristics of the community were built upon a foundation of walking. The Borough consists of largely traditional neighborhood design elements including compact, gridded street networks, a dense, complimentary mix of residential and commercial uses and a traditional “main street” corridor that is largely within a 5 to 10-minute walk from most of the community.

For the past half century, the Borough has evolved into a bedroom community of nearby employment centers of Harrisburg and Lancaster within the Donegal Region. Many of the newer streets supporting the growth of single use residential enclaves, beyond the original historic core neighborhoods of Mount Joy, are designed primarily for automobile travel. They are typical of conventional suburban street design, including a “dendritic” network pattern, larger block distances, wider pavement widths, and lack of dedicated facilities for pedestrians and cyclists. This generally encourages higher travel speeds and can serve as a barrier to active transportation.

The Emerald Necklace, a series of multi-use paths and greenways, surrounds the Borough’s perimeter, but contains gaps. Many residential neighborhoods lack the adequate infrastructure to be safe and inviting for all users, including sidewalk connections to schools and other destinations. Additionally, several existing off-street trails lack connections to Mount Joy’s designated pedestrian corridors on Angle Street, Donegal Springs Road, Marietta Avenue, Market Street, and Barbara Street. Mount Joy is also home to an active Amtrak rail line, which divides the town and severely limits north-south crossing options. The Mount Joy Train Station located on South Market Street was recently reconstructed.

Despite encouraging tourism and rail-based transportation options, the presence of the rail line and other safety issues in the Borough complicates opportunities for safe and accessible bicycle and pedestrian connectivity. Despite these challenges, Mount Joy’s size and network of street connectivity provides a strong foundation upon which to build a policy of and approach to active transportation infrastructure implementation.

*Mount Joy Borough has historically supported various forms of transportation, as depicted in the photo below.*



Left to Right: A bicycle is visible between the McGinnis hotel columns, a pedestrian is on the steps of the hotel, and horse-drawn carriages are ‘parked along the curb’ in front of the businesses on the left.

*Image Source: Mount Joy Area Historical Society. “[A view] of the north side of East Main Street looking west from Barbara Street ...we can see the columns of the McGinnis Hotel and other businesses...It may be noted that this view, with the exception of the McGinnis Hotel, is very much the same today as it was 100 years ago.”*

### Integrating Active Transportation into Existing Development Processes

Mount Joy Borough has already taken the first steps towards integrating active transportation programs and projects by developing this Active Transportation Implementation Guidebook.

This Guidebook will provide clear direction and specific project recommendations for improving alternative transportation safety and accessibility within the Borough while allowing for smart growth.

*Smart growth balances development and environmental protection, accommodating growth while preserving open space and critical habitat, reusing land, and protecting water supplies and air quality. This approach to urban planning emphasizes a multitude of transportation choices so people can opt for whichever mode best suits their travel needs, be it walking, riding a bike, taking transit, or driving.*

Both the Donegal Region Comprehensive Plan and the Lancaster Active Transportation Plan have embraced smart growth and complete streets concepts to accomplish a variety of goals, including improving transportation safety for all users and enhancing the local economy. In Mount Joy, the Borough Subdivision and Land Development Ordinance requires applicants or landowners to construct gaps identified in the trails system, and bicycle parking as part of a major or new land development plan has been made mandatory.

This Guidebook provides a critical path through which Mount Joy can institutionalize its “great places” by balancing local economic growth and green space preservation with the transportation needs of the community.

The Guidebook is designed primarily as a tool for Borough staff and citizens to identify where, why, and how to best incorporate new and safe features and amenities in the town as funding or other opportunities permit. This will include a menu of context-sensitive options from off-street multi-use paths and advisory shoulders to on-street dedicated bike lanes and shared route facilities.

***There is no one-size-fits-all solution and the Guidebook will emphasize the incorporation of a modified design or new facility in the “right place.”***





Creating every opportunity to incorporate incremental, or small-scale, active transportation improvements (such as adding context-sensitive sharrows or pedestrian-oriented signage to an already marked shoulder) into the planning, design, and operation of future transportation projects—whether new construction, reconstruction, rehabilitation, or pavement resurfacing and restoration—can have a significant impact on the community’s ability to safely access key public spaces.

Beyond sidewalks and bike lanes, the Guidebook is designed to promote the quality of life in Mount Joy, to reduce traffic congestion while improving public health, and to attract new commercial and retail business to increase the tax base, increase residential values, and to create opportunities to enhance access to key commercial areas. For example, Mount Joy’s Main Street commercial corridor and recently renovated train station are unique places where people gather, thus requiring options for safe access and accommodation of a variety of visitors, from local residents and families to tourists and the elderly.

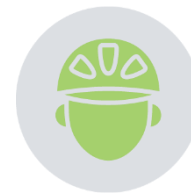
### Opportunities for Implementation

Within Mount Joy, there are existing trails without any connections to pedestrian corridors. On the other hand, many residential neighborhoods lack sidewalks for pedestrians or have sidewalks that do not provide connections to nearby amenities. These can be linked and expanded to create a network of active transportation corridors.

The Amtrak line is a barrier to bicycle connectivity especially in the Florin section. The only available crossing is the Angle Street Bridge, which has no shoulder, heavy truck traffic, and high vehicle speeds. Access for bicycles and pedestrians will be examined.

*“Would be great to have a bicycle trail connecting Mount Joy to the river trail in Marietta, starting perhaps from the library.”*

*– Borough Resident*



*“No sidewalks or way to cross over railroad tracks that divide our community (I’m elderly, I bike on sidewalks).”*

*– Borough Resident*

## Support of Regional, State, and Federal Objectives

This Guidebook is consistent with a number of key regional, state and federal objectives that support safe, accessible multimodal transportation and builds upon the region's initiatives around active transportation and complete streets.

### Regional Objectives

#### Donegal Region Comprehensive Plan

The Donegal Region Comprehensive Plan contains general active transportation goals as well as recommendations specific to Mount Joy.

**Objective 4.7** *Improve natural resource systems to preserve plant and animal habitat, protect the Region's natural heritage areas, and provide recreational trails.*

Action 4.7.1 describes plans to develop a green infrastructure strategy, using the Lancaster County Greenscapes plan as a foundation, and highlights Mount Joy's Emerald Necklace trail system as a key project.

**Objective 5.2** *Create a Donegal region green infrastructure system linking parks and recreational areas and protecting natural resources.*

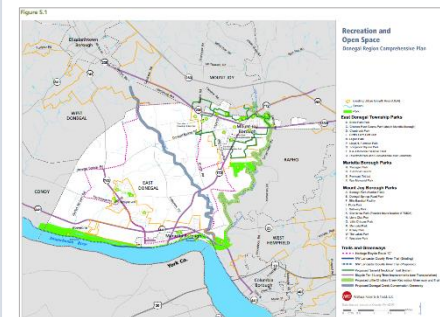
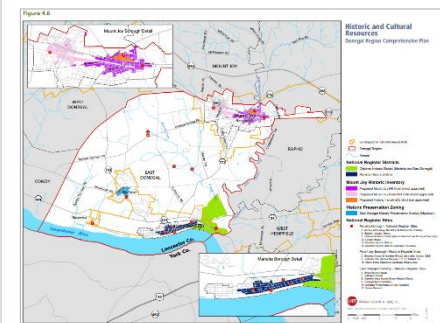
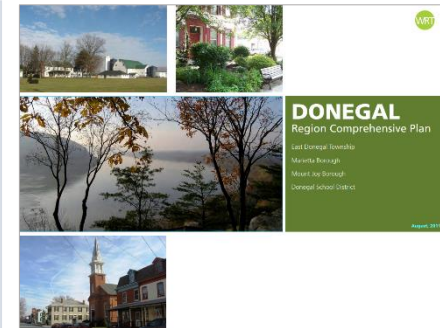
Actions include developing a green infrastructure plan, partnering with area municipalities to create regional links, completing Mount Joy's Emerald Necklace trail system, incorporating Safe Routes to School (SRTS) objectives, and socializing the network to encourage recreational tourism.

**Objective 5.7** *Work with surrounding property owners to create a riparian buffer / conservation greenway along Donegal Creek and a recreational greenway along Little Chiques Greenway connecting Marietta and Mount Joy Boroughs.*

Action 5.7.3 details an effort to construct a green infrastructure connection the Boroughs of Marietta and Mount Joy.

**Objective 7.2** *Thoroughly evaluate the traffic impact that new developments will have on the transportation network.*

Action 7.2.3 requires that any new developments be “walkable, bikeable, and transit-accessible” and that they create “comfortable accommodations” for these modes.



Donegal Region Comprehensive Plan (continued)

**Objective 7.3** *Develop safe and convenient bicycle and pedestrian accommodations for every type of trip, and for all levels of ability.*

Actions 7.3.1 and 7.3.2 recommend developing a “Complete Streets” policy, following county, state, and federal guidance, and that new roadways be designed following complete streets best practices. Other recommendations in this section include evaluating the road network to determine where 4-foot bicycle lanes can be implemented, installing sidewalks on both sides of all roads in the Urban Growth Areas (UGAs), and creating off-road bicycle paths to increase comfort and safety for bicyclists.

**Objective 7.4** *Educate residents and increase public awareness about transportation safety.*

Action 7.4.1 involves supporting a SRTS for the region which includes education about safe walking and cycling and the need for non-motorized infrastructure like multi-use paths and sidewalks.

**Objective 7.5** *Increase roadway safety for all users throughout the Donegal region.*

Action 7.5.2 recommends “identifying and prioritizing” infrastructure improvements aimed at increasing safety and convenience for pedestrians, particularly in UGAs.

**Objective 7.7** *Coordinate land use and transportation planning to increase opportunities for walking, cycling, and transit use. Increase compact, pedestrian friendly, mixed-use development in the Urban Growth Areas.*

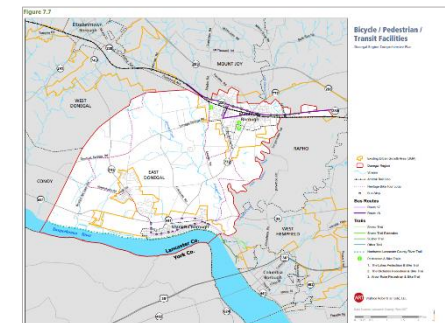
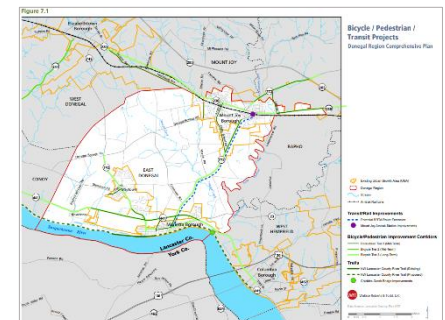
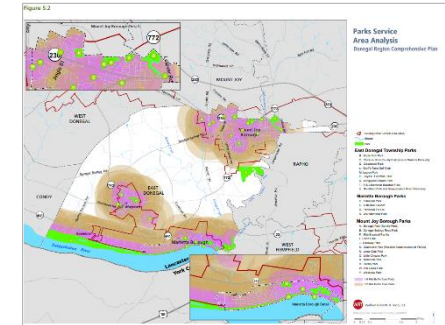
Recommendations include adopting “guidelines to enhance the pedestrian environment” by incorporating pedestrian-scale facades and design in the UGAs, encouraging infill in Mount Joy and Marietta, providing greenspace amenities in the UGAs.

**Objective 7.9** *Improve non-motorized access to the Mount Joy Amtrak station.*

Actions include implementing the *Plan the Keystone – Mount Joy Main Street Study*, constructing bicycle shelters and parking, enhancing pedestrian and bicycle infrastructure along key corridors leading to the station, and encouraging transit-oriented development around the station.

**Objective 7.11** *Improve access to transit service in the Donegal Region.*

Actions items relevant to Mount Joy include creating a direct transit connection between Marietta and Mount Joy, pedestrian connections to transit stops, and providing bicycle amenities at stops.



## Regional Objectives

Lancaster Active Transportation Plan

### Recommendation B1 - Implement Complete Streets

*“Enact Complete Streets through county and municipal policies, ordinances, plans, and procedures.”*

Lancaster County Comprehensive Plan, Places 2040: Connections 2040 - The Transportation Element

*“Target transportation investments to support Smart Growth”*

Workshop by Lancaster County Planning Commission, Lighten Up Lancaster, & Coalition for Smart Growth

*In 2017, these three organizations sponsored a workshop titled “Advancing a Complete Streets Agenda.” The workshop was directed towards municipalities that have passed a Complete Streets Resolution or expressed a strong interest in moving forward with implementation of complete streets.*

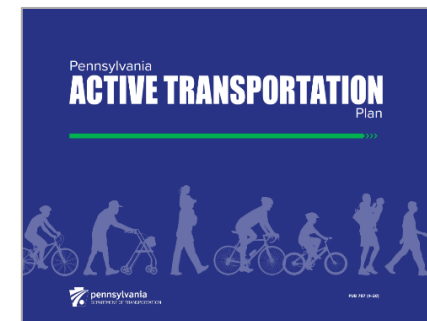


## State Objectives

Pennsylvania Active Transportation Plan

*“Biking and walking are integral elements of Pennsylvania’s transportation system that contribute to community health, economic mobility, and quality of life.”*

*“Achieving success over the next five years and beyond will depend on statewide recognition of the value of Active Transportation, the development of regional and local Active Transportation plans, and the prioritization of resources.”*

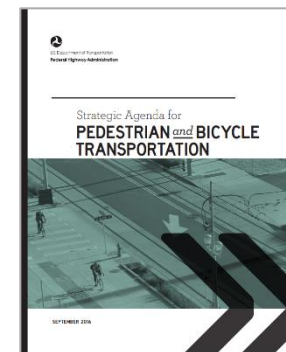


## Federal Objectives

FHWA Pedestrian & Bicycle Strategic Agenda

*“FHWA will focus on building and improving complete multimodal networks; improving safety for nonmotorized travelers; increasing equitable pedestrian and bicycle access to jobs and essential services; and encouraging more people to use active transportation.”*

*“Encouraging people to use active transportation modes instead of driving, especially for short trips, helps to preserve capacity on our nation’s roadways, including National Highway System corridors.”*







# PUTTING THE RIGHT STREET IN THE RIGHT PLACE





## Best Practices

One of the primary objectives of Mount Joy is to create “great streets” that encourage locals and visitors to linger and engage in public spaces. Great streets and great places inspire a feeling of comfort and belonging, encouraging people to mingle together outside and foster a sense of community. These spaces are often sensitive to the context of their location but general best practices in design and the value of landscaping, lighting, and pedestrian safety have been established to help cities transform public space into great streets and places.

*Complete streets and active transportation are about more than simply adding bike lanes and sidewalks to a roadway, but rather building a “network of opportunity” through a variety of choices responsive to local community context — ultimately putting the right street in the right place.*

More significantly, great streets reflect the history, values, and culture of a community, unifying and rallying the full spectrum of constituent voices. Key questions that a community should ask when implementing projects around active transportation and complete streets:

- How does the project support locally-desired economic and real estate development opportunities?
- How does the project reshape our streets to create a better sense of place?
- How does the project allow our children to walk/bike safely to school?
- How does the project incorporate sustainable solutions, such as on-site treatment and attenuation, air quality, or even resiliency?
- How does the project support positive community health outcomes and social cohesion?



Image Source: West Palm Beach Downtown Development Authority, [Clematis Streetscape](#).



Image Source: Northeast Ohio Sustainable Communities Consortium, [Great Streets Program](#).

The following list of best practices provides a range of tools and approaches that can help Mount Joy build a network that supports connected, accessible transportation options and reinforcing the Borough’s unique character and identity. These best practices can be implemented using permanent materials or low-cost, quick-build, temporary design materials (*temporary materials can serve as interim solutions while the Borough secures additional capital funds for a permanent solution*).



**Make changes to the travel-way of wide streets (curb to curb) to increase space for pedestrians and streetscape amenities and encourage slower vehicular travel speeds.** *Where possible, and especially in commercial areas like Main Street, changes to the street can be made to use more space, at least at specific moments, for other road users and to make space for walking and lingering downtown.*

West Main Street (PA 230)



#### Reduce the Width of Travel Lanes

Lane widths should be appropriate to the street and its context. Wide lanes are often defended in the name of safety, but it has been shown that 12’ wide lanes rarely offer any additional safety over 10’ lanes (Potts, Hardwood, and Richard. “Relationship of Lane Width to Safety for Urban and Suburban Arterials, 2007). They can actually enhance safety by increasing driver caution and encouraging slower speeds. Narrowing lanes can also free up space for activities and amenities that support the creation of a destination street.

#### Add a Median or Pedestrian Islands

The center of the street separating traffic in opposing directions can be widened and defined using paint, curbs, or landscaping to create a median. Medians can help with access management by limiting turning locations and holding space for turn lanes, as well as in traffic calming, by effectively narrowing the travel-way in each direction. They can shorten crossing distances for pedestrians by creating refuge islands as well.

### Add Sidewalk Bulb-Outs

Also known as curb extensions, bulb-outs are expansions of the curb line into the roadway adjacent to the curb (typically into an on-street parking zone) installed at intersections or mid-block locations. They also create a visual narrowing of the roadway, which typically results in vehicle speed reductions. Consideration should be given to reductions in parking and alternations in street drainage when installing curb extensions.

### Reduce the Number of Travel Lanes

Often referred to as a road diet, reducing the number of travel lanes from two lanes of through traffic in each direction to one lane in each direction with a center turning lane can maintain vehicular traffic efficiency while reducing overall vehicular travel-way width and freeing space for cyclists, pedestrians, or streetscape amenities.



Image Source: FHWA, [Traffic Calming ePrimer](#).

### **Establish designated space in the travel-way for cyclists, encouraging cycling but discouraging cycling on the sidewalk.**

*Promoting cycling is a great way to reduce vehicular congestion while increasing residents' mobility around downtown and supporting goals such as more active lifestyles. Most residential streets in the downtown Mount Joy grid are already bike friendly by virtue of relatively low automobile speeds and volumes. Providing safe bike accommodations on Main Street will provide an important link between the Mount Joy Train Station, downtown shops, and residential areas to the north and south of Main Street.*

### Create Designated On-Street Bike Lanes (Standard or Parking Protected)

Bike lanes create designated space for cyclists through striping of physical separation. Parking-protected bike lanes use parked cars as the buffer between cyclists and moving vehicles.

### Designate the Outer Travel Lanes as Sharrows

Sharrows are lanes designated for cyclists and vehicles to share equally. They can be used to create travel routes for cyclists, and calm traffic, improving the safety of the street for all users.



Image Source: Erica Fischer, [Flickr](#).





### Designate Bike Routes on Parallel and Perpendicular Streets

Bicycle connections on adjacent streets in addition to facilities on Main Street itself will help expand the bicycle network for Mount Joy, enabling and encouraging cycling as a viable mode of transportation. Cyclists need a network, not just a lane.

### Provide Amenities to Make People Friendly Places

People want to feel like the space they are in was designed with their safety, satisfaction, and best interest in mind. Even the smaller touches on street spaces can influence peoples' perceptions that a place is welcoming and intentionally programmed for people. Crosswalk

treatments help pedestrians feel visible when crossing the street, pedestrian countdown signals/lighting keep people at the forefront of energy efficiency and safety, and additional signage makes a substantial difference in how people can easily navigate around a space. Site furnishings like resting areas, bicycle racks, and trash receptacles invite people to dwell in a space that they can comfortably access and conveniently keep clean. Great places, including great streets, additionally rely on public art elements to create a sense of place, interest, and neighborhood identity.



*"Main Street is my favorite walking [destination], the sidewalks and lighting are excellent at any time of day." – Borough Resident*

## Elements of Great Streets & Places

### Qualities of Great Places

According to the *Project for Public Spaces*, the top four qualities of great places are “they are **accessible**; people are engaged in **activities** there; the space is **comfortable** and has a **good image**; and finally, it is a **sociable** place: one where people meet each other and take people when they come to visit.” (“*What Makes a Successful Place?*” RSS, *Project for Public Spaces*, 2020, [www.pps.org/article/grplacefeat](http://www.pps.org/article/grplacefeat).)

### Guiding Principles of Great Streets

- Connect People to Places
- Include Multimodal Features (pedestrians, bicycles, transit, vehicles, etc.)
- Safe & Accessible for All Users
- Offer Transportation Choices
- Compliment the Land-Use Context
- Promote the Community’s Goals
- Good Image/Identity
- Green Elements (ex: street trees)

*“What matters is not how fast vehicles move, but how many places people can reach within a given time period.”*

*“Great Corridors, Great Communities” RSS, Project for Public Spaces, 2008*

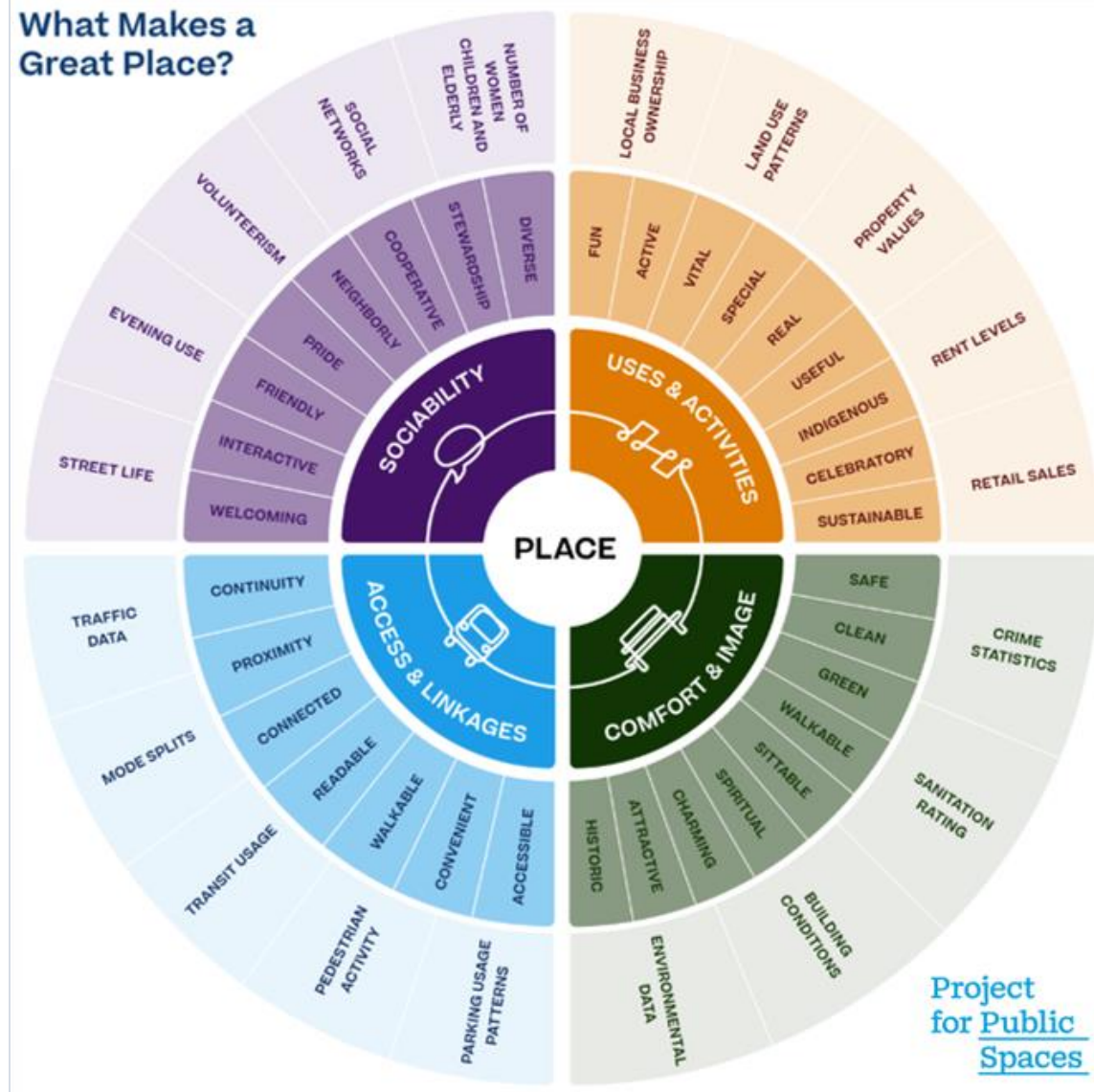


Image Source: “What Makes a Successful Place?” RSS, *Project for Public Spaces*, 2020, [www.pps.org/article/grplacefeat](http://www.pps.org/article/grplacefeat)



## Place & Street Typologies

There is an inextricable relationship between streets and adjacent land use context. The Borough’s existing and future land uses should inform the design of streets, and vice versa. When designing roadways and integrating new facilities and countermeasures, focusing only on traffic volume and speed is less productive than adopting a holistic, contextual approach that considers nearby land uses, multiple users, and the creation of a sense of place.

Context classification broadly identifies the various built environments that exist within a community, describing the general characteristics of land use, development patterns, and roadway connectivity along the transportation network providing cues as to the types of uses and user groups that will likely utilize the roadways. This in turn can help the Borough determine suitable projects and facilities that match the context, including user types and modal priorities, lane configurations, speed, design vehicles and other safety countermeasures.

This approach is consistent with national best practices and direction, including the 2018 American Association of State Highway and Transportation Officials (AASHTO) “Policy on Geometric Design of Highways and Streets” (*a.k.a the “Green Book”*) and the National Cooperative Highway Research Program (NCHRP) “Report 855: An Expanded Functional Classification System for Highways and Streets”.

### Land-Use Context Classifications in Mount Joy

The land within the Borough can be categorized based on its general land-use. This Land-Use Context describes the human activities that occur on the land (social, economic, etc.), the make-up of the buildings (type, density, etc.), the presence of environmental habitat/green elements, and more.

The images below show examples of the five land-use contexts within Mount Joy Borough and **Figure 1** shows the extents of these land-use classifications throughout the Borough.

### FIVE LAND-USE CONTEXTS

**C1:** Rural/Open Space

**C2:** Suburban Residential

**C3:** General Commercial

**C4:** General Industrial

**C5:** Traditional Core/Main

**C1:** Rural/Open Space



**C2:** Suburban Residential



**C3:** General Commercial



**C4:** General Industrial

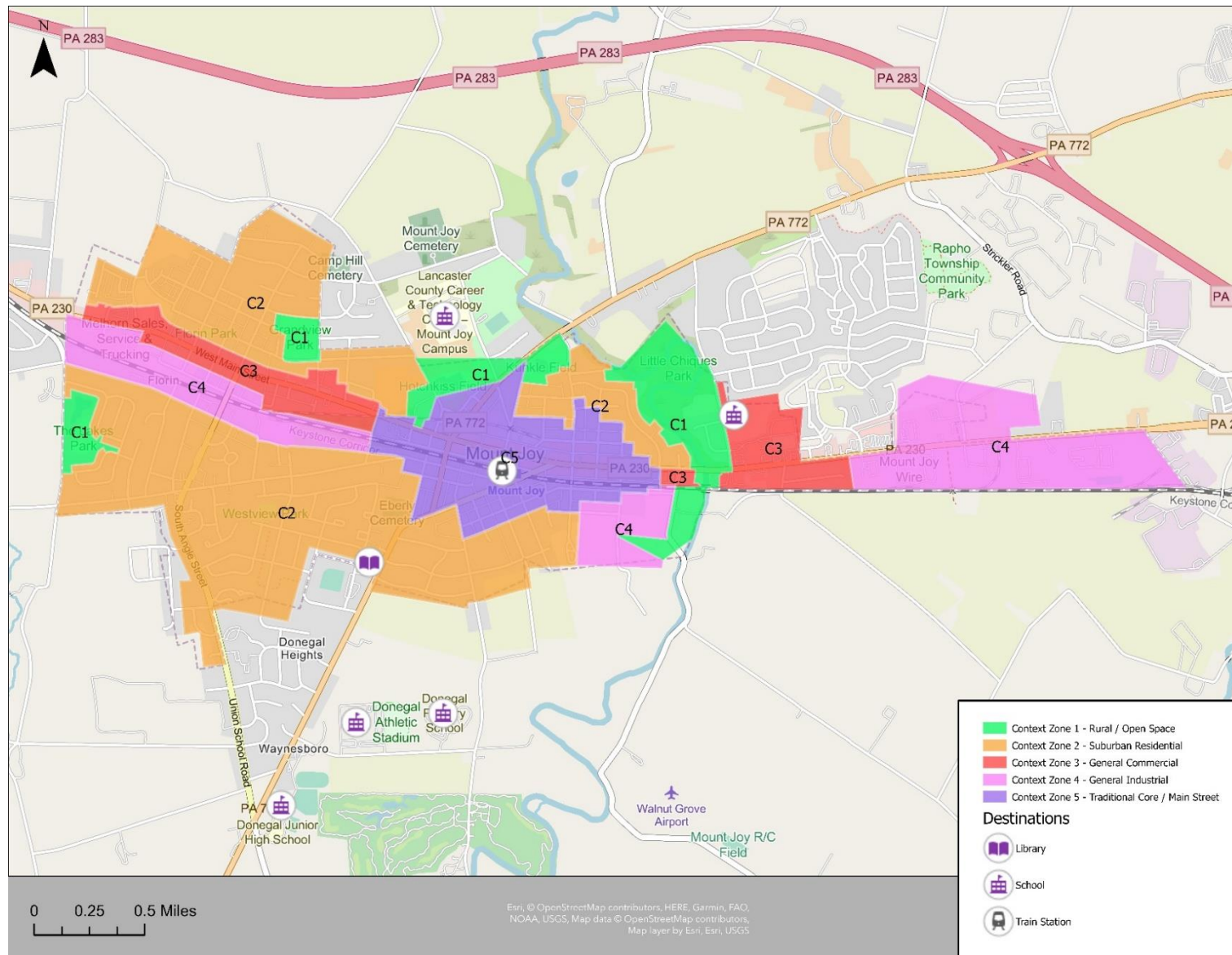


**C5:** Traditional Core/Main St.



Images Source: Google Maps, Street View

Figure 1: Land-Use Context Map





## Street Typologies

The streets within the Borough can be classified based on their relative roles within the transportation network.

The widely accepted roadway classification system is the FHWA's Federal Functional Classification System (FFCS). This system takes into consideration land accessibility, but it emphasizes regional mobility connections between people and good centers.

While accounting for the FFCS within the Borough, and applying its concepts for other Borough roadways not designated on the FFCS, **Figure 2** shows the distribution of these street typologies throughout Mount Joy Borough.

*\*Note: these street typologies do not replace those defined in the Mount Joy Borough ordinances.*

## Mobility Need

## Land Access

### Highway/Freeway:

high mobility

low/limited access

### Arterial/Boulevard:

med./high mobility

low/med. access

### Collector/Avenue:

med./low mobility

med./high access

### Local Street:

low mobility

high access

*These road characteristics provided under the FFCS are not always consistent with the actual street designs. For example, the portion of SR 230 (Main Street) that runs through downtown Mount Joy is designated as a "Arterial/Boulevard" but has a high degree of land access need because of its business frontage and on-street parking.*

*For purposes of this Guidebook, the Highway/Freeway street typology isn't present and thus not applicable.*

## Arterial/Boulevard



## Collector/Avenue

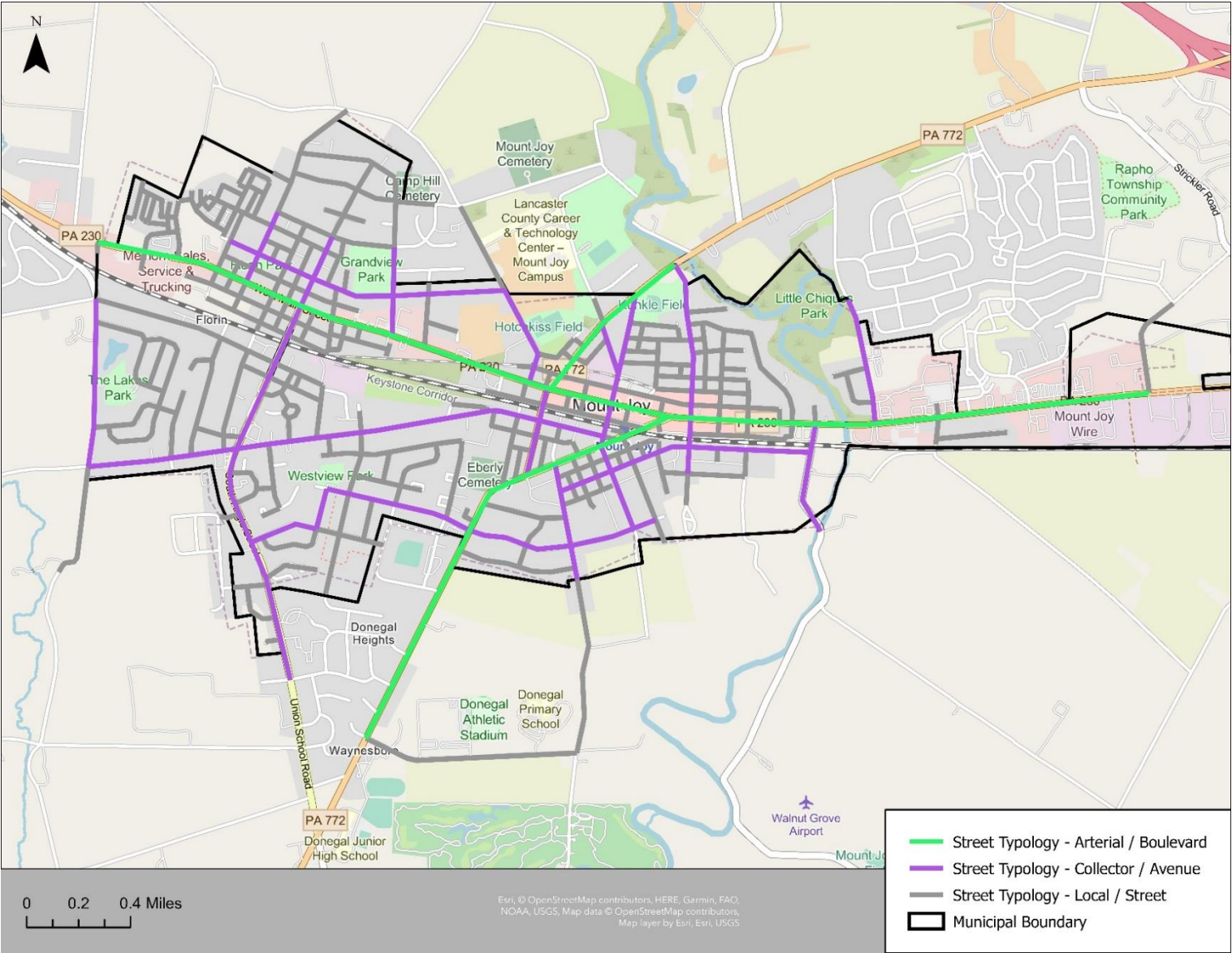


## Local Street



Images Source: Google Maps, Street View

Figure 2: Street Typology Map





## Context-Sensitive Design Treatments & Countermeasures

Many smaller towns and rural communities like Mount Joy desire to preserve their small-town character and are often apprehensive that the addition of sidewalks or major “urban” infrastructure could diminish that appeal. At the same time, many want to improve active transportation and safety for all users. In this case, context-sensitive design solutions such as paved shoulders and yield streets can serve as a visual separation for pedestrians and bicyclists without completely changing the nature of the street. The following treatments focus on opportunities (many at a low cost) to make incremental improvements balanced with the geographic, fiscal, or other limitations faced by smaller communities such as Mount Joy.

Traditional auto-centric design perspectives focus heavily on the role of the roadway within the vehicular transportation network, without considering the adjacent land-use context. Context-sensitive design treatments and countermeasures for transportation work to better align roadway design with the adjacent land-use context.

As described in the previous section, the portion of SR 230 (Main Street) may be designated as a “Arterial / Boulevard” for its full length through Mount Joy, but the design and functional operation of the portion within the downtown context varies from the portions on the outskirts of the Borough.

These context-sensitive design elements convey to roadway users that this portion of the roadway is different than the others (and roadway users should modify their behaviors accordingly). These elements can also convey who the intended users of the roadway are (ex: the presence of bicycle lanes clearly conveys that this roadway was designed to accommodate bicyclists).

**Designated Space for Active Modes:** These countermeasures aim to better accommodate active transportation users along a roadway by providing active transportation amenities.

- Pedestrian Sidewalk
- Bicycle Lanes (Traditional, Protected/Buffered)
- Shared-Use Path/Sidepath
- Paved Shoulder for Pedestrians/Bicyclists
- Bicycle Boulevard (Neighborhood Bikeways)
- Bicycle/Pedestrian Yield Roadways

*Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of these countermeasures.*



Image Source: City of Berkeley, [Bicycle Boulevards in Berkeley](#)

The ‘designated space’ active transportation countermeasures are best utilized under specific context and street typology combinations, as shown in the table below.

Table 1: Active Transportation Amenities by Context Zone and Street Typology

Context Zone- Character Area	Street Typology	Yield Roadway	Bicycle Boulevard (Neighborhood Bikeway)	Paved Shoulder	Shared-Use Path/ Sidepath	Pedestrian Sidewalk	Bicycle Lanes	Protected/ Buffered Bicycle Lanes
C1- Rural/Open Space	Arterial/Boulevard			X	X			
	Collector/Avenue			X	X		X	
	Local Street	X	X		X			
C2- Suburban Residential	Arterial/Boulevard			X	X	X		X
	Collector/Avenue			X	X	X	X	
	Local Street	X	X		X	X		
C3- General Commercial	Arterial/Boulevard			X	X	X		X
	Collector/Avenue			X	X	X		X
	Local Street	X	X		X	X	X	
C4- General Industrial	Arterial/Boulevard			X	X	X		
	Collector/Avenue			X	X	X		X
	Local Street				X	X	X	
C5- Traditional Core/Main Street	Arterial/Boulevard					X		X
	Collector/Avenue					X	X	
	Local Street	X		X		X	X	



Other Supplemental Context-Sensitive Countermeasures:

**Speed Management Strategies:** These countermeasures aim to reduce roadway speeds to better match the adjacent land-use context and its multimodal usage.

- Horizontal Deflection (chicanes, lateral shift, median island, choker)
- Vertical Deflection (speed humps, raised crosswalks/intersections)
- Roundabouts/Traffic Circles
- Speed Limits Transitions

**Intersection Treatments:** These countermeasures aim to better accommodate active transportation users within the confines of an intersection.

- Reduced Corner Curb Radii
- Curb Bulbouts/Curb Extensions
- Pedestrian Refuge Islands at Crosswalks
- Crosswalks (Pavement Markings)
- Leading Pedestrian Interval (LPI) at Traffic Signals
- Bicycle Boxes/Through Bike Lane Pavement Markings

*Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of these countermeasures.*



Image Source: FHWA, [Traffic Calming ePrimer, Median Island](#)



Image Source: FHWA, [Traffic Calming ePrimer, Raised Crosswalk](#)



Image Source: FHWA, [Safe Transportation for Every Pedestrian \(STEP\) - Resources](#)



Image Source: Portland Bureau of Transportation, [Bike Boxes](#)



### Illustrative Typical Sections

The following typical sections illustrate different opportunities for implementing active transportation facilities on the street network. They correspond with the facility types referenced in **Table 1: Active Transportation Amenities by Context Zone and Street Typology**. Each design provides a space for cyclists, vehicles and pedestrians, with varying degrees of separation. Using Table 1, the Borough can use context zone and street typology to consider which of the typical sections to implement. Existing roadway widths, available right-of way, and traffic volume will also contribute to which of the typical sections is most appropriate. *Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of the countermeasures listed in these typical sections (ex: associated signage, pavement markings, etc.).*

Figure 3: Typical Section 1 – Pedestrian/Bicycle Yield Roadway

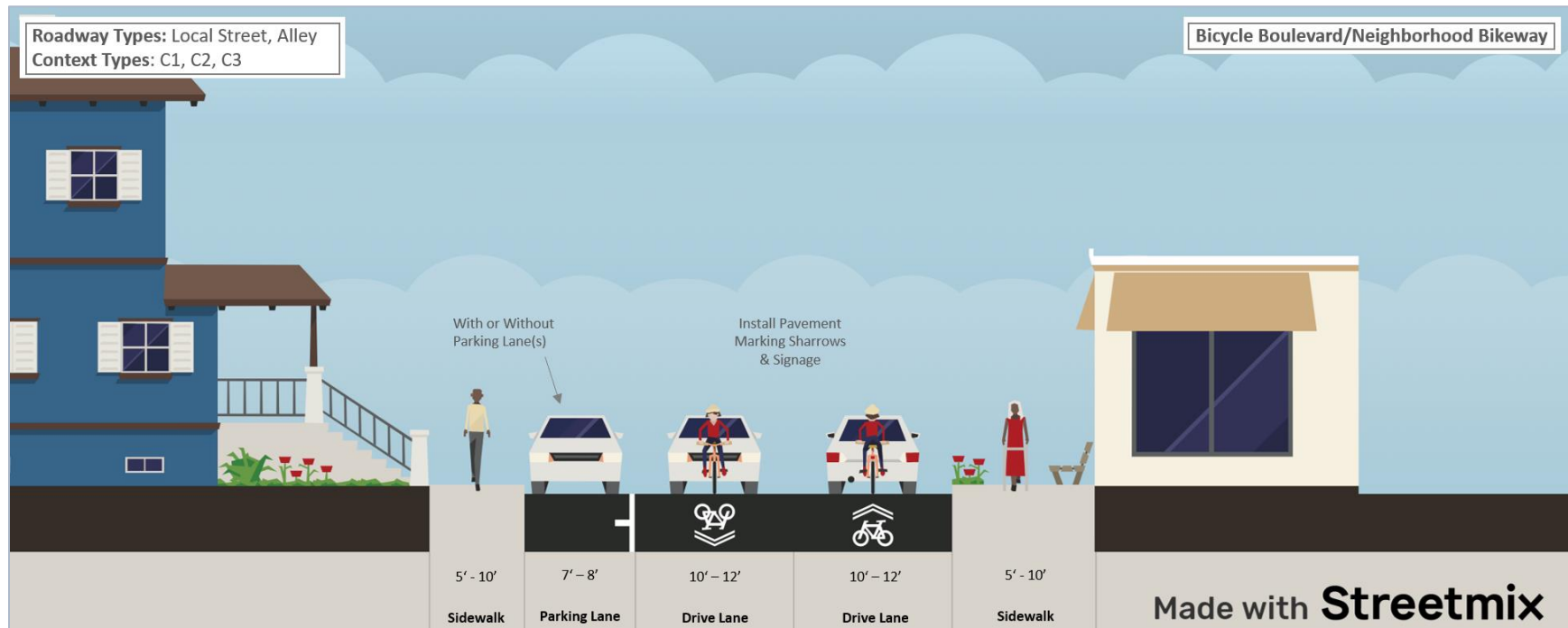


**Purpose:** Pedestrian/bicycle yield roadways provide for driver, bicyclists, and pedestrians within the paved cartway. On these roadways, the multimodal users travel at low speeds without dedicated space for any one mode (i.e. each mode has claim to the roadway space and yields to the other modes when passing is necessary).

In Pennsylvania, because of current laws, pedestrians must walk as near as practical to the roadway edge if no sidewalk or shoulder is provided (and on the left side if walking on a two-way roadway). For bicyclists, Pennsylvania law indicates that on a roadway with no center line bicycles may be ridden anywhere on the right side of the roadway.

**Features:** Signage (describing yield conditions) where there is a higher frequency of shared use activity, little to no pavement markings

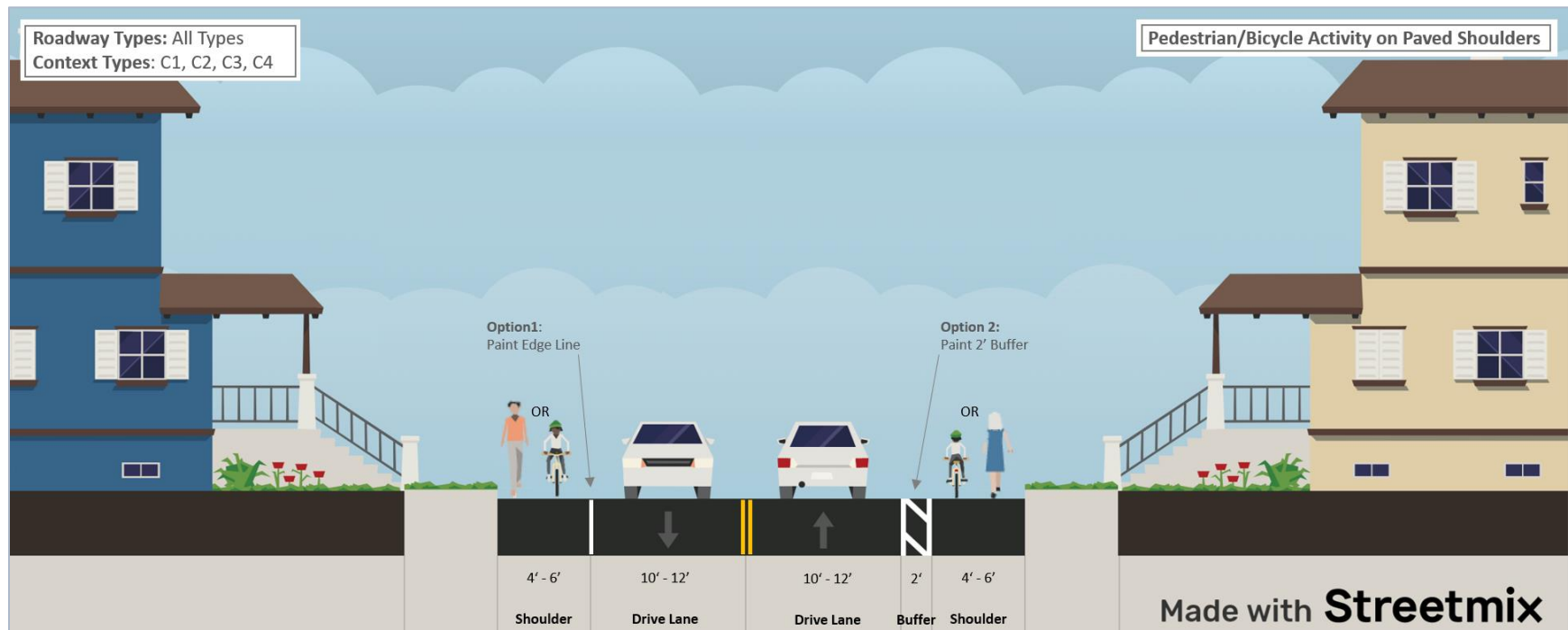
Figure 4: Typical Section 2 – Bicycle Boulevard/Neighborhood Bikeway



**Purpose:** Bicycle boulevards highlight the presence of bicyclists on the roadway, within the drive lanes. This traffic control adds an increased sense of legitimacy for bicyclists to 'use the full lane'. These facilities can better accommodate bicyclists without modifying the roadway width or constructing an adjacent active transportation facility like a shared-use path/sidepath. Note that not all bicyclists will be comfortable traveling in mixed traffic if the vehicular volumes or speeds are too high. This facility is best for roadways with low vehicular speeds and/or volumes. The [FHWA Bikeway Selection Guide](#) (2019) provides more information on the specific recommended speed and volume ranges.

**Features:** Pavement markings (sharrows) and signage

Figure 5: Typical Section 3 – Pedestrian/Bicycle Activity on Paved Shoulders

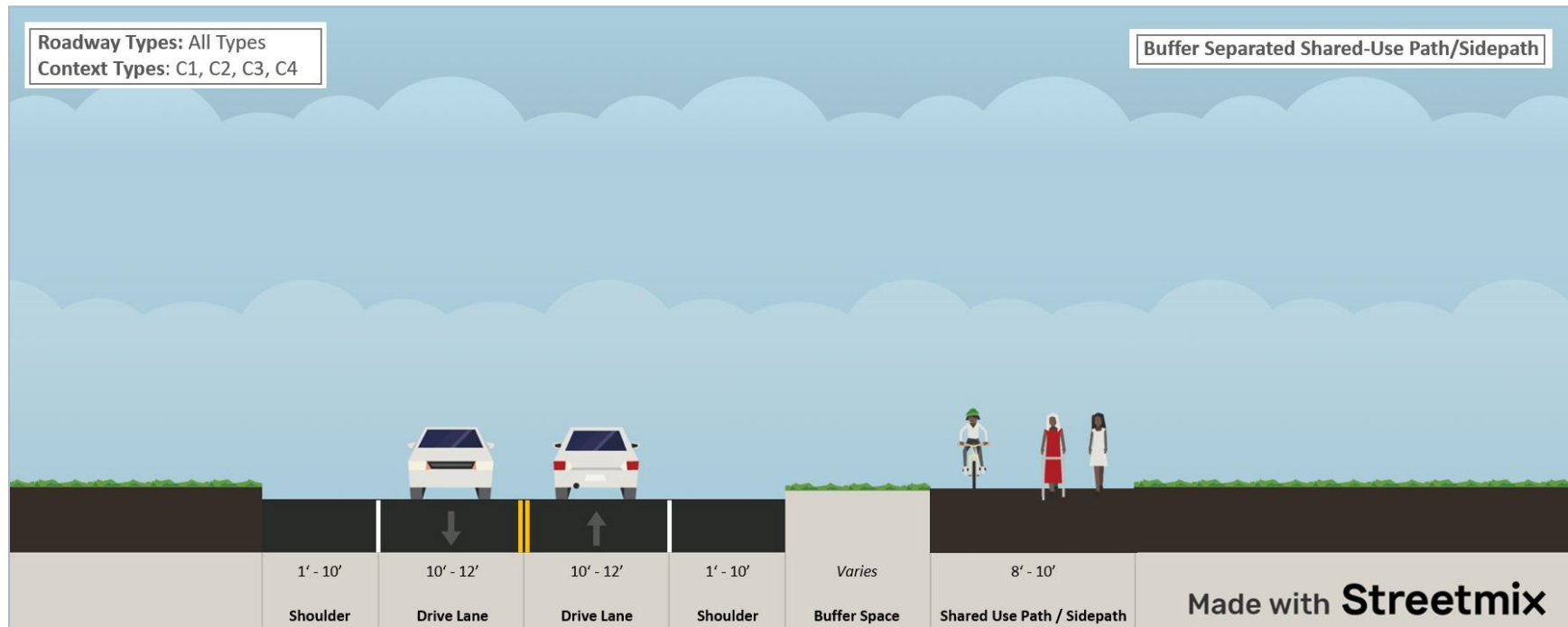


**Purpose:** Pedestrian/bicycle use on paved shoulders allows for the repurposing of vehicular shoulders for active transportation use. These shared-used spaces can accommodate active transportation users without modifying the roadway width or constructing an adjacent active transportation facility like a shared-use path/sidepath or sidewalk. *Because the shoulder is shared by both bicyclists and pedestrians, this design is not ideal in situations with relatively high bicycle and/or pedestrian volumes.*

**Features:** Painted edge line, (optional: painted buffer space)



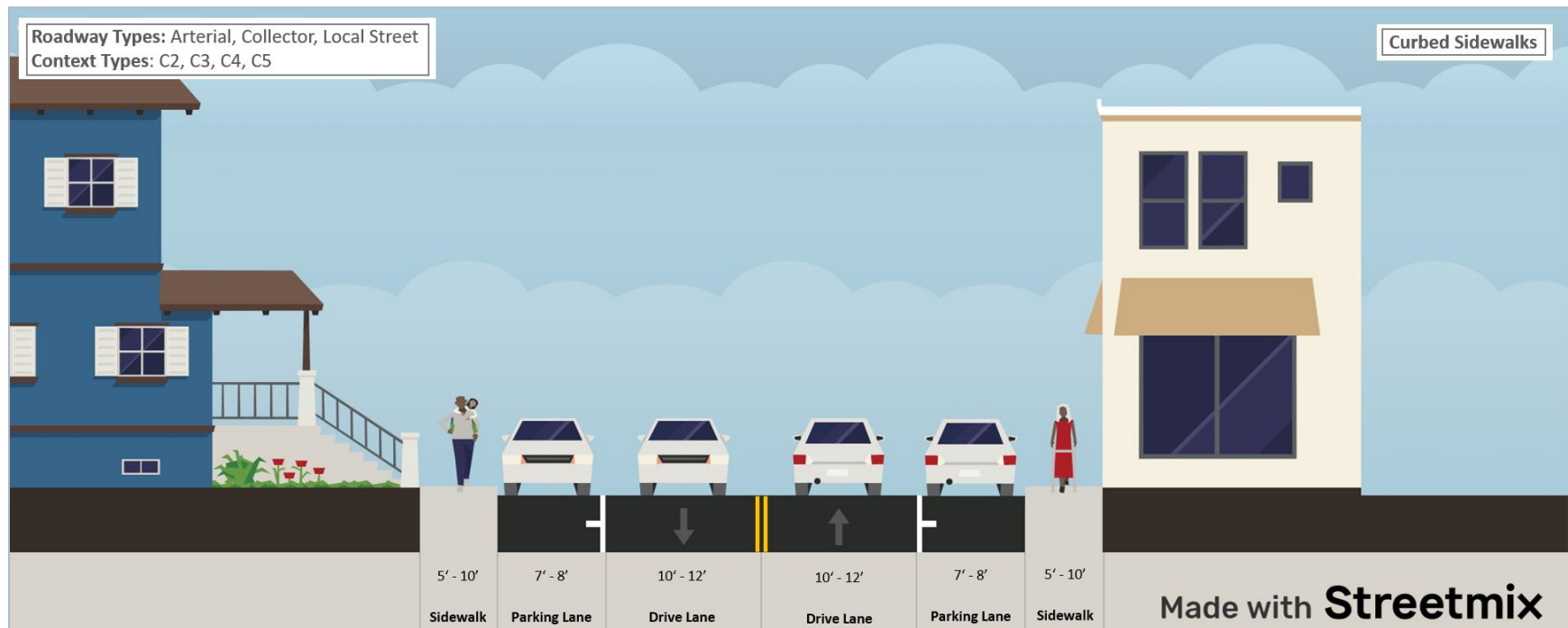
Figure 6: Typical Section 4 – Buffer Separated Shared-Use Path / Sidepath



**Purpose:** Shared-use paths/sidepaths create dedicated space for bicyclists and pedestrians outside of the roadway. A sidepath follows parallel to the roadway whereas a shared-use path may diverge from the roadway orientation. In either case, a shared-use path/sidepath includes some form of buffer space between the roadway and the path. The complete physical separation from the roadway increases the level of comfort for pedestrians/bicyclists who would otherwise need to use the roadway shoulder. The ADA-compliant surface also improves access for all active transportation users. These mixed-use facilities accommodate both directions of travel and may or may not have delineated 'travel lanes' for each direction.

**Features:** Paved path, buffer space, signage, ADA curb ramps, (*optional: path pavement markings*)

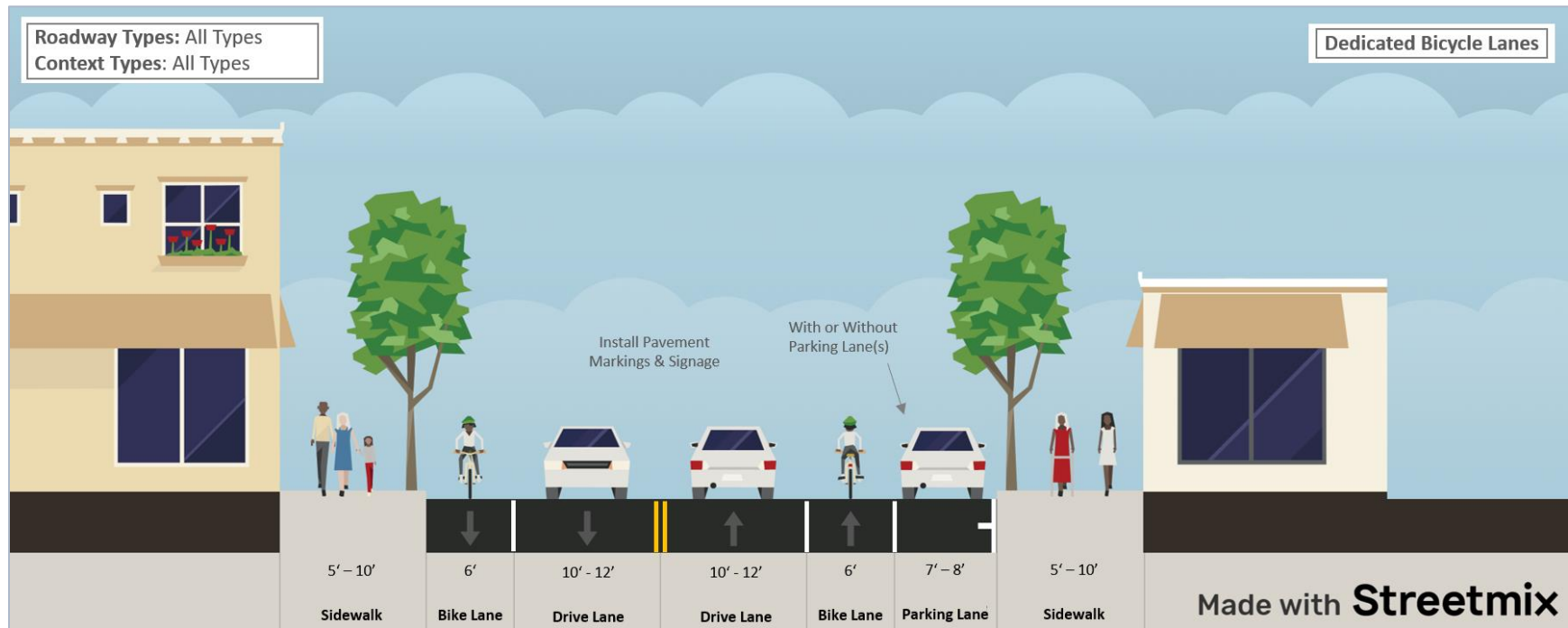
Figure 7: Typical Section 5 – Curbed Sidewalks



**Purpose:** Pedestrian sidewalks created dedicated space for pedestrians outside of the roadway. This increases the level of comfort for pedestrians who would otherwise travel on the roadway. The ADA-compliant surface also improves access for all active transportation users.

**Features:** Concrete or paved sidewalk, ADA curb ramps

Figure 8: Typical Section 6 – Dedicated Bicycle Lanes

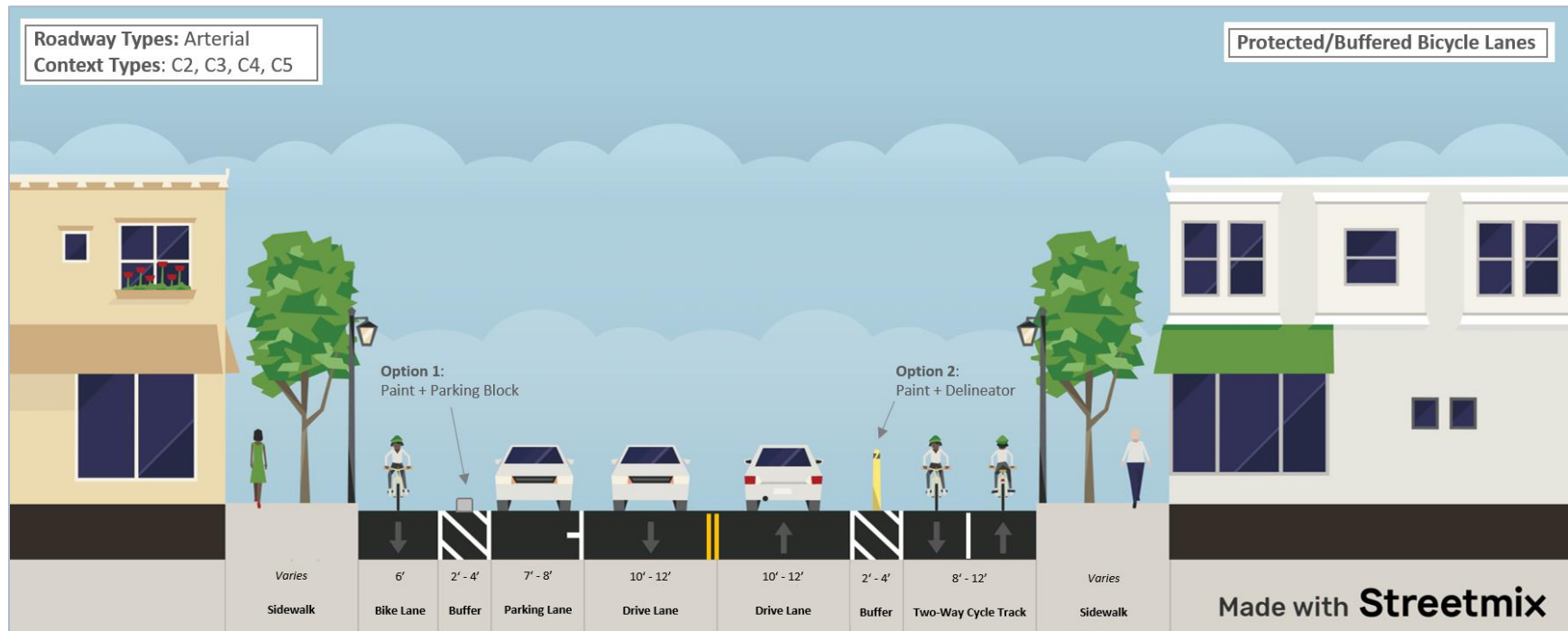


**Purpose:** Bicycle lanes create dedicated space for bicyclists on the roadway that is directly adjacent to drive lanes or parking lanes. This dedicated space highlights the presence of bicyclists on the roadway and increases the level of comfort for bicyclists by reducing the frequency of interactions between modes. While 6 feet is the desirable width for bicycle lanes, PennDOT's Design Manual, Part 2 allows for a minimum of 5 feet.

**Features:** Bicycle lane pavement markings and signage



Figure 9: Typical Section 7 – Protected/Buffered Bicycle Lanes



**Purpose:** Protected/buffered bicycle lanes provide dedicated space for bicyclists on the roadway that includes a physical separation between the drive lane and/or parking lane with either a painted buffer or a painted buffer with delineators. This dedicated space for bicyclists highlights the presence of bicyclists on the roadway. The additional separation from moving vehicles increases the level of comfort for bicyclists on the roadway and reduces the frequency of interactions between modes.

**Features:** Painted buffer space and either delineators or parking blocks



# ENGAGEMENT—PUBLIC INPUT





## Overview of Public Process

Community engagement is a core component of the active transportation planning process. This should be an early and continuing part of any transportation and project development program. Engaging citizens and addressing potential conflicts at the beginning of a project's planning process can positively influence the efficiency and outcome, building the collective interest and buy-in of the community at large.

### Workshop

At the beginning of the Guidebook development process, the Borough Council, Borough Planning Committee members and Borough staff participated in a Complete Streets and Active Transportation 101 workshop. The workshop included the presentation of general concepts and ended with breakout groups identifying local areas of concern and along with priorities.

### Survey

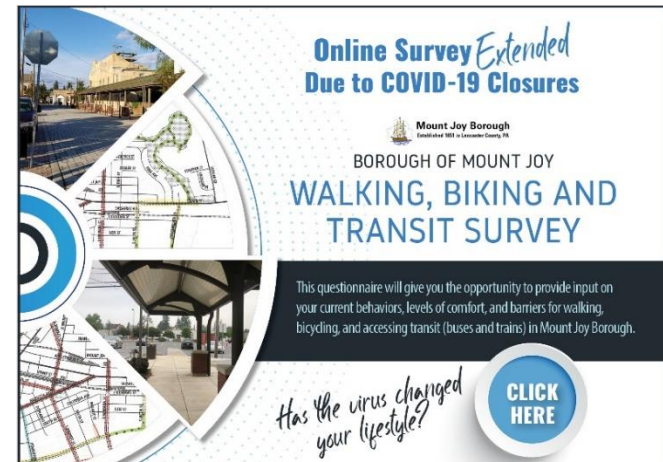
A communitywide survey/questionnaire was developed and made available on the Borough website to gather information from the community at large regarding perceptions and concerns with a focus on walking, biking, and transit.

The survey was comprised of 17 questions and enabled an analysis which accounts for age, residency (or other interest in the Borough) and primary reasons for using different modes of travel. There were three open ended questions in the survey, allowing for the public to bring attention to issues otherwise unidentified.

More than 200 responses to the survey were received. The survey was extended to account for the effects of the COVID-19 community impacts.

### Field Audit

A pedestrian/bike/transit environmental quality audit was conducted to determine and establish the current status of the transportation network as it relates to the various modes of travel within the Borough. Observations of opportunities for safety and operational enhancements were also recorded. The results of the field audit/inventory were used to inform the development of this guidebook.





## Workshop

### Developing Understanding of Active Transportation Facilities and Identifying Issues and Priorities

The workshop took place on January 21, 2020 and brought together Mount Joy Borough Council members, Planning Committee members, and Borough staff. Led by Community and Mobility Planner, Fred Jones and Transportation Engineer, Todd Trautz of Michael Baker International, the workshop provided an opportunity to present the concepts and roles of active transportation facilities.

The intention of the workshop was to inform Borough members and staff what Active Transportation Planning was and was not, and to gather input from these stakeholders on what were the issues and priorities of the Borough related to active transportation facilities.



January 2020 Workshop Presentation

### Presentation

The workshop began with a presentation describing and illustrating the rationale for considering developing a network of active transportation facilities in a community:

#### *Who uses active transportation facilities?*

- Everyone –pedestrians and bicyclists of all ages and abilities

#### *Why do we need them?*

- Contribute to safer streets/spaces for pedestrians and bicyclists
- Restore confidence in walking and biking
- Address the changing behaviors related to new work habits and sense of place of communities.

#### *What modal travel issues do they address?*

- Convenience
- Safety
- Comfort
- Accessibility
- Predictability
- Affordability
- Reasonable travel times

#### *Who can benefit from a network of active transportation facilities?*

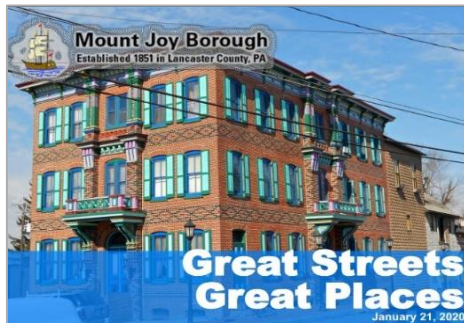
- Children
- Older adults
- People living with disabilities
- Transit users
- Destination and adjacent business owners

The presentation showed many examples and photographs of different facility types already implemented in other communities and illustrated the positive potential impact such facilities can have on communities.

### Breakout Exercise

Following the presentation was a breakout exercise. The workshop attendees broke into two groups. Each group identified walking, biking, and transit issues they were aware of within the Borough. Each group identified “big idea” solutions that could be investigated further within the Borough as part of the Active Transportation Implementation Guidebook development. Top issues and areas of concern identified by the breakout groups included:

- Concern about walkability across the Amtrak Railroad tracks
- Goal of developing a sense of place along Main St. in the Florin area
- Goal of connectivity between parks along the planned Emerald Necklace
- Goal of connecting gaps along the Emerald Necklace
- Concern regarding and need for reevaluating the planned connectivity of the Emerald Necklace in the area of Longenecker Road
- Concern regarding challenges of working with PennDOT and Amtrak on projects that are crossing or along their ROW
- Goal of including ‘spoke’ bike/trail connections into the Borough from the Emerald Necklace
- Goal of improving the designated PA bike route along Main St.



## Survey Feedback Results

### Existing Conditions

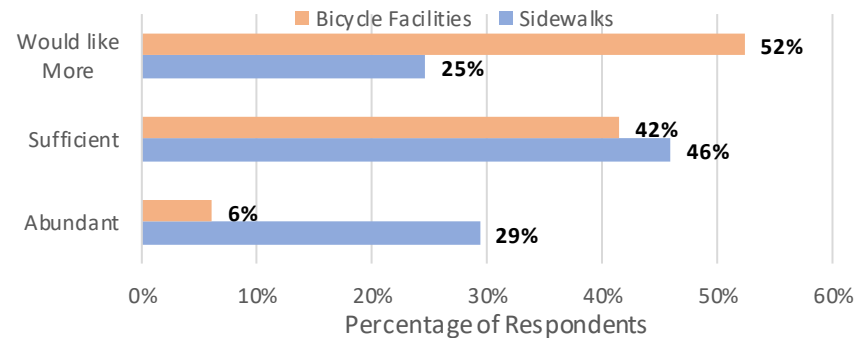
Multiple survey questions asked respondents about their perspectives on the existing active transportation amenities within the Borough.

When asked about the availability of active transp. facilities:

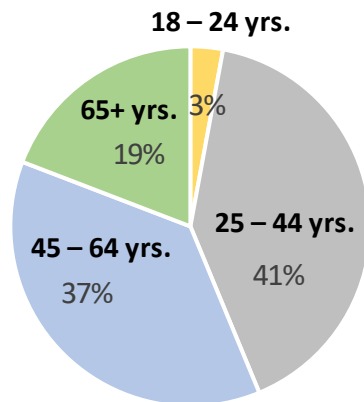
- 52% of respondents would like more bicycle facilities
- 25% of respondents would like more sidewalks

When the results were broken down by the respondents' age group: the majority of those in the 25 to 64 yrs. and 45 to 64 yrs. age groups would like more bicycle facilities.

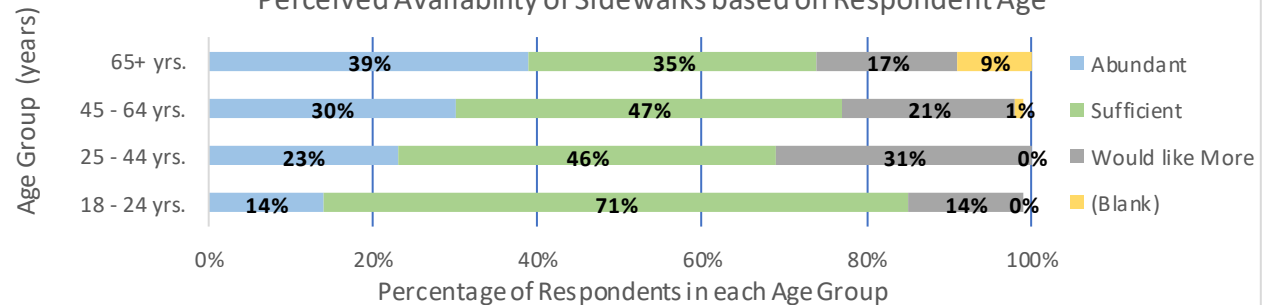
Select the category that best describes the availability of sidewalks and biking facilities in your neighborhood and the area in which you travel?



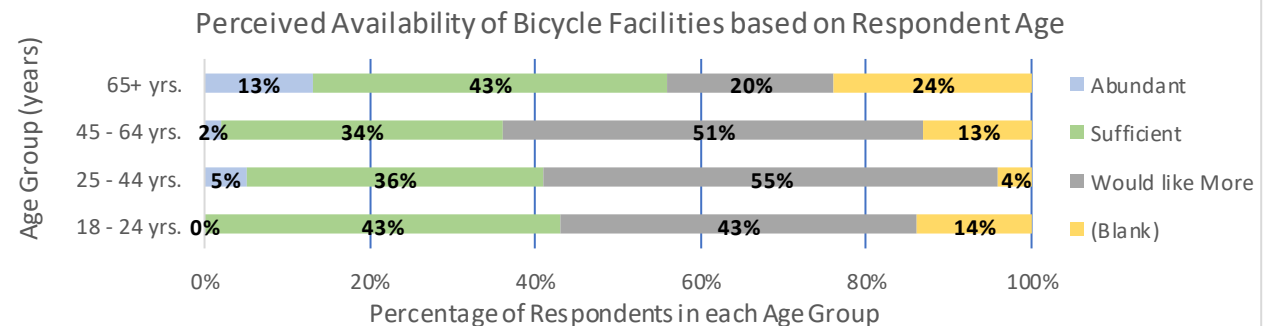
Age Breakdown of Survey Respondents



Perceived Availability of Sidewalks based on Respondent Age



Perceived Availability of Bicycle Facilities based on Respondent Age



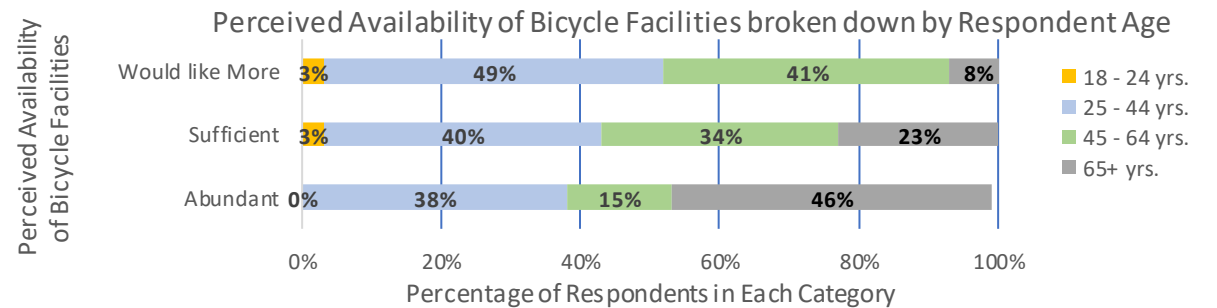
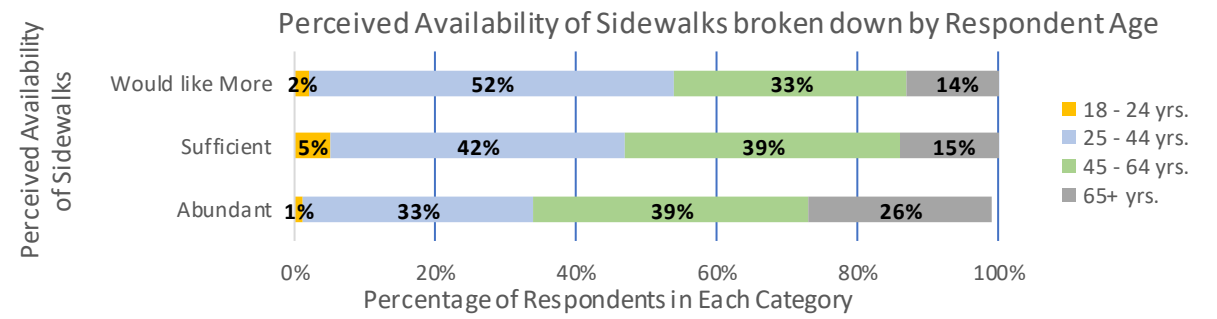


### Existing Conditions, Continued

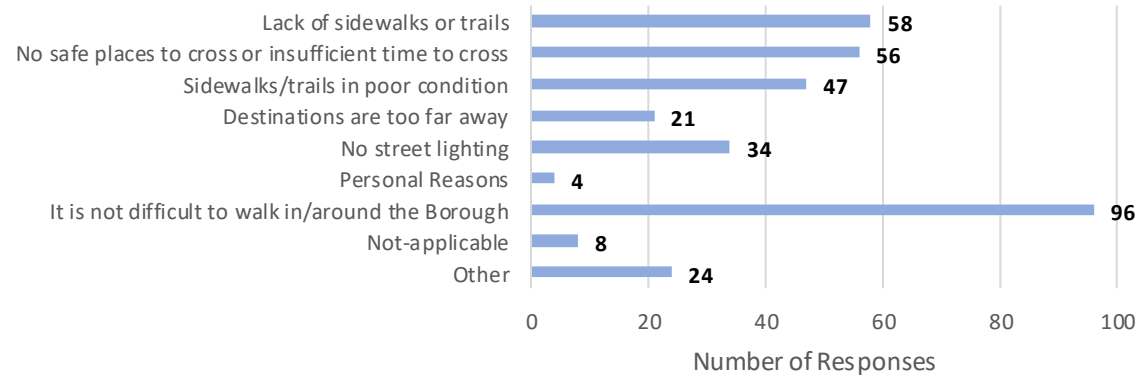
When the responses within each “Perceived Availability” category were broken-down by age: the majority of those who “Would like More” active transportation facilities were in the 25 to 44 yrs. and 45 to 64 yrs. age groups.

When asked whether specific factors make it difficult or unpleasant to walk in/around the Borough:

- 96 responses indicated “it is not difficult”
- 58 responses indicated “lack of sidewalks or trails”
- 56 responses indicated “lack of sidewalks or trails”
- 56 responses indicated “no safe place/insufficient time to cross”
- 34 responses indicated “no street lighting”



### Do any of these factors make it difficult or unpleasant for you to walk in/around the Borough? (Select all that apply)



### Existing Behaviors

Multiple survey questions asked respondents about their active transportation behaviors.

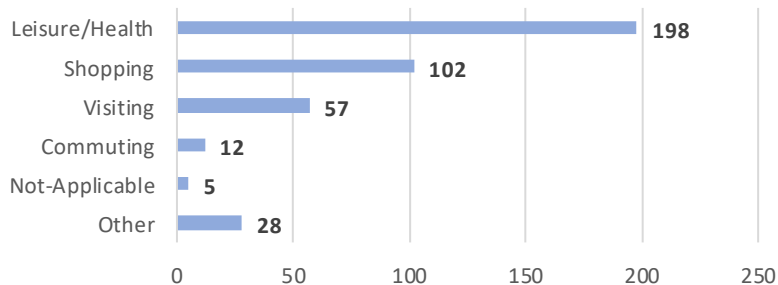
When asked about their frequency of walking or biking, the breakdowns almost mirror images one another:

- 48% bicycle “Rarely/Never”
- 55% walk “Frequently (once or more per week)”

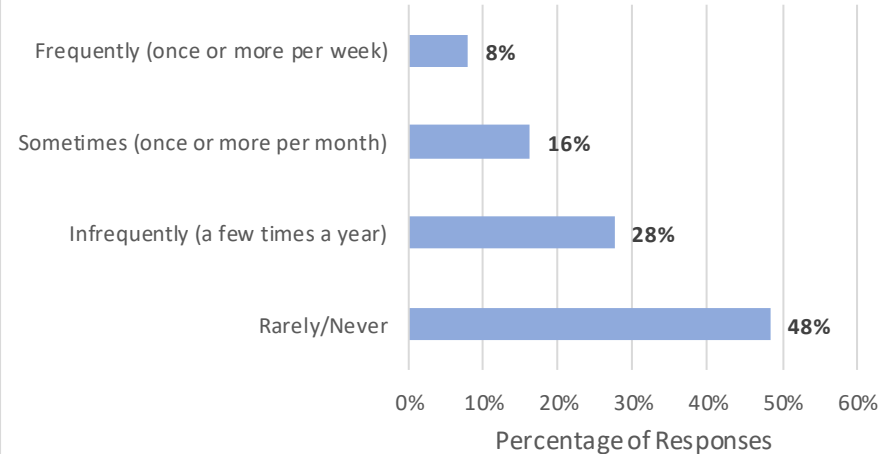
This mirrored relationship may relate to the perceived availability of sidewalks vs. bicycle facilities. When the results were cross-examined with perceptions of availability:

- 33% of respondents who indicated they “Rarely/Never” bicycle indicated they would like more bicycle facilities.
- 0% of respondents who indicated the “Rarely/Never” walk indicated they would like more sidewalks.

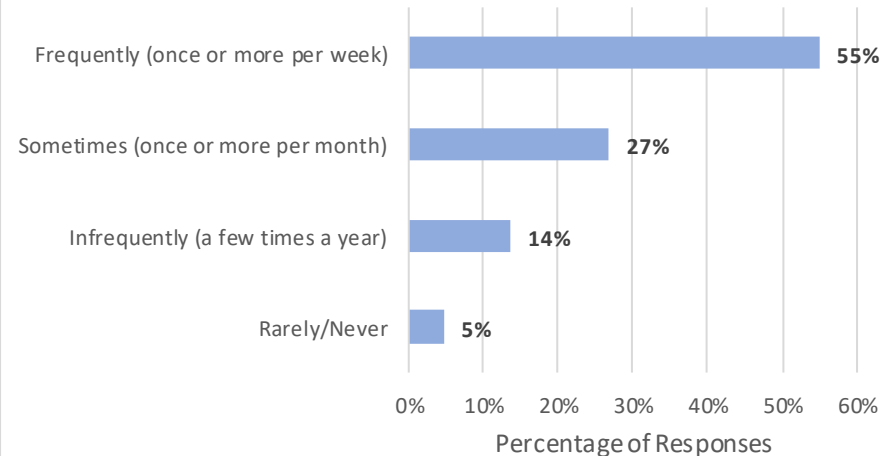
### What are your primary reasons for walking in/around the Borough? (Select all that apply)



### How often do you typically bike around the Borough?



### How often do you typically walk around the Borough?



### Latent Demand for Active Transportation

Sometimes, people would like to travel on a roadway using an active transportation mode but feel uncomfortable or unsafe doing so with the current level of multimodal accommodation. This unseen demand for multimodal activity on the roadway is referred to as “latent demand”.

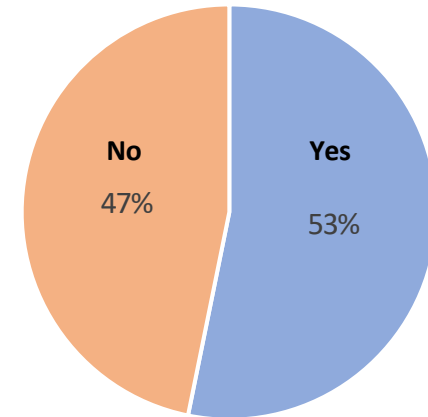
Two survey questions explored the latent demand for active transportation within Mount Joy Borough:

- Are there car trips you wish you could replace with another mode?
- If yes, which mode(s) would you prefer? (Select all that apply)

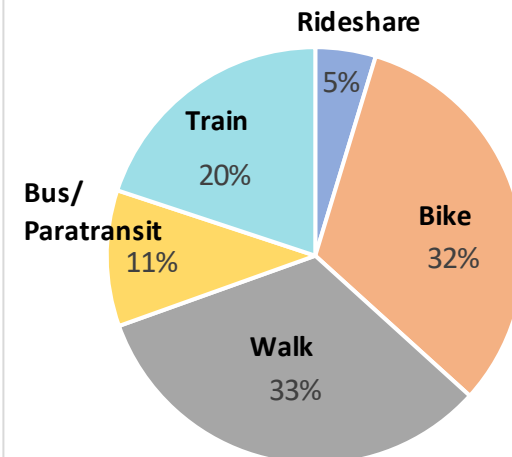
Over half of the survey respondents (125 or 53%) indicated they would like to replace a car trip with another mode. Of those respondents that indicated they would like to replace a car trip, bicycling and walking modes each represented about 30% of all responses. This indicates that there is latent demand for active transportation.

When the results are broken down by age group: the 65+ yrs. age group is less interested in replacing car trips with another mode of active transportation than other age groups.

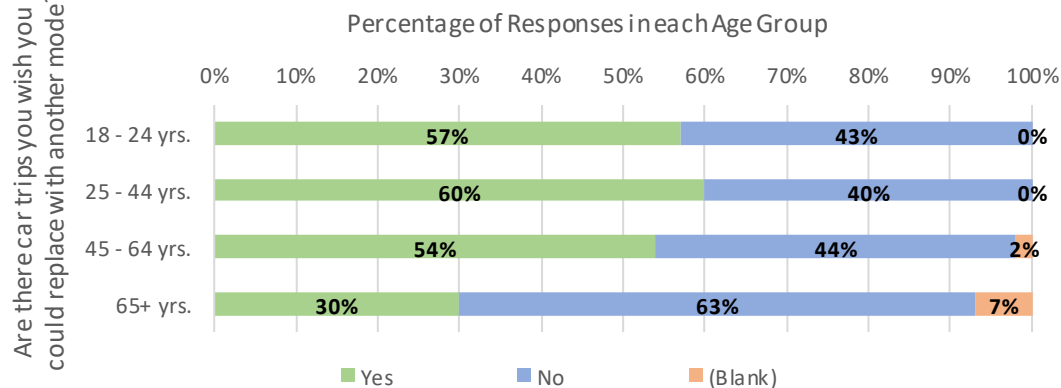
Are there car trips you wish you could replace with another mode?



If yes, which mode(s) would you prefer? (Select all that apply)



Interest in Active Transportation Mode Replacement by Age Group

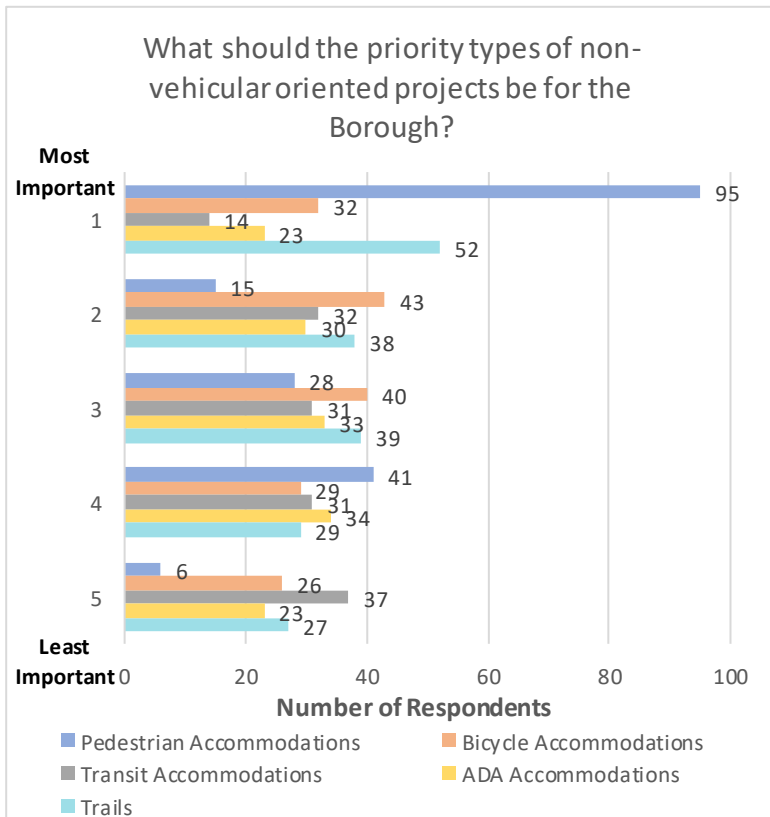




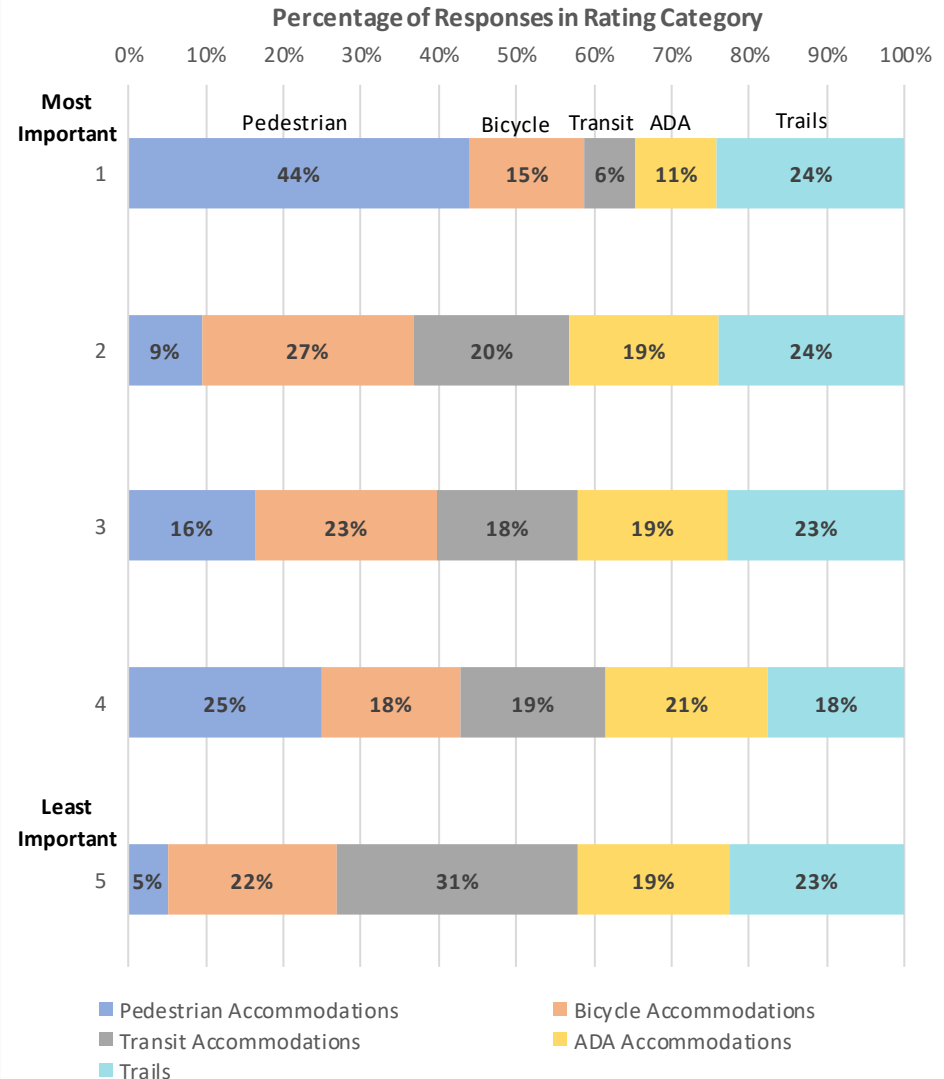
### Future Priorities

The survey asked respondents about their thoughts on how to prioritize different types of active transportation projects (i.e. how important the different types of transportation are in order to prioritize accordingly).

Pedestrian accommodations were identified as a top priority: 95 respondents (~40% of all respondents) rated pedestrian accommodations as “Most Important”. Pedestrian accommodations represented 44% of the “Most Important”.

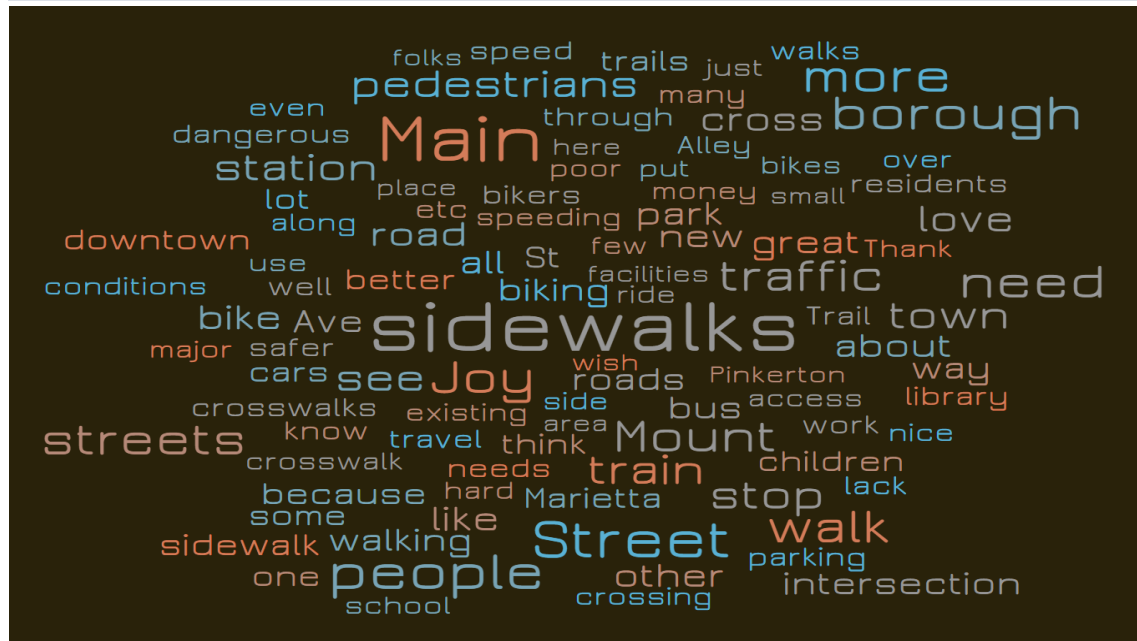


What should the priority types of non-vehicular oriented projects be for the Borough?



## Open-Ended Comments

This word cloud represents the open-ended responses to the final survey question: *“Any additional comments or concerns about walking, biking, or accessing buses or trains in Mount Joy Borough?”* The larger the word, the more frequently it appeared in the comments. There were strong opinions provided and the overall support for active transportation amenities was mixed (some in favor/some not in favor).



*"Cars go too fast and don't stop for pedestrians in the crosswalks"*

*"Would love to see more large trails like  
Susquehanna River or Conewago Recreational."*

*"Having stroller accessibility to the library and the park from N. Barbara Street would be SO helpful to me & [lots of other young families]."*

**"NO NEW SIDEWALKS!!!"**

*"#1 should be a connection to Donegal Schools from the borough. This should be a priority."*

*Would like to bike to Little Dippers with family.  
Would like [to walk/bike to school] & library."*

*"...Driver speed is my main safety concern"*

*"More streets just need to be paved."*

*"More and more people are finding themselves unable to afford a car these days. Mount Joy is a great walking town we just need safer ways to cross Main Street and more places where we can safely cross the train tracks. Thank You for looking into this. This is a subject which is very important to me. I am a senior who walks a lot and there are many other folks in Mount Joy who walk, not for enjoyment, but because they have to for everyday chores."*

*"Crosswalks on all major intersections"*

*"Great new train station, walk for my health but unsafe without sidewalks"*

*"I wish there was a walking or biking trail in town. Walking on main street is very easy and all the shops downtown are easily accessible. Train access and parking is also great."*

*"Pedestrians should not have to walk on streets of highly used roads."*

*"I am disappointed [our town authorities believe] that sidewalks are not necessary. It's about funding, not whether they should exist or not."*

*"I have a concern that this is a backhanded way of installing sidewalks in the borough when the majority of residents voiced their opposition. There seems to be an agenda to get sidewalks one way or the other."*

*"Even though some neighborhood streets on the north side of town lack sidewalks ... I don't feel this prohibits or discourages me from walking those streets because the streets are so wide."*



# BUILDING THE NETWORK





## Network-Based Approach

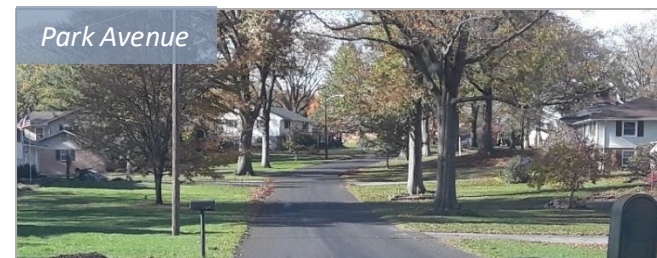
An active transportation network works best when there is connectivity for all modes of travel throughout the network, giving all users safe and convenient access to priority destinations. To assist the Borough in transforming the existing network of streets and sidewalks to an active transportation network, the features and challenges of the existing Mount Joy network are discussed, with a particular focus on pedestrian mode, bicycle mode, transit mode, and curbside management.

The descriptions and maps of the existing and proposed pedestrian facilities, bicycle facilities, and transit facilities in this chapter can be used to inform the Borough when evaluating the existing street network. The Borough can use the maps and GIS layers to identify gaps and deficiencies in the existing network. This can be a useful tool when considering projects and priorities. The map and GIS layers can be viewed in more detail at the [Mount Joy Active Transportation Guide GIS website](#).

To help implement active transportation facilities, the level of traffic stress (LTS) for the Borough street network has been computed and is shown graphically as a GIS layer. The LTS can be used as a factor to consider when selecting an appropriate typical section; with lower levels of traffic stress allowing for typical sections that provide less separation between modes.

This chapter has the following focus areas:

- Existing Network Features and Challenges
- Pedestrian Mode
- Bicycle Mode
- Transit Mode
- Latent Demand and Level of Traffic Stress
- Overall Network and Major Needs
  - Corridor Based Improvement
  - Shared Use Trail Improvements
  - Nodal/Intersection Improvements
  - Transit Improvements
  - Curbside Management/Freight



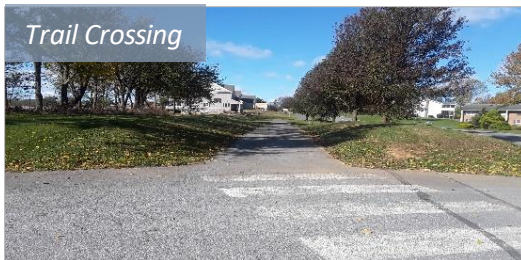
## Existing Network Features and Challenges

### Features

- Older parts of Mount Joy Borough are a basic grid system with many alleys. This allows for versatility and options for development of alternative active transportation routes.
- Newly constructed Amtrak Station located centrally in Borough and easily accessible from established primary arterials.
- All (seven) railroad crossings are grade separated

### Challenges

- High speed railroad tracks transect Mount Joy Borough parallel to Main Street from east to west. The railroad tracks cut the Borough into a northern portion and a southern portion. There are seven crossings in six-mile length of town, two of which are old stone-arch underpasses with little/no room for pedestrians. On the western part of town there is up to a mile between crossings.
- Primary arterials into and through Mount Joy Borough evolved from rural two-lane roads with narrow lane widths and without shoulders. There is little room on the existing travel-ways for other modes of travel (pedestrians or bicycles).



### Pedestrian

Mount Joy Borough is pursuing the creation of an interconnected network of streets and sidewalks that is safe and inviting for all users, including pedestrians of all ages and abilities.

### Bicycles

Aside from PA Bicycle Route J-1 on Main St. there are no specifically marked bike lanes or bicycle boulevards within the Borough. The grid system and layout of residential areas lends itself to the development of a bikeable network.

### Transit

Mount Joy Borough is the location of a regional/commuter Amtrak Station. It is also served by Red Rose Transit buses with daily service between Lancaster City and Elizabethtown

## Pedestrian-Mode

The existing sidewalk network within the Borough has been inventoried and is shown on the adjacent map. Existing sidewalks vary in width, condition, and character commensurate with adjacent land uses and time (era) of development. There are some bituminous side paths and neighborhood trail systems; when adjacent to a street, these have been inventoried as part of the sidewalk network.

The Mount Joy Borough official map, adopted in 2013, has designated Barbara St, Market St., Marietta Avenue, Donegal St, Donegal Springs Rd, Angle St and Old Market St as pedestrian corridors. The Donegal Region Comprehensive Plan has additionally identified Main Street, Lefever Road, Angle St./Union School Road, Marietta Ave./ Anderson Ferry Road and Manheim Street as pedestrian improvement corridors within and near the Borough.

A particular challenge is providing safe and convenient pedestrian crossings of the Amtrak railroad tracks. The potential for improving existing crossings should be incorporated into the planning and design of future transportation projects, including new construction, reconstruction, rehabilitation, or pavement restoration and resurfacing. Due to the high train volume and speed, a comprehensive plan for safe and convenient crossings may need to be developed and specific grade separated pedestrian crossings pursued as independent projects.

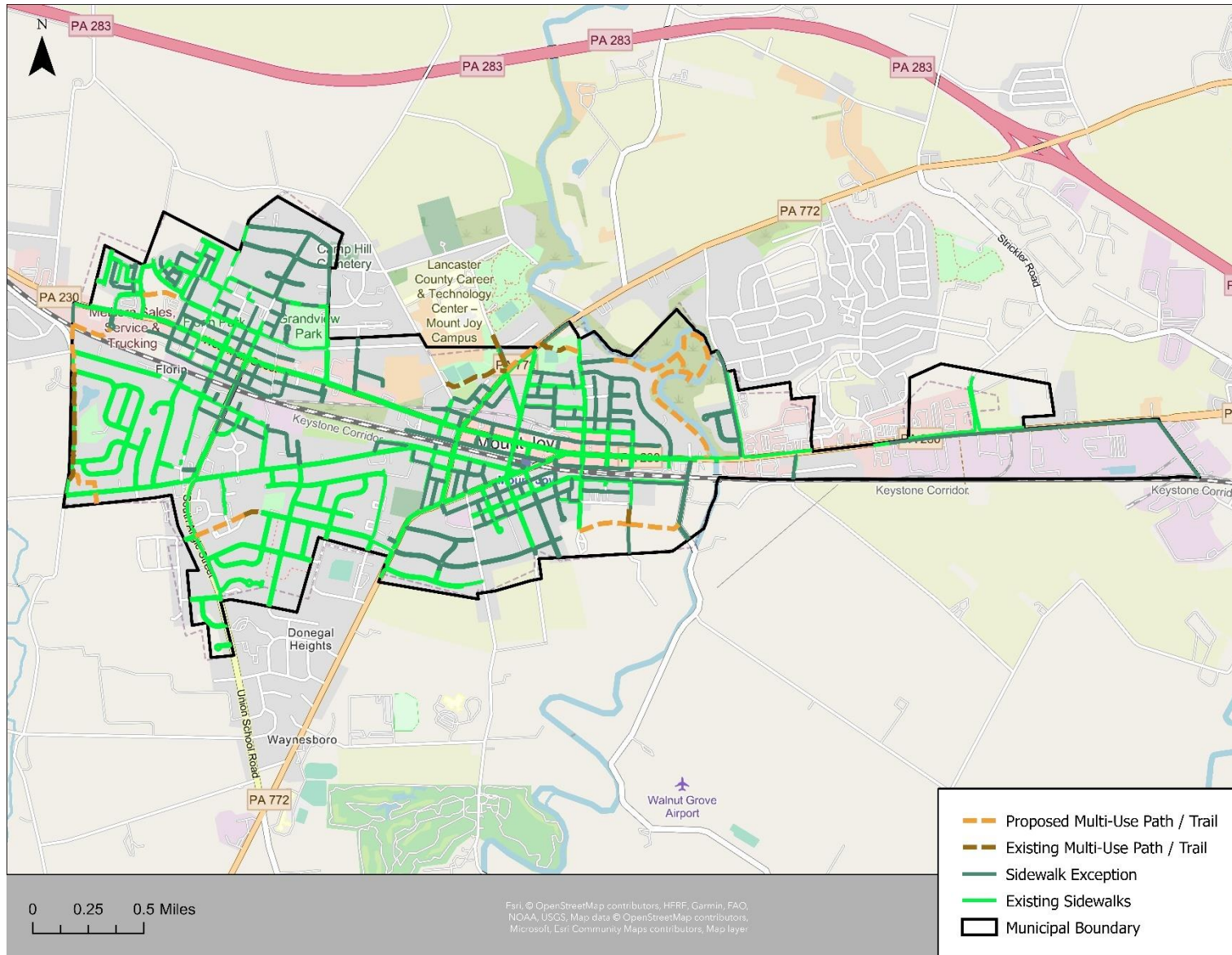
A recreational multi-use trail (pedestrians and bicyclists) is proposed to be developed around the perimeter of Mount Joy Borough. It is called the Emerald Necklace and to date, two sections of it have been constructed: one along Musser Rd. (2000 ft.) and one along Old Market St. (700 ft.)



Image Source: Google Maps, Street View



Figure 10: Existing and Proposed Pedestrian Facilities





## Bicycle-Mode

A number of regional and local planning documents have included bicycling and bicycle networks as part of a robust transportation system desired in Mount Joy and the surrounding region. These plans include:

- Lancaster County Active Transportation Plan (2019)
- Donegal Region Comprehensive Plan (2011)
- Lancaster County Comprehensive Plan (2018)

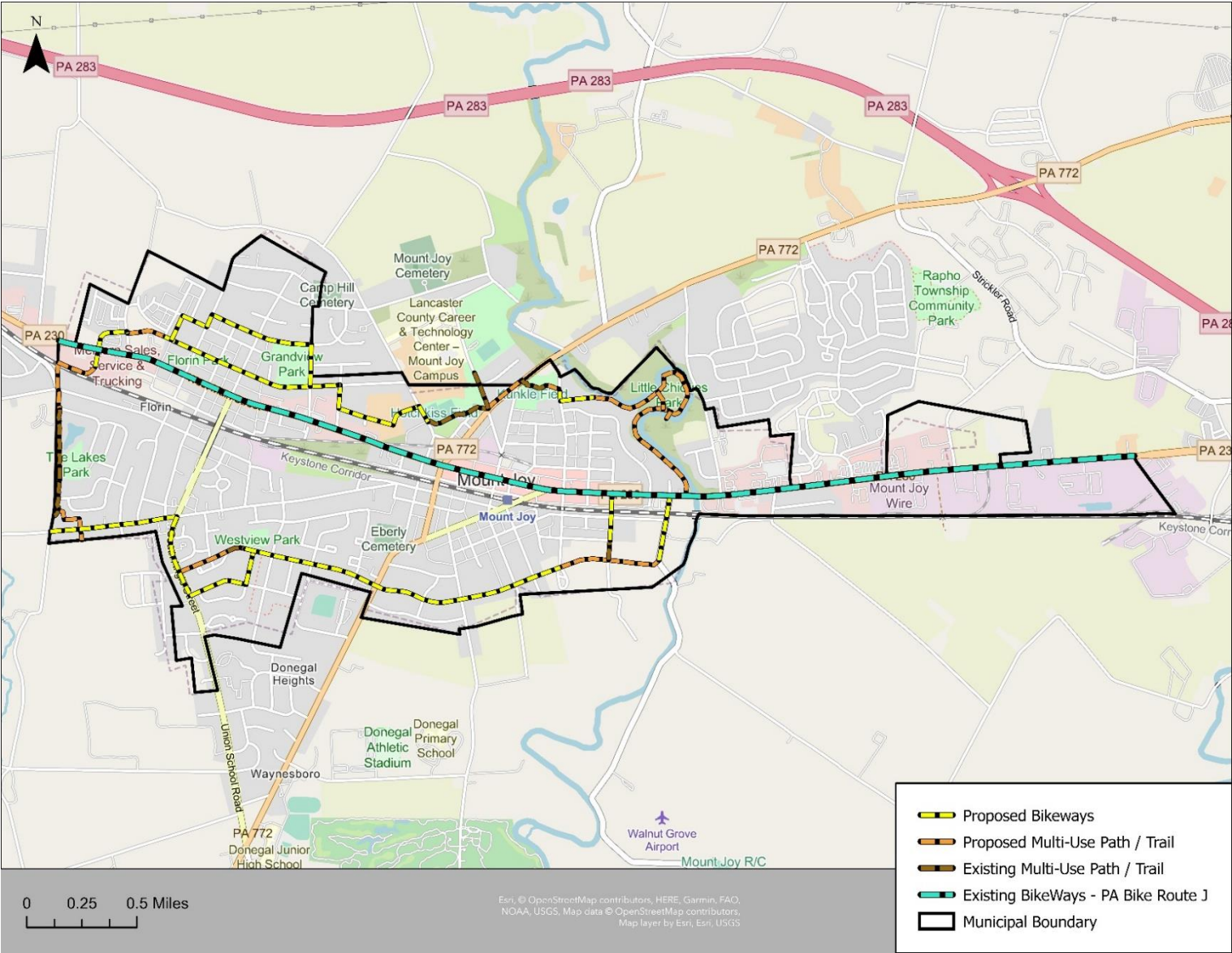
Bicycle Route J-1 is designated along Main Street through Mount Joy Borough. This route is signed with PA Bike Route signing, however there are no designated bike lanes or bicycle facility pavement markings or signing promoting the use of this roadway for bicycles. At the time of this writing, there are no other designated bicycle facilities or bike lanes within the Borough limits. The Donegal Regional Comprehensive Plan has identified PA 772 as a future potential designated PA Bicycle Route.

The Mount Joy Official Map includes a proposed multi-use trail combined with an existing roadway network designated as neighborhood bikeways to comprise a recreational loop around the perimeter of Mount Joy Borough (known as the Emerald Necklace.) Designation and delineation of these roadways, as well as spurs that facilitate bicycle access to the Emerald Necklace has been identified as a goal of both local representatives (in the workshop) and citizens (in the Survey results).



Image Source: Google Maps, Street View

Figure 11: Existing and Proposed Bicycle Facilities





## Transit-Mode

### Amtrak Train Station

- New Station opened October 2019
- Provides regional and commuter rail service westward to Harrisburg and Pittsburgh, and eastward to Philadelphia and the Northeast Corridor.
- Survey respondents universally expressed positive feedback for station and rail transit availability
- Incorporate bicycle and pedestrian connectivity to train station as a priority destination for active transportation planning



### Bus Service

- Ten buses per day in each direction provide regional Red Rose Transit bus service between Lancaster City and Elizabethtown, PA with service between 5:30 am and 6:00 pm.
- Incorporate bicycle and pedestrian connectivity to bus service as a destination for active transportation planning.
- Evaluate bus stop(s) along Main Street to facilitate pedestrian accessibility to transit.
- Relocate bus stops near available parking and near train station for multi-modal trips.



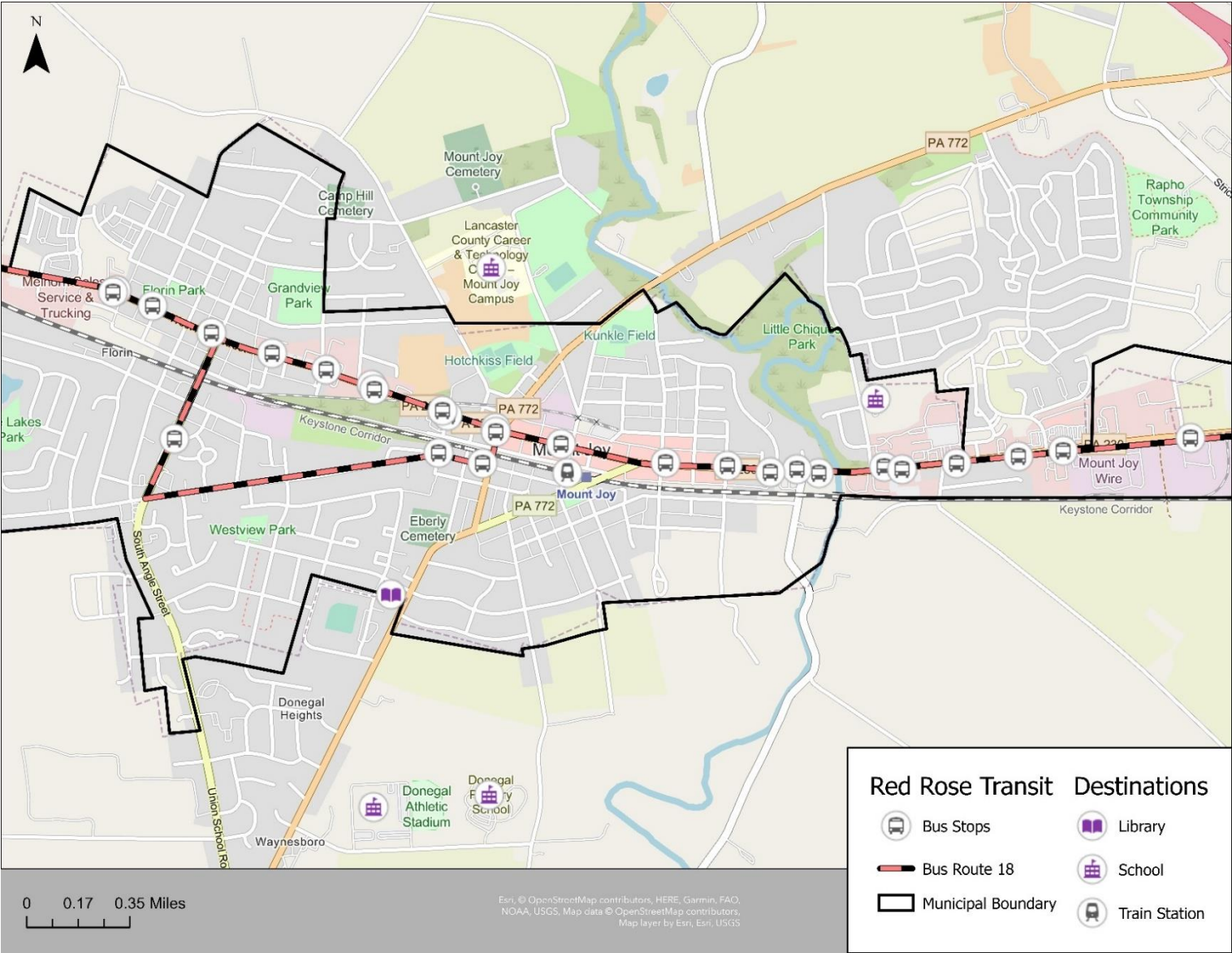
*Image Source: Google Maps, Street View*



*Image Source: Google Maps, Street View*



Figure 12: Transit Bus and Train Network



## Latent Demand/Low Stress Network Analysis

**Latent Demand:** Sometimes, people would like to travel on a roadway using an active transportation mode but feel uncomfortable or unsafe doing so with the current level of multimodal accommodation. This unseen demand for multimodal activity on the roadway is referred to as “latent demand”.

**Low Stress Network Analysis:** One way to identify locations with potential latent demand is to perform a traffic stress network analysis. This analysis assigns a relative level of traffic stress (on multimodal users) based on the roadway speed, number of vehicular lanes, and traffic volumes.

As described on the right graphic, different types of cyclists will feel comfortable under different levels of traffic stress. For example, “strong and fearless” cyclists are comfortable under high levels of stress.



Image Source: Bike Easy, [Low-Stress Bikeway Networks](#).

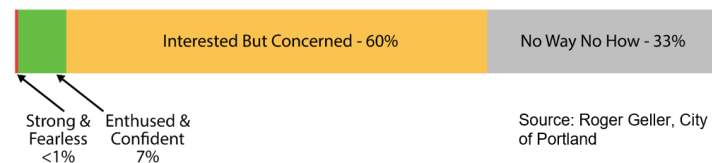
### Level of Traffic Stress (LTS) Criteria for Mixed Traffic

	Motor Vehicle Volume (Average Daily Traffic)		
Speed Limit	0 – 3,000	3,000 – 6,000	6,000+
0 to 25 mph	LTS 1* or 2*	LTS 3	LTS 4
30 mph	LTS 2* or 3*	LTS 3	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Note: \* Use lower value for streets without marked centerlines or classified as residential. Use higher value otherwise.

## Four Types of Bicyclists

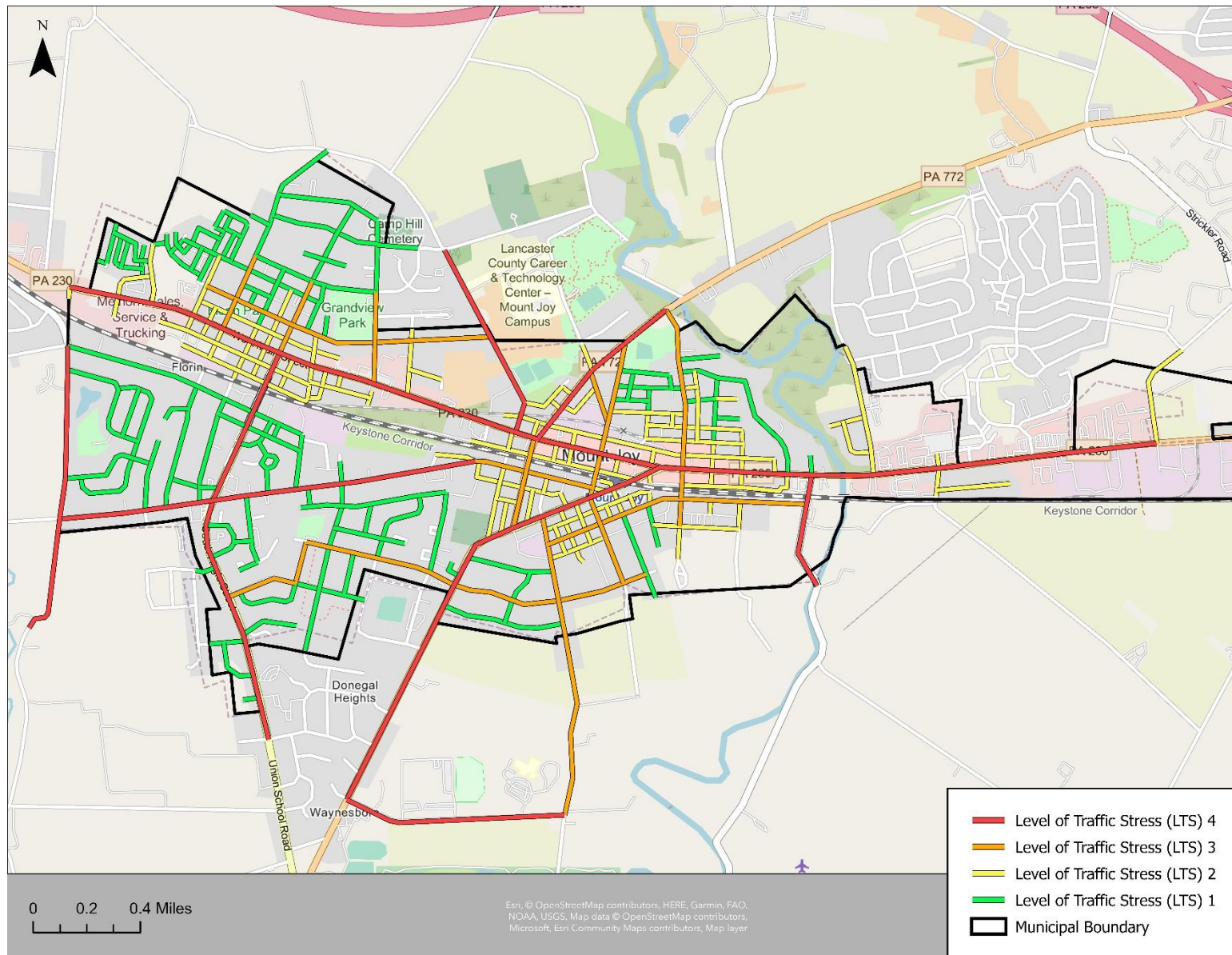
### Four Types of Cyclists By Proportion of Population



- LTS 4 – “strong and fearless”
- LTS 3 – “enthused and confident”
- LTS 2 – “interested but concerned”
- LTS 1 – everyone, including children



Figure 13: Level of Traffic Street (LTS) Network



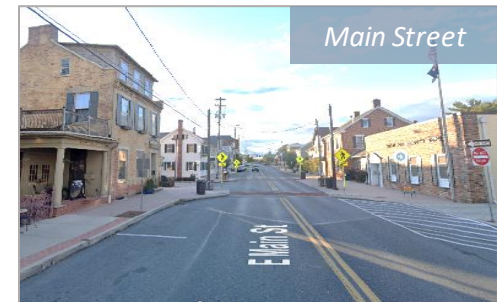


## Overall Multimodal Network and Major Needs

Creating the interconnected network of streets, sidewalks, and recreational facilities in Mount Joy that accommodates all users (vehicles, pedestrians, and bicycles) will require improvements to many components of the transportation system. Improvements can be addressed incrementally and incorporated into future transportation projects.

### **Corridor-based improvements**

For each corridor or street within the borough; vehicular, pedestrian and bicycle use and need can be assessed and the level of traffic stress (LTS) reviewed to determine the appropriate implementation of bicycle and pedestrian facilities. When choosing the appropriate facility, thought should be given to how the corridor or street contributes to the multi-modal accessibility of priority destinations (schools, library, transit and train station, recreational facilities, parks, and business districts.) Appropriate implementation should also consider the context of the surrounding land use and contribute to the character of Mount Joy.



*Image Source: Google Maps, Street View*

### **Shared Use trail-based improvements**

The preliminary concept for the Emerald Necklace includes significant portions which are envisioned to be shared use path/trail through parks and more rural areas. Shared use paths and trail-based improvements can also be considered to provide for pedestrians and bicycles along arterials in less developed areas to address LTS4 conditions.



### **Nodal/Intersection-based improvements**

Intersections are recognized points of friction in any transportation network and providing for all modes of travel at these decision points should not be overlooked when implementing bicycle and pedestrian facilities. Projects that are intersection focused (such as signal upgrades or pavement marking) can be forward looking in their inclusion of features that will address current issues and accommodate future implementation of pedestrian or bicycle facilities on the approaches to the intersection.



*Image Source: Google Maps, Street View*

### Transit Access Improvements

All transit trips start or end with a walking or biking trip. The Borough should expect higher pedestrian and bicycle trips along routes that provide access to transit facilities (Main St and arterials to the Train Station). Since bus routes typically have stops coming and going, there is an expectation that the pedestrians will want to cross the street in the vicinity of the bus stops. Projects that address the pedestrian and bicycle networks that feed into the transit facilities (train station and bus stops) should focus on unobstructed access and safe, convenient crossings. The Donegal Region Comprehensive Plan identified a goal of pursuing a direct bus connection between Marietta and Mount Joy. Potential routes and stops should be included in active transportation considerations.



*Covered Walkway to Train Station*

### Curbside Management and Freight Considerations

On-street parking is widely utilized in Mount Joy Borough in both the central business district and the residential areas. A parking study was conducted by the Borough and Michael Baker International in the vicinity of the train station in 2019, which found that on street parking utilization in the central business district and surrounding residential streets varied between 13% and 83% at various times of the day. As identified in the parking study, there are a number of parking lots which could be leveraged for use near the business district if elimination of on street parking was pursued to provide room for bicycle facilities or sidewalk widening. There are many alleys within the grid system which could also be utilized as parallel facilities, and many of the residences have access to their properties from the alley side. The commercial areas of the central business also have alleys, and curbside freight activities could be directed to the alleys; or the alleys could be utilized as a parallel bicycle facility, with parking and freight deliveries remaining curbside.

The Donegal Region Comprehensive Plan recommended establishment of designated truck routes in and around the Borough. Potential designated truck routes should be considered in selection of appropriate adjacent and crossing pedestrian and bicycle facilities.



*Truck on Main Street*

*Image Source: Google Maps, Street View*

## Corridor Improvements

Corridor focused improvements provide connectivity and can close critical gaps or extend the reach of the active transportation network.

Corridor based improvements include strategies such as:

- Shoulder Width Enhancements
- Bike Lanes
- On-street Separated/Buffered Bikeways
- Sidewalks
- Curb Extensions
- Elimination of Curbside Parking on One or Both Sides of Streets (to provide room for other modal features such as bike lanes or roadway narrowing and widened sidewalks)
- Wayfinding Signage for Bicycle Routes

*Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of these countermeasures.*



*Curb Extensions on Main Street*

*Image Source: Google Maps, Street View*



*Marked Shoulders on Main Street*



## Nodal/Intersection Improvements

Arterial/arterial and arterial/collector street intersections, as well as intersections formed with crossings or terminals of the Emerald Necklace, are likely to have the highest levels of multi-modal friction and conflicting movements. A number of these intersections were cited as concerning in the public survey results and could be prioritized for active transportation improvements. Intersections such as:

1. Marietta Avenue (PA 772) and Main Street (PA 230)
2. Marietta Avenue (PA 772) and New Haven Street
3. Manheim Street (PA 772) and Main Street (PA 230)
4. Columbia Avenue and South Barbara Street
5. Marietta Avenue and School Lane
6. Manheim Street (PA 772) and Old Market Street
7. Wood Street and Musser Road (SR 4017)

Intersection based improvements include strategies such as:

- High Visibility Crosswalks
- Sidewalk Improvements (with ADA Ramp Improvements) and Lane Configurations that anticipate future active transportation applications
- Provision of Pedestrian Refuge Area
- Signal Timing and Phasing Upgrades which Account for or Prioritize Pedestrian and Bicycle Movements
- Provide Pedestrian and Bicycle Signing and Pavement Markings
- Warning Beacon Installation at Uncontrolled Pedestrian Crossings  
(such as Rapid Rectangular Flashing Beacons (RRFB's))

*Refer to local, state, and national design guidebooks for the detailed, guidance on the application and design of these countermeasures.*

*Marked/Signed Crosswalk on Manheim Street*

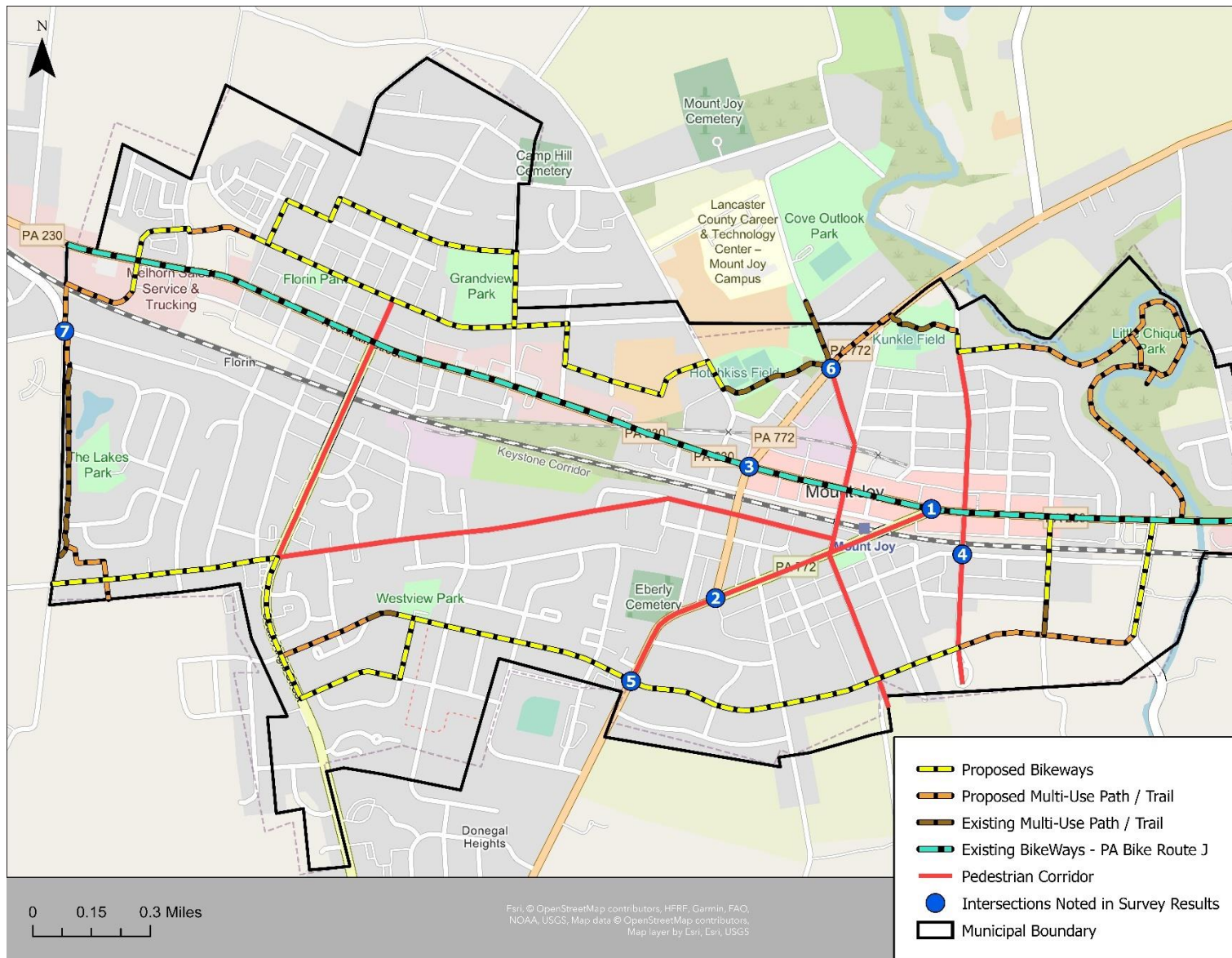


*Signalized Intersection at Main St. & Manheim/New Haven St.*



*Image Source: Google Maps, Street View*

Figure 14: Intersections for Active Transportation Improvements



## Shared-Use Trail Improvements

Shared Use Trail improvements include strategies such as:

- Signing and Pavement Markings to Clearly Identify Intended Users (Pedestrians and Bicyclists)
- Signing for Access to and Continuity of Path
- ADA Compliant Street Crossings and Street Termini
- Raised Medians and Traffic Calming Measures at Mid-Block Crossings
- Advance Yield Markings and/or RRFBs at Uncontrolled Crossings

*Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of these countermeasures.*



R9-6  
(MUTCD)



R10-26  
(MUTCD)



R9-7  
(MUTCD)



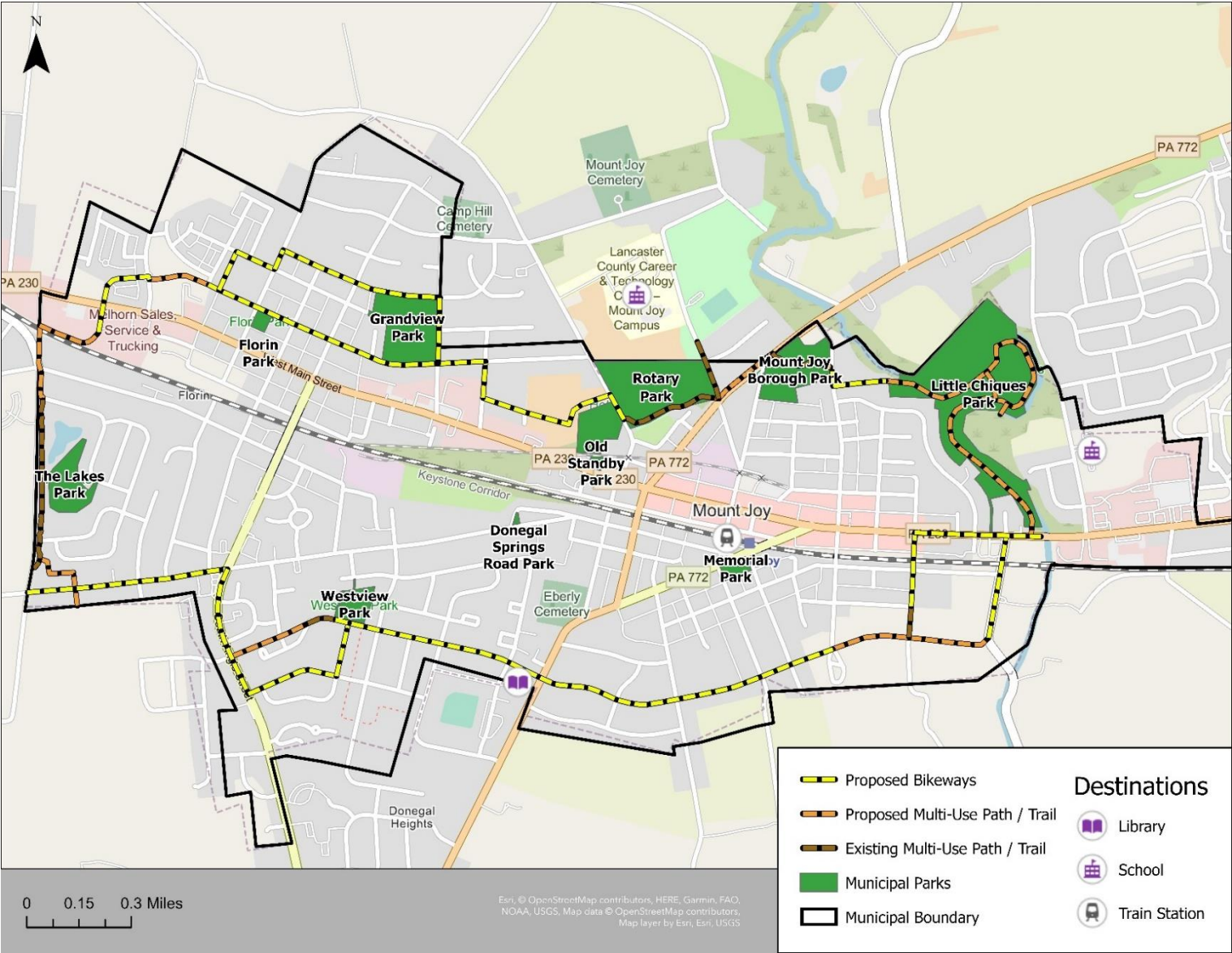
W11-15  
W11-15P  
(MUTCD)



*Image Source: [The Pedestrian and Bicycle Information Center](#), Danny McCullough*



Figure 15: Shared-Use Trail and Bikeways Network

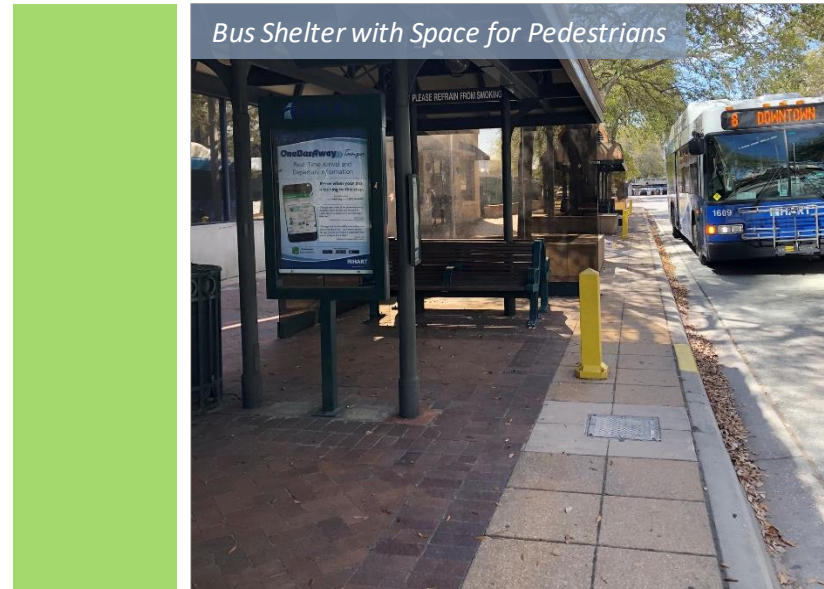


## Transit Access-Based Improvements

Transit access-based improvements include strategies such as:

- Delineated, safe crosswalks at nearby intersections for crossing between bus stop arrivals and departures
- Assessing bus stop locations for integration with active transportation strategies (locate bus stops at/near intersections where crossing can be made safe)
- Ensure multi-modal accessibility between bus route and train station
- Bus shelter, bench, and signage placement that does not interfere with pedestrian paths (encroach into sidewalk areas)
- Provision of bicycle parking at transit termini

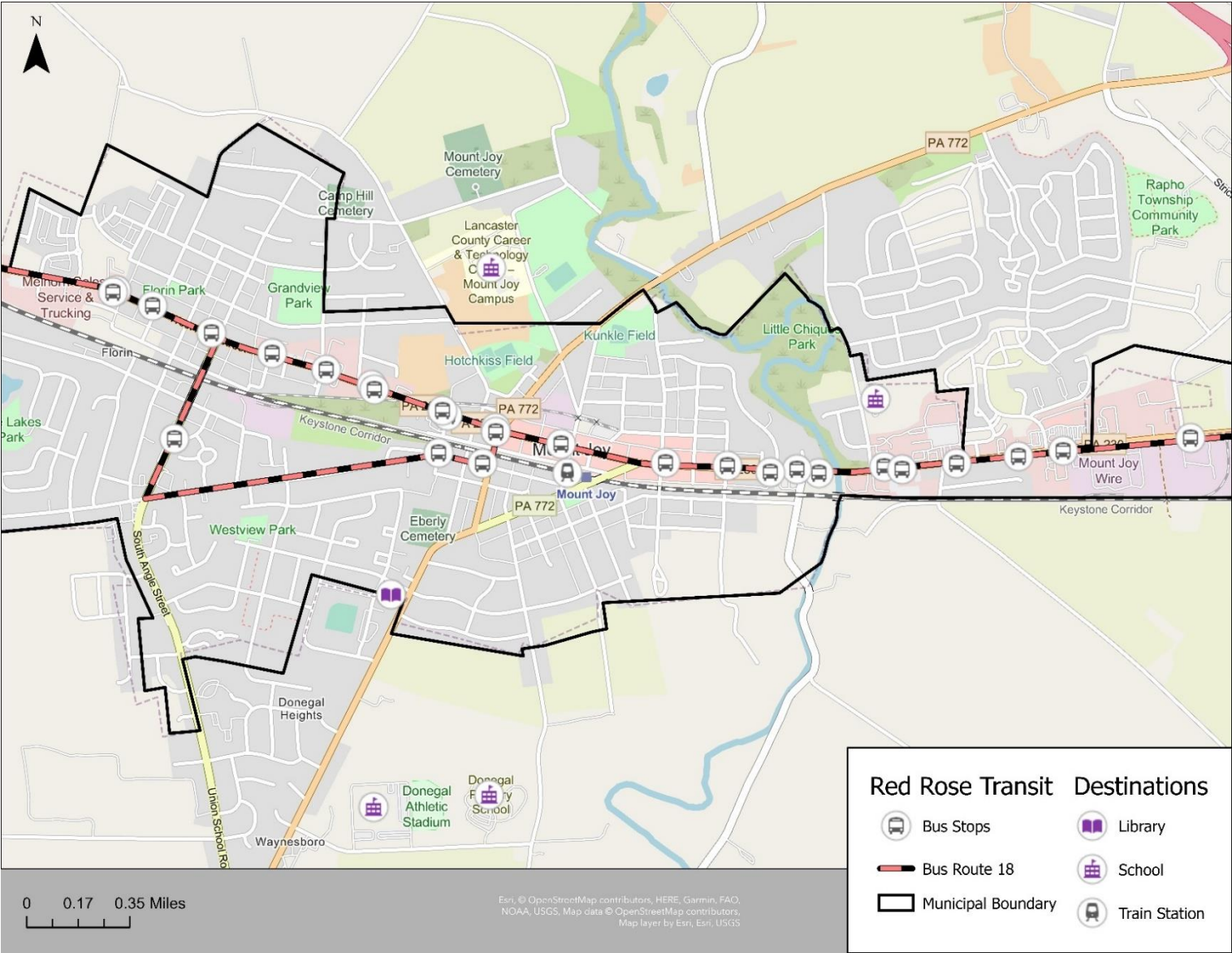
*Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of these countermeasures.*



*Image Source: Google Maps, Street View*



Figure 16: Transit Network





## Freight/Curbside Management Considerations

Freight/Curbside management improvements include strategies such as:

- Eliminating or relocating curbside parking (one or both sides of roadway)
- Utilizing parallel alleyways for active transportation routes and provide route finding (signing and pavement markings) for pedestrians and bicyclists
- Increasing lane width for higher truck percentage arterials and separating facilities (sidewalk, buffered bike lanes, widened shoulders, or shared-use path) for pedestrians and bicyclists.
- Revise corner turning radii. Utilize corner aprons as a form of curb extension, to provide truck turning radii yet delineate area for cars and pedestrians

*Refer to local, state, and national design guidebooks for the detailed guidance on the application and design of these countermeasures.*



Image Source: Mount Joy Parking Utilization Study



Image Source: Mount Joy Parking Utilization Study



Image Source: Mount Joy Parking Utilization Study

Facility Name		Average Utilization (%)					
		12:00 – 2:00 P.M.		4:30 – 6:30 P.M.		9:00 – 10:00 P.M.	
		2018	2026	2018	2026	2018	2026
1	Henry Street	18.8	100	13.0	46.8	30.4	16.8
	(1A) West of Weeping Alley	18.8	100	13.0	17.4	30.4	43.5
	(1B) East of Weeping Alley	0.0	100	0.0	64.1	0.0	0.0
2	Market Street	34.4	39.0	22.1	24.6	35.4	38.8
	(2A) North of Main Street (SR 230)	31.7	34.7	9.5	10.4	57.1	62.6
	(2B) South of Main Street (SR 230)	35.6	40.4	28.0	31.2	25.0	27.4
3	Main Street (SR 230)	51.8	56.7	42.7	46.8	44.7	49.0
	(3A) West of Marietta Ave (SR 772)	46.5	50.9	33.3	36.5	26.9	29.5
	(3B) East of Marietta Ave (SR 772)	58.6	64.2	65.7	60.2	67.9	74.4
4	Donegal Street	40.4	45.1	50.7	55.5	64.1	70.2
5	Delta Street	44.9	54.5	64.4	73.1	65.4	71.6
	Marietta Avenue (SR 772)	16.7	18.3	37.5	41.1	46.2	50.6
6	(6A) North of Donegal Street	16.7	18.3	39.6	43.4	41.7	45.7
	(6B) South of Donegal Street	16.7	18.3	35.7	39.1	50.0	54.8
7	Barbara Street	54.2	59.4	56.3	61.7	62.5	68.5
8	High Street	46.0	50.4	67.9	74.4	83.3	91.3
9	Jacob Street	46.0	50.4	55.2	60.5	19.0	20.8
10	Northwest Parking Lot	31.1	34.1	13.3	14.6	14.2	15.6
11	D.C. Gohn Parking Lot	40.6	44.5	11.5	12.6	7.8	8.5
12	Trinity Lutheran Church Parking Lot	20.0	23.5	21.0	23.8	32.0	35.1
13	Train Station Parking Lot (Market & Marietta)	99.0	98.0	45.8	40.1	3.1	2.7

Source: Mount Joy Parking Utilization Study





# IMPLEMENTATION



## Implementation: Communication & Five E's

Implementation of the active transportation principles and approaches described in this Guidebook requires a combination of strategies across six categories: communication, enforcement, engineering, equity, education, and encouragement (described in more detail below). The rest of this chapter outlines how these six strategies can be applied within Mount Joy to implement active transportation.

### Communication

Implementation of an active transportation plan will benefit from outreach and communication with community members and council members. Well informed supporters can be instrumental in the successful development of an active transportation network. Open communication will build community wide understanding and support for creating a bicycle and pedestrian friendly transportation network.

### Enforcement

Many components of an active transportation system are predicated on basic assumptions regarding land use, parking, travel speed and modal use. Encouraging travelers to obey traffic laws (speed, parking, no motorized vehicles on shared use trails, etc.) through enforcement reinforces the viability of the network. Similarly, enforcing setbacks and standards in new developments facilitates implementation of active transportation facilities.



### Engineering

Engineering and design elements should be included which support all users of the active transportation system. Designs should account for safety for all users and provide elements which develop the sense of place commensurate with the context of adjacent land uses.

### Equity

Balancing transportation options, modes, and accessibility for all transportation network users across all parts of the Borough will contribute to a more equitable transportation system for people of all income levels, ages and abilities.

### Education

Opportunities should be provided which educate citizens and transportation network users with the knowledge and skills needed to use and understand the active transportation facility and wayfinding through the system.

### Encouragement

Development of a network of active transportation facilities can encourage public health through walking and biking, attract new commercial and retail businesses, enhance safety and improve overall quality of life.



## Land Use & Zoning Recommendations

Zoning and land-use policies can set the framework for implementing the active transportation plan when associated with development projects. Repurposing of land-use, new site development, and subdivisions by developers and property owners all present opportunities for affecting and molding the transportation system.

Typically, when building new roads or making improvements to existing properties, developers are required to comply with existing roadway standards. Including the active transportation facilities and context zone considerations in with the standards will facilitate implementation of the active transportation plan.

Pedestrian and bicycle provisions, with respect to right-of-way needs, construction of sidewalks or multi-use paths as the case may be, and provision of appropriate street width to accommodate vehicles, bicycles and parking as determined by the existing land use and zoning codes gives guidance to the developer. It also provides a fair and equitable means for the Borough to require the developers to implement the active transportation plan.

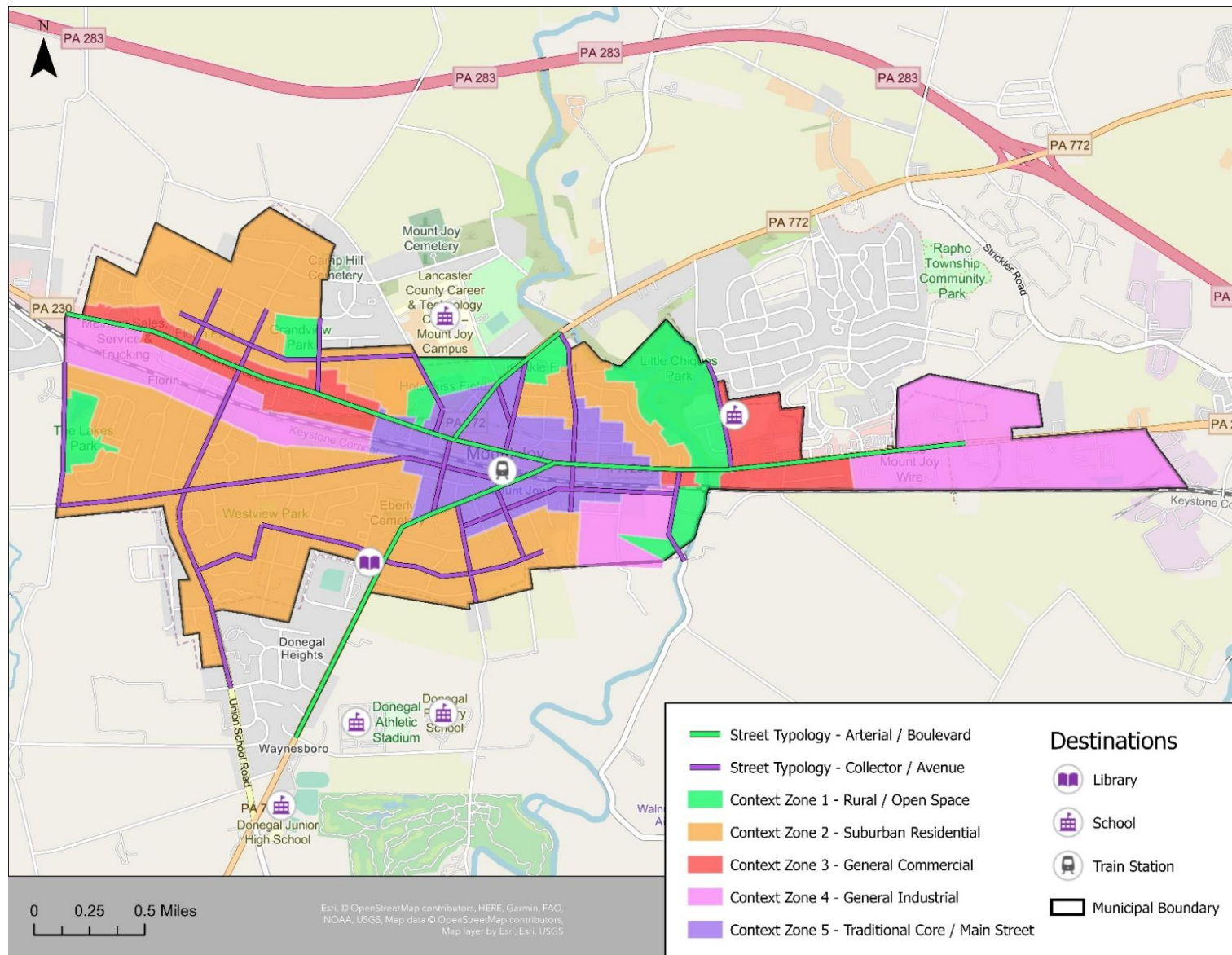
Encouraging mixed-used development, reducing building setbacks, driveway placement, on or off-street parking, etc. will contribute to creating the sense of place (context) and affect future implementation of active transportation facilities. Tools such as form-based coding and design overlays that support such predictable development outcomes better support walking and active transportation modes.



Image Source: ProBuilder, [Mixed-Use Development Finds a Better Blend](#), Peter Fabris.



Figure 17: Land-Use Context Network



## How to Use this Guidebook

1

### Identify the Road's Street Typology and the Land-Use Context

- By reviewing Figures 1 and 2 (land-use context map and street typologies map) or Figure 17 (combined map).
- *This information can also be identified by reviewing the Mount Joy Active Transportation Guide GIS website.*

Example: "This road is a Collector/Avenue in a C2- Suburban Residential area."



2

### Identify which Typical Sections are Applicable for the Street Typology and Land-Use Context of the Road

- By reviewing Table 1 and the associated Figures 3 thru 9 (the typical sections for different types of active transportation facilities).
- The typical sections convey the desired level of separation for active transportation modes.



3

### Consider How this Road Fits into the Existing Transportation Network

- By reviewing Figures 10, 11, 12, and/or 13 (existing pedestrian, bicycle, transit, and Level of Traffic Stress (LTS) networks).
- *This information can also be identified by reviewing the Mount Joy Active Transportation Guide GIS website.*





4

#### Consider the Multimodal Network's Major Needs

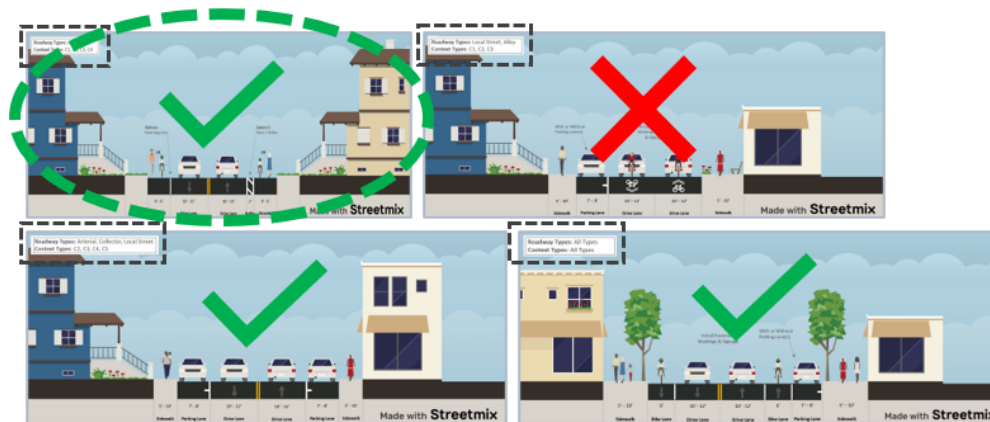
- By reviewing the "Multimodal Networks and Major Needs" section.
- *More specifically, by reviewing Figure 14 (intersections for active transportation improvements) and Figure 15 (shared-use trail and bikeways network)*



5

#### Identify which Typical Section should be Pursued for this Road

- Based on the findings from Step 1 through Step 4
- The selected typical section conveys the desired level of separation for active transportation modes.



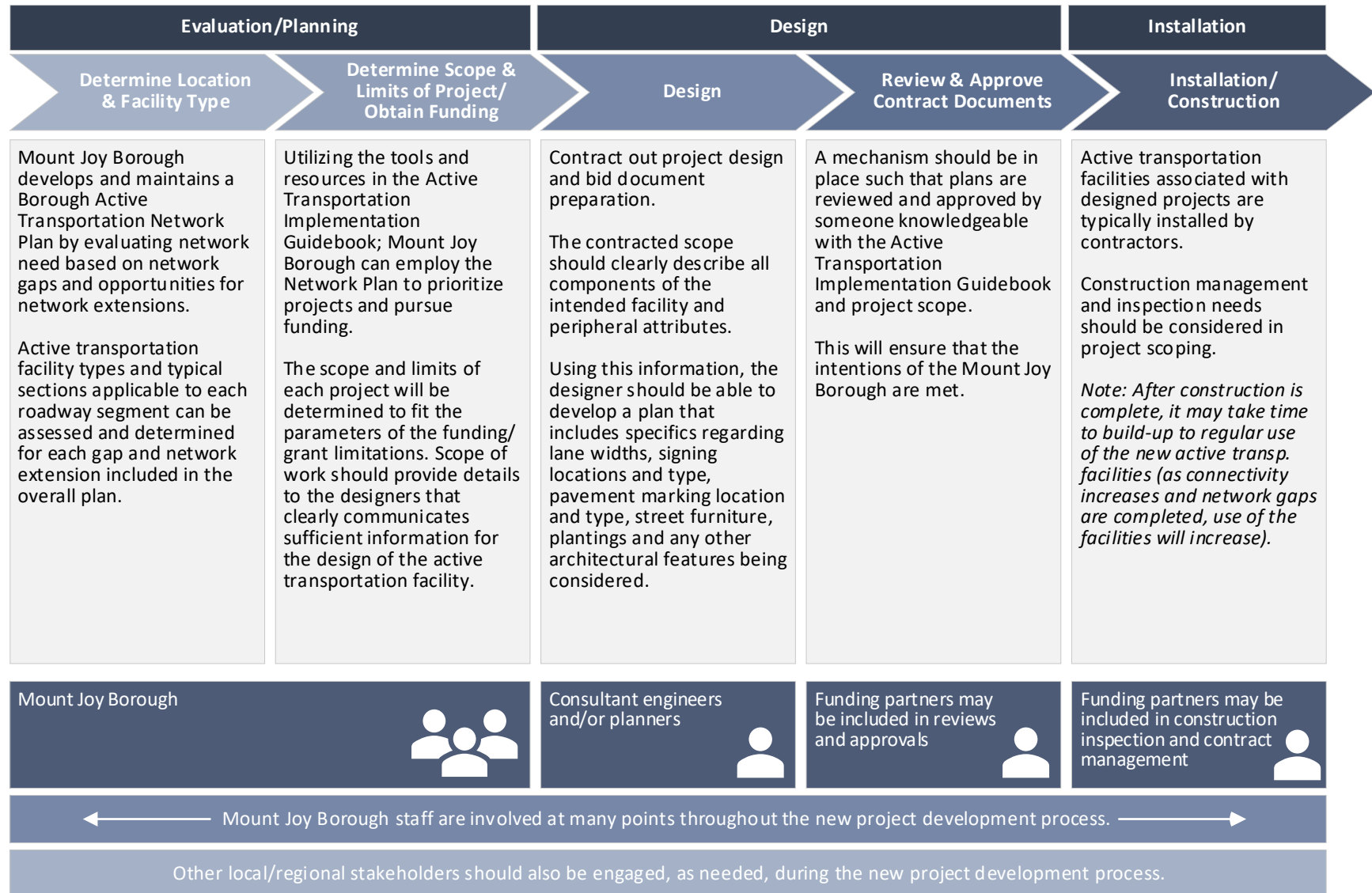
6

#### Proceed with the Typical New Project Development Process

and/or

Consider Leveraging Other Project Opportunities

## Typical New Project Development Process



## Project Selection Criteria & Performance Measures

### Project Selection Criteria

Identifying and prioritizing active transportation projects for funding is a fundamental step in building a network of continuous and connected multimodal facilities. The project ranking process should reflect overall program goals, integrating criteria, weights and scoring to ensure objectivity and a commitment to addressing any critical disparities in safety, health, accessibility, economic benefits and equity within the community.

The Borough's desire to implement improved active transportation access to key destinations and regional trail systems was identified as a major goal throughout the process. A range of criteria can be built into the process but should not be overly complex or require extensive analysis and scoring in support of overall goals and objectives. Below is a set of illustrative criteria designed reflect specific categories and address key Borough goals. The most important elements (for example, demonstrated safety improvement or access to a primary trail network) could be assigned a higher scores/weighting than secondary access to local businesses.

- *Safety (Project targets improvements to identified high crash/critical safety concern location— 30 points)*
- *Recreation (Provides direct access to major parks, or the Emerald Necklace— 30 points)*
- *Transit (Project facilitates safe and direct access to Train Station and fixed route bus stops—20 points)*
- *Community (Project provides direct access to schools, Town Hall, Library or Community Centers—10 points)*
- *Economic (Project supports direct access to local serving retail in the Main Street District—10 points)*

When determining project selection and priorities criteria must be balanced with specific needs, complexity, and available funding.

### Performance Measures

Performance measures exist to track the extent to which active transportation and complete street policies and projects are demonstrating successful outcomes. Beyond conventional measures focused on capacity and mobility, measures should address broader categories like access, economy, environment, safety, and health, accounting for how implementation will impact the community in the long-term. These should also reflect the local context and reinforce safe, reliable, and affordable ways to reach important everyday destinations such as employers, schools, healthcare, and other daily needs.

Measuring the degree of success for Mount Joy should not be a burdensome process. Keeping in mind that it difficult to improve or address issues which do not get tracked, performance measures selected should be tied to overall program goals and objectives and with a level of complexity and data collection that does not exceed available staff and resources. Performance measures should also incorporate benchmarks over a specified time period, such as within 2-5 years.

Potential performance measures for Mount Joy include:

- *Reduction in number and severity of crashes for all modes*
- *Percentage of community that is within ½ mile of a low stress bike route*
- *Linear feet of pedestrian infrastructure/mileage of new bicycle infrastructure*
- *Number of newly installed curb ramps*
- *Number of new connections to regional trail networks*
- *Reduction in commercial vacancies in commercial districts*



Project Categories – Examples of Implementation Opportunities



**Quick Hitters**

Installing Signing for “Yield Roadways”

Installing Signing and Pavement Markings for Bicycle Boulevards

Painting Edge Lines to Delineate Shoulder

Installing Signing for Shared Use Path

Removing On-Street Parking to Make Room for Bike Lane (Install Signs and Markings)



**Leveraged**

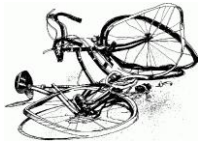
Adding Shoulder to a Roadway Project

Revising Lane Markings and Adding a Bike Lane to a Resurfacing Project

Resurfacing an Alley and Signing and Marking it as a Parallel Pedestrian and Bicycle Route (Yield Roadway)

Building ADA ramps and Sidewalk in conjunction with a Resurfacing Project

Adding Wider Sidewalk and Shoulders to a Bridge Reconstruction Project



**Operational and Safety**

Adding Pedestrian Heads, Phasing, and Crosswalks at a Signal

Installing an RRFB at an Uncontrolled Pedestrian Crossing

Adding a Buffered Bike Lane

Constructing a Shared Use Path Alongside an LTS 4 Arterial

Painting High Visibility Crosswalks



**Long Term/Capital Projects**

Completing Portions of the Emerald Necklace Shared Use Trail

Acquiring ROW and Widening Lanes and Shoulders

Constructing a Grade Separated Pedestrian Crossing Over the Amtrak Tracks

Constructing Separated Bike Lanes along Bike Lane Portions of Emerald Necklace

Opportunities for Leveraging – Every Maintenance or Transportation Infrastructure Project is an Opportunity

**Transportation Infrastructure Projects – Externally Led**

PennDOT construction and resurfacing projects present opportunities to implement new transportation features or change cross sectional elements on existing travel-ways. The Borough should communicate an interest in participation during project development (PennDOT Connects) and during the review process to advocate for implementing desired active transportation facilities along PennDOT corridors. Examples would include adding geometric changes such as shoulder widening and ADA ramp construction at intersections or signing and pavement marking for new lane configurations with bike lanes and bike routes.

**Transportation Infrastructure Projects – Borough Led**

Borough led transportation projects, from resurfacing to capital improvements funded through grants or direct budget should be evaluated to incorporate and account for active transportation facilities. Opportunities for completing gaps, changing lane configurations, adding bike lanes or delineating shoulders can be easily accomplished in conjunction with resurfacing projects. Resurfacing projects also allow intersection improvements to be pursued such as ADA ramps, sidewalks and crosswalks; all contributing to connectivity of pedestrian routes.



**Mount Joy Borough**  
Established 1851 in Lancaster County, PA

### Demonstrations/Pilots

Demonstration projects provide a good opportunity to introduce new active transportation concepts and ideas to the general public. These pilots can be implemented using permanent materials or low-cost, quick-build, temporary/tactical urbanism design materials.

Bicycle boulevards (neighborhood bikeways) and yield roadways are low cost and easily implemented. A high-profile location like Park Avenue, which was frequently identified in the public survey (because it is the primary pedestrian access to Little Chiques Park), might offer an excellent location for a yield roadway pilot project.

Designation/delineation of Old Market St. as a bicycle boulevard, with the intention of developing a spur tie-in with the Emerald Necklace multi-use trail across Manheim St., is another potential demonstration project. Concurrent with this project the triangle of land within the public ROW at the intersection with Market Street in front of Bube's Brewery could be 'dressed up' to establish an intentional sense of place.



Image Source:  
[FHWA Small Town and Rural Design Guide, 2016.](#)



### WHAT IS TACTICAL URBANISM?



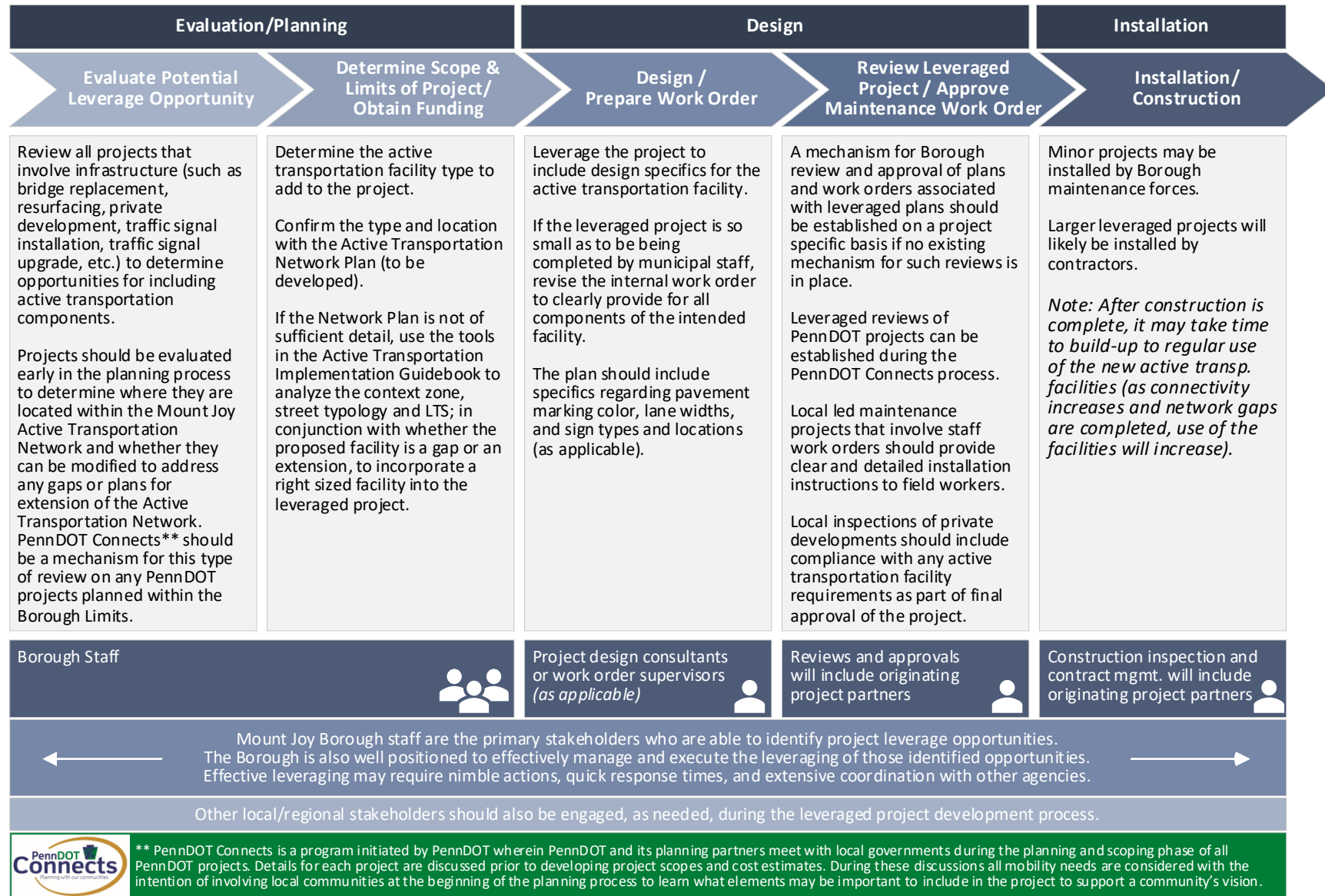
*Tactical urbanism refers to a citizen-led, city, and/or organizational approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. Sometimes known as “demonstration” or “pop-up” projects, tactical urbanism is designed to experiment with and gather input on a range of project types from smaller-scale complete street upgrades and pedestrian plazas to temporary bike lanes and parklets.*

*Such projects represent a form of “iterative project delivery” designed to draw attention to perceived shortcomings, widen public engagement and understanding, test potential solutions, and ultimately inspire action to support desired changes in community infrastructure.*





## Typical Leveraged Project Development Process



## Partnerships & Funding

### **Partnerships:**

Identifying the champions and partners within local organizations and the community who will support these projects can help to build the momentum to carry these efforts forward.

Traditional partners include:

- planning organizations,
- transit agencies,
- economic development groups,
- business associations,
- school leaders/parents,
- senior living facilities,
- parks and recreation organizations,
- active transportation advocacy groups,
- and more.

Furthermore, partners can provide additional insight and guidance into users' needs. For example, local bicycle advocacy groups like the Bicycle South Central Pennsylvania could serve as both a resource and a means for connecting Borough leaders with local residents who bicycle in and around Mount Joy.

### **Funding**

"How will we pay for it?" will be a frequent and important question as these efforts move from vision to implementation. The simple answer is: *together*.

There are multiple methods and sources of funding available for these types of projects:

- state grants (ex: Dept. of Transportation, Dept. of Conservation & Natural Resources, Dept. of Community & Economic Development)
- regional grants (ex: Lancaster County Planning Commission)
- advocacy group grants (ex: Smart Growth America, Transp. for America, AmericaWalks, Safe Routes Partnership)
- developer fees/requirements

Determining the right combination of funding sources will be critical for the success of the projects.

## Monitoring/Benchmarking

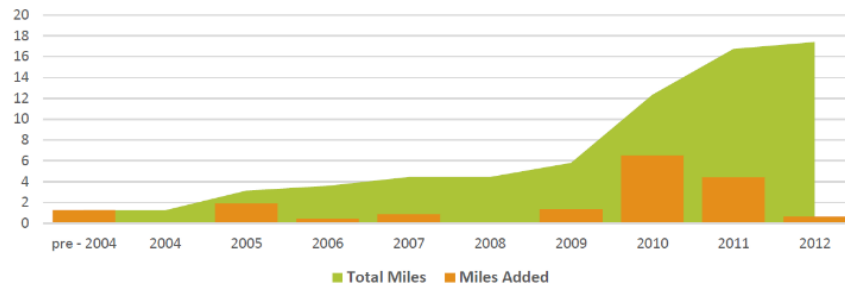
Since any program or policy is only as effective as its implementation, the use of regular reporting will monitor the progress the Borough is making in its efforts to build a network of active transportation and complete streets.

This will ensure greater accountability and build in a transparent framework that directly links project implementation to their support of the selected performance measures and community outcomes over a specified period of time. Combined with an emphasis on the “Five E’s”, tracking measurable local attributes can demonstrate how the active transportation policy and program are making a difference.

The figure below provides an example of benchmarking from a 2017 City of Billings Complete Streets Progress Report. The figure summarizes the annual miles of added bike lanes and the cumulative total miles of bike lanes, over an eight-year period. This information helps the City of Billings to understand the progress they’ve made and the pace of growth during that time.

**Figure 4.1** Yearly Bike Lane Mileage Added & Total (Pre-2004 to 2012)

Data Source: City of Billings



Source: City of Billings, Montana, [City of Billings Complete Streets Progress Report \(2017\)](#)





## Other Tools & Resources to Assist in Design and Delivery

### Design Guidance:

There are many local, state, and federal design guidance documents that can provide additional information on the application and design of active transportation facilities and networks.

Some examples include:

- AASHTO [Guide for the Development of Bicycle Facilities](#)
- FHWA [Bikeway Selection Guide](#)
- FHWA [Separated Bike Lane Planning & Design Guide](#)
- NACTO [Urban Street Design Guide](#), [Urban Bikeway Design Guide](#), and [Transit Street Design Guide](#)
- NACTO [‘Don’t Give Up at the Intersection’ Guide for Bicycle Crossings](#)
- FHWA [Small Town and Rural Multimodal Networks](#)
- FHWA [Manual on Uniform Traffic Control Devices](#)

### Resources:

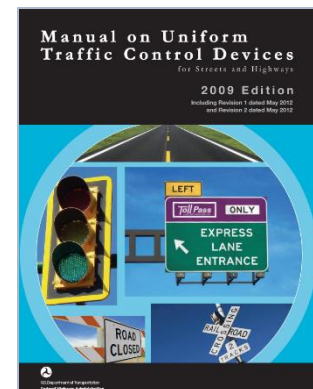
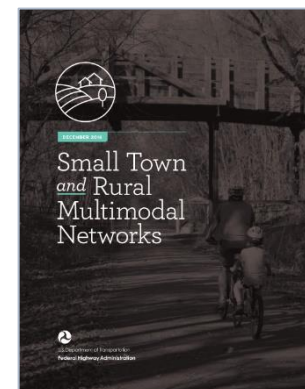
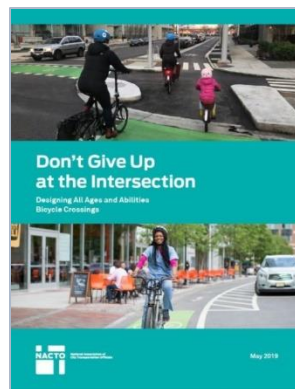
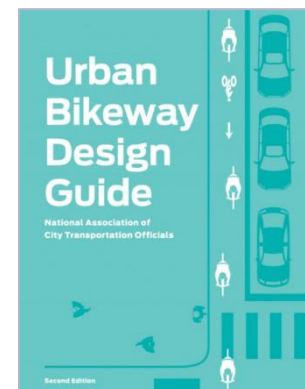
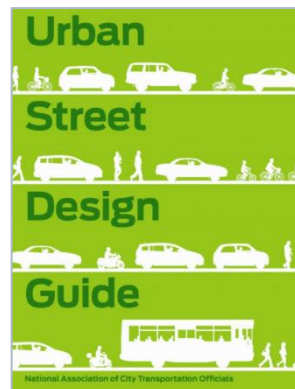
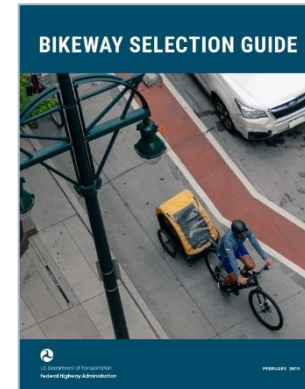
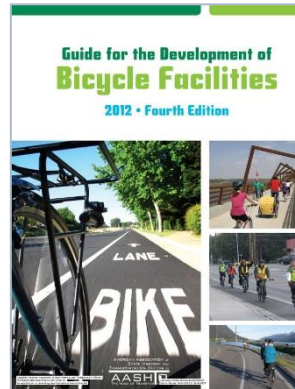
There are multiple educational and advocacy organizations that have valuable resources related to active transportation, complete streets, and context-sensitive design.

Some examples include:



National Complete  
Streets Coalition

VISION 44:10 NETWORK







# APPENDICES



## Appendices

- A. [Summary of Survey Responses](#)
- B. [Street Inventory Data Table](#)





# **Appendix A:**

## **Summary of Survey Responses**

## Survey Summary

A communitywide survey/questionnaire was developed and made available on the Borough website to gather information from the community at large regarding perceptions and concerns with a focus on walking, biking, and transit.

### **Survey Content**

The survey was comprised of 17 questions and enabled an analysis which accounts for age, residency (or other interest in the Borough) and primary reasons for using different travel modes.

There were three open ended questions in the survey, allowing for the public to bring attention to issues otherwise unidentified.

### **Survey Distribution Logistics**

The survey was completed both online and in-person. A link to the online survey was posted to the Mount Joy Borough Website and hard copies of the survey were provided at the Mount Joy Borough Office Building.

The first round of the survey was opened in late January 2020, with a submission date of May 1, 2020. The survey was then reopened/ extended to account for the effects of the COVID-19 community impacts. A few extra questions were added to capture whether they had responded before to the first round of the online survey.

### **Survey Responses**

More than 200 responses to the survey were received. Not every person answered every question.

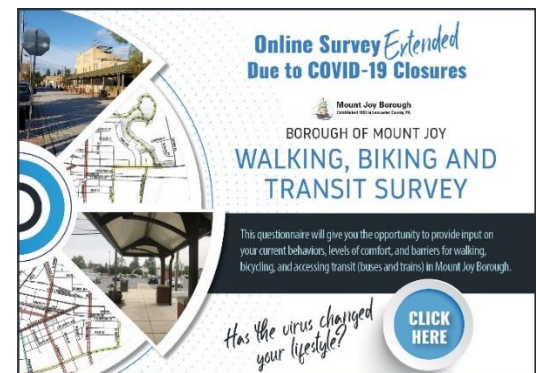
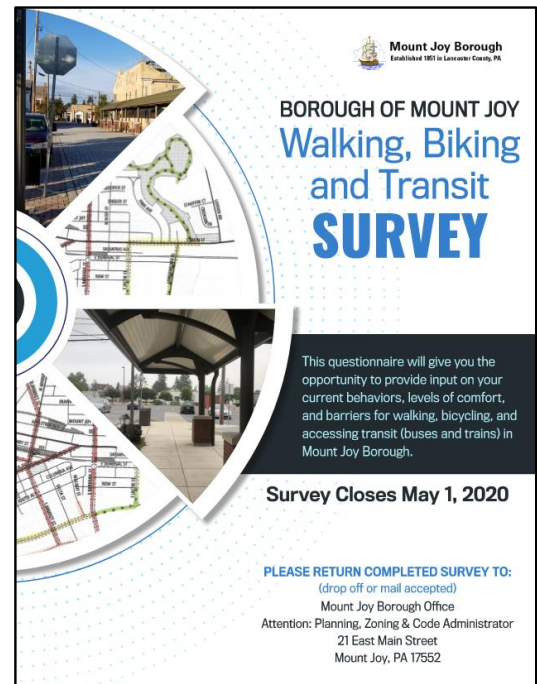
### **What's in this Appendix?**

This appendix includes the raw, downloaded responses and summaries from the online survey.

Please note:

- Questions 19 through 34 reflect the responses from the initial survey period.
- Questions 1 through 18 reflect the responses received after the survey was reopened/extended.
- The paper responses were entered into the online survey (Questions 19 through 34).

All these results were combined for the analysis.

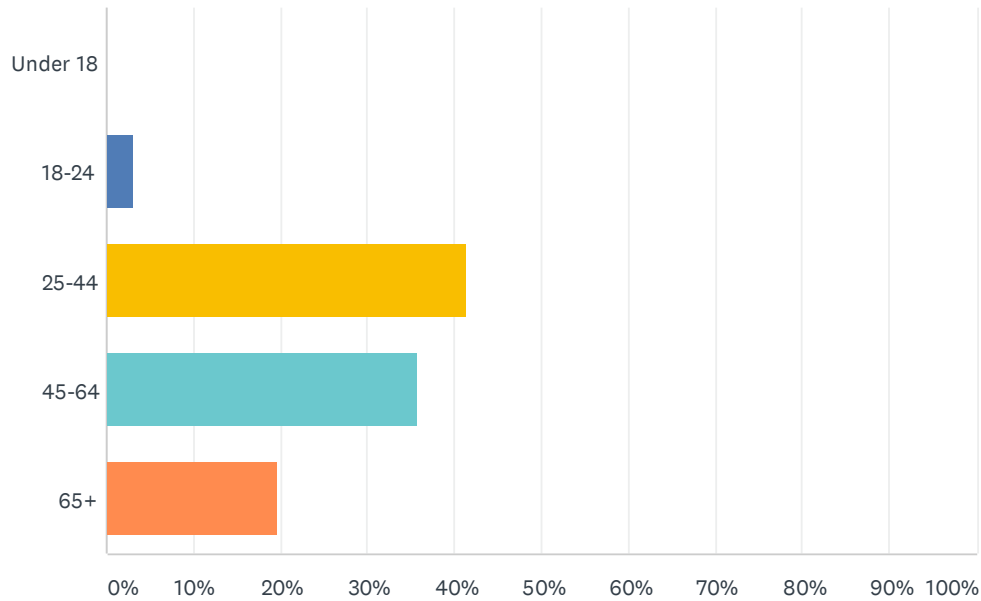


### **What's in the Guidebook?**

The analysis summary and graphics included in the Guidebook represent the findings for all the responses received - both online and in-person. These graphics provide a comprehensive overview of the survey responses.

## Q19 How old are you?

Answered: 224 Skipped: 16



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	3.13%	7
25-44	41.52%	93
45-64	35.71%	80
65+	19.64%	44
TOTAL		224



## Q20 What is your Zip Code?

Answered: 221   Skipped: 19

# Borough of Mount Joy Walking, Biking and Transit Survey

#	RESPONSES	DATE
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2	17552	12/3/2020 10:18 AM
3	17552	12/3/2020 10:15 AM
4	17552	12/3/2020 10:13 AM
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6	17552	12/3/2020 10:04 AM
7	17552	12/3/2020 9:58 AM
8	17552	12/3/2020 9:56 AM
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37	17552	12/3/2020 7:43 AM

# Borough of Mount Joy Walking, Biking and Transit Survey

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51	17552	4/5/2020 4:14 PM
52	17552	4/5/2020 3:22 PM
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54	17552	4/2/2020 5:00 PM
55	17552	3/23/2020 8:05 PM
56	17552	3/18/2020 8:31 PM
57	17552	3/18/2020 10:03 AM
58	17552	3/17/2020 10:02 PM
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# Borough of Mount Joy Walking, Biking and Transit Survey

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# Borough of Mount Joy Walking, Biking and Transit Survey

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# Borough of Mount Joy Walking, Biking and Transit Survey

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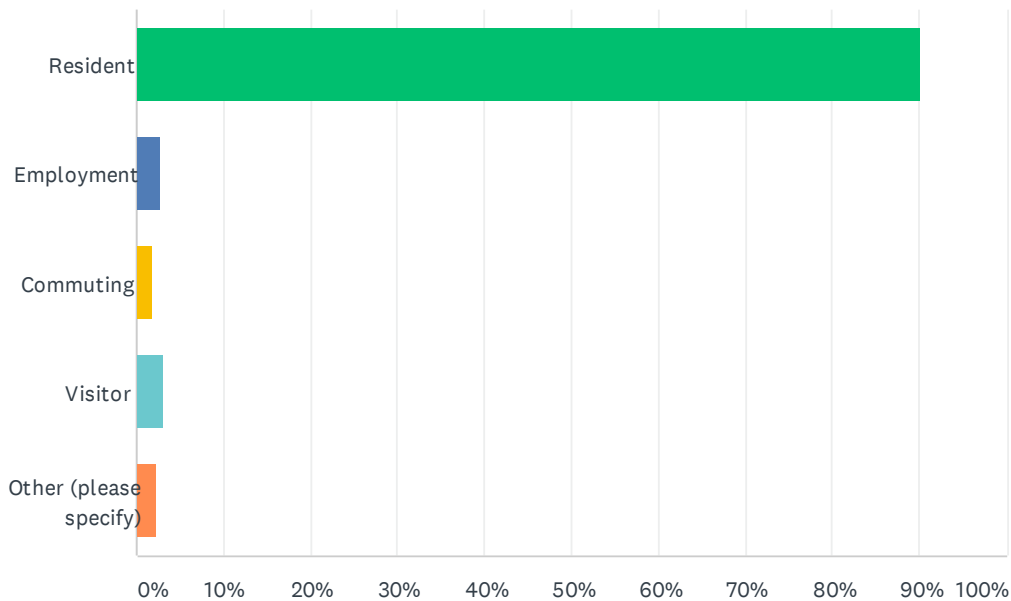


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## Q21 What is your primary interest in the Borough?

Answered: 223 Skipped: 17

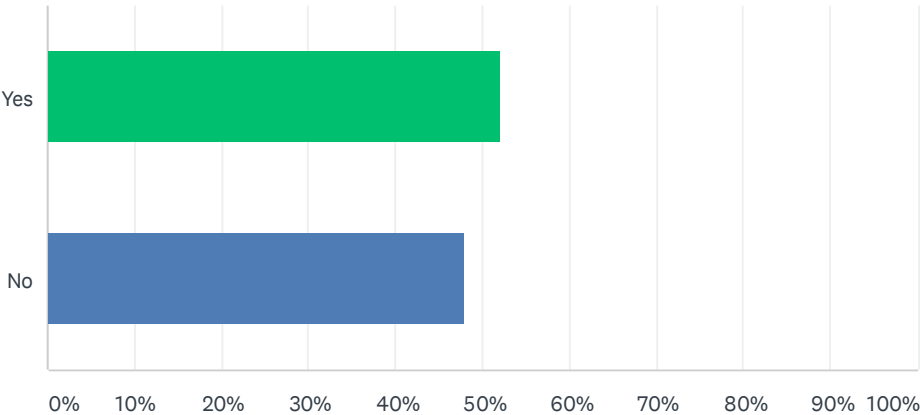


ANSWER CHOICES	RESPONSES	
Resident	90.13%	201
Employment	2.69%	6
Commuting	1.79%	4
Visitor	3.14%	7
Other (please specify)	2.24%	5
TOTAL		223

#	OTHER (PLEASE SPECIFY)	DATE
1	Donegal SD employee and MountJoy Patron	4/4/2020 10:28 AM
2	Former resident but still cyclist in area	3/3/2020 4:10 PM
3	Used to be resident now vistor	2/6/2020 9:29 AM
4	Business and Resident	2/5/2020 8:16 AM
5	Business	2/4/2020 9:22 AM

Q22 Are there car trips you wish you could replace with another mode?

Answered: 219    Skipped: 21

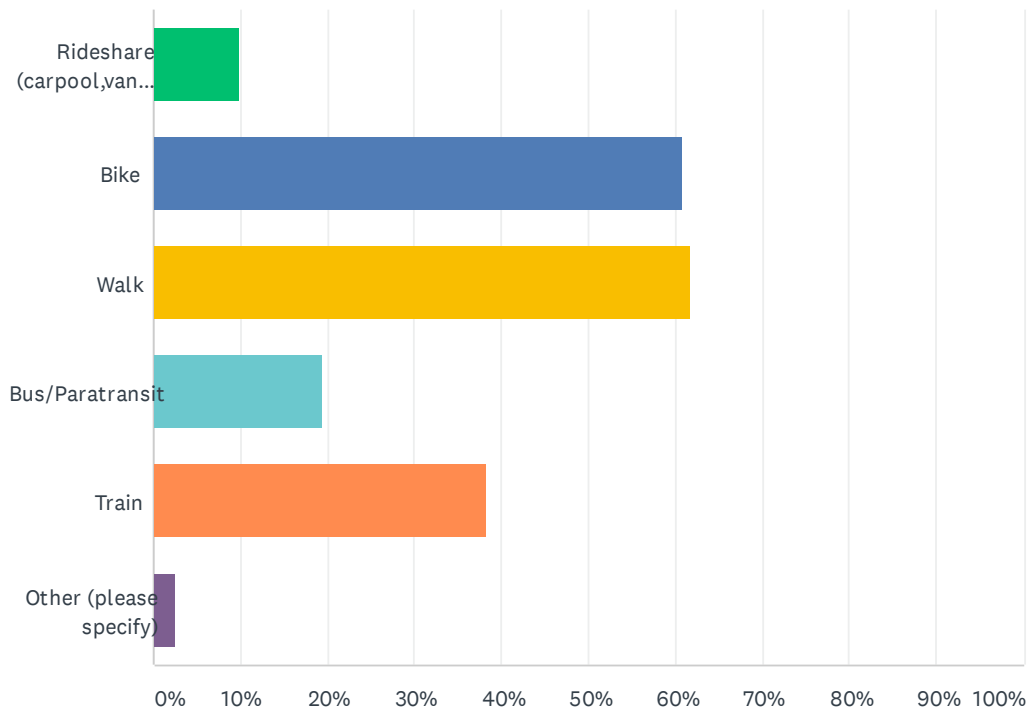


ANSWER CHOICES	RESPONSES	
Yes	52.05%	114
No	47.95%	105
TOTAL		219



## Q23 If yes, which mode(s) would you prefer?(Select all that apply)

Answered: 123 Skipped: 117

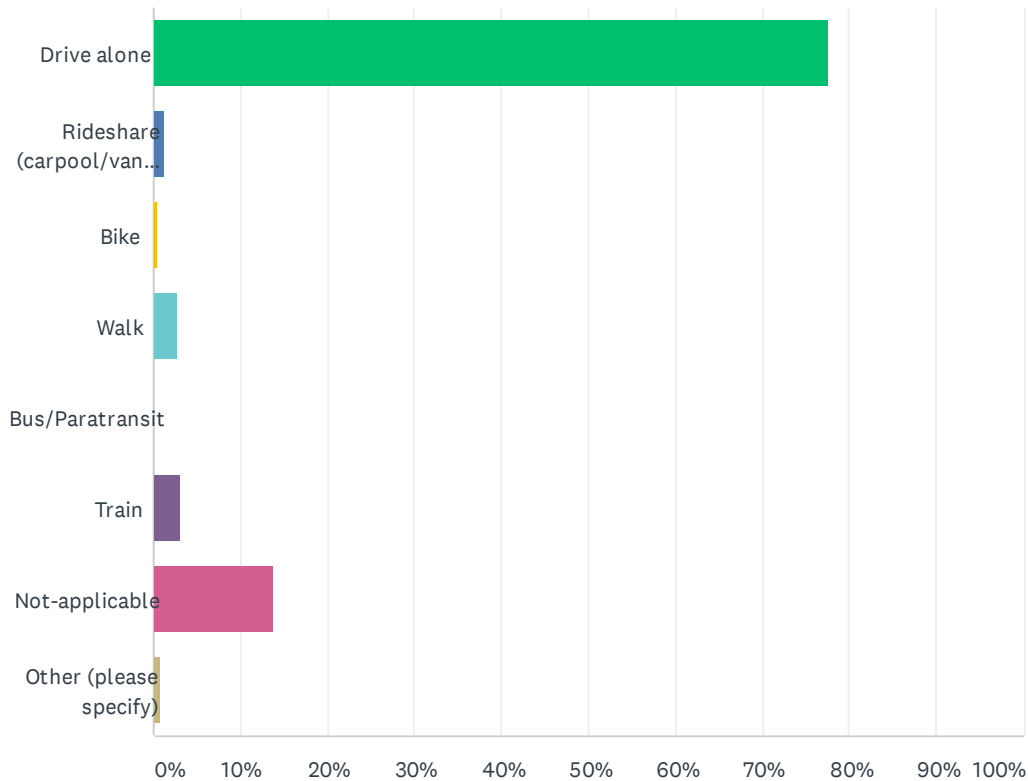


ANSWER CHOICES	RESPONSES	
Rideshare (carpool, vanpool)	9.76%	12
Bike	60.98%	75
Walk	61.79%	76
Bus/Paratransit	19.51%	24
Train	38.21%	47
Other (please specify)	2.44%	3
Total Respondents: 123		

#	OTHER (PLEASE SPECIFY)	DATE
1	Walking on Park Ave is almost dangerous especially if two cars coming passed each other. I know the person who put up such a stink about sidewalks or even trails. Boro - should never cave to one self centered person like her.	12/3/2020 8:13 AM
2	Scooters!	2/11/2020 5:59 PM
3	I already use the train station every day and walk or run around town.	2/4/2020 5:44 PM

## Q24 How do you typically travel to work/school?

Answered: 223 Skipped: 17

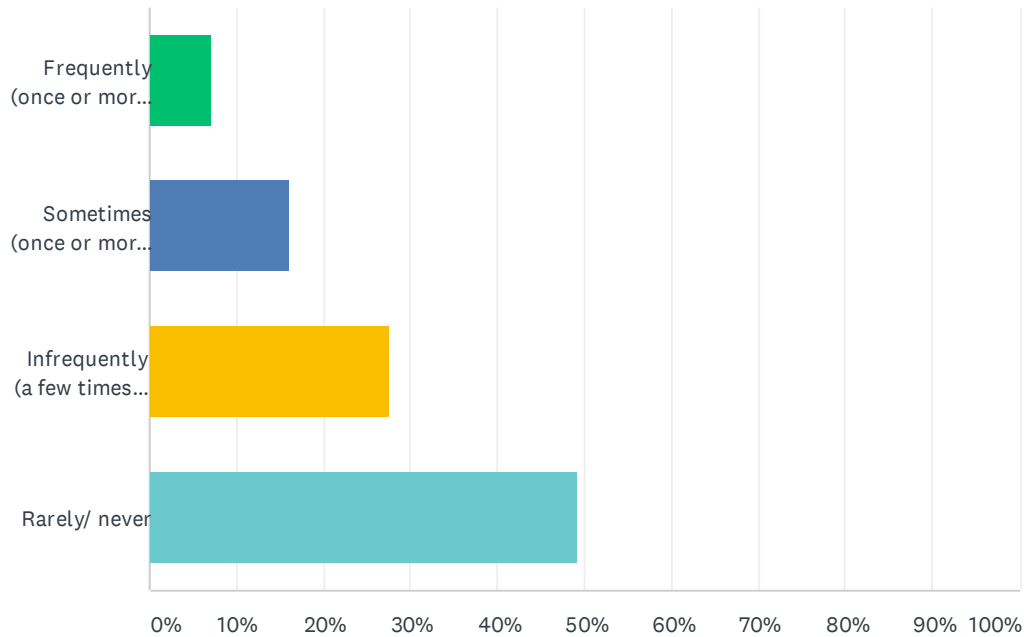


ANSWER CHOICES	RESPONSES	
Drive alone	77.58%	173
Rideshare (carpool/vanpool)	1.35%	3
Bike	0.45%	1
Walk	2.69%	6
Bus/Paratransit	0.00%	0
Train	3.14%	7
Not-applicable	13.90%	31
Other (please specify)	0.90%	2
<b>TOTAL</b>		<b>223</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Work from home but need to travel by air	4/5/2020 3:22 PM
2	Retired	2/4/2020 8:46 AM

## Q25 How often do you typically bike in/ around the Borough?

Answered: 224 Skipped: 16

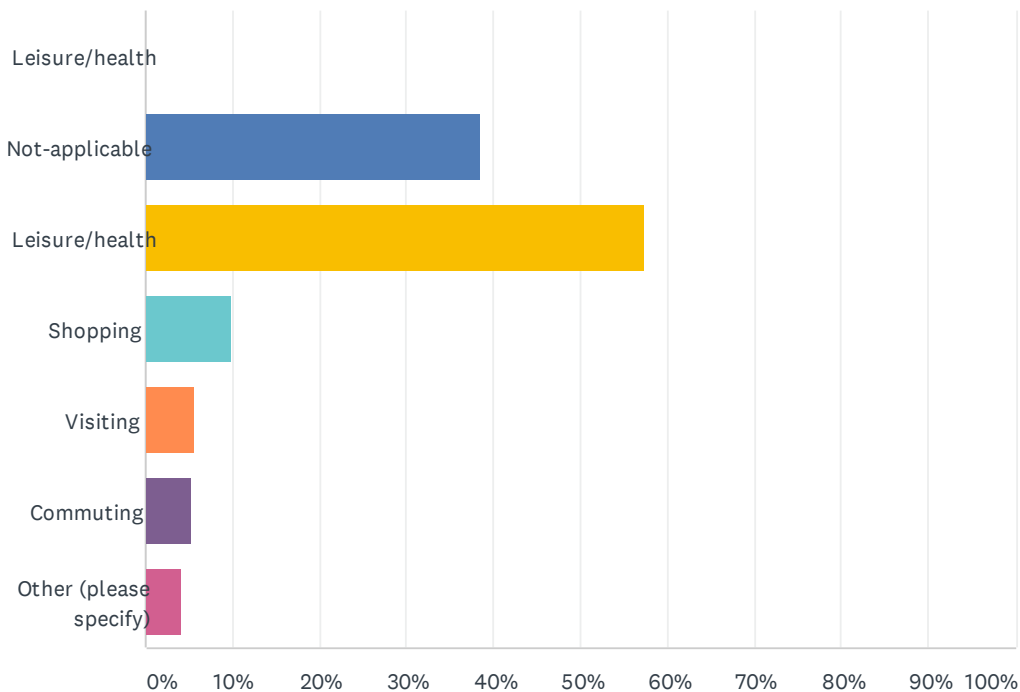


ANSWER CHOICES	RESPONSES	
Frequently (once or more per week)	7.14%	16
Sometimes (once or more per month)	16.07%	36
Infrequently (a few times a year)	27.68%	62
Rarely/ never	49.11%	110
TOTAL		224



## Q26 What are your primary reasons for biking in/ around the Borough? (Select all that apply)

Answered: 213 Skipped: 27



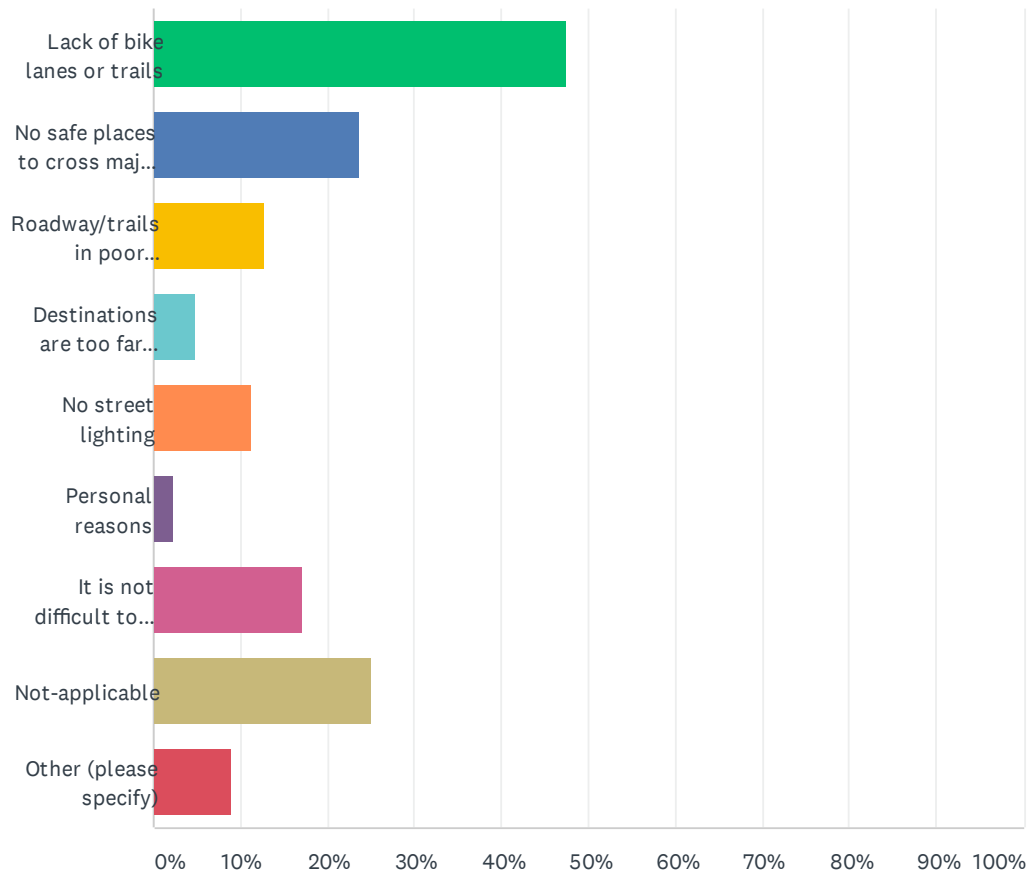
ANSWER CHOICES	RESPONSES	
Leisure/health	0.00%	0
Not-applicable	38.50%	82
Leisure/health	57.28%	122
Shopping	9.86%	21
Visiting	5.63%	12
Commuting	5.16%	11
Other (please specify)	4.23%	9
Total Respondents: 213		

# Borough of Mount Joy Walking, Biking and Transit Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Errands - P.U., Banking, Lawyer	12/3/2020 10:04 AM
2	Fishing	3/3/2020 2:39 PM
3	Bar hopping	2/8/2020 10:49 AM
4	Never	2/5/2020 11:20 PM
5	My grandson bikes around town.	2/4/2020 10:50 PM
6	I choose not to bike due to the high volumes of traffic-especially at intersections that can be dangerous for pedestrians, let alone bikers.	2/4/2020 3:06 PM
7	Biking to parks, playgrounds and dinner.	2/4/2020 11:38 AM
8	Commuting to work	2/3/2020 8:38 AM
9	I could actually use a bike for job related inspections and activities.	1/30/2020 10:58 AM

## Q27 Do any of these factors make it difficult or unpleasant for you to bike in/around the Borough?(Select all that apply)

Answered: 211 Skipped: 29



ANSWER CHOICES	RESPONSES	
Lack of bike lanes or trails	47.39%	100
No safe places to cross major streets or insufficient time to cross the street	23.70%	50
Roadway/trails in poor condition	12.80%	27
Destinations are too far away	4.74%	10
No street lighting	11.37%	24
Personal reasons	2.37%	5
It is not difficult to bike in/around the Borough	17.06%	36
Not-applicable	25.12%	53
Other (please specify)	9.00%	19
Total Respondents: 211		

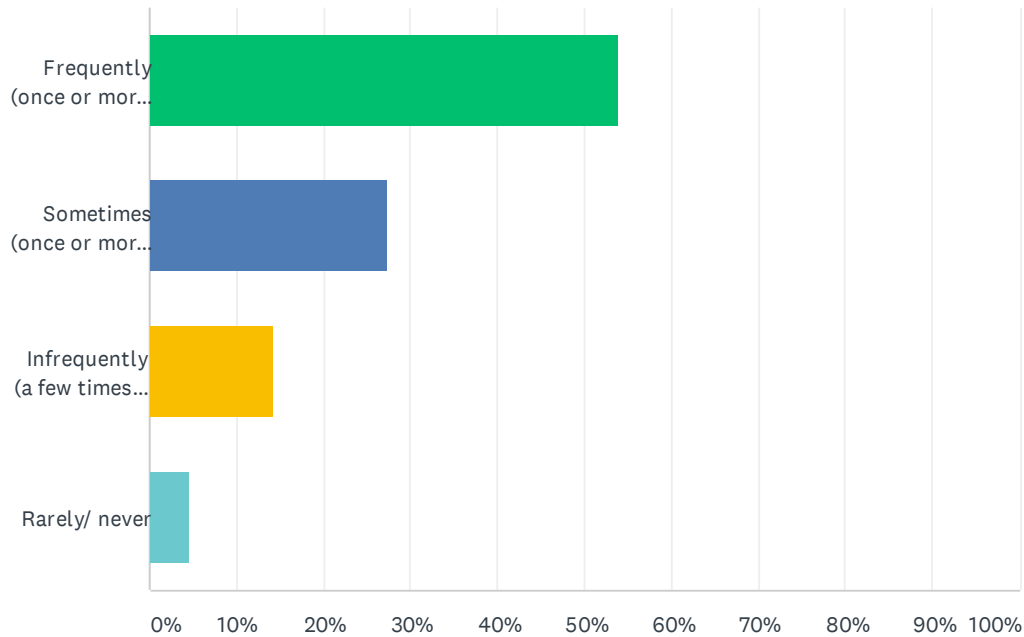
# Borough of Mount Joy Walking, Biking and Transit Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Narrow street with parking on both sides. Example: West Donegal Street east of New Haven Street	12/3/2020 10:08 AM
2	No sidewalks or way to cross over railroad tracks that divide our community (I'm elderly, I bike on sidewalks)	12/3/2020 10:04 AM
3	Bike areas to lock bike to	12/3/2020 9:29 AM
4	Do not bike	12/3/2020 9:17 AM
5	Many motorists do not yield to pedestrians or bikers! People speed like crazy!	12/3/2020 8:31 AM
6	Motorists are too distracted... cell phones. Motorists are inconsiderate. I bike on the Susquehanna River Trail.	12/3/2020 7:39 AM
7	Have NO INTEREST in biking in Mount Joy Borough	3/13/2020 11:13 AM
8	Vehicle speed	2/24/2020 7:00 PM
9	Not a biker. But I am a runner. I generally run around the main streets up around the high school, main access roads etc. I stay away from the back country roads.	2/21/2020 4:19 PM
10	Dangerous. People drive to fast. Donegal Springs Rd is like a speedway. Posted speed limit should be 25, not 35. Speed tables would help.	2/21/2020 2:34 PM
11	Not enough places to securely lock a bike at downtown establishments.	2/19/2020 3:37 AM
12	No that interested in biking.	2/17/2020 11:31 AM
13	It would be more safe if the borough would enforce the no biking on sidewalks ordinance.	2/11/2020 10:43 AM
14	The biggest obstacle is non bicycling traffic seems to have a mentality that bikes shouldn't be there, possibly slowing them down, getting in the way of vehicle traffic. Many drivers do not want to wait till they can safely pass a bicycle and will not move over.	2/7/2020 1:23 PM
15	Increased volume of traffic in the borough over the past decade or so has caused me to bike to my destinations within the borough far less than I had done in the past.	2/4/2020 9:32 PM
16	It would be nice to have more site-specific trails if there is room.	2/4/2020 5:44 PM
17	traffic	2/4/2020 2:01 PM
18	I ride on the side streets with my children, some of the roads could be updated	2/4/2020 12:42 PM
19	Do not feel safe on main street if I go with my grandchildren we stay on the sidewalk which I don't like doing either we typically stay back on Park Avenue and that area where it's safe but it is nice to take them up town for ice cream	2/4/2020 11:18 AM



## Q28 How often do you typically walk in/ around the Borough?

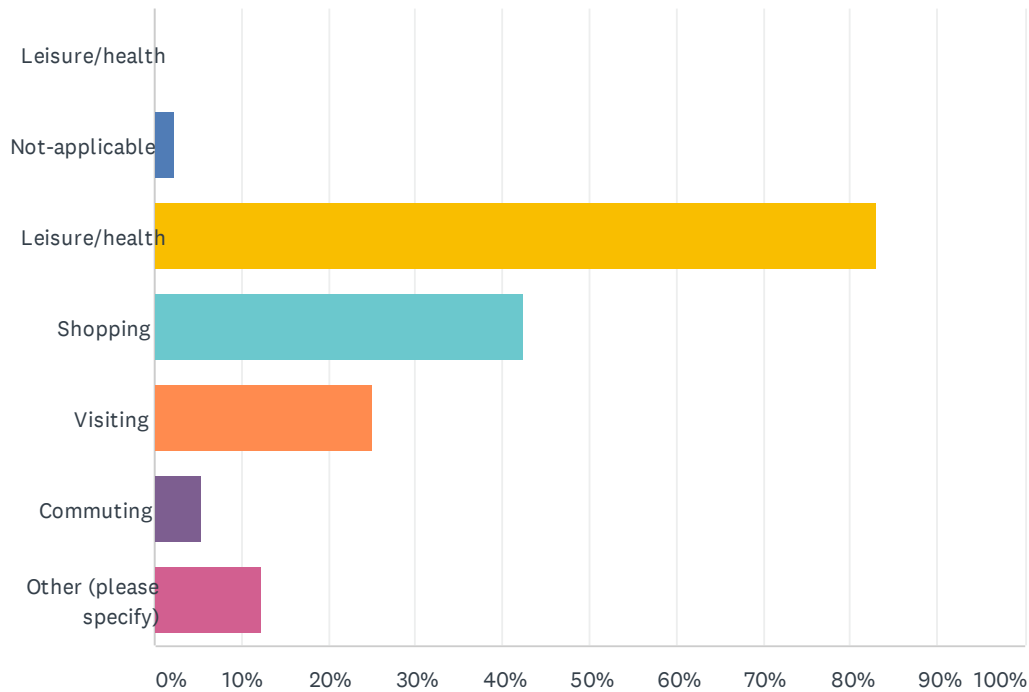
Answered: 219 Skipped: 21



ANSWER CHOICES	RESPONSES	
Frequently (once or more per week)	53.88%	118
Sometimes (once or more per month)	27.40%	60
Infrequently (a few times a year)	14.16%	31
Rarely/ never	4.57%	10
TOTAL		219

## Q29 What are your primary reasons for walking in/ around the Borough? (Select all that apply)

Answered: 219   Skipped: 21



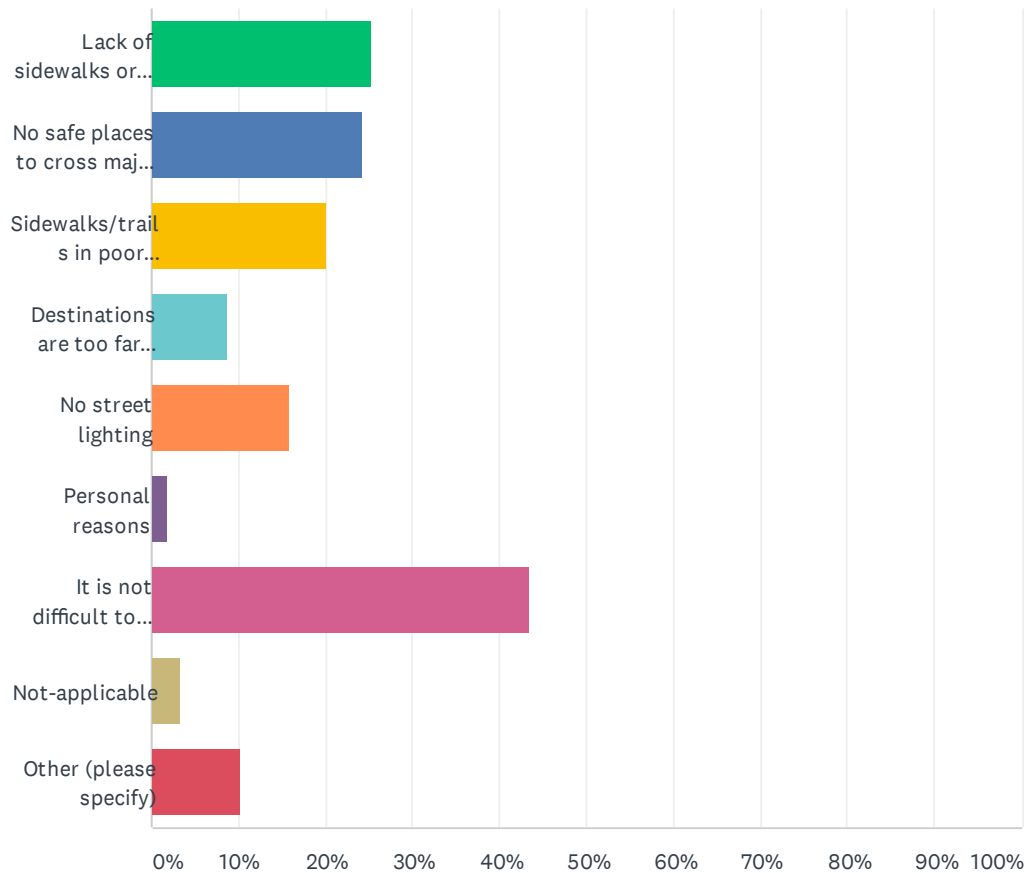
ANSWER CHOICES	RESPONSES	
Leisure/health	0.00%	0
Not-applicable	2.28%	5
Leisure/health	83.11%	182
Shopping	42.47%	93
Visiting	25.11%	55
Commuting	5.48%	12
Other (please specify)	12.33%	27
Total Respondents: 219		

# Borough of Mount Joy Walking, Biking and Transit Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Dog walking and Pokémon Go	12/3/2020 10:18 AM
2	Exercise - go to Mount Joy Townships or is it Rapho better walking parks or Marietta Trail	12/3/2020 10:13 AM
3	Errands	12/3/2020 10:04 AM
4	I pick up litter as I walk.	12/3/2020 9:52 AM
5	Going to dinner	12/3/2020 9:50 AM
6	Banking	12/3/2020 9:24 AM
7	Post Office	12/3/2020 9:21 AM
8	Walk Dog	12/3/2020 8:28 AM
9	Dog Walk	12/3/2020 8:23 AM
10	Running errands - post office, bank, library, boro office	12/3/2020 8:21 AM
11	I walk on the treadmill at the Gym.	3/13/2020 11:13 AM
12	Work. I walk to do banking and other job related things.	3/3/2020 11:02 AM
13	I'm a senior who can't afford to own a car. I live in the town of Mount Joy and I can walk to wherever I need to go, the only thing stopping me is the horrible traffic on Main Street. It's not safe to try to cross, also we need more places where you can walk across the train tracks. You have to walk miles out of your way just to cross the train tracks.	3/3/2020 10:44 AM
14	Events	2/21/2020 9:30 PM
15	Going to library	2/11/2020 11:52 AM
16	It would be more safe if the borough would enforce the no biking on sidewalks ordinance. Sidewalks are for pedestrians not cyclists!!!!	2/11/2020 10:43 AM
17	work	2/11/2020 10:05 AM
18	Bar hopping	2/8/2020 10:49 AM
19	Walking dog	2/6/2020 8:57 PM
20	Business	2/5/2020 8:16 AM
21	Dog walking	2/4/2020 5:43 PM
22	Local Restaurants	2/4/2020 2:58 PM
23	leisure	2/4/2020 2:01 PM
24	Restaurants	2/4/2020 12:51 PM
25	We usually do the 4th friday	2/4/2020 12:42 PM
26	Attending church	2/4/2020 11:45 AM
27	COMMUNITY SERVICE	2/3/2020 11:14 AM

## Q30 Do any of these factors make it difficult or unpleasant for you to walk in/around the Borough?(Select all that apply)

Answered: 214 Skipped: 26



ANSWER CHOICES	RESPONSES	
Lack of sidewalks or trails	25.23%	54
No safe places to cross major streets or insufficient time to cross the street	24.30%	52
Sidewalks/trails in poor condition	20.09%	43
Destinations are too far away	8.88%	19
No street lighting	15.89%	34
Personal reasons	1.87%	4
It is not difficult to walk in/around the Borough	43.46%	93
Not-applicable	3.27%	7
Other (please specify)	10.28%	22
Total Respondents: 214		

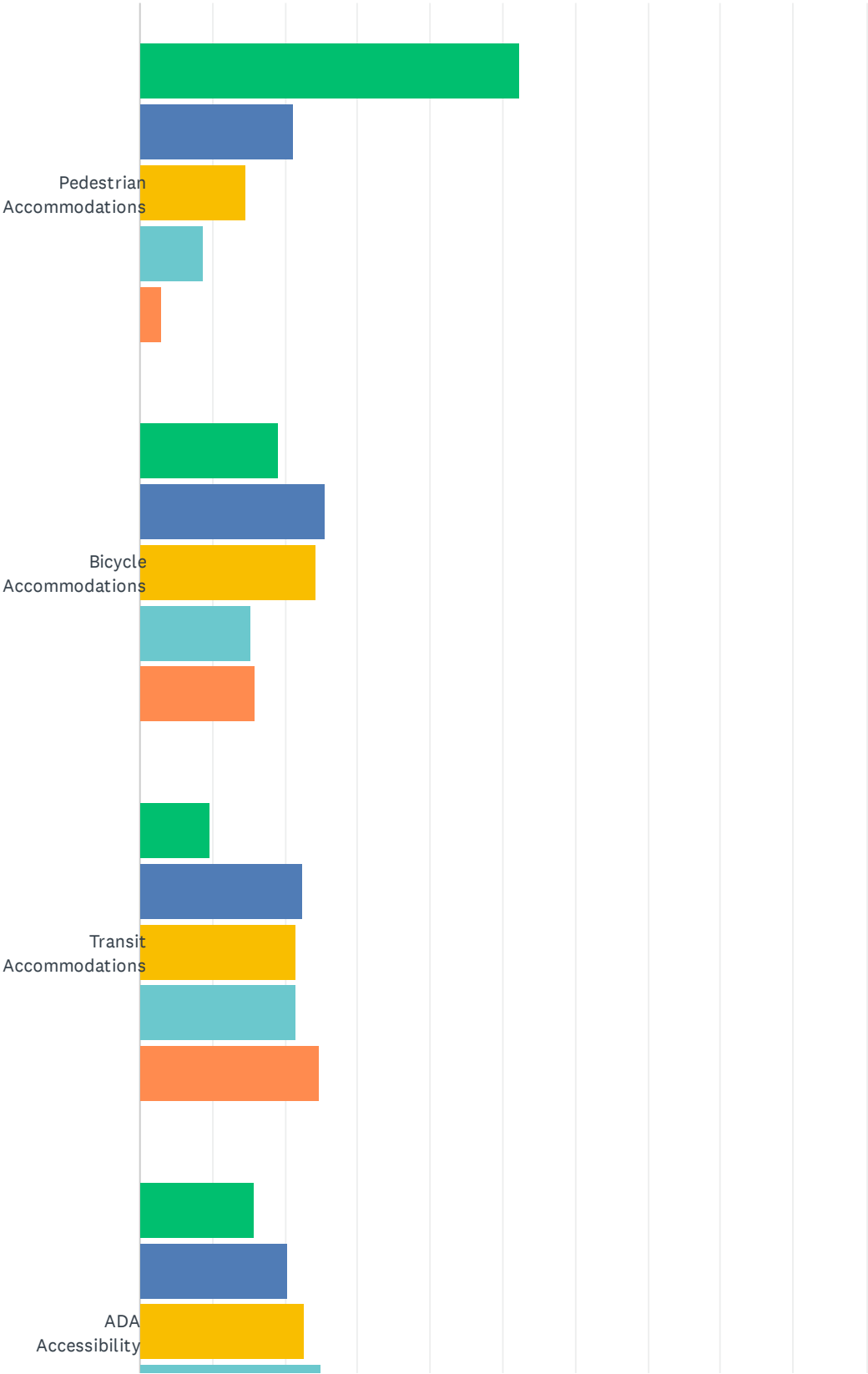


# Borough of Mount Joy Walking, Biking and Transit Survey

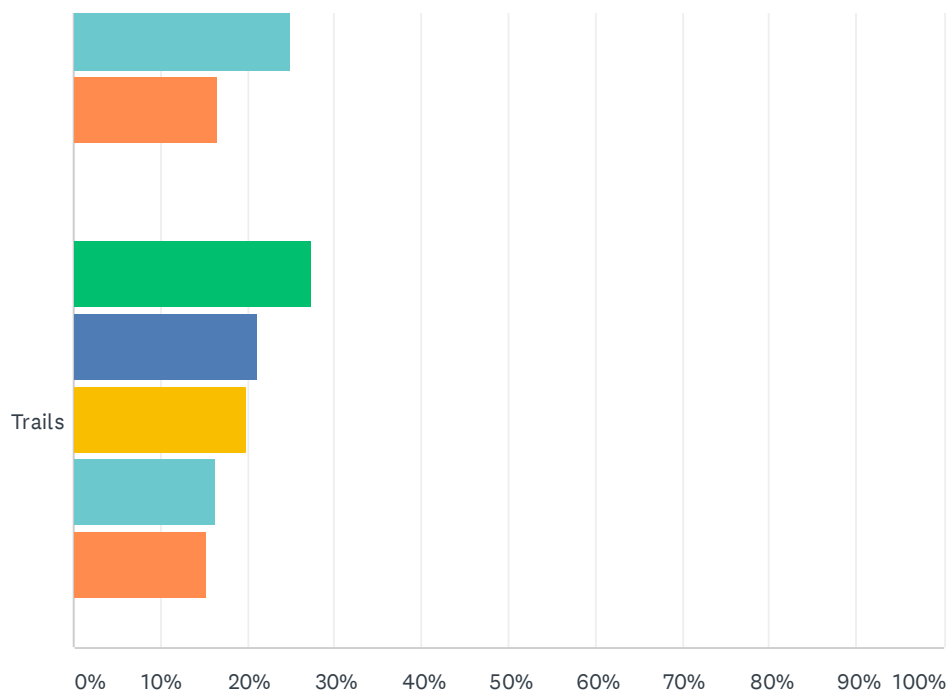
#	OTHER (PLEASE SPECIFY)	DATE
1	People speed on Donegal Springs Rd.	12/3/2020 10:18 AM
2	I like to be in nature walk under trees/trails where can consistently sit by streams	12/3/2020 10:13 AM
3	Traffic in BOTH directions needs to be stopped when a button is pressed to obtain a "walk" signal	12/3/2020 10:08 AM
4	Litter/pollution	12/3/2020 9:52 AM
5	Low tree branches on sidewalks	12/3/2020 9:46 AM
6	I only walk on the street!	12/3/2020 9:17 AM
7	Need sidewalks from borough to library!!!!	12/3/2020 8:31 AM
8	Designated crosswalks aren't obeyed by most drivers. (I'm always surprised when someone stops for me)	12/3/2020 8:21 AM
9	Driveways make it unpleasant to use sidewalks	12/3/2020 7:41 AM
10	There is NOTHING I would care to walk to in Mount Joy Borough	3/13/2020 11:13 AM
11	Should have light up crosswalks.. Maybe that would have people stop.	3/3/2020 3:37 PM
12	Usually walk on the street (except main) because sidewalks are uneven.	3/3/2020 2:17 PM
13	Mount Joy is a very nice town to walk in, the only problem is trying to cross Main Street. It's very dangerous.	3/3/2020 10:44 AM
14	I run in the borough and have tripped several times on uneven sidewalks. When I can I run on the road - but sadly some of the road conditions aren't much better.	2/25/2020 7:17 AM
15	I live on the west side of town, which means most shops downtown are too far to walk. When I lived on the east side of town, walking was very easy and convenient to most shops.	2/19/2020 7:14 PM
16	Crosswalks not observed by motorists	2/18/2020 8:35 PM
17	Get the bikes off the sidewalks!!!	2/11/2020 10:43 AM
18	There are areas where sidewalks have not been installed which requires walking on the street. some sidewalks are in need of repair due to heaving. Other sidewalks that were installed years ago do not comply with ADA standards and have abrupt changes in elevations which can be difficult to navigate safely	2/7/2020 1:23 PM
19	More trees for shade would be nice and Benchs	2/4/2020 10:50 PM
20	There is not always enough time to cross and easily ignored by vehicular traffic (although you can't help sun location)	2/4/2020 3:06 PM
21	Failure of motorists to stop for pedestrians at crosswalks and difficult intersection at Main St and Marietta Ave	2/4/2020 11:45 AM
22	None, but app is clicking this and wont let me remove it	2/4/2020 10:34 AM

Q31 What should the priority types of non-vehicular oriented projects be for the Borough?

Answered: 217    Skipped: 23



## Borough of Mount Joy Walking, Biking and Transit Survey

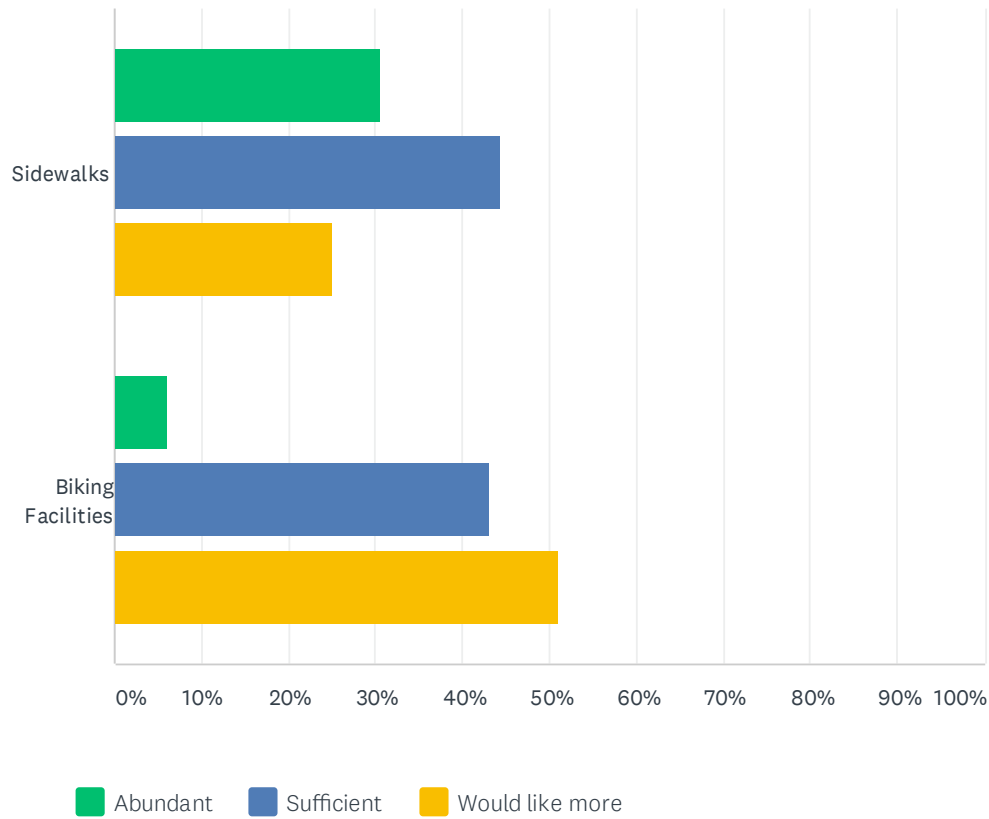


Most Important1 2 3 4 Least Important5

	MOST IMPORTANT1	2	3	4	LEAST IMPORTANT5	TOTAL	WEIGHTED AVERAGE
Pedestrian Accommodations	52.35% 89	21.18% 36	14.71% 25	8.82% 15	2.94% 5	170	1.89
Bicycle Accommodations	19.11% 30	25.48% 40	24.20% 38	15.29% 24	15.92% 25	157	2.83
Transit Accommodations	9.70% 13	22.39% 30	21.64% 29	21.64% 29	24.63% 33	134	3.29
ADA Accessibility	15.79% 21	20.30% 27	22.56% 30	24.81% 33	16.54% 22	133	3.06
Trails	27.49% 47	21.05% 36	19.88% 34	16.37% 28	15.20% 26	171	2.71

### Q32 Select the category that best describes the availability of sidewalks and biking facilities in your neighborhood and the area in which you travel?

Answered: 221 Skipped: 19



	ABUNDANT	SUFFICIENT	WOULD LIKE MORE	TOTAL	WEIGHTED AVERAGE
Sidewalks	30.59% 67	44.29% 97	25.11% 55	219	1.95
Biking Facilities	6.00% 12	43.00% 86	51.00% 102	200	2.45



**Q33 Please list your top three deficient sidewalk or trail connectivity locations.**

Answered: 106   Skipped: 134

# Borough of Mount Joy Walking, Biking and Transit Survey

#	RESPONSES	DATE
1	Off Donegal Springs Rd. near Spanish Church Close to new development (Farmview and Martin) Sidewalk to cut back to library through grass Marietta Ave (near New Haven St.) missing sidewalk	12/3/2020 10:18 AM
2	East Main St. and Marietta Pike Fairview Rd. and Terrace Rd	12/3/2020 10:15 AM
3	No trails in borough are there?	12/3/2020 10:13 AM
4	Marietta Ave / Route 772 south of New Haven St intersection	12/3/2020 10:08 AM
5	Angle St. Bridge/ Florinward train track crossover Streets in Florinward - too numerous to mention W. Plum N. Angle Donegal Springs Rd. and Farm Lane - Wood St. (W. of Plum)	12/3/2020 10:04 AM
6	No deficiencies in sidewalks. Few walking trails, not sidewalks, that there is walking access to use (within walking distance).	12/3/2020 9:50 AM
7	New Haven/Marietta Ave to Anderson Ferry Rd. to H.S. Marietta Ave. from/to Boro line on Pinkerton or further to H.S. Columbia St. to Longenecker over to 230 to Giant	12/3/2020 9:46 AM
8	Park St. Manheim St. & Old Market St. (crossing Manheim)	12/3/2020 9:39 AM
9	Safe trail to Giant area Link HS/MS to neighborhoods	12/3/2020 9:36 AM
10	Sidewalks - Angle St. from Main to Hill Trails - limited/no berm on roads for bike travel or walking in area where there are no sidewalks	12/3/2020 9:33 AM
11	No sidewalk deficiencies, side roads in Mount Joy have little to no car traffic - Only Main St. and there are sidewalks available on Main St.	12/3/2020 9:31 AM
12	Main Street is my favorite walking. The sidewalks and lighting are excellent at any time of day.	12/3/2020 9:29 AM
13	Columbia Ave - trees uplifting sidewalks overgrowth of weeds and or grass over sidewalks nothing being maintained by residents	12/3/2020 9:26 AM
14	14 Marietta Ave - ADA crosswalk is too close to bridge with limited visibility - should be in midblock location	12/3/2020 9:24 AM
15	Pinkerton Road Rt 772 toward New Haven and toward Donegal Schools	12/3/2020 9:21 AM
16	All of them unless they are macadam!	12/3/2020 9:17 AM
17	No sidewalk on Marietta Ave. past New Haven St. going west to library. It looks like this is being changed.	12/3/2020 9:00 AM
18	There are 0 trail connections	12/3/2020 8:48 AM
19	Marietta Ave between Lumber and New Haven Streets Marietta Ave from Lumber to library Pedestrian Bridge across tracks between New Haven and Angle	12/3/2020 8:33 AM
20	Library! Donegal HS / Primary, Giant, etc. that connect the whole way	12/3/2020 8:31 AM
21	Don't have paved trails not near roads	12/3/2020 8:28 AM
22	Existing sidewalks that are not compliant to ADA the boro wants new sidewalks installed when existing sidewalks need to be repaired	12/3/2020 8:26 AM
23	Fairview Rd (on my long loops walk to and from the Cove Park) 772 near the library School Lane	12/3/2020 8:21 AM
24	School Lane Pinkerton Rd	12/3/2020 8:16 AM
25	Park Ave	12/3/2020 8:13 AM
26	- To the library - From school lane - Sidewalks lacking to the downtown	12/3/2020 7:59 AM
27	Park Ave, N. Angle, Pinkerton Rd.	12/3/2020 7:44 AM
28	Wood Street & Musser Road	12/3/2020 7:41 AM
29	N. Angle Street First Block off Main St	12/3/2020 7:39 AM
30	From Main Street into Little Chiques Park From Little Chiques Park to Borough Park From	6/29/2020 8:53 AM

## Borough of Mount Joy Walking, Biking and Transit Survey

	Locust Lane to Marietta Avenue on Pinkerton	
31	Pedestrian crosswalks lack proper lighting. Cannot see pedestrians waiting to cross at night.	6/1/2020 1:00 PM
32	Donegal Springs Road	5/31/2020 9:30 PM
33	Do we have trails?	4/7/2020 1:02 PM
34	There are none. The only deficiency I have notice in and around the Borough are poorly maintained existing roads.	4/5/2020 4:14 PM
35	Like everything just the way it is accept Pinkerton needs to be paved	4/5/2020 3:22 PM
36	Mount Joy to Manheim Mount Joy to Marrietta Mount Joy to E-Town	4/2/2020 5:00 PM
37	None	3/23/2020 8:05 PM
38	Main street from Weis to New Haven:both sides of the street. One side is continuous, but needs a little help	3/18/2020 8:31 PM
39	772 to school campuses, Area in front of Counrty Table - light length does not accomodate safe crossing.	3/18/2020 10:03 AM
40	772 from high school to town	3/17/2020 9:36 AM
41	Woods St., S. Market St., N. Side of Main St. in Florin	3/4/2020 7:23 AM
42	Market St	3/3/2020 3:37 PM
43	West Main / Orchard New haven street Martin Ave	3/3/2020 11:47 AM
44	Florin Hill	3/3/2020 11:19 AM
45	E. Main Street at Marietta Ave. All three crossings.	3/3/2020 11:02 AM
46	Main Street, Main Street, Main Street	3/3/2020 10:44 AM
47	Connection from the borough to the Donegal Schools needs to happen. I see kids walking or riding back and forth often. Pinkerton Road Out to the old Darrenkamps	3/3/2020 9:36 AM
48	Anywhere homes built between the '50s and '80s exist is horribly deficient. Entire streets (Bruce, Terrace, Birchland, Park) are missing sidewalks completely. Others (Plum, Market Ave., Angle, Orchard) are a bizarre amalgam of "Here's a sidewalk; here isn't a sidewalk," in some cases literally varying from house to house. I've lived in five boroughs in Lancaster County (Akron, Ephrata, Elizabethtown, Marietta, and Mount Joy), and nowhere else have I seen anything like this. It made pushing a double stroller through my neighborhood (north side of Florin) a nightmare for years.	3/2/2020 6:19 PM
49	DHS DJHS DES to town via Anderson Ferry or Pinkerton (non-developed areas)(and curve by cemetery).	3/2/2020 1:36 PM
50	Main Street, N. Angle Street, West Donegal Street/Donegal Springs Road	2/25/2020 7:17 AM
51	The connection between Rotary Park, Fairview, Birchland, and Terrance is the biggest issues that I've found. A lot of people walk, bike, and run along Fairview since it connects the neighborhoods to the west to the park to the east. The same is true with Terrace. I know that some of these roads are part of Mount Joy Township; however the lack of walkable connections between the neighborhoods in that area cut off walkable access to much of the main downtown area of Mount Joy.	2/22/2020 9:18 AM
52	Pinkerton (between Marietta Ave and Locust lane), crossing 772 to get to library from School lane, crossing Main Street from around Longenecker road/Hummer's to get to Giant	2/22/2020 5:08 AM
53	There are great sidewalks around the parks & high school areas.	2/21/2020 4:19 PM
54	Wood Street	2/21/2020 2:34 PM
55	Portions of the north west side of town lack sidewalks.	2/19/2020 7:14 PM
56	Not connected	2/19/2020 8:40 AM
57	The empty lot at the end of the borough by Florin Hill (while they sidewalk is in good condition, after recent inclement weather the sidewalk was not cleared or salted ... requiring us to walk in	2/19/2020 3:37 AM

## Borough of Mount Joy Walking, Biking and Transit Survey

the road.). The area in front of Moyer's Furniture and the grassy area between Moyer's and Florin Hill.

58	Marietta Avenue to New Haven has no sidewalks. If there was a sidewalk, it would be easy to walk to Main Street. However, without the sidewalk Marietta Ave is a nightmare.	2/18/2020 9:10 PM
59	Union school Rd Anderson Ferry Rd	2/18/2020 3:05 PM
60	Main Street West of CVS sidewalks breaking up from tree roots.	2/18/2020 12:19 PM
61	1.Need more sidewalks that connect developments( likeThe lakes/Arbor Rose )to the library/churches 2. Side walks that safely connect Developments to Main Street 3. Sidewalks/biking routes to the parks	2/18/2020 9:49 AM
62	Pinkerton Rd, Marietta ave to the schools, any green trails would be awesome	2/18/2020 9:45 AM
63	Need connecting routes to established trails (we have three major trails within 5 miles but each requires crossing or riding heavily traffic roadways)	2/18/2020 9:36 AM
64	Pinkerton Road sidewalks and an eventual connection to the school Borough Park to Rotary Park Little Chiques Park to anywhere	2/17/2020 8:45 AM
65	Union School road at School Lane. All of School Lane. Pinkerton Roaf.	2/12/2020 4:00 PM
66	It's hard to cross main street. Hate to cross at manheim mount joy road to go downtown it's better to cross at the alley but no crosswalk	2/11/2020 9:09 PM
67	Town to library.	2/11/2020 8:46 PM
68	Poorly lit intersections Unmarked crosswalks	2/11/2020 5:59 PM
69	Manheim Street,	2/11/2020 5:23 PM
70	Wood street Market street Chocolate ave	2/11/2020 1:28 PM
71	Marietta Avenue between Library and New Haven Street	2/11/2020 1:03 PM
72	Marietta ave connecting library to Main Street	2/11/2020 12:13 PM
73	It would be great to connect the trails from Mount Joy to Rapho Township and even to the trails by Spooky Nook.	2/11/2020 11:52 AM
74	various locations thru out the borough have sidewalks that lead to nowhere. Waste of property owners money to require sidewalks that are not needed.	2/11/2020 10:43 AM
75	Milanof- Schock Library to Main Street	2/11/2020 10:35 AM
76	No sidewalks	2/11/2020 10:05 AM
77	pinkerton rd. marietta ave park ave	2/11/2020 10:05 AM
78	Donegal springs rd	2/8/2020 10:49 AM
79	Pinkerton Road - Marietta Ave to Locust Ln School Lane from Delta St to Marietta Ave (library) Trails/paths to and through Little Chiques Park	2/7/2020 1:23 PM
80	Angel and church street with sidewalks that are falling apart and need repair	2/6/2020 8:57 PM
81	The roads leading to the schools. Any of the roads leading from in town to the milanof schock library. Sidewalks from Mount Joy to Marietta or Marietta to Mount Joy i.e. Anderson Ferry Rd, Donegal Springs Rd From Burger King up to the new Sheetz.	2/6/2020 9:29 AM
82	Stop making tax payers spend their hard earned money. If you want it do it yourself.	2/5/2020 11:20 PM
83	To the library along 772	2/5/2020 6:57 PM
84	- Main Street from Turkey Hill/Giant to the old Darrenkamps shopping area - Fairview Road from the historical society to the housing development - Marietta Avenue from New Haven Street to the library	2/4/2020 9:42 PM
85	Anderson Ferry Road	2/4/2020 9:32 PM
86	Between Burger King & Turkey Hill on Main Street	2/4/2020 8:06 PM



## Borough of Mount Joy Walking, Biking and Transit Survey

87	None	2/4/2020 7:19 PM
88	School Lane	2/4/2020 6:19 PM
89	I don't care to walk around the borough, but roadways should be widened in some areas (Pinkerton) and speed tables should be installed to detour speeding (Pinkerton) over pedestrian projects. Especially since those project costs are being passed off to the taxpayer, which will eventually hurt the borough and citizens due to little to no real estate interest.	2/4/2020 6:00 PM
90	Pinkerton Road, School Lane, Fairview Street	2/4/2020 6:00 PM
91	There are plenty of sidewalks everywhere I walk and run.	2/4/2020 5:44 PM
92	Columbia Ave & S Barbara Dangerous intersection Old Market St to Cove Park-construction destroyed the sidewalks	2/4/2020 5:43 PM
93	Off road recreational trails. Sidewalk to library in 772. I like no sidewalk on Park Ave because it's so wide but understand Ada access concerns to connect to the park.	2/4/2020 5:27 PM
94	Fairview Rd. Mt Joy, Terrace Rd Mt Joy	2/4/2020 4:37 PM
95	Sidewalks along 230 from Market Street all the way up to Giant. Not enough sidewalks along Manheim/Mount Joy Road (not a priority either). Sidewalk to Hummer's Meats	2/4/2020 3:06 PM
96	other side of Giant to traffic lights at lancofcu.	2/4/2020 2:01 PM
97	Along Pinkerton Drive	2/4/2020 11:03 AM
98	Marietta Ave; School Lane east of Marietta; Wood Street	2/4/2020 10:06 AM
99	I just worry for group bikers or the athletic bikers being hit by cars. It's scary when you're driving and those group bikers are all in the road and all over the place.	2/4/2020 9:36 AM
100	I think that our community has great connectivity and a huge reason why I live in Mount Joy. Love how easy it is to go many places	2/4/2020 9:33 AM
101	Na	2/4/2020 9:31 AM
102	School Lane development, Park Avenue, Angle Street	2/4/2020 9:23 AM
103	PINKERTON ROAD, NON-SIDEWALK STREETS	2/3/2020 11:14 AM
104	Connections to parks School Ln- Connections to library Park Ave	2/3/2020 8:38 AM
105	No trails connectivity to main street and parks. No sidewalk or trail on E. Main Street to businesses No trail connectivity to School District.	1/30/2020 10:58 AM
106	Kids Joyland East Main Street/Route 230 - shopping area Chiques Park	1/29/2020 11:42 AM

Q34 Please list your top three deficient bike connectivity locations.

Answered: 72   Skipped: 168

# Borough of Mount Joy Walking, Biking and Transit Survey

#	RESPONSES	DATE
1	Just safer biking on backroads (wider shoulders) and Main St (out by Giant)	12/3/2020 10:18 AM
2	Would be great to have a bicycle trail connecting Mount Jou to the river trail in Marietta, starting perhaps from the library	12/3/2020 10:08 AM
3	Donegal Springs and Fairview Lane and David Street	12/3/2020 10:04 AM
4	Biking from Mt Joy Boro to Salunga trail (a spooky nook) need to have access other than 230.	12/3/2020 9:50 AM
5	Same as walks School Lane and Richland - sidewalks or lines from Marietta to Pinkerton	12/3/2020 9:46 AM
6	No bike lane/shoulder on Manheim St. Hard to cross Manheim & Old Market St. No bike racks in town!!	12/3/2020 9:39 AM
7	To grocery stores (Giant area + stores,etc.)(Weis, CVS, Little Dippers, etc.) Neighborhoods and current parks and MS-HS complex need linked	12/3/2020 9:36 AM
8	Terrance Ave./Florin to Cove Park Trails (no berm on road/no bike lane)	12/3/2020 9:33 AM
9	I prefer bike trails	12/3/2020 9:31 AM
10	Pinkerton is one of my favorite roads	12/3/2020 9:29 AM
11	None	12/3/2020 9:21 AM
12	N/A	12/3/2020 8:33 AM
13	Same as above	12/3/2020 8:31 AM
14	I feel I'm taking my life in my hands when I bike on the country roads surrounding Mount Joy. Cars drive too fast, there's no berm. Main Street could use a bike lane - it's 25mph anyway.	12/3/2020 8:21 AM
15	Little Chicques Park	12/3/2020 8:13 AM
16	School lane to library, Downtown, Pinkerton Rd	12/3/2020 7:59 AM
17	Do we have bike paths?	4/7/2020 1:02 PM
18	Same as above.	4/5/2020 4:14 PM
19	Again, streets just need to be paved. I don't use sidewalks but the road because it is better for you joints.	4/5/2020 3:22 PM
20	Mount Joy to Manheim Mount Joy to Marrietta Mount Joy to E-Town	4/2/2020 5:00 PM
21	None	3/23/2020 8:05 PM
22	Do not bike	3/18/2020 8:31 PM
23	772 from high school to town	3/17/2020 9:36 AM
24	Paths for biking to downtown that can minimize crossing streets.	3/4/2020 7:23 AM
25	Maytown to Marietta. Main St Mount Joy by Giant and over river bridge. Main St Mount Joy through town.	3/3/2020 4:10 PM
26	None	3/3/2020 3:37 PM
27	From Green Park to Mount Joy Boro. From Rapho Twp Park to Mount Joy Boro.	3/3/2020 12:15 PM
28	Florin Hill	3/3/2020 11:19 AM
29	N/A	3/3/2020 10:44 AM
30	Connection from the borough to the Donegal Schools needs to happen. I see kids walking or riding back and forth often. Pinkerton Road Out to the old Darrenkamps	3/3/2020 9:36 AM
31	There should be some sort of dedicated system for bike traffic through town. Main Street is insufficient, and having parking along the right side of the street is dangerous for cyclists; car doors can open at any time. There should be a dedicated bike route running East-West through town, possibly repurposing the alleys behind Main Street for that purpose.	3/2/2020 6:19 PM

## Borough of Mount Joy Walking, Biking and Transit Survey

32	DHS DJHS DES to town via Anderson Ferry or Pinkerton (non-developed areas)(and curve by cemetery). Woefully insufficient street parking (and thus substantial congestion) in new developments like The Lakes [Why were such tight quarters even approved?!?!]. The Lakes - unfinished roads with dangerous utility manhole obstacles [How many DECADES now?]	3/2/2020 1:36 PM
33	Connecting points to the High school and Jr. High for bike riders.	3/2/2020 10:24 AM
34	Crossing 230 at Musser Road, Donegal Springs Road, West Donegal Street	2/25/2020 7:17 AM
35	Crossing 772 to get to library from School lane, crossing Main Street from around Longenecker road (Hummer's area) to get to Giant	2/22/2020 5:08 AM
36	I am not a biker. n/a	2/21/2020 4:19 PM
37	Donegal Springs Rd from Donegal Street to Borough limit. South of Main Street to Borough Park	2/21/2020 2:34 PM
38	N/A	2/19/2020 7:14 PM
39	There aren't any bike paths near me	2/19/2020 8:40 AM
40	See above	2/18/2020 9:10 PM
41	Not applicable	2/18/2020 9:45 AM
42	The question is awkward. I assume you mean: Where are the difficulties? Access to NWRT, access to Junction trail. No crossings along 230 (except in town)	2/18/2020 9:36 AM
43	pretty much anywhere	2/17/2020 8:45 AM
44	Anywhere on main street	2/12/2020 4:18 PM
45	Same	2/12/2020 4:00 PM
46	Is there anywhere to lock a bike up we only ride in the alley because other streets are too busy for kids and families	2/11/2020 9:09 PM
47	New Haven Trail to library	2/11/2020 8:46 PM
48	Manheim Street	2/11/2020 5:23 PM
49	This does not apply since I am unable to bike.	2/11/2020 11:52 AM
50	There aren't any. Just keep the bikes off the sidewalks, especially in the downtown business district.	2/11/2020 10:43 AM
51	Milanof- Schock Library to Main Street	2/11/2020 10:35 AM
52	No shoulders	2/11/2020 10:05 AM
53	Musser rd	2/8/2020 10:49 AM
54	Connection between Grandview Park/Rotary Park/Borough Park/ Little Chiques Park Completion of the entire Emerald Necklace trail around the borough. Outside the borough I would like to see a trail connection to the Northwest River Trail	2/7/2020 1:23 PM
55	Anderson Ferry Rd Donegal Springs Rd 772	2/6/2020 9:29 AM
56	Stop making tax payers spend their hard earned money. If you want it do it yourself.	2/5/2020 11:20 PM
57	Other than Main Street down the MSMJ corridor, not enough space to share road with cars	2/4/2020 9:42 PM
58	None	2/4/2020 7:19 PM
59	I don't bike. But roadway with should be prioritized over pedestrian projects.	2/4/2020 6:00 PM
60	Fairview Street, Angle Street bridge, Main Street from New Haven to Railroad tracks at Mount Joy Diner.	2/4/2020 6:00 PM
61	Maybe a pipe dream but it would be good to have a trail that connects to other trails like Salunga or Riverfront Park.	2/4/2020 5:44 PM
62	To the library, high school, and train station.	2/4/2020 5:27 PM



## Borough of Mount Joy Walking, Biking and Transit Survey

63	Fairview Rd, Terrace Ave.	2/4/2020 4:37 PM
64	No bike lanes at all in the borough	2/4/2020 11:38 AM
65	Main Street	2/4/2020 11:18 AM
66	Once again, main concern is the group bikers or athletic bikers, they take all different routes.	2/4/2020 9:36 AM
67	I think that our community has great connectivity and a huge reason why I live in Mount Joy. Love how easy it is to go many places	2/4/2020 9:33 AM
68	Na	2/4/2020 9:31 AM
69	MORE OFF MAIN STREET CONNECTIVITY TO BIKE PATHS AND TRAILS	2/3/2020 11:14 AM
70	Downtown Corridor Pinkerton Rd/School Ln Park Ave/Connections to all the parks	2/3/2020 8:38 AM
71	Main state road connectors leading into the Borough Union School Road to S. Angle Street R230 E and W. Main and Donegal Springs	1/30/2020 10:58 AM
72	East Main Street West Main Street Marietta Avenue - Route 772	1/29/2020 11:42 AM

**Q35 Any additional comments or concerns about walking, biking, or accessing buses or trains in Mount Joy Borough?**

Answered: 99   Skipped: 141

# Borough of Mount Joy Walking, Biking and Transit Survey

#	RESPONSES	DATE
1	Train Station is great! Excited for disc golf at Little Chiques!	12/3/2020 10:18 AM
2	East Main St. and Marietta Pike intersection is unsafe for pedestrians.	12/3/2020 10:15 AM
3	How about POLICING the toxic open buring going on in the borough. Can't walk or ride bike if can't BREATHE!! :(	12/3/2020 10:13 AM
4	Speaking of exercise, the borough lacks a rec center/YMCA, swimming pool, and tennis courts	12/3/2020 10:08 AM
5	I am disappointed in our town's authorities believing that sidewalks are not necessary. It's about funding, not whether they should exist or not.	12/3/2020 10:04 AM
6	Putting a side to the library, grant or not is a waste of taxpayer money, grant or not. The train station did nothing for boro, should have been built on east or west end of town, where the tracks were not in a 50' deep ditch!	12/3/2020 9:58 AM
7	Advertise maps of trails.	12/3/2020 9:50 AM
8	Crosswalks on all major intersection in Boro - have articles in newspapers and Boro letter reminding drivers to stop when pedestrians are in walkways.	12/3/2020 9:46 AM
9	We don't make use of transit or ADA accommodations, so we aren't really paying attention to those.	12/3/2020 9:39 AM
10	Love the train station!	12/3/2020 9:36 AM
11	The train is a fantastic addition :)	12/3/2020 9:29 AM
12	NO NEW SIDEWALKS!!!!	12/3/2020 9:26 AM
13	Traffic off main to the bridge is a racetrack (on Marietta Ave) the continued ability to turn left onto Main from Marietta Ave and trucks from Main turning right is ridiculous!!	12/3/2020 9:24 AM
14	Streets need to be free of glass for bikers Poor street condition - pot holes - Pinkerton	12/3/2020 9:21 AM
15	I will not walk on concrete! It's too hard on feet. I will only walk on macadam!	12/3/2020 9:17 AM
16	I feel like I can bike or walk all over Mount Joy without any issues. I have never used the buses or trains in Mount Joy.	12/3/2020 9:05 AM
17	Oak Alley: Between Alley H and Market St is in bad need of repair. A lot of people walk this alley for the music in the park. I seen children and seniors w/canes and walkers fall down receiving minor injuries.	12/3/2020 9:00 AM
18	Most bikers I see in the area are serious bikers (outfits, helmets, googles, etc.) They ride out Pinkerton and Longenecker Roads area then down and into Landisville, etc. They obviously can handle existing conditions. Amateur bikers have no interest on Main St.	12/3/2020 8:48 AM
19	Thank you for soliciting residents' input on this :)	12/3/2020 8:31 AM
20	Amtrak Keystone line needs to stop at Mount Joy more frequently. My choices for the Philly Flower show were 7am or 12:30pm from Mt. Joy to Philly.	12/3/2020 8:21 AM
21	Stop catering to the few cheap people looking out for themselves. Many people put new sidewalks in the town and paid for them. If they would know how the borough caved about sidewalks on Pinkerton Road and Park Ave - to "people please" the few - I think the people would already paid and put in sidewalks should get together and ask for their money back because - "others" have been given a pass. Council needs to stop people pleasing the few - Bending the rules in place. - Get a spine do the job or step down.	12/3/2020 8:13 AM
22	Great new train station, walk for my health but unsafe without sidewalks	12/3/2020 7:59 AM
23	A lot of people walk on Park Ave. should have sidewalks.	12/3/2020 7:44 AM
24	Love the new platform!	12/3/2020 7:43 AM
25	Drivers not stopping at crosswalks	12/3/2020 7:41 AM
26	I am not worried about biking. Please quit pushing ur sidewalk agenda.	12/3/2020 7:31 AM
27	We have a great sidewalk and trail system that has some minor gaps. We need to fill in the	6/29/2020 8:53 AM

## Borough of Mount Joy Walking, Biking and Transit Survey

gaps. The last thing we need is sidewalks everywhere.

28	Too many mailboxes / electric poles in sidewalk along Donegal Springs Road and difficult to walk due to driveways.	5/31/2020 9:30 PM
29	I have a concern that this is a backhanded way of installing sidewalks in the borough when the majority of residents voiced their opposition. There seems to be an agenda to get sidewalks one way or the other.	5/1/2020 1:50 PM
30	N/a	4/7/2020 1:02 PM
31	There are no existing conditions that prevent Biking or Walking in the Borough, other than some roads in disrepair.	4/5/2020 4:14 PM
32	More streets just need to be paved.	4/5/2020 3:22 PM
33	Would love to see more large trails like Susquehanna River Trail or Conewago Recreational Trail.	4/2/2020 5:00 PM
34	Streets need rebuilt from sub base up to final overlay. This is first and foremost.	3/23/2020 8:05 PM
35	People do not stop many times at the cross walks in town. My children and I have either had to wait a significant amount of time to cross or were nearly hit while crossing.	3/18/2020 10:03 AM
36	No	3/17/2020 9:36 AM
37	Mount Joy does not need additional sidewalks or biking paths. Stop wasting MY TAX DOLLARS ON THESE ISSUES.	3/13/2020 11:13 AM
38	The train station was an awesome improvement for the Borough. It took quite some time to finish but the end results was worth the wait. I got a chance to use the station and it was then I realized how the station needed it upgrade.	3/4/2020 7:23 AM
39	Pedestrian crossing signs are basically ignored by cars along Main Street. Possibly those signs could also include one that actually has the wording "Yield to Pedestrians".	3/3/2020 11:02 AM
40	More and more people are finding themselves unable to afford a car these days. Mount Joy is a great walking town we just need safer ways to cross Main Street and more places where we can safely cross the train tracks. Thank You for looking into this. This is a subject which is very important to me. I am a senior who walks a lot and there are many other folks in Mount Joy who walk, not for enjoyment, but because they have to for everyday chores.	3/3/2020 10:44 AM
41	#1 should be a connection to Donegal Schools from the borough. This should be a priority.	3/3/2020 9:36 AM
42	Based on everywhere else in the county I've lived, the patchwork lack of sidewalks in this town is utterly bizarre, and the fact that people are resisting installing them is even more bizarre. If someone bought their house here anytime over the last 30 years, they should have known that eventually they'd have to install them whenever streets are repaved and need to stop complaining about it.	3/2/2020 6:19 PM
43	Cross walks on Main street need better marking and illumination (on the crosswalk, not necessarily in everybody's windows). See Elizabethtown College Lake Placida crosswalk. Crosswalk at Delta Street by Borough office well intended, however poorly/dangerously designed as a vehicular pinch point with crossing area "feed-ins" that draw pedestrians to stand FAR TO CLOSE to moving traffic.	3/2/2020 1:36 PM
44	Because of the poor conditions of a lot of the sidewalks I was glad to see that the ordinance of requiring sidewalks changed. It's actually safer to be on the side of the road in some areas.	2/25/2020 7:17 AM
45	I run but most of this is applicable... driver's speed is my main safety concern. Thanks for this!	2/24/2020 7:00 PM
46	The train station is fantastic, thank you!! Hope to see improvement in recreational facilities - wish we still had a community pool as a destination	2/22/2020 5:08 AM
47	More main st MJ activities	2/21/2020 9:30 PM
48	n/a	2/21/2020 4:19 PM
49	It's great to live in a town with a train station. Something must be done about speeding in the borough.	2/21/2020 2:34 PM



## Borough of Mount Joy Walking, Biking and Transit Survey

50	Less trash trucks, construction trucks, 18 wheelers, farm equipment and speeding traffic on Columbia Ave AKA mini main street	2/21/2020 7:41 AM
51	I wish there was a walking or biking trail in town. Walking on main street is very easy and all the shops downtown are easily accessible. Train access and parking is also great.	2/19/2020 7:14 PM
52	Sidewalk conditions are poor. In need of repair.	2/19/2020 8:40 AM
53	No park ave sidewalks!	2/19/2020 7:12 AM
54	Even though some neighborhood streets on the north side of town lack sidewalks ... I don't feel this prohibits or discourages me from walking those streets because the streets are so wide. Plus, to put the burden on residents to install new sidewalks is one of the top reasons we decided to buy a home just outside of the borough in Mount Joy Township.	2/19/2020 3:37 AM
55	N/A	2/18/2020 9:10 PM
56	Just find a lot of side streets are tight for driving with parked cars. Makes it even worse for biking along these streets.	2/18/2020 10:43 AM
57	We need more sidewalks! Roads are not well lit- makes it hard for those of us who take the early train and for people who would love to walk/run early.	2/18/2020 9:49 AM
58	The new train station is fantastic. Sidewalks are plentiful and generally well maintained. Cycling is a challenge due to narrow roads, distracted drivers, and lack of access to major trails.	2/18/2020 9:36 AM
59	Bike lanes would add too much congestion to the ready busy main streets of MJ.	2/17/2020 11:31 AM
60	Pedestrians should not have to walk on streets of highly used roads. Mount Joy should be encouraging outdoor activity and providing a safe location for folks to bike and walk.	2/17/2020 8:45 AM
61	I know there have been meetings on sidewalks. I find it easy enough to step off the road as a car approaches me where no sidewalk	2/12/2020 4:18 PM
62	Main Street crossings need addressed before there is a fatality. Specifically at Marietta Ave and Main. And Main at that location.	2/12/2020 4:00 PM
63	Mount Joy has too much traffic to really enjoy biking or walking downtown	2/11/2020 9:09 PM
64	Pedestrians cross in the middle of the block on main street. They need to follow the rules if they want to be respected. Dangerous at night! Mosby's customers the worst.	2/11/2020 8:46 PM
65	I walk my dog frequently around our neighborhood in the borough. It is well lit and there are lots of crosswalks and sidewalks.	2/11/2020 1:07 PM
66	To better serve the pedestrians, the borough needs to adopt a park & walk model. Deal with downtown traffic: work with neighboring municipalities to develop alternate travel routes through the borough when there are no destinations in town on the travel route and increase the speed limit. Develop parking locations where people can park and walk to stores or restaurants without parking on Main Street. A majority of traffic through downtown is exactly that, THROUGH traffic, because there is no other route available to avoid downtown.	2/11/2020 1:03 PM
67	I don't use the buses because I have to travel towards Manheim and Lititz for work. There is nothing heading in that direction.	2/11/2020 11:52 AM
68	Keep bikes off the sidewalks!!!! Bikes are for the streets. Sidewalks are for pedestrians!!!	2/11/2020 10:43 AM
69	cars speed through town. cars do not stop at cross walks. including police.	2/11/2020 10:05 AM
70	Fix the existing sidewalks	2/11/2020 9:44 AM
71	We should have better facilities for transit riders, such as shelters at more stops. Some of the stops do not have sidewalks or walkways leading to them, it is a grassy slope along the road. Sidewalks or walking paths should be designated or installed on all streets except non-through streets. By providing these facilities, more people will have an awareness of pedestrians and bicyclists so that it is safer and more welcomed in the community.	2/7/2020 1:23 PM
72	New developments should have sidewalks When being built. If sidewalks are to be placed in older neighborhoods the borough/state should pay for them not the home owner! The homeowners should maintain their sidewalks and be fined by the borough if not maintained!	2/6/2020 8:57 PM

## Borough of Mount Joy Walking, Biking and Transit Survey

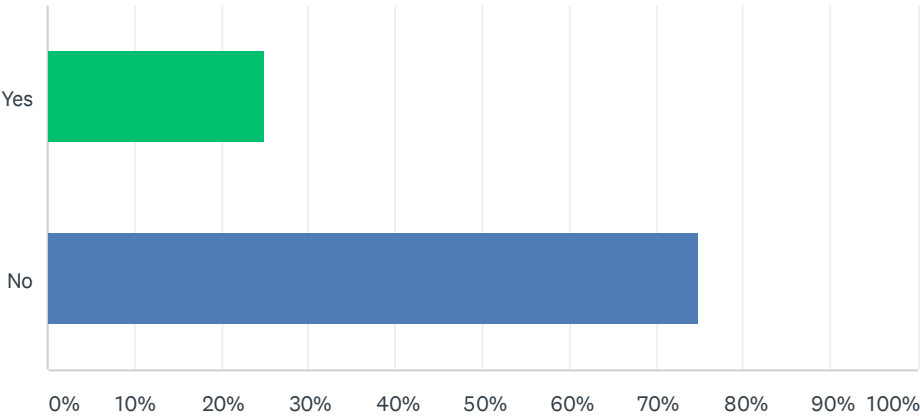
73	vehicle traffic- hard to cross main street at Main & Marietta. Very dangerous with cars turning off Main at the crosswalk. What ever happened to the grant money for that intersection? Why has safety at this intersection still not been addressed?	2/6/2020 2:23 PM
74	Be nice for bus to run more frequently and for longer. Not everyone can work 9-5 and more bus shelters for people traveling during rain, snow, extreme heat etc. There should be sidewalks/bike trails to and from the school and library so our children can travel safely to and from destinations especially after all the kids lives who were lost in other school districts over the last year. The crosswalks need to be better highlighted or monitored especially right by Sassafras Terrace. People don't stop to allow people to cross, and quite a few incidents have occurred here involving small children in strollers. Parking by Harvey's BBQ is another major issue. Parking is allowed on both sides making it too narrow for two vehicles there's no traffic light and too often a car is turning in as another is coming out and one person either backs up back up the alley or backs back into the road on main Street or if there's space quickly tries to pull over to allow the other vehicle to pass and avoid a head on collision. Sounds like a mess right then throw pedestrian and bikers trying to cross here into the mix. Major roads like 772, Anderson Ferry, Donegal Springs road, Main Street heading towards Sheetz should all have sidewalks/bike paths so people can safely travel to work, school, and other necessary locations like library, grocery store, drs, dentist etc. I know a lot of teenage kids walk /bike to and from Marietta with no real safe way to get there on roads people are traveling at 40-55mph. I think the new train station looks great but would maybe be nice to have more information about the train out there. Not many people know how to use it, where it goes ,how it works, how much it cost etc	2/6/2020 9:29 AM
75	Stop making tax payers spend their hard earned money. If you want it do it yourself.	2/5/2020 11:20 PM
76	YES! There should be a TRAFFIC LIGHT at the wonky intersection of 230 and 772. 1.Can't see around that corner when you're entering 230. There have been accidents there! 2. Traffic FLIES down main street and not everyone adheres to "Yield to pedestrian traffic" signs. Speeding traffic isn't good for small businesses either. It makes it difficult for people to spot stores, a place to park, see pedestrians!!!	2/5/2020 8:16 AM
77	I would love to see additional accommodations for bikes in town such as places to lock up. It would be even better to have a designated bike lane but I understand that there are space restrictions. Downtown Main Street has typically been the safest section that I ride on my way to work (Mount Joy to Lititz).	2/4/2020 9:42 PM
78	Put all the sidewalks in you want but don't make us pay for them.	2/4/2020 7:19 PM
79	We had to place a sidewalk in the front of our property 29 years ago. No one walks on it. Parents with strollers prefer to walk on the street due to the up and down of access ramps and driveways. A permeable path would have been a better option.	2/4/2020 6:19 PM
80	Less focus on pedestrians and more focus on having safer roadways first. I'd like to not worry about my children being hit by a speeding driver when a speed table would have solved the problem.	2/4/2020 6:00 PM
81	Would like to bike to Little Dippers with family. Would like walkability and bikability to school campus and library.	2/4/2020 6:00 PM
82	I am against adding sidewalks where they are not needed, for example on North Angle Street. Thanks!	2/4/2020 5:44 PM
83	The 4 way intersection at Columbia Ave and S Barbara St has very poor vision from all angles. It is a 3 way stop. Improvements could be made to control the fast moving traffic traveling south from Main St	2/4/2020 5:43 PM
84	I love that Mount Joy has an Amtrak stop! Such a perk for residents. I think sidewalks should exist to connect the residents to public building/parks. Biking for families is most popular off road so connecting parks with rec trails would be a great idea, but will likely take a decade or more.	2/4/2020 5:27 PM
85	The bus stop at Main St/New Haven urgently needs to be moved a bit. A stopped bus literally blocks the intersection.	2/4/2020 4:03 PM
86	Nice Boroughs to ride through. Can get tight because of street width, otherwise not bad.	2/4/2020 2:58 PM
87	wish it was safer to bike everywhere	2/4/2020 2:01 PM

## Borough of Mount Joy Walking, Biking and Transit Survey

88	Would love to see bike trails and maybe a bike park.	2/4/2020 11:38 AM
89	Walking is fine the areas that currently don't have sidewalks do not need them if anything look at installing speed bumps on those streets to slow the traffic down	2/4/2020 11:18 AM
90	Crossings are dangerous no one ever stops	2/4/2020 11:03 AM
91	It would be wonderful to be able to catch the train to Harrisburg International Airport, but there is no way to get from the station to the airport, as far as I know. Getting to Philadelphia International Airport is a pleasure.	2/4/2020 11:03 AM
92	I'd love to see a bus between Elizabethtown and Mount Joy!	2/4/2020 10:06 AM
93	No	2/4/2020 9:36 AM
94	I love our town and would love for us to focus on taking care of our existing infrastructure. I believe we have a great town =	2/4/2020 9:33 AM
95	No lanes for bikes. Not enough sidewalk by giant. Busy roads.	2/4/2020 9:31 AM
96	NEED MORE BULBOUTS AND TRAFFIC SLOWING ITEMS LIKE STREET TREES	2/3/2020 11:14 AM
97	It would be nice to see Mount Joy Borough move in the direction of thinking outside the box as a community and to modernize the way we think about active transportation. By adding accommodations for active transportation, Mount Joy Borough could be a name that is mentioned in examples for other municipalities that are looking into active transportation. Mount Joy Borough needs to look forward into the future for the future generation and not be afraid of change.	2/3/2020 8:38 AM
98	Observed folks standing on shoulder and on grass of industrial business on E. Main Street near Eby Chiques Road waiting for bus with no safe bus shelter.	1/30/2020 10:58 AM
99	Lack of bus shelters for public busing. lack of connectivity amongst Borough Parks. No biking access to the Northwest Lancaster River Trail.	1/29/2020 11:42 AM

Q1 Have you previously completed a survey about walking, biking and transit within the Borough of Mount Joy?

Answered: 16    Skipped: 224

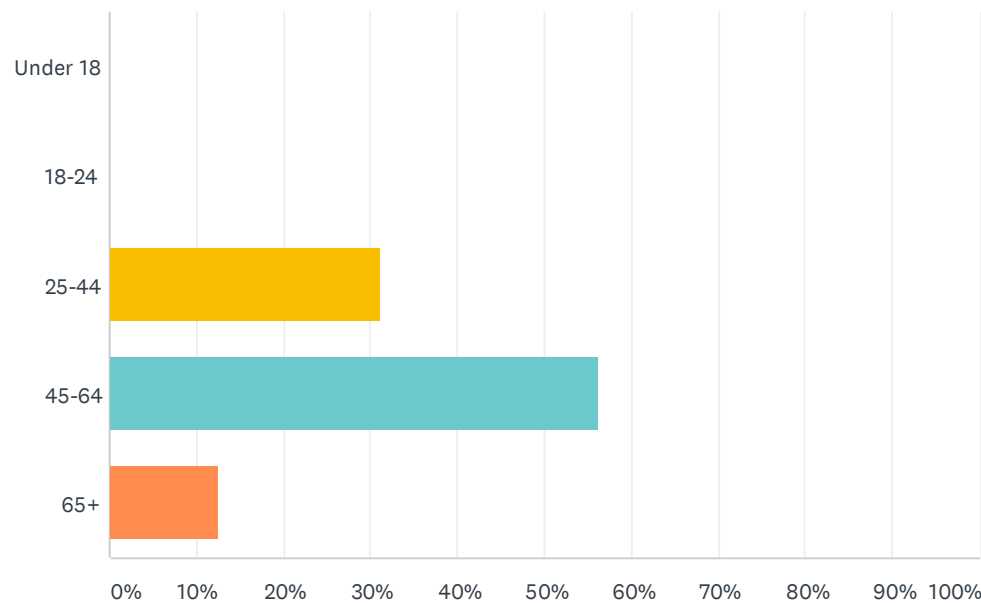


ANSWER CHOICES	RESPONSES	
Yes	25.00%	4
No	75.00%	12
TOTAL		16



## Q2 How old are you?

Answered: 16 Skipped: 224



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-44	31.25%	5
45-64	56.25%	9
65+	12.50%	2
TOTAL		16

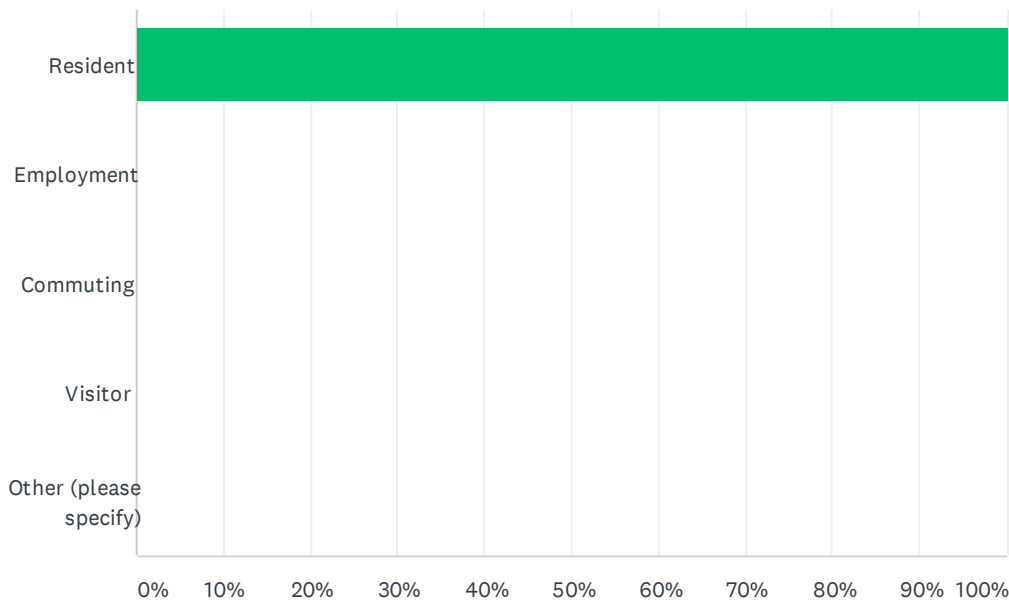
## Q3 What is your Zip Code?

Answered: 16   Skipped: 224

#	RESPONSES	DATE
1	17552	9/18/2020 8:41 AM
2	17552	8/7/2020 8:57 AM
3	17552	8/5/2020 12:37 PM
4	17552	7/15/2020 12:26 AM
5	17552	7/14/2020 9:48 PM
6	17552	7/14/2020 9:43 PM
7	17552	7/14/2020 8:13 PM
8	17552	7/14/2020 8:02 PM
9	17552	7/14/2020 7:23 PM
10	17551	7/14/2020 3:27 PM
11	17552	7/14/2020 2:45 PM
12	17552	7/14/2020 2:29 PM
13	17552	7/14/2020 12:53 PM
14	17552	7/14/2020 12:22 PM
15	17552	7/14/2020 10:25 AM
16	17552	7/14/2020 10:23 AM

Q4 What is your primary interest in the Borough?

Answered: 16    Skipped: 224

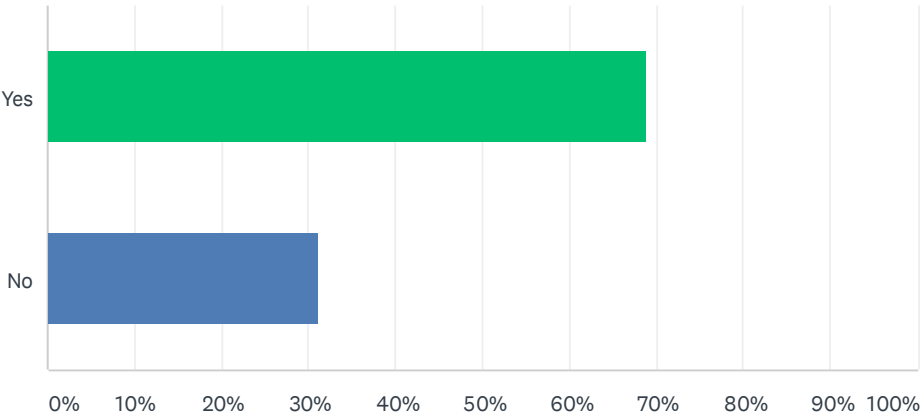


ANSWER CHOICES		RESPONSES	
Resident		100.00%	16
Employment		0.00%	0
Communing		0.00%	0
Visitor		0.00%	0
Other (please specify)		0.00%	0
TOTAL			16

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

Q5 Are there car trips you wish you could replace with another mode?

Answered: 16    Skipped: 224

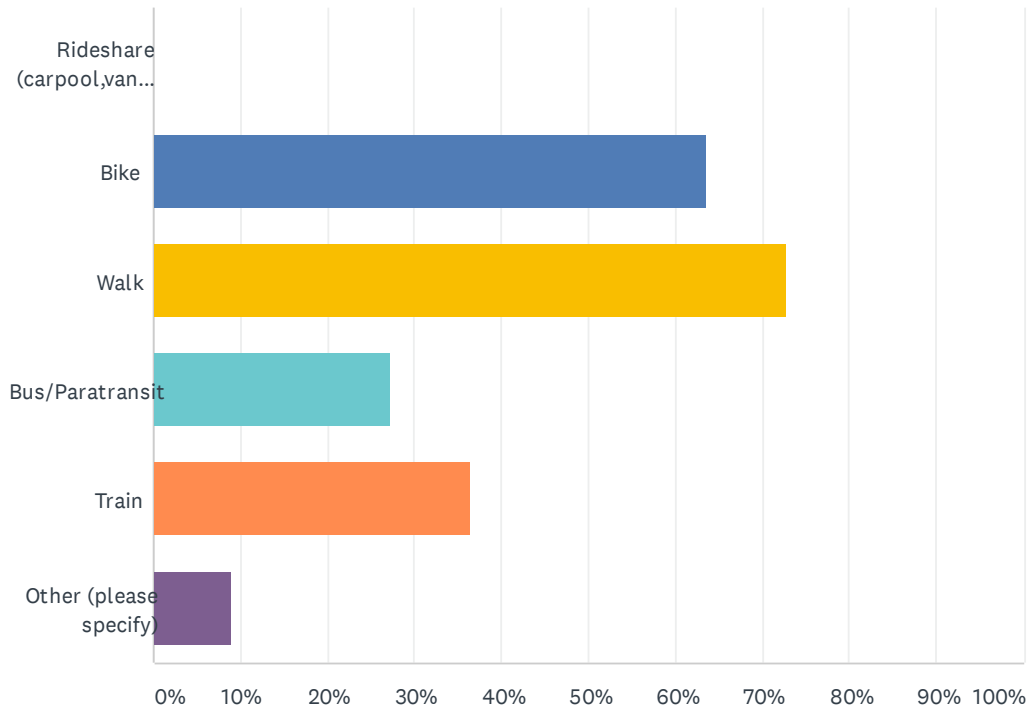


ANSWER CHOICES		RESPONSES	
Yes		68.75%	11
No		31.25%	5
TOTAL			16



## Q6 If yes, which mode(s) would you prefer?(Select all that apply)

Answered: 11 Skipped: 229

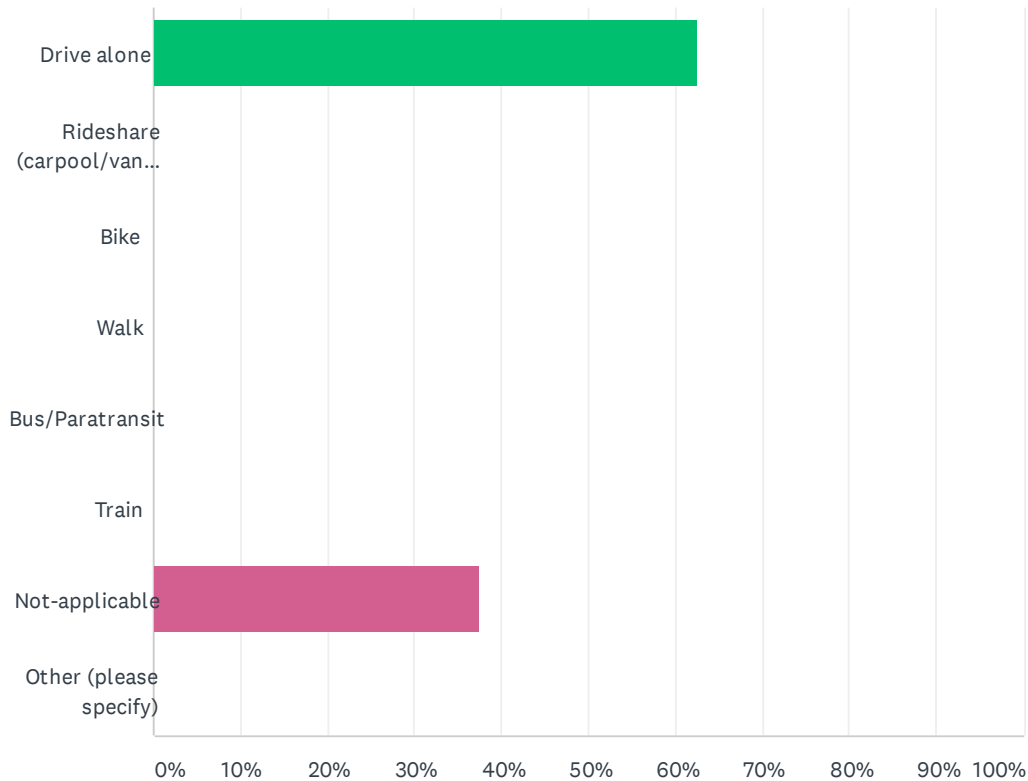


ANSWER CHOICES	RESPONSES	
Rideshare (carpool, vanpool)	0.00%	0
Bike	63.64%	7
Walk	72.73%	8
Bus/Paratransit	27.27%	3
Train	36.36%	4
Other (please specify)	9.09%	1
Total Respondents: 11		

#	OTHER (PLEASE SPECIFY)	DATE
1	Walking while pushing a stroller	7/14/2020 8:13 PM

## Q7 How do you typically travel to work/school?

Answered: 16 Skipped: 224

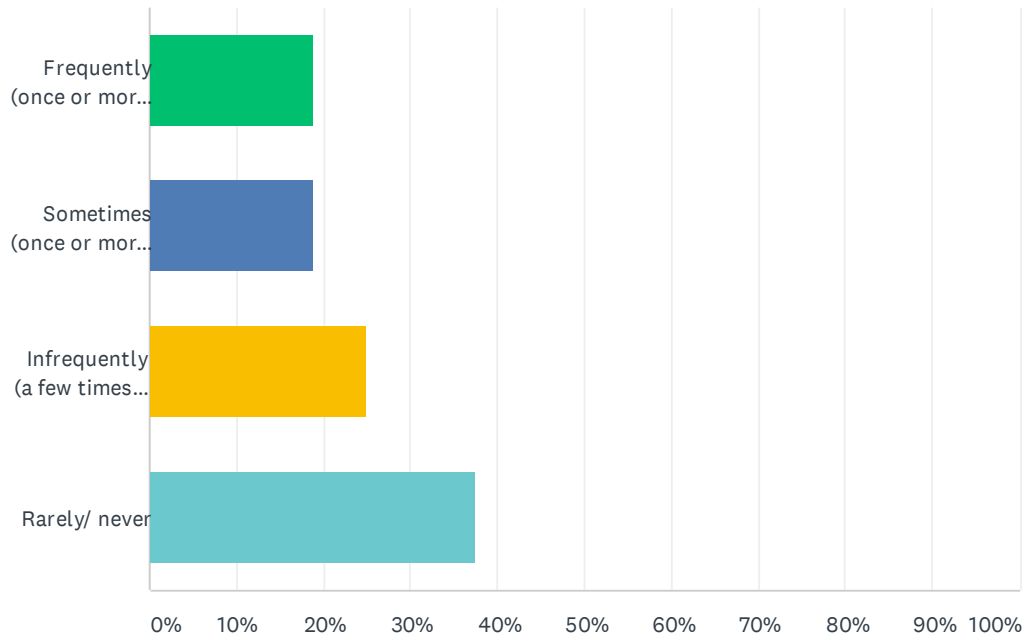


ANSWER CHOICES	RESPONSES	
Drive alone	62.50%	10
Rideshare (carpool/vanpool)	0.00%	0
Bike	0.00%	0
Walk	0.00%	0
Bus/Paratransit	0.00%	0
Train	0.00%	0
Not-applicable	37.50%	6
Other (please specify)	0.00%	0
TOTAL		16

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

## Q8 How often do you typically bike in/ around the Borough?

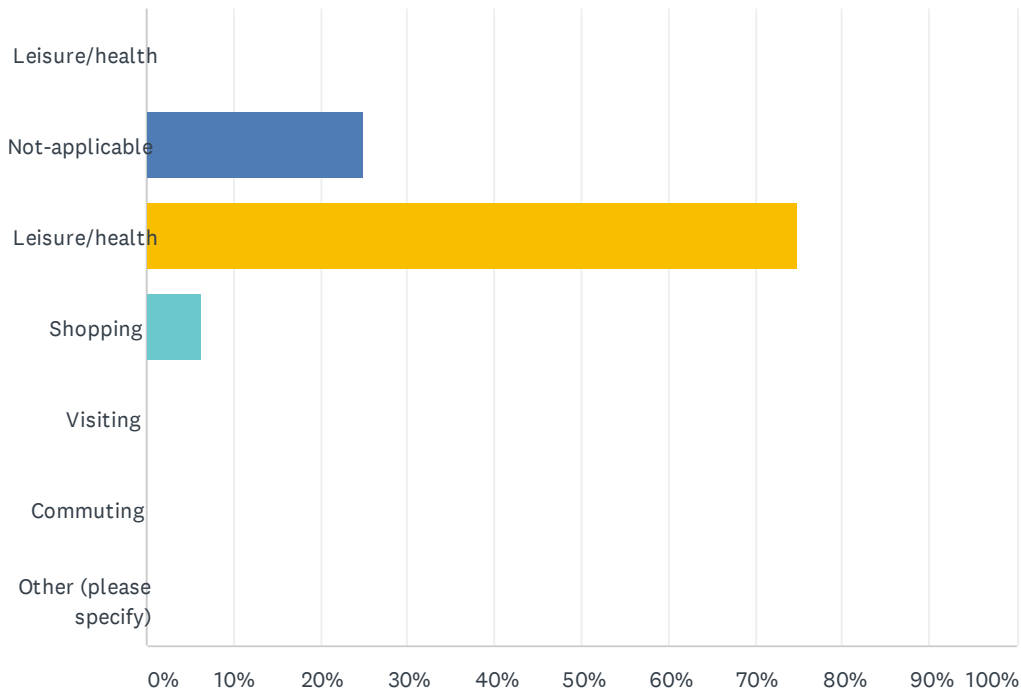
Answered: 16 Skipped: 224



ANSWER CHOICES	RESPONSES	
Frequently (once or more per week)	18.75%	3
Sometimes (once or more per month)	18.75%	3
Infrequently (a few times a year)	25.00%	4
Rarely/ never	37.50%	6
TOTAL		16

## Q9 What are your primary reasons for biking in/ around the Borough? (Select all that apply)

Answered: 16   Skipped: 224



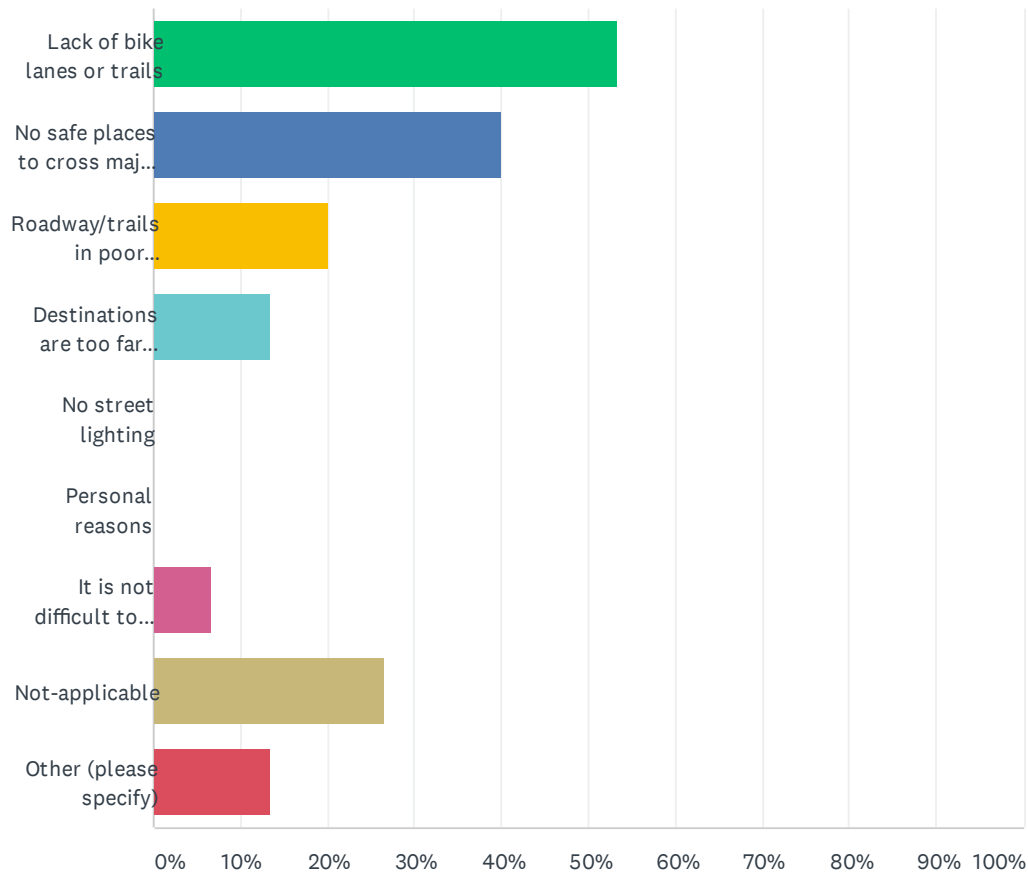
ANSWER CHOICES	RESPONSES	
Leisure/health	0.00%	0
Not-applicable	25.00%	4
Leisure/health	75.00%	12
Shopping	6.25%	1
Visiting	0.00%	0
Commuting	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 16		

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



## Q10 Do any of these factors make it difficult or unpleasant for you to bike in/around the Borough?(Select all that apply)

Answered: 15 Skipped: 225



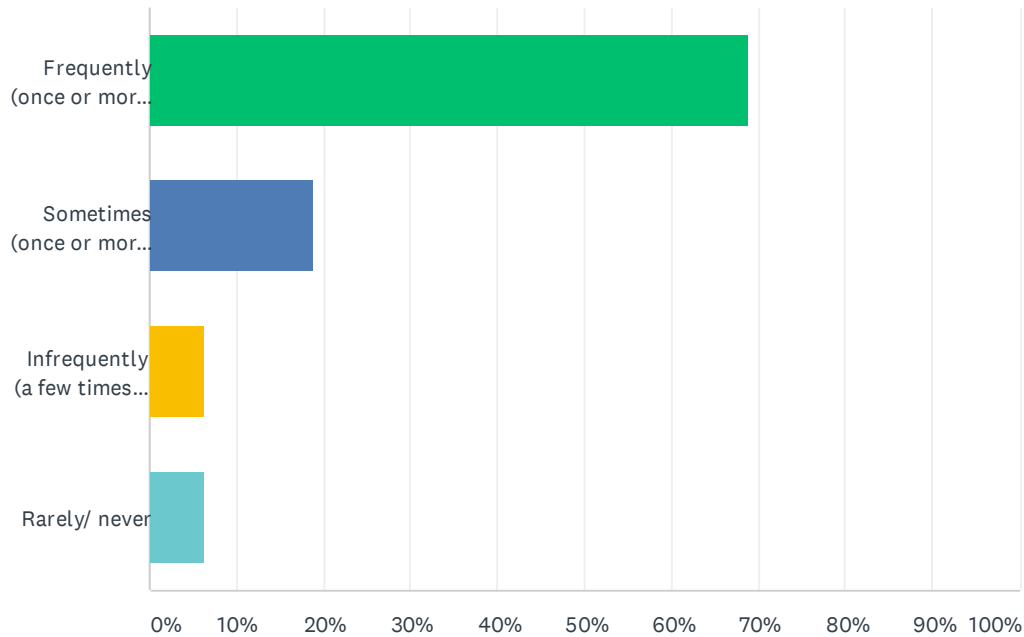
ANSWER CHOICES	RESPONSES	
Lack of bike lanes or trails	53.33%	8
No safe places to cross major streets or insufficient time to cross the street	40.00%	6
Roadway/trails in poor condition	20.00%	3
Destinations are too far away	13.33%	2
No street lighting	0.00%	0
Personal reasons	0.00%	0
It is not difficult to bike in/around the Borough	6.67%	1
Not-applicable	26.67%	4
Other (please specify)	13.33%	2
Total Respondents: 15		

## Borough of Mount Joy Walking, Biking and Transit Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	safety concerns due to potential lack of awareness of motorists with respect to bicyclists.	7/14/2020 2:45 PM
2	Pinkerton can be a bit tricky/dangerous because it's not wide enough other than that no issues	7/14/2020 10:25 AM

## Q11 How often do you typically walk in/ around the Borough?

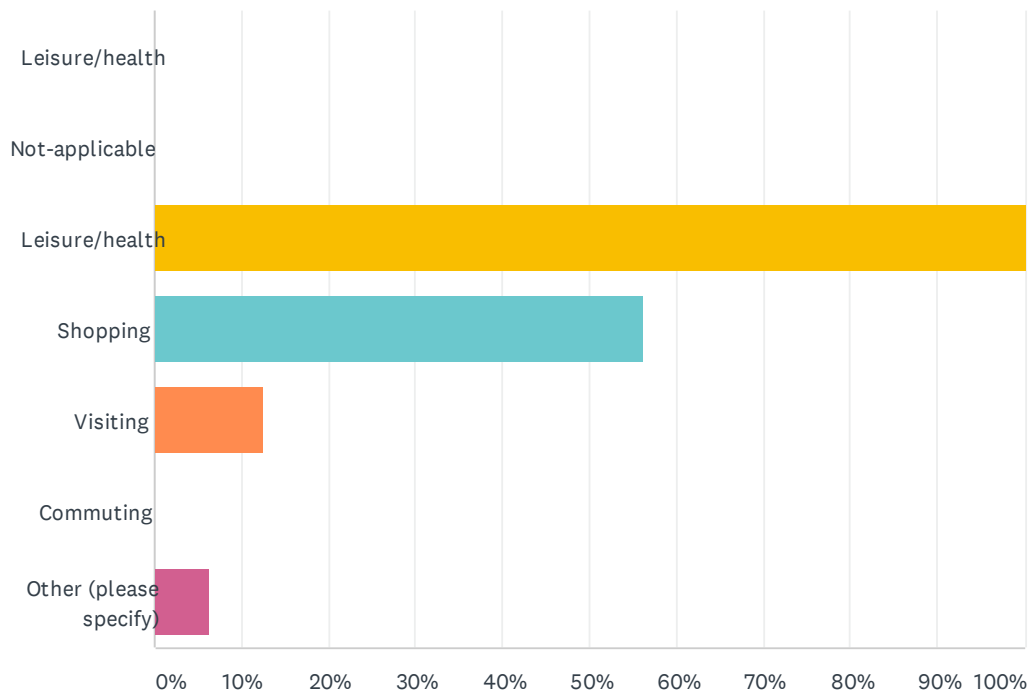
Answered: 16 Skipped: 224



ANSWER CHOICES	RESPONSES	
Frequently (once or more per week)	68.75%	11
Sometimes (once or more per month)	18.75%	3
Infrequently (a few times a year)	6.25%	1
Rarely/ never	6.25%	1
<b>TOTAL</b>		<b>16</b>

## Q12 What are your primary reasons for walking in/ around the Borough? (Select all that apply)

Answered: 16 Skipped: 224



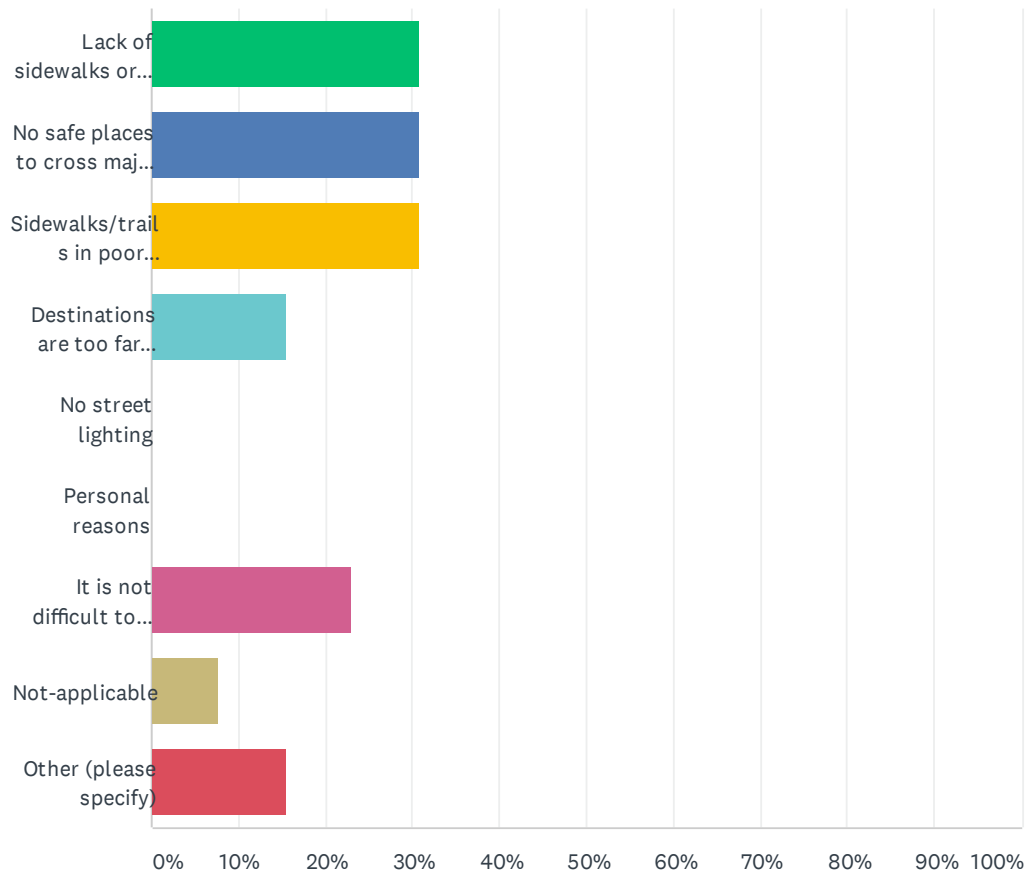
ANSWER CHOICES		RESPONSES	
Leisure/health		0.00%	0
Not-applicable		0.00%	0
Leisure/health		100.00%	16
Shopping		56.25%	9
Visiting		12.50%	2
Commuting		0.00%	0
Other (please specify)		6.25%	1
Total Respondents: 16			

#	OTHER (PLEASE SPECIFY)	DATE
1	Going to the library	7/14/2020 8:13 PM



## Q13 Do any of these factors make it difficult or unpleasant for you to walk in/around the Borough?(Select all that apply)

Answered: 13 Skipped: 227



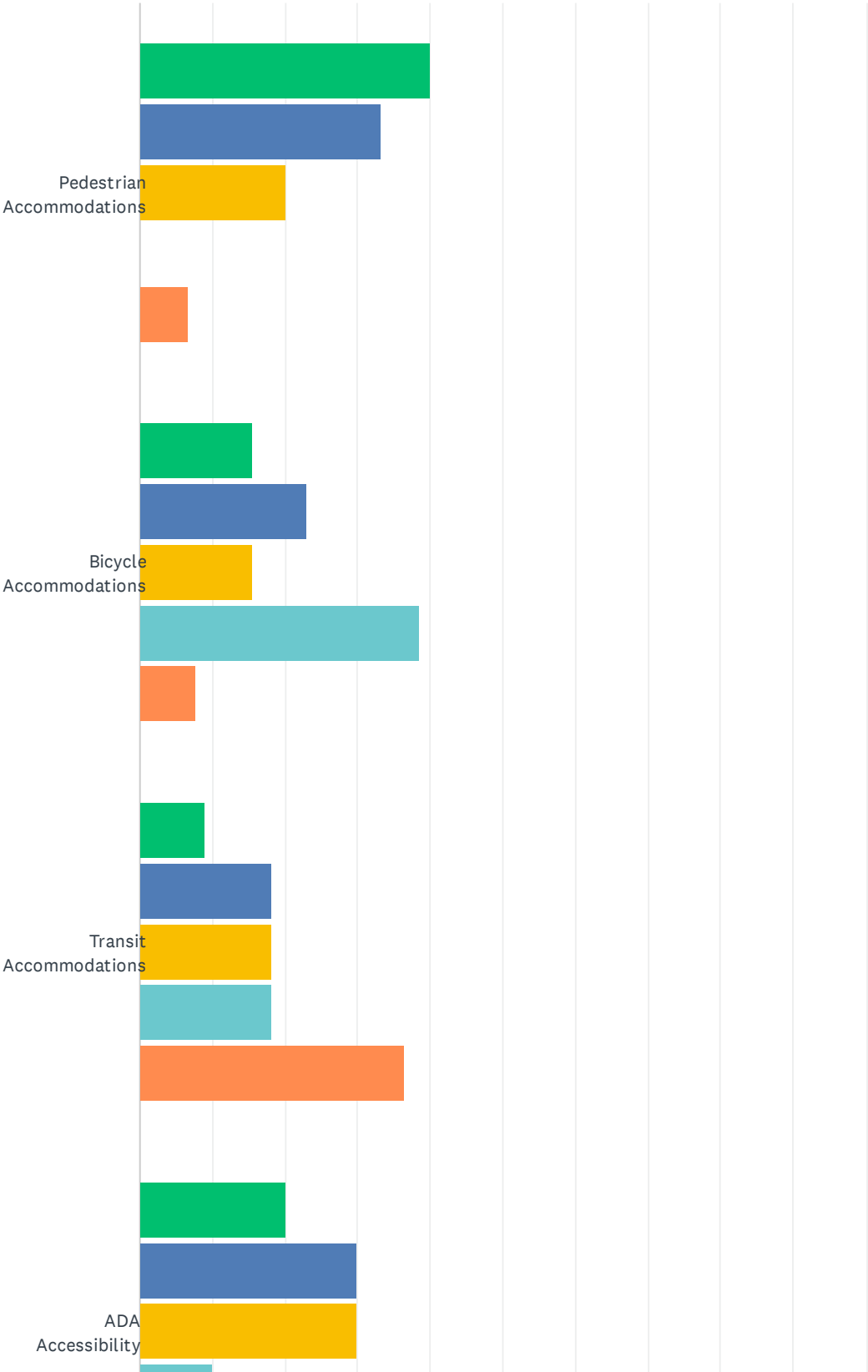
ANSWER CHOICES	RESPONSES	
Lack of sidewalks or trails	30.77%	4
No safe places to cross major streets or insufficient time to cross the street	30.77%	4
Sidewalks/trails in poor condition	30.77%	4
Destinations are too far away	15.38%	2
No street lighting	0.00%	0
Personal reasons	0.00%	0
It is not difficult to walk in/around the Borough	23.08%	3
Not-applicable	7.69%	1
Other (please specify)	15.38%	2
Total Respondents: 13		

## Borough of Mount Joy Walking, Biking and Transit Survey

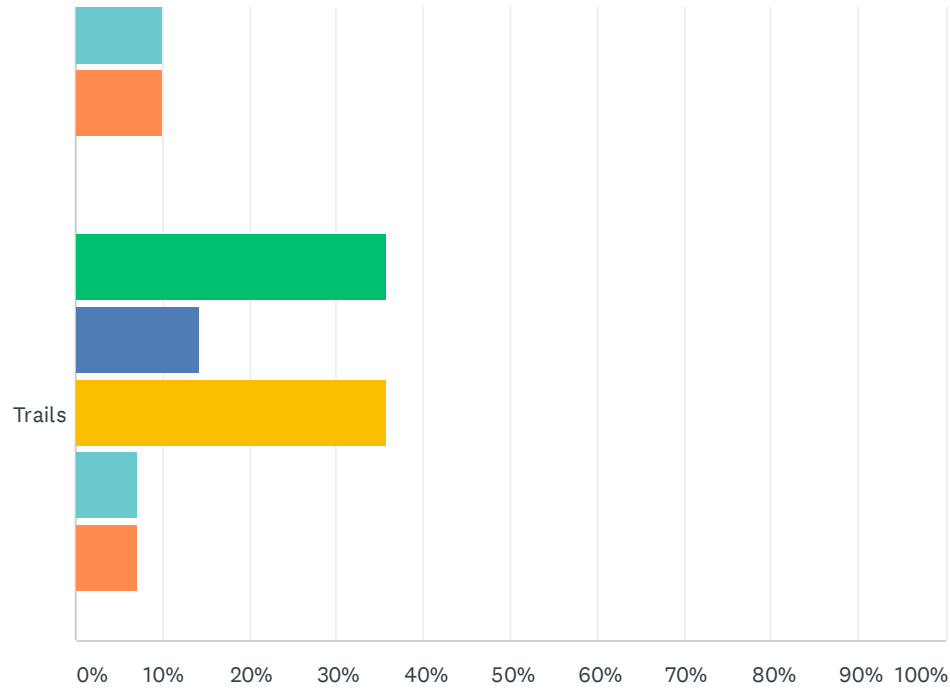
#	OTHER (PLEASE SPECIFY)	DATE
1	cars do not stop for people in crosswalks it is amazing someone hasn't been hit recently	7/14/2020 8:02 PM
2	I've encountered a few dogs unleashed with no owners around	7/14/2020 2:29 PM

Q14 What should the priority types of non-vehicular oriented projects be for the Borough?

Answered: 16 Skipped: 224



## Borough of Mount Joy Walking, Biking and Transit Survey

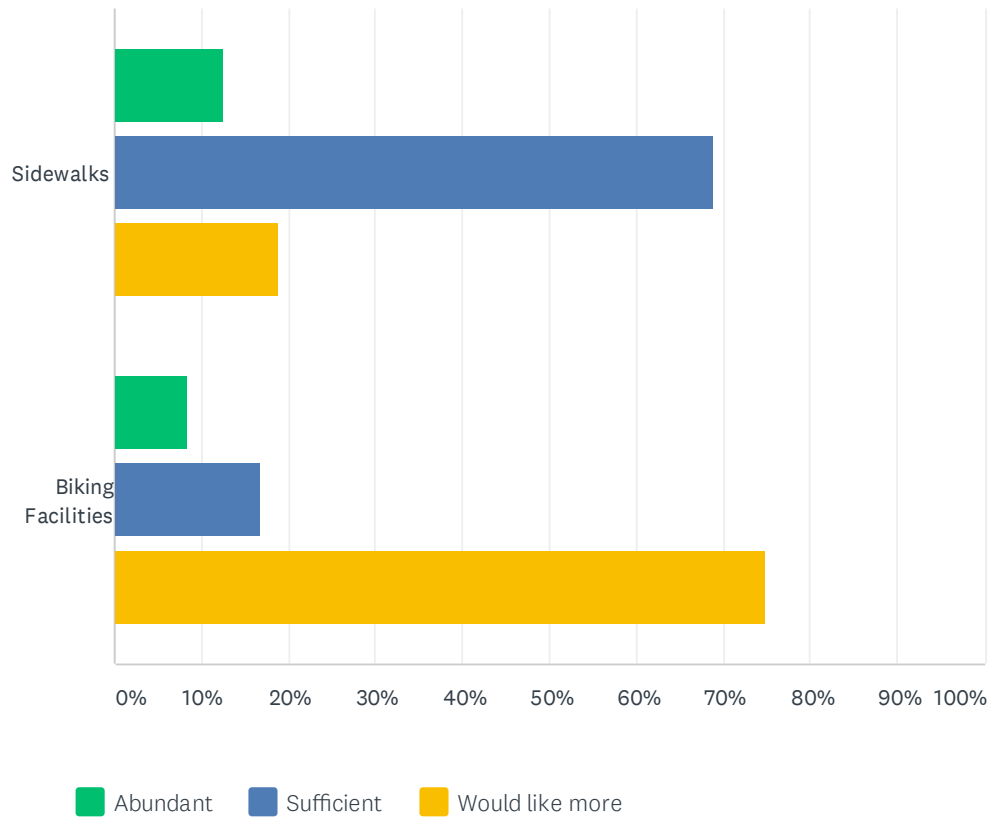


■ Most Important1
 ■ 2
 ■ 3
 ■ 4
 ■ Least Important5

	MOST IMPORTANT1	2	3	4	LEAST IMPORTANT5	TOTAL	WEIGHTED AVERAGE
Pedestrian Accommodations	40.00% 6	33.33% 5	20.00% 3	0.00% 0	6.67% 1	15	2.00
Bicycle Accommodations	15.38% 2	23.08% 3	15.38% 2	38.46% 5	7.69% 1	13	3.00
Transit Accommodations	9.09% 1	18.18% 2	18.18% 2	18.18% 2	36.36% 4	11	3.55
ADA Accessibility	20.00% 2	30.00% 3	30.00% 3	10.00% 1	10.00% 1	10	2.60
Trails	35.71% 5	14.29% 2	35.71% 5	7.14% 1	7.14% 1	14	2.36

## Q15 Select the category that best describes the availability of sidewalks and biking facilities in your neighborhood and the area in which you travel?

Answered: 16   Skipped: 224



	ABUNDANT	SUFFICIENT	WOULD LIKE MORE	TOTAL	WEIGHTED AVERAGE
Sidewalks	12.50% 2	68.75% 11	18.75% 3	16	2.06
Biking Facilities	8.33% 1	16.67% 2	75.00% 9	12	2.67



## Q16 Please list your top three deficient sidewalk or trail connectivity locations.

Answered: 8    Skipped: 232

#	RESPONSES	DATE
1	South side of East Main Street Florin Ward Park Avenue	9/18/2020 8:41 AM
2	School Lane, pinkerton Rd, crossing RR on west end of town	8/5/2020 12:37 PM
3	main street by country table, path from giant to chilies creek park, underpass by autozone	7/15/2020 12:26 AM
4	School Lane, Midway, Richland	7/14/2020 9:43 PM
5	1. We live on Columbia Ave which is not a far walk from the library. Unfortunately I cannot take Marietta Ave because there are not sidewalks all the way. I can walk through the development across the street from the library, but then crossing over Marietta Ave to get to the library is tricky as it is a busy road and I have little children with me. Extending the sidewalk on Marietta or providing a crosswalk would be very nice. The library should be easily accessible to everyone. 2. It would also be very nice to have a pathway from the sidewalk on North Barbara Street to the playground. It is not easy pushing a double stroller on the slanted hill through the grass by where the sidewalk ends. We walk to the park a lot and I actually have to take a lot of care to not tip our double stroller when going through the grass. The slanted part right by the driveway that is chained off doesn't seem bad at all, but with a huge stroller and 60+ pounds of kid, drinks, lunch, and a diaper bag... It's hard to maneuver. And a paved trail would make it so much easier than walking through grass. 3. There is a set of stairs on the sidewalk on S. market street in between main street and the amtrack station. They are not bad to navigate with a single stroller but really hard to go up with a double stroller. A ramp would be a lot easier.	7/14/2020 8:13 PM
6	Near Country Table, near Country Store.	7/14/2020 2:45 PM
7	Marietta Ave to downtown mt joy	7/14/2020 12:53 PM
8	Can't think off hand of locations but I've walked down sidewalks that really need replaced but haven't been. I used to be a homeowner in the borough and had to replace my sidewalk maybe in 2014 or 2015.	7/14/2020 12:22 PM

## Q17 Please list your top three deficient bike connectivity locations.

Answered: 4   Skipped: 236

#	RESPONSES	DATE
1	schools to neighborhoods	8/7/2020 8:57 AM
2	Crossing RR on west end of town, connection to Northwest River Trail, manheim St& SR772	8/5/2020 12:37 PM
3	Marietta by graveyard. And same as walking paths	7/15/2020 12:26 AM
4	High school to anywhere	7/14/2020 9:43 PM

## Q18 Any additional comments or concerns about walking, biking, or accessing buses or trains in Mount Joy Borough?

Answered: 5   Skipped: 235

#	RESPONSES	DATE
1	The dangerous intersection of new haven and Marrietta streets	7/15/2020 12:26 AM
2	Thank you for working to improve these items!	7/14/2020 9:43 PM
3	We walk around Mount Joy ALL the time. The three things I listed are the only three I can think of off hand. None of them would seem like a big deal probably unless you had small children, but having stroller accessibility to the library and the park from n. Barbara Street would be SO helpful to me and I think lots of other young families, as well.	7/14/2020 8:13 PM
4	Crossing Main St. between the Dollar General Store and Forum Hill is dangerous. Cars go to fast and don't stop for pedestrians in the crosswalks	7/14/2020 8:02 PM
5	would love to see increased awareness info to motorists to share the road with bicyclists.	7/14/2020 2:45 PM

## **Appendix B:**

### Street Inventory Data Table

Street Inventory Data Table

Data Collected in November 2020

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carrieway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DW5?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	Road Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS	
2nd Street	Mt. Joy Borough	General Urban	Residential - Commercial	Fairview Street (SR 4035)	Manheim Street (SR 772)	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Fairview Street (SR 4035)	Yes	Implied Prohibited	Not at All	Both	-	25	C5			2	
Action Alley	Mt. Joy Borough	Sub-Urban	Residential	Kenneth Street	Berry Street	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Kenneth Street, Berry Street	Yes	Implied Prohibited	Not at All	Alleys	-	25	C2			1	
Agapriolo Mobile Home Park	Private	General Urban	Residential	Clay Alley	Dead End	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C3			2	
Alden Street	Mt. Joy Borough	Sub-Urban	Residential	Reagan Street	Dead End	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Reagan Street, Hayley Alley, Water Street	Yes	Implied Permitted	Heavily	Alleys	-	25	C2			1
Alley A	Mt. Joy Borough	General Urban	Residential - Commercial	Manheim Street (SR 772)	Old Market Street	14	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Manheim Street (SR 772), Old Market Street	Manheim Street (SR 772)	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Alley C	Mt. Joy Borough	Sub-Urban	Residential	Caroline Alley	Park Alley	8	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Both	-	25	C2			1	
Alley D	Mt. Joy Borough	Sub-Urban	Residential	Mt. Joy Street	Park Avenue	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Mt. Joy Street	None	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Alley F	Mt. Joy Borough	Sub-Urban	Residential	Columbia Avenue	Oak Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Columbia Avenue	None	Implied Prohibited	Not at All	Neither	-	25	C5			2	
Alley G	Mt. Joy Borough	Sub-Urban	Residential	Columbia Avenue	Oak Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Columbia Avenue	None	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Alley H	Mt. Joy Borough	Sub-Urban	Residential	Marietta Avenue (SR 772)	South Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Alley I	Mt. Joy Borough	Sub-Urban	Residential	Oak Alley	South Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Alley K	Mt. Joy Borough	General Urban	Residential	New Haven Street	Lumber Street	11	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	New Haven Street	None	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Alley L	Mt. Joy Borough	General Urban	Residential	Marietta Avenue (SR 772)	Alley K	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Marietta Avenue (SR 772)	None	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Anderson Ferry Road (SR 772)	PennDOT	Sub-Urban	Residential - Commercial	School Lane	Blossom Trail	36	West Side	West Side	4	Good	No	N/A	N/A	N/A	West Side	4	No	N/A	N/A	School Lane	None	Implied Prohibited	Not at All	Neither	-	40	C2	6632	7	4
Anderson Ferry Road (SR 772)	PennDOT	Sub-Urban	Residential - Commercial	Blossom Trail	Jane Avenue	36	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Blossom Trail	None	Implied Prohibited	Not at All	Neither	-	40	C2	6632	7	4	
Anderson Ferry Road (SR 772)	PennDOT	Sub-Urban	Residential - Commercial	Jane Avenue	Kaiser Road	36	No	No	N/A	N/A	East Side	Parallel Facility	9	Good	East Side	5	No	Kaiser Road	Traditional	Kaiser Road	Yes	Implied Prohibited	Not at All	Driveways	-	40	C2	6632	7	4
Angle Street	Mt. Joy Borough	Sub-Urban	Residential	Bruce Avenue	Terrace Avenue	19	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	50	25	C2			1	
Angle Street	Mt. Joy Borough	Sub-Urban	Residential	Terrace Avenue	Hill Street	36	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Hill Street	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Angle Street	Mt. Joy Borough	General Urban	Residential - Commercial	Hill Street	Spring Alley	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Hill Street	Yes	Prohibited	Not at All	Both	50	25	C2	3001		3	
Angle Street	Mt. Joy Borough	General Urban	Residential - Commercial	Spring Alley	Church Street	20	Both Sides	West Side	5	Fair	No	N/A	N/A	N/A	No	N/A	N/A	N/A	Church Street	None	Prohibited	Not at All	Driveways	50	25	C2	3001		3	
Angle Street	Mt. Joy Borough	General Urban	Residential - Commercial	Church Street	Main Street (SR 230)	20	East Side	Both Sides	4	Fair	No	N/A	N/A	N/A	West Side	3	No	Main Street (SR 230)	Traditional	Church Street, Pink Alley, Main Street (SR 230)	Pink Alley, Main Street (SR 230)	Prohibited	Not at All	Both	50	25	C3	3001		3
Angle Street (SR 4015)	PennDOT	General Urban	Residential - Commercial	Main Street (SR 230)	Clay Alley	24	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230), Clay Alley	Traditional	Main Street (SR 230), Clay Alley	Main Street (SR 230)	Implied Prohibited	Not at All	Driveways	50	35	C3	5844	5.4	4
Angle Street (SR 4015)	PennDOT	General Urban	Residential - Commercial	Clay Alley	Bridge Boulevard	24	Both Sides	West Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	Clay Alley	Traditional	Clay Alley, Bridge Boulevard	Bridge Boulevard	Implied Prohibited	Not at All	Neither	50	35	C4	5844	5.4	4
Angle Street (SR 4015)	PennDOT	General Urban	Residential - Commercial	Bridge Boulevard	Donnegal Springs Road (SR 4002)	36	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	Bridge Boulevard, Donnegal Springs Road (SR 4002)	Traditional	Bridge Boulevard, Colony Lane, Donnegal Springs Road (SR 4002)	Bridge Boulevard, Colony Lane, Donnegal Springs Road (SR 4002)	Implied Prohibited	Not at All	Driveways	50	35	C2	5844	5.4	4
Apple Alley	Mt. Joy Borough	General Urban	Residential - Commercial	Water Street	Clay Alley	11	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Water Street, Church Street, Main Street (SR 230)	Water Street, Church Street, Main Street (SR 230)	Implied Prohibited	Not at All	Driveways	-	25	C3			2
Appletree Alley	Mt. Joy Borough	General Urban	Commercial	Manheim Street (SR 772)	Chestnut Street	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	Manheim Street (SR 772), Market Street, Barbara Street, High Street, Jacob Street	Manheim Street (SR 772), Market Street, Barbara Street, High Street, Jacob Street	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Arbor Rose Avenue	Mt. Joy Borough	Sub-Urban	Residential	Union School Road (SR 4015)	Blossom Trail	34	Both Sides	Both Sides	4	Good	Both Sides	Connector	8	Good	Both Sides	3	No	Union School Road (SR 4015)	Continental	Union School Road, Rose Petal Lane, Florin Avenue, Blossom Trail	Union School Road (SR 4015), Rose Petal Lane	Implied Permitted	Sparsely	Driveways	50	25	C2	3001		3



Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carrieway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip?	Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DW5?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	ROW Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Ashworth Street	Mt. Joy Borough	Sub-Urban	Residential	Finney's Alley	Kelvinth Street	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Finney's Alley, Kelvinth Street	Finney's Alley, Kelvinth Street	Implied Permitted	Heavily	Alleys	-	25	C2			1
Bailey Lane	Mt. Joy Borough	Sub-Urban	Residential	Taylor Avenue	Union School Road (SR 4015)	34	Both Sides	Both Sides	4	Good	South Side	Connector	5	Good	Both Sides	2	No	N/A	N/A	Taylor Avenue, Union School Road (SR 4015)	Taylor Avenue, Union School Road (SR 4015)	Implied Permitted	Sparsely	Driveways	-	25	C2			1
Barbara Street	Mt. Joy Borough	Sub-Urban	Residential	Marheim Street (SR 772)	Pine Street	28	East Side	East Side	6	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Pine Street	None	Available	Sparsely	Driveways	40	25	C2	3001		3
Barbara Street	Mt. Joy Borough	General Urban	Residential	Pine Street	Main Street (SR 230)	28	Both Sides	Both Sides	8	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Appletree Alley, Mt. Joy Street, North Alley, Frank Street, Frederick Street, DeWeller Avenue	Main Street (SR 230)	Available	Sparsely	Both	40	25	C5	3001		3
Barbara Street	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Sacsafrax Alley	34	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230), Sacsafrax Alley	Traditional	Main Street (SR 230), Sacsafrax Alley	Main Street (SR 230)	Available	Heavily	Alleys	45	25	C5	3001		3
Barbara Street	Mt. Joy Borough	General Urban	Residential - Commercial	Sacsafrax Alley	Columbia Avenue	34	Both Sides	West Side	5	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Sacsafrax Alley, Columbia Avenue	None	Implied Prohibited	Not at All	Neither	45	25	C5	3001		3
Barbara Street	Mt. Joy Borough	Sub-Urban	Residential	Columbia Avenue	New Street	34	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	New Street	Traditional	Columbia Avenue, South Alley, New Street	New Street	Implied Permitted	Heavily	Alleys	45	25	C5	3001		3
Barbara Street	Mt. Joy Borough	Sub-Urban	Residential	New Street	Seller School	34	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	East Side	3	No	New Street	Traditional	New Street	New Street	Implied Permitted	Heavily	Alleys	45	25	C5			2
Bayberry Drive	Private	Sub-Urban	Residential	Donnegal Springs Road (SR 4002)	Lavender Drive	24	East Side	East Side	5	Good	No	N/A	N/A	N/A	East Side	3	No	Donnegal Springs Road (SR 4002), Lavender Drive, Woodruff Lane	Donnegal Springs Road (SR 4002), Woodruff Lane, Lavender Drive, Woodruff Lane	Donnegal Springs Road (SR 4002), Woodruff Lane	Donnegal Springs Road (SR 4002), Woodruff Lane	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Bernhard Avenue	Mt. Joy Borough	Sub-Urban	Residential	Cul-de-Sac	Orchard Road	31	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Berry Street	Mt. Joy Borough	Sub-Urban	Residential	Water Street	Collins Lane	27	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Water Street, Acton Alley, Collins Lane	Water Street, Acton Alley, Collins Lane	Implied Permitted	Sparsely	Both	-	25	C2			1
Birchland Avenue	Mt. Joy Borough	Sub-Urban	Residential	Orchard Road	Fairview Street	22	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Orchard Road	None	Implied Permitted	Sparsely	Driveways	50	25	C2	3001		3
Blossom Trail	Mt. Joy Borough	Sub-Urban	Residential	Martin Avenue	School Lane	34	Both Sides	Both Sides	4	Good	East Side	Connector	8	Good	Both Sides	3	No	N/A	N/A	Martin Avenue, Glenn Avenue, School Lane	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Bridge Boulevard	Mt. Joy Borough	Sub-Urban	Residential	Angle Street (SR 4015)	Wood Street	29	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	No	N/A	No	Angle Street (SR 4015), Wood Street	Traditional	Angle Street (SR 4015), Harvestview N, Poplar Alley, Wood Street	Angle Street (SR 4015), Harvestview N, Poplar Alley, Wood Street	Implied Permitted	Sparsely	Both	50	25	C2			1
Brittany Lane	Mt. Joy Borough	Sub-Urban	Residential	Talbot Street	Dead End	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Sagamore Hill, Talbot Street	Sagamore Hill, Talbot Street	Implied Permitted	Heavily	Both	-	25	C2			1
Bruce Avenue	Mt. Joy Borough	Sub-Urban	Residential	Plum Street	Orchard Road	17	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	40	25	C2			1
Center Alley	Mt. Joy Borough	Sub-Urban	Residential	Melhorn Drive	Dead End	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Melhorn Drive, Sagamore Hill	Melhorn Drive, Sagamore Hill	Prohibited	Not at All	Driveways	-	25	C2			1
Caroline Alley	Mt. Joy Borough	Sub-Urban	Residential	Market Street	Concord Street	9	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Market Street	Yes	Implied Prohibited	Not at All	Alleys	-	25	C2			1
Cedar Lane	Mt. Joy Borough	Sub-Urban	Residential	Springville Road	Dead End	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	40	25	C5			2
Charlan Boulevard	Mt. Joy Borough	Sub-Urban	Residential	Lakeside Crossing	Farmington Way	33	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Farmington Way, Lakeside Crossing, Waters Edge Drive	Lakeside Crossing, Waters Edge Drive	Implied Permitted	Sparsely	Driveways	-	25	C2			1
Charter Lane	Mt. Joy Borough	Sub-Urban	Residential	Donnegal Springs Road (SR 4002)	Cul-de-Sac	31	Both Sides	Both Sides	3	Fair	No	N/A	N/A	N/A	Both Sides	3	No	Donnegal Springs Road (SR 4002)	Traditional	Donnegal Springs Road (SR 4002), Farmington Way	Donnegal Springs Road (SR 4002)	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Cherry Alley	Mt. Joy Borough	General Urban	Residential	Water Street	Church Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Church Street	None	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Cherry Alley	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Square Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Both	-	25	C4			2
Chestnut Street	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Dead End	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	45	25	C5			2
Chocolate Avenue	Mt. Joy Borough	Sub-Urban	Residential - Commercial	Donnegal Springs Road (SR 4002)	Wood Street	32	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	Donnegal Springs Road (SR 4002)	Traditional	Donnegal Springs Road (SR 4002), Poplar Alley, Wood Street	Donnegal Springs Road (SR 4002)	Implied Permitted	Sparsely	Both	34.5	25	C2			1
Church Street	Mt. Joy Borough	Sub-Urban	Residential	Apple Alley	Angle Street	34	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Apple Alley, Plum Street, Peach Alley, Market Avenue, Rose Alley, Angle Street	Apple Alley, Peach Alley, Market Avenue	Implied Permitted	Heavily	Both	60	25	C2	3001		3
Church Street	Mt. Joy Borough	Sub-Urban	Residential - Recreation	Angle Street	Orchard Road	34	Both Sides	North Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Angle Street, Cherry Alley, Grandview Circle, Orchard Road	None	Implied Permitted	Sparsely	Both	60	25	C2	3001		3
Clay Alley	Mt. Joy Borough	General Urban	Residential - Commercial	Apple Alley	Green Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Angle Street (SR 4015)	Traditional	Angle Street (SR 4015)	None	Implied Prohibited	Not at All	Driveways	-	25	C4			2

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carlsberg Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Driveway Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Green Strip North (ft.)	Presence of Green Strip South (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DMV?	On-Street Parking Station	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	Road Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Clay Alley	Mt. Joy Borough	Sub-Urban	Residential	Green Alley	Agourides Mobile Home Park	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C3			2
Cling Alley	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Marietta Avenue (SR 772)	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772)	Yes	Implied Permitted	Sparsely	Neither	-	25	C5			2
Coal Alley	Mt. Joy Borough	General Urban	Commercial	Appletree Alley	Main Street (SR 230)	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Collins Lane	Mt. Joy Borough	Sub-Urban	Residential	Finney's Alley	Berry Street	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Kelath Street, Berry Street	Yes	Implied Permitted	Heavily	Driveways	-	25	C2			1
Colony Lane	Mt. Joy Borough	Sub-Urban	Residential	Plum Street	Market Avenue	31	Both Sides	Both Sides	3	Fair	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	Plum Street	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Colony Lane	Mt. Joy Borough	General Urban	Commercial	Market Avenue	Angle Street (SR 4015)	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Angle Street (SR 4015)	Yes	Prohibited	Not at All	Driveways	50	25	C2			1
Columbia Avenue	Mt. Joy Borough	Sub-Urban	Residential	Pinkerton Road	Market Street	33	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Pinkerton Road, Alley I, Poplar Street, Alley N, Market Street	Poplar Street	Implied Permitted	Sparsely	Both	50	25	C5	3001		3
Columbia Avenue	Mt. Joy Borough	Sub-Urban	Residential	Market Street	Delta Street	33	Both Sides	Both Sides	8	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Market Street, Alley G, Delta Street	None	Implied Permitted	Sparsely	Both	50	25	C5	3001		3
Columbia Avenue	Mt. Joy Borough	Sub-Urban	Residential	Delta Street	Barbara Street	33	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	Both Sides	3	No	Barbara Street	Traditional	Delta Street, Alley F, Walnut Street, Barbara Street	Walnut Street	Implied Permitted	Sparsely	Both	50	25	C5	3001		3
Comfort Alley	Mt. Joy Borough	General Urban	Commercial	Appletree Alley	Henry Street	13	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Comfort Alley	Mt. Joy Borough	General Urban	Residential	Dead End	Marietta Avenue (SR 772)	14	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772)	Traditional	Donnegal Street, Marietta Avenue (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Concord Street	Mt. Joy Borough	Sub-Urban	Residential	Detweiler Avenue	Frank Street	25	West Side	West Side	6	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Detweiler Avenue, Frank Street	None	Implied Permitted	Sparsely	Both	40	25	C2			1
Concord Street	Mt. Joy Borough	General Urban	Residential - Commercial	Frank Street	Mt. Joy Street	25	East Side	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Frank Street, Mt. Joy Street	None	Implied Prohibited	Not at All	Driveways	50	25	C5			2
Cornerstone Drive	Mt. Joy Borough	Rural	Commercial	Main Street (SR 230)	Willow Creek Drive	36	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	7	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C4			2
Creekside Lane	Mt. Joy Borough	Sub-Urban	Residential	Stauffer Court	Lufewer Road	32	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C1			2
David Street	Mt. Joy Borough	General Urban	Residential - Commercial	Donnegal Springs Road (SR 4002)	Lumber Street	31	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Donnegal Springs Road (SR 4002)	Traditional	Donnegal Springs Road (SR 4002)	Yes	Implied Prohibited	Not at All	Both	50	25	C5			2
David Street	Mt. Joy Borough	General Urban	Residential - Commercial	Lumber Street	New Haven Street	31	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	New Haven Street	Yes	Implied Permitted	Heavily	Both	50	25	C5			2
David Street	Mt. Joy Borough	General Urban	Residential - Commercial	New Haven Street	Comfort Alley	31	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	New Haven Street	Yes	Implied Prohibited	Not at All	Both	50	25	C5			2
Delta Street	Mt. Joy Borough	Urban Center	Commercial	Main Street (SR 230)	Henry Street	22	No	Both Sides	12	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230), Henry Street	Ornamental	Main Street (SR 230), Henry Street	Yes	Partial Permitted (West Side only)	Sparsely	Driveways	54	25	C5			2
Delta Street	Mt. Joy Borough	General Urban	Residential	Marietta Avenue (SR 772)	Columbia Avenue	32	Both Sides	Both Sides	8	Fair	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772), Columbia Avenue	Marietta Avenue (SR 772)	Implied Permitted	Heavily	Both	50	25	C5			2
Delta Street	Mt. Joy Borough	Sub-Urban	Residential	Columbia Avenue	Dead End	34	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Columbia Avenue	None	Implied Permitted	Heavily	Both	50	25	C2			1
Detweiler Avenue	Mt. Joy Borough	General Urban	Residential	Market Street	Concord Street	27	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Market Street, Alley C, Concord Street	Market Street	Implied Permitted	Heavily	Both	50	25	C2			1
Detweiler Avenue	Mt. Joy Borough	General Urban	Residential	Concord Street	Barbara Street	27	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Concord Street, Ely Alley, Barbara Street	None	Implied Permitted	Heavily	Both	50	25	C2			1
Detweiler Avenue	Mt. Joy Borough	General Urban	Residential	Barbara Street	Alley D	13	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street	None	Implied Prohibited	Not at All	Both	50	25	C5			2
Donnegal Street	Mt. Joy Borough	General Urban	Residential	Dead End	Donnegal Springs Road (SR 4002)	45	North Side	North Side	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Donnegal Springs Road (SR 4002)	Traditional	Donnegal Springs Road (SR 4002)	None	Implied Permitted	Heavily	Neither	40	25	C5			2
Donnegal Street	PennDOT	General Urban	Residential - Commercial	Donnegal Springs Road (SR 4002)	Market Street	32	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Donnegal Springs Road (SR 4002), New Haven Street, Market Street	Traditional, Market Street, Continental	Donnegal Springs Road (SR 4002), Lumber Street, New Haven Street, Weeping Alley, Comfort Alley, Market Street	Lumber Street, New Haven Street, Weeping Alley, Comfort Alley	Implied Permitted	Heavily	Alleys	40	25	C5	3001		3
Donnegal Street	Mt. Joy Borough	General Urban	Residential - Commercial	Market Street	Marietta Avenue (SR 772)	32	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	South Side	2	No	Market Street, Marietta Avenue (SR 772)	Market Street, Continental, Marietta Avenue (SR 772)	Market Street, Marietta Avenue (SR 772)	Marietta Avenue (SR 772)	Available	Heavily	Neither	50	25	C5			2
Donnegal Street	Mt. Joy Borough	General Urban	Residential - Commercial	Barbara Street	Jacob Street	34	Both Sides	South Side	7	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street, High Street, Jacob Street	None	Implied Permitted	Sparsely	Alleys	50	25	C5	3001		3

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carrieway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip	Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DW5?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	RDM Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS	
Donagel Street	Mt. Joy Borough	General Urban	Residential - Commercial	Jacob Street	Longenecker Road	34	Both Sides	North Side	7	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Jacob Street, Longenecker Road	Longenecker Road	Implied Permitted	Sparsely	Neither	-	50	25	C4	3001		3
Donagel Springs Road (SR 4002)	PennDOT	Sub-Urban	Residential	Musser Road	Union School Road (SR 4015)	30	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	Musser Road, Charter Lane, Plum Street, Union School Road (SR 4015)	Traditional	Musser Road, Charter Lane, Plum Street, Market Avenue, Union School Road (SR 4015)	Musser Road, Charter Lane, Plum Street, Market Avenue, Union School Road (SR 4015)	Implied Prohibited	Not at All	Driveways	-	35	C2	1844	3.9	4	
Donagel Springs Road (SR 4002)	PennDOT	Sub-Urban	Residential - Commercial	Union School Road (SR 4015)	Bayberry Drive	34	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	South Side	3	No	Union School Road (SR 4015)	Traditional	Union School Road (SR 4015), Bayberry Drive	Yes	Implied Prohibited	Not at All	Driveways	-	35	C2	1820	4	4	
Donagel Springs Road (SR 4002)	PennDOT	Sub-Urban	Residential	Bayberry Drive	Donagel Street	32	Both Sides	Both Sides	7	Good	No	N/A	N/A	N/A	No	N/A	No	Chocolate Avenue, Florin Avenue, Donagel Street	Traditional	Bayberry Drive, Harvestcreek N, Chocolate Avenue, Glenn Avenue, Florin Avenue, Donagel Street	Yes	Implied Permitted	Sparsely	Driveways	-	35	C2	1820	4	4	
Elk Alley	Mt. Joy Borough	Sub-Urban	Residential	Park Alley	Ditweiler Avenue	11	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Alleys	-	25	C2			1	
Elk Drive	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Union School Road (SR 4015)	34	Both Sides	Both Sides	4	Good	North Side	Connector	5	Good	Both Sides	2	No	Union School Road (SR 4015)	Traditional	Union School Road (SR 4015)	No	Implied Permitted	Sparsely	Driveways	-	25	C2			1	
Fairview Street (SR 4035)	PennDOT	Rural	Residential	Birchland Avenue	2nd Street	22	No	No	N/A	N/A	East Side	Connector	10	Good	No	N/A	No	N/A	N/A	2nd Street	Yes	Implied Prohibited	Not at All	Driveways	-	35	C1	345	1	4	
Fairview Street (SR 4035)	PennDOT	General Urban	Residential - Commercial	2nd Street	Main Street (SR 230)	20	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	2nd Street, Hopewell Street, Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	35	C5	345	1	4	
Farmington Way	Mt. Joy Borough	Sub-Urban	Residential	Musser Road	Charter Lane	33	Both Sides	Both Sides	4	Good	Both Sides	Connector	6	Good	Both Sides	2	No	N/A	N/A	Musser Road, Charlan Boulevard, Charter Lane	Charlan Boulevard	Implied Permitted	Sparsely	Driveways	-	25	C2			1	
Farmview Lane	Mt. Joy Borough	Sub-Urban	Residential	Martin Avenue	School Lane	34	Both Sides	West Side	4	Good	West Side	Connector	8	Good	West Side	2	No	N/A	N/A	Martin Avenue, School Lane	None	Implied Permitted	Sparsely	Driveways	50	25	C2	261		1	
Finney's Alley	Mt. Joy Borough	Sub-Urban	Residential	Ashworth Street	Berry Street	15	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Ashworth Street	Yes	Implied Prohibited	Prohibited	Driveways	-	25	C2			1	
Florin Avenue	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Donagel Springs Road (SR 4002)	31	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Donagel Springs Road (SR 4002)	Traditional	Donagel Springs Road (SR 4002)	Yes	Implied Permitted	Not at All	Driveways	48.8	25	C2			1	
Florin Avenue	Mt. Joy Borough	Sub-Urban	Residential	Donagel Springs Road (SR 4002)	School Lane	30	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	Both Sides	2	No	Donagel Springs Road (SR 4002)	Traditional	Donagel Springs Road (SR 4002), Martin Avenue, Glenn Avenue, School Lane	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Florin Avenue	Mt. Joy Borough	Sub-Urban	Residential	School Lane	Borough Lane	34	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	School Lane, Arbor Rose Avenue	School Lane	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Frank Street	Mt. Joy Borough	General Urban	Residential - Commercial	Market Street	Concord Street	26	Both Sides	North Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Market Street, Concord Street	Market Street	Implied Permitted	Sparsely	Alleys	40	25	C5			2	
Frank Street	Mt. Joy Borough	General Urban	Residential - Commercial	Concord Street	Barbara Street	26	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	South Side	2	No	N/A	N/A	Concord Street, Barbara Street	None	Implied Permitted	Sparsely	Neither	40	25	C5			2	
Frederick Street	Mt. Joy Borough	Sub-Urban	Residential	Barbara Street	High Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street	None	Implied Prohibited	Not at All	Alleys	50	25	C5			2	
Frederick Street	Mt. Joy Borough	Sub-Urban	Residential	High Street	Dead End	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Glenn Avenue	Mt. Joy Borough	Sub-Urban	Residential	Donagel Springs Road (SR 4002)	Martin Avenue	30	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	No	2	No	Donagel Springs Road (SR 4002)	Traditional	Donagel Springs Road (SR 4002)	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Glenn Avenue	Mt. Joy Borough	Sub-Urban	Residential	Florin Avenue	Blossom Trail	30	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	No	2	No	N/A	N/A	Florin Avenue, Blossom Trail	Florin Avenue	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Glenn Avenue	Mt. Joy Borough	Sub-Urban	Residential	Blossom Trail	Dead End	34	Both Sides	Both Sides	4	Good	North Side	Connector	8	N/A	No	2	No	N/A	N/A	Blossom Trail	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Grandview Circle	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Church Street	31	Both Sides	No	5	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Church Street	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1	
Green Alley	Mt. Joy Borough	General Urban	Residential - Commercial	Church Street	Square Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Neither	-	25	C3			2	
Green Alley	Mt. Joy Borough	Sub-Urban	Residential	Water Street	Hill Street	11	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Neither	-	25	C2			1	
Greiner Alley	Mt. Joy Borough	General Urban	Residential	David Street	Marietta Avenue (SR 772)	11	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2	
Harvestview North	Mt. Joy Borough	General Urban	Residential	Bridge Boulevard	Donagel Springs Road (SR 4002)	22	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Bridge Boulevard, Donagel Springs Road (SR 4002)	Yes	Prohibited	Not at All	Driveways	-	25	C2			1	
Harvestview South	Mt. Joy Borough	General Urban	Residential	Dead End	Marietta Avenue (SR 772)	20	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Prohibited	Not at All	Driveways	-	25	C2			1	
Hayley Alley	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Water Street	18	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Alden Street, Water Street	Yes	Implied Prohibited	Not at All	Driveways	-	25	C2			1	

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidebreak Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip North (ft.)	Presence of Grass Strip South (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DWIS?	On-Street Parking Station	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	ROW Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Hearthstone Lane	Mt. Joy Borough	Sub-Urban	Residential	Union School Road (SR 4015)	Dead End	24	No	Both Sides	5	Good	North Side	Connector	N/A	Good	Both Sides	5	No	Union School Road (SR 4015)	Continental	Union School Road (SR 4015)	None	Prohibited	Not at All	Driveways	-	25	C2			1
Hemp Street	Mt. Joy Borough	General Urban	Residential - Commercial	2nd Street	Manheim Street (SR 772)	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Manheim Street (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	24	25	C5			2
Henry Street	Mt. Joy Borough	General Urban	Commercial	Dead End	New Haven Street	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	New Haven Street	Yes	Implied Prohibited	Not at All	Driveways	50	25	C5			2
Henry Street	Mt. Joy Borough	General Urban	Commercial	New Haven Street	Marietta Avenue (SR 772)	20	South Side	South Side	4	Good	No	N/A	N/A	N/A	No	N/A	No	New Haven Street, Market Street, Delta Street	Continental, Delta Street-Ornamental	New Haven Street, Market Street, Marietta Street	Yes	Implied Prohibited	Not at All	Driveways	50	25	C5			2
High Street	Mt. Joy Borough	Sub-Urban	Residential	Park Avenue	North Alley	32	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	North Alley	None	Implied Permitted	Sparsely	Both	45	25	C2			1
High Street	Mt. Joy Borough	General Urban	Residential	North Alley	Mt. Joy Street	32	Both Sides	East Side	5	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	North Alley, Mt. Joy Street	None	Implied Permitted	Sparsely	Both	45	25	C2			1
High Street	Mt. Joy Borough	General Urban	Residential - Commercial	Mt. Joy Street	Main Street (SR 230)	32	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Mt. Joy Street, Appletree Alley, Main Street (SR 230)	Main Street (SR 230)	Implied Permitted	Sparsely	Both	45	25	C5			2
High Street	Mt. Joy Borough	General Urban	Commercial	Main Street (SR 230)	Dead End	33	Both Sides	Both Sides	7	Poor	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Permitted	Sparsely	Both	50	25	C5			2
High Street	Mt. Joy Borough	General Urban	Residential - Commercial	Donegal Street	South Alley	29	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Donegal Street	None	Implied Permitted	Not at All	Both	50	25	C5			2
Hill Street	Mt. Joy Borough	Sub-Urban	Residential	Plum Street	Peach Alley	18	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Plum Street, Peach Alley	Yes	Implied Permitted	Sparsely	Alleys	50	25	C2			1
Hill Street	Mt. Joy Borough	Sub-Urban	Residential	Peach Alley	Angle Street	18	Both Sides	North Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Peach Alley, Angle Street	Yes	Implied Prohibited	Not at All	Both	50	25	C2			1
Hill Street	Mt. Joy Borough	Sub-Urban	Residential	Angle Street	Orchard Road	18	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Angle Street, Orchard Road	Yes	Implied Prohibited	Not at All	Driveways	50	25	C2			1
Hopewell Street	Mt. Joy Borough	General Urban	Residential - Commercial	Dead End	Fairview Street (SR 4035)	17	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Fairview Street (SR 4035)	Yes	Implied Prohibited	Not at All	Driveways	50	25	C5			2
Hopewell Street	Mt. Joy Borough	General Urban	Residential - Commercial	Fairview Street (SR 4035)	Manheim Street (SR 772)	17	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Fairview Street (SR 4035), Manheim Street (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	50	25	C5			2
Ivy Drive	Private	Sub-Urban	Residential	Union School Road (SR 4015)	Union School Road (SR 4015)	24	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Union School Road (SR 4015)	Yes	Implied Prohibited	Not at All	Driveways	50	25	C2			1
Jacob Street	Mt. Joy Borough	Sub-Urban	Residential	North Alley	Mt. Joy Street	25	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Mt. Joy Street	None	Prohibited	Not at All	Alleys	45	25	C5			2
Jacob Street	Mt. Joy Borough	General Urban	Residential - Commercial	Mt. Joy Street	Main Street (SR 230)	25	Both Sides	Both Sides	7	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Mt. Joy Street, Appletree Alley, Main Street (SR 230)	Appletree Alley, Main Street (SR 230)	Permitted - West, Prohibited East	Sparsely	Both	45	25	C5			2
Jacob Street	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Sassafras Alley	37	Both Sides	Both Sides	7	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Sassafras Alley	Yes	Posted Permitted	Heavily	Alleys	45	25	C5			2
Jacob Street	Mt. Joy Borough	General Urban	Residential - Commercial	Donegal Street	New Street	37	Both Sides	East Side	4	Fair	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	45	25	C5			2
Jasmine Avenue	Mt. Joy Borough	Sub-Urban	Residential	Borough Line	Union School Road (SR 4015)	34	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	Union School Road (SR 4015)	Traditional	Union School Road (SR 4015)	Yes	Implied Permitted	Sparsely	Driveways	-	25	C2			1
Johns Alley	Mt. Joy Borough	Sub-Urban	Residential	Sagamore Hill	Lindal Alley	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Sagamore Hill	Yes	Implied Prohibited	Not at All	Both	-	25	C2			1
Joy Avenue	Mt. Joy Borough	General Urban	Residential	Dead End	Main Street (SR 230)	22	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Katlin Alley	Mt. Joy Borough	Sub-Urban	Residential	Hayley Alley	Kearath Street	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Kearath Street	Yes	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Kearath Street	Mt. Joy Borough	Sub-Urban	Residential	Coffina Lane	Church Street	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Coffina Lane, Actor Alley, Ashworth Street, Katlin Alley, Water Street, Reagan Street	Yes	Implied Permitted	Heavily	Alleys	-	25	C2			1
Koser Road	East Donegal Township	Rural	Rural	Anderson Ferry Road (SR 772)	Pinkerton Road	35	No	No	N/A	N/A	North Side	Parallel Facility	9	Good	North Side	10	No	Anderson Ferry Road (SR 772), Junior High School Driveway	Traditional, Continental	Anderson Ferry Road (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	-	40	C2			4
Lakeside Crossing	Mt. Joy Borough	Sub-Urban	Residential	Muscar Road	Charlan Boulevard	33	Both Sides	Both Sides	4	Good	South Side	Connector	6	Good	Both Sides	2	No	N/A	N/A	Charlan Boulevard, Waters Edge Drive, Lakes Park	Yes	Implied Permitted	Sparsely	Driveways	-	25	C2			1
Laurel Alley	Mt. Joy Borough	Sub-Urban	Residential	Actor Alley	Water Street	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Water Street	Yes	Implied Prohibited	Not at All	Alleys	-	25	C2			1
Lauver Drive	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Dead End	13	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C4			2

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carrieway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Green Strip North (ft.)	Presence of Green Strip South (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DMV?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	Road Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Lavender Drive	Private	Sub-Urban	Residential	Dead End	Bayberry Drive	24	North Side	North Side	5	Good	No	N/A	N/A	N/A	North Side	3	No	Bayberry Drive	Continental	Bayberry Drive	None	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Lefever Road	Mt. Ivy Borough	Sub-Urban	Residential - Commercial	Borough Line	Main Street (SR 230)	36	Both Sides	East Side	4	Good	No	N/A	N/A	N/A	East Side	3	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Permitted	Sparsely	Driveways	13/50	25	C3	3001		3
Lemon Alley	Mt. Ivy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Clay Alley	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Neither	30	25	C3			2
Liberty Court	Mt. Ivy Borough	Sub-Urban	Residential	Dead End	Plum Street	31	Both Sides	Both Sides	3	Good	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	Plum Street	Yes	Implied Permitted	Not at All	Driveways	50	25	C2			1
Lindall Alley	Mt. Ivy Borough	Sub-Urban	Residential	Johns Alley	Center Alley	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Prohibited	Not at All	Both	-	25	C2			1
Locust Lane	Mt. Ivy Borough	Sub-Urban	Residential	Anderson Ferry Road (SR 772)	Pinkerton Road	35	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Midway Road	None	Implied Permitted	Sparsely	Driveways	50	25	C2	1320		1
Longenecker Road (SR 4003)	PennDOT	General Urban	Commercial	Main Street (SR 230)	Borough Line	24	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Donegal Street	Yes	Implied Prohibited	Not at All	Driveways	-	35	C4	1172	5	4
Lumber Street	Mt. Ivy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Henry Street	20	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Henry Street	Yes	Implied Permitted	Heavily	Alleys	32.6	25	C5			2
Lumber Street	Mt. Ivy Borough	General Urban	Residential	Donegal Street	David Street	20	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Donegal Street	Traditional	Donegal Street, David Street	Yes	Implied Permitted	Sparsely	Alleys	32.6	25	C5			2
Lumber Street	Mt. Ivy Borough	Sub-Urban	Residential	David Street	Alley K	26	West Side	West Side	5	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	David Street	Yes	Implied Permitted	Heavily	Alleys	32.6	25	C5			2
Lumber Street	Mt. Ivy Borough	Sub-Urban	Residential	Alley K	Marietta Avenue (SR 772)	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Alleys	32.6	25	C5			2
Madelyn Street	Mt. Ivy Borough	Sub-Urban	Residential	Merchant Avenue	Reagan Street	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Merchant Avenue, Reagan Street	Yes	Implied Permitted	Sparsely	Alleys	-	25	C2			1
Main Street (SR 230)	PennDOT	General Urban	Commercial	Laver Drive	Apple Alley	48	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Mathom Drive, Apple Alley	Mathom Drive - Traditional, Apple Alley - Continental	Laver Drive, Mathom Drive, Merchant Avenue, Apple Alley	Yes	Posted Permitted	Sparsely	Both	-	25	C4	12556	4.3	4
Main Street (SR 230)	PennDOT	General Urban	Residential	Apple Alley	Market Avenue	44	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	Both Sides	2	No	Apple Alley, Plum Street, Market Avenue	Continental	Apple Alley, Plum Street, Market Avenue, Plum Alley	Yes	Posted Permitted	Sparsely	Alleys	-	25	C3	11413	4	4
Main Street (SR 230)	PennDOT	General Urban	Residential	Market Avenue	Green Alley	44	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Market Avenue, Angle Street	Market Avenue - Continental, Angle Street - Traditional	Market Avenue, Rosa Alley, Angle Street, Cherry Alley, Green Alley	Yes	Posted Permitted	Sparsely	Alleys	-	25	C3	10304	4	4
Main Street (SR 230)	PennDOT	General Urban	Residential - Commercial	Green Alley	Lumber Street	38	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	No	N/A	No	Orange Street, Orchard Road, Springdale Road, Old Standley Park, Standley Park, Lumber Street	Orchard Road, Old Standley Park, Lumber Street	Green Alley, Orange Street, Lemon Alley, Orchard Road, Springdale Road, Old Standley Park, Lumber Street	Yes	Posted Permitted	Sparsely	Alleys	-	25	C3	13071		4
Main Street (SR 230)	PennDOT	Urban Center	Residential - Commercial	Lumber Street	Marheim Street (SR 772)	43	Both Sides	Both Sides	8	Fair	No	N/A	N/A	N/A	No	N/A	No	Lumber Street, Marheim Street (SR 772)	Traditional	Lumber Street, Marheim Street (SR 772)	Yes	Prohibited	Not at All	Alleys	-	25	C5	11590	4.5	4
Main Street (SR 230)	PennDOT	Urban Center	Residential - Commercial	Marheim Street (SR 772)	Marietta Avenue (SR 772)	43	Both Sides	Both Sides	9	Good	No	N/A	N/A	N/A	No	N/A	No	Marheim Street (SR 772), Weeping Alley, Comfort Alley, Market Street, Delta Street, Marietta Avenue - Continental	Delta Street - Continental, Marietta Avenue - Continental	Marheim Street (SR 772), Weeping Alley, Comfort Alley, Market Street, Delta Street, Marietta Avenue (SR 772)	Yes	Posted Permitted	Heavily	Alleys	-	25	C5	9838	3.5	4
Main Street (SR 230)	PennDOT	Urban Center	Residential - Commercial	Marietta Avenue (SR 772)	Chestnut Street	48	Both Sides	Both Sides	9	Fair	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772), Barbara Street, High Street, Jacob Street	Marietta Avenue (SR 772), High Street - Continental	Marietta Avenue (SR 772), Barbara Street, High Street, Jacob Street	Yes	Posted Permitted	Heavily	Alleys	-	25	C5	12045	4	4
Main Street (SR 230)	PennDOT	Urban Center	Residential - Commercial	Chestnut Street	Jay Avenue	42	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	Park Avenue	Continental	Chestnut Street, Park Avenue, Jay Avenue	Yes	Prohibited	Not at All	Driveways	-	25	C2	17150		4
Main Street (SR 230)	PennDOT	General Urban	Commercial	Jay Avenue	Pointe Drive	42	North Side	North Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	Lefever Road, Newcomer Road	Traditional	Jay Avenue, Lefever Road, Newcomer Road, Pointe Drive	Yes	Prohibited	Not at All	Driveways	-	40	C2	10623	6	4
Main Street (SR 230)	PennDOT	General Urban	Commercial	Pointe Drive	Elmcrest Boulevard	48	North Side	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Elmcrest Boulevard	Traditional	Pointe Drive, Elmcrest Boulevard	Yes	Prohibited	Not at All	Driveways	-	40	C3	10623	6	4
Main Street (SR 230)	PennDOT	General Urban	Commercial	Elmcrest Boulevard	Cornerstone Drive	42	North Side	North Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	Elmcrest Boulevard	Traditional	Elmcrest Boulevard, Cornerstone Drive	Yes	Prohibited	Not at All	Driveways	-	40	C4	10623	6	4
Marheim Street (SR 772)	PennDOT	General Urban	Residential	Barbara Street	Old Market Street	28	South Side	South Side	4	Poor	No	N/A	N/A	N/A	South Side	4	No	Old Market Street	Continental	Old Market Street	Yes	Implied Prohibited	Not at All	Driveways	-	40	C5	8200	9	4
Marheim Street (SR 772)	PennDOT	General Urban	Residential - Commercial	Old Market Street	Main Street (SR 230)	26	Both Sides	Both Sides	5	Poor	No	N/A	N/A	N/A	No	N/A	No	Old Market Street, Main Street (SR 230)	Old Market Street - Continental, Main Street (SR 230) - Continental	Old Market Street, Main Street (SR 230), Hemp Street, Strawberry Alley, Hopewell Street	Yes	Implied Prohibited	Not at All	Alleys	-	30	C5	9782	11.1	4
Marietta Avenue (SR 772)	PennDOT	General Urban	Residential - Commercial	Main Street (SR 230)	Henry Street	32	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230), Henry Street	Traditional	Main Street (SR 230), Henry Street	Yes	Available	Sparsely	Alleys	-	25	C5	6632	7	4
Marietta Avenue (SR 772)	PennDOT	General Urban	Residential	Henry Street	Delta Street	32	Both Sides	South Side	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Henry Street, Delta Street	Traditional	Henry Street, Delta Street	Yes	Implied Prohibited	Not at All	Neither	-	25	C5	7296	7.5	4
Marietta Avenue (SR 772)	PennDOT	Sub-Urban	Residential	Delta Street	New Haven Street	30	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Delta Street, Market Street, Pinkerton Road, New Haven Street	Traditional	Delta Street, Donegal Street, Market Street, Alley H, Comfort Alley, Poplar Street, Pinkerton Road, Green Alley, New Haven Street	Yes	Available	Sparsely	Alleys	-	25	C5	6632	7	4



Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip?	Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DW5?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	RDM Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Marietta Avenue (SR 772)	PennDOT	Sub-Urban	Residential	New Haven Street	School Lane	30	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	New Haven Street	Traditional	New Haven Street, Alley L	New Haven Street	Implied Prohibited	Not at All	Driveways	-	25	C2	6632	7	4
Market Avenue	Mt. Joy Borough	Sub-Urban	Residential	Hill Street	Water Street	36	Both Sides	East Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Water Street	Yes	Implied Permitted	Sparsely	Driveways	60	25	C2			1
Market Avenue	Mt. Joy Borough	Sub-Urban	Residential	Water Street	Church Street	36	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Water Street, Church Street	Church Street	Implied Permitted	Sparsely	Both	60	25	C2			1
Market Avenue	Mt. Joy Borough	General Urban	Residential	Church Street	Pink Alley	36	Both Sides	East Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Church Street, Pink Alley	None	Implied Permitted	Sparsely	Alleys	60	25	C2			1
Market Avenue	Mt. Joy Borough	General Urban	Residential - Commercial	Pink Alley	Main Street (SR 230)	46	Both Sides	Both Sides	7	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Pink Alley, Main Street (SR 230)	Main Street (SR 230)	Available	Heavily	Alleys	60	25	C3			2
Market Avenue	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Railroad	34	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	Both Sides	3	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Clay Alley, Square Street	Main Street (SR 230)	Implied Permitted	Sparsely	Alleys	60	25	C4			2
Market Avenue	Mt. Joy Borough	General Urban	Residential - Commercial	Wood Street	Poplar Alley	36	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	Wood Street, Poplar Alley	Yes	Implied Permitted	Sparsely	Both	33	25	C2			1
Market Avenue	Mt. Joy Borough	Sub-Urban	Residential - Commercial	Poplar Alley	Donnegal Springs Road (SR 4002)	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Donnegal Springs Road (SR 4002)	Traditional	Poplar Alley, Donnegal Springs Road (SR 4002)	Yes	Implied Prohibited	Not at All	Driveways	33	25	C2			1
Market Street	Mt. Joy Borough	Sub-Urban	Residential	Marheim Street (SR 772)	Park Alley	32	Both Sides	Both Sides	5	Good	East Side	Connector	5	Good	East Side	3	No	Marheim Street (SR 772)	Traditional	Marheim Street (SR 772), Park Alley	Yes	Implied Permitted	Sparsely	Driveways	50	25	C5	3001		3
Market Street	Mt. Joy Borough	General Urban	Residential - Commercial	Park Alley	Main Street (SR 230)	32	Both Sides	Both Sides	7	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Park Alley, Detweiler Avenue, Caroline Alley, Frank Street, Old Market Street, Applehime Alley, Main Street (SR 230)	Yes	Implied Permitted	Sparsely	Alleys	50	25	C5	3001		3
Market Street	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Marietta Avenue (SR 772)	36	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230), Henry Street, Donnegal Street, Marietta Avenue (SR 772)	Main Street (SR 230), Henry Street, Donnegal Street, Marietta Avenue (SR 772)	Main Street (SR 230), Henry Street, Marietta Avenue (SR 772)	Implied Permitted	Sparsely	Neither	50/46	25	C5	3001		3	
Market Street	Mt. Joy Borough	Sub-Urban	Residential	Marietta Avenue (SR 772)	Columbia Avenue	30	Both Sides	Both Sides	7	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Marietta Avenue (SR 772), Oak Alley, Columbia Avenue	Marietta Avenue (SR 772)	Implied Permitted	Sparsely	Alleys	50/46	25	C5	3001		3
Market Street	Mt. Joy Borough	Sub-Urban	Residential	Columbia Avenue	School Lane	30	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Columbia Avenue, South Alley, School Lane	None	Implied Permitted	Sparsely	Both	50/46	25	C5	3001		3
Martin Avenue	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Blossom Trail	30	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Florin Avenue, Blossom Trail	Florin Avenue	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Martin Avenue	Mt. Joy Borough	Sub-Urban	Residential	Blossom Trail	Farmview Lane	34	Both Sides	Both Sides	4	Good	South Side	Connector	8	Good	Both Sides	3	No	N/A	N/A	Blossom Trail	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Melhorn Drive	Mt. Joy Borough	General Urban	Residential - Commercial	Merchant Avenue	Main Street (SR 230)	36	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	Main Street (SR 230)	Traditional	Merchant Avenue, Main Street (SR 230)	Yes	Implied Permitted	Heavily	Both	-	25	C3			2
Melhorn Drive	Mt. Joy Borough	General Urban	Commercial	Main Street (SR 230)	Dead End	34	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C4			2
Merchant Avenue	Mt. Joy Borough	General Urban	Residential - Commercial	Madelyn Street	Main Street (SR 230)	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	Main Street (SR 230)	Traditional	Madelyn Street, Sagamore Hill, Melhorn Street, Main Street	Yes	Available	Heavily	Both	-	25	C3			2
Midway Road	Mt. Joy Borough	Sub-Urban	Residential	Richland Lane	School Lane	35	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Midway Road	Mt. Joy Borough	Sub-Urban	Residential	School Lane	Locust Lane	35	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Locust Lane	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Mt. Joy Street	Mt. Joy Borough	General Urban	Residential - Commercial	Concord Street	Jacob Street	33	Both Sides	Both Sides	7	Poor	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Concord Street, Barbara Street, High Street, Jacob Street, Alley D	None	Implied Permitted	Sparsely	Both	50	25	C5			2
Musser Road	Mt. Joy Borough	Sub-Urban	Residential	Wood Street	Lakeside Crossing	35	Both Sides	Both Sides	4	Good	West Side	Connector	5	Good	No	N/A	No	N/A	N/A	Wood Street, Lakeside Crossing	Lakeside Crossing	Implied Prohibited	Not at All	Neither	-	40	C2			4
Musser Road	Mt. Joy Borough	Sub-Urban	Residential	Lakeside Crossing	Farmington Way	29	No	No	N/A	N/A	East Side	Parallel Facility	6	Good	East Side	32	No	N/A	N/A	Lakeside Crossing, Farmington Way	Lakeside Crossing	Implied Prohibited	Not at All	Neither	-	40	C1			4
Musser Road	Mt. Joy Borough	Sub-Urban	Residential	Farmington Way	Donnegal Springs Road (SR 4002)	29	East Side	East Side	4	Good	East Side	Parallel Facility	6	Good	No	N/A	No	N/A	N/A	Farmington Way, Donnegal Springs Road (SR 4002)	Donnegal Springs Road (SR 4002)	Implied Prohibited	Not at All	Driveways	-	40	C2			4
Musser Road	Mt. Joy Borough	Sub-Urban	Residential	Donnegal Springs Road (SR 4002)	Borough Line	22	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Donnegal Springs Road (SR 4002)	Yes	Implied Prohibited	Not at All	Driveways	-	40	C2			4
New Street	Mt. Joy Borough	Sub-Urban	Residential	Walnut Street	Alley E	28	Both Sides	North Side	7	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Walnut Street, Alley E	None	Implied Permitted	Sparsely	Both	40	25	C5			2
New Street	Mt. Joy Borough	Sub-Urban	Residential	Alley E	Barbara Street	28	Both Sides	South Side	7	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Alley E, Barbara Street	Barbara Street	Implied Permitted	Sparsely	Both	40	25	C5			2
New Street	Mt. Joy Borough	General Urban	Residential - Commercial	Barbara Street	Jacob Street	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street	Yes	Implied Prohibited	Not at All	Driveways	40	25	C4			2

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carrieway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip	Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DW5?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	RDM Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Newcomer Road	Mt. Joy Borough	General Urban	Commercial	Shopping Center	Main Street (SR 230)	44	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	West Side	2	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	41.5	25	C3			2
Newcomer Road	Mt. Joy Borough	General Urban	Residential	Main Street (SR 230)	Dead End	20	East Side	East Side	4	Good	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Penn Court Drive	Penn Court Drive	Implied Prohibited	Not at All	Driveways	33	25	C3			2
New Haven Street	PennDOT	General Urban	Commercial	Main Street (SR 230)	Henry Street	34	Both Sides	Both Sides	7	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	50	25	C5	3001		3
New Haven Street	PennDOT	General Urban	Commercial	Henry Street	Donagel Street	34	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	Donagel Street	Traditional	Donagel Street	Yes	Implied Prohibited	Not at All	Driveways	50	25	C5	3001		3
New Haven Street	Mt. Joy Borough	General Urban	Residential	Donagel Street	Marietta Avenue (SR 772)	34	Both Sides	Both Sides	8	Fair	No	N/A	N/A	N/A	No	N/A	No	Donagel Street, Marietta Avenue (SR 772)	Traditional	Donagel Street, David Street, Alley K, Marietta Avenue (SR 772)	Yes	Implied Permitted	Sparsely	Alleys	50	25	C5	3001		3
North Alley	Mt. Joy Borough	General Urban	Residential - Commercial	Concord Street	Jacob Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street, High Street	None	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Oak Alley	Mt. Joy Borough	General Urban	Residential	Pinkerton Road	Walnut Street	9	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Poplar Street, Market Street, Delta Street, Walnut Street	Poplar Street, Walnut Street	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Old Market Street	Mt. Joy Borough	Sub-Urban	Residential	Borough Line	Marlheim Street (SR 772)	36	No	No	N/A	N/A	West Side	Connector	10	Good	No	N/A	No	Marlheim Street (SR 772)	Continental	Marlheim Street (SR 772)	Yes	Implied Permitted	Sparsely	Driveways	40	25	C1			2
Old Market Street	Mt. Joy Borough	Sub-Urban	Residential	Marlheim Street (SR 772)	Market Street	25	Both Sides	Both Sides	5	Poor	No	N/A	N/A	N/A	No	N/A	No	Marlheim Street (SR 772)	Continental	Marlheim Street (SR 772), Alley A, Market Street	Marlheim Street (SR 772), Market Street	Implied Permitted	Sparsely	Both	40	25	C5	3001		3
Orange Street	Mt. Joy Borough	General Urban	Residential	Main Street (SR 230)	Clay Alley	16	No	West Side	4	Poor	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Clay Alley	Yes	Implied Prohibited	Not at All	Both	40	25	C3			2
Orange Street	Mt. Joy Borough	General Urban	Residential	Clay Alley	Square Street	16	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Clay Alley	Yes	Implied Prohibited	Not at All	Both	40	25	C3			2
Orchard Road	Mt. Joy Borough	Sub-Urban	Residential	Bruce Avenue	Terrace Avenue	17	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	50	25	C2			1
Orchard Road	Mt. Joy Borough	Sub-Urban	Residential	Terrace Avenue	Hill Street	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Hill Street	Yes	Implied Prohibited	Not at All	Driveways	50	25	C2			1
Orchard Road	Mt. Joy Borough	Sub-Urban	Residential	Hill Street	Church Street	32	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Hill Street, Deerfield Drive, Church Street	Hill Street	Implied Permitted	Not at All	Driveways	50	25	C1	3001		3
Orchard Road	Mt. Joy Borough	General Urban	Residential - Commercial	Church Street	Main Street (SR 230)	36	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	West Side	2	No	Main Street (SR 230)	Traditional	Church Street, Main Street (SR 230)	Main Street (SR 230)	Implied Prohibited	Not at All	Driveways	41.5	25	C3	3001		3
Park Alley	Mt. Joy Borough	Sub-Urban	Residential	Market Street	Eby Alley	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Market Street	Yes	Prohibited	Not at All	Both	-	25	C2			1
Park Avenue	Mt. Joy Borough	Sub-Urban	Residential	Barbara Street	Main Street (SR 230)	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	70	25	C2			1
Peace Avenue	Mt. Joy Borough	Sub-Urban	Residential	School Lane	Arbor Rose Avenue	34	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	School Lane, Arbor Rose Avenue	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Peach Alley	Mt. Joy Borough	Sub-Urban	Residential	Spring Alley	Church Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Church Street	Yes	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Penn Court Drive	Mt. Joy Borough	General Urban	Residential	Newcomer Road	Dead End	23	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Newcomer Road	Yes	Implied Prohibited	Not at All	Driveways	-	25	C3			2
Pine Street	Mt. Joy Borough	Sub-Urban	Residential - Commercial	Barbara Street	Dead End	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street	None	Implied Prohibited	Not at All	Driveways	30	25	C2			1
Pink Alley	Mt. Joy Borough	Sub-Urban	Residential	Apple Alley	Dead End	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Plum Street, Market Avenue, Rose Alley, Angle Street	Angle Street	Implied Prohibited	Not at All	Driveways	-	25	C3			2
Pinkerton Road	Mt. Joy Borough	Sub-Urban	Residential	Marietta Avenue (SR 772)	Borough Line	21	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772), Columbia Avenue	Marietta Avenue (SR 772)	Implied Prohibited	Not at All	Both	33	25	C5	3001		3
Pinkerton Road	East Donagel Township	Sub-Urban	Residential	Borough Line	Koser Road	21	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	33	25	C2	3001		3
Plank Alley	Mt. Joy Borough	Sub-Urban	Residential	Wood Street	Poplar Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Pleasure Road	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Plum Street	8	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Plum Alley	Mt. Joy Borough	General Urban	Residential	Pink Alley	Clay Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Both	-	25	C3			2
Plum Street	Mt. Joy Borough	Sub-Urban	Residential	Borough Line	Bruce Avenue	18	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Bruce Avenue	Yes	Implied Prohibited	Not at All	Driveways	40	25	C2			1

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Green Strip North (ft.)	Presence of Green Strip South (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DWS?	On-Street Parking Status	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	Road Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Bruce Avenue	Terrace Avenue	18	East Side	East Side	4	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Bruce Avenue, Terrace Avenue	Yes	Implied Prohibited	Not at All	Driveways	40	25	C2			1
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Terrace Avenue	Pleasure Road	26	East Side	East Side	4	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Terrace Avenue	Yes	Implied Prohibited	Not at All	Driveways	41.5	25	C2			1
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Pleasure Road	Hill Street	30	Both Sides	West Side	4	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Pleasure Road, Hill Street	Hill Street	Implied Prohibited	Not at All	Driveways	41.5	25	C2			1
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Hill Street	Water Street	30	Both Sides	East Side	4	Good	No	N/A	N/A	N/A	East Side	4	No	N/A	N/A	Hill Street, Water Street	Yes	Implied Permitted	Sparsely	Driveways	41.5	25	C2	3001		3
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Water Street	Church Street	30	Both Sides	West Side	4	Fair	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Water Street, Church Street	Water Street	Implied Permitted	Sparsely	Driveways	41.5	25	C2	3001		3
Plum Street	Mt. Ivy Borough	General Urban	Residential - Commercial	Church Street	Main Street (SR 230)	30	Both Sides	West Side	4	Fair	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Church Street, Pink Alley, Main Street (SR 230)	Main Street (SR 230)	Implied Prohibited	Not at All	Both	41.5	25	C3	3001		3
Plum Street	Mt. Ivy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Square Street	20	West Side	West Side	4	Poor	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Alleys	40	25	C3			2
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Wood Street	Liberty Court	32	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Wood Street, Liberty Court	Yes	Implied Permitted	Not at All	Driveways	50	25	C2			1
Plum Street	Mt. Ivy Borough	Sub-Urban	Residential	Liberty Court	Donagel Springs Road (SR 4002)	32	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	Both Sides	3	No	Donagel Springs Road (SR 4002)	Traditional	Liberty Court, Colony Lane, Donagel Springs Road (SR 4002)	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Poplar Alley	Mt. Ivy Borough	Sub-Urban	Residential	Market Avenue	Chocolate Avenue	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Market Avenue, Bridge Boulevard, Chocolate Avenue	Bridge Boulevard	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Poplar Street	Mt. Ivy Borough	Sub-Urban	Residential	Marietta Avenue (SR 772)	Dead End	33	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	Both Sides	3	No	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772), Oak Alley, Columbia Avenue, South Alley	Marietta Avenue (SR 772), Columbia Avenue	Implied Permitted	Sparsely	Both	40	25	C5			2
Reagan Street	Mt. Ivy Borough	Sub-Urban	Residential	Dead End	Kalnath Street	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Madelyn Street, Allen Street, Weldon Alley, Kalnath Street	Yes	Implied Permitted	Heavily	Alleys	-	25	C2			1
Richland Lane	Mt. Ivy Borough	Sub-Urban	Residential	Marietta Avenue (SR 772)	Pinkerton Road	24	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Rose Alley	Mt. Ivy Borough	General Urban	Residential - Commercial	Water Street	Square Street	9	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230), Pink Alley, Church Street	Main Street SR 230)	Implied Prohibited	Not at All	Driveways	-	25	C3			2
Rose Petal Lane	Mt. Ivy Borough	Sub-Urban	Residential	Arbor Rose Avenue	School Lane	34	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	3	No	N/A	N/A	Arbor Rose Avenue, School Lane	Arbor Rose Avenue	Implied Permitted	Sparsely	Driveways	-	25	C2	3001		3
Royers Alley	Mt. Ivy Borough	General Urban	Residential - Commercial	Hopewell Street	Main Street (SR 230)	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Sagamore Hill	Mt. Ivy Borough	Sub-Urban	Residential - Commercial	Brittany Lane	Merchant Avenue	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Merchant Avenue, Carter Alley, Wilver Way, Johns Alley, Brittany Lane	Yes	Implied Permitted	Heavily	Alleys	-	25	C2			1
Sassafras Alley	Mt. Ivy Borough	General Urban	Residential - Commercial	Barbara Street	Jacob Street	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Barbara Street, High Street, Jacob Street	Jacob Street	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Sassafras Terrace	Mt. Ivy Borough	General Urban	Residential - Commercial	Jacob Street	Main Street (SR 230)	24	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Jacob Street, Main Street (SR 230)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
School Lane	Mt. Ivy Borough	Sub-Urban	Residential	Rose Petal Lane	Farmview Lane	40	Both Sides	Both Sides	4	Good	Both Sides	Connector	8	Good	Both Sides	4	No	N/A	N/A	Rose Petal Lane, Florin Avenue, Peace Avenue, Blossom Trail, Farmview Lane	None	Implied Permitted	Sparsely	Driveways	60	25	C2	3001		3
School Lane	Mt. Ivy Borough	Sub-Urban	Residential	Farmview Lane	Marietta Avenue (SR 772)	40	Both Sides	South Side	4	Good	No	N/A	N/A	N/A	South Side	4	No	N/A	N/A	Farmview Lane, Marietta Avenue (SR 772)	None	Implied Permitted	Sparsely	Driveways	60	25	C2	3001		3
School Lane	Mt. Ivy Borough	Sub-Urban	Residential	Marietta Avenue (SR 772)	Pinkerton Road	32	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2	3001		3
School Lane	Mt. Ivy Borough	Sub-Urban	Residential	Pinkerton Road	Delta Street	22	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2	3001		3
Sellers Lane	Mt. Ivy Borough	General Urban	Commercial	Dead End	Apple Alley	14	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C4			2
Snyder Alley	Mt. Ivy Borough	Sub-Urban	Residential	Frank Street	North Alley	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Frank Street	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
South Alley	Mt. Ivy Borough	Sub-Urban	Residential	Pinkerton Road	Alley I	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Alleys	-	25	C5			2
South Alley	Mt. Ivy Borough	Sub-Urban	Residential	Alley I	Alley H	12	South Side	South Side	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Poplar Street	None	Implied Prohibited	Not at All	Alleys	-	25	C5			2
South Alley	Mt. Ivy Borough	Sub-Urban	Residential	Alley H	Dead End	12	No	No	N/A	N/A	No	N/A	N/A	N/A	no	N/A	No	N/A	N/A	Market Street	None	Implied Prohibited	Not at All	Alleys	-	25	C5			2

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Carrieway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip	Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DWS?	On-Street Parking Status	On-Street Parking Utilization	If Residential, are there Driveways and/or alleys for vehicle access?	ROW Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	LTS
Spring Alley	Mt. Joy Borough	Sub-Urban	Residential	Plum Street	Market Avenue	10	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Springville Road	Mt. Joy Borough	Sub-Urban	Residential - Commercial	Borough Line	Main Street (SR 230)	20	No	No	N/A	N/A	No	N/A	N/A	N/A	no	N/A	No	Main Street (SR 230)	Traditional	Main Street (SR 230)	Yes	Implied Permitted	Not at All	Driveways	40	25	C3			2
Strawberry Alley	Mt. Joy Borough	General Urban	Residential - Commercial	2nd Street	Manheim Street (SR 772)	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Manheim Street (SR 772)	Yes	Implied Prohibited	Not at All	Driveways	-	25	C5			2
Square Street	Mt. Joy Borough	General Urban	Residential - Commercial	Apple Alley	Green Alley	17	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Plum Street, Market Avenue	None	Implied Permitted	Sparsely	Driveways	60	25	C4			2
Stauffer Court	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Lefewer Road	12	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C1			2
Sunset Avenue	Mt. Joy Borough	Sub-Urban	Residential	Martin Avenue	Glenn Avenue	30	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	No	2	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Talbot Street	Mt. Joy Borough	Sub-Urban	Residential	Dead End	Brittany Lane	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Brittany Lane	Yes	Implied Permitted	Heavily	Driveways	-	25	C2			1
Taylor Avenue	Mt. Joy Borough	Sub-Urban	Residential	Borough Line	Union School Road (SR 4015)	34	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	Union School Road (SR 4015), Bailey Lane	Traditional	Union School Road (SR 4015), Bailey Lane	Yes	Implied Permitted	Sparsely	Driveways	-	25	C2			1
Terrace Avenue	Mt. Joy Borough	Sub-Urban	Residential	Plum Street	Angle Street	29	Both Sides	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Plum Street	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Terrace Avenue	Mt. Joy Borough	Sub-Urban	Residential	Angle Street	Orchard Road	26	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Terrace Road	Mt. Joy Borough	Sub-Urban	Residential	Orchard Road	Borough Line	18	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Prohibited	Not at All	Neither	-	25	C2			1
Union School Road (SR 4015)	Mt. Joy Borough	Sub-Urban	Residential - Commercial	Donegal Springs Road (SR 4002)	Hearthstone Lane	28	East Side	East Side	4	Good	No	N/A	N/A	N/A	East Side	5	No	Donegal Springs Road (SR 4002)	Traditional	Donegal Springs Road (SR 4002), Ivy Drive, Jasmine Avenue, Arbor Road Avenue	Yes	Implied Prohibited	Not at All	Driveways	-	35	C2	4974	6	4
Union School Road (SR 4015)	Mt. Joy Borough	Sub-Urban	Residential	Hearthstone Lane	Borough Line	28	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Taylor Avenue, Elta Drive	Yes	Implied Prohibited	Not at All	Driveways	-	40	C2	5856		4
Walnut Street	Mt. Joy Borough	General Urban	Residential - Commercial	Marietta Avenue (SR 772)	Railroad	26	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	Marietta Avenue (SR 772)	Traditional	Marietta Avenue (SR 772)	Yes	Implied Permitted	Heavily	Alleys	40 or 50	25	C5			2
Walnut Street	Mt. Joy Borough	General Urban	Residential	Oak Alley	Columbia Avenue	12	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Columbia Avenue	Yes	Implied Prohibited	Not at All	Alleys	40 or 50	25	C5			2
Walnut Street	Mt. Joy Borough	Sub-Urban	Residential	Columbia Avenue	Dead End	23	No	No	N/A	N/A	No	N/A	N/A	N/A	no	N/A	No	N/A	N/A	Columbia Avenue	Yes	Implied Prohibited	Not at All	Both	40 or 50	25	C2			1
Water Street	Mt. Joy Borough	Sub-Urban	Residential	Alden Street	Berry Street	28	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Alden Street, Hayley Alley, Weldon Alley, Kenneth Street, Apple Alley, Laurel Alley, Berry Street	Yes	Implied Permitted	Sparsely	Alleys	50	25	C2			1
Water Street	Mt. Joy Borough	Sub-Urban	Residential	Berry Street	Plum Street	28	Both Sides	Both Sides	5	Good	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Berry Street, Plum Street	Yes	Implied Permitted	Sparsely	Both	50	25	C2			1
Water Street	Mt. Joy Borough	Sub-Urban	Residential	Plum Street	Peach Alley	22	North Side	North Side	4	Fair	No	N/A	N/A	N/A	North Side	2	No	N/A	N/A	Plum Street, Peach Alley	Plum Street	Implied Permitted	Sparsely	Both	50	25	C2			1
Water Street	Mt. Joy Borough	Sub-Urban	Residential	Peach Alley	Green Alley	20	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Peach Alley, Market Avenue	None	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Waters Edge Drive	Mt. Joy Borough	Sub-Urban	Residential	Charlan Boulevard	Lakeside Crossing	33	Both Sides	Both Sides	4	Good	No	N/A	N/A	N/A	Both Sides	2	No	N/A	N/A	Lakeside Crossing, Charlan Boulevard	Yes	Implied Permitted	Sparsely	Driveways	-	25	C2			1
Weeping Alley	Mt. Joy Borough	General Urban	Residential - Commercial	Main Street (SR 230)	Henry Street	22	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Main Street (SR 230)	Yes	Prohibited	Sparsely	Neither	-	25	C5			2
Weeping Alley	Mt. Joy Borough	General Urban	Residential	Donegal Street	David Street	11	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	Donegal Street	Yes	Implied Prohibited	Not at All	Neither	-	25	C5			2
Weldon Alley	Mt. Joy Borough	Sub-Urban	Residential	Water Street	Reagan Street	19	Both Sides	South Side	4	Good	No	N/A	N/A	N/A	South Side	4	No	N/A	N/A	Water Street, Reagan Street	Yes	Implied Prohibited	Not at All	Alleys	-	25	C2			1
Wilwer Way	Mt. Joy Borough	Sub-Urban	Residential	Sagamore Hill	Lindal Alley	20	Both Sides	West Side	4	Good	No	N/A	N/A	N/A	West Side	4	No	N/A	N/A	Sagamore Hill	Yes	Implied Permitted	Heavily	Both	-	25	C2			1
Wood Street	Mt. Joy Borough	Sub-Urban	Residential	Musser Road	Plum Street	34	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	South Side	3	No	N/A	N/A	Musser Road, Plum Street	Plum Street	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Wood Street	Mt. Joy Borough	General Urban	Residential - Commercial	Plum Street	Market Avenue	34	Both Sides	Both Sides	4	Fair	No	N/A	N/A	N/A	Both Sides	4	No	N/A	N/A	Plum Street, Market Avenue	Yes	Implied Permitted	Sparsely	Driveways	50	25	C2			1
Wood Street	Mt. Joy Borough	General Urban	Residential - Commercial	Market Avenue	Angle Street	34	Both Sides	South Side	5	Poor	No	N/A	N/A	N/A	No	2	No	N/A	N/A	Market Avenue	Yes	Implied Permitted	Sparsely	Alleys	50	25	C2			1

Road Name	Road Ownership	Adjacent Land Characteristics	Land Sub-Characteristics	Segment Start	Segment End	Typical Cartway Width (ft.)	Presence of Curb?	Presence of Sidewalk?	Sidewalk Width (ft.)	Sidewalk Condition	Presence of Multi-Use Trail?	Multi-Use Trail Type	Multi-Use Trail Width (ft.)	Multi-Use Trail Condition	Presence of Grass Strip	Grass Strip Width (ft.)	Presence of Pedestrian Path in Grass?	Crosswalk Location	Crosswalk Type	ADA Ramp Locations	Presence of DMV?	On-Street Parking Station	On-Street Parking Utilization	If residential, are there driveways and/or alleys for vehicle access?	ROW Width (ft.)	Speed Limit	Context Zone	Traffic Volume	Percent Trucks	ITS
Wood Street	Mt. Ivy Borough	General Urban	Residential - Connected	Angle Street	Chocolate Avenue	34	Both Sides	Both Sides	5	Fair	No	N/A	N/A	N/A	South Side	2	No	N/A	N/A	Bridge Boulevard	Yes	Implied Permitted	Sparsely	Alleys	50	25	C2			1
Woodruff Lane	Private	Sub-Urban	Residential	Ivy Drive	Bayberry Drive	24	North Side	North Side	5	Good	No	N/A	N/A	N/A	North Side	3	No	Bayberry Drive	Continental	Bayberry Drive	Yes	Implied Prohibited	Not at All	Driveways	-	25	C2			1
Ziegler Street	Mt. Ivy Borough	Sub-Urban	Residential	High Street	Dead End	32	No	No	N/A	N/A	No	N/A	N/A	N/A	No	N/A	No	N/A	N/A	None	N/A	Implied Permitted	Heavily	Driveways	50	25	C2			1