

**Borough of New Freedom
York County, Pennsylvania**

RESOLUTION NO. 2026- 9

***A RESOLUTION TO ADOPT THE PRIORITIZED
COMPLETE STREETS PROJECT LIST AND
ESTABLISH THE IMPLEMENTATION FRAMEWORK***

WHEREAS, the Borough of New Freedom adopted a Complete Streets Ordinance on May 11, 2026 to ensure that the Borough of New Freedom plans, designs, builds, and maintains a safe, equitable, and connected street and trail network that serves the diverse transportation needs of all people; and

WHEREAS, the Ordinance established a policy framework establishing a policy framework for considering safety, accessibility, and multi-modal design principles during planning, design, construction, and maintenance; and

WHEREAS, the Borough, in collaboration with the York County Planning Commission (YCPC), the New Freedom Complete Streets Ordinance Advisory Group, and the public, initiated a multi-phase process to identify and prioritize infrastructure improvements to support active transportation and address safety and accessibility concerns; and

WHEREAS, the prioritization process included asset mapping, public engagement, spatial data analysis, and committee review, incorporating citizen complaints, observed traffic and pedestrian challenges, and technical recommendations; and

WHEREAS, prioritization criteria were adapted from the 2023 YAMPO Bicycle and Pedestrian Plan and aligned with the federal Transportation Alternatives Set-Aside (TASA) Program, including:

- Safety risk and crash history
- Equity and accessibility for vulnerable populations
- Connectivity to community destinations such as parks, schools, and the rail trail
- Public input and community support
- Feasibility of implementation and funding readiness; and

WHEREAS, the proposed project list was reviewed and finalized by the New Freedom Complete Streets Committee in Spring 2025 using a transparent, data-informed scoring methodology based on the above criteria;

NOW, THEREFORE, BE IT RESOLVED, that the project identification and prioritization methodology, including the stakeholder process and criteria, as summarized in Exhibit A, and the full list of identified candidate projects and their locations, as presented in Exhibit B, shall be incorporated by reference into this Resolution; and

BE IT FURTHER RESOLVED, that the Borough Council of New Freedom hereby adopts the Complete Streets Priority Project List, attached hereto as Exhibit C, as a planning and prioritization tool to guide future consideration of projects, subject to Borough Council approval, available funding, and project feasibility; and

BE IT FURTHER RESOLVED, that adoption of the Complete Streets Priority Project List does not constitute authorization of construction, funding, or implementation of any specific project, all of which shall remain subject to Borough Council approval, budgetary appropriations, and available funding sources; and

BE IT FURTHER RESOLVED, that the New Freedom Complete Streets Advisory Committee is authorized to periodically review and recommend updates to the project list in an advisory capacity only, based on emerging safety data, community feedback, or new funding opportunities, provided that all proposed revisions are submitted to Borough Council for formal review and approval prior to implementation; and

BE IT FURTHER RESOLVED, that this Resolution shall not be construed to regulate or supersede the authority of the Pennsylvania Department of Transportation (PennDOT) or any other state or federal agency with jurisdiction over transportation facilities.

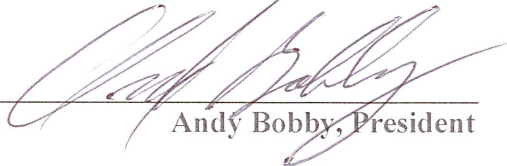
RESOLVED this 11th day of May 2026

ATTEST:

NEW FREEDOM BOROUGH COUNCIL

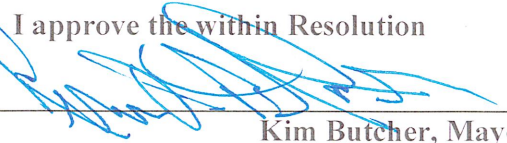


Andrew N. Shaffer, Secretary



Andy Bobby, President

BOROUGH SEAL

I approve the within Resolution


Kim Butcher, Mayor

Exhibit A – Project Prioritization Criteria and Scoring Methodology

This exhibit outlines the full prioritization framework used to evaluate and rank proposed projects under New Freedom’s Complete Streets initiative. The methodology combines quantitative and qualitative inputs, reflecting regional planning priorities, community feedback, feasibility, and safety outcomes. Each project is scored across six main categories, which are further broken down into sub-criteria with assigned weights. Scores are normalized and categorized into priority levels.

The following criteria are adapted from the York County Bicycle and Pedestrian Plan (2023) and were reviewed by the committee responsible for preparing the Complete Streets Ordinance in New Freedom. These criteria were formally adopted as the core framework for evaluating and prioritizing Complete Streets projects within the Borough.

1. Prioritization Criteria and Weights

Main Criteria	Sub-Criteria	Weight (%)
Planning, Support, and Coordination	Referenced in Planning Documents (MTP, Comp Plan, etc.)	5
	TIP Coordination	5
	Coordination with Other Municipal Projects	5
	Public Support	5
Project Funding	Pre-construction Funding Needs and Commitments	10
	Maintenance Funding and Responsibility	5
Project Delivery	Project Development Readiness	15
Environmental Factors	Avoids Environmental Hazards	2
	Improves Environmental Conditions (stormwater, air, etc.)	3
	Environmental Justice Area	3
Safety Improvements	Improves Safety for Pedestrians/Bicyclists	10
	Includes Traffic Calming Elements	5
Mobility Connections	Connects to Land Use / Employment / Modes	10
	Links to Other Transportation Modes	5

Note: The current cumulative weight is 88%. If desired, weights can be adjusted to total 100% or normalized accordingly.

2. Scoring and Normalization

Each project is assigned a raw score by summing the points received across all sub-criteria. This total score is then normalized using the following formula:

Normalized Score (N-Score) = $((\text{Raw Score} - \text{Minimum Score}) / (\text{Maximum Score} - \text{Minimum Score})) \times 100$

3. Priority Levels

Projects are categorized into one of four priority levels based on their normalized score (N-Score):

N-Score Range (%)	Priority Level
0–25	Low
26–50	Medium
51–75	High
76–100	Very High

4. Review and Updates

The prioritization methodology shall be reviewed periodically by the Planning Commission, stakeholders, and the New Freedom Complete Streets Advisory Committee to ensure continued alignment with community goals, technical feasibility, and regional policy updates. Adjustments to weights, criteria, or scoring processes may be proposed based on feedback, new planning documents, or funding considerations.

Exhibit B – Identified Projects and Locations

Project Identification Methodology

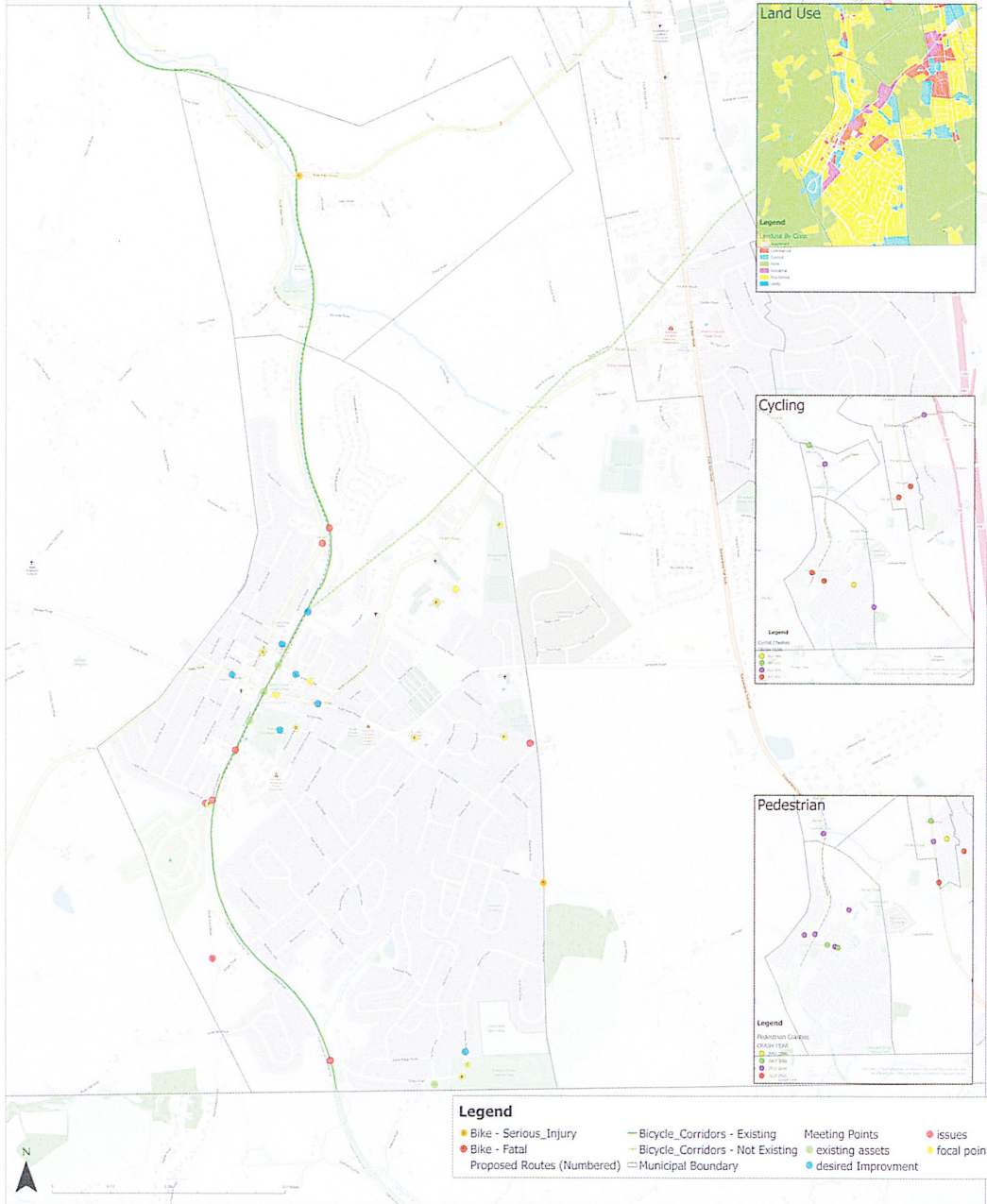
The projects listed in this exhibit were identified through a multi-step evaluation and mapping process. First, a comprehensive asset mapping effort was conducted to assess existing pedestrian and bicycle infrastructure, identify gaps, and document safety concerns. These gaps and issues were then digitized using GIS, allowing for spatial analysis and project clustering.





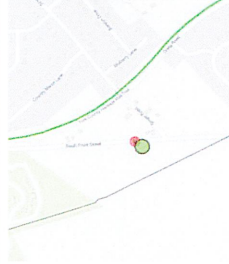

The identified needs were cross-referenced with priorities from the Southern York County Comprehensive Plan, the York County Bicycle and Pedestrian Plan (2023), and supplemented by findings from the Bicycle and Pedestrian Crash Data Analysis (2018–2022). This integrated approach ensured that each project reflects a combination of technical data, plan alignment, and field-verified infrastructure needs.

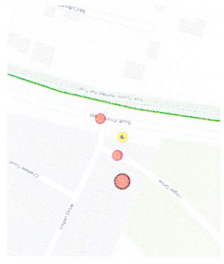



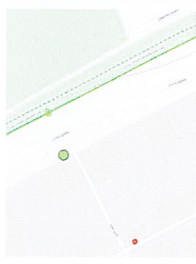

Visual Summary of Asset Mapping Results

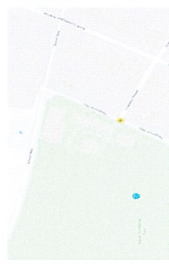
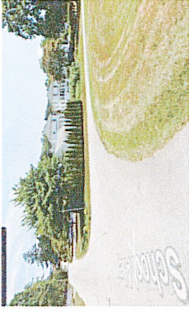
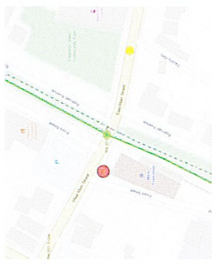

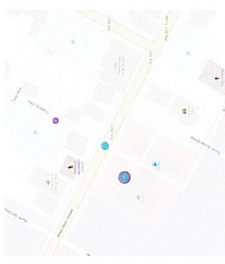

The following map illustrates key issues identified through asset mapping and GIS analysis, including gaps in sidewalks, trail access barriers, unsafe crossings, ADA deficiencies, and crash hotspots. This spatial overview provided the foundation for project identification and clustering.

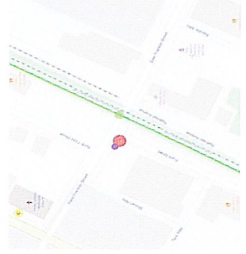


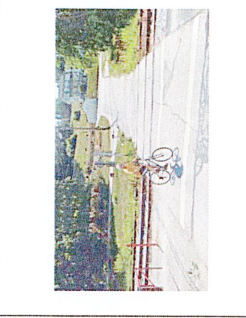

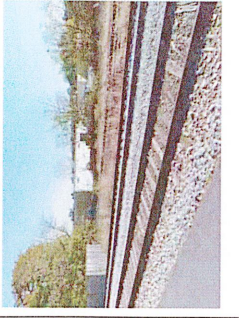
New Freedom Complete Street Ordinance


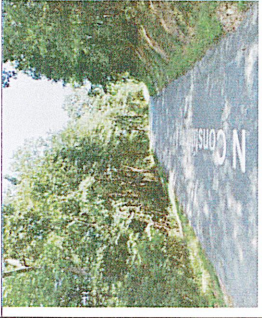
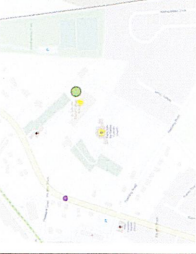

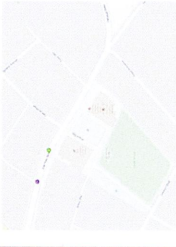



ID	Project Title	Location	Project Type	Brief Description	Requires Coordination?	Source of Identification	Map	Picture
1	Pedestrian and Bicycle Access to Arlington Ernst Park	Entrances from Glenray Ct and Orwig Rd	Pedestrian/Bike Network Connectivity & Park Access	Establish safe pedestrian and bike connections from the north (Glenray Ct) and west (Orwig Rd) to Arlington Ernst Park. Currently, these access points are either blocked or not safely designed.	Yes (Borough, PennDOT, adjacent landowners)	Local Complete Streets Committee		
2	Safe Trail Crossing at Orwig Road	Orwig Road at Heritage Rail Trail	Trail Crossing Safety / Traffic Calming	Improve the safety of the crossing where the Heritage Rail Trail intersects Orwig Road. Install crosswalks, traffic signage, ADA ramps, and calming measures to slow vehicle speeds and prioritize pedestrian and bicycle safety.	Yes (Borough, PennDOT, YCPC, Trail Authority)	Local Complete Streets Committee PennDOT crash data & conflict points		
3	Bicycle Safety Enhancements on Rural Segment of S Front Street	S Front Street between Logan Drive and Singer Road	Bicycle Safety Enhancements on Rural Segment of S Front Street	Install edge line markings, bicycle warning signs near slope areas, and evaluate shoulder widening if feasible. This sloped road lacks safe space for bicyclists, has limited visibility, and a known crash history. Improving driver awareness and speed control is essential to reduce risk.	Yes (Borough, Public Works)	Crash data and municipal staff input		

ID	Project Title	Location	Project Type	Brief Description	Requires Coordination?	Source of Identification	Map	Picture
4	Pedestrian Connectivity Improvements – Logan Dr to Trail Access	Intersection of Logan Drive and S Front Street, extending north to McCullough Avenue	Pedestrian Infrastructure / Sidewalk Extension / Trail Access	Enhance pedestrian safety and connectivity at the intersection of Logan Drive and S Front Street by installing crosswalks, ADA-compliant ramps, and pedestrian signage. Extend the existing sidewalk north to McCullough Avenue to provide safe access to the Heritage Rail Trail entrance. Also, evaluate the potential for a direct pedestrian connection to the trail from the adjacent green space near the intersection.	Yes (Borough, YCPC, adjacent property owners)	Field observation, sidewalk network gap, trail access opportunity		
5	Trail Crossing and Access Safety Improvements – McCullough Ave	McCullough Avenue at Heritage Rail Trail crossing, near S Front Street	Trail Crossing Safety / Pedestrian & Bicycle Infrastructure	Upgrade safety at the existing trail crossing at McCullough Avenue by adding pavement markings, signage, ADA-compliant ramps, and enhanced visibility measures. This location serves as a key trail access point from the neighborhood but currently lacks formal crossing infrastructure to support safe pedestrian and bicycle movement.	Yes (Borough, YCPC, Trail Authority, Public Works)	Field observation, sidewalk network gap, trail access opportunity		
6	Neighborhood Trail Access and Pedestrian Improvements – Bank Alley Area	Bank Alley and Front Street, near Heritage Rail Trail	Trail Access / Pedestrian Connectivity / ADA Improvements	Establish a formal pedestrian access to Heritage Rail Trail near Bank Alley and Front Street, with signage, sidewalk connections, and ADA improvements. Despite its proximity to the trail, the neighborhood currently lacks safe and visible access.	Yes (Borough, YCPC, Trail Authority, adjacent property owners)	Neighborhood observation, trail proximity, sidewalk network gaps		

ID	Project Title	Location	Project Type	Brief Description	Requires Coordination?	Source of Identification	Map	Picture
7	Rear Park Access and Pedestrian Improvements – Playground & School Alley (Marge Goodfellow Park)	Playground Alley and School Alley entrances behind Marge Goodfellow Park	Park Access / Pedestrian Infrastructure / ADA Compliance	Create safe, visible pedestrian access to New Freedom Park from Playground Alley and School Alley by adding signage, surface treatments, ramps, and connectivity to existing park paths. These back entrances are used informally but lack proper infrastructure for safe access.	Yes (Borough, Parks Department, adjacent residents)	Field observation, public use patterns, ADA and safety concerns		
8	Multimodal Intersection Improvements – Main St & Railroad Ave Trail Crossing	Intersection of East Main St, West Main St, Railroad Avenue, and Heritage Rail Trail (PA 851)	Multimodal Safety / Trail Crossing / Pedestrian Infrastructure / ADA Compliance	Improve the multimodal intersection at East Main Street, West Main Street, and Railroad Avenue to support safe pedestrian, bicycle, and trail user movement. Includes sidewalk connectivity, marked crosswalks on all legs, ADA curb ramps, pedestrian-activated signals, and improved trail crossing design to ensure visibility and accessibility.	Yes (Borough, YCPC, PennDOT, Trail Authority)	Site analysis, trail usage observations, pedestrian safety needs		
9	Safety Improvements at Main Street / S Constitution Avenue	Intersection of W Main Street and South Broad Street, near Rutter's and USPS	Intersection Upgrade / Pedestrian Safety Improvements	There is currently no marked crosswalk at a key intersection used by pedestrians accessing Rutter's, the post office, and nearby housing. The sidewalk infrastructure exists but lacks safe, designated crossings, increasing pedestrian risk. Improvements could include striped crosswalks, ADA curb ramps, high-visibility signage, and potential pedestrian refuge islands.	Yes – Borough, PennDOT, and adjacent property owners			

ID	Project Title	Location	Project Type	Brief Description	Requires Coordination?	Source of Identification	Map	Picture
10	Pedestrian Crosswalk Enhancements at East Main St & Railroad Avenue	Intersection of East Main Street (PA 851) and Railroad Avenue, near Franklin Street Trail Access	Pedestrian Safety & Trail Access Improvement	This project improves pedestrian safety and trail connectivity at the East Main Street and Railroad Avenue intersection by adding a new crosswalk across Main Street, ADA-compliant curb ramps, and pedestrian signage. It connects the York County Rail Trail to nearby neighborhoods and downtown destinations, enhancing access and reducing crossing risks on PA 851.	Yes – Borough, Trail Authority, PennDOT	Field Observation and Connectivity Gap Review		
11	Main Street & Trail Intersection Safety Enhancements	Intersection of Main Street, Railroad Avenue, and Rail Trail	Pedestrian & Trail Crossing Enhancements	Improve the informal trail crossing at Pleasant Avenue by adding signage, pavement markings, and surface upgrades. Current conditions lack safety features and pose risks for pedestrians and cyclists.	Borough, Trail Authority.	Local Complete Streets Committee		
12	Proposed Bicycle Connection between New Freedom and Shrewsbury (2023 Plan)	East Franklin Street to East Main Street in Shrewsbury Borough	Shared-use path / Bicycle facility extension (New connection based on 2023 Bicycle & Pedestrian Plan)	Advance the implementation of a regional bicycle corridor between New Freedom and Shrewsbury as proposed in the 2023 Bicycle & Pedestrian Plan. This project will enhance long-distance bike travel, support active transportation, and strengthen the trail network by connecting population centers along Route 851 and nearby alternatives.	Yes – YCPC, Boroughs of New Freedom & Shrewsbury, PennDOT, Trail Authority	York County Bicycle & Pedestrian Plan (2023)		

ID	Project Title	Location	Project Type	Brief Description	Requires Coordination?	Source of Identification	Map	Picture
13	Improved Pedestrian and Bicycle Access along North Constitution Ave to Weatherfield Park	North Constitution Avenue near Weatherfield Park (Shrewsbury Township)	Trail extension / Shared-use path / Park access enhancement	Improve bicycle safety within Weatherfield Park by adding pavement markings and signage along N Constitution Ave. The area has informal bike use but lacks basic infrastructure.	Yes – Coordination with Shrewsbury Township and York County Parks Department is required.	Identified through site observation and community feedback during New Freedom's Complete Streets planning process.		
14	St. John the Baptist School – Street Safety and Access Enhancements	St Johns Way, near school and church entrance	Pedestrian Safety & Traffic Calming	St Johns Way lacks clear pedestrian infrastructure and traffic calming near the entrance to the school and church. Improvements should include crosswalks, traffic calming, and access upgrades to enhance safety for students and families.	School Church Borough Complete Streets Committee	Field Observation & Community Input		
15	East Main Street Access & Safety Enhancements (at Community Center)	East Main St, near the intersection of George Street	Pedestrian Safety Crosswalk & Sidewalk Improvements	This section of East Main Street lacks crosswalks, sidewalk continuity, and safe pedestrian access to Community Center and Smith Woods Park. Enhancements should include marked crosswalks, sidewalk upgrades, curb ramps, and signage to improve walkability and safety for all users, especially during high-traffic church events.	Borough Community Center Complete Streets Committee	Field Review & Stakeholder Input		

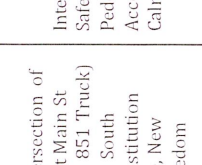
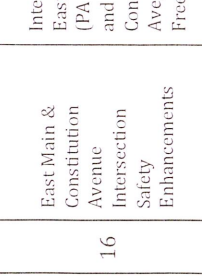
ID	Project Title	Location	Project Type	Brief Description	Requires Coordination?	Source of Identification	Map	Picture
16	East Main & Constitution Avenue Intersection Safety Enhancements	Intersection of East Main St (PA 851 Truck) and South Constitution Ave, New Freedom	Intersection Safety Pedestrian Access Traffic Calming	This intersection serves as a key connection between residential neighborhoods, local businesses (e.g., the bank and nearby shops), and the east side of town. However, it lacks visible crosswalks, curb ramps, and traffic calming features, creating safety concerns for pedestrians, including children and older adults. Improvements are needed to ensure visibility, slow turning vehicles, and support walkability.	Borough PennDOT (PA 851 Truck) Local Businesses Complete Streets Committee	Field Assessment & Traffic Flow Observations		

Exhibit C – Complete Streets Priority Project List

This exhibit presents the final prioritized list of candidate projects identified under the New Freedom Complete Streets Ordinance. Each project was evaluated using the weighted criteria and scoring process described in Exhibit A, and project information was compiled as outlined in Exhibit B.

The prioritization process incorporated committee input, GIS mapping, stakeholder feedback, planning documents (such as the 2023 Bicycle & Pedestrian Plan), and local observations. Final scores were normalized to create a consistent comparison across all projects.

Projects are classified into four priority levels based on their Normalized Score (N-Score):

N-Score Range (%)	Priority Level
76-100%	Very High
51-75%	High
26-50%	Medium
0-25%	Low

The table below presents the final priority classification of all evaluated projects.

Project Name	Description	ID	Score Total	N-Score	Priority
Pedestrian and Bicycle Access to Arlington Ernst Park	Establish safe pedestrian and bike connections from the north (Glenray Ct) and west (Orwig Rd) to Arlington Ernst Park. Currently, these access points are either blocked or not safely designed.	1	27	26.31578947	Medium
Safe Trail Crossing at Orwig Road	Improve the safety of the crossing where the Heritage Rail Trail intersects Orwig Road. Install crosswalks, traffic signage, ADA ramps, and calming measures to slow vehicle speeds and prioritize pedestrian and bicycle safety.	2	13	7.894736842	Low
Bicycle Safety Enhancements on Rural Segment of S Front Street	Install edge line markings, bicycle warning signs near slope areas, and evaluate shoulder widening if feasible. This sloped road lacks safe space for bicyclists, has limited visibility, and a known crash history. Improving driver awareness and speed control is essential to reduce risk.	3	49	55.26315789	High
Pedestrian Connectivity Improvements – Logan Dr to Trail Access	Enhance pedestrian safety and connectivity at the intersection of Logan Drive and S Front Street by installing crosswalks, ADA-compliant ramps, and pedestrian signage. Extend the existing sidewalk north to McCullough Avenue to provide safe access to the Heritage Rail Trail entrance. Also, evaluate the potential for a direct pedestrian connection to the trail from the adjacent green space near the intersection.	4	46	51.31578947	High
Trail Crossing and Access Safety Improvements – McCullough Ave	Upgrade safety at the existing trail crossing at McCullough Avenue by adding pavement markings, signage, ADA-compliant ramps, and enhanced visibility measures. This location serves as a key trail access point from the neighborhood but currently lacks formal crossing infrastructure to support safe pedestrian and bicycle movement.	5	46	51.31578947	High
Neighborhood Trail Access and Pedestrian Improvements – Bank Alley Area	Establish a formal pedestrian access to Heritage Rail Trail near Bank Alley and Front Street, with signage, sidewalk connections, and ADA improvements. Despite its proximity to the trail, the neighborhood currently lacks safe and visible access.	6	25	23.68421053	Low
Rear Park Access and Pedestrian Improvements – Playground & School Alley (Marge Goodfellow Park)	Create safe, visible pedestrian access to New Freedom Park from Playground Alley and School Alley by adding signage, surface treatments, ramps, and connectivity to existing park paths. These back entrances are used informally but lack proper infrastructure for safe access.	7	32	32.89473684	Medium
Multimodal Intersection Improvements – Main St & Railroad Ave Trail Crossing	Improve the multimodal intersection at East Main Street, West Main Street, and Railroad Avenue to support safe pedestrian, bicycle, and trail user movement. Includes sidewalk connectivity, marked crosswalks on all legs, ADA curb ramps, pedestrian-activated signals, and improved trail crossing design to ensure visibility and accessibility.	8	48	53.94736842	High
Safety Improvements at Main Street / S Broad Street	There is currently no marked crosswalk at a key intersection used by pedestrians accessing Rutter's, the post office, and nearby housing. The sidewalk infrastructure exists but lacks safe, designated crossings, increasing pedestrian risk. Improvements could include striped crosswalks, ADA curb ramps, high-visibility signage, and potential pedestrian refuge islands.	9	18	14.47368421	Low
Pedestrian Crosswalk Enhancements at East Main St & Railroad Avenue	This project improves pedestrian safety and trail connectivity at the East Main Street and Railroad Avenue intersection by adding a new crosswalk across Main Street, ADA-compliant curb ramps, and pedestrian signage. It connects the York County Rail Trail to nearby neighborhoods and downtown destinations, enhancing access and reducing crossing risks on PA 851.	10	47	52.63157895	High

Project Name	Description	ID	Score Total	N-Score	Priority
Main Street & Trail Intersection Safety Enhancements	Advance the implementation of a regional bicycle corridor between New Freedom and Shrewsbury as proposed in the 2023 Bicycle & Pedestrian Plan. This project will enhance long-distance bike travel, support active transportation, and strengthen the trail network by connecting population centers along Route 851 and nearby alternatives.	11	30	30.26315789	Medium
Proposed Bicycle Connection between New Freedom and Shrewsbury (2023 Plan)	Advance the implementation of a regional bicycle corridor between New Freedom and Shrewsbury as proposed in the 2023 Bicycle & Pedestrian Plan. This project will enhance long-distance bike travel, support active transportation, and strengthen the trail network by connecting population centers along Route 851 and nearby alternatives.	12	51	57.89473684	High
Improved Pedestrian and Bicycle Access along North Constitution Ave to Weatherfield Park	Improve bicycle safety within Weatherfield Park by adding pavement markings and signage along N Constitution Ave. The area has informal bike use but lacks basic infrastructure.	13	15	10.52631579	Low
St. John the Baptist School – Street Safety and Access Enhancements	St Johns Way lacks clear pedestrian infrastructure and traffic calming near the entrance to the school and church. Improvements should include crosswalks, traffic calming, and access upgrades to enhance safety for students and families.	14	15	10.52631579	Low
East Main Street Access & Safety Enhancements (at Community Center)	This section of East Main Street lacks crosswalks, sidewalk continuity, and safe pedestrian access to Community Center and Smith Woods Park. Enhancements should include marked crosswalks, sidewalk upgrades, curb ramps, and signage to improve walkability and safety for all users, especially during high-traffic church events.	15	27	26.31578947	Medium
East Main Street Access & Safety Enhancements (at Church Complex)	This intersection serves as a key connection between residential neighborhoods, local businesses (e.g., the bank and nearby shops), and the east side of town. However, it lacks visible crosswalks, curb ramps, and traffic calming features, creating safety concerns for pedestrians, including children and older adults. Improvements are needed to ensure visibility, slow turning vehicles, and support walkability.	16	30	30.26315789	Medium