



Creating Safe, Walkable and Healthy Communities In the Middle Susquehanna Region

A participatory planning process to enhance the walking and biking environment in the communities of Muncy / Hughesville and Berwick

SEDA-Council of Governments
201 Furnace Road
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SUMMARY STATEMENT

Planning for the Susquehanna Greenway began in the summer of 2001. The Greenway went through several stages of development including visioning, concept design and strategic action planning, culminating with the formation of the non-profit Susquehanna Greenway Partnership in 2007. The concept design for the Susquehanna Greenway envisioned a network of interconnected communities, trails and natural areas. River towns and urban centers were shown as circles on the concept design, illustrating their role as hubs of activity. However, the concept design did not show how each individual river town / community would contribute to greenway and trail connections for the Susquehanna Greenway.

The Creating Safe, Walkable and Healthy Communities project provides technical planning assistance to Susquehanna River Towns to create pedestrian and bicycle master plans and project action strategies for each community. The project addresses major areas of concern regarding human health and increasing obesity rates. The Creating Safe, Walkable and Healthy Communities project evaluates each community to determine the current constraints to walking and biking.

Site visits, discussions and a facilitated design process produced concepts for streetscape improvements that improve pedestrian and bicycle connectivity, aesthetic beauty and economic vitality of the community. The project seeks collaboration between municipal governments, schools and health care providers to produce built environments that are safe for walking and biking and are supported by programs that encourage functional walking and biking to work, school, shopping and for recreation.

The Creating Safe, Walkable and Healthy Communities initiative has identified a wide range of projects in each community. Some can be acted upon immediately, while others require additional planning, design and funding for implementation. Making changes to the built environment will take time. It has taken generations to build the current infrastructure that supports automobile travel to the detriment of pedestrians and bicyclists. It will take time to create a more pedestrian and bicycle-friendly environment – but change must begin now.

The Creating Safe, Walkable and Healthy Communities project secured Appalachian Regional Commission (ARC) funding support to initiate a long-term project around the idea of safe, vibrant, energy-efficient and sustainable communities. The project has established a long-term relationship with a diverse array of public/private interests creating a unique funding partnership for community greening and revitalization and ultimate long-term project sustainability. The project initiated a relationship with health care providers and will seek to establish a relationship with health insurers who see economic benefit from community design enhancements that encourage active lifestyles. Other potential partners include energy companies, resource conservation and environmental organizations, state agencies such as PennDOT, PA Department of Conservation and Natural Resources, PA Department of Environmental Protection, federal agencies such as Federal Highway Administration and other organizations that share green infrastructure goals and objectives.

WHY DO WE NEED PEDESTRIAN AND BICYCLE FRIENDLY COMMUNITIES?

For the last 60 years the United States has created a built environment focused on the automobile. The need to accommodate access, parking, storage and flow of vehicles has dominated community design decisions – all to the detriment of pedestrians and bicyclists. That has begun to change as many communities, as a quality of life indicator, compete to be the most bicycle-friendly. Portland, Oregon; Boulder, Colorado; and Davis, California are often at the top of such lists. Being pedestrian and bike friendly helps attract economic opportunities. Pedestrian-friendly neighborhoods, vibrant streets and a healthy community life are all factors that attract young and highly educated people – the so-called and sought after “creative class.”

Communities in rural Pennsylvania do not make these lists of walkable and bike-friendly communities. The innovations of community design and planning have not found their way to this region; however, the region’s historic downtowns and neighborhoods provide a strong nucleus to build upon. Most communities in the SEDA-COG region retain their human-scale. One can easily walk or bike across town and, given better accommodation, these communities are well positioned to be re-designed to place pedestrians and bikes on equal footing with vehicular traffic, increasing the vibrancy and economic prospects of the community and the region.

Project Description

Creating Safe, Walkable and Healthy Communities is a collaborative effort led by SEDA-COG to organize stakeholders and facilitate interaction among community residents, leaders, planners, agencies, public health advocates and healthcare

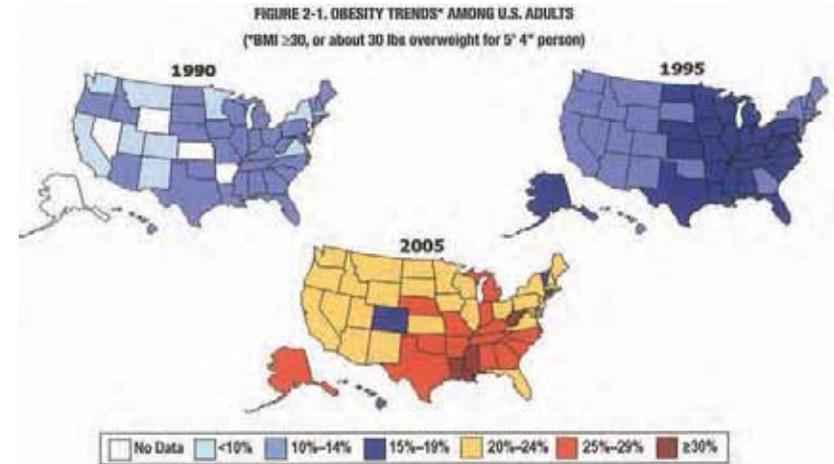
providers with linked interests and responsibilities for community and transportation planning and investment decision-making, public health investments, and related programming. The project is focused on two multi-municipal communities: Muncy-Hughesville (Lycoming County) and the Berwick Area (Columbia County). Participating partners include the involved municipal governments, PennDOT, the SEDA-COG RPO (Rural Planning Organization), employers, Susquehanna Health System and the Muncy Valley Hospital, Geisinger Health System and the Berwick Health and Wellness Fund.

The project addresses impediments to safe walking and biking and identifies opportunities to meet public health aims and reduce vehicle-related energy consumption through a combination of smart-growth planning and community-health programming in the two project areas. The project raises regional awareness about active, healthy living and the potential for integrating walking and bicycling in daily life and work routines by engaging regional residents in active living programming. The project uses regional media to expand outreach and participation in related planning and programming.

The Creating Safe, Walkable and Healthy Communities project has achieved the following goals:

- 1) Convened community stakeholders and facilitate forum discussions to raise awareness about the environment / infrastructure / community health connection.
- 2) Disseminated research facts about public health and the community environment.
- 3) Completed regional community environmental assessments to identify impediments to and opportunities for safe walking and bicycling.

- 4) Established regional principles for creating safe, walkable and bikeable communities and related action strategies for community adoption.
- 5) Implemented participatory, result-focused community health programming in collaboration with agencies, community health advocates and healthcare providers to address environmental remediation and enhancement strategies, community attitudes and behaviors.



Obesity Rates in the United States have increased significantly in recent decades. The CDC estimates that 61% of Pennsylvanian's are overweight and more that 25% are obese.

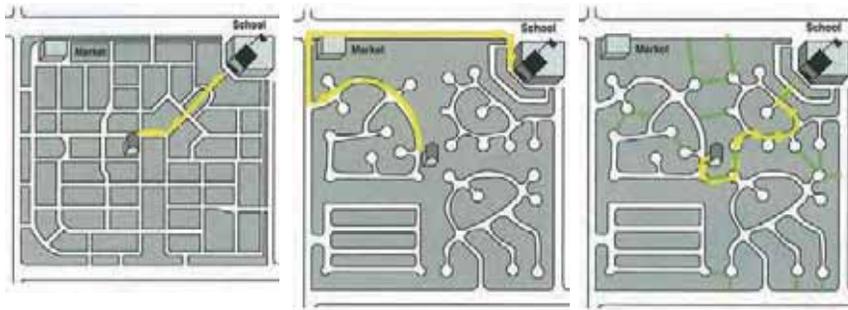
The Need

An estimated 61% of Pennsylvania adults are overweight with more than one in four Pennsylvanians being obese. The obesity rate among Pennsylvania adults increased by 92% from 1990 to 2002. Several counties in the SEDA-COG service area have rates of overweight and obesity significantly higher than the state average. Obesity directly increases related medical problems such as diabetes, cardiovascular disease, fatty liver disease, and obstructive sleep apnea and is responsible for the significant increase in the cost of care, roughly double the medical claims and costs for normal weight patients. The obesity epidemic starts young, with 27% of low-income children between two and five years of age in Pennsylvania being overweight or at risk of becoming overweight.

Investment in pedestrian and bicycle facilities helps those who need it most — with economic and quality of life benefits for all residents. The cost of owning and operating a car, currently estimated at \$9,055 per year, can account for almost 18 percent of a typical household's income (USDOT 2010).

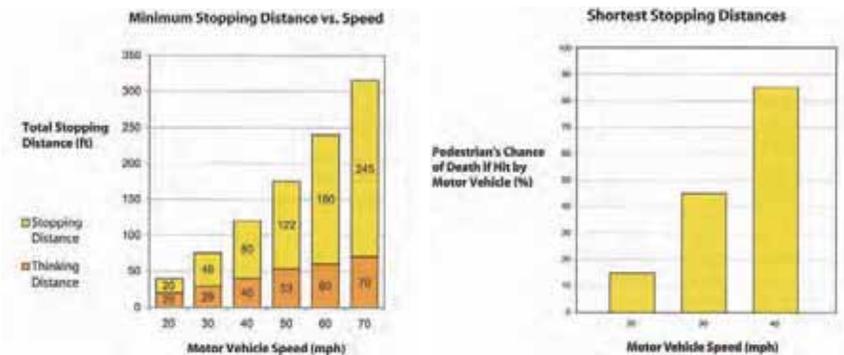
Urban neighborhoods and historic core communities typically have higher concentrations of low-income residents and people who do not own an automobile, and it is in these areas where alternative transportation is not a luxury but a necessity. Providing safe and convenient walking and biking options in these core communities are strategic investments in alternative transportation and allows purposeful walking and biking to work, school, shopping and recreation.

The built environment plays an important role in the obesity epidemic, and community planning and design must begin now to help change the current trend. The health benefits of regular physical activity are far-reaching and include reduced risk of coronary heart disease, stroke, diabetes and other chronic diseases; lower health care costs; and improved quality of life for people of all ages. Even small increases in light to moderate activity, such as daily bike rides or 30-minute walks, can produce measurable benefits among those who are least active (USDOT 2010). The Creating Safe, Walkable and Healthy Communities project will help guide rural Pennsylvania communities toward greener, healthier, more energy-efficient and ultimately more sustainable development.



The built environment plays an important role in determining the quality of a community's walking and biking connectivity. Collaboration is needed between townships and borough to plan and implement pedestrian and bicycle master plans.

The Creating Safe, Walkable and Healthy Communities project promotes active living and energy conservation within the Middle Susquehanna Region. Through community planning and partnerships with PennDOT and regional health care providers, the project brings local focus to a national problem, enabling the development of a new vision for community building within the SEDA-COG region. The project also provides community leaders, planners and advocates with the tools to envision new programs and projects for their communities and to bring about desired environmental and behavioral changes of wider benefit to the region.



Vehicular speed affects pedestrian and bicycle safety - with pedestrians 5 times more likely to die from a collision with a vehicle traveling at 40 mph vs. a vehicle traveling at 20 mph. Traffic-calming methods use visual and physical cues to encourage slower driving speeds.

ENVIRONMENTAL AND COMMUNITY CONTEXT

The project evaluated the existing built-environment of Muncy / Hughesville and the Berwick areas. A Walkability / Bikeability community audit was performed identifying elements that encourage walking and biking and elements that hinder these activities. The historic core community, surrounding neighborhoods, suburban fringe and rural resource areas were each evaluated for their connectivity to key community destinations such as: downtown business district, schools, library, post office, parks, grocery stores and shopping.

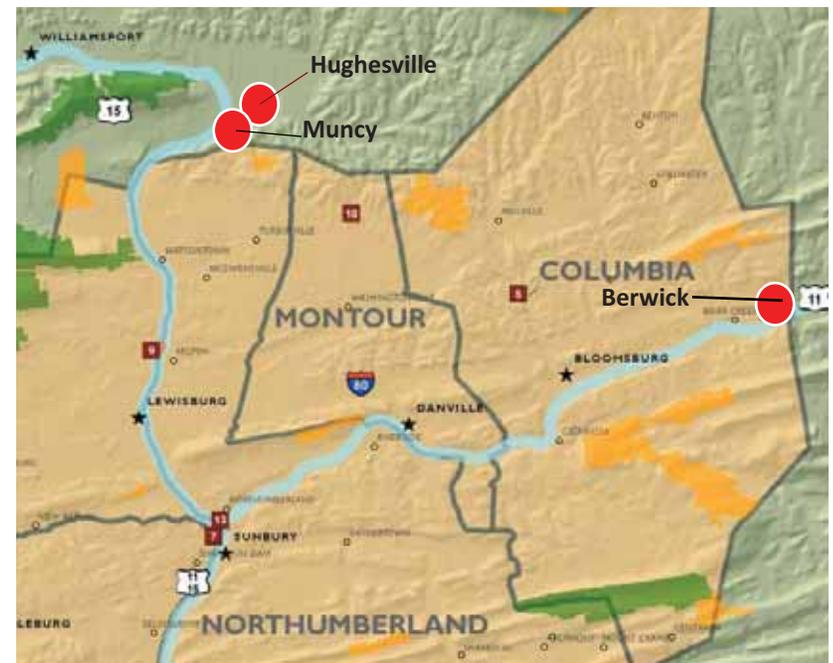
The Regional Context

The Middle Susquehanna Region finds itself at a crossroads. In many ways, the region has benefited from the circumstances of history and location that have spared the towns and landscape from falling among Pennsylvania's worst examples of sprawl and homogenized development.

Relative isolation and limited economic growth are not generally considered positive traits, but they have played important roles in leaving the region where we find it today – rooted in history and independence and boasting a unique collection of authentic and distinctive river towns.

Negative changes, however, are occurring within the Middle Susquehanna Region. Over the past 50 years, for example, malls and ever-expanding commercial strips have brought competition to once vital downtown cores and sapped them of their traditional importance. The decline of commercial centers within towns has been a blow not only to local economies but also to town culture, image and identity. Change is appearing in the rural landscape too. Although borough populations have remained relatively steady, growth outside of the

boroughs, in the townships, has occurred much more rapidly. Agricultural lands, woodlots and farmsteads are increasingly giving way to cookie-cutter housing developments and the spread of suburbia masked as “country living.” The Middle Susquehanna Region is a distinctive and special place, but its future remains largely uncharted. There is an urgent need to focus community attention and resources on downtown and historic neighborhoods.



The location of Berwick, Hughesville and Muncy, among other River Towns of the Middle Susquehanna Region.

The Berwick Area

Berwick has the personality of a distinctly working-class town where industry is both prominent and visible. The large Berwick Industrial Development Association, formerly home to the American Car & Foundry plant, is situated at the geographical center of town, while the downtown is tucked along the southern edge of town near the river.

One character that sets Berwick apart as a River Town is that the town sits on a rise high above the Susquehanna River. This strategic location protects it from flooding but limits the connections that are possible between downtown and the river and diminishes the presence and intimate relationship between the Susquehanna River and Berwick overall. The best place to physically access the river and enjoy nature is at Test Track Park or on a visit to PPL Susquehanna Riverlands located five miles northeast of downtown.

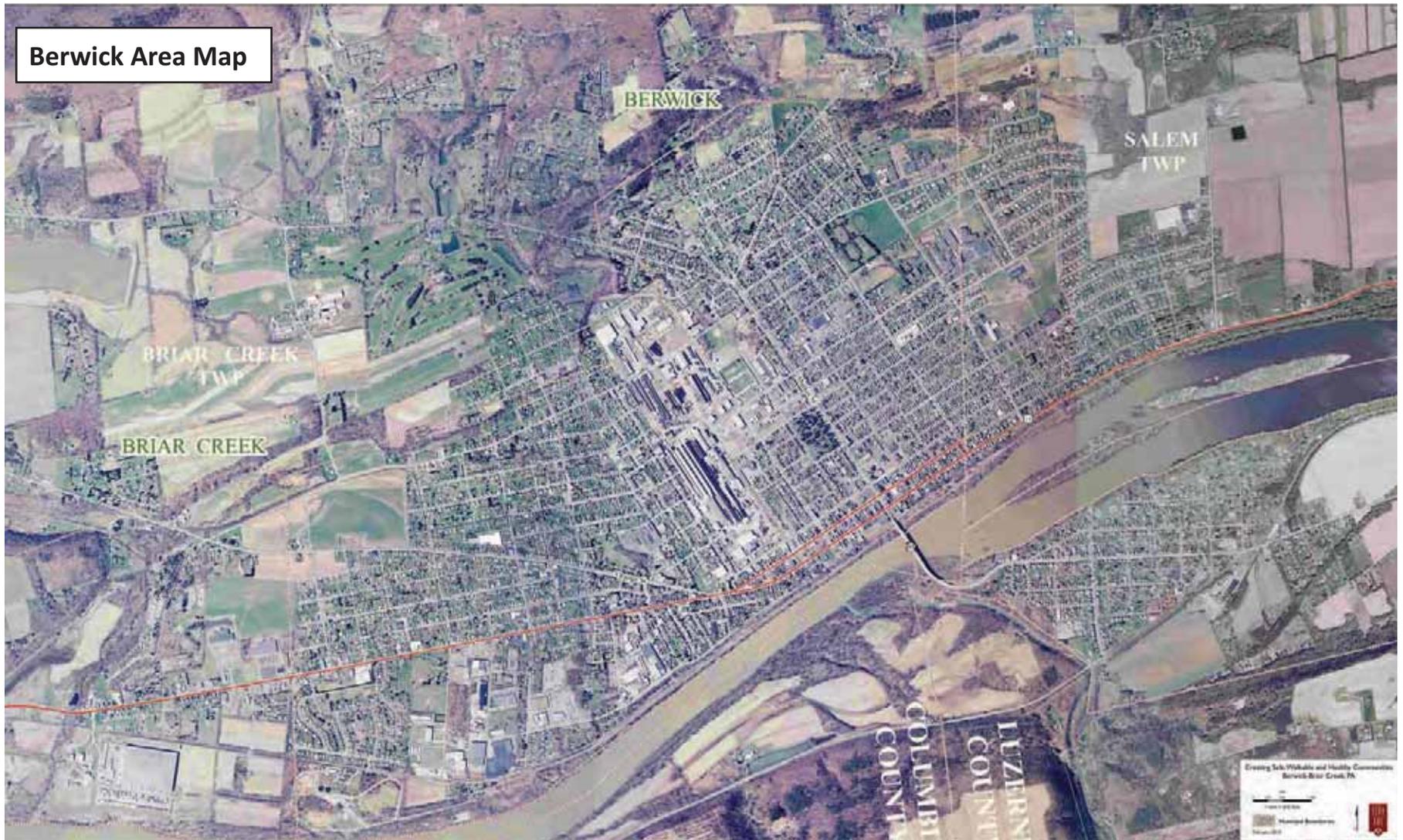
Ranking second in population among River Towns in the Middle Susquehanna Region, Berwick has 10,800 residents. Berwick is a strong, community-oriented town that carries on traditions such as the Run for the Diamonds, Victorian Night and the Berwick Christmas Boulevard along Market Street.

Most of the downtown architecture is fairly plain and functional. The most impressive buildings are not found on Route 11, which is the commercial center of the downtown. Rather, Berwick's finest architecture is concentrated in and around Market Street, which contains the civic arm of the downtown with the Jackson Mansion, the newly-built community library and an impressive stone church.

In some ways, Berwick shares as many connections with the Scranton / Wilkes-Barre area as it does to the towns of the Middle Susquehanna Region. Culturally, it shares ties with the northern coal towns and, through architecture, churches, food

and some social institutions, still maintains remnants of ethnic neighborhoods. Residents describe Berwick as “opinionated, committed, loyal, vibrant, both progressive and reactionary, blue collar, ripe for change, family oriented, friendly, quiet, multi-generational,” and also “stagnant.” In many ways, the discussion of Berwick's character is much more rooted in the people who live there than the physical fabric of the community itself.

Berwick's downtown business district and neighborhoods suffer fragmentation caused by car and truck traffic. State Routes 11 and 93 and several high traffic local streets cut through the community causing safety concerns for pedestrians and bicyclists. Pedestrian safety is a concern for shoppers in the downtown business district, and the volume and speed of traffic is a concern for students walking and biking to school. Areas of Berwick are well served by good condition and continuous sidewalks, while other areas have no sidewalks or sidewalks in poor condition. The BIDA industrial complex, while providing employment for many in the community and region, fragments Berwick's east and west end neighborhoods. Also, pedestrian and bicycle connections fall apart at the borough / township boundary - with no coordination to provide walking and biking routes. Berwick needs a bigger vision beyond itself. It needs a clear vision of what it wants to become as well.



This map illustrates the project study area - a multi-municipal community that includes Berwick Borough and Briar Creek and Salem Townships.

The Muncy / Hughesville Area

The Muncy / Hughesville communities are connected to the West Branch Susquehanna River via the meandering Muncy Creek. Muncy (population 2,663) and Hughesville (population 2,220) are two smaller communities that are part of the Williamsport Metropolitan Statistical Area.

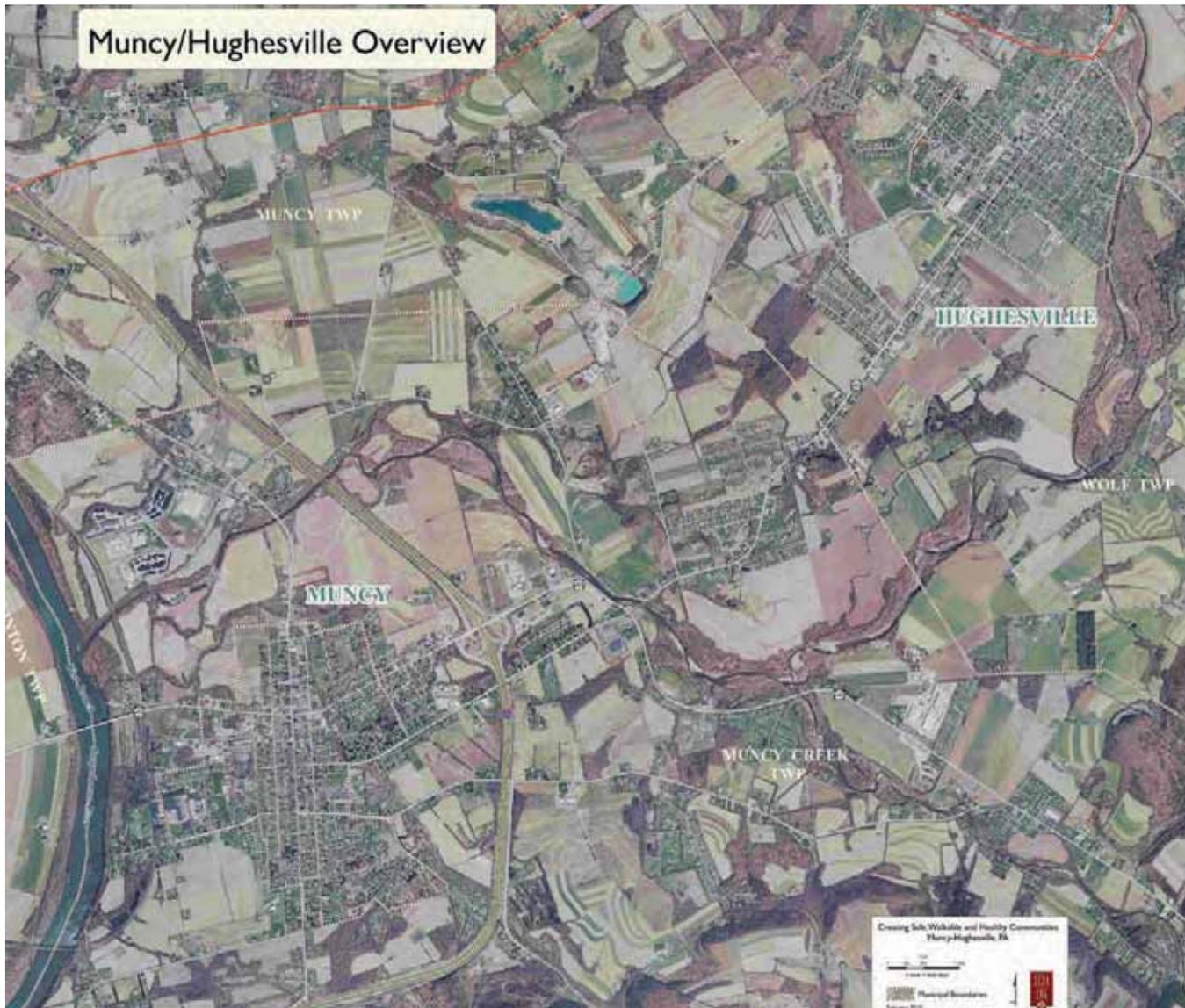
The Muncy and Hughesville communities are located in a fertile agricultural valley north of the Muncy Hills and south of the Allegheny Ridge. This location is the northern edge of the Ridge and Valley physiographic province as it transitions to the Allegheny Plateau. Early settlement of the area was marked by Native American resistance. Native Americans routinely crossed the Susquehanna to raid the settlers, and the settlers just as routinely crossed the Susquehanna to pursue the raiding war parties to retaliate and sometimes to rescue captives taken by the Indians during these raids.

Early industries in these two communities were built to serve the farmers and citizens of eastern Lycoming County and to benefit from their locations on the Pennsylvania Canal and from logging in the West Branch Susquehanna River's watershed. Early businesses included a chair factory, a wagon shop, several distilleries, a sawmill, a planing mill and a furniture factory. The Muncy and Hughesville communities today still retain remnants from of its historic timber and agricultural economic base and are on the edge of a new economic boom related to Marcellus Shale gas extraction.

Muncy and Hughesville boroughs are small towns of significant historical character. The Historic Districts comprise both residential and commercial structures from the early 19th century. Both communities are fortunate in generally having a handsome and favorable appearance.

Although the downtowns have several thriving businesses and restaurants, the streetscape detracts from merchant success. Many curbs and sidewalks are in poor condition and there are many gaps in the street tree plantings. Both communities lack distinct community "gateways" and visual clues to suggest reduced traffic speed. Both communities are grappling with increased truck traffic associated with Marcellus Shale gas industry (*From: Regional Comprehensive Plan, The Municipal Partners, Muncy Borough*).

Truck traffic passing through both communities has noticeably increased due to gas industry activities, presenting a challenge for walking and biking in the downtown business districts and for students walking and biking to school. Like Berwick, the presence and condition of the sidewalks varies widely in the boroughs, and sidewalks are absent in the townships. Opportunities to create pedestrian and bicycle connections between communities is challenging due to the location of I-180; however, there are opportunities to create connections along existing roadways or the Muncy Creek stream corridor.



This map illustrates the project study area - a multi-municipal community that includes Muncy and Hughesville Borough and Muncy Creek and Wolf Townships.

COMMUNITY AUDITS

The Creating Safe, Walkable and Healthy Communities project brought together a diverse stakeholder group of residents, municipal officials, business interests and school and community advocates in the Muncy, Hughesville and Berwick study areas. The stakeholders were guided through an interactive process of self evaluation – performing an audit to determine barriers to walking and biking in the community and building consensus for future actions by developing principals of walkable and bike-friendly communities. The process began by identifying important destinations within the community including schools, post office, library, popular businesses, municipal buildings and major employers. Stakeholders also identified “hot spots” – including areas that are pedestrian and bicycle-friendly AND areas perceived as being unsafe.



Study Committee members identify important destinations and impediments to walking and biking in the community.

Each stakeholder group, with the guidance of SEDA-COG planners, performed a walkability / bikeability community audit. The audit is an unbiased examination / evaluation of the pedestrian / bike environment. The general purpose of an audit is to map areas of concern for pedestrians and bicyclists related to the safety, access, comfort and convenience of their use in the built environment. Using a combination of GIS mapping and field work, stakeholders evaluated existing conditions, destinations and barriers to walking and biking. The audit was also used to identify potential alternatives or solutions (such as engineering treatments, policy changes, or education and enforcement measures) to create better pedestrian and bicycle-friendly environments. Field views were held with the project study committee, PennDOT and regional transportation planners to visit and discuss the problem “hot spots” of each community.



Study Committee members conduct field view with representatives from PennDOT and county and regional transportation planners to examine existing conditions and strategize potential solutions.

The insight gained from the field views helped to form the basis for the Pedestrian / Bicycle Master Plan and the before and after enhancement concepts that were developed to address problem "hot spots."

Communities in Transition

Municipal governments and school districts have great influence on the walkability and bikeability of our communities. Enforcement of speed limits and sidewalk ordinances and integrating walking and biking facilities into current and future developments are just some ways our communities and schools influence the built environment.

Thirty years ago, about 2/3 of all kids in America walked or biked to school. Today less than 11 percent of school children walk to school and only about 2 percent bicycle to school while more than 50% are driven to and from school. Twenty to twenty-five percent of morning rush hour traffic is attributable to parents driving their children to school. As the percentage of children walking and bicycling to school continues to decrease, motor vehicle traffic increases, and parents become more convinced that walking to school is unsafe for their children. Parents may believe that the safest way to school is for them to drive their children, but may not be aware that by driving they contribute to the traffic congestion and traffic danger surrounding the school. This scenario, played out in school districts across the county, is now referred to as the "Safe Routes to School Paradox."



Community-centered schools are found in all three project study areas - Berwick, Hughesville and Muncy.

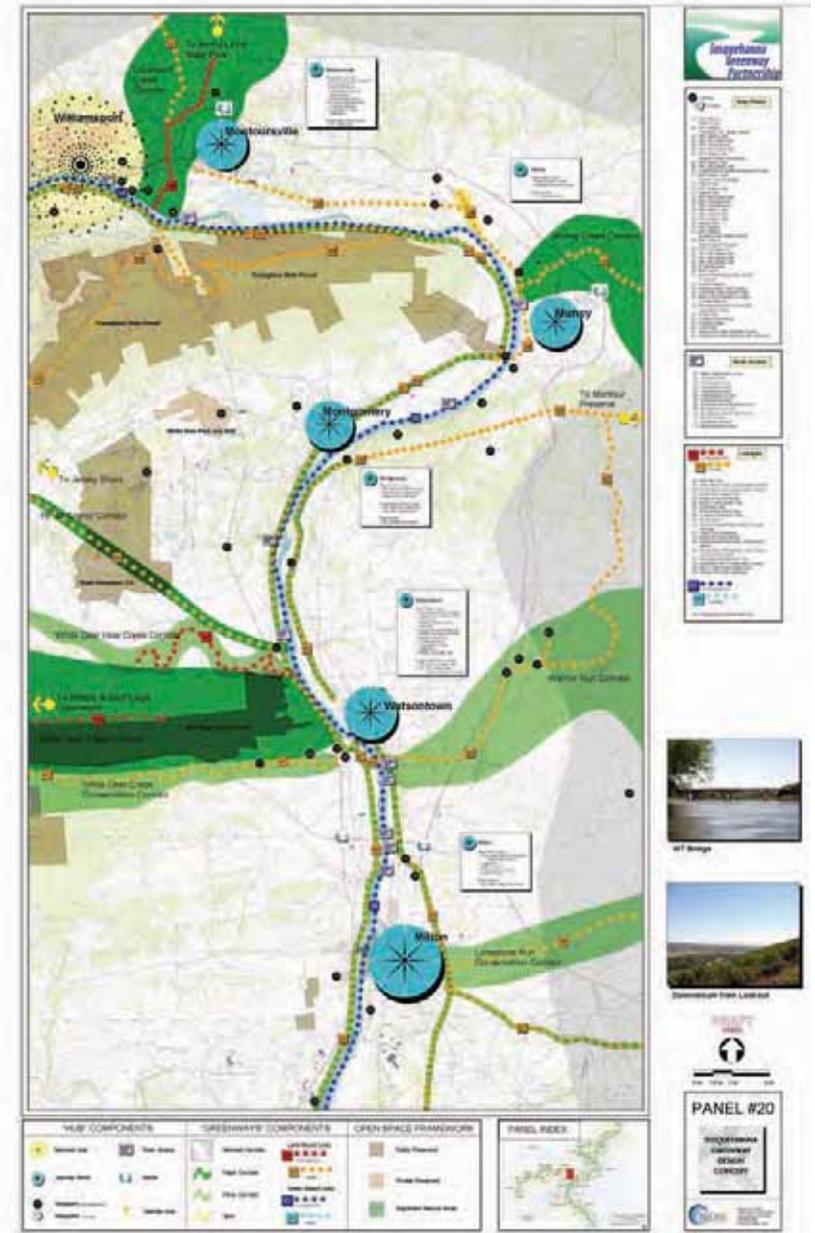
The good news for Berwick, Muncy and Hughesville is that all three communities have good school infrastructure that promotes walking and biking. The three school districts have neighborhood schools located in close proximity to the downtown and historic neighborhoods. While many school districts have chosen to abandon in-town and neighborhood schools, the Berwick, Muncy and East Lycoming school districts have re-invested in their community-centered school. The Walkable Communities project recognizes schools as an important community destination and that creating "safe routes to school" will improve student safety and enhance the neighborhood for all residents.

REGIONAL GREENWAY CONCEPTS

Previous greenway studies, such as the Susquehanna Greenway concept plan and the Lycoming County Recreation, Parks and Open Space / Greenway Plan, illustrate proposed regional trail corridors in a conceptual manner. The goal of each plan is to create connections between Berwick, Muncy and Hughesville and other communities. For the Muncy / Hughesville area, the Susquehanna Greenway – focused on the West Branch Susquehanna River corridor – proposes connections up-river to Montoursville / Williamsport, connecting to the existing Susquehanna River Walk, and down-river to Montgomery and communities of the Warrior Run School District. The Lycoming County plan envisioned trail corridors linking Muncy and Hughesville and continuing on to Picture Rocks, generally following the Muncy Creek stream corridor. The Susquehanna Greenway similarly envisions community connections for Berwick with Bloomsburg and Shickshinny and the Wyoming Valley.



Susquehanna Greenway Concept Design panel map for the Berwick Area.



Susquehanna Greenway Concept Design panel map for the Muncy Area - Illustrating the concept of a Muncy Creek greenway corridor connecting to Hughesville.

Muncy / Hughesville Connections

The regional greenway connections concept for Muncy / Hughesville takes the Susquehanna Greenway and Lycoming County plan to another level or refinement, exploring potential road and natural resource based routes to connect communities. Creating a pedestrian and bicycle trail connection between Muncy and Hughesville will require overcoming the physical barrier created by the I-180 highway, which limits where trails can pass under the highway to specific locations. The connections concept proposes wide greenway corridors that emphasize a need to conserve the rural landscape character and natural resources and proposes potential trail corridors. Where possible, the concept defines several trail alignment alternatives following roadways, field and forest edges and natural areas, to create connections between towns. The trail alignments are conceptual only and would require full private landowner participation to become formal public trails. The concept plan also proposes on-road bike routes that connect Muncy and Hughesville and other regional destinations via lower volume roadways such as Clarkstown Road, Lime Bluff Road and East Lime Bluff Road.



While route 405 represents the most direct connection between the communities of Muncy and Hughesville, it is not a safe environment for walking and biking.

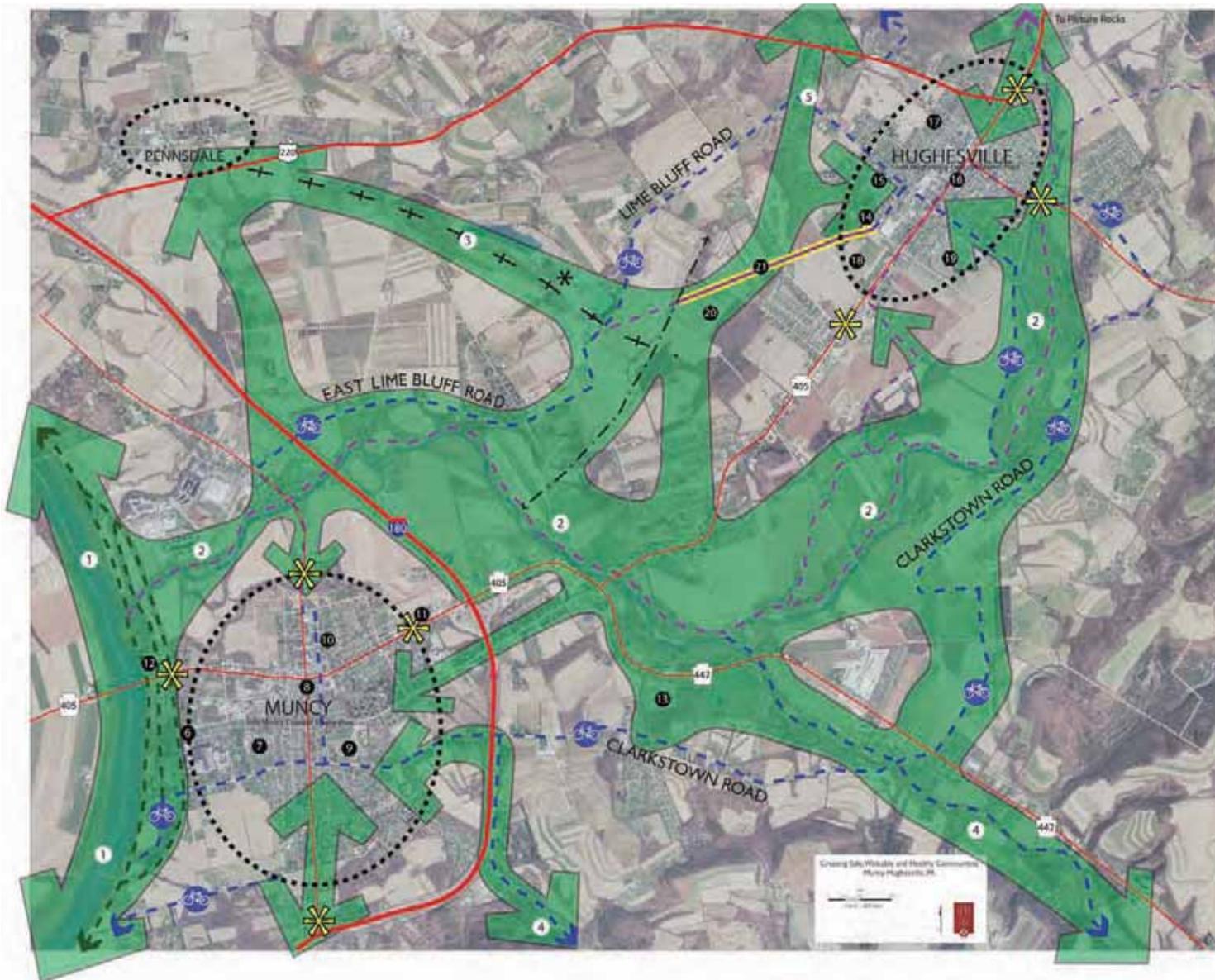


Clarkstown Road represents one alternative for a bike route to connect Muncy and Hughesville, a safer alternative to Route 405.



Rural roadways and the Muncy Creek corridor represent man-made and natural features that may be used for creating greenway and trail connections.

The Muncy - Hughesville Regional Greenway and Trail Concept Plan (Opposite Page) - Illustrates potential regional greenway trail connections between communities and to other destinations such as the City of Williamsport, Picture Rocks and the Warrior Run area.



**MUNCY - HUGHESVILLE
WALKABLE COMMUNITIES
Regional Greenway & Trail
Concept Plan**

- Legend**
- Regional High
 - Existing Point of Interest
 - Proposed Point of Interest
 - Town/Village
 - Existing Trail (off-road)
 - Overhead Power Lines
 - Potential Trail (off-road)
 - Potential Trail (on-road)
 - Susquehanna Trail
 - Transit, Calming
 - Community Gateway
 - Potential Greenway Corridors
 - Potential Bike Route
 - Norfolk Corridor



- | | |
|----------------------------------|----------------------------------|
| 1 Susquehanna Community | 11 Muncy Valley Hospital |
| 2 Muncy Local Greenway | 12 River Access / Broad Levee's |
| 3 Holly / Riverside Rail - Trail | 13 Stone Park |
| 4 Muncy Mills Trail | 14 Ashlar Elementary |
| 5 Picture Rocks Trail | 15 Hughesville High School |
| 6 Kingston Hill | 16 Hughesville Business District |
| 7 Muncy Area High School | 17 Station Park |
| 8 Muncy Business District | 18 School Recreation Fields |
| 9 Wood L. Myers Elementary | 19 Lanesburg County Fair |
| 10 Green Street Park | 20 Lime Bluff Recreation Area |
| | 21 Lime Bluff Greenway Trail |

1. Introduction: The Susquehanna Corridor is a primary trail and greenway route through the region. This plan identifies key locations and corridors for a regional greenway and trail system that will connect these communities and provide a safe, healthy, and active lifestyle for all.
2. Regional Greenway: The regional greenway is a multi-use trail system that will connect the communities of Muncy, Hughesville, and Picture Rocks. It will provide a safe, healthy, and active lifestyle for all and will be a key component of the regional greenway and trail system.
3. Local Greenway Corridors: Local greenway corridors are key components of the regional greenway and trail system. They will provide a safe, healthy, and active lifestyle for all and will be a key component of the regional greenway and trail system.
4. Potential Greenway Corridors: Potential greenway corridors are key components of the regional greenway and trail system. They will provide a safe, healthy, and active lifestyle for all and will be a key component of the regional greenway and trail system.
5. Implementation: The implementation of the regional greenway and trail system will be a multi-phase process. It will involve the development of a master plan, the construction of the trail system, and the implementation of the plan.

COMMUNITY PEDESTRIAN-BIKE CONCEPT MASTER PLANS

Hughesville Pedestrian / Bicycle Master Plan

The Hughesville plan recognizes how traffic volume and speeds divide the community. Increasing truck traffic on Route 405 / Main Street creates significant challenges to pedestrian and bicyclists seeking to cross, especially in the areas in Wolf Township that have no signaled intersections. Route 118 is also experiencing increased truck use – presenting a similar barrier between north and south neighborhoods.

A network of trails is proposed in the plan to link key destinations in the community. These destinations include the schools, downtown business district, parks, recreation fields, the Lime Bluff Recreation Area, churches, library and municipal buildings. The proposed trail network seeks to build upon the existing trail linking the school complex and the Lime Bluff Recreation Area, creating an off-road greenway linking Hughesville with other neighboring communities.

The plan seeks creative solutions to crafting a safe pedestrian-bike connection across Route 405 linking the residential areas on Boak Avenue and the school and recreational area on Murray Farm Lane. The plan also proposes enhancements to Cemetery Street, Railroad Street and Broad Street due to their function as a major route for students walking to school.

The Plan calls for community gateways, street tree plantings and pedestrian crosswalks to lower traffic speed, enhance pedestrian safety and improve the economic prospects for downtown businesses. Hughesville is connected to the larger region by River Valley Transit. Special consideration should be given to the area surrounding the bus stop to improve this connection for the elderly and residents with no access to an automobile.

Increasing car and truck traffic continues to deteriorate the safety conditions at the 405 / 220 intersection. While it was generally felt that pedestrian and bicycle enhancements should avoid areas such as this busy intersection, any redesign or reengineering of the intersection should consider future greenway connections up Muncy Creek towards Picture Rocks.

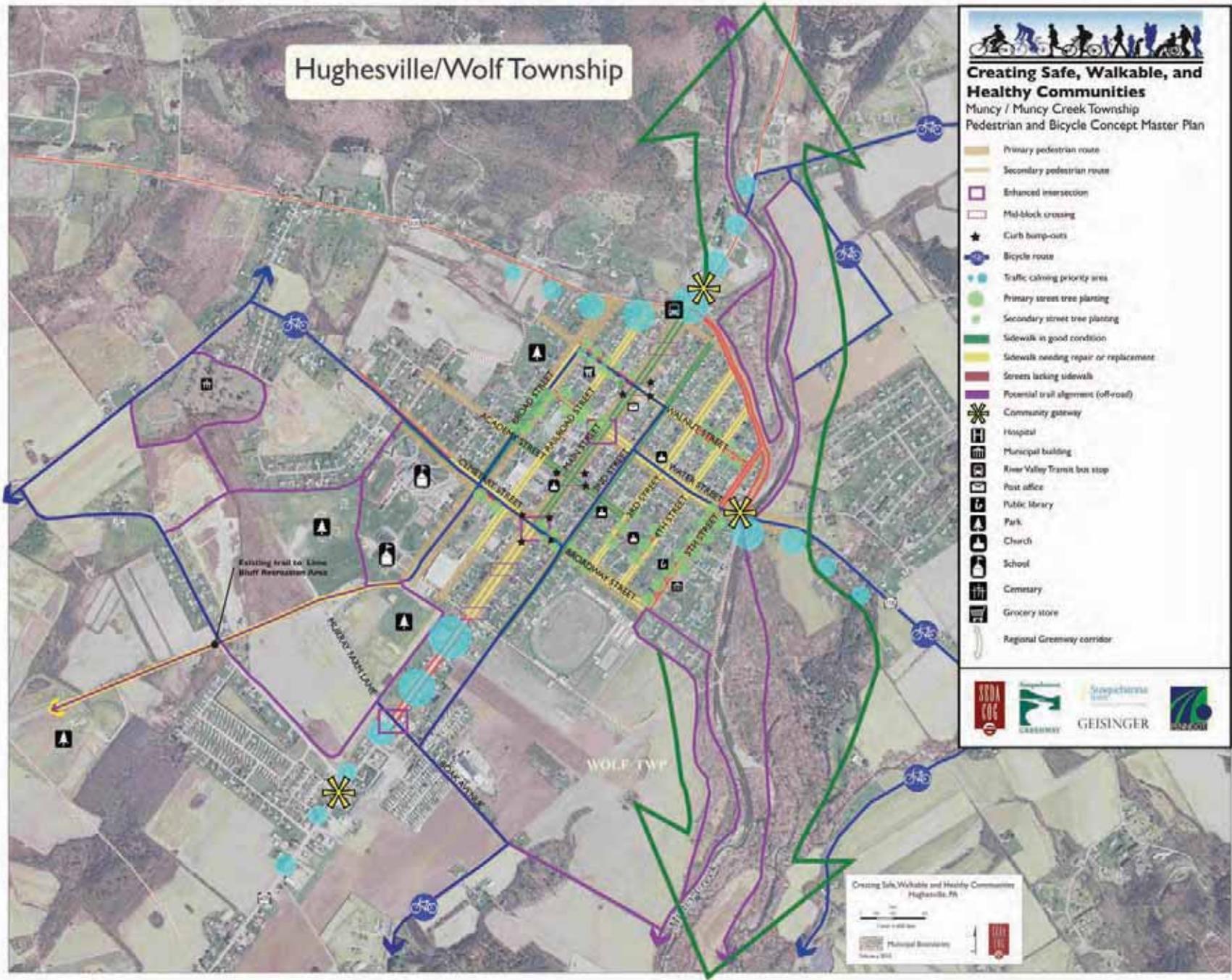


Route 405 represents a challenge for safe walking and biking to key Hughesville area destinations such as the school, athletic fields and restaurants.



Main Street in Hughesville is wide and has no visual cues for drivers to slow down or yield to pedestrians.

The Hughesville / Wolf Township Pedestrian and Bicycle Concept Master Plan (Opposite Page) - Illustrates sidewalk condition along priority routes, community gateway locations and intersections where streetscape improvements are needed.



Muncy Pedestrian / Bicycle Master Plan

The Muncy plan recognizes how traffic volume and speeds divide the community. Increasing truck traffic on Route 405 / Water Street and Main Street creates significant challenges to pedestrian and bicyclists seeking to cross, especially in areas with no signalized intersections. The worst conditions for pedestrians is caused by truck traffic at the Water Street and Main Street intersection in the heart of the downtown.

The plan proposes a network of trails to connect key destinations in the community. These destinations include the schools, downtown business district, parks, churches, library and municipal buildings, Muncy Valley Hospital, the West Branch Susquehanna River and Muncy Heritage Park.

The plan seeks creative solutions to creating a safe pedestrian-bike connection across Main Street linking the residential areas and schools and better connections with downtown businesses and institutions. The plan calls to enhance the Lafayette Street crossing to improve its safety as a safe route to school, linking the elementary and high school / middle school complex.

The plan calls for community gateways, street tree plantings and pedestrian crosswalks to lower traffic speed, enhance pedestrian safety and improve the economic prospects for downtown businesses. The gateway from the Muncy river bridge is viewed as an especially important area to improve public safety by reducing vehicular speed and providing for improved pedestrian facilities and connections to the river. Muncy is also connected to the larger region by River Valley Transit. Special consideration should be given to the area surrounding the bus stop to improve this connection for the elderly and residents with no access to an automobile.

Like Hughesville, increasing traffic continues to deteriorate the safety conditions in the Muncy community. Turning truck traffic on the narrow downtown streets creates unsafe pedestrian conditions and traffic back-ups and delays, requiring a holistic, multi-modal approach to address the problem.



This section of Muncy's Main Street represents an excellent example of a quality streetscape with lawn strip, street trees, landscaping and architecture that relates to the street.



Muncy's Downtown Streetscape lacks consistent street tree plantings, quality cross walks, bike racks and other street amenities.

The Muncy / Muncy Creek Township Pedestrian and Bicycle Concept Master Plan (Opposite Page) - Illustrates sidewalk condition along priority routes, community gateway locations and locations where streetscape improvements are needed.

Muncy/Muncy Creek Township

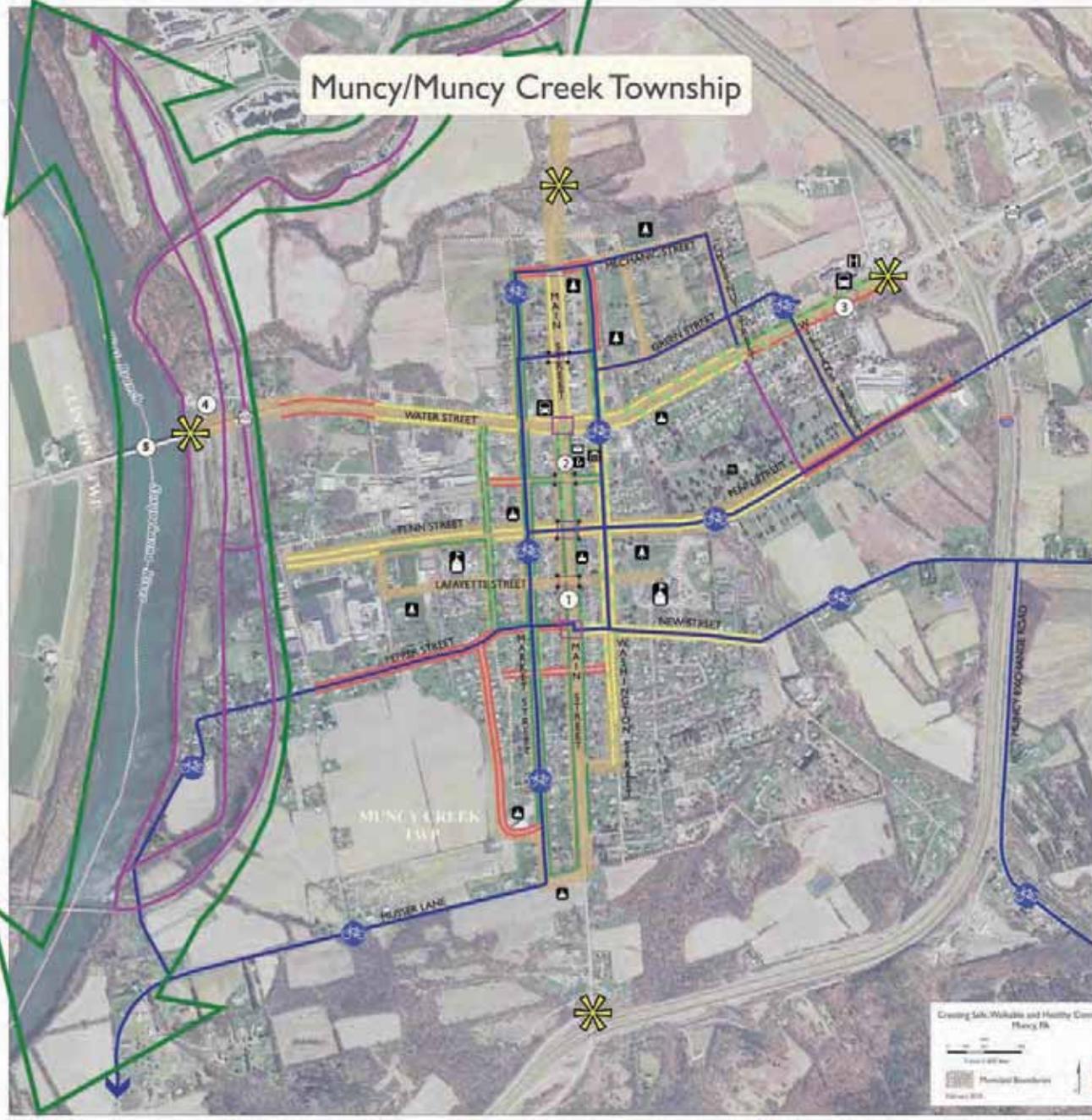


Creating Safe, Walkable, and Healthy Communities
Muncy / Muncy Creek Township
Pedestrian and Bicycle Concept Master Plan

- Primary pedestrian route
- Secondary pedestrian route
- Enhanced intersection
- Mid-block crossing
- Curb bump-outs
- Bicycle route
- Traffic calming priority area
- Primary street tree planting
- Secondary street tree planting
- Sidewalk in good condition
- Sidewalk needing repair or replacement
- Streets lacking sidewalk
- Potential trail alignment (off road)
- Community gateway
- Hospital
- Municipal building
- River Valley Transit bus stop
- Post office
- Public library
- Park
- Church
- School
- Cemetery
- Grocery store
- Regional Greenway corridor

Muncy Before and After Illustrations

- 1 Main and Lafayette Street
- 2 Main Street Business District
- 3 E Water Street at Muncy Regional Hospital
- 4 Fish and Boat Access
- 5 Water Street Bridge

Creating Safe, Walkable and Healthy Communities
 Muncy PA



Municipal Boundary
 February 2018

Berwick Area Pedestrian / Bicycle Master Plan

The Berwick plan further refines the Susquehanna Greenway concept plan and proposes trail alignments to connect Berwick with Briar Creek, Briar Creek Township, Salem Township and Nescopeck. Major regional destinations in the study area include Briar Creek Lake, Ber-Vaughn Park, PPL's Susquehanna Riverlands and improved connections to the Berwick riverfront and Test Track Park.

The plan identifies prioritized corridors and inventories if these corridors lack sidewalks (red), have sidewalks in need of repair (yellow) or have sidewalks in good condition (green). While it would be cost prohibitive to build or replace sidewalk for every street, the plan will help municipal officials prioritize areas for targeted investment.



Routes 11 and 93 are busy corridors in downtown Berwick representing challenges for pedestrian and bicycle connections. This intersection is an important gateway to downtown, the Lasalle Neighborhood and Orange Street Elementary School.



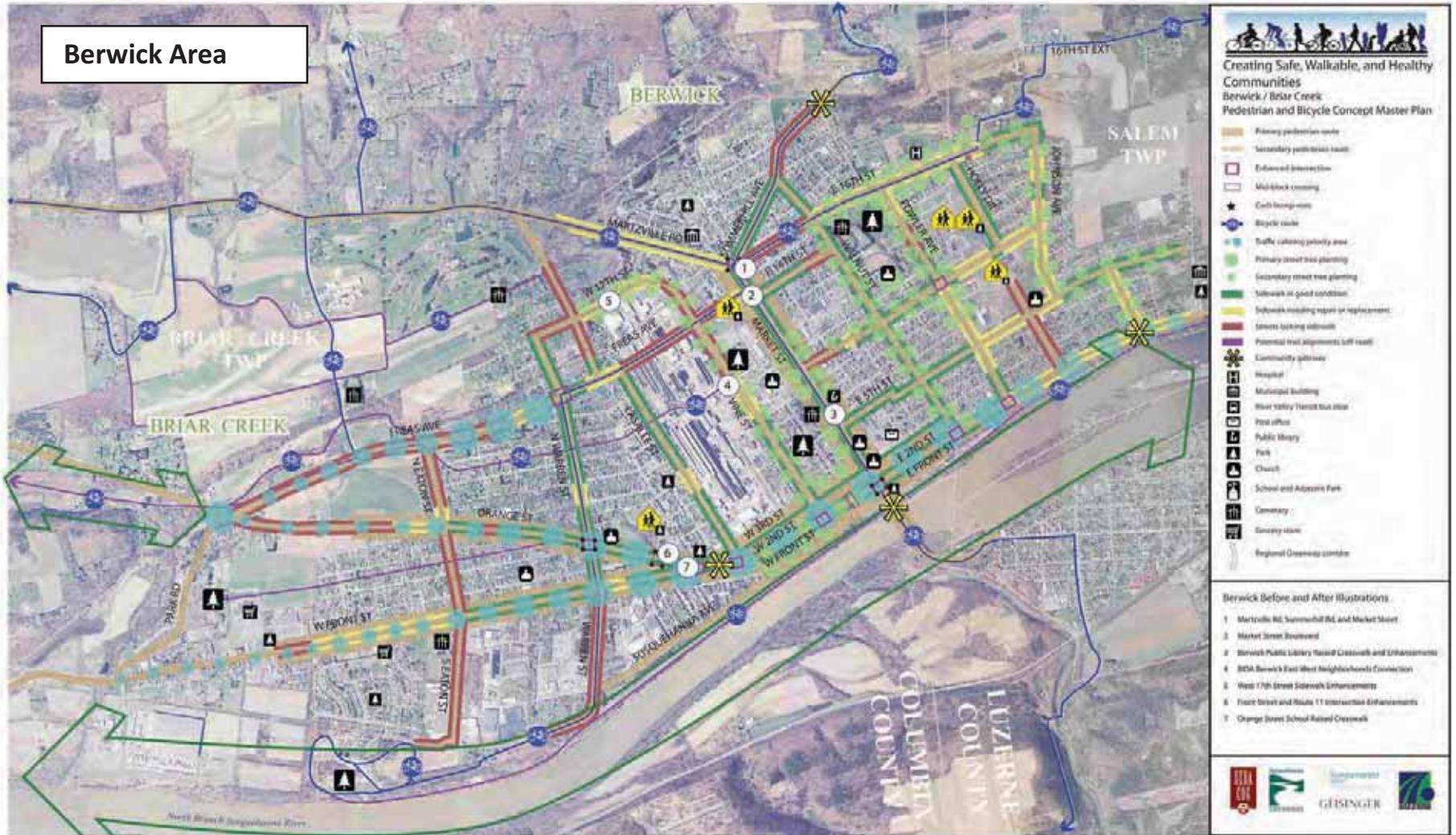
Market Street's north end is an intersection of numerous roadways and alleys. The location is a strategic pedestrian and bicycle connection point and a potential neighborhood gateway.

The plan proposes a network system of trails to link the key destinations for walking and biking trips in the Berwick Area. The trail alignments illustrated on private land are conceptual only and would require full private landowner participation to become formal public trails. The plan also proposes on-road bike routes that connect the Berwick Area to lower volume roadways offering scenic, and often topographically challenging, bike-riding experiences.

The Berwick Pedestrian / Bicycle Master Plan also identifies town and neighborhood gateways that call for traffic calming methods to reduce traffic speed to levels appropriate with neighborhoods and to create a pedestrian / bicycle-friendly environment.

The Berwick Area Pedestrian and Bicycle Concept Master Plan (Opposite Page) - Illustrates sidewalk condition along priority routes, community gateway locations and locations where streetscape improvements are needed.

Berwick Area



WALKABLE / BIKEABLE COMMUNITY PRINCIPLES

The following general principles were developed for consideration and adoption by the municipal governments of Berwick, Hughesville, Muncy, Muncy Creek Township and Wolf Township. The Walkable / Bikeable Community Principles describe the elements of a healthy, active and economically vibrant community for today and the future.



Maintain the Core – The historic downtown remains the center of community activity with a mix of shops, cafés, restaurants, schools, businesses and public institutions which make the town a regional destination.

Create People Places – There is an abundance of public spaces that people can meet and greet and socialize with nice landscaping, tree-lined streets, shade, seating, bike racks and lighting.

Access for All – The streetscape and important community destinations are accessible by both 8 and 80-year olds and by people with physical disabilities. Universal accessibility is provided for all designated routes for people of all ages and all abilities.

Connected Neighborhoods – Residential neighborhoods are connected by safe sidewalks and trails to the downtown as a result of a collaborative partnership between the borough and surrounding township. Revised planning documents create greenway, sidewalks and trail connections for new development and work to reconnect isolated residential neighborhoods.

Connect with Nature – The community’s network of sidewalks and trails connects downtown, neighborhoods and schools with parks and natural areas. Residents are connected to, and immersed in, nature with connections to forest, fields, streams and rivers.

Promote Alternative Transportation – Create a connected regional community that does not require car ownership. Make public transit bus stops easily recognizable and prominent features within the community. Plan for housing and adjacent land uses that complement bus stop locations.

Use the Carrot (Incentives) – Establish an active shade tree commission to work with landowners and implement a sidewalk repair / replacement incentive program.

Use the Stick (Enforcement and Policies) – Take back the community by taking back the street. Enforce safe speed limits on main streets and in residential neighborhoods. Establish designated truck routes and plan accordingly to accommodate this traffic safely.

Community Leaders Recognize Importance of Walking and Biking - Elected officials, planning commission members and school boards recognize the importance of walking and biking for public health and the economic health of the community. Walking and biking promote social interactions essential to small-town character.

Do Whatever it Takes - Get involved and take personal responsibility to create a bicycle and pedestrian-friendly community. Participate on the planning commission, park committee or shade tree commission. Become an advocate for projects that improve the livability of your community.

COMMUNITY ENHANCEMENTS – POLICIES, PROGRAMS AND PROJECTS

The options for improving the walkability and bikeability of our communities can be categorized as policies, programs or projects. Examples of policies are enforcement of speed limits, implementing a municipal sidewalk policy or adopting a greenway plan to create trail connections across municipal boundaries. Programs can be initiated by a regional recreation authority, municipal government, school or health care provider to encourage walking and biking, especially in a social or group context. Projects are physical changes to the built environment that will enhance the safety and enjoyment of walking and biking in the community. Below are illustrations and descriptions of some of the community enhancements identified through the “walkable communities” planning process.

Policies

Policies are powerful tools to create and maintain safe walking and biking environments within our communities. Enforcement activities can help to change unsafe behaviors of drivers, bicyclists and pedestrians by increasing awareness of laws and lowering traffic speeds. Enforcement activities also teach pedestrians and bicyclists to walk and bicycle wisely and to pay attention to their surroundings. Sidewalk ordinances can create the physical connections, and a shade tree commission can create a comfortable and attractive streetscape to encourage walking and biking.

Programs

Programs can be designed to encourage and excite residents about walking and bicycling in their community. Schools, health care providers, businesses and community organizations can plan special events and programs such as a “walking school bus,” Bike / Walk to School / Work Day or offer walk-

ing programs in the downtown business districts and adjacent neighborhoods. Encouragement strategies can be fun, inexpensive and easy. Programs and special events should be viewed as an introductory experience to walking and biking that can become an everyday activity. Most people lead busy lives, so it would be difficult to add 30 minutes or an hour of exercise to an already full schedule. However, if functional walking and biking can be made safe and enjoyable, people can integrate fitness as part of their daily activities. Replacing car trips with functional walking and biking trips would go a long way to improving the health of our communities and its residents. Well designed active-living programs can help make a lifestyle shift that includes more walking and biking.



Projects

Based on the field view and input from the study committee, PennDOT and regional transportation planners, the following before and after concept sketches were developed to address a wide range of pedestrian and bicycle safety issues. The proposed concepts illustrate a wide range of traffic calming tools to slow vehicular speeds and to improve pedestrian and bicycle safety. Potential projects include better sidewalks and streetscapes, improved bicycle accommodations and enhanced access for people of all ages and abilities. To safely walk or bicycle through a community, the routes must be well designed, well built and well maintained.

Berwick Market Street – McBride Library Streetscape Enhancement



Potential Enhancements

- **Street Tree Planting**
- **Landscape Buffer for Parking Lot**
- **Street Tree and Landscape Planting for Center Boulevard**
- **ADA Textured Crosswalk Markers**
- **Crosswalks and Mid-Block Crosswalks**
- **Implement an Adult Walking and Running Program**
- **Demonstration Project - Partnership Between the Library and Berwick Borough**



Berwick

Market Street – Crosswalks and Landscaping



Potential Enhancements

- Sidewalk Replacement Incentive Program
- Street Tree Planting
- Street Tree and Landscape Planting for Center Boulevard
- Community / Neighborhood Gateways
- 14th Street School - Safe Routes to School Improvements
- ADA Textured Crosswalk Markers
- Crosswalks and Mid-Block Crosswalks
- Implement an Adult Walking and Running Program
- Demonstration Project - Partnership Between Private Landowners, Berwick Area School District and Berwick Borough



**Berwick
Downtown and Neighborhood Gateway
(Route 11 and Route 93 Orange Street)**



Potential Enhancements

- Sidewalk Installation, Replacement and Repair
- Street Tree Planting
- Hedge and Landscape Plantings with Private Landowners
- Crosswalks and Mid-Block Crosswalks
- Pedestrian Crosswalk Signage
- Downtown and Neighborhood Gateway Features
- Demonstration Project - Partnership Between the Blueprint Neighborhood and Berwick Borough



Potential Enhancements

- Sidewalk Installation, Replacement and Repair
- Street Tree Planting
- Landscape Planting at School
- Crosswalks and Mid-Block Crosswalks
- Pedestrian Crosswalk Signage
- Expanded School Zone and Signage
- Improved Student Drop-Off
- Demonstration Project - Partnership Between Berwick Area School District and Berwick Borough



Berwick BIDA - Columbia and Freas Avenue Connection



Potential Enhancements

- **Re-establish Street Linking East and West-End Neighborhoods**
- **Pedestrian and Bike Trail**
- **Crosswalks**
- **Pedestrian Crosswalk Signage**
- **Tree Planting**
- **Lighting**
- **BIDA Entry Signage and Landscaping**
- **Buffer Plantings and Fencing to Control Access**
- **Demonstration Project - Partnership Between BIDA Businesses and Berwick Borough**



Berwick Riverfront Trail at Test Track Park



Potential Enhancements

- Improved Resident and Visitor Access to the Berwick Riverfront
- Acquire BIDA Property for Public Park
- Riverfront Trail
- Trail Head Parking Area, Informational Kiosk, Signage and Benches
- River Overlook
- ADA Fishing Access Area
- Implement an Adult Walking and Running Program
- SOAR Program to use Riverfront Trail for Training
- Form a Friends of the Park - to assist in Trail and Park Policing and Maintenance
- Demonstration Project - Partnership with BIDA, Berwick Borough and SEDA-COG Joint Rail Authority





Hughesville Area Downtown Streetscape Enhancements



Potential Enhancements

- Street Tree and Landscape Plantings
- Crosswalks and Mid-Block Crosswalks
- Pedestrian Crosswalk Signage
- Bike Racks and Benches
- Implement an Adult Walking and Running Program
- Demonstration Project - Partnership Between
Main Street Program, Lycoming County and
Hughesville Borough



**Hughesville / Wolf Township
Route 405 Crossing - Boak Avenue and
Murray Farm Lane**



Potential Enhancements

- Pedestrian and Bike Crossing for Route 405
- Pedestrian Crosswalk Signage
- Community Gateway
- Street Tree Planting
- Landscaping
- Trail Head Parking Area
- Off-Street Trail Connection to Recreation Fields and School Complex
- Implement a Student Walking / Running Program
- Demonstration Project - Partnership Between Wolf Township, East Lycoming School District and Lycoming County





Hughesville / Wolf Township Cemetery Street – Safe Routes to School



Potential Enhancements

- Sidewalk Installation, Replacement or Repair
- Crosswalks
- Pedestrian Crosswalk Signage
- Designated Safe Route to School
- Street Tree Planting and Landscaping
- Demonstration Project - Partnership Between Private Landowners, East Lycoming School District, Hughesville Borough and Wolf Township



Muncy – Hughesville Region Muncy Creek Greenway



Potential Enhancements

- Muncy Creek Regional Greenway Feasibility Study
- Pedestrian and Bicycle Trail along Muncy Creek
- Crosswalks and Improved Neighborhood Access to Trail
- Signage, Bridge and Landscaping for Trail
- Demonstration Project - Partnership Between Muncy Borough, Hughesville Borough, Wolf Township and Muncy Creek Township



Muncy Area Downtown Streetscape Enhancements



Potential Enhancements

- **Street Tree and Landscape Plantings**
- **Crosswalks and Mid-Block Crosswalks**
- **Pedestrian Crosswalk Signage**
- **Bike Racks and Benches**
- **Implement an Adult Walking and Running Program**
- **Demonstration Project - Partnership Between
Main Street Program, Lycoming County,
Muncy Borough and Local Businesses**



Muncy Area Lafayette Street – Safe Routes to School



Potential Enhancements

- Street Tree and Landscape Plantings
- Crosswalks and Mid-Block Crosswalks
- Pedestrian Crosswalk Signage
- Bollards and Lighting
- Implement a Student Walking and Running Program
- Demonstration Project - Partnership Between
Muncy Area School District, Muncy Borough
and Lycoming County



Muncy / Muncy Creek Township Muncy Valley Hospital – Entrance and Community Gateway



Potential Enhancements

- **Community Gateway Design**
- **Improved Emergency Room Access / Turning Lane**
- **Street Tree and Landscape Plantings**
- **Crosswalk**
- **Pedestrian Crosswalk Signage**
- **Simplify Signage to Reduce Visual Overload**
- **Implement a Hospital Employee and Resident Walking Program**
- **Demonstration Project - Partnership Between Muncy Valley Hospital, Muncy Creek Township and Lycoming County**



IMPLEMENTATION STRATEGY

The “walkable communities” project comes at a time of increasing truck traffic and increased citizen concern for pedestrian and bicycle safety. The current economic climate is also challenging – with no transportation enhancement funding available for new community projects. The implementation strategy for the “walkable communities” project needs to be creative and pragmatic – building partnerships to stretch limited resources. Multi-municipal coordination and collaboration is a must, with local government priorities and actions guided by the Walkable / Bikeable Community Principles. Additional partnerships with schools, recreation authorities and local businesses must also be pursued. The following implementation strategy outlines community priorities and short, medium and long-term actions to create safe, walkable and healthy communities.

Berwick Area

Community Priorities

Berwick Riverfront Trail

Location: Linear trail linking Test Track Park upriver to the downtown area and the east end of Berwick along the Susquehanna River.

Elements: Trail head parking, 10’ crushed gravel trail, invasive plant control, ADA fishing area, improved river access, benches, interpretive signage and landscaping.

Partners: PA Department of Conservation and Natural Resources ((DCNR), PA Fish and Boat Commission, Berwick Borough, Central Susquehanna Community Foundation, Berwick Area School District, SOAR program.

Funding Sources: PA DCNR, PA Fish and Boat Commission, Berwick Borough, youth sport leagues and private.

Downtown and Neighborhood Gateway / Orange Street Elementary Safe Routes to School

Location: Route 11 and Route 93 and Orange Street near Orange Street Elementary School

Elements: Crosswalks, sidewalks, street trees, landscaping, student drop-off area, school zone drop-off crossing, school zone signage and pedestrian signage.

Partners: Berwick Area School District, Berwick Borough, Berwick Blueprint Neighborhood, Central Susquehanna Community Foundation.

Funding Sources: PA Department of Community and Economic Development (DCED), PA DCNR, PA Department of Education, Transportation Enhancement funding, Berwick Borough and private.

Market Street – Streetscape Enhancements

Location: Market Street from Downtown Business District to Martzville Road / Summerhill Avenue split.

Elements: Community gateway at Market / Martzville / Summerhill, crosswalks, mid-block crosswalks, pedestrian signage, street trees, boulevard landscaping, sidewalk enhancements.

Partners: Berwick Borough, Berwick School District, McBride Library, private homeowners.

Funding Sources: PA DCED, Transportation Enhancement funding, Berwick Borough and private. This could be a good place to demonstrate the Borough Sidewalk Enhancement Program / Incentive Program – a volunteer cost-sharing program to build or repair sidewalks using Borough staff and private homeowner cash.

Downtown Streetscape Enhancements

Location: Route 11 / W. Front Street in the Downtown Business District.

Elements: Crosswalks, mid-block crosswalks, pedestrian signage, street trees, landscaping, lighting and mural painting.

Partners: Berwick Borough and downtown businesses.

Funding Sources: PA DCED, Transportation Enhancement funding, Berwick Borough and private.

BIDA – Freas and Columbia Avenue Connector

Location: Berwick Industrial Development Association (BIDA) Complex corridor linking Freas Avenue in the west end neighborhood and Columbia Avenue in the east end neighborhood.

Elements: Access roadway, pedestrian / bike trail, landscaping, fencing, entry signage, directional signage.

Partners: BIDA, BIDA private landowners, Berwick Borough, Berwick Blueprint Neighborhood, private businesses.

Funding Sources: PA DCED, PA DCNR, Transportation Enhancement funding, Berwick Borough and private.

Berwick Area

Implementation Strategy

Short-Term - 2011 - 2012

Sidewalk Incentive Program

Berwick Borough to establish a cost-share program for homeowners wanting to improve their sidewalks. Program will be targeted to specific priority areas such as Market Street and Downtown and Neighborhood Gateway area.

Shade Tree Commission

Revitalize the Shade Tree Commission to help the Borough promote and implement the Sidewalk Incentive Program.

Speed Enforcement

Berwick Borough to enforce speed limits at important safety areas.

Berwick Riverfront Park

Secure BIDA property and construct one mile of riverfront trail at Test Track Park. Create a trail head parking area, ADA accessible crushed gravel trail, enhanced river access, ADA fishing area, benches and signage.

Active Living Programming

Engage residents and students from an active living walking/ biking group to establish personal goals and monitor results of physical activity.

Downtown and Community Gateway Project

Develop partnership between Berwick Borough, Berwick Area School District and Blueprint Neighborhood to develop a master plan for the area, laying the groundwork for a funding application for construction.

Medium-Term - 2013 - 2015

Sidewalk Incentive Program – make significant improvements to sidewalks in the priority areas and expand to service other areas of Berwick.

Berwick Riverfront Trail

Acquire land or secure long-term easements to construct a riverfront trail along the active railroad corridor linking Test Track Park to Berwick’s historic train station, and develop master plans for the riverfront trail.

Downtown and Community Gateway Project

Secure funding and construct the Downtown and Community Gateway project.

Develop master plans for Downtown Streetscape Enhancement project and the Market Street Gateway project.

Park Connections

Construct Connection between Berwick west-end neighborhoods and Ber-Vaughn Park.

Long-Term - 2016 - 2021

Construct Downtown and Market Street Gateway

Secure funding and construct Downtown Streetscape Enhancement project and the Market Street Gateway project.

Trail to Ber-Vaughn Park

Construct connection between downtown Berwick and Berwick Riverfront Trail.

Regional Trail Connections

Develop plans to connect Berwick with regional destinations such as PPL Susquehanna Riverlands and Briar Creek Park.

BIDA – Freas Avenue and Columbia Avenue Connection

Develop plans to create pedestrian and bicycle connection between east and west-end neighborhoods through the BIDA site.

Hughesville / Wolf Township Community Priorities

Route 405 Crossing

Location: Route 405 in the area near Murray Farm Lane and Boak Avenue.

Elements: Crosswalks, pedestrian signage, street trees, landscaping, bike racks.

Partners: Wolf Township, Hughesville Borough, East Lycoming School District, East Lycoming Recreation Authority.

Funding Sources: PennDOT, PA DCNR, Transportation Enhancement Funding, Safe Routes to School funding.

Downtown Streetscape Enhancements

Location: Main Street through the middle of the downtown and the Main Street / Water Street intersection.

Elements: Crosswalks, mid-block crosswalks, pedestrian signage, street trees, landscaping, bike racks. Reconfigure intersection to improve left-turn function.

Partners: Hughesville Borough and downtown businesses.

Funding Sources: PA DCED, Transportation Enhancement funding, Hughesville Borough and private.

Cemetery Street – Safe Routes to School

Location: Cemetery Street from Main Street to the school campus and extending into the Township.

Elements: Sidewalks, crosswalks, pedestrian signage, street trees, landscaping, bike racks.

Partners: East Lycoming School District, Hughesville Borough, Wolf Township, private land owners and businesses.

Funding Sources: PennDOT, Transportation Enhancement funding, Safe Routes to School funding, private contributions.

Muncy – Hughesville

Muncy Creek Greenway

Location: Muncy Creek stream corridor between Hughesville and Muncy

Elements: A contiguous trail crossing privately owned land using roadway edges, agricultural fields, floodplain and forests, to create a connection between Muncy and Hughesville.

Partners: Lycoming County, municipalities, East Lycoming Recreation Authority, and Susquehanna Greenway.

Funding Sources: PA DCNR, PennDOT, and Transportation Enhancement funding.

Hughesville / Wolf Township Implementation Strategy

Short-Term - 2011 - 2012

Speed Enforcement

Muncy Borough and Muncy Creek Township partner to enforce speed limits at important safety areas.

Sidewalk Policy

Initiate a sidewalk enhancement incentive program with a sidewalk demonstration project in partnership between Hughesville Borough and Buck's Lumber on a Safe Routes to School project.

Shade Tree Commission

Revitalize the Borough Shade Tree Commission to oversee implementation of downtown streetscape enhancements and solicit private donations of trees, bike racks and benches. .

Active Living Programming

Engaging residents and students – form an active-living walking/biking group that establishes personal goals and monitors results of physical activity.

Route 405 Crossing

Engineering studies, survey and final design for a pedestrian and bicycle crossing in the vicinity of Boak Avenue and Murray Farm Lane.

Routes 405 / 220 Intersection

Survey, traffic studies and pre-engineering for an improved intersection.

Medium-Term - 2013 – 2015

Route 405 Crossing

Construction of pedestrian and bicycle crossing in the vicinity of Boak Avenue and Murray Farm Lane and connection to the school complex.

Sidewalk and Streetscape Enhancements

Streetscape Enhancements to cemetery and other priority Hughesville Borough streets with improved connections to Wolf Township residential subdivisions.

Race Street

Traffic and engineering studies to examine traffic calming options to integrate safe walking and biking with existing street corridor.

Master Plans developed for Downtown streetscape enhancements and application for funding.

Feasibility Study for the Muncy Creek Greenway and other Regional Connections.

Routes 405 / 220 intersection construction.

Long-Term - 2016 - 2021

Downtown Streetscape

Construction of downtown streetscape enhancements.

Race Street

Race Street enhancement construction.

Muncy Creek and Susquehanna Greenway

The construction of regional greenway connection trails.

Muncy / Muncy Creek Township Community Priorities

Community Gateways

Location: At the municipal or functional boundaries of the Muncy community along Route 405 / Water Street and Main Street / SR 2014.

Elements: Street tree planning, on-street parking, specialized paving, pedestrian signage, community gateway signage, landscaping.

Partners: Muncy Borough and Muncy Creek Township and downtown businesses.

Funding Sources: PA DCED, Transportation Enhancement funding, Muncy Borough and private.

Downtown Streetscape Enhancements

Location: Main Street through the middle of the downtown (Penn Street to Brady Street).

Elements: Crosswalks, street trees, mid-block crosswalks, pedestrian signage, bike racks, landscaping

Partners: Muncy Borough and Downtown Businesses.

Funding Sources: PennDOT, Transportation Enhancement funding, PA DCED, Main Street Program, Muncy Borough and Private.

Lafayette Street – Safe Routes to School

Location: Main Street through the middle of the downtown (Penn Street to Brady Street).

Elements: Crosswalks, speed table, street trees, pedestrian signage, landscaping, specialty paving and bollards.

Partners: Muncy Borough and downtown businesses.

Funding Sources: PennDOT, Transportation Enhancement funding, PA DCED, Main Street Program, Muncy Borough and private.

Muncy Valley Hospital – Entrance and Community Gateway

Location: Route 405 at Muncy Valley Hospital.

Elements: Crosswalks, speed table, street trees, pedestrian signage, landscaping, specialty paving and bollards.

Partners: Muncy Valley Hospital, Muncy Creek Township, PennDOT.

Funding Sources: PennDOT, Transportation Enhancement funding, Main Street, Muncy Creek Township and private.

Muncy / Muncy Creek Township Implementation Strategy

Short-Term - 2011 - 2012

Speed Enforcement

Muncy Borough and Muncy Creek Township partner to enforce speed limits at important safety areas.

Sidewalk Policy

Muncy Borough to revise sidewalk ordinance and initiate a sidewalk enhancement incentive program in partnership with residents in a prioritized area.

Shade Tree Commission

Revitalize the Borough Shade Tree Commission to oversee implementation of downtown streetscape master plan and solicit private donations of trees, bike racks and benches.

Route 405 Designated Truck Route

Designate Route 405 / Water Street as the truck route connecting the Montgomery area with the I-180 highway, eliminating turning truck traffic in the Muncy downtown.

Active Living Programming

Engage residents and students – form an active-living walking/biking group that establishes personal goals and monitors results of physical activity.

Downtown Streetscape

Produce a master site plan for downtown streetscape enhancements on Main Street and seek funding for construction.

Muncy Creek and Susquehanna Greenway

The construction of regional greenway connection trails.

Park Master Plan

Produce master site plans for Green Street Park and the borough-owned FEMA properties that include improved neighborhood connections.

Lafayette Street – Safe Routes to School

Traffic and engineering study for safe routes to school corridor linking elementary school with high /middle school campus.

Medium-Term - 2013 – 2015

Downtown Streetscape

Construction of Main Street streetscape enhancements.

Lafayette Street – Safe Routes to School

Construction of improved crosswalk, pedestrian signage, landscaping and bollards.

Muncy Valley Hospital – Entrance and Community Gateway

Produce a master plan that includes an enhanced pedestrian crossing, turning lanes for emergency room access and a community gateway.

River Access and Community Gateway

Produce a master site plan for Route 405 / Water Street river gateway that includes sidewalks and bike trail connections to the river, street trees, community gateway signage, directional signage and landscaping.

Long-Term - 2016 - 2021

River Access and Community Gateways

Construction of Community Gateway on Route 404 / Water Street near the river bridge and Muncy Valley Hospital, with improved river access, pedestrian facilities, turning lanes, bike trails, street trees, pedestrian and community signage and landscaping.

REFERENCE MATERIALS

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United State Department of Transportation – The National Bicycling and Walking Study – 15 Year Report.

World Class Streets: Remaking New York City's Public Realm.

Links - National Pedestrian and Bicycle Information

Pedestrian and Bicycle Information Center (PBIC)
www.pedbikeinfo.org

Active Living by Design (ALBD)
www.activelivingbydesign.org

National Center for Bicycling and Walking (NCBW)
www.bikewalk.org

How walkable is your neighborhood? Ask walk score.
www.walkscore.com

America Walks
www.americawalks.org

Safe Kids
www.usa.safekids.org

Keep Kids Alive Drive 25
www.keepkidsalivedrive25.org

Partnership for a Walkable America (PWA)
www.walkableamerica.org



Creating Safe, Walkable and Healthy Communities

*SEDA-Council of Governments
Community Resource Center
December 2010*