

Lewisburg Borough Traffic Committee
 Subcommittee on Bicycles
 Bicycle Issue Questionnaire Compilation

Surveys received from October 2005 through mid-June 2006.

- 1) If you ride a bicycle in Lewisburg Borough, for example to downtown or the community pool,
 a) please estimate the number of (round)trips/month made and typical distances covered.

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|----|----------------------|----|---------------|
| 10 | 1-3 trips/month | 10 | under a mile |
| 10 | 1 trip/week | 24 | 1-3 miles |
| 22 | 2-5 trips/week | 7 | 3-10 miles |
| 11 | 6 or more trips/week | 12 | Over 10 miles |

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|--|---------------------------------|--|----------------------|
| | Less in winter (maybe 1-3/week) | | In warmer months |
| | | | For errands |
| | | | occasionally |
| | | | For exercise; summer |

- b) what are your primary biking destinations in the Lewisburg Area?

| | |
|----|----------------------|
| 36 | Downtown |
| 10 | Farmers' Market |
| 10 | Union County Library |
| 6 | Weis/Walmart |
| 40 | Bucknell University |
| 16 | Community Pool |
| 5 | Area Schools |
| 23 | Other |

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| I'm a "cyclist" |
| Surrounding countryside |
| Country roads |
| playground |
| Exercise – all over the county |
| Natural Food Store; I'd love to ride to FM, UCL, W/W, but there is no way! All roads have bad traffic and small shoulders, no bike lanes. |
| County courthouse; friends' homes |
| Friends' houses, neighborhoods |
| Going through downtown to other areas/roads |
| Hospital, Riverwoods, out River Rd |
| Commute to work |
| Around East Buffalo Township – errands or other excuses |
| Natural Food Store, exercise trips |
| Work (south of town) |
| Downtown, including Community Center; Medical Buildings on JPM Rd, Lan Avon |

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| Mifflinburg |
| Loops for exercise |
| Soccer fields |
| The gym |
| Fitness rides |
| The countryside is really the place I most enjoy riding. |

2) Would you like to ride more?

a) please indicate the desired frequency and possible distances.

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|----|----------------------|----|---------------|
| 1 | 1-3 trips/month | 6 | under a mile |
| 1 | 1 trip/week | 22 | 1-3 miles |
| 31 | 2-5 trips/week | 24 | 3-10 miles |
| 28 | 6 or more trips/week | 18 | Over 10 miles |

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| | Even more if it was safer | | Any [distance] |
| | <u>If it were safe</u> , I'd never ride in a car for any trips in town, unless it's snowing or raining. And yes, I do ride in the winter. | | |
| | | | Plus 1-3/month this length |

b) what are your primary biking destinations in the Lewisburg Area?

| | |
|----|----------------------|
| 37 | Downtown |
| 36 | Farmers' Market |
| 37 | Union County Library |
| 28 | Weis/Walmart |
| 38 | Bucknell University |
| 26 | Community Pool |
| 18 | Area Schools |
| 31 | Other |

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| Stein Lane |
| A round trip of an hour or more on a one-speed beach bike, flat or low-grade terrain |
| Scenic routes – need bike paths, maps and markers |
| Countryside (2) |
| I'd love it to be easier to ride to these places |
| Natural Food Store (2) |
| <u>ALL</u> |
| Montandon, Milton, Mifflinburg |
| Would like a safe tour route out 45 or 192 |
| Railtrail to Mifflinburg, Milton and more! |
| Other East Buffalo locations; more long distance, say, to Mifflinburg |
| Gymnastics building off St Mary's St |
| Ard's Produce Mkt, River Road |

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| Mifflinburg and West |
| Dale's Ridge, Mifflinburg, Spruce Hills, Health Food Store, Milton |
| Outlying housing developments (Ridgecrest, Willowbrook, Millword Estates, Smoketown Rd and Pheasant Ridge); Mifflinburg |
| Fitness/recreation |
| Shamokin Dam |
| Around surrounding area- countryside |
| Other communities |
| Montandon – hair cuts |
| Mifflinburg, Milton |
| Friends' houses |
| The country – safe country roads |
| By the river |
| Restaurants, Hufnagle Park |

c) If you would like to ride more, what are the principal reasons holding you back?

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| Traffic – Not the amount, rather the “way” (speed) that people drive |
| Time (2) |
| Difficulty crossing Rt 15 and impossible to ride along it safely. No shoulders on Rt 45. Market Street has too much traffic with parked cars pulling out and no riding allowed on sidewalk. Need drivers to respect cyclists. |
| Dangerous roads, traffic; lack of safe routes; biking programs ??? |
| The roads are too narrow to be safe especially when transporting small children. The road crossings are dangerous, especially crossing Rt 15. The library and community pool are not easily accessible from town. We would use these facilities more if they were easier to access by bicycle. |
| Safety. No space to ride on the road safely, sidewalks are hazardous in some places (bumps) for children riding, car traffic doesn't seem to be aware of pedestrians or bicyclists (i.e. cars don't stop at pedestrian crosswalks, cars driving too fast, attempting to turn on red despite a sign indicating otherwise). Road crossings are dangerous especially on Market St at crosswalks where there are no traffic lights as well as crossing Rt 15. The library and pool are not easily accessible from town. They should be accessible by bike and walking. |
| Dangerous crossings and lack of bike lanes or wide shoulders. Lack of courtesy from drivers. In some places poor options for secure locking. |
| Heavy TRAFFIC! Lack of bike lanes. Safety with small kids. |
| My family (two adults and two children) would enjoy using our bikes to travel to destinations throughout the borough. Unfortunately, we do not do so because it is unsafe; there are no designated bike lanes and the roadsides are too narrow. |
| I'm afraid of being run down by a car. |
| For errands: not good enough shoulders; no reasonable way to get to Weis/Walmart, library, farmer's market |
| I do not ride to the library or anything beyond 45 because I am afraid to ride on 45 and 192, and you can't get to the library without riding one of them. |
| Rainy weather |
| Crowded, hilly, narrow roads |
| 1) lack of or breaks in space for bikes (e.g. moving from W Market where |

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| | there's a should to E Market where there is no shoulder or any extra space especially in front of high school; there are also no alternate crossings). No integrated system. 2) lack of "share the road" ethics among most drivers |
| | Lack of time; lack of safe, good roads and routes |
| | The lack of bike paths separated from the roads |
| | Lack of suitable and easy secure bike parking |
| | Traffic congestion No safe routes |
| | No bike lanes and failure of automobile drivers to respect bicyclist's right to the road |
| | Safety. My kids would ride much more if there were designated routes to school, parks, etc. |
| | Too much dangerous traffic No shoulders (on roads) and no paths No good/direct route except along VERY BUSY roads (15, 45, 192) |
| | time |
| | Traffic dangers. I know of 2 cyclists hit by motorists w/in a 10 mile radius of Lewisburg in the last year. Horrible! |
| | Lack of time, lack of known safe/good roads – given traffic and especially during off hours; sometimes a sure place to safely leave my bike on arrival |
| | I live now in East Buffalo Twp, and narrow lanes/low visibility, high speed of cars all are a hindrance |
| | Bad roads, sidewalk condition (and regulations against riding on sidewalks), absence of bike paths |
| | Time and traffic |
| | There are certain road where it is not safe to ride, especially for children |
| | Lack of bike racks Traffic on certain roads – high speeds |
| | I ride <i>outside</i> of Borough – there are <i>poor</i> or non-existent shoulders. Drivers <i>not in tune</i> to bikers. |
| | Weather, darkness |
| | Safety/traffic (personal) Safety/traffic (kids that could come along) Free time |
| | Safe access |
| | Getting from my home (near cemetery) to other side of Buffalo Creek is unsafe; sharing Rt 15 just south of bridge is scary and dangerous, River Rd traffic is way too fast for curves. Rt 45 is too narrow at intersection with rt 15 and at Fairground Rd. Rt 192 is too narrow everywhere Alleys and Rural Ave [?] are <i>great</i> corridors! |
| | Time (2) |
| | Lack of safe riding |
| | Safety |
| | I live in Brookpark Farm and am kind of trapped because if you've ever tried to ride into town on 192 or 45 you know just how dangerous that is. It just makes no sense that there are no bike paths here. |
| | Not safe to ride on HW 15 |

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| | Kids; lack of safe bike lanes on busy streets |
| | Weather, traffic |
| | Don't have a bike... well, I do, but it's not really road worthy – I need a replacement. I live in Winfield where there are not a lot of places to bike without considerable risk. |
| | It is DANGEROUS to ride a bike in the Lewisburg area, auto drivers are not used to cyclists. |
| | Lack of good paths, places to lock your bike |
| | Safety. No safe places to ride. No bike paths, bike lanes, wide berms, few considerate motorists. |
| | I live near Colonial Candlecrafters, so there's a freeway in between my house and everything in Lewisburg. I'd love to be able to take safe bike trips from here to town. |
| | No off road bike trails (greenways, etc) do not enjoy road biking as much |
| | Winter weather/temperature Rt 15/45 – closeness to cars and trucks, poor shoulder conditions (gravel, glass) Most places I go are within walking distance |
| | I would like to ride for exercise/recreation – on a path, preferably – but this option does not exist in Lewisburg |
| | Inadequate facilities (shoulders) Dangerous drivers |
| | Safety and right now... cold [weather] |
| | Not crazy about biking on rt 45 – too much traffic |
| | No bike corridors |
| | Unfriendly roads, no bike paths |
| | I don't like riding on Stein Lane, particularly with children. |
| | Too much traffic, no paths |
| | Safe, good-quality routes; secure bike storage/parking |
| | Time is a big issue, but also it is too annoying to ride my bike for errands in town because there are no bike paths, no bike racks and the town is divided into quarters by highways 15 and 45 which are busy roads and no fun to cross. |

d) If you would not like to ride more, do you feel the current facilities/opportunities are sufficient?

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| | Absolutely not. |
| | No (7) |
| | No, we need bike trails. |
| | No, not at all. Visit any town with a university in close proximity and one will find an excellent set of bike lanes. |
| | No. Bike paths are definitely needed. Where not possible there could be at least bike lanes. Signalization should help bikers to make turns. Covered bike racks downtown, at the farmer's market and wherever people ride to are needed. |
| | Many progressive, smart communities have figured out that riding/jogging paths are a tremendous asset to a community. Why can't we be that smart? Our borough council <u>has</u> had one thing in mind and one thing only: how to make it better for cars and trucks. Very short-sighted. How many model communities have wide roads and heavy traffic running through them? |

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| | yes |
| | No, no shoulders to ride on |
| | Suburban areas have insufficient shoulders |
| | NOT SUFFICIENT – we need some bike lanes – clearly painted – why should Lewisburg be just for autos? (& incidentally, Lewisburg is not pedestrian-friendly either, have you every tried to cross Market St? – we need traffic calming measures!) |
| | No, I would like to see a more convenient/safer route to Weis |

3) Have you ever lived in some other locality where you rode frequently? If so, where?

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| | Seattle (bike lanes everywhere) - Rash |
| | Raleigh, NC; Austin, TX; Pittsburgh, PA - Collins |
| | Lycoming Co. |
| | We lived in Northampton, MA which has a series of interconnected bike trails converted from unused railways – Kristjanson-Gural (D) |
| | Western, MA (Northampton – it has a bike path and some bike lanes. Also cars are more aware of bicyclists.) – Kristjanson-Gural (K) |
| | Philadelphia and rural south-central PA |
| | Portland and Corvallis, OR - Auman |
| | Ithaca, NY - Ziemian |
| | London, Ontario, Canada – Mann (J) |
| | Michigan State University, Ohio State University, Bern, Switzerland - Daepf |
| | Albuquerque, NM - Nolan |
| | No – except as a child in Kingport, TN – a sort of different age and time |
| | Van Buren Point, NY and Mt. Lebanon, PA - Fernsler |
| | Madison, WI - Griffin |
| | San Diego, CA - Kazakavage |
| | Aspen, CO and Manitou Springs, CO |
| | NYC, Baltimore and DC suburbs; Dallas, TX (and lived to tell about it!) |
| | I rode more frequently when I lived in Lbg Borough and <u>much</u> more frequently in Blacksburg, VA, where there are bike lanes and paths |
| | Urbana, IL |
| | Northern NJ and Harrisburg - Alcorn |
| | State College, PA and Newark, DE – Palermo |
| | State College |
| | Portland, OR (B. Auman) |
| | San Diego, CA (M. Lawrence) |
| | Not lived but vacationed: Martha’s Vineyard (bike from ferry 9 mi to house a pleasure), Breckenridge, CO (20 mi path connecting all pts of service, also every town in Norway has off-road path for bikes and strollers along major routes |
| | I’ve lived in Boston and DC area. Their bike paths are fantastic. Madison, WI is another example. (Matukaitis) |
| | Albuquerque, NM (Daniel) |
| | Portland, OR; Seattle, WA (Chinn) |
| | Philadelphia (Morrison) |
| | Delaware beach areas (Rapp) |

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| | New Orleans, LA (Godfrey) |
| | Tucson, AZ; Monmouth, OR, and I'm European |
| | Chapel Hill, NC (Hiller) |
| | Charlottesville, VA (Burbage) |
| | Boston, Baltimore, Miami, Princeton, Charlottesville, Europe (Pearson) |
| | Williamsport/Loyalsock |
| | Yes in suburbs as a kid |
| | Portland, OR; Chicago, IL (bike paths in both locations) |
| | Toronto, ON (McDayter) |
| | State College, PA; Northern VA. No VA especially had excellent bike trails |
| | I haven't lived anywhere it was better, but I have visited places. Lincoln, NE for instance. (Graham) |

4) Do you currently or would you like to ride for (check all that apply):

| Currently | | Future Option |
|-----------|------------------------------------|---------------|
| 44 | Exercise? | 34 |
| 38 | Transportation (Errands/Visiting)? | 33 |
| 33 | Recreation? | 35 |
| 31 | Commuting? | 25 |
| 2 | Other? | 3 |

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| We ride all the time, we do not have a car. |
| To ride with children and also to know older children could ride to school alone safely - even if <1 mile trip [sic]! |
| Pleasure! |
| Commuting occasionally |
| Exercise is very important to me; saving gas mileage and exhaust pollution |

5) Do you typically ride in groups or alone?

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| 10 | In groups |
| 49 | Alone |
| 1 | N/A |

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| Would like to find a group - Brill |
| Currently alone because of the lack of bike lanes and trails |
| Alone and sometimes with my children. But I'd like to do much more if it was safer, especially with my children. |
| family |
| Alone or with wife |
| Both (8) |
| Yes, [alone] but sometimes with our 5 year old |
| Mostly alone, but occasionally in groups (2) |
| Alone or w/1 partner (5) |

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| Currently, alone. Have growing children and would like to ride with them in the near future. |
| Alone or with my family (6) |
| Weekdays alone and weekends in groups |
| Alone, but I also have 3 kids, so I'd love to ride in a "group" |
| With my dad |

6) Do you ride with children (check all that apply)

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| 23 | On their own bikes? |
| 11 | In bike seats or tagalongs? |
| 3 | In a trailer? |

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| Rarely do this due to road safety |
| I don't have a tagalong, but I'd get one if it were safe to ride to town |

7) In your experience what are the major points of contention between cyclists and motorists in this area?

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| It seems almost political. Motorists seem against what "cyclists" "represent." Also, some cyclists do block the roadway and motorists around here like to go FAST. |
| Conflicts with cyclists and others: Backyard burner barrel burning adjacent to bike paths; cyclist who don't give a warning before they pass me; pedestrian walkers who walk 2-4 abreast; children who sit in bike path adjacent to their home; young cyclists (skateboarders, rollerbladers, runners, walkers, etc.) who criss-cross bike path as they move along unpredictably; dog debris left on bike path from dog walkers who don't pick up after their animals; municipal employees who, when cutting the grass adjacent to bike paths, have grass clippings thrown onto the bike path rather than away from it; resident goose population leaving their droppings on the bike path; autumn tree debris on bike path that splatters on bike frame and is thrown up on cyclist's clothing by bike tires |
| Motorists drive too closely and don't respect safety issues for cyclists. |
| No berms on road; no room for bikers; speeding; uneducated drivers |
| Motorists travel above the legal speed limit endangering pedestrians and cyclists. Speed limits are very poorly enforced crowding cyclists and pedestrians off the roads. |
| Some motorists are unaware of how to share the road and ways to drive safely with bicyclists. Motorists drive too fast and disregard crosswalks. There seems to be little or no enforcement. For example, no signs on Market St crosswalk near Hufnagle indicating a fine for failure to stop for pedestrians in crosswalk. |
| Cyclists are frequently crowded off the road. This arises in part because the roads are not designed to handle cyclists and because some drivers are openly hostile to cyclists. On occasion some drivers would like to be courteous, but simply don't know how to react to a cyclist, because they see so few. Better education of drivers to share the road might help. |
| Not sure how to answer this... a lack of bike paths is the biggest problem. |
| Lack of clearly marked bike lanes on the side of roads. |
| There isn't enough room for both on the road. |
| Many motorists do not consider a biker an equal traffic participant. Many overtake too closely and despite oncoming traffic. At stop signs, some ignore bikers (there are also some who give you the right of way even if you don't have it). |

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| None |
| Motorists do not give cyclists enough room! I try avoiding busy roads. But it is not possible to do errands without traveling on some. |
| Very few, but I avoid the busy streets and roads. Some locals are real creeps about cyclists – so I avoid Milton always. |
| The lack of good shoulders or bike lanes!! |
| Narrow, windy roads. No shoulder. |
| Lack of “share the road” ethics among most drivers |
| Have never encountered any problems (yet). I find cars to be very careful and aware of me when I’m on my bike in the road. If there is a problem, it would be with drivers using cell phones. |
| Almost too numerous to list. Many motorists either do not understand or do not respect cyclists; so, they are overly cautious, or hostile, or careless near cyclists. Many take risks when passing or approaching cyclists – which is hazardous for everyone. That said, cyclists <u>also</u> need to respect the rules of the road. |
| We have to ride on the road with the motorists and with a 5 year old its not good. |
| Motorist bad temper – those who are problems perceive cyclists as in the wrong for being on the street. |
| Roads w/o paved shoulders Drivers with no tolerance for cyclists |
| Motorists just do not know the law – the information PENDOT publishes needs to be published in local papers |
| Motorists are in a rush Motorists can be aggressive and nasty Motorists may be ignorant (to the laws of sharing the road with cyclist) |
| Some cyclists, in small groups, do not follow basic cycling rules or even traffic rules |
| Motorists not looking or speeding on no-shoulder roads |
| Motorists who speed, take over road (especially rural roads); who have problems apparently with words like “STOP” – who just don’t see. Semi-consciously pull out of parking, get out of cars without checking first. IN TURN: there is also a problem with cyclists who don’t attend to traffic, follow any traffic rules, signal etc. Worst of all are several cyclists I have met this fall after dark with no lights (or even reflectors) at all. Crazy... |
| Two things – motorists crowding bikes and bicyclists behaving like pedestrians (e.g. riding against traffic) |
| Room to move – cyclists, unlike pedestrians, have nowhere to go as motorists pass. Motorists pass aggressively, too. |
| No shoulders to ride on |
| The shoulders of the roads are not wide enough |
| Narrow roads with no shoulders oblige drivers to slow and go out into opposing lane to pass bikers. Usually they are polite, but it’s scary sometimes, esp. on rises/crest of hills. |
| Motorists are often annoyed by cyclists, sometimes hostile, as if cyclists shouldn’t be on the road. However, some cyclists are irresponsible. Both need to learn road etiquette. |
| Not aware of cyclists on road. Oblivious or in some cases <i>hostile</i> . More <i>signage</i> needed. |
| Not usually a problem. Some car drivers can be inconsiderate. |
| Excessive speed of motorists Motorists disregard for “rights” of BIKES/PEDESTRIANS |
| Lack of consciousness and respect on the part of motorists |
| Intersections Rt 15 and 45, Fairground Rd and 45, crossing Rt 15 anywhere in Borough Drivers don’t watch for hand signals, resent cyclists lined up between cars at traffic lights |

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| because bicycles start slowly, yet often there is not space to get out of lane on right shoulder. Left turns across traffic downtown are hard. Another danger is 2" lip on some commercial driveways; cyclists have to get up these at extreme angle – I took an awful fall into Rt 15 on the curve south of Wendy's trying to get into a drive – I think the lip is for storm water control. |
| Cyclists must travel in the same lanes as cars, slowing cars down and forcing them to pass |
| There is not appropriate areas to ride on roads, or say the side of roads |
| There just isn't any room for both bikes and cars on 192 and 45. |
| I think there is a predominant car culture here and that motorists tend to be unaware of cyclists. |
| Motorists don't treat cyclists as they would another automobile. |
| Inadequate shoulders (bike paths), inconsiderate bikers |
| Understanding of safety rules. Bad attitudes on the part of drivers... that bikes are in the way... roads are made (only) for cars. |
| Motorists in this area quite simply do not know how to drive around cyclists – as a result, its almost impossible to cycle responsibly, obeying all laws and asserting your right to be out there – instead defensive cycling is the only option. |
| Lack of any shoulders on the road or any accommodations for bikers mean that bikers have to be in the road all the time, and motorists object to that |
| Space – due to lack of paths, trails, berms, bikers and motorists compete for the same road – cars win! |
| Angled parking downtown makes biking on Market St. feel unsafe Trucks (exhaust, noise, size) are a major deterrent |
| No knowledge on motorists' part that bicycles belong on the road or how to maneuver in their presence; cyclists also need to clean up their acts, but they usually only endanger themselves, hostile and uneducated drivers threaten lives every time they get near a cyclist. That said, it's not every car that's a hazard, but the ones that are are roving menaces, even actively threatening cyclists. The worse conditions are, the fewer bikes there will be on the road and the fewer bikes there are, the less accustomed to them drivers become – it's a vicious cycle. |
| Safe bike lanes Poor visibility High traffic crossings (rte 15) |
| Lack of respect for bikers by drivers |
| There is not much room for cyclists on Stein Lane or Smoketown Road or Market St/45. |
| Enough space on road |
| Insufficient space on the road |
| Lack of a wide shoulder on many roads leads to trouble. By and large I have no problems with most cars in the area. |

8) Do you prefer to ride

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| 11 | On roads, with car traffic? | No! (2); for exercise [outside town]; last resort, but <u>can</u> work if it has to! |
| 42 | In marked bike lanes? | Second choice (4) but none exist |
| 48 | Along paths separated from the road? | either [of last two] would be fine for errands and around town This is ideal! 1 st choice – but none exist paved properly |

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| Best: roads without traffic |
| XXX (bike lanes) |
| On roads, second; on separate paths, third |
| Paths first, bike lanes, second |
| On roads would be fine too if roads were bigger and attitudes better |
| All options should be available |
| Lanes preferred, however since there are no bike lanes here, I ride on the roads. I do <u>NOT</u> get excited about separate paths. Too expensive and roads already go where I want to go. |
| Paths preferred, but others are OK if there is room for some separation of cyclists and vehicular traffic |
| Even if shoulders were paved, level w/road, that would be big improvement for bikers and pedestrians. |
| Anything would be nice |

9) Please rank the priority of the amenities listed as either High (H), Medium (M), or Low (L):

H M L

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|----|----|----|---|---|
| 15 | 29 | 19 | Bike racks/bike parking | |
| 1 | 11 | 51 | Water fountains | |
| 49 | 11 | 3 | Bike lanes | |
| 48 | 9 | 7 | Bike paths (in town; <2 miles) | |
| 48 | 14 | 2 | Bike paths (to adjacent municipalities; >2 miles) | |
| 46 | 14 | 3 | Wider shoulders on existing roads | |
| 25 | 25 | 14 | “Share the Road” signage | |
| 29 | 18 | 15 | Driver education | 1 |
| 7 | 23 | 19 | Curb cuts for underage riders | 6 |
| 28 | 22 | 11 | Overpass/underpass at Route 15 | |
| 21 | 25 | 13 | Signals responsive to bikes at intersections | 1 |
| 8 | 3 | | Other | |

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| “Bikes in Roadway” a better sign |
| AND cyclist education |
| Few cross-traffic areas (few stop and go locations) |
| Enforcement of speed limits (2) |
| Overpass H!!! (although we do use the Bucknell underpass) |
| [driver ed] every motorist should have to ride a bike and have cars pass close. Some simply do not understand how fast a bicyclist can go. |
| Bike lanes high and wider shoulders highest. These make it safer for everyone, not just cyclists! Curb cuts are a bad idea! More likely to ride out without looking! Overpass where? |
| Good example of last two: Rt 15 at Hospital Dr/River Rd |
| [signage] does this work? [driver ed] is this useful? [curb cuts] ?what does this mean? [overpass] YES [signals] don’t know |

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| [wider shoulders] way too expensive for existing roads but should be planned for new construction and developments [overpass] + 45, <u>AND</u> out by strip malls |
| [waterfountains] less than zero |
| [signage] I'd say high but our cell-phone-toting motorists don't even pay attention to pedestrian crossing rights [overpass] YES! |
| [overpass] <i>another</i> one? |
| Education/Outreach "event" |
| [Bike lanes} 4 th St, 2 nd St, St. Louis and St. John used to designated bike routes to school – can we do this again for everyone? [shoulders] designated corridors [curb cuts] also for strollers and wheelchairs [overpass] or crossing buttons to push |
| <i>And</i> biker education! |
| Map for cyclists showing preferred bike routes, traffic counts, adequate shoulders – Delaware publishes such a map |
| Rental or sharing programs |
| Mountain bike trails |
| Mifflinburg-Lewisburg rail-trail (2H) |

10) Please list any other issues and ideas pertaining to bikes that you would like to bring to the Borough's attention (including issues in the surrounding townships and county at large).

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| Most people who would like to ride say they don't, because it's too dangerous. Frequently, people get smacked and often motorists don't stop to help. "Bikes in Roadway" signs are better than "Share the Road" (some might say "screw that!") |
| I ride in the countryside for recreation. It would be nice for certain roads to be widened but I can't say that it is essential for me. However, I have noticed quite a few Mennonites who cycle on these roads. Has this questionnaire passed into their communities? |
| Check out Rail to Trail provisions (Lycoming to Pine Creek); check sidetrips to nearby locales to see what's been done; choose surface carefully; note droppings from overhead trees; get SEDA-COG advice; get Williamsport Bike Group advice (they bike in Union Co.); Get Sierra Club advice; create something that becomes a tourist attraction (connect with Country Cupboard tourist office) |
| Thank you for this survey. In such a small town, we should encourage biking. We see more of a safe need for Linntown-Bucknell and Linntown-Market Street access. |
| Bike lanes in Northampton significantly support small business by promoting tourism and increasing local access to businesses located on and near bike paths. It makes economic sense for businesses to support the conversion of rails to trails. The existing unused rail bridge from Front St Lewisburg over the river could support bike and pedestrian traffic to access restaurants and businesses on Rt 405 and provide access to rural bike trail/lanes. |
| Turning the existing rail through Kidsburg into a bike path would be a welcomed addition to town. We could then easier access the pool and the library from town and vice versa. This rail seems hardly used and the benefit for the town seems huge. |
| [Submitted images of bike paths in England, markings, etc.] |
| When one leaves the Bucknell campus on Smoketown Road (just west of Rt 15), the posted speed limit exceeds 35mph. Very dangerous situation for bikers and other walkers and runners. |

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| <p>The current way cars are parked on Market Street is a real problem. If a car backs out of a spot, they never wait for a biker (in most cases they don't see the bike – this is also a problem for cars passing by). Real bike lanes to neighboring towns would be a great plus. It could become a family recreational activity to ride these paths the way it is in Switzerland for example.</p> |
| <p>There is a certain type of person who believes that bikes do not belong on the roads and do things intentionally to make it very scary for cyclists if not outright dangerous. We were just up in the Pine Creek area. They have fabulous “rails to trails” and there were loads of people using them. This could be a tourist attraction – along the river; Mifflinburg are possibilities.</p> |
| <p>There are opportunities for some great rail/trail rides here. Not too expensive and would add a tremendous amount to the community.</p> |
| <p>Highest priority: bike lanes or paved shoulders on Stein Lane and around Bucknell golf course. Also very high priority: Safe bikeway/walkway from downtown Lewisburg to St Mary's St park and pool, continuing to Brookpark Farm – library Include turnoff and safe bikeway/walkway to Middle School/Kelly School area. Ideally a rails to trails from Lewisburg to Mifflinburg.</p> |
| <p>I think Bucknell should also be involved in discussions – why isn't there some sort of marked path on the perimeter of the golf course? Also, unless a separate, two-way path is created somewhere, shoulders have to be available on BOTH sides of the street. Integration of solutions between local boroughs/townships would be GREATLY appreciated!</p> |
| <p>I live in the boro, (on the east side of Rt 15) and almost never cross Rt 15. It's difficult to cross and a “psychological” barrier to bikers, because they don't want to get killed crossing it. But the creation of an “overpass/underpass” at Rt 15 could lead to some <u>loitering problems</u> by those not using it as intended. Just my thought.</p> |
| <p>Cycling has become increasingly difficult, even dangerous in recent years. Even nice country roads are now problematic because of increased traffic, higher speed limits, more trucks, and less civility and cooperation between <u>all</u> people and vehicles on the road. This is a beautiful area for biking, walking and jogging. Let's make it <u>safe</u>.</p> |
| <p>15th St is very dangerous for bikers and pedestrians.</p> |
| <p>Dedicated bike lanes on existing roads will add what my experience suggests is the safest and best route/path for cyclists. I ride over 6,000 miles each year – so I have strong opinions that I believe are well-informed by experience.</p> |
| <p>Alleys paralleling Market St should be emphasized – angle parking routes dangerous, sidewalk cycling illegal</p> |
| <p>Automobile drivers need to know that – where there is no safe berm – bicycles are to ride in the lane and automobiles may pass only when it is safe</p> |
| <p>No safe place for young kids <10 years to ride downtown. My son has been asked to leave Kidsburg (where one can bike safely – and he was) to ride on downtown streets [can't ride on sidewalks] – he was 8 at the time. I don't let my 13 year old ride from downtown to Linntown or pool alone because of Rt 15.</p> |
| <p>Signage could go a long way – for both pedestrian and cyclist issues Education can cut both ways – crazy pedestrians and cyclists as well as disrespectful drivers can be educated to respect each other</p> |
| <p>A bike lane or trail in between Lewisburg and Mifflinburg would be fantastic for both area families and local farmers and businesses</p> |
| <p>I think many people would commute by bike from neighboring townships to Bucknell if there were bike lanes or paths on Beagle Club Rd, Smoketown, Rd and Stein Lane, for example.</p> |
| <p>As a pedestrian and a motorist, I feel the most urgent road-safety issue for all is the utter carelessness and irresponsibility shown by those who use cell-phones while driving. We should as a Borough/county ban the use of phones while driving, and enforce the ban strictly. This is an issue for traffic generally, of course, not just bikers.</p> |

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| <p>1) <u>Poor</u> condition of existing roads in East Buffalo</p> <p>2) Poor road planning/maintenance</p> <p>3) Road hazards, including roadways that force cyclists into high speed traffic or fall off sharply</p> <p>4) Total lack of polic care, protection for cyclists.</p> |
| <p>With the high volume of traffic between Rt 15, Rt 45, and even Rt 192, especially in the area of Airport Road it just is not safe to ride a bike. Because of where these roads are, it is very difficult to get around our community without crossing them.</p> |
| <p>It would be nice if the borough worked closely with the surrounding townships to develop a system of shoulders/paths in region to benefit bikers and pedestrians. A path on <u>Stein Lane</u> would be a boon to people in Linntown, for example. It would connect us to the borough by foot/bike. It is very dangerous walking along there. For me, moving out of the borough to Linntown, the most difficult adjustment has been less ability to walk places – or bike. It is very dangerous walking/biking into town or to Mkt/Public Library – both only 20 minute walk away.</p> |
| <p>Same applies to entire area. Need designated “bike lanes” and <u>shoulders</u></p> |
| <p>Biking on Market Street is something I avoid – I don’t see how it can be made safe, especially with diagonal parking and 2 way traffic.</p> |
| <p>Family biking event – coordinated between Lewisburg Borough and East Buffalo Twp. – close down streets and open for runners, bikers, rollerbladers, to raise awareness of ped/bike issues and promote exercise and healthy living</p> |
| <p>I could learn a lot from a talk on how cyclists can be safer and communicate with drivers. Who is an expert?</p> <p>Sign for Stein Lane, Smoketown Rd, 15th St, N and S River Roads: “Vehicles, joggers, cyclists and pedestrians share this lane, drive patiently” and “ Leave space and time for bicycles”</p> <p>Borough does a <i>great</i> job of finishing pavement smoothly right to curb and putting storm drain grates crosswise. Thanks. Other municipalities pave edge unevenly and inconsistently.</p> |
| <p>Bike paths may also be used by joggers and walkers.</p> |
| <p>Crossing rt 15 at River Rd and Beagle Club Rd is impossible, and yet there is a beautiful circuit that can be done from town, out past the golf course either via Stein Lane or the Bucknell light, over to Beagle Club Rd, cross 15 and bring River Rd back to town. A nice recreational fitness circuit as well as a transportation route for those living and working within that route. I am out of room.</p> |
| <p>Union Twp have wider shoulders on their roads to ride. Rails to trails from Lewisburg to Mifflinburg. Wider shoulder on River Rd there is no safe place ride with your children locally.</p> |
| <p>Is there any possibility of a rail to trail from Lewisburg to Shamokin Dam?</p> |
| <p>Paths should also be available to joggers/walkers, especially along Stein Lane</p> |
| <p>Besides people who live in town, I think there are enough visitors who would make use of bicycle rental or sharing programs such as exist in other communities.</p> <p>The following are some web sites which discuss details of some of these programs:</p> <p>http://www.webs.uidaho.edu/ipo/IFA/Bikes.htm</p> <p>http://www.arcata.com/greenbikes/</p> <p>http://www.ibike.org/index.htm</p> |
| <p>Why should our local state parks be preserved overwhelmingly for hunters? How about some ore hiking and mountain bike trails? I pay taxes too! (& I don’t want to have to dress totally in orange either when I get out there!)</p> |
| <p>I would love to have some sort of pathway from Linntown across the Bucknell athletic field to the underpass at Rte 15. Since that is the only safe way for bikers to cross the highway, a pathway would be terrific for commuters. But the biggest need in the area for runners and bikers is wider shoulders around Smoketown Rd and Stein Lane, continuing into the borough and on to the campus.</p> |
| <p>We need to reduce our “oil addiction” and body fat. Biking for commuting or recreation is a</p> |

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| great solution. But it must be done safely. That means paths, trails, lanes and educated considerate bikers, motorists and pedestrians. The boro should use the “bulbouts funds” for paths, trails and lanes. |
| Need clear and designated bike connections from surrounding municipalities to Borough |
| Borough-sponsored bike racks around the community would send a message that Lewisburg is a biker-friendly town. Currently the only message is that painted on sidewalks: No bikes, skateboards, etc. Very negative. |
| Need trails/routes to schools, public library, around golf course, along river Need to connect downtown to Weis It’s ridiculous that you have to get in your car to drive to places a few miles from here in order to bike; but for most people that appears to be the only sensible option – the roads have been ceded entirely to cars. But might doesn’t make right. |
| I just want to be able to ride on the street |
| Currently living in Mifflinburg and working at Bucknell, I’ve found myself wishing that the rail line between the two towns could become a bike path, or even going North from Lewisburg along the river (although may be still used for trains?) |
| I frequently go for walks and bike rides with my children. These walks usually stay within my development. If there were adequate bike paths, we would often end up downtown or at the library or community pool/playground. I think that bike paths would increase the number of customers that visit local businesses. |
| Has there been any talk about creating an underpass by hospital rd. across 15? It seems to me that such a thing would be huge... [under separate cover] |
| The rail-trail is a high priority. It should include a bridge over Rt. 15 and connections to Hufnagle Park, St Marys Park, Farmer’s Market, and Bucknell. The trail could also include the old railroad bridge. A separate issue is the poor quality of the roads, especially those newly resurfaced, in East Buffalo Township. The Borough doesn’t control this, but it has an impact on area cycling. |
| I have heard of a proposed rail trail. This would be a great addition to the community. I would be willing to give some time to make it happen. A path along the river would be nice, especially if it could use the rail bridge into town. A path along Stein Lane for both bikes and joggers would be really nice. |

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| Anonymous | 12 |
| Contact | 54 |
| Gender | |
| M | F |
| 34 | 26 |

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| Age | | | | |
| 0-18 | 18-30 | 30-45 | 45-60 | 60+ |
| 1 | 3 | 28 | 17 | 6 |

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|-----------|--------------|-------|-------|
| Residence | | | |
| Borough | East Buffalo | Kelly | Other |
| 26 | 30 | 2 | 3 |