

East Buffalo Township Pedestrian and Bicycle Committee

**Recommendations to the
East Buffalo Township Board of Supervisors**

August 11, 2008

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Executive Summary

“Due to the vast amount of traffic volumes and the popularity of walking, jogging, and biking, the Township Planning Commission urges the Township to activate the ‘East Buffalo Township Bikeways/Trailways Plan.’ One can see evidence of the hazardous conflict between automobiles and pedestrians at the intersection of Stein Lane and Smoketown Road.”

The statement above appeared 14 years ago, in the East Buffalo Township Comprehensive Plan adopted on February 28, 1994. The popularity of walking, jogging, and biking and the traffic volume in the township have only increased since that time, the conflict compounded by deteriorating road surfaces. A glance at Appendix G will tell the safety concerns of residents in one of the worst areas of conflict.

The Comprehensive Plan goes on to say, “Design standards for all new roads and highways should be equivalent to the Pennsylvania Department of Transportation’s minimum standards.” However, both the US Department of Transportation and the Pennsylvania Department of Transportation have comprehensive plans to fully integrate bicyclists and pedestrians into the transportation system and East Buffalo Township does not.

Several extremely important planning processes outside of East Buffalo Township (EBT) but greatly effecting EBT are in progress. They highlight the focus on pedestrian and bicycle transportation. Note that throughout this document “pedestrians” include walkers, joggers, wheelchairs, and strollers.

- The lack of non-motorized, vehicular-free transportation routes for bicyclists and pedestrians is one of the top concerns based on public input to the development of the 2008 Union County Comprehensive Plan;
- The “Lewisburg Comprehensive Recreation, Park, Open Space and Greenway Plan 2008” from the Lewisburg Area Recreation Authority (LARA) lists trails and pathways as a high priority;
- The “greening initiative” of the developing Bucknell University Campus Master Plan incorporates pedestrian and bicycle paths into its design.

The accommodation of bicycles and pedestrians in East Buffalo Township is certainly overdue. Other pressures in the US have made non-motorized transportation even more desirable: the rise of obesity with concurrent problems of diabetes, heart disease, and others; the rising cost of gasoline; global warming. The easiest time to create pedestrian/bicycle route is when roads and subdivisions are laid out; unfortunately in most cases the task now is one of retrofitting. The EBT Pedestrian and Bicycle Committee (EBT-PBC) has carefully studied the problems of accommodating non-motorized transportation on township roads. Their recommendations and supporting documentation are contained in this report. The recommendations can be summarized as follows:

A. Policy Issues

1. Adoption of a comprehensive policy statement;
2. Requirements for new developments regarding pedestrian/bicycle paths;
3. Requirements for new developments regarding open space and recreation areas;
4. Restrictions of usage on pedestrian/bicycle pathways;
5. Partnering with the Lewisburg Area School District for “Safe Routes to School.”

B. Implementation Issues

1. Identification of an EBT pedestrian/bicycle path connecting major residential areas and destinations;
2. Access to the east side of Rt. 15 via the Bucknell tunnel, the Market Street crossing, and the St. Mary Street crossing;
3. Improvements on Stein Lane;
4. Improvements on Smoketown Road;
5. Bicycle Route designations in Linntown;
6. Recommendations for West Market Street from Rt. 15 to Fairground Rd; especially the crossing of West Market Street at 15th Street;
7. Design of the EBT municipal site connecting Fairground Rd to St Mary Street West via a pedestrian/bicycle path;
8. Recommendations for changing the pedestrian crossing lights at the St Mary/Rt. 15 intersection;
9. A study of township roads, including the cost of repair and the cost of adding paved shoulders.

The East Buffalo Township Pedestrian and Bicycle Committee urges the East Buffalo Board of Supervisors to begin the process of review, approval, and implementation of these recommendations.

History of the East Buffalo Township Pedestrian and Bicycle Committee

The East Buffalo Township Pedestrian and Bicycle Committee (EBT-PBC) was formed by East Buffalo Township Board of Supervisors in September 2007 to promote the safety and availability of pedestrian and bicycle access in EBT (see Appendix A for complete charges). The members of the committee are: Brian Auman, Jim Buck, Christine Buffinton, Freddy Carlip, Vince DeCerchio, Judith Ellis (chair), Amy Griffith, Dave Kelley, Pete Macky, and Hannah Scheimreif (youth representative), with additional ex-officio members Sam Pearson (Lewisburg Borough), and Fred Greenawalt (Kelly Township).

The committee met monthly from November 2007 to June 2008, with the exception of December 2007, with members working on assigned tasks between meetings. One of the first tasks was identifying pressing issues and prioritizing those to be studied during the current year.

A number of visitors to monthly meetings provided additional insight. Chris King from Montoursville Office of PennDOT talked about available resources and programs and Angela Zimmerman from LARA discussed LARA's commitment to pedestrian/bicycle issues in its comprehensive plan. Pedestrian and bicycle access received the highest importance in the LARA survey. Committee members also examined three intersections with Chris King and PennDOT staff: West Market/15th Street, Rt. 15/St. Mary, and Fairground/St. Mary.

In July, committee members met with Dennis Hawley and Jim Hostetler of Bucknell to review the Bucknell Master Plan and how EBT pedestrian/bicycle routes would fit into this plan.

Three student groups from Professor Mike Toole's Transportation Engineering Class at Bucknell attended a number of meetings and worked on EBT bicycle and pedestrian routes. Their projects were: Fairground Park Design and St Mary Street Connector, Safe Pedestrian and Bicycle Access to the Bucknell University Campus and Downtown Lewisburg, and The Bucknell Connection: Bull Run Greenway and Rails-To-Trails Initiative. The student groups presented their final projects during the April meeting of the EBT-PBC.

Policies and Ordinances

When identifying, implementing, and maintaining a pedestrian/bicycle route, EBT-PBC strongly recommends that the township also adopt policies to provide for the current and future maintenance of this route. These policies are listed below and explained in more detail in the Appendices.

1. EBT Pedestrian and Bicyclist Policy

As an overarching goal, the township should adopt a policy similar to that in Appendix B. This document is similar to USDOT and PennDOT policy documents.

2. Requirements for new developments to provide pedestrian/bicycle paths.

Language similar to Appendix C should be incorporated in the EBT Subdivision and Land Development Ordinance.

3. Land dedication for pathways and recreation.

See Appendix D for a sample ordinance. This policy agrees with the EBT Comprehensive Plan, which states "The Township should require that major subdivision and residential developments dedicate money to the Township to address recreational needs arising from the increased demand for recreation created by said development. The dedication of money by the developer removes the burden from the Township to pay for adequate recreation and open space to the citizens of the Township."

4. Restrictions to protect the usage of the pedestrian and bicycle pathways.

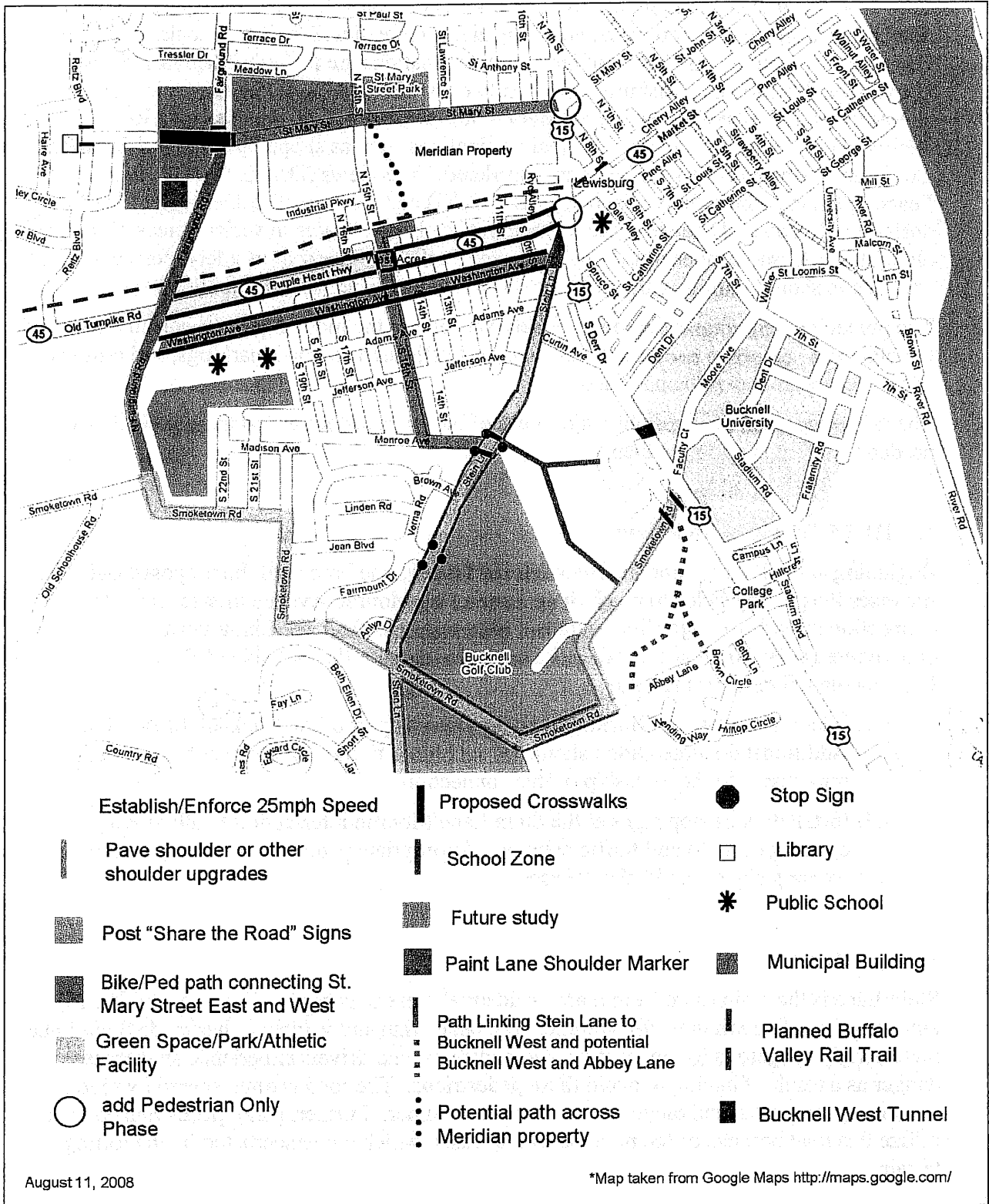
See Appendix E.

5. The Safe Routes to School program.

EBT should partner with the Lewisburg Area School District to obtain advice and funding from the Safe Routes to School program. See Appendix F.

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 base plan to school

Proposed Pedestrian/Bicycle Route and Road Upgrades



August 11, 2008

*Map taken from Google Maps <http://maps.google.com/>

Narrative: Proposed Pedestrian/Bicycle Route and Road Upgrades

EBT-PBC recommends implementation of a pedestrian/bicycle route through EBT to connect residential areas, major employers, shopping areas, recreational facilities, social areas, and other similar destinations. Some of the major destinations are the public schools, Bucknell University, downtown Lewisburg, Bull Run Greenway, Rails-to-Trails, the Union County Library/Farmer's Market area, the St. Mary's Street Park, and the Susquehanna River. Facilitating connections to other regional destinations such as shopping areas and Evangelical Community Hospital to the north were considered. Interviews (Dennis Hawley, Sam Pearson, Brian Auman, Judy Wagner, SEDA-COG) and surveys of residents also aided in designing the route. Data were gathered on traffic characteristics in various areas of interest along the proposed connections. The final proposed route is based on safety, cost, and ease of use, and should minimize the need for short-distance travel by automobile.

The preceding page shows the route. Safety was one of the most important considerations of the planning. Safety measures such as signage, traffic signals, road markings, and railings where necessary should be provided.

The following sections highlight major areas of the proposed route and the principal tasks needed to safely incorporate them

1. Rt. 15 Tunnel to Stein Lane

Beginning at the Rt. 15 tunnel by Bucknell University, one branch of the proposed trail first traverses the playing fields to reach Stein Lane at the Monroe Avenue intersection. This connection provides a major link in transporting residents from the Linntown area to employment at Bucknell and to other sites in Lewisburg on the east side of Rt. 15.

Implementation requires the following:

- 1.1. The route across the Bucknell playing fields is part of the Bucknell Master Plan. Additional documentation should be submitted to the university regarding the importance to the township of this connection.
- 1.2. Installation of stop signs at the Stein Lane/Monroe intersection to allow safe crossing of Stein and traffic calming. Appropriate pedestrian crossing signs and warning signs should also be used.

2. Stein Lane

Stein Lane is the main route from many residential areas to schools, shopping, and Rt. 15, among others. Growth in traffic volume, both pedestrian and vehicular, has made Stein Lane, increasingly dangerous for pedestrians and bicyclists, and drivers experience an increase in danger as a result of having to avoid these pedestrians. The road is often shared by motor vehicles, pedestrians, and bicyclists in an unsafe manner. Further, many pedestrians do not utilize this road because of the potential safety risks, which are exacerbated by the rolling terrain.

A traffic study over four days showed 2% of traffic drove within the speed limit of 25 mph and only 7% less than 30 mph. Maximum traffic volume was 210/hr between 6 and 7pm weeknights. On weekends, traffic volume is fairly constant throughout the day.

The Bucknell student group sent surveys to houses in the blocks surrounding Stein Lane. Appendix G contains excerpted responses.

To enhance safety of pedestrians and drivers on Stein Lane, EBT-PBC recommends:

- 2.1. Speed limit enforcement on Stein Lane.
- 2.2. Traffic calming by the addition of a 3-way stop sign at the Monroe Avenue (already mentioned in 1.2) and Jean Boulevard intersections with painted crosswalks. "Yield to Pedestrian" signs shall also be employed in the crosswalk and appropriate warning signs shall be placed in advance of the crosswalk. These stop signs will provide a check on traffic speed and remind motorists that this is a local route servicing many residential areas and the road must be shared with pedestrians and bicyclists.
- 2.3. Addition of safety upgrades on Stein Lane between Washington Avenue and Rt. 15. This section is heavily used by students walking to high school and they have cited safety concerns about the separation of auto traffic and pedestrians.
- 2.4. At the earliest opportunity, pavement of the shoulders to the maximum extent possible.
- 2.5. Continued collaboration with Bucknell University as it implements its Campus Master Plan to incorporate a parallel pathway route to remove pedestrian/bicycle traffic from Stein Lane and the portion of Smoketown adjacent to the Bucknell Golf Course.

3. Smoketown Road

Smoketown Road was identified as particularly dangerous because of the high usage by automobiles, pedestrians/runners, and bicyclists; the deteriorated condition of the road; the lack of paved shoulders; and the high speed limit. Currently, speed limits are 40 mph from Rt. 15 to Hardscrabble, with two speed limit signs posted. No speed limit signage exists from Hardscrabble to Stein or Stein to Fairground.

EBT-PBC recommends:

- 3.1. Reduction of the speed limit on Smoketown Road from Rt. 15 to Fairground Road from 40 mph to 25 mph and add regular postings.
- 3.2. When the road is paved or otherwise improved, paving of the shoulders to the maximum extent possible. Clearly delineate the road edges.
- 3.3. Continued exploration of alternate pathways to service the same route. One particularly promising route is shown on the map, traversing the Bucknell Nursery and reaching Abbey Road.

4. Linntown Route

From the intersection of Stein and Monroe, the pedestrian/bicycle route travels on Monroe, turning right on 15th Street and continuing to West Market Street. Connections via 14th and 16th Streets were also considered. The 16th Street intersection is offset across West Market

Street and is therefore not desirable. Visual observations of sight distances and 4-way-stop intersections showed 15th to be the better route. Improvements required for this section are:

- 4.1. "Bicycle Route" or "Share the Road" signs on Monroe from Stein to 15th Street and 15th Street from Monroe to West Market.

5. Linntown Elementary, Eichorn Middle School, and High School Connections

Washington Avenue is already used by many students walking to school and provides an easy connection from the 15th Street route either east or west. Traffic volume is already low on this road.

Required upgrades to Washington Street are:

- 5.1. "Bicycle Route" or "Share the Road" signs on Washington Avenue.
- 5.2. Designation as a School Zone.

6. Crossing West Market Street at 15th Street

Crossing West Market Street is dangerous due to the high volume of traffic and limited visibilities caused by parked cars, vegetation, and permanent fixtures. Pedestrian and bicycle crossing of West Market Street is important for students on the north side to reach the schools and for residents on the south side to reach the park, municipal site, and Brookpark/Library area, among others. EBT-PBC recommends consideration of the following measures for increased safety:

- 6.1. Reduce the speed limit on West Market Street from Rt. 15 to Fairground Road from 35 to 25 mph and/or designate this section as a School Zone.
- 6.2. Install designated pedestrian crosswalks at all four crossings of the intersection of 15th Street and West Market.
- 6.3. Consider curb bump-outs on West Market Street as used in the Lewisburg downtown. These will increase the visibility both for pedestrians of vehicles and for vehicles of pedestrians and also shorten the crossing distance.
- 6.4. Investigate a pedestrian-activated light for crossing West Market.
- 6.5. Investigate relocation of the postal collection box at the northwest corner.

7. Connection to St. Mary's Street Park, Municipal Complex, Brookpark Farm, Lewisburg Borough

Based on observations of road layout, measurements of traffic speed and volume, and local citizen advice, it was determined that keeping the trail on 15th Street north of West Market was unnecessary and unsafe. Numerous alternatives were considered and the decision made for safety, privacy, and ease of installation to route the trail along Wilson Alley until the Rails-to-Trails path is available, turning left to cross the Meridian property, exact location to be determined when Meridian layout is finalized.

From the Meridian development, one branch of the trail progresses northeastward to end at the Rt. 15-St. Mary Street intersection. Upgrades are necessary to this intersection and we are awaiting recommendations from the PennDOT Bicycle/Pedestrian Representative who examined this intersection in July.

8. Fairground Road/Municipal Site/Farmer's Market/Library/Brookpark Farm Connection

The proposed trail crosses 15th Street and progresses either via raised boardwalk through the LARA undeveloped park area or along St. Mary Street to reach Fairground Road. From there, access is possible to the library area. The trail also continues along north and south along Fairground to access the Farmer's Market and the Buffalo Road intersection.

EBT-PBC has already presented its comments on pedestrian/bicycle access in the municipal site design (Appendix H). As related projects, the following crosswalks are necessary.

- 8.1. Install marked crosswalks on Fairground Road at St. Mary. Use appropriate crosswalk signs and advance warning signs. Note this may be moved later if the boardwalk is constructed.
- 8.2. Install marked crosswalks on Reitz Boulevard at the St. Mary West crossing. Use appropriate crosswalk signs and advance warning signs.

9. Fairground Road from Smoketown to St. Mary

The newly announced Rails-to-Trails path has created possibilities that EBT-PBC has not had time to discuss. The area shown in the map as "Future Study" should be investigated for upgrades to the Rt. 45/Fairground crossing and connections to the schools, playing fields, Rails-to-Trails, Municipal Site, Farmer's Market, and Library/Brookpark Farm.

10. EBT Road Improvements

Pedestrian and bicycle use would be facilitated in many parts of the township if the edges and shoulders of the roads were in better condition and if paved shoulders could be provided. Gravel shoulders are dangerous for both pedestrians and bicyclists. EBT-PBC recommends that the township hire a road consultant to assess the condition of important township roads, EBT road expenditures, and costs of adding paved shoulders to important parts of the pedestrian/bicycle route.

Appendix A: The EBT Pedestrian and Bicycle Committee

At its formation in September 2007, the committee charges were outlined as:

1. Examining all possibilities for enhancing the safety of pedestrians and bicyclists in the township;
2. Developing proposal for the best possible network for bike lanes and bike/pedestrian pathways using frequently traveled routes in the township, connectors/linkages, convenient alternative routes, and freshly conceived pathways;
3. Seeking opportunities for external funding sources (e.g., public and private grants, pro bono work, business funding, leverage against developers, etc.);
4. Coordinating planning for pedestrian and bicycling routes with Lewisburg Borough, Kelly Township, LARA, Lewisburg Area School District, SEDA-COG, and the Union County Comprehensive Plan; and
5. Developing short-range and long-range goals, strategies, and implementation timetables for presentation to the East Buffalo Township Board of Supervisors.

Appendix B: Proposed East Buffalo Township Pedestrian and Bicyclist Policy

- I. Whereas, bicycling and walking are important forms of transportation and recreation in our community; and
- II. Whereas, walking and bicycling contribute to health, fitness, economic development; and our dependence on the ever more congested and expensive automobile transportation, and
- III. Whereas, cost-effective roadway and facility improvements can be provided as both standalone projects and integrated into projects and programs; and
- IV. Whereas, educating the public about safety, health, and mobility are part of being a quality community;

Now, therefore the municipality of East Buffalo Township hereby resolves to establish a Pedestrian and Bicyclist Policy as follows:

A. Engineering¹

The community's infrastructure will include a system of bikeways, pedestrian facilities, and shared-use paths, bicycle parking and safe crossings connecting our residences, businesses, and public places.

1. Pedestrian and bicycle ways shall be established in new construction, reconstruction, and maintenance projects in the community unless one or more of three conditions are met:
 - Pedestrians and bicyclists are prohibited by law from using the roadway. In this instance, pedestrians and bicyclists will be accommodated elsewhere within the right of way or within the same transportation corridor.
 - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
 - Where sparsity of population and low usage by pedestrians/bicyclists or other factors indicate an absence of need.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.
3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

¹ Source: US DOT Federal Highway Administration, "Design Guidance for Accommodating Bicycle and Pedestrian Travel: A Recommended Approach."

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient
- Exceptions for the non-inclusion of bikeways and walkways shall be presented to the Board of Supervisors in a public meeting along with documentation with supporting data that indicates the basis for the decision. The public shall be given 30 days for input before a final decision is made by the Board of Supervisors.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO² Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE³ Recommended Practice "Design and Safety of Pedestrian Facilities."

B. Enforcement

The community will provide balanced enforcement of the Commonwealth of Pennsylvania Vehicle and Traffic Law for motorists, pedestrians, and bicyclists. This will include enforcement of pedestrian's right-of-way in crosswalks, bicyclists riding with traffic, and all modes sharing the road safely.

² AASHTO: American Association of State Highway and Transportation Officials

³ ITE: Institute of Transportation Engineers

Appendix C: Requirements for Developers

Pedestrian and bicycle pathways shall be integral features of the development. These pathways shall be designed to tie together different destination points. The pedestrian and bicycle pathways shall be separate from the internal roadway system. Where possible, the pedestrian and bicycle pathways shall connect to off-site pedestrian and bicycle systems, and shall be connectors between previously unconnected roadways.

Appendix D: Land Dedication

ARTICLE VII Park, Recreation and Open Space Dedication [Added 3-9-1999 by Ord. No. 454]

§ 185-44. Dedication.

Applicants of subdivision or land development plans which propose the establishment of dwelling units shall dedicate to Derry Township land for park, recreation and open space uses or provide payment of a fee in lieu of Township acceptance of such land, as provided in this article.

- A. Such dedications shall be at locations deemed appropriate by the Township. The Township may also require the dedication of land for trails, bicycle paths and linear parks.
- B. Title to land to be dedicated shall be good and marketable, free of all liens or other defects and shall be acceptable to the Solicitor of the Township.
- C. The area of the land to be dedicated may, for the purpose of calculating net developable area, be considered as a permanent part of the development site, even though it will be conveyed in title to Derry Township.
- D. Derry Township may, after acceptance, reconvey such land to a public conservancy or a public park system as long as the land would remain available for use by the residents of the development activity which promoted the original dedication.

§ 185-45. Amount of land required to be dedicated.

The amount of land required to be dedicated shall be 10 acres per 1,000 persons or fraction thereof expected to reside in the proposed dwelling units. The population potential of a dwelling unit shall be assumed to be 3.6 people per dwelling unit for the purpose of calculating the number of persons expected to reside in the proposed dwelling units.

§ 185-46. Fee in lieu of acceptance.

- A. If the Township determines that it is impractical to accept the dedicated land, or if no land suitable for dedication exists in the opinion of the Township, the developer shall offer a payment of a fee in lieu of acceptance of such land. The in-lieu fee shall be payable for the entire development concurrently with the approval of the first final plan of a subdivision or development plan by the Board of Supervisors.
- B. The amount of the fee to be paid in lieu of acceptance of dedicated land shall be \$900 per dwelling unit as of the date of adoption of these regulations (February 1999).
- C. The \$900 in-lieu fee shall be increased to reflect the most recently published Consumer Price Index of the United States Department of Labor, Bureau of Labor Statistics. The Consumer Price Index, which shall be considered, shall be from area 0100 Northeast Urban, size B/C and from all urban consumers (CPI-U). The \$900 in-lieu fee shall be increased to reflect the percent of increase indicated by the afore referenced CPI since February of 1999.

§ 185-47. Park, recreation and open space acquisition fund.

- A. The fee authorized under this article shall, upon its receipt by the Township, be deposited in an interest bearing account, clearly identifying the specific recreation facilities for which the fee was received. Interest earned on such accounts shall become funds of that account. Funds from such accounts shall be expended only in properly allocable portions of the cost incurred to construct or acquire the specific recreation facilities for which the funds were collected.
- B. Upon request of any person who paid any fee under this article, the Township shall refund such fee, plus interest accumulated thereon from the date of payment, if Derry Township has failed to utilize the fee paid for the purposes set forth in this section within three years from the date such fee was paid, unless a longer period of time has been agreed to by the developer.

§ 185-48. General design criteria for dedicated land.

The dedicated land for park, recreation and open space uses shall meet the following criteria:

- A. The dedicated land shall be located so as to serve all of the residents of the subdivision or land development.
- B. The dedicated land shall be accessible from a public street or shall adjoin and become part of an already existing public park, recreation or open space area which is accessible from a public street.
- C. Not more than 25% of the dedicated land shall be located within a floodplain.
- D. The Township may require that the dedicated land is contiguous rather than consisting of various pieces of land.
- E. When public park, recreation or open space land exists adjacent to a site proposed to be subdivided or developed, the Township may require the dedicated land to be located to adjoin and enlarge the presently existing park, recreation or open space land.
- F. At least 50% of the grade of the dedicated land shall have a slope of 6% or less.
- G. The dedicated land shall be accessible to utilities such as sewer, water and power that are provided to the subdivision or land development and, if so requested by the Township, the developer shall extend such utilities to the dedicated land.
- H. The minimum amount of dedicated land shall not consist of utility rights-of-way or easements.
- I. When a proposed subdivision or land development plan is located wholly or partially in a potential acquisition zone as shown in the Derry Township Recreation, Parks and Open Space Plan, dedicated land shall be offered to the Township in the acquisition area.

Appendix E: Enforcement

It shall be unlawful for any person to drive, operate, or allow an automobile, motorcycle, snowmobile, or any other motorized vehicle on a designated pedestrian or bicycle pathway or right-of-way, including not only the asphalt-paved surface, but also any portions of the pathway or right-of-way facility adjacent to the asphalt-paved surface. It shall also be unlawful for any person to use the pathway or engage in any action on or near the pathway which causes or is likely to cause damage to the pathway or any of its facilities, including but not limited to the asphalt-paved surface, man-made structures, natural and geologic formations, as well as trees, shrubbery, lawn and other plants or vegetation or which injures any persons or damages property, or is likely to injure persons or damage property, or results in a diminution of safety of persons or property, including public or private property. It is provided, however, that motorized wheelchairs and other motorized conveyances used by and for the purpose of transporting handicapped persons shall not be included in the above prohibition of motorized vehicles. Also exempt from the provisions of this section are emergency vehicles and maintenance vehicles. Violation of this section is a misdemeanor, punishable by a fine of up to \$1,000 or a jail sentence of up to 90 days or both.

Appendix F: Safe Routes to School

EBT-PBC recommends that the local school administration and local governments or appropriate committees should meet to develop a Safe Routes to School program for the next funding cycle.

In 1969, about half of all students walked or bicycled to school.⁴ Today, fewer than 15% of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.⁵ This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease.⁶ Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.⁷

The Federal Safe Routes to School (SRTS) Program was formed to address these issues. The SRTS Program encourages communities to make walking and bicycling to school a safe and routine activity by making funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. The National Center for Safe Routes to School offers a centralized resource of information on how to start and sustain a Safe Routes to School program, case studies of successful programs as well as many other resources for training and technical assistance.

⁴ "Transportation Characteristics of School Children," Report No. 4, Nationwide Personal Transportation Study, Federal Highway Administration, Washington, DC, July 1972.

⁵ Data from the 2001 National Household Travel Survey conducted by Federal Highway Administration were used as the source.

⁶ "Physical activity and the health of young people," U.S. Centers for Disease Control & Prevention, Fact Sheet, 2004.

⁷ "Barriers to Children Walking and Biking to School," CDC, 2005.

Appendix G: Survey Results

1. "Corridor as it stands is dangerous, and, from a driver's perspective, annoying cluttered with joggers and walker"
2. "There is a lot of traffic and very narrow of nonexistent shoulders which makes walking along these roads somewhat dangerous. We support your effort for a walking path or sidewalks on these roads."
3. "Thank you for taking on this project. My friends and neighbors have talked about the problems on Stein and Smoketown for years, but the only action that we've seen is the lowering of the speed limit on Stein to 25 mph."
4. "I'd like to see a bike path of some sort, especially one that allows easy access to Bucknell from Linntown/West Lawn. I would see myself using the path several times a week (in good weather) – both for recreation and for commuting to Bucknell."
5. "I think the corridor as it is now is unsafe when large groups of runners use it together. One safety factor is the deteriorating road surface on Smoketown (especially the stretch that meets up with Stein at the four-way stop). Drivers have to move across the center line to get good driving surface. A separated land for bikes would be ideal, but a paved path dedicated to bikes would be a step forward. I have never biked on Smoketown – it just doesn't feel safe."
6. "Fabulous! Long overdue, good ideas. Paths for bikes and walking should have been incorporated in the original construction plans. If such safe lanes were in place, both of use would be using them almost daily. In its present state, it is truly nothing more than a disaster waiting. We frequently stop for groups of runners or bikers because there is no real room for both cars and people. Cars do not observe any speed limits and the signs posted are a joke."
7. "Thanks for your attempt to bring a little sanity to this dangerous situation."
8. "I used to bike to campus but decided it was too dangerous, especially at dusk. I would start again if there were an off-road path, and I could avoid using a car with its environmental consequences."
9. "The corridor as of now is highly unsafe. There have been numerous incidents where drivers were intentionally aggressive toward walkers and bicyclists on the road margins. Each year the BU safety director has to issue an e-mail advisory to students and staff walking/cycling to avoid provoking motorists."
10. "I currently run along Stein Lane, and the biggest problem seems to be the fact that people far exceed the posted speed limit of 25 mph. Maybe this could be ameliorated with more stop signs or other traffic considerations."
11. "The rights of way of the roads in your study are not wide enough to accommodate a pathway thus land would have to be obtained for the pathway. These roads are adjacent or through land owned by the university. Your study should survey Bucknell officials to determine if the University would donate the land for the pathway to the township or would lease the land for a token annual payment (\$1.00/year)."
12. "The engineering is much easier then securing funding."
13. "I think that Stein Lane right now is a BIG problem. I drive there almost every day and cross it at least twice a week, and I can tell you that it is an accident waiting to happen."

14. "Presently, joggers basically jog on the road itself, requiring cars to swerve into the other lane, which is pretty dangerous, given that the hills on the road make it impossible to see if oncoming traffic is approaching."
15. "The other big need is a stop sign and cross walk at the corner of Stein and Monroe, and possible also at the corner of Stein and Jefferson. People from Linntown cross Stein at those two points in order to access the BU fields."
16. "A paved path that ran from Stein Lane to the Mods and the tunnel to the main campus would be useful, since so many BU employees live in Linntown and walk to campus through the fields."
17. "A child on his bicycle was hit by a car right in front of our house on Stein Lane two years ago. We were in the backyard playing with our two young children when we heard a loud 'boom' and ran around front to see what happened. A young woman turning onto Adams from Stein hit the young boy on his bike."
18. "Our entire family would use the bike path almost daily (weather permitting) in this area if available. We are very concerned about the safety of our children, and currently do not use Stein Lane or Smoketown Road at all because it is definitely not safe to walk/ride there now."
19. "Very unsafe – no shoulder whatsoever"
20. "I think a bike/pedestrian path would increase the desirability of the neighborhood and make us feel less isolated from downtown. It is very frustrating to live so close in proximity, yet so far in practical terms. "
21. "This is a neighborhood where a lot of people take walks already, so I'm quite sure a bike/pedestrian path would get a lot of use."
22. "It would be great to be linked to downtown, Bucknell campus, and the neighborhoods around the Bucknell golf course by something besides a car."
23. "Paths along the Smoketown Road/Stein Lane corridor are long overdue!?"
24. "I drive Stein Lane every day. Since there are no sidewalks or path, joggers and bicyclists must use the road creating a danger to themselves and concern for motorists."
25. "I am very much in favor of having a biking/walking/running path in my area. I have seen accidents in the Stein Land /Smoketown Road Corridor, and many, many near misses, due to the narrow roads and lack of adequate shoulders. The number of runners, bikers, and walkers has increased significantly, as has the population in this particular area."
26. "We think it is great that you are studying the issue of safety for the Stein/Smoketown corridor."
27. "We do walk in this area now and dodge traffic like the other pedestrians."
28. "The corridor is unsafe for pedestrian traffic or bicyclists. As a frequent user of this corridor in a motor vehicle, we also feel it is unsafe for drivers who continually stop, swerve, or dodge walkers and joggers."
29. "We feel your study has merit and wish you well. It would be wonderful if you could provide an equitable solution for all those affected."

30. "We are lucky to say no jogger has ever been hit or killed that i am aware of. There has been many time i have had run ins with joggers who won't move off the road and they are always women. I think men know better then to play chicken with a car. (all sic)"
31. "These two streets are very busy. Unsafe you bet it is. I never walk or jog on Stein Lane. Smoketown is a lot safer I feel due to its shorter length and how it curves. Too many groups of joggers at one time, you have 3 or more people jogging and they won't get out of your way. Joggers jogging with traffic when they should job against the flow of traffic to see a car coming at you. Stein Lane has slight curves and hills that cut visibility of a jogger to a driver."
32. "I definitely support having sidewalks along the Stein Lane/Smoketown Road corridor. While I think bike paths would be good too, I think this would come second in priority. I would use them daily."
33. "The corridor right now is unsafe for pedestrians because of the layout (it's curvy and hilly) and cars drive fast (there are no stop signs, lights, or crosswalks to prevent cars from speeding)."
34. "Besides the sidewalks, in order to make the corridor and the access from Bucknell to Linntown safe to pedestrians, I suggest the following: (a) a crosswalk and a stop sign across Stein Lane at Monroe Avenue. (b) a walkway that connects Stein Lane to the Bucknell campus, crossing the playing fields. This walkway could be used by pedestrians and bikers alike. (c) I also think it is necessary to improve the access of East Buffalo Township neighbors to the Downtown area through the intersection of Market Street with Rt. 15."
35. "What you suggest is the intelligent thing to do and if you are able to convince someone to do something about it (besides lowering the speed limit, which no one follows) all the more power to you. NO ONE should job on a hilly street with double yellow lines, and it should be common sense. I cannot say how many close calls I have had when I am trying to get around a group of kids and out pops a car over the hill."
36. "I do not know of anyone involved in an accident in the Stein Lane/Smoketown Road corridor, but the area is a dangerous one for bikers, joggers, and walkers (and can be frustrating for drivers, who frequently must dodge bicycles and pedestrians). Those roads are narrow, curvy, and cars travel very fast (the limit on Stein Lane recently has been reduce to 25 mph, but my guess is that most cars travel at 45 mph or faster)."
37. "I can't tell you how glad I am that someone has seen a need for this, besides myself."
38. "Currently, we feel that the corridor is very unsafe. We are constantly worrying about traffic and inconveniencing drivers."
39. "I was very excited to hear of this project. We have lived at our residence ... for about 12 years now. I have thought for many years that the situation on Stein Lane was going to result in an accident at some point."
40. "I believe more of a police presence is needed as well because there are many people that go faster than the 25 mph speed limit that is posted on Stein Lane. Heading south on Stein Lane before Monroe Ave that curve is especially dangerous with people speeding and not being able to see what is coming either way. Similarly, at Jean Blvd, it is extremely difficult to see either way."

Appendix H: EBT-PBC Review of the EBT Municipal Site Plan

The East Buffalo Township Pedestrian and Bicycle Committee has reviewed the Mid-Penn "Site Plan for East Buffalo Township Improvements to Municipal Facilities" and has found that additional features are needed to accommodate pedestrian and bicycle access to the site and at the site. These additional features are important in that the site includes athletic fields for youth, public meeting facilities, parkland, and connector opportunities between Fairground Road and the Brookpark Farm commercial, residential, and public use facilities (e.g., the public library). We hereby urge the township to address the following issues:

The Site Plan

- Establish a cross walk somewhere on Fairground Road (most logical place would be at the outlet of the existing trail through the western portion of St. Marys Park).
- St. Mary Street Trail - A 10' wide Trail for Pedestrian and Bike use – that connects with St. Mary Street Park to the east and to the dead-end street to the west - towards the Union County Library. If necessary, establish an easement to create the connection to the west
- Create on-site trails connecting all important site features such as: future municipal building, baseball and football fields.
- Eliminate the drainage swales along the road frontage in the current site plan, replace with sidewalks and storm drains – or – failing that, provide a path linking the two fields that does not take people (esp children) through the parking lots.
- Street Trees along Fairground Road (street trees have been shown to reduce traffic speeds)
- Include bike racks at the municipal building, sports fields, duck pond and other destination areas, that can be accessed by cyclists without too much conflict with cars.
- Can the stormwater detention area behind the baseball field outfield – be something more? Habitat Enhancement Plantings, Outdoor Classroom, etc.
- Consider restoring Limestone Run with stream tree plantings, streambank stabilization and habitat enhancements.

The Site Plan should also consider future connections to other areas in the township, such as:

- The Union County Library
- The Linntown Elementary and Middle School
- The future Lewisburg to Mifflinburg Rail Trail
- St. Mary Street Park
- Lutheran Retirement Village
- The Farmer's Market
- Union County Government Building
- Playworld Systems Campus

