# River Town Team

# Connectivity Project SWOC Analysis Notes

# 3/4/2016

# Strengths

## People passionately committed

## People consistently show up, participate

## Different perspectives, here for different reasons

## Many in group are active walkers and bikers (“walking the walk”)

## Information SP brings - what was done in past, what has happened since last meeting

## Connections of members to other community structures, networking

# Weaknesses

## Lack of clarity

## Lack of authority (need PennDOT)

## No budget/funds

## Lack of agency/power connection-not part of decision-making structure

## External communication needs to broaden. Limited reach

## Keep needs of frail, slow moving folks in mind. Lack of physical/ability diversity in group

# Opportunities

## Increasing number of people and families locally who want to decrease their dependence on cars or are car-free

## Growing national awareness of advantages of walkability and active lifestyles for real estate, health, business, environment

## State bike/ped coordinator in place with PennDOT finally

## State has some money for assessment, studies - LTAP (Local Technical Assistance Program)

## Changes to local landscape – Penn House Commons, Miller Center, rail trail

## Interest in connecting to Riverwoods, - Safe Routes for Seniors is a possible funding source

## Safe Routes to School federal program

## High School repurposing

## Bucknell partnership

## Rethinking parking. Could be incentive to walk/bike

## Susquehanna Greenways Partnership and Trail Authority

## Rail trail

## Unmet demand - (e.g., blind residents who are crossing 15 to get to CVS)

## Health care/wellness increasingly important, generally. Strong health care organizations in area

# Challenges

## In a car culture where people always think of cars first

## PennDOT and municipal structures – no clear mechanism for input; lack of authority

## Limited buy-in from municipalities involved

## Committed core group in a larger indifferent demographic

## District school strategy to respond to hazardous road conditions is to bus rather than address hazards – incentives are built in with state funding policy that make this a reasonable response

## School relocation

## Location and relocation of businesses to Rt 15

## Large numbers of student cars

## Parking cannot be reduced without push-back

## Area a way point for through traffic, including many trucks

## Population can be resistant to change

## ADA requirements -- can pull funds into redoing curbs and ramps rather than larger picture improvements

## Route 15 crossing

## Training drivers and pedestrians about crosswalks