

# **The Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan**



*The Fort Hunter Trailhead for the Capital Area Greenbelt in Susquehanna Township provides a model for how well it serves pedestrians and bicyclists*

Submitted to:

**Attn: Doug Knauss, Parks and Recreation Director**  
Susquehanna Township  
1900 Linglestown Road,  
Harrisburg PA 17110

December 14, 2023

*by*

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Engineering & Related Services

York, PA

**&**

**Connect the Dots - DBE**

Stakeholder & Community Impact

Philadelphia, PA

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**I. Executive Summary (PLACEHOLDER)**

- A. Background**
- B. General Objectives of this Study**
- C. Study Recommendations**
- D. Implementation**
- E. Summary of Opinion of Probable Cost**

**To Be Completed Following Draft Review**

## II. Introduction

### A. Project Background and Scope

In May 2019 the Susquehanna Township Board of Commissioners adopted the Sustainable Susquehanna 2030 Comprehensive Plan as an official policy guide for short- and long-term decision making related to future land use, growth, and development, and resource preservation over the next 10-years. This plan also laid the groundwork for pedestrian and bicycle connections and other priority areas through the following plan goals ([Sustainable Susquehanna 2030](#)).

#### Redevelopment and Reinvestment

- Encourage redevelopment and reinvestment along the Township's priority corridors to promote appropriate development including a mixture of housing, retail, office, and commercial uses.

#### Pedestrian and Bicycle Connections

- Prioritize pedestrian improvements in priority corridors throughout the Township and develop bicycle and pedestrian requirements for development projects and road improvements.

#### Transportation Safety and Mobility

- Improve safety and mobility along priority corridors and major roadways within the Township and improve public transportation.

#### Neighborhood Character

- Protect neighborhood character and develop ways to address and prevent deteriorating properties.

#### Parks and Recreation

- Improve park and recreation facilities and programs, and explore the potential for developing additional park acreage to leverage new passive and active recreation opportunities in the Township, and work to provide links between parks and communities.

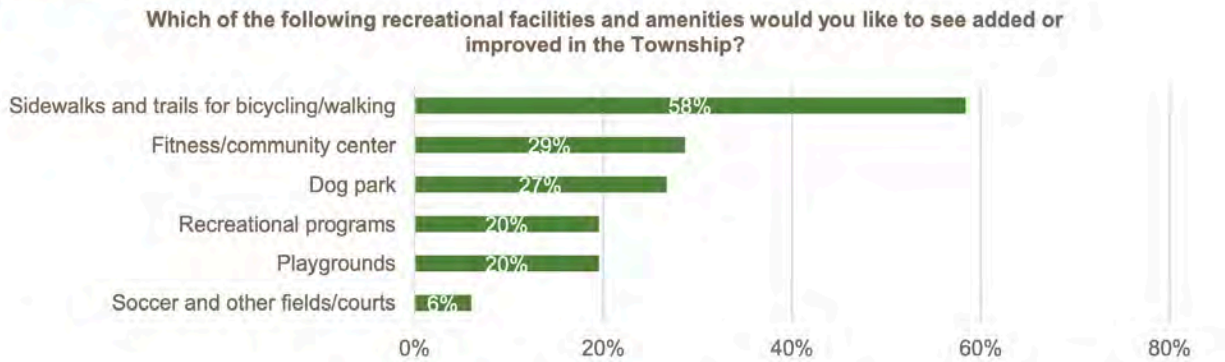
#### Community Events and Celebrations

- Invest in new opportunities to bring residents together at community events and celebrations.

The public survey in the Sustainable Susquehanna 2030 Comprehensive Plan identified that 58% of the survey respondents would like to see sidewalks and trails for bicycling and walking added or improved in the Township. This was more than any other recreational facility identified and indicated the need for an additional bicycle and pedestrian study (page 37 - *Sustainable Susquehanna 2030*).



#### Online Survey Results, Question 18



Following the Comprehensive Plan, Susquehanna Township developed a Bicycle and Pedestrian Task Force that meets regularly to identify, assess, and address bicycle/pedestrian issues and advance the bicycle/pedestrian recommendations of the comprehensive plan. This included the pursuit of funding for this Susquehanna Township Bicycle, Pedestrian, and Greenway Plan, which aims to improve multimodal transportation throughout the Township and the ability to link the residents of the Township to schools, parks, businesses, and county infrastructure and services.

## B. Project Partners

Funding for the study was partially provided by a grant from the Community Conservation Partnerships Program administered by the Pennsylvania Department of Conservation and Natural Resources (DCNR), Bureau of Recreation and Conservation (Bureau).

In January 2023, Susquehanna Township hired Campbell Thomas & Company and their colleagues at Herbert, Rowland & Grubic, Inc. (HRG) and Connect the Dots (CTD) to conduct the plan.

Campbell Thomas & Co. (CT&C) is an environmentally and community-oriented firm of architects and planners with an award-winning record in “green” transportation, community planning and revitalization, accessibility, historic preservation, and practical design and construction. The firm was founded in 1976 by architects Robert P. Thomas and James C. Campbell who originally met through volunteer work on a variety of transportation, preservation, and conservation projects. The firm's mission has focused on developing projects that are socially, environmentally, and technology innovative and important such as this township-wide bicycle, pedestrian and greenway plan.

CT&C and their colleagues at HRG and CTD worked cohesively with Susquehanna Township staff and the Steering Committee developed for this plan throughout the year long planning process.

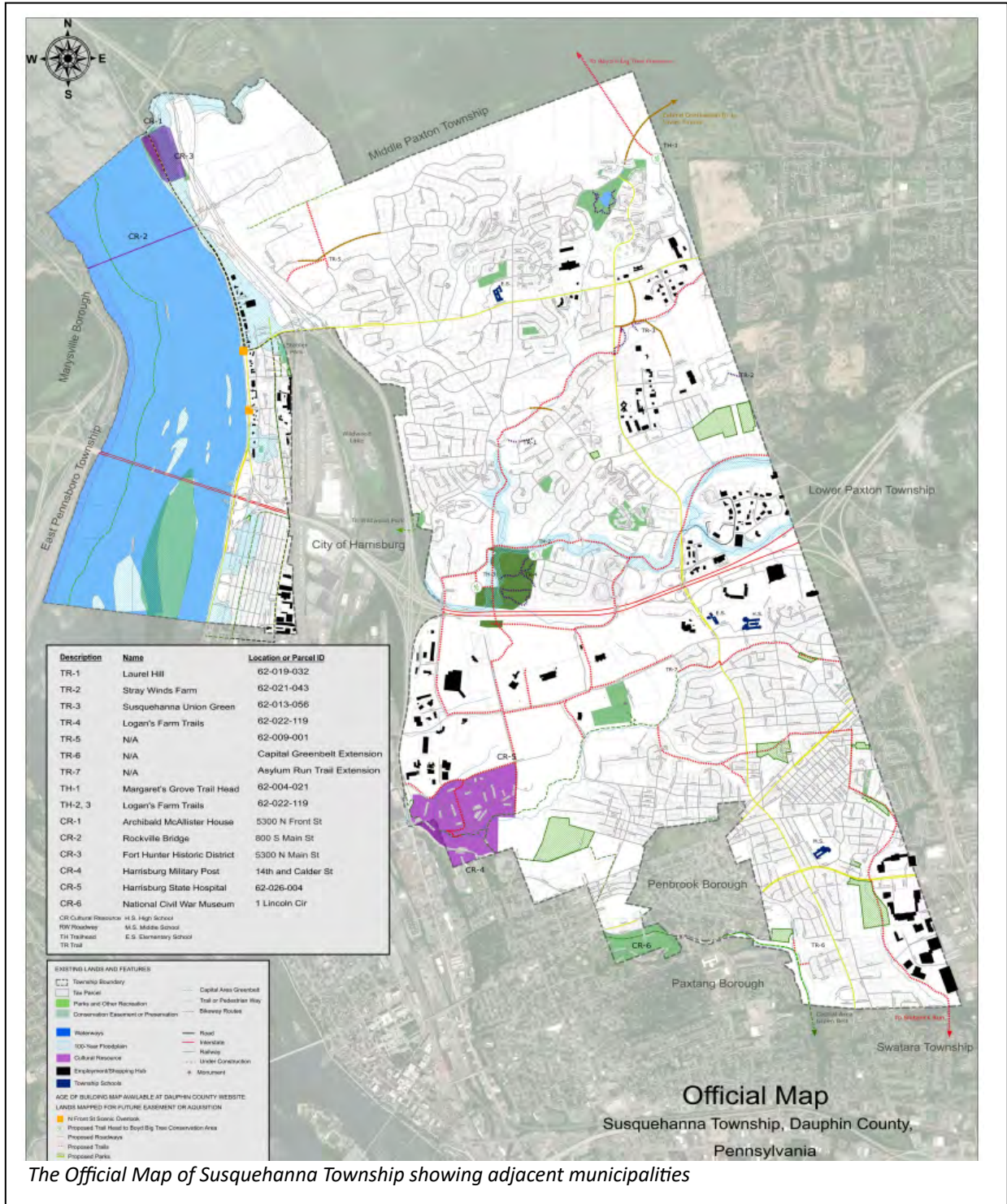
## C. Context

### 1. Regional Context

**Location of the Township’s Boundaries:** Susquehanna Township lies largely to the north and east of the City of Harrisburg in Dauphin County. It extends up along the Susquehanna River from Harrisburg just below Interstate 81 to the Fort Hunter Mansion and Park and to Middle Paxton Township. To the south lie the National Civil War Museum, the Boroughs of Penbrook and Paxtang, and Swatara Township. To the east it shares a border with Lower Paxton Township. Surprisingly the

Township includes the entire width of the Susquehanna across to the west shore and Cumberland County.

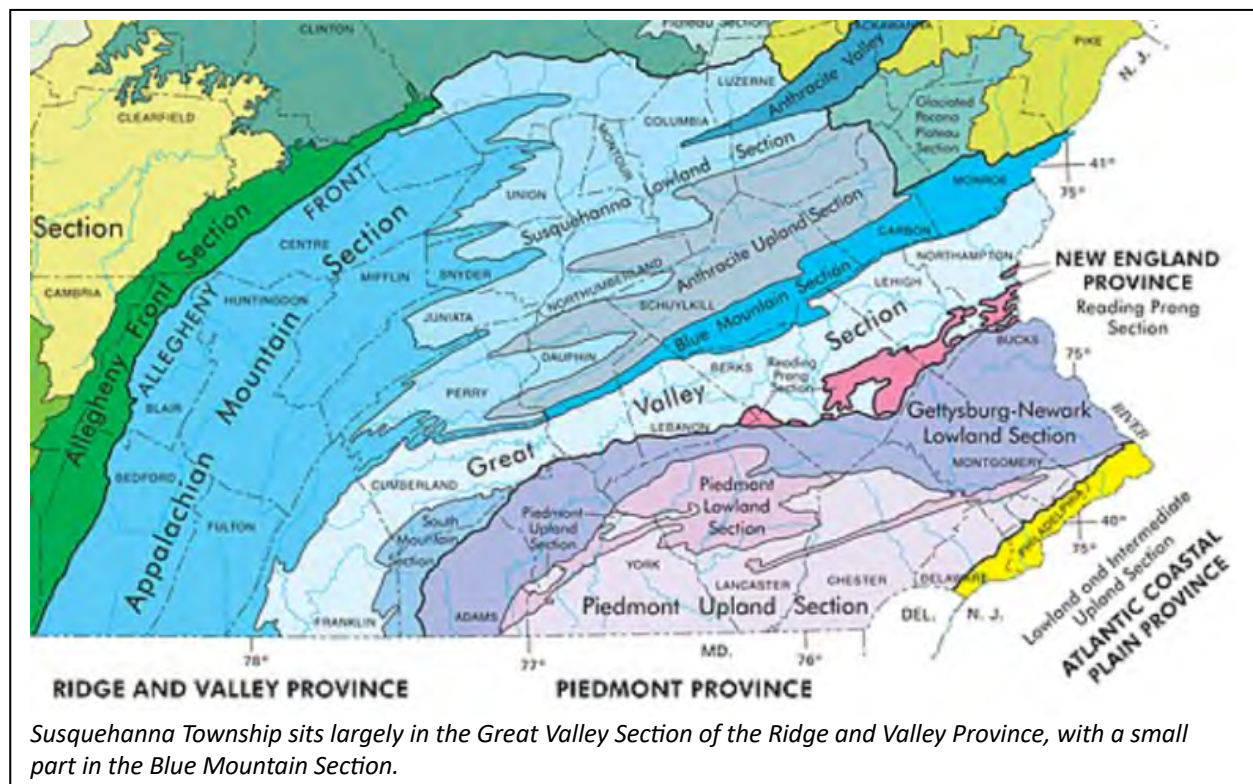
See the **Official Map** below showing the extent of the Township and its relationship to neighboring municipalities.





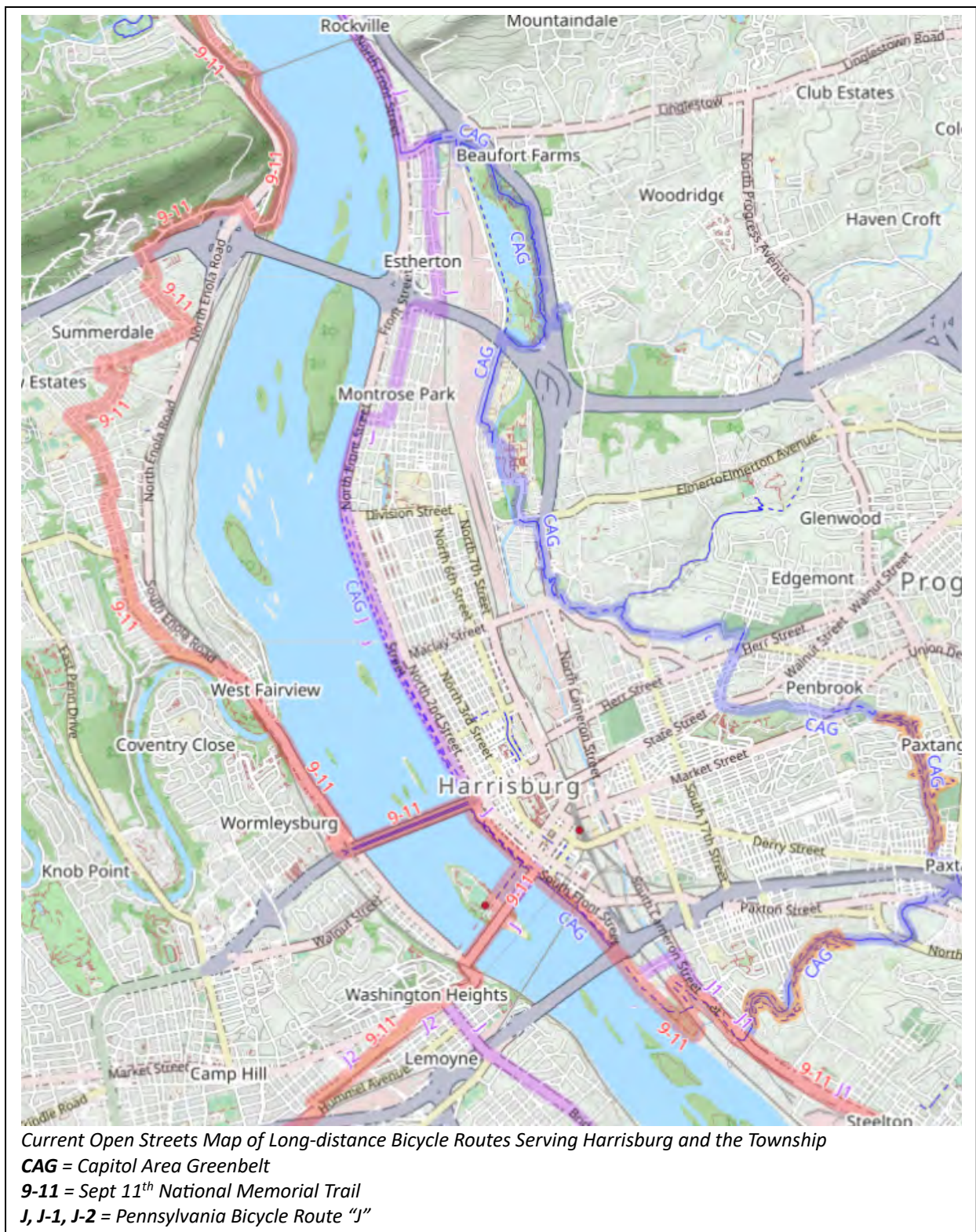
**Topography and Major Natural Features:** The Township lies in Pennsylvania's Ridge and Valley Province, with majority being in the Great Valley Section of Pennsylvania that extends across the state from the Delaware River to the Mason-Dixon Line. The very northern part of the Township is in the Blue Mountain section, which extends on both sides of the Susquehanna River. Blue Mountain is a scenic, formidable barrier with a gap at Rockville, and the Darlington Trail following its ridgetop. The island-studded Susquehanna River is almost a mile wide, and is crossed only by Interstate 81, and the trains of Amtrak and Norfolk Southern on the great Rockville Bridge.

See the excerpt below of the Pennsylvania Physiographical Regions Map centered on Susquehanna Township.



**Regional Transportation - Highways:** The Township is well-connected for motor vehicles to the regional network of highways including State Routes 39, 230 and 441; US Routes 22 and 322; and Interstate Highways 81, 83, and 283. The Pennsylvania Turnpike lies about seven miles south of the Township.

**Bicycles:** There are several significant regional Bike Routes that link the Township with destinations beyond in every direction including **The September 11th National Memorial Trail**, the **Main Line Canal Greenway**, and the **Capital Area Greenbelt**. Not far from Susquehanna Township, **Pennsylvania Bicycle Route "J"** serves downtown Harrisburg.



**Long-Distance Trains and Busses:** Amtrak is the only operator of passenger trains serving the Harrisburg area. The “Keystone” trains operate throughout the day and evening to Philadelphia with most continuing to New York City. These trains can carry riders folding bicycles only, at no additional

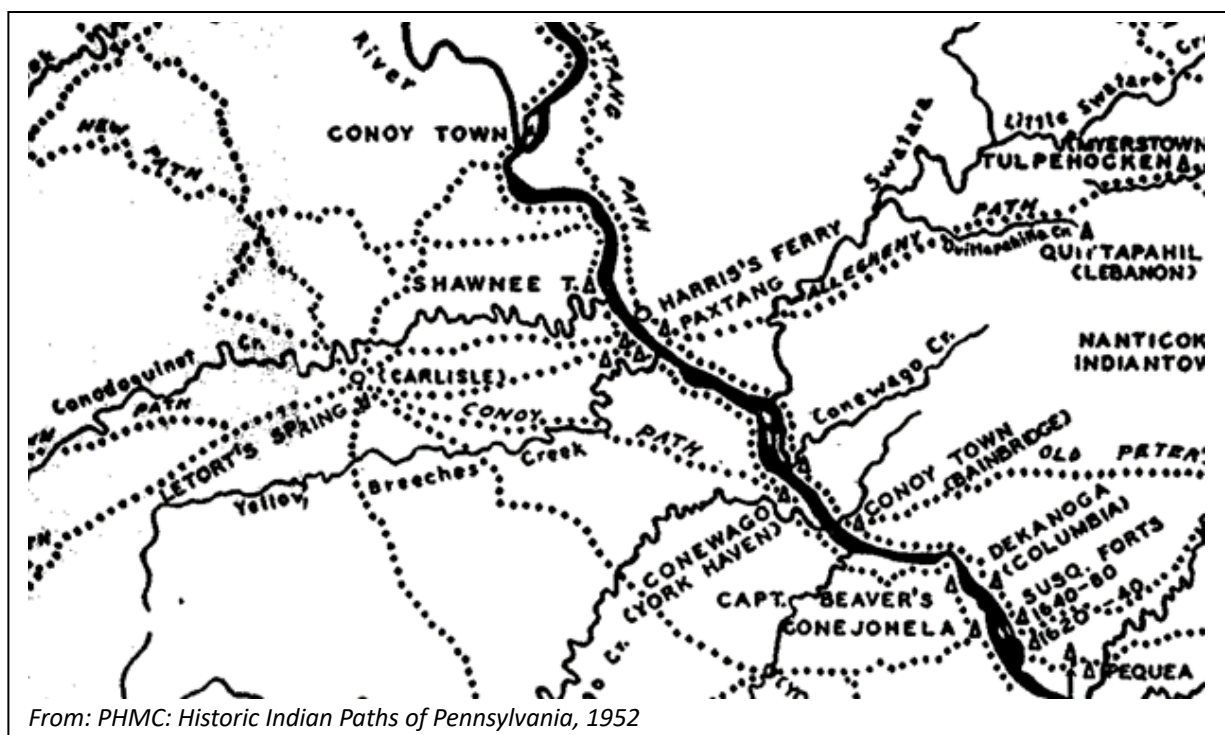


charge. The “Pennsylvanian” train runs from New York City to Philadelphia, Harrisburg and Pittsburgh once a day, all week. It has a baggage car that allows riders to transport their full-size bicycles as luggage for an additional fee to major stations. A second Amtrak train between New York, Harrisburg and Pittsburgh is anticipated to begin operation in 2025.

The Harrisburg Amtrak station is near the state capitol, not far from Susquehanna Township. the Station is known as the **Harrisburg Transportation Center**, as it serves not only trains, but serves long-distance busses on the lower-level as well, making for easy connections. Long-distance bus companies include Greyhound, Flixbus, Trailways, Ourbus, Megabus and Amtrak Thruway busses. Most of these companies carry bicycles as luggage, usually for an additional fee.

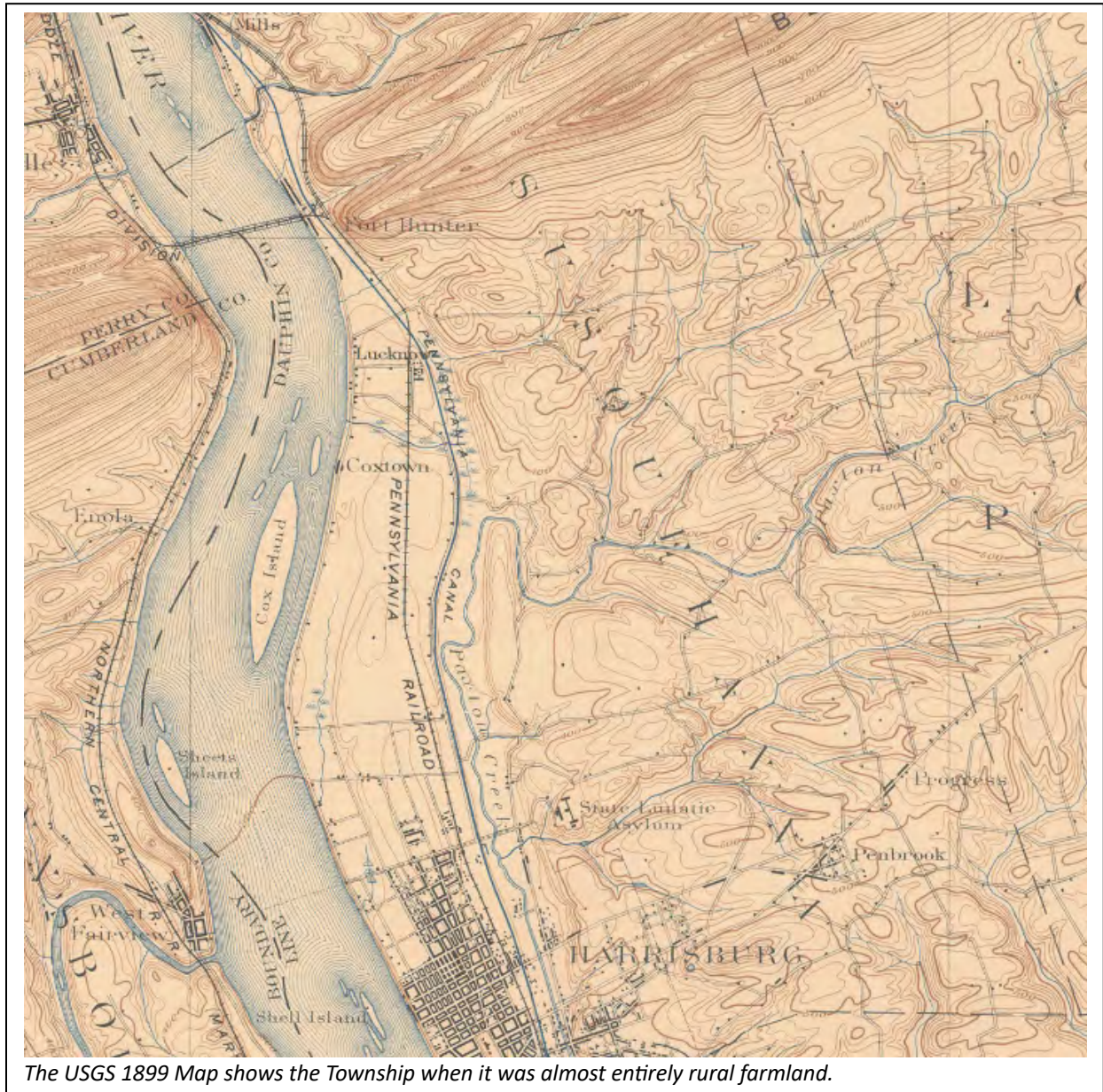
## 2. Local Context

**History and Development Patterns:** The Susquehanna River and its banks have been a travel route since the Native Americans first inhabited the area over 10,000 years ago. From what is today Harrisburg, the Paxtang Path followed the River heading north through what is now Susquehanna Township and beyond. Some of the views and level grades along the river enjoyed from the Capitol Area Greenbelt today are the same as those enjoyed from the Paxtang Path.



By the second half of the 19th century, travel between Harrisburg and Rockville along the Susquehanna River was provided by the river road, the Pennsylvania Railroad, and the Pennsylvania Canal. Going east from Harrisburg, what is today Walnut Street served Penbrook and Progress, two of the few villages in the township at the time. Other than the Pennsylvania State Hospital (shown on the 1899 Map as the State Lunatic Asylum), the rest of the Township was rural farmland. This explains the older buildings and grid street patterns along Walnut Street in the southern portion of the Township. A grid street pattern developed in the floodplain adjacent to the Susquehanna River as well.

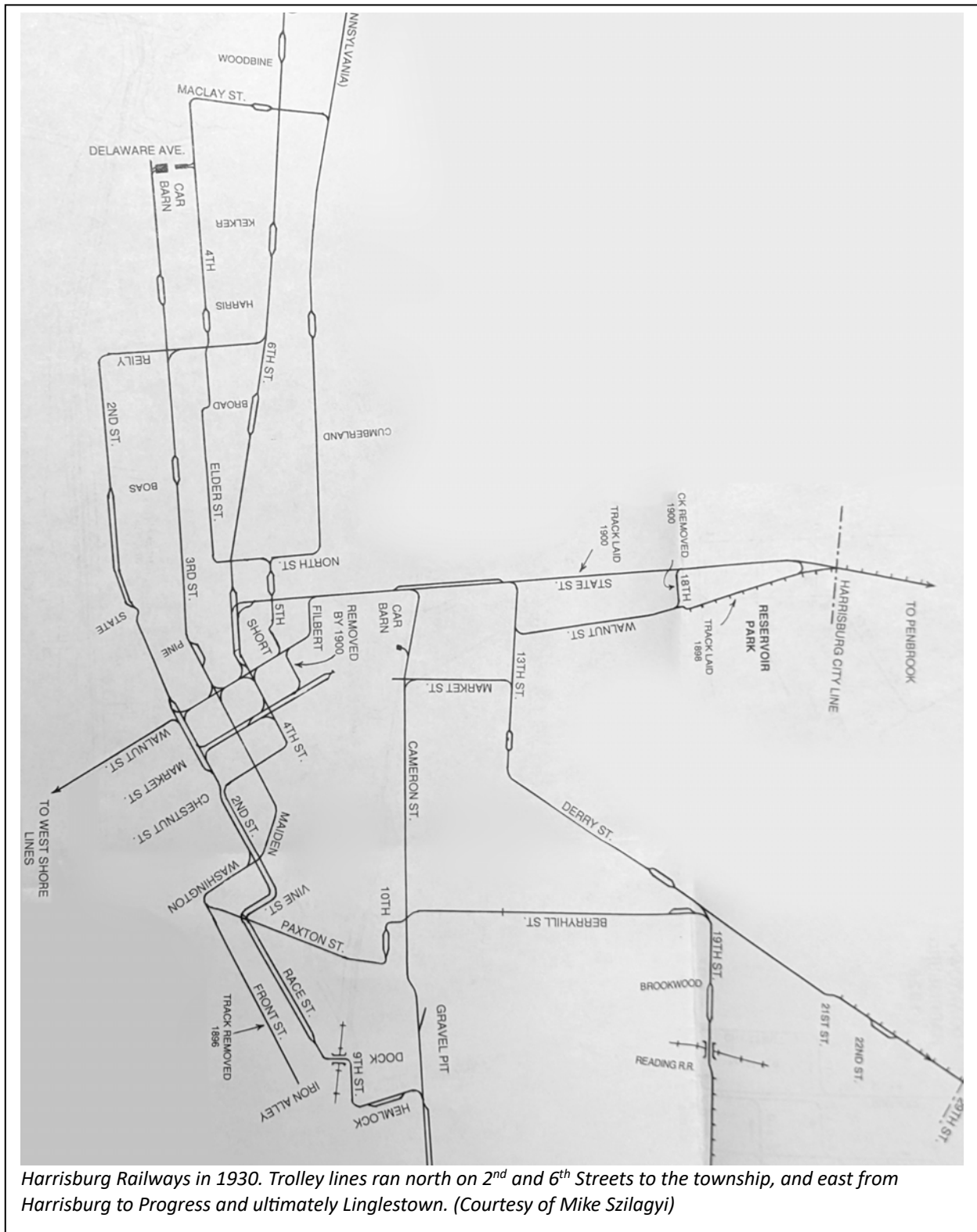
See the excerpt of the 1899 USGS Harrisburg quadrangle map below.



Further development in the late 19th and early 20th centuries going east on the Walnut Street Corridor and north on the Susquehanna River was driven by the access to the State Capitol by the Harrisburg Railways trolley system. One route important to the Township's development was the line north along the Susquehanna River and the other was the line stretching eastward to Progress and eventually to Lingelstown in Lower Paxton Township.

The relevant absence of other public transportation in the Township left it a prime candidate for the automobile-centric development that defines most of the Township today, and which this study seeks to confront in creating a truly walkable and bikeable Susquehanna Township.





**Local Transportation:** Today most of the Township consists of auto-dependent development making walking and bicycling in the Township often extremely difficult and dangerous with some exceptions.

**Street and Roadway Network:** A few older areas such as the communities along the Susquehanna River and Walnut Street have traditional street and sidewalk patterns. Most of the other parts of the Township have post WWII suburban development patterns of heavily travelled major roadways that divide one community from another. Individual community streets, consisting of looping roads and cul-de-sacs often allow for walking and bicycling within an individual community, but not for crossing major barriers to another community within the Township.

**Sidewalk and Walking Trail/Path Network:** The Township’s network of sidewalks and paths has numerous gaps that often force walkers into fast-high volume traffic. This study addresses this deficiency, which is found all over the United States, by showing how to connect all these communities with a continuous, safe, and delightful network of walkways, sidewalks, and trails.

**Bicycle Network:** The Capital Area Greenbelt and the extension of the riverfront trail to Fort Hunter are extremely popular and show what is possible in developing a bicycle network to serve all people at all levels of experience. For bicycling, as with walking, one can generally bicycle safely within individual communities, but there is often great difficulty in connecting to other communities and reaching destinations such as schools, houses of workshop, shipping, medical faculties, and similar destinations. These residential areas were often developed by the separation of uses common in suburban zoning practices.

**Local Trains and Busses:** Amtrak is the only operator of passenger trains serving the Harrisburg area. The “Keystone” trains operate throughout the day and evening to Philadelphia with most continuing to New York City. Many of these trains make local area stops at Middletown, Elizabethtown, and Mount Joy. These trains can only carry passenger’s folding bicycles at no charge.

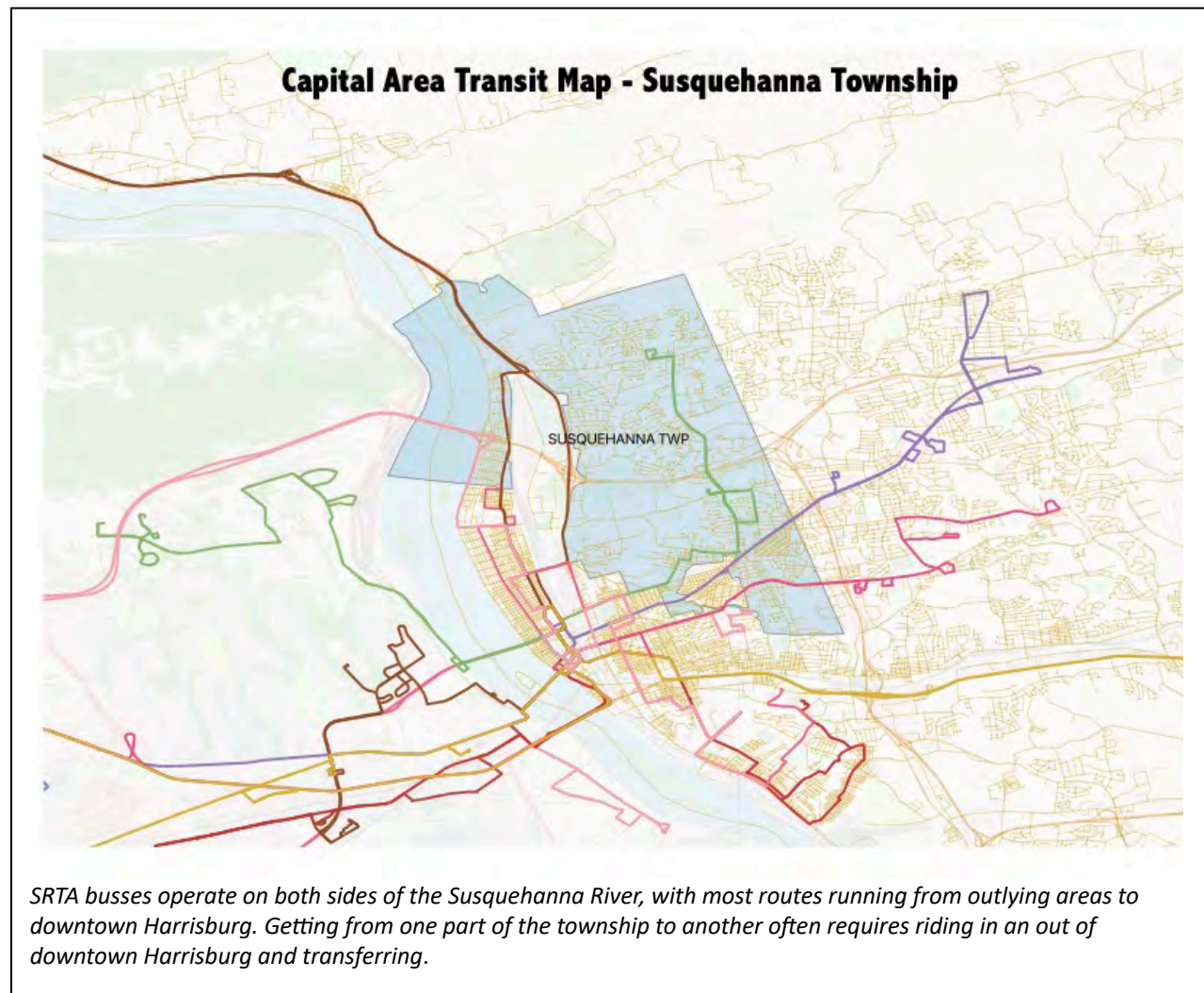


*The trolley to Progress and Linglestown often ran at the side of area rural roads*

Local bus service is provided the SRTA (Susquehanna Regional Transportation Authority), operator of CAT (Capital Area Transit) and rabbittransit. While there are a number of residents and employees who rely on the system, its utility is often limited by difficult-to-access bus stops, long intervals between busses, and lack of service or direct service to many areas of the Township that grew up in

the post-WWII age. SRTA busses are equipped with bicycle racks that allow riders to travel with a bicycle, which may make the bus a more viable option for some residents.

See the following map showing the local bus routes in the Township and nearby areas.



## D. Goals and Objectives

### General Goals of this Study:

As identified in the Susquehanna Township Sustainable Susquehanna 2030 Comprehensive Plan adopted in 2019 and the 2017 Susquehanna Township Parks and Recreation Comprehensive Plan, a goal in both plans was the development of a Township Comprehensive Bicycle and Pedestrian plan. Since bicycle and pedestrian areas often correlate with greenways, Susquehanna Township added the greenway component to this plan.

For the development of this plan the consultant team was tasked with the following goals by Susquehanna Township:

- Identify and make recommendations for bicycle, pedestrian and greenway connections between various Township and County infrastructure. This includes, but is not limited to schools, parks, businesses, neighborhoods, and country infrastructure and at the same time identifying existing greenways and future greenway connections are possible to unify the greenway system throughout the Township.
- Embrace walking, wheeling (bicycles, wheelchairs, and other micro-mobility options), and public transportation (where applicable) on and along roadways and in off-road trails and greenways.
- Consider how well the community's transportation system connects people to jobs, services, and other everyday destinations and prioritize projects that will improve those connections.
- Propose locally appropriate ways to encourage more people to choose active transportation options more often as they are made available, through public outreach, educational programs, events, coaching, and collaboration with service agencies and nonprofits.

#### **General Objectives of this Study:**

- Gather information and public input for a bicycle, pedestrian, and greenway system that will link parks and natural areas with neighborhoods, business districts, schools, and adjacent municipalities.
- Provide an assessment of existing natural and man-made site features, opportunities and constraints, potential links to neighborhoods, communities, and public lands within the Township.
- Determine an appropriate location for the bicycle/pedestrian network that considers the assessment results of the local physical environment, historic and cultural resources, and adjoining properties.
- Present initial findings of legal feasibility, usage feasibility, and location feasibility; gather comments and describe methods of easement and/ or property acquisition.
- Establish recommendations for future steps toward planning and design, engineering, and construction of the Township-wide network.
- Provide probable costs for future construction and investigate potential funding sources.
- Present initial strategies for Implementation and Priorities of Development.

#### **Enhancing the Quality of Life throughout Susquehanna Township:**

In preparing this study, the consultants and Township staff were told repeatedly that improving the ease and safety of walking and bicycling to many places is key to improving the quality of life in Susquehanna Township. Creating these elements of a "green" transportation network will improve life for the Township's residents by:

- Making local travel a quiet, peaceful, un-congested experience, that is no less pleasant or practical than choosing to drive, and perhaps even more so.
- Increasing opportunities to exercise while performing both necessary trips and recreational travel.
- Making it possible for Township residents to reach the Capital Area Greenbelt and the existing trail system safely and enjoyably, without the need for a personal motorized vehicle.



- Considerably improving walking and bicycling opportunities for all, particularly those without the means, ability, or interest to travel by use of a personal vehicle.



*Bike Share at the Wedgewood Hills Apartment Homes*

## **E. Benefits**

In developing a comprehensive bicycle, pedestrian, and greenway network in Susquehanna Township, numerous benefits can be provided to individuals, communities, and the environment. Here are some of the key benefits:

### **Health and Fitness:**

- **Physical Health:** An active transportation plan encourages physical activity, promoting cardiovascular health and overall fitness.
- **Mental Health:** Regular exercise is linked to improved mental well-being, reduced stress, and enhanced mood.

### **Environmental Sustainability:**

- **Reduced Emissions:** A comprehensive active transportation network promotes eco-friendly transportation, reducing air pollution and greenhouse gas emissions.
- **Energy Efficiency:** Bicycling and walking are energy-efficient modes of transportation, requiring less energy than motorized vehicles and often at considerable savings.

### **Traffic Congestion:**



- **Reduced Traffic:** A comprehensive active transportation network relieves congestion by providing alternative modes of transportation and reduces the number of cars on the road.
- **Improved Flow:** Encourages a more efficient flow of traffic by reducing the dependence on cars for short-distance trips.

#### **Community Connectivity:**

- **Social Interaction:** Enhances social connections by providing opportunities for casual and impromptu encounters and interactions.
- **Local Business Support:** Boosts local economies as people are more likely to stop and patronize businesses when walking or biking, as opposed to driving.

#### **Safety:**

- **Reduced Accidents:** Lower speeds and fewer vehicles contribute to safer streets for both pedestrians and cyclists.
- **Infrastructure Improvements:** Investment in pedestrian and bicycling infrastructure can lead to safer roads for all users.

#### **Quality of Life:**

- **Enjoyable Environment:** Making local travel a quiet, peaceful, un-congested experience, that is no less pleasant or practical than choosing to drive.
- **Access to Nature:** Encourages outdoor activity and provides access to natural surroundings.

#### **Reduced Parking Demand:**

- **Less Need for Parking:** Promotes less dependency on large parking lots, freeing up space for other uses.
- **Cost Savings:** Reduces the need for expensive parking and related storm-water management infrastructure.

#### **Equity and Accessibility:**

- **Inclusive Transportation:** Provides an accessible mode of transportation for people of all ages and abilities.
- **Reduced Socioeconomic Barriers:** Low-cost transportation options reduce economic barriers to mobility.

#### **Tourism and Recreation:**

- **Regional and National Trail Network:** The Capital Area Green Belt and the September 11<sup>th</sup> National Memorial Trail interconnecting with the proposed Township bicycle/pedestrian network will enhance the appeal of the Township as a tourist destination.

#### **Climate Change Mitigation:**

- **Lower Carbon Footprint:** Encourages sustainable transportation options, contributing to efforts to combat climate change.
- **Enhanced Vegetation and Tree Canopy:** Landscaping of trails and sidepaths connect and enhances the Township's tree canopy.

In summary, a well-designed bicycle, pedestrian, and greenway network can contribute to a healthier population, a more sustainable environment, improved traffic conditions, and a higher quality of life for all residents.

## **F. Projected Use**

## **Township Demographics**

As part of this plan, HRG prepared a comprehensive Demographic Profile for Susquehanna Township. Please reference **Appendix E** for more detailed information.

In summary, the Township has grown in population in both size and diversity. As the Township becomes increasingly diverse, and the population begins to age, residents' relationships with transportation networks will change. Additionally, with an increased demand to be active and be outdoors during the COVID-19 pandemic, trail usage increased, and in some cases has remained at a high since. These spaces largely became popular as they provided safe places to recreate, which can also be achieved through a robust active transportation network. Not only do active transportation networks provide these safe places for residents to recreate but they also provide transportation mode options for commuting, running errands, and getting to a destination.

## **Projected Use**

The Susquehanna Township bicycle, pedestrian, and Greenway network, as envisioned, will appeal to a broad spectrum of users: including residents, employees, and visitors to the area. It is intended that the highest benefit of these walking and bicycling connections will be the reestablishment of healthy, non-motorized links between existing and proposed parks, residential and business communities, cultural, natural and historic resources, and the already well-established Capital Area Greenbelt.

The bicycle/pedestrian network is further envisioned as a strategic element of the future growth and development of the township with potential for increased markets for tourism and economic development. Furthermore, it is envisioned that the bike-ped network will connect to and enhance the public transportation network to further enable multi-modal travel throughout the township. Susquehanna Regional Transportation Authority (SRTA) saw an 18% increase in use of bicycle bus racks this past year and is currently preparing for an internal assessment and Transportation Development Plan (TPD). Recommendations from this study will be integral to the systems improvements.

## **G. Determination of Feasibility**

The plan that follows is a series of recommendations that determine a feasible Township-wide network of pedestrian and bicycle routes. The proposed network will be implemented piece by piece over time. The formula for determining the feasibility of each piece is a measure of three primary factors – Public Support, Financing and Constructability. It is important when determining the feasibility of each specific component of the plan, to weigh and balance these three factors.

**Public Support** – Given adequate public support over time, the Township will be able to garner funding to accomplish the significant goals and visions of this plan. Continued public support will provide valuable future enhancements that will add to the quality of life of the residents and visitors of Susquehanna Township. In planning the network, this plan determines a realistic demand and potential for such a network at the “larger Township-wide planning scale” and prepares the Township for the next phases of preliminary design that includes landowner coordination, planning, and engineering that result in preparation of construction plans.

Specific and “smaller scale” projects and segments of the plan have not yet been evaluated for localized demand or public support. It is important not to overlook the importance of communicating and coordinating with landowners before they see a plan project proposed through, on, or near their property. Proceeding in this diplomatic way will suggest a sensitive design and implementation approach that listens to the demands, needs and considerations of Township residents and various landowners.

**Financing** – To assist in the determination of financial feasibility, an opinion of probable cost has been provided that outlines the planning level cost estimates associated with each segment of the Township-wide network (recognizing this network will take many years to complete, inflation must be considered at the time of design). The overall implementation of the bicycle/pedestrian network requires three primary categories of cost – Design, Acquisition and Construction. Planning level construction costs have been estimated in the Preliminary Opinion of Cost Tables (**Appendix B**). Acquisition costs vary significantly and cannot be usefully evaluated in this planning level study.

A list of a variety of funding sources for trails, pedestrian and bicycle connection projects has also been included. The type of funding pursued for each specific project, – whether Federal, State, County or Local funds – will also determine the degree of public participation, level of design documentation and number of environmental considerations necessary to meet the financing regulations. For example, a project using Federal funding will be required to meet more stringent social, environmental, and technical regulations than a project implemented solely with Township funds. Those trails, side-paths, and bike routes running along or crossing roads under PennDOT jurisdiction will require more review and documentation than those segments solely on Township-owned roads. Properties on the historic register or within flood plains will also require higher degrees of review.

**Constructability** – The network proposed in this Plan was visually scouted and data was collected through a variety of methods to determine the construction feasibility of each recommended link. The plan was evaluated based on local knowledge, the judgment of design professionals, and public and agency input. As specific projects move toward the design phase and more detailed knowledge of physical and environmental factors is developed, the feasibility of individual segments solely of the network may need to be re-evaluated.

One criterion for the assignment of a segment to a particular phase is the relative ease or difficulty of construction. For instance, two projects may have similar support and financial feasibility but may have different physical restrictions. One segment may require a new bridge while the other may simply require an earthen bank to be re-graded for a short length to allow a particular connection to be made. The project that requires the bridge may be less viable due the cost involved in overcoming its physical obstacle.

Another criterion is the closing of important gaps in the bicycle/pedestrian network. Projects that eliminate gaps with a bridge or hard-to-build sections often receive priority for funding and should receive careful consideration when allocating time and money owing to the significant benefits they can provide.

### III. Recommendations

#### A. Types of Facilities Considered

The Susquehanna Township bicycle/pedestrian network to be a combination of existing and proposed trails, paths, bike lanes, sidewalks, and shared roadways that interconnect and are intended to serve all users. Various on-road and off-road bicycle and pedestrian treatments can be utilized to develop a complete street network in Susquehanna Township. Prior to developing recommendations for a bicycle, pedestrian, and greenway network, it is important to first understand the variety of bicycle/pedestrian infrastructure that are available to the Township. It is also important to recognize that different conditions and circumstances call for different bicycle/pedestrian infrastructure recommendations to be made.

**On-road and off-road treatments for bicycle and pedestrians can include the following:**

##### 1. Sidewalks / Full Sidewalks –

A sidewalk is the portion of a street intended for the use of pedestrians, between the roadway and adjacent property lines. This common pedestrian facility is seen throughout many walkable communities and provides a safe, often grade-separated, pedestrian facility, but is not typically wide enough for cyclists. Full sidewalks are typically wider than a standard 5 foot sidewalk and accommodate both pedestrian traffic and a range of street furnishings and fixtures. The area of the sidewalk closest to the curb, where light poles, tree pits and other vegetation, signs, fire hydrants, and street furniture are typically located, is referred to as the “furnishing zone.”



##### 2. Bike Routes –

A full, striped bike lane should be 5 feet in width. When this is not possible, a bike route can be established whether a striped shoulder is present or not. The total width of the lane or lane plus shoulder should be at least 14 to 15 feet and signage designating the road as a bike route (such as “Share the Road” signs) should be present.



### 3. Sharrows –

Shared Lane Markings or “Sharrows” are pavement marking symbols that indicate appropriate bicycle positioning in a shared vehicle and bicycle lane. Although sharrows do not provide a completely separated space for bicycles, they can be ideal for use on downhill or connector areas with narrow roadway widths. Sharrows are often paired with “share the road” signage and can be color backed to visually define a section of road that is open to bicycles and vehicles. Sharrows require frequent repainting.



### 4. Conventional Bike Lanes –

Bike Lanes provide a marked space along the length of the roadway and are designated by pavement markings and/or signs for the preferential or exclusive use by bicyclists traveling in a single direction. Although physical separation is not used, bike lanes can be color backed to visually define a separation between the bicycle lane and the roadway. Bike lanes are typically 5 feet in width but can be narrower if the roadway is constrained. Often, existing road lane widths are excessive and can be narrowed or shifted to accommodate a new bike lane without road widening.



### 5. Protected Bike Lanes –

A protected bike lane is a one-directional bike facility with a physical separation from vehicle traffic by a buffer space, parking space, or barrier. Protected bike lanes are typically used on high-volume or high-speed roads, or roadways with high parking turnover.





**6. Grade-Separated Bike Lanes –**

A grade-separated bike lane is raised above the roadway to sidewalk grade, or in between sidewalk and roadway grade. This type of bike lane provides a very safe space for bicyclists and is often accompanied by a sidewalk. Grade-separated bike lanes are utilized in areas where there is adequate right of way adjacent to the roadway.



**7. Two-Way Bike Lanes / Cycle Tracks –**

A two-way bike lane or cycle track accommodates cyclists traveling in both directions that is typically separated from the roadway by a buffer of 2 to 3 feet or a barrier. This buffer can come in the form of parking protection, reflective bollards, or simply pavement markings. Cycle Tracks are typically paired with a pedestrian sidewalk and are ideally 10 to 12 feet in width to enable bicycles to easily pass each other while traveling in opposite directions.



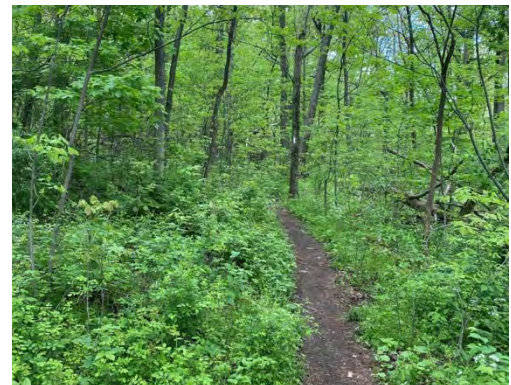
**8. Multi-Use Trails or Sidepaths –**

Multi-Use Trails or Sidepaths provide one of the safest pedestrian and bicycle facilities, enabling complete separation from vehicular traffic. Due to limitations in the availability of public right-of-way, multi-use trails are less common in urban environments, but can be suitable facilities in parks and along highways and waterways. Multi-use trails are typically 10 to 12 feet in width and come in a variety of surfaces.



**9. Hiking Trail Connection –**

A cleared path of minimal width or improvement for walking or hiking only, 4 to 5 feet wide, or more and are constructed by clearing and marking path and with minimal grading and soil conservation measures. If required, cutting vegetation and debris removal to maintain a clear path can often be accomplished by volunteers. The Darlington Trail on Blue Mountain in Susquehanna Township is a good example of a hiking trail.



## 10. Shared Streets –

Also known as a “pedestrian-priority” street, a shared street is a roadway designed for slow speeds by all users where pedestrians, cyclists, and motorists all share the right of way. Typically employed on low vehicle volume and/or high pedestrian volume streets and walkable commercial districts. Vehicles are advised to drive 5 mph, and the roadway may be flush from building line to building line, separated by bollards or pedestrian amenities rather than the typical curb line grade separation.



## 11. Bicycle Signalization & Signage -

Intersections are known to be the most dangerous locations for vehicles, cyclists, and pedestrians. Bicycle signalization and signage can be utilized to help define both the appropriate location and timing for crossing movements for all modes. Like pedestrian crossing signalization, bicycle crossing signalization can be incorporated into the cycle of a traffic signal.



## 12. Bicycle Boxes -

Bicycle Boxes provide an additional safety measure to help a bicyclist transition across vehicle lanes, through an intersection, or between various types of bicycle facilities. A green zone between the stop bar and crosswalk allows bicycles to pull in front of motor vehicles at a signal to accommodate and improve visibility of bicycles at the intersection.



## 13. Curb Extension / Bump Out –

An expansion of the curb line into the lane of the roadway adjacent to the curb (typically a parking lane) for a portion of a block either at a corner or mid-block. Curb extensions increase safety and reduce the crossing distance for pedestrians crossing the street. Curb extensions can also provide space for functional elements such as seating, plantings, bike share stations, and street furniture.





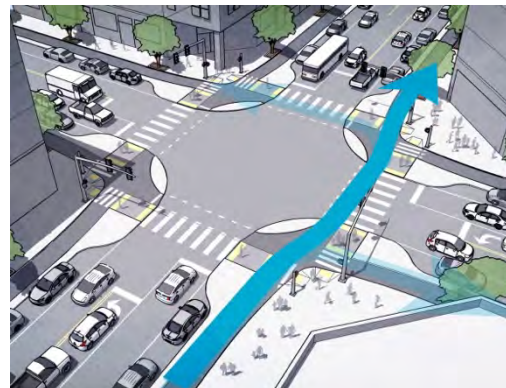
#### 14. Pedestrian Safety Islands –

A raised area located at crosswalks that serves as a pedestrian refuge by separating traffic lanes or directions. Pedestrian safety islands are often used on wide roadways, where vehicle numbers or crossing distance pose a challenge, pedestrian safety islands create two or more partial crossings to allow pedestrians to safely traverse the street.



#### 15. Complete Street Intersection Treatments –

A complete street intersection design should prioritize safety, accessibility, and the needs of all road users to create a vibrant and functional urban environment. Dedicating separated space and crossing locations for each mode (bicycle, pedestrian, vehicle, and public transportation) and slowing travel speeds at the intersection is key to developing a safe intersection. Within Susquehanna Township, priority intersections will require further study that analyze all travel requirements.



#### 16. Bicycle Parking –

Designing effective bicycle parking facilities is crucial for encouraging cycling as a mode of transportation and ensuring the safety and security of cyclists and their equipment. Each bicycle parking facility should consider location, capacity requirements, types of parking (indoor, outdoor), and accessibility for each location. As with vehicular parking, the parking should integrate with the public space, and be convenient and accessible to the user.



### B. Description of the Network Plan

As previously described, the overall intent of the recommended bicycle, pedestrian, and greenway network is to provide a complete network of bicycle and pedestrian connections throughout the Township and beyond. This includes connections to schools, existing and proposed parks and recreational facilities, residential and business communities, cultural, natural and historic resources, and the already well-established Capital Area Greenbelt. The proposed network meets this goal by providing trails, sidewalks, side paths, bike routes, bike lanes, and hiking trail connections appropriate to each link. Forging connections between Susquehanna Township's neighborhoods and the existing trail system is a central goal of this plan; interconnections between Susquehanna Township and the neighboring municipalities and their resources are also emphasized.

The physical locations of potential pedestrian and bicycle network routes are depicted in the maps included in Appendix A. The maps are organized as follows:

- **Study Area Base Map** – This map represents a comprehensive inventory of the study area, including existing roadways, parks and playgrounds, trails, and points of interest. A geographic sidewalk data layer was not available to our team for this plan, but this report recommends its creation.
- **Community Barriers Map** – This map serves as a planning and analysis tool aimed to depict community barriers within the Township. Circled **blue** areas are largely safe to walk and bike within, but the **red** lines indicated the barriers that exist and disconnect one community area from another for pedestrians and bicyclists.
- **Walksheds Map** – This map serves as a planning and analysis tool and identifies locations where pedestrian and bicycle crash data has been recorded. It also identifies areas that are within a 10-minute walk of Township parks and areas that are within a quarter-mile radius of public bus stops.
- **Regional Connections Map** – This map covers the surrounding area. Regional long-distance trails such as the September 11th National Memorial Trail, the Darlington Trail, and the Capital Area Greenbelt are represented.
- **Proposed Trails Map** – This map was developed both with and without an overlay of public transit routes and displays the pedestrian, bicycle, and multi-use trail recommendations from this plan. These maps show the overlay of connections linking neighborhoods, parks, open spaces, public schools, roadways, other community resources.
- **Phasing Maps** – Map phases 1 through 5 shows how the network should be implemented in stages.

### C. Types of Recommended Routes

The following describes the **Proposed Trails Map (See Appendix A)**– the maps of individual phases are discussed in the section on implementation. The map illustrates the following network elements:

#### Proposed bike Lanes

Roads where bike lanes are proposed are indicated with a **pink** and white dashed line on the map. Bike lanes provide a dedicated space for bicyclists. In certain cases, narrow pavement widths preclude the installation of bike lanes within the existing cartway, but many of the roads that include PennDOT highways provide cartway that can be altered to accommodate a new painted bike lane. In certain situations, where the cartway is too narrow, widening may be required to best accommodate all modes of traffic. Recognizing bike lanes can only accommodate bicyclists, new sidewalk is also recommended along these corridors where it doesn't already exist. We suggest that a sidewalk inventory be taken following this study to identify gaps in the Township's sidewalk network.

### **Proposed bike routes (signed)**

Roads shaded **orange** on the maps, may serve as bicycle routes without bike lanes. These roads vary in their degree of bicycle-friendliness. Neighborhood roads such as Shield Street have ample width for a bike lane, but primarily serve as residential connector's and do not have heavy traffic volumes, so simple signed bicycle routes serve it well. Other roads, such as Paxton Church Road are important bicycle routes but are exceedingly narrow and will require at the least, "Share the Road" signs, if not more extensive design modifications. Although some of these low-speed/low-traffic volume roads may comfortably support pedestrian movement within the cartway, new sidewalk is also recommended along these corridors where it doesn't already exist. As previously suggested, a sidewalk inventory should be taken following this study to identify gaps in the Township's sidewalk network.

By Pennsylvania law, bicycles are considered a vehicle, and all roadways are required to be safe and usable by bicycles, except limited access highways. Most roads throughout the Township have been rated as bicycle friendly for experienced cyclists except for limited access highways such as Route 81. Less experienced riders may experience varying levels of comfort on some roads depending on time of day, traffic volumes, sight lines, road surfaces, and such.

### **Proposed Multi-Use Trails or Sidepaths**

Streets and greenway corridors recommended to receive a multi-use trail or side path are represented with a **green** dashed line. In some cases, where a clear "bench" of relatively level land within the public right of way is present, a multi-use asphalt trail may be the most appropriate type of facility. This treatment is already present along certain sections of the Capital Area Greenbelt on Linglestown Road. In other cases, with more difficult topography and vegetation, an asphalt or crushed-stone multi-use path may be the more appropriate way to provide for pedestrian and bicycle use of the corridor. A primary focus of the recommended trails/sidepaths is developing new connections to the existing trail network. Several of these recommendations were included on the Township's Official Map and look to utilize existing sewer easements within the Township.

Newly proposed trail corridors will largely require a more detailed feasibility study prior to design and development.

### **Other Existing Trails**

Existing multi-use trails and trail routes are represented with a solid **green** line. Much of this is identified as the Capital Area Greenbelt in Susquehanna Township, which serves as the existing spine trail through the community and ties together many of the Township's parks and greenway corridors.

Existing hiking trails are also identified using a dashed **red** line. The Darlington Trail is the only known long distance hiking trail in Susquehanna Township.

### **Proposed Footpath**

Proposed footpaths are represented with a dashed **brown** line. Only two sections of footpath are proposed as part of this plan, and both connect from the residential neighborhood north of Linglestown Road to the existing Darlington Trail. Steep topography and existing use suggest these sections serve as a pedestrian only path.

## Proposed Trail Improvements requiring Substantial Engineering

This network category is represented with a dashed blue and white line. It identifies key trail connections that will require an additional study and outside support. A number of these corridors are on state highways and bridges that are currently unsafe for pedestrian and bicycle traffic but serve as a key corridor to the proposed bicycle/pedestrian network. In particular, the continuation of a trail along the Susquehanna River and beneath State Route 81 was identified as a key priority during this study.

### Summary of mileage:

The following table illustrates the total mileage of each type of network segment, by type:

Proposed Bicycle/Pedestrian Network Mileage	
Bike Lanes	18.3 miles
Multi-Use Trail or Sidepath	35 miles
Footpath	1.1 miles
Proposed Trail requiring Substantial Engineering	6.8 miles
Bike Route	18.5 miles

## D. Brief Discussion of Trail Standards

### Resources for Trail Standards

The most widely referred-to bicycle trail standards in the United States are those published in the Guide for the Development of Bicycle Facilities, 4th edition, published in 2012 by AASHTO (American Association of State Highway and Transportation Officials). Detailed standards are set forth for both off-road (trails) and on-road bicycle facilities.

In Pennsylvania, three additional excellent resources are available:

- Pennsylvania Trail Design & Development Principles – Guidelines for Sustainable, Non-motorized Trails, by Pennsylvania Department of Conservation and Natural Resources (2013)
- For multi-use trails, Guidelines for Trail Development, 2005 by Montgomery County Planning Commission
- For hiking trails, Community Trails Handbook, 1997, by Brandywine Conservancy

### Surfaces and drainage

Various trail surfaces can range from earth to crushed stone to macadam. In all cases, properly designed drainage is of key importance. Hiking trails traversing steep slopes benefit from the

installation of wooden water bars or check-dams to deflect rainwater off the trail before the runoff is concentrated enough to cause erosion. Crushed stone-surface or asphalt multi-use trails require comprehensive stormwater design, including swales; pipes and culverts to convey runoff beneath the trail; and in some situations, detention basins or structures designed to reduce peak stormwater runoff.

Porous macadam may be specified as a trail surface, to reduce a trail's impervious area and thus ameliorate the trail's potential intensification and concentration of stormwater runoff. It should be noted that porous macadam requires special ongoing maintenance and is not best suited within floodplains due to the silt that blocks the pavement's pores after each inundation.

## **Amenities**

Trailheads provide parking for trail users arriving by car, provide information, and in some cases provide restroom facilities and drinking water.

The size of a trailhead and the extent of the services that should be provided are dependent upon the projected level of use of the trail, and the distance between trailheads. Often the provision of restrooms and potable water for trail users makes the most sense at locations where trails and parks coincide. Where demand is not as high, simply providing portable restrooms can be a low-cost option. If these are in areas subject to flooding, arrangements must be made to temporarily remove portable restroom facilities prior to storms that can cause flooding.

## **E. Transit Recommendations**

**Transit Recommendations:** The study team learned much from meeting with the progressive management of SRTA, as well as looking at the results of the project survey and listening to citizens at the public meeting and tour. Here are a few suggestions we make after going through this public involvement process:

1. **Work with SRTA:** The management is keenly aware of the types of innovative concepts being tested and introduced in other communities with similar needs to Susquehanna Township regarding transit. Such ideas include:
2. **Coordinating bus routes with walking and bicycling routes, and access to bus stops.** Some bus stops may have good frequency of service, but getting to the stop is dangerous. Analyzing these conditions can help set priorities for sidewalk and bike path connections to transit service.
3. **Consider looping routes** that circulate around the Township but also pass through the downtown. This could reduce the need for transferring **while possibly making more direct travel options available between different parts of the Township.**
4. **Make information systems for the busses first class,** with timely information available on bus locations. Provide up-to-date route maps and schedules posted at bus stops as does the Island Explorer bus system, which provides service in rural Maine between Bar Harbor, local communities, the regional airport, and Acadia National Park destinations.

5. **Consider teaming up with local businesses** to provide safe, warm and dry place to wait for busses. This is sometimes called the “transit café” approach to providing attractive services, and enhancing customers for both the businesses involved and the busses.

## F. Signage Recommendations

### 1. Sign Types to Consider

In general, four types of signage are appropriate with trails, as well as bicycle and pedestrian improvements.

- **Directional / Wayfinding** - These signs help with navigation, particularly at crossroads or trail junctions. Path-finder signs located on roadways can point the way to trail-heads or trail access points. As recommended, a fully signed pedestrian and bicycle network will provide safe and direct access from people’s homes to places they want to go daily. By signing the network, people will be aware that these are the primary roads and trails that offer the highest degree of safety, connectivity, and linkages.
- **Traffic and Safety** - Standard traffic and safety signage will be required throughout the Township for both the proposed pedestrian and bicycle route network and is typically the responsibility of the PennDOT and the Township or governmental body having jurisdiction. Design regulation for traffic and safety signage is a complex field and should be referenced in the FHWA’s Manual on Uniform Traffic Control Devices (MUTCD). Both MUTCD and American Association of State Highway and Transportation Officials’ (AASHTO) 1999 “Guide for the Development of Bicycle Facilities” provide the basic standards for safety and traffic controls. Traffic volumes, speeds, sightlines, and other hard data studies may be required as a basis for design at some dangerous intersections and varying site conditions.
- **Informational** – Informational signs such as business location kiosks inform trail users of nearby amenities such as cafes, bike shops, and local businesses. Community kiosks may be erected at trailheads and at locations where trails intersect with major roadways or intersections. Brochures could also be provided to promote ease of use and safety education. Local places to eat, shop and sleep could be identified to help promote the economic prosperity of the area, and convenience for citizens. As well, bicycle parking areas and facilities should be identified and way finding signage should be located where appropriate.
- **Interpretive** - Such signs explain historical and natural features to trail users, deepening their understanding of a trail and its setting. These signs are generally specific to the location and can serve as an educational component of a trail.

### 2. Crossings

Intersections with roadways require careful consideration, especially those with multiple vehicle lanes and heavy traffic volumes such as Linglestown Road and Progress Avenue. Signage, painted crosswalks, and dedicated space for each mode will help alert bicyclists, pedestrians, and motorists to watch for one another. Stop signs may be placed on trails to stop pedestrians and bicyclists at major intersections, on the road to stop motorists, or both. Crossings of high-traffic volume or high-prevailing speed roadways may warrant the installation of additional safety features such as push-button actuated or infrared actuated warning signals. It is recommended that major intersections

receive additional analysis to determine appropriate crossing patterns and complete street intersection treatments for all road users. These intersections should include, but are not limited to:

- Progress Avenue and Linglestown Road
- Progress Avenue and Paxton Church Road
- Progress Avenue and Elmerton Avenue
- Progress Avenue and Walnut Street
- Progress Avenue and Union Deposit Road
- Linglestown Road and the US Highway 22 Interchange

Should an at-grade crossing not be suitable, grade separated crossings should also be considered. One bridge being recommended with the development of the Paxton Creek Corridor Trail, would cross Linglestown Road at the Giant Supermarket. Suitability for such a bridge would be determined during the trail feasibility study and trail design for this trail segment.



## IV. Implementation Plan

The previous section of this plan illustrates and provides rationale for the proposed Township bicycle/pedestrian network. The chapter also presented issues associated with the various types and location of facilities within the entire Township trail network. In an ideal world, the entire network could be implemented at once and all trails could be in place within a few years. However, implementing the proposed bicycle/pedestrian network will be a time-consuming endeavor, with significant Township energy needed to obtain rights-of-way, grants, and oversee project design and construction. This implementation plan section is intended to guide the implementation process.

The implementation plan consists of a few key pieces. To implement this plan effectively, it is critically important to prioritize the projects so that the most important and achievable trails are pursued first. To support the feedback received through the public outreach process, we are recommending initial phases of work that tackle major gaps in the bicycle/pedestrian network, even if they may require substantial engineering, support, time, and funding to implement. Although, some of the larger projects could take numerous years to complete, laying the groundwork for these impactful projects early will be key to connecting the overall network. To this end, a phasing plan has been developed.

A factor in setting appropriate priorities is the approximate cost of the proposed trails. An initial Opinion of Probably Cost for construction (planning level cost estimates) is available in **Appendix B**. Once approximate costs are known, it is important to understand what funding sources are available and most appropriate for each proposed bicycle/pedestrian network improvement. A list and discussion of a range of potential funding sources is included as part of this implementation plan (see **section IV.C. below**).

### A. Phasing Plan – Prioritization of Recommended Improvements

Throughout the public outreach process, which included a digital survey, discussions with key stakeholder groups, project steering committee meetings, two public workshops, and a public walk and bike ride, it became clear that priority projects were not limited to the “low-hanging-fruit” improvements. Priorities also included major connections that tackled challenging barriers and obstacles and build upon the existing bicycle/pedestrian network to extend the reach of the CAGB. Main barriers included passing beneath I-81 to secure a waterfront trail, ensuring safe pedestrian and bicycle passage on Linglestown Road and Progress Avenue, and connecting Dauphin County to Cumberland County via the I-81 bridge. Additionally, we suggest the pursuit of a neighborhood trail easement suggested by a landowner located between Wandering Way and Pelham Road.

Building off the existing bicycle/pedestrian network the **Phase 1 Map**, included in **Appendix A**, identifies the **first 5 priority projects** for the Township to implement. These improvements (labeled to correspond with the Phase 1 Map) are:

**Phase 1A: Linglestown Road** – The Capitol Area Greenbelt was recently developed along Linglestown Road from Front Street to Industrial Road and sees substantial use for walking and biking between Wildwood Park and Fort Hunter Mansion and Park. Extending this trail eastward along the entirety of Linglestown Road will greatly improve pedestrian and bicycle safety and access for residents living in the northern end of the Township, as well as provide access to the commercial establishments and resources along Route 39, a major PennDOT Highway connecting from Harrisburg to Hershey. Although there appears to be suitable space for dedicated bike lanes, a multi-use side path would provide a safe space for all trail users, regardless of age or ability. We propose,

both a multi-use trail and bike lanes be pursued. Recognizing the challenges of crossing the US 322 interchange, initial work should include a study that looks not only at multimodal transportation but provides considerations for the corridor as a whole.

**Phase 1B: Progress Avenue** – Similar to Phase 1A, developing a multi-use trail along Progress Avenue from Linglestown Road to the Township’s southern boundary will greatly improve bicycle and pedestrian safety and access along the Township’s primary north/south transportation corridor. Progress Avenue interconnects with numerous east/west travel corridors that have planned improvements identified in future phases. This proposed multi-use trail directly serves the High School, several planned residential and commercial developments, and numerous other Township resources along PennDOT route 3015.

**Phase 1C: CAGB connection along Front Street** – This section of proposed trail would connect from the existing trail (CAGB Fort Hunter Extension) at Front Street and Linglestown Road to the existing segment of the CAGB trail at Front Street and Vaughn Street in Harrisburg. Although this Greenbelt Gap has previously been studied and on-road recommendations were made for N. 6<sup>th</sup> Street, Green Street, and Vaughn Street in 2022 (*Greenbelt Gap Study by McMahon and Sowinski Sullivan*), further consideration should take place to close this trail gap. Through our discussion with the Tri-County Regional Planning Commission this trail gap will be investigated further as part of the Harrisburg Area Transportation Study (HATS) that is currently underway.



*The George N. Wade Bridge has excellent views but currently no provisions for pedestrians and bicycles.*

**Phase 1D: I-81 George N. Wade Memorial Bridge connection from Wildwood Park to East Pennsboro Township** - Although this connection would require major engineering, support, and funding to complete, a safe bicycle and pedestrian connection between East Pennsboro Township and Harrisburg/Susquehanna Township, would have a major impact on accessibility and interconnectivity in the region. Crossing the Susquehanna River as a bicyclist and pedestrian is currently feasible on the Clarks Ferry Bridge in Duncannon to the north and the M. Harvey Taylor Memorial Bridge fifteen miles to the south, which also serves as the current route for the September 11<sup>th</sup> National Memorial Trail. Should the I-81 George N. Wade Memorial Bridge be renovated in the future, a bicycle and pedestrian connection should be incorporated into the design.

**Phase 1E: Trail Easement and Connection between Pelham Road and Wandering Way Road** - Several neighboring cul-de-sac developments off Crooked Hill Road abut one another but do not directly connect without first traversing the busy Crooked Hill Road. One such situation is between Wandering Way Road and Pelham Road. Tying these neighborhoods together with a multi-use trail will not only enable bicycle and pedestrian connections for these neighborhoods but will provide access to the CAGB and Wildwood Park via the Olympus Heights Park underpass. A property owner located between Pelham Road and Wandering Way Road indicated their interest in providing a

Township easement to develop one such connection. This connection should be pursued during Phase 1 as a short-term, easily implemented improvement to the bicycle/pedestrian network.

Following Phase 1 – **Phases 2 through 5 build upon each previous phase**, focusing on the following elements:

- **Second Priority Projects** -- consist mostly of multi-use trail projects that would extend the reach of the CAGB, bypassing barriers created by Route 81 and providing additional on-road bicycle and pedestrian connections along primary and secondary transportation routes. By the time the second phase is completed, most Township residents will have access to some portion of the Susquehanna Township bicycle/pedestrian network.
- **Third Priority Projects** -- continues to build upon the progress made in previous phases. Included are sections of bicycle lanes, bicycle routes and sidewalk improvements to further interconnect communities both within and beyond the Township, especially on the south side of the Township. A Herr Street connection will require multi-municipal coordination but will greatly improve the access between downtown Harrisburg and Susquehanna Township.
- **Fourth and Fifth Priority Projects** -- consist of the remainder of the bicycle/pedestrian network. It should be noted that placing projects in the later phases does not mean that no action should be taken toward their implementation until all other phases are complete. Rather, it is a recognition that these facilities will best function following the implementation of earlier phases and may take considerable time and effort to complete. Nonetheless, the Township should pursue opportunities related to these projects whenever they present themselves.

## **B. Opinion of Probable Costs**

The following table is a summary of the probable costs of construction/implementation presented in this study. The costs that are provided are for planning level purposes.

The estimated costs provided are based on time-honored practices in the construction industry. The study team does not control the cost of labor, materials, equipment, or a contractor's method of determining prices nor competitive bidding practices and market conditions. The probable costs of construction represent our best judgment as professionals at the time of preparation. The study team cannot guarantee that proposals, bids, and construction costs will not vary from these estimates.

The table indicates the estimated costs broken down by phase, indicating within each phase the mileage of each facility type. Detailed tables are provided in **Appendix B**.

It should also be noted that improvements requiring substantial engineering and additional study do not have associated costs at this time. These project costs will be determined during future planning and engineering. Additionally, a general linear footage sidewalk cost has been prepared, but since as no sidewalk inventory has been taken to date, mileage has yet to be determined.

### Miles of Proposed Network

	Multi-use Trail (Ped/Bike)	Bike Lane (Bike)	Bike Route – Signed (Bike)	Improvements Requiring Substantial Engineering (Ped/Bike)	Earthen Trail (Ped)	Sidewalk (Ped)
Phase						
<b>1</b>	10.6	0.0	0.0	3.1	0.0	N/A
<b>2</b>	7.8	1.6	0.6	3.7	0.0	N/A
<b>3</b>	3.5	6.9	5.4	0.0	0.0	N/A
<b>4</b>	7.3	6.7	7.9	0.0	0.0	N/A
<b>5</b>	5.7	3.1	4.6	0.0	1.1	N/A
<b>TOTAL</b>	<b>34.9</b>	<b>18.3</b>	<b>18.5</b>	<b>6.8</b>	<b>1.1</b>	<b>N/A</b>

Below is a description of each type of connection:

- Multi-Use Trail – It is assumed that the multi-use trail is a 10-foot-wide paved (asphalt) trail. Assumes 3" asphalt (binder and wearing surface) and 6" of subbase. Includes excavation.
- Traditional Bike Lane – It is assumed there is existing width to the roadway that will be utilized for the bike lane but requires new striping (see additional information on bike lane striping below).
  - It is assumed that the bike lane striping defines the area as a separate lane, not a fully colored bike lane.
  - If expansion of the pavement is needed there is an estimated costing for expansion of the roadway for a 6-foot-wide bike lane, on one side would be about \$22.00 per linear foot. This price assumes a 1.5" wearing surface, 2.5" binder, 4" base and 6" subbase. Includes excavation.
- Bike Lane Signage – It is assumed that a bike lane sign is installed every quarter mile. However, additional signage may be needed approaching/near intersections to improve safety.
- Sidewalk – It is assumed that the sidewalk will be 5 feet wide and in accordance with the Pennsylvania Department of Transportation, Publication 408. Includes earthwork, and excavation.
- Earthen Trail – for the purpose of this cost estimate it is assumed that the trail will be developed utilizing stone dust, at a width of 6 feet. However alternative options could be pursued with proper soil stabilization.

The planning level cost estimates do not include the following, unless specified above:

- Clearing and Grubbing – Dependent on the project.
- Erosion and Sediment Control – Dependent on the project.
- Additional Signage or Striping – Dependent on the project.
- Mobilization – Approximately 8% of the total project cost.
- Traffic Control – Approximately 5% of the total project cost.
- Design/Engineering – Dependent on the project scope.
- Contingency – Approximately 10% of the total project cost.

The provided cost estimates are a planning-level cost estimate that should be interpreted as such.

### **C. Potential Funding Sources**

Funding sources have been included below for trail design and construction opportunities.

#### **STATE GRANT OPPORTUNITIES**

##### **Commonwealth Financing Authority (CFA) - Greenways, Trails and Recreation**

The Commonwealth Financing Authority (the “Authority”) Program provides funds for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails, and Recreation Program (GTRP). Projects could include development, rehabilitation and improvements to public parks, recreation areas, greenways, trails, and river conservation.

- Submission Deadline: Spring (May)
- Grant Award Amount: Maximum of \$250,000
- Match Requirement: 15% Match Required

##### **Dept. of Conservation and Natural Resources (DCNR) - Community Conservation Partnerships Program (C2P2)**

The Department of Conservation and Natural Resources’ Bureau of Recreation and Conservation assists local governments and recreation and conservation organizations with funding for projects related to Parks, Recreation, and Conservation. Projects could include planning, acquisition, and development of public parks, recreation areas, trails, river conservation, and access/conservation of open space.

- Submission Deadline: Spring Submission (April)
- Grant Award Amount: Depends on the Specific Grant Type
- Match Requirement: 50% Match Required

##### **Commonwealth Financing Authority (CFA) - Local Share Account (LSA) – Statewide**

The Local Share Account – Statewide Program funds projects in the public interest that improve the quality of life of citizens in the community. Projects could include support economic development



projects, community improvement projects, and projects in the public interest, including parks and recreation. Eligible projects must be owned and maintained by an eligible applicant or a nonprofit organization.

- Submission Deadline: Spring Submission (March)
- Grant Award Amount: \$25,000 to \$1,000,000
- Match Requirement: No Match Required

### **PennDOT - Safe Routes to School Program**

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient, and healthy opportunities for students to walk and bicycle to school. The program encourages students to walk, bike, and roll to school, helping to reverse an alarming decrease in students' physical activity and an associated increase in obesity and other health conditions. Applicants must apply for Safe Routes to School project funding through PennDOT's Transportation Alternatives Set-Aside (TASA) Program. SRTS projects, which can be infrastructure and non-infrastructure projects, and must be within two (2) miles of a public or private primary, middle, or high school (kindergarten through twelfth grade) to qualify for funding.

- Submission Deadline: The deadline to submit the mandatory Draft Application is in the Summer. Applicants will discuss the draft application with their local PennDOT District and MPO/RPO before submitting the final application, which is due in the early fall. The SRTS Program is currently only offered on a bi-annual basis, with 2023 being an application year.
- Grant Request Amount: \$50,000 to \$1,500,000 (higher awards can be justified on a case-by-case basis for "exceptional" projects. There is no minimum for non-infrastructure projects.)
- Match Requirement: No Match Requirement

### **Pennsylvania Department of Economic and Community Development – Multi-Modal Transportation Funds Program**

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

- Submission Deadline: Applications for the Multimodal Transportation Fund are accepted annually between March 1 and July 31.
- Grant Award Amount: \$100,000 but may not exceed \$3,000,000
- Match Requirement: 30% Match Required

### **PennDOT – Multimodal Transportation Fund**

The Multimodal Transportation Fund (MTF) also provides funding for priority investments in any mode through PennDOT's MTF Statewide Competitive Funding Program. The MTF program

provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth.

- Submission Deadline: The MTF Program is currently offered on a bi-annual basis, with 2023-2024 being an application period. The next available funding cycle will be 2025.
- Grant Request Amount: \$100,000 to \$3,000,000
- Match Requirement: 30% Match Requirement

### **PennDOT – Transportation Alternative Set-Aside Program**

The Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

- Submission Deadline: Spring/Summer (May – July), with final applications due in fall (September)
- Grant Request Amount: \$100,000 to \$1,500,000, although higher awards can be justified for "exceptional" projects.
- Match Requirement: No Match Requirement

### **PennDOT – Green Light Go**

Grant funding through the Green Light-Go Program may be utilized for a range of operational improvements to existing traffic control signals located in Pennsylvania. All project improvements must have a useful life of not less than five years upon project completion in order to be eligible for funding.

- Submission Deadline: Pre-Application in Winter (December – January), Full application due in February
- Grant Request Amount: \$100,000 to \$3,000,000
- Match Requirement: 20% Match Requirement

## **COUNTY & LOCAL GRANT OPPORTUNITIES**

### **Dauphin County - Transportation Infrastructure Safety Improvement Program (TISIP)**

The program is intended to provide financial grant assistance to Dauphin County municipalities in order to improve the safety of public transportation assets with documented accident history trends and/or substandard features with respect to current transportation design criteria. The program will be administered by the Dauphin County Department of Community and Economic Development Corporation.

- Submission Deadline: Summer (there are Pre-Application Activities that are Required prior to submission).
- Grant Award Amount: Maximum of \$1,000,000
- Match Requirement: 25% Match Required. Applicants should be prepared to provide additional funds beyond the 25% required match due to the competitive nature of the grant program.

## **NON-PROFIT & FOUNDATION GRANT OPPORTUNITIES**

### **PeopleForBikes - People for Bikes Community Grant Program**

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes focuses most grant funds on bicycle infrastructure projects, such as bike paths, lanes, trails and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage.

- Submission Deadline: Fall
- Grant Award Amount: Maximum of \$10,000
- Match Requirement: 50% Match Requirement

### **Recreational Equipment, Inc. (REI) - REI Cooperative Action Fund**

REI Co-op founded the REI Cooperative Action Fund, a community-supported nonprofit that partners with and provides financial support for organizations building a new outdoor culture and improving the health and well-being for all people. The grant program has three different focus areas: Connecting People Outside, Creating Spaces Outside, and Centering Health Outside.

Note: This program does not include a traditional grant application, but potential grantees can submit for consideration by using their “recommend a potential grantee” to be considered to receive funding.

- Submission Deadline: “Recommend a potential grantee” forms can be submitted anytime, with funds being awarded in the Spring and Fall
- Grant Request Amount: No request amount requirements
- Match Requirement: No Match Required

Note: The above grant opportunities list is current, and there could be some changes to the match and the time of submission noted under each program. Additionally, there could be new programs and others not included on this list that could be used to help fund the implementation of this plan.

## **D. Implementation Strategies**

### **Overview**

This report is the first step towards the realization of the Township-wide bicycle/pedestrian network for Susquehanna Township. It lays out a dynamic and publicly supported vision giving a verbal,

visual and diagrammatic strategy of what the network could look like, and how some of the processes involved will lead to its construction. This feasibility report attempts to estimate the cost and prioritize key routes and projects at an overall planning level. The Township can make the most of this report by seeing it as a “menu” of items and segments of routes for the Township to choose projects for implementation.

As the next steps in the process, the Township, with the continued assistance of a steering committee, should continue to meet after the conclusion of this study. This will allow the committee to work out priorities for development and strategize implementation techniques from the “menu” options at a more specific, local level, such as, whether segments should be sidewalks or side paths, what funding stream is most applicable, and which political avenues would be the most effective to pursue.

### **Network Implementation**

A phased implementation program has been developed, as explained above. Projects included in the first phase were selected to maximize the benefits to the most users, address major connections that eliminate the barriers and obstacles to provide a safe and interconnected bicycle and pedestrian network, and to extend the reach of the CAGB.

The next priority projects continue the philosophy of extending the reach of the existing network along primary transportation corridors to help establish system interconnectivity and build community usage and support.

In the short term, it is important for the Township to adopt codes and standards that reinforce the implementation of the network and include and involve residents and community associations in each step of the planning and implementation process. For the long term, the various projects that make up the network should be formally included in the respective Township, County, MPO, PennDOT, and Federal transportation, open space, recreation, and preservation plans and programs so that they are recognized broadly as a committed vision of the Township’s future. The Township should develop a bicycle and pedestrian checklist for any up-and-coming capital project, scheduled roadway maintenance, and any proposed development to ensure that bicycle and pedestrian issues are considered.

Listed below are some of the more common implementation techniques:

### **Capital Improvements**

Capital improvement projects, such as longer segments of the network that cannot, or should not, be developed piecemeal, may first need to be evaluated, studied, conceptually designed, and scoped. There may also be a need to identify specific construction items and costs before any funding can be considered. Public involvement will most likely be necessary before implementation of any longer segment of sidewalks, trails or bicycle routes can proceed. As a general rule of thumb, capital improvement projects should garner advocacy and citizen committees to ensure that bicycle/pedestrian needs are given the attention they deserve throughout the community. Please note that depending on the funding source(s), projects that affect PennDOT owned roadways (e.g., Linglestown Road) may need to meet environmental and design standards that are more rigorous and include a greater in-depth public involvement process.

### **Maintenance Implementation**

The Township can choose to implement smaller parts of the network such as crosswalk installation, bike lane striping, sidewalk repair, and minor constructions such as curb ramps as Township maintenance projects. This will help manage the scope of the larger bicycle and pedestrian projects by including the smaller projects in the maintenance budget. Additionally, the Township can apply pressure to landowners who are responsible for sidewalks along their properties into upgrading or

infilling portions of the network by strictly enforcing municipal maintenance codes where violations occur.

### **Proposed Development Implementation**

Another implementation technique is to piggyback smaller bicycle and pedestrian projects into the scope of the larger projects such as, larger street widening, repaving, or bridge work. Such project coordination can keep the overall cost to implement the bicycle/pedestrian network project down. The Township can pressure or sometimes require any new private development or subdivision fronting portions of the recommended network into developing the network as part of their project by adopting Township bicycle and pedestrian standards into the design, construction, approval, and review process.

## **E. Recommendations for Future Action**

### **Summary of Key Recommendations:**

- Create new multi-use trails and sidepaths to link neighborhoods to each other, and provide connections to the existing trail system, parks and recreation centers, commercial and employment areas, schools, and places of worship.
- Create “share the road” bike routes where suitable. Use signage and/or “sharrows”.
- Stripe bike lanes where possible. Authorize the Township engineer to prepare a design for bike lanes on PennDOT highways ahead of road resurfacing. Bike lanes can then be implemented when PennDOT announces that a road is scheduled for resurfacing.
- Develop an inventory of existing bike lanes and sidewalks, and gaps in the bike lane and sidewalk network.
- Implement signage and information systems.
- Enhance the Township’s transit stop amenities including shelter, seating, and posted maps and schedules, as well as bicycle parking facilities.
- Promote appropriate development along multimodal transit corridors, including a mixture of housing, retail, office, commercial, and institutional.
- Educate and inform the public of the benefits of walking and cycling and location of alternative routes to heavily trafficked roads largely relied upon today.
- Review potential funding sources.
- In addition to the Bicycle and Pedestrian Task Force, encourage the formation of proactive bicycle and pedestrian citizen groups or committees of civic and citizens groups, and “Safe Routes to School” organizations.
- Select and prioritize projects for implementation that will make the largest positive Township-wide impact along with the largest positive local community change.
- Define and negotiate necessary easements and rights-of-way with landowners.
- Select planning and design/engineering consultant team(s) to process and prepare planning, design and construction documents for prioritized legs and segments of trails based on the guidelines established within this study the prioritization committee.



- Obtain funding from sources that will either provide a matched contribution to outside grant sources or dedicate capital improvements funds for design and construction phases.
- Coordinate with other nearby local municipalities to incorporate desired connections to planned park and recreation, land development sites and facilities.
- Coordinate with municipal, state, and regional agencies to secure appropriate clearances, permits, and authorizations for future construction. This should include the Tri-County Regional Planning Commission, Dauphin County, PennDOT, and Susquehanna Regional Transportation Authority.

## F. Key Implementation Responsibilities

The following are recommendations regarding who, within the Township and beyond, should be primarily responsible for which key implantation items.

### Executive and Legislative Body

1. Assign responsibilities to staff person or agency for addressing bicycle and pedestrian issues.
2. Continue to support the Bicycle and Pedestrian Task Force to advance recommendations from this plan.
3. Establish a capital funding program that can be used to fund bicycle and pedestrian related project or leverage municipal, state, and federal grants.
4. Adopt ordinances to provide bicycle parking facilities at new buildings and employment centers, and buildings undergoing substantial rehabilitation or change in use.
5. Institute a public awareness campaign showing the benefits of bicycling and walking.
6. Provide leadership through the initiation and adoption of the bicycle, pedestrian, and greenway plan.
7. Initiate a citizen participation process that allows public input into decision-making regarding bicycling and walking.

8. Increase the number of areas zoned as mixed-use development.

9. Require all new development plans to include plans for accommodating bicycle and pedestrian facilities.

### Planning Department

1. Promote local bicycle, pedestrian, and greenway plan initiatives at municipal, state, and regional agencies.
2. Develop and bicycle infrastructure and sidewalk inventory.
3. Develop and implement a procedure for evaluation of bicyclists' and pedestrians' needs in the early planning stages of all capital projects.
4. Implement a bicycle usage monitoring program.
5. Prepare land use plans and ordinances that encourage mixed-use development.
6. Administer a public participation program.
7. Improve bicycle and pedestrian accessibility around schools and bus stops.
8. Prepare plans for linkages between shopping centers, other

commercial areas, parks, residential areas, and future land use.

9. Design open space linkages using any abandoned rail corridors, stream valleys, utility corridors and other rights of way.

### Public Works Department

1. Provide bicycle and pedestrian facilities in conjunction with capital projects.
2. Provide bicycle and pedestrian facilities as independent capital projects.
3. Develop a spot improvement and maintenance program.

### Recreation Department

1. Promote bicycling and walking to parks by providing access facilities.
2. Develop greenways to link open spaces.
3. Conduct bicycle and pedestrian safety programs.
4. Include programs to promote walking and bicycling.

### Police Department

1. Foster safe, shared use of highways by all users through

the promulgation of enforcement actions and programs.

2. Support and conduct educational programs that train bicyclists and motorists to bicycle and walk safely in traffic.

3. Provide training for law enforcement officials in bicycle and pedestrian education and regulations.

4. Implement a bicycle and pedestrian accident monitoring and surveillance system.

#### **Susquehanna Regional Transit Authority**

1. Improve bicycle and pedestrian facilities at transit facilities to encourage bicycling and walking connections to transit. Consider teaming up with local businesses to develop “transit cafés” (any business, not necessarily a food business, that offers a safe, dry, warm place to wait for a bus and which displays “real-time” bus information.)

2. Continue to develop facilities and operational guidelines for carrying bicycles on buses, ideally on racks or in cargo bays.

3. Coordinate with Susquecycle to expand the existing bike share program.

4. Adjust coverage to Integrate first and last mile connections with the bicycle and pedestrian network. Consider looping routes.

5. Make information systems for buses first class, and easy to use.

#### **Significant Landowners, Advocacy Groups and Service Organizations**

1. Assist with the development of comprehensive bicycle and pedestrian plans.

2. Monitor legislative, educational, and engineering opportunities for increasing efficient and safe bicycling and walking.

3. Conduct Effective Bicycling or similar education programs.

4. Help educational institutions in the delivery of bicycle and pedestrian education programs.

5. Conduct or assist with user surveys.

6. Identify barriers to bicycling and walking.

7. Participate in citizen participation or public involvement processes.

#### **Educational Institutions**

1. Acquire or develop educational material that will encourage safe and effective bicycling and walking.

2. Deliver bicycle and pedestrian education programs in conjunction with other curricula or as a separate program.

3. Support enforcement activities by providing educational elements.

4. Develop programs to promote walking and bicycling to school and at the same time limit student automobile parking.

#### **Employers and Corporations**

1. Encourage bicycling and walking to work as part of an Employee Commute Options Program.

2. Promote bicycling and walking as part of health and wellness programs.

*Adapted from PennDOT  
Statewide Bicycle & Pedestrian  
Plan, April 1996*

## V. Inventory and Methodology

This section explains the process and inventory information that guided the development of the plan. This information is the basis for the study's design assumptions and recommendations and can be used as a resource by the Township and design professionals when working on the implementation of this plan. The information below contains:

- Brief descriptions of existing plans and policies that provide the basis for this plan;
- A description of the steering committee meetings, public meetings and workshops held to gather input from Township residents;
- An overview of Connect the Dot's research and recommendations regarding engagement of the underserved disabled community;
- Field survey and public tours methodology and findings;
- A review of the public survey process;
- Feedback from key stakeholder interviews;
- An understanding of the potential legal issues involved.

Throughout the planning process, the Township utilized their civilspace platform to publicize the project, share background information and material, provide project updates, specify important dates, share supporting documents, and provide a link to the public survey. Information can be found at:

<https://susquehannatwp.civilspace.io/en/projects/susquehanna-township-wide-bicycle-pedestrian-greenway-plan>

### A. Existing Plans and Reports

In preparing the Susquehanna Township Bicycle, Pedestrian and Greenway Plan, several related studies, plans, maps, and resources were consulted. Key materials related to trails and connectivity were identified and analyzed to guide the recommendations being made in this plan. The key documents of interest included the following:

- Sustainable Susquehanna 2030 Comprehensive Plan (adopted in 2019)

The Township's Comprehensive Plan is clear about the need for improved bicycle and pedestrian connections throughout the Township. The Plan stresses future land use, growth and development, and resource preservation for the township and identifies the related advantages of a fully realized bicycle/pedestrian network and lays the groundwork with clear bicycle and pedestrian connection goals and implementation recommendations to build upon.

- Susquehanna Township Parks and Recreation Comprehensive Plan (adopted in 2017)

This plan provided a comprehensive vision for the Susquehanna Township Parks and Recreation Department. It focused on recreational and social activities for the benefit of Township residents; to maintain safe, accessible, and aesthetically pleasing recreational areas and facilities; and to advise Township officials on the acquisition of open space, development of new facilities, and improvements to existing facilities. This plan also set forth the priority of developing a Township Comprehensive Bicycle and Pedestrian Plan.

- The Susquehanna Township Official Map and Ordinance (adopted in 2021)

As part of the continuing work of implementing the Comprehensive Plan, Sustainable Susquehanna 2030, Susquehanna Township has developed an Official Map and Associated Ordinance. The Board of Commissioners adopted the map and ordinance on February 11, 2021. The map and associated ordinance identify the location of planned public lands and facilities. It is an official declaration by the governing body of the municipality's interest in acquiring private lands for public purposes sometime in the future. Public purposes may include proposed streets, parks, open spaces, trails, transit routes, and flood control and stormwater management facilities.

- Riverfront Trail Study (Vaughn Street to Linglestown Road) (2014)

This study outlined engineering findings, preliminary layouts, "high-level" approximate cost estimates, and the pros and cons of developing a riverfront trail from Vaughn Street to Linglestown Road to link Dauphin County's Fort Hunter and Riverfront Parks. This section of trail was not developed, and an on-road route was later implemented for the CAGB along Vaughn Street, Green Street, N. 6th Street, Lucknow Road, and Kaby Street. The concepts developed in this study are very relevant as this study was identified as one of the top priorities identified in this plan.

- Greenbelt Gap Study – Prepared for PennDOT (2022)

The purpose of this study was to complete a feasibility evaluation of this existing on-road route for the Capital Area Greenbelt by utilizing segments of Vaughn Street, Green Street, N. 6th Street, Lucknow Road, and Kaby Street within the City of Harrisburg and Susquehanna Township. The evaluation identified ways to improve safety, connectivity, and comfort for Greenbelt users along this route. The analysis included a feasibility evaluation of on-road bicycle infrastructure, identification of gaps and significant deficiencies in the existing sidewalk network, and a review of wayfinding signage along the route. The study focused on improvements to the existing roadways and sidewalks and did not include evaluation of significant roadway widening or providing a dedicated off-road shared use path for this connection. This study presents the technical feasibility evaluation, which can be used by project partners to further evaluate, prioritize, and implement improvements to the Greenbelt.

- Connect the Dots – A Report by the Susquehanna Township Bicycle and Pedestrian Coordinator (2021)

This 2021 study focused on opportunities within Susquehanna Township to improve bicycle pedestrian connectivity, safety, and transportation while creating connections to neighborhoods, parks, centers of employment, community resources, and adjacent municipalities. This hub and spoke network built off the existing CAGB by developing key bicycle and pedestrian transportation corridors to reach local destinations. A safety component of this report focused on developing a Smart Cycling Class to teach groups or individuals safe bicycling practices.



- Lower Paxton Township Greenway Plan (2008)

Although this plan is over a decade old, it identified neighborhood bikeway and walkway connections, off-road trails, on-road bikeways, walkways, and intersection improvements for the neighboring municipality. Ensuring Susquehanna Township's proposed network interfaces with the surrounding area is key to the network's success.

## A. Study Committee Coordination and Meetings

Through the entirety of the planning process, our project team worked collaboratively with the project Steering Committee, which was comprised of Township staff, government planning organization representatives, key stakeholders, and other residents and interested parties. The committee included the following:

- **Doug Knauss** – Susquehanna Township Director of Parks and Recreation
- **Betsy Logan** – Susquehanna Township Director of Community & Economic Development/Asst. Twp. Manager
- **Mack Breech** – Susquehanna Township Planning and Zoning
- **Richard Norford** – Susquehanna Township Bicycle and Pedestrian Coordinator/Recreational Advisory Committee
- **Frank Chebnikow** – Susquehanna Township Planning Commission
- **Chief Robert Martin** – Susquehanna Township Police Department / Public Safety
- **Commissioner Fred Faylona** – Susquehanna Township Board of Commissioners – Ward 6
- **Commissioner Jody Rebarchak** – Susquehanna Township Board of Commissioners – Ward 1
- **Scott Doyle** – Capital Area Greenbelt Association
- **Mike Loomis** – Harrisburg Bike Club
- **Andrew Bomberger** – Tri-County Regional Planning Commission
- **Kenena Korkutovic** – PennDOT District 08
- **Ted Witfield** – Peddle Pusher Bike Shop
- **Jenifer Donnelly** – Resident / Recycle Bicycle Harrisburg

Throughout the planning process there was a kickoff meeting (Meeting Zero) between the client and consulting team, and two Steering Committee meetings. Minutes recording the discussions and conclusions of the meetings, along with agenda, are included as part of this report in **Appendix F**. The dates of the meetings are listed below.

- **Meeting Zero** – Preliminary Kickoff Meeting – January 31, 2023 (Virtual)
- **Steering Committee Mtg. #1** – March 13th, 2023 at the Township Municipal Building
- **Steering Committee Mtg. #2** – September 13th, 2023 at the Township Municipal Building

## B. Public Meetings and Workshops

Susquehanna Township worked collaboratively with Campbell Thomas & Co. and their project consulting team to conduct two Public Workshops as part of the Public Outreach Process for the Susquehanna Township Bicycle, Pedestrian, and Greenway Plan. The Township assisted with meeting arrangements, publicizing, and running the workshop, and CT&C's planning team prepared and presented meeting materials and conducted presentations. Minutes recording the discussions and conclusions of the workshops along with agenda and attendance records are included as part of

this report in **Appendix F**. Additionally, the Draft Report was submitted to the Board of Commissioners, Planning Commission, and Recreation Advisory Board in mid-December 2023. The dates of the meetings are listed below.

- **Public Workshop #1** – June 1st,2023 at the Township Municipal Building
- **Public Workshop #2** – October 24th,2023 at the Township Municipal Building
- **Submission of the Draft Report to the Susquehanna Township Board of Commissioners** – December 14th,2023 at the Township Municipal Building
- **Submission and Review of the Draft Report with the Susquehanna Township Planning Commission and Recreation Advisory Committee** - December 18th,2023 at the Township Municipal Building

### **C. Stakeholder Interviews**

In additional to Steering Committee meetings and public meetings, stakeholder interviews took place with the following stakeholders, municipal entities, and other interested parties. Documentation of these interviews is included as part of this study in **Appendix F**.

- **Susquehanna Township Police/Public Safety**
  - Interview completed on May 11th,2023
- **Susquehanna Township Planning Commission**
  - Interview completed on May 12th,2023
- **Susquehanna Township School District**
  - Interview completed on May 17th,2023
- **PA Dept of Health**
  - Interview completed on May 18th,2023
- **PennDOT District 8**
  - Interview completed on May 30th,2023
- **Tri-County Regional Planning Commission**
  - Interview completed on June 18th,2023
- **Susquehanna Regional Transportation Authority (SRTA) - Capital Area Transit/Rabbittransit**
  - Interview completed on June 20th,2023
- **Susquehanna Township Public Works**
  - Interview completed on August 09th,2023
- **Dauphin County Parks and Recreation**
  - Interview completed on August 11th,2023
- **Capital Area Greenbelt Association**
  - Interview completed on August 25th,2023

### **D. Engaging the Underserved Disabled Community – (CtD)**

A key component of the Susquehanna Township Bicycle, Pedestrian and Greenway Plan focused on engaging the underserved communities in the Township. Community engagement specialists at Connect the Dots focused on this component of the study; particularly addressing those living with disabilities in Susquehanna Township.

As part of their work, Connect the Dots hosted an **Existing Conditions of Engagement Mapping Workshop** with Susquehanna Township staff.

The main purpose of these conversations was to:

- Map current and existing outreach and engagement resources including how community outreach and engagement is currently being conducted in Susquehanna Township, particularly for residents and stakeholders within the local disabled community, through communications tools, events, committees, etc.
- Identify opportunities for additional outreach and/or engagement.
- Assess the level of engagement of each existing outreach and engagement mechanism.
- Identify people, departments, and organizations contributing to outreach and engagement in Susquehanna Township for residents and stakeholders within the local disabled community.

Additionally, Connect the Dots identified a total of 25 key stakeholders that work in some capacity with the local disabled community. They then conducted 5 representative stakeholder meetings that were selected from the larger group.

A **final report** was prepared by Connect the Dots and can be found in **Appendix D**. The report focuses on how to better understand the current conditions of outreach and engagement for people with disabilities in Susquehanna Township. This report provides recommendations and suggests next steps aimed to foster relationships, expand outreach efforts, enhance accessibility, and improve the Township's online presence, ultimately leading to more effective engagement and successful achievement of project goals. These recommendations are not only relevant to the Township's engagement for the current plan, but for future outreach efforts.

## **E. Field Survey and Public Tour**

In addition to the public meetings, workshops, project survey and research, considerable work was performed by the consulting team, field surveying the entire Township and close-by related areas to determine the challenges and opportunities afforded by the existing conditions. Not only were the characteristics of all streets, roads and trails examined in-person, but other potential trail corridors such as stream valleys, “benches” at the side of roads, and opportunities to incorporate new sidewalk, bike paths and trails examined as well.

The project team was aided in its surveys by any number of interested people, but in particular by Richard Norford, the Township Pedestrian and Bicycle Coordinator, and Ward 6 Commissioner Fred Faylona. Surveys were conducted by numerous methods – walking, bicycling and by motor vehicle. Two public tours were conducted, examining the areas near Progress Avenue, one tour by bicycling and one by walking. Talking with citizens and getting their reaction to both the existing conditions and the possibilities for future improvements was most helpful.

The project team was also represented at the **Tour de Belt**, on Sunday, June 4th, 2023, the annual tour and fund-raiser for the Capitol Area Greenbelt. While staffing a table at the Township's booth, helpful ideas and other input was gathered from citizens who attended the event. This was also an opportunity to alert people who happened to come by about the development of this plan.

## **F. Public Survey**

Campbell Thomas & Co. worked with HRG and Susquehanna Township to create a digital survey focused the bicycle, pedestrian, greenway plan. This survey was distributed using the Township's civilspace platform and provided valuable insights into transportation habits, safety concerns, infrastructure preferences, and community needs. In addition to demographic information, the civilspace survey was broken into four categories to help direct public feedback. These categories included questions related to **pedestrians, bicycling, mass transit, and greenways.**

The results from this survey can be found in **Appendix F.**

### **G. Legal Feasibility (Ownership Status)**

The Pennsylvania Landowner Liability Act, amended in 2007, specifically encourages landowners to make lands available to the public for recreation purposes -- including trails -- by limiting landowners' liability.

#### **Ownership Status**

In general, this plan did not identify individual landowners along any proposed routes as this is typically a task where the municipality is involved directly with owners. The parcel information used in this plan proved adequate for Township planning level, but more detailed surveys will be needed at the implementation stage. During the implementation stage, right of way lines, property boundaries, roadway dimensions and other items may need to be surveyed as GIS data is adequate for planning level purposes, but not for engineering purposes.



The following table outlines legal considerations for each type of route:

### Legal Feasibility

TOPIC	BICYCLE LANES/ROUTES	SIDEWALKS	TRAILS AND SIDEPATHS
<b>Rights of way</b>	<ul style="list-style-type: none"> <li>All within Public Right of Way</li> </ul>	<ul style="list-style-type: none"> <li>Many in Public Right of Way</li> <li>Right of Way may need widening</li> <li>Easement can be pursued</li> </ul>	<ul style="list-style-type: none"> <li>Typically not in existing Right of Way</li> <li>Highway Occupancy Permit necessary at PennDOT Intersections</li> <li>Easements are the best tool</li> </ul>
<b>Necessary Coordination</b>	<ul style="list-style-type: none"> <li>Township Agency</li> <li>PennDOT</li> </ul>	<ul style="list-style-type: none"> <li>Township Agency</li> <li>PennDOT</li> <li>Adjacent Landowners</li> </ul>	<ul style="list-style-type: none"> <li>Township</li> <li>PennDOT</li> <li>Landowners</li> </ul>
<b>Greatest Obstacles</b>	<ul style="list-style-type: none"> <li>Legal on all roads but Expressways</li> </ul>	<ul style="list-style-type: none"> <li>Owners may not be amenable if improvements don't sensitively relocate elements found in legal Right of Way</li> <li>Owners may not be amenable to widened Right of Way</li> </ul>	<ul style="list-style-type: none"> <li>Non amenable owners</li> <li>If the Municipality, County or PennDOT will own the trail, then Eminent Domain can be considered</li> </ul>

### Recommended Acquisition Techniques

Much of the proposed bicycle/pedestrian network will be located within existing roadways and rights of way. This approach minimizes both impacts to private properties and impacts to adjacent natural, historic, and environmentally sensitive landscapes. The portions of routes and trails that would require acquisition outside of the existing public right of way will require interface with private property owners.

It will be Susquehanna Township's, PennDOT's or Dauphin County's responsibility to negotiate easements, rights-of-way, and set costs for the necessary acquisition of land. This study cannot compare acquisition prices as this has typically been the responsibility of the governing jurisdiction. However, several of the preferred acquisition techniques that have proven mutually amenable to municipalities and property owners are described below:

#### Easements

Municipalities have often been successful in negotiating with property owners in securing easements and rights-of-way for similar projects on local, state, and national levels. Easements may be drafted based upon agreements with property owners to permit conveyance of recreational facilities across private properties with limited liability to the property owner.

The legal terms of easement agreements can vary based on the type and use of property as well as the proximity of historic, cultural, or environmental features. Generally, easements are defined spaces that overlay existing property, zoning, and land use for the specific intent and use proposed. Very similar in nature to stormwater conveyance easements, trail and recreation easements permit conveyance and allow use of public activity across a defined space within or across a property. Typically, the municipality will secure the easement in the form of a formal agreement recorded by the County in the form of a written description or legally surveyed and deeded description. Expenses incurred for easement requested by the municipality are typically covered or reimbursed by the municipality.

### **License Agreements**

Like easements, a municipality may determine (through negotiations with property owners) that a non-specific easement may be desired to permit location of a trail across subject properties. This type of license agreement would secure trail location and functions for a specific period of time rather than producing a permanent agreement between parties specified and recorded in the land deed.

### **Fee Simple Purchase**

Municipalities can also negotiate with property owners for outright purchase of property for public use. Following negotiations with property owners and upon determination that easement or license agreement is not amenable, a land transfer through monetary purchase is possible. From the municipality's standpoint, this is often the most costly solution given the time required to process subdivision and land development plans, prepare parcel surveys, and prepare and record new deeds.

## **Security and Risk Management Plan (Primarily for any off-road trails)**

**Safety and Risk Management:** Experience in developing other trails shows that trail owners have not regularly experienced significant safety, crime, or liability problems. Research suggests that the more heavily a trail is used, the fewer problems there will be regarding safety and risk. However, in a litigious society, the Township should take the necessary steps to provide both a safe trail for the users and to protect themselves from liability claims wherever possible.

**Safety in Design and Development:** Any facilities developed using federal money must be designed and developed in accordance with federal, state, and local standards. As noted earlier, these include the standards of AASHTO (American Association of State Highway and Transportation Officials), and of PennDOT.

All hazardous conditions and unattractive nuisances should be identified and removed where possible during the design and construction of the trail. Those that cannot be removed should have warning signs posted.

Existing structures with safety devices that are in poor condition should be a top priority for repair or replacement.

As entrances are developed with signage, and when pamphlets and guidebooks are published, clear mention should be made that the trail or portions thereof, while open to the public, are not yet fully developed, and that users must exercise necessary care when using the trail.

**Tree Trimming for Sight Lines and Safety:** Most vehicular collisions occur at intersections, often because one or both parties did not see the other. Trees and brush should be cut back as necessary at intersections where sight lines are impaired. Special attention should be paid at points where the links join roads at grade and at a sharp angle.

In addition, trees adjacent to the trail should be evaluated annually for the removal of unhealthy, dead, and hazardous limbs or trees.

**Maintenance:** One of the most effective ways that the managing agency can provide safe trail conditions and protection from liability is through a conscientious maintenance management system. An on-going maintenance program will help to remove trail hazards with the potential for causing accidents and injuries. The maintenance management program should include regular inspections for trail safety.

In addition to reducing trail hazards, documentation of trail maintenance activities is essential in combating possible liability claims. Through written records of good maintenance practices, the managing agency will be able to build a case against negligence accusations.

Trail managers' report that professional, well-trained staffs are critical to keep trails safe and secure. Well-trained people are in the best position during their normal work functions to identify and report hazards.

**Liability:** Pennsylvania's state law for the "Recreational Use of Land and Water" limits the liability of property owners who make their land available to the public for recreational use. Although this law does largely protect the managing agencies, they still need to be concerned with this issue.

A case in Philadelphia challenged this law with the courts, finding in favor of the plaintiff and holding the City of Philadelphia responsible for an injury. However, the decision was based upon the view that the injury resulted from a poorly maintained element of a developed recreational facility. Thus, a good risk management plan, including maintenance needs, is imperative for the Trail operating agency.

The managing agency should develop an incident reporting system to document injuries and accidents on the trail. In addition, the managing agency should develop a complaint management system. Both systems will help the trail in terms of safety management as well as public relations if the staff deals courteously and swiftly with the people involved.

Because of the cost of liability insurance, Susquehanna Township and PennDOT should retain ownership of the right-of-way that bicycle and pedestrian facilities are located within, with management through an agency or department such as the Parks and Recreation or Public Works Department. Public/private partnerships regarding trail ownership and management are common and could be an option for the Township.

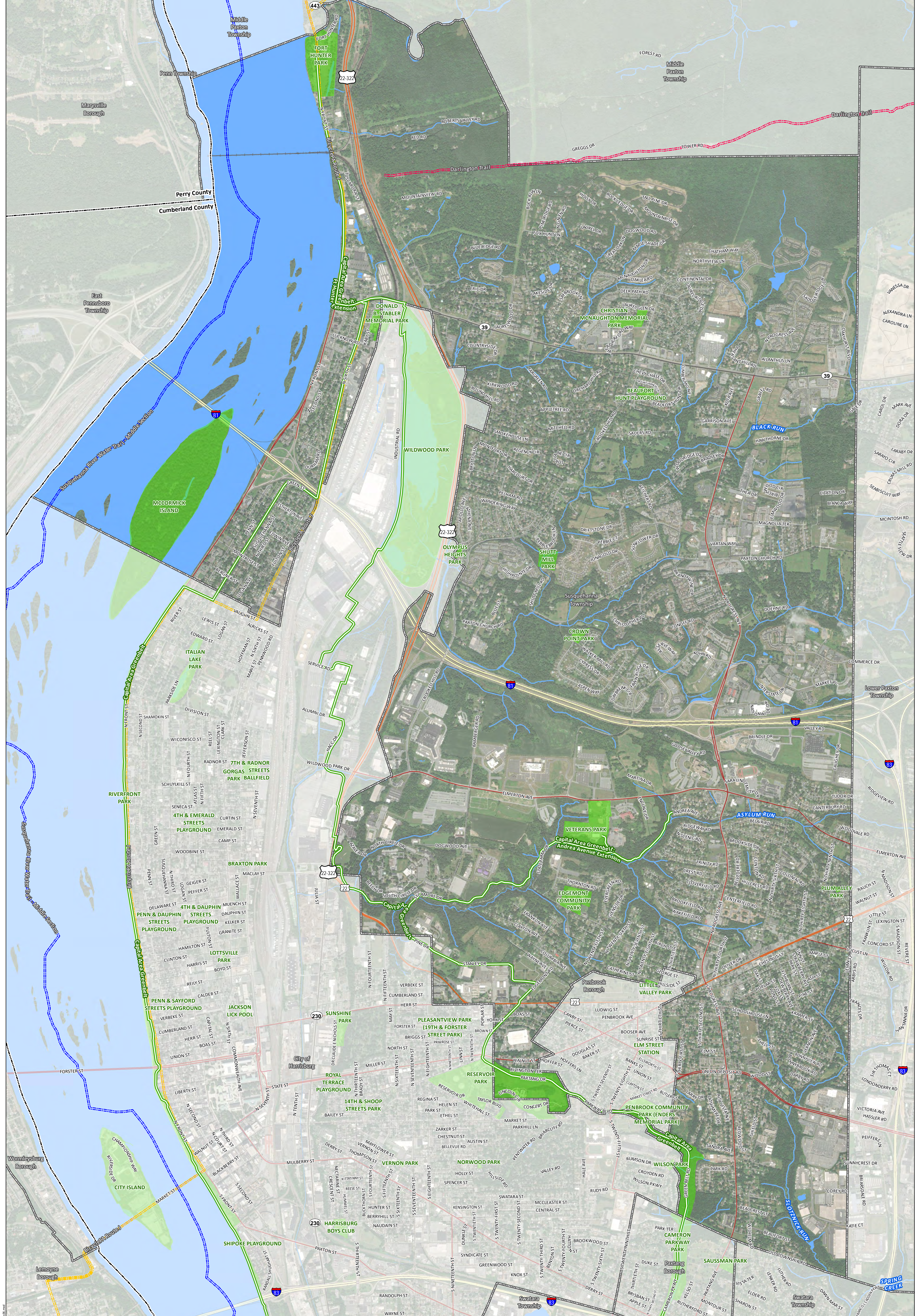
**Trail Security:** While security generally increased with heightened trail use, vandalism and littering decreases significantly with heightened volume of users and as local 'ownership' develops. The managing agency should work out cooperative agreements regarding security and protection for the trail. The local police department should determine how a facility should be patrolled within their own jurisdiction. Telephone numbers for police and emergency personnel should be posted at major access points. A trail entrance design should include easily removable bollards for access by

emergency and law enforcement vehicles. These bollard “gates” should also be lockable in both the open and closed positions.

### **Bicycle Parking**

Currently, the relative absence of bicycle parking at many multi-family residential, recreational, and commercial locations makes bicyclists feel unwelcome. It is recommended that Susquehanna Township encourage the provision of bicycle parking where appropriate. For example, the Township could provide additional bicycle racks at Township owned facilities. The Township could work with the School District and Dauphin County to provide bicycle parking facilities at local schools and county parks. Finally, the Township should work with developers of any future commercial or multi-family residential developments to strongly encourage the provision of bicycle parking facilities. Susquehanna Township should consider incorporating bicycle parking regulations in its Zoning Code which has been done in other municipalities.

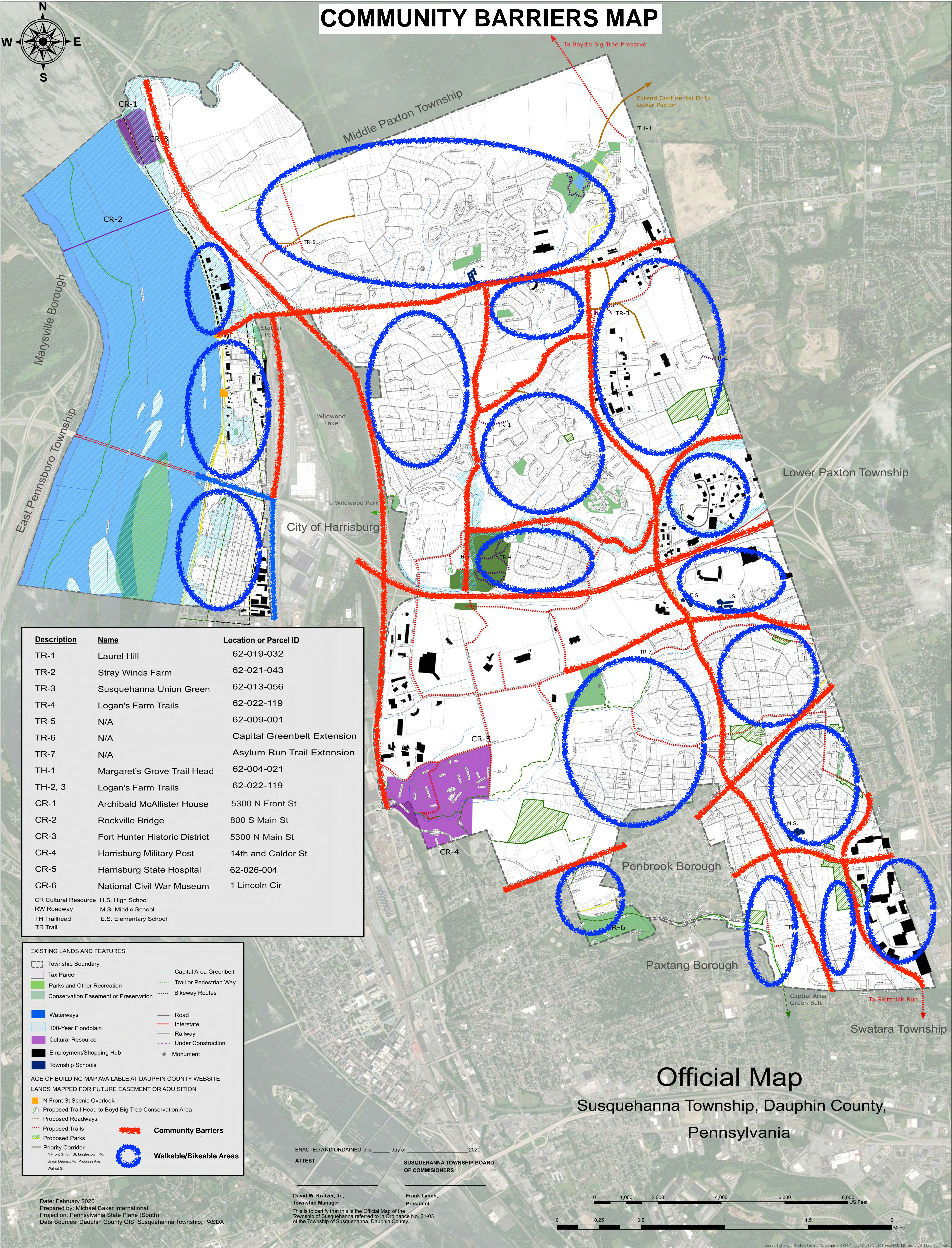








# COMMUNITY BARRIERS MAP



Description	Name	Location or Parcel ID
TR-1	Laurel Hill	62-019-032
TR-2	Stray Winds Farm	62-021-043
TR-3	Susquehanna Union Green	62-013-056
TR-4	Logan's Farm Trails	62-022-119
TR-5	N/A	62-009-001
TR-6	N/A	Capital Greenbelt Extension
TR-7	N/A	Asylum Run Trail Extension
TH-1	Margaret's Grove Trail Head	62-004-021
TH-2, 3	Logan's Farm Trails	62-022-119
CR-1	Archibald McAllister House	5300 N Front St
CR-2	Rockville Bridge	800 S Main St
CR-3	Fort Hunter Historic District	5300 N Main St
CR-4	Harrisburg Military Post	14th and Calder St
CR-5	Harrisburg State Hospital	62-026-004
CR-6	National Civil War Museum	1 Lincoln Cir
CR Cultural Resource	H.S. High School	
RW Roadway	M.S. Middle School	
TH Trailhead	E.S. Elementary School	
TR Trail		

EXISTING LANDS AND FEATURES

Township Boundary

Tax Parcel

Parks and Other Recreation

Conservation Easement or Preservation

Waterways

100-Year Floodplain

Cultural Resource

Employment/Shopping Hub

Township Schools

Capital Area Greenbelt

Trail or Pedestrian Way

Bikeway Routes

Road

Interstate

Railway

Under Construction

Monument

AGE OF BUILDING MAP AVAILABLE AT DAUPHIN COUNTY WEBSITE

LANDS MAPPED FOR FUTURE EASEMENT OR ACQUISITION

N Front St Scenic Overlook

Proposed Trail Head to Boyd Big Tree Conservation Area

Proposed Roadways

Proposed Trails

Proposed Parks

Priority Corridor

Community Barriers

Walkable/Bikeable Areas

N Front St, 4th St, Linglestown Rd.

Union Deposit Rd, Progress Ave.

Walnut St

ENACTED AND ORDAINED this \_\_\_\_\_ day of \_\_\_\_\_ 2020

ATTEST

\_\_\_\_\_  
David W. Kratzer, Jr.,  
Township Manager

\_\_\_\_\_  
Frank Lynch,  
President

SUSQUEHANNA TOWNSHIP BOARD  
OF COMMISSIONERS

This is to certify that this is the Official Map of the  
Township of Susquehanna referred to in Ordinance No. 21-03  
of the Township of Susquehanna, Dauphin County.

Date: February 2020  
Prepared by: Michael Baker International  
Projection: Pennsylvania State Plane (South)  
Data Sources: Dauphin County GIS, Susquehanna Township; PASDA



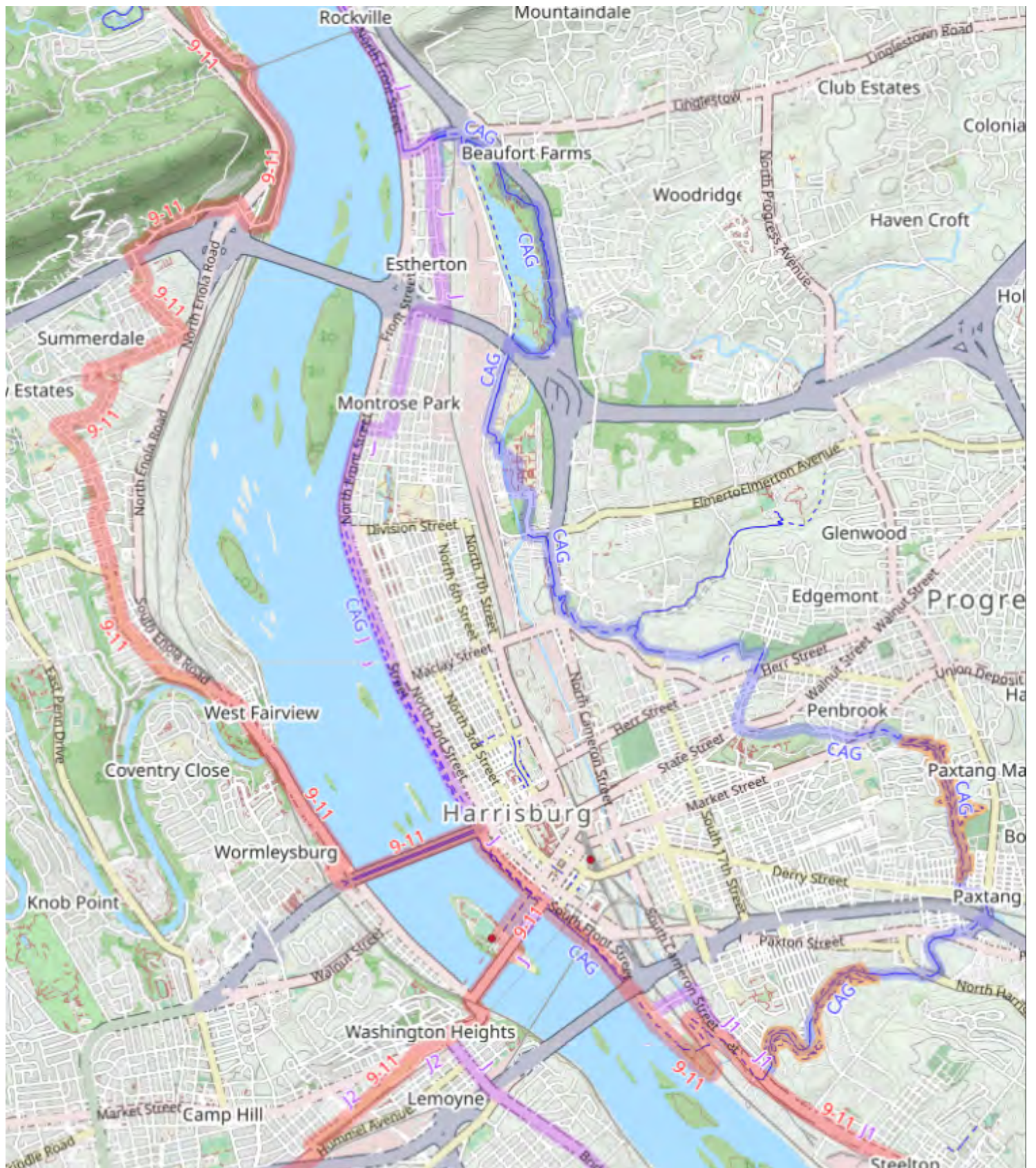
Official Map  
Susquehanna Township, Dauphin County,  
Pennsylvania







# Regional Context Map



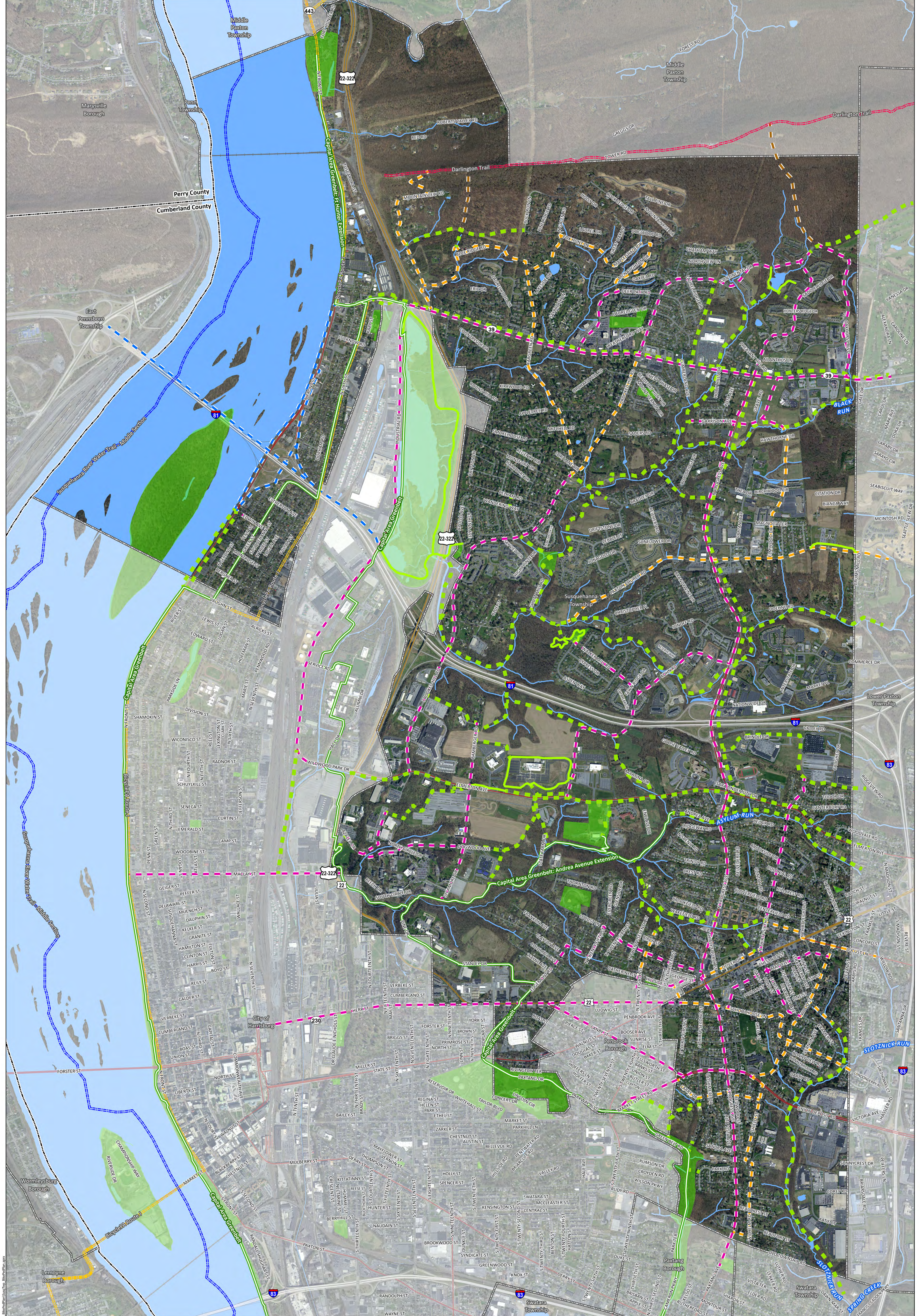
Current Open Streets Map of Long-distance Bicycle Routes Serving Harrisburg and the Township

**CAG** = Capitol Area Greenbelt

**9-11** = Sept 11<sup>th</sup> National Memorial Trail

**J, J-1, J-2** = Pennsylvania Bicycle Route "J"





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1:100

Feet

Mapping derived from data provided by Dauphin County, PennDOT, USGS, NOAA, and ESRI.

10/11/2023 PM: TS GIS: ALV QA: TS R010156.0425

369 East Park Drive  
Harrisburg, PA 17111  
717.564.1121 (phone)  
717.564.1158 (fax)  
www.hrg-inc.com

County Boundary

Municipal Boundary

Waterbody

Dauphin County Parks and Playgrounds

Trail Type

Other Existing Trails

Proposed Multi-Use Trail or Sidepath

Proposed Bike Lanes and Sidewalk

Proposed Bike Routes (Signed) and Sidewalk

Trail Improvements Requiring Substantial Engineering

Proposed Footpath

Susquehanna Township

Proposed Trails

Dauphin County, Pennsylvania





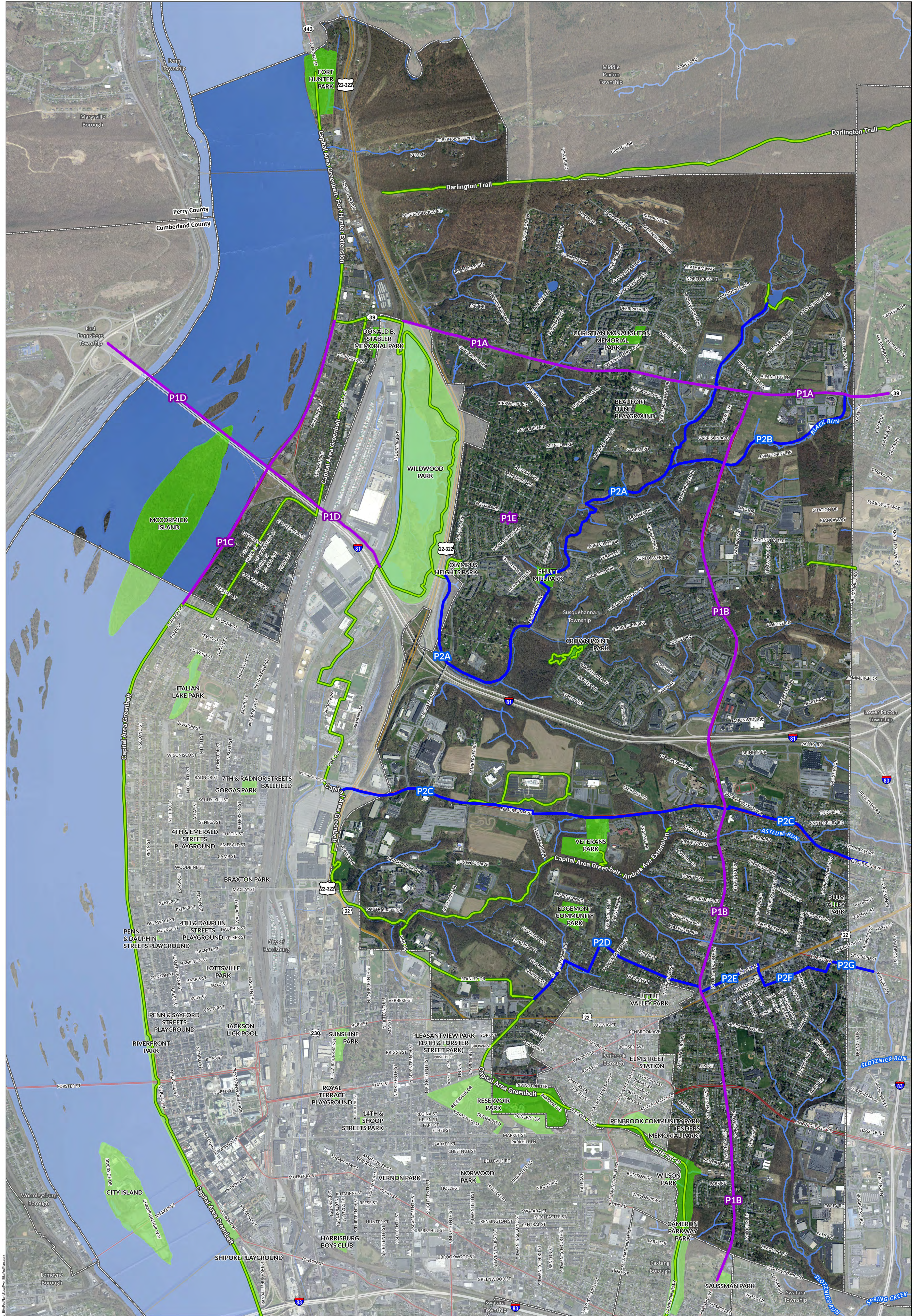




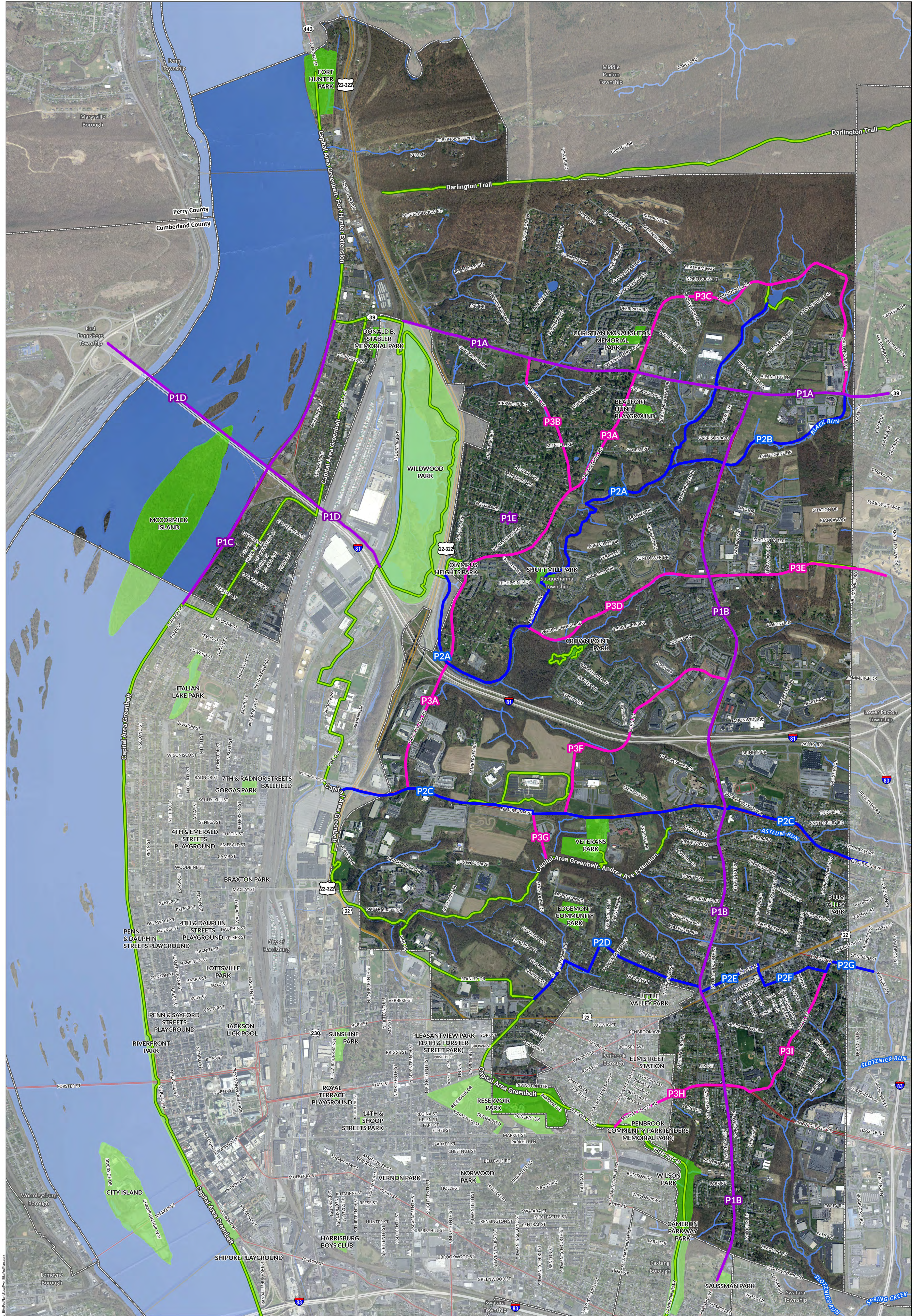












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Feet

Mapping derived from data provided by Dauphin County, PennDOT, USGS, FEMA, and ESRI

11/21/2023 PM: TS GIS: ALV QA: KM RD10156.0425

369 East Park Drive

Harrisburg, PA 17111

717.564.1121 (phone)

717.564.1158 (fax)

www.hrg-inc.com

HRG

Phase 1

Phase 2

Phase 3

Existing Trails & CAGB Network

Municipal Boundary

Dauphin County Parks and Playgrounds

Railroad

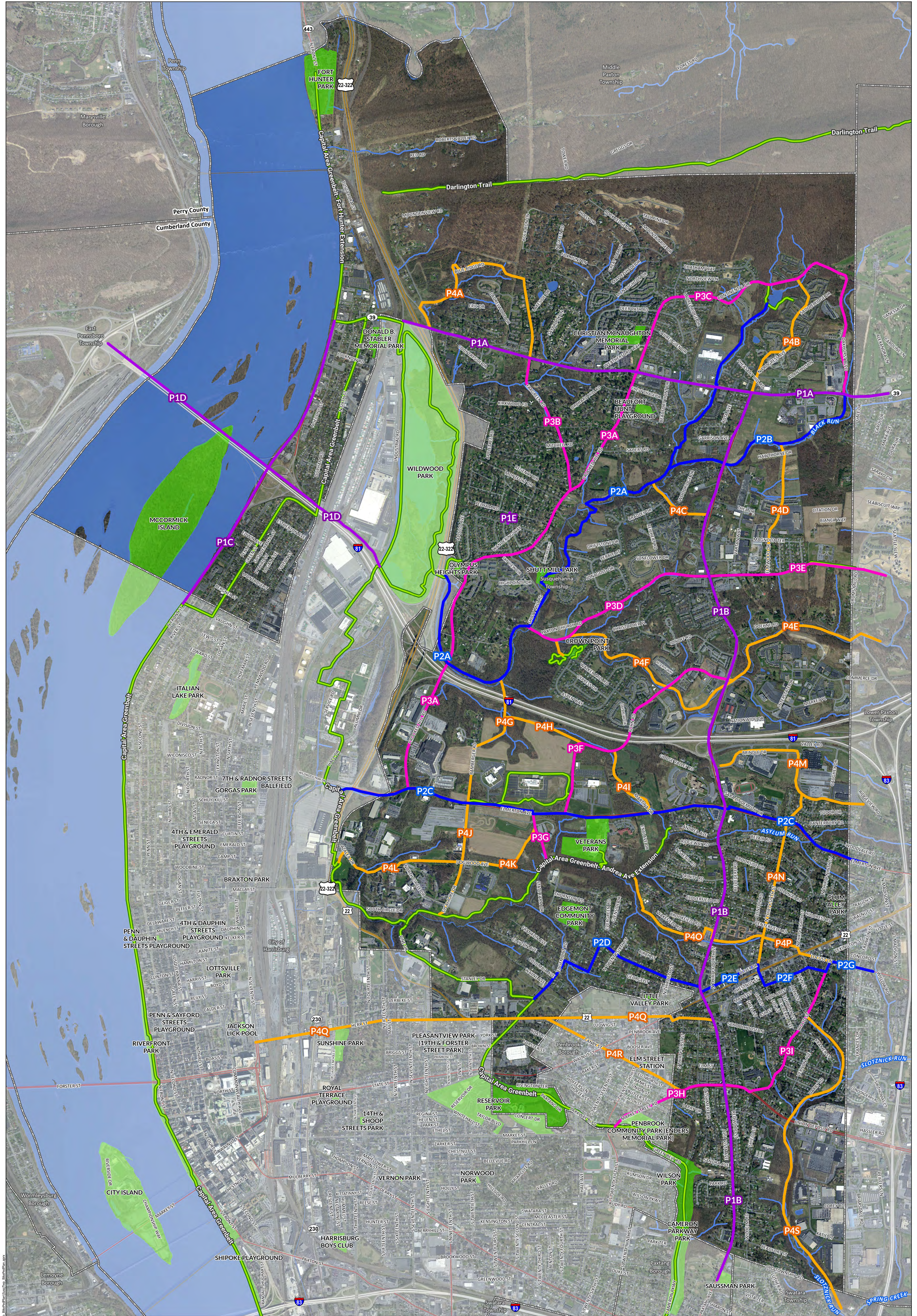
Waterbody

Susquehanna Township

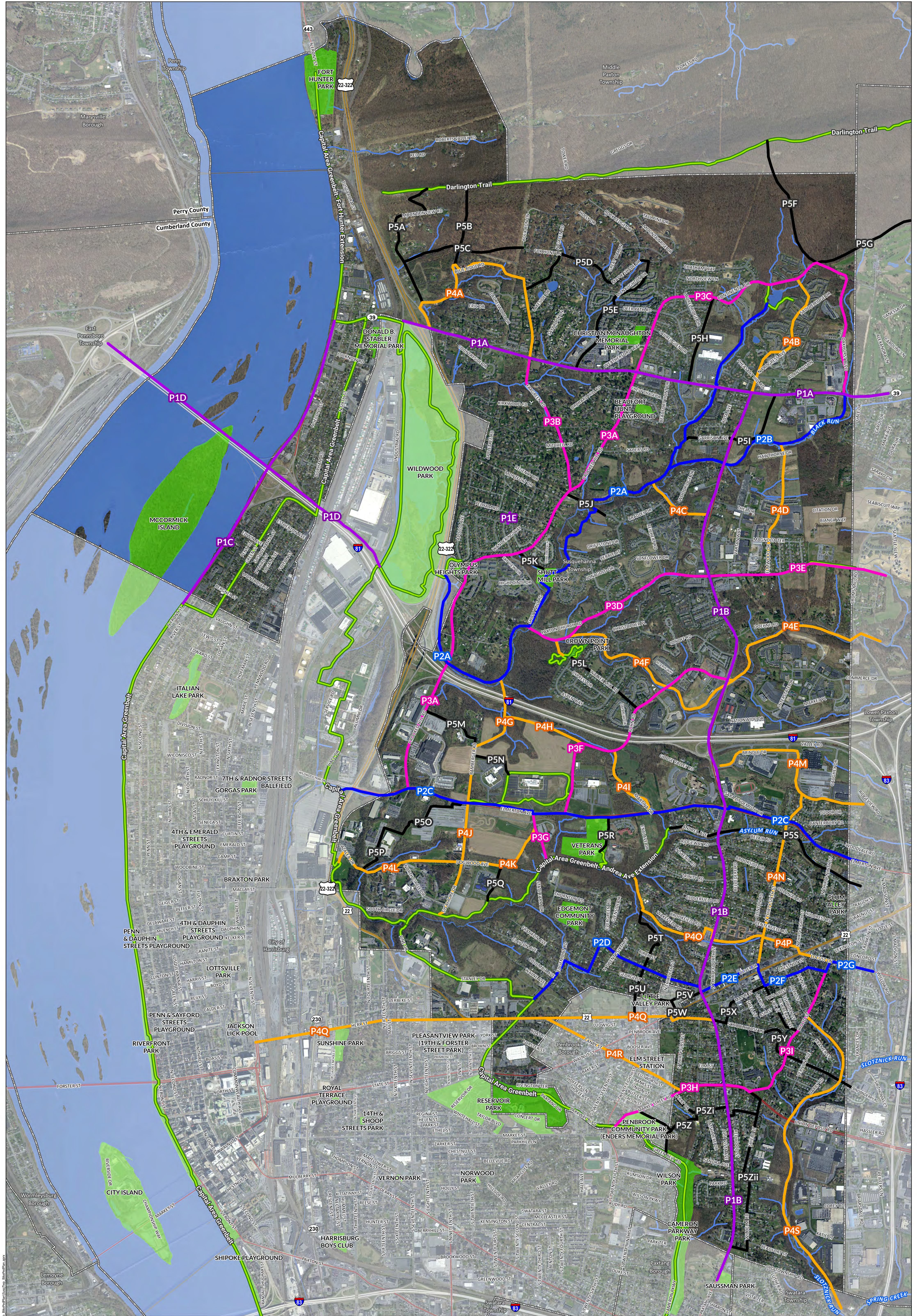
Proposed Trails - Phase 3

Dauphin County, Pennsylvania









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1:100

Feet

Mapping derived from data provided by Dauphin County, PennDOT, USGS, FEMA, and ESRI

11/21/2023

PM: TS

GIS: ALV

QA: KM

R010156.0425

369 East Park Drive

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HRG

Phase 1

Phase 2

Phase 3

Phase 4

Phase 5

Existing Trails & CAGB Network

Municipal Boundary

Dauphin County Parks and Playgrounds

Railroad

Waterbody

Susquehanna Township

Proposed Trails - Phase 5

Dauphin County, Pennsylvania



SUSQUEHANNA TOWNSHIP BICYCLE PEDESTRIAN AND GREENWAY PLAN - PHASED DRAFT OPIONION OF PROBABLE COST														
Susquehanna Township, PA Prep'd by Campbell Thomas & Co. - 1504 South Street, Philadelphia PA 19146 - Tel: 215 545 1076 Date: Dec. 7, 2023 Version: v002														
			Distance and Type of Reach											
			Proposed Network						Cost					
			Multi-Use Trail or Sideapath (10-12ft wide)	Traditional Bike Lanes	Signed Bike Route on Existing Roadway	Trail Improvements Requiring Additional Study or Substantial Engineering	Traditional Sidewalk (4ft) - Cost not included - Sidewalk Inventory Recommended	Earthen Footpath for Hiking						
PHASE	Reach ID #	Reach of Route						Units	Cost/Unit	Quantity	Sub-total	Total by Phase	Notes	
1	1A	Linglestown Rd. - Industrial Rd. to the Twp's eastern boundary	x					LF	\$118	13,821	\$1,630,911	\$4,672,963	Cost does not include Segment 1C,1D,or 1E which require further study. Sidewalks not included in cost. Sidewalk Inventory recommended.	
1	1B	Pogress Ave. - Linglestown Rd. to the Twp's southern boundary	x					LF	\$118	25,780	\$3,042,052			
1	1C	Front Street, the left bank of the Susquehanna River - Linglestown Rd. to Vaughn St.	x			x		LF	N/A - Requires Study	6,411	N/A			
1	1D	Route 81 Bridge - Industrial Rd. to Cumberland County Boundary.	x			x		LF	N/A - Requires Study	9,885	N/A			
1	1E	Opportunity for a Trail Easement between Pelham Rd. and Wondering Way	x					LF	Easement Required	306	N/A			
2	2A	Paxton Creek Trail - Wildwood Park to Waverly Woods Park	x			x		LF	\$118	19,563	\$2,308,462	\$4,940,336	Cost does not include trail bridge over Linglestown Rd. as part of segment 2A which requires further study. Sidewalks not included in cost. Sidewalk Inventory recommended.	
2	2A (Bridge)	Bridge Required over Linglestown Rd as part of 4G - Requires Study						LS	N/A - Requires Study	N/A	N/A			
2	2B	Paxton Creek Trail - Spur from Woodbridge Dr. to Linglestown Rd.	x					LF	\$118	6,193	\$730,765			
2	2C	Elmerton Ave - CAGB at Route 22. to the Twp's eastern boundary	x					LF	\$118	15,501	\$1,829,127			
2	2D	CAGB to Progress Ave. via Edgemont Rd., Brown St., N. 25th St., and Locust Ln.		x				LF	\$8	6,067	\$48,533			
2	2E	Oliver Dr. - Progress Ave. to N. 36th St.			x			LF	\$250	1,769	\$719			
2	2F	Oliver Dr. to Wood St. via N. 36th St., Fox St., and Maple St.		x				LF	\$8	2,453	\$19,623			
2	2G	Maple St. to the Twp.'s eastern boundary via Wood St. and Locust St.			x			LF	\$250	1,554	\$3,108			
3	3A	Crooked Hill Rd. - Elmerton Ave. to Linglestown Rd.		x	x			LF	\$8	14,276	\$114,205	\$1,652,723	Sidewalks not included in cost. Sidewalk Inventory recommended.	
3	3B	Fargreen Rd. - Crooked Hill to Linglestown Rd.			x			LF	\$250	4,034	\$1,640			
3	3C	Linglestown Rd. at Crooked Hill Rd. to Linglestown at Oakhurst Blvd. via Crooked Hill Rd., Continental Dr., New Trail from Continental Dr. to Oakhurst Blvd., and Oakhurst Blvd.	x	x				LF	\$58	11,178	\$649,431			
3	3D	Paxton Creek Trail - Spur from main branch from Shulzimer Rd. to Logan Farm Park	x					LF	\$118	5,860	\$691,454			
3	3E	Paxton Church Rd. - Logan Farm Park to the Twp's eastern boundary			x			LF	\$250	5,011	\$2,037			
3	3F	Kohn Rd. - Progress Ave. to Elmerton Ave.		x				LF		7,423	\$0			
3	3G	State Farm Dr. - Elmerton Ave. to CAGB at Asylum Run	x					LF	\$118	1,399	\$165,036			
3	3H	CAGB to Wood St. via Market St. Rd. / Union Deposit Rd.		x				LF	\$8	3,363	\$26,901			
3	3I	Wood St. - Union Deposit Rd. to Maple St.			x			LF	\$250	4,965	\$2,018			
4	4A	Linglestown Rd. at Fargreen Rd. to Linglestown Rd. at Mountain View Rd. via Fargreen Rd., Blue Ridge Rd., and Mountain View Rd.			x			LF	\$250	7,085	\$14,169		Cost does not include trail culvert under I-81 as part of segment 4G which requires further study	
4	4B	Progress Ave. - Linglestown Rd. to Continental Dr.		x				LF	\$8	4,029	\$32,229			
4	4C	Paxton Creek Trail Spur -Bradley Dr. at Woodridge Dr. to Progress Ave.	x					LF	\$118	1,907	\$225,056			
4	4D	Elmwood Dr. - Garrison Dr. to Paxton Church Rd.			x			LF	\$250	3,768	\$1,532			
4	4E	Paxton Creek Trail Spur - Progress Ave. at Kohn Rd. to the Twp's eastern boundary	x					LF	\$118	5,340	\$630,112			
4	4F	Paxton Creek Trail Spur - Logan Farm Park to Progress Ave. at Kohn Rd.	x					LF	\$118	6,685	\$788,865			
4	4G	Paxton Creek to Bamberger Rd.	x					LF	\$118	2,424	\$285,988			
4	4G (Culvert)	Culvert required under I-81 as part of 4G (Existing Creek Culvert needs to be accessed)						LS	N/A - Requires Study	N/A	N/A			
4	4H	Trail from Segment 4G to Kohn Rd.	x					LF	\$118	2,305	\$271,971			
4	4I	Trail from Kohn Rd. to Elmerton Ave. via Martina Dr.	x					LF	\$118	2,257	\$266,315			
4	4J	CAGB to segment 4G via Sycamore Dr. and Bamberger Rd.		x				LF	\$8	4,875	\$38,997			

SUSQUEHANNA TOWNSHIP BICYCLE PEDESTRIAN AND GREENWAY PLAN - PHASED DRAFT OPIONION OF PROBABLE COST														
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			Proposed Network							Cost				
			Multi-Use Trail or Sideapath (10-12ft wide)	Traditional Bike Lanes	Signed Bike Route on Existing Roadway	Trail Improvements Requiring Additional Study or Substantial Engineering	Traditional Sidewalk (4ft) - Cost not included - Sidewalk Inventory Recommended	Earthen Footpath for Hiking						
PHASE	Reach ID #	Reach of Route							Units	Cost/Unit	Quantity	Sub-total	Total by Phase	Notes
4	4K	State Farm Dr. to Sycamore Dr. via field edge and Dogwood Dr.	x						LF	\$118	2,602	\$307,085	\$5,490,260	4K which requires further study. Sidewalks not included in cost. Sidewalk Inventory recommended.
4	4L	Sycamore Dr. to the CAGB via Doogwood Dr.. and Azalia Dr.		x					LF	\$8	3,968	\$31,748		
4	4M	Progress Ave. to the Twp's eastern boundary via Brindle Dr. and the Regal Harrisburg parking lot perimiter.	x						LF	\$118	5,358	\$632,203		
4	4N	Segment 4M from the Regal Harrisburg to Oliver Dr. via Cardiff St., Brittany Blvd., and N. 36th St.		x					LF	\$8	5,010	\$40,083		
4	4O	CAGB Asylum Run Trail to N. 36th St. via Asylum Run spur adjacent to the Peachtree restaurant	x						LF	\$118	5,192	\$612,659		
4	4P	N.36th St. to Wood St. via Brookfield Rd., N. 38th St., and Locust Ln.			x				LF	\$250	2,075	\$843		
4	4Q	Route 22 (Herr St.) - S 31st st. to the Twp's western boundary (coordinate with Penbrook Borough)		x					LF	\$8	12,924	\$103,393		
4	4R	Candy St. - Union Deposit St. to Route 22 (Herr St.) (coordinate with Penbrook Borough)		x					LF	\$8	4,325	\$34,598		
4	4S	Slotznick Run Trail - the Twp's southern boundary to Park St. at Wood St.	x						LF	\$118	9,936	\$1,172,413		
5	5A	Mountainview Rd. - Darlington Trail to Blue Ridge Rd.			x				LF	\$250	4,613	\$9,227	\$3,969,539	Sidewalks not included in cost. Sidewalk Inventory recommended.
5	5B	New Hiking Connection - Darlington Trail to Blue Ridge Rd.						x	LF	\$44	2,241	\$98,596		
5	5C	Trail from Mountainview Rd. to Fox Hunt Ln.	x						LF	\$118	3,443	\$406,301		
5	5D	Fargreen Rd. to Deerpath Rd. via N. Galen Rd., Fox Hunt Ln. Maple Shade Dr., and Mcnaughton Dr.			x				LF	\$250	4,602	\$1,871		
5	5E	Deer Path Rd. - Linglestown Rd. to Crooked Hill Rd.		x					LF	\$8	4,027	\$32,213		
5	5F	New Hiking Connection - Darlington Trail to Continental Dr.						x	LF	\$44	3,815	\$167,860		
5	5G	New Trail - Continental Drive (Susquehanna Twp.) to Continental Dr. (Lower Paxton Twp.)	x						LF	\$118	2,894	\$341,508		
5	5H	New Trail - Continental Drive to Linglestown Rd. (Adjacent to Giant Supermarket)	x						LF	\$118	2,413	\$284,690		
5	5I	Garrison Ave. - Paxton Creek Trail to Linglestown Rd.		x					LF	\$8	3,358	\$26,861		
5	5J	Trail Connection (Crooked Hill Rd. at Monfort Dr. to Bradley Dr.)	x						LF	\$118	1,224	\$144,401		
5	5K	Trail Connection (Crooked Hill Rd. at Shutt Mill Park to Paxton Creek Trail)	x						LF	\$118	1,023	\$120,770		
5	5L	Walker Mill Rd. - Crown Point Park. To Kohn Rd.		x					LF	\$8	2,311	\$18,488		
5	5M	Trail Connection (Crooked Hill Rd. to Bamberger Rd.)	x						LF	\$118	1,893	\$223,353		
5	5N	Trail Connection (Bamberger Rd. to the existing trail at PSECU Headquarters)	x						LF	\$118	1,279	\$150,960		
5	5O	Trail Connecction - Elmerton Ave. to Technology Pk. Dr.	x						LF	\$118	2,879	\$339,743		
5	5P	Technology Pk. Dr. - Segment 5O to Azalea Dr.		x					LF	\$8	1,440	\$11,519		
5	5Q	Trail Connction - Dogwood Ave. to the CAGB)	x						LF	\$118	1,094	\$129,084		
5	5R	Trail Connection - Elmerton Ave. to the existing CAGB connection at Veterans Park	x						LF	\$118	1,036	\$122,262		
5	5S	Asylum Run Trail Extension - CAGB terminus at Andrea Ave. to the Twp.'s Eastern Boundary	x						LF	\$118	5,988	\$706,613		
5	5T	Trail Connection - Segment 4O to N. 28th St.	x						LF	\$118	2,098	\$247,572		
5	5U	N.28th St. - Segmetn 5T to Herr St.			x				LF	\$250	1,420	\$577		

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PHASE	Reach ID #	Reach of Route							Units	Cost/Unit	Quantity	Sub-total	Total by Phase	Notes
5	5V	N. 28th St. to N Progress St. via Catherine St., Hill St., George St., and Oliver Dr. (coordinate with Pennbrook Borough)		x					LF	\$8	1,925	\$15,397		
5	5W	N. 31st St. - Hillside St. to Schoolhouse Ln. (coordinate with Pennbrook Borough)			x				LF	\$250	531	\$500		
5	5X	Schoolhouse Ln. to Wood St. via Redwood St., Maple St., Fox St., and Kramer St.		x					LF	\$8	3,289	\$26,314		
5	5Y	Schoolhouse Ln - Progress Ave. to the Twp's eastern boundary			x				LF	\$250	5,249	\$2,134		
5	5Z	Trail Connection from CAGB to Penbrook Park at Boas St. and Latshmire Swim Club at Larry Dr. (coordinate with Penbrook Borough)	x						LF	\$118	2,860	\$337,521		
5	5Zi	Union Deposit Rd. to Shield St. via Larry Dr., Viewmore St., Redwood St., and Gosby St.			x				LF	\$250	1,683	\$684		
5	5Zii	Union Deposit Rd. to Progress Ave. via Shield St.and Harwood Rd.			x				LF	\$250	6,203	\$2,522		

# Stakeholder Interviews

## Existing Conditions of Engagement Report

### Table of Contents

[Overview](#)

[Existing Outreach & Engagement Efforts](#)

[Assets and Audiences](#)

[Recommendations for Future Outreach and Engagement Efforts](#)

[Review Existing Virtual Modes of Communication and Underutilized Functions](#)

[Strategically Target Audiences](#)

[Cultivate Relationships and Partnerships](#)

[Limited Regional Services for People Living With Disabilities](#)

[Conclusion](#)

### Overview



To gain insights into the community of people with disabilities in Susquehanna Township, an hour-long workshop called 'Existing Conditions of Engagement Mapping Workshop' was conducted by Connect the Dots. Furthermore, five individuals were interviewed in three formal interviews, and an additional informal conversation took place during the stakeholder interview phase.

The **main purpose** of these workshops and interviews was to:

- Map current and existing outreach and engagement resources including how community outreach and engagement is currently being conducted in Susquehanna Township, particularly for residents and stakeholders within the local disabled community, through communications tools, events, committees, etc.
- Connect with a local community organization to learn more about their services, advocacy work, and best practices for outreach and engagement with people living with disabilities.
- Identify opportunities for additional outreach and/or engagement for the community of people with disabilities.
- Assess the level of engagement of each existing outreach and engagement mechanism.
- Identify people, departments, and organizations contributing to Outreach & Engagement in Susquehanna Township for residents and stakeholders within the local disabled community.

Both the Existing Conditions of Engagement workshop and Stakeholder Interviews took place remotely. Connect the Dots staff facilitated together with staff members from the Susquehanna Township.

#### *Susquehanna Township Workshop participants*

- Doug Knauss, Director of Parks & Recreation at Susquehanna Township
- Mack Breech, Community Planner at Susquehanna Township
- Richard Norford, Bicycle and Pedestrian Coordinator at Susquehanna Township
- Elizabeth (Betsy) Logan, Assistant Township Manager at Susquehanna Township
- Fred Faylona, Ward 6 Commissioner at Susquehanna Township
- Sam Pearson, Healthy Communities Program Manager at PA WalkWorks

#### *Interviewed Organizations*

- Danette Blank, Executive Director, Vision Resources of Central Pennsylvania
- Treassa Strawn, Director of Services, Vision Resources of Central Pennsylvania
- Sherri Landis, Executive Director, Arc of Pennsylvania
- Janetta Green, Executive Director, Center for Independent Living of Central Pennsylvania (CILCP)

- Shasta Stine, Intellectual Disabilities Program Development Director, Center for Independent Living of Central Pennsylvania (CILCP)
- Secretary of David Gui, Disabled American Veterans

## Existing Outreach & Engagement Efforts

Here below are listed the **existing conditions for outreach and engagement** in Susquehanna Township, emphasizing the difference between those with potential for outreach (one-way communication, informative interactions) and engagement (bidirectional communication, input gathering).

Outreach (one-way communication, informative interactions)	Engagement (bidirectional communication, input gathering)
General Points	
<ul style="list-style-type: none"> <li>• Existing outreach is currently more reactive in sharing news and updates, rather than proactive.</li> <li>• A catch-all approach is being employed that broadly targets all Susquehanna Township residents, rather than specific community groups.</li> <li>• There are no regularly established or regular meetings centered around the wider Disabled Community or set of related issues in Susquehanna Township.</li> <li>• The interviews revealed a limited number of smaller and online communities through social media platforms that serve as a place for resource sharing, events, and social interaction.</li> <li>• Organizations are limited in their capacity to perform deep outreach due to limited social media and outreach expertise.</li> <li>• Township personnel are mostly piecing together outreach materials ad-hoc for distribution through official channels.</li> </ul>	<ul style="list-style-type: none"> <li>• The Township offers little opportunity in terms of receiving feedback from community members, other than certain channels to make reports on road conditions, potholes, etc.</li> <li>• Engagement is “bulletin style,” where information is posted for informational purposes, but without subsequent feedback or follow up mechanism.</li> <li>• More active micro-communities, both online and in-person seem to exist, but the Township has no relationships.</li> <li>• There are opportunities to build out existing and underutilized virtual platforms or certain features within said platforms.</li> <li>• Based on the interviews, it was clear that in-person events were considered the best and most effective way to reach people with disabilities for engagement purposes.</li> <li>• Traditional online outreach and engagement methods like sending out newsletters and making announcements on website pages can pose challenges for specific groups of people with disabilities.</li> </ul>
Online & Printed Newsletter	
<ul style="list-style-type: none"> <li>• Provides updates, news, and articles about upcoming topics and events.</li> <li>• All residents,, both living in single-family homes and apartment buildings receive printed versions.</li> <li>• Virtual newsletter is made available online, but not distributed through any contact list.</li> </ul>	<ul style="list-style-type: none"> <li>• Application for reporting potholes and road conditions.</li> <li>• Virtual newsletter is available online, but not distributed through any contact list.</li> <li>• Distributed on a trimester basis - Feb., May., Oct.</li> <li>• Based on interviews, there is a lack of expertise and understanding when it comes to social</li> </ul>

<b>Outreach</b> <i>(one-way communication, informative interactions)</i>	<b>Engagement</b> <i>(bidirectional communication, input gathering)</i>
<ul style="list-style-type: none"> <li>• General information without a targeted audience.</li> <li>• Linked to certain community groups on social media platforms (Facebook &amp; NextDoor).</li> </ul>	<p>media marketing, creating and managing newsletters, and conducting outreach and engagement efforts.</p> <ul style="list-style-type: none"> <li>• As a result, these tasks are often done on an as-needed basis, without proper prioritization.</li> <li>• This leads to inconsistent efforts and makes it challenging to compete with the day-to-day operations and service provision.</li> </ul>
<b>Social Media</b>	
<ul style="list-style-type: none"> <li>• Community-based Facebook and NextDoor groups are active, some are linked to sharing newsletters.</li> <li>• Led by residents and neighbors within specific geographic communities or topics of interest (bicycles, sports, religion, etc.), independent of the Township.</li> <li>• NextDoor is the largest channel with the largest audience (stated 6,000 followers), however, Township has no relationship.</li> </ul>	<ul style="list-style-type: none"> <li>• Social media played a crucial role in the outreach efforts of each organization, with different platforms serving specific purposes and reaching different audiences.</li> <li>• However, a common concern expressed was the lack of a dedicated social media expert or sufficient knowledge in utilizing social media effectively to engage people with disabilities.</li> <li>• Emerging platforms like TikTok were acknowledged as having significant potential to make a positive impact, particularly within sub-communities of people with disabilities.</li> <li>• However, due to a lack of understanding and knowledge about effectively using the platform, it is currently not utilized at all.</li> </ul>
<b>Zen City</b>	
<ul style="list-style-type: none"> <li>• Utilized in the past for social media data mining and certain topics. The findings were not significant and the conclusion was that not a lot was going on in the township.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Civil Space</b>	
<ul style="list-style-type: none"> <li>• Serves as an informational communication channel.</li> <li>• Ability to send postcards to specific locations and residents.</li> <li>• People can sign up to receive notifications.</li> </ul>	<ul style="list-style-type: none"> <li>• Offers mechanism for bi-directional communication</li> <li>• Keep people informed about projects of high interest, share updates, timeline, steering committee meetings, etc.</li> <li>• Mostly used for Recreation Space.</li> </ul>
<b>Religious Organizations</b>	
<ul style="list-style-type: none"> <li>• There are several religious groups reflecting the diversity of faiths in the community (Hindu, Muslim, Christian, Jewish, and possibly more) there is no outreach or engagement relationship</li> </ul>	<ul style="list-style-type: none"> <li>• The Susquehanna Police Department has some relationship with certain religious communities, but is not connected to the administrative side of the Township.</li> </ul>



<b>Outreach</b> <i>(one-way communication, informative interactions)</i>	<b>Engagement</b> <i>(bidirectional communication, input gathering)</i>
between Township and Religious Organizations, and/or Interfaith organizations.	
<b>Center for Independent Living</b>	
<ul style="list-style-type: none"> <li>• None</li> <li>• "We have not had luck to date with the CIL across the river, but there is this one that is in Harrisburg and quite close to Susquehanna Township": <a href="https://cilcp.org/">https://cilcp.org/</a></li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>School District</b>	
<ul style="list-style-type: none"> <li>• External groups share information related to the School District, but not from the Township itself.</li> </ul>	<ul style="list-style-type: none"> <li>• Fred Faylona could be a link to the School District.</li> <li>• The interview participants suggested that individual schools and regional school districts could be valuable collaboration partners for Susquehanna Township to engage with the youth community.</li> <li>• However, it was noted that there is limited capacity to support outreach efforts in this area.</li> </ul>
<b>Township Website</b>	
<ul style="list-style-type: none"> <li>• Prior MinuteClinic partnership</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Public Events</b>	
<ul style="list-style-type: none"> <li>• Challenges with Outreach, spreading the word</li> </ul>	<ul style="list-style-type: none"> <li>• Some existing partnerships with County (only detail provided)</li> </ul>

*Notes: Sports Clubs, Ward Commissioners, and the Recycle Bicycle organization were mentioned as potential mechanisms, however, no information regarding outreach and engagement was provided.*

## Assets and Audiences

When discussing existing assets available for outreach and engagement, there were opportunities identified; the same happened with target audiences. The table below shows **identified assets and audiences and opportunities** derived from the Existing Conditions of Engagement Workshop.

	Existing Conditions	Opportunities
Assets	<ul style="list-style-type: none"> <li>• Local Elected Officials &amp; Ward Commissioners</li> <li>• Newsletter</li> <li>• Township Website</li> <li>• ZenCity platform</li> <li>• CivilSpace platform</li> <li>• Select Social Media Channels: Facebook &amp; NextDoor</li> </ul>	<ul style="list-style-type: none"> <li>• Expand feedback mechanisms within Newsletter</li> <li>• Address apathetic residents: is this a matter of relevant or engaging content and/or lack of participation mechanisms?</li> <li>• Expand capacity training on existing platforms to ensure relevant staff members are aware of its applications and full potential.</li> <li>• Identify what skills are needed to determine training.</li> <li>• Recognize linguistic diversity by translating materials into most commonly spoken second languages in the community.</li> <li>• Review additional features on existing platforms and their utility. <ul style="list-style-type: none"> <li>◦ Ex: Public Boards feature on CivicSpace</li> </ul> </li> <li>• Further investigate Township resources and personnel dedicated to Disabled community needs.</li> </ul>
Audiences	<ul style="list-style-type: none"> <li>• Susquehanna Township Residents</li> <li>• School District based community</li> <li>• Children under the age of 18 and their parents</li> <li>• Hindu religious community</li> <li>• Muslim religious community</li> <li>• Christian religious community</li> <li>• Jewish religious community</li> <li>• Buddhist religious community</li> <li>• Disabled Community</li> <li>• Spanish-speaking community</li> <li>• Nepali-speaking community</li> <li>• Ward-based communities</li> </ul>	<ul style="list-style-type: none"> <li>• Virtual communities such as on Facebook and NextDoor</li> <li>• Expanding use of existing assets and functions of platforms such as CivilSpace, Township Website, and ZenCity.</li> <li>• Religious institutions, particularly churches, mosques, and temples as information nodes and meeting spaces.</li> <li>• Schools and Afterschool Programs</li> <li>• Neighborhood Functions and Major Events</li> <li>• Superintendent's Office and School Board</li> <li>• Specific cultural and linguistic-based groups</li> <li>• People with disabilities interest groups</li> </ul>

## Recommendations for Future Outreach and Engagement Efforts

For future outreach and engagement efforts, this identification of people, departments, and organizations could be useful to consider. It was not intended to be an exhaustive list but could serve as a starting point about the **existent social networks** available for outreach and engagement.

Individual/Organization	Notes
Tilak Niroula	Chairman, Bhutanese Community of Harrisburg
Jlm Pezzuti, American Legion (Walnut Street)	Head of American Legion Chapter
Fred Faylona	Philippine-American Association of Central PA
Frank Allen, First Zion Baptist Church	President of NAACP in area

Based on the combined output of the Existing Conditions of Engagement workshop and Interviews, recommendations for outreach and engagement are shared below. **These recommendations and suggested next steps aim to foster relationships, expand outreach efforts, enhance accessibility, and improve the township's online presence, ultimately leading to more effective engagement and successful achievement of project goals.**

### Review Existing Virtual Modes of Communication and Underutilized Functions

- **Explore alternative digital avenues** (such as messaging platforms, social media outlets, etc.) or seek to develop them to be able to have more proactive outreach that goes beyond mail-in flyers or reactive responses to requests or complaints from residents. They can benefit each other.
- **Reviewing the township's social media expertise and capacity is crucial for effective engagement.**
  - By seeking out basic workshops or training modules, the Township could equip both their internal staff and eventually partner organizations with the necessary skills to improve social media presence, such as creating newsletters, Facebook Groups, or posting on emerging platforms with growing audiences like TikTok.
  - Additionally, **conducting a website audit** is important to ensure that the website meets accessibility standards for e-readers and visually impaired site visitors.
    - This includes incorporating alternative text for images, proper formatting of documents using headers and bullet points, ensuring color choices and contrast are visually inclusive, using readable fonts like Times New



Roman or Arial, and limiting the use of PDF images that may be unreadable for text-to-speech technology.

- **Consider expanding digital access with future programming** for outreach and engagement initiatives namely the Township newsletter. The newsletter could be published more widely on other platforms such as NextDoor, Facebook community groups, and through a more actively built-out newsletter listserv.
- Take into consideration the **potential reception** of certain kinds of design aesthetics and event programming topics that can be adapted for distinct community groups such as youth, senior citizens, new residents, racial/ethnic groups, etc.
  - This feeds into accessibility and content type standards that were highlighted by the stakeholder interviews.
- Consider utilizing **translation services** offered by the Active Translation project that provides translation services of websites, surveys, etc. if related to initiatives that support the development and adoption of active transportation plans or related policies.
  - Consider also reviewing the need for translation services **beyond spoken languages**, but also to include American Sign Language, and potentially other nonverbal languages such as Mexican Sign Language, as necessary.

### ***Strategically Target Audiences***

- **Be proactive and intentional with targeted audiences.** Consider specific age ranges, linguistic groups, and racial groups and lead with shared topics that support pride in Susquehanna Township amenities.
  - **Consider the Spanish and Nepali-speaking communities** of Susquehanna Township. Although the majority of residents may be English-speaking, having translated content will support their ability to participate in voicing their concerns and opinions.
- **Proactively develop a two-way relationship** with local religious/spiritual leaders (not only churches but also consider Hindu temples, Jewish temples, mosques, temples, other nondenominational or interfaith organizations, etc.), as well as connected prominent public figures and community organizers.
- **Expand In-Person Presence to effectively target people with disabilities**, it is recommended to expand the township's in-person presence at regional expositions, human service organizations, and conferences identified during the interviews. This will allow for direct interaction and engagement with the target audience, creating opportunities to raise awareness, gather feedback, and build relationships.

### ***Cultivate Relationships and Partnerships***

- **Establish initial contact with local organizations already engaged with the Disabled community**, potentially making use of the already completed [Key Nodes and Contacts](#)

[list](#) and completed interviewees as a starting point to a deeper outreach and engagement strategy for this specific community.

- Consider that the 'Disabled community' includes a whole host of physical and mental disabilities, health conditions, and special needs including but not limited to blind residents, deaf and hard of hearing residents, senior citizens, neurodivergent individuals, special education students, and veterans to name a few.
  - Consider the list of assets mentioned during the stakeholder interviews as potential avenues for future outreach and engagement, once relationships have been established.
- **Building strong relationships and partnerships with relevant organizations** is essential for successful outreach and engagement.
  - The Township can **reach out to the CILCP, which serves as the ADA expert for the region**, to establish a closer relationship. This can provide opportunities for collaboration through their existing social media platforms, contact networks, website page, and mobile bus unit that visits rural areas periodically.
  - Similarly, **initial contact should be made with the Arc of Pennsylvania and Vision Resources** to leverage their Facebook Groups, Contact Lists, and Alert System, thereby increasing the reach of future outreach initiatives.
  - **Establishing contact relationships with designated "Links"** for Dauphin, Cumberland, and Perry Counties will not only provide access to resources and services but also facilitate the creation of a comprehensive list of potential contacts for future outreach and engagement efforts.
- **Revisit the relationship between the Township and the Susquehanna Police Department** to explore new avenues of community collaboration, either with religious organizations as mentioned during the workshop, or in other potential areas that the Police Department may have existing relationships with (Schools, Community Centers, Mental Health Intervention, are some areas).
- **Explore partnerships with the School District and/or individual local area schools** to explore opportunities for revisiting after-school programming, sports programming, and similar topics to engage youth.
  - **Create a contact database** of the organizations related to after-school programs, summer camps, sports, and other extracurricular activities to share neighborhood updates and facilitate regular engagement between organizations and the township.
  - Leveraging relationships with local school districts and individual schools can be a valuable avenue for **engaging youth living with disabilities**.
- **Proactively develop a two-way relationship** with the various online Facebook group moderators mentioned during interviews and workshops, as well as NextDoor leaders of community groups.
  - This includes **engaging leaders of the "Access Not Denied" Facebook Group, "Get Off the Couch," and "Computer Users" Groups**, who can establish a channel

for the Township to regularly share updates on future events, resource sharing, and other engagement opportunities.

### *Limited Regional Services for People Living With Disabilities*

- The availability of organizations within Susquehanna Township was **limited**, often requiring outreach beyond the immediate area and . Some organizations faced capacity constraints due to funding limitations.

## Conclusion

The combined findings from the Existing Conditions of Engagement workshop and stakeholder interviews have provided valuable insights and recommendations for future outreach and engagement efforts in Susquehanna Township. By integrating the identified individuals, departments, and organizations as a starting point, Susquehanna Township can strategically target specific audiences, cultivate relationships and partnerships, and expand its in-person and online presence. The key findings include:

- **Importance of Face-to-Face Communication:** In-person events and one-on-one interactions were considered the most effective methods for reaching individuals with disabilities. Internet service limitations in rural areas highlighted the need for in-person engagement, particularly for the elderly and visually impaired communities.
- **Lack of Social Media Capacity:** The organizations lacked dedicated social media expertise and struggled with social media marketing. Limited knowledge and capacity hindered effective engagement through platforms like TikTok. Collaboration with schools and regional school districts was suggested to engage the youth community.
- **Website Accessibility:** Ensuring website accessibility was a crucial concern. Using accessible and plain language, standardized fonts, and incorporating text-to-speech tools were recommended. Excessive graphics were problematic for individuals with visual impairments.
- **Limited Regional Services for People with Disabilities:** The interviews revealed a limited number of organizations within Susquehanna Township, necessitating engagement beyond the township's boundaries. Some organizations faced capacity constraints due to funding limitations, resulting in reduced participation.

Overall, by reviewing existing virtual modes of communication and exploring alternative digital avenues, the township can proactively reach out to residents, going beyond traditional methods while also considering accessibility and content standards. At the same time, considering strategic in-person presence for targeted communities such as the elderly and visually impaired will be helpful in achieving deeper engagement with those that are unable to use virtual methods.



Moreover, by strategically targeting audiences such as the Spanish and Nepali-speaking communities and developing relationships with local religious and community leaders, the township can foster a greater sense of pride and inclusivity. Cultivating relationships with organizations already engaged with the disabled community and conducting a website audit to ensure accessibility standards are met are two crucial steps toward promoting engagement and inclusivity.

These recommendations, when implemented, will lay the foundation for a comprehensive engagement strategy that connects the Township with its residents and creates an environment of collaboration and empowerment. By embracing these recommendations, Susquehanna Township will become a beacon of inclusive and effective community engagement, setting an example for other municipalities to follow in fostering meaningful connections with their residents.



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## SUSQUEHANNA TOWNSHIP-WIDE BICYCLE, PEDESTRIAN, AND GREENWAY PLAN

### Demographic Overview Memo

HRG Project Number: R010156.0425

September 12, 2023

## DEMOGRAPHIC OVERVIEW

The following is a brief review and analysis of demographic statistics and changes that are relevant to active transportation planning in Susquehanna Township. Information was obtained from the American Community Survey (ACS). This differs slightly from the U.S. Census, providing a 5-year average rather than a yearly estimate. In addition, the ACS provides more extensive categories of data than the Census.

### POPULATION

Susquehanna Township recorded a population of 26,354 in 2020, an increase of 8.8% from 2010. This follows a population increase of 9% in the decade from 2000 to 2010. During the same time periods, 2010 to 2020 and 2000 to 2010, Dauphin County also experienced steady growth (+6.8%, and +6.5% respectively).

### AGE BREAKDOWN

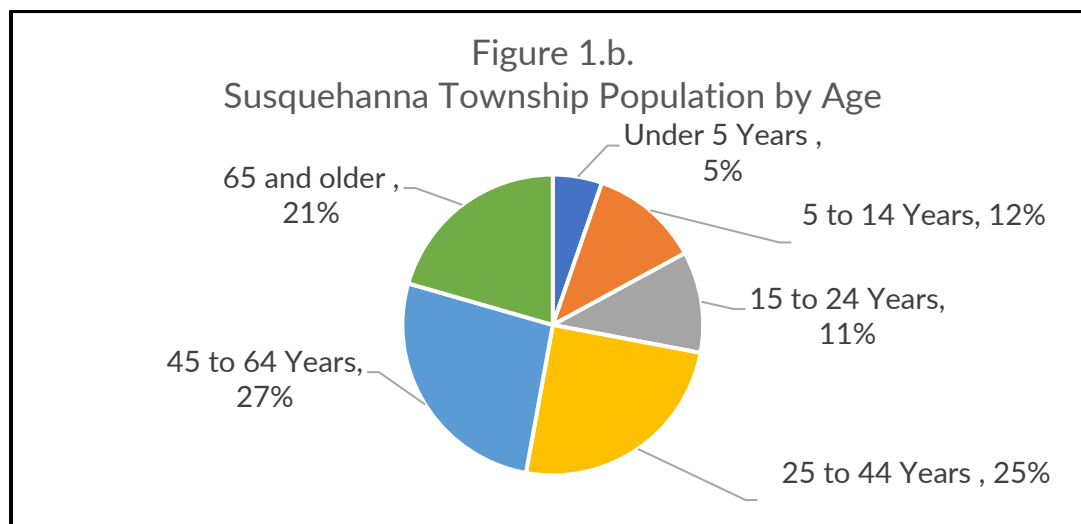
Regarding active transportation, the numbers in Figures 1.a. and 1.b. provide insight into the Township's target population. Children ages 5 to 14, enrolled in elementary and middle school, and would benefit physically, mentally, and educationally, from the opportunity to walk or bike to school. For more information on this, the planning committee should familiarize themselves with the [Safe Routes Partnership](#) as well as [Vision Zero for Youth](#). These organizations can guide programming and funding efforts. Adults aged 25 to 44, as well as those aged 45 to 64, combined equal more than 50% of the total population, are the target for active transportation to work, healthcare, shopping, and entertainment. These are also the individuals that are accompanying the children using active transportation.

Figure 1.a.



#### Susquehanna Township Population by Age

Age Range	Population	% of Total
Under 5 Years	1,397	5%
5 to 14 Years	3,105	12%
15 to 24 Years	2,870	11%
25 to 44 Years	6,558	25%
45 to 64 Years	7,009	27%
65 and older	5,415	21%
<b>Total Population</b>	<b>26,354</b>	<b>100%</b>



## RACIAL BREAKDOWN

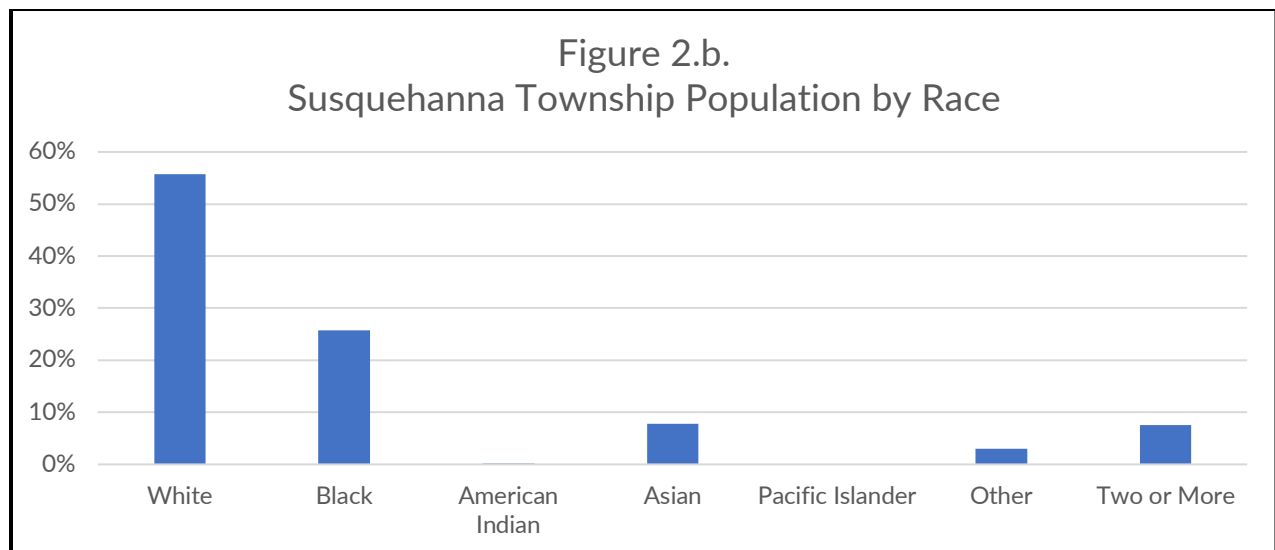
Over half of the population identifies as White (56%), with the next largest group identifying as Black (26%). Of note, 8% identify as Asian, 8% of the population identifies Two or More Races, and 3% identify as Other. It is important to note that minority populations grew in the Township over the past decade. In 2010, 31% (7,100) residents identified as a minority, and in 2020, 44% (11,666) residents identified as a minority. This is an important consideration in active transportation as different cultures have different relationships with active transportation. There is a great deal of research on the reality, and perceptions, of safety faced by Black and Brown people when it comes to active transportation. Community engagement must be inclusive and reflect diverse voices. A great resource to gain insight on this subject is [Streets Bog USA](https://streetsblogusa.org/).

The following data depicts the racial breakdown of Susquehanna Township.

**Figure 2.a.**

**Susquehanna Township Population by Race**

Race	Population	% of Total
White	14,688	56%
Black	6,784	26%
American Indian	62	0%
Asian	2,094	8%
Pacific Islander	0	0%
Other	748	3%
Two or More	1,978	8%
<b>Total Population</b>	<b>26,354</b>	<b>100%</b>



## **SOCIOECONOMIC BREAKDOWN**

Based on the data below, on average, households in Susquehanna Township earn 15% more than the average household income for Dauphin County, and 12% more than the average household income in the State of Pennsylvania. Thirty-six percent (36%) of households have an income of \$100,000 or more. There is a smaller percentage (8.3%) of Susquehanna Township households below the poverty line, relative to Dauphin County and the State of Pennsylvania (both at 12.1%).



**Figure 3.a.**

**Susquehanna Township Household Income**

Median Household Income (2017-2021) in 2021 Dollars	
Susquehanna Township	\$78,149
Dauphin County	\$66,454
Pennsylvania	\$68,957
United States	\$69,717

**Figure 3.b.**

**Susquehanna Township Income Distribution**

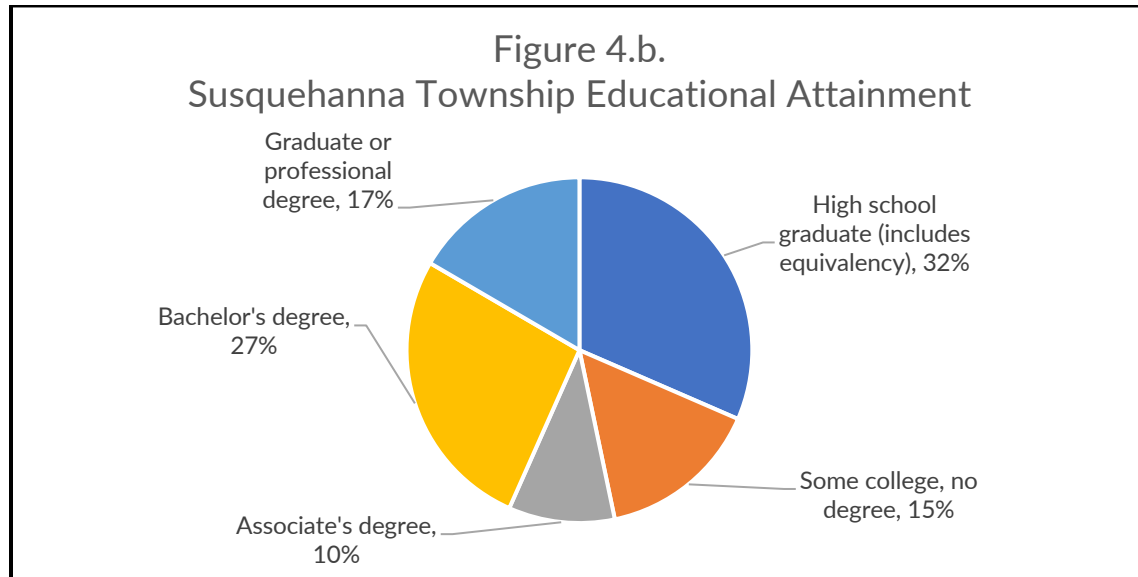
Susquehanna Township Household Income	% Total
Less than \$10,000	5%
\$10,000 to \$14,999	2%
\$15,000 to \$24,999	8%
\$25,000 to \$34,999	6%
\$35,000 to \$49,999	12%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	19%
\$150,000 to \$199,999	9%
\$200,000 or more	8%

This data corresponds to the education data, which shows that 93% of the population, age 25 and older, have obtained a high school diploma or further education. Of that population, 43% have obtained a bachelor's degree or higher. According to [national earnings and unemployment rates](#), an individual with a high school diploma alone earns an average of \$781/week, and faces a 9% unemployment rate; an individual with a Bachelor's degree earns an average of \$1305/week, and faces a 5.5% unemployment rate.

**Figure 4.a.**

**Susquehanna Township Educational Attainment**

Population 25 years and over	Number	%
Less than 9th grade	381	2%
9th to 12th grade, no diploma	881	5%
High school graduate (includes equivalency)	5,585	29%
Some college, no degree	2,693	14%
Associate's degree	1,761	9%
Bachelor's degree	4,740	25%
Graduate or professional degree	2,941	15%
Total	18,982	100%



## SUMMARY

The Township has grown in population size and diversity. As the Township becomes increasingly diverse, and the population begins to age, resident's relationships with transportation networks will change. Additionally, with an increased demand to be active and be outdoors during the COVID-19 pandemic, trail usage increased, and in some cases has remained at a high since. These spaces largely became popular as they provided safe places to recreate, which can also be achieved through a robust active transportation network. Not only do active transportation network provide these safe places for residents to recreate but they also provide transportation mode options for commuting, running errands, and getting to a destination.



# **PROPOSED AGENDA FOR: Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan MEETING ZERO - (Preliminary Kick-off meeting)**

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Here at CTC, we call our initial meeting “Meeting Zero” – a preliminary meeting prior to the first formal project meeting with all the parties. Among the items we’ll want to review are:

- 1—Project Schedule
- 2—Calendar of Meetings
- 3—Steering Committee
- 4—Project Contact List/Stakeholder Engagement
- 5—Base Mapping/Data Gathering
- 6—Task/Hours Spreadsheet
- 7—Frequency and Type of Communications
- 8—Project Dropbox
- 9—Wants and Needs/Any other items



# Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan

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Minutes – Meeting Zero – (Preliminary Kick-off Mtg.)

Meeting Date: Friday, January 27, 2023 @ 10:00am

Distribution Date: Tuesday, January 31, 2023

Next Meeting Date: TBD

Attendance: Bob Thomas, Doug Maisey, Tim Staub, Doug Knauss, Mack Breech, Fred Faylona, Elizabeth Logan, & Richard Norford.

## Team Introductions

### Consulting Team

- Bob Thomas – Partner in Charge, Doug Maisey – Planner/Project Designer, Tim Staub (VP-HRG, Community Planner), Marissa Denker – not in attendance (Connect the Dots-community engagement)

### Susquehanna Twp.

- Doug Knauss – Parks and Rec. Director
- Mack Breech - Zoning Officer
- Fred Faylona – Twp. Commissioner of 6<sup>th</sup> ward/Chair of Rec. Committee
- Elizabeth Logan – Assistant Twp. Mgr. (Involved in Sustainable Susquehanna and Implementation),
- Richard Norford – Rec. Advisory Committee/Bike Ped Coordinator – formed “Bicycle South-Central PA” and is part of Harrisburg Bicycle Club/Capital Area Greenbelt.

## 1—Project Schedule

- Does the 10-month calendar work? –
  - Doug believes it may end up taking a little longer. WalkWorks funds should be used first. Final report anticipated by first quarter of 2024.

## 2—Calendar of Meetings

- To be set at initial steering committee.

## 3—Steering Committee

- Setting initial Steering Committee for a few weeks from now. There is a 13-member committee. CT&C will share some times with Doug K. for Mid-February.



#### 4—Project Contact List/Stakeholder Engagement

- CT&C will set up list with Steering Committee.
- Virtual/Hybrid Public Meetings vs. in-person? Susquehanna uses a Civil Space platform and will put one together for this. Civil Space can be used for advertising meetings/discussion boards also. Doug K. can discuss this with the consulting team.
- Community Engagement Options:
  - Tour de Belt (Capital Area Greenbelt)
  - National Night Out
  - May is also “Bicycle Month”
  - Opening Day for Baseball – Mid April

#### 5—Base Mapping/Data Gathering

- Township can share the Sustainable Susquehanna / Official Map Layer.
- Sidewalks have also been largely captured.
- Township is actively improving GIS systems and can provide.

#### 6—Task/Hours Spreadsheet

- Discuss further with the steering committees.

#### 7—Frequency and Type of Communications

- Setup check-in calls at least every two weeks, or more if necessary. Discuss further with the steering committees.
- Minutes can be shared via Civil Space.

#### 8—Project Dropbox

- We often use Dropbox to share larger files, and plan to do so with this project.

#### 9—Wants and Needs/Any other items

- The Township receives numerous requests for sidewalk waivers and are looking to see which streets are best for bike/ped infrastructure. May be able to provide list of recent waivers.
- Zoning amendment for parking. Previous study suggested 70% of the total area of parking lots are not utilized. The Township can check the drone survey of parking.



- Fred Faylona - 6<sup>th</sup> ward (densest) – sidewalks and bike infrastructure are a priority for connectivity. Updated sidewalk infrastructure. Engagement is important for the disadvantage community.
- Connectivity to the Capital Area Greenbelt is a great asset to build upon.
- Recapturing a sense of place is important to the Township.
- Having an official map showing trails is a great asset. We may be interested in including sidewalks/bike lanes.
- The Township would like to include active transportation/greenways as part of this plan. Not solely bike/ped connections. An interview with Capital Area Transit should be included.
- Bike parking locations should be considered in the plan. Newest bike rack is in front of the Township Building.

**Distribution:** All in attendance at this meeting, as well as Marissa Denker from Connect the Dots

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*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within 5 days of the distribution date.*

/users/douglasmaisey/dropbox/dm folders during covid-19 - march 2020-march 2022/ctc materials during covid-19/sus-walk/log/minutes\_notes-meeting zero - sus-walk 2023-01-27 v003.doc





## **Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan**

### **REQUESTED AGENDA**

#### **STEERING COMMITTEE MTG. #1**

6:30pm on Monday March 13, 2023

At the Susquehanna Township Municipal Building  
(1900 Linglestown Rd, Harrisburg, PA 17110)

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#### **I. INTRODUCTIONS**

#### **II. STEERING COMMITTEE / PROJECT CONTACT LIST**

#### **III. PROJECT OVERVIEW**

- a. Meetings / Public Participation Process
- b. Base Mapping/Data Gathering
- c. Bicycle, Pedestrian, Trail, and Greenway Concept Plan
- d. Attention to Access by the Disabled Community
- e. Management, Operation, and Maintenance
- f. Implementation
- g. Final Products – Draft and Final Report

#### **IV. SCHEDULE / PROJECT MEETINGS**

- a. Review Project Schedule - Deadlines for Tasks and Deliverables
- b. Project Coordination Meetings / Public Meetings / Interviews

#### **V. PROGRESS SO FAR**

- a. Review of Background Research / Previous Studies and Reports
- b. Site Visit #1
- c. Existing Conditions / Initial Observations
- d. Base Mapping materials
- e. Local Resources / Important Connections
- f. Connect the Dots - Preparation for Interviews and outreach to the Disabled Community

#### **VI. TODAY'S ACTIVITIES**

- a. What do you hope to come from in this study?
- b. What Opportunities, Concerns, or Threats do you see?
- c. Identifying Key Project Stakeholders / Interview List?
- d. Mapping Discussion

#### **VII. NEXT STEPS**





# Susquehanna

## TOWNSHIP

### SIGN IN SHEET

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Name	Address
Ted Carskadon	
Kenana Zejcirovic	
Sgt. Dixie	
Fred Faylona	3621 Centzfeld Rd PA
Marc Breech	Susquehanna Township
Douglas Moisey	CTRC
Mike Loomis	
ROBERT P. THOMAS	
Jenifer Donnelly	
ANDREW BOMBERGER	
Frank Chlebnikow	Planning Commission
JASON REBER	STPD
Doug Krauss	Park & Rec
Betsy Logan	Asst. Mgr





**Susquehanna**  
TOWNSHIP

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## Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan

Minutes: Kick-off Steering Committee #1 (Prepared by CT&C)

Meeting Date: 6:30pm on Monday March 13, 2023

Distribution Date: Friday March 17, 2023

Location: At the Susquehanna Township Municipal Building (1900 Linglestown Rd, Harrisburg, PA 17110)

Attendance: See Attached Attendance Sheet

Next Meeting Date: To Be Determined

### I. INTRODUCTIONS

- R. Thomas asked each steering committee member and Township Staff to provide an introduction and brief explanation of what their interests are in this study.
- R. Thomas and D. Maisey from the consulting team at Campbell Thomas & Co. provided their own introductions and interests.

### II. PROJECT OVERVIEW

- R. Thomas quickly went through an overview of project and scope, noting that this steering committee meeting is aimed as being a kick-off for the project and that only initial background research has been conducted to date. Future meetings will look to gather information and prepare recommendations for improvements.
- Items included in the project are as follows.
  - A. **Meetings / Public Participation Process** – We anticipate a total of three steering committee meetings, two public meetings/workshops, as well as a presentation to the Recreation Advisory Board and Board of Commissioners later in the process. There will also be a public survey prepared that will help inform the project team.
  - B. **Base Mapping/Data Gathering** – HRC, the Township Engineer and subconsultant to the project team, has begun gathering base mapping information for the project. Mach Breech from the Township has already shared several GIS layers from the Comprehensive Plan.
  - C. **Bicycle, Pedestrian, Trail, and Greenway Concept Plan** – After gathering input from the public and key stakeholders, as well as researching and analyzing background materials, and conducting in person survey's; the project team will prepare a bicycle, pedestrian, trail, and greenway concept plan for the steering committee to review.
  - D. **Attention to Access by the Disabled Community** – As part of this project, the project team is working with "Connect the Dots" to further gather input and ensure the disabled community within the Township has an opportunity to provide their feedback. This will help ensure that the needs of the disabled community are also met as part of the project plan. Connect the Dots has already prepared several items for the steering committee to review (***these materials will be distributed with the meeting minutes for comment***).
  - E. **Management, Operation, and Maintenance** – As part of the plan, recommendations for ongoing management, operation, and maintenance of the improved network will be addressed.
  - F. **Implementation** – Project phasing will be a key component of the plan. This will include recommendations for funding for initial phases.
  - G. **Final Products** – Draft and Final Reports will be reviewed by the study committee and prepared for the

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### III. SCHEDULE / PROJECT MEETINGS

- A. **Review Project Schedule** - Deadlines for Tasks and Deliverables have been outlined on a project schedule that will be used as a guide for the project. (***This will be updated and distributed to the Steering Committee for their reference***)
- B. **Project Coordination Meetings / Public Meetings / Interviews** - As we move through the planning process, key meeting dates will be determined by the project team and client. Steering Committee Members are encouraged to attend and assist in the public meetings that are to be arranged.

### IV. PROGRESS SO FAR

- R. Thomas went over the consulting team's progress so far. This includes:
  - A. **Review of Background Research / Previous Studies and Reports** - This includes the Sustainable Susquehanna 2030 Comprehensive Plan, the Greenbelt Gap Evaluation from 2022, and the Connect the Dots presentation from 2021.
  - B. **Site Visit #1** – CT&C conducted this by car on February 14<sup>th</sup>, 2023, with Dick Norford.
  - C. **Existing Conditions / Initial Observations.**
  - D. **Base Mapping Materials** - prepared by HRG.
  - E. **Local Resources / Important Connections**
  - F. **Connect the Dots Materials** - Preparation for Interviews and outreach to the Disabled Community

### V. TODAY'S ACTIVITIES

- An open discussion took place focusing on the following key questions:
  - A. **What do you hope to come from in this study?**
  - B. **What Opportunities, Concerns, or Threats do you see?**
- Key points from this discussion were as follows:
  - A. Mike Loomis noted that improving bike/ped transit to local amenities and activities is key.
  - B. Ted Witford stated that speed is an issue and that the plan should look at ways to help slow vehicle traffic down. Wood Street's speed humps were a good improvement when they went in.
  - C. Doug Knauss noted that connectivity between the Township's parks system and connections to mass transit will be a key component.
  - D. Betsy Logan would like to fill missing connections for bike and pedestrian Corridors. There may be easements available for safer connections. Additionally, the greenway component is important, as stormwater management is a concern in parts of the Township.
  - E. Frank Chelbnikov would like to see this plan used as a tool for commissioners when reviewing development and maintenance plans. There are too many missed opportunities to implement bike/ped facilities while other work is being conducted.
  - F. In looking at the map of communities and barriers, Linglestown Rd. and Progress Ave. were identified as a key intersection for improvements. Crossing and traversing some of these major intersections will be key to connecting the network.
  - G. Andrew Bomberger noted that many of the barriers are state routes and that federal grant dollars are available through the Tri-County Regional Planning Commission that might be suitable for improvements. It is important to look at what can be done within the existing curb to curb distance to re-configure all modes of traffic.
  - H. Frank Chelbnikov mentioned that when Linglestown Rd. was re-paved there was a missed opportunity to include bike lanes. It is important that maintenance projects look at this report to make sure recommendations are included in other work.
  - I. Frank Chelbnikov also noted that more people are walking on the shoulder of the road where sidewalks aren't located. Sidewalks need to be formalized to make sure residents are safe from vehicle traffic.
  - J. It was recommended that the bike facilities that do get incorporated feel safe for everyone, not just the cyclists that are already comfortable biking on the roads.
  - K. Scott Doyle noted that crossing Walnut St. at Peach Tree is challenging and should be looked at.
  - L. Doug Knauss stated that most people in the steering committee are aware of the concerns in the Township, but the opportunity of this plan is to secure policy change. With this plan in place, we can help to change the policy in the future which will help make sure missed opportunities to secure these



connections is decreased.

- M. It is also important to look at the small connections that can be made. These small improvements can often make a big difference.
- N. In the past, some Wedgewood trail connections have been proposed, but there has been pushback from residents. There needs to be some education of residents to remediate any fear of trails.
- O. Mike Loomis/Frank Chelbnikov - Education is important for residents and bicyclists to ensure they are safe on the street. It is just as important to educate those in vehicles as those on bicycles.
- P. Andrew Bomberger noted that they have information on vehicle/ped/bike accidents that may be useful.
- Q. Dick Norford mentioned that the League of American Bicyclists teaches smart cycling to residents monthly within the Township.
- R. Jenifer Donnelly noted that we are seeing more micro-mobility and e-assist mobility that should be considered in the plan.
- S. Andrew Bomberger mentioned that the Regional Planning Commission now has four video counters gathering data at intersections. They have looked at 40 locations so far. If there are any key intersections that we should look at for the study, the Regional Planning Commission can likely get a counter placed there. (The intersection of Progress Ave. and Linglestown Rd. was noted).
- T. Andrew Bomberger also mentioned the funding opportunity for the TIP. The MPO constantly updates projects on the TIP. If pursued these funds would look at larger trail projects/improvements.
- U. Creating a continuous riverfront trail all the way into town would be another opportunity in this plan.
- V. Kenana Korkutovic mentioned two other state-wide funding opportunities that may be available. This includes the Statewide TASA funding (100% construction dollars) and the PennDOT Multi-modal transportation fund (can be for study or design).
- W. In discussing connections to public transit, Andrew Bomberger noted that the CAT does not have bike racks at their stops. Additionally, the Transit Development Plan hasn't been updated by CAT since the 1970's.
- X. Susquacycle is the bike share system in place. There are only six stations so far, but others are planned.
- Y. The Susquehanna River Trail and its access points should also be considered on the plan.

## VI. NEXT STEPS

- Identifying Key Project Stakeholders / Interview List?
  - A. Steering committee member should think about recommendations for individuals/organizations that should be considered for a stakeholder interview and share them with Doug Knauss and/or the Consulting team.
- Connect the Dots will be working with the Township to address their involvement in community outreach to the disabled community.
  - A. They have already developed a contact list and outreach plan to reach this community. Additionally, they will be setting up a workshop with the Township to understand and discuss current outreach techniques.
- The project team will be continuing their background research and has a bike survey planned for March 20th.
- The team will also be coordinating with Susquehanna Township to plan for the first Public Meeting and prepare for the survey that will be distributed as part of the plan.

Distribution: Township-Wide Bicycle, Pedestrian, and Greenway Plan Steering Committee and all in attendance.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within 5 days of the distribution date.*

*/users/douglasmaisey/dropbox/dm folders during covid-19 - march 2020-march 2022/ctc materials during covid-19/sus-walk/log/materials for 3:13:23 steering committee #1/00 - draft meeting minutes - steering committee meeting # 1 v001.doc*





**Susquehanna**  
TOWNSHIP

## **Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan**

### **REQUESTED AGENDA**

#### **STEERING COMMITTEE MTG. #2**

6:00pm on Wednesday September 13, 2023

At the Susquehanna Township Municipal Building  
(1900 Linglestown Rd, Harrisburg, PA 17110)

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#### **I. INTRODUCTIONS**

#### **II. KEY PROJECT UPDATES / DISCUSSION ITEMS**

- a. Feedback from Public Workshop #1
- b. Completed Public Survey
- c. Community Bike Ride and Walk
- d. Stakeholder Interviews
- e. Outreach/Report from Connect the Dots
- f. Demographic Profile from HRG
- g. Mapping / Draft Recommendations

#### **III. TODAY'S ACTIVITIES**

- a. Workshop style discussion/review of draft recommendations

#### **IV. NEXT STEPS**

- a. Incorporate and refine Draft Recommendations
- b. Schedule/Prepare for Public Meeting #2
- c. Legal Feasibility – Review Ownership Patterns
- d. Trail Management, Operation, and Maintenance
- e. Continuing Public Transit Discussion with SRTA
- f. Implementation Strategy
- g. Prepare Draft and Final Products for Review





**Susquehanna**  
TOWNSHIP

## Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan

Minutes: Steering Committee Mtg. #2 (Prepared by CT&C)

Meeting Date: 6:00pm on Wednesday, September 13, 2023

Distribution Date: Tuesday, September 19, 2023

Location: At the Susquehanna Township Municipal Building (1900 Linglestown Rd, Harrisburg, PA 17110)

Attendance: See Below

Next Meeting Date: To Be Determined

### I. INTRODUCTIONS

#### a. In-person attendees included:

- Robert Thomas (CT&C)
- Doug Maisey (CT&C)
- Doug Knauss (Susquehanna Twp. – Director of Parks and Recreation)
- Dick Norford (Susquehanna Twp. – Bike/Ped. Coordinator)
- Mack Breech (Susquehanna Twp. - Zoning Officer)
- Chief Robert Martin (Susquehanna Twp. Police)
- Commissioner Fred Faylona (Susquehanna Twp. - BOC)
- Kenana Korkutovic (PennDOT District 08)
- Andrew Bomberger (Tri-County Regional Planning Commission)
- Jennifer Donnelly (Resident / Recycle Bicycle Harrisburg)

### II. KEY PROJECT UPDATES / DISCUSSION ITEMS

#### a. Feedback from Public Workshop #1

- i. Doug Maisey provided feedback from the first public meeting. Information was provided for destinations of interest, missing connections, barriers and opportunities for improvement, as well as amenities that the community would like to see.

#### b. Completed Public Survey

- i. Doug Maisey and Doug Knauss provided background on the public survey response. Approximately 200 responses were received across three activities: pedestrian, bicycling, and public transit. Additionally, general demographic information was gathered from the survey respondents.



- ii. Andrew Bomberger noted that the existing transit system is largely a hub and spoke system now. Susquehanna Regional Transportation Authority (SRTA) is looking at developing potential “suburban hubs” to better interconnect the community.
  - iii. Bob Thomas added that there is a potential opportunity to create looping transit routes that intersect.
- c. Community Bike Ride and Walk
  - i. Bob Thomas and Dick Norford provided a re-cap of the community bike ride and walk from this past Saturday, September 16th. As part of this event, barriers were identified as a major issue. Large parts of the community are already walkable and bikeable, but the major barriers make it challenging to interconnect. The walking tour took a close look as well at accessible routes for the disabled and the general public.
  - ii. Additionally, the safety/visual enhancements of the street were identified as playing a major role in attracting walking/biking.
  - iii. RT noted that the Saturday ride focused on the alternatives to using some of the major roads. Residents in attendance were happy to see the Township looking into this.
- d. Stakeholder Interviews
  - i. Interviews are now complete. The project team will be adding feedback into a spreadsheet format that will be included in the report. CT&C may still interview Dauphin County E.D. regarding the Front Street revitalization.
- e. Outreach/Report from Connect the Dots
  - i. Robert Thomas provided an overview of the coordination and outreach to the disabled community and the feedback provided.
- f. Demographic Profile from HRG
  - i. Doug Maisey provided an overview of the demographic profile recently provide by HRG. This was compared to the demographic information gathered as part of the survey.
- g. General Discussion
  - i. Kenana Korkutovic noted the opportunity to pair improvements with PennDOT Connects projects. Elmerton Ave. resurfacing is to take place by PennDOT in the near future. “Jack”, is the PennDOT project manager for these improvements and would like to look at specific recommendations in Elmerton Ave. as part of this plan. Preliminary engineering will be taking place soon and construction is slated for 2025.
  - ii. Andrew Bomberger noted that PennDOT 409 projects are largely limited to the cartway, so a sidepath may need to be completed separately.
  - iii. Kenana Korkutovic also noted that PennDOT District 08 will be speaking with PennDOT District 06 regarding their active transportation repaving coordination with the County and MPO.
  - iv. Andrew Bomberger noted that this study should ideally investigate the bike/ped connections across the river. Many people live across the I-81 George Wade Bridge. Right now, PennDOT is not looking at the Wade Bridge for improvements.
  - v. It was also noted that the Cohn Bridge in Susquehanna Township needs to be renovated. This may be an opportunity to include bike lanes and sidewalks.
  - vi. Andrew Bomberger noted that the I-81 widening is very unlikely to happen due to expense. Interstates are looked at through the PennDOT Central Office. HATS and Tri-County looked at the complete stretch of I-81 from Maryland to



I-78. It was concluded that traffic is largely incident related, rather than traffic - congestion related. Spot treatments are likely to take place, but no system wide widening. Tri-County has some ideas on how to get through the 81 interchange with re-striping/narrowing work but this will need to be worked out.

- vii. Andrew Bomberger noted that Tri-County is also conducting an active transportation plan. This will largely focus on the major regional routes, such as I-81, a connection through the Dauphin Narrows, Linglestown Rd. and Progress Ave., and the CAGB extension to Lancaster. More localized connections would be the focus of each municipality.

### III. TODAY'S ACTIVITIES

- i. Draft recommendations have been added to the base mapping. These were discussed in a workshop style format.
- ii. Following this discussion, the recommendations will be updated in preparation for the 2<sup>nd</sup> public workshop.

### IV. NEXT STEPS

- a. Incorporate and refine Draft Recommendations
- b. Prepare for Public Meeting #2 on October 24<sup>th</sup>, 2023, at 6:30pm.
- c. Legal Feasibility – Review Ownership Patterns
  - i. It is not within the scope to look at specific deeds, but the team will look at typical situations for the corridor recommendations.
- d. Trail Management, Operation, and Maintenance
  - i. Recommendations for future development and management will be a key part of the study.
- e. Continuing Public Transit Discussion with SRTA
  - i. The project team will be back in touch with SRTA to coordinate on transit recommendations.
- f. Implementation Strategy
  - i. The study will look at layered phasing to build the system out. This is largely based on priority and connectivity.
- g. To conclude, the project team will prepare draft and final products for review.

Distribution: Township-Wide Bicycle, Pedestrian, and Greenway Plan Steering Committee and all in attendance.

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**Susquehanna**  
TOWNSHIP

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## Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan

Minutes: Public Workshop #1 (Prepared by CT&C)

Meeting Date: 6:00pm on Thursday June 1<sup>st</sup>, 2023

Distribution Date: Thursday June 8th, 2023

Location: At the Susquehanna Township Municipal Building (1900 Linglestown Rd, Harrisburg, PA 17110)

Attendance: See Attached Attendance Sheet

Next Meeting Date: To Be Determined

### I. INTRODUCTIONS

- D Knauss provided a brief overview of the Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan and thanked everyone for attending before introducing R. Thomas & D. Maisey from the project consulting team.

### II. PROJECT OVERVIEW AND SLIDE SHOW

- R. Thomas provided a further explanation of the project and his background in Susquehanna Township.
- D. Maisey explained the focus of tonight's information gathering session and went through a brief slide presentation that provided an overview of the following topics:
  - a) The project team and steering committee
  - b) Project Overview and the Township webpage for the Study
  - c) Explanation of where we are in the process.
  - d) An overview of Connect the Dots' involvement in engaging the underrepresented disabled community.
  - e) The active public survey and our findings so far
  - f) Overview of some key resources and maps that the team will be building upon.
  - g) An explanation of the workshop and the information we are asking for at each of the four workstations.
  - h) An invitation to the July 29<sup>th</sup> Public Walk and Bike Ride (signup is available on the Township website).

### III. WORKSTATIONS

- Following the slide presentation, D. Maisey provided an overview of the workshop goals:
  - a) **Inform the community** about the planning process for the Township-Wide Bicycle, Pedestrian and Greenway Plan
  - b) **Gain knowledge & information** about bicycle, pedestrian, public transit, and greenway resources through engaging discussion and activities
  - c) **Gather input** from a diverse group of community members.
- To accomplish these goals, four workstations that were placed throughout the room. At each workstation, the community was encouraged to provide feedback on several study topics utilizing maps, markers, and stickers.
- Additionally, the slide presentation was placed on a repeat timer on the presentation monitor, so any late arrivals could view the information.
- The four workstation activities were as follows:

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### Station 1 - Destinations of Interest

- Use the stickers/markers and the map provided to identify areas of interest/key destinations that you would like to be walkable/bikeable in the community. (*Parks, trails, schools, neighborhoods, natural areas, businesses, public transit stops, etc.*)
- ***\*Index cards were also available at each station to provide further comment.***

### Station 2 - Missing Connections

- Use the markers and the map provided to identify any gaps in connectivity & linkages. Use the highlighters provided to mark gaps in **sidewalks (purple)**, **bike lanes (blue)**, or **trails (Green)**.
- ***\*Index cards were also available at each station to provide further comment.***

### Station 3 - Barriers and Opportunities for Improvement

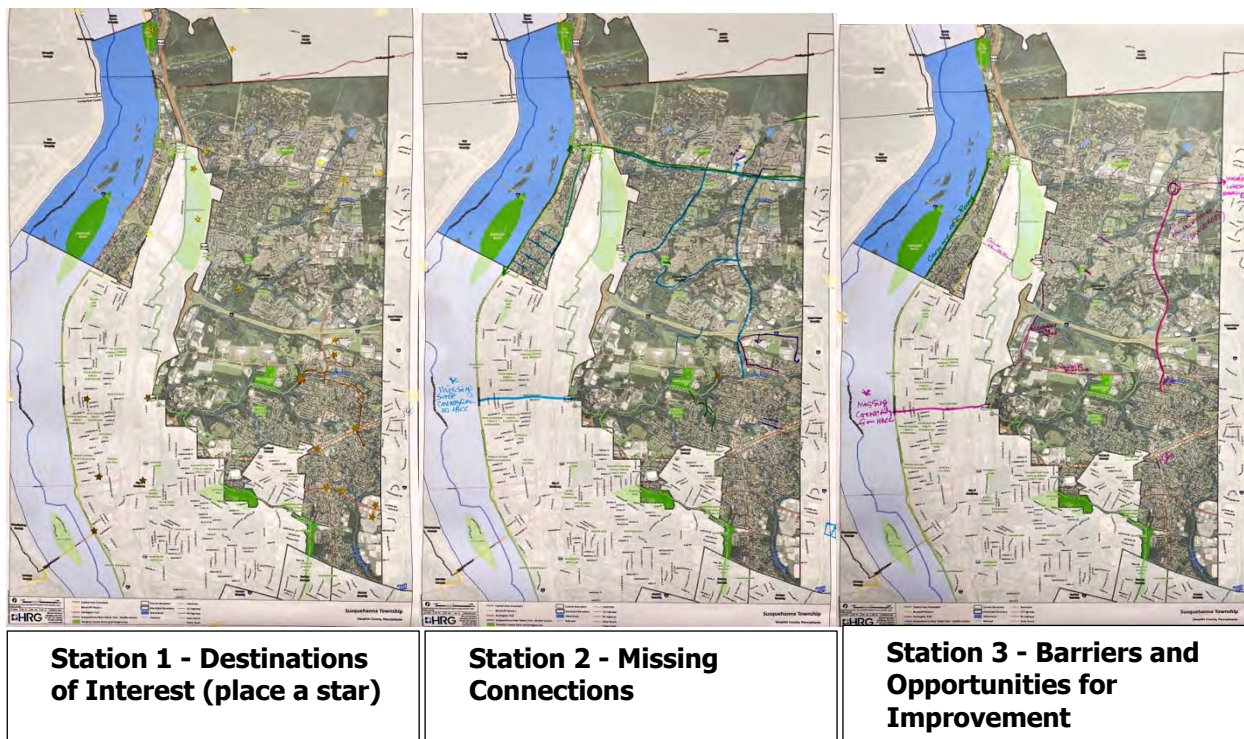
- Use the markers and map provided to identify roads/intersections/or other barriers that currently inhibit pedestrian/bicycle connectivity?
- ***\*Index cards were also available at each station to provide further comment.***

### Station 4 – Amenities

- Individuals must place their **6 tickets** in the amenities they would like to see in the Township.
- Categories include increased bikeshare, bike parking, bike repair stations, rest rooms, signage (resources and directional), benches, trees/landscaping, pocket parks, bus stop shelters, trailheads, Other (please write on ticket).
- ***\*Index cards were also available at each station to provide further comment.***

## IV. WORKSTATION RESULTS

- See below the maps (for reference only) that were marked up at workstations #1 through #3 and results from workstation #4.





## Station 4 – Amenities

Ticket Counts on Amenities listed below:

	Amenity	Count
Ticket Count	Signage (Resources and & Directional)	23
	Restrooms	23
	Pocket Parks	18
	Bus Stop Shelters	6
	Trailheads	25
	Bike Repair Stations	5
	Benches	16
	Trees/Landscaping	39
	Increased Bikeshare	3
	Bike Parking	18
	Other	12

- Pocket Park - at cul-de-sac in 3700 block of N. 2<sup>nd</sup> St. (fill in dirt over black top/road)
- Bus stop shelters – Install bus stop shelters along Progress Ave. so passengers can choose not to stand along the shoulder of the highway.
- Trailheads – At least 2 additional accesses to old Wedgewood pool (connect to the Green Belt and Edgemont Park.
- Benches – Bench in green space at cul-de-sac at 3700 block of N. 2<sup>nd</sup> St. and potential pocket park.
- Trees on North 6<sup>th</sup> Street.
- Other Categories:
  - o Dog Park (3) – Fence the wooded area by the parking lot by Waverly Woods Park & Pond
  - o Increased greenspace overall
  - o Bollards along bus routes for bike/ped safety on Linglestown Rd. and Progress Ave.
  - o Painted bike lanes through busy intersections (ex: along Linglestown Rd. at Industrial Rd. and past entrance ramps to 322)
  - o Bathrooms are closed during the winter – need for them to be open or have a porta potty during the winter.
  - o Connect neighborhoods.
  - o Sidewalks or safety measures (often see people walking and walking dogs in roads which is very unsafe).
  - o Safe, walkable ways to get from Linglestown Rd. to Wildwood Park. Barriers, trees, bike lanes, something to protect pedestrians from bikers.
  - o Garbage cans and recycling bins on side streets
  - o Greenbelt – Ped and bike only lanes in areas that are currently public roads. Traffic is terrible on these roads.
  - o Water stations
  - o Trash cans.

Distribution: Township-Wide Bicycle, Pedestrian, and Greenway Plan Steering Committee and Consulting Team.

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## SIGN-IN SHEET

CT  
&C

Project:

Date: 06/01/2023

Meeting #: Public Workshop #1 Susquehanna Twp-wide Bike, Ped, and greenway plan

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-985-4354—Email: rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Douglas Malsky	CTC		
2	Frank Lynn	Susq Twp		
3	Leonard P Zaiaski	Resident		
4	Bill & Rosemary Trousdale	Neighbor		
5	JD Lambrinos	West Haver Twp		
6	Frank Chlebniak	Susq. Twp Res.		
7	Mike Shull	CAGA		
8	Margaret Morgan	resident		
9	Marie Gropas	CAGA/Resident		
10	GARRY BRINTON	SUSQ TWP		
11	Deanna Carroll	Resident		
12	Howard Ross	RESIDENT		
13	Ray & Patly Landis	RESIDENT		
14	MIKE MORRIS	RESIDENT		
15	Veronica Harteis	Resident		
16	STEVEN C. NAPPER	Susq Twp Comm.		
17	Kim Dell	RESIDENT		
18	Jim Long	PRESIDENT		
19	Fred Faylona	Commissioner		
20				



## SIGN-IN SHEET

CT  
&C

Project: \_\_\_\_\_

Date: \_\_\_\_\_

Meeting #: \_\_\_\_\_

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-985-4354—Email: rthomas@campbellthomas.com

Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Mike Loomis	Resident		
2	PAT CARROLL	"		
3	Josie Buzell	resident		
4	Diane Riley	Resident		
5	Karla Freeman	Resident		
6	CINDY STINE	Res		
7	David Spear	"		
8	JOHN BRICKNER	RESIDENT		
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## SIGN-IN SHEET

CT  
&C

Project:

Date: 6/1/23

Meeting #: \_\_\_\_\_

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-985-4354—Email: rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Janetta Green, 3211 N. Front St.	CILCP		
2	Mike Knight			
3	Bex Lord 301 Linn St.			
4	Phyllis Zitzer	HBC		
5	Glenn + Bev Meyer			
6	Ginny Rogers 3628 N 4th St			
7	Jenifer + Tom Donnelly 4518 Laurelwood Dr.			
8	Gladys Freeman-Handy 4645 Deer Path	Resident		
9	LATASHA C WILLIAMS	8th Ward Comm'r		
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**Susquehanna**  
TOWNSHIP

## **Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan**

### **REQUESTED AGENDA**

#### **PUBLIC WORKSHOP #2**

6:00pm on Tuesday October 24, 2023

At the Susquehanna Township Municipal Building  
(1900 Linglestown Rd, Harrisburg, PA 17110)

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#### **I. INTRODUCTIONS & HOUSEKEEPING**

#### **II. A BRIEF SLIDE PRESENTATION (~ 30 min)**

- a. Key Project Updates and Planning to date
  - i. Feedback from Public Workshop #1
  - ii. Completed Public Survey
  - iii. Community Bike Ride and Walk
  - iv. Stakeholder Interviews
  - v. Outreach/Report from Connect the Dots
  - vi. Demographic Profile from HRG
- b. Draft Recommendations
  - i. Overview of Proposed Trails and Connectivity Map (prints available at tables)
  - ii. Examples of Typical Solutions

#### **III. TODAY'S ACTIVITIES (~ 45 min)**

- a. Small Breakout Groups - Review of Trails and Connectivity Map (*Large Scale Map Discussion at Work Stations*)
  - i. Are we missing anything?
  - ii. What are your Priority Projects?
  - iii. Where is additional Transit/Access needed?
- b. Small Group Presentations

#### **IV. NEXT STEPS & GENERAL Q & A (15 + min)**

- a. Incorporate and refine Draft Recommendations
- b. Legal Feasibility – Review Ownership Patterns
- c. Trail Management, Operation, and Maintenance
- d. Implementation Strategy
- e. Prepare Draft and Final Products for Review

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**Susquehanna**  
TOWNSHIP

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## Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan

Minutes: Public Workshop #2 (Prepared by CT&C)

Meeting Date: 6:00pm on Tuesday October 24, 2023

Location: At the Susquehanna Township Municipal Building (1900 Linglestown Rd, Harrisburg, PA 17110)

Attendance: See Attached Attendance Sheets

Next Meeting Date: N/A

### I. INTRODUCTIONS

- D Knauss provided a brief overview of the Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan and thanked everyone for attending before introducing R. Thomas & D. Maisey from the project consulting team.

### II. PROJECT OVERVIEW AND SLIDE SHOW

- R. Thomas provided a further explanation of the project and his background in Susquehanna Township.
- D. Maisey explained the focus of tonight's information gathering session and went through a brief slide presentation that provided an overview of the following topics:
  - a) Key Project Updates and Planning to date
  - b) Feedback from Public Workshop #1
  - c) Completed Public Survey
  - d) Community Bike Ride and Walk
  - e) Stakeholder Interviews
  - f) Outreach/Report from Connect the Dots
  - g) Demographic Profile from HRG
  - h) Draft Recommendations
  - i) Overview of Proposed Trails and Connectivity Map (prints available at tables)
  - j) Examples of Typical Solutions

### III. WORKSHOP

- Following the slide presentation, D. Maisey provided an overview of the workshop:
  - a) The room was broken into five (6-8 person) breakout groups. Each table had a large-scale Trails and Connectivity Map for reference. Each table had the same discussion tasks focusing on:
    - Are we missing anything?
    - What are your Priority Projects?
    - Where is additional Transit/Access needed?
  - b) Following the small group breakouts, an individual from each group presented their recommendations and priority projects back to the larger group.

### IV. WORKSHOP FEEDBACK & RESULTS

- See below the comments provided by each workshop table.

#### Table 1 –

Priority Projects:

*Campbell Thomas & Co. ♦ 1504 South Street ♦ Philadelphia PA 19146-1636  
Tel: 215-985-4354 ♦ Email: [rthomas@campbellthomas.com](mailto:rthomas@campbellthomas.com) ♦ Web: [www.campbellthomas.com](http://www.campbellthomas.com)  
Architecture ♦ Preservation ♦ Community & Transportation Planning  
James C. Campbell AIA, LEED-AP ♦ Robert P. Thomas AIA, APBP ♦ Partners*



- A connection is needed from the Greenbelt path along the Susquehanna in Harrisburg to the protected bike lane going to Fort Hunter
- Bike Lanes on the 6<sup>th</sup> street portion of the Greenbelt are needed.
- Bike Lanes running up Linglestown so folks near the river can get to the Giant and other businesses.

Transit:

- Public Transit note – In addition to lacking service locations, hours of operation tend to end early. An individual at the meeting had wanted to attend by transit, but the line ended early to get home to Midtown Harrisburg. Might be nice to see park & ride services into downtown Harrisburg.

**Table 2 –**

Priority Projects:

- Connect 1327 Pelham Rd. w/ Wandering Way – An easement to be provided by the homeowner through their yard.
- Pelham Rd. to Apollo Rd. connection through yards.
- Paxton Church Rd. improvements.
- Crooked Hill Rd. improvements.

**Table 3 –**

Priority Projects:

- Linglestown Rd. (Route 39) – Designated/marked bike lane on berm from Front Street to the Township Boundary.
- Change bike lane on N. Progress. When approaching Linglestown Rd., move the bike lane from the center of the road to the side.
- Fill in gaps in existing sidewalks such as the entrance to the Giant from Linglestown Rd.
- Add sidewalk from the shops at Susquehanna Oxford Court.

**Table 4 –**

Priority Projects:

- A bike path from Wedgewood to Edgemont to include bridge.
- Progress Ave and Linglestown Rd. Improvement
- Extend the bike lane on Linglestown Rd. to the Township boundary and ask Lower Paxton to continue it into their Township.

Transit:

- Bus on Linglestown Rd. needed to serve Fort Hunter, Blue Mountain Commons, Oakhurst to Lower Paxton Township.

**Table 5 –**

Priority Projects:

- Progress Ave. improvements – wider shoulders from Garrison Ave. to the south. Sidewalks continued.
- Route 39 – Vaughn Street to the Greenbelt.
- Route 39 – Progress Ave. connection. – Bike boxes at dangerous intersections.
- Connect Wedgewood Hills to Veteran's Park Trail as a Greenbelt Spur.

General Comments:

- Connect the Greenbelt through Wildwood Park
- Immediate/inexpensive activity – Install share the road signs along streets like Crooked Hill Rd., Continental Drive., Progress Ave., and north of Route 39.
- A lot on the map...What will priorities be?
- Greenbelt Capital Projects - Include repairs along Asylum rd., the cemetery, and State Farm Rd.
- Plan for tree root impact and maintenance on new trails.



## **V. NEXT STEPS & GENERAL Q & A**

- A.** Robert Thomas discussed next steps associated with the planning process.
  - i. This included incorporating and refining the draft recommendations.
  - ii. A review of legal feasibility
  - iii. An overview of trail management, operation, and maintenance
  - iv. An implementation strategy focusing on the priority projects discussed today.
- B.** Following these updates, the consulting team will prepare draft and final products for review. A draft report will be submitted to the Board of Commissioners, Planning Commission, and Recreation Advisory Committee for review in December 2023.

Distribution: Township-Wide Bicycle, Pedestrian, and Greenway Plan Steering Committee and Consulting Team.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within 5 days of the distribution date.*

*/users/douglasmaisey/dropbox/dm folders during covid-19 sus-walk/log/materials for public workshop #2 - 10:24:2023/meeting minutes - public workshop # 2 v001 10-24-23.docx*



## SIGN-IN SHEET

CT  
&C

Project:

Date: 10/24/23Meeting #: Public Workshop #2 - Susquehanna Twp. Bike/Ped./Greenway Plan

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-985-4354—Email: rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Rachael Losiewicz	Lower Paxton Twp Greenway Committee		
2	LARRY WASSER	Lower Paxton Twp		
3	Michael Farnum	Resident		
4	LOU SEARLES	HRB BICYCLE CLUB		
5	Jim Seidler	LP Greenway Comm.		
6	<del>Paul M. Stas</del>			
7	Cindy Stine	1327 Pelham Rd		
8	MIKE MORRIS	ST RESIDENT		
9	Len Zzikowski	ST Resident		
10	Mark Lynn	Comm (S)		
11	MICHAEL SUMMERS	RESIDENT		
12	Diane Kripas	Resident		
13	Steven C. Napper	Twp Comm		
14	Rod Calhoun	2000 Continental		
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## SIGN-IN SHEET

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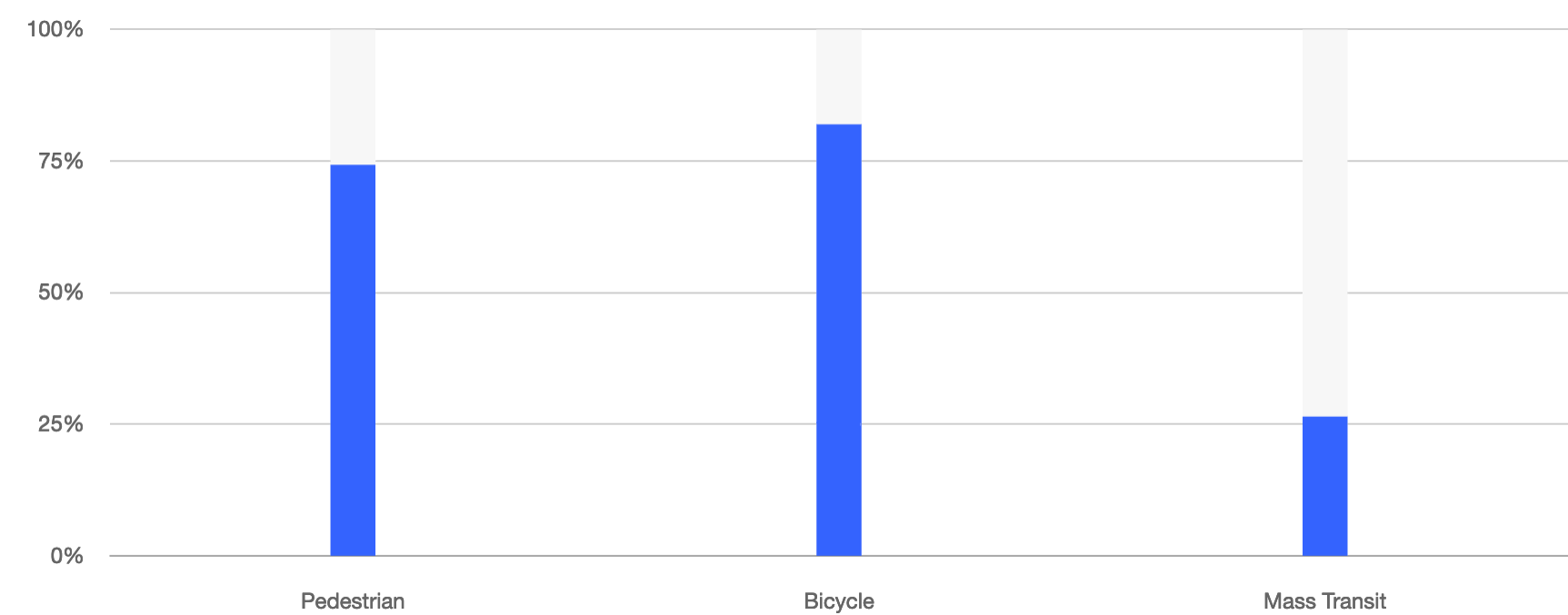
Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Mike Toom	HBC		
2	Darryl Ruthrock	Susq Twp		
3	H. Ross	HBC		
4	Douglas Main	CIC		
5	Brandon Bassom	Strongtowns		
6	Amber Blaylock	Strong Towns Hq		
7	J. Barley	SMTG		
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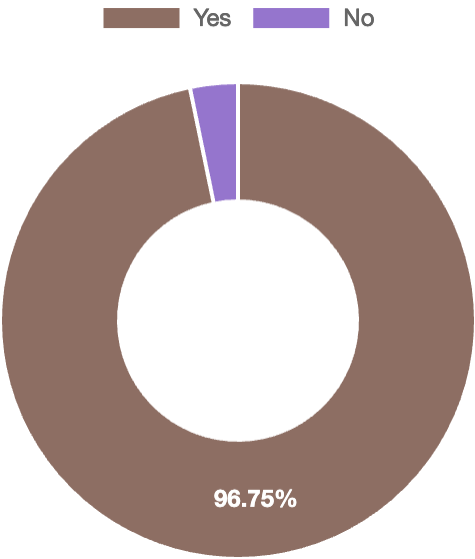
# Susquehanna Township Bicycle, Pedestrian & Greenway Plan Survey Results

Please select the activities that you are interested in participating in?



Pedestrian:

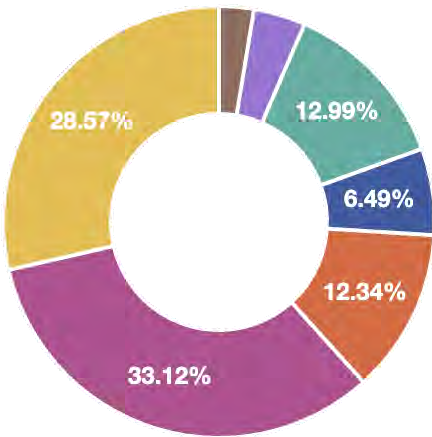
1. Do you walk, run, or hike with in the Township?



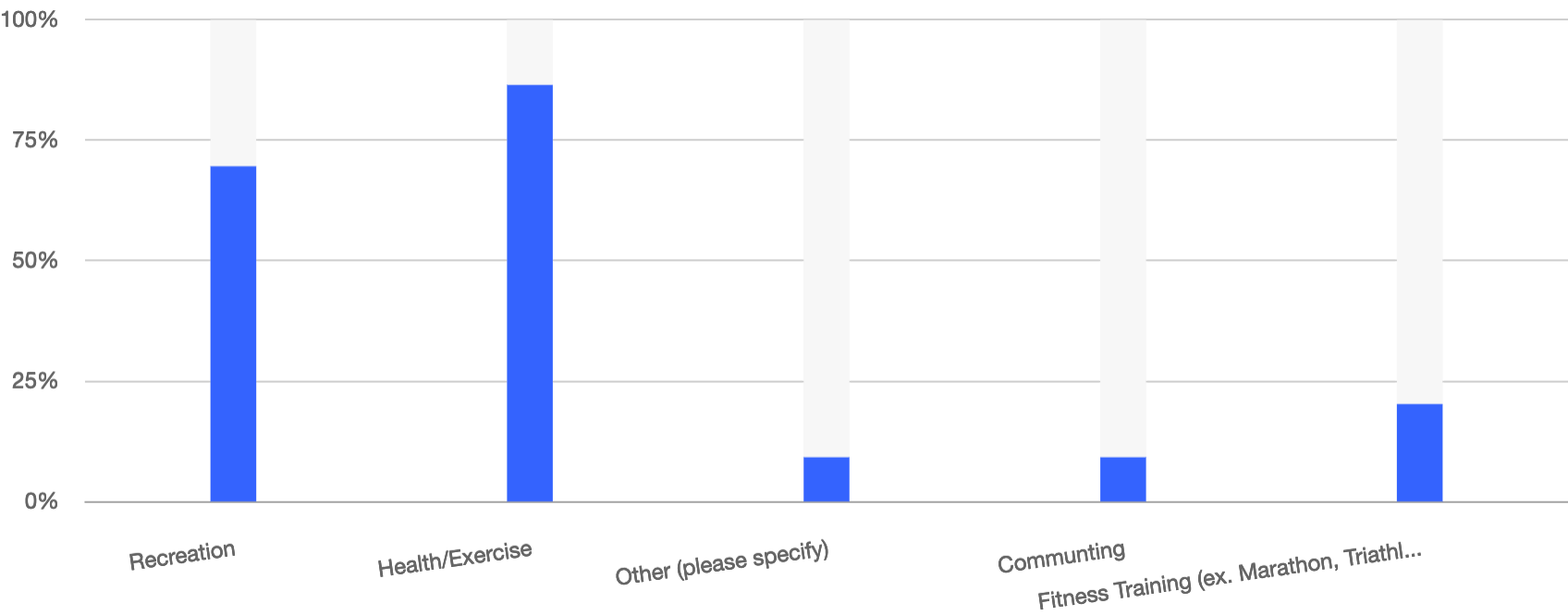


2. How often do you walk, run, or hike in the Township?

Rarely/Once a year or less   A few times a year   A few times a month   Once a week   2 Times/week  
3-5 times/week   Daily

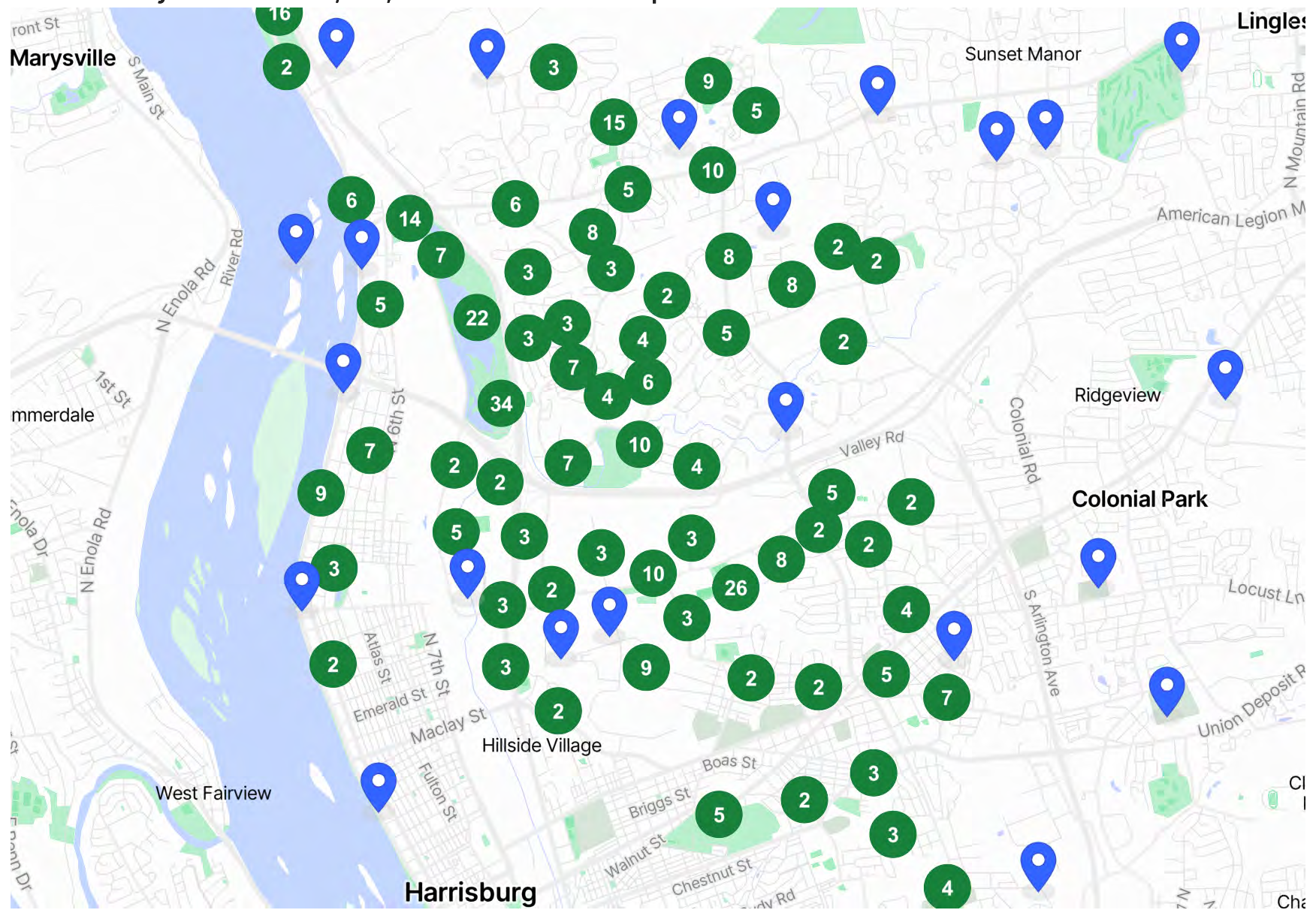


3. Why do you walk, run, or hike in the Township?





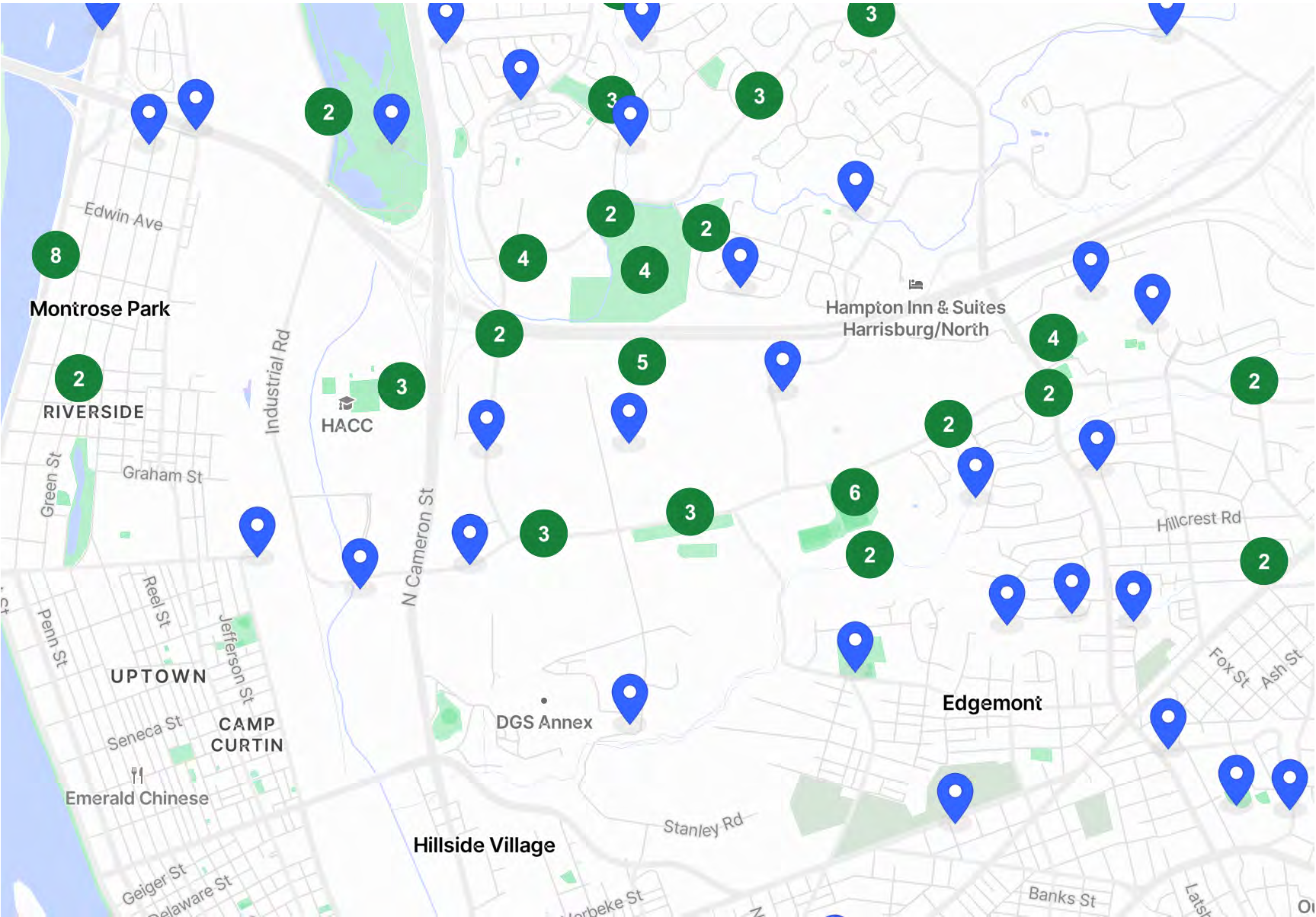
**4. Where do you like to walk, run, or hike in the Township?**



[© Mapbox](#) [© OpenStreetMap](#) [Improve this map](#)



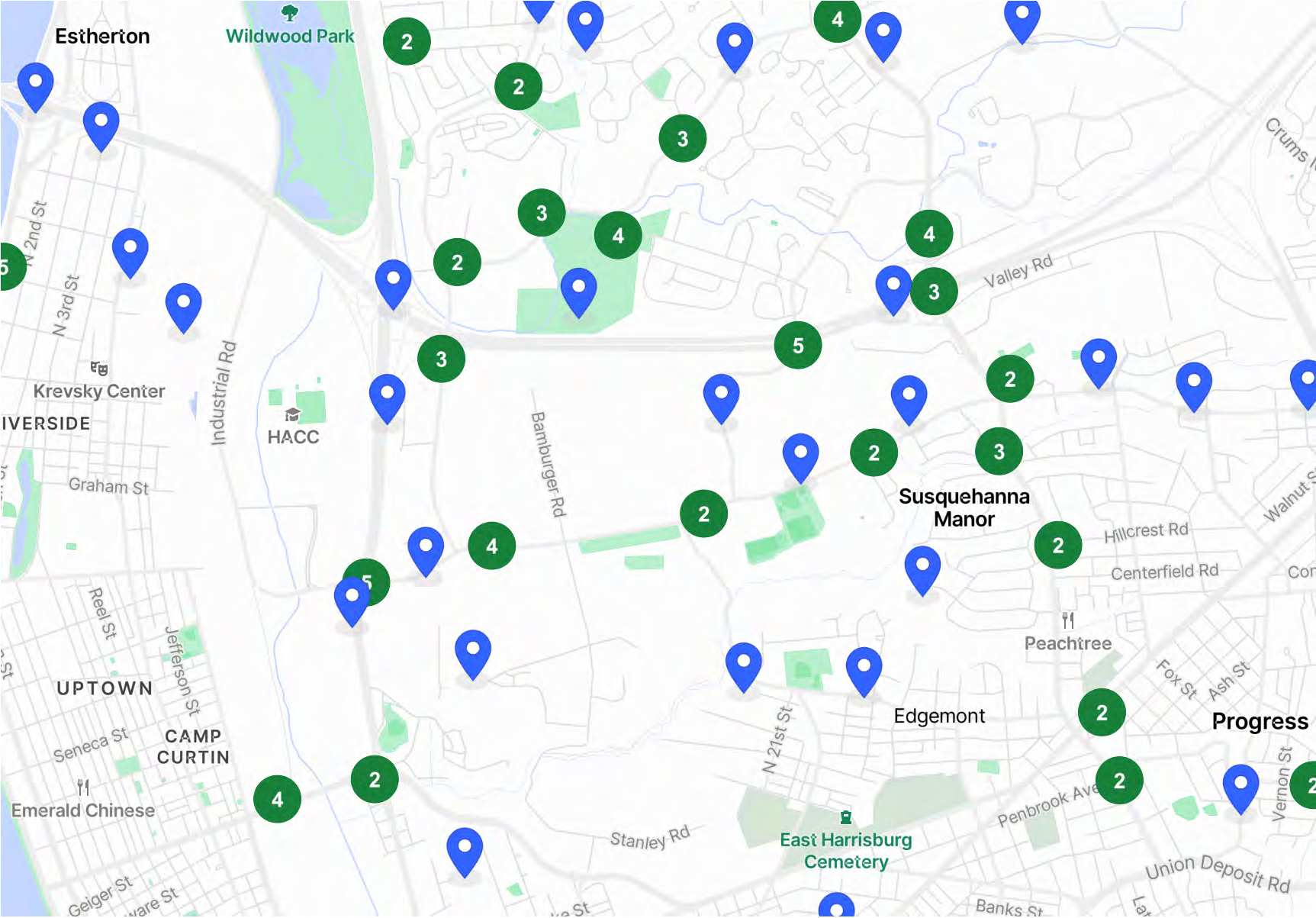
5. Where else would you like to be able to walk, run, or hike in the Township?



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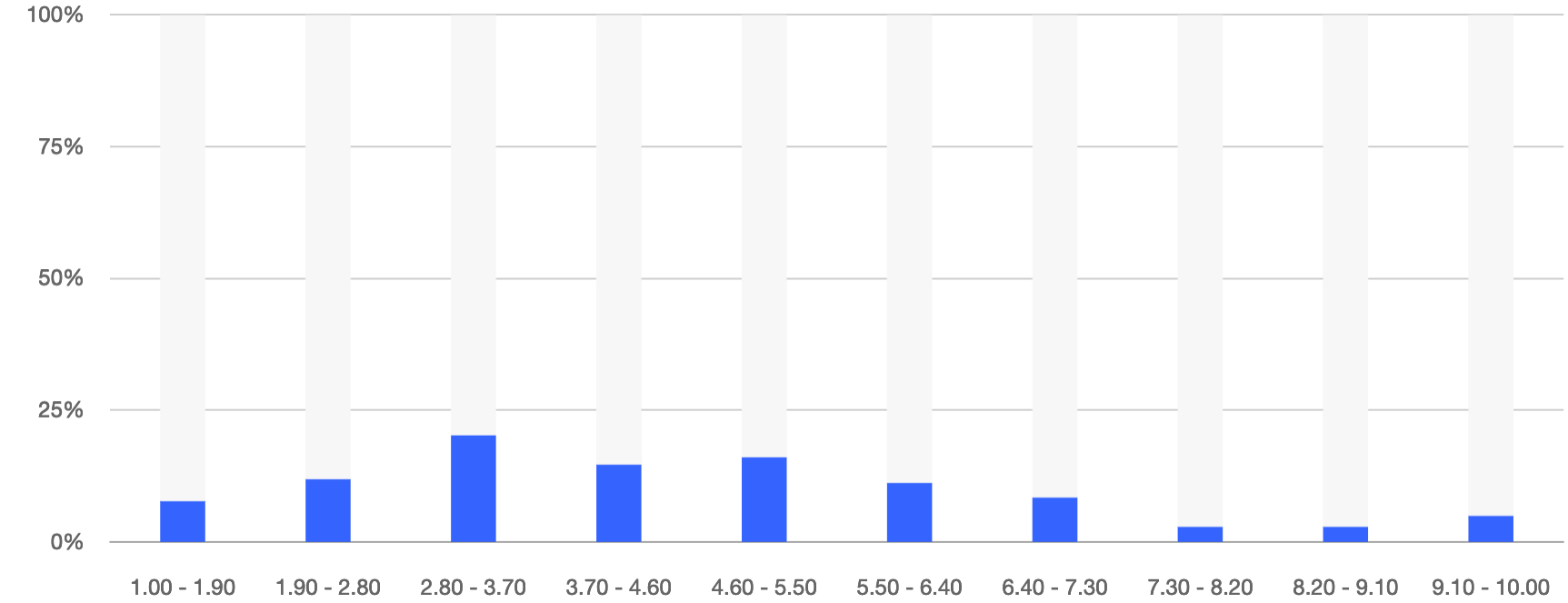


6. Mark where there are barriers that prohibit you from walking, running, or hiking in the Township?



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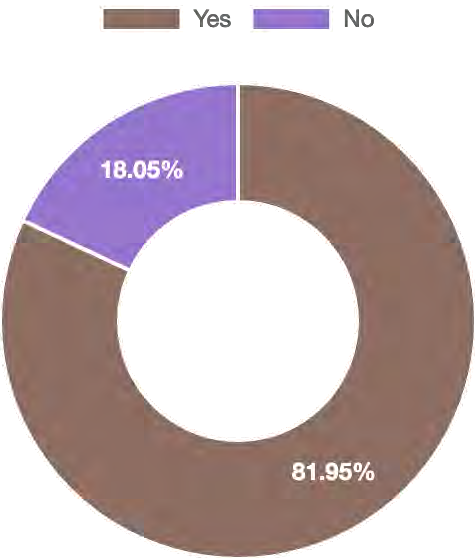
7. On a scale from 1-10 how well connected do you feel the pedestrian network is in the Township?



Bicycling:

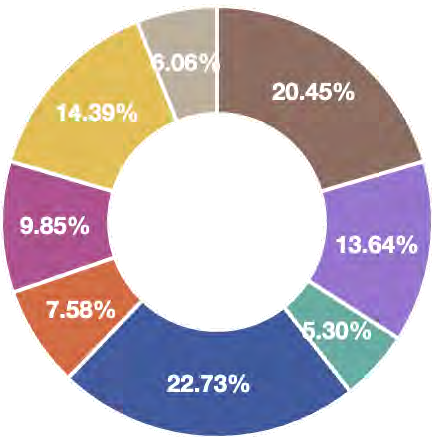


1. Do you bike within the Township?

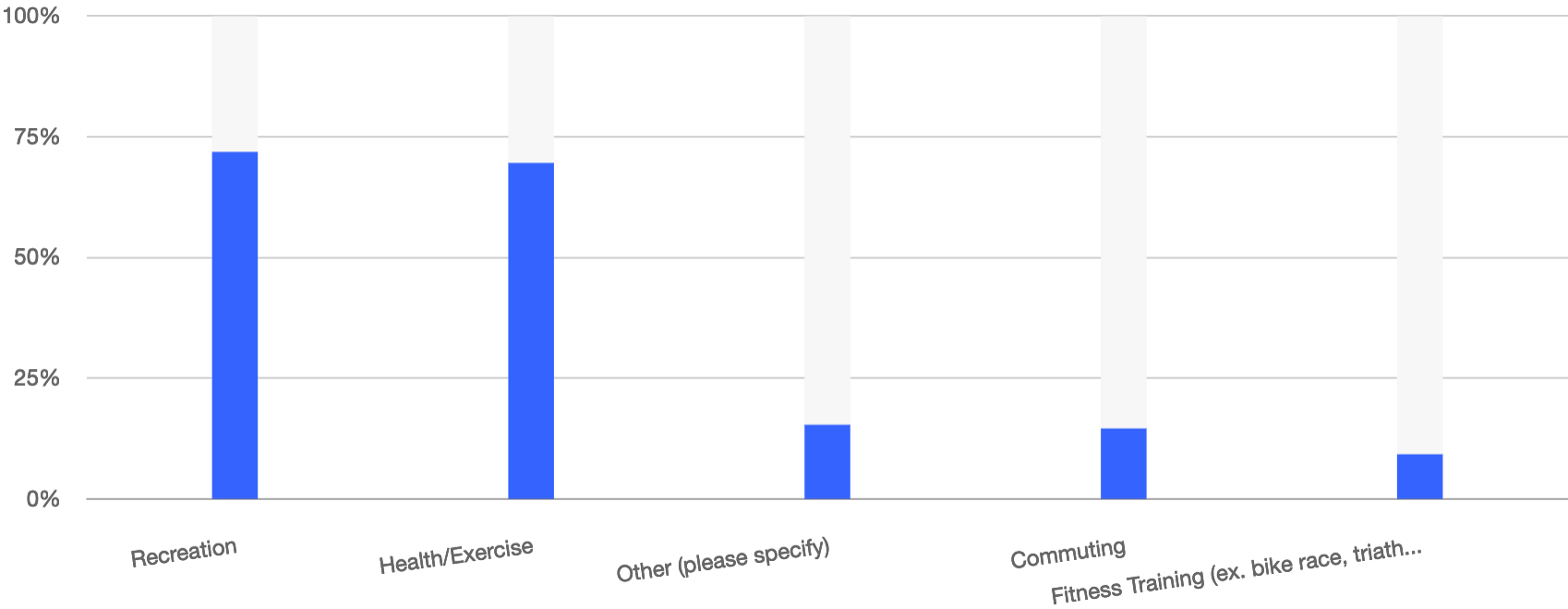


2. How often do you bike in the Township?

Rarely/Once a year or less   A few times a year   Once a month   A few times a month   Once a week  
2 times a week   3-5 time a week   Daily

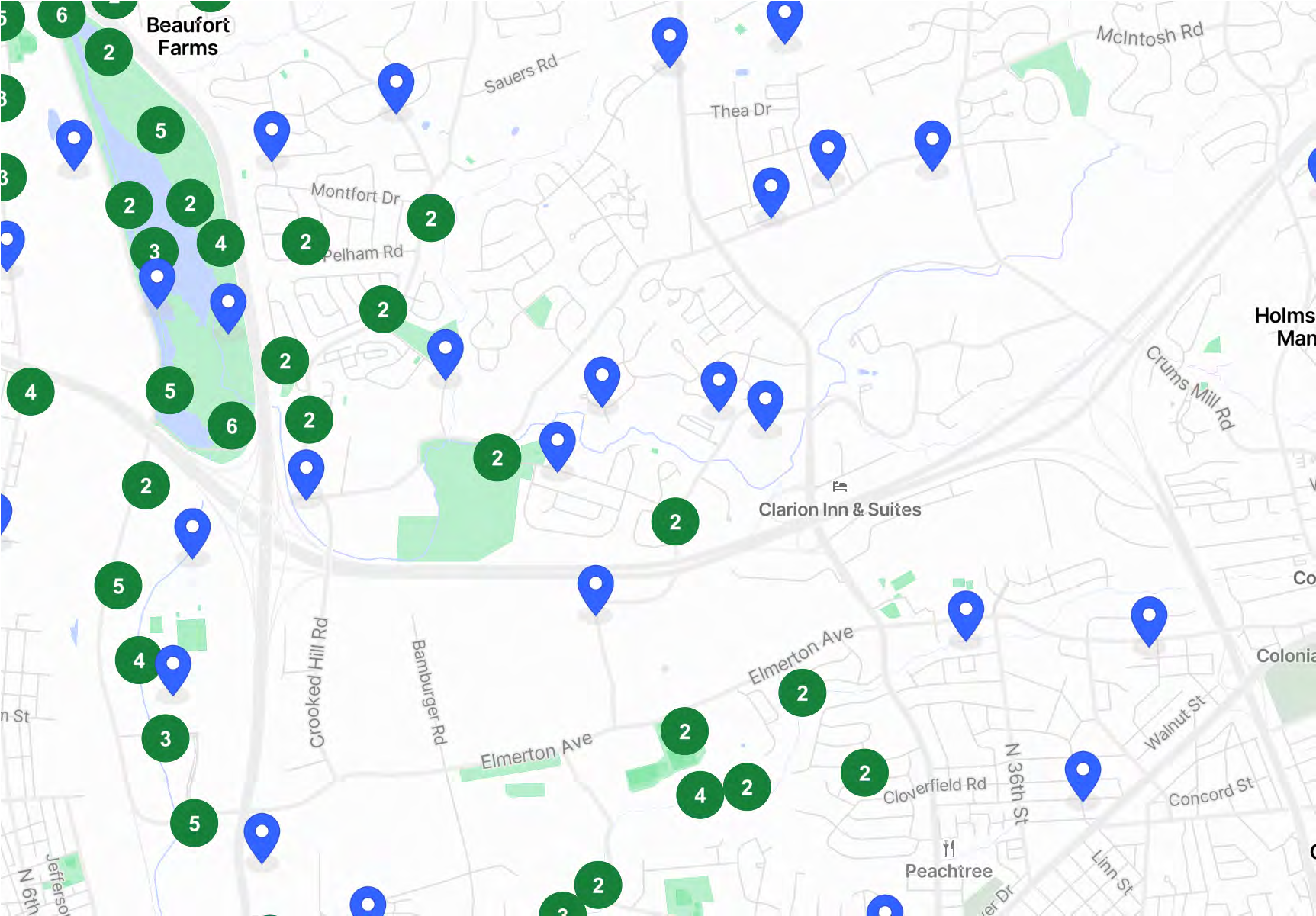


3. Why do you bike in the Township?





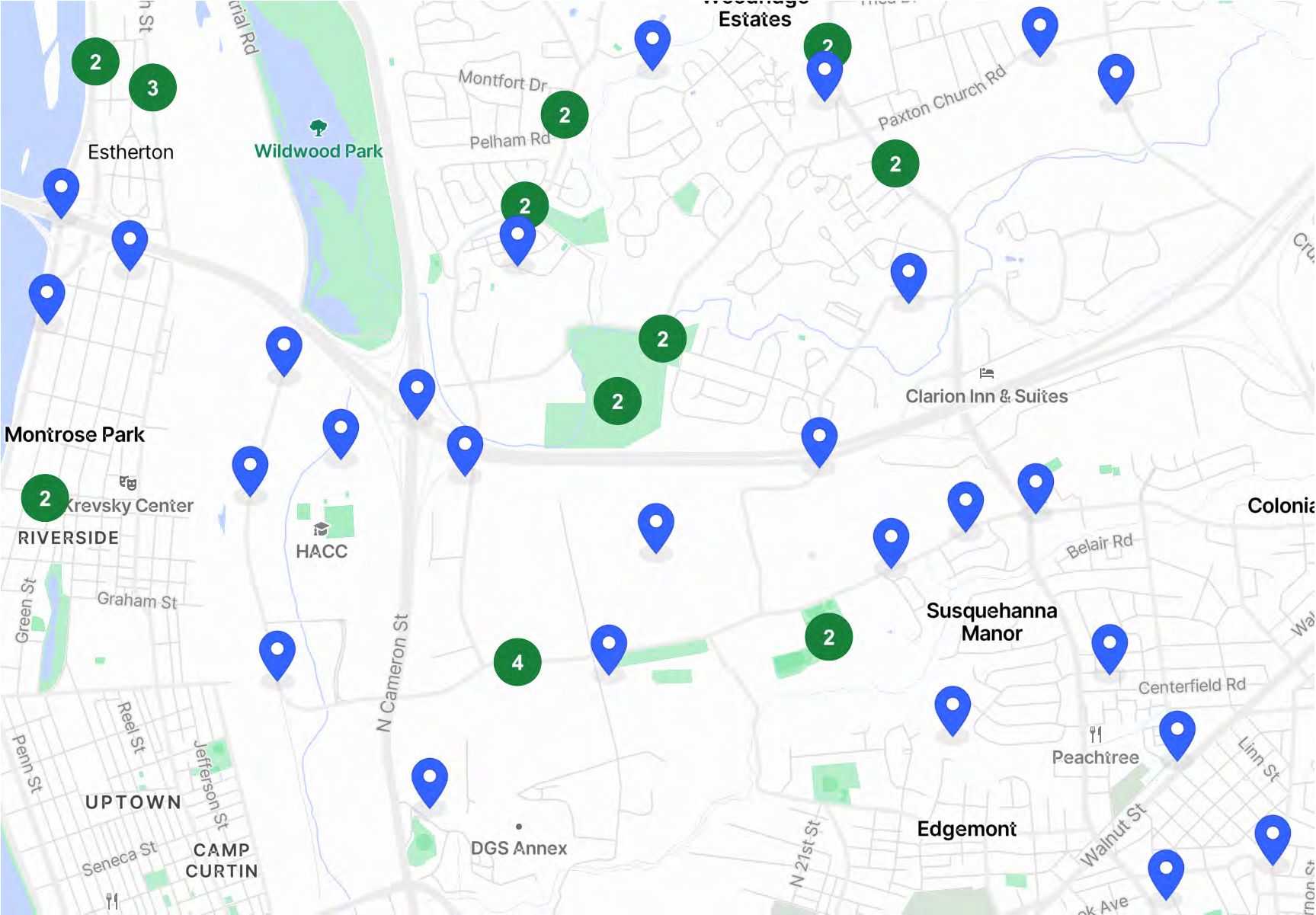
4. Where do you like to bike in the Township?



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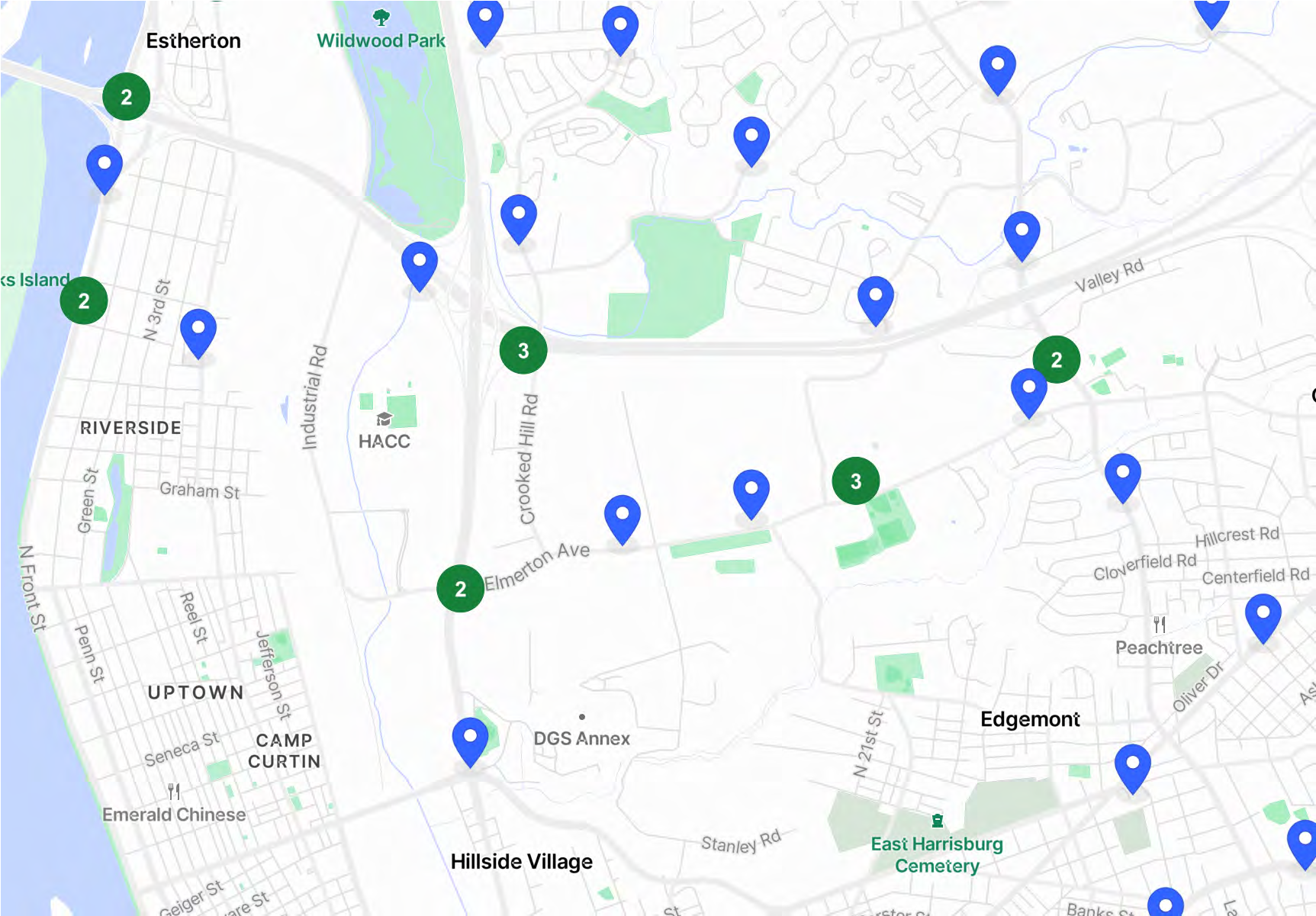
5. Where else would you like to be able to bike in the Township?



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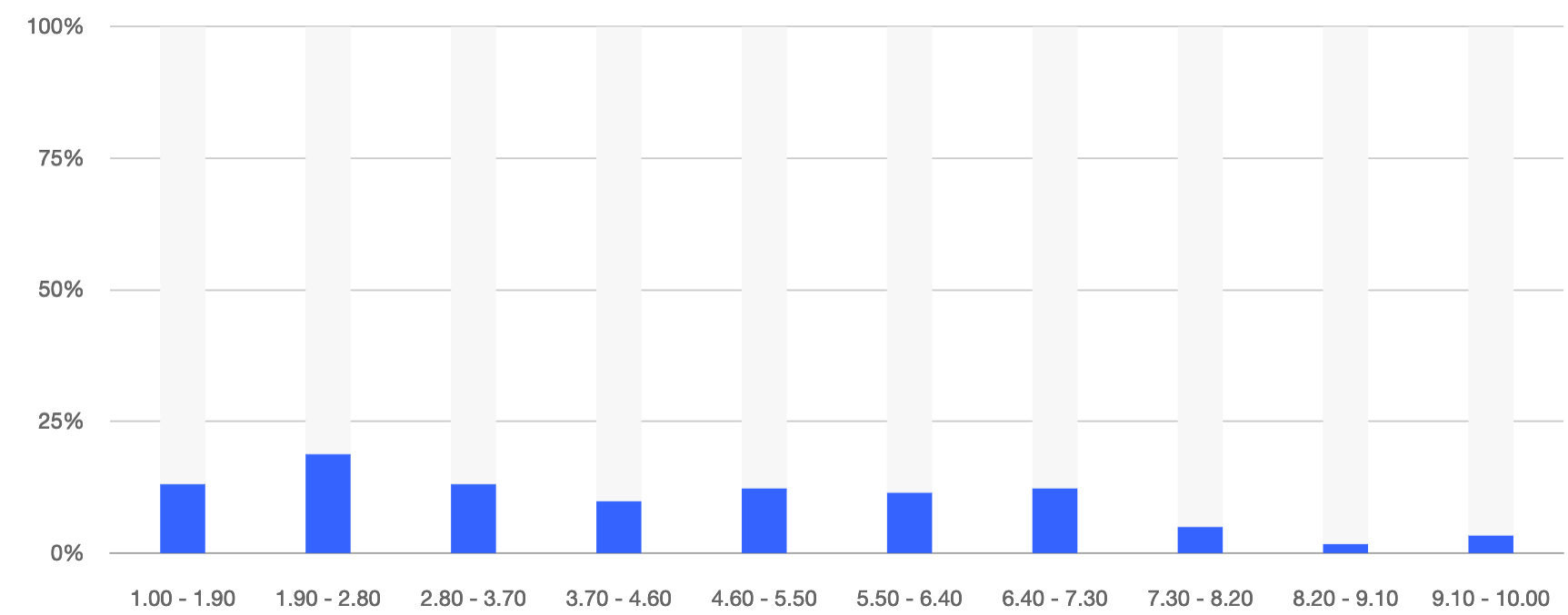


6. Are there barriers that prohibit you from biking in the Township?



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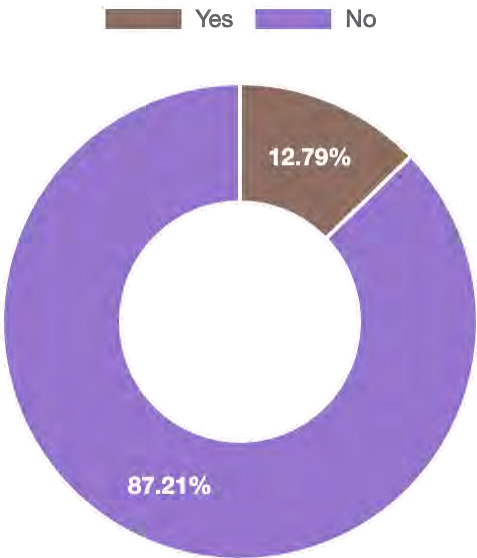
7. On a scale of 1-10 how well connected do you feel the bicycle network is in the township?



Mass Transit:

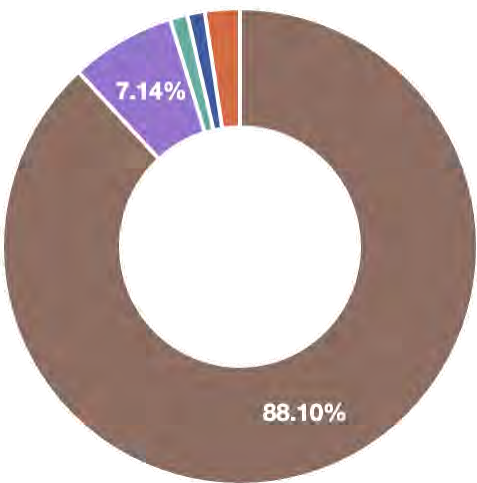


1. Do you use public transportation within the Township (ex. CAT Bus)

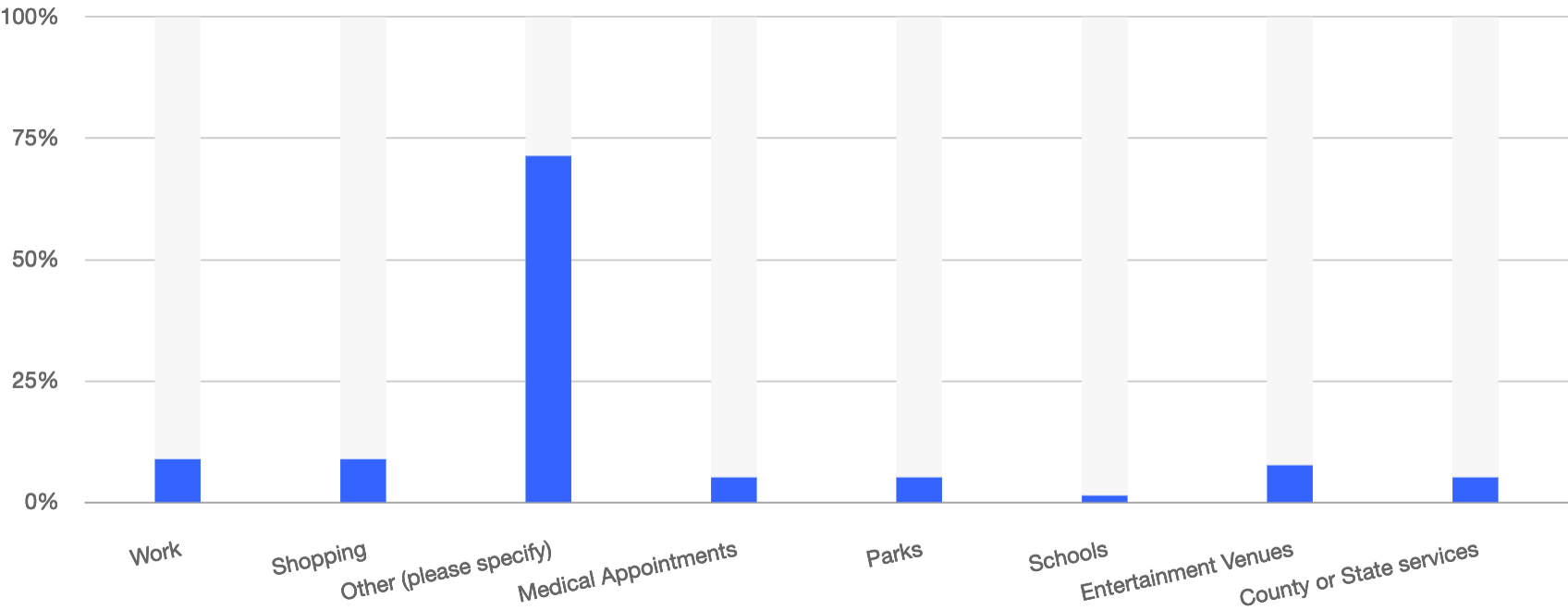


2. How often do you use public transit in the Township?

Legend: Rarely/Once a year or less (brown), A few times a year (purple), Once a month (teal), A few times a month (dark blue), 2 times a week (orange)

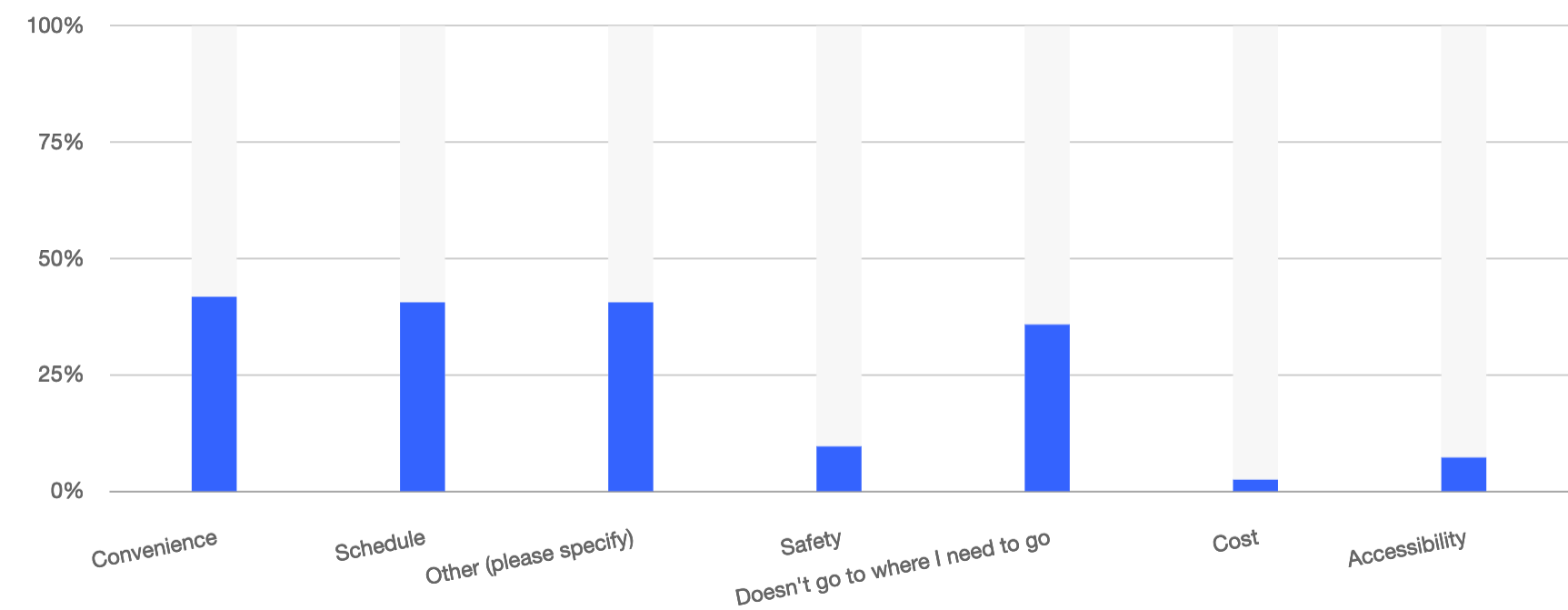


3. Where do you use public transit to get to?

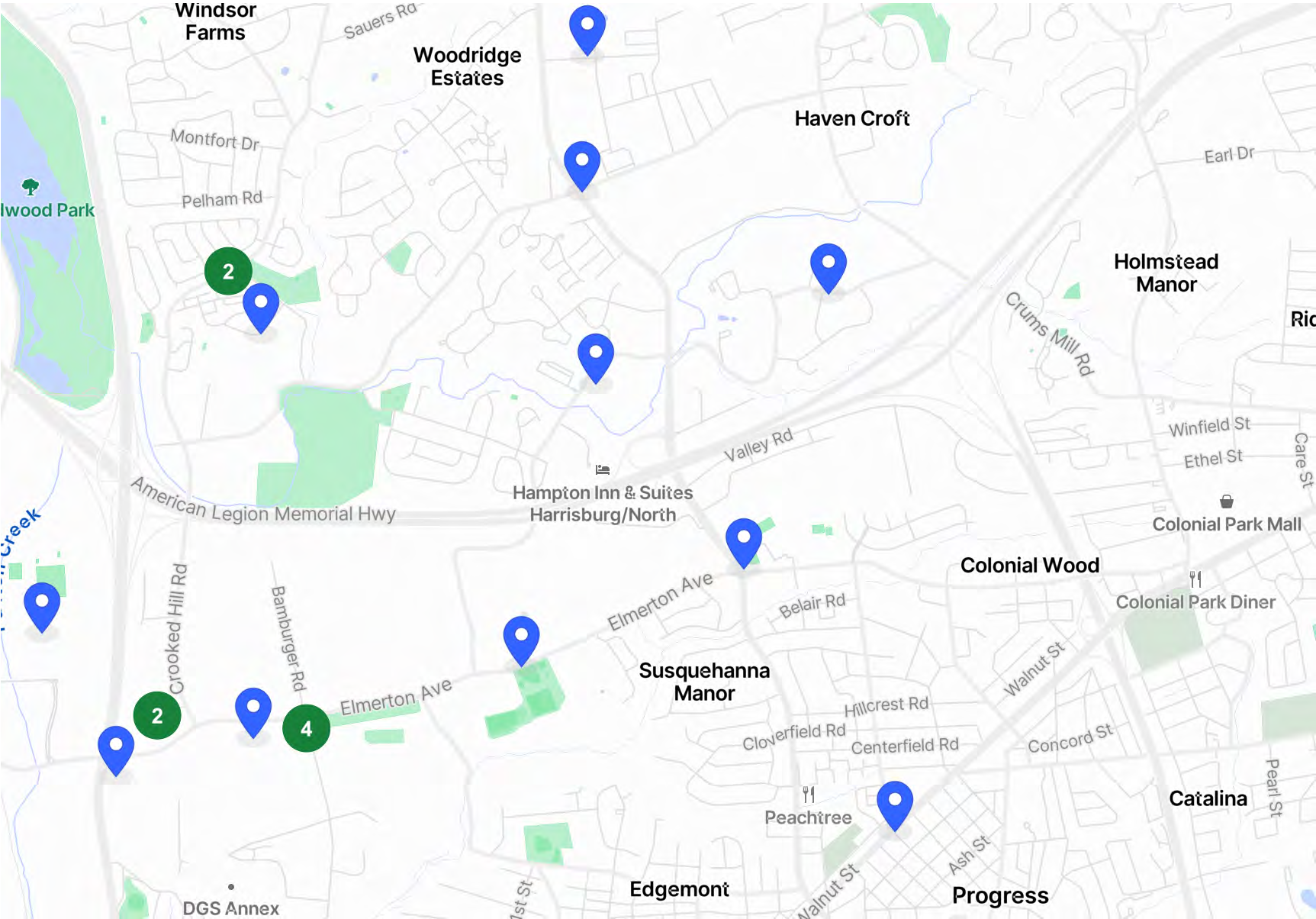




4. Is there a barrier that prohibits you from using public transit in the Township? If so what is the barrier?



5. Where would you like to be able to access public transit?

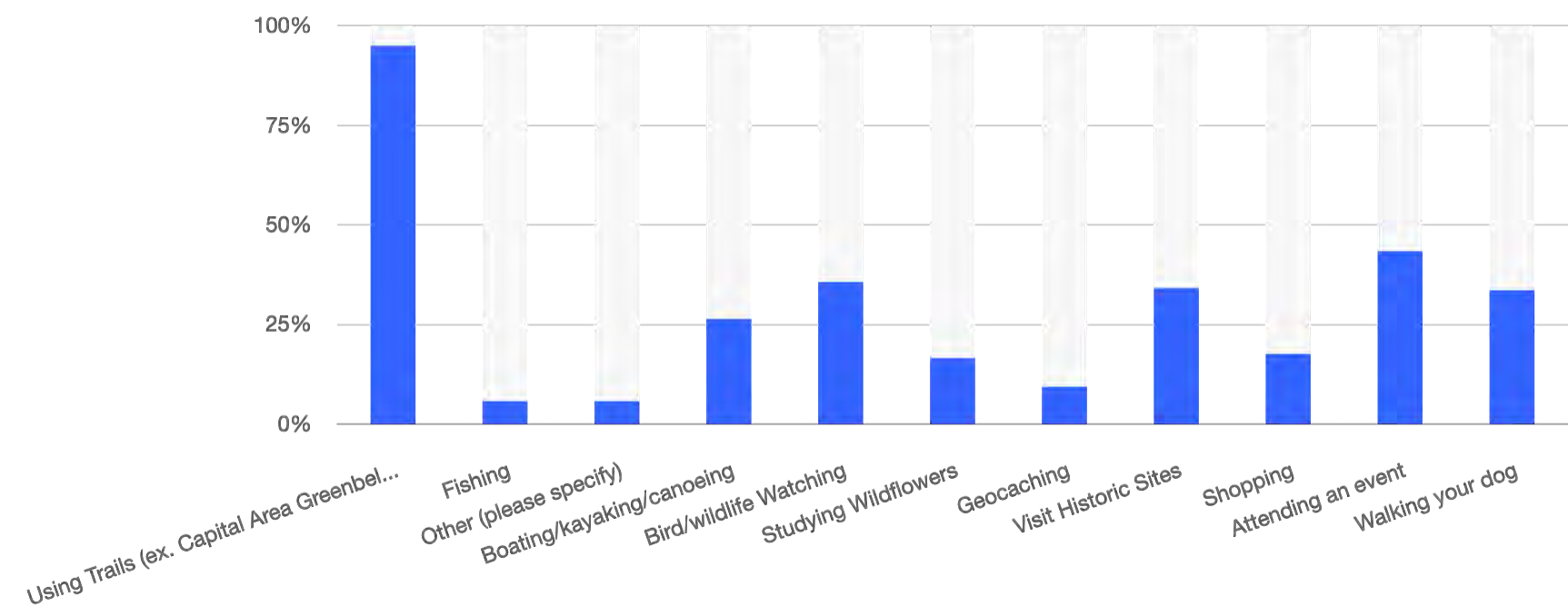


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Greenways:

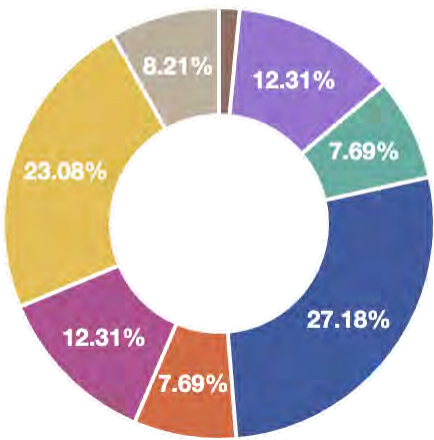


1. In what ways do you interact with greenways? (Select all that apply)

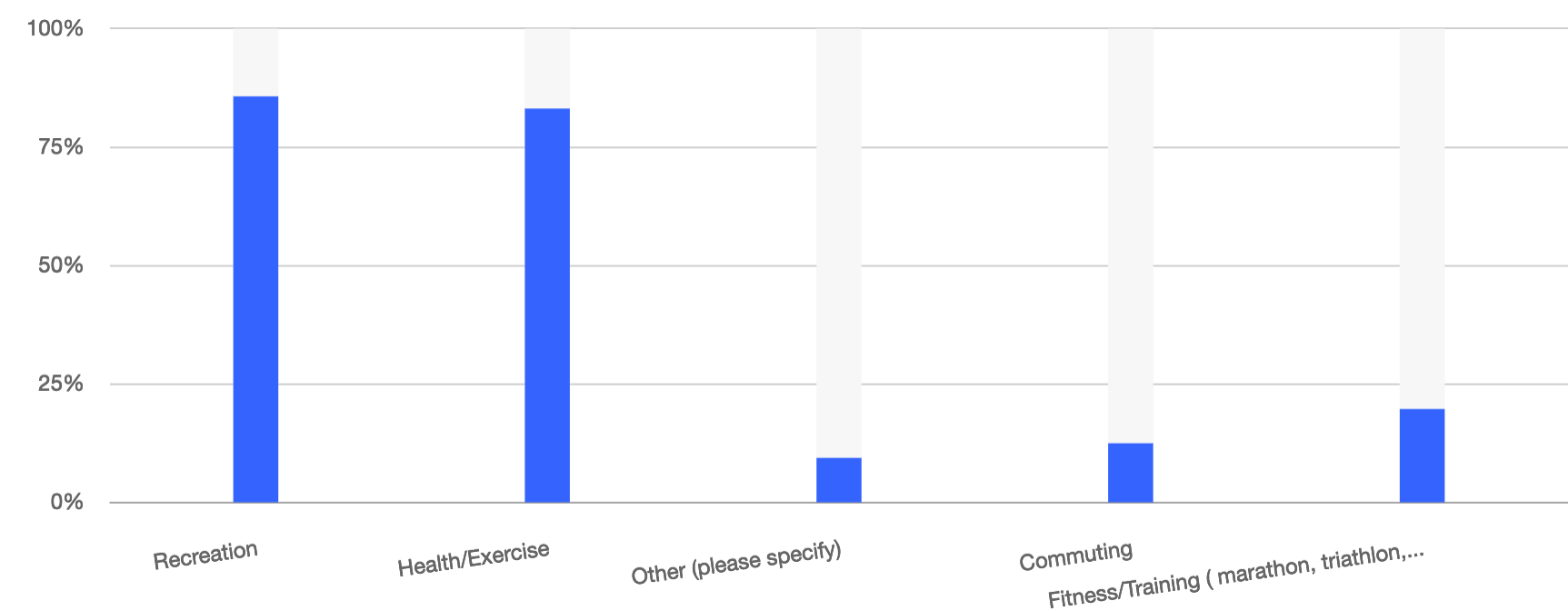


3. How often on average do you use these resources?

Rarely/Once a year or less   A few times a year   Once a month   A few times a month   Once a week  
Two times a week   3-5 times a week   Daily

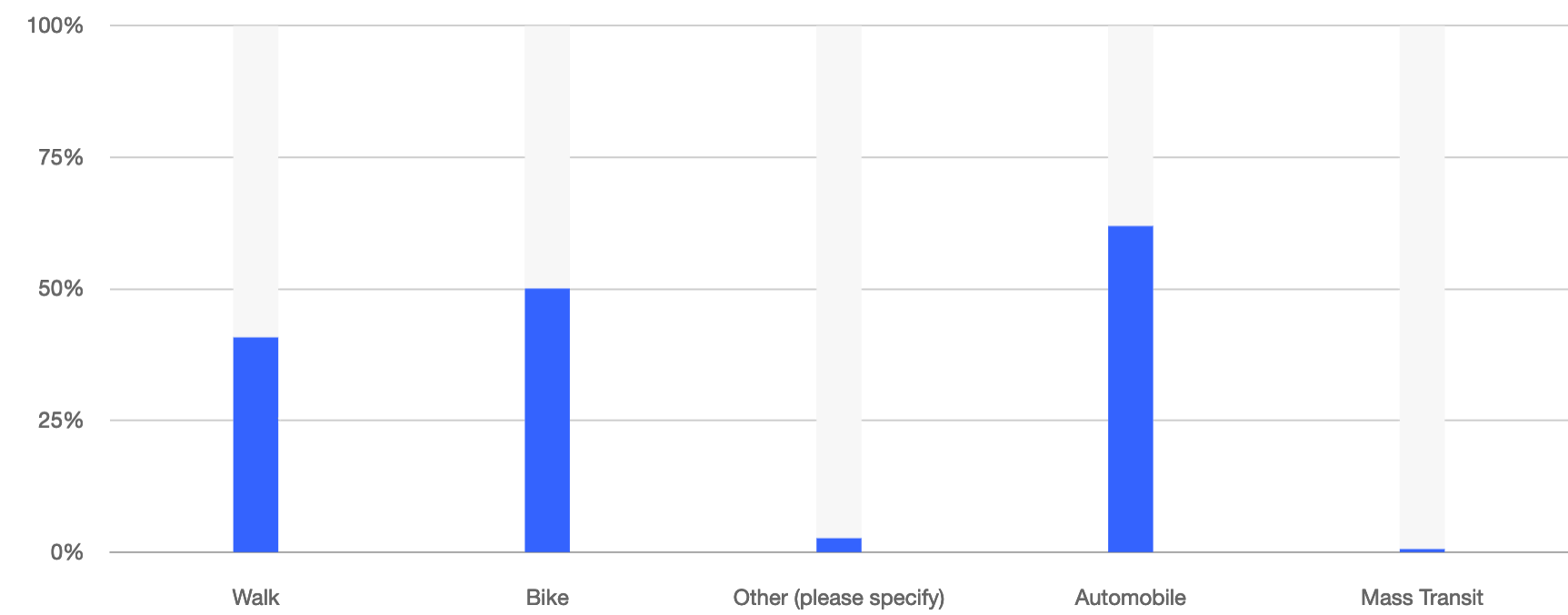


4. Would you consider your use of the trail to be for?



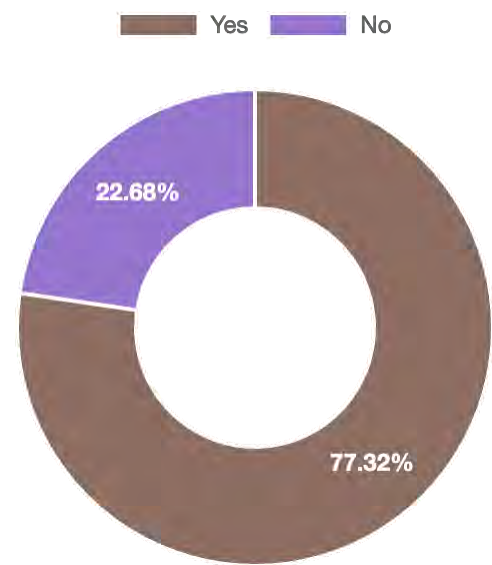


5. How do you generally get to the greenways/outdoor recreation areas/trails?



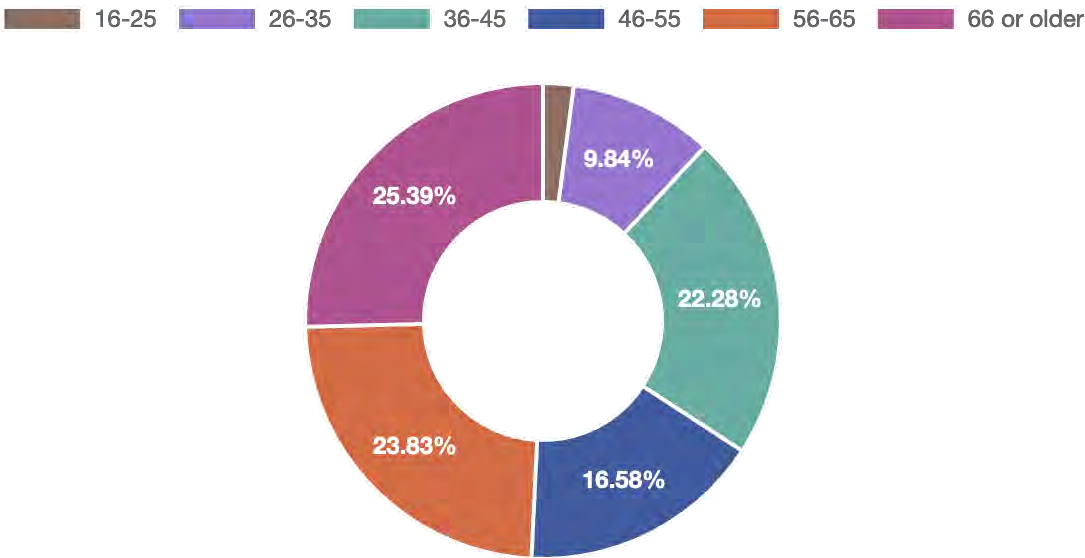
Demographics:

1. Are you a Township resident?

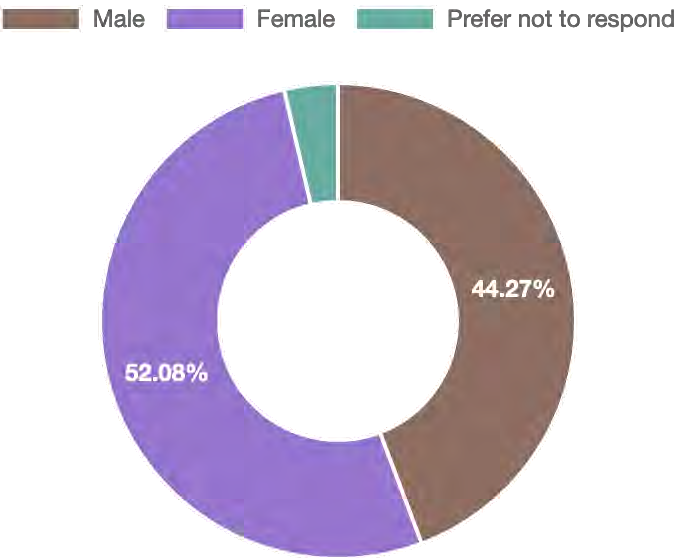




3. Please identify you age group?



4. Please identify your gender



5. Please identify your race ( Select all that apply)

