

LOWER PAXTON TOWNSHIP

ACTIVE TRANSPORTATION PLAN

**Board of Supervisors Workshop
January 13, 2026**



PROJECT OVERVIEW

This Active Transportation Plan will lay the groundwork for identifying and advancing projects, programs and policies for walking, biking, and other self-propelled modes of transportation.

The plan will serve as a guide for future decision making related to non-motorized modes of transportation. It will provide viable active transportation options that can support mobility and enhance safety for people of all ages and abilities, including those too young to drive, those who cannot drive, and those who choose not to drive.

Project Schedule



Steering Committee

Steering Committee Members

Rachelle Scott – Lower Paxton Parks & Recreation

Amanda Zerbe – Lower Paxton Community Development

Kevin Fleck – Lower Paxton Public Works

Matthew Bartow – Lower Paxton Police Department

Jodi Amway – Central Dauphin School District

Karie Patterson – Central Dauphin School District

Andrew Bomberger – Harrisburg Area Transportation Study (HATS)

Larry Wasser – Lower Paxton Greenways Committee

Kyle Snyder – PennDOT District 8

Miguel Acri-Rodriguez – Susquehanna Regional Transportation Authority



Stakeholder Interviews

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Citizen Advocates – Bicycling

Citizen Advocates – Running

Dauphin County Area Agency on Aging

Dauphin County Economic Development

Dauphin County Planning Commission

Harrisburg Bike Club

PedalPushers

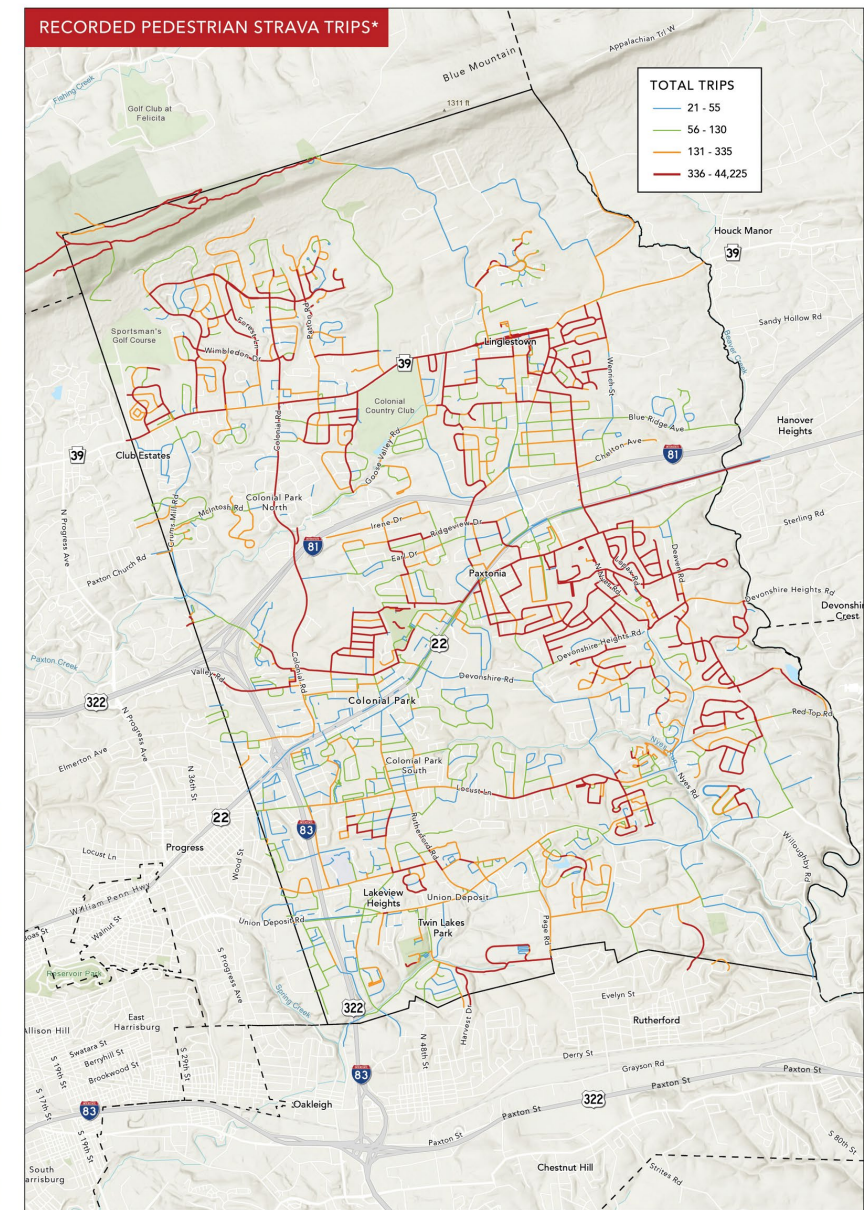
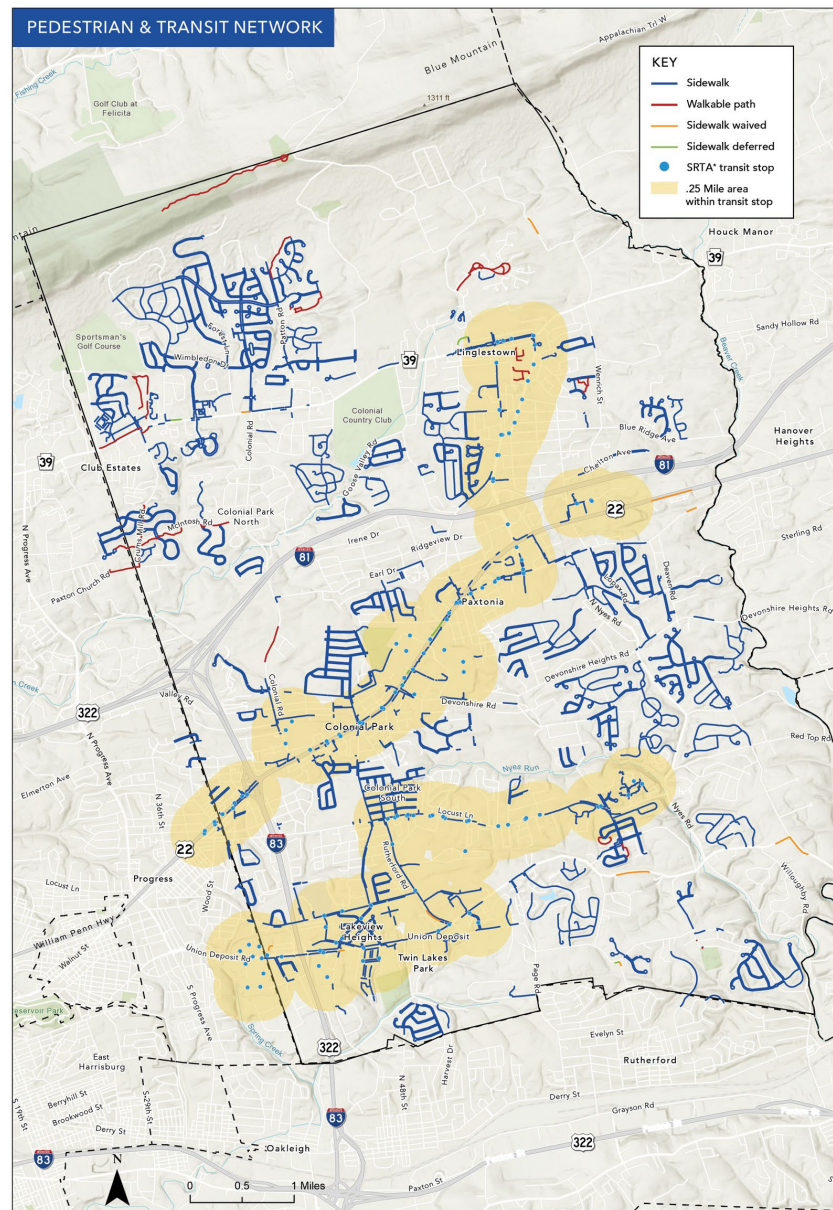
PennDOT District 8

United Way of the Capital Region

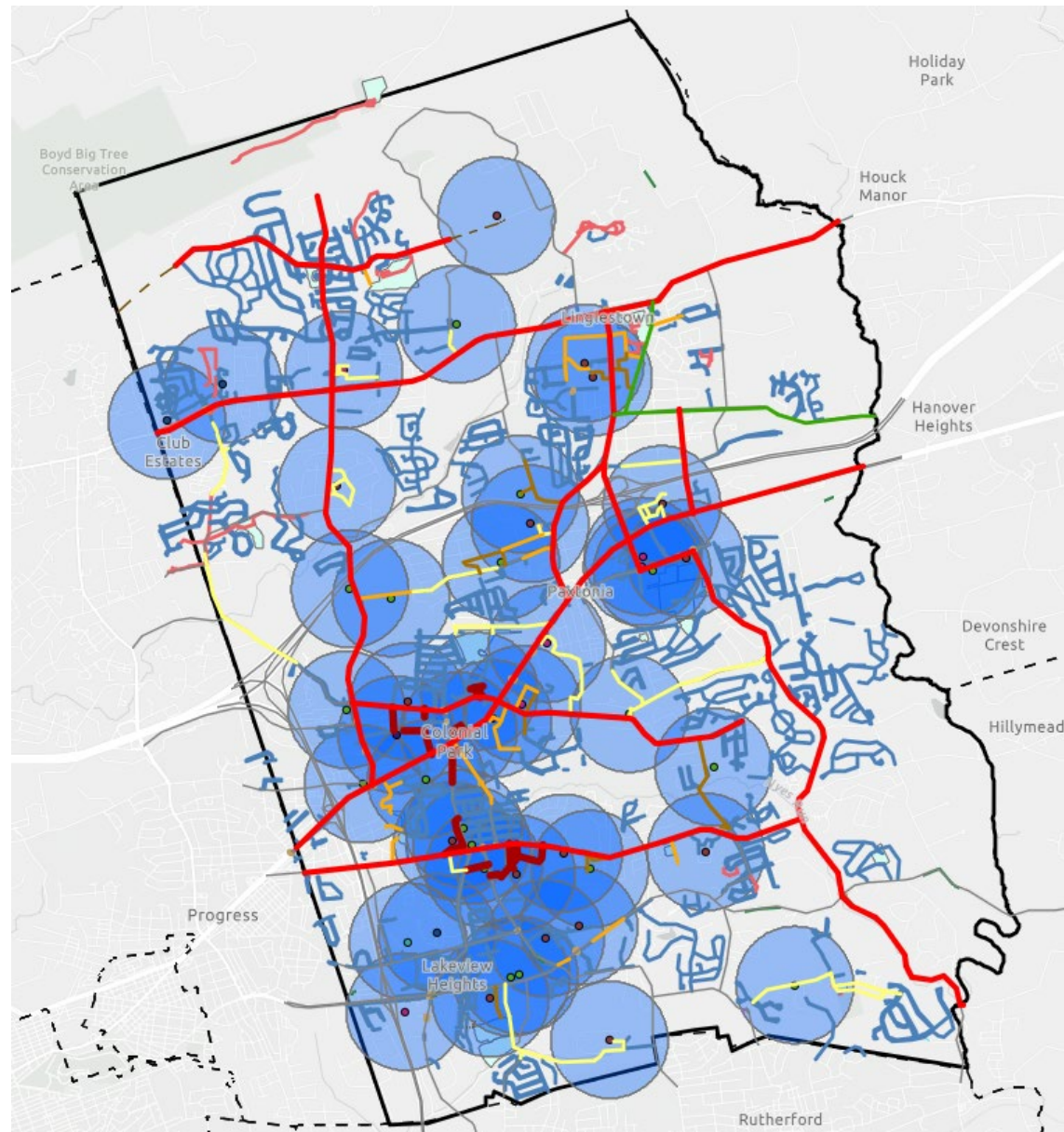
Nepalese community members



Data Collection and Analysis



Priority Bicycle Pedestrian Network



Public Engagement Efforts



**ACTIVE TRANSPORTATION PLAN
PUBLIC SURVEY**

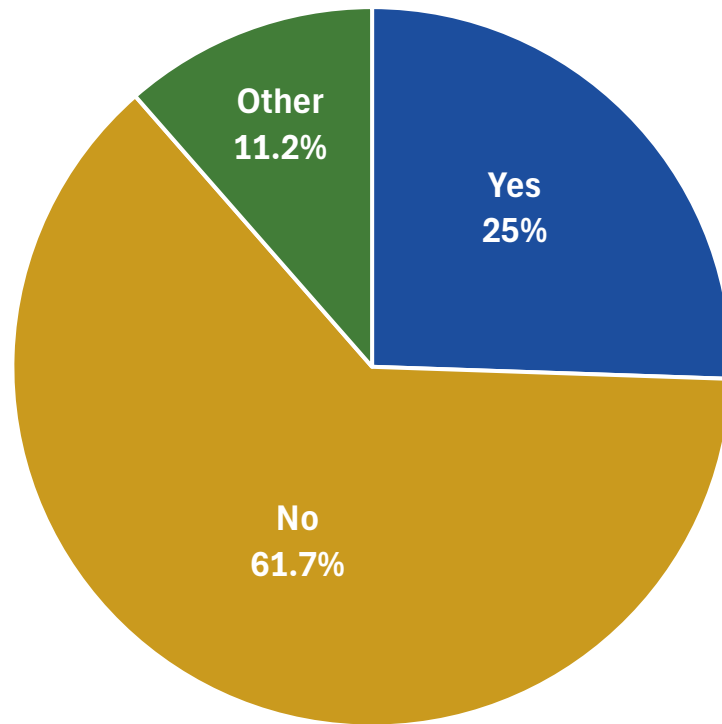
Open August 1-31, 2025

Lower Paxton Township anticipates a final plan by September 2025.



Public Engagement Efforts

Do you consider your home to be within a safe walking or biking distance from major destinations in the Township (Stores, entertainment, parks, etc.)?



Other Responses

- Within distance, but unconnected sidewalks on busy roads
- Yes, distance-wise, however, we are walking on major roads a lot of the time
- Select grocery outlets are safe; however, the primary commercial strip along 22 is completely inaccessible. If I need sporting goods, consumer electronics, clothing, or shoes, I cannot bike to shop for them from Linglestown
- Close enough to walk to a variety of locations, but not necessarily safe because of the lack of sidewalks
- Home is within walking distance, infrastructure does not support biking or walking
- Several are close, but walking/biking is not safe

Plan Goals

Goal A

EDUCATION

Goal B

ENFORCEMENT

Goal C

NETWORK

Goal D

POLICY

Goal E

INSTITUTIONAL

Performance Measures and Progress Indicators

Annual Report Card

Performance Measures	Achieved
Grant applications submitted	
Successful grant applications received	
Total funding received	
Linear feet of sidewalk installed	
Number of sidewalk gaps closed on the PBPN	
Number of bus stop locations improved	
Reduction in bicycle/pedestrian fatal crashes	
Reduction in Bicycle/Pedestrian Suspected Serious Injury Crashes	

Questions?



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INTERNATIONAL

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