LOWER PAXTON TOWNSHIP

ACTIVE TRANSPORTATION PLAN

JANUARY 2026

Contents

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Executive Summary

Project Summary

The Lower Paxton Active Transportation Plan addresses the diverse needs of all individuals who walk, bike, or use public transportation within the township. The population includes individuals of all ages with varying physical abilities, levels of experience, confidence, and travel requirements.

This plan outlines a comprehensive strategy for enhancing pedestrian and bicycle infrastructure throughout the township. It also provides a clear framework to promote improvements to active transportation, focusing on five primary goal areas related to education, enforcement, policy, the network, and institutional-related concerns.

Methodology

Lower Paxton Township employed a systematic approach to develop the plan, which included:

- **Review of existing conditions:** The plan summarizes the township's demographic and socioeconomic conditions, as well as the current network that exists in support of active transportation. A literature review was conducted to summarize prior work that has supported active transportation in the township.
- **Data Analysis:** The project team collected PennDOT crash data from the period 2019-2023, focusing on crashes involving bicyclists and pedestrians within the township. The project team reviewed existing sidewalk data developed by the township's greenway committee and used STRAVA data from the Harrisburg Metropolitan Planning Organization (MPO) to identify network gaps. Additionally, data on bus routes and bus stops were provided by the Susquehanna Regional Transportation Authority (SRTA) to identify sidewalk gaps and infrastructure improvement needs.
- **Public and Stakeholder Engagement:** The study process also included 13 targeted interviews with stakeholders. The township also hosted a public open house, which drew roughly 20 attendees. The open house and interviews were complemented by a public online survey that received over 200 responses, providing valuable insights and perspectives into the planning process.
- **Development of a Priority Bicycle and Pedestrian Network (PBPN):** The Priority Bicycle and Pedestrian Network was created to help the Township

identify existing infrastructure gaps and the main routes for bicyclists and pedestrians within the township.

Findings

Throughout the outreach process and technical analysis, several critical insights were uncovered:

- **Household Access to Vehicle:** Census data indicates 40 percent of households in the township have access to either one vehicle or none. This has significant implications for active transportation planning, as residents in these households are more vulnerable to gaps in non-automotive infrastructure and services.
- **Shifting Demographics:** The township's population has continued to increase over the past decade, as Lower Paxton is the most populous municipality in the region. The over-65 population has continued to grow at higher rates and is a crucial demographic group, as it often has specific mobility needs and preferences.
- **Lacking safe connections:** A prevalent characteristic of sidewalks within Lower Paxton Township is a lack of sidewalk interconnectivity between commercial uses and residential neighborhoods. Across the township, the availability of sidewalks is limited to the frontages of their respective developments, failing to establish connections with neighboring properties or developments.
- **Prevalent Bicycle Level of Stress (BLOS):** Within Lower Paxton, there are no state- or locally owned federal-aid-eligible roads classified with a BLOS of 1, (indicating low stress). Many of the roads in the township are classified as BLOS 3 or 4 (high stress). Information on BLOS will be helpful data points for the Township as planning for active transportation continues.

Recommendations

The ATP is organized around five primary goal areas, which are supported by a series of action strategies. The goal areas are related to

- Education
- Enforcement
- Policy
- Network
- Institutional

Overall, the ATP proposes a total of 19 specific recommendations. The action items are not presented in any priority order but serve as a framework for the Township as it implements this plan, and monitors and reports on its implementation status on an ongoing basis.

Project listing

In addition to a set of action strategies, the plan also recommends a list of infrastructure improvements for future programming and grant applications based on feedback from the public survey and open house. The list indicates whether the segment or intersection is along the PBPN, the issues identified, possible improvements that could enhance the corridor or intersection, and finally, a list of possible funding sources that the Township could consider to provide the desired connections for residents.

Conclusion

Lower Paxton Township is a major economic center within the greater Harrisburg region. It is a center for commercial development. New housing units are being constructed by the hundreds. And it is a crossroads for major transportation arteries such as Interstate 81 and Interstate 83. As a municipality, it is expected to continue to grow and flourish.

As the township continues to grow and evolve, it has fundamental choices to make in terms of its supporting transportation infrastructure…whether it continues to develop as an auto-centric community, or begins taking steps to make its transportation system more multimodal and accommodating to pedestrians and bicyclists. As new developments are proposed and developed, the township has an opportunity to implement new approaches toward supporting these modes of transportation.

The Lower Paxton Township Active Transportation Plan represents a comprehensive effort to enhance active transportation infrastructure within the township, promoting healthier lifestyles and sustainable transportation options for all residents. This plan emphasizes collaboration among stakeholders, investment in infrastructure, and a commitment to improving safety and accessibility for all users.

This plan is more than a roadmap – it is a call to action. With its completion, the Township has the direction, partnerships, and momentum needed to create a safer and more connected network for active transportation use.

Introduction

Background

"Active Transportation" generally refers to walking, bicycling, and other forms of human-powered transportation. An Active Transportation Plan (ATP) develops a cohesive set of strategies and recommended projects to enhance conditions for bicyclists, pedestrians, and other users of active transportation modes. It is based on public and stakeholder engagement as well as data analysis. An ATP considers existing conditions and aims to establish activity-friendly transportation routes that connect people to everyday destinations, such as work and Points of Interest (POIs), while also expanding opportunities for physical activity within the township. As this is the Township's first township-wide active transportation plan, the ATP aims to address facility concerns and enhance safety for all non-motorized users.

The Lower Paxton Active Transportation Plan addresses the diverse needs of all individuals who walk, bike, or use public transportation within the township. The population includes individuals of all ages with varying physical abilities, levels of experience, confidence, and travel requirements. Active transportation encompasses travel along roadways, sidewalks, and dedicated off-road trails.

Benefits of Active Transportation Planning

Safety: Investing in the growth of active transportation infrastructure can help make walking and biking in the township safer for all users, reducing fatalities and serious injuries involving non-motorized users.

Economic Development: Investing in active transportation infrastructure yields a positive return on investment for communities by offering alternatives to traditional modes of transportation for everyday travel.

Making Connections: Providing safe connections between residential neighborhoods and township points of interest can help encourage the use of other forms of transportation and reduce traffic congestion within the township.

Equity: For individuals in the township whose transportation options may be limited, well-planned and connected facilities can help link them to community resources, including jobs, schools, public transportation, and healthcare.

The planning process was led by Lower Paxton Township staff through a management team. The team's role was to ensure the project remained on track, review draft deliverables, schedule meetings, and provide technical support where necessary. The

team held monthly meetings throughout the project's duration. The Township also established a steering committee, comprised of representatives with a vested interest in active transportation. The committee met four times to review and provide feedback on the plan's components. Additionally, 24 individuals provided their input and ideas as part of a robust public engagement effort, outlined under the plan's "Public and Stakeholder Engagement" section.

How was the plan funded?

This Active Transportation Plan was financed by a grant from the Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention, under the administration of the Pennsylvania Department of Health and the WalkWorks Program. The remaining funds were provided through a Community Development Block Grant (CDBG).

Project Methodology

Step 1: Existing Conditions

- The project team considered relevant plans and studies to supplement the data collected and to inform future decision-making. Goals, objectives, actions, and recommendations from other plans were compiled to enrich the planning process and provide a comprehensive foundation that enhanced the township's first ATP.

Step 2: Data Analysis

- The project team collected PennDOT crash data from the period 2019-2023, focusing on crashes involving bicyclists and pedestrians within the township.
- The project team reviewed existing sidewalk data developed by the greenway committee and used STRAVA data from the Harrisburg MPO to identify network gaps.
- Used data on bus routes and bus stops to identify sidewalk gaps and infrastructure improvement needs to provide safe access to public transit stops.

Step 3: Public Engagement

- The township conducted a public survey to obtain feedback on areas of concern.
- Additionally, survey participants were invited to use an interactive map to pinpoint specific locations requiring bicycle or pedestrian infrastructure upgrades.
- The survey received over 200 responses. It enhanced the plan's content, informed its policy formulation, and identified potential projects.
- The project team, in coordination with township staff, conducted 13 key stakeholder interviews which included residents, county, regional, and state officials, and public transit providers.

Step 4: Development of Action Strategies

- The objectives and action strategies are the heart of the plan. Based on feedback from stakeholder interviews, the public survey and open house, activities and initiatives were identified to achieve the plan's goals.

Step 5: Project Identification and listing

- The Active Transportation Plan includes a listing of issues that were identified during the public open and survey. Each project listed includes the issue identified, potential improvements and potential funding sources that could be eligible.

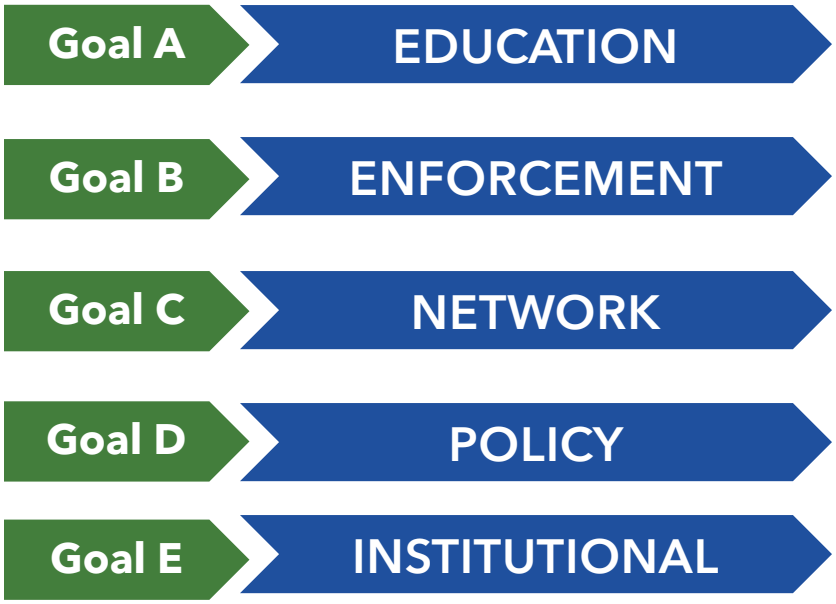
Step 6: Plan adoption and implementation

- The Lower Paxton Township Board of Supervisors adoped the Final Plan on 13, January, 2026.

Goals

The Active Transportation Plan's goals are organized around five overarching categories: Education, Enforcement, Network, Policy, and Institutional. Each Goal area is followed by a set of action strategies and recommendations designed to help the Township achieve its stated goal. The plan's action items are intended to be direct, actionable initiatives that are achievable over the next five to 10 years.

As part of plan implementation, Township staff should monitor and report on the status of the plan's implementation strategies on an ongoing basis, providing regular updates to supervisors and the public.



Alignment with Existing Plans and Policies

Many recent reports and planning documents have highlighted the importance of safeguarding and enhancing active transportation options in Lower Paxton Township. While planning initiatives in the past have focused on walking/biking for recreational purposes, new reports are increasingly calling for active transportation that allows residents to get from place to place without relying on a vehicle.

The most recent comprehensive plan for Lower Paxton Township emphasizes making the community more walkable and bikeable, particularly along the Route 22 Corridor (Jonestown Road). A pedestrian- and bicycle-friendly township can help reduce energy consumption, conserve land, and promote healthier lifestyles.

These reports and many others consistently point out two major problems with the Township's active transportation network:

- **Minimal safe pedestrian and bicycle connections between residential and other public facilities within the township**
- **Opportunity for improved bicycle and pedestrian accommodation and crossings along the Route 22 Corridor (Jonestown Road)**

The issues of active transportation safety and connectivity can influence and worsen each other. A lack of safe, multimodal routes can lower residents' quality of life and discourage people from walking and bicycling in the township.

To maximize both resident safety and the township's continued growth, the existing reports that were reviewed recommended four key approaches:

1. **Make Lower Paxton Township more bicycle and pedestrian friendly by offering safe connections between residential areas, stores, schools, parks, and trails within the township and neighboring municipalities;**
2. **Enhance and expand local trail networks and pursue projects to connect to the Dauphin County Parks and Greenways system;**
3. **Improve pedestrian and bicycle access by installing sidewalks and bicycle facilities that connect existing infrastructure to public facilities, parks, and schools; and**
4. **Incorporate bicycle and pedestrian improvements into new land development or transportation projects.**

Table 1 provides a listing of key priorities from existing plans and studies from the Township, County, MPO, and statewide related to bicycle/pedestrian transportation.

Table 1: Key Priorities from Literature Review

Project / Action Strategy	Study / Plan
Complete neighborhood bikeway and sidewalk connections along existing roadway corridors between neighborhoods and destinations. **(Implementation Priority)**	Lower Paxton Township Greenway Plan (2018)
Complete Neighborhood off-road trail connections **(Implementation Priority)**	Lower Paxton Township Greenway Plan (2018)
Prepare feasibility studies / Master Plans for the Off-road trail connections along stream corridors **(Implementation Priority)**	Lower Paxton Township Greenway Plan (2018)
Make Lower Paxton more bicycle and pedestrian friendly by offering safe connections between residential areas, stores, schools, parks, and trails within the township and neighboring municipalities **(Goal T.2)**	Lower Paxton Township 2018 Comprehensive Plan
Improve Pedestrian and bicycle access by installing sidewalks near parks and schools - a High priority in the LPT Comp Plan. **(Strategy T.4)**	Lower Paxton Township 2018 Comprehensive Plan
PA 3020, Union Deposit Road from Lakewood Drive to I-83, Lower Paxton Township **(identified as High-Risk Area)**	VRU Safety Assessment (2023)
US 22, Allentown Blvd / Jonestown Road from Park Chester Road to Mountain Road, Lower Paxton Township **(identified as High-Risk Area)**	VRU Safety Assessment (2023)
Upgrade bicycle facilities along roadways with notable observed crash histories or potential for crashes to improve bicycle and pedestrian activity **(Recommendation)**	VRU Safety Assessment (2023)
Provide opportunities for non-motorized transportation links, connections, and pathways in appropriate settings **(Recommendation)**	Dauphin County Parks, Recreation, Open Space, and Greenways Study
Enhance and expand local trails and projects to connect to the Dauphin County Parks and Greenways System **(Recommendation)**	Dauphin County Parks, Recreation, Open Space, and Greenways Study
Improve the region's bicycle and pedestrian network connecting people, communities, and destinations for both transportation and recreation **(Recommendation)**	HATS regional bicycle and pedestrian study (2014)
Incorporate improvements to reduce the bicycle level of stress or make pedestrian connections as land development or transportation projects advance **(Action Item)**	HATS Active Transportation Plan (2024)
Include low-cost non-motorized improvements as part of roadway improvement projects, focusing on corridors identified on the regional backbone, plain sect corridors, or other designated routes **(Implementation Activity)**	HATS Active Transportation Plan (2024)
Facilitate bicycle and pedestrian access to parks and schools through municipal ordinances, official maps, and grants for planning and implementation **(Implementation Activity)**	HATS Active Transportation Plan (2024)

Existing Conditions

Geographic Location

Lower Paxton Township, the 13th most populous municipality in the state, is situated in Dauphin County, just east of the City of Harrisburg, and is the most populous municipality in the greater Harrisburg region. Lower Paxton is largely an auto-centric community that relies on vehicular access to reach destinations, compared to older, established urban cores like the City of Harrisburg, which tend to be more walkable. With a variety of residential neighborhoods, retail centers, and highly accessible via I-81, I-83, Route 22, and other routes of regional significance, Lower Paxton continues to grow and has significant impacts on its neighboring municipalities.

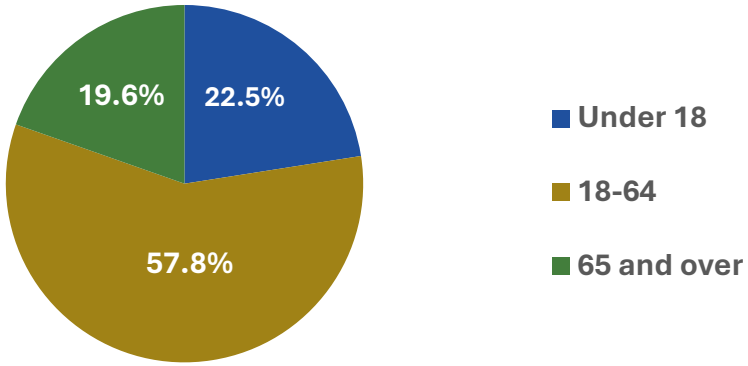
Figure 1: Township Location

Population

Nearly one in five people in Dauphin County (18%) reside in Lower Paxton Township. According to the 2023 American Community Survey (ACS) 5-year estimate, the municipality's population was 54,088.

Most of the township's population falls between the ages of 18 and 65, with nearly 20 percent being 65 years or older (Figure 2).

Figure 2: Population Share, by age cohort



Source: US Census Bureau, ACS 5-year estimates

Community Demographic Transportation Network Analysis

Effective planning for active transportation involves identifying populations with specific needs and preferences, as well as underserved groups within the current system. For example, elderly individuals may require more accessible transportation options and features, such as accessible public transit. Students often need reliable and safe routes for biking and walking to school or extracurricular activities. Additionally, low-income communities tend to depend heavily on non-vehicular transportation modes. Using data from the American Community Survey (ACS), the Township identified socioeconomic indicators to locate concentrations of vulnerable road users within the municipality.

Younger Populations

Safety needs are more important for students who walk or bike to school and participate in other activities. Providing safe routes to school through well-maintained sidewalks, multi-use paths, and crosswalks not only makes it safer for students to get to school but also encourages them to walk or bike, promoting physical activity and helping to reduce traffic congestion around schools.

There are approximately 12,185 children under 18 years old, comprising 22.5 percent of the township's total population.

Population Over 65

The population of those over age 65 is growing not only in Lower Paxton but also throughout Dauphin County. This group is important because they often have specific mobility needs and preferences. They may face physical challenges that make driving less practical, increasing their reliance on walking, biking, and public transportation. Making sure sidewalks are well-maintained and connected, crosswalks are safe and clearly marked, and public transit is accessible with features like low-floor buses and priority seating can greatly improve their mobility and independence.

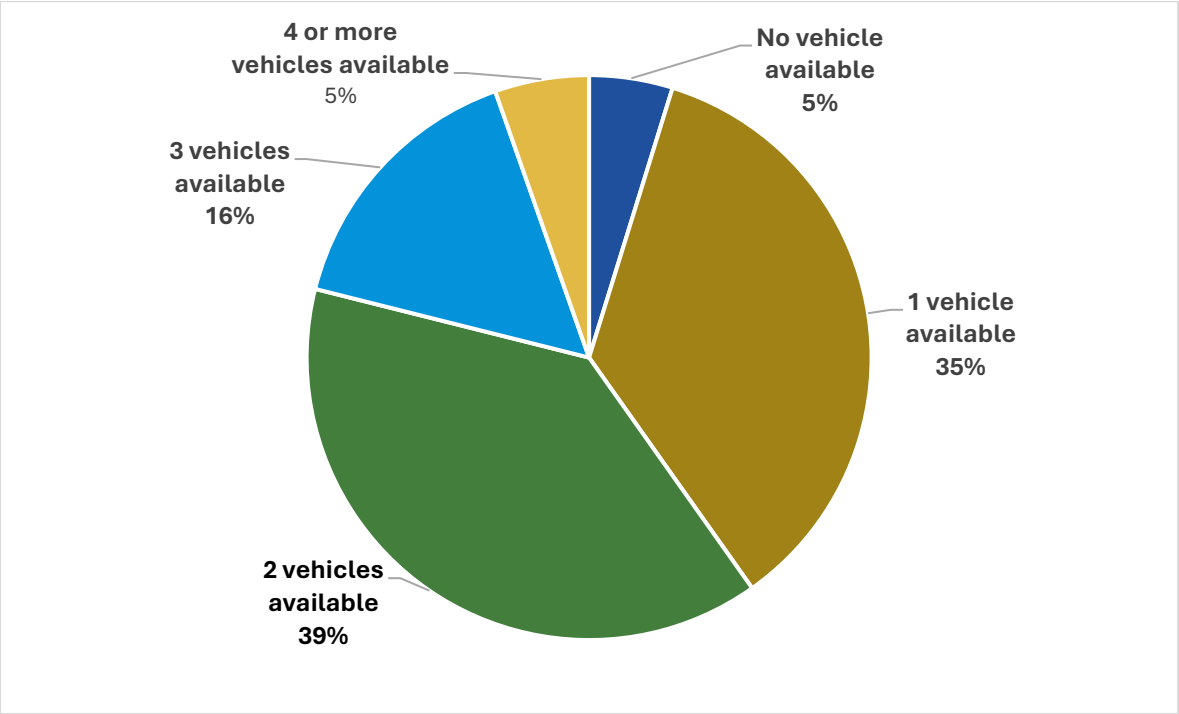
The share of the township's population aged 65 and older is approximately 19.6 percent, representing a significant number of individuals who likely rely on adequate sidewalks, crosswalks, and transit services to access destinations within the township.

Vehicle Access

Vehicle access is a crucial consideration in active transportation planning, as it influences how people choose to travel. For individuals who do not have access to a personal vehicle, reliable and safe active transportation options, such as walking, biking, and public transit, become essential. These alternatives can reduce dependency on cars, lower transportation costs, and promote healthier lifestyles. Additionally, ensuring active transportation infrastructure is well-integrated with vehicle access points, such as bike racks on buses or secure parking near transit stations, can encourage more people to use these alternative modes (Figure 3).

According to the 2023 ACS 5-year estimates, 5 percent of the total households in Lower Paxton Township lack access to a vehicle

Figure 3: Vehicles Available Per Household



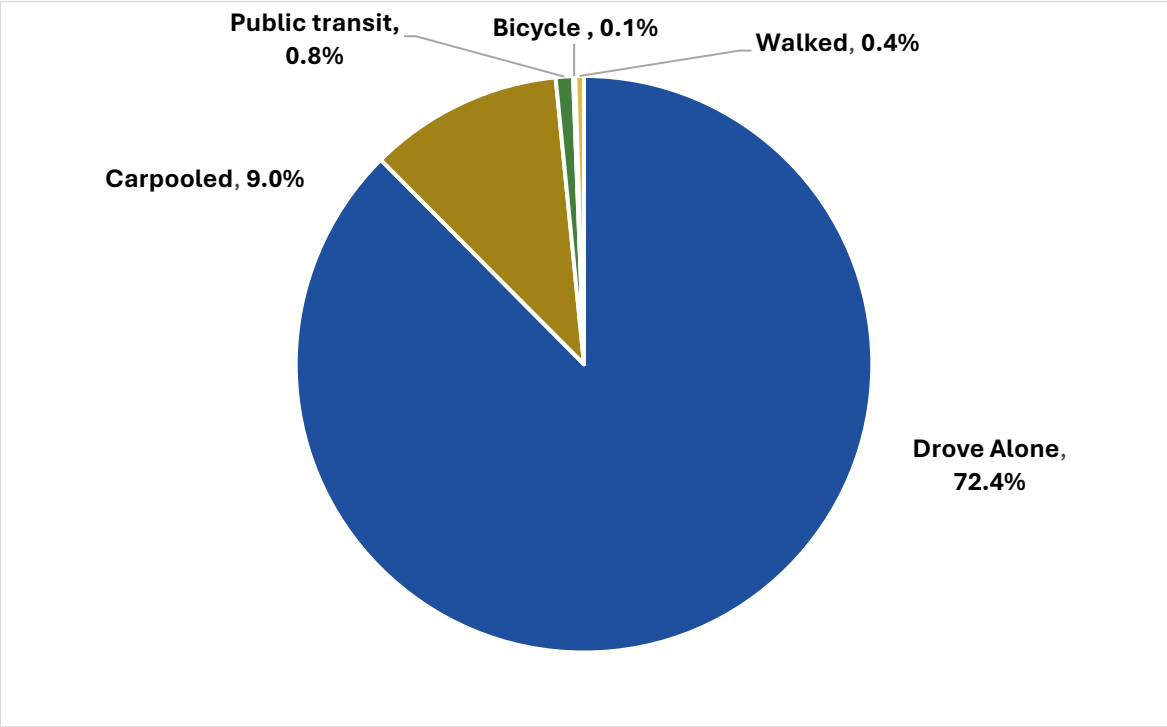
Source: US Census Bureau, ACS 5-year estimates

Travel Patterns and Commuters

The 2023 ACS indicates that 131 workers in Lower Paxton Township use active modes of transportation for their commute, including biking and walking. This represents 0.5 percent of all workers in the township, while 81.4 percent of commuters rely on vehicles for their travel (Figure 4).

Approximately 206 workers use public transportation for their daily commute. Although this represents a minimal percentage of the total population, these individuals rely heavily on connected infrastructure, as they often walk or bike to reach available transit service.

Figure 4: Means of Transportation to Work, 2023 ACS 5-Year Averages



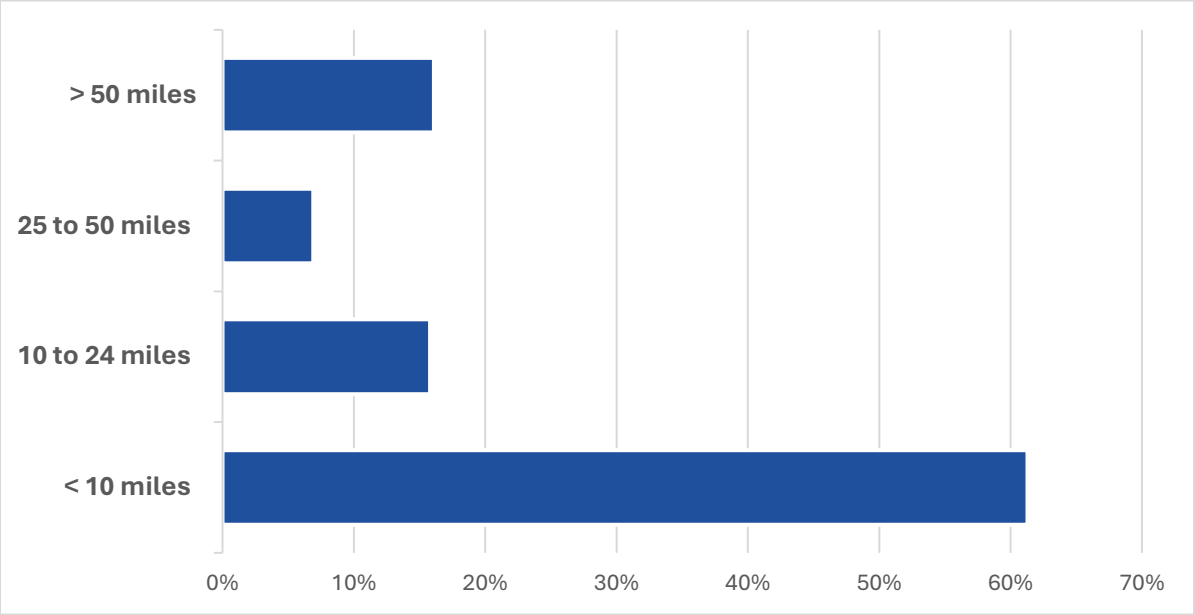
Source: US Census Bureau, ACS 5-year estimates

Figure 5: Worker Commutation Patterns

Source: OntheMap Census data tool

Based on 2022 census data, roughly 61 percent of workers who live in Lower Paxton Township commute less than 10 miles to work (Figure 6). Additionally, 13 percent of workers both live and work in the township. Improving connections between residential neighborhoods and employment centers in the township has the potential to reduce congestion on key corridors and expand alternative transportation options by promoting bicycling and walking to work by having connected sidewalks and safe routes for individuals to use.

Figure 6: Commute Distance for Lower Paxton Township Resident Workers



Source: OntheMap Census data tool

Bicycle Level of Stress

Bicycle Level of Stress (BLOS) is a classification system based on the cyclist's comfort level. The concept is used to review roadway corridors for their attractiveness as a bicycling route and to identify the factors that contribute to the level of traffic stress. For this plan, data was provided by the Harrisburg Area Transportation Study (Harrisburg MPO), which identifies the BLOS for state routes and local roads that are eligible for federal funding. Many low-volume, low-speed local roads are excluded from this analysis and would typically receive lower scores. Routes that are identified with a BLOS of 1 are considered low stress (typically associated with dedicated, physically separated or buffered bicycle facilities), and 4 is considered high stress (typically associated with high-volume, high-speed corridors, with limited shoulders). This analysis uses data from the PennDOT Roadway Management System. The evaluation methodology matrix for this analysis is **available here**.

Additional data that could be considered in a bicycle-level of stress analysis includes

Crosswalks – The presence of crosswalks along a corridor affects the BLOS, as does the presence of crossing signals, beacons, or other traffic devices to alert motorists

Gradient – A steep roadway can deter its use for active transportation modes, particularly for those using mobility devices.

Lighting – The presence of streetlights is integral to safety and the level of comfort, both in terms of the location of lights and the range of light cast onto the facility.

BLOS Findings

- Within Lower Paxton, there are no state- or locally owned federally-aid-eligible roads classified with a BLOS of 1. Many of the roads in the township are classified as BLOS 3 or 4 (high stress).
- Goose Valley Road, Earl Drive, Colonial Club Drive, and parts of Blue Mountain Parkway are the only BLOS 2 roads in the township.
- Nyes Road, Colonial Road, Blue Ridge Ave, Locust Lane, Devonshire Heights, Beaver Road, and several other high-volume roads in the township are categorized with a BLOS of 3.
- Route 22, Crum's Mill Road, Rutherford Road, Linglestown Road east of Blue Mountain Parkway, Union Deposit Road west of 4 Seasons Blvd, and N. Mountain Road south of Blue Stone Ave are all considered to have a BLOS rating of 4 (Figure 7).

Figure 7: Township Bicycle Level of Stress

Source: Harrisburg Area Transportation Study (HATS)

Current Network

Types of Users

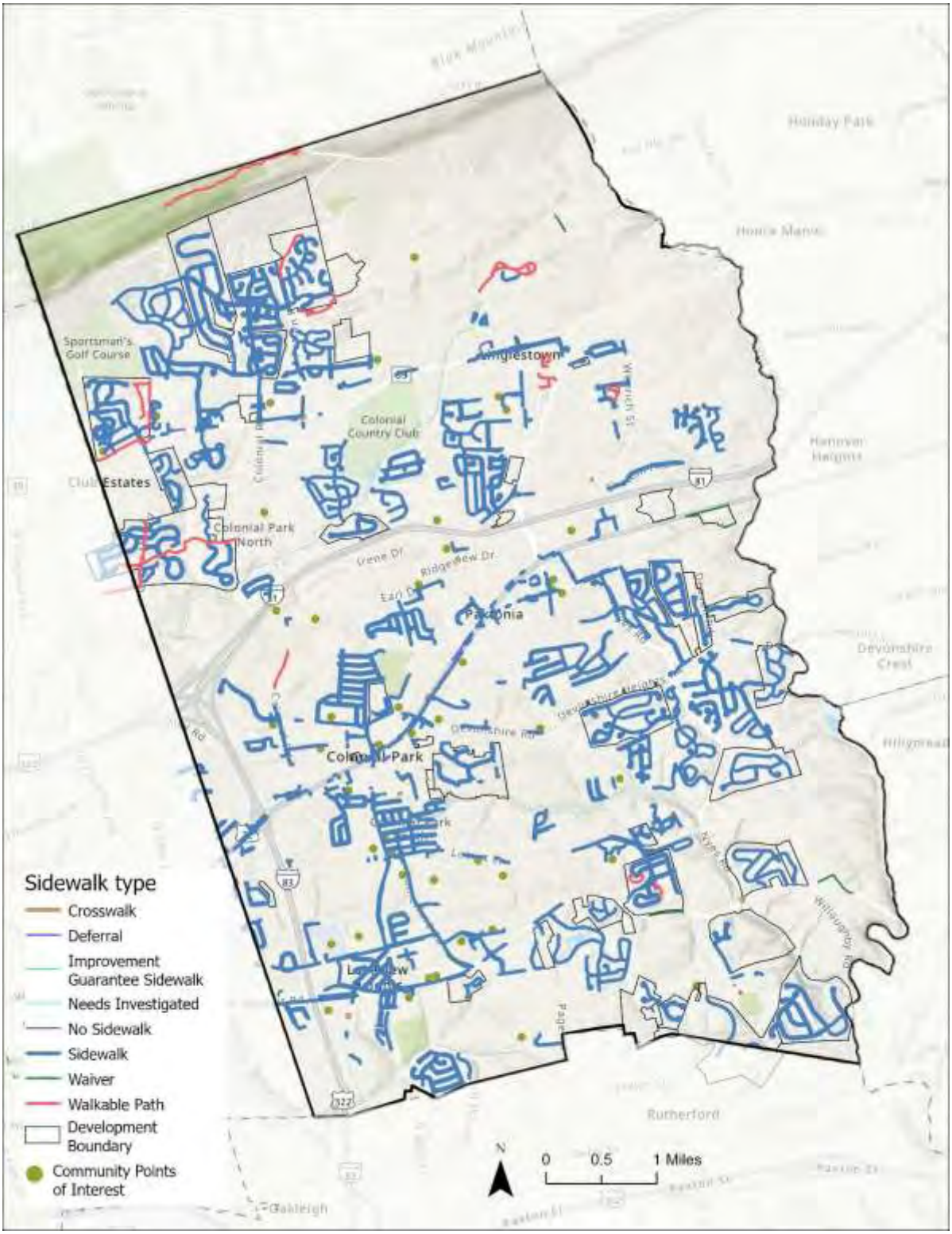
To effectively plan for active transportation, the township must consider the diverse needs of pedestrians and cyclists. The population comprises individuals of all ages with diverse physical abilities, varying experience levels, confidence, and travel needs. Various user groups encompass leisure walkers, active walkers/runners, casual cyclists, confident cyclists, and advanced cyclists.

People walk and bike for both recreational and non-recreational purposes. Some individuals may be commuting alone and seeking the shortest, most direct route to work, while others may be leisurely cycling with friends or family members and looking for a peaceful and comfortable environment. Additionally, confidence and comfort levels influence travel choices. For instance, some cyclists feel at ease riding on roadways with traffic, while others feel secure only on dedicated trails or sidewalks.

Pedestrian Infrastructure

Sidewalks are a critical component of the township's active transportation network. A prevalent characteristic of sidewalks within Lower Paxton Township is a lack of sidewalk interconnectivity between uses and residential neighborhoods. Across the township, the availability of sidewalks is limited to the frontages of their respective developments, failing to establish connections with neighboring properties or developments. This can also be found along key corridors connecting to lower-volume streets. Established sidewalk networks along key routes in the township do not extend onto nearby local streets that connect commercial businesses to residential neighborhoods, even when they are within a short distance of each other.

Figure 8: Existing Sidewalk Infrastructure



Source: Lower Paxton Township Greenways Committee

Multi-use paths and trails

Multi-use paths and trails exist throughout the township in limited numbers but still play a vital role in active transportation. The trails and paths are typically located within residential developments and are designed for recreational and leisure purposes. Many of the internal trails within residential developments connect to the sidewalk network outside the specific development. Figure 8 provides an overview of sidewalk and mixed-use paths throughout the township as identified by the Township Greenway Committee.

Bicycle Infrastructure

Bicyclists are allowed to use all roads outside of limited-access highways in Pennsylvania, making them possible routes for cycling on shared roads. Bicyclists ride the township's roads for commuting or recreation, depending on their comfort level.

Public Transportation

The Susquehanna Regional Transportation Authority provides public transportation services to Lower Paxton Township and operates a traditional fixed-route bus system. Within the township, there are primarily two routes that offer service (Routes 12 and 14), and one route that makes a small loop in the southwest corner along Union Deposit Road and Lakewood Hills Apartments (Route 17). Below is a brief overview of where each transit route traverses the township:

- **Route 12 Colonial Park:** Provides regular weekday and Saturday service between Downtown Harrisburg, State Street, Jonestown Road, Colonial Park Mall, Harrisburg East Center (Giant Foods), Colonial Commons, Paxton Towne Centre, Gateway Center (Weekday Only), and Linglestown Square (Weekday Only).
- **Route 14 Springford / Union Deposit:** Provides regular weekday service between Downtown Harrisburg, Market Street, Union Deposit Road, Point Mall, Twin Lakes Apartments, Four Seasons, Pennswood Apartments, and Springford Apartments.
- **Route 17 Union Deposit/Hamilton Health Center:** Provides regular weekday and Saturday service between Downtown Harrisburg, 17th Street, Hamilton Health Center, Berryhill Street, Kline Village, Union Deposit Road, Union Square, Dauphin Plaza, Osteopathic Hospital, and Lakewood Hill Apts. (Highway Stop), and Point Mall.

Planning for transit

Many people who rely on public transit services depend on safe and accessible infrastructure to reach bus stops; therefore, it is crucial to maintain and improve the existing pedestrian infrastructure around these stops. Making improvements within a 0.75-mile radius is essential to ensure safe and convenient access to and from transit facilities. Key pedestrian improvements can include:

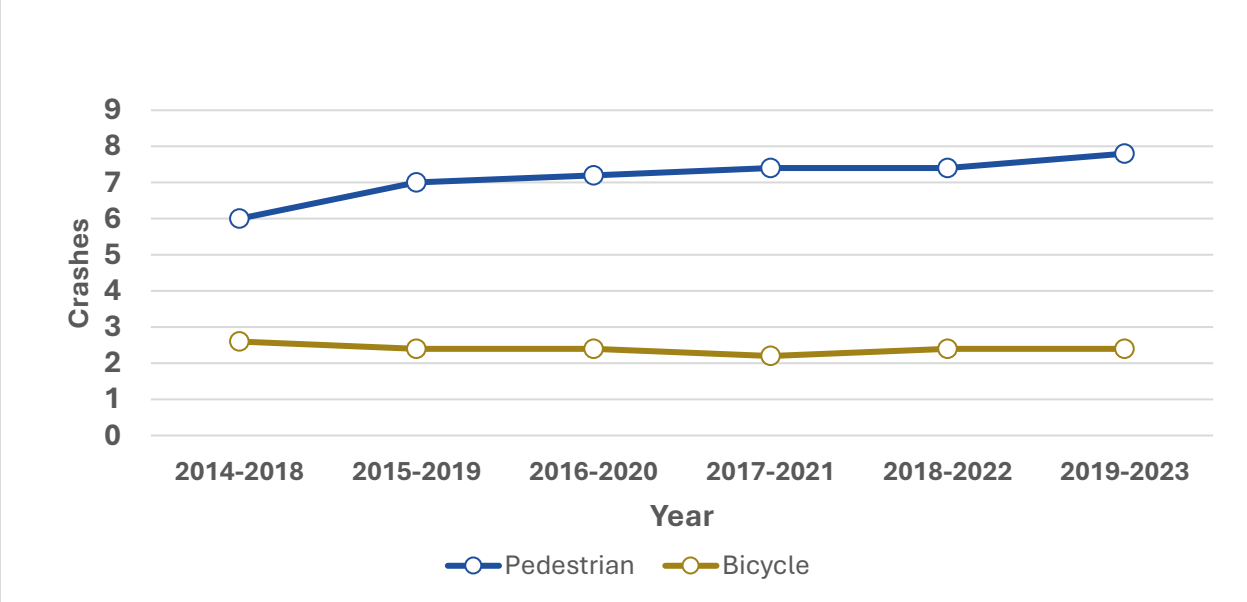
- Accessible sidewalks, or safe, wide shoulders
- Well-marked crosswalks
- Pedestrian push buttons
- Pedestrian signage
- Sufficient lighting
- Curb ramps
- Lead pedestrian intervals (LPI) at intersections

Safety Performance

Crash Data

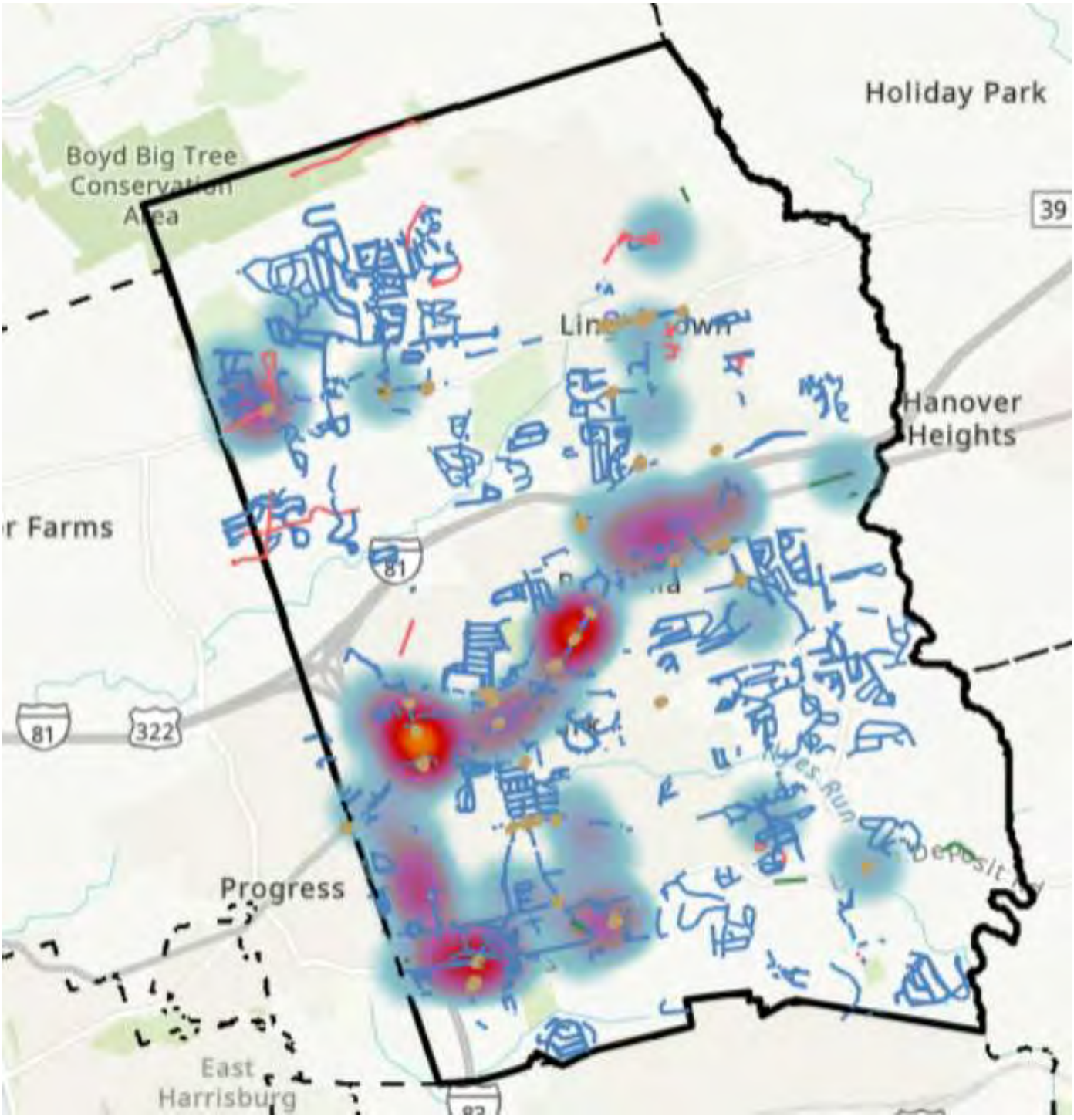
The project team obtained crash data from the Pennsylvania Department of Transportation (PennDOT) for the period 2014 to 2023 using its online Pennsylvania Crash Information Tool (PCIT). The data only includes "Reportable Crashes" involving bicyclists or pedestrians. During this period, a total of 51 crashes involving these two modes of active transportation occurred. The average number of pedestrian crashes was 8 per year, while bicycle crashes averaged 2 per year, based on reports from the five-year period ending in 2023. Figure 9 shows the number of pedestrian and bicycle crashes by year. Additionally, Figure 10 provides an analysis of where bicycle and pedestrian crashes occur within Lower Paxton Township.

Figure 9: Township Bicycle/ Pedestrian Crashes by 5-Year Average



Source: Pennsylvania Crash Information Repository (PCIT)

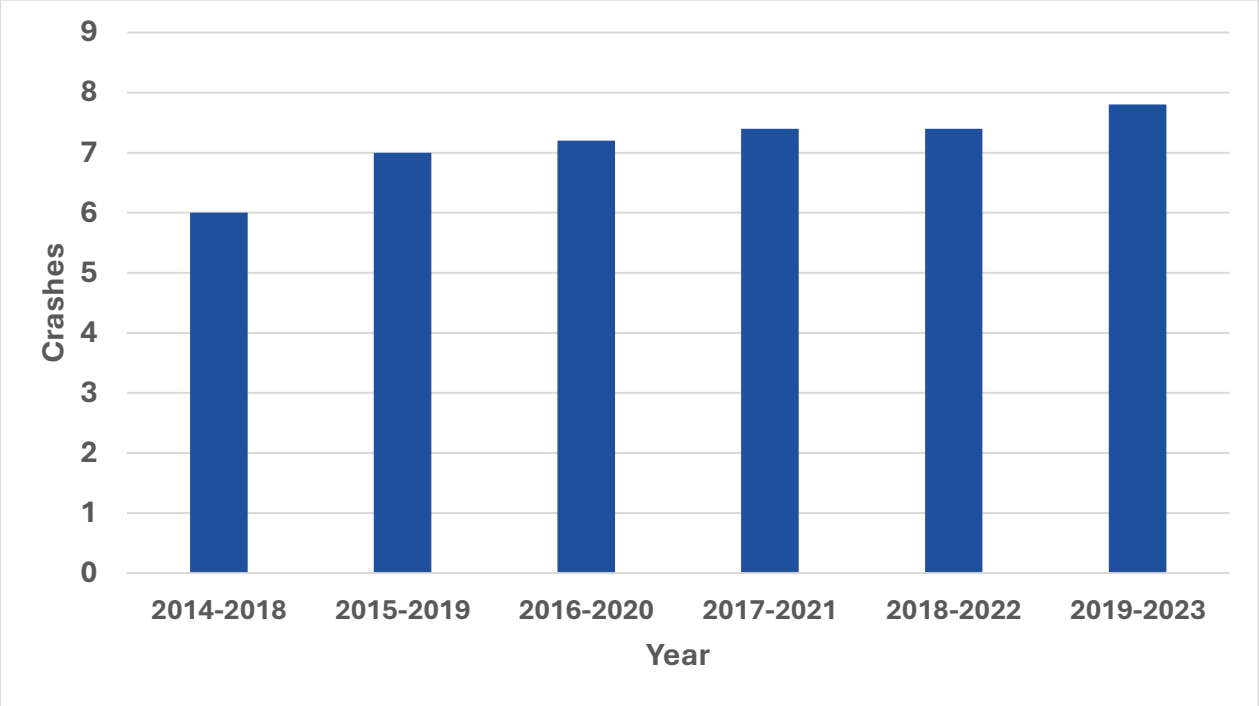
Figure 10: Crash Hot Spot Locations, 2019-2023



Pedestrian Crashes

There were 39 reportable crashes involving pedestrians during the five-year period ending in 2023. Out of these, 35 resulted in injuries, while 3 crashes led to pedestrian fatalities, and 6 crashes led to suspected serious injuries. When using a rolling five-year average to smooth out year-to-year fluctuations and reveal long-term trends, it is easily apparent that the township is experiencing an increase in pedestrian crash activity (Figure 11).

Figure 11: Pedestrian Crashes by 5-Year Average

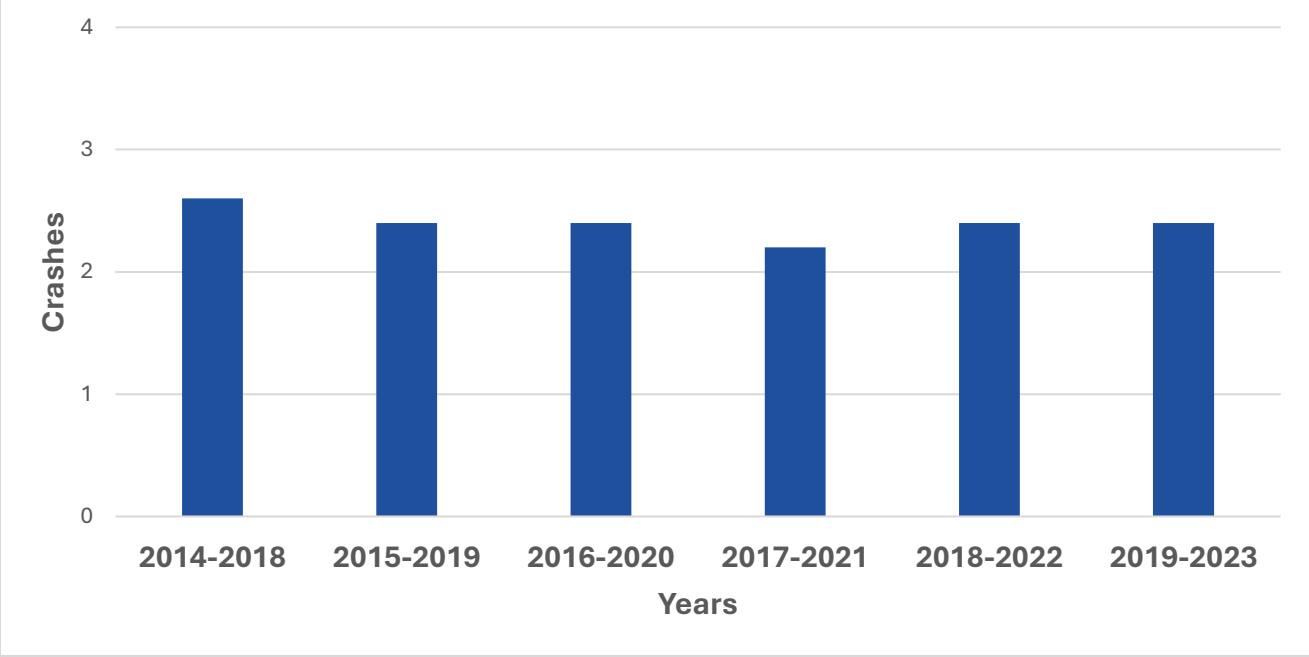


Source: Pennsylvania Crash Information Repository (PCIT)

Bicycle Crashes

During the reported five-year period ending in 2023, a total of 12 reportable crashes involving bicycles occurred in the township. Among these crashes, 11 resulted in injuries, while none resulted in fatality, and 4 (33 percent) resulted in suspected serious injuries. The number of annual crashes ranged between 1 and 2, with the highest number occurring in 2022 and 2023. Figure 12 shows trends in bicycle crash activity within the township.

Figure 12: Township Bicycle Crashes, 5-Year Averages



Source: Pennsylvania Crash Information Repository (PCIT)

PA Vulnerable Road User Safety Assessment (2022)

The Federal Highway Administration (FHWA) defines a vulnerable road user (VRU) as a "non motorist with a fatality analysis report system (FARS) person attribute code for pedestrian, bicyclists, other cyclists, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or bicyclist. A vulnerable road user may include a person walking, bicycling, or "rolling." According to the definition, vulnerable road users:

- Include highway workers on foot in a work zone, given that they are considered pedestrians.
- Do not include motorcyclists.

In October 2022, FHWA announced a requirement for every state to complete a VRU assessment by November 15, 2023. The requirement led to a series of efforts to identify locations in need of improvement for VRUs. PennDOT completed a "A-VRU Safety Assessment Report" in 2023, compiling information on every MPO and RPO region.[1] The assessment of high-risk areas for VRUs used readily available data and included:

- Fatal and Suspected Serious Injury crashes involving VRUs (locations receiving the heaviest weighting)
- Other crashes involving VRUs
- Environmental Justice (disadvantaged populations) locations

This study used data from 2015 to 2021, excluding 2020 data, which was distorted due to reduced travel during the COVID-19 pandemic.

Additional work was completed using the data to weigh the fatal and suspected serious injury crashes more heavily than the other crashes involving VRUs. Latent demand for walking and cycling was established using the denser residential areas and non-residential areas. The information was then mapped to establish areas of need. The areas with the highest concentrations of VRU crashes were identified as the "high-risk" areas.

The PennDOT VRU Safety Assessment identified two high-risk areas in Lower Paxton Township:

- SR 3020, Union Deposit Road from Lakewood Drive to I-83

[1] Lower Paxton Township is a part of the Harrisburg Area Transportation Study (Harrisburg MPO)

- US 22, Allentown Blvd / Jonestown Road from Park Chester Road to Mountain Road

The assessment document does not provide specific recommendations for these corridors, as reducing crashes is a complex process that requires a more detailed assessment on a case-by-case basis. There are also other factors that affect safety projects and results along these corridors, including limited right-of-way, a transient population with limited familiarity with the road network, and recent improvements whose results have not yet been captured in the data.

Public and Stakeholder Engagement

Input from key stakeholders and Lower Paxton Township residents, primarily gathered through a public survey and interactive mapping, was an integral part of developing the plan action strategies and recommendations. Highlights of public feedback are presented within this section of the plan.

Understanding why Lower Paxton Township residents choose active transportation modes and what they consider the most important issues helps shape the township's vision of its desired future and the goals and objectives by which active transportation safety, education, and connectivity will be enhanced.

Stakeholder Interviews

In May 2025, the Township conducted over a dozen interview sessions with stakeholders, including local township officials, county officials, MPO staff, and PennDOT representatives. The interviews revealed several key themes shaping the current and future direction of active transportation planning in the township. Safety, connectivity, and education emerged as top priorities, with stakeholders emphasizing the need for improved connections from residential neighborhoods to points of interest within the township. Many noted that existing infrastructure does not allow safe walking and biking as the primary mode of transportation. There was shared recognition across the interviews that improving connectivity throughout the township and with neighboring communities could significantly improve the accessibility and safety for users of alternative modes of transportation.

To address these challenges, education and law enforcement were highlighted as essential for promoting bicycle safety awareness among motorists and fostering community engagement. Closing sidewalk and trail gaps along key routes in the township were also highlighted to provide safe connections for individuals who may not have access to a personal vehicle.

Open House

The Township hosted a public open house in August 2025 at the Lower Paxton Municipal Complex with approximately 20 attendees. Participants highlighted safety concerns and infrastructure gaps as major challenges they face when trying to use active transportation in the township. Connectivity and safety issues were particularly emphasized near schools and key points of interest, where there tends to be a higher population of pedestrians and cyclists.

When envisioning future improvements, attendees expressed a strong desire for designating specific “bicycle routes” in the township that would provide important east-west and north-south connections to key destinations and neighboring communities beyond township borders. Expanding transit options in the northwest portion of the township, along Linglestown Road, was seen as essential to making the township's infrastructure more inclusive and accessible.

Public Survey Summary

The Township conducted an online, interactive public survey to solicit feedback from the community on bicycle and pedestrian issues. The survey questions were developed through multiple phases of review by the management team and steering committee to ensure meaningful responses from the public. Once live, the survey was promoted through social media, township newsletters, sewer bills, press releases, and the township website.

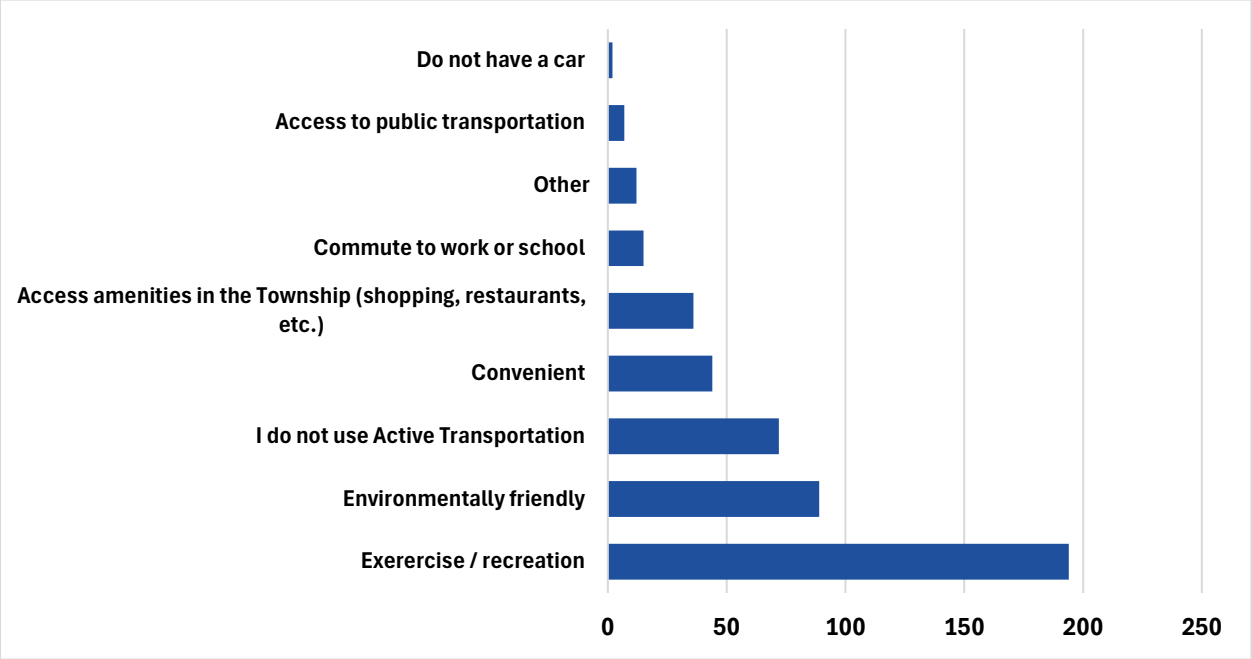
The online survey was available from August 1, 2025, to August 31, 2025, and through a series of steps, the survey asked respondents to:

- Provide basic demographic information (age, household income, race, and place of residence)
- Complete a series of standard survey questions about bicycle and pedestrian issues and interests (e.g., "Why do you use active transportation?", "What prevents you from biking/walking in the township?")
- Use an interactive map to identify areas of concern or challenges you may encounter while biking, walking, or using other active transportation modes in the township.

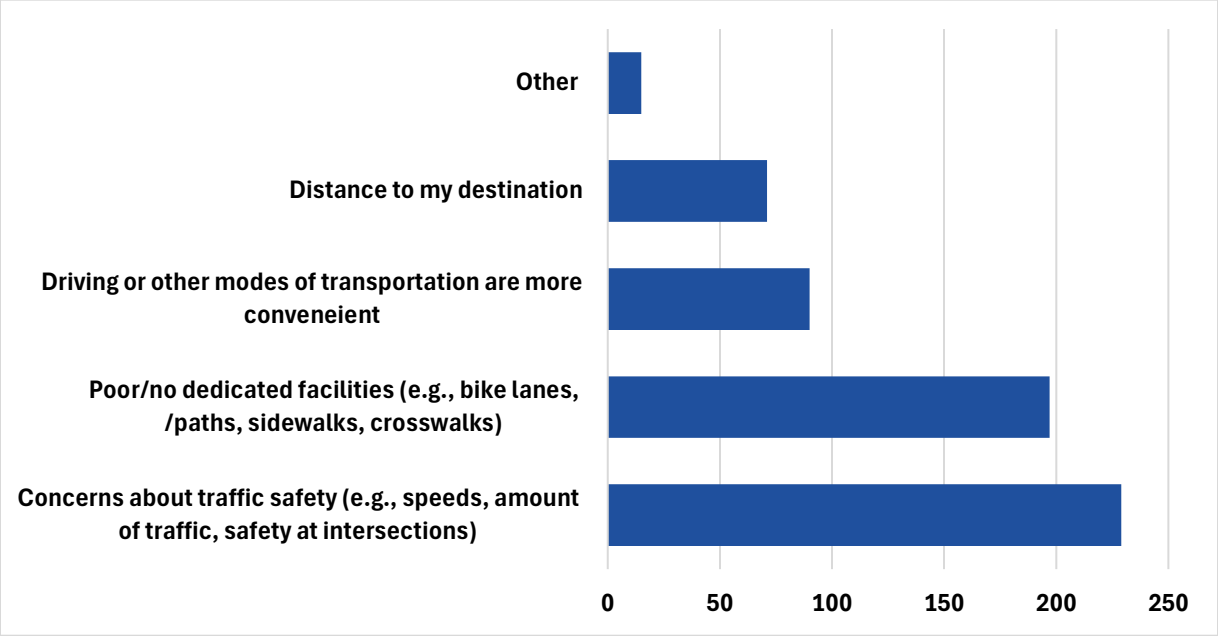
A total of 278 responses were received, and 24 responses were received to the additional interactive mapping survey. Along with the data collected from responding to standard survey prompts, each screen offered additional space for comments and feedback.

The response distribution was predominantly skewed toward individuals aged 65 and older. Notably, 97 percent of respondents reported having access to a vehicle. When asked if individuals consider their home to be within a safe walking or biking distance of major attractions in the township, 61 percent responded, "No."

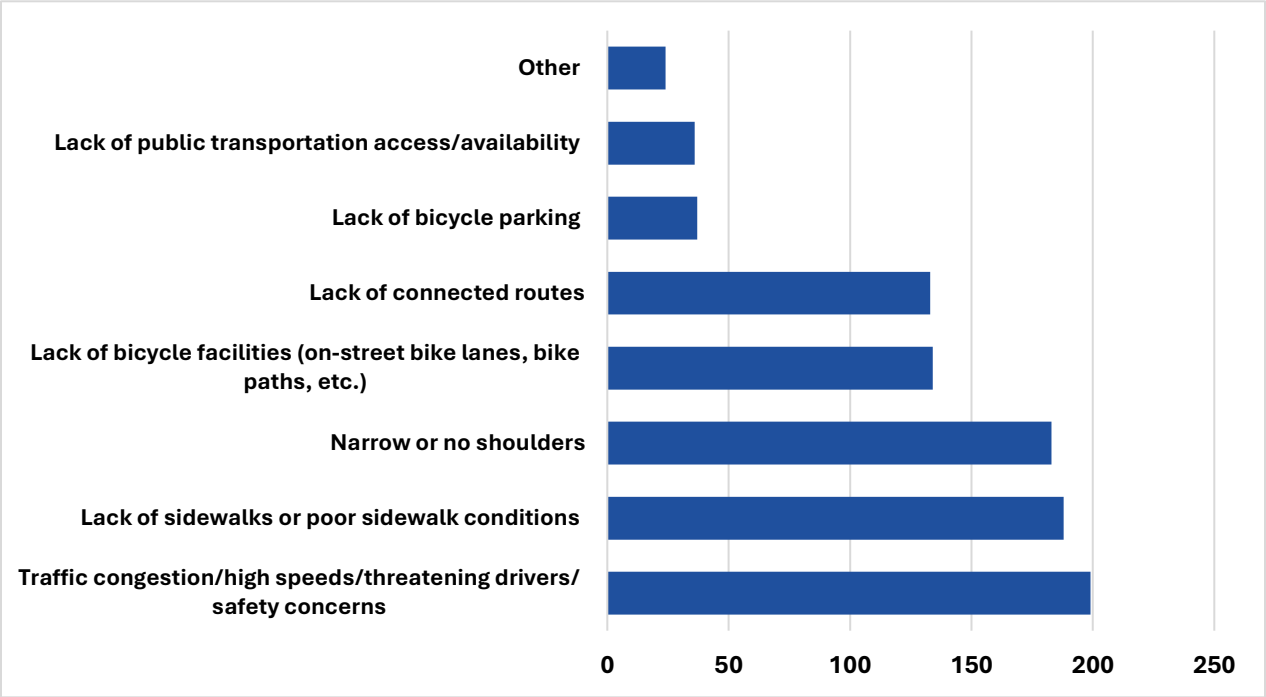
Public Survey Question: Why do you use active transportation (walking, biking, etc)



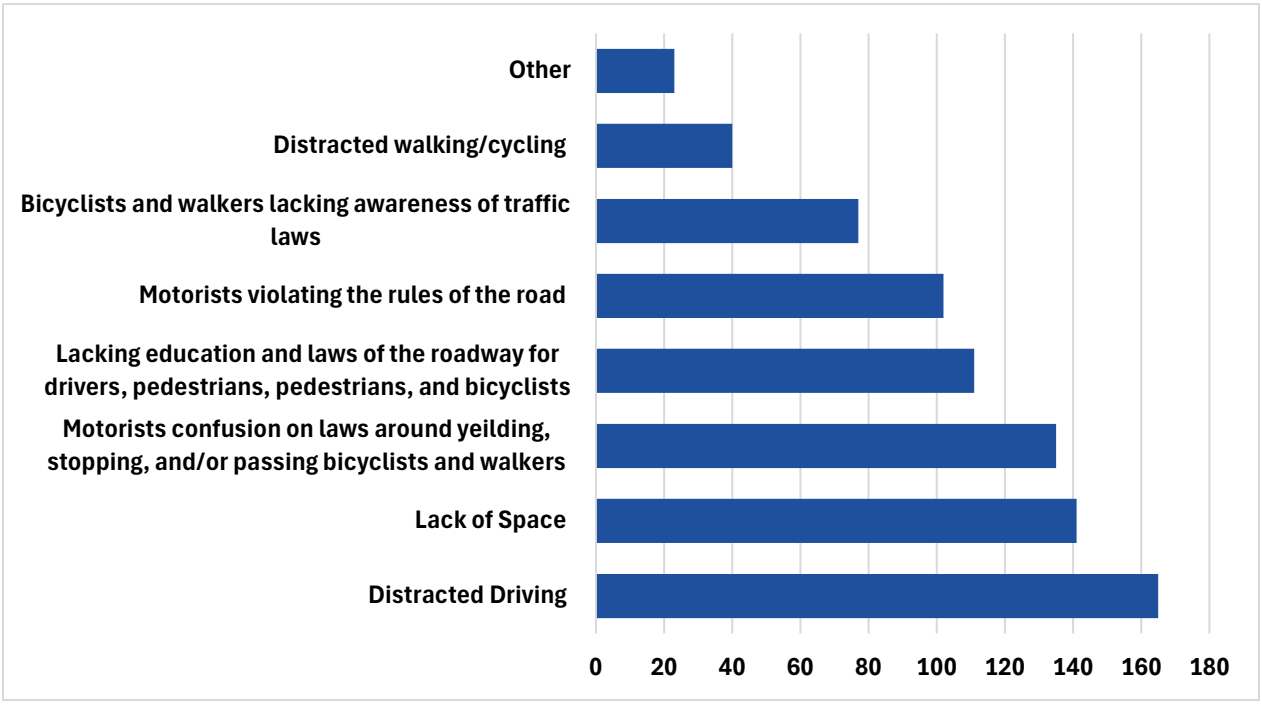
Public Survey Question: What prevents you from biking/walking in the Township?



Public Survey Question: Which of the following obstacles do you face when biking or walking in the Township? (Select your top 3.)



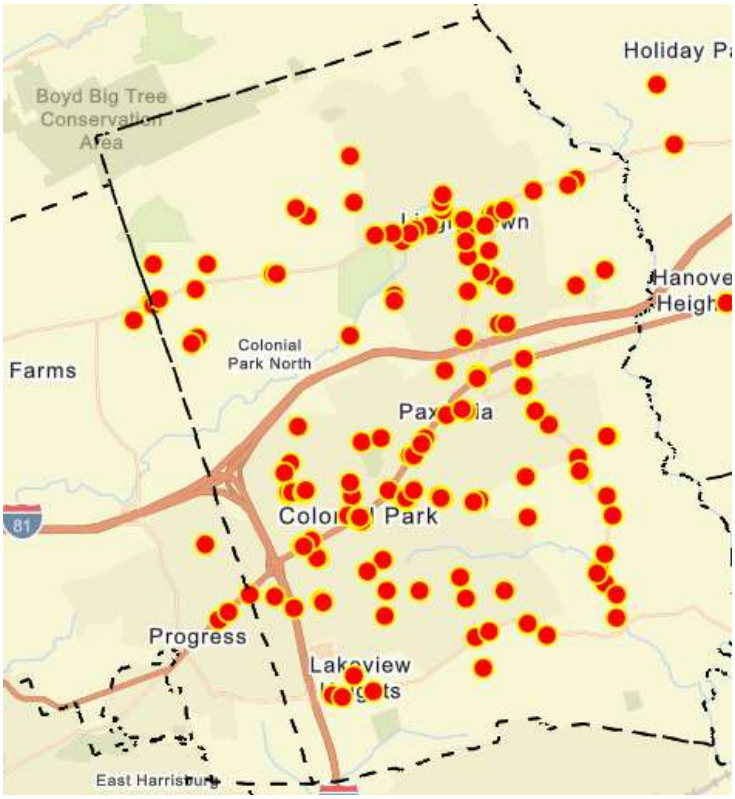
Public Survey Question: In your experience. What do you consider the primary points of conflict between pedestrians, bicyclists, public transportation users, and motorists? (Select your top 3.)



General Survey Highlights

- 87.4 percent of survey respondents reside in Lower Paxton Township, with the remaining respondents living in West Hanover, Susquehanna, or South Hanover Township.
- 98 percent of respondents or someone in their household own a vehicle.
- Almost 63 percent of respondents believe their home is not within a safe walking or biking distance to major destinations in the Township (stores, entertainment, restaurants, parks, etc.)
- Roughly 70 percent of respondents indicated they use active transportation for exercise and recreational purposes, while only 5 percent use it to commute to work or school.
- Concerns about traffic safety, lack of sidewalk or poor conditions, lack of bicycle facilities, and lack of connected routes were identified as significant obstacles that users of active transportation face in the township.
- Survey respondents noted they believe distracted driving, motorist confusion on laws around yielding, stopping, and/or passing bicyclists and walkers, or motorists violating the rules of the road are the main points of conflict between pedestrians, bicyclists, and motorists.
- When asked to change one thing to improve active transportation, some of the main concerns included more sidewalks, walking paths connecting various neighborhoods and Points of Interest in the township, wider shoulders on roads that would allow individuals to walk and bike, improved public transportation, and improved education to drivers on bicycle and pedestrian safety and laws of the road.

Interactive Map



A recurring theme in the interactive mapping responses suggests that residents of Lower Paxton are interested in increasing their walking and biking activities. However, without safe connections between residential developments and key points of interest, many users refrain from walking and biking as a means of commuting or for recreational purposes.

The comments mentioned within the interactive map portion of the survey highlighted significant concerns regarding the infrastructure needs of pedestrians and cyclists throughout the township, specifically a lack of safe infrastructure. Many of the roads in the township, both state- and locally owned, have narrow to no shoulders, poor visibility, and hazardous crossings, which make them unsafe for users of active transportation.

Furthermore, the comments highlight the need for improved connectivity and accessibility to neighboring municipalities and the Capital Area Greenbelt. Suggestions include developing multimodal trails, linking existing trails, and strengthening pedestrian connections to popular destinations such as parks, shopping centers, and schools beyond the townships' borders.

By identifying these requests and concerns, the Township gained insight into users' preferences for building a network that connects residential neighborhoods to points of interest within the township, helping to fill gaps in the current infrastructure. Safety is, and always will be, a major concern. Factors such as lighting, safe distances from vehicles, general infrastructure upkeep, education, and proper signage are all crucial when establishing connections in Lower Paxton Township.

Priority Bicycle and Pedestrian Network

Overview

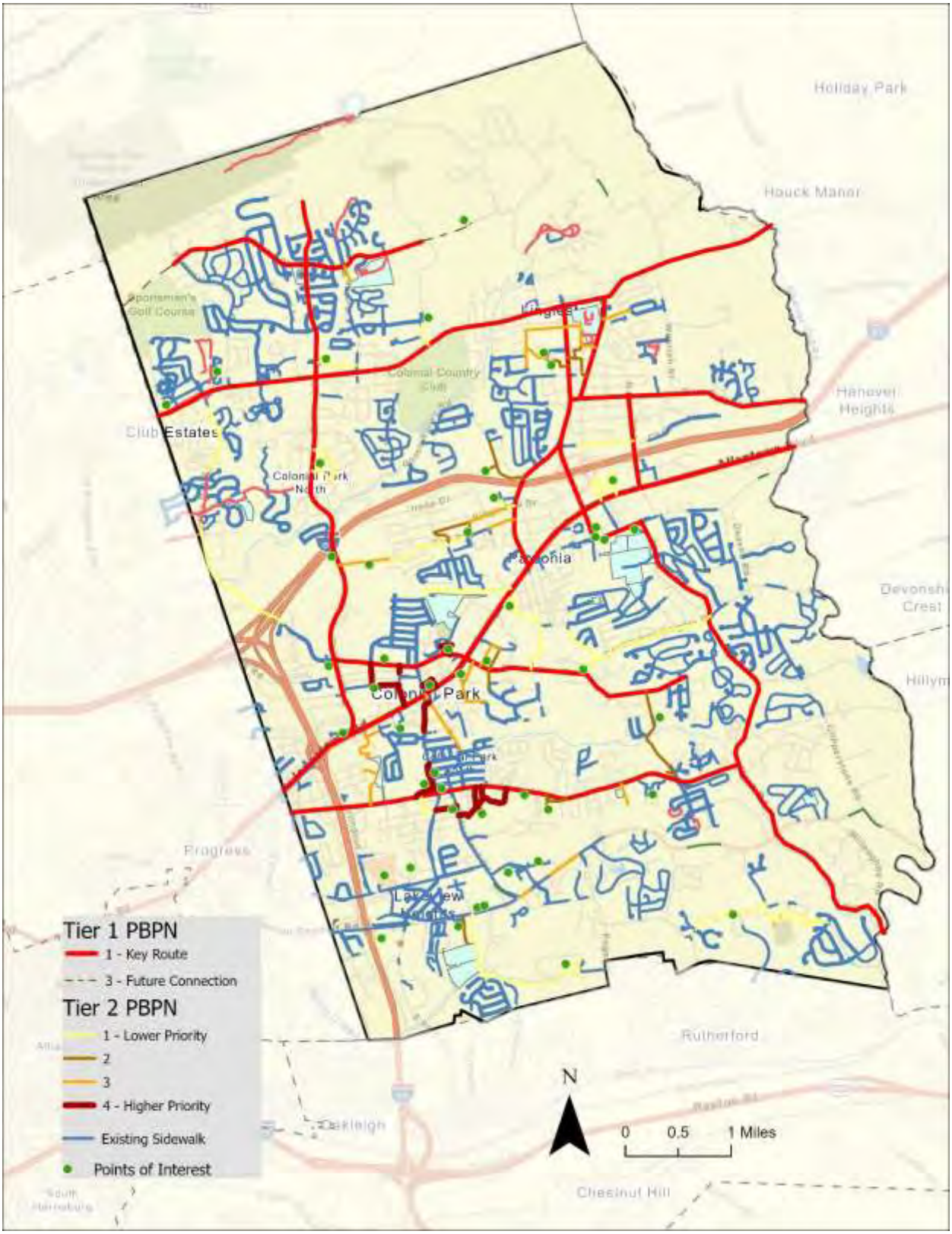
The Priority Bicycle and Pedestrian Network (PBPN) was created to help the Township identify existing infrastructure gaps and the main routes for bicyclists and pedestrians. To develop the Priority Bicycle and Pedestrian Network, the Township used the following methodology:

1. Using existing data from the Township, Harrisburg MPO, and other sources, the project team assessed where current infrastructure exists and where it is lacking. Additionally, the team used Strava data[2] to gain insights into the most popular routes among bicyclists and pedestrians in the township.
2. The project team thoroughly reviewed the data to identify the township's needs. Based on insights from stakeholder interviews, steering committee meetings, and the public survey, the PBPN Tier 1 routes were established.
    a. These routes include the township's main north/south and east/west connections: Linglestown Road, Colonial Road, Jonestown Road, Nyes Road, Continental Drive, and Locust Lane.
    b. The five connections that exist in the township over I-81 were also identified as Tier 1.
    c. In addition to the key routes, "Future Connections" were identified. These areas include those currently without development, but if future development were to occur, it would provide opportunity to expand the existing network and connect to neighboring municipalities.
3. A half-mile buffer analysis was used based on points of interest such as churches, grocery stores, schools, parks, health facilities, libraries, and non-profits within the Township. This served as a starting point for identifying areas where the infrastructure is either missing or lacking, particularly in close proximity to key attractions.
4. The project team reviewed the ½-mile buffer analysis in relation to existing infrastructure within the township. Based on the current infrastructure and POIs, the team identified segments for the Tier 2 PBPN.

[2] STRAVA data shows where people are currently going while the PBPN shows where people want to go based on public feedback throughout plan development.

5. The Tier 2 PBPN was developed and organized into 4 separate levels. Each level is described below
    i. **Level 1** areas are in the township that only have 1-2 points of interest that overlap with the ½ mile buffer. These areas can be found toward the northern and southern ends of the township, south of Union Deposit Road and north of Linglestown Road.
    ii. **Level 2** areas in the township tend to be near township parks with a POI nearby. These can be found along N. Mountain Road, and near Linglestown Road.
    iii. **Level 3** areas are those located near existing transit routes and bus stops that currently lack infrastructure.
    iv. **Level 4** areas in the township are usually just off the Tier 1 routes, where there are more POIs close together and higher-density residential development, where people would prefer to walk or bike to attractions instead of using a car. These areas can be found along the Union Deposit and Jonestown Road corridors.

Figure 13: Township Priority Bicycle and Pedestrian Network (PBPN)



Project Implementation

Goals, Action Strategies, Progress Indicators, and Performance Measures

As noted earlier, the Active Transportation Plan's strategic directions are organized around five overarching goals, including: education, enforcement, policy, network, and Institutional. Each goal area is supported by a set of action items intended to help the Township achieve its stated goals. The accompanying graphic provides an overview for the following section.

Goals: The goals presented at the beginning of the document, establish a big picture direction or priorities. Each goal is further defined by a set of action strategies that establish actions for eachieving the goal.

Action Strategies: Each goal will be achieved through a set of strategic actions that reflect specific activities or initiatives. For example, one strategic action for achieving the Network Goal is to develop a process moving forward to assess and evaluate locations for pedestrian and bicyclist improvements through Road Safety Audits (RSA), corridor studies, and safety assessments to develop spot-specific solutions and improvements.

Projects: Projects refer to tangible transportation projects that were identified through the public survey and open house. Projects may be large and expensive such as installing large footprints of sidewalks or lower-cost such as re-painting crosswalks. Listing them in this ATP recognizes the project as an identified need, but does not guarantee funding or the improvement.

Performance Measures/Progress Indicators: As the plan is being implemented, the Township will monitor and report on progress against a defined set of performance measures (quantitative) and progress indicators (qualitative).

Table 2 outlines a list of actions designed to support the plan's goals, along with corresponding performance indicators (Figure 14) that would be added as part of an annual report card. Each action item is categorized as “Complete,” “Complete and Ongoing,” “In Progress”, “Forthcoming,” or “Demands Attention.” As part of the plan implementation, the Township will monitor and report on the status of the plan’s implementation strategies on an annual basis.

Figure 14: Performance Indicators Key

Table 2: Plan Goals and Action Strategies

Goal	Action Strategies	Status
Education	**A.1** Conduct a public awareness campaign to increase driver attentiveness and safe driving behaviors around pedestrians and bicyclists • Available tools include LP Links, LP Pulse, Township sewer bills, and/or during community events • Flyers or educational materials could be distributed to soon-to-be drivers via driver's education • Coordinating with Central Dauphin School District to run Bike Rodeos and teach students about bicycle safety, bus stop safety, and laws of the road when walking or biking to school • Use Township-specific messaging and visuals to make it relatable and locally relevant ○ Explore collaboration opportunities with schools and local organizations (e.g., Central Dauphin School District newsletters, email distribution list, and events)	
	A.2 Promote Bicycle Safety Month (May) and Pedestrian Safety Month (October) via the Township's social media, website, and mailings to raise awareness for bicyclists and pedestrians • Leverage promotional materials and resources developed by the League of American Bicyclists and NHTSA	
	A.3 Develop a "Safe Streets for All" toolkit for residents, including brochures, yard signs, and window decals that promote safe driving, walking, and biking behaviors.	
	A.4 Develop and distribute educational materials on school zones	
Enforcement	**B.1** Increase high-visibility enforcement in school zones	
	B.2 Step up enforcement for maintenance of sidewalks, bike lanes, and trails, including snow removal, surface repairs, and vegetation management	

Goal	Action Strategies	Status
Network	**C.1** Coordinate with Susquehanna Regional Transportation Authority (SRTA) on developing a priority list of bus stops where improved bicycle/pedestrian accommodation is needed	
	C.2 Coordinate with SRTA on expanding bus service to Fox Chase and Colonial Hills neighborhoods as route restructuring is considered in the future	
	C.3 Develop a Priority Bicycle/Pedestrian network (PBPN) as a basis for prioritizing bicycle and pedestrian infrastructure and services in the Township • Key features would include US 22, PA 39, Locust Lane, Mountain Road, Nyes Road, East Park Drive, Colonial Road, Continental Road, Devonshire Road, and the five crossings of Interstate 81 • **Tier 1:** Primary Routes – PA 39, US 22, Colonial Road, Devonshire Road – Longer distance, collector routes • **Tier 2:** Connectors to parks, schools, public facilities, POIs -connector routes, providing connections in the Township (1/2-mile buffer).	
	C.4 Refer to the Infrastructure Improvements Table included within this plan for addressing desired infrastructure improvements identified by the public	
	C.5 Develop a process moving forward to assess and evaluate locations for pedestrian and bicyclist improvements through Road Safety Audits (RSA), corridor studies, and safety assessments to develop spot-specific solutions and improvements	
	C.6 Continue developing the Township's existing sidewalk inventory, including locations of sidewalk deferrals and waivers	
	C.7 Coordinate with HATS MPO (through Township staff) to include priority projects in the Transportation Improvement Plan (TIP) via the MPO's established project pipeline • Coordinate with HATS MPO (through Township staff) on active transportation initiatives and projects that are implemented, which can feed into the HATS MPO Regional Backbone Network	

Goal	Action Strategies	Status
Policy	**D.1** Incorporate bicycle, pedestrian, and transit-supportive infrastructure[3] considerations and facilities within the Zoning Ordinance and Subdivision Land Development Ordinance to provide general consistency with the Active Transportation Plan	
	D.2 Conduct a review of the sidewalk waiver process that would require sidewalks within the high-priority transportation corridors and/or provide for the dedication of easements where sidewalk waivers are granted • Evaluate the viability of a 'fee-in-lieu-of' program whereby developers could be offered a waiver to install sidewalks along exterior road frontages in exchange for financial commitment, along with easement dedication • Involve subject matter experts as needed from the MPO and SRTA as part of reviews of preliminary land development plans. Examples of aspects to considerwould include adequate pull-off or shoulder space for boardings/alighting out of traffic flow, signage agreements, accessible pedestrian pathways to/from main corridors, etc.	
	D.3 Consider the adoption of an Official Map that identifies areas needed for key pedestrian and bicycle improvements, such as areas identified for new development or areas identified for redevelopment	
	D.4 Integrate active transportation goals into the Township's Comprehensive Plan and other plans to align funding and priorities	
	D.5 Review and update speed limit setting policies that consider contextual factors such as road function, land use, traffic volume, active transportation activity, crash history, environmental conditions, and road design	
	D.6 Consider implementing a Quick Build projects program, allowing the Township to be responsive to safety concerns while still planning for long-term funding and implementation.	

[3] betterbusstops_complete_resource_guide_web.pdf

Goal	Action Strategies	Status
Institutional	**E.1** Form a Township Active Transportation Committee, comprised of key Township department leaders to assist with plan implementation and tracking, and monitoring progress • Raise awareness of Township concerns for bicycle and pedestrian accommodations through the PennDOT Connects process and evaluate initiatives for either technical assistance or funding support • Coordinate with Susquehanna, Swatara, and West Hanover Townships to identify areas of mutual interest in connecting the municipalities, even as LPT implements the action items from its own ATP o Link each municipality's priority network to Lower Paxton to provide regional connections • Maintain the web map developed as part of plan development as a tool for planning and programming bicycle/pedestrian projects within the Township. • Provide a mechanism for township residents to provide input on and report bicycle and pedestrian safety, connectivity, and accessibility issues/concerns. (form, survey, mapping tool, etc.) • Reference the PennDOT Strategic Highway Safety Plan and Vulnerable Road User Assessment for strategies and locations to improve pedestrian and bicyclist safety • Present statistics and project highlights during local government week (April) to elected officials and township residents.	

Performance Measures and Progress Indicators

Measuring progress is essential for analyzing the effectiveness of implemented actions and determining whether they should be continued or modified. Possible metrics for evaluation include the number of sidewalk gaps closed, the improvement of bus stop locations, the number of successful grant applications, and the reduction in traffic crashes. The aim is to foster steady progress, ensure that plans are yielding the desired results, and provide a sound basis for adjusting courses as needed. Table 3 depicts recommended performance measures that the Township will consider reporting through an annual report card that would communicate achievements to the supervisors and general public.

Table 3: Annual Report Card Example

Performance Measures	Progress Achieved
Grant applications submitted	
Successful grant applications received	
Total funding received	
Linear feet of sidewalk installed	
Number of sidewalk gaps closed • Number of sidewalk gaps closed specifically on the PBPN	
The number of bus stop locations improved.	
Reduction in bicycle/pedestrian fatal crashes	
Reduction in Bicycle/Pedestrian Suspected Serious Injury Crashes	
The number of intersections improved.	
Number of destinations (POIs) connected	

Recommended Projects

Project Identification and Prioritization Methodology

Specific areas of concern and ideas for enhancing active transportation safety and connectivity were gathered from the public survey, interactive map, and open house. In total, 310 issues were identified, and the accompanying table was created based on the areas in the township that were mentioned most often.

The work the Township is currently doing along Prince Street to improve bicycle and pedestrian accommodations could be used as an example for future improvements throughout the Township.

Cost Ranges	
$	<25,000
$$	$25,000 to $100,000
$$$	$100,000 to $500,000
$$$$	>$500,000

Infrastructure Improvement Recommendations

PBPN[4] (Yes / No)	Implementation Priority Tier 1 vs 2	State or Local Road	Corridor / Intersection	Limits	Issues identified through public survey	Potential Improvement	Planning Level Cost	Potential Funding Source(s)
Yes	Tier 1	State	Linglestown Road / Colonial Road Intersection		• No safe or dedicated pedestrian crossing • No sidewalk to allow safe access from residential communities to commercial amenities on Linglestown Road	• Installation of sidewalk (close missing gaps) • Crosswalks • Lead pedestrian interval	$$$	CDBG, MTF, TASA, SS4A, Liquid Fuels, *P3, Green Light-Go, ARLE, Safe Routes to School (not a stand-alone program)*
Yes	Tier 1	State	Linglestown Road	Colonial Road and Crooked Hill Road (Susquehanna Twp.)	• Lack of safe walking and biking along corridors that connect neighborhoods to retail centers	• Improved sidewalk connections • Mixed-use paths	$$$$	MTF, TASA, SS4A, Liquid Fuels
Yes	Tier 1	State	Linglestown Road	Alexandra Lane and Oakhurst Blvd	• No safe connection from Blue Ridge Village (LPT) to the Village of Oakhurst Development (Susquehanna Twp.)	• Mixed-use path or sidewalk connection	$$$	Liquid Fuels, TASA, MTF, SS4A,
Yes	Tier 2	Local	Blue Mountain Parkway	Blackberry Lane to Jacobs Avenue	• Blind Hill • Poor visibility • No warning signs • Unsafe for pedestrians and bicyclists	• Signage (“pedestrian crossing ahead”)	$$	Liquid Fuels, ACT 89, MTF, TASA,
Yes	Tier 1	State	N. Mountain Road / Larue Street Intersection		• No crosswalks • No shoulder • Lacking sidewalks • Speeding • No safe access from the Larue Street to Koons Park	• Raised crosswalk • Signage • Sidewalk	$$$$	TASA, MTF, Liquid Fuels, ACT 13, SS4A, ARLE,

[4] Township Priority Bicycle / Pedestrian Network

PBPN[4] (Yes / No)	Implementation Priority Tier 1 vs 2	State or Local Road	Corridor / Intersection	Limits	Issues identified through public survey	Potential Improvement	Planning Level Cost	Potential Funding Source(s)
Yes	Tier 1	Local	Devonshire Road	Hampton Court Road to the Giant Entrance	• Significant sidewalk gap • Unsafe accessibility to Colonial Commons • The radius near Hampton Court Road is narrow	• Installation of sidewalk • Mixed-use path	$$$	CDBG, MTF, TASA, SS4A, Liquid Fuels, *HSIP*
Yes	Tier 2	Local	Devonshire Road	Devonshire Heights Road to Jonestown Road	• No sidewalks (If sidewalks were installed, it would allow for safe access to shopping centers along Jonestown Rd.) • No bike lanes • Narrow road • Unsafe for pedestrians and bicyclists due to narrow roadway	• Installation of sidewalks • Bicycle / Mixed-use Path • Shoulder improvements (widen shoulders if R.O.W permits)	$$$$	TASA. MTF, Liquid Fuels, ACT 13,
Yes		Local	Devonshire Rd / Jonestown Rd Intersection		• No crosswalks / sidewalks	• Improved crosswalks at the intersection • Installation of sidewalks connecting Devonshire Road to commercial development • Lead pedestrian intervals • Lighting • Exclusive Pedestrian Phasing	$$$$	Green Light-Go, TASA, MTF, ARLE,
Yes	Tier 2	Local	Devonshire Road	Between Colonial Road and Coventry Road	• Sidewalk gap on either side of Devonshire Pool	• Installation of Sidewalk	$$$	SS4A, TASA, MTF, Liquid Fuels
Yes			Commons Drive / Jonestown Road		• No safe way to cross 22 to access shops/restaurants on the opposite side of the road	• Improved Crosswalks • Exclusive Pedestrian Phasing	$$$	SS4A, TASA, MTF, Liquid Fuels
Yes		State	Union Deposit Road / Huron /		• Unsafe crossing spot to get from the apartment complex	• Crosswalk • Signage	$$$	TASA, MTF, SS4A

PBPN[4] (Yes / No)	Implementation Priority Tier 1 vs 2	State or Local Road	Corridor / Intersection	Limits	Issues identified through public survey	Potential Improvement	Planning Level Cost	Potential Funding Source(s)
			Lakewood Drive Intersection		to the residential development			
No			Blue Mountain Parkway	Blackberry Lane to Jacobs Avenue	• Blind Hill • Poor visibility • No warning signs • Unsafe for pedestrians and bicyclists	• Signage ("pedestrian crossing ahead")	$$$	SS4A, TASA, MTF, Liquid Fuels
Yes	Tier 1	State	N. Mountain Road / Larue Street Intersection		• No crosswalks • No shoulder • Lacking sidewalks • Speeding • No safe access from Larue Street to Koons Park	• Raised crosswalk • Signage • Sidewalk	$$$$	SS4A, TASA, MTF, Liquid Fuels
			Crum's Mill Road	Connecting Crum's Mill Road to Linglestown Road	• Missing sidewalks	• Sidewalk or mixed-use trail	$$$$	SS4A, TASA, MTF, Liquid Fuels
No	Tier 2	Local	Blue Bird Avenue	N. Blue Ribbon Ave and Mountain Road	• No sidewalk or crosswalks • Speeding • A lot of school-aged children walk along Blue Bird Ave to get to bus stops	• Installation of sidewalks and crosswalks	$$$	MTF, TASA, SS4A, Safe Routes to School, Liquid Fuels
No	N/A	Local	Deavon Road / Devonshire Heights Road Intersection		• No sidewalks • Sidewalks exist within newer neighborhoods that lead to Deaven, but then stop • Speeding makes the road unsafe to walk on shoulders	• Sidewalks or mixed-use paths connecting neighborhoods	$$$$	SS4A, TASA, MTF, Liquid Fuels

Table 4: Potential Funding Sources

Funding Source	Abbreviation
Multimodal Transportation Fund	MTF
Community Development Block Grants	CDBG
Transportation Alternative Set Aside	TASA
Safe Streets and Roads for All	SS4A
Local Share Account	LSA
American Rescue Plan Act	ARPA
Act 13 Funds	Act 13
Municipal Liquid Fuel funds	Liquid Fuels
Green Light-Go[5]	GLG
Safe Routes to School	SRTS
Automated Red-Light Enforcement	ARLE

Several corridors and intersections included in the above table are not eligible for federal aid funding through the MPO's formula funding. Funding for improvements would have to be secured through a mic of local funding to leverage grant dollars available from state and federal sources. The following funding sources should be considered as part of financing the improvements.

- Multimodal Transportation Fund grant (PennDOT and/or DCED)
  - Fund provides financial assistance to municipalities to improve transportation assets that enhance communities and pedestrian safety
  - PennDOT MTF would require a 30% local match
- Community Development Block Grants (CDBG)
  - Installation of sidewalks can be CDBG-funded in a predominantly low- to moderate-income neighborhood
  - An income survey of users of the area would be needed as part of an application
- Local Share Account (LSA) Funding
  - Administered by the state Department of Community and Economic Development (DCED)
  - Grant dollars are available for projects with a total eligible project cost of $25,000 or more, but not to exceed $1 million.
  - Multiple project requests can be submitted, simultaneously.
- Transportation Alternatives Set-Aside (TASA) Block Grant Program
  - This program funds 100 percent of construction costs
  - Twenty percent must be non-federal
  - Maximum award is $1.5 million
- American Rescue Plan Act (ARPA) Funding
  - Intended to help municipalities with public health and economic recovery efforts stemming from the COVID-19 pandemic.
  - All ARPA funding must be expended by December 31, 2026
- Act 13 Funds
  - Funding was made available through Act 13 of 2012 and is also known as the Marcellus Legacy Fund to provide for the distribution of unconventional gas well impact fees to counties and municipalities.
- Municipal Liquid Fuels
  - Funds a range of projects to support the construction, reconstruction, maintenance, and repair of public roads or streets.
- Green Light Go
  - Funds a range of operational improvements to existing traffic signals and intersections that help to make intersections safer and function more efficiently.

[5] Eligible Funding for improvements include pedestrian detection, lead pedestrian intervals,

Appendix A: Best Practice Models

Bethlehem Township (Northampton County) Active Transportation Plan

The Bethlehem Township Active Transportation Plan, completed in September 2023, aims to explore opportunities to expand connections for walking, biking, and transit throughout the Township. The plan builds on the township's previous planning and implementation efforts to create a safe and comfortable network of sidewalks, shared-use paths, and bicycle facilities to connect active modes of transportation to everyday destinations. Strategies to realize this vision include specific, prioritized near-term and long-term capital improvements, policy updates, and programs to promote and increase awareness of active transportation. To help township residents stay informed and continue receiving updates on the project, Lower Merion Township has developed an E-Subscription site that allows individuals to sign up for email notifications and stay involved with the project's progress.

South Fayette Township (Allegheny County) Active Transportation Plan

South Fayette Township completed its Active Transportation Plan in August 2024 and began implementation immediately, aiming to create safe and equitable facilities for pedestrians and cyclists. As part of the implementation plan, a table of summary improvement projects is included, which breaks down the project name, type, cost, complexity, and priority for implementation. For tracking progress on projects, the township utilizes a "Sample Metric template, Appendix F" that displays the progress being made and projects that are being completed to enhance active transportation within the township.

North Fayette Township (Allegheny County) Active Transportation Plan

North Fayette Township, in collaboration with the Redevelopment Authority of Allegheny County, developed an Active Transportation Plan that was adopted on December 14, 2021. The plan was designed to serve as a handbook, expanding on the existing active transportation network and creating new connections within the Township. The implementation component of the plan will help the Township achieve its vision of a well-connected network. Included in the implementation plan are cost estimates and a priority matrix to help determine which improvements can be implemented in the short, intermediate, and long-term.

Appendix B: Public survey results

Survey Results are available upon request or as a standalone document on the Township's Active Transportation plans website.