

**Jersey Shore Borough  
Community Bicycle and Pedestrian Audit**



**May 2018**

*Community Bicycle and Pedestrian Audit*  
*Prepared By:*



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## Acknowledgements

Many are responsible for the success of the bike-ped community audit for the community of Jersey Shore. The Susquehanna Greenway continues its leadership in advocating for the economic and community revitalization of the region's River Towns. The Susquehanna Greenway Partnership recognizes the importance of walkable and bikeable communities to human health, quality of life, a cleaner environment, and enhancing the economic prospects of towns like Jersey Shore.

A plan is only as good as the input and active engagement of its residents. The study committee provided their passions, as well as an intimate understanding of their community, its history, evolving changes, opportunities and challenges. The committee understood the Jersey Shore community well, and identified the things that work well, as well as those areas needing attention for a better tomorrow.

And finally, an acknowledgement to the Pennsylvania Department of Conservation and Natural Resources (PA DCNR). PA DCNR in its management of our state parks and state forest lands, in addition to its leadership role in recreation and environmental conservation, is a critical player in funding this, and thousands of projects and initiatives that improve the quality of life for all of Pennsylvania's residents.

## Funding

The Jersey Shore Borough Community Bicycle and Pedestrian Audit was made possible by a Peer Grant from the Pennsylvania Department of Conservation and Natural Resources (PA DCNR). The audit and plan was financed in part by a Community Conservation Partnership Program (C2P2) grant under the administration of PA DCNR, Bureau of Recreation and Conservation, Keystone Recreation, Park and Conservation Fund.





## **What is the Community Bicycle and Pedestrian Audit?**

The Susquehanna Greenway Partnership (SGP) seeks to build a 500-mile, interconnected greenway along the Susquehanna River in Pennsylvania. The SGP, with funding assistance from the PA Department of Conservation and Natural Resources (PA DCNR), seeks to empower River Towns throughout the Susquehanna corridor to create more bicycle and pedestrian friendly communities, and contribute to building the greenway.

Jersey Shore is a unique River Town community with its strategic location on the West Branch Susquehanna River and its Trail Head at the southern terminus of the Pine Creek Rail Trail. The Borough seeks to take advantage of the water trail and rail trail connections, while enhancing the walking and biking experience of residents and visitors in town.

### **Audit Objective**

The audit is intended to raise awareness about the importance of bicycle and pedestrian-friendly community design for encouraging active and healthy lifestyles. It is also intended to help organize the community around bike/ped issues, identify impediments to safe walking and biking, and identify priority projects for implementation.

### **Project Description**

The *Community Bicycle and Pedestrian Audit* is a technical assistance service provided through a PA DCNR Peer Grant to communities that are designated Susquehanna Greenway River Towns.

The audit is facilitated by the Susquehanna Greenway Partnership (SGP) and a professional consultant, in collaboration with PennDOT Bicycle and Pedestrian Coordinators, representatives from your Metropolitan Planning Organization and County Planning Department, and a diverse local Study Committee.

The planning process results in the development of a community bicycle and pedestrian audit report that includes an inventory, analysis and mapping of existing and desired bicycle and pedestrian facilities, appropriate solutions to address community needs, estimates for funding priority projects, sources of funding, and suggested schedules for engineering and construction. The audit report will empower community leaders and residents to get the funding needed to implement priority bicycle and pedestrian improvement projects.

### **Eligibility and Match Requirements**

Municipalities that are designated Susquehanna Greenway River Towns are eligible to apply. DCNR Peer Grants require a minimum local cash match of \$1,000 to receive \$10,000 in technical assistance.

## Community Bicycle and Pedestrian Audit – Scope of Work

### STEP 1 –

#### Submit Peer Grant Request for Technical Assistance

Contact the Susquehanna Greenway Partnership to request a meeting to discuss your interest and objectives for conducting a Bicycle and Pedestrian Audit. At the meeting, a SGP representative and your DCNR Regional Advisor will describe in detail how the Bicycle and Pedestrian Audit will be conducted and the Audit Recommendations Report that will be developed for your community.

#### Describe Community Needs, Potential Improvements and Community Partners

SGP will ask you to:

- Describe the Community’s need for the bike/ped audit
- Describe potential bike/ped improvements you would like to make
- List names of potential Study Committee members and their affiliations / interests in the table below

Affiliation	Name	Organization	Phone/Email
Municipal Officials			
Planning Commission			
Interested Resident			
Bike/Ped Advocates			
Downtown Business Owners			
School District			
Police Department			
Healthcare Providers			
Parks and Recreation			
Streets Department			
Shade Tree Commission			
Local Foundation			
Civic Organizations			
Youth Groups			

- Appoint one person as Bike/Ped Audit point person.
- Rank your objectives from 1 – 10 (1 = Highest, 10 = Lowest) from the list below:
  - \_\_\_ Create ‘Safe Routes To School’ for our children
  - \_\_\_ We want to improve the safety of hazardous intersections
  - \_\_\_ We want reduce traffic congestion
  - \_\_\_ Improve bike/ped connections to the river
  - \_\_\_ Improve connections to trails and parks
  - \_\_\_ Reduce the need for motor vehicle parking
  - \_\_\_ Make our downtown business district more bike/ped friendly
  - \_\_\_ Create walking routes to encourage active living
  - \_\_\_ Work towards achieving [Bicycle Friendly Community<sup>SM</sup>](#) designation
  - \_\_\_ Work towards achieving [Walk Friendly Community<sup>SM</sup>](#) designation
  - \_\_\_ Other, please describe: \_\_\_\_\_

- Gather Data – Compile all relevant comprehensive plans, zoning ordinances, sidewalk inventory, streets or sidewalk ordinances, walking / biking audits, homeowner sidewalk program information, assessments and maps.
- Identify Local Cash Match

## **STEP 2 – Community Bike-Ped Audit**

### Background Data Gathering and Base Mapping

- Develop GIS base map for the study area with aerial photography, parcel maps, parks and schools, roads, hydrology / streams.
- Review all relevant comprehensive plans, zoning ordinances, sidewalk inventory, streets or sidewalk ordinances, walking / biking audits, homeowner sidewalk program information, assessments and maps.

### Community Involvement –

- ‘Kick Off Meeting’ – Overview of Planning Process. Public Health case for Bike/Ped Friendly Communities. Using Study Area Map - Identify Key Destinations (beyond those already mapped), Discuss Bike/Ped Issues, and Map Problem Areas (Study Committee Meeting #1)
- Bike/Ped Field View – Visit 4-5 Strategic Connection or Problem Areas and Discuss Challenges and Possible Solutions. Actively engage MPO and PennDOT members in the field view and discussion of solutions (Study Committee Meeting #2)
- Vision and Plan – Prepare Draft Inventory & Analysis Map for review and discussion. Create Draft vision for Bike/Ped Friendly community. Building on the revised Inventory & Analysis mapping, Identify key destinations and routes (Study Committee Meeting #3)
- Plan – Finalize Bike/Ped Vision statement. Present Draft Bike/Ped Plan for committee review and comment. Set Priority Projects (Study Committee Meeting #4)
- Bike/Ped Plan Presentation – present the plan to Municipal or Multi-Municipal Public Meeting for Official Adoption. (Public Meeting #1)

### Inventory & Analysis –

- Review and Analyze Municipal plans, ordinances and policies and evaluate their strengths and weaknesses in supporting a bike and pedestrian friendly community.
- Map the community’s important destinations such as schools, parks, cafes / restaurants, post office, library, major employers, etc.
- Identify Hazardous Roads, Areas or Intersections that are a physical or mental barrier to walking and biking.
- Identify potential regional connections such as the river, public lands, neighboring town, regional recreation destination.
- Compile all the above information to produce the Inventory & Analysis Site Plan.

### Vision and Goals –

- Study Committee Brainstorm’s a description of the future Bike and Pedestrian Friendly Community.
- Synthesize ideas into a Vision statement, refine and finalize with the Study Committee.
- Produce Bike/Ped Vision Statement
- Goals
- Performance Measures

### Bike/Ped Plan and Report –

- Building upon the Inventory & Analysis mapping – identify priority origins and destinations (hubs) and priority and alternative connections (spokes) to build the ped-bike greenway network.
- Review Bike/Ped Improvement ‘Tools’, both projects and programs, for Study Committee and Transportation Planners to have a common language.
- Select appropriate solutions to address the community’s needs. Produce a plan identifying a network of designated routes.
- Create Draft Bike/Ped Plan for Study Committee Review and Comment
- Refine the Bike/Ped Plan factoring engineering feasibility and construction cost factors. (Value engineering a cost effective solution).
- Identify the Priority Project(s), funding partners, and schedule for engineering, design and construction.
- Produce a Report documenting the planning process, describing the existing condition (Inventory & Analysis), and proposed future conditions (Bike/Ped Plan). Describe and prioritize the improvements – giving a general cost estimate, potential funding sources and project schedule.
- Produce Bike/Ped Plan and Report

### STEP 3 – Plan Integration and Implementation

- Municipal Adoption of Bike/Ped Plan
- Present Bike/Ped Plan to legislators, MPO Transportation Planners, and Municipal Engineer.
- Implement projects, policies, and/or programs.
- Integrate Projects into long-range transportation plans.

### Bike/Ped Audit - Project Outputs and Outcomes

#### Outputs -

- Organization – a minimum of 20 key stakeholders convened and organized as part of the project Study Committee.
- Outreach and Education - create a regional forum to raise awareness of the link between a bike/pedestrian friendly community and one or more of the following:
  - Public Health and Built Environment – improve public health by providing a bike/ped friendly environment, and improve access to public health programming reaching 50 residents in two communities.
  - Creating Safe Routes to School – implement encouragement programs and projects to create bike-ped friendly routes to school, encouraging 50 students, teachers and staff to bike or walk to school.
  - Economic Development – create a bike-ped friendly downtown through programs and projects that achieves 20% increase in foot traffic in the downtown business district.
  - Tourism – link the community to a regional destination trail, providing the basic needs and amenities for the trail user (access, restrooms, trail head, parking, food, café / restaurant, water, overnight accommodations) to achieve a 20% increase in revenue from tourism.
- Inventory and Analysis – perform a Community Bike / Pedestrian Audit for the community, analyzing the built environment and identifying challenges and opportunities for safe walking and biking.

- Vision – produce a vision statement that concisely described the town’s bicycle and pedestrian friendly future.
- Create a Bike / Pedestrian Plan and Report – mapping and describing a network of routes interconnecting the community.
- Priority Project – compile a list of all bike / pedestrian improvements captured in the plan, and identify the top three priority projects.

Outcomes -

- Health Event - partnering with a regional health care providers, host an educational outreach event that will raise awareness of the bike/ped plan and result in an increased use of the community park or greenway for active living.
- Bicycle / Pedestrian Plan completed and integrated into municipal plans and policies and PennDOT long-range transportation plan.

**Roles and Responsibilities**

Community –

- Apply – Submit request for Technical Assistance to the Susquehanna Greenway Partnership
- Assemble Diverse, 20 Member, Study Committee
- Goal Setting – What are your goals and objectives in developing a Community Bike / Pedestrian Plan – prioritize objectives.
- Data Gathering – Compile all relevant comprehensive plans, zoning ordinances, sidewalk inventory, streets or sidewalk ordinances, walking / biking audits, homeowner sidewalk program information, assessments and maps.
- Project Contact – Appoint one person as Bike/Ped Audit project point person.
- Provide Meeting Room Facilities and Meeting Logistic Support
- Active Participation in all meetings and activities

SEDA-COG GIS

- Produce GIS Base Map for Inventory and Analysis and Bike/Ped Plan
- Integrate Final Bike/Ped Plan into GIS
- Printing / Plotting of Base Map, Inventory & Analysis and Bike/Ped working maps

Susquehanna Greenway Partnership – River Town Coordinator and Staff (\$1,500)

- Organize Study Committee and Public Meeting
- Assist in Facilitating Study Committee and Public Meetings
- Printing of meeting agenda and handouts
- Assist in the production of the Bike/Ped Report

Bike/Ped Planning Consultant

- Background Data Gathering and Review, Project Coordination
- Lead Facilitator for all Study Committee and Public Meetings
- Draft and Final Vision Statement, Goals, Inventory & Analysis Plan, Priority Projects, Policy and Programs
- Draft Implementation Strategies – funding sources, timeline for engineering & construction
- Draft and Final Bike/Ped Report
- Mileage and Expense Allocation-



## **Jersey Shore Borough Community Bicycle and Pedestrian Audit Study Committee Members**

Joe Hamm	Jersey Shore Borough Manager
Tali MacArthur	SGP Executive Director
Jerry Walls	SGP Board Chair
David Feinberg	Geisinger Health President/CEO
Dave Shannon	Geisinger Jersey Shore Hospital
Janet Barnhart	Jersey Shore Council Member
Barb Schmouder	Jersey Shore Council Member
Ken Scheesley	Jersey Shore Council Member
Sean Simcox	Jersey Shore Council Member
Mike Zellers	Jersey Shore Council Member
Paul Garrett	Jersey Shore Council Member
Dennis Thompson	Jersey Shore Mayor
Jill Wenrich	Jersey Shore School District
Mark Murawski	Lycoming County Planning
Scott Williams	Lycoming County Planning
Cori Amron	Jersey Shore YMCA
Amber Kachelreis	Jersey Shore YMCA
Tina Cooney	Interested Resident and Historical Society
Chief Nate DeRemer	Tiadaghton Valley Regional Police Dept.
Sgt. Brian Fioretti	Tiadaghton Valley Regional Police Dept. Public Transit Streets/Public Works
Bobby Rishel	Bike Advocates - Borough resident Pedestrian Advocates
Krista Gephart	Jersey Shore State Bank
Bonnie Messersmith	Jersey Shore Recreation Committee
Cheryl Brungard	Jersey Shore Recreation Committee Local Civic Groups Youth Groups
Lurie Portanova	Bike Rally Event Organizers
Mike Portanova	River Town Team Members
Chris King	PennDOT District rep.
Wes Fahringer	DCNR regional rep.
James Young	Project Manager Larson Design Group
Jim Ely	State Farm Insurance - Business owner
Dennie Bower	Community Housing & Development Board

## **Community Bicycle and Pedestrian Audit**

### **Background Data Gathering and Base Mapping**

The Susquehanna Greenway Partnership and SEDA-COG GIS assisted with preparing the base map for the bike-ped audit. Base maps were prepared to show the extent of the Borough of Jersey Shore as well as a context map showing the Borough and the surrounding townships. Base maps displayed aerial photos, parcels, roads and streams / rivers. Also, the Borough of Jersey Shore comp plan, zoning, and sidewalk / street tree ordinances were reviewed, as well as previous greenway and bike-ped improvement plans and concepts.

### **Community Involvement**

The community involvement process for the bike-ped audit consisted of a series of 3 meetings in the winter of 2017-2018. The first meeting focused on identifying problem / safety areas in the community, as well as important origins and destination. At the second meeting – study committee members reviewed the site inventory and analysis map, as well as providing input into a concept bike – ped plan. The third meeting featured review of a draft vision statement and review of the revised bike-ped concept plan.

### **Inventory & Analysis**

The Bike-Ped Audit Consultant made three trip to Jersey Shore to conduct field views to review conditions for walking and biking. Specific areas of focus for the site visits included the designated hazardous routes (Allegheny Street, S. Main Street / River Road, S. Broad Street, and Shaffer Lane), the school campus, Allegheny Street, the existing Rail Trail corridor, Seminary Street, and Front Street.

The Study Committee identified areas of concern for bike-ped safety, as well as the segments PennDOT recently designated as hazardous routes for the Jersey Shore School District. Other safety concern areas included the roadway accesses into town, and pedestrian / bike crossings on Allegheny Street.

The Study Committee responded to the mapping of existing community destinations such as schools, municipal buildings, parks and library – and proposed other key destinations such as businesses, restaurants, and the YMCA.

The Study Committee discussed Jersey Shore's role as a trail head for the Pine Creek Rail Trail, as well as the missed opportunities by having no highway signs acknowledging the trail head. Also noted was the lack of functional way-finding signs for downtown businesses from the trail head parking area.

The Study Committee also recognized the potential of becoming a 'hub' on the evolving Susquehanna Greenway – taking advantage of Jersey Shore's strategic location as the trail head for the Pine Creek Rail Trail, as well as the destination for river walk greenways in both Clinton and Lycoming counties.

**Jersey Shore Borough  
Community Bicycle and Pedestrian Audit**

**Bike-Ped Inventory & Analysis Plan**





## **Review and Analyze Municipal Plans and Ordinances**

*Lycoming County Comprehensive Plan: Lycoming 2013: Plan the Possible*

And

*2017 Multi-Municipal Comprehensive Plan Review and Implementation Strategy*

*220 / I-99 Planning Area*

Municipal governments within the US 220/ 1-99 multi-municipal planning area now include:

- Borough of Jersey Shore
- Nippenose Township
- Piatt Township
- Porter Township
- Woodward Township

Report Link:

[http://www.lyco.org/Portals/1/PlanningCommunityDevelopment/Documents/Comp%20Plan/Final%20Plans%20and%20Appendices/US-220-I-99%20MMP%20Comp%20Plan\\_Final%20Plan-test.pdf](http://www.lyco.org/Portals/1/PlanningCommunityDevelopment/Documents/Comp%20Plan/Final%20Plans%20and%20Appendices/US-220-I-99%20MMP%20Comp%20Plan_Final%20Plan-test.pdf)

## **Plan and Policy Support for the Bike-Ped Plan**

### **Countywide Issues and Local Opportunities:**

#### ***Flooding is a threat to life, property, and communities throughout the county.***

- Lawshee Run Flood Mitigation Project – Opportunity for the Lawshee Run stream corridor and floodplain to become a greenway and green infrastructure element in the community to create off-street trail connections throughout the community.
- Elevated Trail system between Jersey Shore and Williamsport. The proposed Genesee-Susquehanna Greenway (GSG), a 400-mile-long regional trail system, would be a critical link between the terminus of the Pine Creek Rail Trail in Jersey Shore and the Susquehanna Riverwalk in Williamsport. This trail system would involve construction of a multi-use trail throughout most portions of the US 220/I-99 planning area municipalities, including Jersey Shore Borough, Porter, Piatt, and Woodward Townships. Design and construction of project segments would situate many portions of this trail link within the floodplain area near the river. Where trail routing must traverse flood prone areas, cost-effective methods should be considered to elevate the trail in order to minimize physical damage to the trail and promote public safety for trail users. A project sponsor, scope of work, cost/benefit analysis, budget, and schedule must be developed for funding purposes.

***Downtown and village center areas across the County are not thriving or achieving their maximum potential.***

- Expand Jersey Shore Streetscape and Traffic Calming Plan. The Borough of Jersey Shore recently completed limited streetscape improvements along Allegheny Street in the commercial business district. A main focus was the Allegheny/Wylie Street intersection that included crosswalk treatments to facilitate safe pedestrian and bicycle ingress and egress between the residential and commercial areas of the Borough and the Thompson Street Recreation Park Complex, pool area, and public school facilities. This project would continue streetscape improvements along additional portions of Allegheny and Main Streets, and include traffic calming measures to reduce vehicle speeds along these primary streets in the Borough. These improvements would also improve the linkage between the business district, Pine Creek Rail Trail Extension, and the recently completed boat launch project along the West Branch Susquehanna River. Jersey Shore Borough would serve as project sponsor. A needs assessment, scope of work, cost estimate, and schedule must be developed for funding purposes.

***Outdoor recreation resources are not fully developed, protected and promoted.***

- Western Lycoming County Marketing Initiative. This initiative involves developing a strategic marketing plan and implementation program to promote greater public awareness of significant recreational assets and amenities within the US 220/I99 Planning Area. The initiative would enhance regional and local tourism and operate in conjunction with existing 12-county PA Wilds marketing efforts—applying a wide variety of public outreach techniques such as shared website links, social media, community events, improved signage, smart phone apps, improved mapping, TV/radio ads, magazine articles, and other methods to gain maximum exposure.
- Bald Eagle Ridge Trail. In December 2014, Lycoming and Clinton Counties jointly prepared a Ridge Trail Master Plan (with assistance from consultant Brian Auman) that evaluated development of a 42-mile-long, multi-use trail system along Bald Eagle Mountain to connect the Borough of Muncy and the City of Lock Haven and other community points. Much of this trail corridor is already unofficially used publicly along state forestry roads, Williamsport Municipal Water Authority Properties, and other areas. Currently, land use issues are being addressed along the Clinton County portion of the Ridge Trail, and grant funding has not yet been requested by either county, although coordination has been initiated with the major landholders. The role of PAT member municipalities would be to support the project and identify additional trail connections, especially US 220/ I-99 Planning Area Chapter 2: Implementation Strategy 2017 COMPREHENSIVE PLAN REVIEW AND IMPLEMENTATION STRATEGY Lycoming 2030: Plan the Possible 57 Pine Creek Rail Trail Connector within the Jersey Shore area so that PAT communities can have convenient access to a major trail system and can enjoy tourism and other economic development and health wellness benefits.
- Pine Creek Rail / Trail Gateway Enhancements. In 2005, the PA DCNR completed construction of the southern trailhead for the Pine Creek Trail that included an extensive public parking lot and easy access from Railroad Street with connections via Thomas Street to US 220. As part of the overall project, the

Lycoming County Visitors Bureau installed an old railroad caboose on site where trail users could easily access tourist information regarding the trail and surrounding tourism-related amenities in the region; although this facility had to be shut down, primarily because of repeated vandalism, the Jersey Shore Historical Society will reopen the caboose this spring to provide tourist brochures and related information. This initiative would allow re-examination of opportunities to better establish this location as a major trail gateway to the Jersey Shore area, would include improved way-finding signage to the trail from major routes such as US 220 along with tourist promotion information, would enhance experiences of Pine Creek Trail users, and would better integrate with the local community.

- **Genesee-Susquehanna Greenway.** The Susquehanna Greenway Partnership, working in coordination with the Genesee River Wilds organization in NY State along with Lycoming County and numerous other stakeholder organizations, has developed a vision to complete a 400-mile-long major regional trail system spanning three states (NY, PA, Maryland [MD]) from Rochester, NY to the Chesapeake Bay, MD—referred to as the Genesee-Susquehanna Greenway. A major portion of this new greenway includes the Pine Creek Rail Trail in Tioga-Lycoming Counties and the Susquehanna Riverwalk in Williamsport. The County has conducted a feasibility study of establishing a trail connection between the Riverwalk and the Pine Creek Trail that would traverse PAT municipalities Woodward, Piatt, Porter Townships, and Jersey Shore Borough. The County has secured DCNR funding to undertake design of the first phase of this trail between the Riverwalk and Susquehanna State Park; however, funding for the remaining trail connections to Jersey Shore must be secured. The role of PAT municipalities would be to support this project and consider performing certain project development roles to be determined.
- **Susquehanna River Public Access Improvements.** In 2015, Jersey Shore Borough completed a major project to install a public boat launch along the Susquehanna River near the PA 44 Bridge, providing much needed recreational access to the community. This initiative would explore other potential public access enhancements to reconnect the town with the river in conjunction with Jersey Shore’s participation as a “River Town” as designated by the Susquehanna Greenway Partnership. Potential for new parks and community playgrounds could also be explored along with recreation trail connections via the old canal within the Borough. Included in evaluations of new recreational facilities should be restrooms and security cameras to address vandalism.

***Current land use regulations and enforcement do not consistently and adequately meet community visions and respond to changing conditions.***

- **Neighborhood Revitalization Program.** This program would support and promote property maintenance and beautification to reduce the number of blighted properties within the Planning Area identified as a concern in the 2005 Plan. The Plan also recognized that revitalization of Jersey Shore Borough is hampered in part by actions of absentee landlords. Many of their properties lack proper routine maintenance and landscaping, and some are delinquent in local property tax payments. In addition, unregulated junk/salvage yards and contractor storage yards within the Planning Area are posing a serious threat to the area's scenic beauty and rural quality of life. Establishment of Neighborhood Revitalization Programs should include an evaluation of existing zoning, SALDO, and building codes to ensure these are conducive to promotion of vibrant communities. Excellent community collaboration techniques with clear incentives will be essential to ensure public acceptance and active participation in the program.
- **Green Infrastructure Initiative.** Green infrastructure is a cost-effective, resilient approach to managing wet weather impacts, and can provide many community benefits. Green infrastructure uses vegetation, soils, and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments. Conventional stormwater systems such as piped drainage and water treatment systems can carry trash, bacteria, heavy metals, and other pollutants from the urban landscape—often leading to higher flows resulting from heavy rains that can cause erosion and flooding in urban streams, thereby damaging habitat, property, and infrastructure. Green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits. This initiative would evaluate and incorporate appropriate green infrastructure practices with emphasis on transportation/streetscape improvements and private development. These practices may include but would not be limited to downspout disconnections, rainwater harvesting, planter boxes, bio-swales, permeable pavements, urban tree canopies, green parking, green roofs, etc. The new PennDOT Connects process will provide an excellent forum for evaluating green infrastructure as part of the scope of work of federal- or state-funded transportation improvements included in the WATS TIP.





## **Vision Statement**

A Walkable and Bike-able Jersey Shore –

*“Jersey Shore is a Susquehanna River Town that recognizes its connection to the River and the region’s rich heritage. Jersey Shore has embraced walking and biking as a way to create close-knit community, active and healthy residents, and economic opportunity for future generations. Jersey Shore is a small town, with a network of walkable streets and bike routes, interconnecting schools, parks, restaurants and local businesses. The Borough of Jersey Shore is your gateway to epic exploration as the trail head for the Pine Creek Rail Trail; portal to the Pennsylvania Wilds, State Parks, Gamelands, and world class trout streams, and; as a hub of the Susquehanna Greenway, Ridge Trail, and West Branch Water Trail.”*



## **Bike – Ped Plan Priority Projects**

### **Early Action Projects**

- Connector Trail to Allegheny Street
- Visitors Way-Finding Signs at Trail Head

### **Highway & Way-Finding Directional Signage**

- Pine Creek Rail Trail – Jersey Shore Trail Head – Highway Sign on Route 220
- Jersey Shore - Gateway to the PA WILDS - Highway Sign on Route 220
- Way-Finding Directions to Downtown and Trail Head Parking Area

### **Intersection Enhancements – Enhanced Sidewalks, Bumpouts, Signage, etc. - in order of priority**

- Wylie Street and Allegheny Street
  - (Wylie is a key Allegheny Street Crossing for school students and Rail Trail visitors)
- Mount Pleasant Avenue / Fountain Street and Allegheny Street
- Lincoln Street and Allegheny Street
- Bastress Street and Allegheny Street
- Thompson Street / S. Main Street
- Locust Street / S. Main Street
- Broad Street and Allegheny Street
- Main Street and Allegheny Street

**Jersey Shore Borough**

**Community Bicycle and Pedestrian Audit**

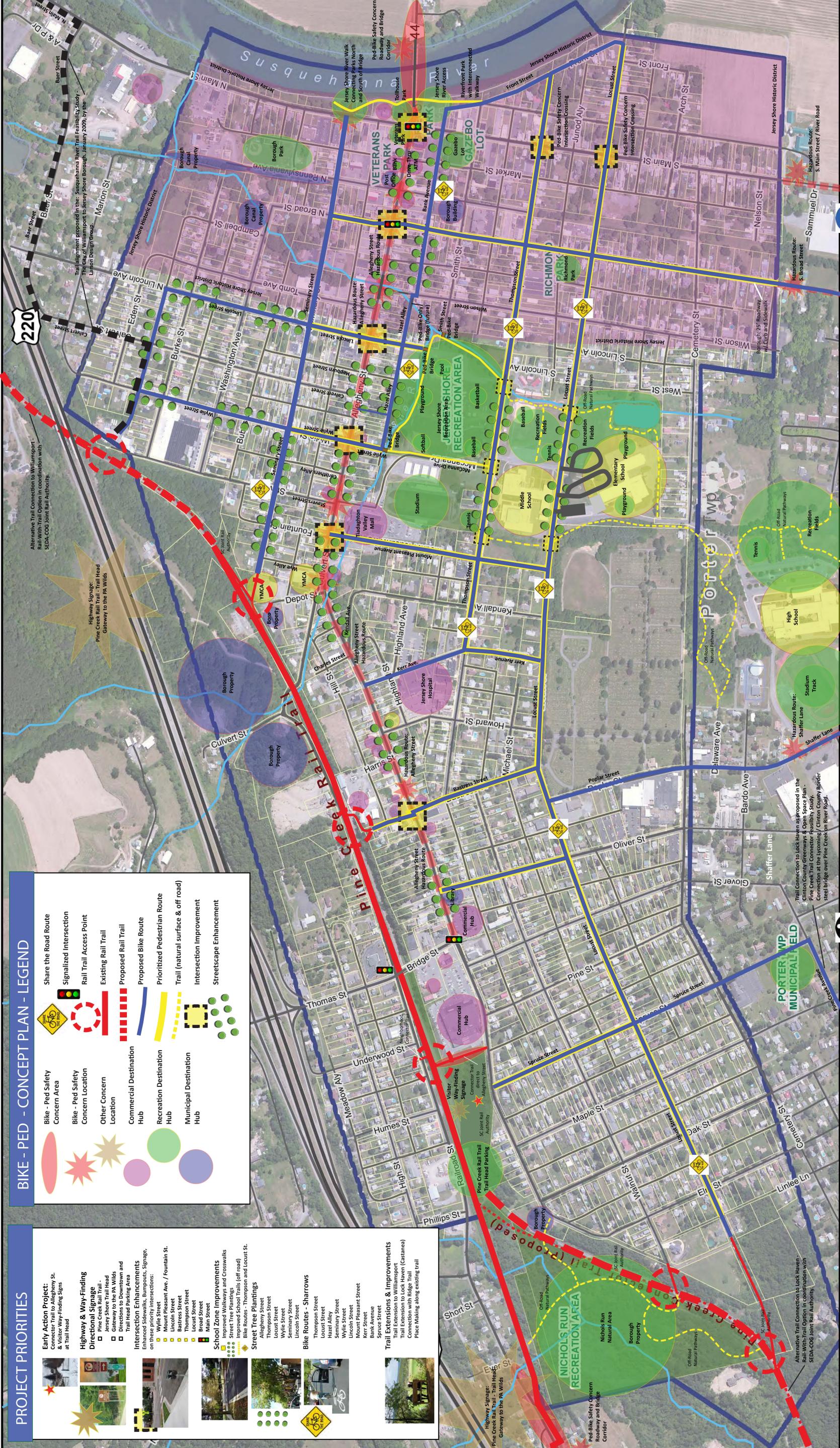
**Bicycle and Pedestrian Improvements – Concept Plan**

### PROJECT PRIORITIES

- Early Action Project:** Connector Trail to Allegheny St. & Visitor Way-Finding Signs at Trail Head
- Highway & Way-Finding Directional Signage**
  - Jersey Shore Trail Head
  - Pine Creek Rail Trail - Trail Head
  - Gateway to the PA Wilds
  - Trail Head to Downtown and Downtown to Trail Head
- Intersection Enhancements**
  - Signage, lights, signage, on these priority intersections.
  - Wylie Street
  - Mount Pleasant Ave. / Fountain St.
  - Lincoln Street
  - Thompson Street
  - Locust Street
  - Market Street
- School Zone Improvements**
  - Speed Limits and Crosswalks
  - Street Tree Plantings
  - Improved School Trails (off road)
  - Bike Routes - Thompson and Locust St.
- Street Tree Plantings**
  - Allegheny Street
  - Thompson Street
  - Locust Street
  - Wylie Street
  - Seminary Street
  - Lincoln Street
- Bike Routes - Sharrows**
  - Thompson Street
  - Locust Street
  - Hazel Alley
  - Wylie St
  - Lincoln Street
  - Mount Pleasant Street
  - Kerr Street
  - Bank Avenue
  - Spruce Street
- Trail Extensions & Improvements**
  - Trail Extension to Williamsport
  - Trail Extension to Lock Haven (Castanea)
  - Connection with Ridge Trail
  - Place Marking along existing trail

### BIKE - PED - CONCEPT PLAN - LEGEND

- Bike - Ped Safety Concern Area** (Red starburst)
- Bike - Ped Safety Concern Location** (Red starburst)
- Other Concern Location** (Yellow starburst)
- Commercial Destination Hub** (Blue circle)
- Recreation Destination Hub** (Green circle)
- Municipal Destination Hub** (Purple circle)
- Share the Road Route** (Blue line)
- Signalized Intersection** (Traffic light icon)
- Rail Trail Access Point** (Red dashed line)
- Existing Rail Trail** (Red solid line)
- Proposed Rail Trail** (Red dashed line)
- Proposed Bike Route** (Blue line)
- Prioritized Pedestrian Route** (Yellow line)
- Trail (natural surface & off road)** (Green dashed line)
- Intersection Improvement** (Yellow dashed line)
- Streetscape Enhancement** (Green dashed line)



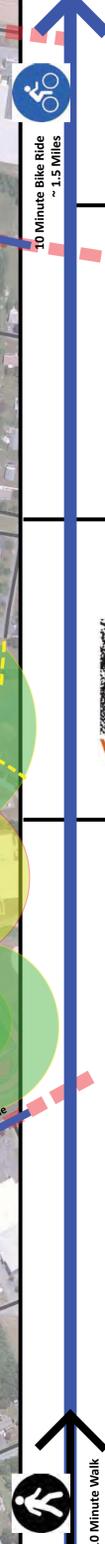
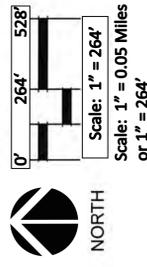
## Jersey Shore - Bike & Ped Audit

Bicycle & Pedestrian Master Plan  
An Initiative of the Susquehanna Greenway Partnership  
Jersey Shore Borough, Lycoming County, Pennsylvania

## Bicycle and Pedestrian Improvements Concept Plan



**BSA / LA, LLC**  
Brian S. Auman / Landscape Architecture  
182 Fairmount Drive  
Lewisburg, PA 17837  
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brisa@bsalandscape.com  
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**Jersey Shore Borough**  
Bike & Ped Audit  
Bicycle & Pedestrian Master Plan

Base Map:  
Lycoming County GIS and  
SEDA-Council of Governments  
GIS Department

Prepared By:  
Checked By: B. Auman  
Date: February 16, 2018

## **Additional Bike-Ped Projects**

### **School Zone Improvements**

- Improved Walkways and Crosswalks
- Street Tree Plantings – or OTHER traffic calming device where security cameras would be impacted
- Improved School Trails (off road)
- Bike Routes – Thompson and Locust Streets

### **Street Tree Plantings**

- Allegheny Street
- Thompson Street
- Locust Street
- Wylie Street
- Seminary Street
- Lincoln Street

### **Bike Routes - Sharrows**

- Thompson Street
- Locust Street
- Hazel Alley
- Seminary Street
- Wylie Street
- Lincoln Street
- Mount Pleasant Street
- Kerr Street
- Bank Avenue
- Spruce Street

## **Trail Extension & Improvements**

- River Walk – Trail Extension to Williamsport
- River Walk – Trail Extension to Lock Haven (Castanea)
- Connection with the Ridge Trail
- Place Making along existing Rail Trail

## **Planning and Policy Tools**

- Jersey Shore Borough shall adopt a ‘Complete Streets Ordinance.’ ‘Complete Streets’ refers to the concept that roadways should be designed with all users in mind, not just motorists, and is a policy used by many local governments to create more pedestrian and bicycle-friendly communities.

Information on ‘Complete Streets, as well as local ordinances and policies examples, can be found here: <http://mrsc.org/Home/Explore-Topics/Transportation/Integrating-Transportation-Modes/Complete-Streets-Ordinances.aspx>

- The ‘Official Map’ shows the locations of planned future public lands and facilities such as streets, trails, parks and open space. Proactive planning measures must be considered if municipalities are to ensure the preservation of important community resources. The official map is a valuable but underused planning tool that few municipalities have considered as an option to address land use issues. Jersey Shore Borough should consider the use of an ‘Official Map’ to facilitate development of key greenway and trail connections in the future. The ‘Official Map’ tool would be enhanced if the Borough worked in collaboration with surrounding municipalities such as Nippenose, Piatt, Pine Creek and Watson townships, to define key greenway and trail connections into Jersey Shore and connections linking the Borough to Lock Haven and Williamsport. Information on the ‘Official Map’ can be found here: <https://conservationtools.org/guides/60-official-map>





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