



# PUBLIC SURVEY REPORT

June 30, 2018

## Abstract

A report of citizen responses to  
questions about walking and bicycling in their communities

Gannett Fleming, Inc.

## SURVEY BACKGROUND

Gannett Fleming conducted an online public survey in the Middle Susquehanna planning region to gather information about bicycle and pedestrian use. The survey asked 11 questions about the respondents' walking and biking activity, places/routes used regularly, safety and gap issues among existing routes, and potential approaches to make communities in the region more walk- and bike-friendly.

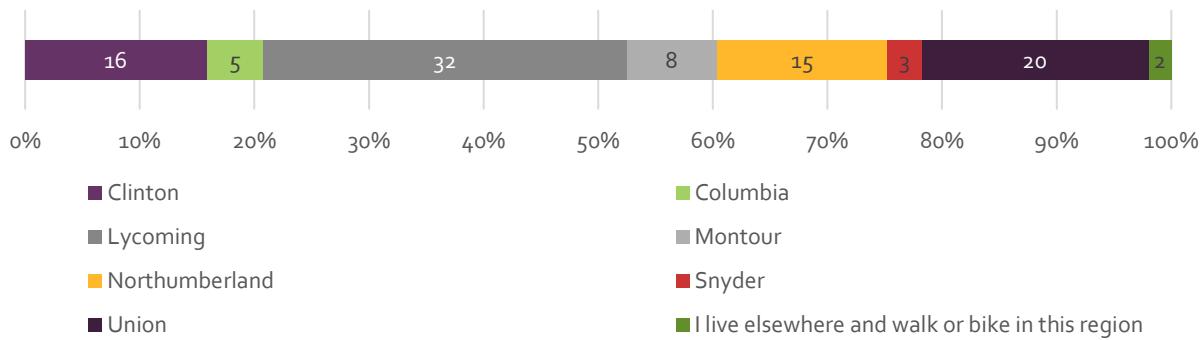
The survey was launched on April 20, 2018. A survey link was available on SEDA-COG's new bicycle and pedestrian planning webpage and circulated on flyers for project open house events. The survey closed May 25, 2018.

## SURVEY RESPONSE

One hundred one (101) responses were submitted. As a result, response counts and percentages are essentially identical.

Responses were submitted from every county, plus two by persons who live elsewhere and walk or bike in the region.

Respondents by County



## KEY FINDINGS

1. **85 percent of respondents walk at least 10 minutes daily or weekly and 48 percent bike daily or weekly.**
2. **Activity or exercise is by far the leading purpose for walking (77 percent) and biking (65 percent).** Work was the second most frequent purpose/destination for walkers (7 percent) and recreational sites, for bicyclists (9 percent). No one indicated that they frequently walk or bike to reach transit; in fact, transit is quite limited in the region.
3. **Citizens predominantly walk and/or bike because it's healthy.** 73 percent walk for health, 45 percent bike for health. Another 11 percent walk for fun or to be social and 29 percent bike for this reason, which can also contribute to mental health and wellness. Small percentages walk or bike primarily for cost or environmental reasons.

4. **The most common characteristics of preferred walking and biking locations reflected safety, comfort, and scenic beauty.** Characteristics included: safe, no cars/trucks, smooth, flat and well-maintained walking/biking surfaces, and scenery/beautiful.
5. **Respondents focused on road and roadside conditions in their safety concerns; additional and interconnected trails were mentioned among solutions.** The most common safety issues identified were: minimal road shoulder or berm, poor quality or non-existent sidewalks, potholes, busy street/intersections that are difficult to cross, and poor driver behavior/law compliance.

The most commonly suggested safety improvements were designated-marked bike lanes, wider shoulders, signage, new trails, interconnected trails, additional and repaired sidewalks, and traffic enforcement of speed limits, the bicycle passing law, and no-texting-while-driving law.

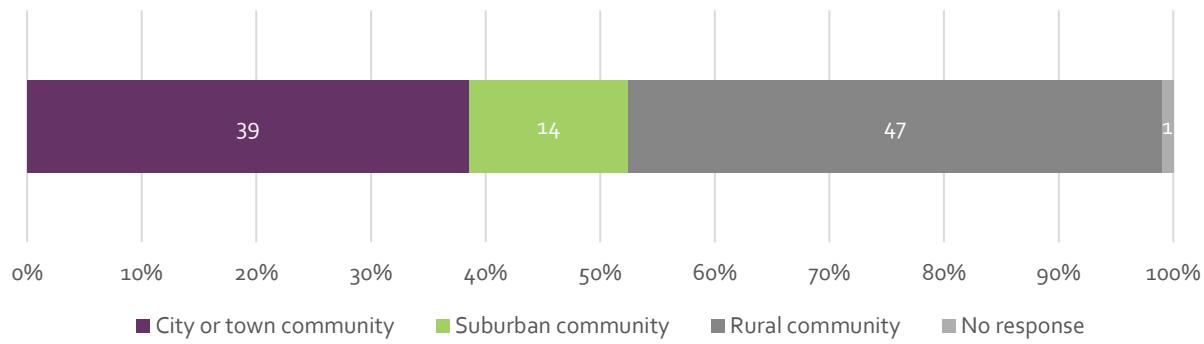
When asked what issues make it difficult or impossible to walk or bike, respondents identified same or similar safety concerns indicated for Question 6 and suggested improvements similar to Question 7. No gaps or non-safety issues were noted.
6. **Bike lanes on roads and wider shoulders were ranked as most helpful in making the region more walk- and bike-friendly.** More than 60 percent of respondents ranked these improvements highest. Providing or improving crosswalks was ranked among the top 3 three most helpful improvements by 32 recent of respondents. Bike lanes, wider road shoulders, and providing/improving crosswalks received no least helpful rankings. Education for drivers and bicyclists was the highest ranked non-physical/non-capital improvement and ranked among the top 3 improvements by 24 recent of respondents.
7. **By inference of the rankings, 76 percent support additional facilities and 61 percent support additional bicycle and pedestrian programs/activities.**
8. **Open comments and suggestions for bicycle and pedestrian planning in the region were completely positive.** They expressed appreciation for existing facilities, suggestions for further engagement, ideas for facility design, suggestions for bicycle and pedestrian infrastructure and amenities, and emphasized the importance of maintenance, and safety.
9. Nearly half of respondents indicated an interest in receiving updates about the plan and projects in the region.

## SURVEY RESULTS

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### Q1: WHAT TYPE OF COMMUNITY DO YOU LIVE IN?

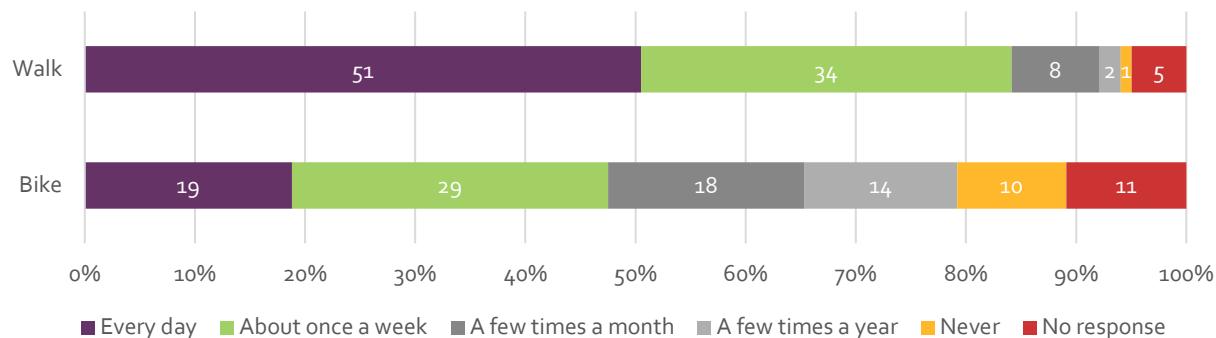
The largest portion of respondents live rural communities, followed by respondents from city or town communities. Relatively few respondents live in suburban communities.



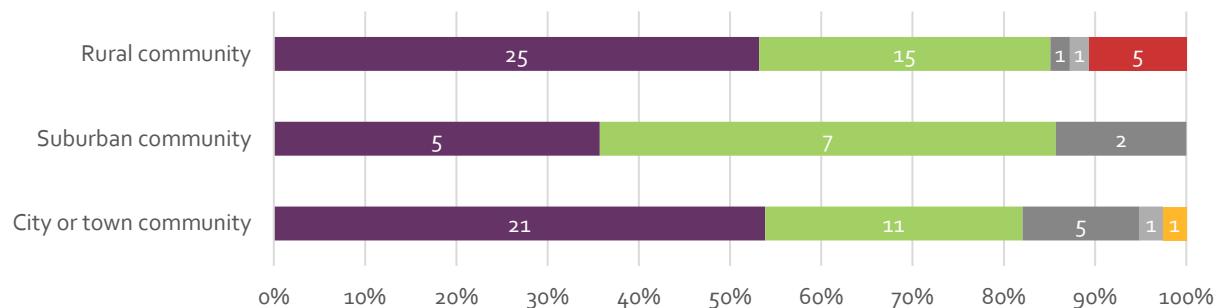
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## Q2: HOW OFTEN DO YOU WALK OR BIKE AT LEAST 10 MINUTES AT A TIME?

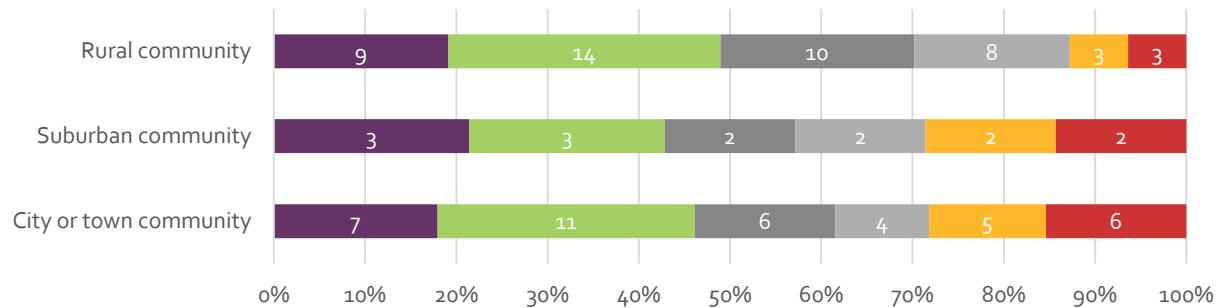
More than half of respondents walk at least 10 minutes every day and another 34 percent walk weekly—totaling nearly 85 percent who walk at least weekly. Fewer respondents bike at least 10 minutes daily and nearly as many bike weekly—19 percent daily and 29 percent weekly respectively. But biking a few times a month or a few times a year represents another 32 percent of bicyclists.



## FREQUENCY OF WALKING BY COMMUNITY TYPE



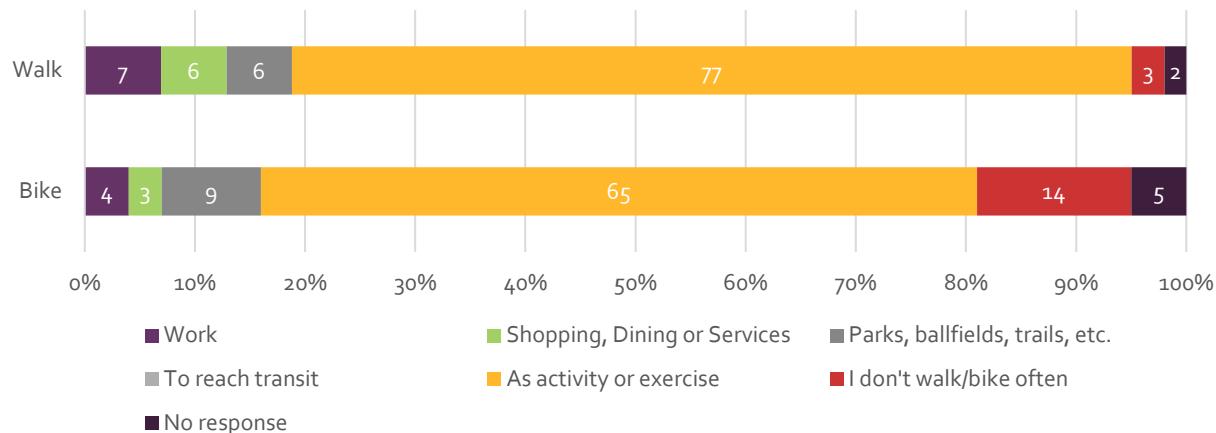
## FREQUENCY OF BIKING BY COMMUNITY TYPE



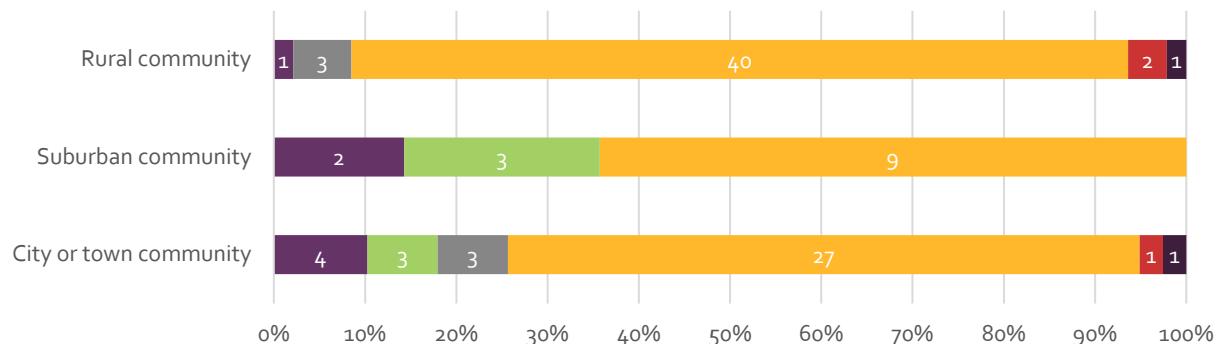
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### Q3: WHAT IS YOUR MOST FREQUENT WALKING OR BIKING DESTINATION/PURPOSE?

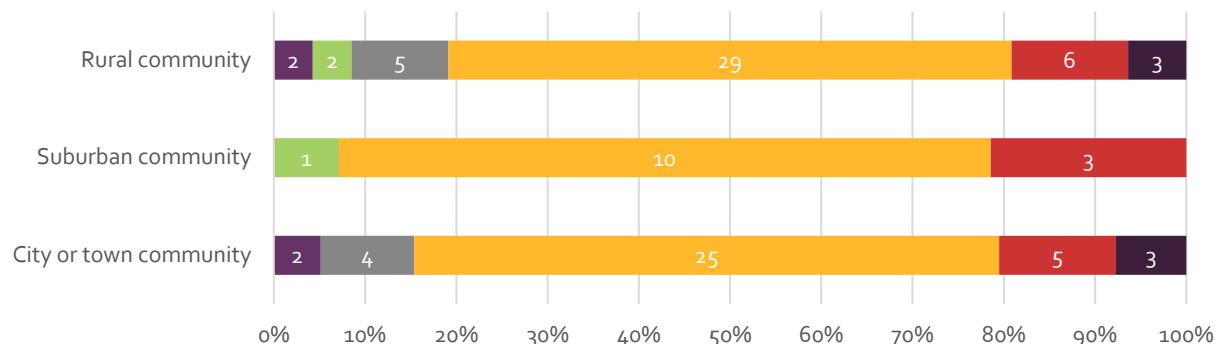
Activity or exercise is by far the leading purpose for walking (77 percent) and biking (65 percent). Work was the second most frequent purpose/destination for walkers (7 percent) and recreational sites, for bicyclists (9 percent). No one indicated that they frequently walk or bike to reach transit.



### WALK PURPOSE/ DESTINATION BY COMMUNITY TYPE



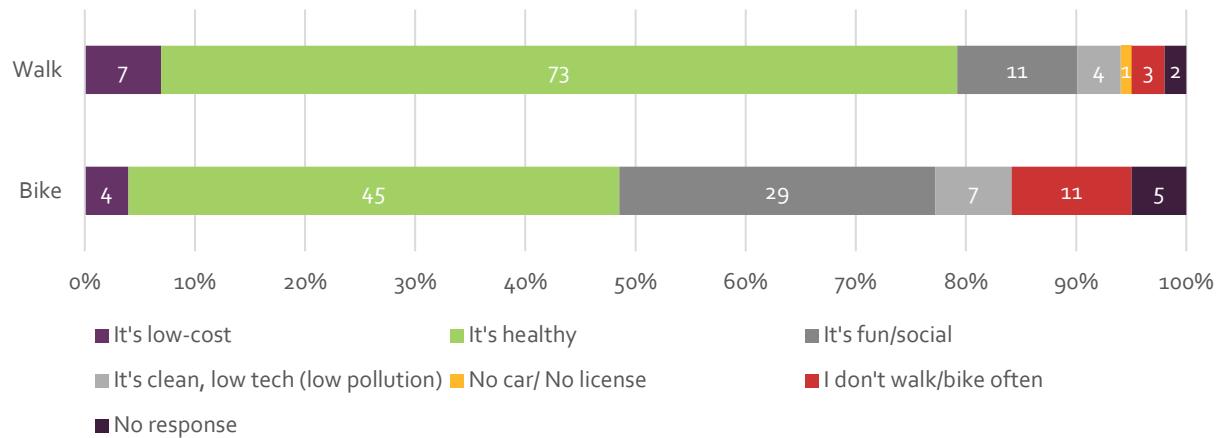
### BIKE PURPOSE/ DESTINATION BY COMMUNITY TYPE



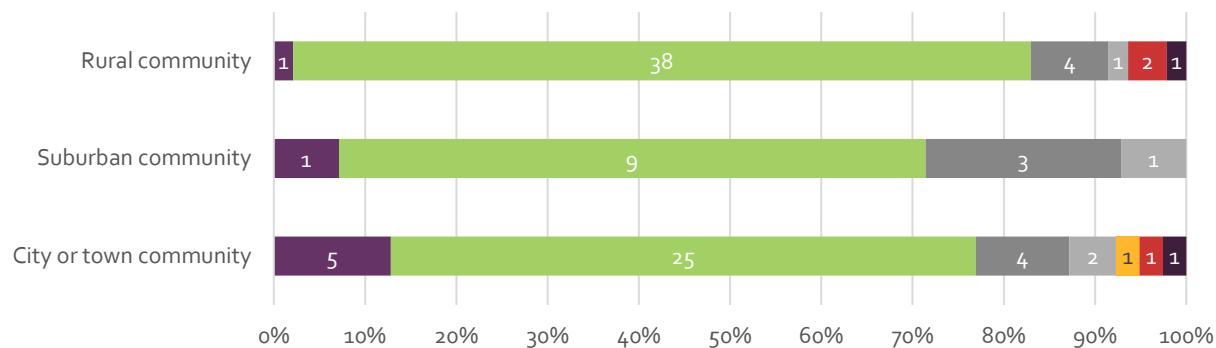
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**Q4: WHAT'S YOUR PRIMARY REASON FOR WALKING OR BIKING OVER OTHER FORMS OF TRAVEL?**

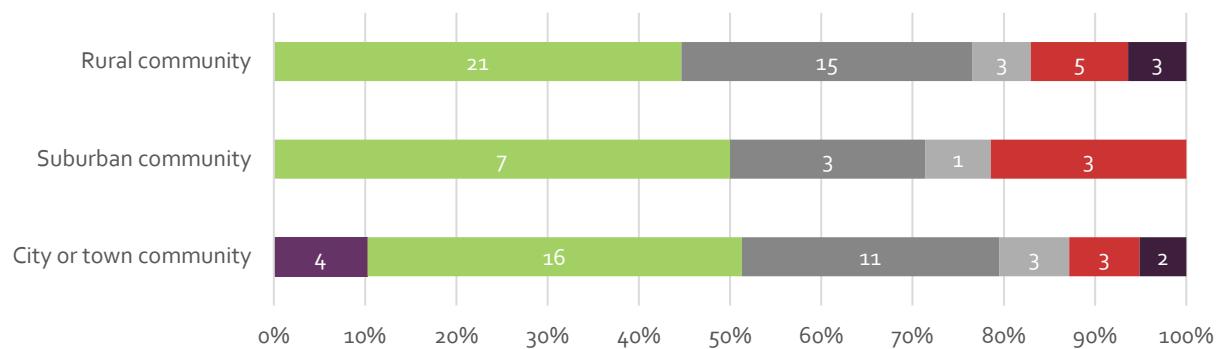
Most respondents choose to walk or bike because it's healthy—73 percent walk for health, 45 percent bike for health. Another 11 percent walk for fun or to be social and 29 percent bike for this reason. Small percentages walk or bike primarily for cost or environmental reasons.



**WALK REASON BY COMMUNITY TYPE**



**BIKE REASON BY COMMUNITY TYPE**



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#### Q5: WHAT IS YOUR FAVORITE PLACE/ROUTE TO WALK OR BIKE AND WHY?

For this open-ended question, respondents indicated both specific places or routes as well as preferred types or characterizes of walking/biking locations. Rail-trails and rural or low volume roads were identified. The most common characteristics of preferred walking and biking locations included: scenery/beautiful, safe, no cars/trucks, smooth, flat and well-maintained walking/biking surfaces.

Detailed responses by county are listed below.

#### CLINTON

- Throughout Clinton County
- Rail to trails (4); scenery (2), quiet, no motor traffic (2), lots of space.
- Loganton Loop along Fishing Creek; beautiful.
- Rural roads (2); low/least traffic (2), road is smooth (not stoned), compared to the rail trail.

#### WALK-SPECIFIC

- Forested trails that are wide and maintained; reduced risk of ticks/Lyme disease
- Mill Hall Borough
- River View Park in Lock Haven because it's flat and dogs are allowed.
- wooded trail with some topography

#### BIKE-SPECIFIC

- River Road (island road) between Avis and Lock Haven. Because it's isolated, quiet and scenic.
- Rails to Trails from Jersey Shore to Cedar Run for beautiful scenery and no traffic.
- rail trail sites because they are flat, smooth, and have a good pea gravel surface
- Woolrich, Castanea and Rosecrans, PA
- Pine Creek Rails-to-Trails (3)

#### COLUMBIA

- Bloomsburg Memorial Elementary, Town Park, YMCA, Children's Museum; socialization, entertainment, learning;
- Weis Markets; grocery shopping
- Downtown; dining/shopping
- Buffalo Valley Rail Trail; convenient access, well maintained, easy trail
- Lewisburg Rail Trail; long, well maintained trail
- Winding Road and Route 487 in Fishing Creek Township

#### LYCOMING

- Lycoming Bikeway (2); convenient to my home, easy to traverse.
- Near Mindy [Muncy?] Creek in Hughesville
- Muncy, Hughesville, Huntersville, Montgomery area. Essentially, the 405/442/220 corridor
- Pine Creek Rail to Trails (3), peaceful, beautiful, no vehicular traffic
- The dike in Lock Haven; lighting
- Lime Bluff park/area (2); safe area, quiet, not too crowded, close while kids are at practice
- Around and near the school in Montgomery; "fairly" safe, don't feel threatened by zooming cars/trucks
- Railroad tracks in Clinton Twp.
- Back roads; light traffic/car and truck avoidance, scenery.
- Rural Lycoming county
- East Muncy blocks.
- Canal path in Muncy
- Oregon Hill Road Morris Pa 16938
- River walk (9); safe place to walk with a stroller, no worry about broken sidewalks, paved, flat, wide enough to pass pedestrians, circuitous route, no cars
- Along the river.
- Water authority
- Nippenose Valley
- Entire city.
- Everywhere
- Route 87 (formerly), the condition has degraded and traffic has increased
- The streets in my community (Williamsport)
- From my house to various locations
- South Williamsport Park

## LYCOMING CONTINUED

### WALK-SPECIFIC

- Rails to Trails in Jersey Shore, sometimes difficult to finish up before dark.
- State game lands or state parks
- Any nature trail at the various parks
- South side

### BIKE-SPECIFIC

- Hughesville & Lime Bluff area In Wolf Township
- South side

## MONTOUR

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- Danville levee system; ease of access
- Danville area and surrounding rural routes.
- In Town
- Local trails
- By the river and, Danville/Riverside area
- Rural routes. Great scenery, lower traffic.
- Public roads. Accessible from home

## NORTHUMBERLAND

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- My neighborhood (4)
- Up to Armstrong road area then over to Skyline Drive; convenient to get to/from Williamsport.
- From work to daycare & home
- Rail Trail (4); convenient, pretty, no worry about traffic/motorists not paying attention, very well maintained and quiet
- Lewisburg Mifflinburg trail; safe, good restaurants at the Mifflinburg end
- State Route 405
- Ridge Road in Northumberland; less traffic
- Off road

### WALK-SPECIFIC

- My neighborhood or on trails on the Milton Island or behind Geisinger or the Hess Field in Danville

### BIKE-SPECIFIC

- Rail Trail
- Hopewell Park
- Main roads from Milton to Muncy, then Milton to Lewisburg

## SNYDER

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- Rail Trails; peaceful, relaxing and do not have to worry about traffic.
- Around my home
- In town; sidewalks are well kept and maintained.

## UNION

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- In town; safe sidewalks, clear paths, low traffic
- Sidewalks and off-road trails; separation from vehicles
- Watsontown; sidewalks.
- Buffalo Valley Rail Trail (12); easiest, safest route in the area, flat and less obstacles, no cars, well maintained and scenic.
- Rail-to-trails in Union and Lycoming Counties.
- Western Union County

### BIKE-SPECIFIC

- I prefer the variety of terrain when riding bike on the road. I also like to ride or walk to shopping, or to the gym.

## I LIVE ELSEWHERE AND WALK OR BIKE IN THIS REGION

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- Along the Susquehanna in Williamsport and Pine Creek Rails to Trails; beautiful, amazing scenery
- Rail trails

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**Q6: ARE THERE ANY PLACES ALONG THE ROUTES THAT YOU REGULARLY WALK OR BIKE THAT ARE UNSAFE OR MAKE YOU FEEL UNSAFE? IF SO, WHERE ARE THOSE PLACES AND WHAT ARE THE SAFETY ISSUES?**

When asked about unsafe places, most respondents listed routes. The most common safety issues identified were: minimal road shoulder or berm, poor quality or non-existent sidewalks, potholes, busy street/intersections that are difficult to cross, and poor driver behavior/law compliance.

Detailed responses by county are listed below.

#### **CLINTON**

- River Road (island road) should be wider (no shoulder), lined and speed enforced to be an effective and safe cycling and pedestrian trail (2)
- Water St. (2) between Bridge underpass and the Island is also busy and nowhere to pull over when traffic approaches.
- When riding behind/beside Castanea Firehall toward the airport it is too busy with traffic.
- Farrendsville Road, Lock Haven
- Hogan Blvd (2)
- SR 44 (3)
  - minimal shoulders, and are dangerous
  - south of Jersey Shore-- continuous edge rumble strips trap cyclists on the road.  
Need 20' on, 20' off like western states.
- Route 64
- Route 150 Mill Hall from the Flemington Bridge to Central Mountain High School. Many students and employees could potentially walk to ride bikes to school and work
- Route 554
- Route 654
- Route 664
- State Route 880 have minimal shoulders, and are dangerous.
- Rural roads, all unsafe (from walker).
- Off-road - Narrow, unmaintained forested trails which would have higher risk of ticks/Lyme disease

#### **COLUMBIA**

- East 5th St. in Bloomsburg. The bulb outs are extremely dangerous for bicyclists to safely maneuver around, especially if towing a kids' bike trailer
- Periphery of Bloomsburg
- Rohrsburg Rd near intersection of Zaners Bridge Road, Rohrsburg, PA
- The entire length of Winding Road and Route 487 in Fishing Creek Township is unsafe. There is very little room in most sections for a pedestrian or bicyclist to travel safely, and there is a lot of car traffic.
- Pine Creek Rail Trail sections have high numbers of snakes.

#### **LYCOMING**

- Route 220 and 405
- RT 405 between Muncy & Hughesville does not have ample berm to feel at a safe distance from passing traffic, especially now that heavy/gas industry CMV traffic is back in the area
- some of the back roads of Jersey Shore. A lot of people do a loop down Pine Creek Avenue onto River Road and either up Shaffer Lane or South Broad Street (the rest is in town with plenty of sidewalks). Several blind spots where traffic can't see you, there is little shoulder for walking
- Just wish more of the various paths could be lighted.
- Town of Montgomery - I don't know of any actual trails nearby other than streets. Most streets have poor sidewalks and all uphill. Down on the flat streets, there's many sketchy houses/areas.
- Route 54 Montgomery to Danville

## **LYCOMING CONTINUED**

- Route 87 Montoursville to Forksville
- Route 147 almost everywhere
- Route 220 Hughesville to Sonestown
- Route 405 and 54 mostly not enough shoulder to ride a bike safely.
- Route 405 Muncy to Hughesville, poor lighting, no path Maynard Street bridge, crossing the highway even with the pedestrian [crossing].
- Oregon Hill Road (S.R.4001) The road is in terrible disrepair. The pavement is crumbly away with huge potholes [in] middle of road and side of road that makes it difficult for walkers and bikers to get to the side of the road when oncoming vehicles approach.
- Kids crossing Elm Drive [Hughesville?] without an adult would be dangerous due to traffic
- Muncy - Mechanic Street, downtown Muncy, all of Water Street and having to cross streets. Main/Water intersection and Water/Washington intersection. Walking near the hospital.
- Williamsport
  - Any streets around the South side and Williamsport area
  - The intersection of Schoolhouse Road and Fredna Ave. It's difficult to get two youngsters plus myself across that intersection at times. And now, the school has planted bushes that makes it harder to cross the street.
  - As a rider I don't feel that there is any easy or safe ACCESS to the path from the side of town where I live, near Williamsport hospital. My options are to ride down Market Street and contend with automobile traffic, or to navigate Hepburn St and watch for traffic coming off I-180 toward Wegmans. Also, the path is very narrow across the Maynard St bridge and the crossings could be a little more bike friendly
  - Riverwalk at Maynard street to get to bike path through old Lycoming and the Faxon exit area to get into North Loyalsock.

- The intersection of West 4th Street (SR 2014) and the on-ramp to US 15 needs pedestrian crossing facilities. It makes it unsafe for children and pedestrians to cross from Newberry to Memorial Park and the City proper.
- Market Street between 3rd St and Rural Ave has no bike routes and ped crossings along there are inadequate.
- Maynard St. & 3rd St to river walk
- Most of Williamsport's City Streets. Sheridan Street is good, nice and wide, but we need more bike lanes.
- Newberry street and Arch Street intersection
- Bikers not signaling when they are passing you either as a pedestrian or biker

## **MONTOUR**

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- Route 45
- Danville
  - Sidewalks are not well maintained if they even exist at all
  - Old Bloom Rd would be an ideal location for a bike lane. Lots of residents/nurses live in the area, but have no safe way of biking to Geisinger.
  - Wall street there is no sidewalk and has heavy vehicle traffic, there is a hill that makes it hard for cars to see pedestrians.
  - Railroad street, there is no sidewalk on a majority of the road, especially the bridge crossing the creek near St. Cyril's.
  - Route 11 between the high school and Dunkin Donuts.
  - Roads within Danville proper. Drivers are incredibly unaware of cycling laws regarding 4 feet of clearance.
  - Parking on the sidewalks in Danville
    - above the Saint Joseph Cath. School on Bloom Rd. especially that 1st block
    - Market Street in Danville between Lutz Preschool and Fuel-On
  - Street tree conditions – old, broken limbs, potentially hazardous
- The roads are fine, drivers are the issue.

## NORTHUMBERLAND

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- Crossing 15 from Armstrong Road over to Skyline Drive is very dangerous ever since the traffic divider was installed
- PA 405 (3)
  - from Milton to Muncy
  - speed limit of 55 mph on 405 is too high and the bridge is not wide enough.
- Walking around neighborhood due to traffic.
- Rt 642 to Danville.
- Watershed Rail Trail – after first mile, trail is very isolated, I have run into bears twice.
- Route 11 between Northumberland and Danville. No or small shoulder and speeding traffic
- Any marked road in the Elysburg area I feel is unsafe to ride or walk. Places there are no shoulders such as Penn Ave
- Route 54
- Route 11
- Avenue G, Riverside
- Sunbury Road, Riverside
- Center Street in Elysburg. To many people walk on the berm of the road.
- White Deer Pike. There is no berm along the road so you have to ride on the road and motorists do not pay enough attention.

## SNYDER

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- Around my home
- When the sidewalks end and you have to walk beside the road.
- Crossing Route 522 to a side street in Selinsgrove, PA

## UNION

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- Lewisburg
  - Crossing Market St at Third St or pedestrian crossing between Third and Fourth Streets has become increasingly dangerous with fast trucks not yielding to pedestrians. (2)
  - Crossing 11/15 (future Buffalo Valley Rail Trail crossing extension) in Lewisburg (2)

- There is not a good way to get from Linntown to Bucknell. The tunnel would be great but you cannot access it from Linntown. Crossing Route 15 south of Market north of Bucknell light is not safe nor is walking/biking in that section.
- Major crossings 15th street etc....trying to get to Market Street across Route 15
- The east end of the Lewisburg river bridge and all three stretches of road from there to Montandon, Milton or south; very fast-moving cars (60 mph) and shoulder is not wide enough to share with vehicles
- Intersection of Routes 15 and 45. trucks run red lights, crossing signal allows you to cross when Route 45 has green for turning.
- Lack of safe bike/ped facilities on any of the bridges crossing Buffalo Creek in Lewisburg preclude connecting to destinations in Kelly Township, including schools, stores, museums and retirement communities
- Road outside of the historic downtowns (Milton, Lewisburg, Watsontown, Northumberland) in the region lacks adequate shoulders and sidewalks are non-existent. While they may not have lots of traffic, the traffic they do have is not ready for bikes or peds
- Walnut street in Mifflinburg between Trutt's Pharmacy and Larry's Pizza. No sidewalks.
- JPM Rd
- Route 45 Montandon area
- Route 192 west Lewisburg
- Fairground Rd Union Co.
- Four mile Drove, Williamsport
- All road crossings
- White Deer Township; concern is vehicles speeding on the country roads.
- No bike/walk lane. Speed limit is not obeyed.
- I prefer to ride on the road in the morning after work school traffic has gone. I avoid areas when people are getting off work such as near factories.

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#### Q7: LIST ANY BICYCLE AND PEDESTRIAN IMPROVEMENT THAT WOULD ALLOW YOU TO WALK OR BIKE MORE SAFELY AT SPECIFIC LOCATIONS

The most commonly suggested safety improvements were designated-marked bike lanes, wider shoulders, signage, new trails, interconnected trails, additional and repaired sidewalks, and traffic enforcement of speed limits, the bicycle passing law, and no -texting law.

Detailed responses by county are listed below.

##### CLINTON

- Designated lanes with painted lines visible to traffic.
- Walking: Safe pedestrian walkway from Jay Street Bridge to River View Park
- Wider shoulders along the roads leading into Lock Haven
- Wider shoulders on virtually every rural road. Slow-and-go laws for cyclists, to minimize time in the "kill zone" at intersections.
- Add a walking path
- bike lanes, bike signs, transportation laws protecting cyclist and walkers
- Dedicated bicycle lanes, signage on roads imploring drivers to share the road, or allowing cyclists to make use of the entire lane.
- I would love to be able ride bike to work. From Pine Station/McElhattan to Lock Haven
- Rail Trail at Castanea would be awesome then I would not have to haul my bicycle to Pine Creek.
- Bike lane on Water St., L.H. & a bike lane on the first island bridge.
- Bike path.
- Drivers following the no texting law.
- Route 150 - Hogan Blvd. to Central Mountain High School. There is not enough curb for safe walking or riding.

##### COLUMBIA

- Designated bike lanes on Main St., Market St., 5th Street, 7th Street in Bloomsburg
- Bike lanes/sidewalks on the periphery of Bloomsburg

- Bike Lanes, lower speed limit
- A lane specifically for pedestrians or bicyclists would be a huge improvement. Maybe even some sort of railing or pilings along the lane to keep cars away.
- Bike lanes

##### LYCOMING

- On Bicycle Route J, north of the Lycoming Bikeway it is unsafe to walk or bike in multiple areas due to a narrow shoulder and proximity to the highway. Another problematic area is where the bike path becomes the shoulder of Route 15 south of South Williamsport and it remains that way for most of the span of the Susquehanna river. I feel that a dedicated pathway could be added along the river.
- Designated bike lanes on major traffic routes, and stricter enforcement of distracted driving-texting/phone use in particular.
- a bike trail that could connect Muncy/Hughesville/Montgomery communities
- Connecting Jersey Shore to the nearby communities of Lock Haven and Williamsport would be nice for walkers/bikers in central PA
- More PAVING on the trails would accommodate the needs of more people - ex: strollers, and Lighting would be so helpful.
- Remove the bush at the school by the teacher's parking lot
- Wider shoulders to give more space from automobiles.
- More room for bikes, peds on the west side of the cross walk
- Shorter routes and a trail behind, or to MVH. A trail near Muncy Valley hospital that connects to Green Street seems vital to me.

## **LYCOMING CONTINUED**

- Sidewalks in Muncy need to be put in or repaired to make it more walkable. People walk in the streets to avoid tripping on the sidewalks
- Road needs to be widened out; at this time, there is no berm left for pedestrians or bikers to get off safely for oncoming traffic. This road is heavily used by bikers and vehicles to access the rails to trails in Blackwell, Pa.
- Connect the bike paths, create bike lanes and install pedestrian bridges over busy roads.
- traffic stops
- This is a flawed question. Bicyclists are considered a vehicle, and should not be in the same place as pedestrians, save for dedicated Bike/Pedestrian trails.
- Market St in Williamsport is a disaster for pedestrians, especially confusion corner. I live near the hospital and find it unsafe for anyone who tries to cross to or from Brandon Park. Also, as a rider, I would love to see a dedicated connection between the Riverwalk bikeway and the Lycoming creek bikeway which avoids city streets, except perhaps to cross. I would like to see better access and parking areas to access the Riverwalk. Right now the closest parking lot to me is only accessible if I get on I-180, which I shouldn't have to do because I live so close.
- Bridge over 15 because barriers were put up. Bridge at Faxon.
- On the river walk people don't stay to the right, they let their dogs run free or their leash goes all the way across the path and they don't clean up their dog poop
- Add a shoulder on West 3rd Street where it crosses under the US 15 overpass. Determine a way to connect Armstrong Road and Skyline Drive which are separated by US 15.
- Please improve the identified bike routes in our community with painted street markings (lanes and sharrows).
- Out of traffic
- West of Brandon Park, confusion corner - better traffic control, safer pedestrian crossing. Painted bike lane?
- Repair sidewalks and potholes in streets

- Maynard St access to Riverwalk

- bike lane on roadways and crossing signals

## **MONTOUR**

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- Bicycle lanes within towns
- Wall street Danville. Route 11 Danville, a sidewalk to woodbine.
- Testing, checking (i.e...setting up awareness areas), enforcement of sharing the road laws.
- Driver training, bicycle awareness, enforcement of passing distance laws, etc.
- Do not allow cars to park on the sidewalks in Danville right above the Saint Joseph Cath. School on Bloom Rd. especially that 1st block, there is always cars parked on the side walk, also Market Street in Danville between Lutz Preschool and Fuel-On they park on the same side of Fuel-On and Lutz preschool on the sidewalk , We also enjoy walking down by the river and, around the town of Danville recently we have saw different trees that have broke off huge limbs, some trees are rotten and should be cut down before the other limbs fall and, could hurt seriously hurt someone if they would happen to be under the tree at the time it broke off, actually on our walk a few days ago a very huge limb broke off a tree on Mowry Street and, when we looked at the tree you could tell that there had been another limb that broke off the same tree, that tree really should be cut down before something really terrible would happen, sure wouldn't want to see anyone get hurt by a tree that already has had two huge limbs break off.
- better side walks

## **NORTHUMBERLAND**

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- a bridge if possible leads would help or remove a section of wall that we could use to cross at
- Bike lane on 405 (many would use it from Bucknell to the Fence); Bike lane on bridge. There should be a bike lane in downtown Lewisburg.
- More rail trail access/connections to other rail trail.

#### **NORTHUMBERLAND CONTINUED**

- Sidewalks all the way out Broadway and down the street by Baugher Elementary
- Lewisburg to Montandon
- no immediate improvements for me since I ride on state roads\*\*would love to see a wider road with a bike path somewhere
- We don't have any trails close to town which I would like because then I could run where there are more people without having to worry about traffic.
- Designated Lane needed
- Widened shoulder or a dedicated bike lane along route 11
- Bike/running path or larger shoulders on the road
- Better- Actual Sidewalks along Center street
- Wider berms.

#### **SNYDER**

- i don't think there is anything [that can be done, i live too far out in the country
- Any sidewalk that has started to move due to Winter weather.

#### **UNION**

- More sidewalks just in general
- A formal crossing of US 15 for the Buffalo Valley Rail Trail. Expanded off-road trail network or at least bicycle lanes or cycle tracks.
- Rail Trail Crossing of Rt 15, with an at-grade set of crosswalks and half signals, with a protected media refuge; slowing traffic down on country roads and having vehicles be prepared for the possibility of encountering cyclists or runners;

bike and pedestrian facilities crossing (and connecting along the contiguous road in Kelly Twp) should be added on all the Buffalo Creek bridges in Lewisburg (Airport Rd, Rt 15, and River Rd)

- Timing of pedestrian signal at 45 & 15 and making it longer. a path from curtain Ave to tunnel. Flashing signal on market at third and between 3rd and 4th when pedestrians are crossing. Make stein lane one way from Washington to smoke town with a bike/ pedestrian lane
- Cyclists need to learn courtesy and to honk their horn or yell out they are coming up on your left.
- Connect Linntown and East Buffalo Township to Bucknell with a biking and walking trail -from Stein Lane, running between golf course and sports field, and then utilizing the tunnel under Rt15. Bucknell employees don't walk or bike to work because it's not safe and it takes longer!
- See #6.
- I like the signs Chile has indicating vehicle distances from cyclist.
- Most roads are too narrow for bikes and cars.
- Extension of the BVRT
- bridge path over 11/15
- Bike Lanes, Education for drivers, Wider areas along rural roads
- trails closer to home
- Actual walk/bike lanes. Law enforcement enforcing speeds. Signage.

#### **I LIVE ELSEWHERE...**

- Maybe a cop biking the trail on occasion.
- Buffalo Valley Rail Trail crossing with US 15

**Q8: LIST ISSUES IN ON-ROAD AND OFF-ROAD ROUTES THAT MAKE IT DIFFICULT OR IMPOSSIBLE TO WALK OR BIKE. TELL US WHAT'S REQUIRED TO FILL THESE GAPS OR ISSUES**

When asked what issues make it difficult or impossible to walk or bike, respondents identified same or similar safety concerns indicated for Question 6 and suggested improvements similar to Question 7. No gaps or non-safety issues were noted.

Detailed responses by county are shown below.

**CLINTON**

- Road widths, berm height and quality, no or little shoulder; adequate berm (2)
- Road conditions (rough roads and potholes) (2)
- Little or no shoulder
- No bike/walk lanes, storm sewers, debris (sweeping); wider shoulders
- Traffic (3); specifically, high traffic, speed (2)
- Lack of signage protecting pedestrian/cyclist traffic
- Clarification of rules of the road giving foot-traffic the right-of-way.
- I have been stuck behind two and three abreast bicycling on Island Road.
- Areas between known cycling routes (i.e. Hogan Boulevard in Mill Hall, PA) are difficult and dangerous—no shoulder, and relatively heavy traffic; separate and dedicated cycle/pedestrian paths would greatly reduce the danger.
- From McElhattan to Lock Haven, it is either Island Rd. where they drive fast or Youngdale Road (not bike friendly).
- Along Water St., drivers sometimes go too fast and there is not room to pull off the road; a separate bike trail
- Route 150 Hogan Blvd. to Central Mountain High School. Students need more curb (path) to travel to school.
- I would enjoy the rail trail more if it wasn't stoned. It can be slippy and the sound is not pleasant.

**COLUMBIA**

- Inadequate bike lanes, minimal shoulders on roads between Bloomsburg and neighboring communities (2)
- Lack of sidewalks

**LYCOMING**

- Narrow shoulders on roadways; widen them or add a bike path separate from the motor vehicle road.
- Inadequate berm or shoulder (2)
- Cement the ground level at railroad crossings.
- Missing sidewalks, e.g. around Muncy
- Sidewalks are difficult to walk on because they are not up to code; better sidewalks (2), better lighting
- Connect the bike paths, create bike lanes and install pedestrian bridges over busy roads.
- Enforce speed limits
- Confusion Corner in Williamsport is dangerous for pedestrians.
- Intersection of Washington Blvd and Market.
- Lack of pedestrian-activated crossing lights make it difficult to cross major streets (2) like Washington
- Need a crosswalk between two buildings of First United Methodist on Market St.
- Skyline to Armstrong is impossible because of barriers on rt 15.
- Crossing Rt15 on Bald Eagle Mountain
- Utility cuts without subsequent curb-to-curb pave; coordinate utilities with the Streets Department.
- Inattentive drivers (cell phones, etc.)

**MONTOUR**

- Car traffic unfamiliar with bikers/walkers (2); not giving enough room for cyclists/pedestrians
- Auto-centric road design, even in "pedestrian friendly" areas.
- Drivers running stop lights and gliding through stop signs in Danville.
- Cars parked in our one bike lane in town.

#### **MONTOUR CONTINUED**

- Motorists using cell phones or otherwise distracted
- Tar and chipping of road shoulders
- Need more off-road places that are safe. Kids shouldn't have to ride in the street or walk in the street

#### **NORTHUMBERLAND**

- Rumble strips, road debris on shoulder impedes bicycling; a bike path separate from busy roads like 11 would have a huge impact
- Only one option for off road biking and its often busy with walkers
- No marked lane for bikers or walkers; designated lane needed (2)
- Some places are too close to the road
- Sidewalks non-existent.

#### **SNYDER**

- People drive too fast
- More space for walkers and bikers alongside the road.

#### **UNION**

- 
- Road conditions: lack of shoulders, lack of berms or berms which drop off quickly, pot holes (3).
  - Aggressive drivers, high speeds, truck drivers, increasing traffic volumes; need for traffic calming measures (2)
  - A lot of roads, e.g. Routes 104 and 45, do not have adequate space on either side of the roads for biking or walking. Especially route 104. This causes a lot of problems with the horse and buggy's too.
  - No designated walk/bike lane; need bike lanes.
  - Lack of sidewalks
  - A lack of connections; Connection of designated routes to places and business. (2)
  - Off-road routes are fine, just not enough of them. (2)
  - Pave the entire Buffalo Valley Rail Trail for better riding conditions
  - Drivers expect anyone else to take action to avoid being hit; need a comprehensive education campaign, preferably starting with school-age kids, to adjust the attitudes of drivers
  - Some people on the trail don't stop or look at road crossings and some people are inconsiderate of others on the trail

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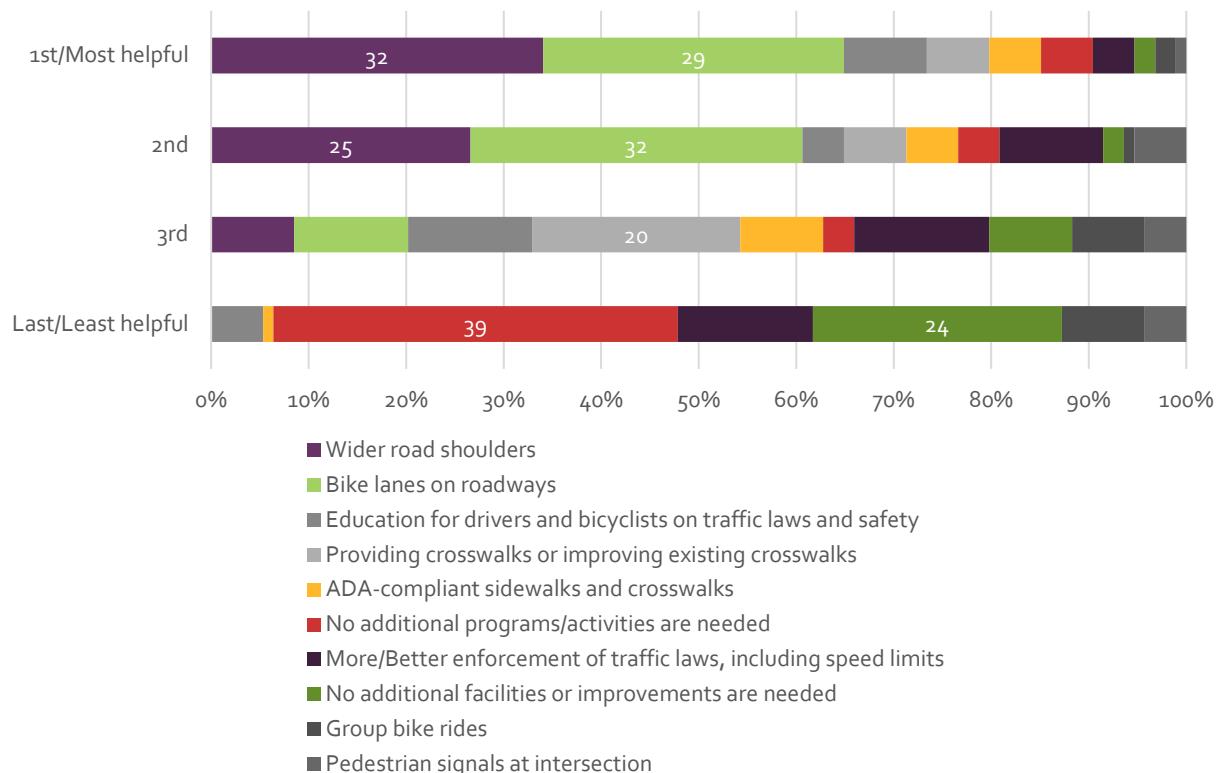
**Q9: RANK THESE IMPROVEMENTS FROM MOST HELPFUL (TOP) TO LEAST HELPFUL (BOTTOM) IN MAKING OUR REGION MORE BIKE- OR WALK-FRIENDLY**

When asked to rank general types of improvements from most helpful to least helpful in making the region more walk- and bike-friendly, wider road shoulders and bike lanes on roadways were ranked as most helpful by more than 60 percent of respondents and received no least helpful rankings along with providing/improving crosswalks.

Providing or improving crosswalks was ranked among the top 3 three most helpful improvements by 32 recent of respondents and education for drivers and bicyclists was ranked among the top 3 improvements by 24 recent of respondents.

No additional facilities or improvements are needed and no additional programs/activities are needed were ranked highest (among the top 3) from 12 percent of respondents. No additional programs/activities are needed was ranked as lowest by 39 percent of respondents. No additional facilities or improvements are needed was ranked lowest by 24 percent.

Summary results are shown below; the largest percent results are labeled.



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#### Q10: LIST DESTINATIONS THAT YOU WOULD LIKE TO SEE CONNECTED WITH BIKE-FRIENDLY AND WALK-FRIENDLY ROUTES

When asked about desired connections, respondents identified specific trail to trail connections and trail extensions, town to town connections, and town to edge connections, e.g. borough to adjacent township.

##### CLINTON

- Castanea Rail Trail to Pike Creek rail trail
- Jersey Shore to Lock Haven
- Jersey Shore to Mill Hall
- Lock Haven to Renovo
- Mill Hall to Flemington
- Pine Station to Lock Haven
- Safe pedestrian walkway from Jay Street Bridge to River View Park
- Any place you can avoid major roadways
- Water St. to the Island Route. Hanna St. to the road behind Castanea Firehall that goes toward airport.
- The Woolrich area. Avis, Mackeyville.
- Hogan Blvd. Route 150, Mill Hall to Central Mountain High School

##### COLUMBIA

- Danville to Berwick
- Downtown Bloomsburg to Sawmill Rd. (location of district court/magistrate, housing authority, aging office, USDA/agricultural extension office, conservation district office, and traveling library)
- Fishing Creek Township, more connected. It's very rural between Bloomsburg and Benton, but there are lots of people who live on, or closely off of, Route 487.

##### LYCOMING

- Armstrong mtn and skyline and summit trail.
- Lycoming College, Williamsport Regional Hospital, Downtown, Penn College
- Hughesville to Muncy
- Jersey Shore to Williamsport (2); Williamsport River Walk to the Pine Creek Rail Trail head at Jersey Shore
- Lock Haven to Jersey Shore
- Muncy/Montgomery/Hughesville
- Montgomery to Allenwood.
- MVH [Muncy Valley Hospital] to town [Muncy]

- Riverwalk west to Old Lycoming bike path.
- Riverwalk to downtown Williamsport.
- Susquehanna Rail Trail and the River Walk
- Williamsport river walk and the Old Lycoming Bike Path (2)
- Williamsport to Lewisburg
- Dedicated bike lanes throughout Williamsport, e.g. on Grampian, Washington, 3rd or 4th Sts.
- Armstrong road could route 15 to Muncy. There is a road between 15 and Allenwood that failed a commercial interest along the river.
- Some of the more rural areas need a bike path, wider shoulder or sidewalk added such as much of the Cogan Station area.
- Along the railroad tracks that go from one end of the town to the other. From Saeger Station Road all the way to Bower Street and beyond.
- Cross section 405 & 442 with Muncy Borough, Muncy
- Pine Creek Rails to Trails

##### MONTOUR

- Geisinger Medical Center and downtown Danville; better access to Geisinger from second ward of Danville.
- Woodbine in Danville with downtown Danville.
- North branch canal trail with Danville downtown.
- Danville to Bloomsburg (2)
- Bloomsburg to Berwick
- Knobels, Hess Field

##### NORTHUMBERLAND

- Milton to Lewisburg (2); Rail Trail to The Fence Restaurant
- Watsontown/Milton/Lewisburg
- Milton to Danville (2)
- Montandon to Lewisburg trail head
- Milton to Muncy
- Lewisburg to Williamsport
- Sunbury area

## **NORTHUMBERLAND CONTINUED**

### Other towns

- Towns to parks.
- Northumberland with Danville, Sunbury, and Shamokin Dam. With the bridges and traffic, it is dangerous to ride a bike between these places
- I would just like to see more rail trail options. The ones we have now are very crowded.

## **SNYDER**

- 
- Middleburg to Beavertown
  - Beavertown to Beaver Springs
  - Middleburg to Selinsgrove
  - As many places as possible.

## **UNION**

- 
- Lewisburg and Kelly Township (2), specifically downtown Lewisburg and retail centers in Kelly Township
  - Schools, major activity centers such as parks, central business districts, universities to downtown, concentrations of residential homes
  - East Buffalo Township and Lewisburg Borough
  - Mifflinburg to New Berlin (2)

- Milton and Lewisburg Borough
- Montandon and Lewisburg Borough
- the Confluence Trail connecting Sunbury, Norry, and Shamokin Dam
- Buffalo Valley Rail Trail should connect more effectively to the west end of Union County (+1/2- mile to a Rt 45 crossing at Swengel Rd)
- Bucknell to Linntown (2) and East Buffalo Township; something along river...solders park, north of garden; construct a very short connector to Stein Lane, running along the edge of the athletic fields, and hooking into parking lots and tunnel under RT15. Currently staff don't walk or bike this route because you have to cross grassy fields or go via Market Street into Lewisburg (much longer and more dangerous)
- In front of/near the Buffalo Valley Shopping Center and Mifflinburg Bank areas
- Areas north/south of Lewisburg and trail west of Mifflinburg to link with Centre County trail.
- Evangelical Hospital, west end Union county, Walmart, Rt 304/104
- State parks, state forests

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**Q11: IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW OR TO THINK ABOUT AS WE PREPARE THE REGIONAL BICYCLE AND PEDESTRIAN PLAN?**

Forty-four respondents offered additional comments and suggestions that were pertinent to bicycle and pedestrian planning in the Middle Susquehanna region. These comments expressed appreciation for existing facilities, suggestions for further engagement, ideas for facility design, suggestions for bicycle and pedestrian infrastructure and amenities, and emphasized the importance of maintenance, and safety.

**GRATITUDE**

- For existing bicycle and pedestrian facilities (3)

**ENGAGEMENT**

- Ask for more community involvement
- Consider youth/next generation
- Need to show value of public input (=projects)
- Runners, joggers feel left out of "pedestrian"

**EVENTS, FUNDRAISING**

- Suggestion for race/fundraiser on Buffalo Valley Rail Trail

**FACILITY NEEDS AND OPPORTUNITIES**

- Alleys for bikes only
- Cycling as tourism with safety emphasis
- Model Grand Rapids MI
- More mountain biking (intercommunity connections or challenge courses)
- More off-road, inter-community connections (3)
- Project: Montgomery Borough bike trail
- Rivertown pedestrian connections to the river
- Trails that tell history
- Suggested location for non-motorized commute option (Wayne Twp, Clinton County)

**INFRASTRUCTURE/AMENITIES**

- Need for benches/resting places
- Need more bike racks
- Paving, Lighting

**MAINTENANCE**

- Sweeping of bike lanes
- Sidewalk/Pedestrian zone, including overhead tree branches

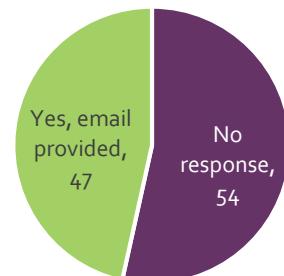
**SAFETY**

- Educate drivers on bicycle and pedestrian awareness/Educate bicyclists (3)
- Traffic speed
- Need to cross highways safely (2); overcome regulatory hurdles, e.g. bicycle and pedestrian warrant for US 15 crossing
- Safer conditions would increase bicycling
- Recommendation: Family Pedals Podcast

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**Q12: IF YOU WOULD LIKE TO RECEIVE UPDATES ABOUT THIS PLAN AND FUTURE BICYCLE AND PEDESTRIAN PROJECTS IN THE REGION, SHARE YOUR EMAIL ADDRESS HERE.**

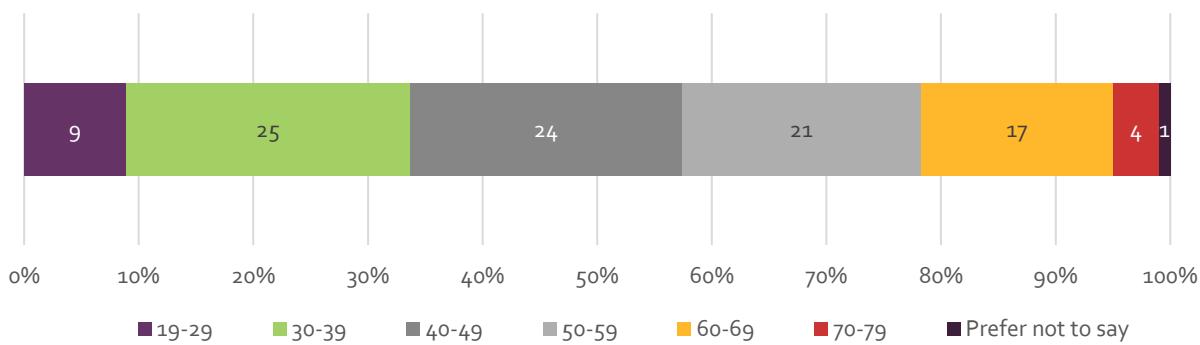
Nearly half of respondents indicated an interest in receiving updates about the plan and projects in the region. Email addresses will be shared only with SEDA-COG and Susquehanna Greenway Partnership staff for future announcements.



## RESPONDENT DEMOGRAPHICS

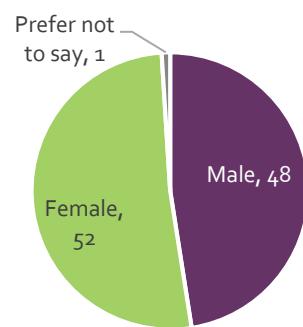
### AGE

Respondents who are 30-39 or 40-49 made up nearly 50 percent of the total response. Older adults ages 50-59 and 60-69 made up another 38 percent. Young adults submitted less than 10 percent of all responses.



### GENDER

Slightly more females than males submitted survey responses.



## RESPONSE BY COUNTY

