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.

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[Images of logos for Pennsylvania Department of Conservation and Natural Resources and 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

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

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
Pine Creek Rail Trail - Trail Head
Corridor Roadway and Bridge
Ped-Bike Safety Concern
Gateway to the PA Wilds
Highway Signage:

PROJECT PRIORITIES

Natural Pathways
Off-Road
SEDA-COG Joint Rail Authority.
Alternate Trail Connection to Lock Haven - Place Making along existing trail
Connection with Ridge Trail
Trail Extension to Williamsport
Trail Extensions & Improvements
Lincoln Street Bike Routes - Sharrows
Seminary Street
Wylie Street
Locust Street
Thompson Street
Allegheny Street
Bike Routes - Thompson and Locust Streets
Street Tree Plantings
Improved School Trails (off road)
Street Tree Plantings
Main Street
Locust Street
Lincoln Street
Mount Pleasant Ave. / Fountain St.
Wylie Street

Intersections on these priority intersections:
Enhanced Sidewalks, Bumpouts, Signage, Trail Head Parking Area
Intersection Enhancements
Directons to Downtown and Jersey Shore Trail Head
Pine Creek Rail Trail - Highway & Way-Finding at Trail Head
Connector Trail to Allegheny St.

Jersey Shore - Bike & Ped Audit
Natural Pathways
Off-Road

SC Joint Rail Authority
Property Borough
Natural Area
Nichols Run

Jersey Shore Historic District

Borough
Canal
Park
Gazebo

Base Map:
Bicycle & Pedestrian Master Plan
Bike & Pedestrian Improvement
Jersey Shore Borough

Base Map:
Susquehanna River Trail Feasibility Study - Existing Rail Trail Access Point
Share the Road Route
Proposed Rail Trail
Exisitng Rail Trail
Proposed Bike Route

Susquehanna River Trail Feasibility Study - Hazardous Route

Hazardous Route:

Shaffer Lane
Kerr Avenue
Hazardous Route:

Allegheny Street

Allegheny Street

Spruce Street

Connector Trail

Neighborhood Commercial Hub

Bike - Ped Safety
Way-Finding

Jersey Shore Historic District

Middle School
Elementary School

YMCA

S. Main Street / River Road

Jersey Shore Borough

Borough
Canal
Bank Avenue
Office Post

Borough

Borough

Mount Pleasant Avenue

Basketball
Tennis

Baseball

Pool

Bridge

Playground

Lincoln Street

Thompson Street

Hazardous Route:

Locust Street

Kendall Ave.

Hazardous Route

Charles Street

Pennsylvania Railroad Right of Way

Bridge over Pine Creek on River Road.

S. Broad Street

Hazardous Route:

Bank

ATM

Base Map:
Lycoming County GIS and GIS Department

Scale:
1" = 0.05 Miles
10 Minute Walk
~ 0.5 Miles

10 Minute Bike Ride
~ 1.5 Miles

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

BSA / LA, LLC

Jersey Shore - Bike & Ped Audit
Bicycle & Pedestrian Improvements Concept Plan

An Initiative of the Susquehanna Greenway Partnership
Jersey Shore Borough, Lycoming County, Pennsylvania

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182 Fairmount Drive

1 of 2

Sheet T

2 of 2
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](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](https://conservationtools.org/guides/60-official-map)