



# LEWISBURG SAFETY ACTION PLAN

Making Lewisburg's Streets Safer for All

May 19, 2026





# LEWISBURG SAFETY ACTION PLAN

Prepared for  
Borough of Lewisburg

Prepared by  
Kittelson & Associates, Inc.  
Herbert, Rowland & Grubic, Inc.

May 19, 2026

Development of this Safety Action Plan was funded, in part, by the  
United States Department of Transportation's Safe Streets and Roads for All program.



## CONTENTS

Introduction .....	1
How to Use the Safety Action Plan .....	3
Previous Plans and Studies.....	3
Plan Development Process.....	10
Statewide Safety Efforts.....	13
Public Engagement .....	14
Overview of Crash Analysis.....	21
Safety Data Analyzed.....	21
Crash Patterns and Trends .....	21
Crash Data Dashboard.....	29
High-Priority Locations.....	30
Projects and Strategies.....	33
Safety Countermeasure Toolkit .....	33
Infrastructure Safety Improvements.....	37
Non-Infrastructure Safety Solutions.....	47
Implementation Planning.....	54
Conclusions and Next Steps.....	61
Updating the Safety Action Plan.....	61
Appendix A: Public Engagement Summary	
Appendix B: Complete Streets Policy, Checklist, and Report Template	
Appendix C: Intersection Diagrams	

## FIGURES

Figure 1. Safe System Approach.....	10
Figure 2. Traditional vs Vision Zero safety approach .....	12
Figure 3. Locations of map comments.....	15
Figure 4. Top traffic safety concerns from the survey.....	16
Figure 5. Public priorities for safety investments.....	17
Figure 6. Which part of the Complete Streets policy will have the greatest benefit?.....	20
Figure 7. Annual crashes by severity (2014–2023).....	23
Figure 8 Heatmap of concentration of fatal and injury crashes (2014–2023) .....	24
Figure 9. Total reported crashes by type and severity (2014–2023).....	25
Figure 10. Crashes by time of day (2014–2023) .....	26
Figure 11. Crashes by month (2014–2023).....	27
Figure 12. Crashes by contributing factors (2014–2023) .....	28
Figure 13. Screenshot of the SAP crash data dashboard.....	29
Figure 14. Lewisburg corridors of concern .....	31
Figure 15 Annual average daily traffic in Lewisburg.....	32
Figure 16. Sample policy updates from Salem, MA.....	53



# ACKNOWLEDGEMENTS

The project team wishes to thank the members of the Lewisburg Safety Working Group for their valuable contributions to the development of this Safety Action Plan.

Lewisburg Borough, Project Manager .....	Shannon Berkey
Lewisburg Borough Council .....	Samantha Pearson
Lewisburg Borough Planning Commission.....	Taylor Lightman
Lewisburg Borough Public Works .....	Isaac Ramer
Bucknell University, Public Safety.....	Anthony Morgan
Buffalo Valley Recreation Authority .....	Peter Bergonia
Buffalo Valley Regional Police .....	Daniel Embeck
East Buffalo Township Manager .....	Jolene Helwig
East Buffalo Township Supervisor .....	Jim Knight
Lewisburg Downtown Partnership.....	Lynn Ragusea
Lewisburg Neighbors, Inc.....	Debra Sulai
PennDOT Engineering District 3-0, Highway Safety.....	Tom Squires
PennDOT Engineering District 3-0, Traffic.....	Joe Lyons
SEDA-COG .....	Kristin McLaughlin
Union County Planning Commission.....	Shawn McLaughlin
Union County Trail Authority .....	John DelVecchio
WellSpan Evangelical Community Hospital .....	Curtis Yaeger
William Cameron Engine Company.....	Harold "J.R." Erdley



# INTRODUCTION

The Borough of Lewisburg received a Safe Streets and Roads for All (SS4A) grant from the Federal Highway Administration (FHWA) in fiscal year (FY) 2023 to prepare a Comprehensive Safety Action Plan. The purpose of this Safety Action Plan (SAP) is to develop strategies to reduce and eliminate fatal and serious injury crashes in Lewisburg.

For background, Lewisburg Borough is in Union County, Pennsylvania, lying 60 miles north of Harrisburg, along the west branch of the Susquehanna River. The population was 5,158 as of the 2020 census. Lewisburg is home to Bucknell University, and its downtown area is on the National Register of Historic Places. The Buffalo Valley Rail Trail (BVRT) starts in the borough and extends 10 miles to the west. Two state routes that are utilized by trucks bisect the borough north/south and east/west, with one being the main street through downtown. These factors result in a wide range of road users in Lewisburg.

**Map 1. Lewisburg borough limits**





Lewisburg has a rich history as a market community that was initially fueled by water-based transportation before subsequently transitioning into a reliance first on rail and then finally on the automobile. Even with the borough adapting to new technologies and economic developments, Lewisburg has been able to maintain both its Historic District and its population over time.

As of 2020, the median household income of Lewisburg residents was \$51,674, with a total of 19.5% of the population living below the poverty level. Currently, the Historic Downtown's businesses and Bucknell University are a substantial part of Lewisburg's economic activity. Lewisburg's downtown area often hosts community events like farmers' markets, craft fairs, and holiday celebrations.

Traffic crashes are concentrated on state routes (principally on US 15 and PA 45) and throughout the downtown area. Importantly, Lewisburg has repeatedly achieved one of two Vision Zero goals, with no crash-based fatalities occurring in the borough for several years. However, opportunities to reduce the occurrence of serious injuries and other crashes remain, as do opportunities for increasing access for people using active modes. Many areas are inhospitable and essentially inaccessible for people without a motor vehicle.

A Safety Working Group composed of interdisciplinary agency staff was formed to inform this Safety Action Plan's mission of reducing roadway fatalities and injuries. This Safety Action Plan is built on using a Safe System Approach, as discussed later in this plan.

### **Safe Streets and Roads for All (SS4A)**

The Safe Streets and Roads for All (SS4A) program is a Federal discretionary program with \$5 billion in appropriated funds over five years from 2022–2026. The program is overseen by the Federal Highway Administration (FHWA) and funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. SS4A supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach. SS4A grants are available for safety planning, implementation, and demonstration activities and programs.



## HOW TO USE THE SAFETY ACTION PLAN

The SAP is organized into seven sections. The following overview summarizes the content and purpose of each section and how it is intended to be used.

- ▶ **Section 1: Introduction**—This section provides an overview of the SAP's goals and development.
- ▶ **Section 2: Public Engagement**—This section provides a summary and overview of the public engagement process during the SAP's development.
- ▶ **Section 3: Crash Analysis**—This section provides a summary of the crash data analysis and highlights the top systemic crash profiles identified.
- ▶ **Section 4: High-Priority Locations**—This section summarizes the specific locations that are overrepresented in severe injury crashes in the borough. It also recommends which toolkit measures can be applied at which locations.
- ▶ **Section 5: Projects and Strategies**—This section provides a toolbox of safety countermeasures tailored to the borough's identified safety gaps, provides planning-level cost estimates, and highlights the effectiveness of the countermeasures for reducing fatalities and injuries. In some cases, these treatments can be incorporated into roadway maintenance practices. Educational, enforcement, programmatic, and policy action items are included to support the engineering recommendations of the SAP.
- ▶ **Section 6: Implementation**—This section summarizes the planning level costs, phasing timelines, and funding sources for the recommended safety countermeasures.
- ▶ **Section 7: Conclusion**—This section summarizes the report and discusses next steps for implementation.

## PREVIOUS PLANS AND STUDIES

Several plans have been created in recent years at the local and regional levels that focus on opportunities for road safety improvements in the Borough of Lewisburg. These plans were consulted over the course of creating this Safety Action Plan, and a summary of their relevant safety recommendations is provided below.



## US Route 15 Corridor Improvements Study (2024)

### SEDA-Council of Governments

The purpose of this study was to assess and analyze major intersections and travel lanes along a 10-mile segment of the US 15 corridor. The study identified several findings and concerns regarding speed and congestion management, highway safety, intersection concerns, increasing development activity, and missing multimodal accommodations. Though the study limits did not include Lewisburg, the study was useful to consider for consistency.

#### Relevant Plan Recommendations:

- Establish a Central Susquehanna Valley Transportation (CSVT) task force.
- Coordinate with Pennsylvania State Police for target enforcement.
- Improve the geometry of the intersections at US 15/Cemetery Hill Road and US 15/Pinchtown Road.
- Make operational and safety improvements at US 15/PA 44, US 15/PA 54, and US 15/Alexander Drive.
- Adopt Complete Streets policies.
- Adopt official maps.
- Provide facility connections for recreational access.
- Construct Complete Streets projects.

## Union County Comprehensive Plan (2024)

### Union County, PA

This plan establishes a vision statement, a framework for future growth and preservation, goals and strategies, and action items to achieve its vision.

#### Relevant Plan Recommendations:

- Concentrate infrastructure improvements and the expansion of public services in growth areas.
- Improve access management along major corridors and pave shoulders.
- Calm traffic along US 15 and PA 45 in Lewisburg.
- Establish a countywide network of bicycle routes.
- Provide connected street and sidewalk networks and multiuse trails where feasible.
- Establish safe pedestrian facilities along US 15 in the Lewisburg area.
- Connect the Buffalo Valley Rail Trail across US 15.
- Extend the Buffalo Valley Rail Trail east across the Susquehanna River by utilizing the railroad bridge owned by the Union County Trail Authority.
- Work with local school districts to encourage children to walk and bike to school.
- Implement recommendations in the US 15 Smart Transportation Corridor Improvement Plan.



## Lewisburg Borough Climate Action Strategy (2023)

### Borough of Lewisburg

This strategy focuses on community-informed objectives to increase Lewisburg's resiliency to climate hazards. The vision of the plan is to "improve the health and quality of life for everyone in the Borough by forging a net-zero, environmentally and economically resilient community."

#### Relevant Plan Recommendations:

- Encourage more efficient vehicles and resilient transportation systems.
- Encourage active transportation.
- Create a Complete Streets policy and implement it by 2030.
- Reduce VMT by 50% by 2050.
- Align land use and housing policy with transportation infrastructure to increase access to walking, biking, and public transportation.
- Increase miles of walking and biking paths.
- Establish employer partnerships to incentivize employees to use sustainable modes for commuting.
- Create a sidewalk construction and maintenance fund.

## Vulnerable Road User Safety Assessment (2023)

### Pennsylvania Department of Transportation (PennDOT)

This assessment is focused on the safety of vulnerable road users (VRUs), such as pedestrians and cyclists. This document considers the safety of VRUs across all of Pennsylvania by identifying high-risk areas within the state based on crash data. These areas are analyzed using the Safe System Approach, which emphasizes the importance of proactivity and redundancy and prioritizes the elimination of crashes that result in death and serious injury.

Market Street between US 15 and 3rd Street was identified as a high-risk area.

#### Relevant Plan Recommendations:

- Conduct road diet screening to quickly identify candidates for roadway reconfiguration projects.
- Perform proactive road safety audits of safety performance along roadways before severe crashes occur.
- Implement thoughtful speed management techniques, including designing to target speeds, setting appropriate speed limits, and performing effective speed enforcement.
- Prioritize high-risk areas in PennDOT's capital program funding.
- Utilize PennDOT's Intersection Control Evaluation policy and corresponding tools to evaluate intersection traffic control.
- Formalize a process to evaluate cyclist safety and identify roadway candidates for bicycle facility upgrades (e.g., PennDOT District 6 evaluating repaving projects as opportunities to incorporate bicycle facilities).
- Apply Safe Routes to School funding to schools within high-risk areas.
- Utilize "Countermeasures That Work" from the National Highway Traffic Safety Administration to institute safety measures not directly related to infrastructure.



### Lewisburg Bikeability Report (2022)

**Bucknell University (Center for Sustainability & the Environment) and  
Lewisburg Neighborhoods Corporation (nonprofit partner)**

The report conducted a survey of Lewisburg residents to understand the experiences and perceptions of bicyclists in the area. More than 150 people from Lewisburg and the surrounding area responded to the survey.

**Relevant Plan Recommendations:**

- Increase bicyclist infrastructure to facilitate more frequent travel by bicycle.
- Address US 15, the single biggest obstacle to safety for bicyclists crossing into Lewisburg.
- Implement techniques to encourage users to share the road; drivers shared concerns about how to share the road with bicyclists and reported feeling bicyclists took too much space on the roads.

### Downtown Lewisburg "Designing for Distance" Circulation and Traffic Calming Study (2020)

**Borough of Lewisburg**

The study focused on how to maintain a pleasant and safe pedestrian experience especially during the Coronavirus pandemic, as more pedestrians would be outdoors. However, its recommendations apply to long-term conditions as well.

**Relevant Plan Recommendations:**

- Implement a gateway treatment at the Market Street/Water Street intersection.
- Implement traffic calming measures and pedestrian improvements at the Market Street/Water Street intersection, including bike lanes and curb extensions, and eliminate the right-turn lane on the bridge.
- Improve wayfinding signage for downtown Lewisburg.



### Market Street Corridor Study (2019)

#### Borough of Lewisburg

This plan works to ensure Historic Downtown Lewisburg remains a safe, vibrant, and sustainable place for all road users, especially VRUs. The study area consists of a nine-block section of Market Street through Downtown Lewisburg, from the intersection of Market Street/US Route 15 to the Market Street Bridge over the West Branch of the Susquehanna River. Five core concerns emerged from the study: public health and safety; integrity of the historic district; economic viability and vitality of the downtown; public and private infrastructure; and overall quality of life.

#### Relevant Plan Recommendations:

- Implement traffic signal modifications, including increasing the yellow and all-red intervals, coordinating signals, updating phase orders, adjusting cycle lengths, and updating nighttime operations.
- Continue to invest in streetscape improvements to improve safety and pedestrian mobility.
- Evaluate the unsignalized intersections on the Market Street corridor in the Historic District.
- Prohibit all trucks Class 6 and larger on Market Street between US Route 15 and PA 405.
- Prohibit all trucks Class 6 and larger on borough streets within the Historic District.
- Reduce speed limits on Market Street and on streets in the Historic District to 20 mph.
- Review borough ordinances and revise to address noise levels in the Historic District.
- Request technical assistance through PennDOT Connects Initiative and Local Technical Assistance Program (LTAP).
- Coordinate with Buffalo Valley Regional Police Department to prioritize enforcement along the Market Street corridor.

### West Market Street Concept (2019)

#### Borough of Lewisburg

This purpose of this study is to assess the safety, public health, environmental, and transportation concerns along Market Street in the Historic District in the borough. The study found most of the issues facing Market Street came from conflicts between the community and heavy truck traffic.

#### Relevant Plan Recommendations:

- Reroute all truck traffic of Class 6 vehicles or larger on Market Street between U.S. Route 15 and PA Route 405, as well as in the Historic District of the borough.
- Reduce posted speed limits in the plan's study area to help calm traffic.
- Analyze unsignalized intersections along Market Street in the Historic District to see if there is a prevalence of angle crashes.



### Middle Susquehanna Regional Bike/Ped Plan (2019)

#### SEDA-Council of Governments

This plan is designed to promote the regional bicycle and pedestrian network and identify missing links in the network. The plan identified projects, actions, and initiatives to improve the network and to promote its use. Tools and strategies for local improvements for walking and bicycling are also included.

#### Relevant Plan Recommendations:

- Establish the Middle Susquehanna Bicycle and Pedestrian Advisory Committee.
- Publish and maintain an online map of places to walk and bike.
- Develop bike/ped partnerships.
- Report major activities and impacts annually.
- Compile public comments.
- Promote walking and biking.
- Assess existing on-road bicycling conditions.
- Support the extension of existing trails.
- Work with police departments to encourage consistent enforcement of traffic laws.
- Promote responsible shared use of streets by all road users.
- Estimate biking and walking activity.
- Develop bike/ped safety awareness campaigns.
- Implement safety and accessibility improvements of the key areas mapped.

### Bull Run Greenway Master Plan (2017)

#### Borough of Lewisburg

This plan was developed to improve the outdoor space for the community and increase floodplain holding capacity. Much of the plan focuses on revitalizing Hufnagle Park and restoring Bull Run, which runs through it.

#### Relevant Plan Recommendations:

- Restore Bull Run to improve flood-holding capacity, streambank stability, water quality, and public access.
- Update Hufnagle Park to create an iconic greenspace.
- Transform the Buffalo Valley Rail Trail into an alternative transportation route.
- Improve sidewalks and trail access to Hufnagle Park and other green spaces.



## US 15 Smart Transportation Corridor Improvement Plan (2012)

### Pennsylvania Department of Transportation (PennDOT) and Union County, PA

This plan was developed to create a framework for the US 15 corridor that focuses on improving mobility, safety, circulation, and quality of life.

#### Relevant Plan Recommendations:

- Provide safe bicycle and pedestrian access across and along US 15.
- Relocate the Stein Lane intersection (in East Buffalo Township) opposite St. Louis Street.
- Provide crosswalks on all legs of all signalized intersections on US 15.
- Resolve the Buffalo Valley Rail Trail crossing of US 15.
- Realign St. Mary Street between US 15 and 7th Street to meet US 15 at a right angle.
- Provide aesthetic improvements along US 15.
- Create gateways on US 15 for downtown Lewisburg and Bucknell University.
- Add medians along the corridor and improve turn lanes.
- Provide an adaptive traffic signal system between Market Street and Buffalo Road.

Additionally, while the effort did not produce a formal plan, Lewisburg Neighborhoods created an initiative called "Walk It! Bike It!" to make walking and bicycling in the borough more comfortable and convenient. According to the website, "Walk It! Bike It! conducted a SWOC (Strengths, Weaknesses, Opportunities, and Challenges) analysis, developed priority lists, and participated in community events. Current work includes developing bike/pedestrian maps for the area, organizing safety trainings, promoting national events like Bike to Work or Walk to School Days, organizing local events like River Road Holiday, and coordinating with regional bike/ped planning initiatives."



## PLAN DEVELOPMENT PROCESS

The plan development process for this SAP was built upon several key elements, including:

- following the **Safe System Approach**,
- pursuing the mission of **Vision Zero**,
- developing a **Safety Working Group**,
- building upon **previous plans and studies**, and
- considering **statewide safety efforts**.

## Safe System Approach

In January 2022, the United States Department of Transportation released its National Roadway Safety Strategy that adopts the Safe System Approach as its core practice.<sup>1</sup> As opposed to traditional road safety practices, which attempt to modify human behavior and prevent crashes, the Safe System Approach modifies the transportation system design to anticipate human errors, proactively reduce crash severity, and save lives.

The Safe System Approach (see Figure 1) acknowledges that the human body is vulnerable to the amount of kinetic energy transfer it can withstand. This vulnerability is considered when designing and operating a transportation network to minimize serious injuries and fatalities. Therefore, it is crucial that the responsibility is shared by those who design and operate the transportation system. In a Safe System, all stakeholders work together and include, but are not limited to, road users, transportation system managers, planners, designers, policy makers, elected officials, law enforcement, emergency responders, and vehicle manufacturers.

By applying the Safe System Approach, roadway system managers use a proactive approach to safety to address safety concerns before crashes occur, contrasting with traditional road safety practices that are reactive after crashes occur. This involves using crash data and roadway design characteristics and employing a data-driven approach to identify crash patterns and trends associated with crash risk. Transportation system managers then systemically implement proven



Figure 1. Safe System Approach

<sup>1</sup> United States Department of Transportation. *National Roadway Safety Strategy*. January 2022  
<https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>



safety countermeasures at all locations matching those crash risk factors to mitigate against future crashes.

This contrasts substantially with traditional methods of reducing risk and exposure by limiting access for people not in motor vehicles. Instead solutions are sought which reduce exposure and risk through design and engineering rather than policies that restrict freedom of movement and access.

Some regions have started to incorporate safe land use in the Safe System Approach, recognizing that larger regional development patterns may contribute to the unacceptable high number of deaths and serious injuries by increasing car dependency. Compact communities like Lewisburg can build on their potential for ease of access and independence from relying on driving but must reckon with decisions of regional partners.

Finally, this approach assumes that redundancy is key to reducing crash frequency in a transportation system. All parts of the system should be strengthened so that if one part fails, other parts of the system still protect roadway users. This also puts greater emphasis on layered engineered solutions rather than focusing just on individual behavior change or personal protective gear. A simple example of this would be rumble strips that protect people when their own ability to be safe road users is compromised by distractions or drowsiness.

## Vision Zero

According to the Vision Zero Network, Vision Zero is a strategy for eliminating all fatal and suspected serious injury crashes on the transportation network. Vision Zero also aims to contribute to safe, healthy, and equitable mobility for all people.<sup>2</sup>

As shown in Figure 2, Vision Zero is different from the more traditional approach to thinking about transportation safety because it is proactive, integrated, multidisciplinary, and systematic.<sup>2</sup> Vision Zero places critical value on the lives lost or permanently impacted by crashes and challenges agencies and communities to invest in prevention.

The following strategies are key to achieving Vision Zero and are core elements of this SAP:

- Build and sustain partnerships.
- Analyze data.
- Prioritize community engagement.
- Manage traffic speeds.
- Set implementation timelines.
- Ensure transparency.

### VISION ZERO GOAL

**The Borough of Lewisburg is committed to maintaining zero deaths every year even as more residents walk and bike.**

---

<sup>2</sup> Vision Zero Network. *What is Vision Zero?* 2025. <https://visionzeronetwork.org/about/what-is-vision-zero/>

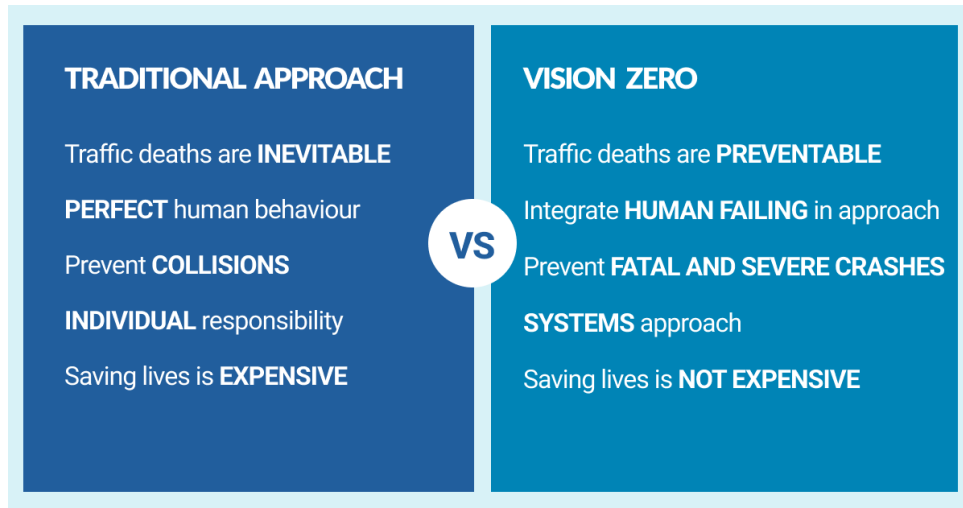


Figure 2. Traditional vs Vision Zero safety approach

## Safety Working Group

A Safety Working Group guided the development of this SAP. Members of the Safety Working Group are listed in the Acknowledgements above, and were drawn from entities including:

- Borough of Lewisburg
- Pennsylvania Department of Transportation (PennDOT)
- SEDA-COG Metropolitan Planning Organization (MPO)
- Union County
- Lewisburg Downtown Partnership
- Lewisburg Neighborhoods

This interdisciplinary team of agency staff and community leaders collaborated to further the cause of reducing roadway fatalities and serious injuries through accountability. The Safety Working Group can continue to be leveraged during future implementation of the SAP.

The Safety Working Group convened for four meetings throughout the development process of the SAP, as described below. The purpose of these meetings was to introduce the principles of the SAP, provide status updates, seek suggestions on engagement approaches, present analysis results, and seek feedback on recommendations.

### Meeting No. 1: Introducing the Safety Action Plan

The first Safety Working Group meeting, held on November 21, 2024, provided an explanation of the purpose and contents of a Safety Action Plan, including the tasks involved in developing it and the federal



requirements that must be met for the SAP to be eligible for SS4A implementation funding. The meeting included a presentation of initial crash analysis results and a discussion of the potential Vision Zero goal.

## **Meeting No. 2: Presenting Crash Analysis Results**

The second Safety Working Group meeting was held on January 21, 2025. This presentation included additional crash analysis results, introduction of the draft High Injury Network, review of upcoming engagement approaches, additional discussion of goals, and an introduction to safety countermeasures. (A High Injury Network, described in more detail later in the document, is the set of streets or corridors in a community where the majority of severe and fatal crashes have occurred.)

## **Meeting No. 3: Ideas for Improvement**

In the third Safety Working Group meeting, held on April 30, 2025, a recap of the first round of engagement was presented. There was also a presentation of the revised High Injury Network and locations for improvement outside of the network. There was a presentation of key issues for Lewisburg, a draft toolbox of infrastructure countermeasure recommendations, and information on application of non-infrastructure safety countermeasures. The Group discussed the approach to the next round of community engagement and introduced the approach for implementation planning.

## **Meeting No. 4: Refining Recommendations**

The last Safety Working Group meeting was held on July 24, 2025. The meeting covered revised draft safety countermeasures, a review of the second round of public engagement, and the implementation planning process. The Group discussed the timeline and approach for finalizing the Safety Action Plan and recommendations.

# **STATEWIDE SAFETY EFFORTS**

State-supported safety initiatives also helped set the stage for the Safety Action Plan process in Lewisburg. In fall 2023, PennDOT completed its Vulnerable Road User (VRU) Safety Assessment Report. This assessment was required under the Infrastructure Investment and Jobs Act (IIJA) and is an appendix to Pennsylvania's Strategic Highway Safety Plan.

The assessment developed a plan for improving the safety of pedestrians and cyclists through targeted and systemic improvements. It identified Market Street, from Derr Drive to 3rd Street, as a "high-risk area"—one of nearly 200 statewide—and an important location for safety investment, especially the safety of people walking and biking. High-risk areas are corridors that have historically experienced a greater frequency and severity of VRU crashes. Because PennDOT needs to dedicate a percentage of the Federal Highway Safety Improvement Program (HSIP) funds that it receives to VRU safety, designation of this part of Market Street as a high-risk area increases the likelihood that safety funding may be available for improvements identified by this SAP.



# PUBLIC ENGAGEMENT

Public and stakeholder engagement was conducted throughout the development of this SAP. These engagement activities were critical to locating the borough's areas of concern and to developing safety recommendations and strategies. Community engagement was conducted in three phases:

- **Phase 1:** Identify issues and opportunities.
- **Phase 2:** Seek feedback on draft recommendations.
- **Phase 3: Obtain input on supplemental planning activities.**

Engagement activities included a range of in-person and virtual touchpoints, such as a project website, online surveys, community meetings, and stakeholder interviews.

The three phases of engagement are described in more detail below.

## Phase 1

Phase 1 of the public engagement process focused on introducing the SAP to the public, sharing initial safety analysis data, and gathering information on participants' traffic safety experiences. This round of the engagement process included a public open house, an online survey, and an online interactive map.

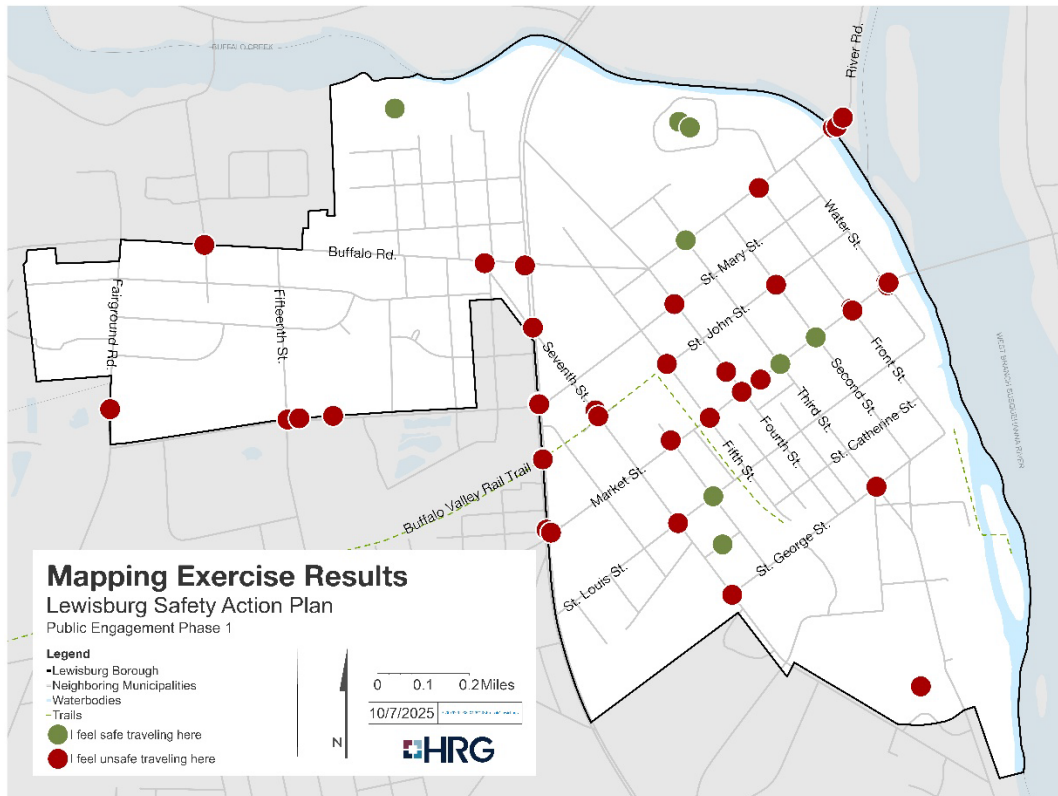
### Public Open House 1

There were 41 attendees at the public open house, which was held at the Lewisburg Hotel on February 26, 2025.

During the meeting, a brief presentation was given introducing the purpose of the plan, the planning process, and the results of the safety analysis. Participants gave feedback on the goals and objectives of the plan. They also gave feedback using stickers to show where they felt safe and unsafe while traveling in Lewisburg; the results of this exercise are in Figure 3. Those who could not attend in person could participate in online exercises that remained open until March 14.

Throughout the in-person and digital open houses, the community's top priorities for improving traffic safety in Lewisburg included:

- Improve pedestrian and bicyclist safety.
- Improve driver education.
- Increase crossing and intersection infrastructure for pedestrians and bicyclists.



**Figure 3. Locations of map comments**

## Online Survey

Prior to and after the public meeting, an online survey gathered feedback to help establish areas of need. The survey was advertised on social media and at different meetings. Over the course of public engagement, the online survey received 187 responses.

Figure 4 shows a summary of the top traffic safety issues from the survey with the top three issues highlighted in orange. They were:

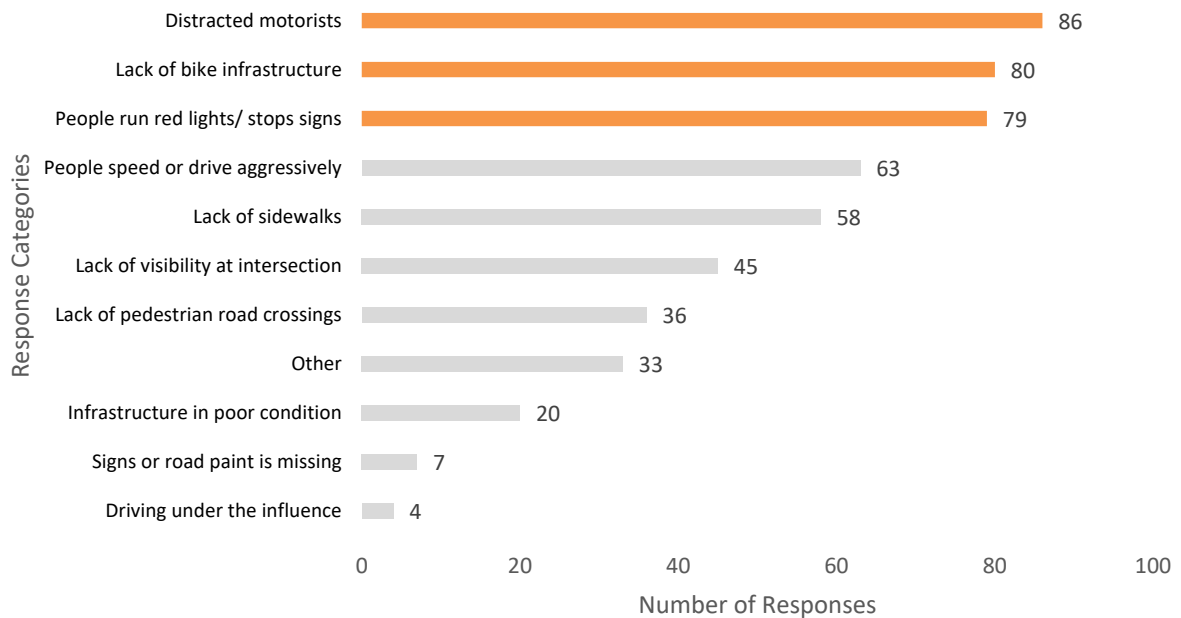
- distracted driving,
- a lack of bike infrastructure, and
- drivers running stop signs or red lights.

Respondents were also asked to rank their secondary traffic issues in Lewisburg. These issues included, in order of highest to lowest ranking:

- drivers ignoring the "rules of the road,"
- the presence of freight traffic or delivery trucks on neighborhood roads, and
- cut-through traffic on local roads.



Additionally, the survey asked respondents how safe they felt while riding the bus, carpooling, driving, walking, biking, and riding a motorcycle. Among the 187 survey respondents, nearly 70% commute to school or work by driving at least once a week, and nearly 90% feel safe while driving in Lewisburg.



**Figure 4. Top traffic safety concerns from the survey**

## Project Website

The project website included engagement event timelines, public engagement results, and links to online engagement opportunities. Updates in the engagement process were reflected on the project website, which was a hub of information during both phases of the engagement process. The project website can be accessed by using this link: [https://www.lewisburgborough.org/safety\\_action\\_plan/](https://www.lewisburgborough.org/safety_action_plan/).

## Phase 2

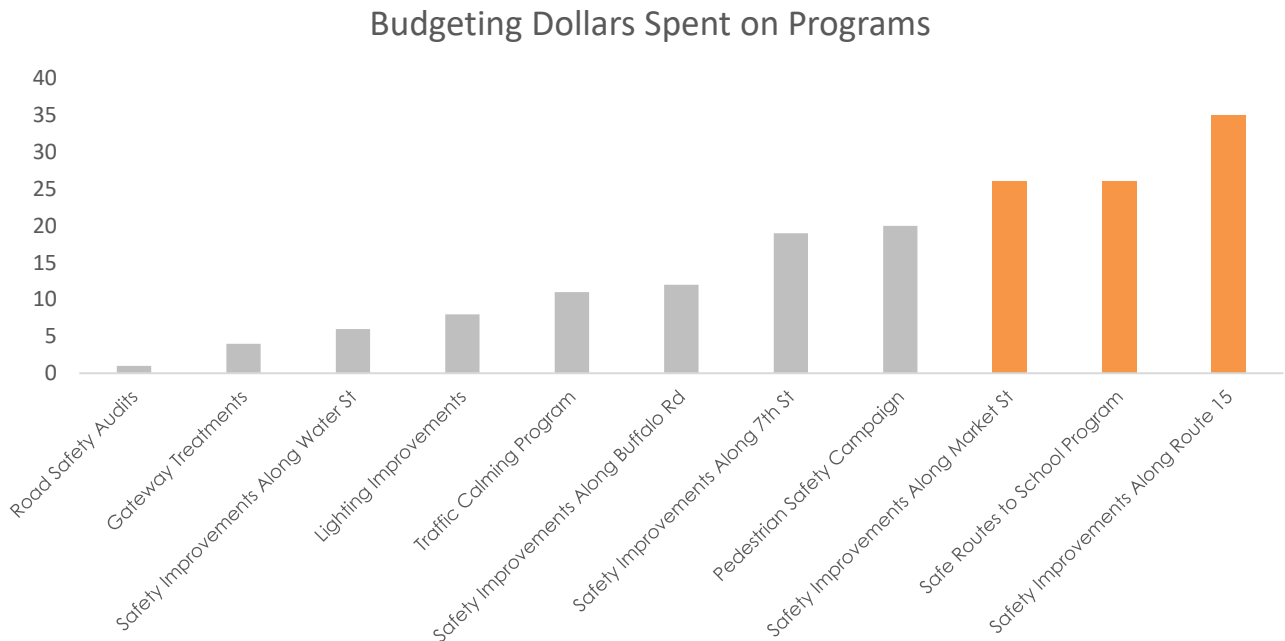
The purpose of the second round of public engagement was to get feedback on the draft SAP's recommendations and countermeasures. This round of the engagement process used an online and in-person community open house, key stakeholder interviews, and updates to the project website.

## Public Open House 2

The project team presented draft recommendations and countermeasures to the public. There were 12 participants at the open house held at the Lewisburg Hotel on May 21, 2025.



To receive feedback on policy-based recommendations, the project team led participants through a budgeting exercise. Each person received a set number of dollars to allocate for each program. Figure 5 shows the top three programs are safety improvements along US 15, Safe Routes to Schools programs, and safety improvements along Market Street.



**Figure 5. Public priorities for safety investments**

## Online Engagement Exercises

To ensure sufficient opportunity for the public to comment on the draft recommendations, the engagement exercises included in Phase 2's open house were replicated digitally and made available on the project website. These exercises were available from May 22 to June 20, 2025. Online participants were able to provide comments on each of the draft safety recommendations via an online survey with open-ended response fields.

Nine online participants completed the same project prioritization exercise using pretend budgeting dollars to rank potential projects. Compared to the in-person exercise, the online participants ranked safety improvements along 7th Street and Water Street in their top five projects. During the in-person exercise, Water Street was not as highly ranked.

The online engagement continued with participants commenting on the proposed corridor recommendations and the safety countermeasure toolkit. Common themes across the comments are listed below:

- Ensure safe pedestrian and bicyclist crossing across US 15 for the rail trail.



- Extend sidewalk coverage.
- Construct curb extensions
- Construct pedestrian refuge islands
- Improve visibility for vehicles and pedestrians at intersections.
- Implement specific safety improvements along St Anthony Street.

## Key Stakeholder Interviews

Five key stakeholder interviews were held to gain additional insights into specific transportation issues for a rounded understanding of the borough. Discussions with the Safety Working Group helped to identify key organizations as well as people not already involved in the SAP whose perspectives would benefit its development. The following five groups were identified:

- Local agency staff and officials
- Community organizations and local business owners
- Human services organizations
- Regional transit providers
- Preschools and childcare centers

It is important to note that representatives of preschools and childcare centers did not attend their stakeholder meeting, so the following takeaways do not reflect their thoughts.

The key stakeholder groups identified the following as locations of concern:

- Market Street and Water Street
- Market Street and 6th Street
- Market Street midblock rail trail crossing between 5th and 6th Streets
- Market Street bus stops
- Uncontrolled crossing on Route 15 near 7th Street and Dunkin
- Informal crossings along the railroad tracks from Bucknell
- St Anthony Street corridor
- St Anthony Street and 2nd Street
- 7th Street and St Louis Street
- US 15 rail trail crossing
- US 15 pedestrian accommodations

After the feedback from the stakeholders was gathered, the recommendations were adjusted to include additional areas of concern. Most comments were consistent with input previously collected from the Safety Working Group and from the two public workshops. Full summaries of the stakeholder meetings can be found in the appendix at the end of this document.



## Phase 3

Because the Safety Action Plan was completed for less than the available funding, the Borough undertook additional planning activities in early 2026 to inform the Plan. These included:

- Standard intersection diagrams for curb extensions,
- A Complete Streets policy and checklist,
- Additional pedestrian safety education campaign recommendations, and
- Conceptual drawings for improvements to St. Anthony Street.

Phase 3 of the public engagement process focused on describing these Plan enhancement to the public and soliciting feedback. This round of the engagement process included a virtual public open house and an online survey.

### Public Open House 3

There were seven participants in the public open house, which was held online on March 26, 2026. During the meeting, a brief presentation was given discussing the supplemental planning activities completed following the Safety Action Plan. Participants were able to provide input through the online survey link.

### Online Survey

Prior to and after the public meeting, an online survey gathered feedback to help establish areas of need. The survey was open from March 11 through April 2, 2026. It was advertised on social media and at different meetings. Thirty responses were received. Questions responses were as follows, and are included in a summary in Appendix A.

**Which part of the Complete Streets policy will have the greatest benefit for Lewisburg community members?** See Figure 6.

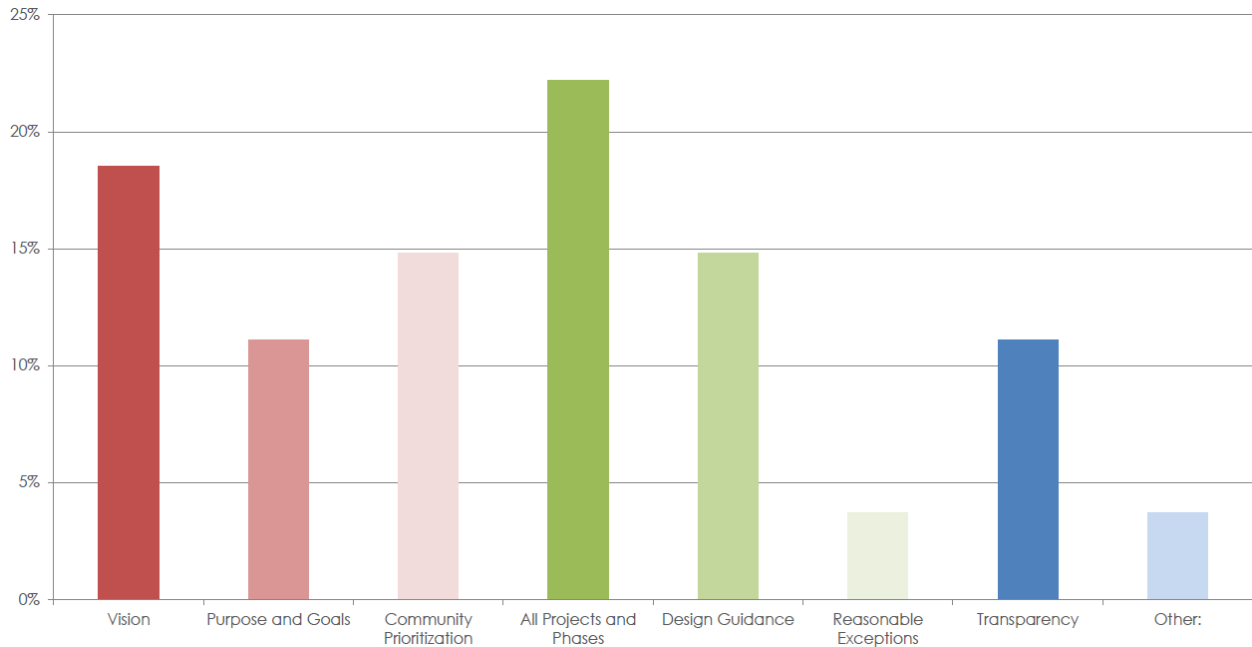
**Have you interacted with curb extension before?** More than 70% of respondents had.

**How will curb extensions improve your traveling experience in Lewisburg?**

- "For me, as someone who bikes, curb extensions will make traveling through Lewisburg feel a lot safer. They help slow down traffic, which makes sharing the road much more comfortable. I'll feel more confident riding through town knowing cars are moving more carefully, and the improved visibility at intersections will make it easier to navigate alongside both drivers and pedestrians."
- "Pedestrian-friendly"
- "Curb extensions will make walking safer with my young daughter, making traveling by foot in Lewisburg a better experience."
- "Slow traffic and enhance visibility for everyone."



- "I'm a pedestrian, primarily. This tends to slow down traffic. I also drive in the Borough and this makes it easier to spot pedestrians."



**Figure 6. Which part of the Complete Streets policy will have the greatest benefit?**

**Which element of the St. Anthony Street concept do you think is most important to implement?**

Crosswalks were by far most important, noted by more than 40% of participants. The remaining elements, in descending order, were parking space shifts, curb extensions, and the raised median near Ogren Alley. Additional comments on St. Anthony Street are noted in Appendix A.

**What do you think is the most important topic to address through a pedestrian safety campaign in Lewisburg to improve roadway safety?**

Nearly 40% of participants mentioned drivers yielding at crosswalks, with a strong response also received for use of mobile devices while traveling.

**What types of pedestrian safety campaign outreach do you think would be effective in Lewisburg?**

The top choices were print media and digital media, followed by events.

"Thank you for doing this work. Please keep chugging along, you are making a big difference in our lives."

"I think the plan is moving in a really positive direction. Overall, I'm excited about this project and appreciate the emphasis on creating a safer, more accessible Lewisburg for everyone."



## OVERVIEW OF CRASH ANALYSIS

This section describes the analysis methods for and results of crash patterns, trends, and systemic evaluation for Lewisburg. The crash patterns and trends analysis was conducted to identify behavioral and roadway patterns associated with fatal and injury crashes. The systemic evaluation was conducted to identify locations for systemic safety improvements related to fatal and injury crashes. Findings from these analyses then informed the countermeasures and strategies that were developed in the next phase of this project.

## SAFETY DATA ANALYZED

Through coordination with PennDOT and the Buffalo Valley Regional Police Department, the project team assembled crash data for analysis. Much of the safety data was adopted from analyses recently conducted for PennDOT. Crash data included:

### Crash Data

Crash data was collected from the PCIT database, which represents a complete picture of total reportable crashes in the study area.

- **2014–2023 Crashes:** This PennDOT dataset was retrieved from the Pennsylvania Crash Information Tool (PCIT), including 10 complete years of reported crashes (from January 1, 2014, through December 31, 2023). While it is standard practice to analyze the most recent five years of crash data, the small sample size in the Borough of Lewisburg suggested review of additional years of data.
- **2023 PennDOT Vulnerable Road User (VRU) Safety Assessment:** The PennDOT dataset included the top locations in the state that are high-risk areas for VRUs, defined as non-motorists such as pedestrians, bicyclists, other cyclists, people on personal conveyances, or people who are injured or disabled while walking or pedalcycling. There is one VRU high-risk area in Lewisburg, on Market Street between US 15 and 3rd Street.

## CRASH PATTERNS AND TRENDS

This section presents crash patterns and trends for Lewisburg. The analysis focuses on identifying behavioral and roadway patterns associated with fatal and injury crashes. By analyzing reported crashes together, systemic trends can be identified across locations. Findings from this analysis helped inform the systemic evaluation and countermeasure considerations to be determined in later phases of the project.



The project team analyzed reported crashes across motor vehicles, pedestrians, and bicyclists. Trends and findings are organized into these sections:

- Crash analysis findings
- Corridors of concern
- VRU safety

## Crash Analysis Findings

The project team conducted a regionwide historical trends analysis to identify characteristics associated with more frequent crashes and more severe outcomes as well as to provide a contextual understanding of roadway safety in Lewisburg. Analyzing crashes at the regionwide level provided sufficient observations to identify trends and allowed for identification of issues that occurred frequently across the network in similar locations but may not have occurred repeatedly at the same locations.

## General Trends

Over the past decade, Lewisburg's crash totals have varied considerably. After reaching a high of 45 reported crashes in 2015, the borough averaged roughly 30–35 crashes per year until 2021. The borough then fell to a decade-low 17 crashes in 2022 before rising to 28 crashes in 2023, mirroring national post-pandemic patterns (Figure 6). During the 2014–2023 study period, Lewisburg recorded 321 police-reported crashes—about 32 crashes per year on average—of which 139 crashes (43%) involved at least one injury or fatality (Figure 7).

### Key takeaways

- Fatal and injury crashes have risen since 2020.
- Angle, rear-end, and fixed-object crashes dominate the crash profile.
- Pedestrian crashes are few but highly severe.
- Afternoon peak hours show a higher concentration of severe crashes.
- Stop-controlled intersections and local roads experience most crashes.
- The most severe crashes are concentrated on larger roads with more traffic.
- Pedestrian crashes disproportionately contribute to severe outcomes.
- Speeding and impaired driving significantly elevate crash severity

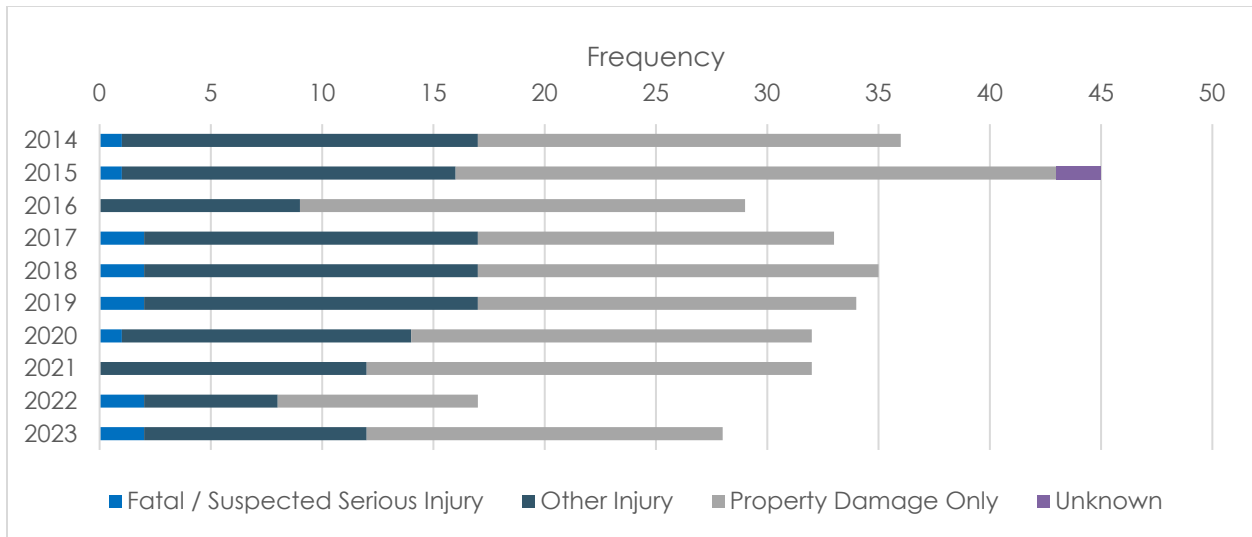
### Reported Crashes

"Reported crashes" are traffic crashes that are included in PennDOT's PCIT database. Since some crash types (like bicycle and pedestrian crashes) are underreported, reported crashes do not necessarily represent total crashes. All crash data in this section is based on reported crashes.

### Overrepresented Crash Type

An "overrepresented" crash type is a crash attribute (crash type, driver contributing circumstances) that has a higher proportion of crashes in Lewisburg than statewide.


Crash severity has shown a modest upward shift. Fatal or suspected serious injury crashes represented 3% of reported crashes in 2020, climbed to nearly 12% in 2022, and settled at 7% in 2023. Although the numbers are small, the higher proportion of severe outcomes in recent years highlights the continued importance of injury-reduction strategies even as overall crash frequency fluctuates.



**Figure 7. Annual crashes by severity (2014–2023)**


Looking at crash rates per mile, state routes averaged 67.18 total crashes per mile, with 30.22 injury crashes per mile and 3.23 fatal/serious injury crashes per mile. Local roads had significantly lower crash rates: 26.99 total crashes per mile, with 10.56 injury crashes per mile and only 0.59 fatal/serious injury crashes per mile. In other words, the generally greater traffic volumes on state routes contribute to greater per-mile crash rates.

In Lewisburg, a compact grid of local streets and two-lane arterials channels most traffic through closely spaced intersections. A notable proportion of the borough's crashes occur at these local intersections, including approximately half of the incidents involving angle collisions. In addition to angle crashes, crashes involving rear-end collisions, hitting fixed objects, and pedestrians are prevalent at intersections. Of particular concern are the high rates of fatalities and injuries associated with these crash types.




**Angle Crash**

- Nearly half of crashes are caused by angle collisions at intersections
- 39% of angle crashes are FI crashes




**Rear End**

- 26% of all crashes
- 42% of rear end crashes are FI crashes



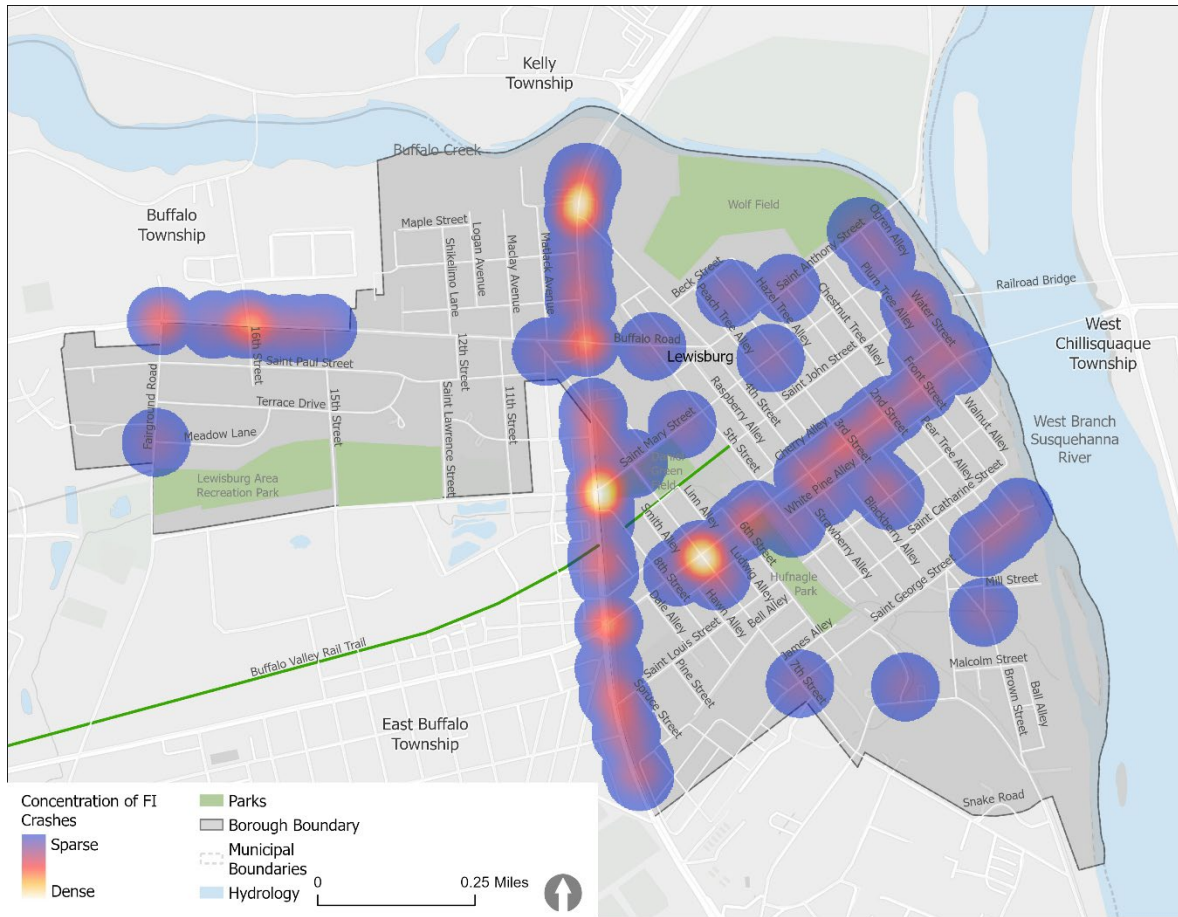
**Hit Fixed Object**

- 13% of all crashes
- 44% of HFO crashes are FI crashes



**Hit Pedestrian**

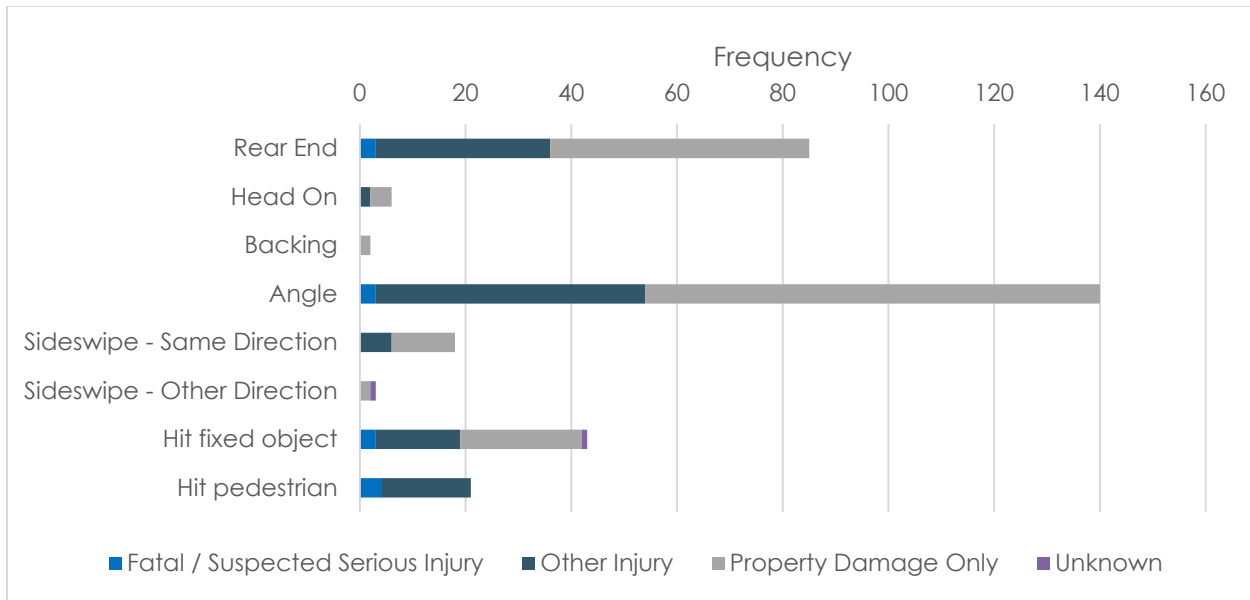
- 100% of all Ped crashes are FI
- 15% of all FI crashes are Ped related



**Figure 8 Heatmap of concentration of fatal and injury crashes (2014–2023)**

Together, these four crash types account for 90% of all reported crashes and 94% of crashes that resulted in a fatality or injury. Angle collisions are the most critical: 39% of angle crashes produced an fatality or injury, and they alone generated 39% of all fatal and injury crashes in Lewisburg.

Although a smaller portion of the borough's overall fatal and serious injuries (26%), rear-end crashes were more severe, with 42% leading to a fatality or injury. Although fixed-object impacts make up a smaller share of crashes (13%), they have the highest potential for injury—44% resulted in a fatality or injury. Every recorded pedestrian crash resulted in an injury, emphasizing the vulnerability of people walking downtown and in commercial corridors. Figure 8 presents reported crashes by crash type and severity level.



**Figure 9. Total reported crashes by type and severity (2014–2023)**

## Crashes by Mode

Table 1 describes the severity of crashes based on the road users involved. Just over 93% of crashes involved only motor vehicles. Crashes involving people walking and bicycling accounted for a bit more than 6% of all reported crashes. However, these crashes accounted for 31% of reported fatal and suspected serious injury crashes. This makes it clear that people walking and bicycling are more likely to experience severe outcomes in a crash than people driving.

**Table 1. Total reported crashes by severity and mode (2014–2023)**

	Fatal / Suspected Serious Injury	Other Injury	Property Damage Only	Unknown	Total
<b>Pedestrian</b>	3 (23%)	14 (11%)	0 (0%)	0 (0%)	17 (5%)
<b>Bicycle</b>	1 (8%)	3 (2%)	0 (0%)	0 (0%)	4 (1%)
<b>Vehicle</b>	9 (69%)	109 (87%)	180 (100%)	2 (100%)	300 (93%)
<b>Total</b>	<b>13</b>	<b>126</b>	<b>18</b>	<b>2</b>	<b>321</b>

Percentages may not add up to 100 due to rounding.

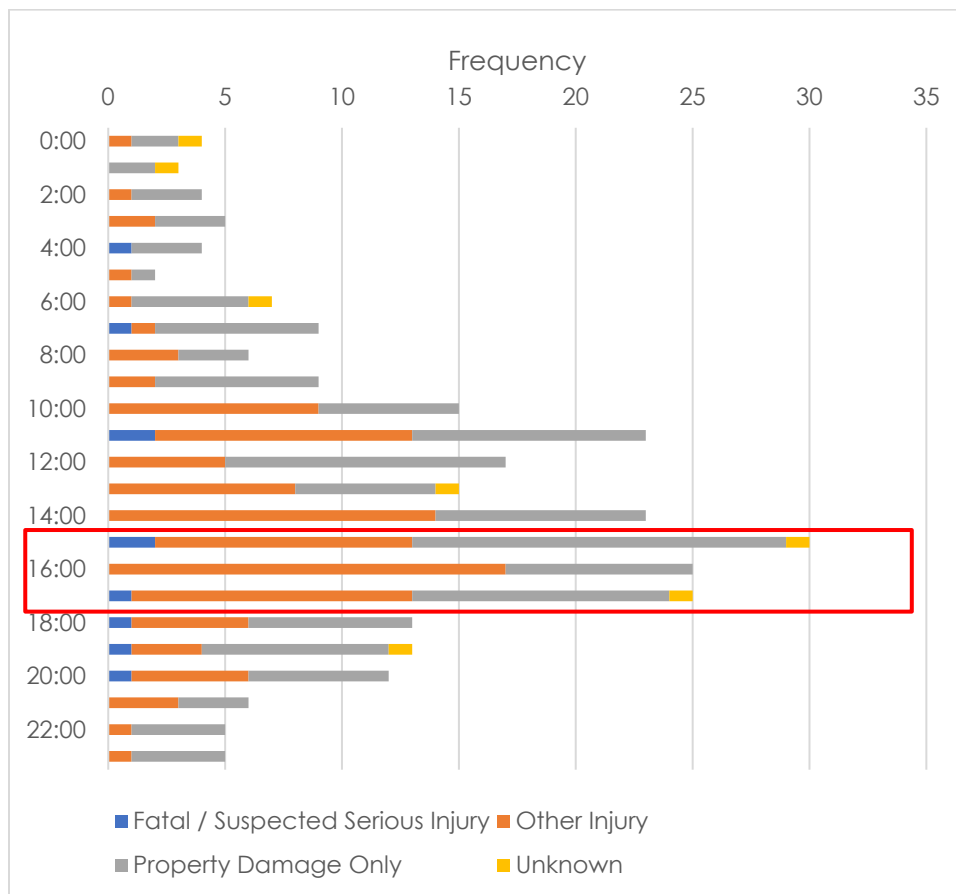
Pedestrian-involved crashes were slightly more likely to be reported at an intersection (83% of reported crashes) than motor-vehicle-only crashes (67% of crashes). There was a total of four reported bicycle-involved crashes at both intersections and along road segments in Lewisburg in the analysis period.



## Temporal Patterns

Temporal patterns refer to how crashes vary over time, such as by time of day, day of week, or by season. The temporal distribution of crashes in Lewisburg was analyzed to identify potential time-of-day and seasonal patterns. Figure 9 presents the distribution of crashes by hour of day.

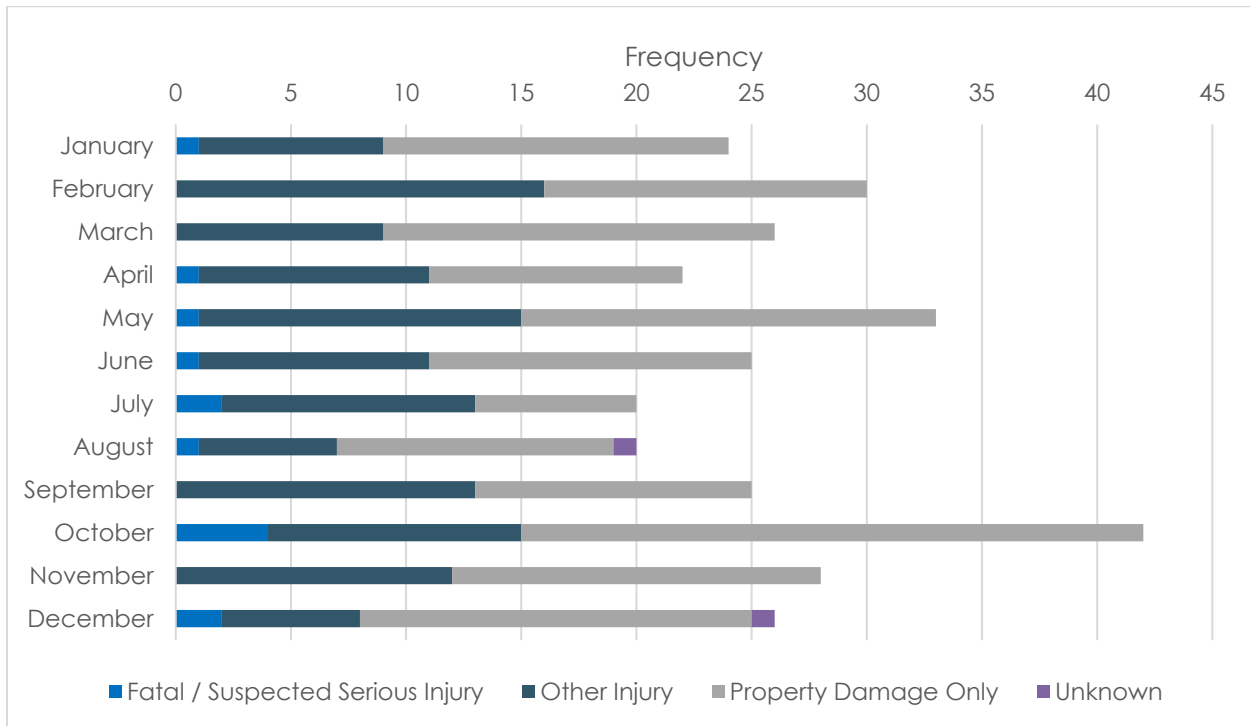
Like broader trends, Lewisburg experiences a clear afternoon peak in crash activity. Of all crashes, 29% occurred between 3:00 and 6:00 p.m., aligning with higher traffic volumes during school dismissals, work commutes, and local travel. Crashes during this window also tended to be more severe—approximately 47% of the crashes between 3:00 and 6:00 p.m. resulted in a fatality or injury.



**Figure 10. Crashes by time of day (2014–2023)**



Crash frequency by month is represented in Figure 10. Crashes occurred in every month of the year, but the highest number was reported in October (13% of all crashes). This seasonal peak is notable given Lewisburg's identity as a college town and the increased activity in the fall months due to university events and student population surges. Elevated crash counts were also observed in May and February, though with slightly lower severity.



**Figure 11. Crashes by month (2014–2023)**

## Contributing Factors

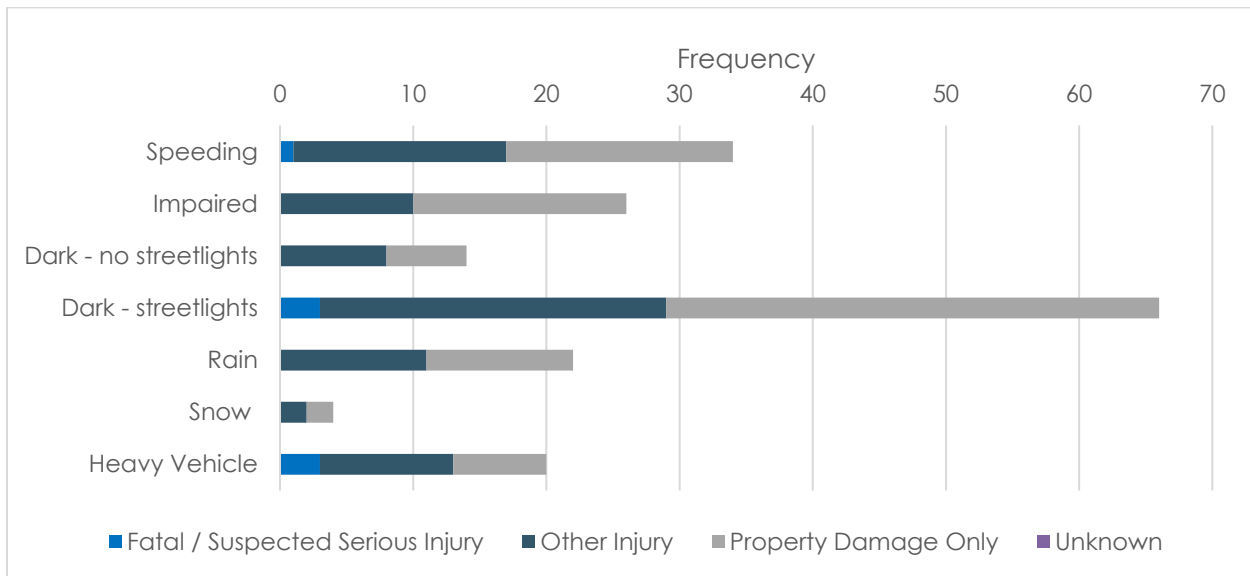
“Contributing factors” refers to the circumstances or conditions that played a role in the occurrence of a crash. Multiple contributing factors may be associated with a single crash. Figure 11 summarizes several key contributing factors for crashes in Lewisburg.

The most cited contributing factor was dark conditions with streetlights present, which appeared in 20% of all crashes. This may reflect the borough's mix of downtown lighting and high pedestrian activity during evening hours and may be an indication that streetlights are not adequately illuminating key intersections. Crashes involving speeding were cited less commonly (in only 2% of total crashes) but are of particular concern due to their severity: over half of speeding-related crashes (51%) resulted in a fatality or injury.



Impaired driving and heavy vehicle involvement were each cited in roughly 8% of crashes. Notably, heavy vehicle crashes were highly injurious, with 13 out of 20 resulting in a fatality or injury, including three fatal or suspected serious injury crashes.

Crashes under dark conditions without streetlights, rain, and snow occurred less frequently, but these conditions still warrant attention, particularly given their potential to interact with other risk factors such as visibility, stopping distance, and pedestrian exposure.



**Figure 12. Crashes by contributing factors (2014–2023)**

Note that contributing factors listed herein are based on crash reports. The Safety Working Group suggested that some factors may be underreported. For example, speed inappropriate to dense residential contexts like those found in much of Lewisburg may not meet the threshold to be considered speeding in a police report.



## CRASH DATA DASHBOARD

An interactive crash data dashboard was developed as part of the SAP. The dashboard, available at <https://bit.ly/lewisburg-dashboard>, allows for public viewing of the 10 years of crash data analyzed as part of the SAP's development. Crashes can be filtered based on crash severity, roadway ownership, and bicyclist or pedestrian involvement. Trends can be viewed by year, by month, by day of the week, or by hour of the day. A screenshot of the dashboard is shown in Figure 12.

The borough may choose to use data downloaded from PCIT to update the dashboard in the future. PCIT crash data from the previous calendar year is usually available in May of the following year, so an update scheduled each May or June would be appropriate.

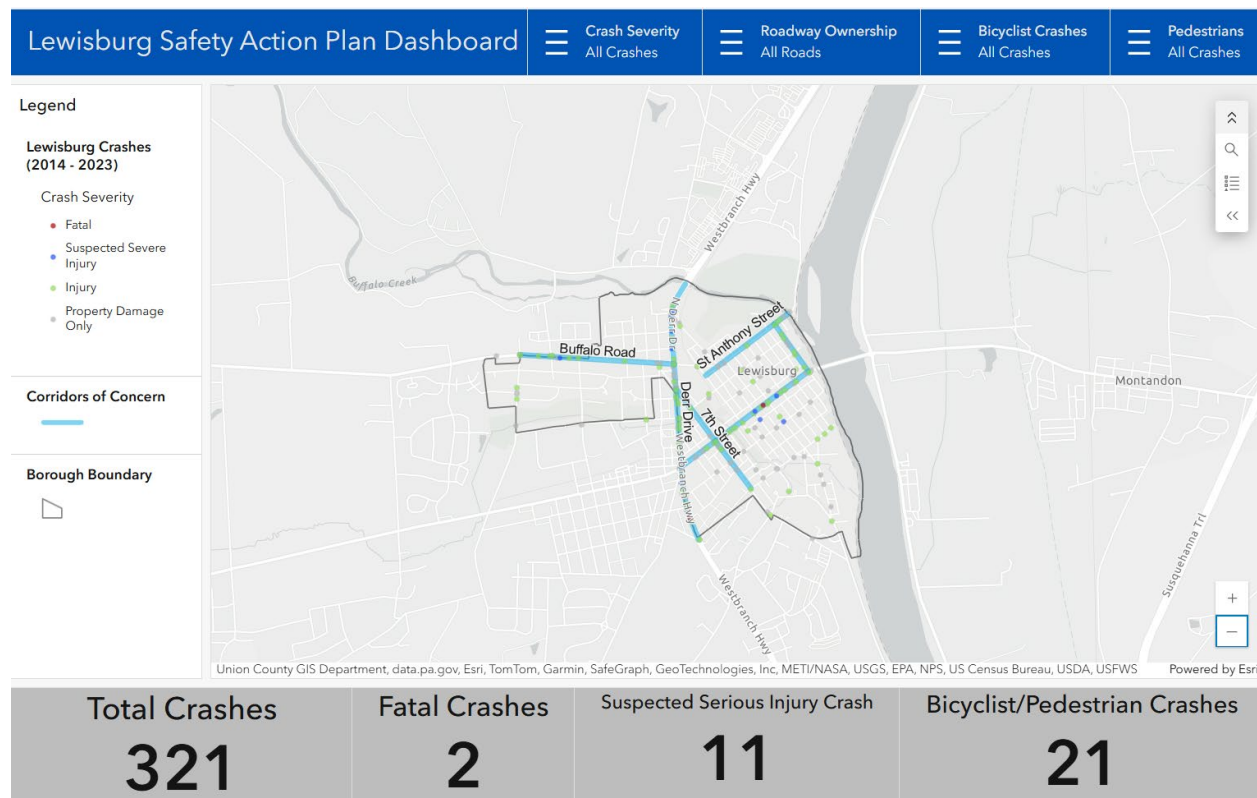


Figure 13. Screenshot of the SAP crash data dashboard



## HIGH-PRIORITY LOCATIONS

In Lewisburg, corridors of concern were identified by analyzing crash frequency and severity across the borough's street network. This approach prioritized streets with a history of both a high number of crashes and a greater proportion of severe outcomes, including fatal and injury crashes. The goal was to highlight areas where safety interventions could have the greatest impact based on documented crash patterns.

The analysis revealed several corridors with elevated crash activity and severity, particularly in and around the borough's downtown grid and key arterial connections. These corridors include:

- US 15 (Derr Drive)
- Buffalo Road, from US 15 to Fairground Road
- Market Street
- Water Street, from St Anthony Street to Market Street
- 7th Street from St George Street to US 15
- St Anthony Street, from east of 5th Street to the borough boundary

Together, these locations form the core of Lewisburg's high injury network, reflecting routes with consistent safety concerns for all roadway users. Figure 13 maps these corridors of concern within the borough limits. Three of the corridors of concern are state roads: US 15, Market Street (PA 45), and Buffalo Road (PA 192). The other three are local roads that connect between major destinations in Lewisburg and the surrounding roadway network: Water Street (connects PA 45 with River Road in Kelly Township), 7th Street (connects US 15 with Bucknell University), and St Anthony Street (connects US 15 with River Road in Kelly Township).

Figure 14 shows the range of average daily traffic volumes among certain streets in Lewisburg. There is a wide range of traffic volumes among the corridors of concern. The state routes listed above have the highest volumes of traffic among the corridors of concern.



**Lewisburg Safety Action Plan:**  
Making Lewisburg's Streets Safer for All



**Figure 14. Lewisburg corridors of concern**



**Lewisburg Safety Action Plan:**  
Making Lewisburg's Streets Safer for All



**Figure 15 Annual average daily traffic in Lewisburg**



## PROJECTS AND STRATEGIES

Through the project team's collaboration with the Safety Working Group, its comprehensive crash analysis, and its community outreach, a series of recommendations were developed to help the Borough of Lewisburg reach its Vision Zero goal. There are three categories of recommendations, including:

1. A [safety countermeasure toolkit](#) that can be applied systemically to locations across the borough.
2. Specific [infrastructure safety improvement recommendations](#) along key corridors, many of which are tied to the toolkit.
3. [Non-infrastructure safety solution recommendations](#) that include education initiatives, enforcement directives, and policies and programs.

## SAFETY COUNTERMEASURE TOOLKIT

The Lewisburg Safety Action Plan Toolkit, included in the next three pages of this report, provides infrastructure and non-infrastructure treatments that can be implemented to address severe crashes on Lewisburg's roadway network. The toolkit includes a photo and description for each treatment and lists the various contexts where it best applies. The toolkit also includes a general cost estimation for the treatment, from "low" to "medium" to "high."

Tools for the SAP are aligned with the Safe System Approach. They are heavily drawn from two key sources: the FHWA's Proven Safety Countermeasures<sup>3</sup> and the National Highway Traffic Safety Administration's Countermeasures That Work<sup>4</sup>. Crash modification factors (CMFs) are available for many of the tools. CMFs estimate the potential of each tool to reduce crashes and may be tied to increased funding availability. The tools presented in the toolkit are in no order regarding priority of implementation. Care must be taken in the application of these tools to ensure that fire apparatus are properly accommodated.

The following tools have been identified to address three key safety challenges in Lewisburg:

1. Distracted driving and speeding
2. Intersection and crossing safety
3. Safe access for pedestrians and bicyclists.

---

<sup>3</sup> Federal Highway Administration. *Proven Safety Countermeasures*. 2025. <https://highways.dot.gov/safety/proven-safety-countermeasures>

<sup>4</sup> National Highway Traffic Safety Administration. *Countermeasures That Work*. 2023. <https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work>

# Lewisburg Safety Action Plan Toolkit



INFRASTRUCTURE



POLICY, PROGRAMS, & EDUCATION



ENFORCEMENT

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on all corridors of concern.

## Distracted Driving and Speeding

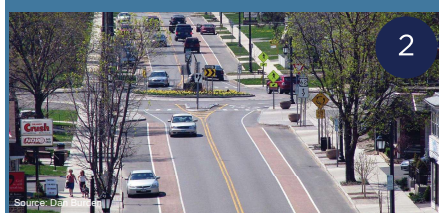
### DYNAMIC SPEED FEEDBACK SIGNS



Dynamic speed feedback signs alert drivers when they are exceeding the posted speed limit, encouraging them to adjust their behavior.

Safety Benefit: Medium Cost: Medium

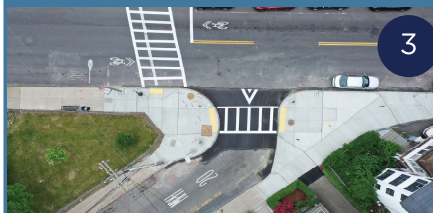
### NARROW TRAVEL LANES



Narrowing travel lanes slows speeds because drivers feel like they have less space around them. On Borough streets, 10-foot lanes (or sometimes even narrower) are often appropriate. Streets with bus routes or frequent truck traffic may require 11-foot lanes.

Safety Benefit: Medium Cost: Medium

### CURB EXTENSION



Curb or sidewalk extended into the street, either at an intersection or mid-block, narrows the street width, reduces pedestrian crossing distance, improves visibility of pedestrians. Green Stormwater Infrastructure (GSI) in curb extensions collects and filters stormwater runoff.

Safety Benefit: Medium Cost: Medium

### CHICANES



Chicanes are a series of curb extensions, medians, and/or on-street parking that alternate from one side of the street the other to create an "S" shaped path for traffic. The design calms traffic by slowing vehicle speed along a corridor and introducing potential lane narrowing.

Safety Benefit: Medium Cost: Medium

### SPEED HUMP



Speed humps provide vertical deflection (3 to 4 inches) that forces drivers to slow down. They are typically spaced at least 200 feet apart on lower speed and volume streets. PennDOT does not permit speed humps on state roadways.

Safety Benefit: High Cost: Low

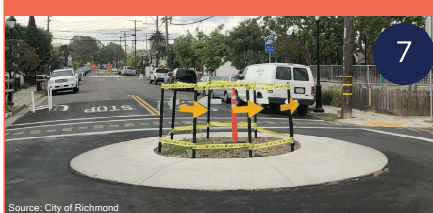
### RAISED MEDIAN



A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.

Safety Benefit: Medium Cost: Medium

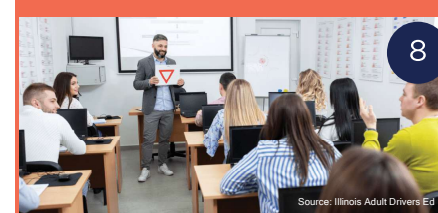
### TRAFFIC CALMING PROGRAM



A Borough program focused on implementing traffic calming treatments can target streets with speed concerns. This can be an efficient way to implement speed humps, mini traffic circles (shown here), hardened centerlines, and daylighting.

Safety Benefit: High Cost: Medium

### DRIVER EDUCATION



This might involve reviewing existing drivers education programs and policies. It is especially important that drivers understand the costs of speeding and reckless driving.

Safety Benefit: Low Cost: Low

### ENFORCEMENT OPERATIONS



Enforcement operations are part of the system of safety. Crash data help officers target enforcement, beginning with warnings and education, followed by ticketing and fees.

Safety Benefit: High Cost: Low

### ADJUST SPEED LIMITS



Streets with more people walking and biking should be evaluated for lower posted limits. A speed study is required for each street where lowering the speed limit is considered.

Safety Benefit: High Cost: Low

### MAINTENANCE PROGRAM



Maintenance of asphalt, pavement markings, signs, trees, and lighting is important to facilitating a safe driving culture.

Safety Benefit: High Cost: Medium

### ROAD SAFETY PLANS & AUDITS



Conducting focused safety audits and plans at key crash locations can help communities identify specific approaches. Doing audits in darker or especially busy conditions might reveal root crash causes.

Safety Benefit: Medium Cost: Low

# Lewisburg Safety Action Plan Toolkit



## INFRASTRUCTURE

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on all corridors of concern.

### Intersection and Crossing Safety

#### TRAFFIC SIGNAL

13



Source: NACTO

Full signalization of an intersection can slow traffic, control movements, and accommodate pedestrians and bicyclists. Traffic signal warrant analysis is performed to determine where signals are installed.

Safety Benefit: High

Cost: High

#### ROUNDBOUT

14



Source: Todd Quam

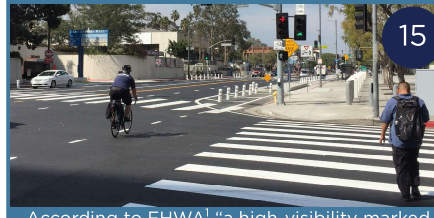
A roundabout is an especially powerful tool that reduce speeds and minimize conflicts. Roundabouts reduce angle crashes, which are often severe.

Safety Benefit: High

Cost: High

#### MARKED CROSSWALK

15



According to FHWA<sup>1</sup>, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%." They are especially important at crossings with many pedestrians such as those near bus stops and schools.

Safety Benefit: High

Cost: Low

#### CROSSWALK VISIBILITY

16



Source: FHWA

Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.

Safety Benefit: High

Cost: Low

#### TRAFFIC SIGNAL TIMING

17



Source: Snyder & Associates

Traffic signal timing changes can optimize operations and reduce queuing and congestion. Signal timing can provide priority to different modes, such as buses or emergency vehicles.

Safety Benefit: Medium

Cost: Low

#### INTERSECTION MARKINGS

18



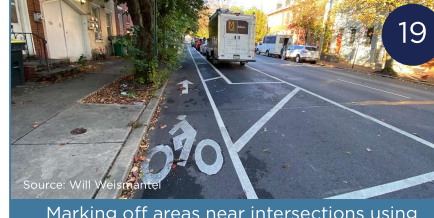
Pavement markings visually separate modes to reduce pedestrian and bicyclist exposure. Green paint can be used to show where bicyclists are crossing driveways and intersections.

Safety Benefit: High

Cost: Low

#### INTERSECTION VISIBILITY

19



Source: Will Weismantel

Marking off areas near intersections using paint or other visual or physical elements shows where on-street parking is restricted. Also known as "intersection daylighting", this process maintains visibility at driveways and intersections.

Safety Benefit: High

Cost: Low

#### PEDESTRIAN REFUGE

20



Source: NACTO

A pedestrian median refuge island provides added protection for people crossing the street. The refuge improves pedestrian visibility, reduces conflicts, and reduces crossing distance. Maintenance is an important consideration.

Safety Benefit: High

Cost: Medium

#### PEDESTRIAN COUNTDOWN SIGNAL

21



Source: Ned Gerard

A pedestrian countdown signal indicates remaining walk time. Fixed, rather than user-actuated, signals are most preferred in urban areas where people are frequently walking.

Safety Benefit: High

Cost: Medium

#### EXTRA PEDESTRIAN CROSSING TIME

22



Source: Go Active Long Beach

A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before cars start turning right. LPIs are especially helpful at wide, busy intersections.

Safety Benefit: High

Cost: Low

#### FLASHING PEDESTRIAN SIGNAL

23



A flashing pedestrian signal lets motorists know that pedestrians are crossing. These are especially applicable at crossings where there is not a signal or stop sign directing traffic.

Safety Benefit: High

Cost: High

#### BUS STOP AMENITIES

24



Source: East Coast Greenway Alliance

Bus stop amenities include shelters and benches. Sidewalk access and safe roadway crossings should be prioritized near bus stops.

Safety Benefit: High

Cost: High

<sup>1</sup>) FHWA Proven Safety Countermeasures <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>

# Lewisburg Safety Action Plan Toolkit



INFRASTRUCTURE



POLICY, PROGRAMS, & EDUCATION

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on all corridors of concern.

## Safe Access for Pedestrians and Bicyclists

### SIDEWALK

25



Source: NACTO

A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, the sidewalk clear width should be at least 6 feet wide, or ideally wider. New sidewalks must comply with the Americans with Disabilities Act (ADA).

Safety Benefit: High

Cost: High

### BIKE LANE

26



Source: Town of Whitehall, DE

A bicycle lane provides dedicated space for bicyclists in the street. Bike lanes are more appropriate on streets with lower speeds and volumes.

Safety Benefit: Medium

Cost: Medium

### SEPARATED BIKE LANE

27



Source: Aranya Imaning

A separated bike lane is within the street right-of-way and separated from motor vehicles by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.

Safety Benefit: High

Cost: High

### SHARED USE PATH / TRAIL

28



Source: Town of Ridgeland

This path is shared between people biking and walking, providing the highest level of separation from motor vehicle traffic and the lowest level of traffic stress.

Safety Benefit: High

Cost: High

### STREET LIGHTING

29



Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and bus stops. Street lights also improve visibility for drivers.

Safety Benefit: High

Cost: Medium

### STREET TREES

30



Source: City of Wahoo

Street trees provide shade and comfort for people on the sidewalk. Street trees must be placed and maintained to allow for motorist visibility.

Safety Benefit: Medium

Cost: Medium

### WAYFINDING

31



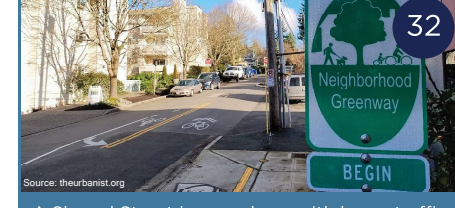
Signs direct people along safer, more accessible walking and biking routes.

Safety Benefit: Low

Cost: Low

### SHARED STREETS

32



Source: theurbanist.org

A Shared Street is a roadway with lower traffic volume where motor vehicles are discouraged from overtaking bicyclists. Shared Streets can benefit from traffic calming to slow vehicle speeds and signage alerting drivers when they are entering and exiting a Shared Street.

Safety Benefit: Low

Cost: Low

### PEDESTRIAN & BICYCLIST SAFETY EDUCATION

33



Source: Metropolitan Washington Council of Governments

Targeted campaigns remind drivers to look for more vulnerable people on the street. Police officers can be partners in educating drivers about yielding to pedestrians and bicyclists.

Safety Benefit: Medium

Cost: Low

### WALKING / BIKING SCHOOL BUS

34



Source: United Way of Greater Milwaukee

A walking or biking school bus gathers students together to take active modes of transportation to school.

Safety Benefit: Medium

Cost: Low

### SAFE ROUTES TO SCHOOL

35



Source: Lorain County Public Health

A Safe Routes to School Program can allocate funding, establish education programs, and prioritize infrastructure improvements by schools.

Safety Benefit: Medium

Cost: Medium

### YOUTH EDUCATION

36



Source: Bruce Hochman

Communities host bicycling events that teach children how to bike on Borough streets. High School level education campaigns about distracted and impaired driving are especially key.

Safety Benefit: Medium

Cost: Low



## INFRASTRUCTURE SAFETY IMPROVEMENTS

Spot-specific safety improvement recommendations have been identified for the corridors of concern. These recommendations are detailed in graphics on the following pages. The recommendations are briefly described below.

### US 15/Derr Drive

US 15/Derr Drive is a mostly commercial corridor that functions as a gateway to Lewisburg. This corridor is a priority from the northern boundary of the borough to Curtin Avenue. US 15/Derr Drive typically includes two vehicular lanes in each direction that are separated by a two-way left-turn lane without parking lanes. North of N 4th St, the two-way left-turn lane is replaced by a concrete median.

This corridor has multiple intersections that overlap with other corridors of concern. Implementing gateway treatments and improving pedestrian facilities at key intersections can potentially improve safety in other corridors of concern. Installing a trail crossing for the Buffalo Valley Rail Trail across the corridor is currently a priority project for which design and construction funding is being sought by the County Trail Authority with the support of both adjacent municipalities.

The 2012 US 15 Smart Transportation Corridor Improvement Plan considered significant changes along US 15 in Lewisburg, such as implementing sidewalks and medians. Building sidewalks along US 15 in its current configuration would require extensive property impacts. The Safety Working Group discussed the possibility of a road diet along US 15, which would reconfigure the roadway to have one through lane in each direction (rather than the two found today), along with left- and right-turn lanes at intersections. Such a road diet would likely allow for the construction of sidewalks with fewer property impacts. This is important because safety along the corridor, and especially pedestrian safety, was an ongoing concern expressed by the Safety Working Group and the community. The detailed traffic analysis needed to confirm the feasibility of a road diet in this area was beyond the scope of this Safety Action Plan, but existing traffic volumes with the opening of the Central Susquehanna Valley Transportation Project suggest that the idea is worthy of further study to determine its feasibility.

### Market Street/PA 45

Market Street, a mainly commercial corridor, holds historical significance for the borough. This corridor is a priority from US 15/Derr Drive to Water Street before the bridge crossing. Market Street typically includes one vehicular travel lane in each direction, with one lane of parking starting at 8th Street and expanding to both sides after 5th Street.

PennDOT identified Market Street from US 15/Derr Drive to 3rd Street as a high-risk area in their VRU Safety Assessment. The Market Street Corridor Study recommends traffic calming by modifying signals, increasing curb extensions, and planting more trees along the corridor. The intersection at Water Street is a key part of the corridor to implement countermeasures to improve traffic safety. Gateway treatments are also recommended when entering the downtown from the east or west.



## 7th Street

7th Street is one of the main connections between Bucknell University and downtown Lewisburg. The corridor is a priority from US 15/Derr Drive to St George Street. This corridor typically includes one vehicular lane on each side, with parking on one side starting at Green Alley.

During the first round of public engagement, the community raised concerns about intersection visibility at the St. Louis Street and St. Mary Street intersections. Pavement markings throughout the corridor are sometimes unclear or faded. Implementing stop signs and high-visibility crosswalks at alleyway crossings is expected to improve pedestrian safety.

## Water Street

Water Street is mostly residential and recreational, with notable exceptions including one large business and a museum. It is located in the eastern part of the borough. This corridor is a priority from St Anthony Street/River Road to Market Street. Water Street typically includes one vehicular lane on each side, with one lane of parking alternating between the eastern and western sides of the corridor.

During the first round of public engagement, the community raised concerns about speeding from vehicles traveling from the PA 45 bridge. Visibility for pedestrians and bicyclists was another concern raised by the community. Prior plans have noted a need for connections and access to the park.

## Buffalo Road/PA 192

Buffalo Road, in the northwestern part of the borough, is mostly residential, with a posted speed limit of 35 mph. This corridor is a priority from Fairground Road to US 15/Derr Drive. Buffalo Road typically includes one vehicular lane in each direction with no parking lanes or curbs. The cross section expands to include a left-turn lane at the Fairground Road and at US 15/Derr Drive intersections.

Though Buffalo Road is primarily a residential corridor, there is a lack of pedestrian infrastructure and pedestrian-scale lighting. Additionally, pavement markings, including edge lines, are faded at points along the corridor.

## St Anthony Street

St Anthony Street is mostly residential and located in the northeastern part of the borough. This corridor is a priority from 5th Street to the borough boundary at Buffalo Creek. St Anthony Street typically includes one vehicular lane on either side with parking on the north side.

Crosswalks and pavement markings are faded at places throughout the corridor. There is a sidewalk on the northern side of the street, but the street lacks pedestrian infrastructure on the southern side. East of the 3rd Street intersection, there is no street lighting.

# DRAFT RECOMMENDATIONS US 15 / DERR DRIVE

Provide high visibility crosswalks with accessible pedestrian signals across all legs of all signalized intersections on US 15. Ensure pedestrian phases are long enough to accommodate school children and older adults.



Install pavement markings and signage to better delineate Maple Street.



Consider restricting the left turn movement from 4th Street onto US 15 by posting "No Left Turn" signs on the 4th Street approach and extend the median along US 15.



Study the feasibility of restricting right turns on red according to PennDOT requirements for vehicles turning from Buffalo Road onto US 15.



Study the feasibility of a road diet on US 15, which would allow for construction of sidewalks as was mentioned in the 2012/14 US 15 Study.



As recommended in the 2012 US 15 study, realign St Mary Street to meet US 15 at a right angle.

- Corridors of Concern
- Fatal Crash
- Suspected Severe Injury Crash
- Suspected Minor Injury
- Municipal Boundary Outlines



Consider gateway treatments and dynamic speed feedback signs as speed limits decrease entering Lewisburg.



## KEY CORRIDOR CONSIDERATIONS

1. US 15 / Derr Drive is a major thoroughfare and gateway into Lewisburg.
2. The corridor serves multiple purposes and has multiple intersections with other corridors of concern.

## COUNTERMEASURES

- High Visibility Crosswalk**
- Stop Sign/Stop Bar**
- Curb Extension**
- Speed Hump**
- Intersection Daylighting**
- Median/Pedestrian Island**
- Raised Crosswalk/Intersection**
- Flashing Beacon**
- Signal Modification**

These are general countermeasures. Not all countermeasures are referenced on all pages.

# DRAFT RECOMMENDATIONS

## US 15 / DERR DRIVE



### KEY CORRIDOR CONSIDERATIONS

1. US 15 / Derr Drive is a major thoroughfare and gateway into Lewisburg.
2. The corridor serves multiple purposes and has multiple intersections with other corridors of concern.

### COUNTERMEASURES

-  **High Visibility Crosswalk**
-  **Stop Sign/ Stop Bar**
-  **Curb Extension**
-  **Speed Hump**
-  **Intersection Daylighting**
-  **Median/ Pedestrian Island**
-  **Raised Crosswalk/ Intersection**
-  **Flashing Beacon**
-  **Signal Modification**

These are general countermeasures. Not all countermeasures are referenced on all pages.

# DRAFT RECOMMENDATIONS SR 45 / MARKET STREET



## KEY CORRIDOR CONSIDERATIONS

1. PennDOT designated Market Street from US 15 to 3rd Street a High Risk Area for pedestrians and bicyclists. Consider making the corridor a pedestrian safety zone to assist with enforcement operations.
2. The Borough conducted a corridor study of Market Street in 2019 and identified multiple traffic calming measures to improve safety.

## COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Stop Sign/Stop Bar
- Speed Hump



Implement signal modification recommendations from Market Street Corridor Study along the corridor. For example, implement leading pedestrian intervals at the 7th, 4th, 3rd, and 2nd Street intersections.

Conduct a study to determine the feasibility of reducing the speed limit on Market Street to 20 mph. Consider installing pavement markings at the entrances of the corridor to notify drivers of the speed change.

Consider improving pedestrian scale lighting at the 5th and 6th Street intersections.

Consider installation of rectangular rapid flashing beacon (RRFB) at midblock crosswalk.

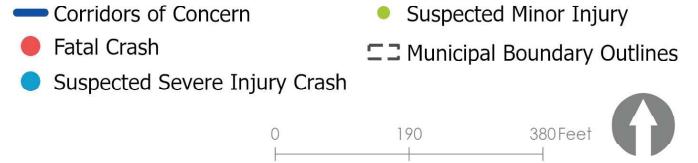
Consider implementing traffic calming measures to increase pedestrian visibility and slow vehicular speed coming from the bridge into Lewisburg. Eliminate the right turn lane from the bridge onto Water Street. Ensure recommendations are consistent with Water Street and SR 45 intersection planning study. Add crosswalks on all sides of the intersection.

Implement curb extension recommendations from Market Street Corridor Study along the corridor. For example, implementing the curb extensions at the 5th and 6th Street intersections.

These are general countermeasures. Not all countermeasures are referenced on all pages.

# DRAFT RECOMMENDATIONS

## 7TH STREET



### KEY CORRIDOR CONSIDERATIONS

1. Public feedback raised concerns about intersection visibility at the St Louis Street and St. Mary Street intersections.
2. Buildings at corners can cause sight distance issues.
3. Pavement markings are sometimes lacking or unclear.

### COUNTERMEASURES

- High Visibility Crosswalk
- Stop Sign/ Stop Bar
- Curb Extension
- Speed Hump
- Intersection Daylighting
- Median/ Pedestrian Island
- Raised Crosswalk/ Intersection
- Flashing Beacon
- Signal Modification

These are general countermeasures. Not all countermeasures are referenced on all pages.

# DRAFT RECOMMENDATIONS WATER STREET

## KEY CORRIDOR CONSIDERATIONS

1. Public feedback raised concerns about pedestrian visibility and speeding from vehicular traffic coming off of the bridge from SR 45.



## COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Stop Sign/Stop Bar
- Speed Hump

— Corridors of Concern  
● Fatal Crash  
● Suspected Severe Injury Crash  
● Suspected Minor Injury  
 Municipal Boundary Outlines

0 190 380 Feet

These are general countermeasures. Not all countermeasures are referenced on all pages.

# DRAFT RECOMMENDATIONS BUFFALO ROAD



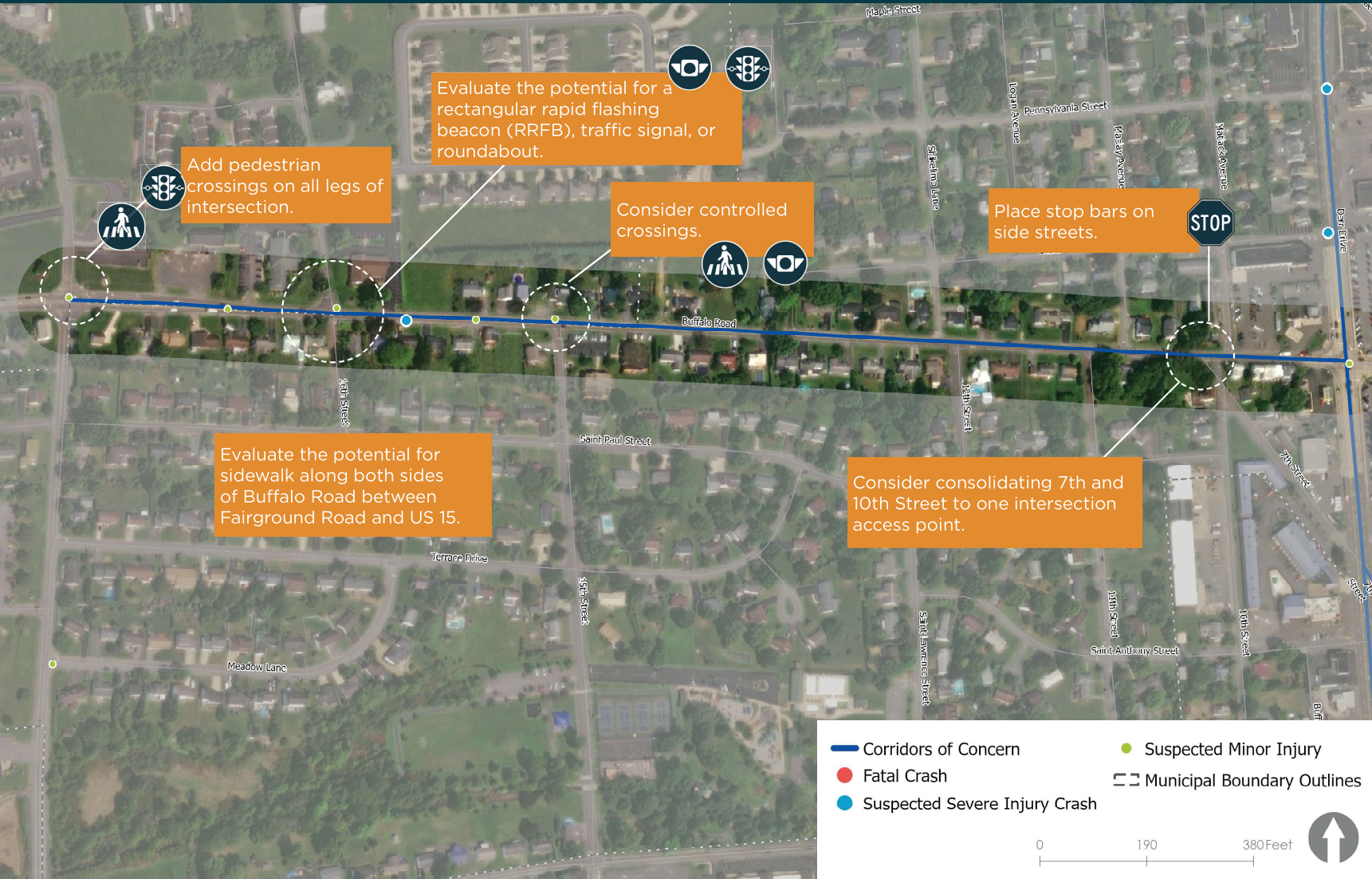
## COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Stop Sign/Stop Bar
- Speed Hump

These are general countermeasures. Not all countermeasures are referenced on all pages.

## KEY CORRIDOR CONSIDERATIONS

1. Lack of pedestrian infrastructure including sidewalks.
2. Lighting is limited along the corridor.
3. The corridor is mostly residential. Restriping pavement markings may be beneficial.



— Corridors of Concern  
● Fatal Crash  
● Suspected Severe Injury Crash  
● Suspected Minor Injury  
 Municipal Boundary Outlines

0 190 380 Feet

# DRAFT RECOMMENDATIONS ST ANTHONY STREET

## KEY CORRIDOR CONSIDERATIONS

1. Pavement markings and crosswalks are faded throughout the corridor.
2. There is a lack of street lighting along most of the corridor.



## COUNTERMEASURES

- High Visibility Crosswalk**
- Curb Extension**
- Intersection Daylighting**
- Median/Pedestrian Island**
- Raised Crosswalk/Intersection**
- Flashing Beacon**
- Signal Modification**
- Stop Sign/Stop Bar**
- Speed Hump**



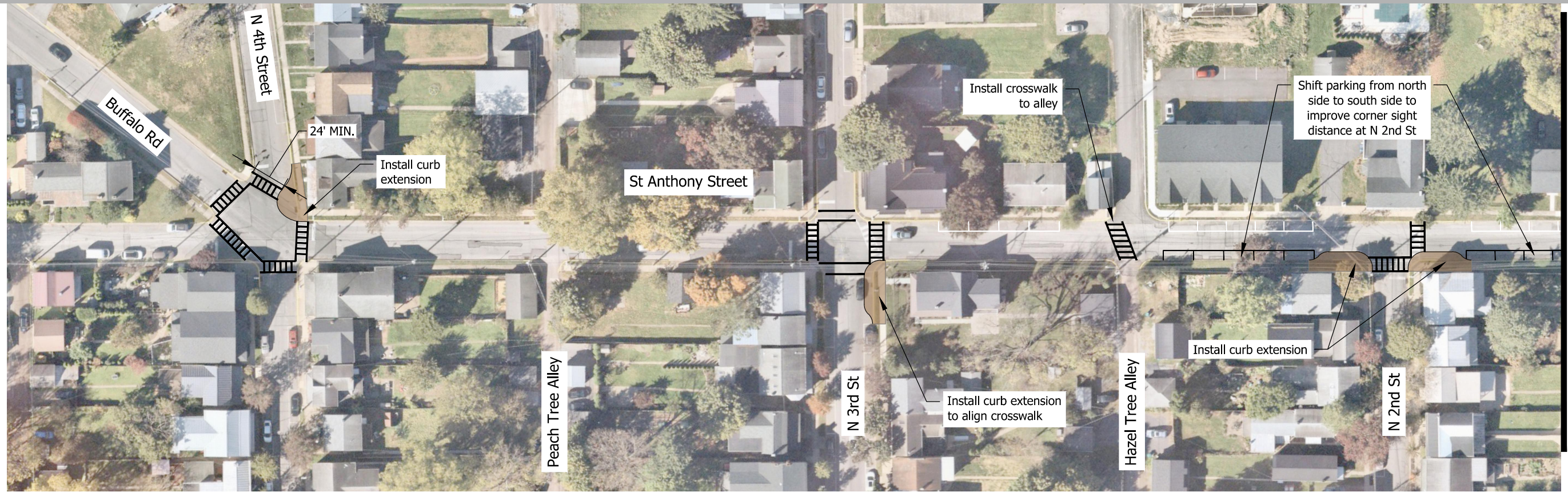
— Corridors of Concern      ● Suspected Minor Injury  
● Fatal Crash      □ Municipal Boundary Outlines  
● Suspected Severe Injury Crash

0      190      380 Feet

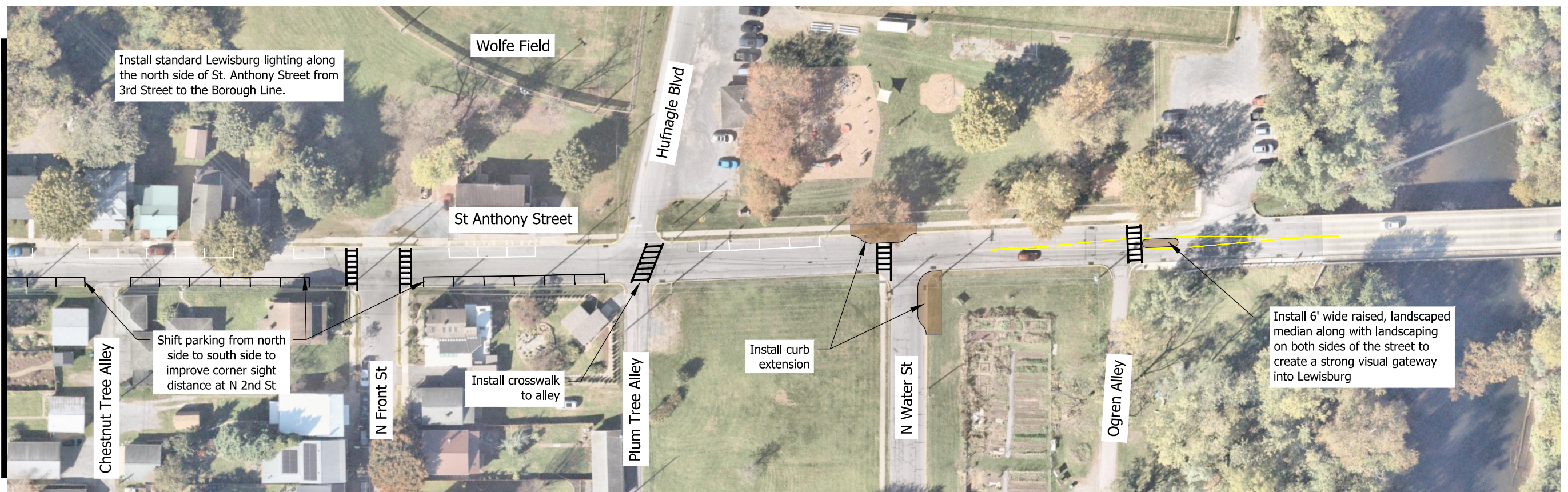
These are general countermeasures. Not all countermeasures are referenced on all pages.

# St Anthony Street Improvements

Concept Design  
Date: March 2026



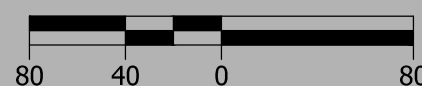
MATCH LINE  
See Below



See Above  
MATCH LINE



Scale: 1" = 80'





## NON-INFRASTRUCTURE SAFETY SOLUTIONS

Non-infrastructure safety solutions include recommendations on education, enforcement, maintenance, and operations in the form of programs, policies, and other initiatives. The Safe System Approach suggests these types of strategies are important to implement in conjunction with engineered solutions to alter the culture of driving in Lewisburg.

Further detail on the implementation of these strategies is provided below.

### Policy Strategies

Policies codify commitments to cultural change by dictating how funding and resources are used.

#### Complete Streets Policy

The SEDA-COG MPO has a Complete Streets policy and implementation checklist that the borough can use as a guide to establish its own policy. According to Smart Growth America, a Complete Streets policy is a set of planning and engineering principles that provides safe access to all road users, not just drivers<sup>5</sup>. This policy sets a standard framework for prioritizing multimodal safety as part of private and public investment. Formalized guidelines for implementing active transportation policies and infrastructure in the borough will help to create a uniform approach to safety planning and to ensure an equitable distribution of resources.

One of the supplemental planning activities undertaken as part of developing the Safety Action Plan was preparing a Borough Complete Streets policy, checklist, and report template.

- Modeled on best practices from Smart Growth America, the Complete Streets policy describes the Borough's vision, purpose, and goals for its streets. It notes that Complete Streets apply to all projects and phases of projects, and commits to prioritizing non-driving populations. The policy provides a specific process for considering and approving exceptions, defines performance measures, and explains how projects should be selected. Most importantly, it provides specific implementation steps.
- The checklist, which is combined with an exception request form, gives practitioners clear guidance on provision of pedestrian, bicycle, and transit provisions in street projects.
- The report template, which is also provided to Borough staff in editable Word format, is designed to align with the performance measures and implementation steps in the policy. This will ease annual reporting.

The Complete Streets policy, checklist, and report template are provided in Appendix B.

---

<sup>5</sup> Smart Growth America. *What Are Complete Streets*. <https://smartgrowthamerica.org/what-are-complete-streets/>



## Enhanced Street Maintenance Operations

This SAP recommends creating a specific fund for sidewalk maintenance and repair. Not only do pavement markings and proper signage enable wayfinding throughout the borough; sidewalk infrastructure generally is critical for pedestrian safety. Routine maintenance of asphalt, pavement markings, signs, trees, and lighting is important to facilitating safe transportation.

## Programmatic Strategies

Programs can work in combination with policies and engineering solutions to reduce speeding and improve driver behavior.

### Neighborhood Traffic Calming Program

Speeding was consistently mentioned as a concern throughout the public engagement process. A borough program focused on implementing traffic calming treatments on local streets can prioritize streets even beyond the corridors of concern where there are speeding issues. Treatments may include speed humps, mini traffic circles, hardened centerlines, curb extensions, and daylighting. The borough can use an objective, data-driven process and community feedback to identify streets for these types of targeted, quicker-implementation traffic calming improvements. Many other tools in the SAP toolbox fit into this category as well.

As described in the Projects and Strategies section of this plan, curb extensions are an important recommendation to improve corner sight distance, shorten crosswalks, and reduce turning vehicle speeds. However, determining the dimensions of curb extensions that will not interfere with truck turning movements typically requires engineering software that is not accessible by the Borough. As a supplemental planning activity, the project team developed standard intersection diagrams based on typical intersection dimensions in Lewisburg. These diagrams show the largest vehicle employed by the William Cameron Engine Company, which is the design vehicle for Lewisburg streets. These diagrams will allow the Borough to implement curb extensions without the need for engineering support.

The intersection diagrams are provided in Appendix C.

### Road Safety Audits

Conducting focused road safety audits at key crash locations can help communities identify specific safety countermeasures either retroactively, at past crash sites, or proactively, in anticipation of future crashes. Potential recommendations from a road safety audit can be implemented incrementally as time and budget allows.



## Education Strategies

Education strategies focus on encouraging people in Lewisburg to travel more safely. These strategies can be relatively low in cost but transformative in culture.

### Education and Outreach with Families, Children, and Teenagers

Transportation safety should be taught at all school levels. The borough's education approach should consider how children and families are discussing transportation safety. Communities can host bicycling events that teach children how to bike on borough streets. A walking or biking school bus<sup>6</sup> could gather students together to take active modes of transportation to school. High school-level education campaigns on distracted and impaired driving as well as on how to drive in the presence of people walking or on bikes are also important for transportation safety. Families could learn about the Pennsylvania laws governing micromobility, including age limits on electric bicycle use, the illegality of electric scooters, and helmet and license requirements depending on the bike specifications.

### VRU Safety Education

Road safety education regarding VRUs (like pedestrians and bicyclists) could involve education from police officers. For example, if a police officer pulls over a driver for encroaching into a bike lane or failing to yield to a pedestrian at a crossing, the officer can provide an informational flyer explaining how to adapt that driver can better share the road with all users. The officer could recommend, instead of or in addition to a citation, community classes on proper driving behavior to avoid conflicts with pedestrians and bicyclists.

The borough can also offer programs to teach pedestrians and bicyclists safe practices. Programs educating about the Safe System Approach, Vision Zero, crosswalk and bicycle-related laws can provide helpful insight and clarification.

SafeAcross, described in more detail below, is a national campaign focused on the safety of pedestrians, designed for both drivers and people walking. Educational resources are available for Lewisburg's use.<sup>7</sup>

"Walk It! Bike It!" is a pedestrian and bicyclist safety initiative in Lewisburg that grew out of community input during the River Town Team planning process, when residents expressed a need for better connections to the river and improved ways of getting around the community more generally. From the outset, the initiative, while focused on the Borough of Lewisburg, was designed to be multi-municipal in scope, reflecting the reality that pedestrian and bicycle connectivity naturally crosses jurisdictional lines. In its early work, the group conducted a SWOC analysis, developed priority lists, and engaged with a wide range of stakeholders including local townships, regional planning organizations, health care institutions, and trail partnerships.

---

<sup>6</sup> Safe Routes to School Guide. [http://guide.saferoutesinfo.org/walking\\_school\\_bus/](http://guide.saferoutesinfo.org/walking_school_bus/)

<sup>7</sup> SafeAcross. <https://safeacross.com/>



One specific VRU safety initiative undertaken by Walk It! Bike It! was Walk to School Day in October 2017. In preparation for the event, the Buffalo Valley Regional Police Department developed a Road Safety Presentation delivered at Linntown Elementary and Eichhorn Middle School. The presentation covered topics such as proper gear and planning for walkers and bikers, rules of the road, hand signals, defensive walking and biking, avoiding distractions, and how to safely navigate intersections. Walk It! Bike It! has also organized local open-streets style events and maintained a presence at community events to promote VRU safety awareness more generally.

Priorities for Walk It! Bike It! have included improving driver compliance with yielding to pedestrians at unsignalized locations, providing pedestrian and bike education programs in schools more broadly, educating the public about pedestrian laws and what they mean in practice, reaching out to local police to build a shared vision around safety, and advocating for a formal Safe Routes to School program.

SafeAcross, described in more detail below, is a national campaign focused on the safety of pedestrians, designed for both drivers and people walking. Educational resources are available for Lewisburg's use.<sup>8</sup>



As described on the program website, "SafeAcross is a pedestrian safety initiative that pairs specialty signage with playful educational messages to train drivers to recognize crosswalks and yield for pedestrians. The various elements of SafeAcross aim to normalize courteous behavior and promote pedestrian-friendly communities." The program was developed by the City of Springfield, Missouri, where it "increased average driver compliance at crosswalks from 25% to over 50% across the city." SafeAcross is now available as a toolkit of free resources for communities like Lewisburg to use for local campaigns. This program is especially valuable because it does not follow the all-too-common approach of blaming the pedestrian. Instead, SafeAcross lightheartedly educates everyone using the street, encouraging them to travel in safer ways.

<sup>8</sup> SafeAcross. <https://safeacross.com/>



## Enhanced Driver Education

To the extent feasible, Lewisburg should complete a review of existing driver education programs and policies. It is especially important that drivers understand the costs of speeding and reckless driving. One of Lewisburg's challenges is that college-aged drivers are more prone to speeding and dangerous driving behavior. There are also several Pennsylvania-specific laws regarding crosswalks and bicycle passing that out-of-state college students may not be familiar with. Prioritized driver education resources for younger drivers that emphasize the consequences of impaired driving may also be useful.

## High-Visibility Cell Phone and Text Messaging Media Campaign

The High Visibility Enforcement model combines dedicated law enforcement with paid and earned media supporting the enforcement activity. Paid media includes advertisements on TV, radio, online, and via billboards, while earned media includes things like press events and news releases covering the efforts. Both types of media can be helpful for ensuring the public is aware of enforcement activity, and to create the impression that violators will be caught. This and other educational campaigns could be pursued with regional partners like Lewisburg Neighborhoods, SEDA-COG, and the Susquehanna Greenway Partnership.

## Enforcement Strategies

Enforcement is another tool for influencing roadway behavior. It is imperative that enforcement approaches be equitable and contribute to safer outcomes for all.

## Enhanced Enforcement Operations

Police enforcement can increase driver awareness and consequently reduce crashes. Any directed enforcement strategies should be undertaken with great care to avoid inequitable enforcement activities. This should not hinder the recognition of the potentially deadly danger of traffic violations. Equity among drivers is critical.

The most effective enforcement strategies tend to be those that can be done transparently, consistently, and in coordination with education or outreach campaigns such as enforcement in school zones during school hours. The borough should review enforcement operations to avoid approaches that disproportionately target marginalized communities. Crash data can help officers undertake enforcement in appropriate locations. Enforcement could begin with warnings and education followed by ticketing and fees.

## Adjusted Speed Limits

Adjusting speed limits may be an effective way of reducing traffic speeds, especially when combined with infrastructure measures. Streets with more people walking and biking should be evaluated for lower posted limits. A speed study is required for each street where lowering the speed limit is considered, with a specific PennDOT process used for streets owned and maintained by the state.



## Next Steps for Non-Infrastructure Safety Solutions

As a next step, the borough can identify specific ordinances or regulations to facilitate and formalize specific safety solutions. For example, the City of Salem, MA, identified existing policies to update and provided a rationale for each decision. Figure 15 illustrates their process and lays out an approach that the borough could follow while reviewing its existing policies. A relevant local example could include adding additional restrictions for vehicles overtaking bicycles on local streets beyond the state-required 4' buffer, as borough streets are often too narrow for these maneuvers to safely occur.



Policy ID	Existing Policy	Recommended Policy	Rationale	Safe System Approach Alignment
P-6	Currently, on-street vehicular parking is allowed within intersection corners, which creates a visual barrier for people travelling and reduces safety by hindering visibility.	Update the Traffic Ordinance Section 14, which governs corner distances, to include on-street vehicular parking as forbidden entity within 30 feet of an intersection.	Intersection daylighting is a practice that improves intersection visibility through the removal of obstructions, such as parked vehicles, at intersections to allow people walking, biking, and driving to be able to see on-coming traffic.	Safe Roads
P-7	Currently, there is no fine associated with parking a vehicle in a bicycle facility.	Update the Traffic Ordinance Section 17 and 17A, which governs vehicular penalties and creates a schedule of fines, to add a penalty for the parking of a motor vehicle in a designated bicycle facility, in alignment with state law.	Obstructing bicycle facilities through parking vehicles creates dangerous and unexpected merging conditions for people bicycling and driving.	Safe Roads
P-8	Currently, collisions are referred to as "accidents", a term widely accepted to ascribe roadway safety to chance, rather than addressing the root causes of the conditions or behaviors that contribute to crashes.	Update the Traffic Ordinance to replace "accidents" with "crashes" to reflect industry best practices regarding the language utilized to describe roadway safety.	Accidents imply that conditions (such as weather or infrastructure) or behaviors (such as speeding or distracted driving) are unavoidable and un-addressable, which conflicts with the Safe System Approach guiding principles.	Safe Roads; Safe Road Users
P-9	Currently, the City is required to produce an annual traffic safety report that primarily focuses on vehicle crashes.	Update the Traffic Ordinance Section 23, which governs the annual traffic safety report, to incorporate the annual reporting of the performance metrics adopted as part of the Safety Action Plan; to establish procedures for how hazardous locations identified through the annual report are studied, including a multi-department approach to conducting the study; and to include walk and bike audits for these studies if the annual report includes pedestrian or bicycle crashes for the hazardous locations.	Revising the contents of the annual traffic safety report to monitor the metrics included in the Safety Action Plan will assist the City in reporting progress and transparency associated with the Plan, while expanding the protocols for identifying hazardous locations will address roadway safety for all users.	Safe Roads; Safe Road Users

**Figure 16. Sample policy updates from Salem, MA**



## IMPLEMENTATION PLANNING

Implementation planning for projects is informed by planning-level cost opinions, potential funding sources, prioritization, and coordination with any necessary stakeholders. The priority level and scoring for each project was developed by a data-driven process and informed by public feedback during the engagement process.

### Planning-Level Cost Opinion

Planning-level costs have been developed for the projects recommended herein. These estimates are intended to provide a general idea of how much a full project might cost. Projects can also be broken into smaller, less costly portions.

### Infrastructure Project Cost Estimates

Typical costs were determined for crosswalks, daylighting, curb extensions, pedestrian refuge islands, medians, raised intersections, flashing beacons, and signal modifications. For each treatment, a general set of dimensions was assumed to represent a typical application. Additionally, the following key assumptions were made:

- Unit prices are based on PennDOT Item Price Histories focusing on District 3-0, which includes Lewisburg.
- An additional planning-level contingency of 30% of the base cost estimate is also included in accordance with PennDOT Pub 352 Figure 4.2.
- Costs are in 2025 dollars, with no assumption for inflation.

For the corridors of concern, the approach involved developing a cost estimate for each safety countermeasure treatment and then multiplying it by the number of times that the treatment is recommended along the corridor.

### Non-Infrastructure Solutions Cost Estimates

Specific costs have not been identified for the non-infrastructure solutions. Instead, approximate costs are provided on a scale from "low" to "medium" to "high." Generally, education campaigns are a relatively low-cost effort. Road safety audits are also typically low cost. Some of the non-infrastructure solutions outlined herein may require additional study or the hiring of consultant services for planning and administrative tasks. Allocating more resources to programs can be more costly, particularly for increasing enforcement resources and expanding maintenance operations.

Overall, planning-level costs for non-infrastructure solutions are as follows:

- **Low**—Less than \$100,000 to implement
- **Medium**—Between \$100,000 and \$500,000 to implement
- **High**—More than \$500,000 to implement



## Potential Funding Sources

Several agencies and organizations may be involved in implementing the corridor projects and spot-specific improvements. Every project must consider not only the capital cost of installing the countermeasures, but the operational and maintenance budgets as well.

### Local Funding Sources

**Borough Funding:** This includes the borough's general fund as well as programmatic funding like Liquid Fuels from the Commonwealth of Pennsylvania. These funds are limited and are typically used for routine maintenance.

**Borough or PennDOT Maintenance and Resurfacing (M&R):** Simple improvements, like signs and pavement markings, could be achieved by folding them into preplanned street resurfacing and maintenance activities, or by folding them into projects planned by other departments, such as utility, stormwater, and parks projects.

**Local Development (Dev):** Improvements to the transportation system can be realized through private investment and public-private partnerships. Depending on development scale and land use, private construction could build out curb extensions, improved crosswalks, and other multimodal accommodations.

### State Funding Sources

**PennDOT Multimodal Transportation Fund (MTF):** This program provides funding to local agencies to enhance communities, improve pedestrian and bicyclist safety, and revitalize transit service. Link: <https://www.penndot.pa.gov/ProjectAndPrograms/MultimodalProgram/pages/default.aspx>

**Green Light Go (GLG):** This is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals in Pennsylvania. Link: <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDGLG.html>

**PennDOT Automated Red Light Enforcement (ARLE):** This program is a competitive grant program generated from the net revenue of fines collected through Automated Red Light Enforcement Systems and Automated Speed Enforcement Systems. Grant applications are accepted annually during the month of June. Link: <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>

**PennDOT Transportation Improvement Program (TIP):** PennDOT assigns funding to planned projects on the TIP over a short-range, four-year period. The SEDA-COG MPO helps facilitate this process every 2 years. Link: <https://seda-cog.org/departments/transportation/transportation-improvement-program/>



### **Department of Community and Economic Development (DCED) Multimodal Transportation Fund:**

This fund (different from PennDOT's fund of the same name) provides grants for a variety of transportation improvements that "encourage economic development and ensure ... a safe and reliable system of transportation." Link: <https://dced.pa.gov/programs/multimodal-transportation-fund/>

## **Federal Funding Sources Administered by the State**

As of the publication of this plan, federal policies related to funding transportation improvements are experiencing significant changes. Agencies considering federal funding to implement the recommendations of this plan should consult current requirements.

**PennDOT Transportation Alternatives Set-Aside (TASA):** PennDOT administers federal funding for transportation facilities focused on walking, bicycling, and access to public transportation. Funding for PennDOT's Safe Routes to School (SRTS) program falls under TASA. Link: <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx>

**PennDOT Highway Safety Improvement Program Funding (HSIP):** Each year, PennDOT invests in low-cost safety improvements as well as in larger-scale projects that address multimodal safety. PennDOT Engineering District 3-0 and the SEDA-COG MPO should be consulted, as they collaborate on HSIP applications annually. Link: <https://www.penndot.pa.gov/TravelInPA/Safety/Pages/Safety-Infrastructure-Improvement-Programs.aspx>

**PennDOT VRU Rule Funding (VRU):** PennDOT is required to allocate a portion of its HSIP funding toward projects in the state that impact the safety of VRUs, especially along corridors flagged as part of the statewide VRU Safety Assessment. Lewisburg's only corridor in this category is Market Street between US 15 and 3rd Street.

**PennDOT Behavioral Highway Safety Grants (NHTSA):** PennDOT utilizes federal funding administered by the National Highway Traffic Safety Administration (NHTSA) to provide traffic safety grants to local governments and other entities to improve highway safety and reduce crash-related deaths and serious injuries. Grant opportunities reflect evidence-based countermeasures proven to address the most critical traffic safety needs identified through data analysis. Available funds are distributed to projects using allocation formulas based on crash data.



## Other Federal Funding Sources

**Safe Streets and Roads for All Funding:** As part of the Bipartisan Infrastructure Law, this program offers planning, demonstration, and implementation grants to projects that reduce serious crashes. This SAP is designed to qualify the borough for additional SS4A funding. Link:

<https://www.transportation.gov/grants/SS4A>

- SS4A planning and demonstration grants (**SS4A-P**) are used for SAP development or updating, supplemental safety planning activities such as conceptual development of recommended safety improvements, or demonstration activities such as behavioral activity pilot programs or feasibility studies using temporary materials on the ground.
- SS4A implementation grants (**SS4A-I**) are used for the construction of engineering countermeasures or the implementation of education, enforcement, policy, or program strategies to enhance safety.

This plan is being finalized in May 2026, just before the deadline for applications for the last round of currently authorized SS4A funding. Future funding of the program beyond 2026 will depend on Congressional authorization, so it remains uncertain.

**Better Utilizing Investments to Leverage Development Grant Program (BUILD):** This grant program helps communities carry out surface transportation infrastructure projects that have a significant local or regional impact. Funding is available for capital projects as well as for planning efforts. Link:

<https://www.transportation.gov/BUILDgrants>

Like SS4A, the future of BUILD grants is uncertain as Congress debates transportation reauthorization.

## More Information

The Pennsylvania Downtown Center has more information on active transportation funding sources in the state: [https://padowntown.org/wp-content/uploads/2023/04/AT-Funding-Resources\\_One-Page-Intro.pdf](https://padowntown.org/wp-content/uploads/2023/04/AT-Funding-Resources_One-Page-Intro.pdf)

The Pennsylvania Department of Health has additional grant opportunities from their WalkWorks program: <https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/grant-opportunities>

The FHWA provides additional detail for federal funding initiatives focused on bicycle, pedestrian, and transit infrastructure:

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)



## Priority Level and Phasing Timeline

### Infrastructure Projects

The priority levels help organize the safety recommendations by the amount of relief they could bring to Lewisburg based on their need. The scale of the implementation matrix is as follows:

- **Higher Priority**—Addresses corridors with higher rates of fatal or serious injury crashes and/or high community concerns.
- **Medium Priority**—Addresses corridors with moderate rates of fatal or serious injury crashes and/or moderate community concerns.
- **Lower Priority**—Addresses corridors with a lower rates of fatal or serious injury crashes and/or lower community concerns.

The phasing timeline for these corridor projects is based on:

- **Short Term**—Anticipated for design and implementation in the next 0 to 5 years.
- **Medium Term**—Anticipated for design and implementation in the next 5 to 10 years.
- **Long Term**—Anticipated for design and implementation in more than 10 years from now.

Some projects may need to be implemented in ordered phases such as:

1. Environmental review
2. Preliminary design
3. Final design
4. Right-of-way acquisition
5. Construction
6. Maintenance

There may be separate funding sources for pre-design activities, design, and construction.

### Non-Infrastructure Projects

The priority level for non-infrastructure solutions considers the potential costs and benefits of implementation as well as public input. The phasing timeline for these non-infrastructure solutions is based on:

- **Short Term**—Anticipated for implementation in the next 0 to 3 years
- **Medium Term**—Anticipated for implementation in the 3 to 5 years
- **Long Term**—Anticipated for implementation in more than 5 years from now.

## Plan Evaluation

The project team recommends updating this SAP every three to five years. Project prioritizations may be modified between plan updates as funding becomes available.

# Lewisburg Safety Action Plan

Lewisburg, Pennsylvania

## Implementation Plan - Infrastructure Projects

Project Information		Project Implementation									
ID	Projects	Planning Level Cost Opinion	Potential Funding Sources	Implementors & Collaborators	Priority Level	Phasing Timeline	PennDOT Roadway	PennDOT VRU Priority	Bus Service	Downtown Impacts	Notes
Infrastructure Recommendations											
1	US 15 / Derr Drive Improvements (from Borough boundary to Curtin Ave)	\$1,000,000-\$1,500,000	Borough, M&R, MTF, GLG, ARLE, TIP, DCED, TASA, HSIP, SS4A-P, SS4A-I, WWCBP, WWATP	Borough, PennDOT, East Buffalo Township, SEDA-COG, Buffalo Valley Recreation Authority	Higher	Long Term	Yes	No	No	Yes	Road reconfiguration study is included. Midblock trail crossing study underway.
2	Market Street Improvements (from US 15 / Derr Drive to Water Street)	\$1,000,000-\$1,500,000	Borough, M&R, MTF, GLG, ARLE, TIP, DCED, TASA, HSIP, VRU, SS4A-P, SS4A-I, WWCBP, WWATP	Borough, PennDOT, SEDA-COG	Higher	Medium Term	Yes	Yes (US 15 to 3rd St)	Yes	Yes	Bus stop improvement planning is underway. Market Street from US 15 to 3rd Street is a VRU priority corridor. This includes a Market Street/ Water Street intersection right turn lane elimination feasibility study.
3	Buffalo Road Improvements (from Fairground Road to US15/Derr Drive)	\$300,000-\$500,000	Borough, M&R, MTF, GLG, ARLE, TIP, DCED, TASA, HSIP, SS4A-P, SS4A-I, WWCBP, WWATP	Borough, PennDOT, East Buffalo Township, SEDA-COG	Medium	Long Term	Yes	No	No	No	This includes a sidewalk feasibility study.
4	7th Street Improvements (from US 15/Derr Drive to St George Street)	\$500,000-\$700,000	Borough, M&R, MTF, DCED, TASA, SS4A-P, SS4A-I, WWCBP, WWATP	Borough, PennDOT, SEDA-COG, Property Owners	Medium	Medium Term	No	No	No	Yes	
5	Water Street Improvements (from Market Street to St Anthony Street)	\$300,000-\$500,000	Borough, M&R, MTF, DCED, TASA, SS4A-P, SS4A-I, WWCBP, WWATP	Borough, PennDOT, SEDA-COG, Property Owners	Lower	Medium Term	No	No	No	Yes	This includes a sidewalk on the east side. The Market Street/ Water Street intersection right turn lane elimination feasibility study is listed under Market Street.
6	St Anthony Street Improvements (from 3rd Street to Borough boundary)	\$400,000-\$600,000	Borough, M&R, MTF, DCED, TASA, SS4A-P, SS4A-I, WWCBP, WWATP	Borough, SEDA-COG	Lower	Medium Term	No	No	No	No	

## Legend

### Potential funding sources include:

- Borough Funding
- Borough or PennDOT Maintenance and Resurfacing (M&R)
- Local Development (Dev)
- PennDOT Multimodal Transportation Fund (MTF)
- Green Light Go (GLG)
- PennDOT Automated Red Light Enforcement (ARLE)
- PennDOT Transportation Improvement Program (TIP)
- Department of Community and Economic Development (DCED) Multimodal Transportation Fund

- PennDOT Transportation Alternatives Set-Aside (TASA)
- PennDOT Highway Safety Improvement Program Funding (HSIP)
- PennDOT VRU Rule Funding (VRU)
- PennDOT Behavioral Highway Safety Grants (NHTSA)
- Safe Streets and Roads for All Planning and Demonstration (SS4A-P)
- Safe Streets and Roads for All Implementation (SS4A-I)
- Better Utilizing Investments to Leverage Development Grant Program (BUILD)
- WalkWorks Capacity-Building Pre-Planning Assistance (WWCBP)
- WalkWorks Active Transportation Planning Grant (WWATP)

### Implementors and collaborators include:

- Borough of Lewisburg
- Pennsylvania Department of Transportation (PennDOT)
- Union County
- Union County Planning Commission
- SEDA-COG
- East Buffalo Township
- Buffalo Valley Recreation Authority
- Lewisburg Area School District
- Buffalo Valley Regional Police Department (BVRPD)
- Pennsylvania State Police

### Phasing timeline is based on:

- Short Term - 0 to 3 years
- Medium Term - 3 to 5 years
- Long Term - 5+ years

# Lewisburg Safety Action Plan

Lewisburg, Pennsylvania

## Implementation Plan - Non-Infrastructure Projects

Project Information		Project Implementation				
ID	Projects	Planning Level Cost Opinion	Potential Funding Sources	Implementors & Collaborators	Priority Level	Phasing Timeline
Non-Infrastructure Recommendations						
1	Complete Streets Policy	Low	Borough, SS4A-P	Borough, SEDA-COG, PennDOT	Higher	Short Term
2	Enhanced Street Maintenance Operations	Medium/High	Borough, M&R	Borough	Lower	Long Term
3	Neighborhood Traffic Calming Program	Low/High *	Borough, NHTSA, SS4A-P	Borough, PennDOT	Higher	Medium Term
4	Road Safety Audits	Low	Borough, NHTSA, SS4A-P	Borough, PennDOT	Medium	Short Term
5	Education and Outreach with Families, Children, and Teenagers	Low	Borough, NHTSA, SS4A-P	Borough, Schools, Community Organizations	Higher	Medium Term
6	Vulnerable Road User Safety Education	Low	Borough, NHTSA, SS4A-P	Borough, Schools, Community Organizations	Higher	Medium Term
7	Enhanced Driver Education	Low	Borough, NHTSA, SS4A-P	PennDOT, Borough, Schools	Lower	Medium Term
8	Transportation Safety Media Campaigns	Medium	Borough, NHTSA, SS4A-P	Borough, PennDOT	Medium	Medium Term
9	Enhanced Enforcement Operations	Medium	Borough, NHTSA, SS4A-P	BVRPD, State Police	Lower	Short Term
10	Adjusted Speed Limits	Low	Borough, TIP	Borough, PennDOT	Medium	Long Term

\* Cost to establish the program is low, but cost to install traffic calming measures could be high depending on the number of locations.

## Legend

### Potential funding sources include:

- Borough Funding
- Borough or PennDOT Maintenance and Resurfacing (M&R)
- Local Development (Dev)
- PennDOT Multimodal Transportation Fund (MTF)
- Green Light Go (GLG)
- PennDOT Automated Red Light Enforcement (ARLE)
- PennDOT Transportation Improvement Program (TIP)
- Department of Community and Economic Development (DCED) Multimodal Transportation Fund
- PennDOT Transportation Alternatives Set-Aside (TASA)
- PennDOT Highway Safety Improvement Program Funding (HSIP)
- PennDOT VRU Rule Funding (VRU)
- PennDOT Behavioral Highway Safety Grants (NHTSA)
- Safe Streets and Roads for All Planning and Demonstration (SS4A-P)
- Safe Streets and Roads for All Implementation (SS4A-I)
- Better Utilizing Investments to Leverage Development Grant Program (BUILD)

### Implementors and collaborators include:

- Borough of Lewisburg
- Pennsylvania Department of Transportation (PennDOT)
- Union County
- Union County Planning Commission
- SEDA-COG
- East Buffalo Township
- Buffalo Valley Recreation Authority
- Lewisburg Area School District
- Buffalo Valley Regional Police Department (BVRPD)
- Pennsylvania State Police

### Costs are based on:

- Low - less than \$100K to implement
- Medium - between \$100K and \$500K to implement
- High - more than \$500K to implement

### Phasing timeline is based on:

- Short Term - 0 to 3 years
- Medium Term - 3 to 5 years
- Long Term - 5+ years



## CONCLUSIONS AND NEXT STEPS

This Safety Action Plan has been developed to make the strategic transportation safety investments needed to maintain zero deaths in the Borough of Lewisburg even as more residents begin to walk and bike. There were 321 total crashes in Lewisburg from 2014 to 2023, including two fatalities and 11 suspected serious injuries. The SAP uses the Safe System Approach to address these types of severe crashes, and it includes context-specific countermeasures for priority corridors, systemic safety improvements, and non-infrastructure solutions to transform transportation safety culture in Lewisburg.

Implementing the recommendations contained within this SAP will help Lewisburg achieve its safety goals. As outlined in this SAP's implementation plan, both infrastructure and non-infrastructure solutions, such as enhancing education around transportation safety, are essential components of turning the plan into on-the-ground change in the community.

For next steps, partner agencies should:

- continue consulting with the Safety Working Group through regular meetings and correspondence, adapting attendees, roles, and procedures as appropriate;
- identify priority projects in the implementation plan and begin to seek funding for them;
- assign project champions, define implementation and collaboration roles, and determine immediate action items;
- continue to engage community leaders and residents in conversations about transportation safety;
- continue to engage agency representatives and other key stakeholders for potential project impacts and opportunities; and
- solicit support (as needed) to perform additional studies, analyses, and design work.

## UPDATING THE SAFETY ACTION PLAN

Implementing the SAP's recommendations should result in measured decreases in fatal and serious injury crashes. Measuring safety benefits will require reassessing crash data to consider the effectiveness of the SAP and then generating revised programs to meet future identified safety performance needs. The SAP should be assessed in three to five years as new crash data becomes available and sufficient time has passed to measure the effectiveness of the various safety, land use, and transportation plans.



# APPENDIX A

# Public Engagement Results



## Lewisburg Safety Action Plan Borough of Lewisburg, Pennsylvania



## Introduction

The following report summarizes the results of public engagement efforts performed associated with the Lewisburg Safety Action Plan. Public engagement was carried out in three phases. The purpose of Phase 1 was to introduce the plan and share the initial safety analysis results with the public, as well as to gather information about local traffic safety experiences. The purpose of Phase 2 was to gather public input on the proposed recommendations and hold more in-depth discussions with key stakeholders. Phase 3 was intended to solicit feedback on supplemental planning activities. The engagement techniques for each phase are included below:

- Phase 1:
  - Public Survey
  - Public Open House
  - Online Engagement
- Phase 2:
  - Public Open House
  - Online Engagement
  - Key Person Interviews
- Phase 3:
  - Public Survey
  - Virtual Open House
  - Online Engagement



# Phase 1 Results



## Public Survey

The Public Survey was available from February 4 to March 14, 2025. The Survey was advertised via social media, the Borough's website, and flyers distributed to residents.

It was primarily administered online. However, several respondents utilized the paper copies that were available at the Borough Building, the Public Library for Union County, and the CommUnity Zone.

187 responses were received in total.

### Lewisburg Comprehensive Safety Action Plan

#### Introduction

The Borough of Lewisburg is working on the development of a Comprehensive Safety Action Plan that will guide investment in the Borough's transportation safety over the next several years. Your input will help us determine necessary improvements and priorities for the plan.

This survey is voluntary, and all responses are anonymous. All questions are designed to better understand your perspective, observations, and experiences. The survey will be available until Friday, March 14, 2025.

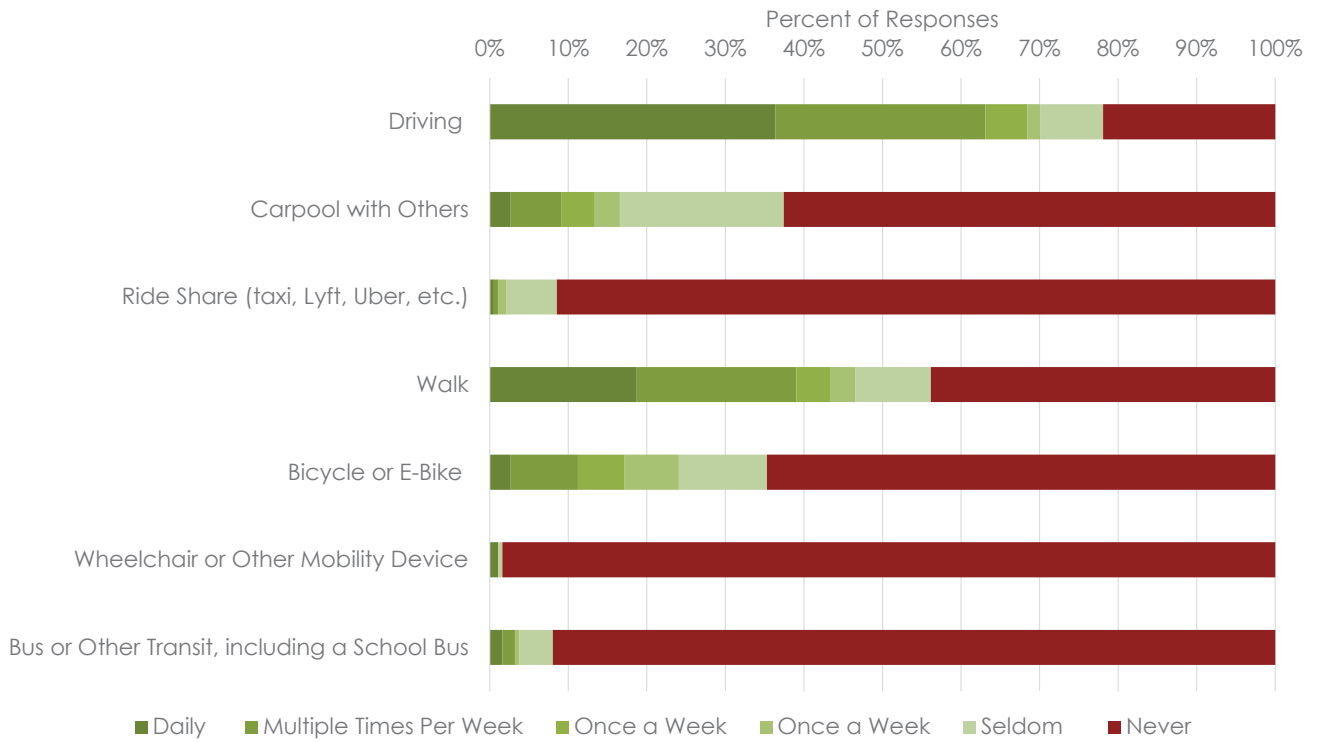


ation!

by ArcGIS Survey123

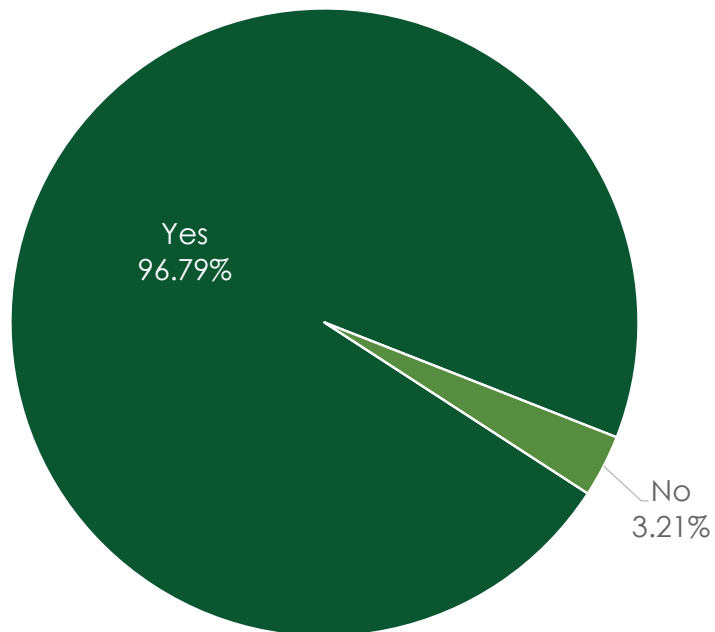
Page 1 of 6

How often do you commute to work or school using the following modes of transportation?



# Question 1

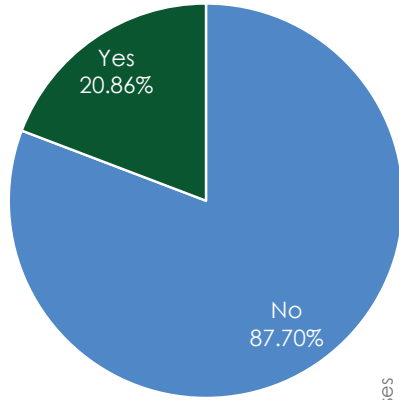
Do you have access to a car, van, or truck for personal use?



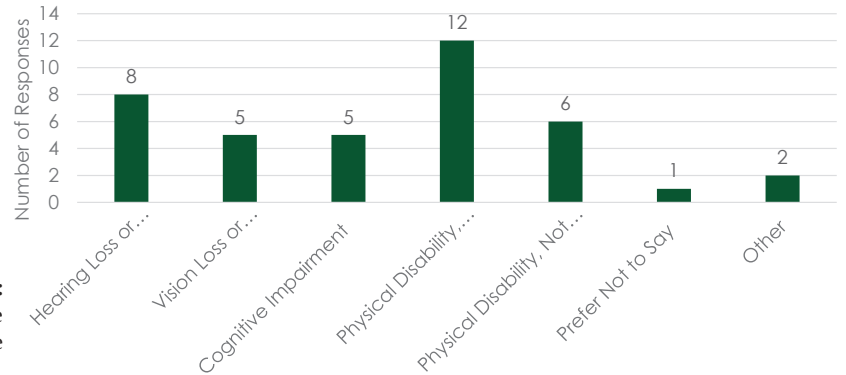
# Question 2

# Question 3

Do you or someone in your household have a disability or mobility challenge that makes it difficult to get around?



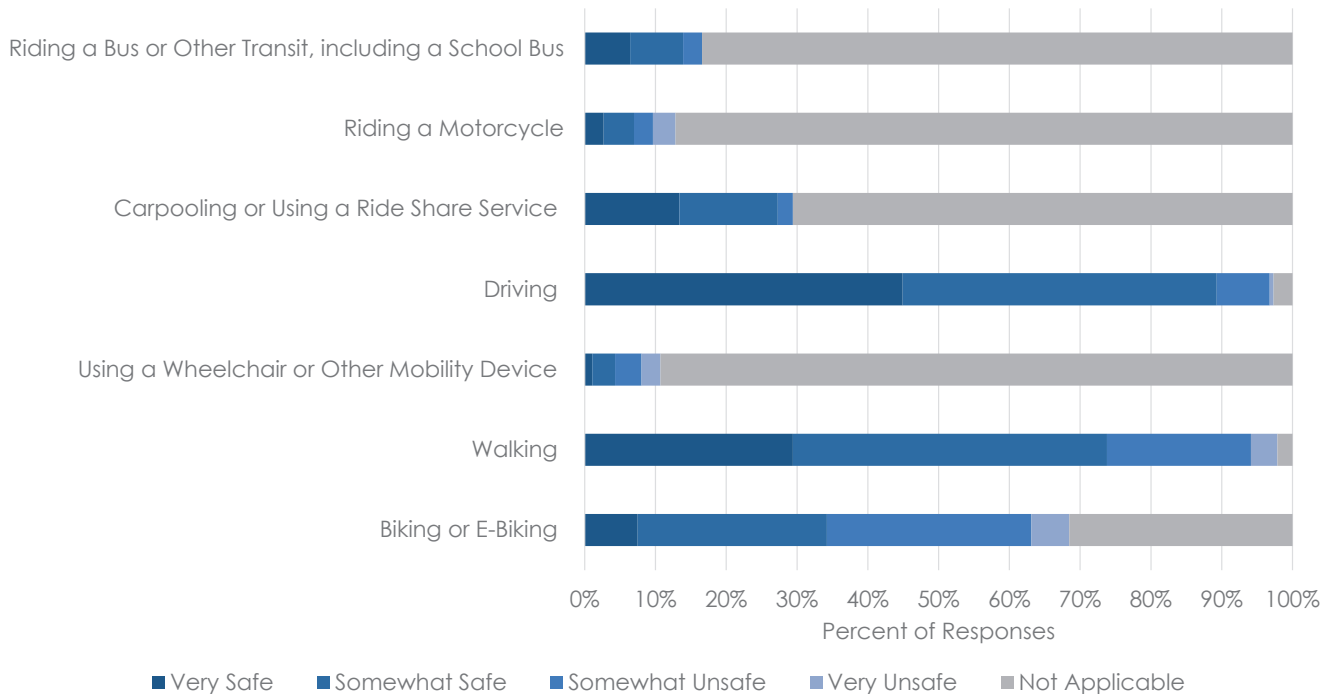
What disability or mobility challenge makes it difficult for you or someone in your household to get around?



**Other Responses Include:**  
Old age  
Balance issues following a stroke

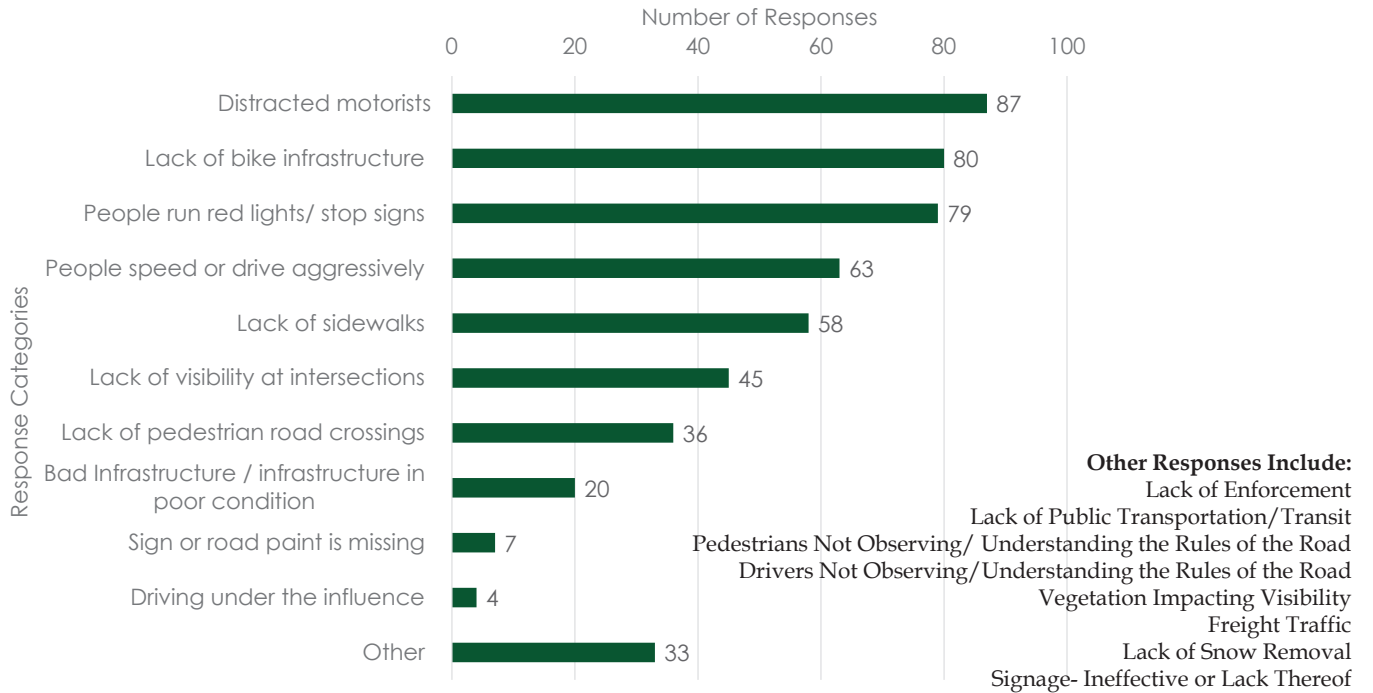
# Question 4

How safe do you feel traveling in Lewisburg by each of the following modes?



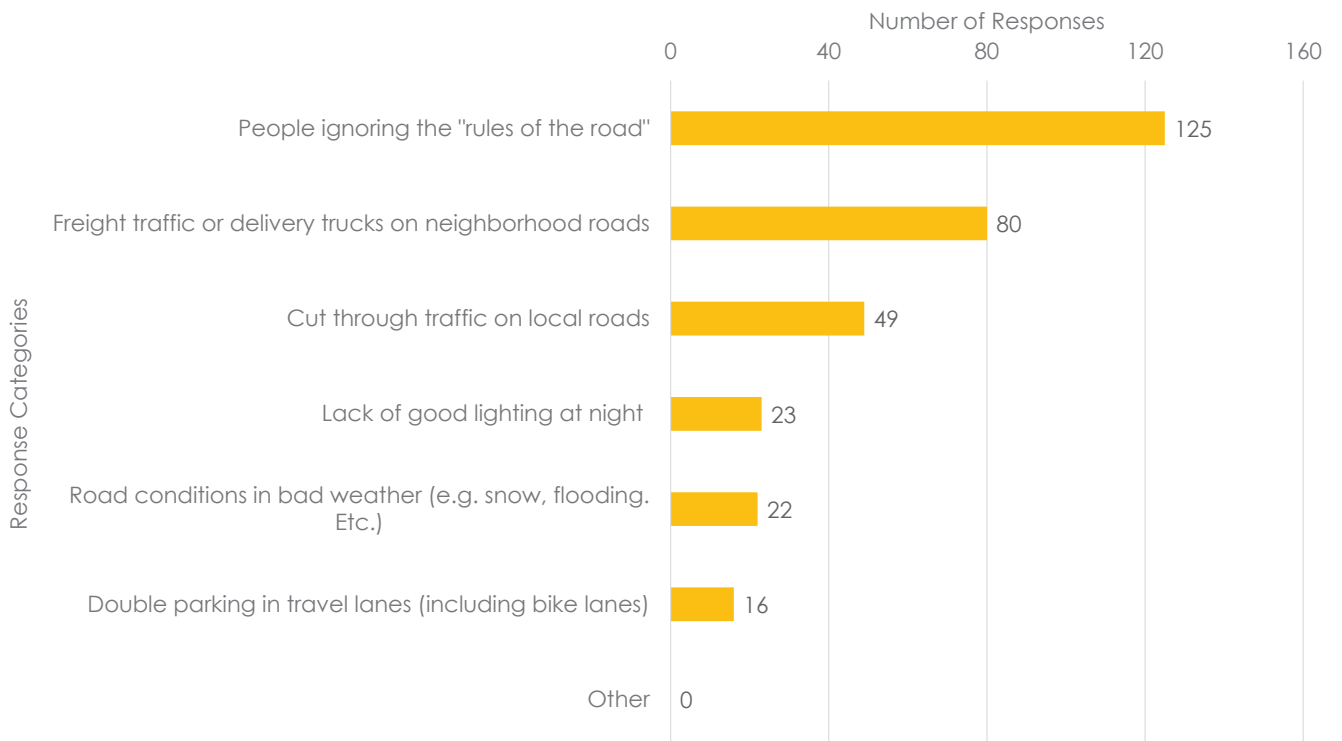
# Question 5

What are the most important traffic safety concerns in Lewisburg?



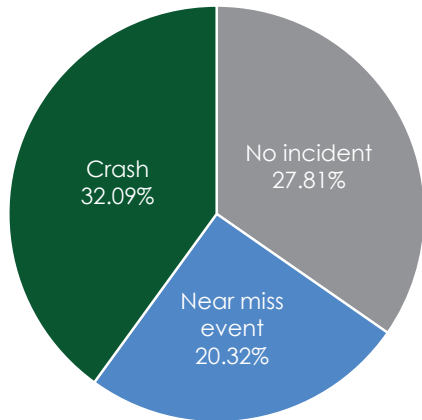
# Question 6

What are the secondary traffic concerns in Lewisburg?

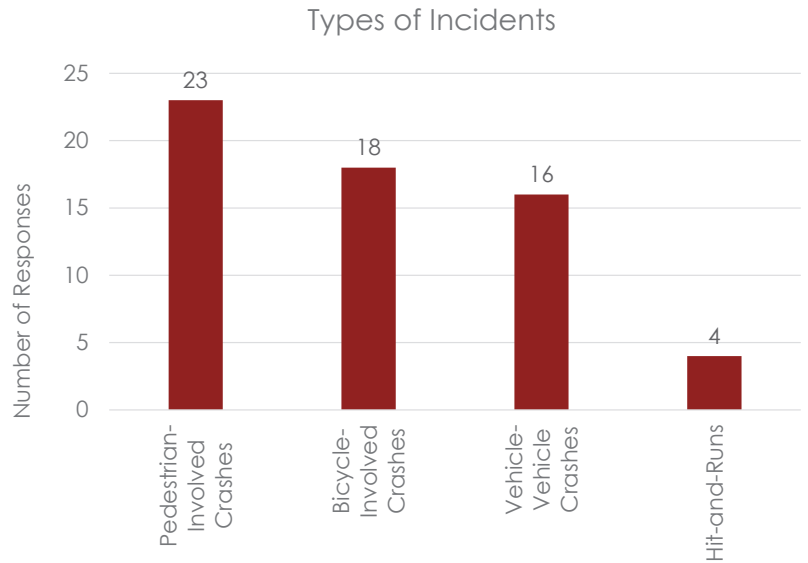


# Question 7

Question 7. Have you, or anyone you know, been involved in a crash related to one of the issues you selected in the last two questions?

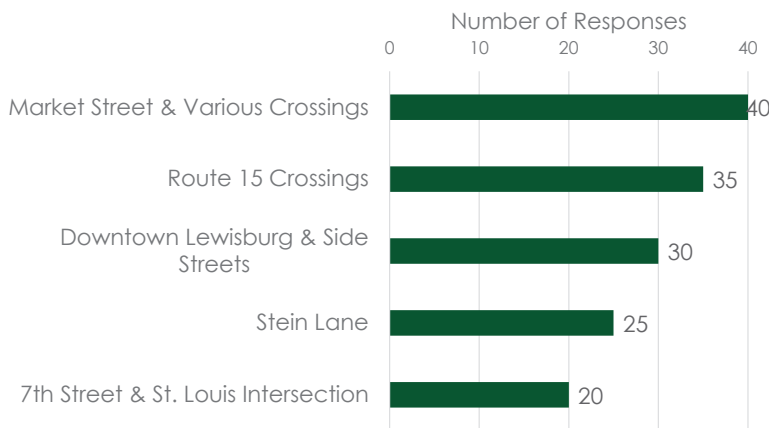


**Frequently Mentioned Crash Locations:**  
 Intersection of St. Mary St. and Route 15  
 Market St., especially between 3<sup>rd</sup> St. and 5<sup>th</sup> St.  
 Crossing Route 15  
 St. Louis St. and 7<sup>th</sup> St.



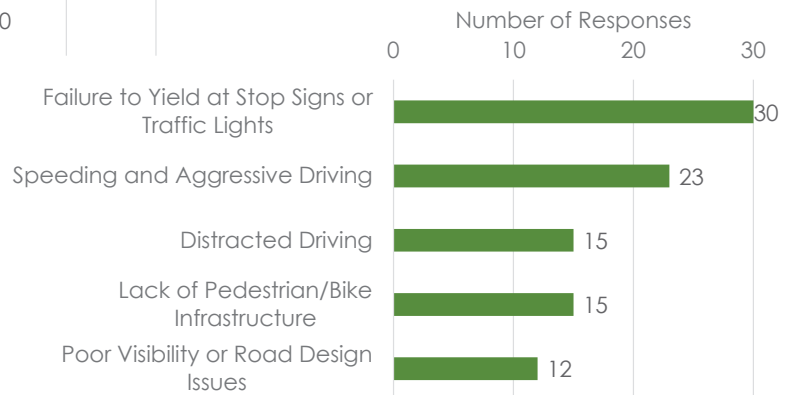
# Question 8

Traffic Safety Concern Locations



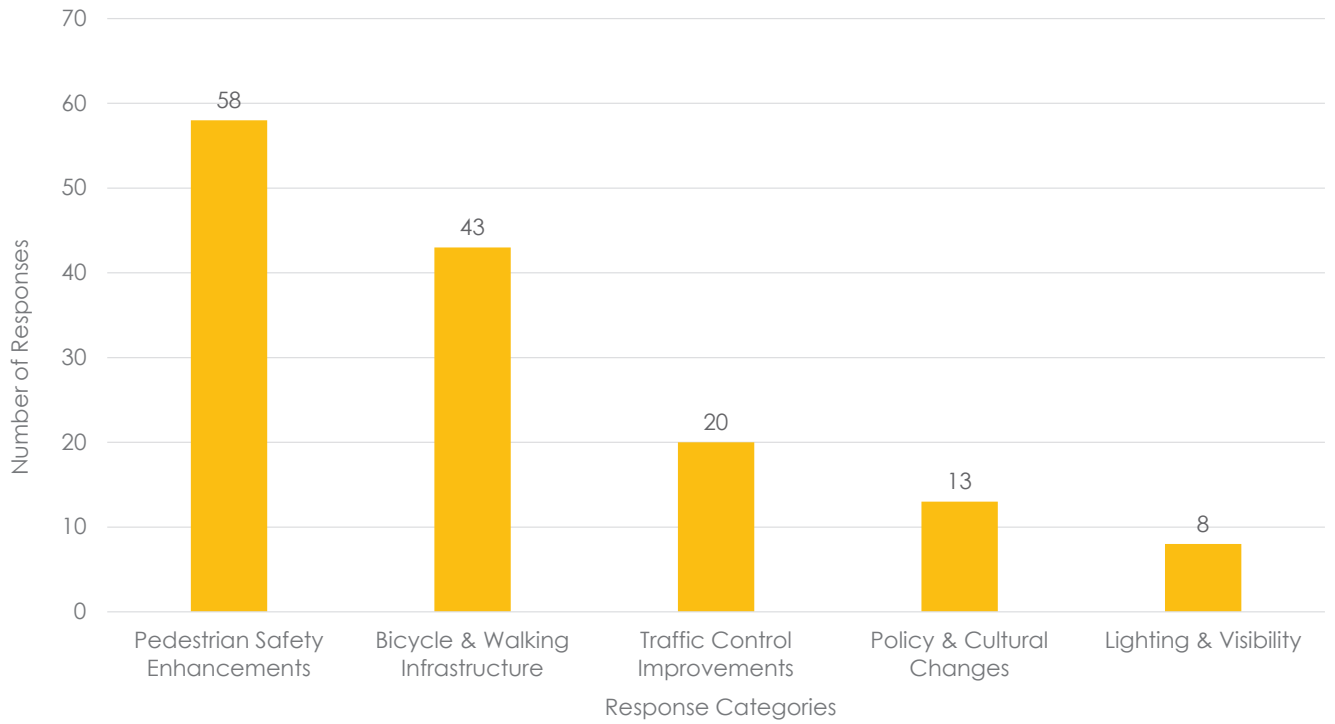
Question 8. What are the specific locations in or immediately surrounding Lewisburg where you have traffic safety concerns?

Types of Concerns



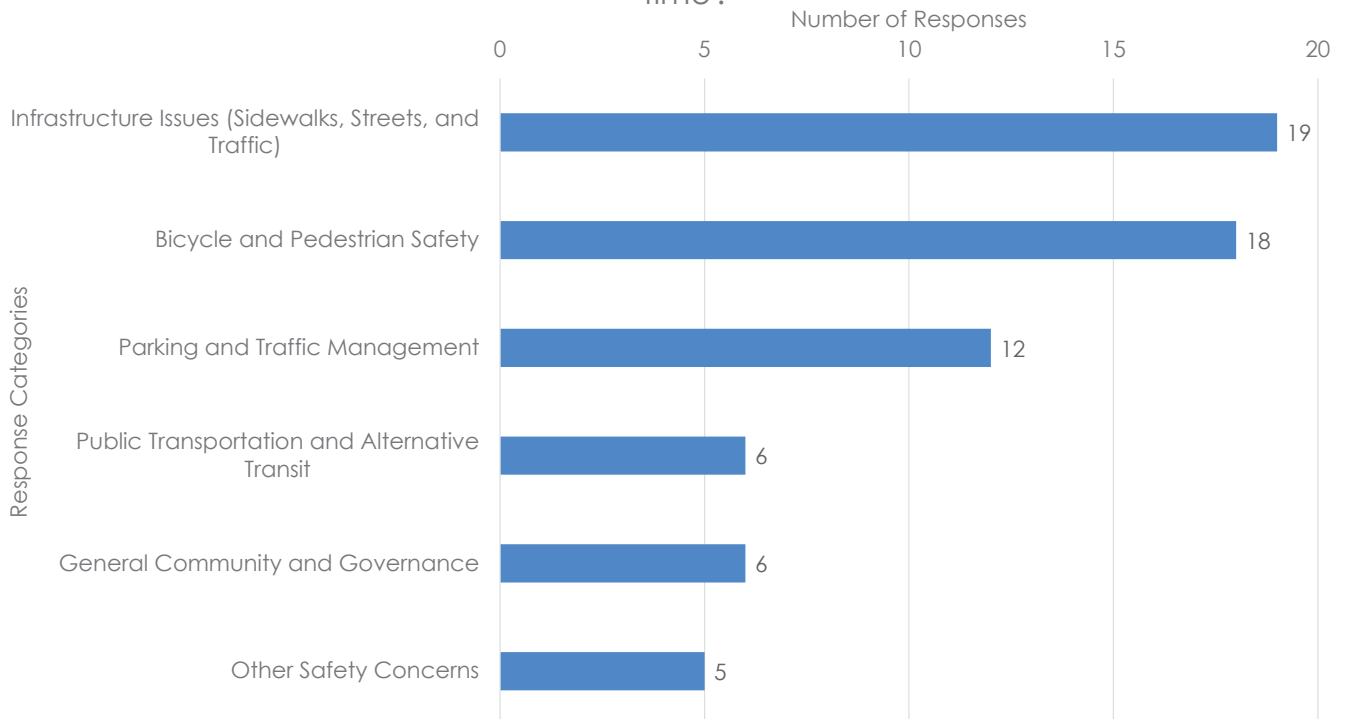
# Question 9

If you had the power to do so, what is the number one thing you would do to make Lewisburg's streets safer?



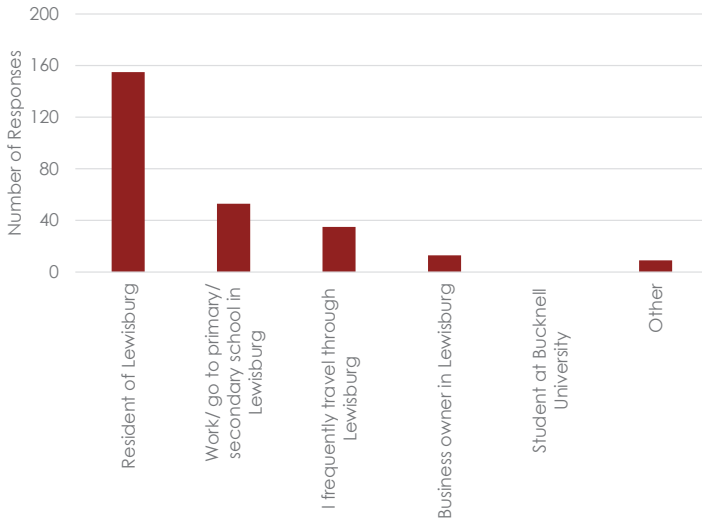
# Question 10

Do you have anything else you would like to share with us at this time?



# Question 11 & 12

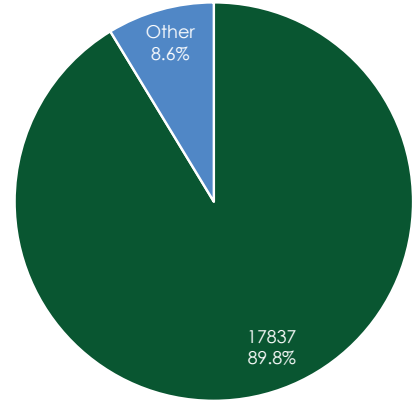
Question 11. What best describes you?



**Other Responses Include:**

- Retired
- Born and raised in Lewisburg
- Family in Lewisburg
- Resident of East Buffalo Township
- Part-time resident
- Person (64) who walks all around the Lewisburg area
- Resident of Kelly Township
- Handicapped and homebound

Question 12. What is your home zip code?

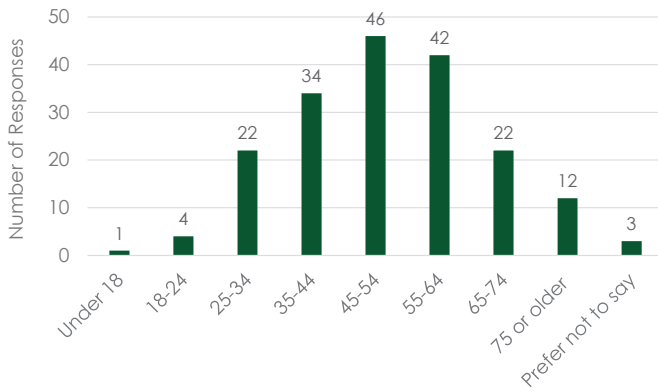


**Other Responses Include:**

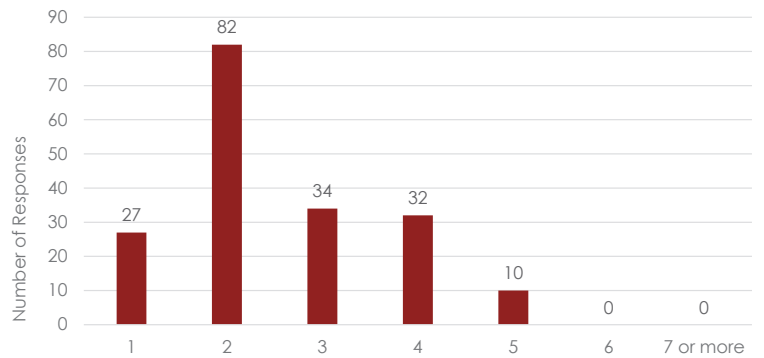
- 17702, 15931, 17777

# Question 13 & 14

Question 13. Which category below includes your age?

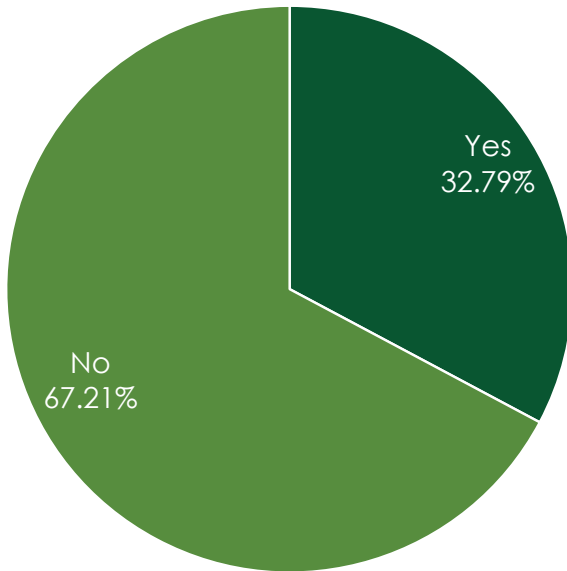


Question 14. Including yourself, how many people are in your household?

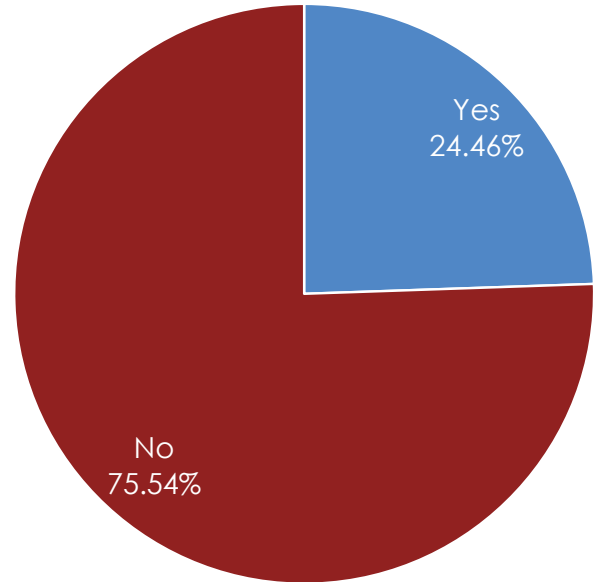


# Question 15 & 16

Question 15. Including yourself, do any school age children (under 18 years old) live in your household?

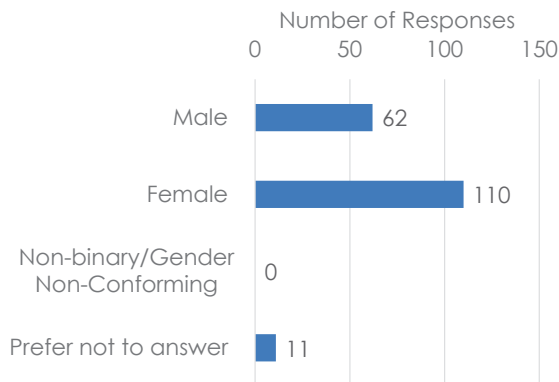


Question 16. Including yourself, do any older adults (65 years and older) live in your household?

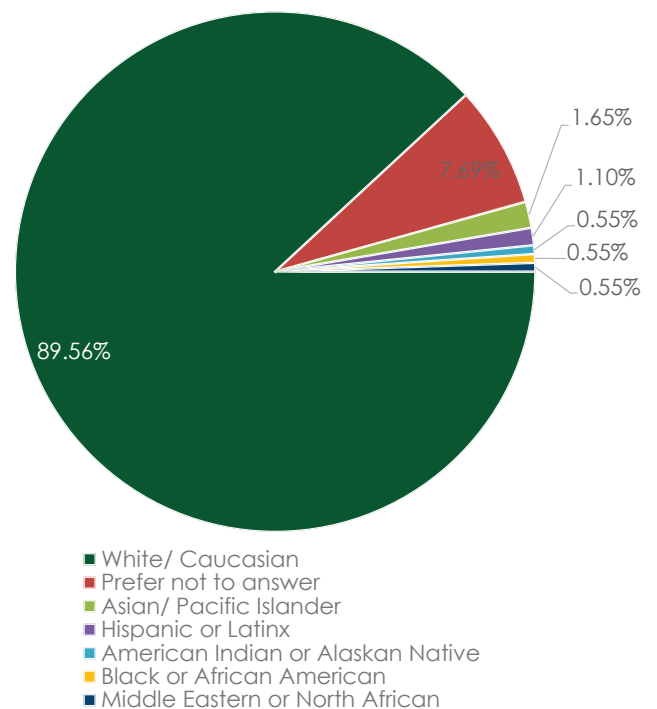


# Question 17 & 18

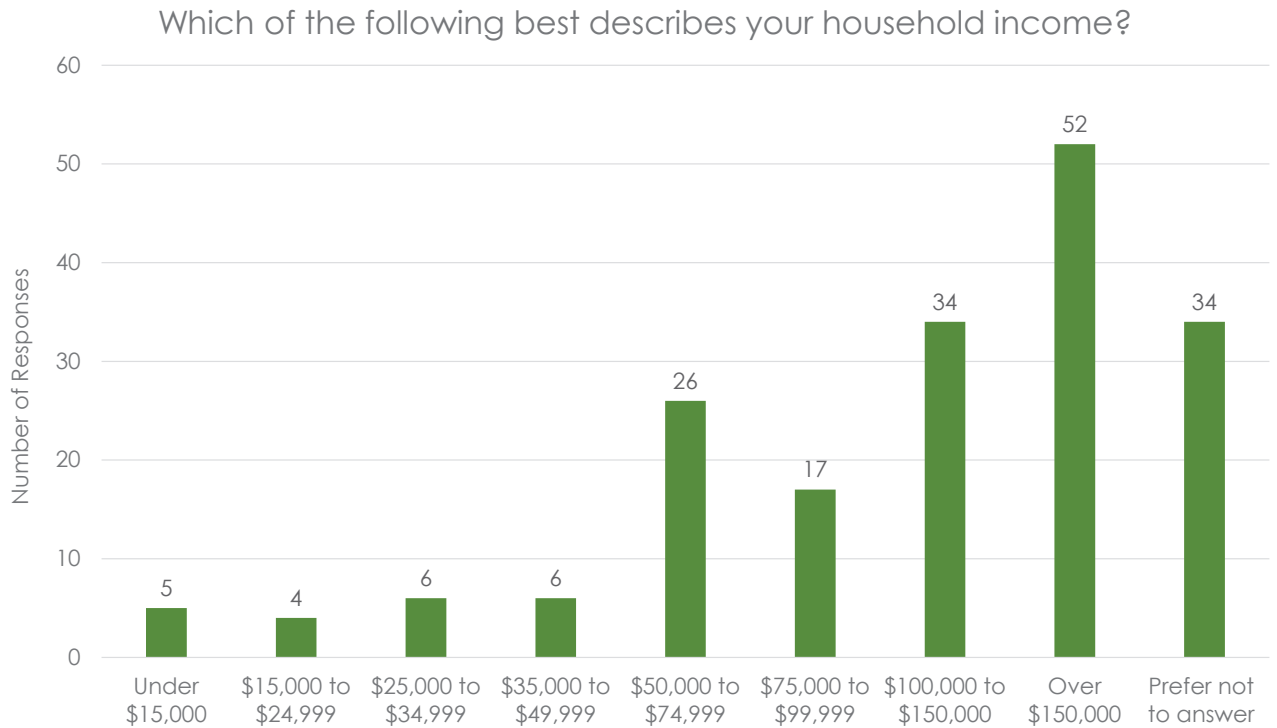
Question 17. Which gender category best describes you?



Question 18. Which race or ethnicity best describes you? Please choose all that apply.



# Question 19



## Public Open House 1 & Online Engagement

The first Public Open House was held on February 26, 2025, at 6:30 PM at the Lewisburg Hotel. The meeting included an online option. There were a total of 41 participants at the meeting, including four online.

During the meeting, a brief presentation was given, introducing the purpose of the plan, the planning process, and the results of the safety analysis. Attendees were then able to participate in engagement exercises to gather their input. These exercises included a Dream Box; information boards, including draft goals; and a mapping exercise. These exercises were replicated virtually, allowing online participants to complete the same exercises. The online exercises remained open and available through the Borough's website until March 14 to facilitate additional participation.

**In the summary of results, in-person and online input have been combined.**





## Complete List of Dream Box Comments Online

1. Extend Stop Hopper to Mifflinburg
2. More Stop Hopper buses, combine with Bucknell University Shuttle
3. Connect rail trail to river
4. Trail connections to Milton (multiple)
5. Less through-traffic on side streets
6. Bike/ped bridge over 15 at Wm Penn and/or Hafer
7. Sidewalk connections to the riverfront parks
8. Allow bikes and kayaks to Stop Hopper
9. Limit cut thru traffic on River Road
10. More frequent long distance bus service, useable for commuting
11. Walking and biking routes to Montandon
12. Safe walking/biking route to high school
13. County bike/ped coordinator
14. More pleasant sidewalks, benches, and street trees
15. Carshare
16. Safe walking and biking routes to grocery store/pharmacy
17. Friendly driver training
18. Local vehicle traffic only on Stein Lane; room for walking and biking
19. Extend the rail trail at both ends, RR bridge too
20. More safe, viable, desirable alternatives to driving
21. More space for bikes on roads within 3 miles of town
22. Continuous sidewalks at intersections
23. Rail trail connection with traffic signal(s) on 15
24. Safe Routes to School including crossing Rt 15, Rt 45, Stein Lane, and Fairground
25. Shorter crosswalks, more curb extensions
26. Slower traffic coming and leaving town
27. More truck drivers opting to stay on the thruway
28. Slower vehicular traffic
29. Business and employer walking incentive programs
30. Better connections for walking and biking from Bucknell campus
31. More handicap accessible parking spaces
32. Slower traffic and less of it on St Mary St.
33. Sidewalk/path connection to River Woods and Kelly Township
34. Signalized intersection at North Water and Market
35. Faster response time for pedestrian walk signals
36. Safe connections for walking and biking to the library
37. Safe walking and biking routes to parks and pools
38. Safe crossings of Rt 15, especially at the rail trail
39. More connected/ continuous sidewalks
40. More people deciding to park once and walk to multiple destinations
41. Diagonal crossing at intersections of 3rd and 4th and Market
42. Direct connection from sidewalk to Borough Office door
43. Fewer young adults dying in car crashes
44. Signals on Market with head start for peds, walk with green, AND option for all stop
45. Drivers that are prepared to yield to pedestrians
46. Raided crosswalks- no ponds for peds to ford
47. Greenway/connections for walking and biking along Buffalo Creek
48. Sidewalk build and maintained by municipalities
49. A safe place for people of all ages and abilities to walk and bike

The information boards provided background on the purpose of a Safety Action Plan and an overview of the Safety Analysis to date.

Participants were asked to provide input on the draft goals and objectives, summarized on the following pages.

These boards were made available digitally, with a comment box for each board. There was only one online respondent, and their comments focused on a desire for greater transit options, including the development of a streetcar system and smaller busses.

### What is a Safety Action Plan? Lewisburg Safety Action Plan: Making Lewisburg's Streets Safer for All

A Safety Action Plan (SAP) is a roadmap for applying the Safe System Approach. The Lewisburg SAP will:

- Establish a **vision** for transportation safety
- Analyze **safety, mobility, and equity** data
- Incorporate **community feedback**
- Develop **projects and strategies** to address roadway safety issues



**DRAFT PLAN GOAL FOR CONSIDERATION:** Maintain zero deaths every year even as more residents walk and bike in Lewisburg.

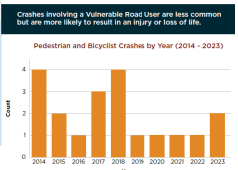


### VULNERABLE ROAD USER SAFETY: PEDESTRIANS AND BICYCLISTS Lewisburg Safety Action Plan: Making Lewisburg's Streets Safer for All

#### Pedestrian and Bicyclist Crashes



**What is a Vulnerable Road User?**  
A vulnerable road user (VURU) is a non-motorist who is at higher risk of being injured or killed in a crash. This includes pedestrians, bicyclists, and people using mobility devices.

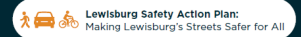


## Goal 1 Comments

### Summary:

- 6 comments were left related to Route 15, especially a bridge or improved crossing.
- 1 comment was left related to parking on Market St.
- 2 comments were left related to the need for greater enforcement
- 3 comments were left related to the need for traffic calming or speed reductions
- There were also comments about a general need for more dedicated bicyclist and pedestrian infrastructure, and enhanced school zones.

## DRAFT SAFETY ACTION PLAN GOALS AND OBJECTIVES



We want your feedback on the draft Safety Action Plan Goals and Objectives. Please use a post-it note to comment on how we can improve each goal and corresponding sub-goals.

### 1. Use Lewisburg crash data and community needs to identify and prioritize opportunities to reduce fatal and serious injury crash risk for all road users.

- Regularly analyze regional crash and risk patterns and trends to identify locations for safety improvements.
- Implement spot-specific safety improvements at locations with higher and overlapping crash patterns and risks, including safety-related recommendations of the Market Street corridor study.
- With the recent completion of the bypass, identify opportunities to improve safety and foster better connections across US Route 15 for all modes of travel.
- Implement proven safety countermeasures, including new walking and bicycling links, systemically to target locations with similar crash patterns and risks. Consider connections to destinations such as schools that are outside the Borough.

Please share your thoughts using a Post-it note.



## Goal 1 Complete List of Comments:

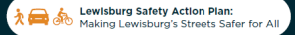
- Every child should be able to walk and bike to school. Let's make it a priority. Need ped/bike bridge over Rt. 15. Close road at school arrival and dismissal times. (x4)
- Lower speeds in Borough
- Enforcement of signed yield to ped intersections. Give tickets = change driving habits fast
- We need quality data on truck traffic real-time, accurate
- More traffic calming especially at the points where high-speed traffic hits town.
- More walking & biking infrastructure
- What about posting a sign in the highest risk areas only that state this: high incident risk zone
- Implement practical applications of pedestrian-only traffic locations & solve connectivity issues between the parts of the Rail Trail intersected by 15
- Need traffic slowing methods that will encourage drivers to naturally slow down. Narrow roads, crossing with no left turn, raised crosswalks
- Stop signs on alleys
- Dog park in town to reduce the need to walk all over town with dogs- share with ball field?? (x2)
- We need a bridge to connect the bicycle truck over US 15 thanks (x2)
- Rt 15 ped crossing critical
- No left turns in front of pedestrians at Rt 15 (x2)
- Would love more bike lanes and/or paths (x3)
- The parking on Market St. is insanely unsafe
- More dedicated bike/ped connections to destinations... hospital, store, etc.
- Try identifying a risk area before it becomes a crash site- hot spot on the map

# Information Boards

## Goal 2 Comments:

- Transfer PA 45/Market St. from PennDOT to local control.
- Coordinate with East Buffalo Township to install sidewalks along St. Mary St. and Market St./Route 45

## DRAFT SAFETY ACTION PLAN GOALS AND OBJECTIVES



We want your feedback on the draft Safety Action Plan Goals and Objectives. Please use a post-it note to comment on how we can improve each goal and corresponding sub-goals.

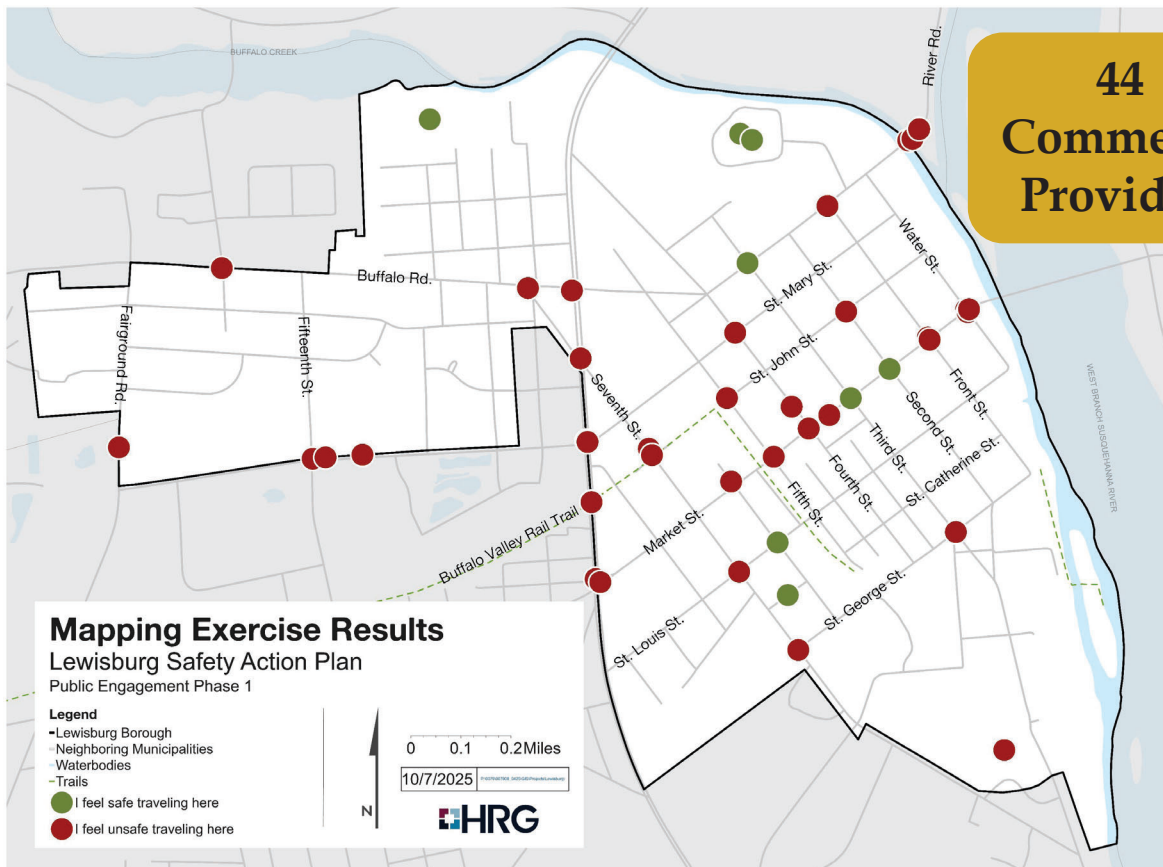
### 2. Strengthen partnerships with other agencies, organizations, and community groups to promote transportation safety.

- Maintain a strong relationship with Pennsylvania Department of Transportation (PennDOT) District 3-0 to prioritize safety improvement funding in Lewisburg
- Collaborate with adjacent townships and community groups to solicit input on planned infrastructure projects and targeted educational and enforcement strategies to promote roadway safety.
- Convene the Safety Working Group regularly to monitor plan implementation, measure progress, and share information about applying the Safe System approach.
- Encourage multidisciplinary partnerships in implementing countermeasures and strategies related to both infrastructure and traveler behavior.

Please share your thoughts using a Post-It note.



# Mapping Exercise



## Mapping Exercise

- 37 comments were provided for areas where respondents feel unsafe traveling, while only 7 comments were received for areas where respondents feel safe traveling in Lewisburg.
- Respondents indicated that they feel safe traveling:
  - At the intersections of Third St. and Market St., and Second St. and Market St.;
  - At the intersection of St. Louis St. and Sixth St.;
  - Along St. Catherine St., between Sixth St. and Seventh St.;
  - In the field north of Maple St.;
  - And at Wolfe Field(2).

## Mapping Exercise

- 37 comments were provided for areas where respondents feel unsafe traveling, while only 7 comments were received for areas where respondents feel safe traveling in Lewisburg.
- Respondents indicated that they feel unsafe traveling:
  - Along/across Market St. its intersections with Water St. (3), Front St. (2), between Second St. and Third St., Fourth St., Fifth St. (2), Sixth St., and Route 15 (2);
  - Along/across Route 15 at its intersections with Market St. (previously noted), the Buffalo Valley Rail Trail (2), St. Mary St. (2), Seventh St., and Buffalo Rd.;
  - Along St. Mary St. between St. Lawrence St. and Fifteenth St. (3);
  - Along Fairground Rd.;
  - Along/across Buffalo Rd. at its intersections with Airport Rd./Sixteenth St., and Route 15 (previously noted);
  - Along/across St. Anthony St. at its intersection with Front St., and at the St. Anthony St. Bridge (3);
  - Along/across Seventh St. at its intersections with Matlock Ave, Route 15 (previously noted), Route 15 (previously noted), the Buffalo Valley Rail Trail (2), St. Louis St., and St. George St.;
  - North of Snake Rd. near Old Main & Roberts Hall (comment: Build trail here);
  - Along/across Fourth St. at its intersections with St. Mary St. and Market St. (previously noted);
  - At the intersection of Second St. and St. John St.;
  - And at the intersection of St. George St. and Third St.

# Phase 2 Results



## Public Open House 2 & Online Engagement

The second Public Open House was held on May 21, 2025, at 7:00 PM at the Lewisburg Hotel. There were a total of 11 participants at the meeting.

During the meeting, a brief presentation was given, reviewing the purpose of the plan. Participants were then able to provide input through three engagement exercises:

- **Project Prioritization Exercise:** Participants were able to share their opinions about how recommended projects should be prioritized by “spending” their simulated budget on their most valued projects.
- **Information Boards:** The Information Boards provided a summary of project purpose, a toolkit of safety countermeasures, and proposed recommendations to date.
- **Comment Box:** Participants could use the Comment Box to provide general comments or specific comments related to the Information Boards.



*We want to hear from you!*

The Borough of Lewisburg is developing a Safety Action Plan that will guide investment in transportation safety, and we want to hear from you!

The second Public Workshop for the Safety Action Plan will be held on Wednesday, May 21 from 7:00 to 8:00 PM in the Lewisburg Hotel Ballroom (136 Market St).

Come to learn more about the work completed to date, share your opinions, and be entered for a chance to win a Downtown Lewisburg Gift Certificate!

Following the in-person meeting, online engagement opportunities will be made available via the link below. You must attend in person for a chance to win a prize.

For more information, visit the link below or contact Shannon Berkey (sberkey@lewisburgborough.org / 570-523-3614).



lewisburgborough.org/safety\_action\_plan

# Public Open House 2 & Online Engagement

Unlike the first public meeting, a concurrent online option was not provided. However, the in-person exercises were duplicated virtually to allow the public to provide additional comments following the meeting.

The online engagement included the following:

- Slides from the Introductory Presentation;
- A virtual Project Prioritization Exercise;
- Digitized Information Boards with comment fields; and,
- A virtual Comment Box that did not receive any comments.

These engagement exercises were provided on the Borough's website from May 22 to June 20, 2025, and advertised via Facebook.

The following summary of results include both in-person and online input. The comment source is indicated with each data set.

## Project Prioritization

The Project Prioritization exercise was intended to gather input from the public about how projects should be selected for implementation, while mimicking realistic fiscal constraint. In the Project Prioritization exercise, participants were given a budget of fourteen "transportation bucks," which they could use to spend on the eleven recommended projects:

- Safety Improvements Along Route 15
- Safety Improvements Along Market St
- Safety Improvements Along 7<sup>th</sup> St
- Safety Improvements Along Water St
- Safety Improvements Along Buffalo Rd
- Lighting Improvements
- Gateway Treatments
- Road Safety Audits
- Safe Routes to School Program
- Traffic Calming Program
- Pedestrian Safety Campaign

The virtual version of this activity replicated the activity, providing the same information, and allowing users to spend the same budget on the same projects.

The following summary of results reflects the percent of "transportation bucks spent" on a project.



**In-Person Participants  
(12)**

Project	Percent
<b>Safety Improvements Along Route 15</b>	<b>20.8%</b>
<b>Safe Routes to School Program</b>	<b>15.5%</b>
<b>Safety Improvements Along Market St</b>	<b>15.5%</b>
Pedestrian Safety Campaign	11.9%
Safety Improvements Along 7th St	11.3%
Safety Improvements Along Buffalo Rd	7.1%
Traffic Calming Program	6.5%
Lighting Improvements	4.8%
Safety Improvements Along Water St	3.6%
Gateway Treatments	2.4%
Road Safety Audits	0.6%

**Online Participants (9)**

Project	Percent
<b>Safety Improvements Along Route 15</b>	<b>12.5%</b>
Safe Routes to School Program	8.9%
Safety Improvements Along Market St	10.7%
Pedestrian Safety Campaign	6.3%
<b>Safety Improvements Along 7th St</b>	<b>12.5%</b>
Safety Improvements Along Buffalo Rd	5.4%
Traffic Calming Program	6.3%
<b>Lighting Improvements</b>	<b>13.4%</b>
<b>Safety Improvements Along Water St</b>	<b>14.3%</b>
Gateway Treatments	7.1%
Road Safety Audits	2.7%

**In-Person & Online Combined  
Total Participants (21)**

Project	Percent
<b>Safety Improvements Along Route 15</b>	<b>17.5%</b>
<b>Safety Improvements Along Market St</b>	<b>13.6%</b>
<b>Safe Routes to School Program</b>	<b>12.9%</b>
Safety Improvements Along 7th St	11.8%
Pedestrian Safety Campaign	9.6%
Lighting Improvements	8.2%
Safety Improvements Along Water St	7.9%
Safety Improvements Along Buffalo Rd	6.4%
Traffic Calming Program	6.4%
Gateway Treatments	4.3%
Road Safety Audits	1.4%

# Information Boards

## In-Person Public Workshop:

- Boards were printed and made available for review during the Public Open House.
- Participants were able engage with members of the project team, ask questions, and provide comments via the Comment Box. Because the comments were provided this way, the results could not be sorted by specific board.

## Online Engagement:

- The online engagement provided a digital version of the same Information Boards.
- Comment fields under each board image gave participants the opportunity to enter comments related to a specific board and allowed the results to be sorted by board.
- **Because participants were able to provide comments in the comment field associated with each board, the Online Comment Box was not used.**



# Information Boards

## In-Person Comments

Comment	Category
Paint crosswalks, especially on 15. This is an easy fix	Safety
Better warning for traffic entering Market St. from the river bridge	Safety
Market at US15- Rural Ave at the intersection--> close off Rural Ave and/or make it right in/right out	Safety
More lights	Safety
More stops	Safety
Because of the angle it feels like a ramp and people fly; rec change the intersection angle and make it right in/right out	Safety
Separated bike lane	Safety
Traffic calming program	Safety
Has been on the news recently, consider eliminating left turns from the side street	Safety
Add sidewalks/multi-use facilities	Safety
I'd like to see speed bumps mid-block on N. 7th between St Mary & Market (potentially more than one)- especially near the ball fields at DF Green	Safety
Currently have to do a 2-stage crossing because of the lack of pedestrian facilities on all approaches; install sidewalk to make the crossing 1-stage from any approach	Safety
More curb bumpouts and raised crossings and/or intersections	Safety
Used as a go around for Market; do something to slow folks down/block them	Safety
River Rd. intersection- consider a raised crossing/intersection	Safety
Consider making Water St one-way northbound from Market St; eliminate left turns off of Market st.	Safety
Consider a pedestrian refuge island on Market St where the rail trail crosses	Safety
Fix streetlight at 4th St and US15 now!	Safety
People try to turn left from Maple St onto US15	Safety
Pedestrians don't have time to cross US15 at St Mary --> no conflicts w/ left turns; "ALL STOP" --> all day or just peak hours	Safety

# In-Person Comments Continued

Comment	Category
Rail trail crossing on US 15	Safety
20mph on Market St	Safety
Eliminate slip lane on PA-45 coming off the river bridge (crossing, light, all way stop for eg.)	Safety
Something at Buffalo Rd & 16th St/ Airport Rd	Safety
Traffic calming on Market St, St. Anthony St, 4th St, Water St, and 7th St	Safety
Add more bike facilities on Water St	Bike & Ped Facilities
Add Sidewalks	Bike & Ped Facilities
Sidewalks on both sides of US15 & Buffalo Rd	Bike & Ped Facilities
Zoning on this road will be changing and make this more "dense"	Other
Love more street trees	Other
4th graders bike to school across US15	Other

31  
In-Person Comments

# Online Engagement- Board 1 Comments

**Comments:**

- Yes, please do all of these things. It's not very easy to bike in Lewisburg - I don't feel safe. I also don't always feel safe crossing the street, especially crossing Rt. 45 outside of downtown Lewisburg. Crossing Rt. 15 is particularly heinous, and it's really sad that we don't have a safe way to go from downtown Lewisburg to the rail trail.
- Narrowing travel lanes makes it more unsafe for bike commuters in this area. 7th street is already not wide enough for two way traffic and doesn't allow cars give 4 feet to bikes. We should eliminate two way traffic or street parking on some of these roads
- Once we paint the crosswalks, stressing to motorists that they need to stop at them for pedestrians.

**Lewisburg Safety Action Plan Toolkit**

**Distracted Driving and Speeding**

**1. DYNAMIC SPEED FEEDBACK SIGNS**  
Dynamic speed feedback signs alert drivers when they are exceeding the posted speed limit, encouraging them to adjust their behavior.  
Safety Benefit: Medium Cost: Medium

**2. NARROW TRAVEL LANES**  
Narrowed travel lanes slow speeds and encourage drivers to feel like they have less space around them. On downtown streets, school zones, or sometimes even narrow? are often implemented. Streets with bus routes or frequent truck traffic may require to-foot lanes.  
Safety Benefit: Medium Cost: Medium

**3. CURB EXTENSION**  
Curb or sidewalk extensions at the street, either at an intersection or mid-block, narrows the travel width, reduces pedestrian crossing distance, improves visibility of pedestrians, lowers stormwater infrastructure cost in curb extensions contexts and filters stormwater runoff.  
Safety Benefit: Medium Cost: Medium

**4. CHICANES**  
Chicanes are a series of curb extensions, medians, and/or on-street parking that alternate from one side of the street to the other to create an "S" shaped path for traffic. The design calms traffic by slowing vehicles down using a narrower roadway.  
Safety Benefit: Medium Cost: Medium

**5. SPEED HUMP**  
Speed humps provide vertical deflection (2 to 4 inches) that forces drivers to slow down. They are typically placed at least 200 feet apart on lower speed and volume streets. PennDOT does not permit speed humps on state roadways.  
Safety Benefit: High Cost: Low

**6. RAISED MEDIAN**  
A raised median provides a physical barrier between low volume along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.  
Safety Benefit: Medium Cost: Medium

**7. TRAFFIC CALMING PROGRAM**  
A Strategic program focuses on recommended traffic calming treatments can target streets with speed concerns. This can be an efficient way to implement speed humps, road traffic, cross, horizontal crossovers, and decelerating.  
Safety Benefit: High Cost: Medium

**8. DRIVER EDUCATION**  
A driver training program incorporating speed reduction programs and education in the roadway. This can be an efficient way to implement speed humps, road traffic, cross, horizontal crossovers, and decelerating.  
Safety Benefit: Low Cost: Low

**9. ENFORCEMENT OPERATIONS**  
Informal operations are out of the system of safety. Crash data help officers target enforcement, signage, and training and education, followed by ticketing and fees.  
Safety Benefit: High Cost: Low

**10. ADJUST SPEED LIMITS**  
Streets with minor curve, winding and taking should be evaluated for lower posted limits. Each street where lowering the speed limit is warranted.  
Safety Benefit: High Cost: Low

**11. MAINTENANCE PROGRAM**  
Maintenance of signs, pavement, street signs, trees, and lighting is important to facilitating a safe driving culture.  
Safety Benefit: High Cost: Medium

**12. ROAD SAFETY PLANS & AUDITS**  
Conducting road safety audits and plans at any crash locations can help communities identify specific operations. Some audits in darker or especially busy conditions might reveal road crash causes.  
Safety Benefit: Medium Cost: Low

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on the key corridors shown in the Draft Recommendations.

**DRAFT**

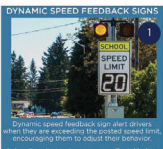
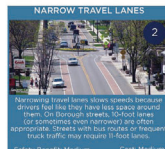










# Online Engagement- Board 1 Comments

**Comments:**

- Why are additional stop signs, particularly along St Anthony not part of this? Also, many of these features make cycling more difficult and dangerous unless you implement restricted bike lanes. Narrow lanes, speed humps, and additional high curbing and medians mean that if you have to evade a car on a bike (happens to me on a regular basis) you are likely to hit a curb, a parked car, or a speed hump at an angle.
- There have been nominal chicanes composed only of parking spaces on both N Water St and Brown St for many year. Because the spaces are rarely very occupied, they are not effective without permanent, built elements. There is a picture of a mini-roundabout in the Traffic Calming Program section, but that could be a useful strategy on its own if the dimensions are feasible. Are there a couple potential locations that might work for that like 3rd and St George or 7th and St Mary or even possibly 5 Points at St Anthony and 4th?
- I'm not seeing anything about flooding as a concern. I'd like to suggest Lewisburg incorporate more native plant swales for flood mitigation.

### Lewisburg Safety Action Plan Toolkit

**Distracted Driving and Speeding**

<b>DYNAMIC SPEED FEEDBACK SIGNS</b>  Dynamic speed feedback signs alert drivers when they are exceeding the posted speed limit, encouraging them to adjust their behavior. Safety Benefit: Medium Cost: Medium	<b>NARROW TRAVEL LANES</b>  Narrowing travel lanes slows speeds because drivers feel like they have less space around them. On through streets, 30-foot lanes (or sometimes even narrower) are often appropriate. Streets with bus routes or frequent truck traffic may require 11-foot lanes. Safety Benefit: Medium Cost: Medium	<b>CURB EXTENSION</b>  Curb or sidewalk extensions at the roadway, either at an intersection or midblock, narrow the street width, reduces pedestrian crossing distance, improves visibility of pedestrians, lowers pedestrian infrastructure costs as curb extensions collect and filter stormwater runoff. Safety Benefit: Medium Cost: Medium	<b>CHICANES</b>  Chicanes are a series of curb extensions, medians, and/or driveway parking that alternate from one side of the street to the other to create an "S" shaped path for traffic. The design calms traffic by slowing vehicles, leveling a smoother road surface, and also applicable. Safety Benefit: Medium Cost: Medium
<b>SPEED HUMP</b>  Speed humps provide vertical deflection (2 to 4 inches) that forces drivers to slow down. They are typically spaced at least 200 feet apart on lower speed and volume streets. PennDOT does not permit speed humps on state roadways. Safety Benefit: High Cost: Low	<b>RAISED MEDIAN</b>  A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure. Safety Benefit: Medium Cost: Medium	<b>TRAFFIC CALMING PROGRAM</b>  A traffic calming program focused on permanent traffic calming treatments can target streets with speed concerns. This can be an effective way to implement speed refuge or traffic calming treatments, such as speed humps, raised medians, and chicanes. Safety Benefit: High Cost: Medium	<b>DRIVER EDUCATION</b>  Driver education programs help educate young drivers on safe driving practices. Driver education programs can help communities identify specific geographic areas for priority driver education and provide more targeted driver education. Safety Benefit: Low Cost: Low
<b>ENFORCEMENT OPERATIONS</b>  Enforcement operations are vital to the system of safety. Crash data helps officers target enforcement locations with cameras and education, followed by ticketing and fees. Safety Benefit: High Cost: Low	<b>ADJUST SPEED LIMITS</b>  Streets with more people walking and biking should be evaluated for lower posted limits, such as 20 mph. A speed study is required for each street when lowering the speed limit to 20 mph. Safety Benefit: High Cost: Low	<b>MAINTENANCE PROGRAM</b>  Maintenance of asphalt, concrete, and signs, trees, and lighting is important to facilitating a safe driving culture. Safety Benefit: High Cost: Medium	<b>ROAD SAFETY PLANS &amp; AUDITS</b>  Conducting focused safety audits and plans at key crash locations can help communities identify specific geographic areas for priority driver education and provide more targeted driver education. Safety Benefit: Medium Cost: Low

INFRASTRUCTURE

POLICY, PROGRAMS, & EDUCATION

ENFORCEMENT

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on the key corridors shown in the Draft Recommendations.

DRAFT




# Online Engagement- Board 2 Comments

**Comments:**

- Having a pedestrian refuge on Rt. 15 would be amazing. Please do this.
- At tricky intersections, I think the extra pedestrian crossing while all traffic in all directions is stopped - is helpful. Important to post this info for pedestrians. Since it is unexpected, it's sometimes confusing when everything stops everywhere! Seeing how much time is left to cross is also helpful. It would be great to have a more pedestrian-friendly crossing at intersection of Routes 45/15. Esp since left turns are permitted more often from Mkt St --> 15 (going south), it is a tricky crossing.
- Unprotected bike lanes like those in 19 are not particularly useful. Why no additional stop signs in any of these?

### Lewisburg Safety Action Plan Toolkit

**Intersection and Crossing Safety**

<b>TRAFFIC SIGNAL</b>  Full synchronization of an intersection can show traffic control movements, and accommodate pedestrians and cyclists. Traffic signal warrants analysis is performed to determine where signals are installed. Safety Benefit: High Cost: High	<b>ROUNDBOUT</b>  A roundabout is an especially powerful tool that reduce speeds and remove conflicts. Roundabouts reduce angle crashes, which are often severe. Safety Benefit: High Cost: High	<b>MARKED CROSSWALK</b>  According to PennDOT, a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%. They are especially important at crossings with many pedestrians, such as those near bus stops and schools. Safety Benefit: High Cost: Low	<b>CROSSWALK VISIBILITY</b>  Signs and warning devices can be used in advance of marked pedestrian crossings to increase driver yielding. Safety Benefit: High Cost: Low
<b>TRAFFIC SIGNAL TIMING</b>  Traffic signal timing changes can optimize pedestrian and vehicle movements and, if coordinated, can provide priority to different modes, such as buses or emergency vehicles. Safety Benefit: Medium Cost: Low	<b>INTERSECTION MARKINGS</b>  Marking of intersection approaches with painted markings and bollards helps to define the intersection and crossing driveways and intersections. Safety Benefit: High Cost: Low	<b>INTERSECTION VISIBILITY</b>  Marking of areas near intersections along with other visual or physical elements shows where crossing parking is restricted. Also known as intersection lighting, this process maintains visibility at driveway and intersections. Safety Benefit: High Cost: Low	<b>PEDESTRIAN REFUGE</b>  A pedestrian refuge provides added protection for people crossing the street. The refuge improves pedestrian visibility, reduces conflicts, and reduces crossing distance. Infrastructure is an important consideration. Safety Benefit: High Cost: Medium
<b>PEDESTRIAN COUNTDOWN SIGNAL</b>  A pedestrian countdown signal indicates remaining walk time, faster rather than actual signal for most pedestrians in urban areas where people are frequently walking. Safety Benefit: High Cost: Medium	<b>EXTRA PEDESTRIAN CROSSING TIME</b>  Extra pedestrian crossing time allows pedestrians to advance signal time to begin crossing before cars start turning right. CPTs are especially helpful in wide, busy intersections. Safety Benefit: High Cost: Low	<b>FLASHING PEDESTRIAN SIGNAL</b>  A flashing pedestrian signal lets motorists know that pedestrians are crossing. These are especially applicable at crossings where there is not a signal or stop sign directing traffic. Safety Benefit: High Cost: High	<b>ASPHALT ART</b>  Asphalt art is used to delineate and revitalize spaces. This tool is often used in lieu of creating safer routes to schools, parks, or libraries, and most most Federal and state funding programs do not allow this treatment on state roads. Safety Benefit: High Cost: Medium

INFRASTRUCTURE

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on the key corridors shown in the Draft Recommendations.

DRAFT

## Online Engagement- Board 2 Comments Continued

### Comments:










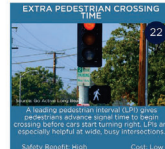

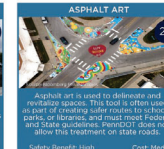
- What is your take on the general rejection of Asphalt Art by PennDOT, with stated restrictions on both state and local roads? The Borough is in the middle of implementing LPIs on Market St. The plan should note this and point out the potential functional advantages. It is very controversial because there is a current All Stop signal design which is frequently unused, but helpful as an alternative for the elderly or children. The proposed LPI of 7 seconds should accomplish a very similar result, allowing people to cross almost the entire road before the traffic gets the green -- and it should also cut down on lingering all-stops with no pedestrians in sight because they gave up waiting long ago.
- Incorporate native plant swales for flood mitigation.

Lewisburg Safety Action Plan Toolkit

T

INFRASTRUCTURE

Intersection and Crossing Safety

 <p><b>TRAFFIC SIGNAL</b> 13</p> <p>Full signalization of an intersection can slow traffic, control movements, and accommodate pedestrians and bicycles. Traffic signal warrants analysis is performed to determine where signals are installed.</p> <p>Safety Benefit: High Cost: High</p>	 <p><b>ROUNDABOUT</b> 14</p> <p>A roundabout is an especially powerful tool that reduces speeds and removes conflicts. Roundabouts reduce angle crashes, which are often severe.</p> <p>Safety Benefit: High Cost: High</p>	 <p><b>MARKED CROSSWALK</b> 15</p> <p>According to FHWA, a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%. They are especially important at crossings with many pedestrians, such as those near bus stops and schools.</p> <p>Safety Benefit: High Cost: Low</p>	 <p>Signage and markings devices can be used in addition of marked pedestrian crossings to increase driver yielding.</p> <p>Safety Benefit: High Cost: Low</p>
 <p><b>TRAFFIC SIGNAL TIMING</b> 17</p> <p>Traffic signal timing changes can optimize operations and reduce weaving and conflicts. Signal timing can provide priority to different modes, such as buses or emergency services.</p> <p>Safety Benefit: Medium Cost: Low</p>	 <p>Painted markings clearly separate modes to help pedestrian and bicycle exposure. Green paint can be used to show where bicycles and crossing driveways and intersections.</p> <p>Safety Benefit: High Cost: Low</p>	 <p>Marking of areas near intersections along with other visual or physical elements shows where crossing parking is restricted. Also known as intersection strip-lighting, this process maintains visibility at driveway and intersections.</p> <p>Safety Benefit: High Cost: Low</p>	 <p>A pedestrian refuge provides added protection for people crossing the street. The refuge improves pedestrian visibility, reduces conflicts, and reduces crossing distance. Maintenance is an important consideration.</p> <p>Safety Benefit: High Cost: Medium</p>
 <p>A pedestrian countdown signal indicates remaining walk time, faster than actuated signals for most pedestrians in urban areas where people are frequently walking.</p> <p>Safety Benefit: High Cost: Medium</p>	 <p>Providing pedestrian crossing time to pedestrians allows them to cross safely. LPIs are especially helpful at busy, busy intersections.</p> <p>Safety Benefit: High Cost: Low</p>	 <p>A flashing pedestrian signal lets motorists know that pedestrians are crossing. These are especially important at crossings where there is a signal or stop sign directing traffic.</p> <p>Safety Benefit: High Cost: High</p>	 <p>Asphalt art is used to delineate and revitalize spaces. This tool is often used as part of creating safer routes to schools, parks, or libraries, and most most Pedestrian and Bicyclist. Maintenance is an important consideration.</p> <p>Safety Benefit: High Cost: Medium</p>

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on the key corridors shown in the Draft Recommendations.

DRAFT

## Online Engagement- Board 3 Comments

### Comments:













- I don't see biking being very safe in Lewisburg until we get separated bike lanes or a shared use path. People driving cars around here don't pay attention to a bike lane that's just marked with paint and chevrons.
- We need better sidewalks!!!
- I would not have biking on Market St (because too narrow and because of parking on the street), instead create bike lanes on parallel street one block south of Mkt St. This is how I ride through town (cutting through the old HS parking lot. After crossing 15/45 from the Linntown side, I ride on the sidewalk as far as the old HS parking lot (a bike lane could be added next to the sidewalk), then cut through the old HS parking lot to one block south (one of the Saints - can never remember which is which) and ride parallel to Mkt St. The only real treacherous spot is the corner at 7th St, which is a blind corner, coming from the west, because cars coming from the south so often blow off that stop sign. Otherwise, this route works really well for riding through town. Then I cut down to Mkt Street wherever I need to, but don't actually ride on Mkt St.

Lewisburg Safety Action Plan Toolkit

T

INFRASTRUCTURE

Safe Access for Pedestrians and Bicyclists

 <p><b>SIDEWALK</b> 25</p> <p>A well-maintained and connected sidewalk network increases pedestrian access and safety. Along with other controls, the sidewalk user needs should be at least 6 feet wide, or ideally wider. New sidewalks must comply with the Americans with Disabilities Act (ADA).</p> <p>Safety Benefit: High Cost: High</p>	 <p>A bicycle lane provides dedicated space for bicyclists in the street. Bike lanes are more appropriate on streets with lower speeds and volumes.</p> <p>Safety Benefit: Medium Cost: Medium</p>	 <p>A separated bike lane is within the street right-of-way and separated from motor vehicles by a physical barrier, such as parking, flexible delineator posts, parked cars, landscape medians, or a concrete curb.</p> <p>Safety Benefit: High Cost: High</p>	 <p>This path is shared between people biking and walking, providing the highest level of separation from motor vehicle traffic and the lowest level of traffic stress.</p> <p>Safety Benefit: High Cost: High</p>
 <p>Quality lighting increases pedestrian safety and comfort, especially at crossings, key destinations, and bus stops. Street lights also improve visibility for drivers.</p> <p>Safety Benefit: High Cost: Medium</p>	 <p>Street trees provide shade and comfort for people on the sidewalk. Street trees must be placed and maintained to allow for pedestrian visibility.</p> <p>Safety Benefit: Medium Cost: Medium</p>	 <p>Signs direct people along safer, more accessible walking and biking routes.</p> <p>Safety Benefit: Low Cost: Low</p>	 <p>Bus stop amenities include shelters and seating. Sidewalk access and safe roadway crossings should be prioritized over bus stops.</p> <p>Safety Benefit: High Cost: High</p>
 <p>Targeted education campaigns can help build pedestrian and bicyclist safety awareness. School officials can be partners in educating drivers about yielding to pedestrians and bicyclists.</p> <p>Safety Benefit: Medium Cost: Low</p>	 <p>A walking or biking school bus allows students to walk or bike to school.</p> <p>Safety Benefit: Medium Cost: Low</p>	 <p>A Safe Routes to School program can allocate funding, educate, reduce congestion, and prioritize infrastructure improvements by school.</p> <p>Safety Benefit: Medium Cost: Medium</p>	 <p>Children who are bicycling owners that have grown up to use on thorough streets, sidewalks, and safe roadway crossings. Distracted and impaired driving are especially important.</p> <p>Safety Benefit: High Cost: Low</p>

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on the key corridors shown in the Draft Recommendations.

DRAFT

# Online Engagement- Board 3 Comments Continued

**Comments:**

- I am worried in the absence of federal funding that sidewalk connectivity will not be complete and having sidewalks dead end where there is no stop sign protected crossing is worse than not having them.
- Can there be driver road safety education listed, such as Friendly Driver Training rather than just focusing on vulnerable road users? Can there be notes about how the tree lawns/planted buffers could be widened as part of curb extensions or lane narrowing, as there are many extremely narrow and hardly adequate tree lawns in the borough?
- all of the above, and native plant swales for flood mitigation.

**Lewisburg Safety Action Plan Toolkit**

INFRASTRUCTURE  
POLICY, PROGRAMS, & EDUCATION

**Safe Access for Pedestrians and Bicyclists**

<b>SIDEWALK</b> 25 A complete and protected sidewalk network increases pedestrian access and safety. Along an urban corridor the sidewalk clear width should be at least 6 feet wide, or ideally wider. New sidewalks must comply with the Americans with Disabilities Act (ADA). Safety Benefit: High Cost: High	<b>BIKE LANE</b> 26 A bicycle lane provides dedicated space for bicyclists in the street. Bike lanes are more appropriate on streets with lower speeds and volumes. Safety Benefit: Medium Cost: Medium	<b>SEPARATED BIKE LANE</b> 27 A protected bike lane is within the street right-of-way and separated from motor vehicles by a physical barrier such as a planter, flexible delineator posts, parked cars, landscaped median, or a raised curb. Safety Benefit: High Cost: High	<b>SHARED USE PATH / TRAIL</b> 28 This path is shared between people biking and walking, providing the highest level of separation from motor vehicle traffic and the lowest level of traffic stress. Safety Benefit: High Cost: High
<b>STREET LIGHTING</b> 29 Properly placed and maintained streetlights enhance security and comfort, especially at crossings, way destinations, and bus stops. Street lights also improve visibility for drivers. Safety Benefit: High Cost: Medium	<b>STREET TREES</b> 30 Street trees provide shade and comfort for people on the sidewalk. Street trees must be placed and maintained to allow for maximum visibility. Safety Benefit: Medium Cost: Medium	<b>WAYFINDING</b> 31 Signs direct people along safe, more accessible walking and biking routes. Safety Benefit: Low Cost: Low	<b>BUS STOP AMENITIES</b> 32 Bus stop amenities include shelters and benches. Sidewalk access and safe roadway crossings should be prioritized near bus stops. Safety Benefit: High Cost: High
<b>PEDESTRIAN &amp; BICYCLIST SAFETY EDUCATION</b> 33 Targeted campaigns and training for police officers can be partners in educating drivers about yielding to pedestrians and bicyclists. Safety Benefit: Medium Cost: Low	<b>WALKING / BIKING SCHOOL BUS</b> 34 A walking or biking school bus program provides a safe mode of transportation to school. Safety Benefit: Medium Cost: Low	<b>SAFE ROUTES TO SCHOOL</b> 35 A Safe Routes to School Program can allocate funding, establish educational programs, and prioritize infrastructure improvements by schools. Safety Benefit: Medium Cost: Medium	<b>YOUTH EDUCATION</b> 36 Comprehensive bicycling events that teach children how to ride on borough streets, high schools and middle schools are excellent outreach and training programs for bicyclists. Safety Benefit: Medium Cost: Low

The Lewisburg Safety Action Plan toolkit includes the types of infrastructure and non-infrastructure solutions that can be implemented to address severe crashes on Lewisburg's roadway network. Not all of the tools in the toolkit will be implemented on the key corridors shown in the Draft Recommendations.

**DRAFT**

# Online Engagement- Board 4 Comments

**Comments:**

- Curb extensions, median/pedestrian islands, and high visibility crosswalks at these locations would be incredible. I only see high visibility crosswalks noted but a curb extension or median/pedestrian island at any of these locations would help pedestrians and cyclists so much.
- Having safer crossings for bikes and pedestrians at the various lights on Rte 15 would be a huge benefit.
- Note that at the St Mary Street crossing of Rt 15 there are currently only crosswalks on 3 sides. They should be on all 4. Also, the Rt 15 Corridor Study recommendation that the intersection be regularized geometrically could be pursued. And the traffic lights are often hard to trigger. And the pedestrian signal request buttons are not ADA accessible or really reachable for most anyone on the northeast corner. Can the timing of the Rt 192 walk light be confirmed that it is long enough for a pedestrian to cross?

**DRAFT RECOMMENDATIONS  
US 15 / DERR DRIVE**



**KEY CORRIDOR CONSIDERATIONS**

1. US 15 / Derr Drive is a major thoroughfare and gateway into Lewisburg.
2. The corridor serves multiple purposes and has multiple intersections with other corridors of concern.

**COUNTERMEASURES**

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- STOP Sign/Stop Bar

## Online Engagement- Board 5 Comments

### Comments:

- Please give us a pedestrian island and curb extension for the rail trail! Bike lanes would be incredible.
- The road crossing for the rail trail is essential. People try to make the crossing regularly and it is dangerous.
- The potential for a future road diet along Rt 15 should remain on the table and noted in this plan. The traffic counts should allow for it to be a 3 lane road and more of the right of way available for sidewalks and street trees -- more of a boulevard as called for in the Route 15 Corridor Study. This should be more feasible now that the Central Susquehanna Valley Thoroughway is approaching completion.

### DRAFT RECOMMENDATIONS US 15 / DERR DRIVE



#### KEY CORRIDOR CONSIDERATIONS

1. US 15 / Derr Drive is a major thoroughfare and gateway into Lewisburg.
2. The corridor serves multiple purposes and has multiple intersections with other corridors of concern.

#### COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- Stop Sign/Stop Bar

## Online Engagement- Board 6 Comments

### Comments:

- I fully support adding all curb extensions mentioned. Also yes, traffic coming off the bridge is a mess and it's very dangerous to cross the street there. Everything possible needs to be done to slow it down. 20mph downtown would be great! (or lower)
- The light at market and 7th doesn't work. It will often stop traffic on market and then flip back to green without allowing the cars on 7th to get a green
- Market St is going to be scary because of the street parking on angle. That and tractor trailer trucks going through town.
- A midblock signal would be very useful.

### DRAFT RECOMMENDATIONS MARKET STREET

#### KEY CORRIDOR CONSIDERATIONS

1. PennDOT designated Market Street from US 15 to 3rd Street a High Risk Area for pedestrians and bicyclists. Consider making the corridor a pedestrian safety zone to assist with enforcement operations.
2. The Borough conducted a corridor study of Market Street in 2019 and identified multiple traffic calming measures to improve safety.



#### KEY CORRIDOR CONSIDERATIONS

1. PennDOT designated Market Street from US 15 to 3rd Street a High Risk Area for pedestrians and bicyclists. Consider making the corridor a pedestrian safety zone to assist with enforcement operations.
2. The Borough conducted a corridor study of Market Street in 2019 and identified multiple traffic calming measures to improve safety.

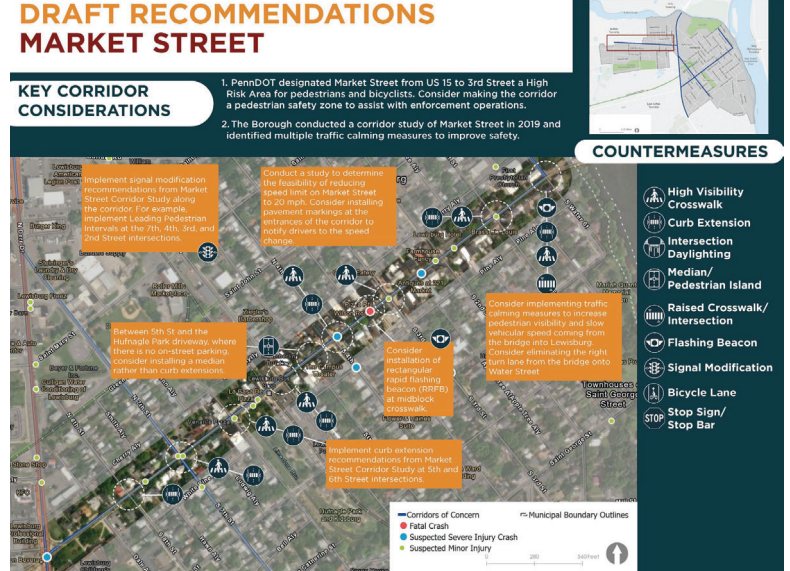
#### COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- Stop Sign/Stop Bar

## Online Engagement- Board 6 Comments Continued

### Comments:

- The wrong area is highlighted in the detail map. The notes at 5th St and Hufnagle Park are not reflective of an LDP funded streetscape project being designed now. Also, unclear whether a median would be feasible with the turning movements into the park driveway or that close to the RR tracks. Where would the raised crosswalks wind up if not permitted on Rt 15, could there be continuous sidewalks at the unsignalized intersections, i.e. 8th, 6th, 5th, Front, and Water? Could suggestions for pedestrian treatments in line with the alleys paralleling Market St show up in this section as part of the overall corridor experience? Ideally those alleys could be one-way for cars, two way for bikes and peds, with full width crosswalks and possibly enhanced signage for the crosswalks. Definitely in favor of removing the turn lane coming off the bridge, may need to be more explicit/state more strongly.



## Online Engagement- Board 7 Comments

### Comments:

- Please do add pedestrian crossings on all legs of intersection at Fairground Rd & Buffalo Rd.
- Making 192 at least as far as Fairground Rd more friendly to bikes and pedestrians would be fantastic. It would allow people to get to Davy's and the Wed market. Both are close, but scary to get to. A bike/walking lane would help so much.
- Is there any more emphatic intervention that could happen, perhaps timed to high traffic intervals at the Airport Rd intersection? There are a lot of pedestrians walking along this road, getting threatened by vehicles and property owners, can sidewalks be recommended at least along one side, probably south?



## Online Engagement- Board 8 Comments

### Comments:

- Curb extension at the park is a great idea. There should be more of these.
- 7th street is too narrow and is a major route - with lots of college kids driving on it. We need LINES!!! Make one way or eliminate street parking. It is unsafe -especially if biking.
- I don't ride on 7th St - too narrow with too much traffic and people who don't drive carefully. The first stop sign south of Mkt St is a dangerous intersection. Coming from the west, it's a blind intersection. Cars coming from the south often do not stop.
- In my experience, the curb extensions cause problems between cyclists and cars. Without education for drivers to stay 4 feet from cyclists, these are dangerous.

### DRAFT RECOMMENDATIONS 7TH STREET



#### KEY CORRIDOR CONSIDERATIONS

1. Public feedback raised concerns about intersection visibility at the St. Louis Street and St. Mary Street intersections.
2. Buildings at corners can cause sight distance issues.
3. Pavement markings are sometimes lacking or unclear.

#### COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- Stop Sign/Stop Bar

## Online Engagement- Board 8 Comments Continued

### Comments:

- The rail trail crossing of 7th St is currently too smooth a slope for the vehicles. While they do have to drive up and over, it is graded to be a continuous slope from well before and after, rather than a more extreme ramp up with a traffic calming effect immediately on either side. The rail trail could serve as a traffic calming element if the road grade was redesigned to be like a raised crosswalk. Could there be a gateway and possibly a mini-roundabout at the St Mary St intersection? There can be bad visibility at St Mary St, but it is a function of strange street tree choice on the north east corner, not a building, and could be changed with a different tree species. Should the direction of White Pine Alley be adjusted to just be NE-bound to help with crashes and near misses at that intersection? Other options?
- Incorporate more native plant swales for flood mitigation.

### DRAFT RECOMMENDATIONS 7TH STREET



#### KEY CORRIDOR CONSIDERATIONS

1. Public feedback raised concerns about intersection visibility at the St. Louis Street and St. Mary Street intersections.
2. Buildings at corners can cause sight distance issues.
3. Pavement markings are sometimes lacking or unclear.

#### COUNTERMEASURES

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- Stop Sign/Stop Bar

# Online Engagement- Board 9 Comments

**Comments:**

- Water Street is so busy. From there, River Road traffic is too fast - a potential hazard to bicycles and wildlife. Has a new way of routing the Lewisburg Bridge to Water Street to River Road crossover traffic been discussed?
- Yes please extend the sidewalks on Water St. Please eliminate the right turn lane off the bridge so that it's easier to walk into Soldier's Park from Market Street.
- Having the rail trail cross the river would be fantastic! A sidewalk/bike path on Water St would be so helpful. Also some kind of traffic calming measure to slow vehicles coming over the bridge from Montandon side. It is dangerous for pedestrians to cross Mkt St at Water St.

**DRAFT RECOMMENDATIONS WATER STREET**

**KEY CORRIDOR CONSIDERATIONS**

1. Public feedback raised concerns about pedestrian visibility and speeding from vehicular traffic coming off of the bridge from SR 45.

**COUNTERMEASURES**

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- STOP Sign/Stop Bar

Corridors of Concern  
 Suspected Minor Injury  
 Municipal Boundary Outlines

# Online Engagement- Board 9 Comments Continued

**Comments:**

- Clarify what the improvements would be at St John St? Raised intersection? Unclear why sidewalks on the east side are called out to St John St. Is that just in the park or from the north and not the park? There is not a lot of space for sidewalk because the building (Street of Shops) encroaches on the right of way on that side. On-street parking would have to be removed to continue the sidewalk there. Or maybe it's not intended to be there, but then the label is in the wrong place. The St Anthony/Water intersection needs more than just high visibility crosswalks. Are there opportunities for curb extensions? At least into the width of St Anthony? The Cherry Alley location could see raised crosswalk/intersection and possibly a median island. If the park curb gets reconfigured to include back-in angle parking recessed into the current curb, then there would be space for a median. Mention that park update/redesign could lead to improvements there. Currently, there are no safe pedestrian access points to the park or accessible routes within the park.

**DRAFT RECOMMENDATIONS WATER STREET**

**KEY CORRIDOR CONSIDERATIONS**

1. Public feedback raised concerns about pedestrian visibility and speeding from vehicular traffic coming off of the bridge from SR 45.

**COUNTERMEASURES**

- High Visibility Crosswalk
- Curb Extension
- Intersection Daylighting
- Median/Pedestrian Island
- Raised Crosswalk/Intersection
- Flashing Beacon
- Signal Modification
- Bicycle Lane
- STOP Sign/Stop Bar

Corridors of Concern  
 Suspected Minor Injury  
 Municipal Boundary Outlines

## Online Engagement- Board 10 Comments

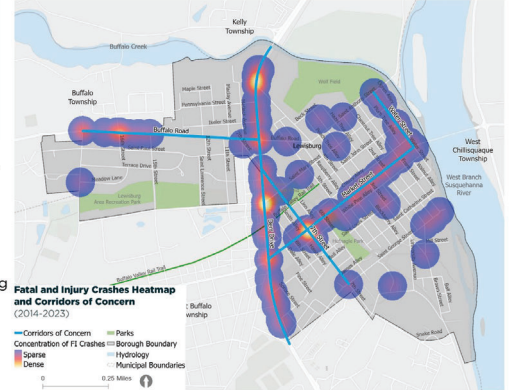
### Comments:

- Thank you for all of your hard work
- The end of north 3rd is too narrow- two cars cannot pass yet it isn't a one way and cars are parked on both sides.
- A way for bikes to approach the Wed market and a designated bike parking area for the Wed market would make that safer and more biker-friendly. It would be nice to fill in around the pedestrian bridge that goes to the old furniture barn. The dirt has worn away from each end of the bridge, making it hard and potentially dangerous to ride over it on a bike.
- Please put four way stops along St. Anthony. I'm shocked to see that they are not addressed in this study. You can see accident hot spots all along the intersections and they appear to be just as bad as those along water street and in some cases market.

### OTHER DRAFT RECOMMENDATIONS

There are Lewisburg streets other than the ones highlighted on the map that would benefit from safety improvements. These could be addressed through programs such as:

- A pedestrian safety campaign, reaching drivers as well as people walking
- A traffic calming program
- A safe routes to school program
- More enforcement for speeding and other traffic violations
- Additional policies, programs, or education initiatives as shown in the red boxes in the toolkit
- Road safety audits



## Online Engagement- Board 10 Comments Continued

### Comments:

- The St Anthony St corridor could use traffic calming as it is a cut-through route. And there are only sidewalks on one side of the street for several blocks. Could there be consideration of restricting or discouraging through traffic just to the state roads and particularly not on River Road, St Anthony, St Mary, Water St, Brown Street, 3rd Street, and 4th Street? For a traffic calming program, the borough needs a template for a standard minimum intersection geometry that could be overlaid on most of the side street intersections, yielding curb bumpouts, whether painted or built. There are not many intersections with unusual angles or slopes, so a template should be feasible. And most streets currently have parking on at least one side, offering potential opportunities for curb extensions. Can there be signage/policy/education to discourage drivers from attempting to pass cyclists on most of the smaller streets in the Borough as there is rarely enough distance between stop signs to fully/safely/legally pass and return to the lane before the next intersection. It would be better simply to expect no overtaking. There are many cars driving too fast and cutting through along River Road from the south up to the river bridge. Could the route they take along Brown, St George, Front, St Louis and Water St be interrupted by making some of those roads one-way south bound? Possibly also the alley next to Mariah's Garden/the river between St Louis and St Catherine? The Fairground Rd crash hotspot doesn't capture the need to make improvements just south of there for pedestrians crossing between the parts of the park. Similarly, while St Mary St west of Rt 15 is literally outside the borough, it is a very significant route for residents and everyone in the area. There is a lot of speeding/cut through traffic, little pedestrian accommodation and a lot of destinations for pedestrians especially kids. There could be a modal filter to discourage cut-through traffic, enforcement to catch the people who race around the 15/45 intersection, and sidewalks, crosswalks and/or shared use paths for pedestrians and bikes connecting to the borough, to the park(s), and to the shopping/grocery/Y/rail trail. There were briefly sharrows painted on St Mary St in East Buffalo, but they are no longer there. They should be put back and drivers should be encouraged to slow down and recognize other road users.

# Key Stakeholder Interviews

Five focus-group style Key Stakeholder Interviews were held to gain additional insight into specific transportation issues in the Borough and to help ensure that a holistic perspective was gained. The participants were identified based on guidance from the Safety Working Group, identifying key groups and people not already represented in this planning process. The following five groups were identified:

- **Local Agency Staff and Officials:** Borough staff, elected officials, Buffalo Valley Regional Police officers, consultants working on related Borough projects, and the School District were invited to participate in this group.
- **Community Organizations and Local Business Owners:** Representatives from Lewisburg Downtown Partnership's Board, Lewisburg Neighborhoods' Board, the CommUnity Zone, and several local business owners were invited to join this group.
- **Human Services:** Representatives from Community Resources for Independence, Union County Housing and Redevelopment Authorities, and Union-Snyder Agency on Aging, Inc. were invited to this group.
- **Regional Transit:** Fullington Trailways Union and rabbitransit representatives were invited to this group.
- **Preschools and Child Care Centers:** Local childcare facilities and preschools were invited to this group, but no one attended.

The following summaries provide an overview of the discussions had in each group.

# Key Stakeholder Interviews

## Local Agency Staff and Officials Interview:

- **Key Safety Concerns:** High traffic volumes on Market Street, lack of pedestrian infrastructure on Route 15, and widespread non-compliance with pedestrian signage create dangerous conditions, especially at high-risk intersections and informal crossings.
- **Infrastructure & Enforcement Gaps:** Limited data collection and enforcement capacity hinder safety improvements; financial and maintenance constraints affect the ability to expand or sustain infrastructure like bike lanes and flood-resilient paths.
- **Priorities & Recommendations:** Focus areas include improving crossings (especially at Route 15 and the rail trail), enhancing pedestrian and bike infrastructure, launching education campaigns, collecting better data, and pursuing funding for safety upgrades.

## Community Organizations and Local Business Owners Interview:

- **Organizations in Attendance:** Lewisburg Downtown Partnership Staff and Board; Lewisburg Neighborhoods Board
- **Critical Safety Issues:** Speeding, poor visibility, and non-compliance at key intersections (e.g., St. Anthony Street, Market Street crossings) create hazards for pedestrians and cyclists; narrow streets and lack of traffic controls add to the risk.
- **Infrastructure Limitations:** Limited space for bike lanes, ineffective traffic calming measures, and concerns about sign clutter hinder safety improvements; a proposed intercity bus pull-off faces cost and location challenges.
- **Community Engagement & Priorities:** Local groups support education and outreach; top priorities include improving crossings, enhancing visibility, and reducing speeds, with recommendations for sign audits and funding pursuit.

# Key Stakeholder Interviews

## Human Services Key Stakeholder Interview:

- **Access and Mobility Barriers:** Clients face long wait times and limited assistance with paratransit services; affordable housing is often far from essential services and transit routes, making access difficult without a personal vehicle.
- **Service Gaps and Communication Needs:** Transportation options are limited after business hours, and many clients are unaware of services like Stop Hopper; more direct outreach and education from transit providers is needed.
- **Recommendations and Collaboration:** Suggestions include expanding transit service hours, supporting informal drivers, improving housing proximity to services, and strengthening partnerships with community organizations and transportation agencies.

## Transit Key Stakeholder Interview:

- **Bus Stop Safety & Accessibility:** Market Street stops face infrastructure issues, especially westbound locations with poor lighting and alley access; rural stops lack consistent safety features, and ADA compliance is reviewed but not strictly enforced.
- **Monitoring & Coordination:** Few incidents are reported, but safety while waiting remains a concern; rabbittransit coordinates with local partners to improve stop locations, with examples like relocating stops to better-lit areas with dedicated waiting space.
- **Recommendations & Oversight:** Priorities include improving lighting, curb access, and ADA features at stops; continuing evaluations and ensuring equity in infrastructure; long-term planning and funding coordination are needed to maintain service quality.

# Phase 3 Results

# Online Engagement

Public Open House 3 was held online on March 26, 2026, at 6:00 PM, using Microsoft Teams. There were seven participants.

During the meeting, a brief presentation was given, discussing the supplemental planning activities completed following the Safety Action Plan. Participants were able to provide input through the online survey link.

**LEWISBURG SS4A (SAFE STREETS AND ROADS FOR ALL)  
COMPREHENSIVE SAFETY ACTION PLAN**

**BOROUGH OF LEWISBURG  
PENNSYLVANIA**

*We want to hear from you!*

The Borough of Lewisburg is developing additional materials to support its transportation Safety Action Plan, which is nearing completion. To ensure these recommendations serve the Lewisburg community, we want to hear from you!

The third public meeting for the Safety Action Plan will be held on Thursday, March 26, 2026 from 6:30 to 7:30 PM online.

Come to learn more about the work completed to date and to share your opinions on the supplemental safety-focused planning activities recommended by the Plan. To register for the virtual public meeting, please visit [www.LewisburgBorough.org/safety\\_action\\_plan](http://www.LewisburgBorough.org/safety_action_plan) or scan the QR code on the bottom right. Can't attend? Take the online survey by scanning the QR code on the left.

**TAKE THE SURVEY BY APRIL 2<sup>ND</sup>, 2026**

For more information, contact Shannon Berkey: [sberkey@lewisburgborough.org](mailto:sberkey@lewisburgborough.org) 570-523-3614

**REGISTER FOR THE ONLINE MEETING**

**MARCH 26, 2026**

Participants in the meeting: Shannon Berkey, Rachel Gerson, Jeff Begner, TS, LR.

# Public Survey

An online survey was available from March 11 to April 2, 2026. The survey was advertised via social media, the Borough's website, and flyers distributed to residents.

The survey was administered online and 30 responses were received.



## Lewisburg Safety Action Plan: Supplemental Safety-Focused Planning Activities Survey

### What are Supplemental Safety-Focused Planning Activities?

As part of the development of Lewisburg's Safety Action Plan, several recommendations to improve safety throughout the community were progressed into the initial planning stages. These activities will support the Borough in improving roadway safety in the coming years, and include the following topics:

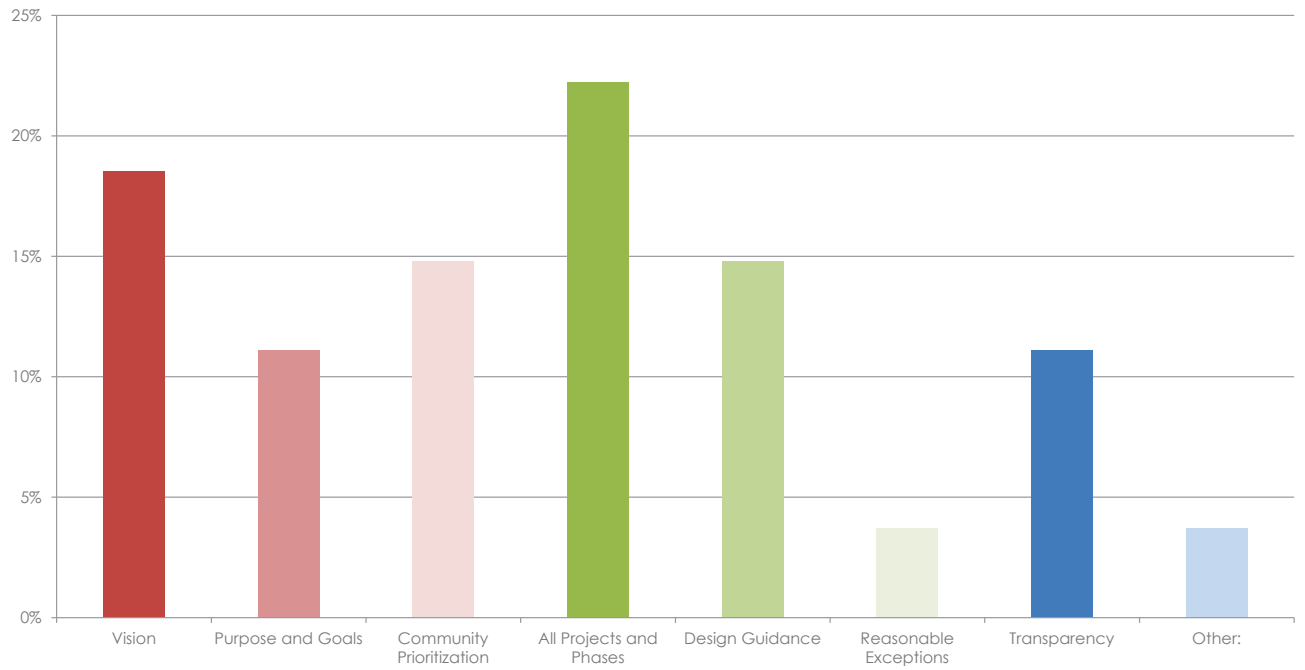
- Standard Diagrams for Curb Extensions at Intersections
- A Complete Streets Policy
- A Pedestrian Safety Campaign
- Concept Design for Safety Improvements along Anthony Street from N 4th Street to Ogren Alley

Each of these topics will be further discussed on the following pages, and we'd like you to share your thoughts on these safety-focused planning activities.

This survey is voluntary, and all responses are anonymous. All questions are designed to better understand your perspective, observations, and experiences. The survey will be available until Thursday, April 2, 2026. Thank you for participating!

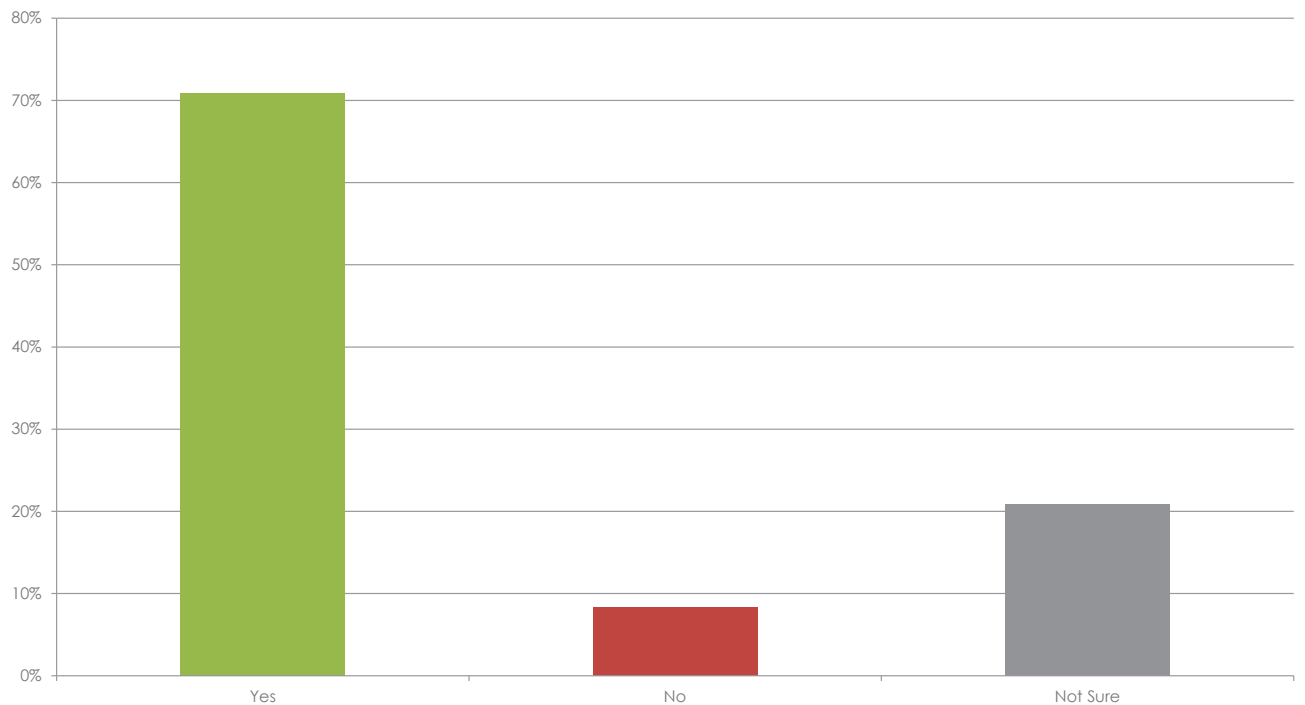
# Question 1

Which part of the Complete Streets policy will have the greatest benefit for Lewisburg community members?



# Question 2

Have you interacted with a curb extension before?



### How will curb extensions improve your traveling experience in Lewisburg?

"Pedestrian-friendly"

"Curb extensions will make walking safer with my young daughter, making traveling by foot in Lewisburg a better experience."

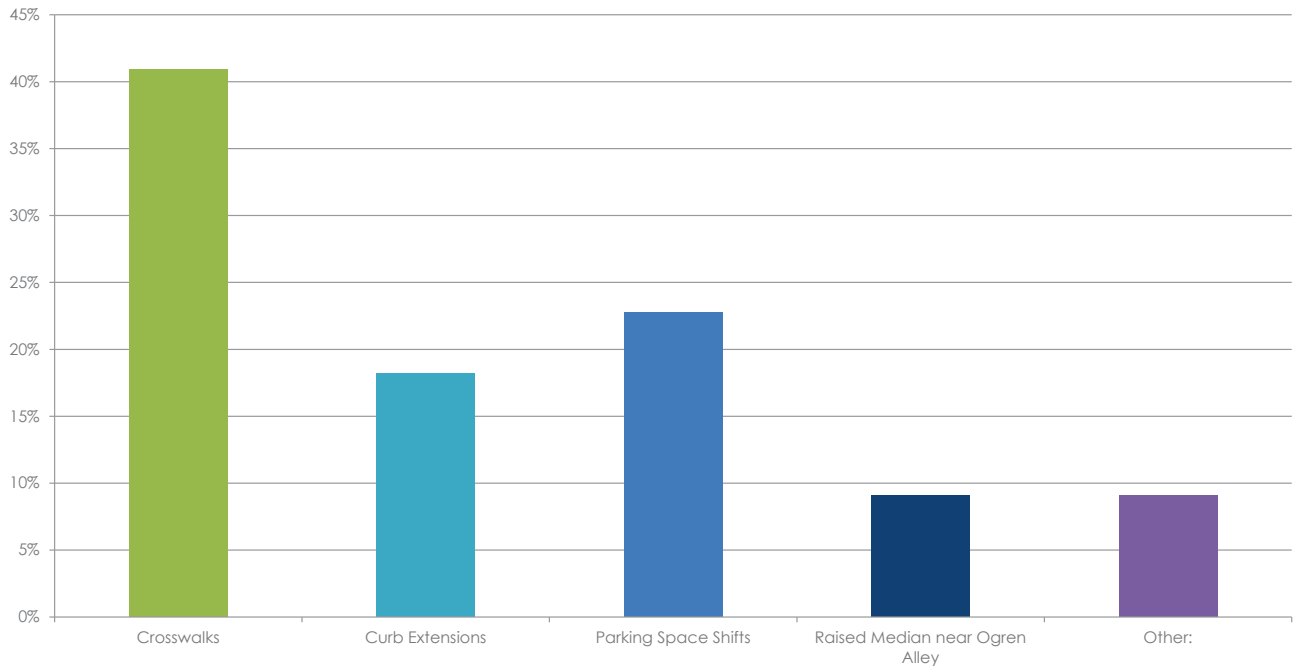
"Slow traffic and enhance visibility for everyone."

"I'm a pedestrian, primarily. This tends to slow down traffic. I also drive in the Borough and this makes it easier to spot pedestrians."

"For me, as someone who bikes, curb extensions will make traveling through Lewisburg feel a lot safer. They help slow down traffic, which makes sharing the road much more comfortable. I'll feel more confident riding through town knowing cars are moving more carefully, and the improved visibility at intersections will make it easier to navigate alongside both drivers and pedestrians."

## Question 3

### Which element of the St. Anthony Street concept do you think is most important to implement?



## Question 4

# Question 5

Would you like to provide any addition information about your response to the St. Anthony Street concept?

"The median for pedestrians to cross halfway is an excellent idea. It not only makes that crossing safer for pedestrians by splitting the crossing in half; it also is a visual cue to drivers that pedestrians are crossing there. When cars drive fast as they do on St Anthony St, a simple painted crosswalk is not enough to get them to slow down and watch to stop for pedestrians."

"Raised crosswalks slow traffic. Painted ones only are ignored"

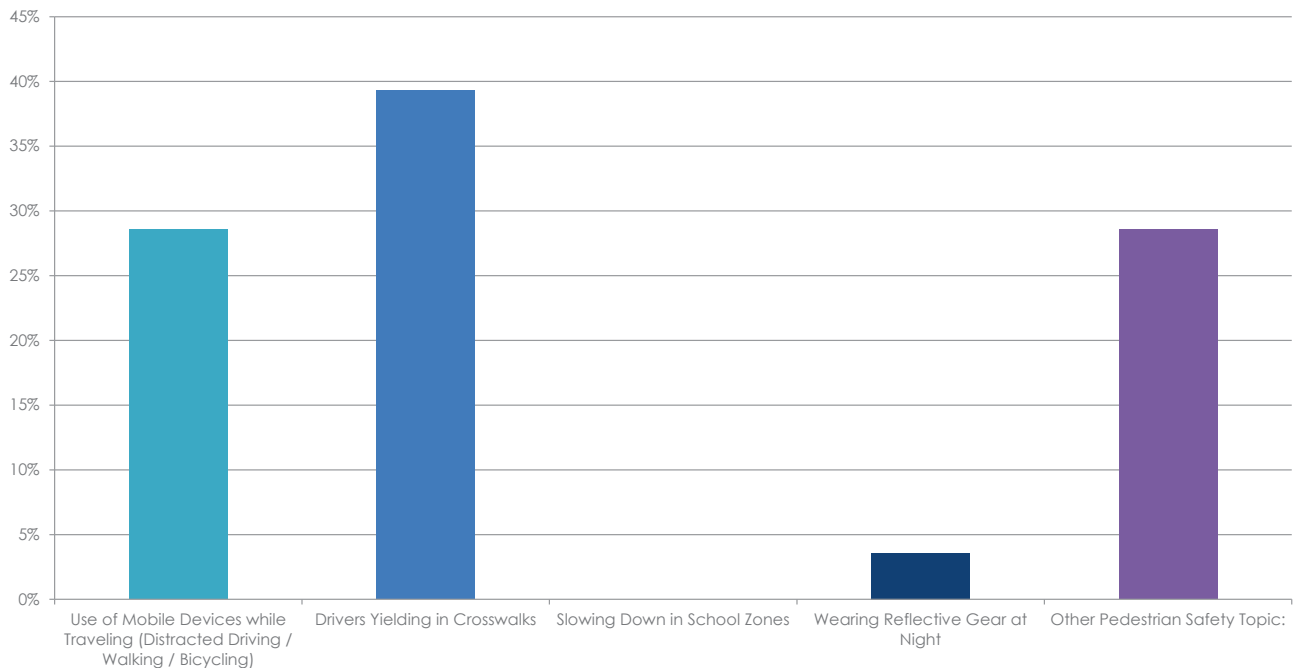
"Even though the speed limit is low, drivers don't give way to pedestrians. Crosswalks will help."

"I think moving the parking to the other side of the street will be a nice improvement, especially since there isn't a sidewalk on that side."

"There should not be parking on this street and there should be a sidewalk on both sides."

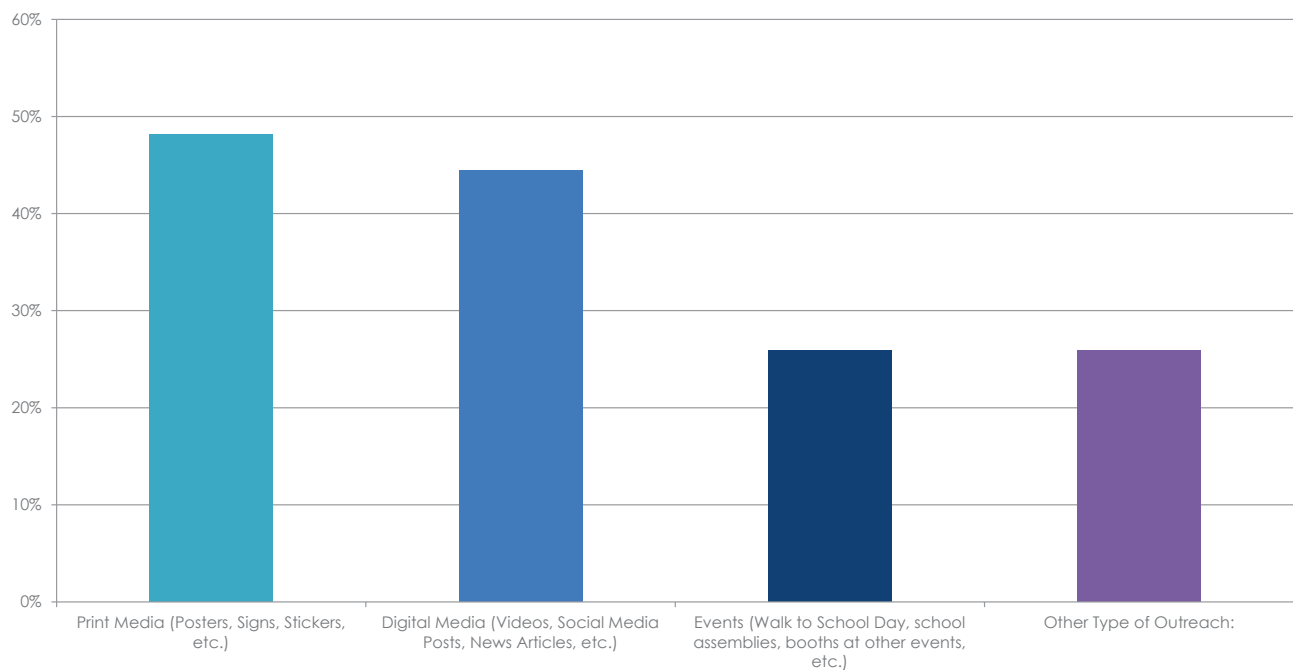
# Question 6

What do you think is the most important topic to address through a pedestrian safety campaign in Lewisburg to improve roadway safety?



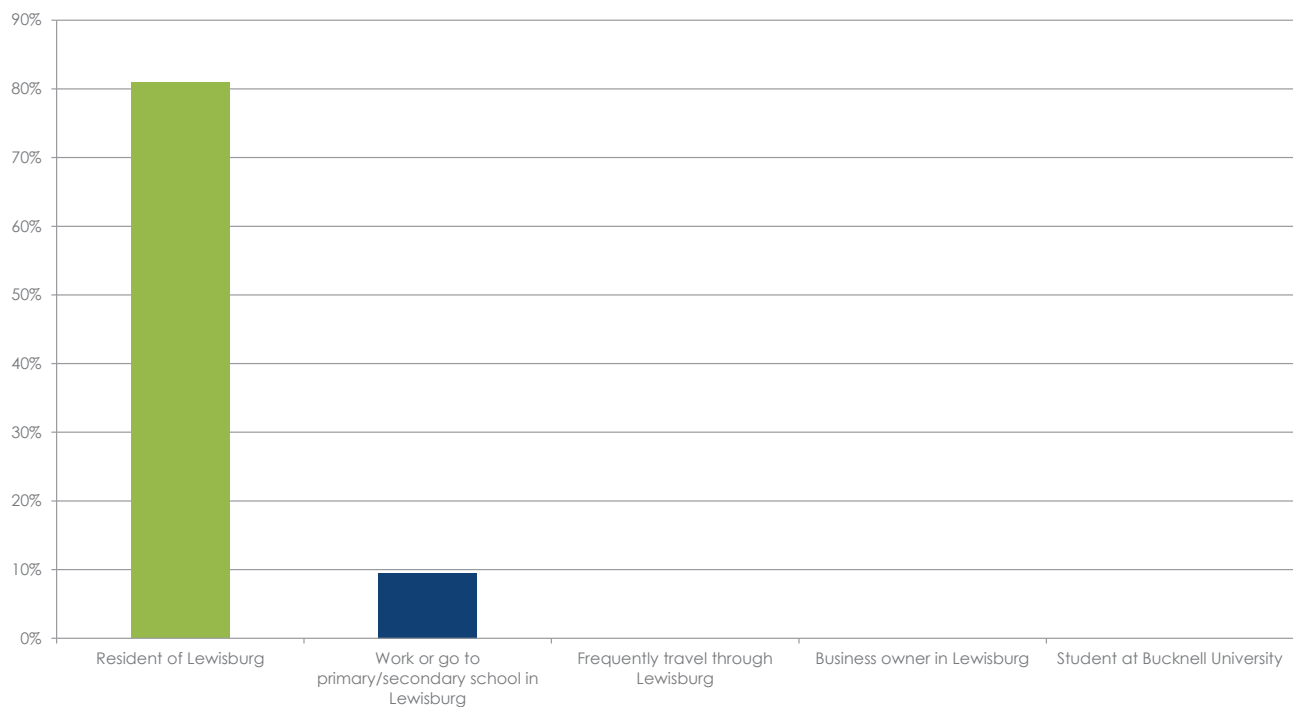
# Question 7

What types of pedestrian safety campaign outreach do you think would be effective in Lewisburg?



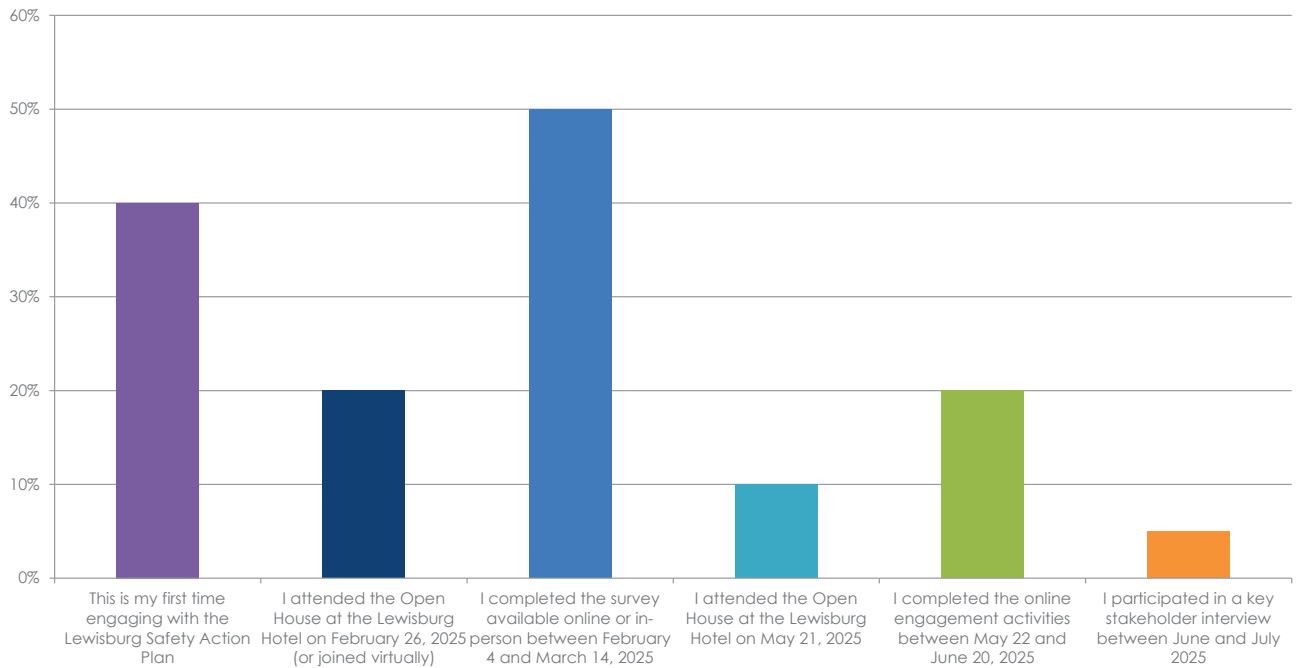
# Question 8

What best describes you?



## Question 9

Have you previously engaged with the Lewisburg Safety Action Plan through any of the below events or activities?



## Question 10

Do you have any additional comments or questions on the Lewisburg Safety Action Plan or the supplemental safety-focused planning activities to share with the project team?

"Thank you for doing this work. Please keep chugging along, you are making a big difference in our lives."

"A lot of this is about walking or biking, but the Town needs to focus on drivers."

"I think the plan is moving in a really positive direction. Overall, I'm excited about this project and appreciate the emphasis on creating a safer, more accessible Lewisburg for everyone."



# APPENDIX B

# Borough of Lewisburg Complete Streets Policy

## Vision

The Borough of Lewisburg, PA envisions creating an interconnected transportation system by applying a Complete Streets approach to all transportation and infrastructure planning and construction projects. By adopting this policy, Lewisburg will apply a Complete Streets approach to transportation planning processes. This policy will shape Lewisburg's transportation network by ensuring safe, accessible, and connected streets for all users, including those walking, cycling, rolling, riding transit, delivering goods, and driving. Implementation of a Complete Streets approach will improve and standardize the planning, design, construction, operation, and maintenance of streets so that Lewisburg streets are accessible for users of all ages and abilities.

## Purpose and Goals

Complete Streets enable access to street facilities for all users. This helps foster community connections across the entire Lewisburg community, allowing for school-aged children, university students, adults, and older adult populations alike to safely share the streets. The emphasis on walkability allows for increased interactions among everyone in Lewisburg, creating more pedestrian- and people-oriented spaces.

Implementing Complete Streets solutions will also improve safety for all street users in Lewisburg. This includes various design improvements, such as connected sidewalks, median islands, painted crosswalks, bicycle lanes, and traffic calming measures to foster driver and pedestrian safety. Similarly, improved lighting and wayfinding (signage) should be considered whenever possible. Future facilities will minimize conflicts between transportation modes and uses to safely accommodate all users.

By encouraging people to walk or bike rather than driving for shorter trips, Lewisburg could experience diminished motor vehicle emissions, contributing to healthier air quality for all residents. Similarly, reduced car dependency will facilitate a healthier population by promoting a more sustainable and pedestrian-oriented community, and will also assist in achieving the goals of the Borough's Climate Action Plan.

To advance Complete Streets facilities, the Borough will partner with local and statewide groups and agencies, including neighboring townships, nearby boroughs, the Susquehanna Economic Development Association Council of Governments (SEDA-COG), and the Pennsylvania Department of Transportation (PennDOT). This coordination will help promote context-sensitive street design. Similarly, the Borough will integrate Complete Streets strategies with other plans and policies, including transportation, land use, and public health plans to align Complete Streets implementation with broader Lewisburg goals and priorities.

### Community Prioritization

The Borough of Lewisburg recognizes that underserved communities have been the most impacted by traffic fatalities and the adverse effects of a car-oriented environment. To that end, Lewisburg will prioritize convenient transportation infrastructure for specific underrepresented groups in the Borough. This includes:

- Households without available vehicles
- Individuals unable to operate a motor vehicle
- Senior populations (65 years and older)
- Younger populations (22 years and younger), including Bucknell University students
- Single-parent households

### Commitment to all Projects and Phases

This policy will apply to all projects in the Borough. Ensuring coordination with PennDOT over state routes, this policy will apply to all project phases, including planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. Examples of projects that must adhere to the Complete Streets policy and accommodate all users include:

- Capital improvement projects
- Street repaving, resurfacing, and restriping
- Roadway reconstruction
- Bridge construction, rehabilitation, and replacement
- Active transportation projects
- Private development projects

During construction, the Borough will provide accommodations so that users of all modes can continue to safely use the street effectively. This includes any project that impacts any facet of the street or roadway network, including sidewalks and shared use paths.

## Exceptions

While the Borough will prioritize Complete Streets project elements, these improvements may not be practical for all projects. Exceptions to the policy include:

- Projects where the cost of accommodation is excessively disproportionate to the need or probable use. This is currently defined by the Federal Highway Administration (FHWA) as exceeding 20 percent of the cost of the larger project.
- Emergency repairs that require an immediate response. Whenever possible, temporary accommodations for all users should still be provided and multimodal improvement opportunities should be considered.
- Where there is no existing or planned transit service, transit accommodations are not required.
- Where an existing or proposed facility on the same corridor will provide sufficient accommodation. The alternative route will not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.

The process for requesting, approving, or denying a Complete Streets exception will be similar to the procedure laid out by SEDA-COG in their Complete Streets Policy. This process for the Borough is outlined below.

1. The project sponsor shall submit a Complete Streets Exception Form to the Borough Manager. The form will be made available on the Lewisburg Borough website.
2. Exception forms will be reviewed by Borough staff and then forwarded to the Borough Council Public Works Committee. Reviews will occur on a rolling basis and will result in a recommendation to give public notice for the exception or to decline the exception; a decline may include a request for additional information.
3. Public notice, including a project description and the reason for the exception, will be given for at least 30 days through the Borough website. The public will be given the opportunity to provide comments on the exception request.
4. The Borough Council Public Works Committee will review all public comments and make a final recommendation on the exception request. The committee recommendation will then be forwarded to Borough Council for final approval.
5. Exceptions, along with any related comments and discussions, will be documented and summarized in a report. This report will be available to the public through the Borough website.

### Connectivity and Coordination

All developments proposing impacts within the public right-of-way shall comply with this Complete Streets policy. All projects will be reviewed for consistency with this Complete Streets policy. This includes proposals from PennDOT, SEDA-COG, or any adjacent municipalities whose projects may impact the Borough, such as East Buffalo Township. The Borough will also coordinate with local transit providers, such as rabbittransit.

To ensure Complete Streets application to all Lewisburg streets, the Borough will coordinate closely with both PennDOT and SEDA-COG through regularly scheduled meetings. This includes discussions about future projects to foster Complete Streets design.

### Design Guidance

To successfully implement Complete Streets projects, the Borough will adopt and follow design guidance that promotes accessible streets for all users. This guidance will ensure Borough engineers and planners can effectively plan for and construct safe, multimodal projects. The Borough shall follow the latest design guidance as recommended by the PennDOT and SEDA-COG. Other guidelines include, but are not limited to:

- Public Right-of-Way Accessibility Guidelines (PROWAG) (United States Access Board)
- Bikeway Selection Guide (FHWA)
- Urban Street Design Guide (National Association of City Transportation Officials, or NACTO)
- Urban Bikeway Design Guide (NACTO)

The Borough will formally adopt these guidelines within six months of policy adoption and will revisit the guidance list every three years.

### Community Context

This policy supports the unique context of Lewisburg, aligning with local needs and development patterns. The Borough will consider all current and future land use when proposing Complete Streets elements to ensure safety for all users and mitigate any unintended consequences. All streets will be designed in a context-sensitive manner responsive to Lewisburg's transportation and land use patterns, such as roadway volumes, speeds, and to the presence of Bucknell University in the community. Similarly, all land use plans and policies, as well as zoning ordinances, will be reviewed for Complete Streets alignment and will be required to comply with this policy.

Any Complete Streets improvement will take into account Lewisburg’s susceptibility to flooding, given the surrounding water bodies: the Susquehanna River, Miller Run, Buffalo Creek, and Limestone (Bull Run). Proposed elements shall work to minimize vulnerability and exposure through flood mitigation efforts, such as upstream tree planting and reducing impervious surfaces.

### Performance Measures

The Borough will track and monitor the implementation of the Complete Streets policy using the following performance measures, which are listed in no particular priority order:

1. Number of fatalities plus suspected serious injuries by year.
2. Percentage of Safety Action Plan recommendations implemented.
3. Number of approved projects in accordance with the Complete Streets policy, including the number of repaving projects that consider Complete Streets opportunities (curb ramps, curb extensions, restriping, etc.).
4. Pedestrian facilities constructed and rehabilitated, including the percentage of Borough streets with a sidewalk and the number of curb ramps/accessible crossings Boroughwide.
5. Bicycle facility access, including the percentage of Lewisburg residences within a quarter mile to a low stress cycling facility street, the number of publicly accessible bicycle racks, the percentage of the Buffalo Valley Rail Trail extension in Lewisburg completed, and the number of feet of shared use paths in the Borough.
6. Percentage of Lewisburg streets with street lighting.
7. Number of projects that improve transportation access for previously outlined priority groups.
8. Training sessions, including the number of Complete Streets training sessions undertaken by Borough staff and the number of Local Technical Assistance Program (LTAP) training sessions taken by Borough staff.

Annually, the Public Works Committee of Borough Council, along with Borough staff, will monitor these performance measures, adjust actions needed to maintain or accelerate progress, and, by March for the prior calendar year, publish a report documenting those findings on the Borough website.

## Selecting Projects

To ensure consistency with a Complete Streets approach, the Borough will evaluate all future projects with a Complete Streets lens in order to advance projects that support accessible and safe streets. The Borough will incorporate the following project selection criteria that apply to the given project when making decisions on transportation upgrades and funding opportunities:

1. The project implements recommendations of the 2026 Safety Action Plan
2. The project increases sidewalk connectivity from residential areas to community facilities
3. The proposed project broadens transportation options for those without motor vehicle access
4. Implementing the project is expected to increase sustainability and reduce motor vehicle trips in the Borough
5. The project will allow for safer crossings Boroughwide

Across each calendar year, projects should be selected that offer a balance of roadway repaving and sidewalk installation/rehabilitation.

## Implementation Process

Along with the Lewisburg Public Works Committee, members of the Lewisburg Safe Streets and Roads for All Safety Working Group, or some subset of that group, will be invited to lead the implementation of this Complete Streets policy. Members of the public, including employees at various local businesses, as well as residents representing various income levels, will also be invited to join the implementation committee as key stakeholders. This committee will meet quarterly during the first year after adoption of this policy and no less than twice yearly in subsequent years. After the first year, these meetings may be incorporated into existing Public Works Committee meetings.

Responsibilities of the implementation committee will include, but are not limited to:

- Reviewing Borough codes, ordinances, procedures, and plans for Complete Streets updates
- Assessing the local transportation network for Complete Streets opportunities
- Recommending training for Borough staff on planning, design, operations, and maintenance with a Complete Streets lens
- Educating adjacent municipalities regarding Complete Streets policy adoption and implementation

Implementation will also include community engagement efforts, wherein Lewisburg residents will be invited to discuss safe street design and understand goals around shifts to active transportation. Community engagement efforts may include activities, such as a pedestrian safety campaign focused on increasing safe walking around the Borough and opportunities to comment at implementation committee meetings. To ensure representation from various communities, the Committee will specifically invite local business employees and university students to participate in these conversations. Targeted outreach will also be conducted at K-12 schools to represent vulnerable road users in implementation plans. Activities and meetings will take place at various times of the day to reach all populations, including single-parent households and those working non-traditional hours.

The Borough will compile a brief annual progress report describing implementation progress made during the previous year, the status of each of the performance measures listed above, and anticipated implementation activities for the following year. This report will be posted online for public viewing and comment.

The Borough will undertake implementation steps on the following timeline:

- Within 30 days of policy adoption:
  - Distribute the adopted policy to key stakeholders. This will include all members of the Safety Working Group and any other key stakeholders identified moving forward.
- Within six months of policy adoption:
  - Convene the implementation committee.
- Within one year of plan adoption:
  - Establish a baseline for all performance measures.
  - Prepare and publish the first annual report.

Attachments:

- Complete Streets checklist and exception form
- Annual report template



## Project Overview

Project name

---

Brief description

---

---

Which of the following project types apply?

- |  |  |
|--|--|
| <input type="checkbox"/> Capital improvement project | <input type="checkbox"/> Roadway reconstruction                                  |
| <input type="checkbox"/> Street repaving             | <input type="checkbox"/> Bridge construction, rehabilitation, and/or replacement |
| <input type="checkbox"/> Street resurfacing          | <input type="checkbox"/> Active transportation                                   |
| <input type="checkbox"/> Street restriping           | <input type="checkbox"/> Private development                                     |

## Project Elements and Exceptions

In Lewisburg, the Complete Streets policy applies to all project phases, including planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. Complete Streets elements, including pedestrian, cycling, and transit infrastructure, must be applied to any of these projects unless the Borough approves an exception. Reviews will occur on a rolling basis and will result in a recommendation to give public notice for the exception or to decline the exception; a decline may include a request for additional information. Public notice, including a project description and the reason for the exception, will be given for at least 30 days through the Borough website. The public will be given the opportunity to provide comments on the exception request.

The following list represents the qualifying exceptions that preclude Complete Streets elements in a project with proper documentation and approval. Exception #4 does not require pre-approval.

1. Projects where the cost of accommodation is excessively disproportionate to the need or probable use. This is currently defined by the Federal Highway Administration (FHWA) as exceeding 20 percent of the cost of the larger project.
2. Where an existing or proposed facility on the same corridor will provide sufficient accommodation. The alternative route will not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.
3. Where there is no existing or planned transit service, transit accommodations are not required.
4. Emergency repairs that require an immediate response. Whenever possible, temporary accommodations for all users should still be provided and multimodal improvement opportunities should be considered.

## Section A. Pedestrian Facilities

Does the project provide sidewalks or shared use paths on both sides of the street, along with curb ramps?

- Yes
- No

If “yes,” go to Section B. If “no,” fill out the appropriate information for the requested exception.

Exception 1: Disproportional Cost

What is the total cost of the project? \_\_\_\_\_

What is the total cost of adding these pedestrian elements? \_\_\_\_\_

Please provide any more information on why the cost of pedestrian accommodation is excessively disproportionate to the need or probable use;

---

---

---

Exception 2: Alternative Route

What alternative accessible route with appropriate sidewalks and/or shared use paths can pedestrians access?

---

---

---

How far is the alternative route? (As per the Complete Streets policy, the alternative route will not increase travel distance for pedestrians by more than 1/8 mile.)

---

## Section B. Bicycle Facilities

Mark the traffic volume and posted speed limit of the project in Figure 1.

What bicycle facility is appropriate for the traffic volume and speed?

- Shared lane or bike boulevard
- Bike lane
- Separated bike lane or shared use path

Does the project include bicycle facilities of that type?

- Yes
- No

If “yes,” go to Section C. If “no,” fill out the appropriate information for the requested exception.

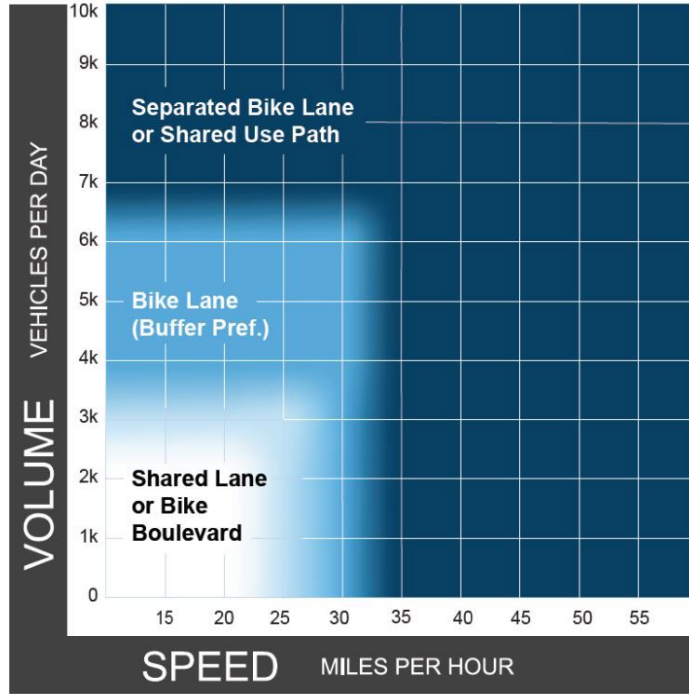


Figure.7;Source;Federal.Highway.Administration;

Exception 1: Disproportional Cost

What.is.the.total.cost.of.the.project?\_\_\_\_\_

What.is.the.total.cost.of.adding.these.bicycle.facilities?\_\_\_\_\_

Please.provide.any.more.information.on.why.the.cost.of.bicyclist.accommodation.is.excessively.disproportionate.to.the.need.or.probable.use;

---



---



---

Exception 2: Alternative Route

What.alternative.accessible.route.with.appropriate.bicycle.facilities.can.bicyclists.access?

---



---



---

How.far.is.the.alternative.route?.(As.per.the.Complete.Streets.policy?the.alternative.route.will.not.increase.travel.distance.for.bicyclists.by.more.than.1/6.mile;)

---

### Section C. Transit Facilities

Is the project on a rabbittransit bus route?

- Yes
- No

If “no,” go to Section D.

Does the project include transit amenities, such as safe and accessible transit stops?

- Yes
- No

If “yes,” go to Section D. If “no”, fill out the appropriate information for the requested exception.

Exception 1: Disproportional Cost.

What.is.the.total.cost.of.the.project?.\_\_\_\_\_

What.is.the.total.cost.of.adding.these.transit.elements?.\_\_\_\_\_

Please.provide.any.more.information.on.why.the.cost.of.transit.accommodation.is.excessively.  
disproportionate.to.the.need.or.possible.use;

---

---

---

### Section D. Additional Information

What.additional.information.should.be.considered.by.the.Borough?

---

---

---

---

### Section E. Applicant Information

Name \_\_\_\_\_

Organization \_\_\_\_\_

Address \_\_\_\_\_

---

Phone \_\_\_\_\_

Email \_\_\_\_\_



## Introduction

On [date], the Borough of Lewisburg Council passed Resolution [number], officially adopting a Complete Streets Policy for the Borough. As a part of this policy, the Borough will compile an annual report to provide updates on implementation progress in the previous year, the status of performances measures specified in the policy, approved exceptions, and anticipated implementation activities for the following year. This report represents the annual update for the [year] calendar year.

## Implementation Progress

The following section provides an overview of the implementation activities undertaken in the last 12 months. Each year, Borough staff will compile a list of projects completed that adhere to Complete Streets standards with a brief description and a link, if applicable. Projects may include updated codes, ordinances, procedures, and plans, street connectivity projects, Borough staff training, community engagement efforts, and opportunities to educate adjacent municipalities.

Project Name

---

---

---

Project Name

---

---

---

Project Name

---

---

---

Project Name

---

---

---

Project Name

---

---

---

## Performance Measures

The Complete Streets Policy names eight performance measures to be tracked each year. These measures ensure Borough projects align with Complete Streets goals and national best practices. The eight measures are listed below.

1. Number of fatalities plus suspected serious injuries by year.
2. Percentage of Safety Action Plan recommendations implemented.
3. Number of approved projects in accordance with the Complete Streets policy, including the number of repaving projects that consider Complete Streets opportunities (curb ramps, curb extensions, restriping, etc.).
4. Pedestrian facilities constructed and rehabilitated, including the percentage of Borough streets with a sidewalk and the number of curb ramps/accessible crossings Boroughwide.
5. Bicycle facility access, including the percentage of Lewisburg residences within a quarter mile to a low stress cycling facility street, the number of publicly accessible bicycle racks, the percentage of the Buffalo Valley Rail Trail extension in Lewisburg completed, and the number of feet of shared use paths in the Borough.
6. Percentage of Lewisburg streets with street lighting.
7. Number of projects that improve transportation access for previously outlined priority groups.
8. Training sessions, including the number of Complete Streets training sessions undertaken by Borough staff and the number of Local Technical Assistance Program (LTAP) training sessions taken by local staff.

Each year, Borough staff will update the table below to demonstrate how the performance measures were met in the previous calendar year.

Borough.of.Lewisburg.Performance.Measures.

#	Category	Performance Measure	Calendar Year	
			20xx	20xx
1	Safety	# of fatalities		
		# of suspected serious injuries		
2	Coordination	% of Safety Action Plan recommendations implemented		
3	Access	# of approved projects in accordance with the policy		
		# of repaving projects that consider Complete Streets opportunities		
4	Access	# of pedestrian facilities constructed and rehabilitated		
		% of Borough streets with a sidewalk		
		# of curb ramps/accessible crossings in the Borough		
5	Access	% of residents within ¼ mile of a low stress cycling facility street		
		# of publicly accessible bicycle racks		
		% of Buffalo Valley Rail Trail extension in Lewisburg completed		
		# of feet of shared use paths in the Borough		
6	Safety/Access	% of Lewisburg streets with street lighting		
7	Equity	# of projects that improve access for previously outlined groups	-	-
		• Households without available vehicles		
		• Individuals unable to operate a motor vehicle		
		• Senior populations (65+)		
		• Younger populations (Under 22, including Bucknell University students)		
		• Single-parent households		
		Total # of projects		
8	Training	# of Complete Streets training sessions undertaken by Borough staff		
		# of Local Technical Assistance Program (LTAP) training sessions taken by local staff		

## Exceptions

The Complete Streets Policy outlines four exceptions. Projects with approved exceptions are exempt from providing Complete Streets facilities. The following table outlines the projects and exception type for all requested exceptions during [year].

The exception types include:

1. Disproportionate cost (Cost.of.accommodation.exceeds.86.percent.of.total.project.cost;)
2. Emergency repairs (Repairs.requiring.an.immediate.response.are.not.subject.to.the.policy;.However?.temporary.accommodation.for.all.users.should.be.provided.whenever.possible;)
3. No transit service (Transit.accommodations.are.not.required.when.there.is.no.existing.or.planned.transit.service;)
4. Adjacent accommodation (An.existing.or.proposed.facility.on.the.same.corridor.can.satisfy.Complete.Streets.accommodation.requirements;.Alternative.routes.will.not.increase.travel.distance.for.pedestrians.by.more.than.1/8.mile.or.bicyclists.by.more.than.7.mile;)

Borough.of.Lewisburg.Exceptions.([year])

Project Name	Exception Type	Status	Description

## Anticipated Implementation

The Borough Council Public Works Committee and the Lewisburg Safe Streets and Roads for All Safety Working Group anticipate future projects that align with Complete Streets goals. This may include updated codes, ordinances, procedures, and plans, street connectivity projects, Borough staff training, community engagement efforts, and opportunities to educate adjacent municipalities. The following list represented projects to be undertaken or completed in the following calendar year.

Project Name

---

---

---

Project Name

---

---

---

Project Name

---

---

---

Project Name

---

---

---



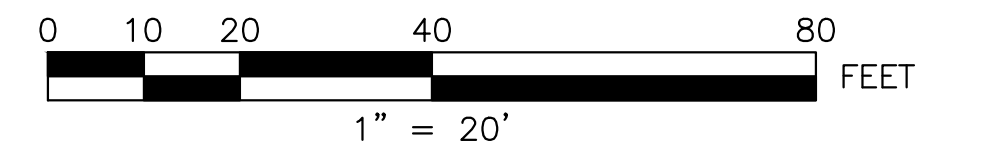
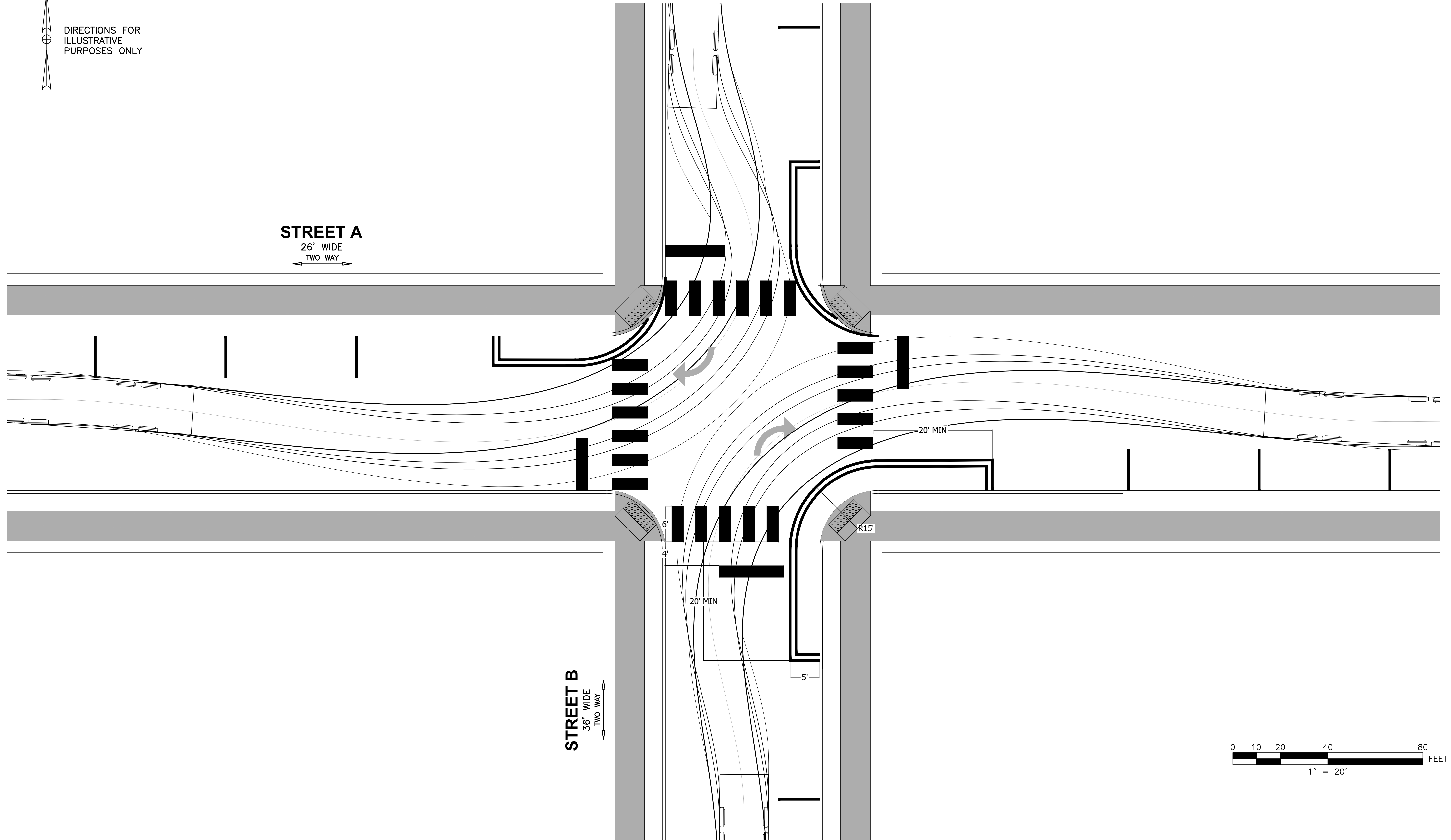
# APPENDIX C



DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

**STREET B**  
36' WIDE  
TWO WAY



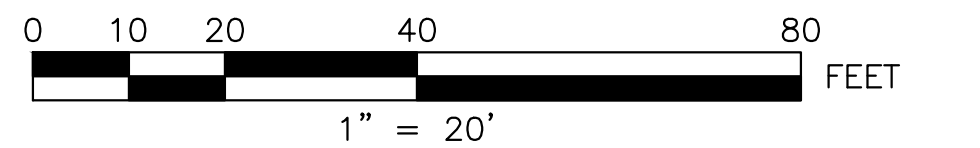
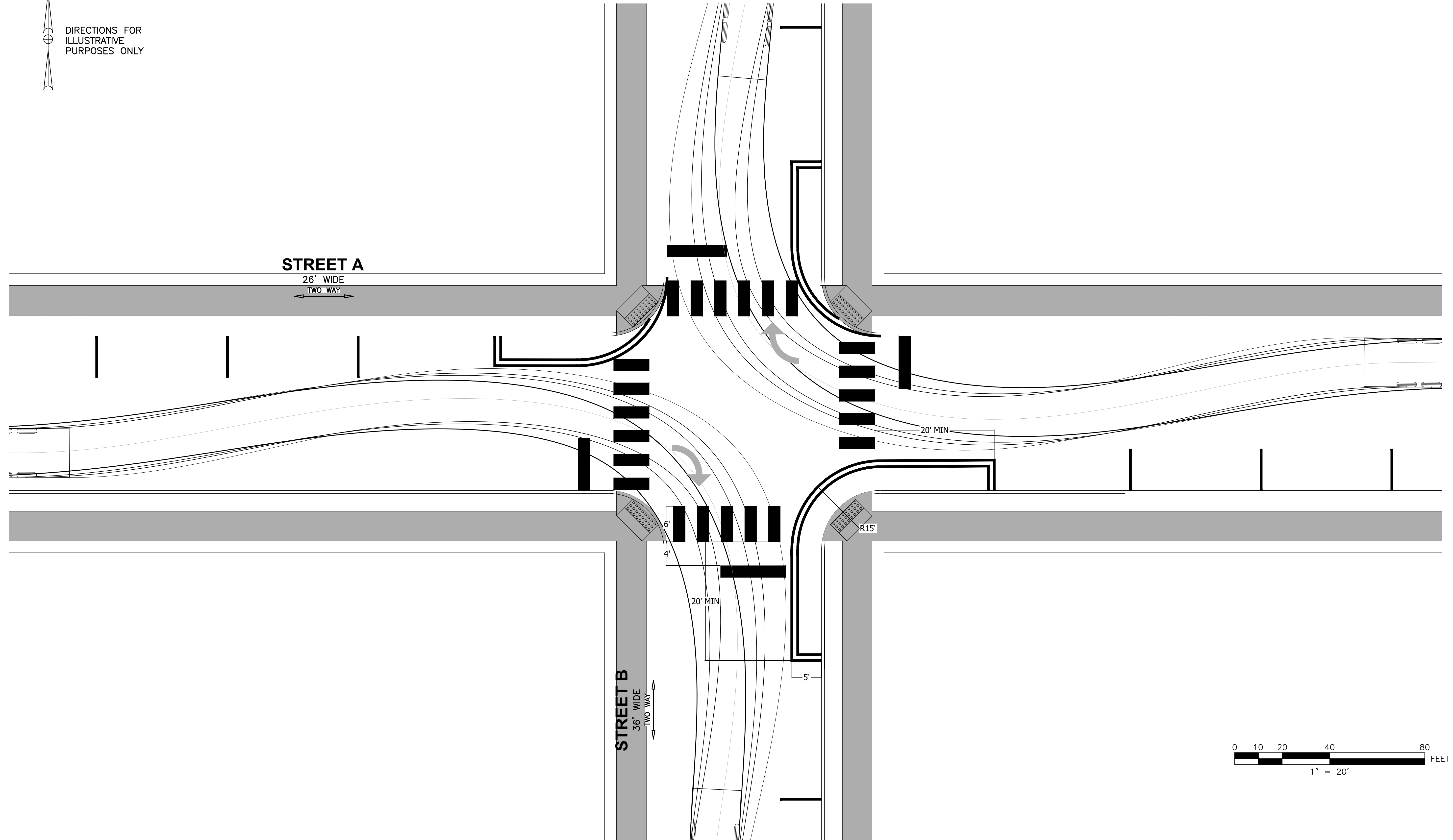
SCENARIO 1 26' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ALTERNATES SIDES  
NORTHBOUND AND SOUTHBOUND RIGHT TURNS

2/12/26

AT-01 NBR+SBR  
# ##

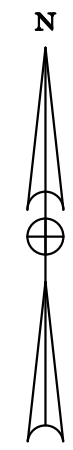


DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

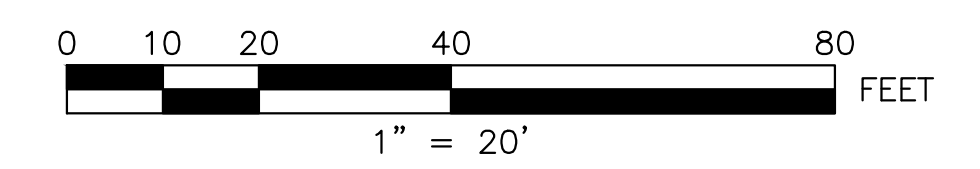
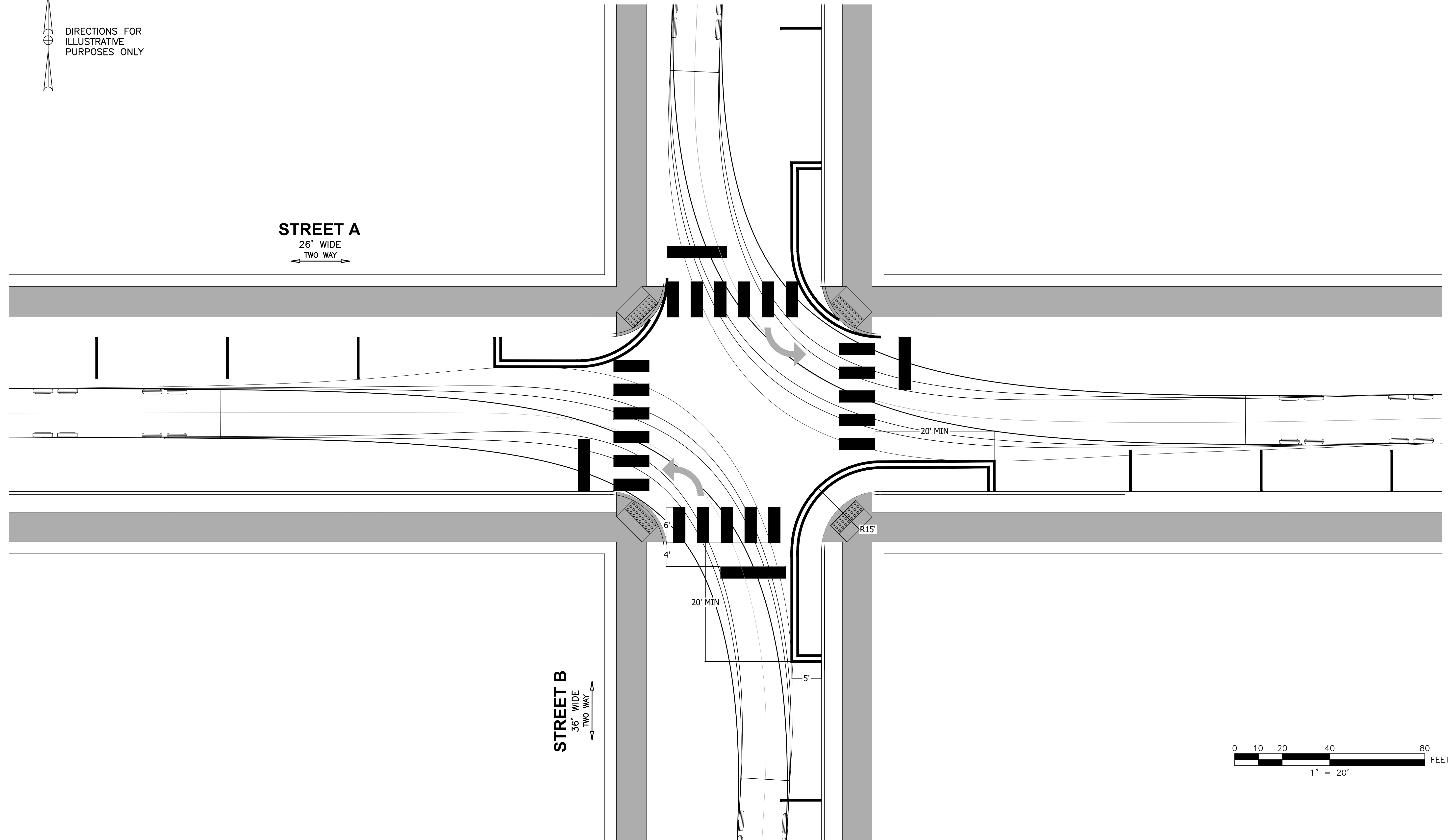


SCENARIO 1 26' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
 PARKING ALTERNATES SIDES  
 EASTBOUND AND WESTBOUND RIGHT TURNS

2/12/26



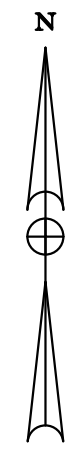
DIRECTIONS FOR  
ILLUSTRATIVE  
PURPOSES ONLY



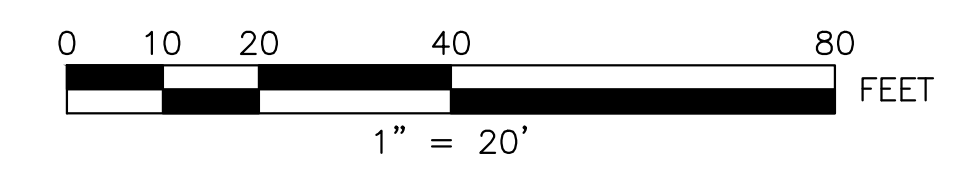
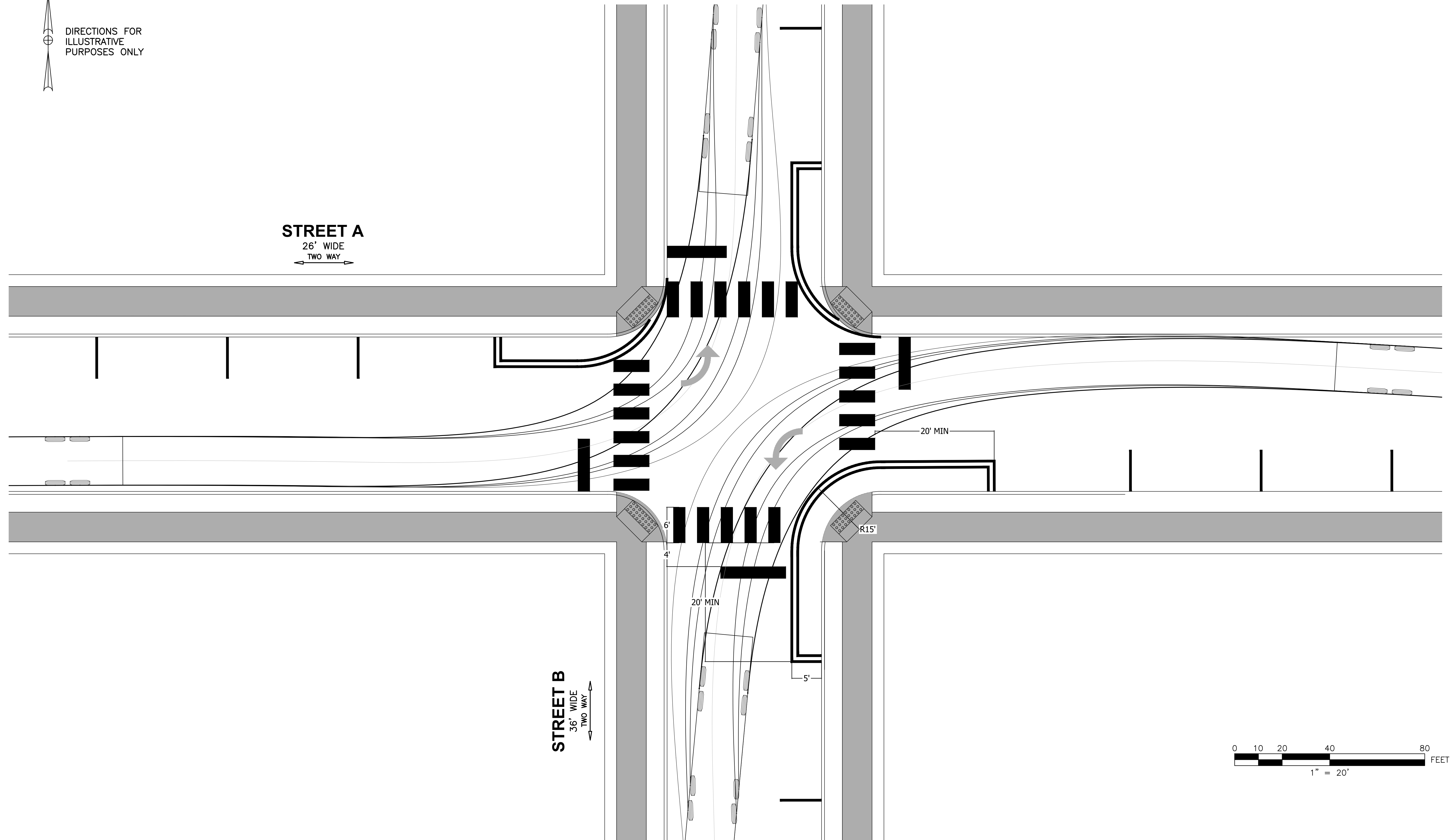
SCENARIO 1 26' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ALTERNATES SIDES  
NORTHBOUND AND SOUTHBOUND LEFT TURNS

2/12/26

AT-01 NBL+SBL  
# ##



DIRECTIONS FOR  
ILLUSTRATIVE  
PURPOSES ONLY



SCENARIO 1 26' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ALTERNATES SIDES  
EASTBOUND AND WESTBOUND LEFT TURNS

2/12/26

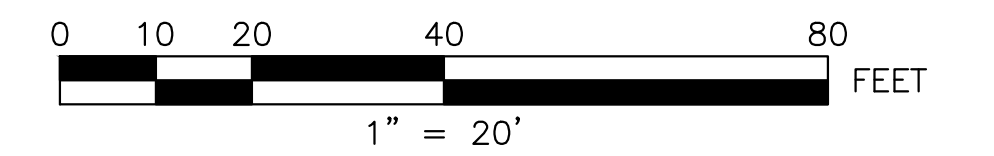
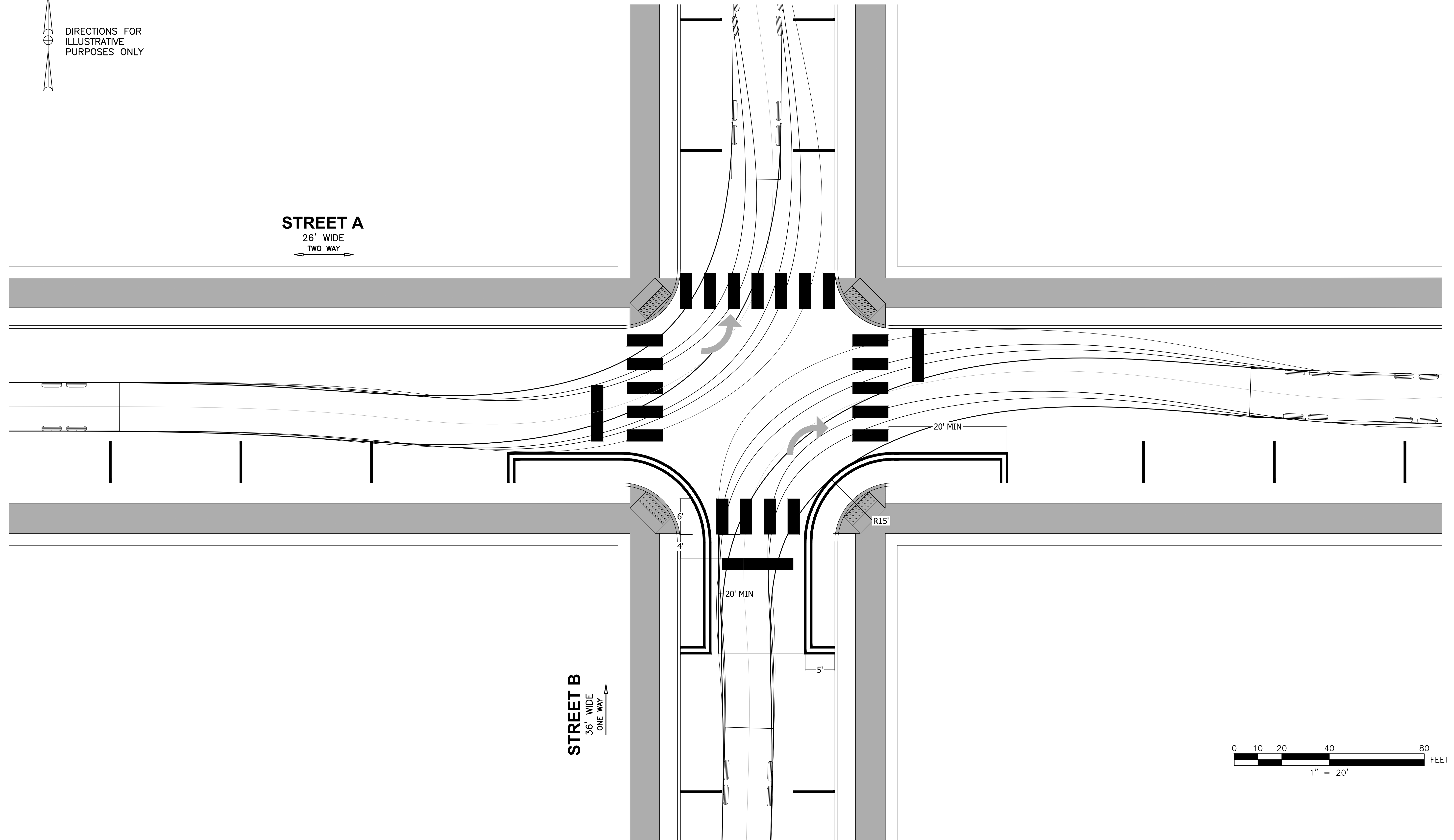
AT-01 EBL+WBL  
# ##



DIRECTIONS FOR  
ILLUSTRATIVE  
PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

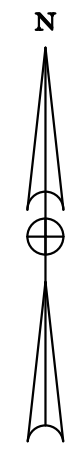
**STREET B**  
36' WIDE  
ONE WAY



SCENARIO 2 26' TWO-WAY STREET MEETS 26' ONE-WAY STREET  
PARKING ON NORTH SIDE  
NORTHBOUND RIGHT AND EASTBOUND LEFT TURNS

2/12/26

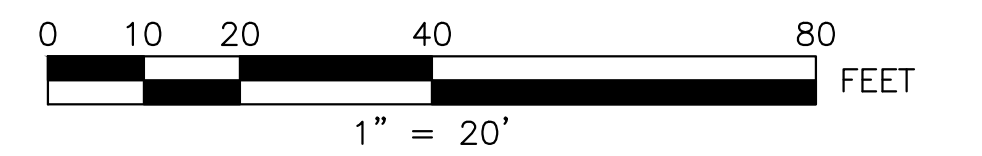
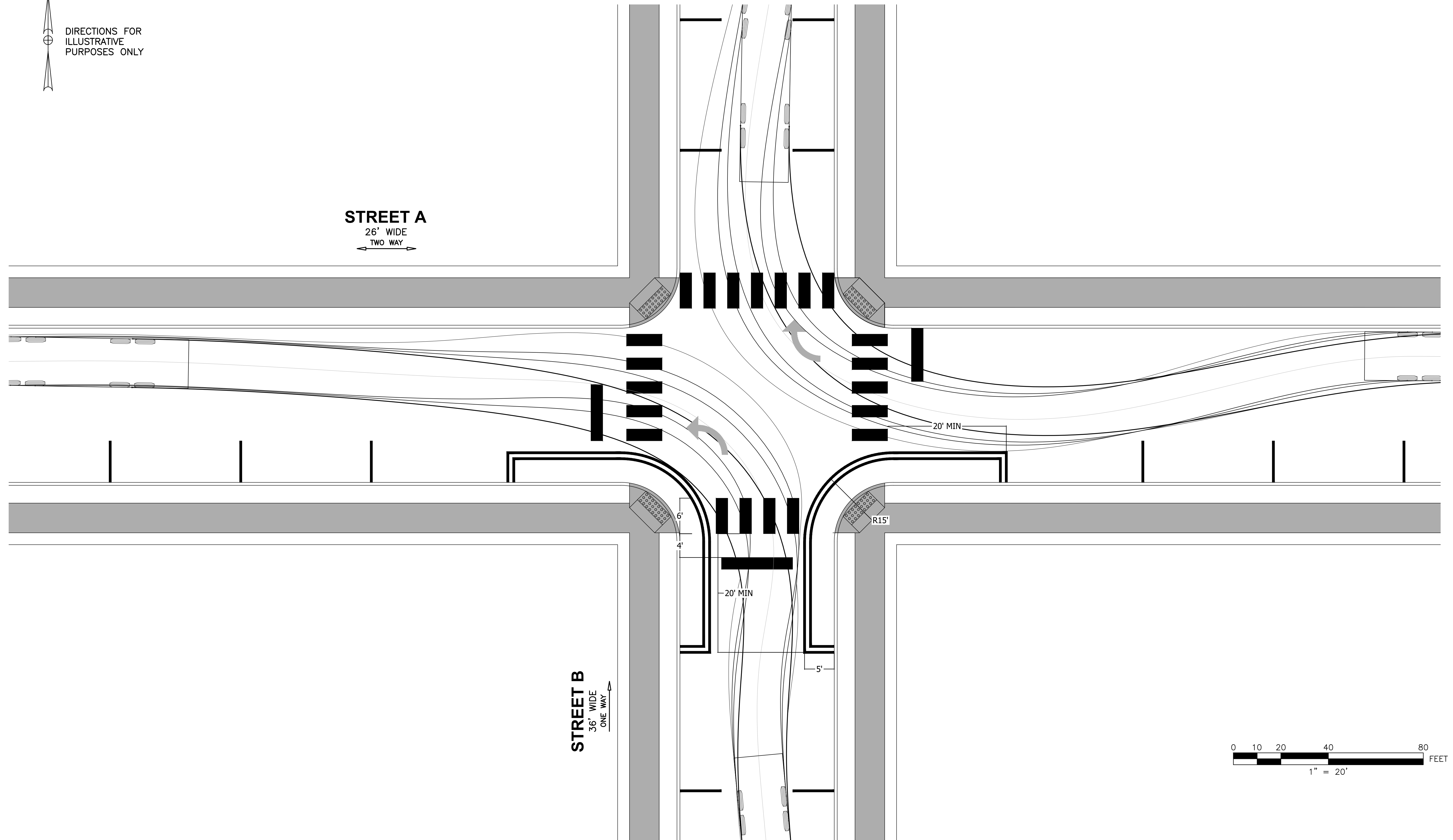
AT-02 NBR+EBL  
# ##



DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

**STREET B**  
36' WIDE  
ONE WAY



SCENARIO 2 26' TWO-WAY STREET MEETS 26' ONE-WAY STREET  
PARKING ON NORTH SIDE  
NORTHBOUND LEFT AND WESTBOUND RIGHT TURNS

2/12/26

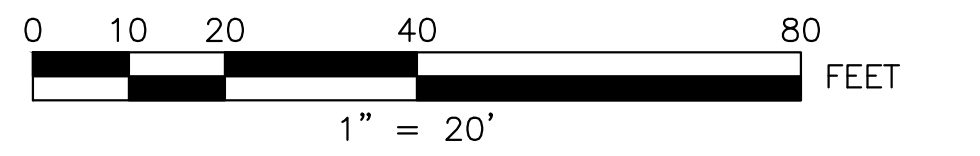
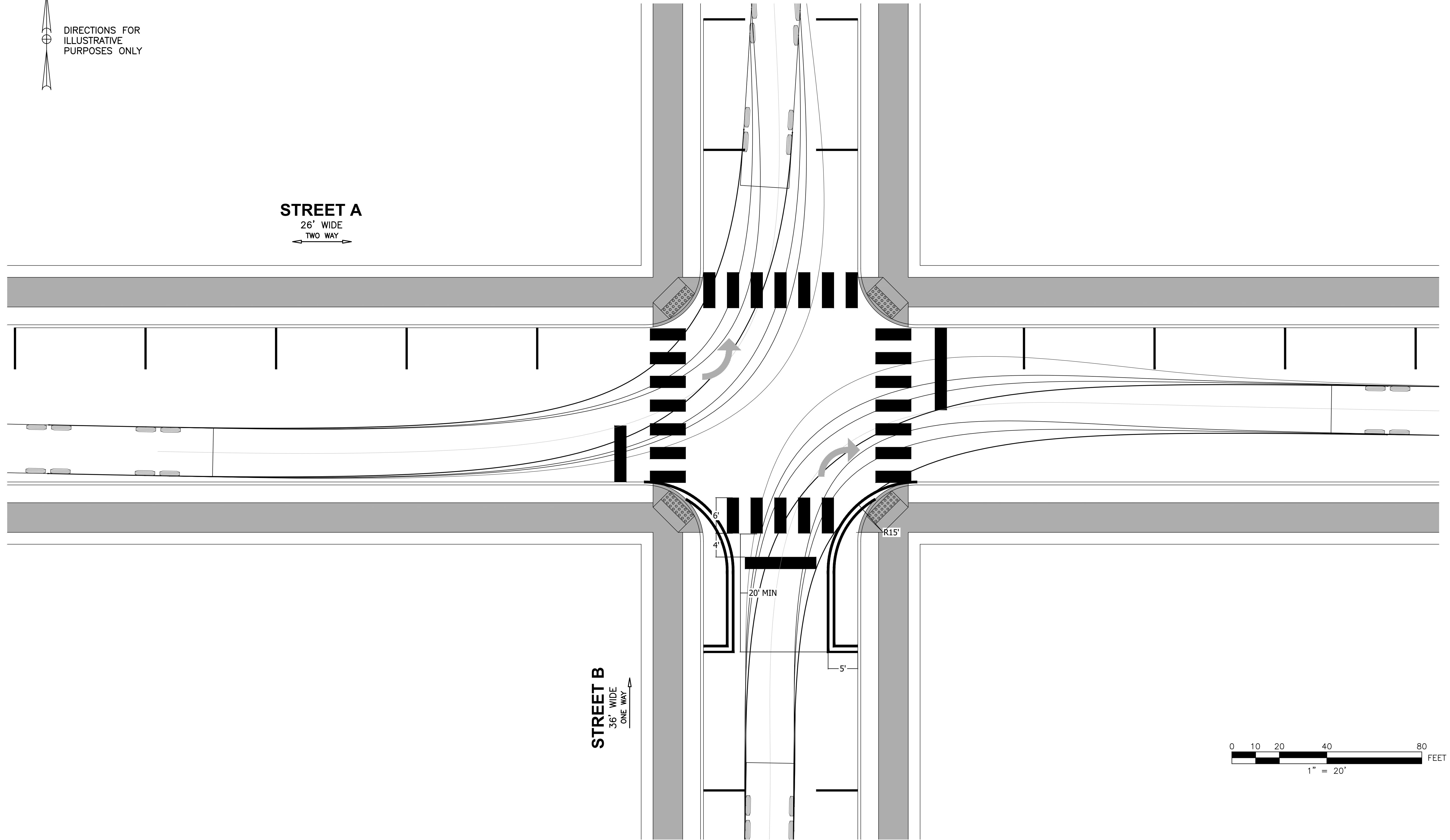
AT-02 NBL+WBR  
# ##



DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

**STREET B**  
36' WIDE  
ONE WAY



SCENARIO 3 26' TWO-WAY STREET MEETS 26' ONE-WAY STREET  
PARKING ON NORTH SIDE  
NORTHBOUND RIGHT AND EASTBOUND LEFT TURNS

2/12/26

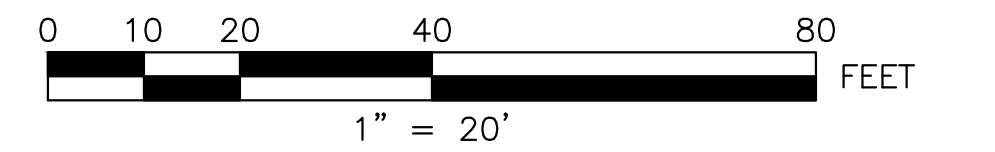
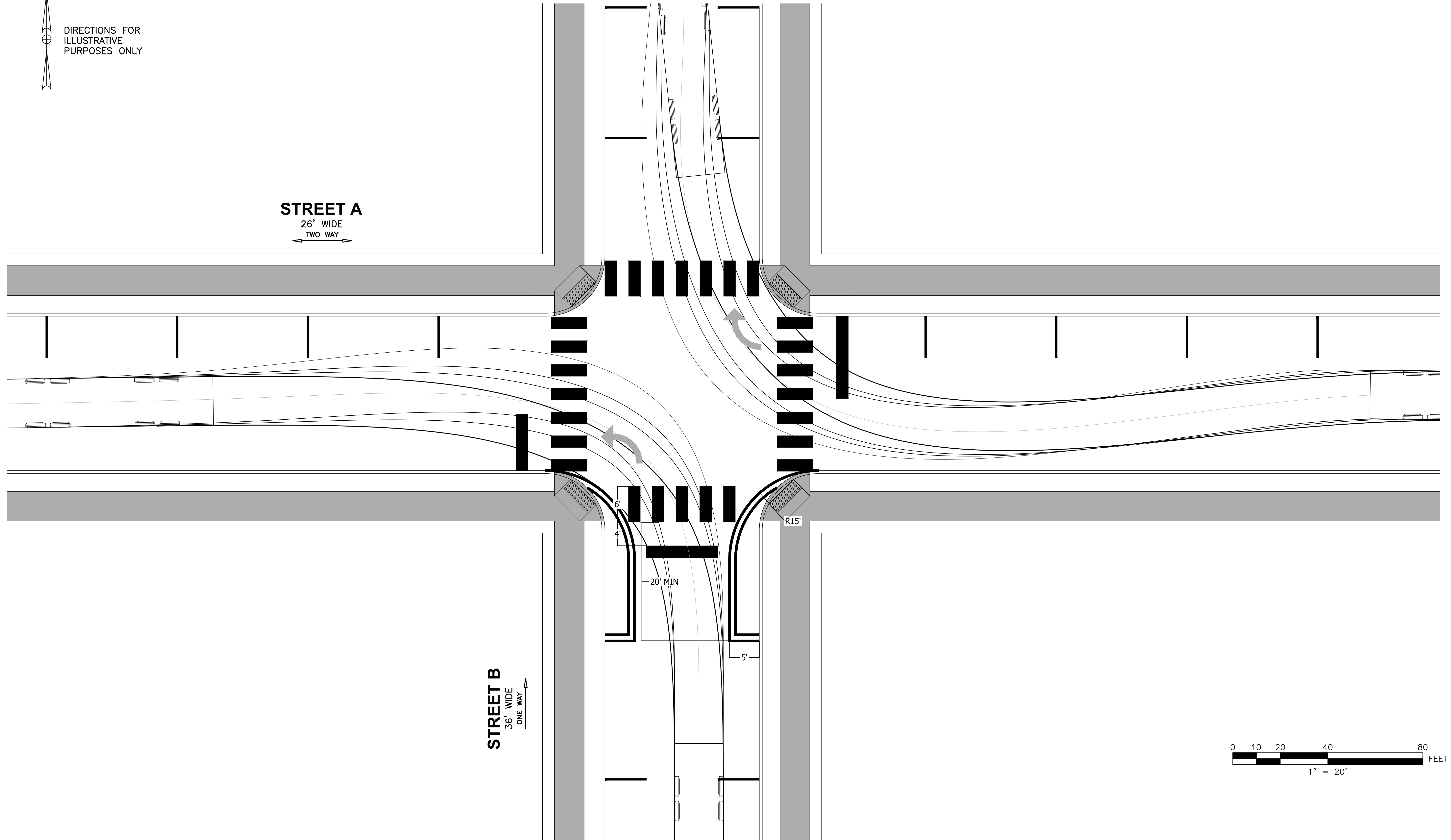
AT-03 NBR+EBL  
# ##



DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

**STREET B**  
36' WIDE  
ONE WAY



SCENARIO 3 26' TWO-WAY STREET MEETS 26' ONE-WAY STREET  
PARKING ON NORTH SIDE  
NORTHBOUND LEFT AND WESTBOUND RIGHT TURNS

2/12/26

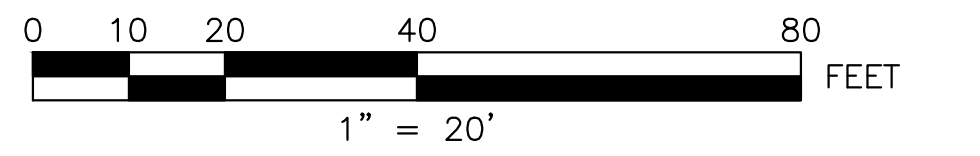
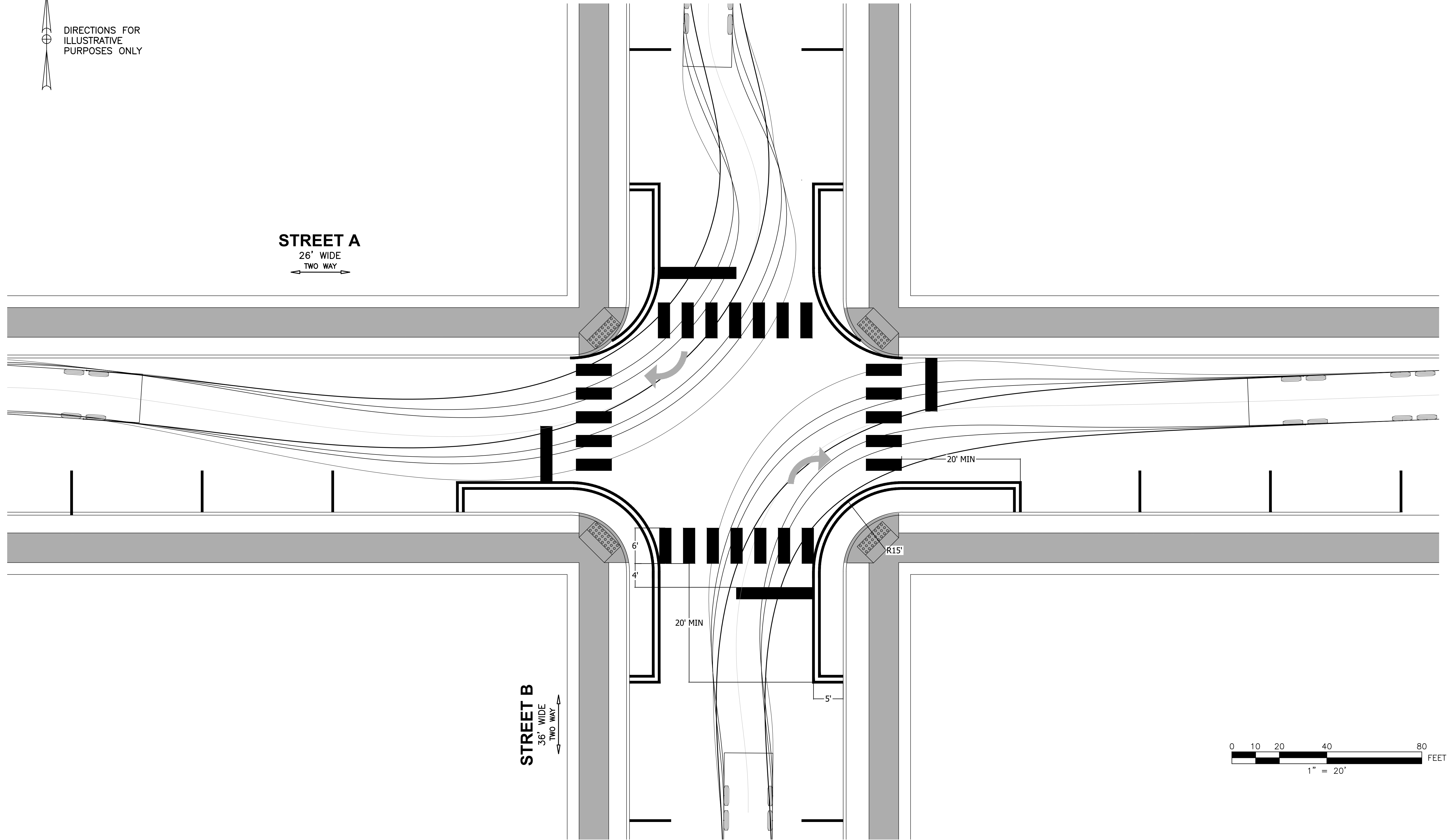
AT-03 NBL+WBR  
# ##



DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

**STREET B**  
36' WIDE  
TWO WAY



SCENARIO 4 36' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ON SOUTH SIDE  
NORTHBOUND AND SOUTHBOUND RIGHT TURNS

2/12/26

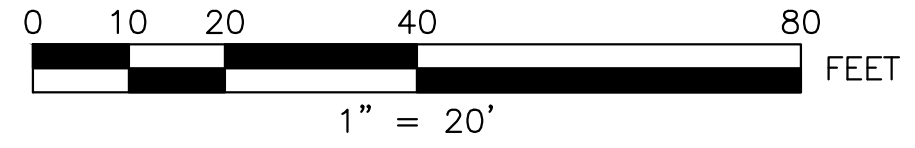
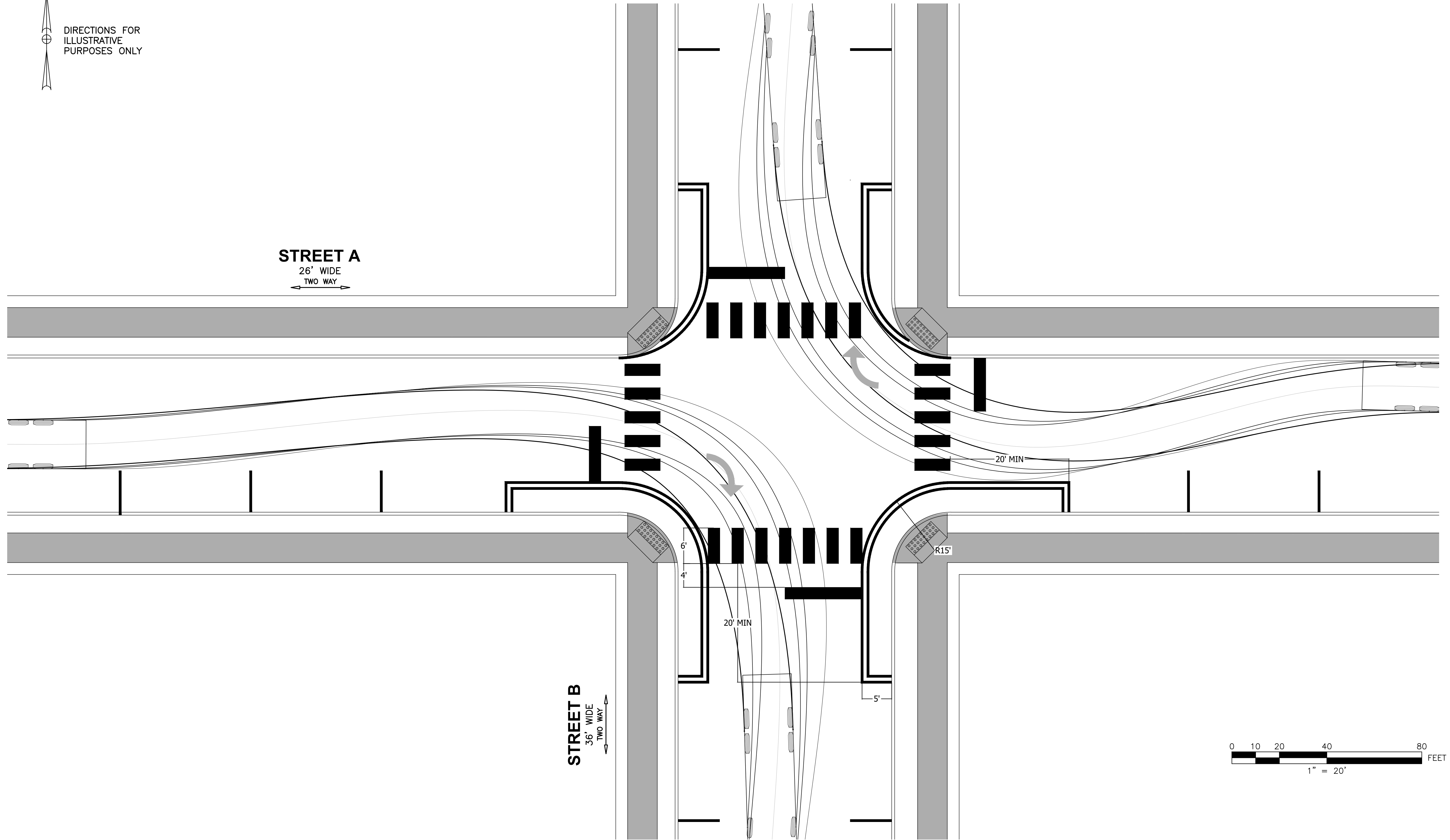
AT-04 NBR+SBR  
# ##



DIRECTIONS FOR ILLUSTRATIVE PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

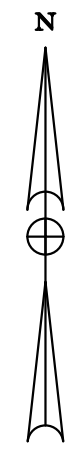
**STREET B**  
36' WIDE  
TWO WAY



SCENARIO 4 36' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ON SOUTH SIDE  
EASTBOUND AND WESTBOUND RIGHT TURNS

2/12/26

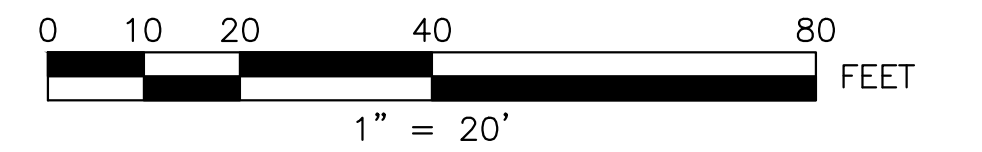
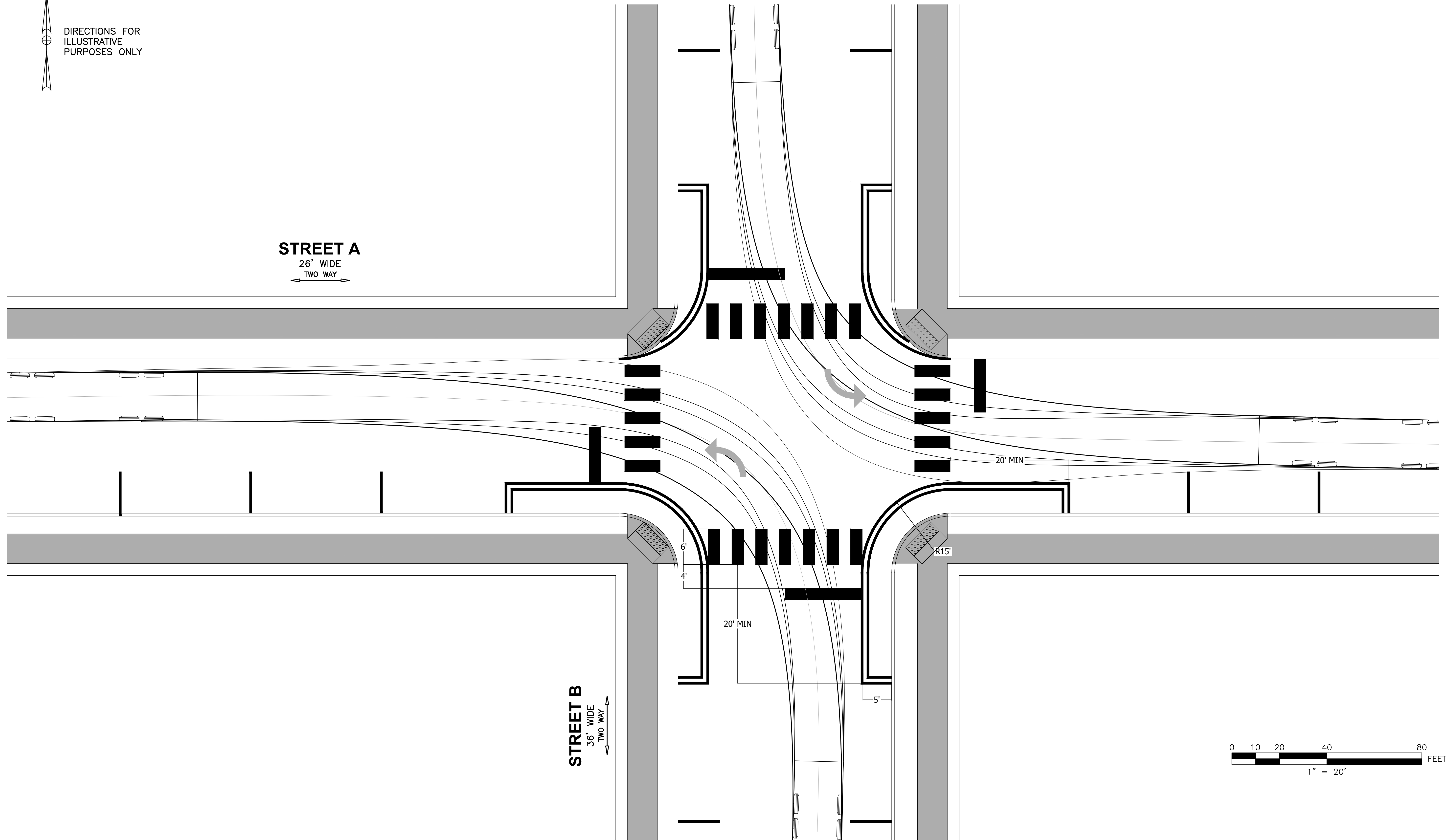
AT-04 EBR+WBR  
# ##



DIRECTIONS FOR  
ILLUSTRATIVE  
PURPOSES ONLY

**STREET A**  
26' WIDE  
TWO WAY

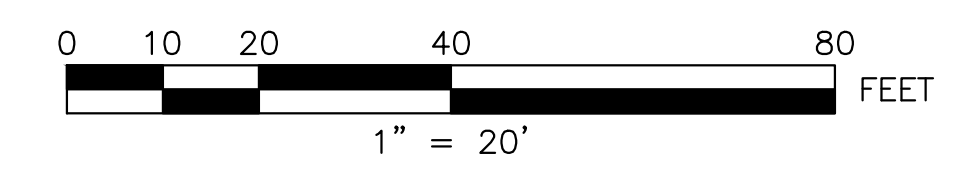
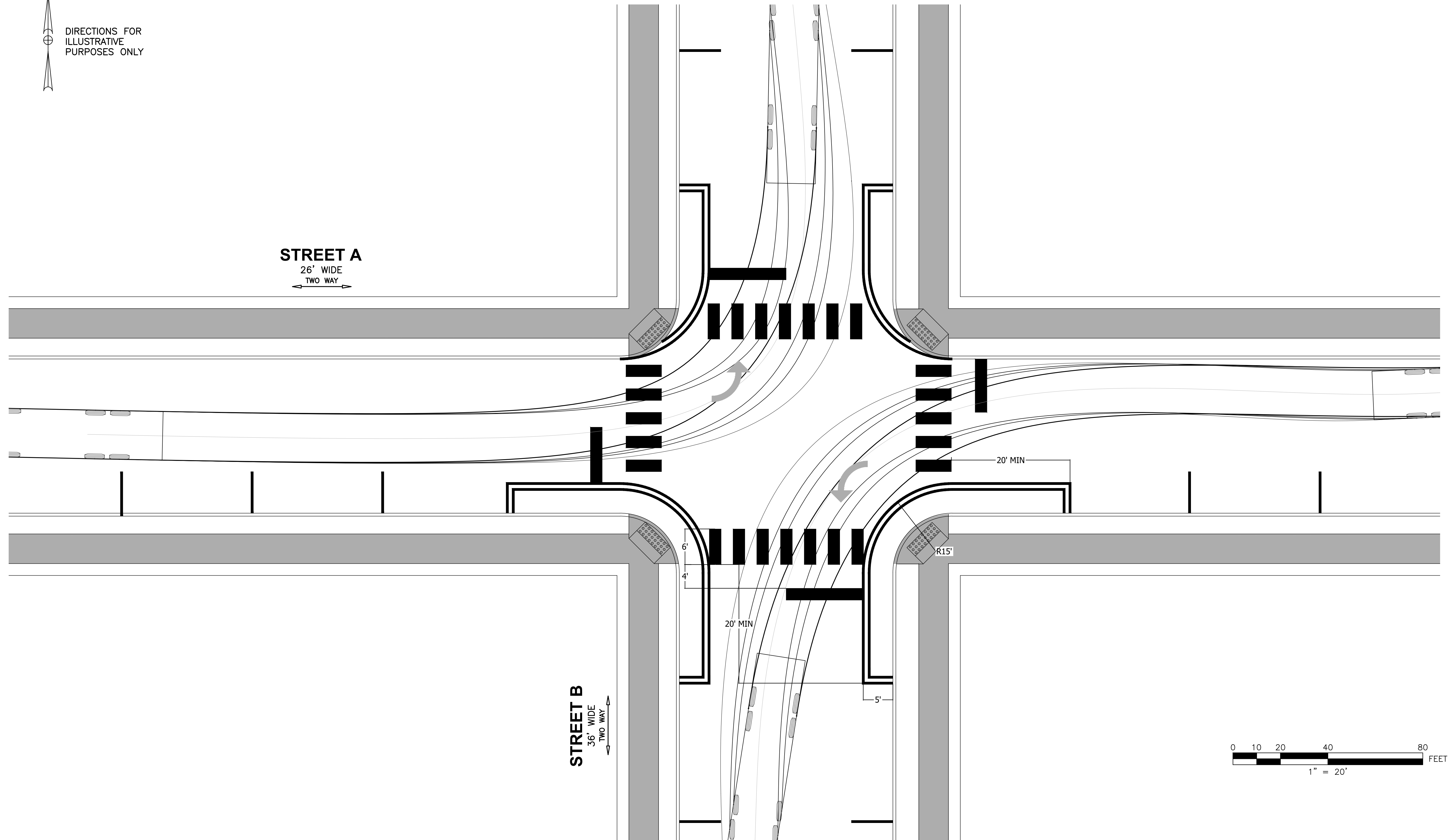
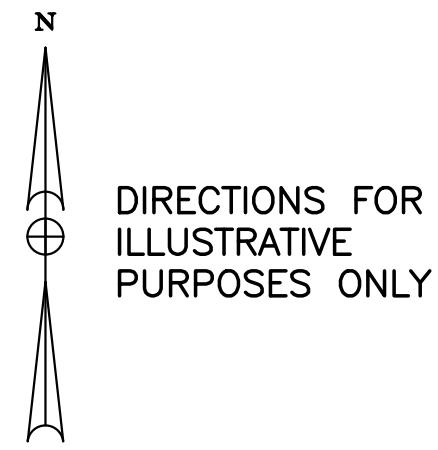
**STREET B**  
36' WIDE  
TWO WAY



SCENARIO 4 36' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ON SOUTH SIDE  
NORTHBOUND AND SOUTHBOUND LEFT TURNS

2/12/26

AT-04 NBL+SBL  
# ##



SCENARIO 4 36' TWO-WAY STREET MEETS 26' TWO-WAY STREET  
PARKING ON SOUTH SIDE  
EASTBOUND AND WESTBOUND LEFT TURNS

2/12/26

AT-04 EBL+WBL  
# ##



