



121 Lawn Road
Palmyra, PA 17078

June 2, 2020

Mr. Jon Fitzkee
Senior Transportation Planner
Lebanon County Planning Department & LEBCO MPO
400 S. 8th Street
Lebanon County, PA 17042

Dear Jon,

Having reviewed the draft LRTP, *Lebanonward 2045*, the LVBC Board is submitting the following recommendations for inclusion in the Plan as well as revisions and concerns.

As of March 12, 2020, we had been advised in writing that a county bike/ped plan and a bike ped advisory group would be included in the LRTP. We were very pleased.

However, the finalized draft has no bike ped advisory group described or listed. We recommend that it be included. (a separate document is provided)

We had been asked on March 12th to recommend projects for inclusion in the LRTP. We were not aware at this time that they would be in the category "*Illustrative Future Projects*"; nor did we know the definition of this category. The list of recommendations that were submitted is provided. The Board selected projects that should be addressed very soon as safety of cyclists is of paramount importance.

LVBC has always recognized that improving *on road* bicycle facilities on Penn DOT roads and municipal roads will usually be part of a greater project such as resurfacing, rehabilitating, reconstructing. Thus, the work to be done during the next 3 years on US 422 and US 72 in the City and South Lingle Avenue in South Londonderry Township are examples of opportunities for improving bike/ped safety as part of the planning process through *Penn DOT Connects*.

Several of our recommendations include improving sections of roads that will most likely not be scheduled for Penn DOT improvements for many years. These are the results of previous projects that did not consider bicyclists' safety. Previous LRTPs included a proposal for funds to address specific unsafe segments on Penn DOT roads. While not an LVBC proposal, we welcomed its inclusion and asked that it be elevated to the TIP. This project is no longer included.(see excerpt from the LRTP)

Two LVBC recommendations were taken from the requested information by the planners, but were significantly changed.

SR/419 Scenic ByWay/Bicycle Connector Road

The recommendation for SR 419 changed from specific road safety issues which were identified in 2013 in detail with photographs to a side path or wider shoulders. Documentation has already been delivered to the planner to show that another organization or a study promotes an off road path. We understand that LVBC has been removed as the "origin".

Palmyra Campbelltown Road

LVBC has a 9 year history of working with PennDOT County Maintenance to add shoulders to Palmyra Campbelltown Road. The “thinking” of the Manager who undertook the 2012 resurfacing project was that there could be further improvement when a second layer was added. (See the separate document for information/costs) The request for improving shoulder as soon as possible morphed into wider shoulders or a side path.

LVBC has sought wider shoulders wherever possible within ROW. Side paths have not been part of our requests as we are well aware of Penn DOT’s very limited right of way compared to other state DOTs. Utility poles are extremely expensive to move.

Both Illustrative projects refer to “**or**” instead of recognizing that many cyclists use the roads due to direct connectivity for their destinations and other reasons. Even with a side path, the roads need to have wide shoulders. Shoulder widths should not be sacrificed for side paths. Motorists are expected to provide 4 feet when passing a bicyclist. Often, they cannot safely pass in the oncoming traffic lane. (PBIC information is included.)

In the case of the urbanized area of South and North Londonderry Townships and Palmyra Borough, there are many streets that already comprise “connected and accessible circulation options”. These can be part of a network. A significant safety issue is being able to cross the high volume traffic roads.

We are suggesting language to replace Palmyra Campbelltown Road, an *Illustrative Future Project*, and include this in the LRTP. (separate document)

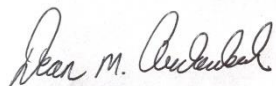
Each of the two projects attributed to LVBC carries significant estimated costs. LVBC recognizes the limited level of funding available to LEBCO MPO compared to larger population MPOs, including no additional federal funds that can be used for active transportation projects. Penn DOT’s available revenue has been and will continue to be insufficient for many reasons.

LEBCO MPO should lead a study of the urbanized area of Palmyra and South and North Londonderry Townships to determine if there are less costly and more useful alternatives for a connective network. It should encompass both east-west and north-south directions. This is a more fiscally responsible approach, can be accomplished in stages and, most importantly, much sooner. This will benefit many more residents, commuters, visitors.

We encourage you to accept LVBC’s recommendations to become part of the finalized LRTP, *Lebanonward 2045*.

On behalf of the LVBC Board and Members,

Sincerely,



Dean Auchenbach
President

Attachments/inclusions – project submissions 3/17/2020; bicycle pedestrian advisory committee; PBIC narrative; Palmyra Campbelltown Illustrative Future Project; Palmyra Main Street study 2010; prior LRTP project to fix short segments of roads for safety