



HUMMELSTOWN BOROUGH
ACTIVE TRANSPORTATION PLAN

October 18, 2024

ACKNOWLEDGMENTS

This plan was put together with the assistance of the project Steering Committee, Borough staff, and the Borough's elected and appointed officials. This plan reflects a significant contribution of time, expertise, advice, and feedback from the following individuals along with input and feedback from a variety of stakeholders that live, work, or otherwise have a vested interest in the community. This plan would not have been possible without their valuable participation.

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EXECUTIVE SUMMARY

The Executive Summary will be included in the final draft for public display.

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INTRODUCTION

Overview

Situated between the City of Harrisburg and Hershey, Pennsylvania, the Borough of Hummelstown sits at the center of a variety of regional resources and destinations. Hummelstown is home to a variety of unique businesses, which add to its small-town charm. The Borough's small geographic footprint and generally dense and mainly built-out development make it ideal for walking, biking, and rolling. However, additional and improved infrastructure is needed to make this a reality.

The Hummelstown Borough Active Transportation Plan was undertaken to help determine the best path forward for improving safety and connectivity for all modes of transportation. This plan aims to identify existing infrastructure and its shortcomings and propose a path forward that incorporates community input to establish buy-in for implementation. The creation of this Plan is the first step forward in creating a safe and complete active transportation network for the Borough of Hummelstown.

What is Active Transportation?

Active transportation generally refers to the movement of people and goods through non-motorized means. This may also include connections to mass transit and the use of motor-assisted transportation devices, like e-scooters or bikes and powered mobility devices. A complete active transportation network includes a variety of transportation modalities, including bike lanes and routes, sidewalks, and multi-use trails, as well as connections to transit access.

Implementing active transportation infrastructure is beneficial for communities for a variety of reasons, including, but not limited to:

- Creating community cohesion and identity
- Improving regional economics
- Reducing vehicle emissions
- Encouraging exercise, which improves both physical and mental health
- Fostering equitable accessibility for all community members

All active transportation improvements must be compliant with guidelines set forth by Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) standards to help ensure equitable mobility for all users.

Americans with Disabilities Act (ADA)

Adopted in 1990, ADA is a federal law that prohibits discrimination in employment, transportation, public accommodations, communications, access to government programs, and access to telecommunications on the basis of mental and/or physical disabilities. ADA Standards for Accessible Design establish accessibility requirements for buildings or facilities.

Public Right-of-Way Accessibility Guidelines (PROWAG)

PROWAG provides standards for accessibility within the public right-of-way. This set of guidelines establishes best practices for facilities like sidewalks; non-motorized crossings; curb ramps and detectable warnings; and much more. While PROWAG is not yet enforceable, these guidelines have been generally accepted as industry standard and provide much needed instruction for creating accessible public spaces.

Project Purpose

Hummelstown Borough embarked on an active transportation plan to improve multi-modal safety, accessibility, and mobility within the Borough and to the surrounding region. This Plan was undertaken with the objective to capture existing conditions in the Borough, including factors that drive demand for active transportation, like demographics, socio-economic conditions, land use patterns, and current transportation trends and conditions; gather public input about current perceptions and needs; inventory the existing bike and pedestrian infrastructure; analyze gaps and areas for improvement throughout the existing network; and to establish planning-level recommendations for improvements, funding, and implementation.

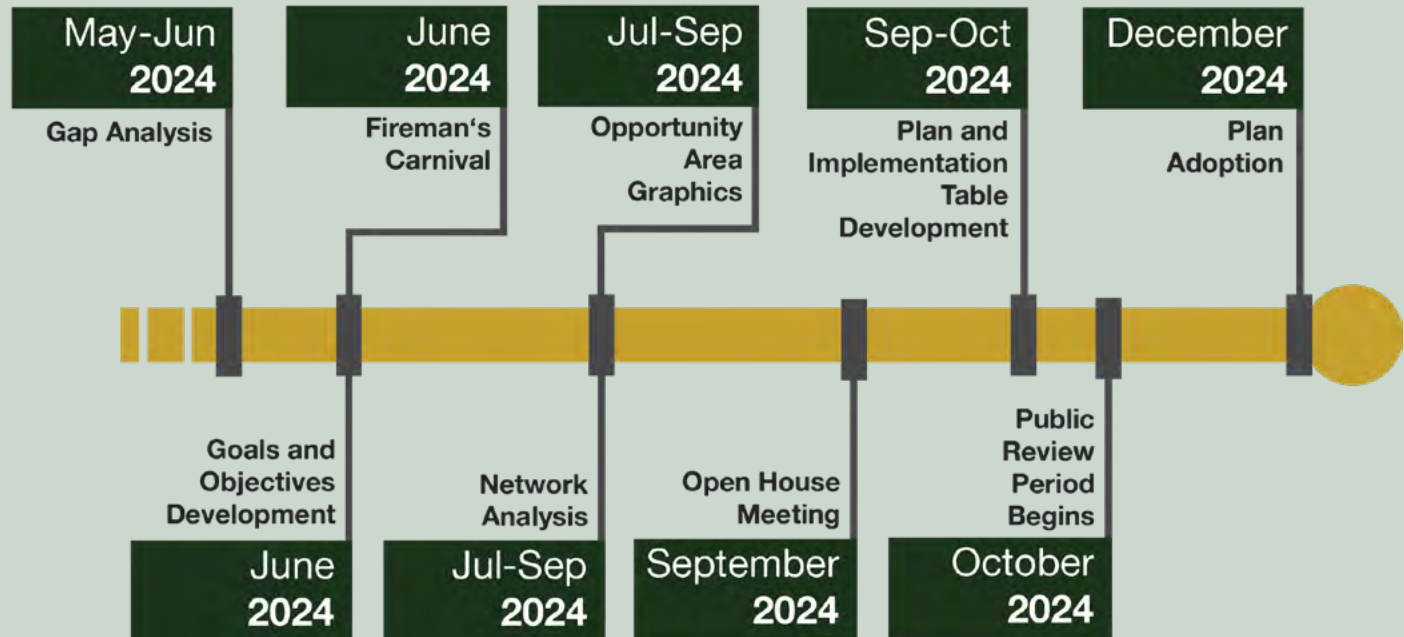
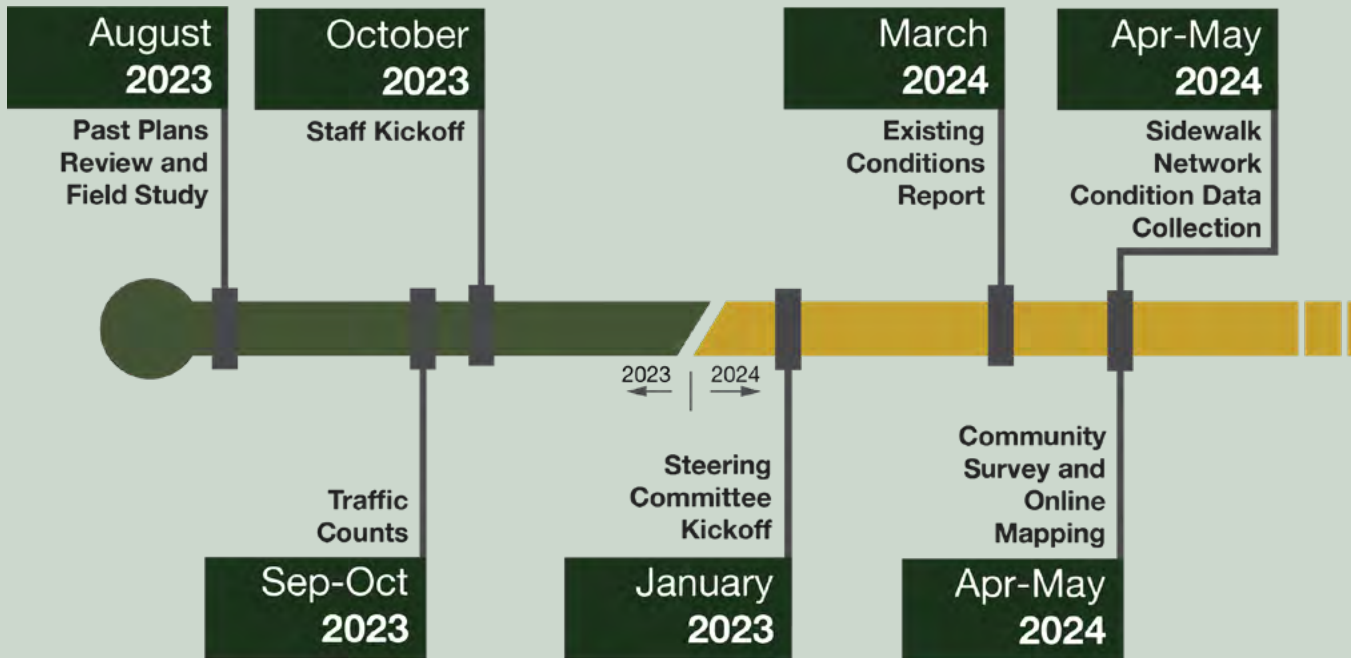
This Plan is intended to help inform and guide the implementation of future improvements. It creates a vision and action plan, recommending projects that might not be implemented for several years. Therefore, detailed engineering plans are not part of the scope of this project. The graphics and designs that have been included were created at a planning-level and should be considered to be conceptual and aspirational. Actual designs, alignments, and specific treatments may vary based on requirements as determined by an engineer or up-to-date trends at the time of implementation. The purpose of a document like this is to create a vision, and establish an initial foundation and necessary action steps, including funding sources, from which to develop public buy-in and political support.

The Planning Process

The planning process for the Hummelstown Borough Active Transportation Plan began in September of 2023 when Herbert, Rowland, and Grubic, Inc. (HRG), the planning consultant, began reviewing relevant past Plans, conducting pedestrian crossing video counts, and completing demographics

research. In October, HRG held a kickoff meeting with Hummelstown Borough staff. From there, the Township and HRG worked through the proposed schedule and tasks over an approximately eighteen-month timeline. The following phases, some of which occurred concurrently, were completed to develop the Plan:

- **Phase 1 – Existing Conditions Assessment – Data Collection, Analysis, and Mapping**
 - Review of Past Plans and Studies, and Collection of Relevant Data
 - Inventory of Existing and Proposed Bicycle and Pedestrian Facilities
 - Mapping of Existing and Proposed Bicycle and Pedestrian Facilities
- **Phase 2 – Public Involvement and Steering Committee Engagement**
 - Meetings with the Steering Committee (6)
 - Community Outreach Events (2)
- **Phase 3 – Goal and Objective Development**
- **Phase 4 – Network Analysis and Identification of Opportunity Areas**
 - Active Transportation Network Gap Analysis
 - Network Quality Analysis
 - Identification of Opportunity Areas (3)
- **Phase 5 – Implementation Strategies and Funding Sources**
 - Network Wide Implementation Strategies
 - Opportunity Area Implementation Strategies





Steering Committee members working to identify areas of concern in the Borough

As part of the planning process, the Borough staff and plan consultants relied heavily on input from the Steering Committee. The Steering Committee was made up of several stakeholders within the community and Committee members were appointed by Borough staff. Regular meetings were held with the Committee throughout the planning process and specific topics and issues were discussed at each meeting. Members of the Steering Committee played an integral part in the development of the Plan and helped to create initial recommendations and provided feedback and input along the way.

Aside from input from the Steering Committee, the planning team sought public input at several points throughout the planning process. More information regarding efforts to involve the public in the visioning for the Plan can be found in the following chapter.

Existing Conditions Assessment

Past Plans Report

At the beginning of the planning process, HRG completed a Past Plans Review Report, which looked at recently completed plans within Hummelstown Borough, bordering municipalities, or at the County/regional level to better understand and align this Plan with previous and ongoing planning efforts and goals. The full list of projects reviewed includes the following:

- 2017 Dauphin County Comprehensive Plan
- 2045 HATS Regional Transportation Plan
- 2009 Dauphin County Parks, Recreation, and Open Space Plan
- Ongoing HATS Active Transportation Study
- 2014 HATS Bicycle and Pedestrian Study
- 2023 Route 39 & 743 Corridor Land Use Transportation Study
- 2016 Hummelstown Downtown Master Plan
- PennDOT Motor, cyclist, and pedestrian crash data
- HATS Bike Counts
- TCRPC Bike and Pedestrian Camera Data in Hummelstown

These Plans demonstrate that the Borough, County, and region are all actively working on improving the transportation experience for community members and visitors. Organizations that are particularly focused on improving the active transportation experience in the region include the Tri-County Regional Planning Commission (TCRPC) that oversees the Metropolitan Planning Organization (MPO), Harrisburg Area Transportation Study (HATS). HATS is responsible for producing a Regional Transportation Plan that creates a framework and priorities for the expenditure of federal transportation funds over a 25-year period.

Existing Conditions Report

In addition to the background research on past relevant plans, HRG completed the Existing Conditions Report that helped to establish the existing character, condition, and behavior of the community and its residents. Understanding these trends and conditions is key to understanding the demand for non-motorized accessibility and mobility in Hummelstown. The Report looked at local demographics, current land use trends, local and regional destinations, and transportation trends.

Key findings from the Report identified that given the current age distribution of the population, there is clear demand for independent mobility through non-motorized transportation, that will serve all demographics and their unique needs. In addition, Hummelstown is mostly built-out. Its build-out has generally followed patterns of high-density and diverse land uses, reducing the distance between origins and destinations, and making walking and biking realistic modes for the area. However, the existing roadway network creates barriers to safe walking and biking. Roadways with higher traffic volumes, higher speeds, and greater pavement widths are harder to cross, requiring additional treatments to create safe crossings in a complete nonmotorized network.

Bicycle and Pedestrian Counts


During September and October of 2023, the Tri-County Regional Planning Commission (TCRPC) provided bicycle and pedestrian video counts for the Borough. The goal of performing bicycle and pedestrian counts is to better understand current activity, including volume and frequency of trips; existing routes; and locations for desired infrastructure, indicated by observing the paths that bicyclists and pedestrians take where infrastructure does not currently exist. Establishing baseline counts may also be valuable for the assessment of future projects and/or applying for grant funding.

The counts were performed using stationary cameras, attached to pre-existing signs or posts. The cameras were set up to capture activity in a specific area over a three-and-a-half-day period, the life of the camera battery. Staff determined that the cameras would, in general be set up on Thursday afternoons and collected the following Monday morning when the batteries were dead, with the intent of capturing weekday and weekend activity, for both morning and evening peak hours. The locations of the counts were determined based on discussions with Borough and TCRPC staff and aimed to understand activity throughout the Borough, within the time frame available for performing the counts. Four “locations” were established for the counts, each of which were intended to function like a corridor to better understand travel throughout the area. Cameras were set up at multiple points along each location. The following list includes all of the locations where counts were performed, as well as the location of three previous count data sets the TCRPC provided:

Previous Video Count Locations

-  East Main Street & Hanover Street
-  Quarry Road & Division Street
-  South Hanover Street & Poplar Street

Location 1: Nye Elementary School

-  South John Street & Lincoln Street
-  Short Street & South Early Street
-  Short Street & South John Street

Location 2: Main Street

-  West Main Street & Fiddlers Elbow Road
-  West Main Street & North Duke Street
-  East Main Street & Quarry Road
-  Walton Avenue & Townsend Drive

Location 3: North Hummelstown

-  North Hanover Street & Kokomo Avenue

Location 4: Middle and High Schools

-  Quarry Road & Park Avenue

The map and table on the following page depicts the spatial distribution of the counts across the Borough and the total trips counted over the observation periods.



Goals

With input from the Steering Committee, members of the public, and Borough Staff, HRG organized the goals and needs identified over the course of the planning process into three Goal areas. The public input process indicated that, generally, the active transportation needs in the Borough were primarily centered around completing the transportation network, improving network safety, and creating regional connections. More information about implementation of these goals, funding opportunities, and high-level project scopes are available in the Implementation chapter of this Plan.

Location	Video Data Collected Dates	# of Bikes	# of Pedestrians	Total Trips
<i>Previous Count Locations</i>				
East Main Street & Hanover Road	Septembner 8-11, 2022	88	1456	1549
Quarry Road & Division Street	October 20-23, 2022	14	155	169
South Hanover Street and Poplar Street	September 8-11, 2022	36	608	644
<i>Location 1: Nye Elementary School</i>				
South John Street & Lincoln Street	September 27-30, 2023	21	225	246
Short Street & South Early Street	September 27-30, 2023	31	321	352
Short Street & South John Street	September 27-October 1, 2023	99	608	707
<i>Location 2: Main Street</i>				
West Main Street & Fiddlers Elbow Road	October 4-7, 2023	44	112	156
West Main Street & North Duke Street	October 4-8, 2023	38	234	272
East Main Street & Quarry Road	October 4-7, 2023	57	438	495
Walton Avenue & Townsend Drive	October 11-14, 2023	37	153	190
<i>Location 3: North Hummelstown</i>				
North Hanover Street & Kokomo Avenue	October 4-7, 2023	21	117	138
<i>Location 4: Middle and High Schools</i>				
Quarry Road & Park Avenue	October 11-15, 2023	46	205	251

GOAL 1

Create a complete non-motorized transportation network within Hummelstown Borough limits that provides for all users and abilities.

OBJECTIVE 1

Complete the Borough's sidewalk and trail network.

STRATEGIES

Implement the prioritized Gap Project List, in order to fill small gaps in the network.

Pursue funding to help implement the Gap Project List projects. This should include funding to be used for Borough led projects, as well as to assist private property owners with implementing gap projects.

Work with property owners in the Borough to help implement and fund gap projects, as needed.

OBJECTIVE 2

Develop appropriate bicycle infrastructure and connections within the Borough limits.

STRATEGIES

Implement the bike way network identified by this project.

OBJECTIVE 3

Improve and maintain the existing non-motorized transportation network in order to provide better accessibility for all users.

STRATEGIES

Draft and adopt new standards for sidewalk installation and maintenance that are consistent with ADA and PROWAG requirements for accessibility.

Enforce the adoption of new sidewalk development standards (Strategy 1.3.1) as property owners install or maintain sidewalks. The sidewalk conditions assessment performed as part of the plan may be used to identify and prioritize enforcement efforts.

Work with private property owners to fund sidewalk upgrades as needed on private property.

Provide educational materials to private property owners about methods and opportunities for sidewalk maintenance, repair, and replacement.

GOAL 2

Create regional non-motorized transportation connections that provide for all users and abilities.

OBJECTIVE 1

Implement regional non-motorized connectivity projects.

STRATEGIES

Work with neighboring municipalities and other appropriate organizations and authorities to obtain funding for the regional connections projects that are identified by this plan.

Work with neighboring municipalities and other appropriate organizations and authorities to implement the regional connections projects identified by this plan.

Improve connections to existing regional bus stops, including the park and ride location in Hummelstown, in order to provide safe connections for transit users.
Consider also improving bus stop infrastructure to promote the use of this mode.

GOAL 3

Improve safety for all non-motorized users.

OBJECTIVE 1

Implement education efforts for all roadway users.

STRATEGIES

Develop non-motorized user education resources for school aged children. This may include but not be limited to reinstating the Bike Rodeo for elementary students and expanding this program to include older students. Information should also include how to safely walk in the Borough.

Develop education resources for residents of driving age. These materials should include information about how drivers can safely interact with non-motorized users.

Develop a public campaign to help make all residents aware of non-motorized transportation user safety.

Work with local and regional organizations, the school district, and advocacy organizations to help implement these educational programs and campaigns. The Hummelstown Borough Police should be involved in this process, but volunteer support will be needed for implementation. Funding should be pursued as needed.

Develop non-motorized user education resources for adults, including older adults. This may include the creation of resource materials or formal classes that could be available to the public.

OBJECTIVE 2

Implement infrastructure improvements as needed to ensure safe walking and biking conditions for all users.

STRATEGIES

Improve crossing safety at unsafe intersections identified by the plan.

Improve overall sidewalk conditions and ADA compliance by implementing and enforcing sidewalk improvement projects.

PUBLIC PARTICIPATION

Overview

Public engagement is crucial for creating inclusive, effective, and sustainable planning efforts. Community input is a key component of any planning process as it helps to foster a sense of community ownership and empowerment. When residents and stakeholders have a say and are afforded opportunities to participate and provide input, they are more likely to be invested in the implementation and success of a plan like this.

There are several ways through which public and stakeholder input was gathered throughout the planning process for the Hummelstown Active Transportation Plan, including an Online Community Survey and interactive map, as well as outreach events and project steering committee meetings comprised of community residents and stakeholders.

Additional details and full summaries of the results of the public engagement activities for the Hummelstown Active Transportation Plan can be found in Appendix B.

Project Steering Committee

One of the first steps in the development of this report was the formation of a project steering committee. The purpose of the steering committee is to provide input throughout the planning process and to help direct the project and its recommendations. The Hummelstown Active Transportation Plan steering committee was made up of a diverse group of Borough residents, staff, and officials who are active non-motorized transportation users. A representative from the Township of South Hanover, a neighboring



Flier from the community survey and web mapping tool

municipality that recently completed a similar planning effort, also participated in the group. This group together represented a diverse set of key stakeholders. The steering committee met a total of six times throughout the course of the project, to provide input at varying stages of the study, and to review the draft report and recommendations.

Public Input Opportunities

Online Community Survey

The Online Community Survey for the Active Transportation Plan was available via SurveyMonkey from April 1st, 2024, through May 17th, 2024. A total of 118 responses were received. Of the survey respondents, 83% were residents of Hummelstown Borough.

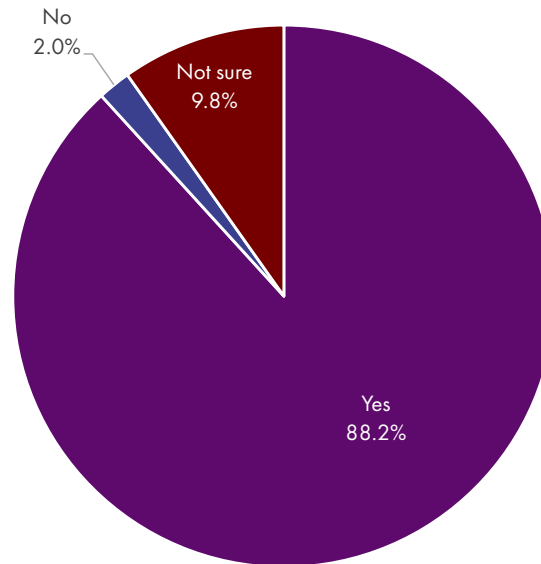
The online survey asked several questions, including basic demographic questions like the respondents' length of residency, age, and household description. In addition, the survey asked more specific and targeted topic area questions centered around the Borough. These questions included how respondents typically travel, distances between frequented destinations, safety concerns, potential improvements, and access to vehicles. There were also several questions related to biking and walking in the study area. Throughout the survey, many questions left opportunities for respondents to leave open ended comments. The majority of respondents left comments regarding connectivity to community destinations and Main St.

Over 80% of survey respondents noted that they walk or bike in Hummelstown Borough. However, more than 50% of survey respondents noted that they do not consider the sidewalks in the Borough to be safe due to unevenness, brokenness/root damage, non-ADA compliance, narrowness, and lighting issues, to name a few.

The majority of respondents, roughly 60%, noted they drive alone to their destinations daily. The second most popular daily mode of transportation is walking, followed by carpooling with others and biking. More than 80% of respondents noted they never use mass transit and more than 60% of respondents noted they never use ride sharing.

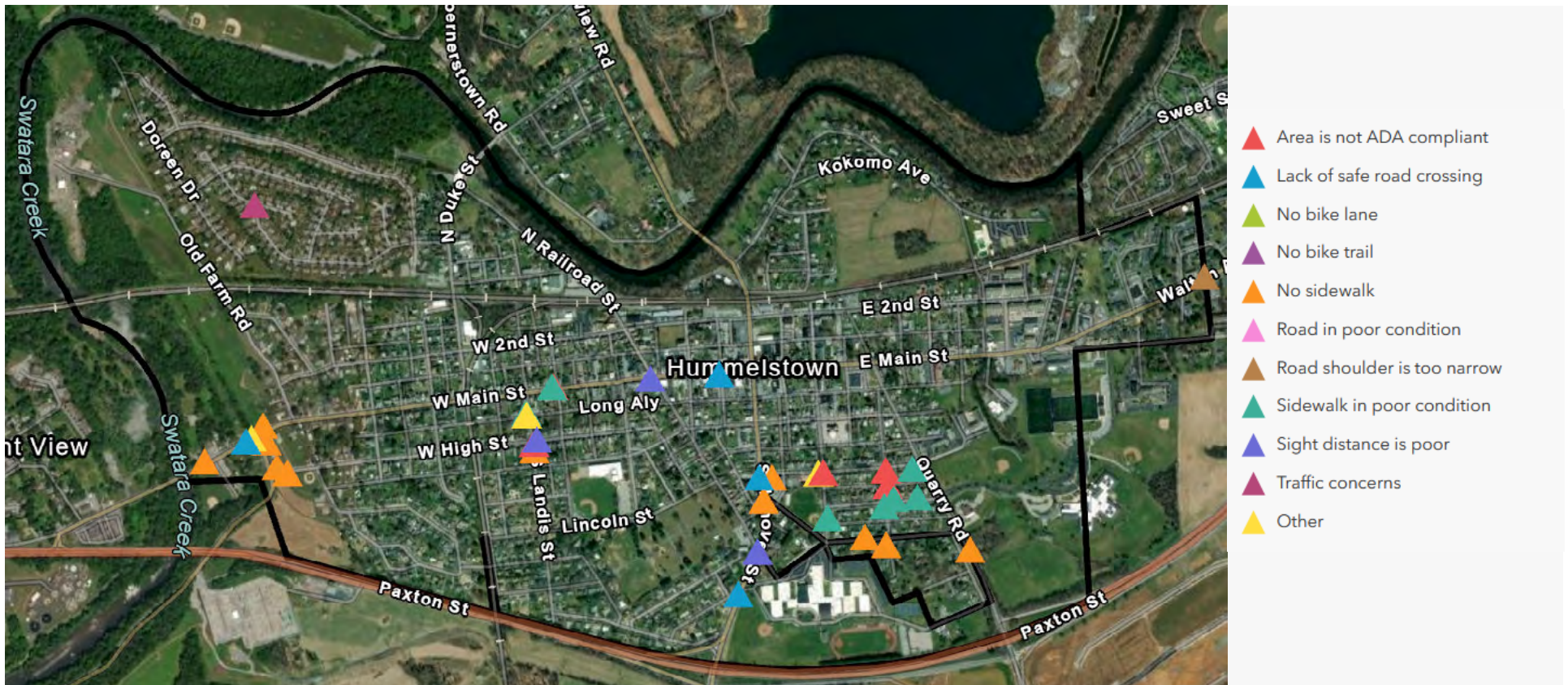
Drivers were asked about their sentiments regarding road sharing on the survey. Roughly 35% of respondents agreed that bikes and cars can share the road so long as there is appropriate infrastructure and signage in place. Additionally, 27% of respondents noted that there needs to be more education about road sharing with cyclists and pedestrians. Most reasons why survey respondents choose not to walk or bike in the study area revolved around safety, including the high traffic in the area makes them

If conditions for walking improved, would you walk in Hummelstown more?



If you are a driver, which of these statements most closely reflects your opinions about sharing rights-of-way with cyclists or pedestrians?





Interactive map results

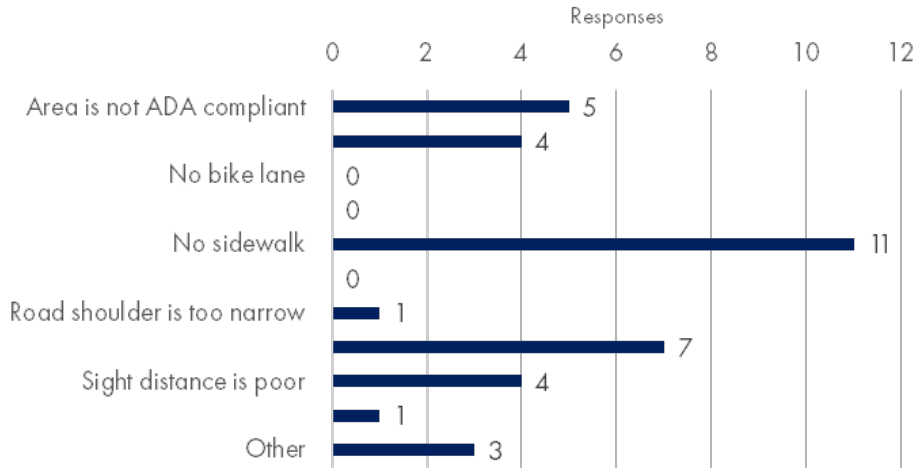
feel unsafe or unpleasant, they have concerns about their physical safety, poor sidewalk and trail conditions exist, lack of bike infrastructure, or they have difficulty crossing streets. In addition, 88.2% of survey respondents noted that if improvements were made, they would be inclined to walk more, and 57% of survey respondents noted that if improvements were made, they would be inclined to bike more.

Online Interactive Map

The Online Interactive Map was hosted through ArcGIS Online. The map was available from April 1st, 2024, through May 17th, 2024, the same

period as the online survey. Participants that visited the Online Interactive Map were prompted to add and mark up the map with current walking and/or biking issues along the routes they access. Issue categories included: area is not ADA compliant, lack of safe road crossing, no bike lane, no bike trail, no sidewalk, road in poor condition, road shoulder is too narrow, sidewalk in poor condition, sight distance is poor, traffic concerns, and other. Other responses were also related to physical safety concerns. The Online Interactive Map received 36 total web map comments. The following graph illustrates the current issues noted for walking and/or biking routes that were noted on the Online Interactive Map.

Hummelstown Road Infrastructure Issues



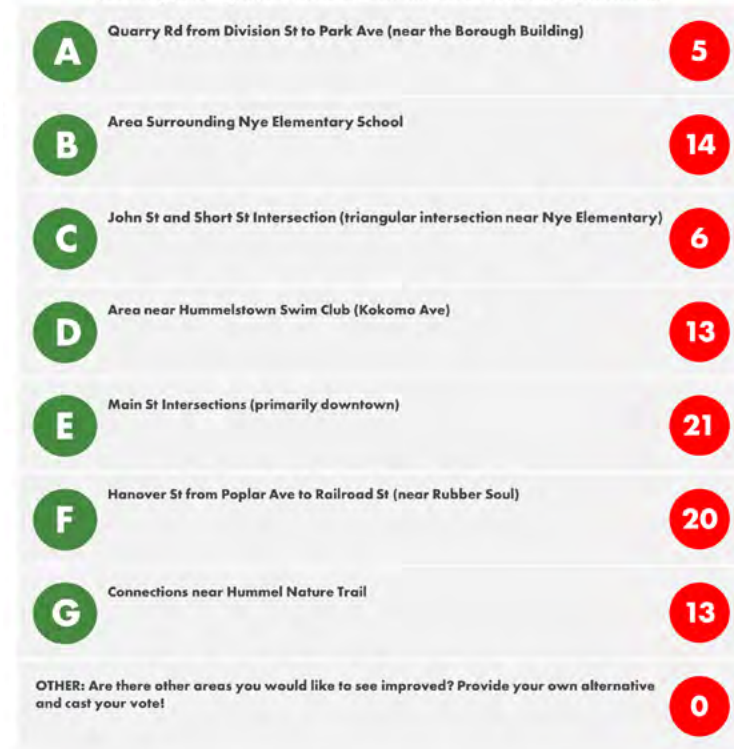
The majority of respondents noted that there were no sidewalks available where they would like to be walking. Some of the most mentioned streets without sidewalks include S. Landis St. and Division St. pertaining to students being able to safely walk to school and W. Main and Division St. regarding safely accessing local parks and trails. Many respondents also noted that sidewalks are in poor condition. Harsh vertical drops to blacktop, uneven surface condition, and/ or are overgrown were the main factors when detailing these poor conditions. This was especially mentioned along Water St. and Prospect St. Lack of safe road crossings, traffic, speeding with a lack of yielding for pedestrians to cross and unclear markings for crossing were also noted as major concerns.

Fireman’s Carnival Outreach Event

Representatives from HRG, Borough Staff, and the Steering Committee, attended the Fireman’s Carnival community event on June 19th, 2024,

Potential Opportunity Areas

Use your dot stickers to vote for your top three (3) choices. Use sticky notes to provide additional comments about the needed improvements.



in Hummelstown. During the event, members of the public were asked to vote for potential opportunity area sites, for which conceptual designs would be developed, showing potential active transportation and safety improvements. The Steering Committee and Borough Staff took this feedback into consideration, with guidance from HRG, when selecting the final opportunity area locations.

Seven potential opportunity areas, and the option to provide other potential opportunity areas, were presented to the public. They were asked to place stickers on their top three selections for potential opportunity areas. The results are shown above.

Public Open House

A public open house was held at the Borough Municipal Building, on September 4th, 2024 to gather public input on elements of the Active Transportation Plan. HRG and Borough Staff asked residents to comment on draft opportunity area designs, and goals and objectives, as well as to provide feedback on how recommended and future projects should be prioritized.

The proposed opportunity areas were developed by HRG consultants based on public feedback from the Fireman’s Carnival public engagement event and input from Borough Staff. The three designs include: S. Hanover St., Kokomo Ave., and Main St./Walton Ave. The S. Hanover St. design depicted two options for potential non-motorized connections in the design area, with most participants preferring option A, which focused on improving the intersection of S. Hanover St. and Railroad St. Respondents also believed that rectangular rapid flashing beacons were necessary, and crosswalks should provide safe access to the park and high school. The final S. Hanover St. improvements design incorporates the comments received. For the Kokomo Ave. design, respondents noted that sidewalks would be desirable in the area, but that the Hummelstown Swim Club should contribute to the cost of their construction. For the Main St./ Walton Ave. design, most respondents agreed that the improvements would be valuable and felt the RRFBs were necessary, although some worried about the aesthetics. Overall, most participants agreed that improvements to S. Hanover St. and Main St./ Walton Ave. were more urgently needed than the improvements to Kokomo Ave.

During the open house, the public was also asked to comment on the draft goals and objective for the plan. Overall, no objections were made to the



Opportunity area boards

goals themselves. However, additional comments were provided, related to general active transportation concerns and suggestions for implementation. A complete summary of the comments received can be found in Appendix B. In addition to the opportunity areas and goals boards, HRG representatives also had a project prioritization spending activity, where participants were given a budget of \$14 “transportation bucks,” intended to represent real world financial limitations in project implementation. They were asked to distribute the money as they saw fit to certain project and improvement types, based on how they felt potential funding should be allocated to future projects. Project spending is listed in ordered from most to least spending and included improving sidewalk quality, filling sidewalk gaps, improving safety, improving access to schools, educating transportation users, and improving access to businesses and other resources.

Key Takeaways

Public input in community planning is essential for creating plans that are inclusive, responsive, and reflective of the community's values and aspirations. It not only enhances the quality of decision-making but also promotes community engagement and long-term sustainability.

The purpose of the Hummelstown Active Transportation Plan is to improve safety, mobility, and accessibility within the Hummelstown Borough limits. The various public engagement efforts, from the online map and survey to the Fireman's Carnival to the open house, have provided valuable feedback to help inform the many elements and components of this Plan as a whole.

Some of the key takeaways from the various engagement and outreach activities are as follows:

- Issues broadly seen with pedestrian access include high traffic counts, safety concerns, poor pedestrian infrastructure, and crossing issues. Addressing these issues through additional sidewalks, off-street trails, safer road crossings, and better sidewalk maintenance would encourage more than 88% of the respondents to walk in the area more often.
- Issues broadly seen with bicycle access include high traffic counts, safety concerns, poor street biking infrastructure, and crossing issues. Addressing these issues through off-street trails, bike lanes, and safer road crossings would encourage 57% of the respondents to bike in the area more often.
- There is public support for additional walking and biking infrastructure, like safe roadway crossings, dedicated bicycle infrastructure, and improved sidewalks.

- Main St., Hanover St., and Quarry Rd. are most noted areas of concern for active transportation travel in the Borough. Crossing, safety, and sidewalk gap issues exist along all three roadways.
- Improving sidewalk quality, filling sidewalk gaps, improving safety, and improving access to schools were seen as top priorities by participants in the Project Prioritization Spending activity.



Community members engaging with the priorities ranking activity at the Fireman's Carnival

ACCESS & MOBILITY

Overview

Transportation networks are intricate systems of connected pieces that allow users to move from origins to destinations. The ability to move from place to place is often broken down into two factors- accessibility and mobility.

To determine the need for future improvements, Hummelstown's existing non-motorized network needed to be assessed. Existing infrastructure was evaluated based on its impact on accessibility and mobility for walkers and bikers in the area. The following chapter summarizes those findings.

Existing Network

Both accessibility and mobility are significantly affected by the transportation infrastructure present in the network. If a non-motorized user wants to access a destination, infrastructure must exist between their origin

and their end point. The existence of this infrastructure will also determine the ease with which they travel, or their mobility.

The Hummelstown non-motorized network was initially evaluated by mapping the existing infrastructure. Which can be seen in the map on the following page.

The existing network was originally inventoried using a desktop based assessment and was field verified with assistance from volunteers from the Steering Committee. The infrastructure assessed includes sidewalks, crosswalks, trails, and alleys. Dedicated bicycle infrastructure was not evaluated because none exists within the Borough. Based on the identification of existing sidewalks, gaps in the network were also identified at this time. The existing network is approximately sixty-four linear miles, including approximately fourteen miles of gaps.

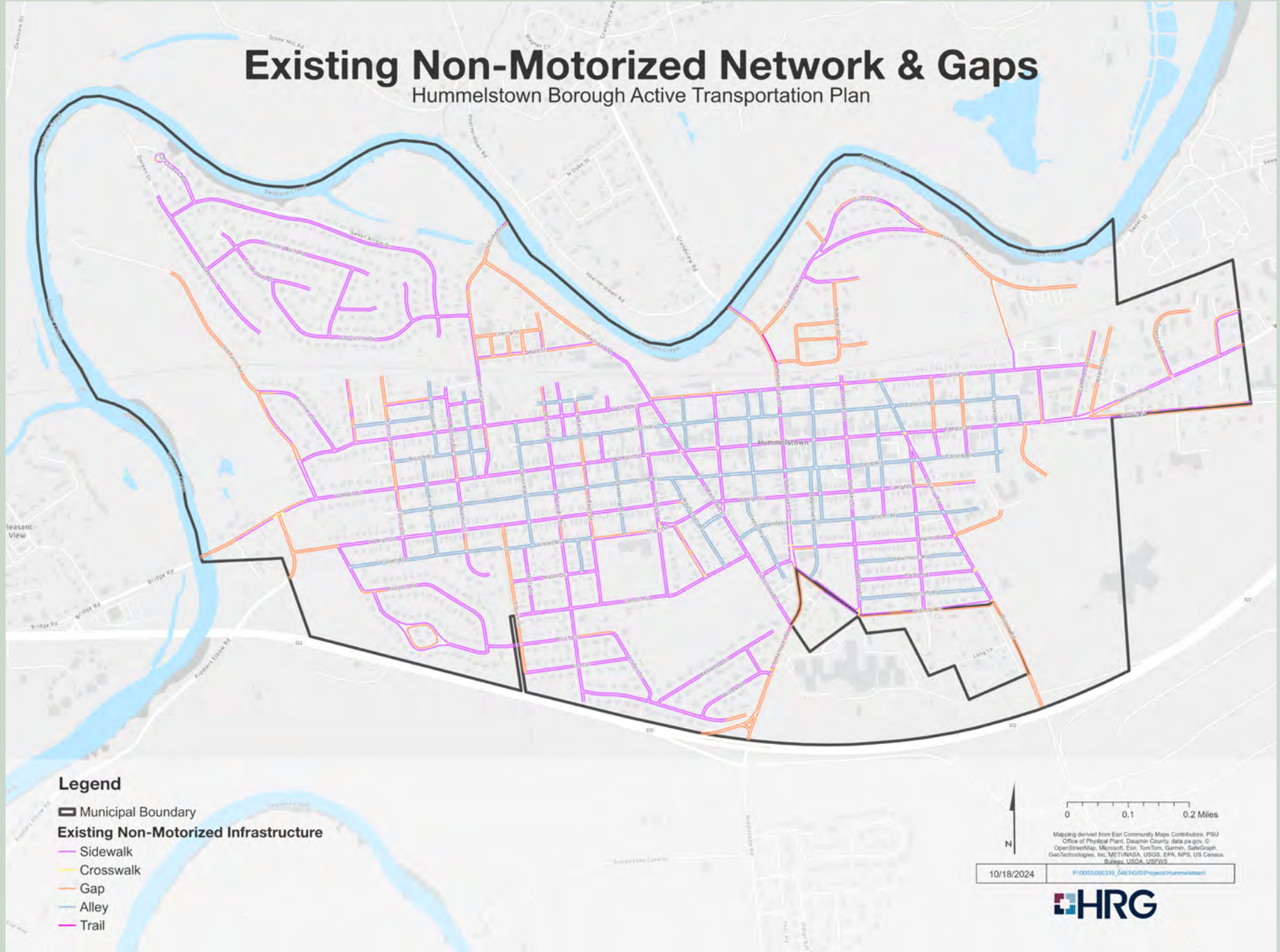
Accessibility vs. Mobility

Accessibility refers to the availability of a route between a start and end point. Again, accessibility may take on a meaning at the individual level, referring to the quality of specific infrastructure for the specific user. This often refers to the fulfillment of ADA and PROWAG requirements to enable access for all users. At the network level, accessibility refers to the more general connections and routes between origins and destinations, and the feasibility of a user being able to access a destination.

Mobility refers to how far and how fast a user can go. In some cases, this can refer to a person's ability to physically move their body, which may change with age or other life events. When referring to transportation networks, mobility refers to the ability of users to move freely from an origin to a destination. For instance, heavy traffic slowing down cars along a busy road or a pedestrian waiting a long time to cross the street could be described as reduced mobility along a roadway.

Existing Non-Motorized Network & Gaps

Hummelstown Borough Active Transportation Plan



Alleys were identified as a separate infrastructure type because of their unique character as they provide motor vehicle access but are inherently low volume and low speed. The Borough's alleys are generally extremely narrow, often with parking and/or garage access. Due to these characteristics, it was determined that these facilities should not be required to have official non-motorized infrastructure, nor should their use for walking and biking connections be motivated. If users feel that they can safely walk or bike in these areas, then they may serve as an additional connection, but they are not officially considered as part of the non-motorized network or required to have dedicated infrastructure.

Accessibility & Destinations

One of the main goals of this Active Transportation Plan is to not only promote increased bicycle and pedestrian connectivity in Hummelstown Borough, but also to improve non-motorized access to the many community amenities and resources throughout the larger region. This section of the report summarizes the various local and regional destinations that are important to establish better connectivity with as the Borough works to improve non-motorized access within the municipality, and across the larger region.

Local Destinations

An assessment of accessibility must include an assessment of desirable destinations, in order to determine if access to these locations already exists or is needed. To do this, a list of local businesses, community resources, and other desirable destinations, including transit stops, was created. Non-motorized transportation is not limited to political boundaries, so this assessment included all relevant destinations within Hummelstown, as well as those within a half mile radius of the Borough's boundaries.

Locally, Hummelstown is home to a vibrant and busy business district. The Borough's business district, located along Main St., is home to a diverse mix of businesses, restaurants, and shops. Several industries are present within the Main Street business district including beauty services, retail shops, restaurants, offices, healthcare services, childcare, places of worship, and more. In addition to the businesses on Main St., there are also several businesses scattered throughout the Borough, including along S. Hanover St. and S. John St.

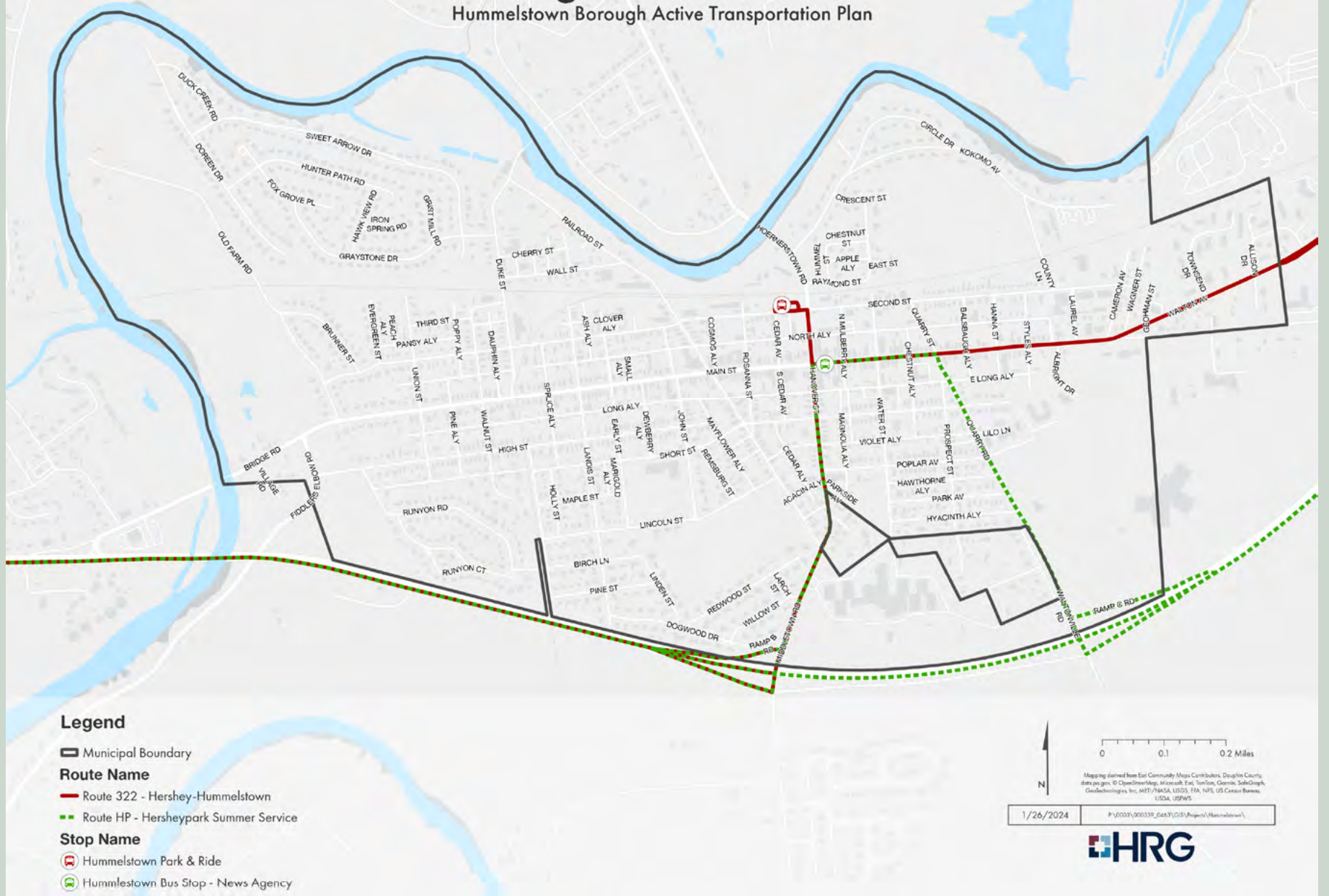
In addition to the many businesses in the Borough, there are also several parks and recreational amenities that serve as local destinations, including the Hummel Nature Trail, Shope Field, Mehaffie Memorial Park, Schiavone Park and McNaughton Park Trail, Herbert A. Schaffner Park, the Dock Street Boat Launch, the Swatara Creek Water Trail, Marion F. Alexander Park, and Herbert A. Schaffner Park.

There are also several schools either within the Borough or just outside of the Borough, including Nye Elementary School, Price Elementary School, Lower Dauphin High School, and Lower Dauphin Middle School.

Within Hummelstown, there is a SusqueCycle location at Hanover and Main Street, a regional bike share program where bikes can be rented out for use. Additionally, there is a Capital Area Transit (CAT) bus stop in the heart of town on Main St., between Hanover St. and N. Mulberry Alley. There is also a Park n' Ride Lot on Second St. Two main CAT bus routes service Hummelstown Borough. The Route 322-Hershey/Hummelstown Route, which provides regular weekday service to Downtown Harrisburg, the Capitol Complex, Hummelstown, Briarcrest Apartments, Penn State Hershey Medical Center, Downtown Hershey, the Hershey Park Service Center, and Tanger Outlets - Hershey. In addition, Route HP-Hershey Park provides seasonal service between May and September, including

Regional Transit

Hummelstown Borough Active Transportation Plan





Capital Area Transit (CAT) bus fleet
Image courtesy of Capital Area Transit

both weekday and Saturday service, between Downtown Harrisburg, Hummelstown, Downtown Hershey, Hershey Park, and Tanger Outlets - Hershey.

Lastly, there are several public buildings and community facilities that are destinations including the Borough Building and Police Department on Quarry Rd., the Senior Center, the Fire Department on Main St., the Post Office on Walton Ave., and the Swim Club on Kokomo Ave.

The map on the following page highlights the local destinations by industry in and around Hummelstown Borough. The destinations have been overlaid on the existing non-motorized infrastructure network to perform a very high-level assessment of non-motorized access to local destinations. Based on simple observations, local destinations are generally connected to non-motorized infrastructure, with a few exceptions, like the Hummel Nature Trail.

HUMMELSTOWN BOROUGH ACTIVE TRANSPORTATION PLAN



Hershey Park, a major tourist attraction and local amusement park
Image courtesy of Hershey & Harrisburg

Regional Destinations

In addition to the many local destinations available to residents and visitors of Hummelstown, there are also several regional destinations to which connections should be considered moving forward. Some of these regional destinations include the many local parks in neighboring municipalities as well as tourist attractions like Hershey Park, Indian Echo Caverns, City Island, and downtown Harrisburg.

Several trails also exist in the region, including the Swatara Creek Water Trail, the East and West Trail Loops near the Hershey Medical Center, the Jonathan Eshenour Memorial Trail, and the Harrisburg Area Greenbelt Trail.

Other regional destinations include the Milton S. Hershey Medical Center and Harrisburg International Airport.

Access to Local Destinations

Hummelstown Borough Active Transportation Plan



Legend

- Municipal Boundary
- Community Facilities**
- Community Facilities
- Public Schools
- Hummelstown Park & Ride
- Hummelstown Bus Stop - News Agency
- Parks and Playgrounds

Businesses by Industry Type

- Beauty Services
- General Retail
- Grocery, restaurants, and other food services
- Healthcare services and research
- Miscellaneous Services
- Places of Worship
- Public administration/services and utilities

- Recreation and Entertainment
- Schools, educational services, and childcare
- Existing Non-Motorized Infrastructure**
- Sidewalk
- Crosswalk
- Gap
- Alley
- Trail

0 0.1 0.2 Miles

10/18/2024

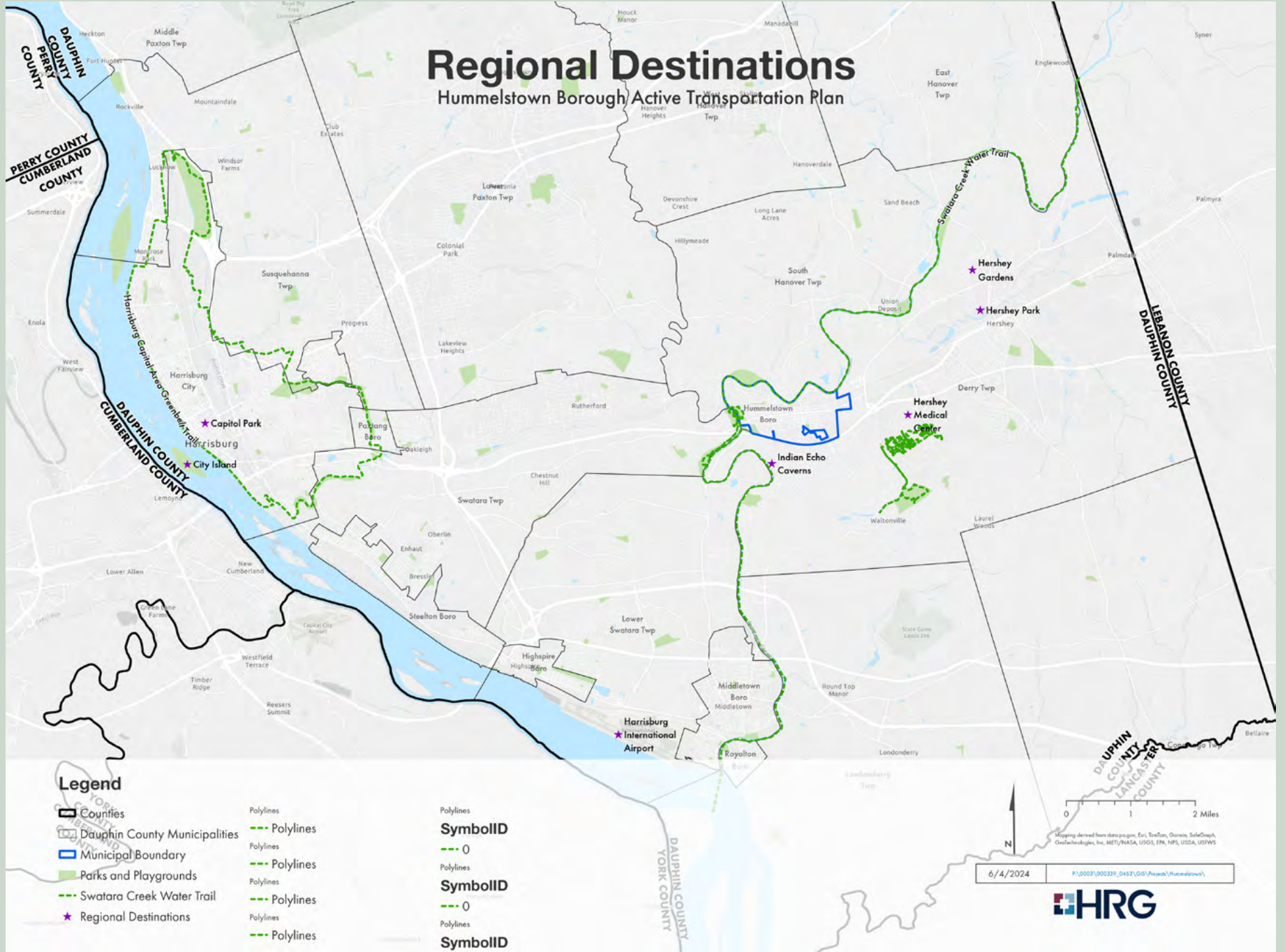
Mapping derived from Esri Community Maps Contributors, PSU Office of Physical Plant, Dauphin County, data.pa.gov, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, Swisstopo, GeoTechnologies, Inc., METRANSA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

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Regional Destinations

Hummelstown Borough Active Transportation Plan



Mobility & Network Conditions

Once infrastructure exists, mobility is largely determined by the condition of that infrastructure. Most of the existing non-motorized infrastructure in the Borough is sidewalks. Therefore, an assessment of sidewalk condition was performed to document and better understand how the current conditions impact the ease with which non-motorized travelers can move throughout the Borough.

The condition assessment was performed based on sidewalk maintenance conditions, and did not include an assessment of current ADA or PROWAG compliance. Fulfillment of federal standards was not assessed because it cannot be enforced through the Borough's existing Sidewalk and Streets Ordinance. An update to this ordinance is suggested and discussed in the Implementation Chapter of this Plan and should include requirements for compliance with ADA. At this time, PROWAG has not been adopted as a standard, and can instead only be suggested as a guideline. However, PROWAG standards may be used to prescribe construction and design standards within an updated ordinance.

To collect on the ground data, the sidewalk condition assessment was performed with the assistance of volunteers from the Steering Committee. The raw data was then reviewed and digitized. Because sidewalks in the Borough are owned and maintained by the adjacent private property owner, maintenance standards are enforceable at the parcel level. Therefore, data was collected by parcel. However, before any future enforcement efforts, these conditions will be reviewed and verified by the Enforcement Officer, based on current ordinance requirements.

Condition data was collected based on surface condition, joint condition, obstructions, and heaving or vertical faults. These condition types and the

characteristics assessed are included below. Each issue type was then assessed based on the degree and categorized as major or minor by assigning either a two (2) or one (1), respectively.

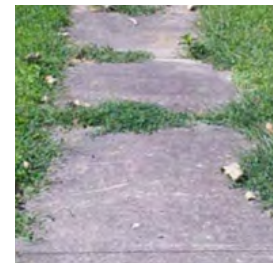
- **Surface Condition** refers to the general condition of the sidewalk panels. Poor condition includes cracked panels (without movement or heaving); surface cracking; spalling or scaling, meaning breaking, chipping, or pitting associated with the deterioration of the sidewalk slab; or dirt or debris that is clearly from long-term lack of maintenance. Additional pictures of these characteristics are provided below for reference. All of these conditions combined make up the overall surface condition of the sidewalk, and do not need to be called out separately, but additional notes may be included in the comments if deemed necessary.



Moderate Cracking



Moderate Spalling/
Scaling



Moderate Dirt/
Maintenance



Major Cracking

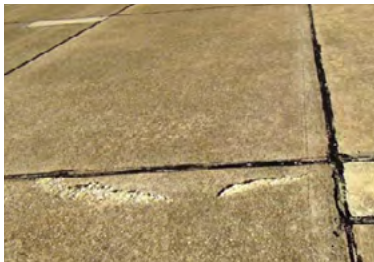


Major Spalling/
Scaling

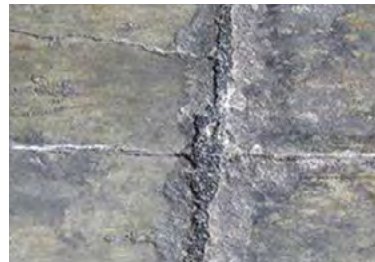


Major Dirt/
Maintenance

- **Joint condition** refers to the condition of the slab edges at the adjoining slab or roadway. Poor condition would include joint seal failure, meaning the space between sidewalk slabs has spread to create a significant gap; or joint spalling, referring to breaking or chipping at the slab joints. Joint gaps that have already been repaired should not be noted unless they still impact the safety of the sidewalk.



Moderate Joint Seal Failure and Spalling



Major Joint Seal Failure and Spalling

- **Obstructions** refer to any significant blockage impacting the ability to pass on the pavement. This may refer to an obstacle for an able-bodied person or someone using a wheelchair. This should only include permanent obstacles like trees, overgrown bushes, fire hydrants, utilities, signs, etc., and not objects that may be easily removed.



Moderate Obstruction



Major Obstruction

- **Heaving or Vertical Faults** refer to movement in the sidewalk panel that has created an obstacle or tripping hazard. The heaving may occur at the slab joint or in the middle of the panel.



Moderate Vertical Fault



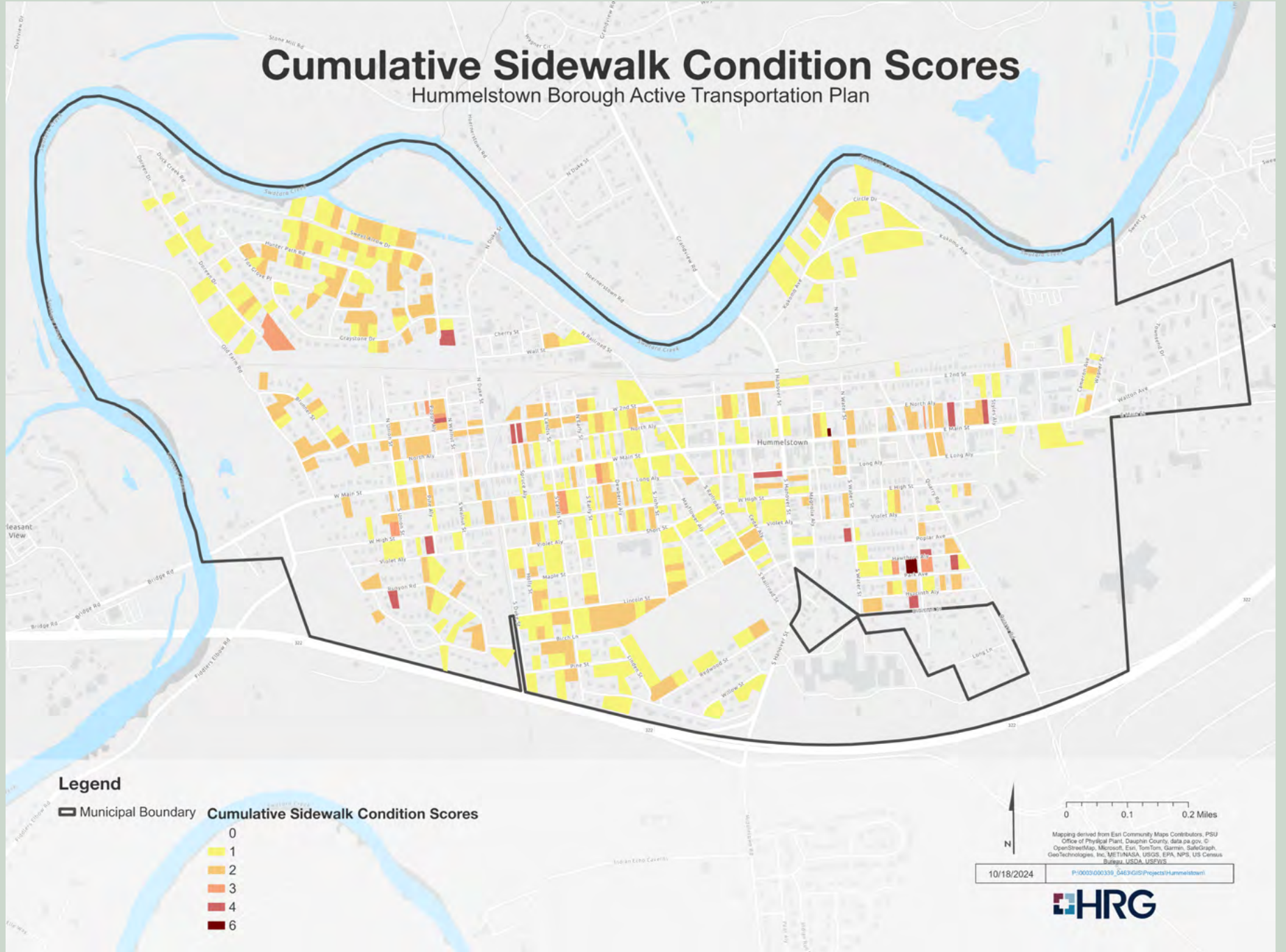
Major Vertical Fault

A cumulative condition score for each tax parcel was developed by summing the degree score for each issue type. Therefore, a parcel with a higher condition score actually has a lower overall condition and is in greater need of maintenance. A cumulative condition score of zero indicates that no issue types were identified for that parcel. This does not necessarily mean that the condition of that sidewalk is perfect or ideal, but instead that any issues present, like the sidewalk being narrow or having temporary debris, cannot be regulated by the current ordinance. The map on the following page depicts the categorized cumulative scores. The parcels with the worst sidewalk conditions are shown in dark red. Maps depicting the condition scores for each issue type are included in Appendix C.

Of the approximately 1,700 tax parcels within the Borough limits, 499 were identified as having one or more sidewalk condition issues. The worst score possible given this assessment would be an eight (8). The worst score received was a six (6), which was received by only two parcels. It

Cumulative Sidewalk Condition Scores

Hummelstown Borough Active Transportation Plan



should also be noted that given the nature of this assessment, a sidewalk segment may have received a high score for having multiple issues that were deemed, “major.” However, a sidewalk with only one major issue and therefore a lower score may still pose a more significant threat to safety or mobility.

This evaluation is valuable for determining sidewalk segments that are most in need of improvements, which may be utilized for future project determination or for potential future enforcement efforts. This assessment was performed based on current sidewalk conditions and the requirements of the current Sidewalk and Streets Ordinance. A field review and evaluation will need to be repeated in the future to maintain the value of this dataset. This field review may also need to be repeated if a new ordinance is adopted because criteria consistent with the new standards should be used for the data collection.

Key Takeaways

The purpose of the Hummelstown Borough Active Transportation Plan is to improve and enhance bicycle, pedestrian, and other non-motorized connectivity both within Hummelstown and beyond it. Reaching this goal will require improvements to both accessibility and mobility, through the creation of new infrastructure and improvements to existing infrastructure.

- Identifying the various local and regional destinations is important to creating and establishing a more cohesive and defined network that connects the various amenities and resources in a safe manner.
- Future projects should consider opportunities to expand access to regional destinations.



Pedestrian improvements at the intersection of Short St and John St, near Nye Elementary

- Currently, the existing non-motorized network provides access to most local destinations. Areas and destinations that currently have limited access due to gaps in the network should be prioritized for future improvement projects.
- While access to destinations is generally provided, mobility may be limited based on current sidewalk conditions. Areas with poor condition ratings should be prioritized for improvement.

PROPOSED PROJECTS & OTHER RECOMMENDATIONS

Proposed Infrastructure Projects

This section is under development.

Supporting Actions

This section is under development.

Prioritization Criteria

This section is under development.

FUNDING

Potential Funding Structures

This section is under development.

Funding Programs to Support Active Transportation Improvements

Implementation of the proposed projects list and supporting efforts will require significant funding, at least a portion of which will likely need to come from external sources. This section lays out potential external funding sources that are appropriate for active transportation improvements. Specific actions and requirements related to applying for or winning this funding are also spelled out.

The Commonwealth Financing Authority's (CFA) Multimodal Transportation Fund (MTF) is the go-to program at the State level for funding development, rehabilitation, and enhancement of existing transportation assets. Hummelstown Borough has already been successful in securing funding from the CFA for improvements on the western part of Main Street. The CFA MTF Program could be a viable funding source for making further improvements at the opportunity areas previously identified in the Projects section of this plan. The CFA MTF Program typically requires a 30% match; however, there has been a municipal match waiver in place through the end of 2024 which has the possibility to be extended. The maximum grant request for this program is \$3 million, and partial awards are common. It is important to note that legislative support will be important in securing funding awards through the CFA.



Eastern access to the Hummelstown Cemetery

The Pennsylvania Department of Transportation (PennDOT) offers both a Multimodal Transportation Fund (MTF) Program, as well as a Transportation Alternatives Set-Aside (TASA) Program to fund transportation improvements. The PennDOT MTF Program requires a 30% match for grant requests up to \$3 million. While the PennDOT TASA Program will fund 100% of construction costs up to \$1.5 million, the Borough should be prepared to fund pre-construction costs, such as design and permitting. The PennDOT TASA Program is only open for applications every other year, with the next funding cycle anticipated to open in 2025.

The Harrisburg Area Transportation Study (HATS) also provides funding for transportation improvements through the Regional Transportation Plan (RTP) Implementation Program. The Borough has also been successful



The intersection at Main St and Hanover St

in securing RTP Implementation Program dollars for improvements on the western part of Main Street. It is important to note that this program requires a 20% match and distributes federal grant dollars, meaning the federal process must be followed if funding is secured.

Another regional funding opportunity is the Dauphin County Transportation Infrastructure Safety Improvement Program (TISIP). TISIP provides funds for transportation safety improvement projects of municipally owned transportation infrastructure to encourage economic development and ensure a safe and reliable system of transportation is available to the residents of Dauphin County. This program funds projects with up to \$1 million in total project costs and requires a 25% match.

HUMMELSTOWN BOROUGH ACTIVE TRANSPORTATION PLAN



The Hummel Nature Trail

Finally, the Commonwealth Financing Authority's (CFA) Local Share Account (LSA) Statewide Program provides funding for projects in the public interest. This broad eligibility leads to a very competitive grant program. However, the LSA Statewide Program provides up to \$1 million grants with no required match, meaning it will be a good option for funding the Borough's transportation improvements. Once again, legislative support will be important in securing funding awards through the CFA.

The following tables provide a complete list of external funding opportunities.

POTENTIAL FUNDING SOURCES

Agency	Program Name	Grant (% Funded) or Loan	Brief Description	Open Funding Round (Typical)
Commonwealth Financing Authority (CFA)	Multimodal Transportation Fund (MTF)	Grant (70%)	Development, rehabilitation, and enhancement of transportation assets	Due in July
PA Dept. of Transportation (PennDOT)	Multimodal Transportation Fund (MTF)	Grant (70%)	Transportation and related improvements for transportation assets that enhance communities, pedestrian safety, and transit revitalization	Due in November
PA Dept. of Transportation (PennDOT)	Transportation Alternatives Set-Aside (TASA) Program	Grant (100%)	Funding for projects defined as transportation alternatives, including pedestrian and bicycle facilities, public transportation infrastructure projects, safe routes to school projects, etc.	Varies
Dauphin County	Transportation Infrastructure Safety Improvement Program (TISIP)	Grant (75%)	Transportation safety improvement projects of municipally owned transportation infrastructure to encourage economic development and ensure a safe and reliable system of transportation is available to the residents of Dauphin County	Due in July
Harrisburg Area Transportation Study (HATS)	HATS RTP Implementation Grant Program	Grant (80%)	Transportation studies, multimodal construction projects, and roadway construction projects that meet the needs identified in the Regional Transportation Plan	Varies
Commonwealth Financing Authority (CFA)	Local Share Account (LSA) – Statewide	Grant (100%)	Distributed from gaming funds to support economic development projects, community improvement projects, and projects in the public interest, including parks and recreation.	Due in November
Dauphin County Gaming Advisory Board	Dauphin County Local Share Municipal Grant Program	Grant	Eligible project categories include: Infrastructure and facilities improvements, Transportation, Emergency services, health and public safety, public interest activities, human services	Due in October
PA Dept. of Transportation (PennDOT)	Automated Red Light Enforcement (ARLE) Funding Program	Grant (100%)	Improvements to traffic control signals and related intersection traffic control improvements	Due in June

POTENTIAL FUNDING SOURCES CTD.

Agency	Program Name	Grant (% Funded) or Loan	Brief Description	Open Funding Round (Typical)
PA Dept. of Transportation (PennDOT)	Green Light Go	Grant (80%)	Financial assistance for existing traffic signal maintenance and operations activities	Due in February
PA WalkWorks	WalkWorks Funding Program	Grant	Development of active transportation plans and related policies – pedestrian, bicycle, and transit transportation systems that increase connectivity	Varies
AARP	AARP Community Challenge Grants	Grant	Funds quick-action projects that can help communities become more livable for people of all ages, specifically the needs of people 50-plus. Project types include transportation, parks, and community resilience	Varies
T-Mobile	Hometown Grants Program	Grant	Funds projects to build, rebuild, or refresh community spaces that help foster local connections in your town. Projects should be shovel-ready, physical builds or improvements that can be completed within 12 months of receiving Hometown Grants funding.	Due Quarterly

REGIONAL & COUNTY FUNDING SOURCES

Agency	Program Name	Grant (% Funded) or Loan	Brief Description	Open Funding Round (Typical)
Adams County Community Foundation	Adams County Grants	Grant	Encourages bigger thinking around strengthening vulnerable people on a systemic level, including transportation and economic development	Due in January & July
Allegheny County Economic Development	Active Allegheny Grant Program	Grant	Develop community plans and design transportation projects that will provide bicycle and pedestrian connections to important local destinations and transportation systems and increase residents' opportunities for physical activity	Due in May
Redevelopment Authority of Allegheny County	Site Development Fund Grant Program	Grant	Assist in high-impact employment centers with an emphasis on job creation and the revitalization of previously dormant and underutilized sites, including transportation facilities	Due in February
Butler County	Butler County Infrastructure Bank	Loan	Construction, reconstruction, maintenance and repair of roadways, bridges, and public water/sanitary/storm infrastructure in Butler County	Due in February
Dauphin County	Dauphin County Infrastructure Bank	Loan	Construction, reconstruction, maintenance, and repair of non-transportation public infrastructure, including transportation infrastructure	Due in May
Dauphin County	Transportation Infrastructure Safety Improvement Program (TISIP)	Grant (75%)	Transportation safety improvement projects of municipally owned transportation infrastructure to encourage economic development and ensure a safe and reliable system of transportation is available to the residents of Dauphin County	Due in June
Delaware Valley Regional Planning Commission	Competitive Congestion Mitigation & Air Quality Improvement Program	Grant	Transportation projects that will improve air quality and reduce traffic congestion in the DVRPC region	Varies
Delaware Valley Regional Planning Commission	Transportation and Community Development Initiative	Grant (100%)	Supports smart growth initiatives that implement the Connections 2050 Plan for Greater Philadelphia	Due in April

REGIONAL & COUNTY FUNDING SOURCES CONT.

Agency	Program Name	Grant (% Funded) or Loan	Brief Description	Open Funding Round (Typical)
Harrisburg Area Transportation Study (HATS)	HATS RTP Implementation Grant Program	Grant (80%)	Transportation studies, multimodal construction projects, and roadway construction projects that meet the needs identified in the Regional Transportation Plan	Due in July
Montgomery County Planning Commission	County Transportation Program	Grant (50-80%)	Fund transportation projects to expand the reach of transportation investments and achieve the goals of the county's comprehensive plan	Varies
Montgomery County Planning Commission	MONTCO 2040: Implementation Grant Program	Grant (80%)	Physical improvements that achieve real progress toward the goals of the county's comprehensive plan (categories: connected communities, sustainable places, and vibrant economy)	Varies
Southwestern Pennsylvania Commission (SPC)	Transportation Alternatives Set-Aside (TASA) Program	Grant	Funding for projects defined as transportation alternatives, including pedestrian and bicycle facilities, public transportation infrastructure projects, safe routes to school projects, etc.	Due in October
Southwestern Pennsylvania Commission (SPC)	Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Grant (80%)	Provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM), including Commuter Bicycle and Pedestrian Improvements	Due in September
Southwestern Pennsylvania Commission (SPC)	Regional Traffic Signal Program	Grant (80%)	Technical assistance and potential funding to optimize the operations of traffic signals throughout the region	Due in September
PeopleForBikes	Industry Community Grant Program	Grant (50%)	Supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride	Varies
AARP	AARP Community Challenge Grants	Grant	Funds quick-action projects that can help communities become more livable for people of all ages, specifically the needs of people 50-plus. Project types include transportation, parks, and community resilience	Due in March

FEDERAL FUNDING SOURCES

Agency	Program Name	Grant (% Funded) or Loan	Brief Description	Open Funding Round (Typical)
U.S. Dept. of Agriculture (USDA) Rural Development	Community Facilities Program	Combo	Develop or improve essential public services and community facilities in rural areas	Varies
U.S. Dept. of Transportation (DOT)	Bridge Investment Program	Grant	Improve bridge condition and safety, efficiency, and reliability of movement of people and freight over bridges	Due in August / September
U.S. Dept. of Transportation (DOT)	Grants for Buses and Bus Facilities Program	Grant	Replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities	Varies
U.S. Dept. of Transportation (DOT)	Helping Obtain Prosperity for Everyone (HOPE) Program	Grant (90%)	Funds planning for projects that will improve transit service and facilities in areas of persistent poverty	Due in June
U.S. Dept. of Transportation (DOT)	Infrastructure for Rebuilding America Grants Program	Grant	Improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold promise to eliminate freight bottlenecks and improve freight movements	Due in May
U.S. Dept. of Transportation (DOT)	Mega Grant Program / National Infrastructure Project Assistance Program	Grant	Large, complex transportation projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits	Varies
U.S. Dept. of Transportation (DOT)	Railroad Crossing Elimination Program	Grant	Fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods	Due in October
U.S. Dept. of Transportation (DOT)	Railroad Rehabilitation & Improvement Financing	Loan	Development of railroad infrastructure	Varies
U.S. Dept. of Transportation (DOT)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE/TIGER) Program	Grant	Investments in surface transportation infrastructure that will have a significant local or regional impact, reduce GHG emissions, address climate change impacts, and address environmental justice	Due in April

FEDERAL FUNDING SOURCES CONT.

Agency	Program Name	Grant (% Funded) or Loan	Brief Description	Open Funding Round (Typical)
U.S. Dept. of Transportation (DOT)	Reconnecting Communities Pilot Discretionary Grant Program	Grant (100%)	Reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity	Due in October
U.S. Dept. of Transportation (DOT)	Rural Surface Transportation Grant	Grant	To improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability, and generate regional economic growth	Due in May
U.S. Dept. of Transportation (DOT)	Safe Streets and Roads for All Discretionary Grant Program	Grant	To prevent death and serious injury on roads and streets involving all roadway users	Due in September
U.S. Dept. of Transportation (DOT)	Transportation Infrastructure Finance and Innovation Act (TIFIA) Program	Loan	Large scale, surface transportation projects – highway, transit, railroad, intermodal freight, and port access	Varies
U.S. Dept. of Transportation (DOT)	Consolidated Rail Infrastructure and Safety Improvements Program	Grant (80%)	To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail	Varies
U.S. Dept. of Transportation (DOT)	Strengthening Mobility and Revolutionizing Transportation (SMART)	Grant	Focus on advanced smart city or community technologies and systems to improve transportation efficiency and safety (including smart technology traffic signals)	Due in November
U.S. Dept. of Transportation (DOT)	Passenger Ferry Program	Grant (80%)	Improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment	Due in September
U.S. Dept. of Transportation (DOT)	Thriving Communities Program	Grant	Improve and foster communities through transportation improvements / planning and project development of infrastructure projects that increase affordable transportation options	Due in December
U.S. Dept. of Transportation (DOT)	Surface Transportation Block Grant Program	Grant (80%)	To preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects	Varies

When considering how to approach funding, it will be important to consider the timelines associated with different grants, availability of matching funds, priority improvements, the level of community impact, and the relationship between project components. This also includes a recognition of whether one improvement will help to generate support for another improvement, or whether one phase of the project must be completed before another phase. Consideration of the project cost is also important in terms of the appropriateness of the request to one program or another. For this reason, the identified project phases may need to be further divided or combined to define a specific “project” for which to apply for funding.

Partnerships will be critical to be successful in securing funding, and it will be important for the Borough to continue to communicate the importance of improvements to project partners, the community, and local elected officials. It will also be important to consider how partners may benefit from the improved infrastructure and how these organizations may help to support transportation improvements if they are viewed as a common goal. Partnerships with local businesses, the Lower Dauphin School District, and neighboring Derry Township will be critical for successful implementation of the proposed improvements in identified opportunity areas.

Ordinance Revisions

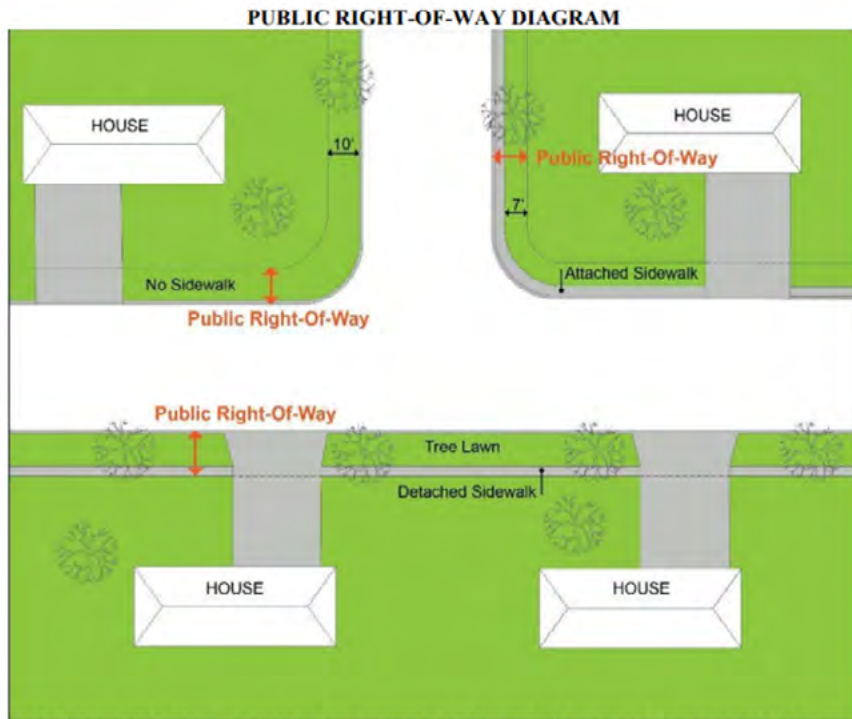
The Borough’s municipal ordinances are not just rules and regulations but are also tools to help promote the vision for the future of Hummelstown and to guide policy, development, and improvements. The Borough’s Streets and Sidewalks Ordinance, Shade Tree Ordinance, and many other ordinances play a role in the overall aesthetics and conditions within the Borough related to walkability, bike friendliness, safety, mobility, and accessibility.



Hummelstown tree-planting event, coordinated by the Shade Tree Commission

In addition, these ordinances provide standards and criteria for what future improvements should look like.

Hummelstown Borough’s Streets and Sidewalks Ordinance, Chapter 21 of the Borough’s Code of Ordinances, was adopted in 1994 and has not been updated since then. It is important to update and modernize the Borough’s ordinances and construction standards related to curbs and sidewalks to make them consistent with the goals of this Active Transportation Plan. There are several construction standard drawings included in the Streets and Sidewalks Ordinance that should be reviewed and updated to align with current modern day construction standards, methods, and techniques and



****Please note this is a general representation of right-of-ways and residents should defer to deed for accurate property line location.

Source: Chapter 25 of the Borough Code, Shade Tree Ordinance

the Borough’s overall vision for improved streets, sidewalks, and enhanced safety and connectivity.

The Borough’s Shade Tree Ordinance, Chapter 25 of the Borough Code, was updated in 2022. Shade trees are important because when properly planted, maintained, and protected, they can add to the aesthetics and health of the neighborhood. The 2022 Ordinance establishes a Shade Tree Commission for the Borough and outlines the permitting processes and procedures as well as overall standards for the planting of shade trees in the Borough. The above diagram is included in the Shade Tree Ordinance, which illustrates the various ways that shade trees can be planted and installed along public rights-of-way in the Borough.

As Hummelstown Borough moves forward with the implementation of the goals and strategies outlined in this Plan, it will be important to review and update the Streets and Sidewalks Ordinance and the Shade Tree Ordinance so that the ordinances are consistent not only with each other but also with the goals of the Plan. Furthermore, any updates to the ordinances should reflect modern construction methods and techniques.

Sample ordinances regarding streets, curbs, and sidewalks were reviewed from Lemoyne Borough and Derry Township in Dauphin County as well as the City of Pittsburgh and Pine Township in Allegheny County to determine best practices in terms of updated curb and sidewalk development standards. In general, it is recommended that the following be incorporated into any ordinance revisions and updates:

- Provisions and procedures for sidewalk repair, maintenance, and replacement, which should include requirements for the permitting and inspection process,
- Standards regarding trees and shrubbery,
- Standards related to open gutters and rainwater and drainage management,
- Curb and sidewalk construction and conformance with other applicable standards from PennDOT,
- Approved alternative construction materials, including but not limited to how to address the use of brick moving forward, and;
- Updated construction standard details drawings to provide examples of how the standards and regulations shall be implemented and constructed. This should specifically state compliance with ADA standards, including but not be limited to, requiring sidewalks to be a minimum of five (5) feet wide.

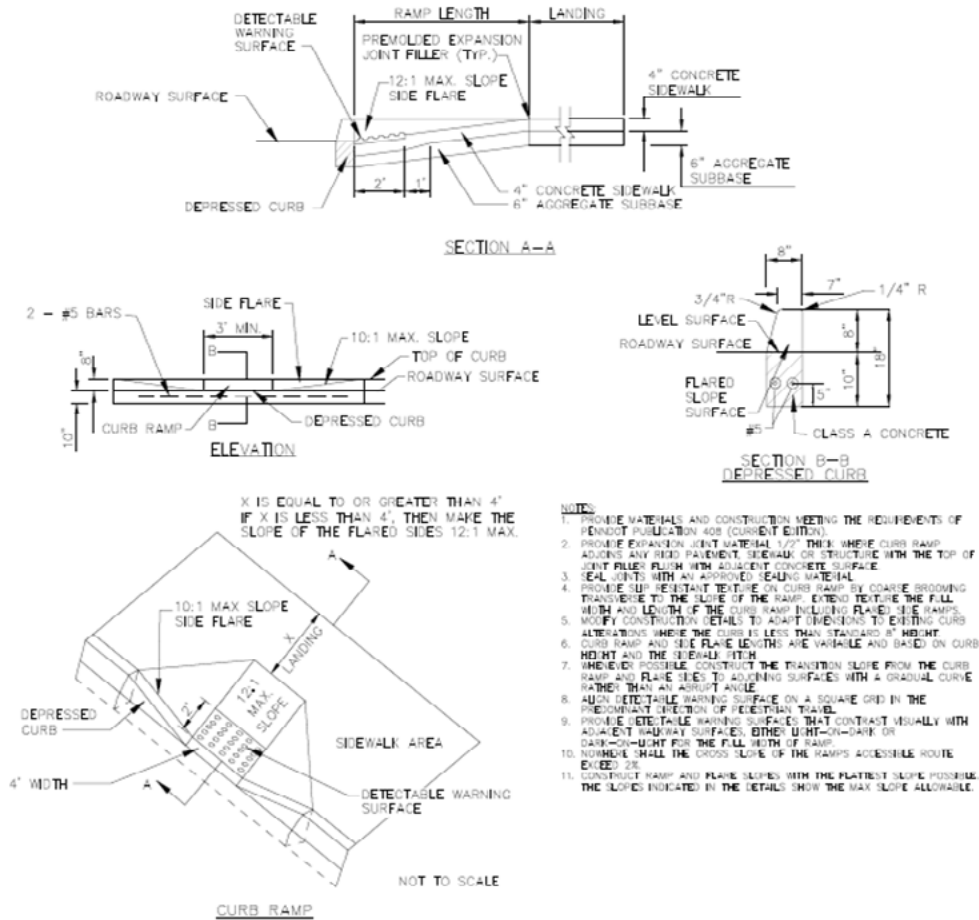
Repairing Versus Replacing Sidewalks

Repairing sidewalks is an expensive venture. Depending on the funding structure chosen, some of the cost to private property owners may be covered by resources from the Borough or other external funding sources. However, this will not address all sidewalk condition issues, especially not all at one time. In coordination with an update of the Borough's Streets and Sidewalks Ordinance, private residents may be allowed to make certain repairs to their sidewalks, instead of completely replacing them.

Sidewalks with cracking that is a quarter inch or greater but less than half an inch may be suitable for crack sealing. Appropriate materials for these repairs include polymer-modified or asphalt rubber sealants for concrete or asphalt sidewalks. Mortar mixes may be appropriate for larger cracks. The durability of these repairs will vary depending on the specific conditions and the quality of the repair but may still improve overall sidewalk safety.

Vertical faults, which are common tripping hazards in sidewalks and trails, may be repaired a couple of ways. For faults that are less than one inch in height, grinding may be used to level out the surfaces. This is the most durable way to repair a fault, especially if slippage is less than half an inch. However, it requires the ability to grind concrete. Wedging may also be done if the vertical fault is two inches or less. Wedging is the process of using asphalt or concrete to fill heaved areas of sidewalk. These repairs will likely be less durable, especially if asphalt is used and should have a grade of no more than five percent (5%) to ensure ADA access.

In general, allowing for the regulated use of repairs instead of requiring replacement in every situation may allow for more financially feasible and



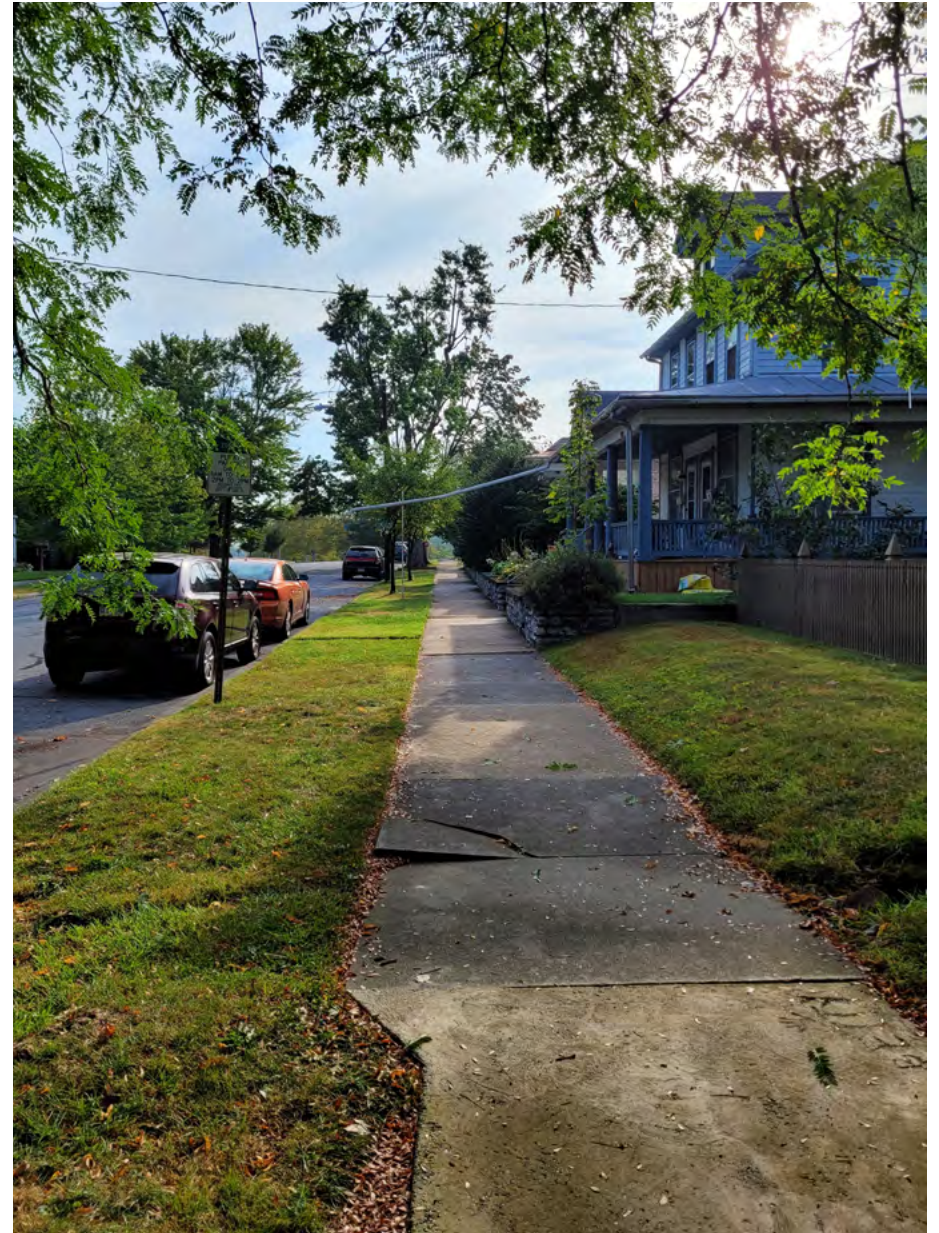
REFERENCE RC-67 – PENNDOT PUBLICATION 72

Typical curb ramp detail



A Hummelstown sidewalk with no curb ramp

equitable improvements to the existing sidewalk network. These repairs should be specifically identified within the applicable ordinance and must still require inspection to ensure the work was performed properly. The Borough may also choose to still require a permit for repair work, especially if a certain area threshold is met. Often, a permit is required if the area is greater than one hundred square feet. However, the Borough may also choose to waive this permit requirement, especially in keeping financial feasibility in mind. Additional repair options maybe be identified, as long as they are specifically documented in the updated ordinance. Consistency with federal recommendations for sidewalk maintenance is recommended. The Federal Highway Administration’s Guide for Guide for Maintaining Pedestrian Facilities for Enhanced Safety may be used as a resource.



Sidewalk heaving

ROADMAP TO IMPLEMENTATION

This section is under development.

APPENDICES

