



Millerstown

Bicycle/Pedestrian Connectivity Master Plan
BOROUGH OF MILLERSTOWN, PERRY COUNTY, PENNSYLVANIA

Executive Summary

The Millerstown Bicycle and Pedestrian Connectivity Master Plan (the Plan) explores opportunities for enhanced multimodal transportation options for cyclists and pedestrians to travel safely in and around Millerstown. The Plan is a comprehensive analysis of existing transportation systems and recommends improvements to create a more connected and safer community through pedestrian and cycling infrastructure.

The Plan has its basis in the Perry County Economic Vitality Plan (PCEVP) prepared by the Perry County Economic Development Authority in 2021. The PCEVP recognized Millerstown as a unique, authentic community and a village with a keen sense of place and identity. The PCEVP recommended connectivity improvements to better access the middle school and high school, the riverfront, the Millerstown Area Community Park and Community Pool and also a reexamination of Town Square to create a more pedestrian-oriented space and to create a “place” rather than just a through-traffic intersection.

This project is funded by a Harrisburg Area Transportation Study (HATS) Regional Transportation Program (RTP)

Implementation Grant using federal funds, along with matching funds from Millerstown Community Success, Inc. (MCSI) <https://millerstown.org/mcsi.htm>.

Safety is the primary reason for planning and implementing multimodal improvements in Millerstown. There have been vehicular accidents in Town Square including at least one fatality. Residents have expressed concerns about students walking to school and crossing Sunbury Street. While many use the existing river pathway to walk between the village and the community park and pool, many walk along Market Street, where no sidewalks exist. Economic benefits are the next most important result of these proposed improvements. The Perry County Economic Vitality Plan clearly indicates that disposable dollars from area residents that are spent in restaurants, bars, personal services shops, and one-of-kind businesses are not being spent in Millerstown. Enhanced connectivity, safety, streetscape, and aesthetic improvements can all contribute to a more attractive community fabric and be catalysts for incremental economic development opportunities.

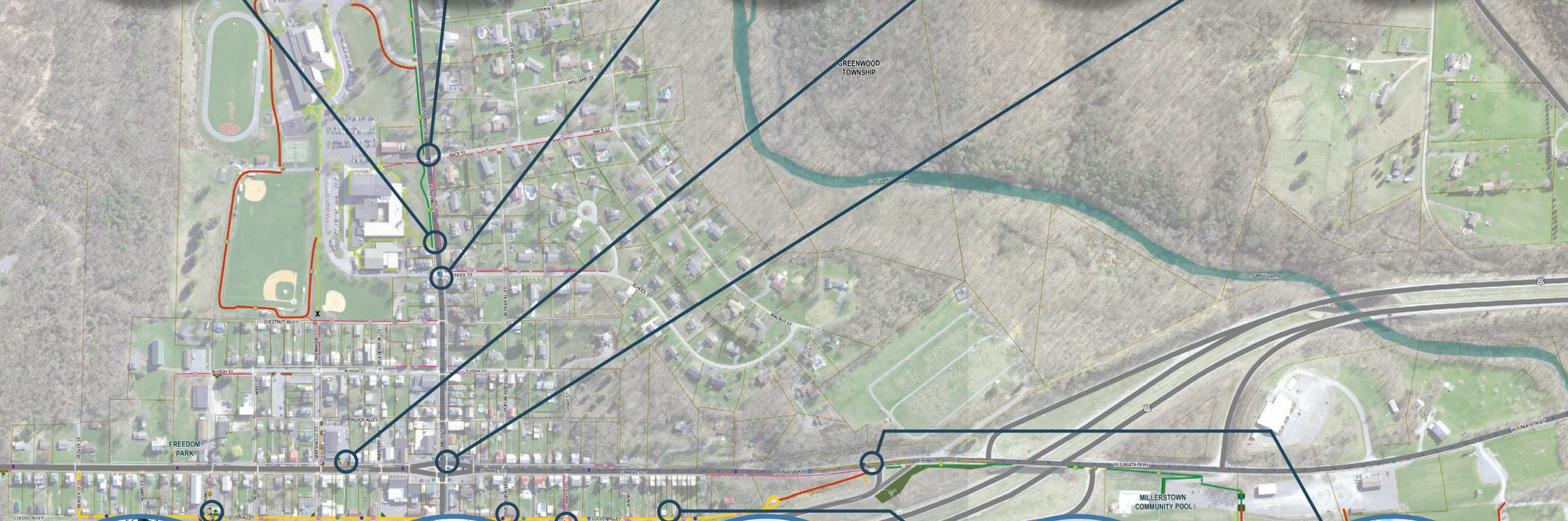
Sidepath on school campus
along Sunbury St.

Sidewalk and crossing at
Nace & Sunbury St.

Crosswalks and rapid flashing
beacons at School St. & Sunbury St.

Filling a sidewalk gap on
Market St.

Safety and pedestrian improvements
at Town Square



Sidewalk and rain garden
along Spring St.

Sharrow and speed cushions on
Locust Alley bike boulevard

Improved pedestrian underpasses
under Rt. 22

Sharrows on Locust Alley
bike boulevard

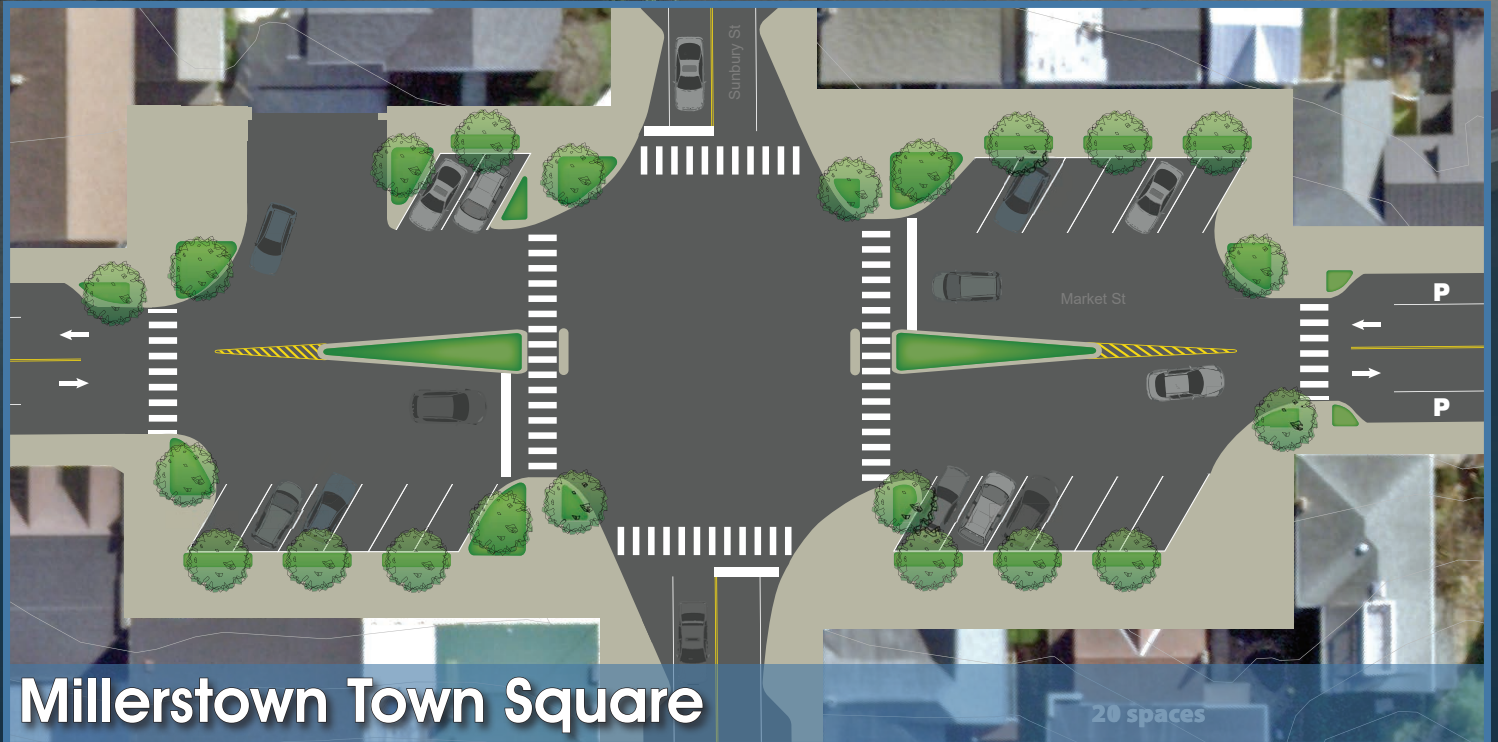
Bike boulevard extension at
Juniata Parkway

The Master Plan major improvement priorities are as follows:

1. Safe Routes to School Improvements
2. Filling sidewalk gaps in the village
3. Creation of the Locust Alley Bike Boulevard to the Community Park & Pool
4. Enhanced connections on Market St. & Juniata Parkway to Recreation Facilities
5. Town Square Redesign
6. River Pathway Retention & Maintenance

The Millerstown Connectivity Master Plan is an ambitious initiative for any community. It is anticipated that this plan can be realized in 10 to 15 years. The approximately \$4.5M in proposed improvements should be a partnership between PennDOT, Millerstown Borough and the Greenwood School District. Additionally, there are many funding programs including PennDOT and DCED Multi-Modal, TASA, DCNR C2P2, DCED GTRP and HATS RTP that can help fund all of these proposed improvements. As the first connectivity initiative to flow from the Perry County Economic Vitality Plan, this plan can serve as a model for other Perry County villages as they seek to enhance their local economies.

Prepared by:



The existing Town Square presents several concerns including poor sight lines, long pedestrian crosswalks, high vehicle speeds, no stop signs for Market Street, back-out traffic into parking, and a lack of pedestrian space, no trees and poor streetscape character - despite great architecture.

Several design options were narrowed to two for the master plan. The plan shown above retains the Square's iconic islands – becoming pedestrian refuge islands while widening sidewalks

on both sides of the Square. The intersection is recommended as a four-way stop with speeds reduced from 35 MPH to 25 MPH. All sight lines are greatly improved. Back-in / pull-out angled parking replaces the current configuration, making parking safer. Improvements also include street trees, planting accent areas, pedestrian-scaled lighting, benches, trash receptacles and space for outdoor dining. The Borough should work with PennDOT to determine the final new design for Town Square.