



SOUTHWESTERN PENNSYLVANIA COMMISSION

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Southwestern Pennsylvania Active Transportation Forum

Wednesday, December 7, 2016

Meeting: 10:00 AM – Noon
Networking Lunch: Noon – 1:00 PM

DRAFT

North Meeting Room, 4th Floor
Two Chatham Center, 112 Washington Place
Pittsburgh, PA 15219

Meeting Summary

Officers:

Westmoreland County
Charles W. Anderson
Chairman

Washington County
Larry Maggi
Vice-Chairman

Allegheny County
Rich Fitzgerald
Secretary-Treasurer

Executive Committee:

Allegheny County
Rich Fitzgerald

Armstrong County
George Skamai

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Leslie A. Osche

City of Pittsburgh
William Peduto

Fayette County
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Greene County
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Indiana County
Rodney D. Ruddock

Lawrence County
Steve Craig

Washington County
Larry Maggi

Westmoreland County
Charles W. Anderson

At-Large
Ricky V. Burgess
Gina Cerilli
Lynn Heckman

Governor's Office
Erin Molchany

PA Dept. of Community &
Economic Development
Johnna A. Pro

PA Dept. of Transportation
James D. Ritzman

Executive Director
James R. Hassinger

Attendance

| First | Last | Organization |
|-----------|-----------|---|
| Adams | Carroll | Pittsburgh Bike Share / Healthy Ride |
| Alan | Blahover | WCTA |
| Amy | Maitheson | ACTA |
| Angela | Saunders | PennDOT D-12 |
| Ann | Ogoreuc | Allegheny County Economic Development |
| Betsy | Zang | McCormick Taylor |
| Cathy | Williams | Access |
| Darrell | Rapp | Swissvale Borough |
| David | Wohlwill | Port Authority |
| David | White | Pittsburgh Bike Share / Healthy Ride |
| Denny | Puko | DCED Southwest |
| Donna | Green | Regional Trail Corporation |
| Eric | Boerer | BikePGH |
| Gina | Gowins | University of Pittsburgh/Alternative Transportation Coordinator |
| Gwendolyn | Missouri | ACHD Traffic Safety Project Coordinator |
| Jason | Theakston | Washington County Planning |
| Jerrold | Green | Northside Bike-Ped Committee |
| Jina | O'Neill | Oakland TMA |
| Jim | Price | Sustainable Pittsburgh |
| John | Buerkle | Pashek Associates |
| John H. | Paul | BTA |
| John | Turack | Penn State/Smart Growth |
| Josh | Krug | Indiana County Office of Planning & Development |
| Kathleen | McCaig | Cranberry Twp |
| Kristin | Saunders | City of Pittsburgh/DCP |
| Lucinda | Beattie | Pittsburgh Downtown Partnership TMA |
| Lynn | Manion | Airport Corridor Transportation Association |
| Mark | Magalotti | University of Pittsburgh |
| Mary | Shaw | Trail Volunteer Fund, Free Wheeling Easy |
| Mavis | Rainey | Oakland TMA |
| Mike | Zizan | Skelly and Loy |

| | | |
|---------|-----------|---|
| Richard | Feder | University of Pittsburgh, Squirrel Hill Urban Coalition |
| Robert | Genter | Mackin Engineering |
| Roy | Weil | Trail Volunteer Fund, Free Wheeling Easy |
| Sheila | Gombith | Freedom Transit |
| William | Lesterick | PennDOT D-11 |

SPC Staff

| First | Last | Title |
|--------------|-------------|--|
| Andy | Waple | Transportation Program Development Manager |
| Chuck | Imbrogno | Models & Data Analysis Manager |
| David | Totten | Transit Planner |
| Doug | Smith | Transportation Planning Director |
| Jonathan | Spencer | Transportation Modeling Data Analyst |
| Kathy | Stefani | ATWIC Program Manager |
| Leann | Chaney | Transportation Planner |
| Lisa Kay | Schweyer | CommuterInfo Program, Program Developer |
| Matt | Pavlosky | Public Involvement/Outreach |
| Ryan | Gordon | Transportation Planner |
| Tom | Klevan | Manager, Multimodal Planning |

1. Welcome & Introductions

Leann Chaney opened the meeting and asked for introductions from those in attendance.

2. Administrative

Adam Mattis (DCNR) was not able to attend today’s meeting, but wanted SPC staff to remind those in attendance that he is available to answer any questions regarding the upcoming DCNR grant round.

Upon conclusion of their meeting, members from the Transit Operators Committee (TOC) will be joining the Forum to hear presentations of interest to both groups.

3. Capacity building

Identifying Impediments and Solutions to Sidewalk Project Implementation in PA

Mark Magalotti (University of Pittsburgh) presented on this research project that was conducted for PennDOT. Chris Metka (PennDOT) participated by phone. TMAs were acknowledged for encouraging this type of study. Mark discussed the three ways that sidewalks are typically constructed: 1) as a stand-alone project; 2) in combination with a bridge or highway project; 3) as part of a safety and mobility project. Numerous projects have been funded, however many have been delayed and canceled. PennDOT is interested in learning why and how the process could be improved.

Issues encountered include meeting ADA standards, maintenance responsibility of municipality (maintenance agreements are required) and not enough resources at the local level for match (especially for the smaller communities).

- Project delays; approximately 50% are related to cost issues (construction costs were underestimated or engineering costs being higher than estimated)
- Ownership is not always resolved
- Compliance with ADA
- Using engineers who are not familiar with PennDOT design standards
- Right-of-way issues

Suggestions to help overcome obstacles include getting public input early on, avoiding right-of-way needs, if possible and using consultants who know PennDOT's process. Research activity included looking at other states – results indicate that in other states, 63% of sidewalks are not owned by the state DOTs and that 44% have a local maintenance requirement.

Municipal Survey: Because there is local government involvement on these issues, the study team talked with three main organizations representing municipal governments in PA and discovered that:

- 90% of townships and cities require property owners maintain their sidewalks - not much if any enforcement, however
- 67% require construction of new sidewalks as part of land development ordinances
- Many cities use own funds to construct sidewalks
- Urban communities – sidewalks are more of a priority

Case Studies: The study team looked at 10 case studies from six different PennDOT districts across the state.

- Consultants -many unfamiliar with PennDOT processes
- Cost estimates were flawed
- PennDOT didn't necessarily make these projects a priority
- In the past, there were no time limits for spending funding
- If municipality wants to build its own sidewalks, an HOP is required

Study Recommendations:

- TAP funding application requirements: a) better cost estimates, b) upfront engineering, c) a PennDOT review of project, d) extended time for spending funds (for more complex projects especially), e) PennDOT should handle ROW issues, and f) be really clear about maintenance agreements (Note: *There are possible instances where it might make sense for sidewalk maintenance to be PennDOT's responsibility.*)
- Consider modifying the PA Municipalities Planning Code, recognizing sidewalks as part of the overall transportation system.

4. Engineering/Projects

No report.

5. Funding

Municipal Assistance Program (MAP)

Denny Puko, Planning Program Manager for the DCED Southwest Regional Office opened his presentation by asking the group, “Do you hear what I hear?” He then highlighted current trends in community and economic development, emphasizing that in the new economy, the best places will win. For instance, he shared that Google chose to locate in Pittsburgh in response to changing lifestyle preferences...workplace close to other activities, access to transit, culturally diverse, can walk or bike to work. Other points that he made included:

- Enterprising firms are looking for walkable places to locate their businesses; they want a place where people can not only work, but also eat, drink, and enjoy an 18-hour city.
- Reference to Jeremy Newberg’s concept that neighborhoods are the economic hubs of this connected age; people can and do work from anywhere.
- It’s important to think about multi-modal transportation, including active transportation.
- If there was one driving vision for PA, it should be WALKABILITY. Walkability “connects the dots”; creates experiential opportunities.
- When asked if they were to receive additional funding from DCED how they would use it to promote transformation, the PA Downtown Center responded with the creation of innovation centers.

Denny provided an overview of DCED funding opportunities, stating that there are funding opportunities through the Municipal Assistance Program (MAP) for development of municipal plans, as well as zoning and subdivision and land development ordinances. MAP funds up to 50% of planning costs, with a 50% match.

Under MAP, there is also funding for Transit Revitalization Investment District (TRID) planning studies. Denny shared that under new TRID legislation, available funding would only be able to accommodate two projects around \$350k each in the state. DCED is currently funding a TRID study in Wilkinsburg.

Denny stated that the Keystone Communities program is DCED’s core funding program and that they also have a Neighborhood Assistance Program, which helps with revitalization of distressed communities. In addition, there are Act 13 funding programs which include the Greenways, Recreation and Trails Program and the Multimodal Transportation Fund.

When asked about DCED’s appetite for funding planning-related bike projects, Denny indicated that it is strong, but emphasized that projects need to relate to the overall enhancement of place and economic development and also include other eligible funding sources.

TAP Program Status Report

Andy Waple provided an update on the TAP program, highlighting the following points:

- The program provides funds for non-highway and bridge transportation projects that enhance the transportation system, increase mode choice and mitigate transportation related environmental impacts.
- From a regional perspective, priority is to continue to enhance conditions for biking and walking; and secondarily, to mitigate transportation-related stormwater impacts.
- Examples include multiuse trails, on-street bike lanes, sidewalk connections, and Safe Routes to School projects. Projects that combine bike/ped improvements with innovative stormwater treatments will be the highest priority for this funding.
- It's important that the projects that are funded enhance the policy goals listed in the Long Range Transportation Plan.

Andy also identified projects that received a 2015-2016 project award, provided an update on their status; and identified local sponsor project delivery challenges that result in delays and/or cancelled projects.

2018-2019 SPC TAP Funding

- Application process will open in fall 2017.
- Process will not vary from what occurred previously EXCEPT all sponsors need to have pre-construction funding already on hand before applying for TAP program; won't be able to carry over project funding, so need to lock the money up within 2 years.

Funding Opportunities

- PennDOT Multimodal Transportation Fund – applications due by December 16, 2106.
- DCNR Community Conservation Partnerships Program (C2P2) – next round starts on January 23, 2017 and ends on April 12, 2017.

6. Planning

Regional Active Transportation Plan / Project Kick-Off

Doug Smith provided an overview of SPC's approach to development of an Active Transportation Plan for Southwestern PA. Doug emphasized that the region's long range plan, *Mapping the Future*, serves as the broad foundation for everything SPC does and that it provides the context for us to develop more specific modal and topical plans that add depth to our regional planning. Doug stated, that as part of developing *Mapping the Future*, we heard loud and clear that there is growing interest in multimodal options and that a regional active transportation plan would be helpful; so we are undertaking

that now. We are in the process of engaging some consultant support on the first task of the project, which will involve researching planning regulations and guidance for federal, state and MPO roles and responsibilities and facilitating regional discussion on the various roles and responsibilities of partners in our region. Doug stated that we anticipate presenting and discussing this material in the Feb-March timeframe with TTC, TOC and ATF.

Future work will involve assessing the level of existing local, county and regional planning that's going on. We will also look to see what type of data and inventories of existing conditions are available; similar to the Regional Freight Plan, which contains County-by-County freight stats and maps. We would like to create something similar for active transportation as part of this plan, BUT what we are NOT doing is developing an inventory of every sidewalk, bike lane and sharrow in the 548 municipalities in the region (don't want to get wrapped around the axle and for this to just be a data collection effort) – so a large part of the effort will be identifying data that's available and data that's not available.

We will also seek regional input through a round of PPP meetings in May to gather feedback on goals, objectives and performance measures.

In summer 2017, we anticipate holding a Regional Ped and Bike Network discussion with the TTC, TOC and ATF and by fall 2017, we anticipate final development of a web-based resource center for active transportation and completion of a draft document.

7. Education & Advocacy

Roundtable Updates

Updates on community projects were provided by several attendees.

8. Upcoming events

DCNR C2P2 Grant Program Webinar: Wednesday, January 11, 2017; 10:00-11:30 AM

This webinar is very similar to DCNR's grant workshops that just concluded and is scheduled for those who were not able to attend a grant workshop.

http://www.dcnr.state.pa.us/cs/groups/public/documents/document/dcnr_20032152.pdf

National Bike Summit 2017: March 6 -9, 2017 in Washington D.C.

9. Future meeting dates

- March 1, 2017
- June 7, 2017