



# Wilkins Township Active Transportation Plan

Development of the Active Transportation Master Plan is funded by Wilkins Township and a grant from the Redevelopment of Allegheny County. The planning consultant is Pashek + MTR.



**TOWNSHIP OF WILKINS**

**RESOLUTION NO. 9-2018**

**A RESOLUTION OF THE BOARD OF COMMISSIONERS  
OF THE TOWNSHIP OF WILKINS, COUNTY OF  
ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA,  
ADOPTING THE WILKINS TOWNSHIP ACTIVE  
TRANSPORTATION PLAN**

**WHEREAS**, the Wilkins Township Board of Commissioners contracted with Pashek + MTR to prepare a plan identifying the active transportation needs of the Township residents and to develop recommendations for addressing those needs; and

**WHEREAS**, the goal of the Wilkins Township Active Transportation Plan is to increase available opportunities for residents to safely participate in healthy activities such as walking or cycling to enhance community vitality, sustainability and livability; and

**WHEREAS**, the Board of Commissioners appointed a committee of bicycle and walking enthusiasts from the Township to work the with consultants to develop the plan; and

**WHEREAS**, the study includes an Action Transportation Vision Plan that takes into consideration the inventory, analysis and input provided during the planning process and was developed as a guide to obtain an interconnected active transportation infrastructure network. Key elements of the Vision Plan are: 1) Pedestrian Improvements, including developing a standard for construction and maintenance of sidewalks, writing these standards into local ordinances and enforcing them; connecting critical gaps in the existing sidewalk network; ensuring there are sidewalk connections to the school and parks; and ensuring that proper pavement marking, signage and signalized crossing are in place; 2) Proposed Bicycle Network – which proposes the construction of new trails, designation of bike lanes and routes and

improvements to existing facilities as well as integration of the bicycle network with the rest of the Township's multi-modal transportation system; and 3) Intersection Enhancements to clearly identify bicycle and pedestrian crosswalks; and

**WHEREAS**, the Township has determined that the Plan is an accurate and thorough summary of the Township of Wilkins' Active Transportation assets and of its vision for future active transportation development; and

**WHEREAS**, the Board of Commissioners of the Township of Wilkins believes that adoption of the Plan is in the best interests of the Township of Wilkins and its residents and citizens.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Township of Wilkins, as follows:

1. The Township of Wilkins does hereby adopt the Wilkins Township Active Transportation Plan. The Plan is hereby adopted in its entirety, including all maps, charts and textual matter.
2. Any Resolution or part thereof in conflict herewith is hereby repealed to the extent of such conflict.
3. This Resolution shall be in full force and effect from and after its passage and publication as required by law.

**RESOLVED**, by the Board of Commissioners of the Township of Wilkins this 26<sup>th</sup> day of March, 2018.

ATTEST:

  
Township Manager

TOWNSHIP OF WILKINS

  
President of Board of Commissioners

# Acknowledgements

*A special thanks goes to all of the residents of Wilkins Township, the Township Commissioners, and the Active Allegheny Advisor Committee members who participated in public meetings, advisory committee meetings, key person interviews and the on-line active transportation survey during the course of this study. The input we received from you was instrumental in the preparation and development of this plan and the resulting recommendations.*

## **Wilkins Township**

Ms. Sylvia J. Martinelli, President  
Mr. Joseph D. Costa, Vice President  
Ms. Michelle Criner, Commissioner  
Mr. Michael Boyd, Commissioner  
Mr. Mark Wells, Commissioner  
Ms. Rebecca Bradley, Township Manager

## **Active Allegheny Advisory Committee Members**

Ms. Rebecca Bradley, Wilkins Township Manager  
Mr. Mike Boyd, Wilkins Township Commissioner  
Mr. Joe Costa, Wilkins Township Commissioner  
Mr. Mark Wells, Wilkins Township Commissioner  
Mr. Mark Wolfgang, Wilkins Township Planning Commission  
Ms. Dolores Viverette, resident  
Mr. Bill Zoth, resident, cyclist  
Ms. Ann Ogoreuc AICP, Manager, Transportation Initiatives  
Mr. Eric Boerer, BikePGH

## **Allegheny County Department of Economic Development**

Ms. Ann Ogoreuc, AICP, Manager, Transportation Initiatives

Development of the Active Transportation Master Plan is funded by Wilkins Township and a grant from the Redevelopment of Allegheny County. The planning consultant is Pashek + MTR.



# Table of Contents

## Chapter 1: Introduction.....1

Background .....	1
Scope of Work & Planning Process .....	5
Vision & Goals .....	6
Benefit of Planning.....	7
Complete Streets .....	8
Safe Routes to School .....	18

## Chapter 2: Inventory & Analysis .....19

Review of Existing Planning Efforts .....	19
Review of Wilkins Ordinances .....	19
Existing Land Use/Zoning Inventory .....	20
Geographic Information Systems Analysis .....	22
Demographics Analysis .....	22
Public Facilities & Destinations Inventory.....	24
Transportation Infrastructure Inventory .....	26
Existing Bicycle Infrastructure.....	26
Barriers Analysis .....	28
Pedestrian & Cyclist Connections Analysis .....	30
Safe Routes to Schools Analysis.....	32
Public Participation .....	33

## Chapter 3: Vision Plan..... 37

Active Transportation Vision Plan .....	37
Proposed Active Transportation Implementation Strategies.....	45
Pedestrian and Bicycle Network Vision Plan.....	60
Intersection Enhancement Plan .....	82

## Chapter 4: Action Plan..... 87

Action Plan.....	87
Potential Partners .....	105
Time Frame for Action .....	107

## Appendices

Appendix A Survey Results.....	109
Appendix B CONNECT Funding Sources .....	141
Appendix C Sample Language for SALDOs.....	147







# Chapter: 1

## Introduction

### Background

Wilkins Township Commissioners desired to prepare a plan that identifies the active transportation needs of the township residents and develop recommendations for addressing those needs. This plan builds upon the implementation strategies addressed in “Active Allegheny,” including the identification of arterial routes that connect Wilkins neighborhoods with identified major network systems.

**The goal of the Wilkins Township Active Transportation Plan is to increase available opportunities for residents to safely participate in healthy activities such as walking or cycling to enhance community vitality, sustainability and livability.**

One of the reasons that many of the Township’s residents choose to live in suburban Wilkins is because of the Township’s proximity to neighboring urban communities such as the City of Pittsburgh, East Liberty, Shadyside and Oakland. Wilkins residents who work and play mainly in these areas are increasingly opting for alternative modes of transportation due to heavy congestion on William Penn Highway and I-376/Parkway East, coupled with a decision to adopt healthier lifestyles.

For the past year, the Board of Commissioners has been reaching out to neighboring community leaders as well as representatives of Allegheny County, seeking to develop bicycle lanes on Greensburg Pike and a shared walking/cycling path on Churchill Road. It is not uncommon to witness both pedestrians and cyclists on these two roads, among others, on a daily basis. The Commissioners also adopted ordinances within the last year that require the construction of sidewalks on William Penn Highway when new development, ownership, or subdivision occurs. Moreover, Wilkins is working with representatives of the Municipality of Monroeville to increase pedestrian access to the shared business district.

The Board believes that putting together an active transportation plan at this time complements the ongoing efforts, and is the next logical and necessary step. An active transportation plan will help enable pedestrians and cyclists to participate regularly in human-powered transit.

A difficulty within the community is that the neighborhoods of Wilkins Township are geographically separated, making interconnectivity difficult. For example, the Eastmont neighborhood has immediate access to William Penn Highway; the Penhurst neighborhood has access to Churchill Road; and the Gilmore Acres community has access to Greensburg Pike. By providing safe access for pedestrian and cyclists to these main arteries, the Board believes, the number of individuals participating in regular activities will increase. Safer conditions for cyclists and pedestrians may also provide options for drivers who are looking for alternatives to I-376/Parkway East via Rodi Road, Nottingham Drive, Old William Penn Highway and Churchill Road.

These streets have all been identified as a part of the Active Allegheny Designated County Commuter Bicycle Route (Route E3). Connecting Wilkins roadways to the Active Allegheny E3 Route will not only benefit the residents of Wilkins Township but also residents of Churchill Borough (Churchill Road, Greensburg Pike), the Municipality of Penn Hills (Churchill Road, William Penn Highway), the Municipality of Monroeville (William Penn Highway), Forest Hills Borough (Greensburg Pike), Chalfant Borough (Greensburg Pike) and Turtle Creek Borough (Greensburg Pike).

Wilkins Township has recently focused on another collaboration as well. Elected officials from Wilkins joined those from Churchill Borough and the Municipality of Monroeville to complete development of a multi-municipal implementable comprehensive plan created through the Turtle Creek Council of Governments and with Pashek + MTR. This comprehensive plan considered how providing cycling and pedestrian access to shared key routes and business districts could add to the sustainability and livability of all three communities. The comprehensive plan supports this active transportation plan, and vice versa.

## Active Allegheny

Shortly after the Wilkins Township embarked on the comprehensive planning process, it received grant funding for this Active Transportation Master Plan from the Active Allegheny Grant Program (AAGP). AAGP funding helps communities to develop plans and design transportation projects that will, when implemented, provide bicycle and pedestrian connections to important local destinations and transportation systems, and increase residents' opportunities for physical activity.



AAGP seeks to implement projects that are identified in or are consistent with Active Allegheny, the County's active transportation plan, and the transportation element of "Allegheny Places," Allegheny County's comprehensive plan.

Active Allegheny strives to integrate walking, biking, and other active, healthy modes of transportation into the existing transportation system. Planning and prioritizing investment in commuter bike routes and walking enhances our existing transportation network, and provides people with sustainable travel mode choices. Active Allegheny is a blueprint for improved physical connections for communities, work sites, school, attractions and homes. This infrastructure encourages investment and economic development.

By increasing opportunities for physical activity, AAGP expands the efforts of Allegheny County's Live Well Allegheny (LWA) campaign to address major risk factors that contribute to chronic disease. By providing resources for the design and integration of active, safe, walkable and bikeable spaces into neighborhoods, this effort also implements recommendations identified in "Plan for a Healthier Allegheny," the recently adopted guide for health improvement in the county. AAGP is a program of the Redevelopment Authority of Allegheny County (RAAC) in partnership with the Allegheny County Health Department (ACHD).

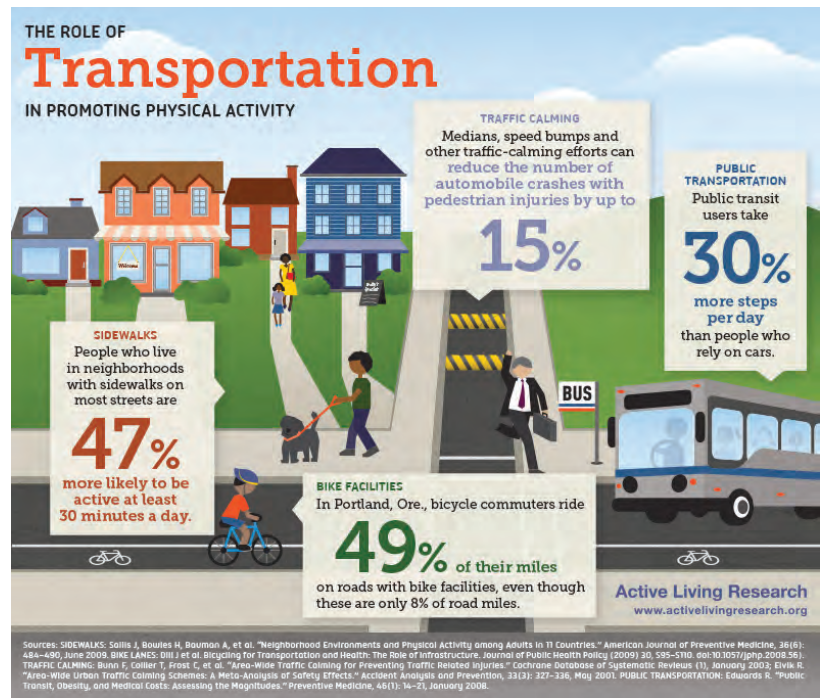
The goals of Active Allegheny are:

- To integrate non-vehicular modes of transportation, specifically walking and biking, into the transportation system through the creation of a comprehensive active transportation plan.
- To encourage and accommodate walking and biking as modes of commuting to destinations.

Active Allegheny focuses on:

- Connectivity, access, mobility, and healthy lifestyle through specialized plan components:
  - » Bike Allegheny
  - » Walk and Roll Allegheny
  - » Other Active Transportation Opportunities
  - » Complete the Street, and
  - » Action for Active Transportation

Active Allegheny is an implementation activity of “Allegheny Places,” Allegheny County’s Comprehensive Plan, which establishes a vision for the County and includes strategies to achieve that vision. The plan includes a transportation element with actions for commuter and bicycle accommodation. Active Allegheny is the detailed plan for active transportation.



The defining themes of Active Allegheny are:

- Access
- Connectivity
- Mobility
- Health

## Live Well Allegheny

Live Well Allegheny is an initiative of the Allegheny County Health Department to improve the health and wellness of county residents. Live Well Allegheny promotes the idea that residents of all of the County’s 130 municipalities can be healthier together, and partake in activities that are age-friendly and vibrant, and contribute to a thriving community.

Through the Live Well Allegheny program, a municipality can be designated as a Live Well Allegheny Community by indicating its intent to work with Allegheny County to accomplish the goals of the campaign. This can be accomplished by executive action, resolution or other formal action taken by a mayor, municipal executive, or the governing body of the community. Participation as a Live Well Allegheny Community positions Wilkins to achieve change in community health and well-being.



In addition to referencing willingness to work with the campaign to accomplish its goals, the community should also indicate what additional steps it is willing to take within its own community toward those goals. At a minimum, at least three action steps should be committed to in the community’s formal action.

The following is a sampling of possible action steps, but it is by no means exhaustive:

- Promote participation in a voluntary wellness campaign for the community's employees
- Share information on wellness campaign events with the broader community to encourage the voluntary participation of residents
- Plan, promote and implement a Live Well Allegheny event in cooperation with the campaign that encourages active living
- Develop indoor and outdoor wellness trails accessible to residents of all abilities
- Develop walking maps; measure the distances mapped and encourage residents to meet goals
- Offer incentives for employees who walk or bike to work
- Encourage multi-modal transportation of residents by providing facilities or policies that encourage walking and bike riding
- Ask your vending machine company to add healthy foods, and work with the company to post calories and nutrient contents and amounts for the foods offered
- Promote and support farmers' markets
- Encourage involvement with community volunteer activities
- Promote smoke-free buildings and perimeters
- Provide health information focused on monthly or seasonal events
- Utilize web sites and social media to provide information on physical activity, nutrition, stress management, tobacco cessation, and other health and wellness related initiatives.
- Once formal action has been taken by the proper authorities within the community, including information on how the requirements of the program will be met, written notification should be made to the Director of the Allegheny County Health Department.

In 2014, Wilkins Township adopted a resolution to promote healthy active living by promoting a voluntary wellness campaign for all township employees, promoting smoke-free buildings, perimeters, and playgrounds and is an active participant in the Tobacco Free Allegheny "Young Lungs at Play" Program. The Township has also sponsored a Farmer's Market, sponsored an annual 5K run/walk, and recently completed a new walking trail at Lions Park.



## Scope of Work & Planning Process

Wilkins Township, working with Allegheny County's Active Allegheny project, secured funding through the Active Allegheny Grant Program to engage Pashek + MTR to develop an active transportation plan for the Township.

### Tasks

The agreed-upon scope of work for this project was defined by the Township and Pashek + MTR as follows:

1. Study background information, such reviewing existing planning efforts and ordinances. Develop a vision for active transportation in Wilkins Township. Provide a summary of applicable design guidelines and best practices.
2. Conduct an inventory. This includes mapping existing transportation infrastructure, traffic volumes, speed limits and public transportation routes. In addition, create maps of existing pedestrian and bicycle infrastructure, existing land use and public facilities.
3. Analyze existing conditions. Maps should identify pedestrian and bicycle generators, destinations and desired connections. Maps should identify barriers to pedestrian and bicycle activities; consider school routes and hazard zones; and include available crash data and areas of concern.
4. Develop an active transportation vision plan. This plan will propose a pedestrian and bicycle vision plan map and a narrative describing proposed pedestrian infrastructure improvements and bicycle infrastructure improvements.
5. Develop recommendations for pedestrian and bicycle ordinances.
6. Prepare an active transportation plan. This includes providing strategies for management and maintenance, and for education, encouragement, enforcement, evaluation, and planning.
7. Produce an active transportation implementation workbook. The workbook – in fact, this document – prioritizes management and maintenance strategies and strategies for implementing pedestrian improvements and bicycle improvements.
8. Identify one or more demonstration projects that will create a visible and tangible improvement in short order.
9. All of these tasks are propelled by, informed by and enriched by public participation. That is the heart of the project. Aspects of public participation are: up to six steering committee meetings; up to three public meetings; up to 10 stakeholder interviews; and a walking and bicycling audit.

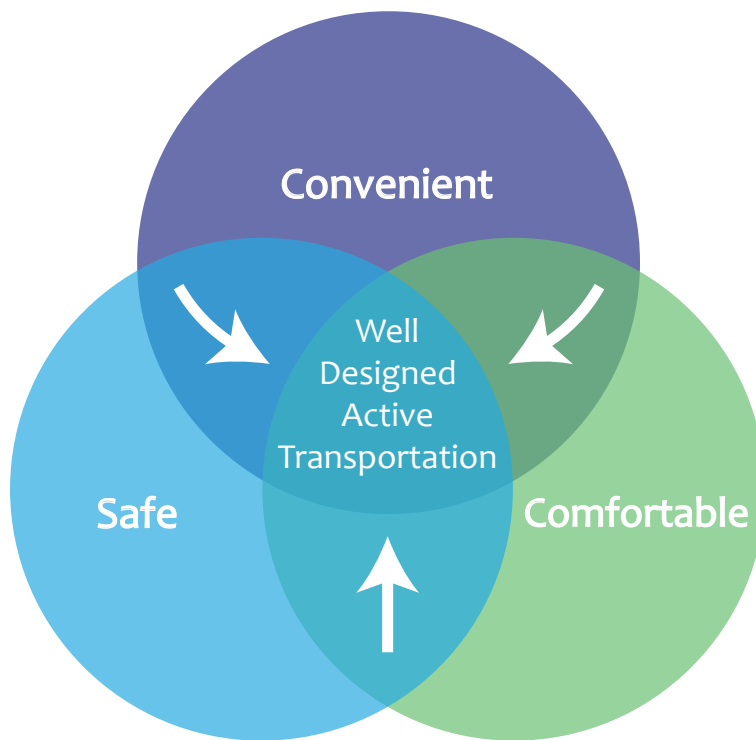
## Vision & Goals

This plan will serve as a guide to develop and promote an interconnected infrastructure network that encourages active living and healthy lifestyles, while improving mobility options, all via an enhanced transportation network.

The vision developed for active transportation in Wilkins Township is:

**“Wilkins is a township where residents and visitors of all ages and abilities can choose to walk or bicycle in a safe and comfortable network designed for everyday transportation and recreation needs”.**

The overall goal of the Wilkins Active Transportation Plan is to improve the quality of life in the Township by safely and comfortably connecting key destinations such as schools, shopping, services, and parks with residential neighborhoods, and by supporting connections beyond township boundaries.



## A Framework for Decision Making

This active transportation plan is a policy document that recommends an approach to implement the Township’s vision for active transportation to meet the needs of residents. It suggests recommendation and strategies to improve the level of comfort, safety and convenience for those on foot and bike, and those utilizing the public transportation network.

This plan serves as a reference for Township officials, staff, commissions, advisory boards, partner organizations and other interested parties. It is a guide, not a mandate for future actions and decisions. Implementation of the recommendations contained herein will require further discussion, public involvement and approval for actions to be taken.

## Benefit of Planning

Planning and designing for active transportation can have numerous benefits to Wilkins Township, such as:

- Improves public health and quality of life;
- Encourages general recreation or physical activity;
- Increases mobility and travel options;
- Improves safety for all modes of transportation;
- Reduces traffic congestion;
- Improves air quality and reduces energy consumption;
- Reduces household transportation cost burden;
- Strengthens the local economy; and
- Promotes economic development through tourism.

The American Planning Association has defined the characteristics of what a great street is, and these characteristics have been considered in the development of this plan. A great street:

- Provides orientation to its users and connects to a larger development pattern;
- Balances the competing needs of the street, including vehicles, pedestrians, cyclists, service vehicle, public transit, etc.;
- Capitalizes on natural features and topography and includes varied land uses and activities;
- Incorporates urban design and/or architectural features that are exemplary in design;
- Encourages human contact and social interactions;
- Promotes use of the street 24 hours a day and offers a feeling of safety and security; and has a definable, memorable character.



## Complete Streets

This active transportation plan also embraces the principles of Complete Streets to the fullest degree possible given the topography and existing conditions of a largely built-out community.

The National Complete Streets Coalition defines Complete Streets as streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Creating complete streets means transportation agencies must change their approach to community roads. By adopting a complete streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making communities better places to live.

The emphasis of the complete streets movement has been primarily on policy, and less on design practices. There is no singular design prescription for complete streets; each one is unique and responds to its community context and site location. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

### Elements of a Complete Streets Policy

The National Complete Streets Coalition (NCSC) previously identified 10 elements of a comprehensive Complete Streets policy to help communities develop and implement policies and practices that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

The Complete Streets movement has since evolved from when it first began over a decade ago to focus far more on implementation and equity. In response to these changes, in 2017 the Coalition updated and revised the Complete Streets policy framework to require more accountability from jurisdictions and provisions that account for the needs of the most vulnerable users. The 10 revised policy elements are based on decades of collective expertise in transportation planning and design, created in consultation with NCSC's steering committee members and a group of national stakeholders consisting of engineers, planners, researchers, and advocates.

The elements serve as a national model of best practices that can be implemented in nearly all types of Complete Streets policies at all levels of governance. For communities considering a Complete Streets policy, this resource serves as a model; for communities with an existing Complete Streets policy, this resource provides guidance on areas for improvements.



all



An ideal Complete Streets policy includes the following:

1. **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy

### **Vision and Intent**

A Complete Streets vision states a community's commitment to integrate a Complete Streets approach into their transportation practices, policies, and decision-making processes. This vision should describe a community's motivation to pursue Complete Streets, such as improved economic, health, safety, access, resilience, or environmental sustainability outcomes. The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network. This means that people are able to travel to and from their destinations in a reasonable amount of time and in a safe, reliable, comfortable, convenient, affordable, and accessible manner using whatever mode of transportation they choose or rely on.

This does not mean putting a bike lane on every street or a bus on every corridor. Rather, it requires decision-makers to consider the needs of diverse modes that use the transportation system, including but not limited to walking, biking, driving, wheeling/rolling, riding public transit, car sharing/carpooling, paratransit, taxis, delivering goods and services, and providing emergency response transportation.

### **Diverse Users**

Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities. Transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless of race, ethnicity, religion, income, gender identity, immigration status, age, ability, languages spoken, or level of access to a personal vehicle. Which communities of concern are disproportionately impacted by transportation policies and practices will vary depending on the context of the jurisdiction. Policies are not necessarily expected to list all of these groups. For example, some communities are more racially homogeneous, but have extreme income disparities. The best Complete Streets policies will specifically highlight communities of concern whom the policy will prioritize based on the jurisdiction's composition and objectives.

### **Commitment in all Projects and Phases**

The ideal Complete Streets policy has a strong commitment that all transportation projects and maintenance operations account for the needs of all modes of transportation and all users of the road network.

### **Clear, Accountable Exceptions**

Effective policy implementation requires a process for exceptions to providing for all modes in each project. The exception process must also be transparent by providing public notice with opportunity for comment and clear, supportive documentation justifying the exception. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They follow the Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.<sup>1</sup>

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
2. Cost of accommodation is excessively disproportionate to the need or probable use. The Coalition does not recommend attaching a percentage to define "excessive," as the context for many projects will require different portions of the overall project budget to be spent on the modes and users expected. Additionally, in many instances the costs may be difficult to quantify. A percentage cap may be appropriate in unusual circumstances, such as where natural features (e.g. steep hillsides, shorelines) make it very costly or impossible to accommodate all modes. The Coalition does not believe a cap lower than 20 percent is appropriate, and any cap should always be used in an advisory rather than absolute sense.
3. A documented absence of current and future need.
4. Emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:

1. Transit accommodations are not required where there is no existing or planned transit service.
2. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
3. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

### **Jurisdiction**

Creating Complete Streets networks is difficult because many different agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Individual jurisdictions do have an opportunity to influence the actions of others, through funding or development review. In the case of private developers, this may entail the developer submitting how they will address Complete Streets in their project through the jurisdiction's permitting process, with approval of the

permit being contingent upon meeting the Complete Streets requirements laid out by the jurisdiction. Creating a Complete Streets network can also be achieved through interagency coordination between government departments and partner agencies on Complete Streets.

### **Design**

Complete Streets implementation relies on using the best and latest state-of-the-practice design standards and guidelines to maximize design flexibility. Creating meaningful change on the ground both at the project level and in the creation of complete, multimodal transportation networks requires jurisdictions to create or update their existing design guidance and standards to advance the objectives of the Complete Streets policy.

### **Land Use and Context Sensitivity**

An effective Complete Streets policy must be sensitive to the surrounding community including its current and planned buildings, parks, and trails, as well as its current and expected transportation needs. Specifically, it is critical to recognize the connection between land use and transportation. Complete Streets must be designed to serve the current and future land use, while land use policies and zoning ordinances must support Complete Streets such as by promoting dense, mixed-use, transit-oriented development with homes, jobs, schools, transit, and recreation in close proximity depending on the context. Given the range of policy types and their varying ability to address this issue, a policy, at a minimum, requires the consideration of context sensitivity in making decisions. The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices. The Coalition also encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development, as well as the consideration of unintended consequences such as displacement of residents due to rising costs of living.

### **Performance Measures**

Communities with Complete Streets policies can measure success a number of different ways, such as miles of bike lanes, percentage of the sidewalk network completed, number of people who choose to ride public transportation, and/or the number of people walking and biking along a street. They can also measure the impact of Complete Streets on the other motivations and objectives specified in the policy, such as health, safety, economic development, resilience, etc. The best Complete Streets policies will establish performance measures in line with the goals stated in their visions. Performance measures should pay particular attention to how Complete Streets implementation impacts the communities of concern identified in the policy. By embedding equity in performance measures, jurisdictions can evaluate whether disparities are being exacerbated or mitigated. Policies should also set forth an accountable process to measure performance, including specifying who will be responsible for reporting on progress and how often these indicators will be tracked.

### **Project Selection Criteria**

A Complete Streets policy should modify the jurisdiction's project selection criteria for funding to encourage Complete Streets implementation. Criteria for determining the ranking of projects should include assigning weight for active transportation infrastructure; targeting underserved communities; alleviating disparities in health, safety, economic benefit, access destinations; and creating better multimodal network connectivity for all users. Jurisdictions should include equity criteria in their project selection process and give the criteria meaningful weight.

## Implementation Steps

A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified key steps to implementation:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets checklists or other tools into decision-making processes.
2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or statelevel recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision. Training could focus on Complete Streets design and implementation, community engagement, and/or equity.
4. Create a committee to oversee implementation. This is a critical accountability measure, ensuring the policy becomes practice. The committee should include both external and internal stakeholders as well as representatives from advocacy groups, underinvested communities, and vulnerable populations such as people of color, older adults, children, low-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.
5. Create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc. depending on the local context. This requires the use of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces, and hosting and attending community meetings and events. The best community engagement plans don't require people to alter their daily routines to participate. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks, and community centers.

Further information about the 2017 Complete Streets Policy, including the Points systems associated with each element, can be found at: [https://smartgrowthamerica.org/app/uploads/2017/12/CS-Policy-Elements\\_web\\_2017.11.30.pdf](https://smartgrowthamerica.org/app/uploads/2017/12/CS-Policy-Elements_web_2017.11.30.pdf)

## Social Equity

Social equity is defined as fairness to access livelihood, education, and full participation in meeting fundamental needs. In many communities, owning a vehicle is the only practical/safe method of accessing those fundamental needs due to street design being focused solely on motorized vehicles. Complete streets offer a form of social equity by providing accessible and safe routes to fundamental needs for anyone regardless of age, ability, ethnicity, income, or chosen travel method.

## Attracting Future Generations

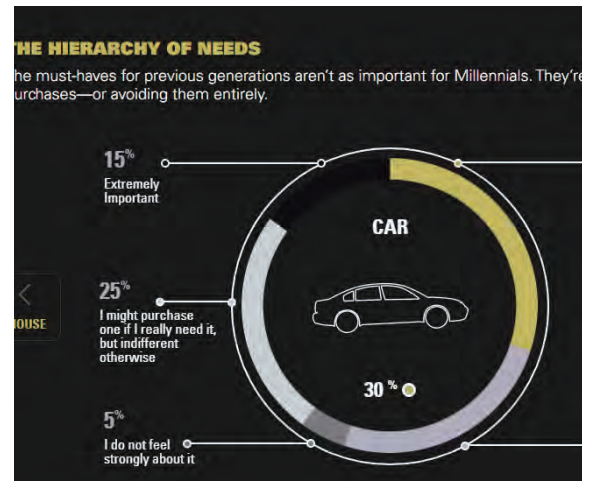
According to the US Census Bureau, Wilkins Township's current population has a median age of 48 years, compared to Allegheny County's median of 41 years and Pennsylvania's median of 40 years. The population of Wilkins Township has also declined from 6,917 in 2000 to 6,357 in 2010. These statistics highlight the importance of appealing to younger generations. Known commonly as Millennials, the generation born between 1980 and 2000 are the key demographic to target, as they are entering the market in force looking for areas to grow their careers and/or start a family. Millennials, however, are largely following trends divergent from previous generations when looking for a place to call home.

### Car Ownership

According to data collected from Goldman Sachs Global Investment Research, 30% of Millennials have no interest in owning a car now or in the near future, 25% are indifferent unless it is absolutely needed, and another 25% feel it is not a priority. This has caused many Millennials to avoid areas dependent upon cars and migrate to areas where walking, cycling, and public transit are prevalent.

### Fitness

Millennials as a whole are also increasingly pursuing increased fitness. Walking, jogging, cycling, and having healthy eating options such as grocery stores and farmers' markets within easy access are all improved upon by Complete Streets.



### Programs and Organizations Promoting Complete Streets Policies

The tools to be used in designing complete streets are not unique to roadways designated as complete streets. They include planning and design techniques that are regularly used to develop pedestrian and bicycle facilities. These techniques are also proposed in the Active Allegheny plan and PennDOT's Smart Transportation Initiative.

In supporting the principles and intentions of complete streets, Wilkins Township also embraces the language and goals of the programs that help the township to implement bicycle- and pedestrian-friendly transportation modes. These programs are Active Allegheny; PennDOT's Smart Transportation Initiative; PennDOT Connects; and the Allegheny County Congress of Neighboring Communities (CONNECT). These programs and their goals are described here.

It should be specifically noted that simply providing statements of support or joining a group does not automatically enroll the community in the full benefits of the programs. Wilkins Township also must initiate the specific steps necessary to fully participate at every turn. Examples are provided after the descriptions of the four programs.

### **Active Allegheny**

The Active Allegheny plan details that the most fundamental step that Allegheny Council and its constituent local municipalities can take to advance complete streets practice is to adopt and implement a complete streets policy. Ordinances and resolutions are the preferred means for adopting complete streets policies, since they provide a concise direct declaration of municipal intent by the municipality’s governing body. Plans and internal policies can be useful in providing guidelines for implementing ordinances, resolutions, or executive orders.

On the following page is a model ordinance recommended by Active Allegheny for adoption by Allegheny County’s local municipalities. The text is based on model policy language recommended by the National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN), and also incorporates language from adopted policies for Rochester, Minnesota and Seattle, Washington. The model ordinance is concise by intent, focusing on the simple principle that roadway project should accommodate all users. The language should be modified and tailored to meet Wilkins Township’s Active Transportation goals..



## Complete Streets Model Ordinance

AN ORDINANCE relating to the complete streets policy for the \_\_\_\_\_ of \_\_\_\_\_, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

WHEREAS, implementing transportation improvements that are planned, designed and constructed to safely accommodate walking, bicycling, and transit use increase the general safety, health and overall welfare of the citizens of and visitors to the \_\_\_\_\_ of \_\_\_\_\_; and,

WHEREAS, the \_\_\_\_\_ of \_\_\_\_\_ will seek to enhance the safety, access, convenience and comfort of all users, including pedestrians, bicyclists, transit users and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults, and persons with disabilities, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel; and,

WHEREAS, transportation improvements are to be planned and designed in a manner consistent with, and supportive of, the surrounding community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner;

NOW, THEREFORE, BE IT ORDAINED BY THE \_\_\_\_\_ OF \_\_\_\_\_ AS FOLLOWS:

**Section 1.** All roadway projects, including construction, re-construction, re-paving and rehabilitation, will provide appropriate accommodation for pedestrians, bicyclists, transit riders and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults and persons with disabilities, except under one or more of the following conditions:

- The roadway project is comprised of ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);
- Where use by non-motorized users is prohibited by law;
- The cost would be excessively disproportionate to the need or probable future use over the long term;
- There is an absence of current and future need.

**Section 2.** Appropriate accommodations include facilities and amenities that are recognized as contributing to complete streets, which may include sidewalks and pedestrian safety improvements such as median refuges, pedestrian signals, bulb-outs and crosswalks; street and sidewalk lighting; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including shared-use lanes, wide travel lanes or bike lanes as appropriate; paved shoulders; bicycle parking; street trees, landscaping, street furniture and adequate drainage facilities; and other facilities.

**Section 3.** Complete streets principles will be incorporated into the comprehensive plan, subdivision and land development ordinance, and other plans, manuals, regulations and programs as appropriate.

### ***PennDOT Connects Policy***

PennDOT has adopted a policy aimed at bettering transportation systems and communities through collaborative planning with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and local governments. Local government outreach should involve consideration of local planning and community mobility needs. Specific areas to be discussed during collaboration include, but are not limited to:

- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multimodal considerations
- Stormwater management
- Presence of/impacts from current/future freight-generating land uses
- Utility issues
- Transportation operations considerations
- Emergency Services accommodations
- Planned development
- Long Range Transportation Plans
- Regional planning studies, e.g. corridor studies, resource management studies, watershed studies, etc.
- Consistency with current community comprehensive or other plans
- Consistency with current and/or proposed zoning
- Other proposed transportation improvements
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area
- Maintenance Agreement requirements

### ***PennDOT's Smart Transportation Initiative***

A complete streets approach is consistent with PennDOT's Smart Transportation Initiative. That initiative is built around 10 Smart Transportation themes, including the theme "accommodate all modes." The Smart Transportation Guidebook was jointly developed by PennDOT and NJDOT to guide the planning and design of all land service roadways. The guidebook is essentially a complete streets practice in its emphasis on flexibility in creating transportation facilities that work well for all users, and in balancing trade-offs between vehicular, pedestrian, bicycle, and transit mobility.

<https://www.dvrpc.org/Reports/08030A.pdf>

For example, the guidebook does not specify the type of bike facility that should be provided on roadways to accommodate bicyclists; rather, the planner or designer must evaluate all pertinent factors in selecting an outside travel lane width, bike lane width, or shoulder width that would be compatible with bicycle travel.

Similar flexibility is offered in the guidebook for pedestrian facilities. Sidewalks are the cornerstone of any pedestrian network, but their width and setback from the roadway will vary depending upon roadway type and land use context.



### ***Allegheny County Congress of Neighboring Communities (CONNECT)***

CONNECT brings together the City of Pittsburgh and surrounding municipalities to identify common public policy challenges and advocates for collective change on behalf of Allegheny County’s urban core. It was established in 2009 and convenes the leaders of 40 local governments to identify common issues and work corroboratively to determine solutions. Together these municipalities tackle communities’ most pressing policy issues, build strong relationships with partners and stakeholders, and advocate for public policy change. Current policy issue areas being focused on include:

- Transportation
- Health and wellness
- Energy efficiency
- Blight and abandonment
- Infrastructure repair
- Emergency medical service provision and funding
- Water/sewer management and regionalization

Three of the eight municipalities that border Wilkins Township are members of CONNECT: Churchill, Penn Hills, and Forest Hills. Wilkins Township is not currently a member of CONNECT.

<http://www.connect.pitt.edu/>

See Chapter 4 for detailed recommendations regarding CONNECT.

#### ***Examples of Programs and Organizations Promoting Complete Streets***

- |  |  |
|--|--|
| <ol style="list-style-type: none"><li>1. The Active Allegheny plan asks communities to adopt a model ordinance regarding Complete Streets. However, after adopting the ordinance, it will be up to the Township to make sure that the community, officials, and project planners and designers successfully identify what is an appropriate accommodation, and how do we incorporate it in this specific location?</li><li>1. The PennDOT Connects program expects the state agency to collaborate with localities and grass-roots efforts to create transportation improvements on state roads in ways that meet the needs of all parties, including citizens. However, Wilkins Township has the responsibility of initiating that collaboration on each PennDOT project, and creating the communication channels necessary for a partnership to develop.</li></ol> | <ol style="list-style-type: none"><li>1. PennDOT’s Smart Transportation initiative is a guidebook with design standards. Wilkins Township has the responsibility of referring to these standards in project requests for proposals (RFPs).</li><li>1. CONNECT is an affiliation group that encourages collaborative decision-making among neighboring communities. Once a member, Wilkins Township has the responsibility of initiating and responding fully to requests to plan projects jointly.</li></ol> |
|--|--|

## Safe Routes to School

Safe Routes to School (SRTS) helps students walk and bicycle to school more often through infrastructure improvements, education and promotional activities. This plan is complementary to the objectives of SRTS. Like Complete Streets, SRTS is a comprehensive strategy to instill life-long habits that support physical activity and health.

A comprehensive and effective SRTS initiative can help create a healthier community for generations to come.

### Children are More Active

SRTS programs help students get more physical activity. Children are recommended to get 60 minutes of physical activity a day. A 15-minute trip one-way helps children to meet that goal.

### Students Arrive Ready to Learn

Research has shown that SRTS helps students arrive to school focused and ready to learn. Getting activity through walking and bicycling helps reduce behavior problems and helps children settle in for learning during the school day.

### Communities Become More Connected and Safer for All

Because schools are often located at the center of communities, safety improvements benefit people of all ages. Seniors particularly benefit from improvements that slow traffic and make streets safer and can also benefit by volunteering to support educational and promotional activities.

### Families are More Active, too

SRTS programs have been found to increase bicycling and walking for not only children, but for the whole family.

### Wilkins Primary School

The only public school in Wilkins Township is the Wilkins Primary School, located on Churchill Road. Churchill Road connect numerous communities and is the only direct access to the school. Currently, there is a sidewalk along the road immediately in front of the school, but it does not connect to any Wilkins Township residences. The remainder of Churchill Road does not have a sidewalk, has narrow shoulders, and traffic that often exceeded the speed limit. As such, Churchill Road is not a safe route to school. Since it is the only route to Wilkins Primary School, Churchill Road is a key road to implement infrastructure to encourage local children to walk to school safely.



## Chapter: 2

# Inventory & Analysis

This chapter provides a review of the existing infrastructure and its opportunities/constraints; local ordinances related to that infrastructure; and any planned or proposed projects and regional trails that provide opportunities for future active transportation improvements.

### Review of Existing Planning Efforts

The following documents were reviewed and considered during the planning process:

#### ***Township Planning Efforts***

- Churchill, Monroeville, Wilkins Comprehensive Plan (2017)
- Churchill Area Plan (1969)

#### ***Regional Planning Efforts***

- The Interworks Rail-Trail (2017)
- Rankin, Braddock, North Braddock, East Pittsburgh, Turtle Creek Active Transportation Plan (2018)

#### ***County Planning Efforts***

- Active Allegheny (2010)
- Live Well Allegheny (2015)

### Review of Wilkins Ordinances

Within Wilkins Township's Zoning Code under Chapter 148: Subdivision and Land Development Article V General Design Principles, it is required that sidewalk be constructed as a part of any new development.

#### **Curbs and Sidewalks**

§ 148-23

B. Sidewalks shall be required within the public right-of-way for all properties abutting arterial streets in the Commercial District upon the transfer of ownership of property, the new development of property, a subdivision or reverse subdivision of property, or a major renovation of infrastructure located on the property. All required sidewalks shall be installed in accordance with the design standards of Chapter 144.

[Amended 2-9-2015 by Ord. No. 1052]

## Cement Concrete Sidewalks

§ 144-11.4

A. This work shall consist of constructing cement concrete sidewalks in accordance with these specifications and within reasonably close conformity to the lines, grades and dimensions shown on the drawings or established by the Engineer.

B. Minimum size requirements.

(1) Along residential streets. Sidewalks along minor residential streets shall be a minimum of four feet in width; and on residential collector streets, the minimum shall be increased to five feet.

(2) Along commercial streets. Sidewalks along minor streets shall be a minimum of four feet in width. On all other higher-classification streets, including arterial streets, the minimum shall be increased to five feet.

## Improvements

§ 148-34

Curbs and sidewalks shall be provided in accordance with the standards set forth in § 148-23 of this chapter.

## Bicycles

There are currently no ordinances regarding bicycle infrastructure requirements.

## Existing Land Use/Zoning Inventory

This map was valuable in evaluating residential neighborhood connections to goods and services found in the commercial areas and places people work in commercial and industrial areas, as well as connections to community and public services.

The primary commercial zones in Wilkins Township are along Brown Avenue and William Penn Highway (Route 22). Grocery stores and places of work are restricted to these zone, meaning those who do not live directly next to them must travel farther to reach key destinations. This is compounded by the fact that many residential zones in Wilkins were designed with few through streets.

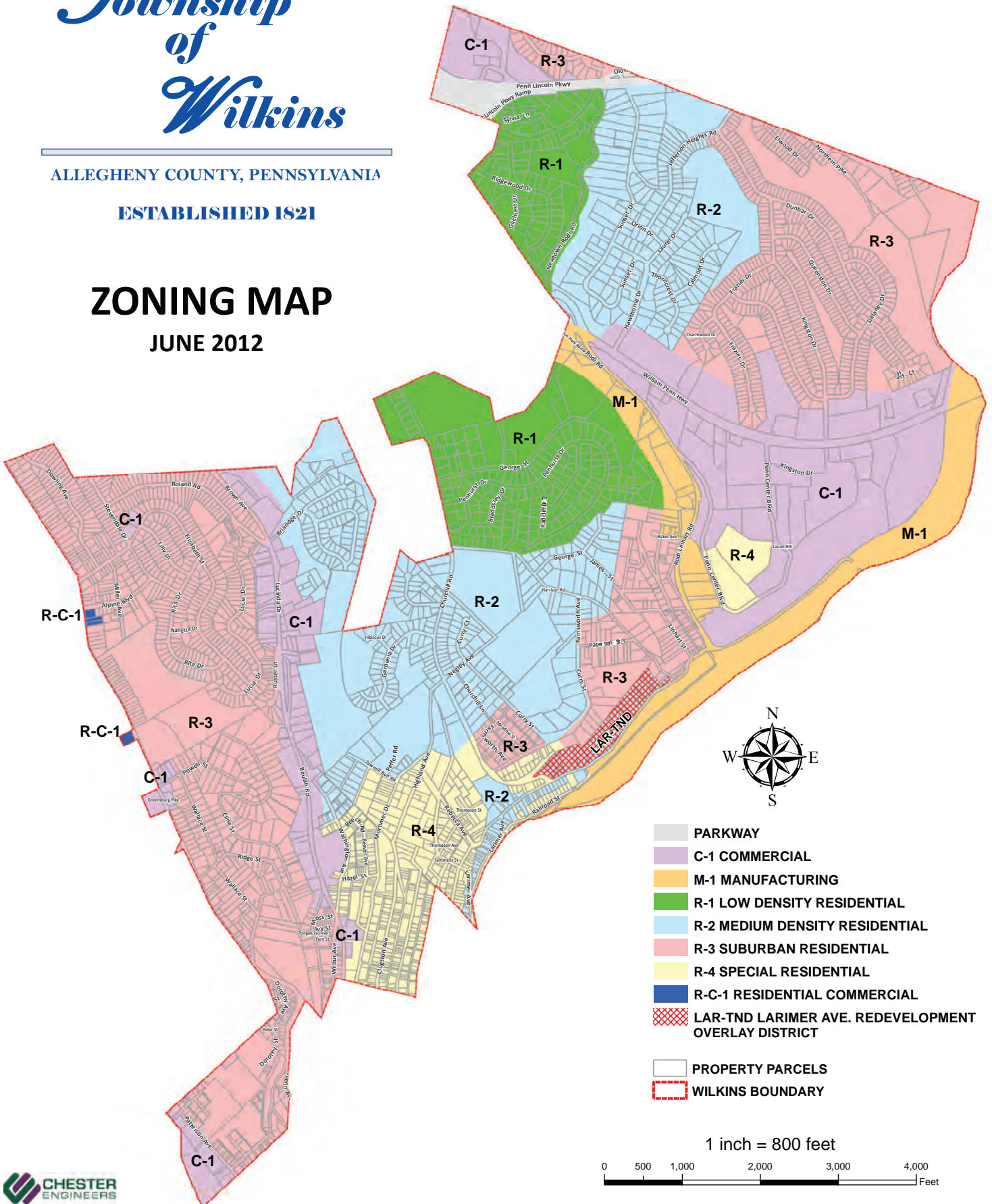
# Township of Wilkins

ALLEGHENY COUNTY, PENNSYLVANIA

ESTABLISHED 1821

## ZONING MAP

JUNE 2012



## Geographic Information Systems Analysis

To fully understand the opportunities and constraints to pedestrian and bicycling activities in Wilkins Township, an inventory and of the existing conditions was done utilizing geographic information systems (GIS). To accomplish this, a series of maps was created to record observations made from a variety of perspectives. These maps, found in the subsequent pages of this chapter, include: Demographics Analysis, Public Facilities and Destinations Inventory, Transportation Infrastructure Inventory, Barriers Analysis, and Pedestrian and Cyclist Connections Analysis.

The following information and features are recorded on the base map:

- Existing roadway network
- Existing property parcels
- Existing buildings
- Existing rail lines
- Existing parks
- Existing public schools
- Existing higher education

The base map served as the primary layer of information, which was built upon to conduct the analysis necessary to understand the physical conditions, along with the opportunities and constraints presented by various features.

## Demographics Analysis

Using data acquired from the US Census Bureau, multiple demographics analysis were completed utilizing GIS. These analysis demonstrate the importance of social equity and inform where active transportation improvements are most needed. Wilkins Township is divided into two census tracts.

### Car Ownership per Household

Overall, car ownership per household is high in Wilkins Township. Over half of the households in the Township own 2 or more vehicles. 0% do not own a car in the southern census tract, while 6% do not own a car in the northern census tract. Households owning zero cars can benefit greatly from improved active transportation options.

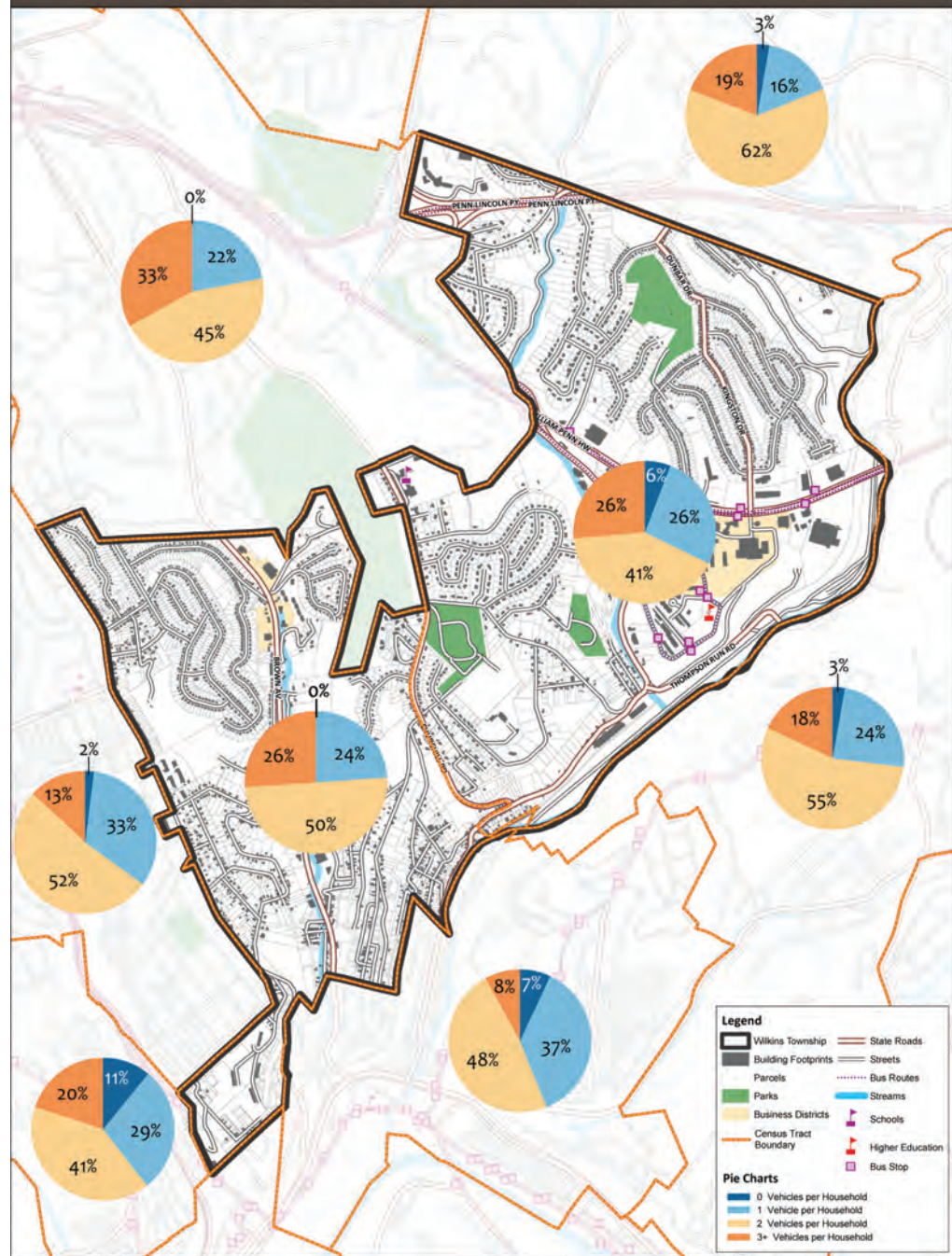
### Population Density

The population of Wilkins Township is not particularly dense, with approximately 2,500-3,200 people per square mile. In comparison, the neighboring municipalities of Monroeville and Turtle Creek have approximately 3,900-4,600 and 4,600-5,300 people per square mile respectively.

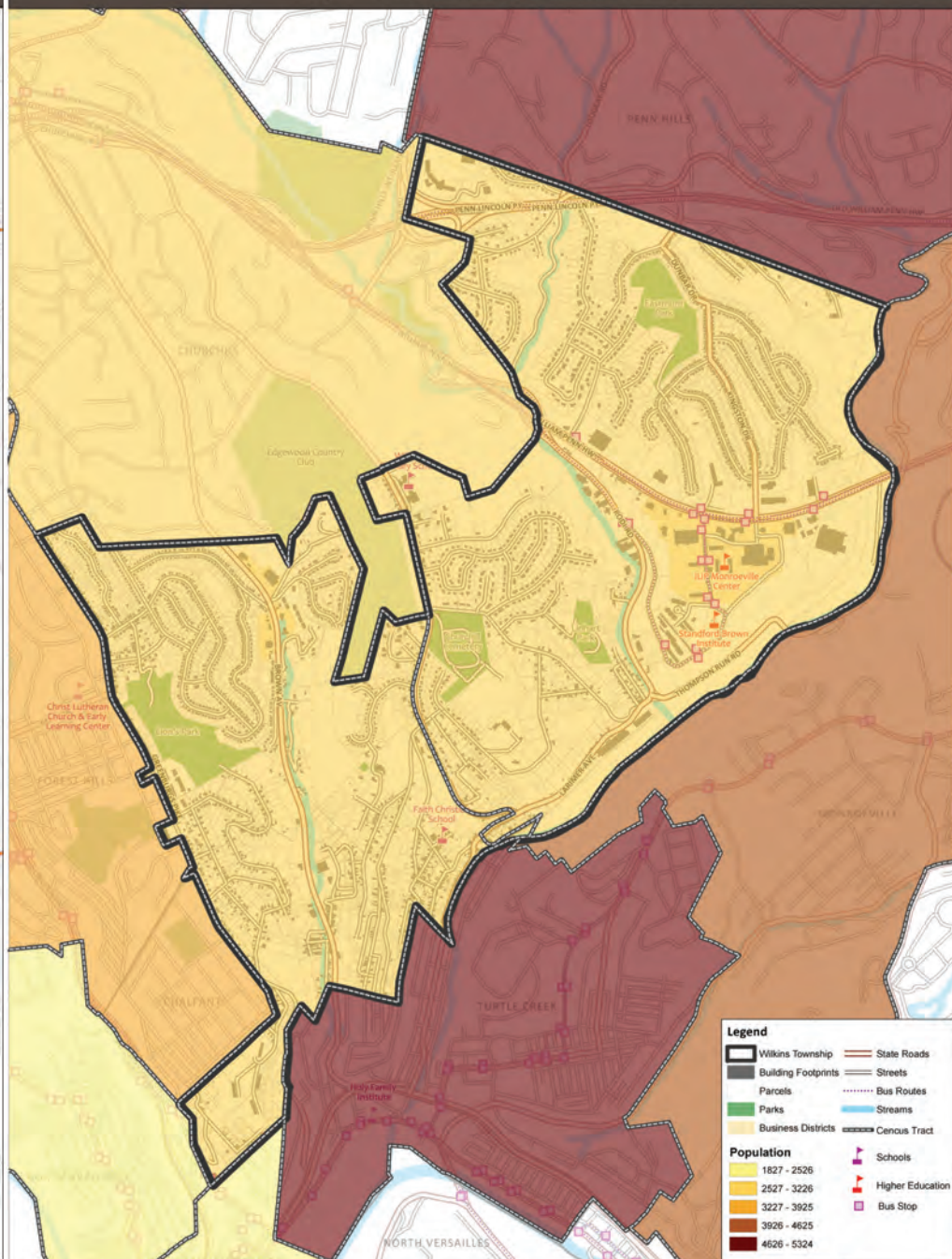
### Poverty Rate

Wilkins Township has a poverty rate between 8-13%. Surrounding municipalities have similar rates, with the exception of North Braddock and Turtle Creek, which have a poverty rate of 18-23%, and East Pittsburgh, which has a poverty rate of 23-27%.

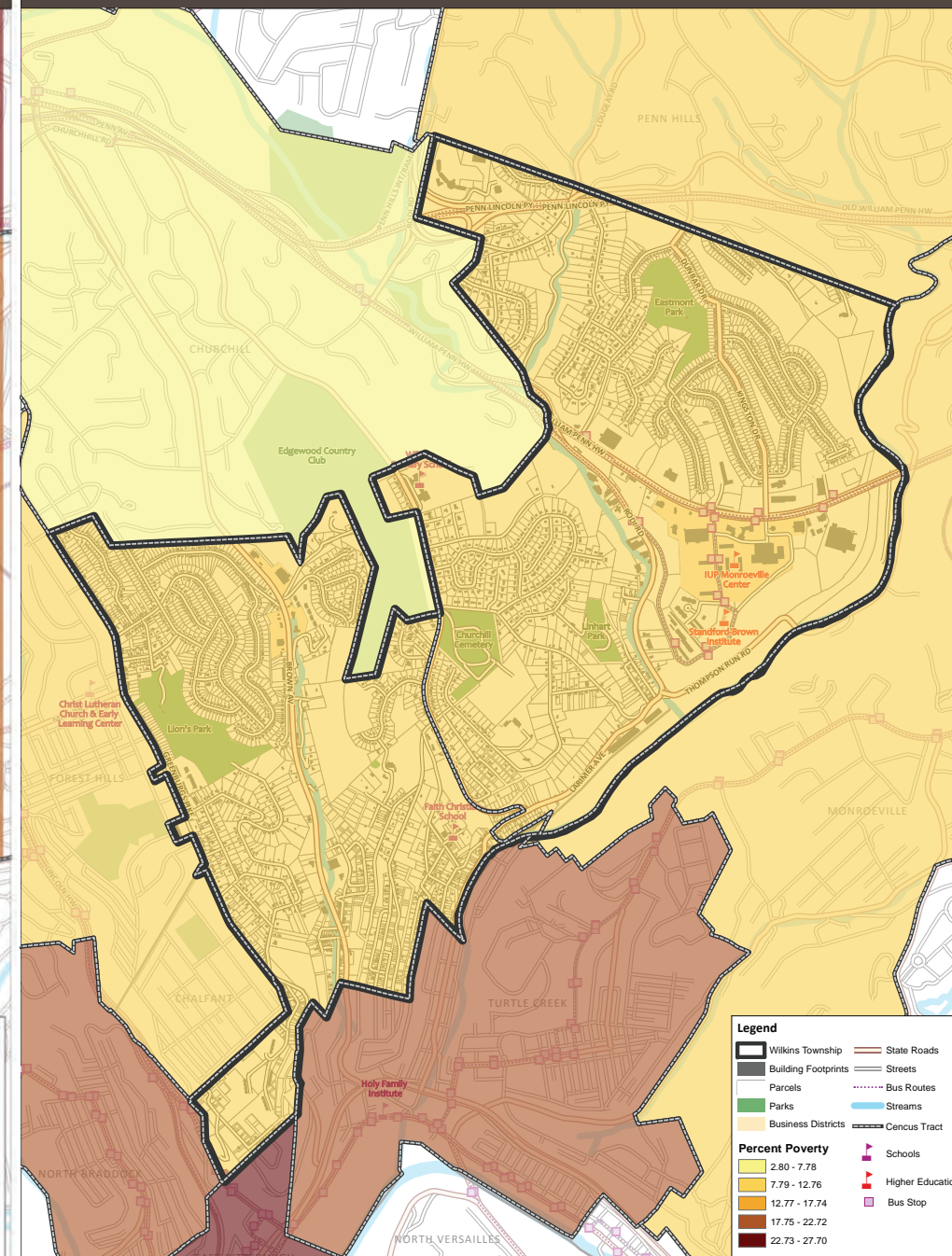
Wilkins Township Active Transportation Study 2017  
Car Ownership per Household (Census Tract)



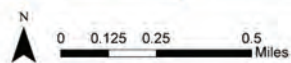
Wilkins Township Active Transportation Study 2017  
Population Density (Census Tract)



Wilkins Township Active Transportation Study 2017  
Percent Poverty by Household (Census Tract)



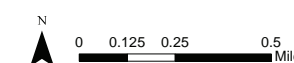
PASHEK MTR



PASHEK MTR



PASHEK MTR



## Public Facilities & Destinations Inventory

The first analysis completed was the Public Facilities and Destinations Inventory. This analysis was completed to determine destinations within the township that are, or can be desirable destinations to access by walking or bicycling.

Features identified on this map included:

- Parks
- Schools
- Hospital
- Library
- Public Facilities
- Shopping Centers
- Pharmacies
- Grocery Stores
- Social Services
- Museums and Cultural Features
- Doctors' Offices
- Senior Housing
- Subsidized Housing

A review of the Public Facilities/Destinations Inventory Map indicates the majority of these facilities are located within Penn Center East, along William Penn Highway, and by the Brown Avenue/Roland Road intersection.

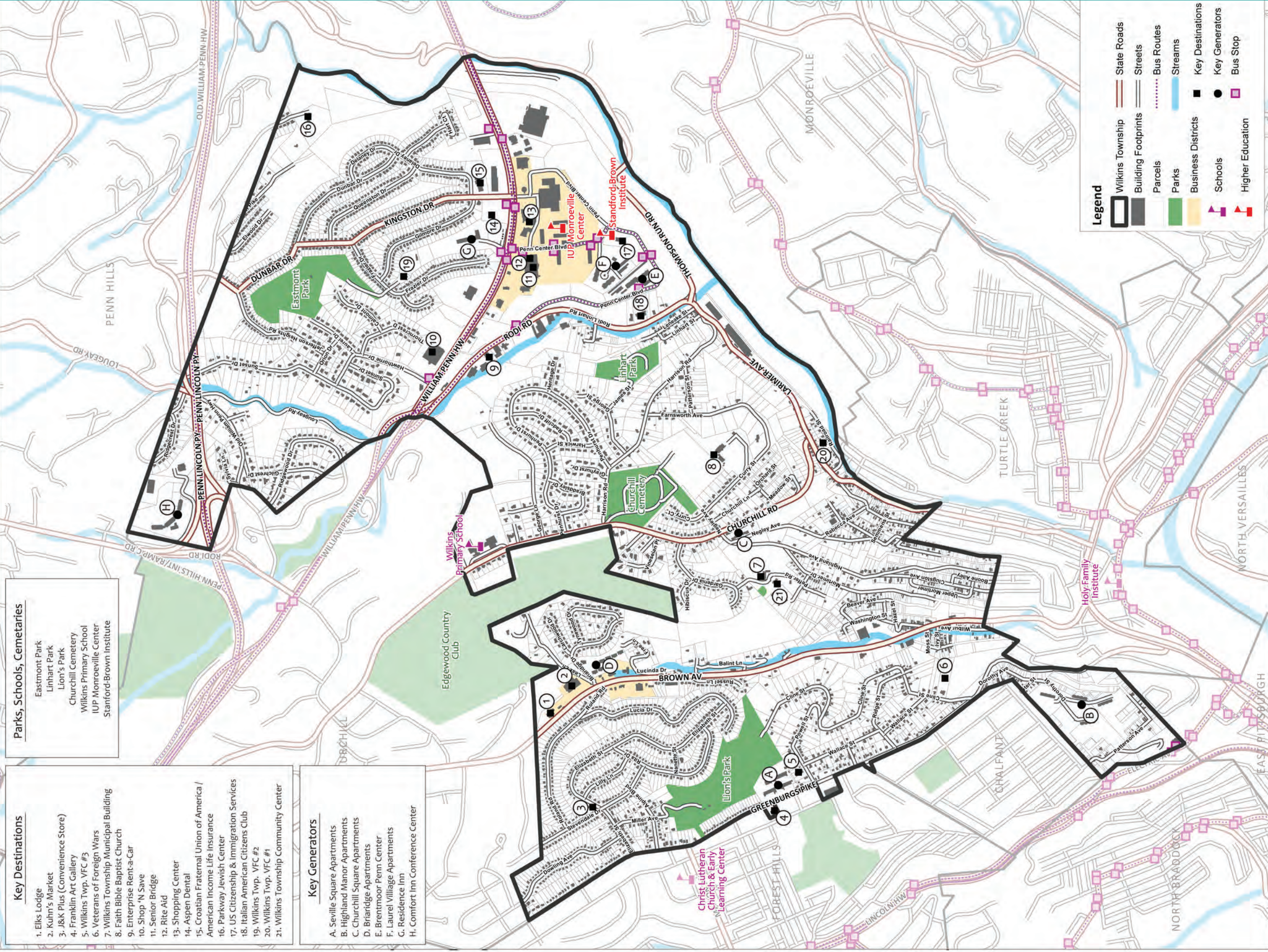
The only public elementary school in Wilkins Township is Wilkins Primary School along Churchill Road. There are two higher education facilities in located Penn Center East: IUP Monroeville Center and the Stanford-Brown Institute.





# Wilkins Township Active Transportation Study 2017

## Base Map



## Transportation Infrastructure Inventory

The Transportation Infrastructure Inventory Map documents the existing local, county, and state transportation infrastructure in Wilkins Township. This map details the location of existing sidewalks, bus stops, streets, and the Average Daily Traffic Counts of the major roads. It also shows the location of car accidents from 2011 to 2015. According to data provided by PennDOT, there was one vehicular accident that involved a pedestrian during that time (located east of Churchill Road on Larimer Avenue), and zero that involved a cyclist.

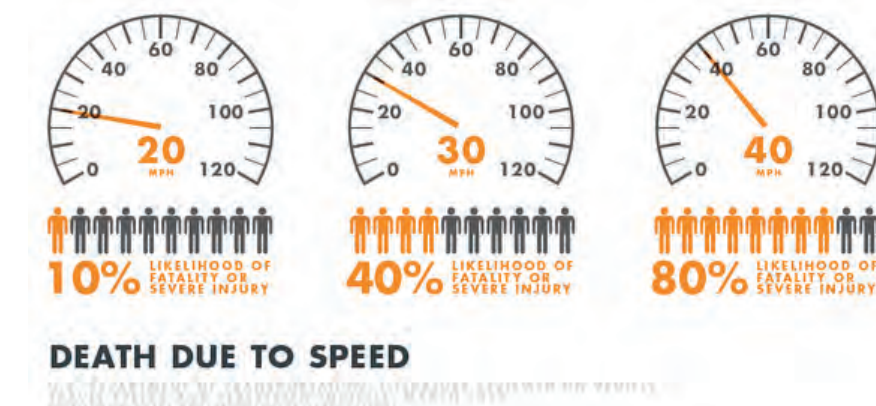
### Areas of Concern

#### Roads with High Traffic Volumes

Data obtained from PennDOT records the Average Daily Traffic (ADT) rates for all State roads. William Penn Highway (Route 22) has the highest ADT, with between 26,700 - 78,300 vehicles daily. It has frequent pedestrian usage but only limited pedestrian infrastructure. Larimer Avenue, Rodi Road, and Brown Avenue have the next highest level of traffic - 3,100 to 7,700 cars daily. There is no pedestrian infrastructure along any of these roads. Larimer Avenue has the highest pedestrian usage of these three streets despite the lack of infrastructure. Greensburg Pike, Churchill Road, and Kingston Drive have the lowest recorded ADT, with 5 - 3,100 cars per day. Churchill Avenue has heavy pedestrian usage and no pedestrian infrastructure, and despite the low ADT can be hazardous to users.

#### Speed Limits

William Penn Highway has the highest speed limit (40 mph), followed by Greensburg Pike, Rodi Road, and Brown Avenue (35 mph). Brown Avenue decreases to 25 mph near Turtle Creek Township, however residents have complained that cars ignore the speed limit and travel much faster. Churchill Avenue and Larimer Avenue have similar problems. Their posted speed limit is 25 mph, though cars have been reported travelling much faster.



#### High Crash Rates

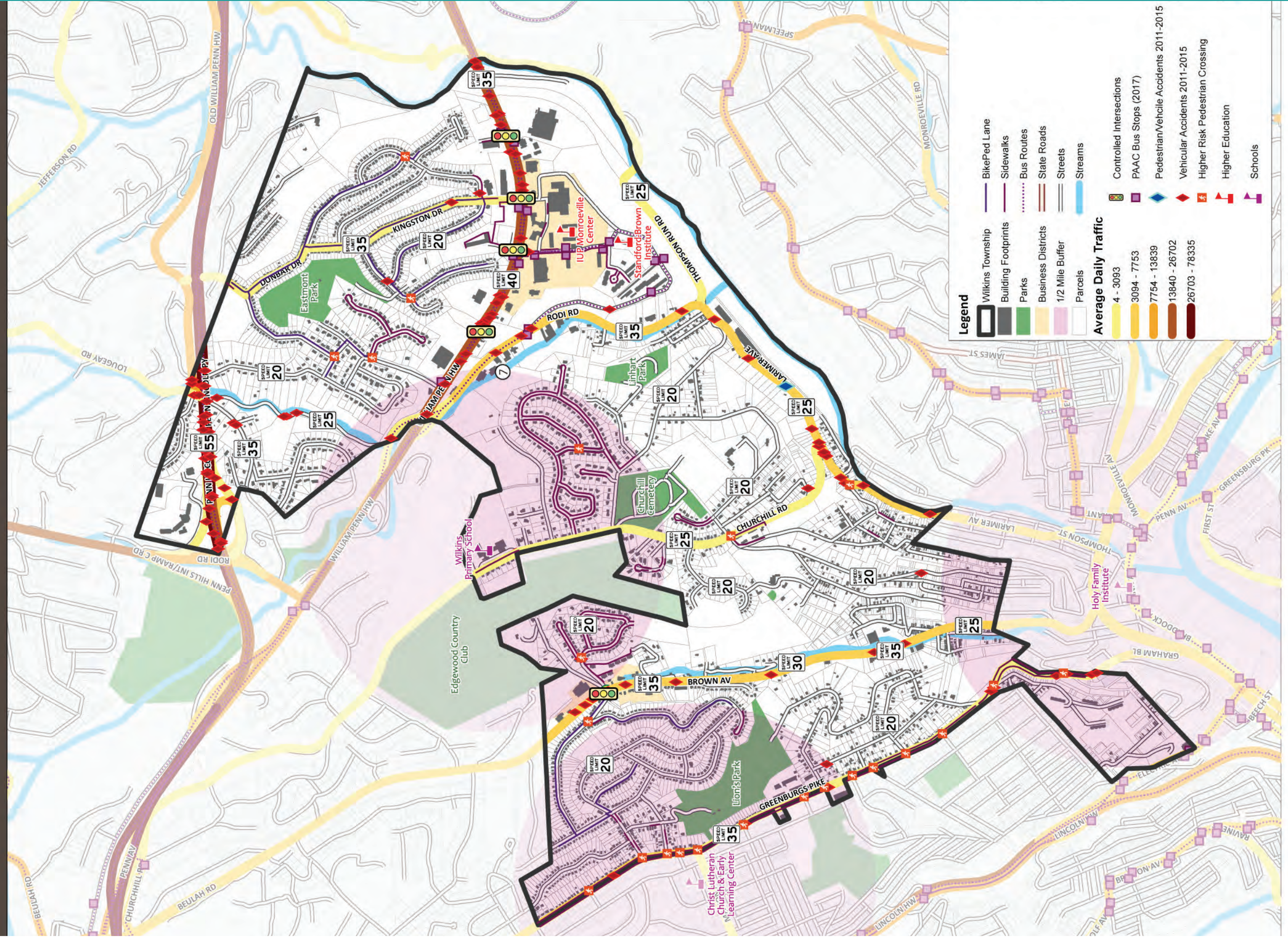
Areas with high crash rates (even crashes not involving cyclists or pedestrians) indicate higher risk areas for cyclists and pedestrians. Such areas include the Brown Ave/Roland Road intersection, Churchill Road/Larimer Avenue intersection, Rodi Road/Penn Center Boulevard intersection, all of William Penn Highway, and a section of Lougeay Road.

## Existing Bicycle Infrastructure

There are no formally recognized bicycle routes in Wilkins Township. The closest Bicycle trail is the Great Allegheny Passage (GAP), approximately 5-10 miles away. A proposed trail called the Interworks Trail would run along Turtle Creek and connect to the GAP. Residents of Wilkins Township could connect to this proposed trail with coordinated efforts between Wilkins Township and the Borough of Turtle Creek. Very few bike racks exist in Wilkins Township.

# Wilkins Township Active Transportation Study 2017

## Transit Routes & Traffic Concerns



## Barriers Analysis

The Barriers Analysis Map analyzes the topography of Wilkins Township to aid in understanding the lay of the land when evaluating potential routes for pedestrians and bicyclists. Steep slopes greater than 10% can become difficult for pedestrians and bicyclists to negotiate.

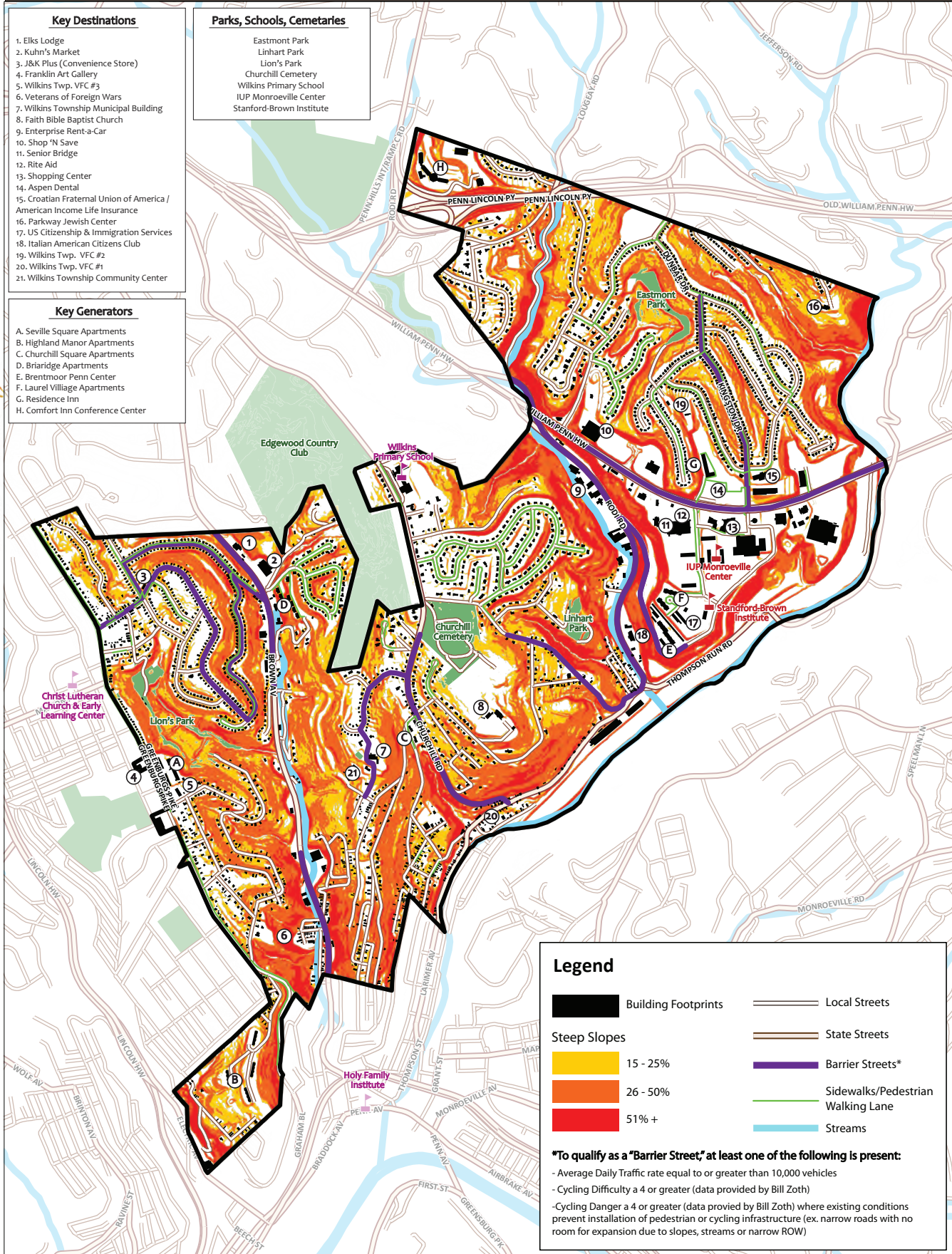
A review of this analysis found that much of Wilkins Township is divided by valleys and steep slopes. Brown Avenue, Churchill Road, and Rodi Road run parallel to each other, northwest to southeast along the valleys. Steep ridges are found in-between each of these car-oriented roads, making connections between neighborhoods incredibly challenging.

Major roadways lacking pedestrian and bicycle infrastructure can be hazardous to pedestrians and cyclists and create barriers as well. These corridors include:

- Greensburg Pike (along Turtle Creek border) – very steep, no room for uphill bike lane, deposits onto Tri-Borough Highway
- Brown Avenue (along Turtle Creek border) – no sidewalks, very narrow, high speed traffic, no room to expand for sidewalks or bicycle infrastructure
- Churchill Road (along southern portion near intersection with Larimer Avenue) – no sidewalks, high speed traffic, sharp turn, narrow road, no room to expand for sidewalks or bicycle infrastructure
- Larimer Avenue – no sidewalks, high speed traffic, narrow road, no room to expand for sidewalks or bicycle infrastructure
- Harrison Road (near Larimer Avenue intersection) – very steep, no sidewalks, no room to expand for sidewalks or bicycle infrastructure
- Rodi Road – no sidewalks, high speed traffic no room to expand for sidewalks or bicycle infrastructure
- William Penn Highway – no sidewalks, four lanes of traffic, highway speed traffic, too dangerous for bicycle infrastructure
- Kingston Drive – no sidewalks, very steep, high speed traffic, too dangerous for bicycle infrastructure
- Penn Center Boulevard – no sidewalks, very steep
- Roland Road - no sidewalks, very steep
- Stevendale Drive - no sidewalks, very steep
- Elizabeth Street - no sidewalks, steep
- Lucia Drive - no sidewalks, steep
- Briaridge Drive - no sidewalks, very steep

# Wilkins Township Active Transportation Study 2017

## Barrier Map



## Pedestrian & Cyclist Connections Analysis

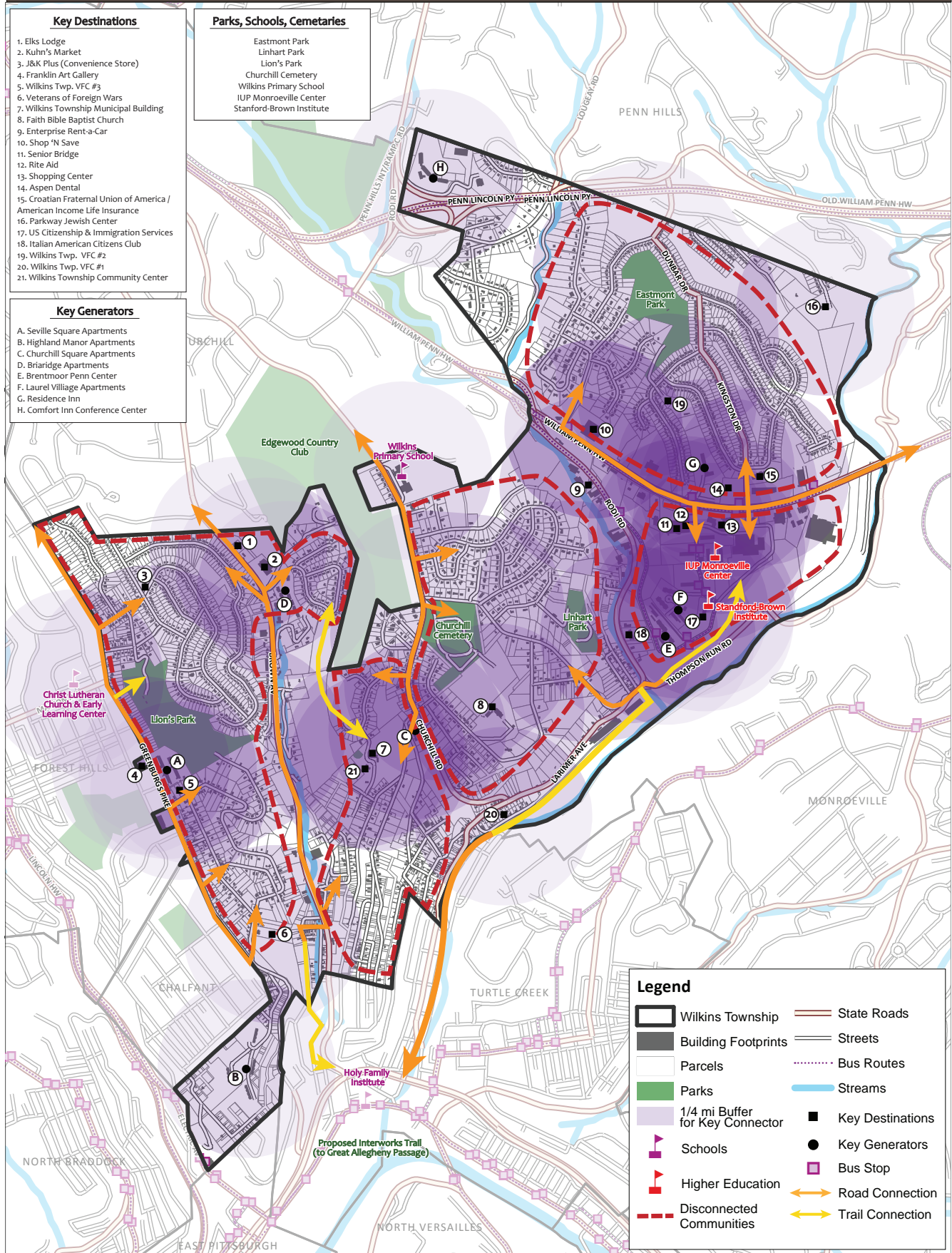
Certain corridors within Wilkins Township were identified as instrumental in connecting pedestrians and cyclists to key destinations, neighborhoods, and neighboring municipalities. A 1/4 mile radius was mapped around each previously identified key destination and generator. This analysis was used to determine the density of where active transportation is likely to be residents' preferred mode of transportation.

The majority of residences are along the ridges while major through roads typically run north/south along the valleys. Larimer Avenue and William Penn Highway are the only major east/west corridors, but they are dangerous for pedestrians and cyclists and are challenging to reach from neighborhoods that are not immediately adjacent to them. Neighborhood streets generally are contained within their respective neighborhoods with few direct through-streets. Due to the lack of public transit (only William Penn Highway has bus routes), any east/west movement requires ascending and descending numerous ridges.

Neighborhoods were grouped together by an existing ease of connectivity, indicated by the red dashed lines on the Connectivity Map. Despite internal connections, these areas are isolated from one another due to elevation changes and car-oriented streets. Corridors that would serve best to connect these communities via active transportation are shown as yellow (off road) and orange arrowed (on road) lines. Building trails is a key strategy in creating safe east/west corridors as it reduces the travel distance between destinations and protects pedestrians and cyclists from the traffic-centric valley roads.

# Wilkins Township Active Transportation Study 2017

## Connectivity Map



## Safe Routes to Schools Analysis

In the Commonwealth of Pennsylvania, student transportation is subsidized through Sections 1362 and 2541 of the Public School Code of 1949 if a child's walking route will traverse a hazardous route. This is further defined as follows in the law:

### Definition of a Hazardous Walking Route:

*An unsafe condition caused by potential incompatibility between vehicles and school students, while the students are walking between their home and their school or school bus stop.*

Source: <https://www.pacode.com/secure/data/067/chapter447/chap447toc.html>

### Transportation in Hazardous Walking Zones:

*School districts shall be paid by the Commonwealth for every school year on account of pupil transportation which, and the means and contracts providing for which, have been approved by the Department of Education, in the cases hereinafter enumerated, an amount to be determined by multiplying the cost of approved reimbursable pupil transportation incurred by the district by the district's aid ratio.*

*Payments for pupil transportation on account of the school year 1979-1980 and every school year thereafter shall be made only in the following cases: To all school districts for the transportation to and from school of elementary school pupils including kindergarten pupils, residing one and one-half (1 ½) miles or more [2 miles or more for secondary school pupils] by the nearest public highway from the school in which the pupils are enrolled and to which transportation is authorized under section 1361 of this act or residing in areas where the road or traffic conditions are such that walking constitutes a hazard to the safety of the child when so certified by the Department of Transportation. The Department of Transportation shall take into account the presence of sidewalks along the highway, but such presence or lack thereof shall not be controlling and the department shall consider all relevant safety factors in making its determination as to whether or not walking constitutes a hazard to pupils.*

Source: PA Public School Code of 1949 - Transportation Sections <http://www.education.pa.gov/Documents/Teachers-Administrators/Pupil%20Transportation/PupilTransp%20SchoolCode%20Transportation%209-25-08.pdf>

There are no identified elementary school hazard zones or streets of concern, as defined by Chapter 447 of the Pennsylvania Code, in Wilkins Township.



## Public Participation

This planning process incorporated many opportunities for public participation, which provided critical user-based ideas for consideration and analysis.

### Project Steering Committee

A project steering committee was appointed by the Township Commissioners. The role of the project steering committee was to provide representation of the various active transportation stakeholders within Wilkins Township. The steering committee provided insight into existing opportunities and constraints for walking and bicycling in Wilkins. Further, they were instrumental in guiding and critiquing the proposed recommendations and action strategies as they were developed.

### On-Line Survey

A public on-line survey was conducted between May 3, 2017, and June 20, 2017. Out of a total population of 6,375, there were 140 responses. The margin of error is 8.19% with an overall survey confidence rate of 95%. The majority of respondents were residents of Wilkins Township between the ages of 30 – 69. The survey was broken down into three categories: walking, cycling, and public transportation. Below is a brief summary of the results. The full survey and responses can be found in the appendix.

#### **Walking**

Almost 80% of survey respondents answered that they would walk more within Wilkins Township if safe, convenient and comfortable walking routes existed. The majority considered sidewalks, where available, to be safe, but the number one reason preventing respondents from walking more is lack of sidewalks. At the time of the survey, most respondents walked on the road more than on sidewalks. Commuting to work/school and running errands were the top two reasons respondents walk.

#### **Bicycling**

Over half of survey respondents answered that they would bicycle more within Wilkins Township if safe, convenient and comfortable cycling routes existed. 85% of respondents considered roadways to be unsafe to bicycle on. Lack of bike lanes/infrastructure and concerns about safety were the top two reasons preventing respondents from bicycling more. Getting outside for health/wellness/exercise was the top reason people respondents bicycle.

#### **Public Transit**

Almost 50% of survey respondents answered that they would take the bus to their destination if there were a suitable, direct route, with another 22% answering that they would consider it. 31% of respondents would use a park and ride lot if available and another 30% would consider it. Over half of respondents felt there were no bus stops convenient to their home and desired destinations, which was also the number one reason preventing respondents from using the bus, followed by inconvenient schedules.

Overall, half of respondents answered that they would be very likely to increase their use of active transportation (walking, cycling, taking the bus) if there were better connections to key destinations.

## Key Person Interviews

Pashek + MTR conducted key person interviews with stakeholders identified by the steering committee. Key person interviews were conducted with representatives of Woodland Hills School District, at-risk representatives, young professionals, seniors, Penn Center East representatives, working moms, small business owners, cyclists, runners, disabled community, etc. The following is a brief summary of the opportunities and concerns they identified.

### **Walking**

- There needs to be more sidewalk connections
- Churchill Road seems safe to walk/cycle on but it is actually very dangerous due to road width, car speed, and blind spots
- Many people walk on Churchill Road and Larimer Avenue despite lack of sidewalks and lack of safety
- Ridgewood neighborhood doesn't have sidewalks, but the roads are wide and there is little traffic, so walking is fairly easy and safe
- Need more connections to grocery stores
- Some residents drive to pedestrian friendly locations outside of Wilkins Township to run/walk
- Safety (lack of sidewalks) and elevation changes are the primary reasons
- Penhurst has adequate safety for pedestrians
- Eastmont has too much traffic to walk safely on the road
- Penn Center is a good place to run. A running/walking perimeter track would improve it.
- Connections to Monroeville Mall over the bridge would be ideal
- Need connected sidewalks along William Penn Highway to the bus stops

### **Biking**

- It is widely felt that cycling is unsafe/too difficult along many of the main roads in the Township
- Many roads need to be repaved/cleared of gravel to make cycling safer
- Signage/education should be the main priority
- Create a safe route to Boyce Park
- Experienced cyclists feel more threatened on Churchill Road than on the Tri Boro Highway
- There is not an abundance of cyclists in the Township currently
- Drivers are unaware that they must give a cyclist 4' when passing
- Drivers do not notice cyclists
- Connection to Penn Center would be convenient
- Greensburg Pike is an adequate street for biking

### **Public Transit**

- Buses don't run frequently enough on existing routes
- There aren't enough bus stops
- Bus stops need to be connected via sidewalks
- Bus stops need to be made safer

### **General**

- There haven't been too many accidents in recent years. Most are caused by speeding or lack of attention.
- Larimer Avenue is an important artery for walkers and cyclists to get to Turtle Creek Borough but needs to be made safer
- Rodi Road is dangerous
- The proposed Interworks Trail would be very beneficial to residents of Wilkins Township. Safe routes should be planned to connect to it.
- Churchill Cemetery is beautiful and great for walking/biking. There are no safe pedestrian connections to it currently though.
- Pedestrian/cyclist traffic has increased in the last 10 years, especially along Churchill Road
- Planning should aim to both improve quality of living for existing residents, but also aim to attract new residents from the younger generations

### **Penn Center East**

- Extensive pedestrian improvements have been made/are under way on the Penn Center East Campus
- The improvements are well used by pedestrians
- There is interest in further improvements, but they would be later phases once funding is evaluated
- If pedestrian improvements would remove parking, Penn Center East would not approve
- There has not been evidence of significant bicycle use on campus
- Parking cannot be spared for a park and ride
- There is significant interest in connecting Penn Center East to Larimer Avenue via the overgrown trail that was a former access road along the ridge on the southeast side of the property. The option of leasing the land to the Township to improve funding opportunities was appealing to both the representatives of Penn Center East and the Township.
- A continuous sidewalk connection along William Penn Highway will not fit along the Penn Center East section of property between Kingston Drive and Penn Center Boulevard. The sidewalk would have to be constructed on the north side of William Penn Highway.

## Steering Committee Meetings

There were four steering committee meetings throughout the development of the Active Transportation Plan. These meetings were held:

- March 8th, 2017
- April 12th, 2017
- July 10th, 2017
- January 11th, 2018

## Public Meeting - 5th October, 2017

The public meeting was advertised in a number of ways:

1. An announcement for the meeting was included in the township newsletter which was mailed to approximately 3,400 households.
2. The meeting announcement was posted on the township's website.
3. Fliers announcing the meeting were hung in key destinations within the Township.

The meeting was an open house format where attendees were encouraged to discuss and ask questions one-on-one about recommendations. A general agenda for the meeting was:

- Explain what Active Transportation is
- Define Complete Streets and how they help communities
- Discuss the importance of interagency coordination between Township, County, and PennDOT
  - » PennDOT Connects Policy
- Review the Active Transportation Plan recommendations
  - » Overall vision
  - » 10-20 years into the future to implement all recommendations
- Explain how implementation will depend upon community-driven support
- Discuss the importance of attracting future generations to Wilkins Township

There was a total of 6 attendees to the meeting. Feedback from the public meeting was in support of the recommendations provided in the Active Transportation Plan.

# Chapter: 3

## Vision Plan

### Active Transportation Vision Plan

Taking into consideration the inventory, analysis, and input provided during this planning process, the Wilkins Township Vision Plan for active transportation was developed as a guide to obtain an interconnected active transportation infrastructure network. This includes promoting active living and healthy lifestyles, while improving mobility options and enhancing the Township’s transportation network for the benefit of residents and visitors.

The following are definitions for the improvements being recommended herein.

Pedestrian & Bicycle Facility Key	
<i>Road Diet</i>	A technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic pedestrian & bicycle improvements.
<b>Trails</b>	
<i>Shared Use Path</i>	An off-road trail, typically with a minimum width of 10’, designed for use by a variety of users, including pedestrians and bicyclists.
<b>On-Road Bicycle Facilities</b>	
<i>Bike Lane</i>	A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.
<i>Buffered Bike Lane</i>	Conventional bike lane paired with a designated buffer space separating the bicycle lane from adjacent motor vehicle traffic.
<i>Shared Lane Markings</i>	Shared lane marking placed in the center of a travel lane to indicate that bicyclists may use the full lane.
<i>Two-Way Cycle Tracks</i>	Physically separated cycle tracks that allow bicycle movement in both directions on one side of the road.

## Pedestrian & Bicycle Facility Key (cont.)

### Pedestrian Connectors

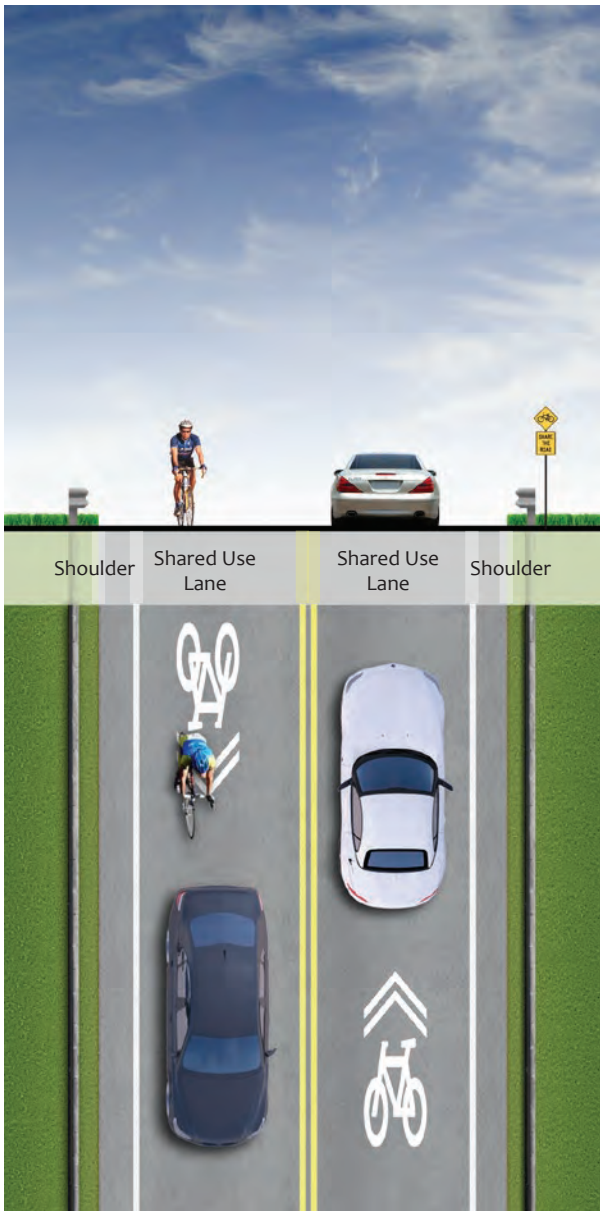
<i>Sidewalks</i>	
<i>Stop Lines</i>	Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.
<i>High-Visibility Crosswalks</i>	The Manual on Uniform Traffic Control Devices (MUTCD) allows for two high-visibility crosswalk designs, ladder and diagonal markings.
<i>Pedestrian Crossing Signs</i>	A Pedestrian Crossing warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk.
<i>Advance Pedestrian Crossing Signs</i>	An advance Pedestrian Crossing sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.
<i>Rectangular rapid flashing beacons</i>	Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. They remain dark until activated by pedestrians, at which point they emit a bright, rapidly flashing yellow light, which signals drivers to stop. They are not currently included in the MUTCD, but jurisdictions can use them if they obtain approval from FHWA.

### Intersection Treatments

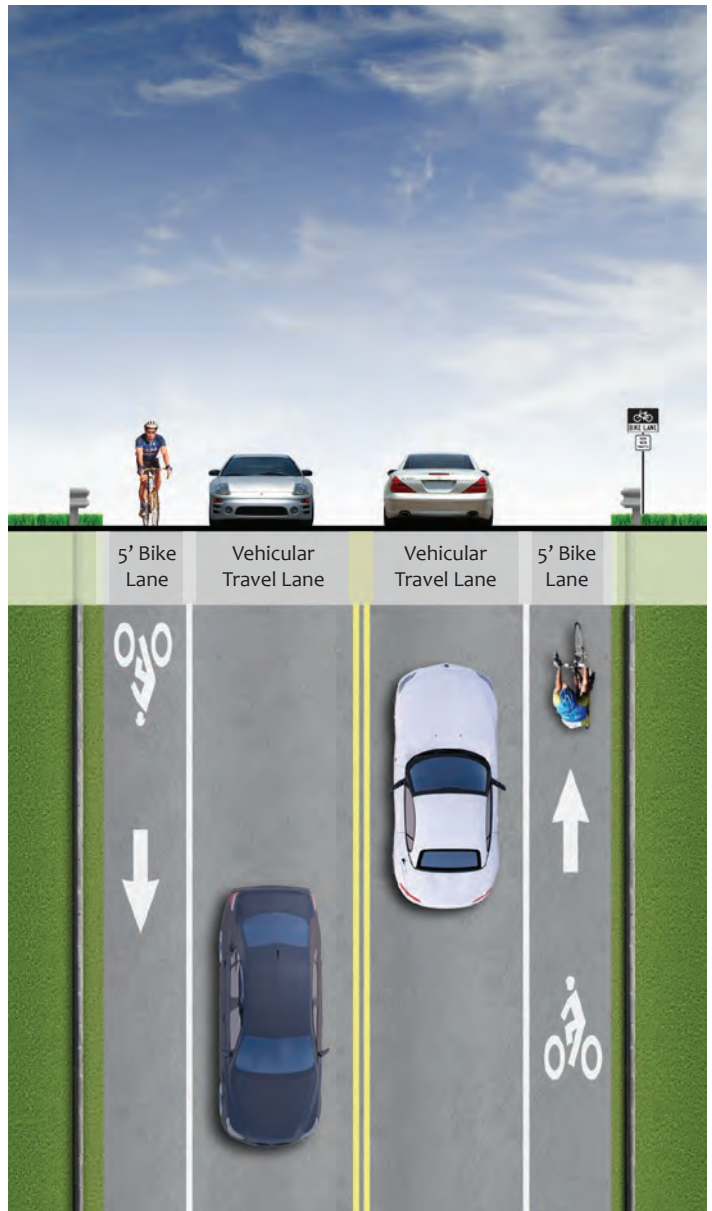
<i>Bike Box</i>	Designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
<i>Intersection Bicycle Crossing Markings</i>	Pavement markings to designate path of bicycle travel through intersections.
<i>High Visibility Crosswalks</i>	The MUTCD allows for two high-visibility crosswalk designs, ladder and diagonal markings.
<i>Traffic Signals</i>	Signalizing busy intersections and providing signalized crosswalks help create safe routes to schools for children. New traffic signals are very expensive and must be warranted or they could cause more harm than good. Warrants for installing traffic signals are provided in the Manual on Uniform Traffic Control Devices .
<i>Timing</i>	The signal phasing and/or timing can be modified to increase the time available for pedestrians to cross, to give priority to the pedestrian at an intersection, and/or to provide a separation in time of motor vehicle and pedestrian crossings. The timing or phasing of traffic signals is a complex issue, impacted by the signal timing itself as well as other conditions at the crossing including pedestrian and driver behaviors.

Accessible Pedestrian Signals	Accessible pedestrian signals are audible signals that indicate when it is or is not appropriate to cross the street.
Pedestrian Push buttons	Pedestrian push buttons are electronic buttons used by pedestrians to change traffic signal timing to accommodate pedestrian crossings. Push buttons may be needed at some crossings, but their use should be minimized. Signals can be put in pedestrian “recall” for key time periods of day such as school crossing times.
No Turn on Red	Motorists making a right-turn on a red light are often looking left towards oncoming traffic and do not pay attention to pedestrians who may be approaching from the right. Restricting right-turn-on-red (RTOR) is another way to reduce conflicts between pedestrians and motorists at traffic signals. The RTOR restrictions can be limited to certain times of the day or can apply to all hours, prohibiting drivers from turning right without a green signal.
Pedestrian Countdown Timers	Adequate time must be provided for pedestrians to cross the street safely. Countdown signals help by giving pedestrians information about how much crossing time remains. There is a good deal of confusion by most pedestrians on the meaning of the flashing DON'T WALK signal. While it technically means don't start walking if the pedestrian has not yet started to cross the street, some pedestrians and drivers think that they are supposed to see the WALK signal for the entire crossing and they will not have enough time to cross as soon as the flashing begins. The countdown signal shows the number of seconds remaining to cross the street. Some studies have shown that countdown signals reduce the number of stragglers in the street when the signal changes, although some people may still start late.
Pedestrian Hybrid Beacons	Pedestrian hybrid beacons have the advantage of providing a controlled crossing for pedestrians without delaying motorists unnecessarily. They remain dark until activated by a pedestrian. Activation results in a sequence of amber and red beacon lights, which signal to drivers when to stop for crossing pedestrians and when to go again after pedestrians have cleared the crosswalk. The 2009 MUTCD states that the pedestrian hybrid beacon should not be used at or within 100 feet of an intersection or driveway controlled by a STOP sign. Pedestrian hybrid beacons are intended as a solution for mid-block crossing locations.

## Shared Use Lanes

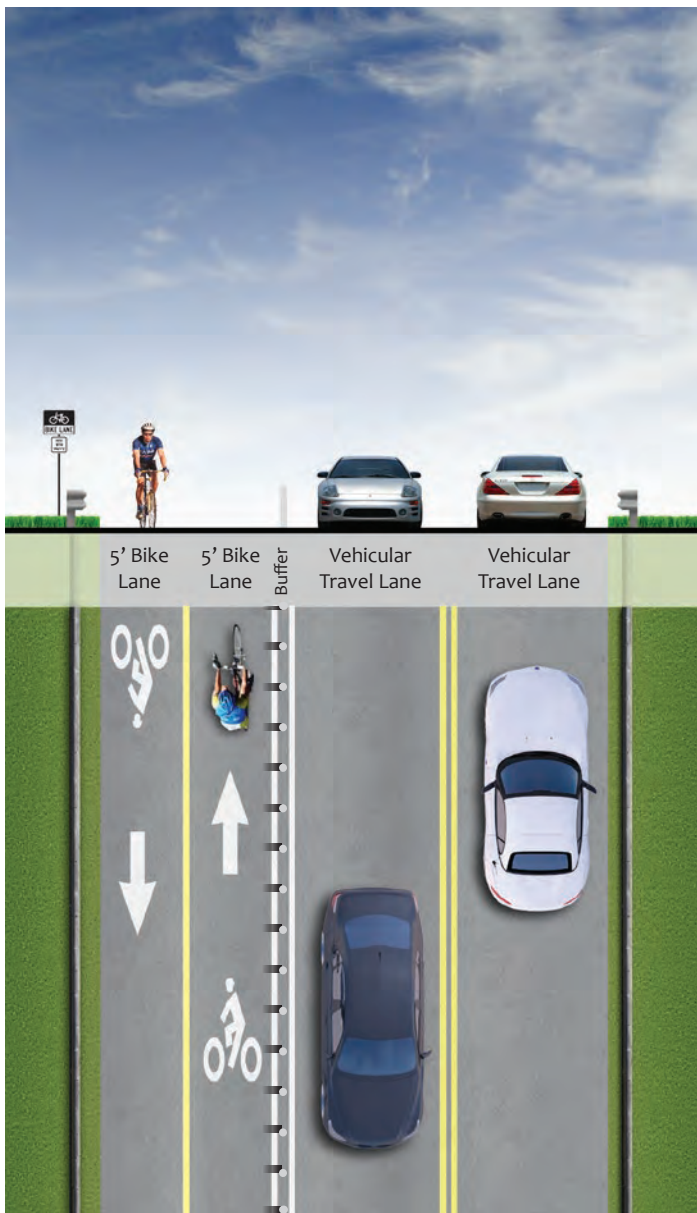


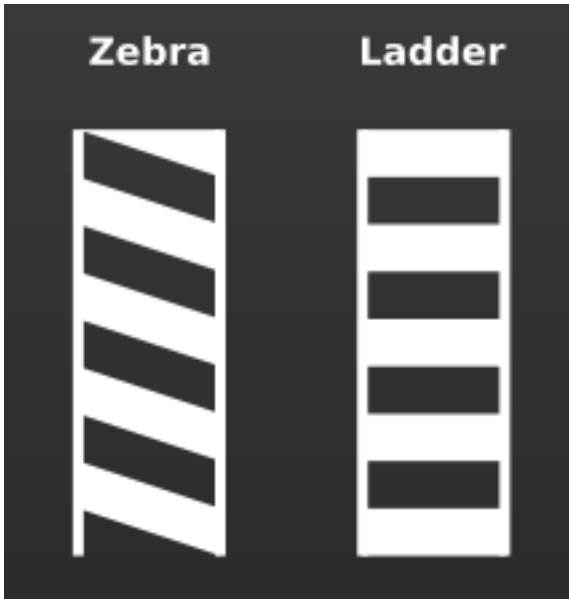
## Bike Lanes





## Cycle Track





High Visibility Crosswalks



Pedestrian Countdown Timer



Solar-Powered Pedestrian Activated Flasher



In-Street Yield to Pedestrian Sign



**Pedestrian Warning signs**



**Overhead Signs and Flashing Beacons**

## Proposed Pedestrian Improvements

The priorities for pedestrian improvements in Wilkins Township are:

1. Developing a standard for construction and maintenance of sidewalks, including repair of deteriorated sidewalks.
2. Writing the developed sidewalk standards into the local ordinances and enforcing them;
3. Connecting critical gaps in the existing sidewalk network;
4. Ensuring there are sidewalk connections to the school and parks; and
5. Ensuring that proper pavement markings, signage, and signalized crossing are in place.

## Proposed Bicycle Network

The recommended bicycle network for Wilkins proposes construction of new trails, designation of bike lanes and routes, improvements to existing facilities, and integration of the bicycle network with the rest of the Township's multi-modal transportation system.

The bicycle network detailed on the Vision Plan map includes a network of roads that are suitable for bicyclists to use to travel around and through the Township. The roads selected serve as arterials for bicycles while low volume streets within neighborhoods serve as collectors for the network. The majority of the proposed network is a shared roadway network, not an exclusive bike lane network.

## Intersection Enhancements

Intersections are a key component of the active transportation plan. These are the areas with the highest potential rate of conflict between motorists and pedestrians or bicyclists.



## Proposed Active Transportation Implementation Strategies

The recommendations and subsequent action plan for active transportation improvements with Wilkins Township are organized according to the League of American Bicyclists bicycle friendly community criteria which are referred to as the five E's.

1. Education
2. Engineering
3. Encouragement
4. Enforcement
5. Evaluation and Planning

**To achieve these criteria, it is strongly recommended that Wilkins Township establish a Township Active Transportation Advisory Committee that will organize, coordinate improvements, and make recommendations to Wilkins Township Board of Commissioners.**

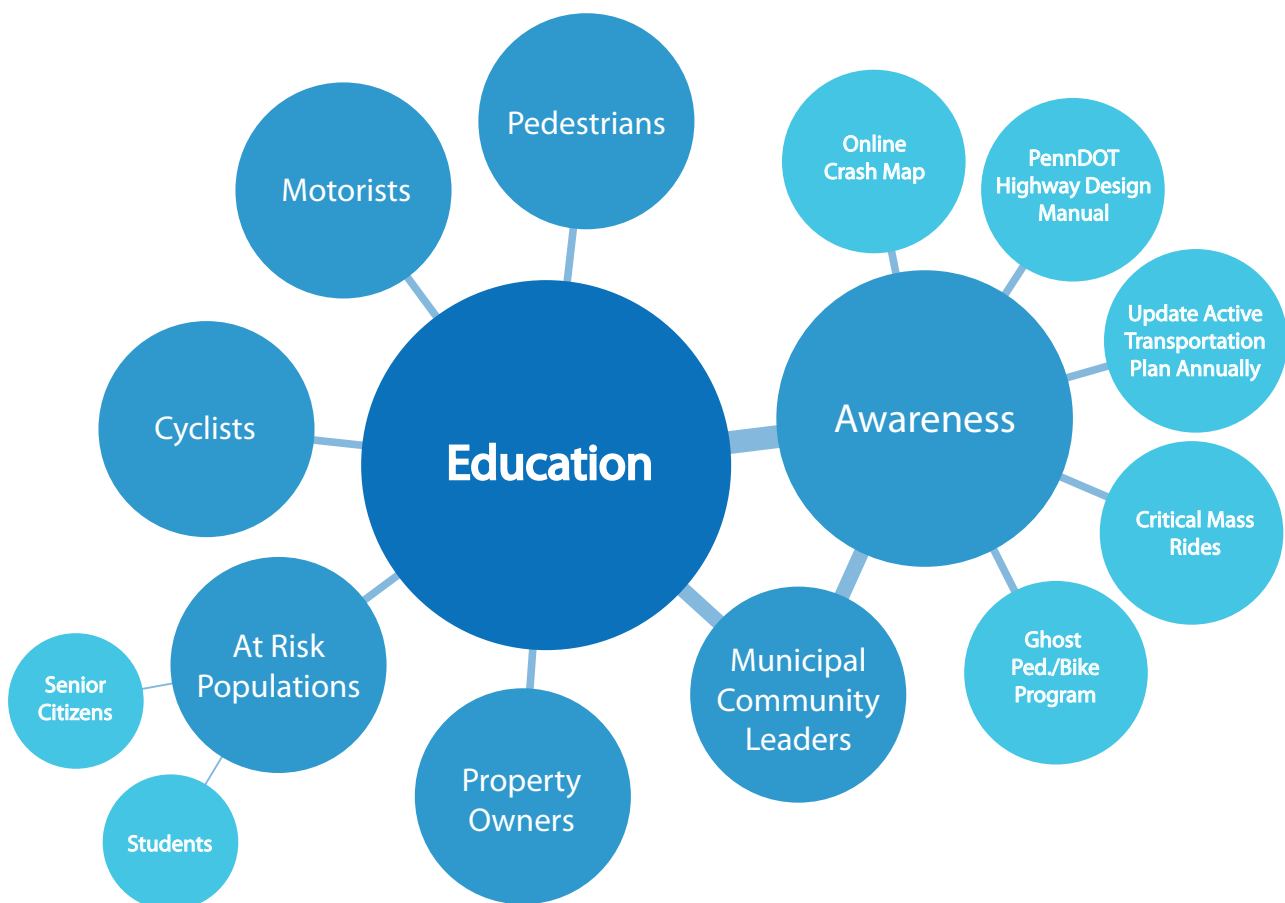


## Education

Most people, especially children, are not aware of safe walking and bicycling practices. Therefore it is important to conduct safety education campaigns. Further, many motorists can become uncomfortable when sharing the road with bicyclists. Therefore, it is important to conduct public relations campaigns to educate the general public on safe driving habits, especially as related to pedestrians and bicyclists. Further driver safety campaigns should extend into the high schools. Everyone should become aware of the fact that children and adults are walking and bicycling and that sharing the road can be a matter of life or death.

### Education Programs

- Educate pedestrians, motorists, and cyclists about safe walking, driving, and riding.
- Work with at risk populations, such as children and seniors, to create a safe walking and bicycling environment.
- Educate property owners on the necessity and responsibility for removing snow/ice from their sidewalks.
- Educate municipal and community leaders on key issues and methods of raising awareness.
- Collaborate with Bike PGH to offer bicycle education programs.
- Distribute brochures at local businesses and schools.
- Provide safety videos on Township website.



## Raising Awareness

- ❑ Create an online pedestrian and bicyclist crash map to document locations of accidents.
- ❑ Use information found in the PennDOT Highway Design Manual to make pedestrians, cyclists, and drivers aware of road laws and traffic calming methods.
- ❑ Update the Wilkins Township Active Transportation Plan annually and make it available online.
- ❑ Schedule critical mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- ❑ Consider implementing a Ghost Pedestrian/Ghost Bike program (identifying locations of accidents).

In addition to providing pedestrian, bicycle, and driver education, it is equally important to educate the residents of the Township on the need to maintain their sidewalks during the winter months. Many cold climate communities have developed programs to encourage property owners, in a positive manner, to comply with local ordinances to remove snow and ice from their walkways.

The recent “Safe Routes to School – Making the Cold Cool: Keeping your SRTS Program Running Through the Winter” webinar, provides several good examples of real, positive, and practical ideas for keeping sidewalks cleared by working pro-actively with the community. The programs highlighted are positive rather than punitive, they provide real community building and neighborhood engagement. Additional resources can be found in Chapter 4 of this document.

<http://archive.saferoutesinfo.org/training/srts-webinars/making-cold-cool-keeping-your-srts-program-going-during-winter>



# BICYCLING ON UNL CAMPUS

UNL is designated a Bike Friendly Campus by the League of American Bicyclists. The aim of the UNL Outdoor Adventures Bike Shop is to provide education and services to promote safe and friendly cycling on the UNL campus and in the Lincoln community.

## HOW TO CORRECTLY LOCK UP YOUR BIKE

- 1 Find a UNL Bike Rack.
- 2 Wrap cable around front wheel and thread through loop.
- 3 Use a U-Lock to secure cable, bike frame and rear tire to bike rack.

## DO NOT RIDE ON SIDEWALKS IN DOWNTOWN AREA

## WEAR YOUR HELMET CORRECTLY!

Fits snug and level on your head. Wear low on forehead. No more than two fingers fit under the strap.

## SIGNALING

Always signal when turning or stopping. (As seen from behind)

## REGISTER WITH UNL POLICE!

This will help them locate your bike if it is lost or stolen.

## ANNOUNCE YOUR PRESENCE

For example: "On your left!" "Ring your bell"

## UNIVERSITY OF NEBRASKA-LINCOLN BIKE RIDING POLICY:

- "Walk" your bike in heavy pedestrian traffic.
- Keep a three foot distance between pedestrians.
- Keep all wheels on the ground.

## RIDING COURTESY

YIELD TO

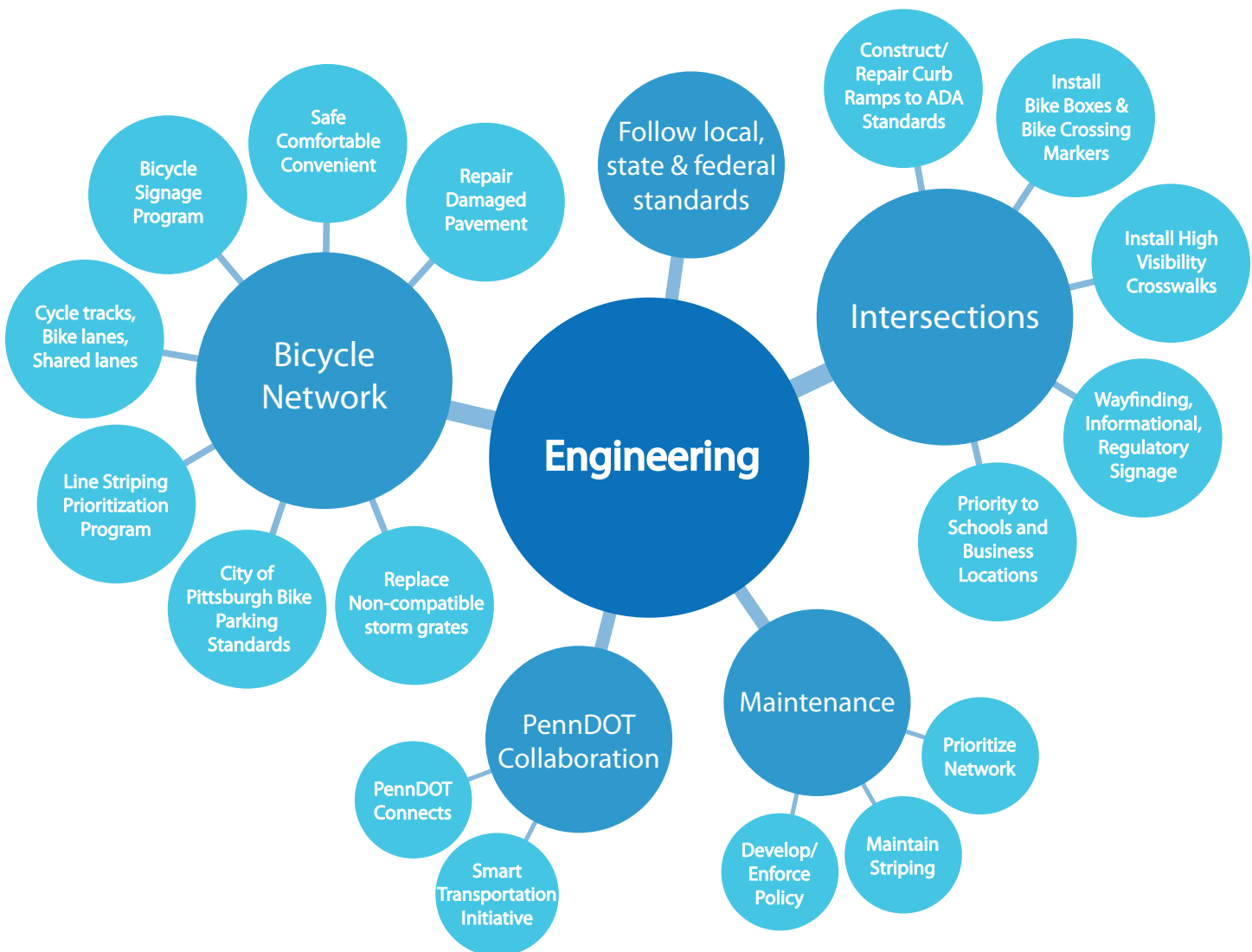
BIKE.UNL.EDU

## Engineering

Changes to the built environment through engineering improvements are a critical component of increasing pedestrian and bicycling safety. The following overall engineering goals and implementation strategies are recommended for Wilkins Township and its partners.

### Bicycle Network

- Identify and repair any damaged pavement or pavement cuts within the proposed bicycle network and adopt a policy to ensure prompt repair within these corridors moving forward.
- Develop, adopt, and implement a uniform bicycle signage program to enhance safety and ease of travel for all who use the township transportation network.
- Install cycle tracks, buffered bike lanes, or bike lanes on the recommended roads, and install shared lane markings signs and markings on roads that are too narrow for other bike facilities.
- Establish a township on-street bicycle lane striping program to identify and prioritize projects on an annual basis.
- Meet the local, state, and federal standards for bicycle infrastructure and utilize the City of Pittsburgh’s bicycle parking standards as a model to adopt similar standards for Wilkins Township.





### Intersections

- Construct new curb ramps, repair damaged curb ramps, and update all noncompliant curb ramps to meet ADA Standards.
- Establish bike boxes at existing intersections creating dedicated places for cyclists making turns and reducing conflicts with motorists.
- Establish bicycle crossing marker standards and implement them where needed. Color the pavement at recommended bikeway locations to alert motorists and bicyclists of potential conflict areas.
- Install High Visibility Crosswalks at all sidewalk crossings.
- Develop and implement appropriately placed and clearly marked wayfinding, regulatory, and informational signage and pavement markings.
- Give priority to the pedestrian network and streetscape amenities near schools and around areas of business such as William Penn Highway and the Brown Avenue/Roland Road intersection.
- Meet the local, state, and federal standards for all infrastructure.

### Maintenance

- Prioritize ongoing maintenance and repair of the network.
- Maintain bike lane striping, marking, and coloring for visibility.
- Develop a policy and enforce it to ensure prompt repair of pavement damage and markings on streets with bikeway facilities.

### PennDOT Collaboration

- Meet with PennDOT to ensure projects along state roads incorporate improvements.
- PennDOT Connects Policy
- PennDOT's Smart Transportation Initiative



**Bike Lane**



**Bike Box**

## Enforcement

Education and training provide the basic knowledge of safe pedestrian, bicycle, and motoring activities. Enforcement is often necessary to change unsafe behaviors. A variety of law enforcement methods can help change the unsafe behaviors, making walking, bicycling, and accessible access safer and more attractive. Regardless of the method used, enforcement activities require follow-up to maintain their effectiveness.



### **Drivers**

- Identify problem areas and conduct progressive ticketing program in those areas. Conduct zero tolerance speed enforcement in school zones.
- Place portable speed trailers in areas of excessive speed.
- Implement measures on roads within the bicycle network to reduce speeding and encourage bicycle use.
- Install Active Speed Monitors in School Zones and problem areas.
- Create Traffic Complaint Hotline
- Identify pedestrian crossings where drivers are not yielding to pedestrians and conduct pedestrian decoy operation.

### **Cyclists**

- Enforce no bicycling on sidewalks law to provide a safer experience for pedestrians.

### **Property Owners**

- Enforce Township ordinances regarding sidewalk damage repair and sidewalk snow/ice removal.
- Enforce ordinance requirements that require new development and redevelopment projects to construct sidewalks.
- Aim to enforce ordinances through encouragement. Use negative enforcement only if encouragement fails.

To measure the impact of an enforcement activity in a specific situation, make a quick study before and after the enforcement effort. Before-and-after studies do not have to be elaborate and can be as simple as measuring speeds or observing behaviors at facilities. Examine the results and decide on the next steps. If the results are positive, the method used may be enough to improve behavior. If the results indicate little change in unsafe behaviors, perhaps another method should be used. Even with initial success, communities will need to repeat enforcement efforts periodically in order to sustain improvements in drivers' behaviors.

### **Speed Trailers**

Portable speed trailers visually display drivers' real-time speeds compared to the speed limit. These devices may be effective in reducing speeds and increasing awareness of local speed limits. Portable speed trailers are most effective when the trailer flashes SLOW DOWN or flashes a bright white light that mimics a photo speed camera or a blue and red light that mimics a police vehicle when drivers are moving too fast. Some speed trailers have the capability to collect traffic count data and speed data throughout the day, which can be used to identify the most dangerous traffic times when more enforcement is needed.

In some cases, back-up speed enforcement by officers may be needed when radar speed trailers are used. If a driver fails to slow when the sign tells them that they are violating the law, an officer may stop the driver. The officer may choose to use the time to educate the driver with a warning, but a flagrant speeder needs to receive a ticket to reinforce the safety message. Typically, officers do not issue tickets based on the speed on the display unit. Instead, they use certified radar equipment if they are monitoring speed at the location.

Speed trailers are best used in residential areas and can be used in conjunction with neighborhood speed watch programs or other safety education programs. Speed trailers need to be placed in locations where they do not block pedestrians, bicyclists, motor vehicle traffic or other vital traffic control signs. Speed trailers are not substitutes for permanent actions, such as traffic calming treatments to address neighborhood speeding issues.

### **Active Speed Monitors**

Active speed monitors are permanent devices to keep drivers aware of their speeds and the need to slow down. They are typically mounted on a speed limit sign and visually display drivers' real-time speeds as they pass. Drivers see how fast they are actually driving compared to the posted speed limit. Some active speed monitors are solar-powered.

### **Traffic Complaint Hotlines**

A traffic complaint hotline allows community members to report traffic problems directly to law enforcement. It is used to identify the worst traffic problem areas and the most frequent traffic complaints. Police follow up with enforcement in the identified area and schedule additional enforcement if needed.

### **“Pedestrian Decoy” Operations**

Another way to bring attention to problems with drivers not yielding to pedestrians is through a “pedestrian decoy” when law enforcement officers in highly visible civilian clothes pose as pedestrians crossing the street while other hidden officers observe their attempts. If a driver violates safe crossing rules by failing to yield to the pedestrian, the hidden officers pursue and apprehend violators. Because it is such a highly visible approach, it often garners media interest and publicizes the need for drivers to be aware of pedestrians.

To execute a successful “pedestrian decoy” operation, law enforcement should complete the following steps:

1. Identify high-risk locations for pedestrians and communicate these locations to law enforcement, traffic engineers, schools and the public.
2. Observe the locations to see the types of violations that are occurring.
3. Calculate a reasonable amount of time for a driver to see and react to the pedestrian, and mark that distance back from the crossing with a cone or sign. One measure would be the “slide-to-stop” formula using a speed 10 mph over the posted limit.
4. Dress the “pedestrian” or law enforcement officer in high-visibility civilian clothes. He or she should not step into the street if the motor vehicle has passed the safe distance cone.
5. Identify violators and apprehend them. Other officers observe the crossing attempts from a hidden location that allows them to pursue and apprehend violators. If a concealed location is not feasible, the decoy officer can carry a radio to alert fellow officers of a violator.

### ***Progressive Ticketing***

Progressive ticketing is a method for introducing ticketing through a three-staged process. Issuing tickets is the strongest strategy of an enforcement program and it is usually reserved for changing unsafe behaviors that other strategies failed to change or that pose a real threat to the safety of students.

There are three main steps of an effective progressive ticketing program:

- Educating

Establish community awareness of the problem. The public needs to understand that drivers are speeding around schools and the consequences of this speeding for children's safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.

- Warning

Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.

- Ticketing

Finally, after the warning time expires, hold a press conference announcing when and where the law enforcement operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

Beginning a ticketing program with education and warnings is important, as it provides time to build support for the program as well as time for offenders to change their behaviors. Communities often find that parents receive many of the warnings and tickets issued by officers with school officials also being occasionally ticketed. When conducting speed enforcement inside neighborhoods, 75 percent to 80 percent of the ticketed drivers live within a mile of the enforcement site. Conducting enforcement at a school results in the percentage typically being on the higher side of this range.

Issuing warnings allows law enforcement to contact up to 20 times as many non-compliant drivers than the writing of citations does. In addition, the high frequency of stops ensures not only that many people directly make contact with law enforcement, but also that many others witness these stops and are prompted to start to obey the rules. Issuing tickets is needed, however, to deal with the drivers who continue the unsafe behaviors. Ticketing also gives the program credibility by showing that law enforcement is doing exactly what they said they would do if unsafe behavior did not change. Unfortunately, for some people receiving a ticket and experiencing the consequences are the only ways to get them to become safer drivers.

### **Speed Enforcement in School Zone**

Strict enforcement of speed laws in school zones is one law enforcement tool that can improve the safety for children walking and bicycling to school as well as drivers. A zero tolerance policy for speeders in school zones and even an increase in fines for drivers who violate the posted school zone speed limit are potential approaches.

### **Snow and Ice**

Snow and ice presents serious hazards to pedestrians and cyclists. Given the climatic conditions in Wilkins Township it is important to educate residents about need to clear snow and ice from sidewalks. As noted earlier, we recommend a public relations and education campaign, as well as some encouragement programs to promote increased compliance with the Township's snow removal ordinance. Property owners are more likely to respond to positive campaign efforts to address snow removal than they are enforcement actions, which have a negative connotation. When enforcement is necessary we recommend progressive enforcement, as described under progressing ticketing.

Wilkins Township Code requires all Property Owners to maintain their sidewalks in a snow and ice free condition.

Source:

§ 144-7

#### **Duties of property owner.**

*It shall be the responsibility of the owner of the abutting property to keep the sidewalk, together with any portion of his property paved and used as a sidewalk or public walk, immediately in front of his property in good order and repair and, at all times, free and clear of all obstruction to safe and convenient passage. This shall include keeping and maintaining such sidewalks free and clear of all dirt, trash and similar debris, including the reasonable removal of snow and ice, and shall also include keeping and maintaining the sidewalk free of any merchandise, signs or other unauthorized structure or appurtenance when the removal of the same is ordered by the sidewalk inspector.*

§ 144-10

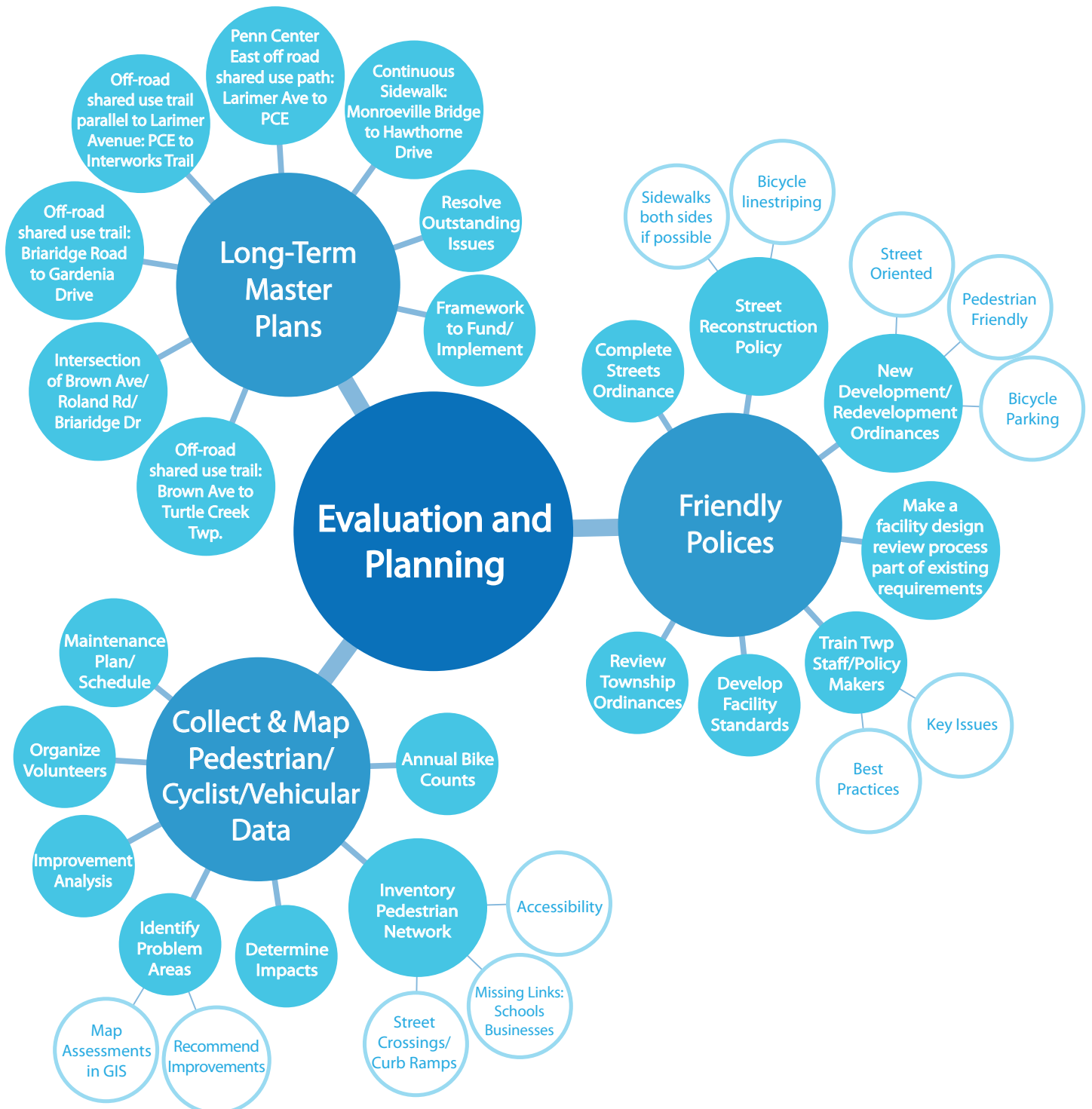
#### **Failure to comply.**

*A. If a property owner fails to comply with the requirements of a notice of violation, the enforcing authority of the Township may serve a written notice upon him requiring him to do what is necessary. The notice provided for in this section may be served on the property owner in person, by leaving the same at his place of residence or, if he has no residence in the Township, then by posting the same on the premises and mailing a copy thereof to the owner at his last known address as obtained from the Allegheny County Tax Assessor's office.*

*B. If such property owner fails to comply with such notice after 30 days from the date of its service, the Township's Ordinance Enforcement Officer or a police officer shall cite the property owner for a violation of this article.*

## Evaluation and Planning

Evaluation and planning are critical to advancing pedestrian and bicycling improvements and programs within Wilkins Township. Collecting baseline data, before improvements are made and programs take place is an important step. This allows us to evaluate whether the implemented improvements and programs are successful when pre and post improvement data is compared. In addition, many sources of funding to implement improvements and programs will require methods for evaluation.



### **Friendly Policies**

- Review and recommend necessary changes to the Township’s ordinances, regulations, and policies to address accommodations:
  - Adopt a Complete Streets ordinance pertaining to relevant streets.
  - Require street-oriented, pedestrian friendly design and bicycle parking for every new development or redevelopment.
  - Establish policy to require construction of sidewalks on both sides of the street, when feasible, during street reconstruction.
  - Establish policy to require bicycle infrastructure linstriping, when feasible, during street reconstruction or repaving.
  - Develop and implement guidelines and standards for the design of facilities in the Township.
  - Institute facility design review process into existing planning review requirements.
- Provide training to Wilkins Township staff and policy makers to familiarize them with issues and best practices.

### **Collect & Map Data**

Complete detailed assessments of infrastructure needs and map assessment results in Township GIS system.

- Inventory and evaluate the Township’s pedestrian infrastructure:
  - Locate and complete any gaps or deterioration in the existing sidewalk system, especially along important pedestrian connections between schools and businesses.
  - Locate and upgrade pedestrian street crossings in need of improvements, including the installation of High Visibility Crosswalks and curb ramps to meet ADA specifications.
  - Identify locations in need of accessibility improvements and make repairs.
- Inventory and evaluate the existing bicycle parking facilities throughout the Township and identify key locations to target for additional bike racks.
- Develop operation and maintenance plan and schedule for sidewalks, crosswalks, paths, trails, and on-street bike routes.
- Organize volunteers to conduct annual bicycle counts at key locations through the Township.
- Analyze crash data to identify problem areas, and evaluate problem areas to recommend safety improvements.
- Evaluate educational efforts to determine whether they are making a positive impact.



### **Site-Specific/Detailed Long-Term Master Plans**

Begin to advance long term projects by preparing master plans to resolve outstanding issues and provide a framework for funding and implementation of long term projects.

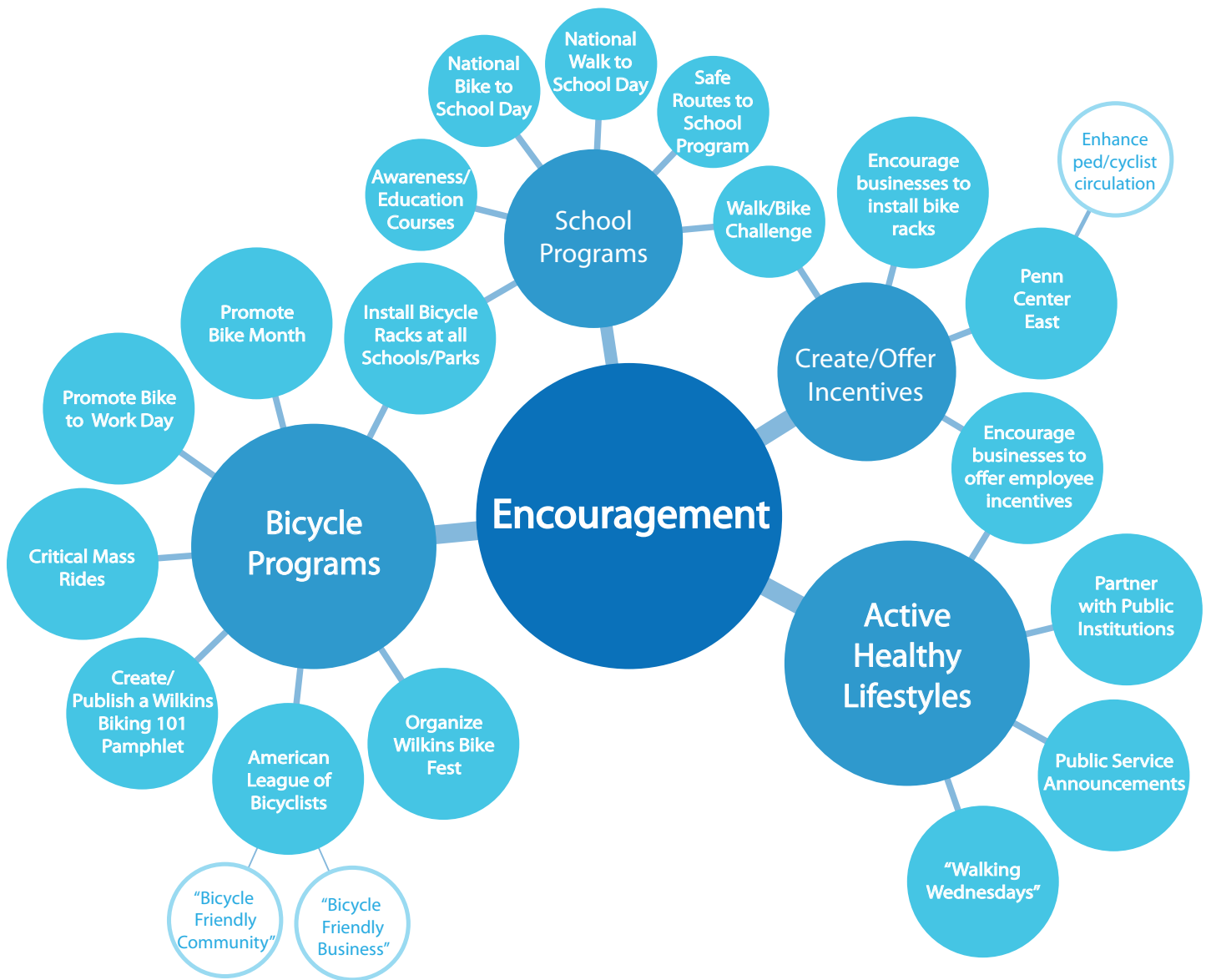
- Prepare master plan for continuous sidewalk connection between Monroeville bridge and Hawthorne drive.
- Work with Penn Center East to develop a master plan for an off-road shared use path between PCE campus and Larimer Avenue.
- Work with private land owners to develop a master plan for an off-road shared use path between PCE and the proposed Interworks Trail (running parallel to Larimer Avenue).
- Work with private land owners to develop a master plan for an off-road shared use path between Briaridge Drive and Gardenia Drive.
- Complete a traffic engineering analysis and master plan for the intersection of Brown Avenue/Roland Road/ Briaridge Drive to explore the possibility of converting the north-bound turn only lane into a continuous bike lane and removing the southern entrance to the Kuhn’s parking lot.
- Work with private land owners to develop a master plan for an off-road shared use path between Brown Avenue and Turtle Creek Township.

The value of planning is critically important to the success of improvements in Wilkins Township. Planning sets the stage by defining the vision, creating concepts and master plans to secure buy-in, and funding, and provides the details for advancing the overall implementation. Planning does not end with this plan; rather this plan has begun the process. Planning will be involved in each step along the way towards implementation of improvements and programs in Wilkins Township.



## Encouragement

In initiating any change of behavior, motivation generally encourages and affects change quicker than when no motivation is provided to affect the desired change. Good promotional measures are Bike Month and Bike to Work Week events as well as community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program.



### **Bicycle Programs**

- Promote bike to work day.
- Promote bike month.
- Schedule critical mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- Prepare and publish Wilkins Bicycling 101 pamphlet.
- Seek recognition from the American League of Bicyclists
  - “Bicycle Friendly Community”
  - “Bicycle Friendly Business”
- Organize and promote Wilkins Bike Fest to promote awareness and bicycle friendly events throughout the Township.
- Install bicycle racks at all schools.

### **School Programs**

- Work with Woodland Hills School District to establish and promote Safe Routes to Schools Program.
- Promote National Walk to School Day and National Bike to School Day.
- Conduct awareness and education courses throughout the public and private schools.

### **Active/Healthy Lifestyle Programs**

- Establish a business walking/bicycling challenge program.
- Partner with public institutions (schools, college, hospitals, government, etc.) to install bike parking on their properties.
- Produce public service announcements to acknowledge and promote pedestrian and bicycling activities within Wilkins.
- Promote Walking Wednesdays, etc.

### **Incentive Programs**

- Establish a business walking/bicycling challenge program.
- Encourage businesses to provide incentives for walking or bicycling to work.
- Encourage bicycle parking within existing businesses and require bicycle parking in new businesses.
- Work with Penn Center East to identify measures that will enhance pedestrian circulation to and within the campus.



## **Pedestrian and Bicycle Network Vision Plan**

The proposed pedestrian network improvement strategies that follow are recommended to increase pedestrian connectivity between the Township's residents and their desired destinations. To advance the implementation of the proposed pedestrian bicycle advisory committee should assist in prioritizing and recommending where the Township should focus its efforts and resources to improve pedestrian connectivity throughout the township.

The proposed bicycle network improvement strategies that follow are recommended to increase bicycle connectivity between the Township's residents and their desired destinations. The proposed pedestrian bicycle advisory committee should assist in prioritizing and recommending where the Township should focus its efforts and resources to improve bicycle connectivity throughout the township.

# Wilkins Township Active Transportation Study 2017

## Infrastructure Improvements Map

### Key Destinations

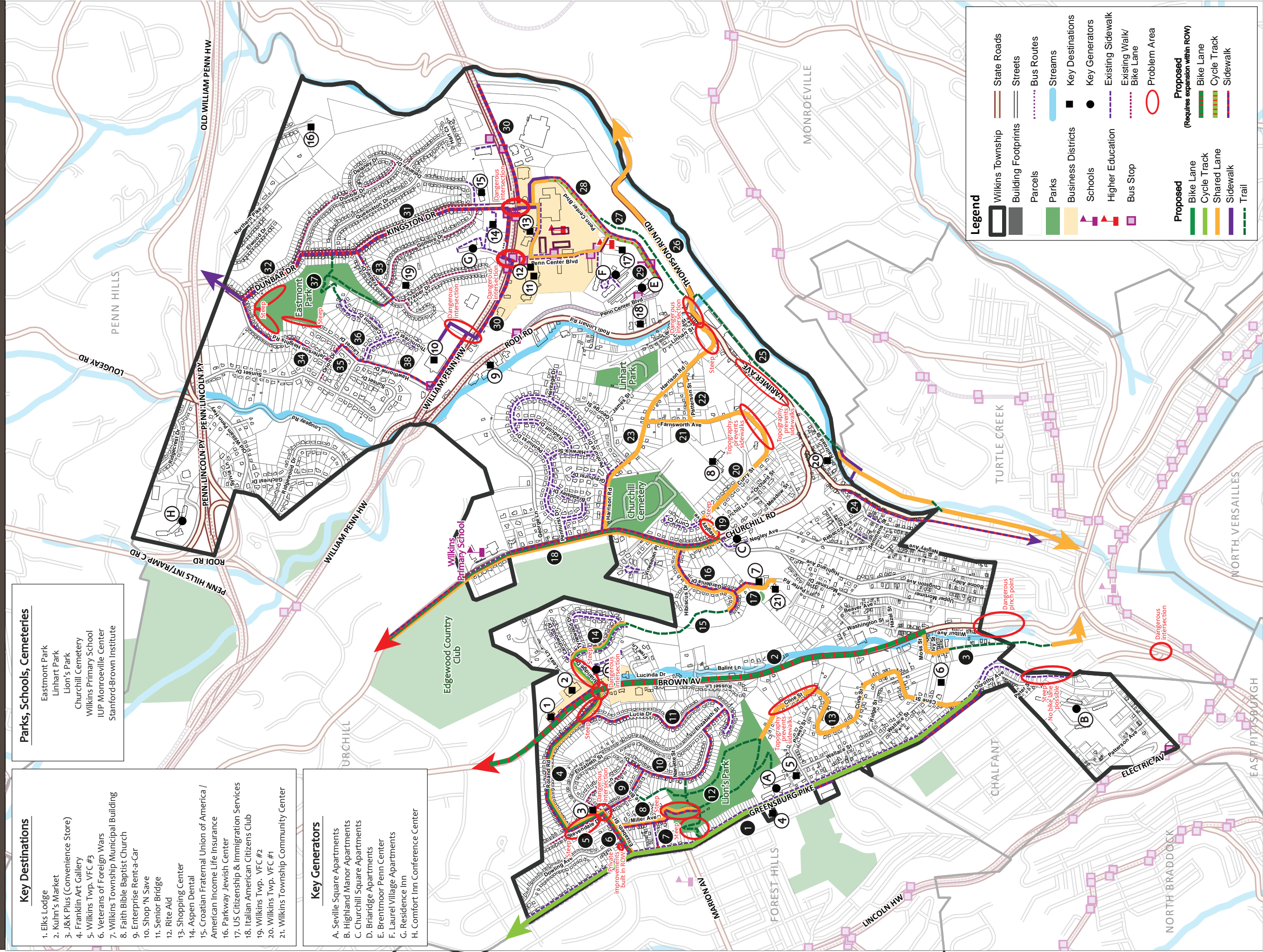
1. Elks Lodge
2. Kuhn's Market
3. J&K Plus (Convenience Store)
4. Franklin Art Gallery
5. Wilkins Twp. VFC #3
6. Veterans of Foreign Wars
7. Wilkins Township Municipal Building
8. Faith Bible Baptist Church
9. Enterprise Rent-a-Car
10. Shop 'N Save
11. Senior Bridge
12. Rite Aid
13. Shopping Center
14. Aspen Dental
15. Croatian Fraternal Union of America / American Income Life Insurance
16. Parkway Jewish Center
17. US Citizenship & Immigration Services
18. Italian American Citizens Club
19. Wilkins Twp. VFC #2
20. Wilkins Twp. VFC #1
21. Wilkins Township Community Center

### Parks, Schools, Cemeteries

- Eastmont Park
- Linhart Park
- Lion's Park
- Churchill Cemetery
- Wilkins Primary School
- IUP Monroeville Center
- Stanford-Brown Institute

### Key Generators

- A. Seville Square Apartments
- B. Highland Manor Apartments
- C. Churchill Square Apartments
- D. Briaridge Apartments
- E. Brentmoor Penn Center
- F. Laurel Village Apartments
- G. Residence Inn
- H. Comfort Inn Conference Center





## Wilkins Township Active Transportation Plan Streets Analysis

#	Street Name	Road Ownership	Total Road Width	Parking	Expansion within ROW	ROW Minimum	Existing Sidewalk	Sidewalk Condition	Elevation Change	Average Grade %
1	Greensburg Pike (north of Aliquippa Street)	County	44'	Two lanes	No	-	4' - 8' both sides	Poor/Fair	253' over 1.3 miles	3.7%
2	Brown Avenue (north of Moss Street)	State	32'	None	Yes	39'	None	-	240' over 1.6 miles	2.8%
3	Moss St / trail to Wilbur Avenue	Local	16' - 24'	None	No	-	None	-	No data	-
4	Roland Road	Local	24'	Unofficial	Yes	45'	None	-	105' over 0.5 miles	4.0%
5	Stevendale Drive (north of Elizabeth Street)	Local	24'	Unofficial	Yes	46'	None	-	75' over 0.1 mile	14.2%
6	Elizabeth Steet	Local	24'	Unofficial	Yes	49'	0' - 4'	Poor	36' over 0.2 miles	3.4%
7	Alpine Boulevard	Local	24'	Unofficial	Yes	60'	None	-	56' over 0.2 mile	5.3%
8	Miller Avenue	Local	24'	Unofficial	Yes	40'	None	-	33' over 0.1 mile	6.3%
9	Stevendale Drive (south of Elizabeth Street)	Local	24'	Unofficial	Yes	46'	None	-	20' over 0.2 miles	1.9%
10	Rita Drive	Local	24'	Unofficial	Yes	50'	None	-	36' over 0.2 miles	3.4%
11	Lucia Drive	Local	24'	Unofficial	Yes	50'	None	-	60' over 0.5 miles	2.3%
12	Lion's Park connections	-	-	-	-	-	None	-	No data	-
13	Cline Street	Local	20'	Unofficial	No	-	None	-	36' over 0.3 miles	2.2%
14	Briaridge Drive	Local	26'	None	No	-	5'	Fair	167' over 0.3 miles	10.5%
15	Trail connection: Briaridge Drive to Gardenia Drive	-	-	-	-	-	None	-	No data	-
16	Gardenia Drive	Local	24'	None	No	-	None	-	85' over 0.3 miles	5.4%
17	Peffer Road	Local	24'	None	No	-	None	-	Mostly flat	-
18	Churchill Road (north from Negley Avenue)	County	22'	None	Yes	32'	None	-	125' over 0.7 miles	3.4%
19	Negley Avenue	Local	22'	None	No	-	None	-	60' over 370'	16.2%
20	Curry Steet	Local	22'	None	No	-	None	-	30' over 0.3 miles	1.9%

## Streets Analysis (cont.)

#	Street Name	Road Ownership	Total Road Width	Parking	Expansion within ROW	ROW Minimum	Existing Sidewalk	Sidewalk Condition	Elevation Change	Average Grade %
21	Farnsworth Avenue	Local	22'	None	No	-	None	-	23' over 0.4 miles	1.1%
22	Patterson Steet	Local	20'	Unofficial	No	-	None	-	85' over 0.1 miles	16.0%
23	Harrison Road	Local	22'	None	No	-	None	-	377' over 0.7 miles	10.2%
24	Larimer Avenue (south of Mc Master Avenue)	State	22'	None	Yes	30'	None	-	20' over 0.3 miles	1.3%
25	Trail connection: Turtle Creek Township to Thompson Run Road	-	-	-	-	-	None	-	No data	-
26	Thompson Run Road	State	25'	None	No	-	None	-	Mostly flat	-
27	Trail connection: Thompson Run Road to Penn Center Boulevard	-	-	-	-	-	None	-	No data	-
28	Penn Center Boulevard	Private	28'	None	Yes	Private	None	-	20' over 0.2 miles	1.9%
29	Penn Center Boulevard	Local	26'	None	Yes	-	None	-	36' over 0.2 miles	3.4%
30	William Penn Highway	State Highway	55' - 68'	None	Yes	82'	None	-	Mostly flat	-
31	Kingston Drive	State	24'	Unofficial	Yes	44'	None	-	177' over 0.6 miles	5.6%
32	Dunbar Drive	State	24'	Unofficial	Yes	49'	None	-	56' over 0.4 miles	2.7%
33	Frazier Drive	Local	24'	Unofficial	Yes	50'	None	-	69' over 0.2 miles	6.5%
34	Jefferson Heights Road	Local	24'	Unofficial	Yes	50'	None	-	108' over 0.3 miles	6.8%
35	Orion Drive	Local	24'	Unofficial	Yes	50'	None	-	26' over 300'	8.7%
36	Laurel Drive	Local	24'	Unofficial	Yes	50'	None	-	16' over 350'	4.6%
37	Eastmont Park connections	-	-	-	-	-	None	-	No data	-
38	Hawthorne Drive	Local	22'	None	Yes	52'	None	-	72' over 0.2 miles	6.8%



## Wilkins Township Active Transportation Plan

### Recommended Transportation Improvements

#	Street Name	Proposed Infrastructure Improvements	Restrictions/Consequences
1	<b>Greensburg Pike</b>	11' Cycle track 2' buffer (east side of street)	Loss of one parking lane to accommodate cycle track
		Convert west travel lane/parking lane into full-time parking lane	
2	<b>Brown Avenue (north of Moss Street)</b>	Convert 5' shoulders into 6' Bike lanes with 2' buffer	Topography limits expansion
		Narrow drive lanes from 11' to 10'	Pinch point just south of Wilkins Twp unsafe (poor visibility + fast car speeds + no space for bike lanes)
			4' expansion into ROW needed
3	<b>Moss St/Trail to Wilbur Avenue</b>	Shared lanes (Moss Street)	Steep elevation
		Create 12' shared trail along paper street connecting to Wilbur Avenue	Stream limits expansion into ROW
			Crosses into Turtle Creek Twp
4	<b>Roland Road</b>	Convert 4' painted walking lane into uphill 5' bike lane	Steep elevation areas
		Downhill shared lane markings	Unofficial street parking eliminated and may need to be enforced
		6' Sidewalk (one side)	7' expansion into ROW needed
5	<b>Stevendale Drive (north of Elizabeth Street)</b>	Convert 4' painted walking lane into uphill 5' bike lane	Steep elevation areas
		Downhill shared lane	Unofficial street parking eliminated and may need to be enforced
		6' Sidewalk (one side)	7' expansion into ROW needed
6	<b>Elizabeth Street</b>	Uphill 6' bike lane	Private property enhancements built into ROW would be affected/removed
		Downhill shared lane markings	8' expansion into ROW needed
		6' Sidewalk (one side)	Existing 3' sidewalk must be removed
		Narrow Drive lanes from 12' to 10'	
7	<b>Alpine Boulevard</b>	6' Sidewalk (one side)	Unofficial street parking eliminated and may need to be enforced
		Shared lane markings	
8	<b>Miller Avenue</b>	6' Sidewalk (one side)	Unofficial street parking eliminated and may need to be enforced
		Shared lane markings	
9	<b>Stevendale Drive (south of Elizabeth Street)</b>	6' Sidewalk (one side)	Unofficial street parking eliminated and may need to be enforced
			6' expansion into ROW needed

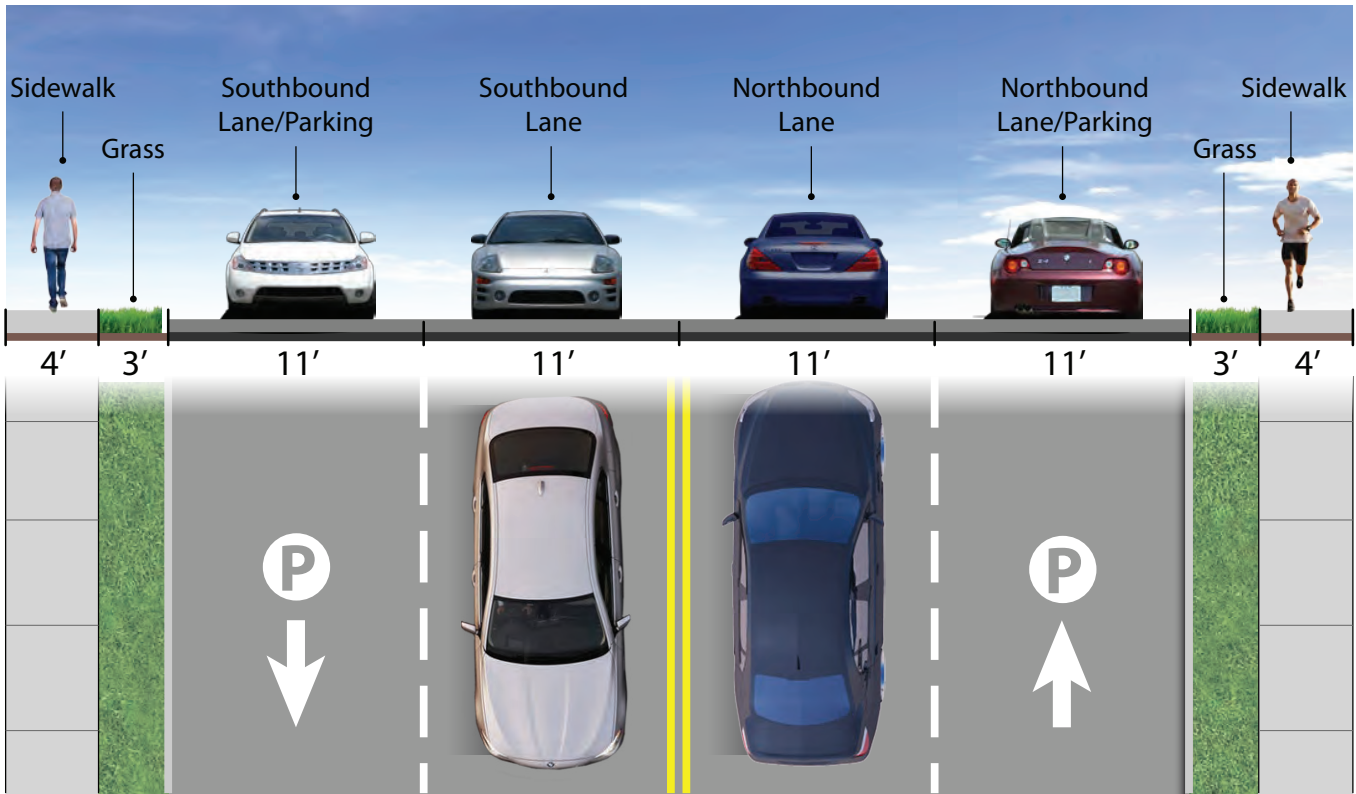
## Recommended Transportation Improvements (Cont.)

#	Street Name	Proposed Infrastructure Improvements	Restrictions/Consequences
10	Rita Drive	6' Sidewalk (one side)	Unofficial street parking eliminated and may need to be enforced
			6' expansion into ROW needed
11	Lucia Drive	Convert 4' painted walking lane into a 6' sidewalk	Unofficial street parking eliminated and may need to be enforced
			2' expansion into ROW needed
12	Lion's Park connections	Repair Rita Drive trail	Rita Drive trail over grown and missing stairs
		Create path to connect pavilion to start of ravine trail	Stevendale Drive trail on private property
		Add way finding signage for ravine/Cline Street trail loop	Steep elevation along Greensburg Pike
		8' Shared trail connection from Greensburg Pike	
13	Cline Street	Shared lane markings	Topography limits expansion
14	Briaridge Drive	Uphill 5' bike lane	Steep elevation
		Downhill shared lane markings	
15	Trail connection: Briaridge Drive to Gardenia Drive	12' Shared trail	Steep elevation
			Private property negotiation/acquisition required
16	Gardenia Drive	Shared lane markings	Steep elevation
			Private property enhancements built into ROW would be affected/removed
17	Peffer Road	Shared lane markings	Private property enhancements built into ROW would be affected/removed
18	Churchill Road (north from Negley Avenue)	Uphill 6' bike lane	Steep elevation
		Downhill shared lane markings	Private property enhancements built into ROW would be affected/removed
		6' Sidewalk (one side)	
19	Negley Avenue	Shared lane markings	Steep elevation
			Topography limits expansion
20	Curry Street	Shared lane markings	Private property enhancements built into ROW would be affected/removed
			Topography limits expansion
21	Farnsworth Avenue	Shared lane markings	Private property enhancements built into ROW would be affected/removed
			Topography limits expansion

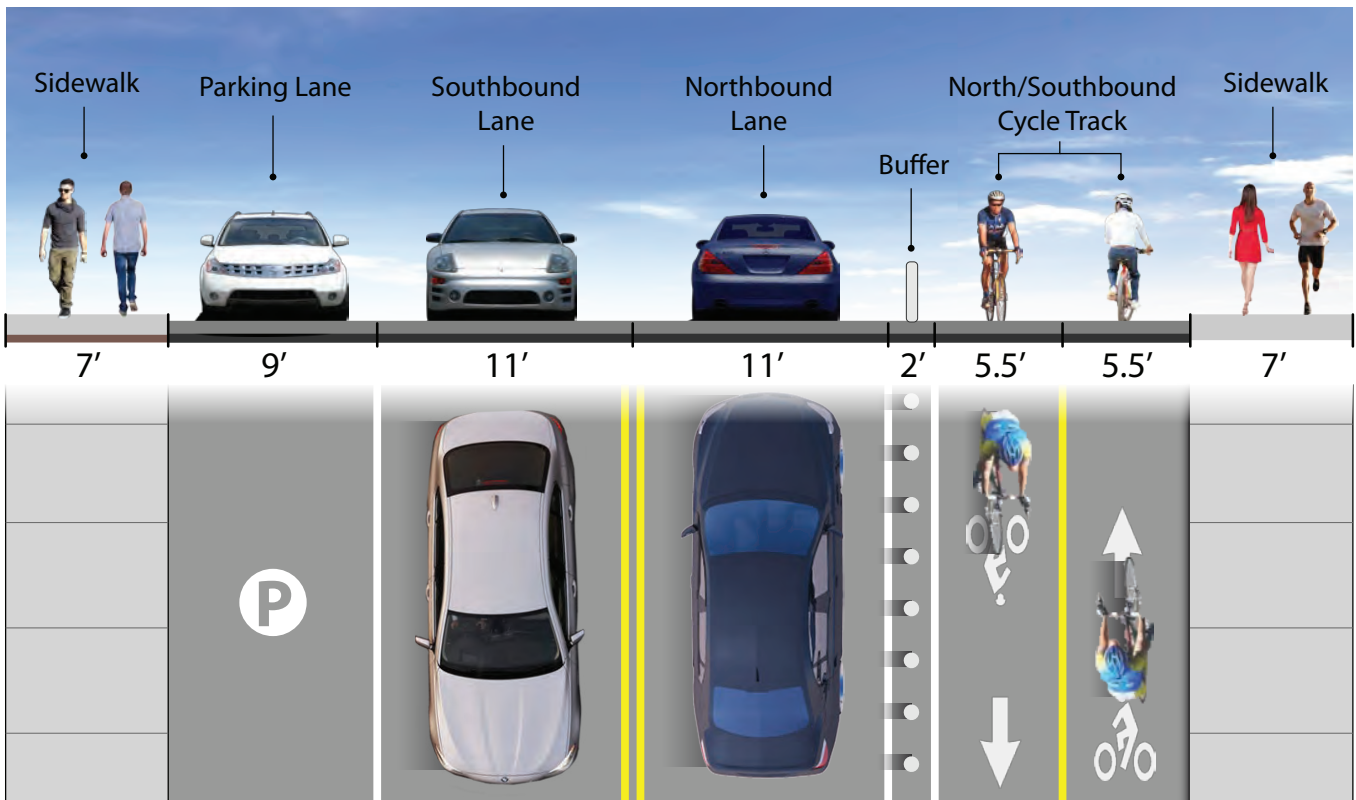
## Recommended Transportation Improvements (Cont.)

#	Street Name	Proposed Infrastructure Improvements	Restrictions/Consequences
22	<b>Patterson Street</b>	Shared lane markings	Private property enhancements built into ROW would be affected/removed
			Topography limits expansion
23	<b>Harrison Road</b>	Shared lane markings	Private property enhancements built into ROW would be affected/removed
			Topography limits expansion
			Steep elevation
24	<b>Larimer Avenue (south of Mc Master Avenue)</b>		Private property enhancements built into ROW would be affected/removed
			Narrow ROW
25	<b>Trail connection: Turtle Creek Township to Thompson Run Road</b>	12' Shared trail	Private property negotiation/acquisition required
26	<b>Thompson Run Road</b>	Shared lane markings	
27	<b>Trail connection: Thompson Run Road to Penn Center Boulevard</b>	12' Shared trail	Private property negotiation/acquisition required
28	<b>Penn Center Boulevard (Private)</b>	11' Cycle track (east side)	Private property negotiation/acquisition required
		6' Sidewalk (east side only)	
29	<b>Penn Center Boulevard (Local)</b>		Steep elevation
30	<b>William Penn Highway</b>	6' Sidewalk (one side)	Heavy Traffic
			Topography limits expansion: Cannot build on south side of William Penn Highway between Kingston Avenue and Penn Center Boulevard (west) Cannot build on north side of William Penn Highway between Penn Center Boulevard (west) and Shop N Save entrance
31	<b>Kingston Drive</b>	Convert 4' walking lane into 6' sidewalk	Steep elevation
			Private property enhancements built into ROW would be affected/removed
			2' expansion into ROW needed
32	<b>Dunbar Drive</b>	Convert 4' walking lane into 6' sidewalk	Private property enhancements built into ROW would be affected/removed
			2' expansion into ROW needed

**Existing**



**Proposed**



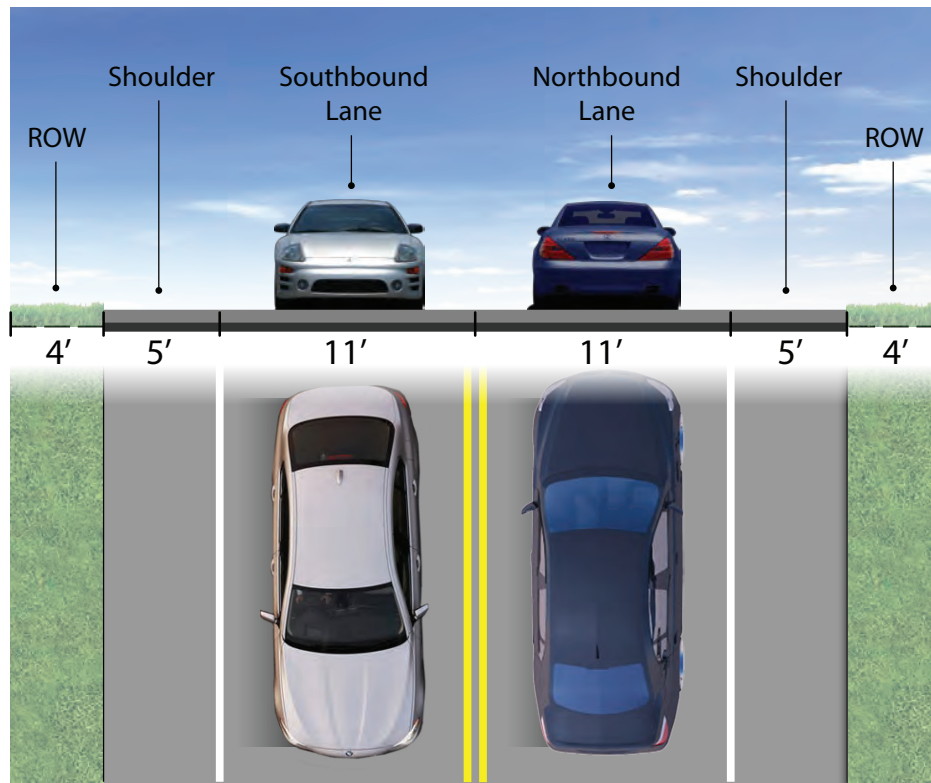
GREENSBURG PIKE - North from Aliquippa St.  
County Road



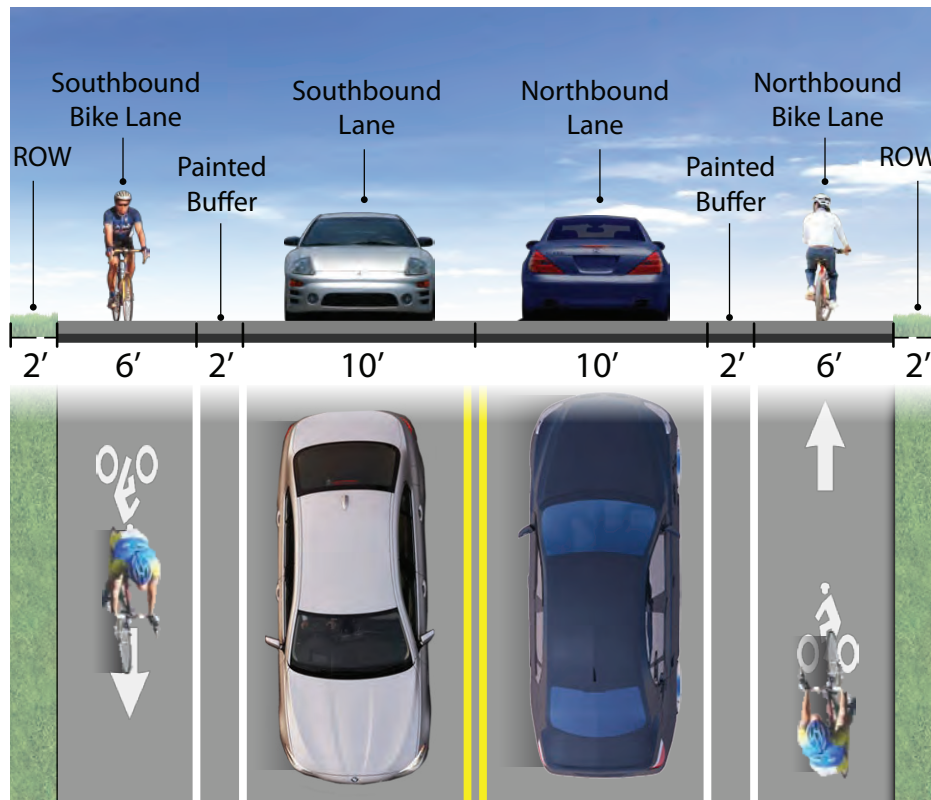
1

Wilkins Township Active Transportation Plan

Existing



Proposed



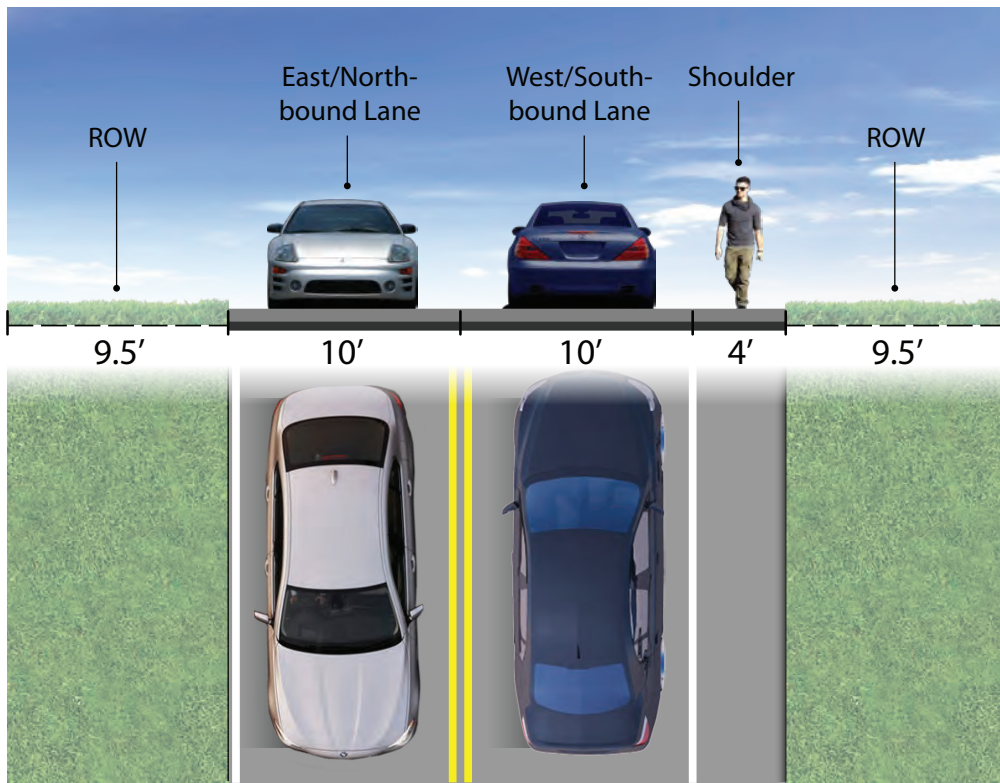
BROWN AVE. - North of Moss St  
State Road

2

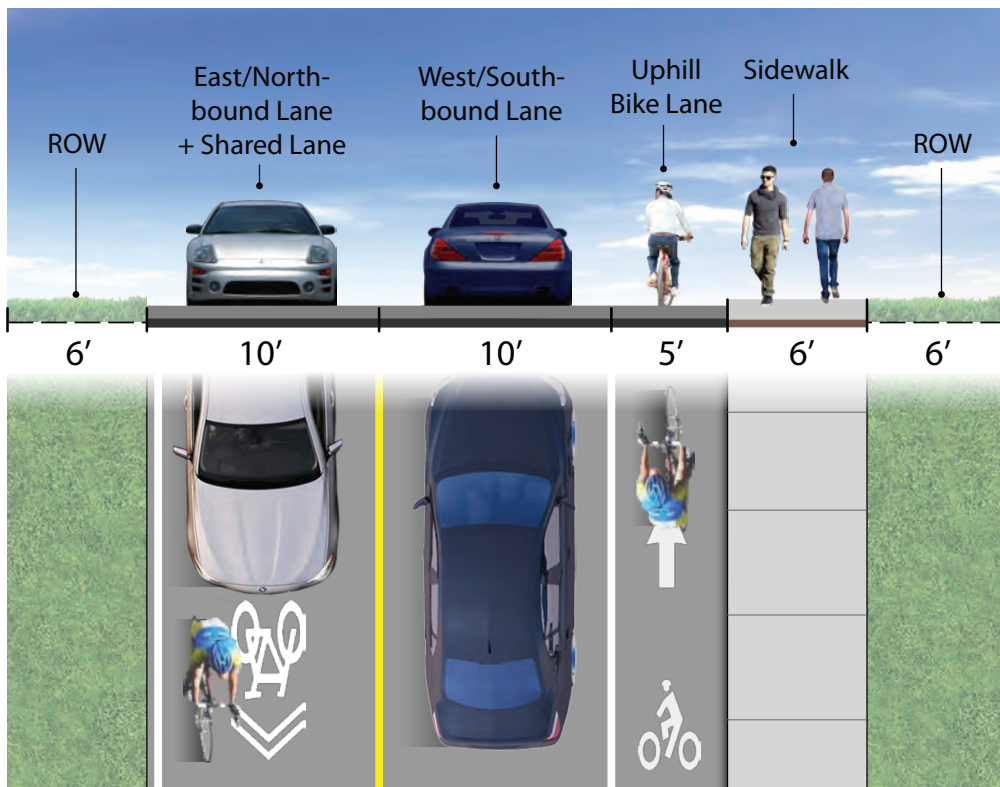
Wilkins Township Active Transportation Plan



Existing



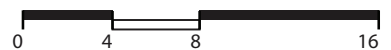
Proposed



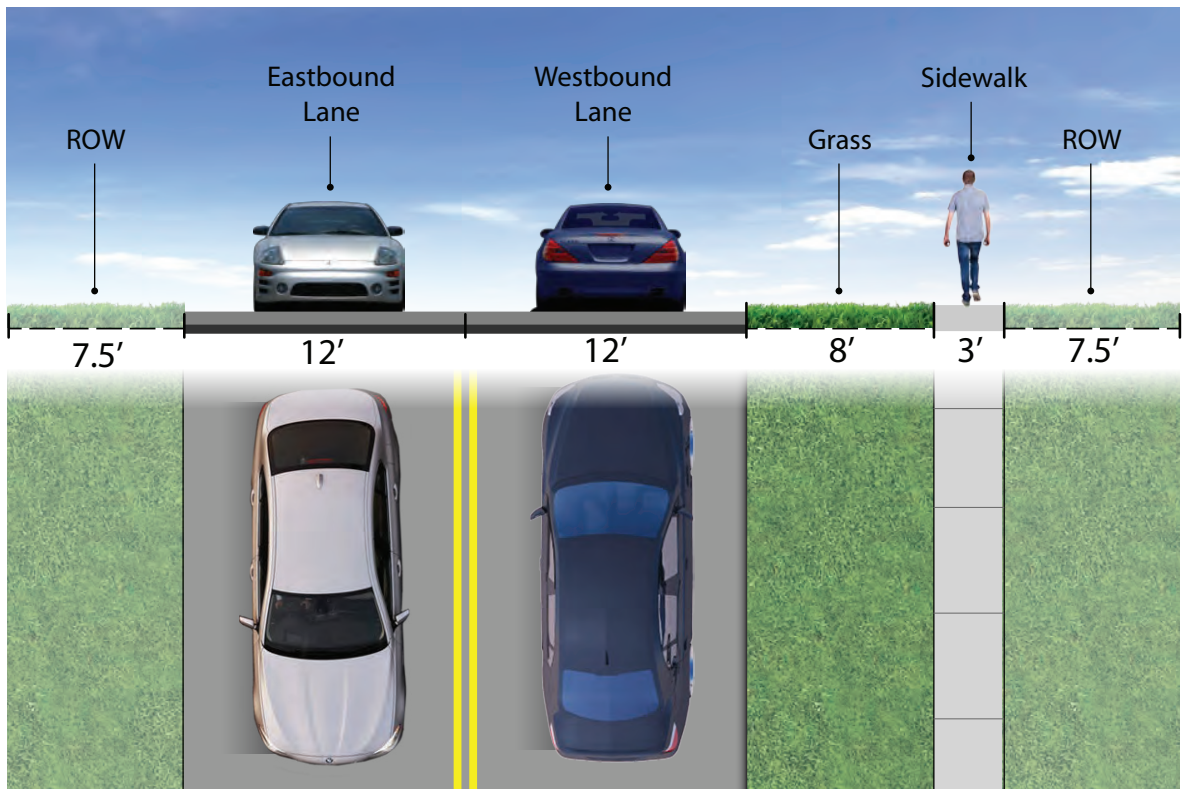
ROLAND RD. / STEVENDALE DR. - To Elizabeth St.

Local Road

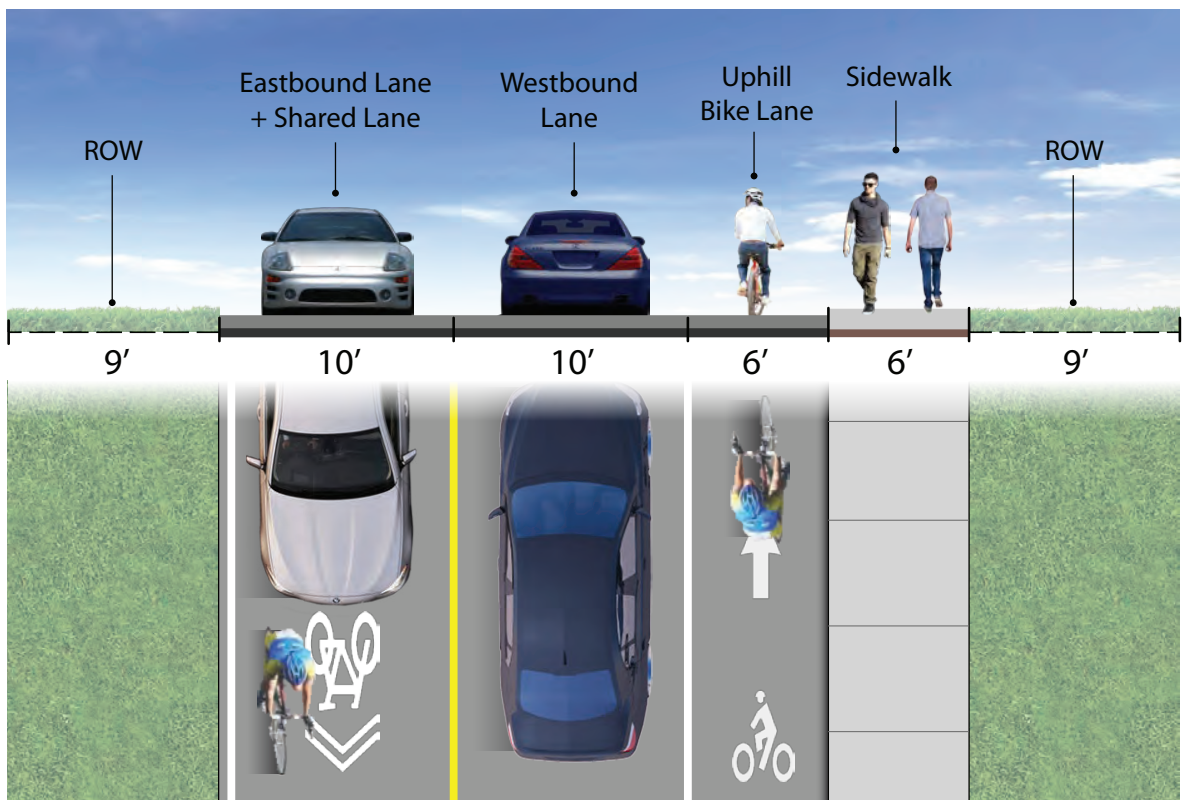
Wilkins Township Active Transportation Plan



Existing



Proposed



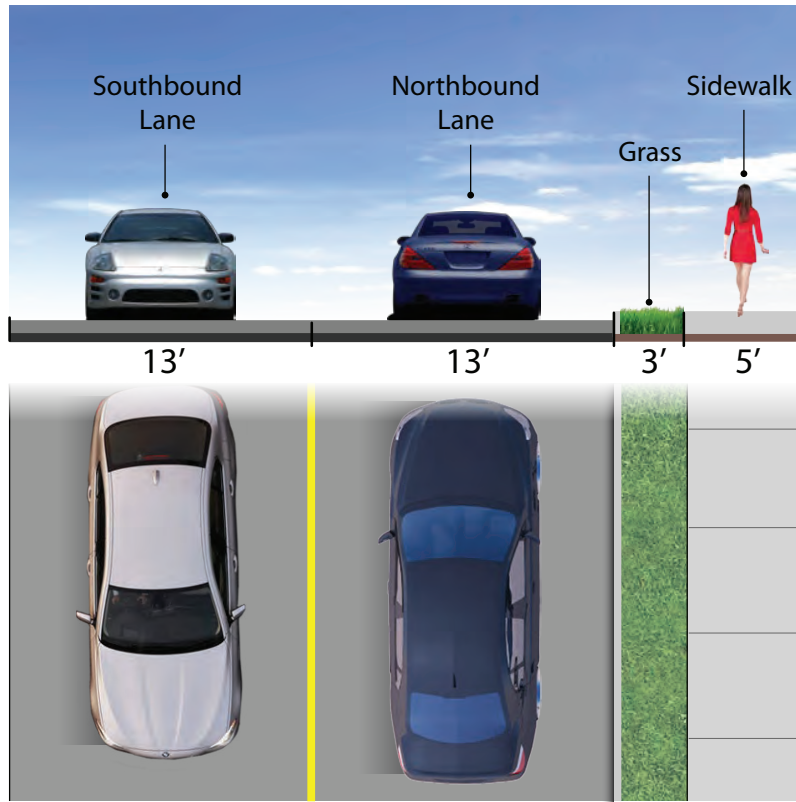
ELIZABETH ST. - Stevendale Dr. to Greensburg Pike  
Local Road

6

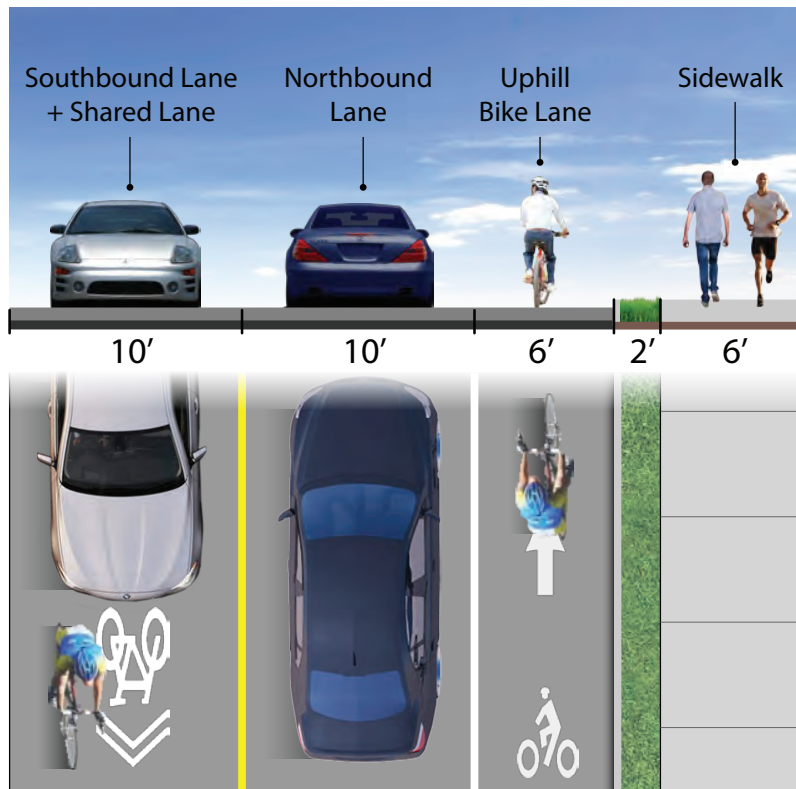
Wilkins Township Active Transportation Plan



Existing



Proposed



BRIARIDGE DR.  
Local Road

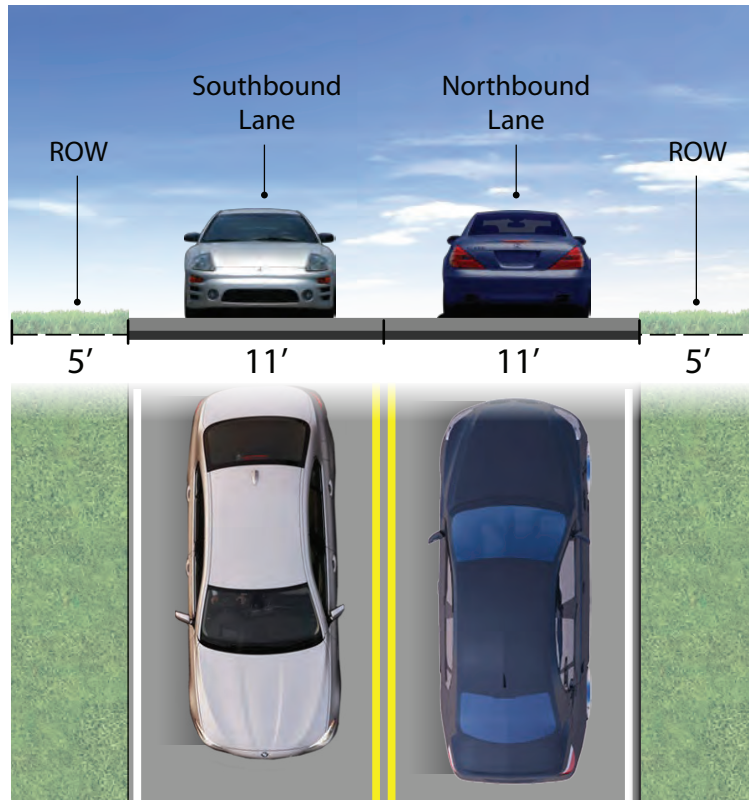
14

Wilkins Township Active Transportation Plan

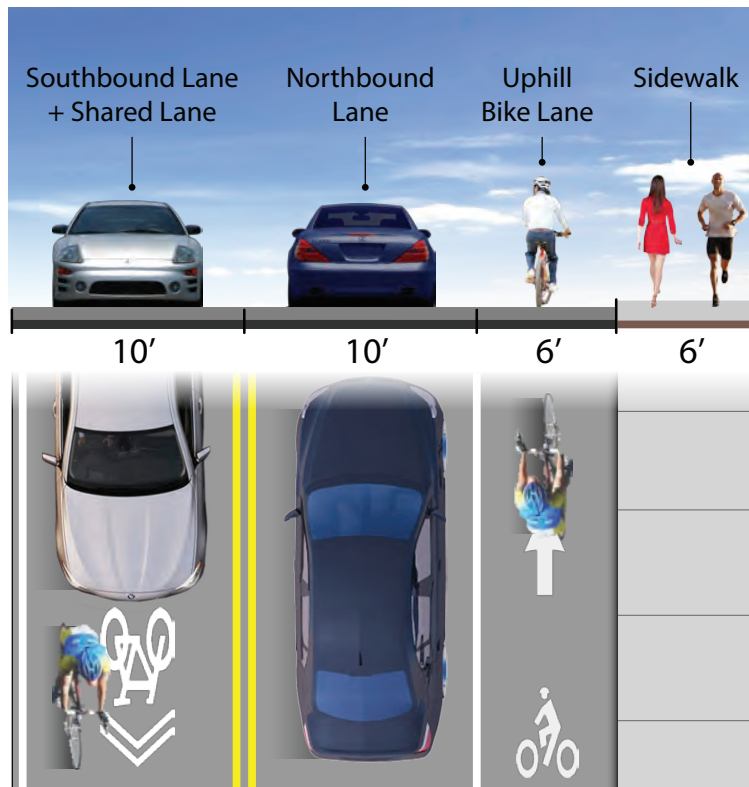




Existing



Proposed



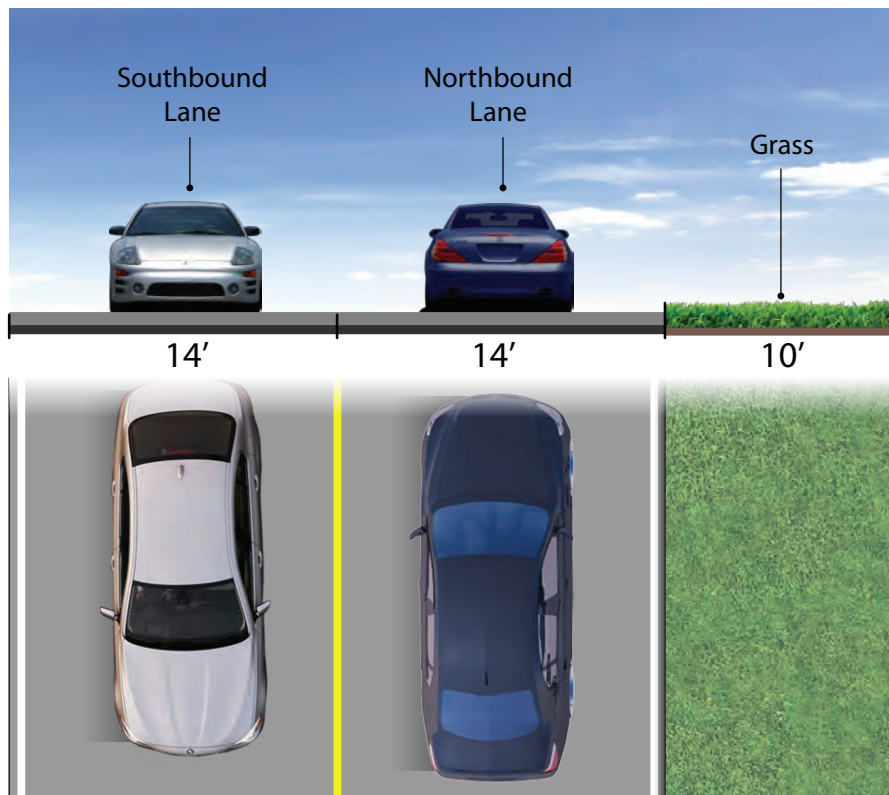
CHURCHILL RD. - North of Negley Ave.  
County Road

18

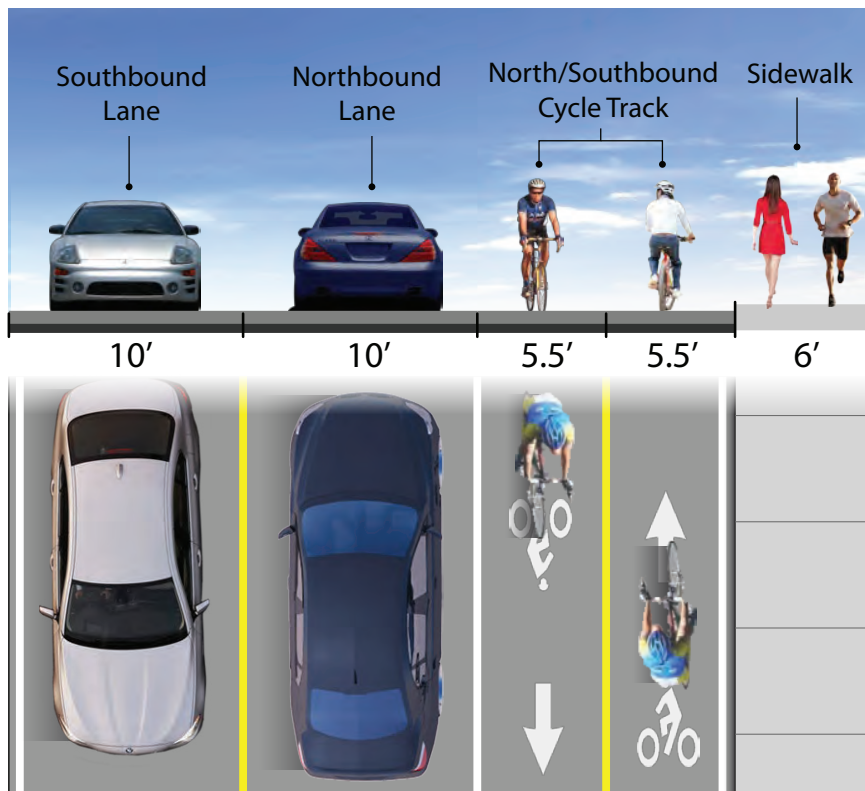
Wilkins Township Active Transportation Plan



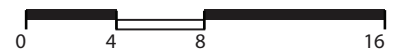
Existing



Proposed



PENN CENTER BLVD (EAST SIDE) - from apartments  
Local/Private Road



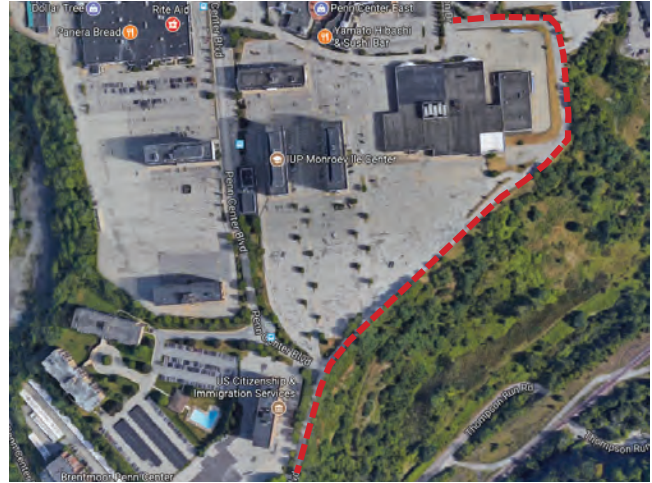
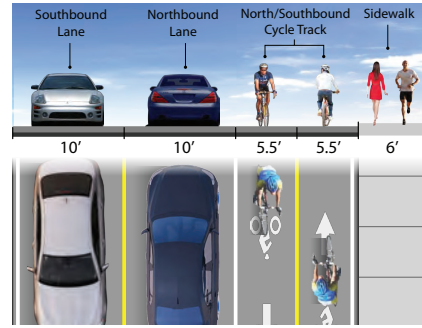
## Penn Center East

Penn Center East is a privately owned, 92 acre mixed use campus in the northern part of Wilkins Township off of William Penn Highway and is less than 1 mile from the Monroeville Mall. Since it consists of high rise apartments and office buildings, retail development, restaurants, and bus stops, there is a high demand for active transportation in this area. It is up to the private owners to install active transportation improvements, however. Many pedestrian improvements have already been made within Penn Center East, but there is potential left for further improvements to better connect it to surrounding communities. Pashek + MTR met with Penn Center East representatives to discuss these potential connections and partnerships with the Township. Proposed active transportation improvements included:

- Formalizing an old roadway (now overgrown meadow) into a paved shared use trail to connect Penn Center East to Larimer Avenue.
- Adding a sidewalk/cycle track along the east loop of Penn Center Boulevard.
- Adding a sidewalk along the section of Penn Center Boulevard extending from Kingston Drive to connect pedestrians to the sidewalk soon to be implemented along William Penn Highway, which will further connect them to Monroeville.



Potential Connection from Larimer Ave



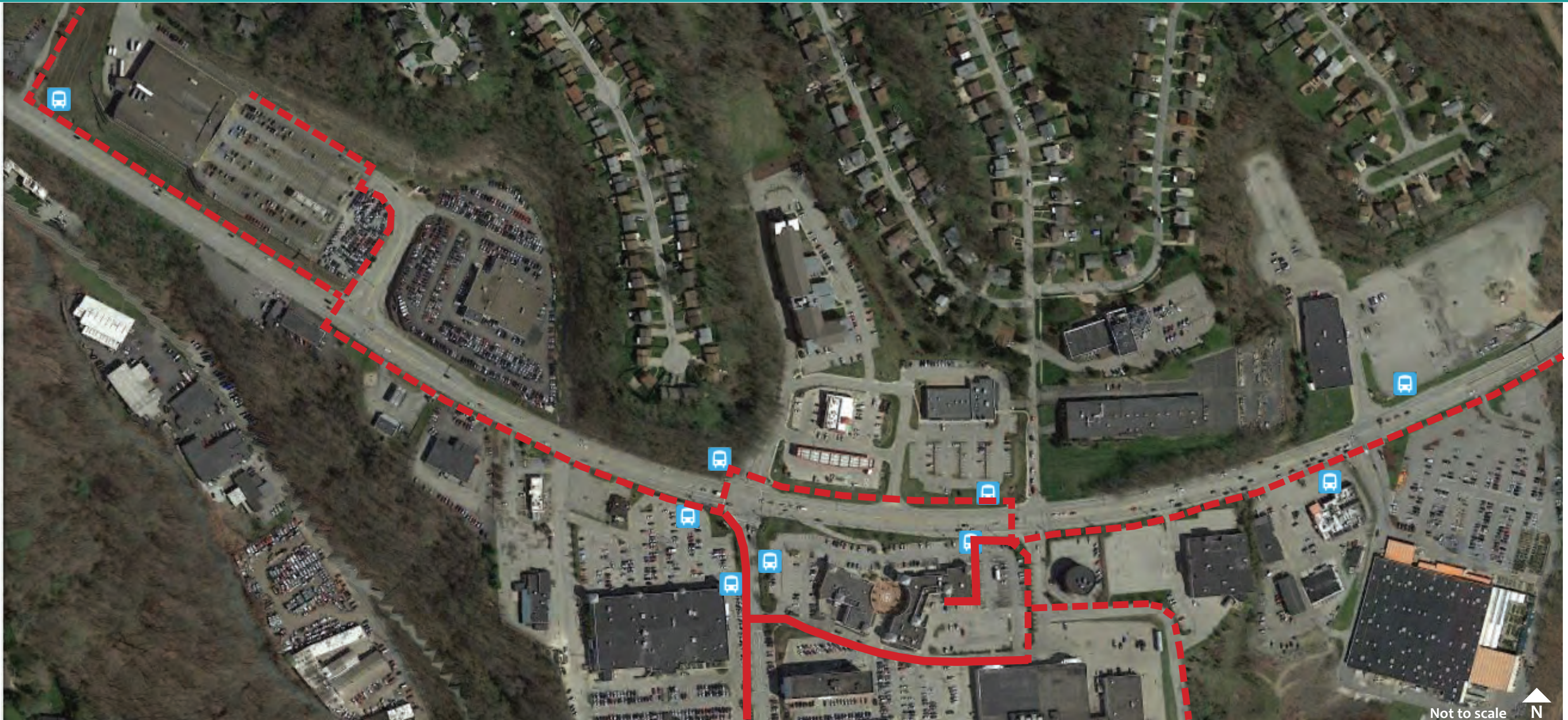
Potential Cycle Track and Sidewalk



- Existing/In-progress Sidewalks
- - - Pashek + MTR Proposed Sidewalks

Potential Sidewalk Connection Along Kingston Ave



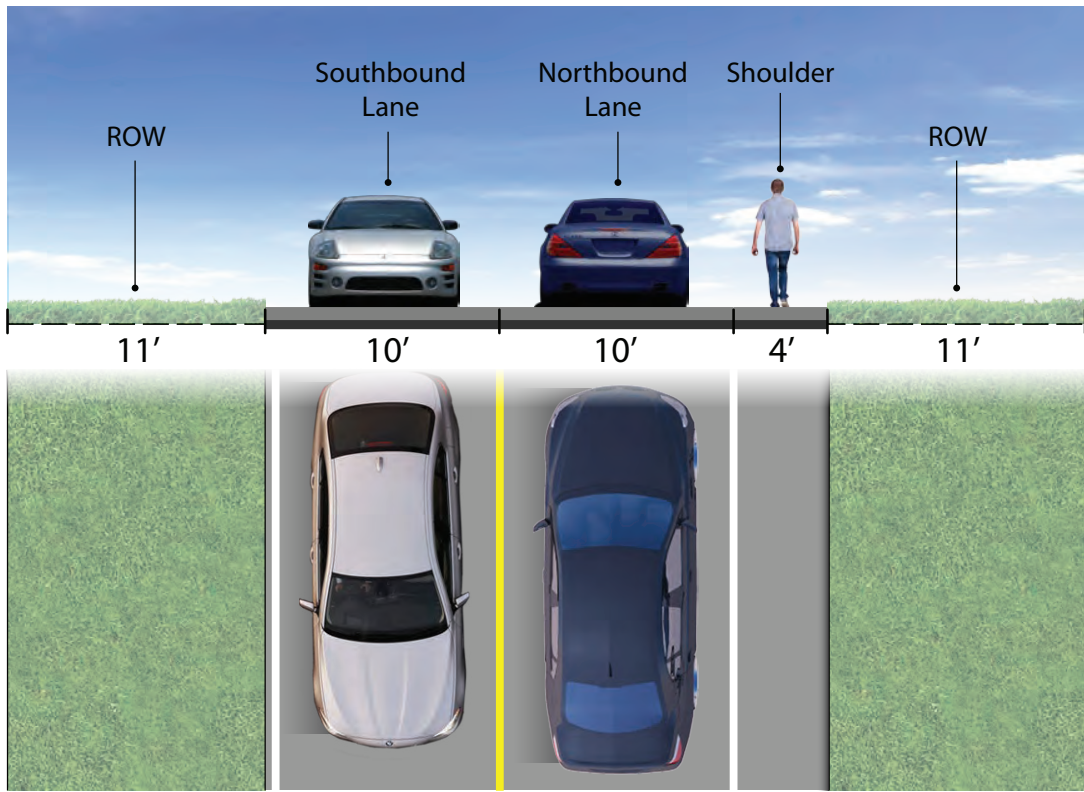


- Existing/In-progress Sidewalks
- - - Pashek + MTR Proposed Sidewalks

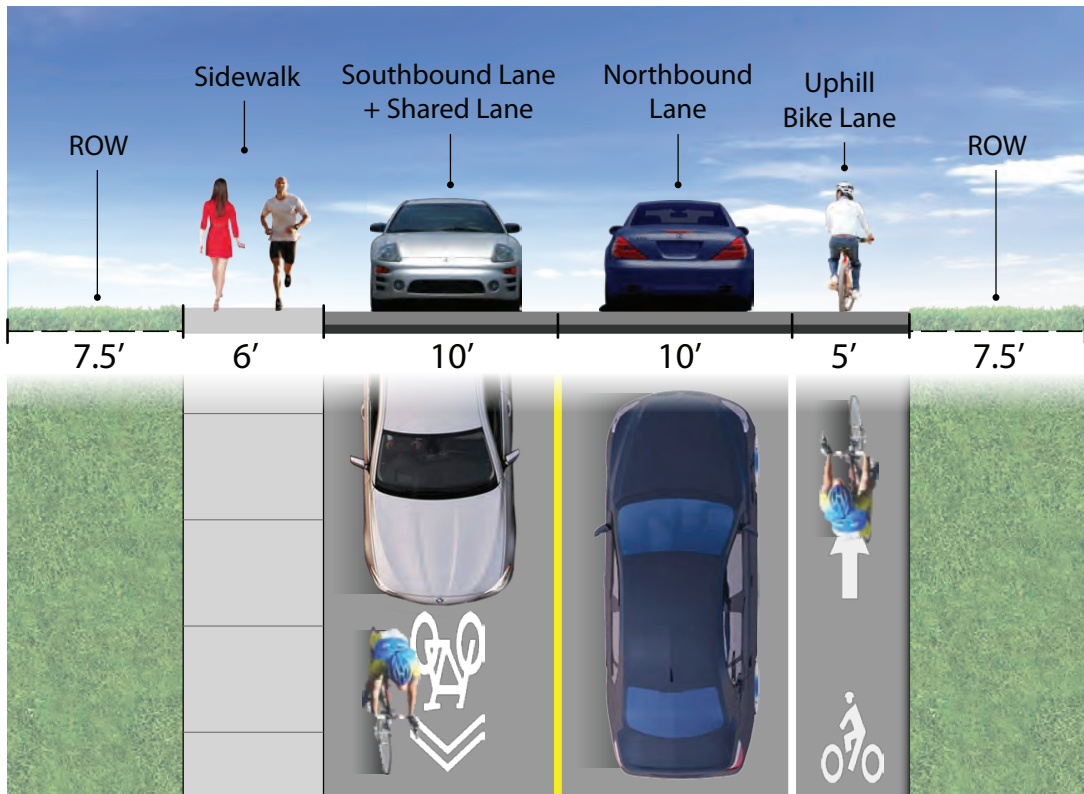
## Sidewalk Along Route 22



Existing



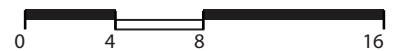
Proposed



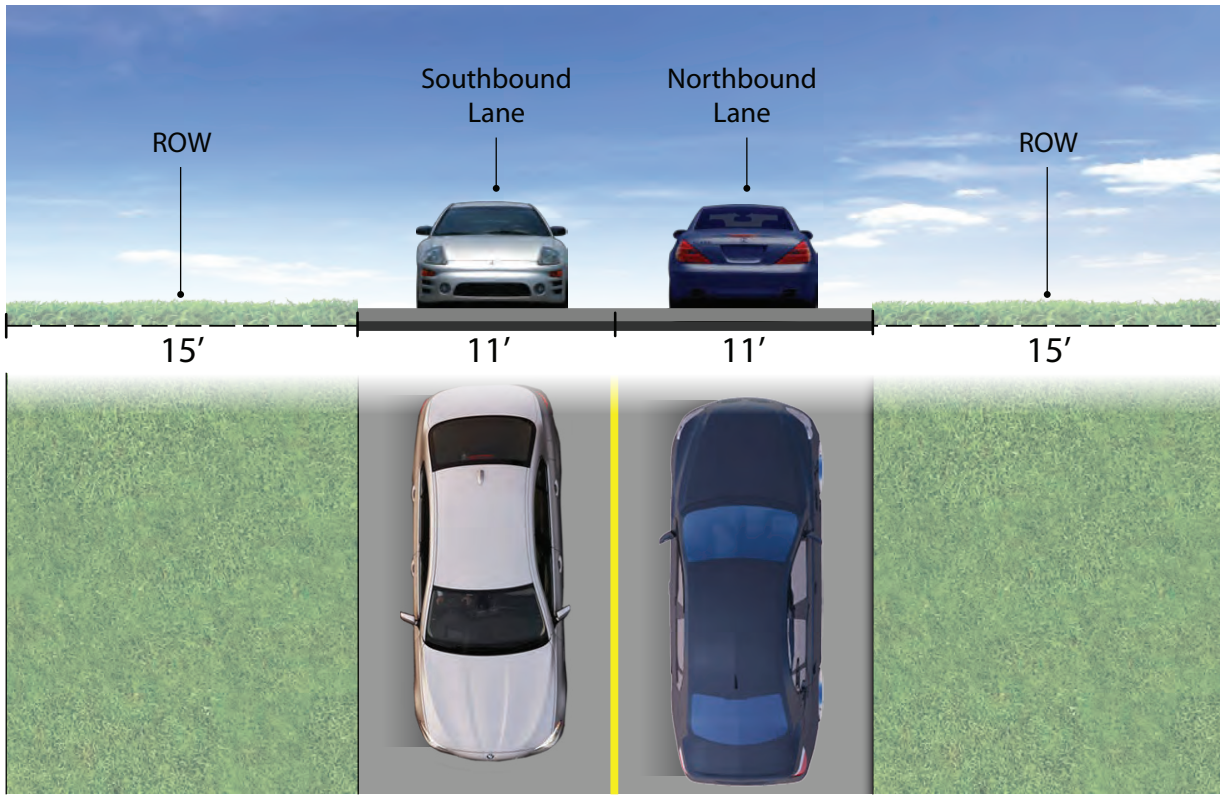
KINGSTON DR / DUNBAR DR  
State Road

31/32

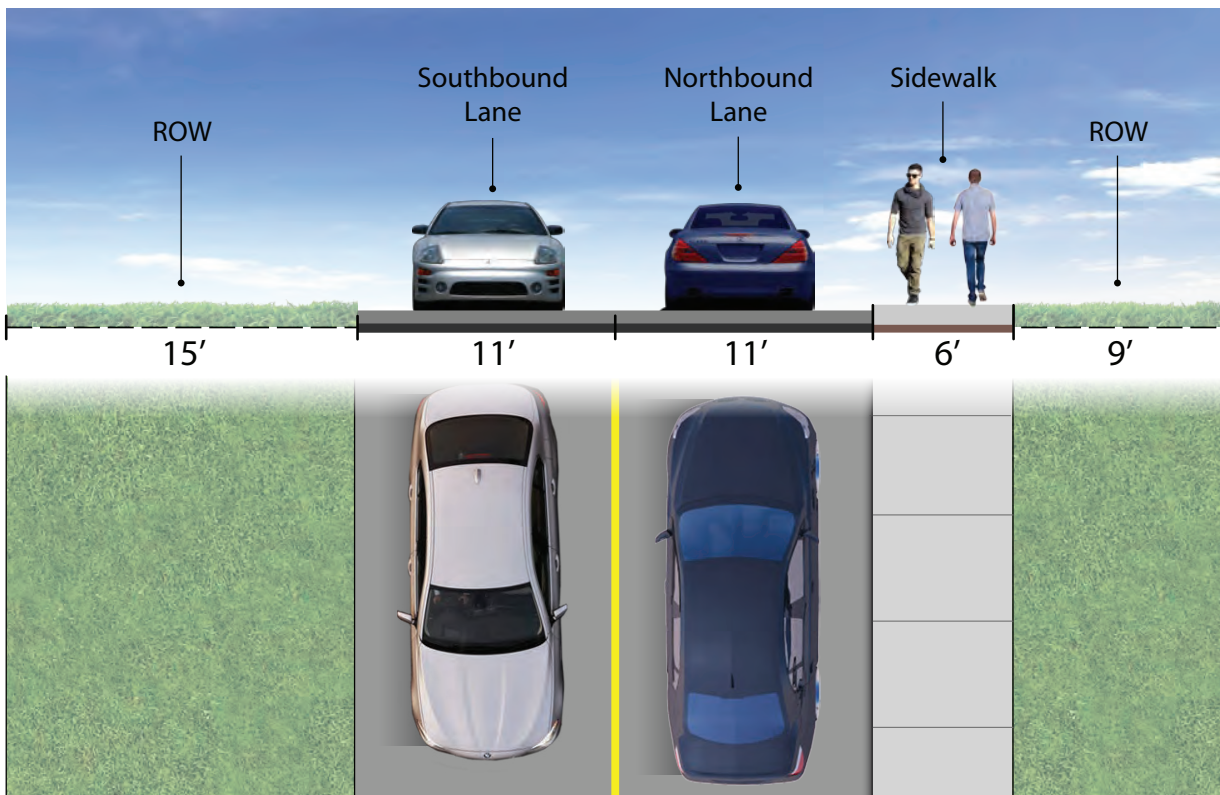
Wilkins Township Active Transportation Plan



Existing



Proposed



HAWTHORNE DR  
Local Road

38

Wilkins Township Active Transportation Plan







Shared Lane Marking



Cycle Track

## Intersection Enhancement Plan

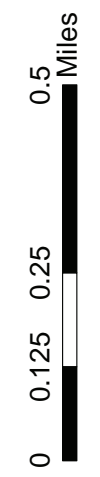
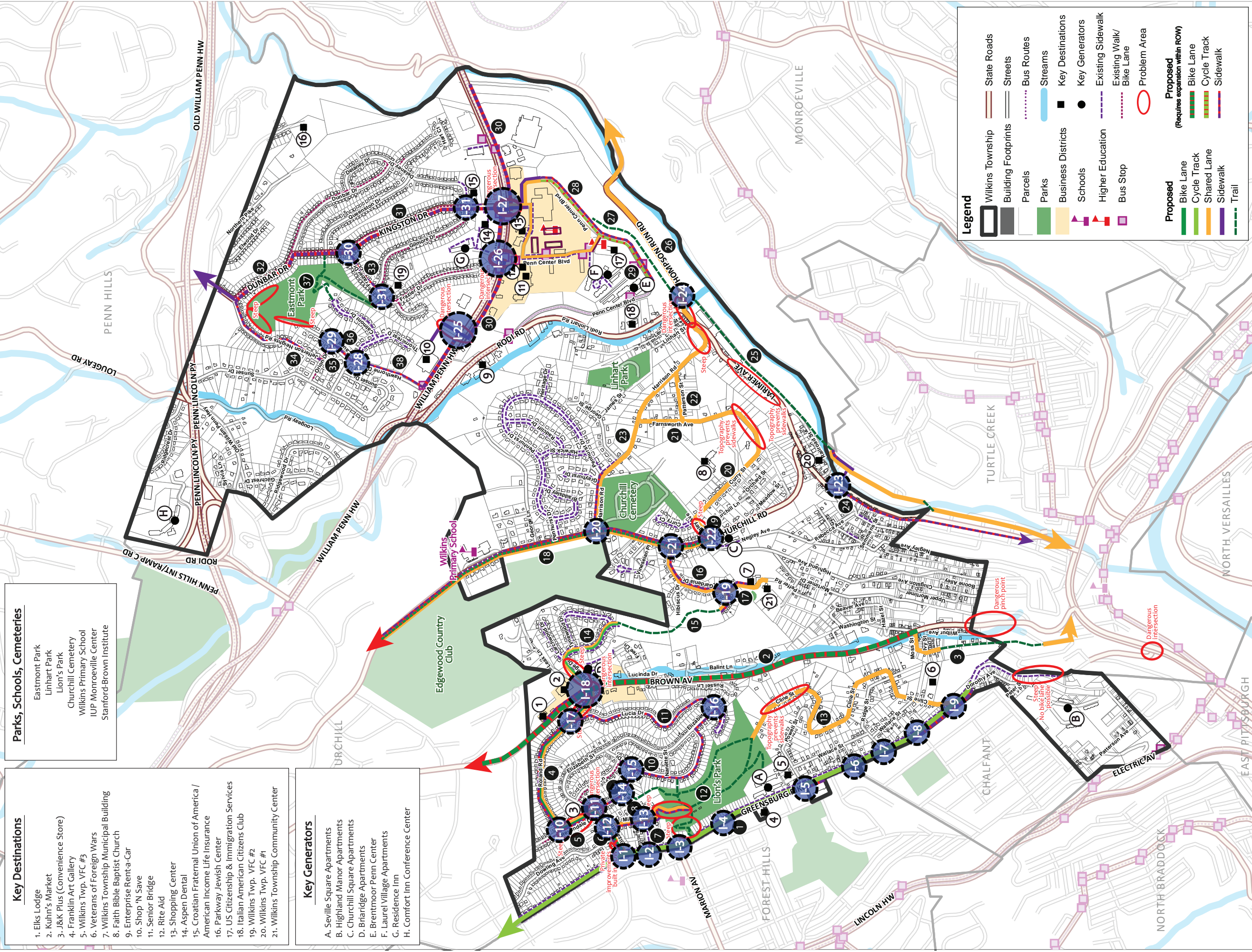
The map on the following page identifies intersections that were reviewed and evaluated on a preliminary basis to determine if improvements can be made to increase the safety and comfort of pedestrians and bicyclists as they travel through the intersections.

The proposed intersection enhancement strategies that follow are recommended to increase safety at intersections. To advance the implementation of the proposed pedestrian bicycle advisory committee should assist in prioritizing and recommending where the Township should focus its efforts and resources to improve safety at intersections throughout the township.

In some cases, to be determined by the Department of Public Works within Township street right-of-ways and PennDOT within State highway right-of-ways, engineering studies may be required to determine the feasibility of installing or constructing the recommended improvement. If deemed to not be feasible, then we recommend evaluating opportunities to address pedestrian and/or bicycle safety concerns with other traffic improvement measures.

# Wilkins Township Active Transportation Study 2017

## Intersection Enhancements Map



**Wilkins Township Active Transportation Plan**  
Intersection Improvements

Intersection	Improvements
I-1 Greensburg Pike & Elizabeth Street	Install a High Visibility Crosswalk across Greensburg Pike from the north side of Elizabeth Street at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Greensburg Pike.
	Install Intersection Crossing Markings for the Cycle Track to cross Elizabeth Street.
I-2 Greensburg Pike & Alpine Boulevard	Install a High Visibility Crosswalk across Greensburg Pike from the south side of Alpine Boulevard at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Greensburg Pike.
	Install Intersection Crossing Markings for the Cycle Track to cross Alpine Boulevard.
I-3 Greensburg Pike & Marion Avenue	Install a High Visibility Crosswalk across Greensburg Pike from the south side of Marion Avenue at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Greensburg Pike.
	Install a High Visibility Crosswalk across Marion Avenue at the tangent of the curb with accessible Curb Ramps.
I-4 Greensburg Pike & Lenox Avenue	Install a High Visibility Crosswalk across Greensburg Pike from the south side of Marion Avenue at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Greensburg Pike.
	Install a High Visibility Crosswalk across Lenox Avenue at the tangent of the curb with accessible Curb Ramps.
I-5 Greensburg Pike & Powell Street	Install a High Visibility Crosswalk across Greensburg Pike from the south side of Powell Street at the tangent of the curb with accessible Curb Ramps.
	Install a High Visibility Crosswalk across Dollar General parking lot entrance at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Greensburg Pike.
	Install Intersection Crossing Markings for the Cycle Track to cross Powell Street.
I-6 Greensburg Pike & West Street	Install a High Visibility Crosswalk across West Street at the tangent of the curb with accessible Curb Ramps.
I-7 Greensburg Pike & Ridge Street	Install Intersection Crossing Markings for the Cycle Track to cross Ridge Street.
I-8 Greensburg Pike & Chalfant Street	Install a High Visibility Crosswalk across Greensburg Pike from the north side of Chalfant Street at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Greensburg Pike.
	Install a High Visibility Crosswalk across Chalfant Street at the tangent of the curb with accessible Curb Ramps.
I-9 Greensburg Pike & Cline Street	Install Intersection Crossing Markings for the Cycle Track to cross Ridge Street.

Intersection	Improvements
<b>I-10</b> <b>Roland Road &amp; Stevendale Drive</b>	Install a High Visibility Crosswalk across Stevendale Drive from the north side of Roland Road at the tangent of the curb with accessible Curb Ramps.
<b>I-11</b> <b>Stevendale Drive &amp; Elizabeth Street</b>	Install a High Visibility Crosswalk across Stevendale Drive from the south side of Elizabeth Street at the tangent of the curb with accessible Curb Ramps.
	Install a High Visibility Crosswalk across Elizabeth Street from the west side of Stevendale Drive at the tangent of the curb with accessible Curb Ramps.
<b>I-12</b> <b>Elizabeth Street &amp; Miller Street</b>	Install a High Visibility Crosswalk across Elizabeth Street from the west side of Miller Street at the tangent of the curb with accessible Curb Ramps.
	Install Yield to Pedestrians in Crosswalk signs on either side of the crosswalk on Elizabeth Street
<b>I-13</b> <b>Miller Street &amp; Alpine Boulevard</b>	Install a High Visibility Crosswalk across Alpine Boulevard from the west side of Miller Street at the tangent of the curb with accessible Curb Ramps.
<b>I-14</b> <b>Stevendale Drive &amp; Alpine Boulevard</b>	Install a High Visibility Crosswalk across Alpine Boulevard at the tangent of the curb with accessible Curb Ramps.
<b>I-15</b> <b>Stevendale Drive &amp; Rita Drive</b>	Install a High Visibility Crosswalk across Stevendale Drive at the tangent of the curb with accessible Curb Ramps.
<b>I-16</b> <b>Elizabeth Street &amp; Lucia Drive</b>	Install a High Visibility Crosswalk across Elizabeth Street at the tangent of the curb with accessible Curb Ramps.
	Install stop signs to make intersection a 3-way stop
<b>I-17</b> <b>Lucia Drive &amp; Roland Road</b>	Install a High Visibility Crosswalk across Roland road from the west side of Lucia Drive at the tangent of the curb with accessible Curb Ramps.
	Install stop signs to make intersection a 3-way stop
<b>I-18</b> <b>Brown Avenue, Roland Road, &amp; Briaridge Drive</b>	Complete an engineering traffic study to evaluate the feasibility of removing the south entrance to Kuhn’s and the northbound “right turn only” lane from Brown Avenue to allow the bike lane to continue uninterrupted.
	Install a High Visibility Crosswalk across Brown Avenue from the north side of Roland Road at the tangent of the curb with accessible Curb Ramps.
	Install a High Visibility Crosswalk across Briaridge Drive from the south side of Briaridge Road at the tangent of the curb with accessible Curb Ramps.
	Install pedestrian crossing signals with Countdown Timers for the intersection.
<b>I-19</b> <b>Gardenia Drive &amp; Peffer Road</b>	Install a High Visibility Crosswalk across Peffer Road at the tangent of the curb with accessible Curb Ramps.
<b>I-20</b> <b>Harrison Road &amp; Churchill Cemetery</b>	Install a High Visibility Crosswalk across Harrison Road from the north side of Harrison Road at the tangent of the curb with accessible Curb Ramps.
<b>I-21</b> <b>Churchill Road &amp; Gardenia Drive</b>	Install a High Visibility Crosswalk across Churchill Road from the north side of Gardenia Drive at the tangent of the curb with accessible Curb Ramps.
	Install Pedestrian Activated Flasher to be visible to both north and south bound traffic on Churchill Road.
<b>I-22</b> <b>Churchill Road &amp; Negley Avenue</b>	Install a High Visibility Crosswalk across Churchill Road from the south side of Negley Avenue at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Churchill Road.
	Install a High Visibility Crosswalk across Negley Avenue along the east side of Churchill Road at the tangent of the curb with accessible Curb Ramps.

Intersection	Improvements
<b>I-23 Larimer Avenue &amp; Jones Avenue</b>	Install a High Visibility Crosswalk across Larimer Avenue from the south side of Jones Avenue at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both east and west bound traffic on Larimer Avenue.
	Expand Jones Avenue bridge to accommodate 6' pedestrian walkway.
<b>I-24 Thompson Run Road Crossing</b>	Install a High Visibility Crosswalk across Thompson Run Road from one side of the trail to the Penn Center East trail.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both east and west bound traffic on Thompson Run Road.
<b>I-25 William Penn Highway &amp; Shop N Save entrance</b>	Install a High Visibility Crosswalk across William Penn Highway from the south side of William Penn Highway at the tangent of the curb with accessible Curb Ramps.
	Install pedestrian crossing signals with Countdown Timers for the intersection.
<b>I-26 William Penn Highway &amp; Penn Center Boulevard</b>	Install a High Visibility Crosswalk across William Penn Highway from the west side of Penn Center Boulevard at the tangent of the curb with accessible Curb Ramps.
	Install a High Visibility Crosswalks across Penn Center Boulevard (north and south of intersection) at the tangent of the curb with accessible Curb Ramps.
	Install pedestrian crossing signals with Countdown Timers for the intersection.
<b>I-27 William Penn Highway &amp; Kingston Drive</b>	Install a High Visibility Crosswalk across William Penn Highway from the west side of Kingston Avenue at the tangent of the curb with accessible Curb Ramps.
	Install a High Visibility Crosswalk across Kingston Avenue along the south side of the intersection at the tangent of the curb with accessible Curb Ramps.
	Install pedestrian crossing signals with Countdown Timers for the intersection.
<b>I-28 Hawthorne Drive &amp; Thorncrest Drive</b>	Install a High Visibility Crosswalk across Thorncrest Drive at the tangent of the curb with accessible Curb Ramps.
<b>I-29 Laurel Drive &amp; Orion Drive</b>	Install a High Visibility Crosswalk across Laurel Drive along the north side of Orion Drive at the tangent of the curb with accessible Curb Ramps.
<b>I-30 Kingston Drive &amp; Frazier Drive</b>	Install a High Visibility Crosswalk across Frazier Drive at the tangent of the curb with accessible Curb Ramps.
<b>I-31 Frazier Drive &amp; Eastmont Park Entrance</b>	Install a High Visibility Crosswalk across Frazier Drive at the entrance of Eastmont park at the tangent of the curb with accessible Curb Ramps.
	Install Solar Powered Pedestrian Activated Flasher to be visible to both north and south bound traffic on Frazier Drive.
<b>I-32 Kingston Drive &amp; Gilmore Drive/Delaney Drive</b>	Install a High Visibility Crosswalk across Gilmore Drive from the west side of Kingston Drive at the tangent of the curb with accessible Curb Ramps.
	Install a High Visibility Crosswalk across Kingston Drive from the north side of Gilmore Drive/south side of Delaney Drive at the tangent of the curb with accessible Curb Ramps.

## Action Plan

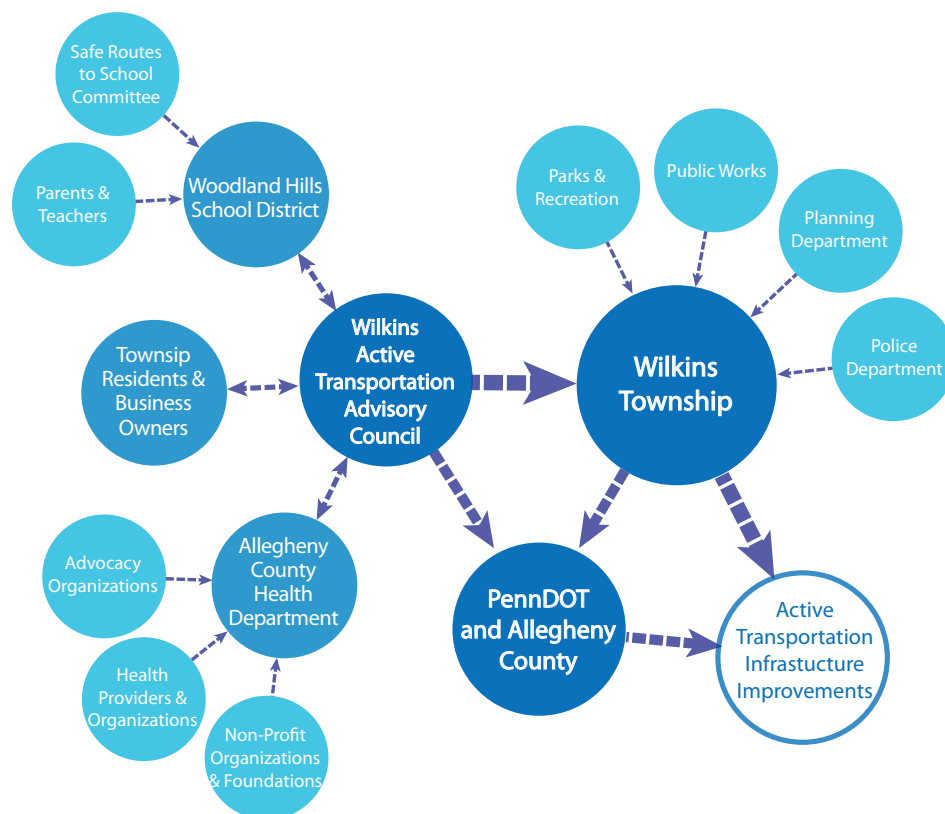
Implementation of this Plan requires dedicated participation of stakeholders, elected officials, governmental administrators and community partners. This section recommends organizational and procedural strategies to effectively implement the Plan.

### 1. Establish and Appoint Members to an Active Transportation Advisory Committee

To effectively educate, advocate, affect policy decisions, and help implement the recommendations and action strategies, interested stakeholders must formalize their participation in the Township’s active transportation efforts. To accomplish this we recommend establishing an Active Transportation Advisory Committee. This committee should include all stakeholders within the Township.

The Active Transportation Advisory Committee must consult stakeholders who feel they will be impacted, i.e. neighborhoods, businesses, etc. with the proposed active transportation improvements. By including all parties in the discussion and decision-making process, there is the opportunity to build community buy-in for the project being considered.

#### Active Transportation Process



### **Creating a Successful Committee**

There are several key components required to poise this committee for success. These components include:

- Communication: Just as location is of key importance to real estate, communication is of key importance to advancing active transportation. The following recommendations shall be considered:
  - Hold meetings on a regular basis; at a minimum these meetings should occur quarterly, but more frequently would be better.
  - Use technology to communicate – provide monthly email updates, use email blasts and social media posts to get the word out to members and other interested stakeholders.
  - Communicate not only with existing partners but also with potential partners. Pick up the phone, send email when necessary, and distribute “Need to know info” through a customized website, email blasts, social media, or other means.
- Build on each others’ strengths, within the committee, and externally with partners.
- Identify members’ strengths and ask for their assistance.
- Identify and establish strategic partnerships.
- Delegate to members and volunteers, and follow up to provide assistance when & where needed.
- Recruit, mentor & train new staff and volunteers and do not “throw them to the wolves”.
  - Identify committed volunteers:
    - o Those who are typically busy;
    - o Those who are interested in particular area and/or subject;
    - o Those who complain – get them involved!
- Be Honest about expectations
  - How much time do you expect of them per month?
  - How many meetings will they be expected to attend?
  - How long will the meetings last?

The committee should establish working groups who can be tasked with a specific agenda to advance the implementation of the action plan. These working groups may be established around various active transportation interests such as:

- |                             |                          |
|-----------------------------|--------------------------|
| • Pedestrian Infrastructure | • Bicycling Safety       |
| • Pedestrian Advocacy       | • Accessibility          |
| • Pedestrian Education      | • Safe Routes to Schools |
| • Pedestrian Safety         | • At Risk Outreach       |
| • Bicycling Infrastructure  | • Health & Wellness      |
| • Bicycling Advocacy        | • Public Relations       |
| • Bicycling Education       | • Web Site/Blog          |

The proposed advisory committee should work towards implementing the Action Plan proposed herein. We recommend these efforts begin with those projects that can be accomplished for a low cost and that demonstrate quick success. Implementing these action strategies will build support, increase pedestrian and bicycling awareness, increase advocacy and build momentum for the implementation of larger and more complex implementation strategies.

Time Frame:                    3 months



## 2. Become a CONNECT Participant

The Congress of Neighboring Communities (CONNECT) is an organization that promotes cooperation and collaboration between the City of Pittsburgh and the 40 neighboring municipalities that comprise the region's urban core. CONNECT'S mission is to bring together these municipalities to identify common public policy challenges and advocate for collective change on behalf of the urban core. A summary of CONNECT can be found in Chapter 1 of this document.

Joining CONNECT and partnering with surrounding municipalities will provide Wilkins Township with increased leverage as it continues advocating for active transportation improvements.

Time Frame: 3 months

On the following page is the policy on inviting new municipalities to join CONNECT.



## **Policy on inviting new municipalities to join the Congress of Neighboring Communities**

### **PROCESS**

Before entering into a formal partnership or agreement with a municipality, the officers of CONNECT will determine if offering membership to the municipality requesting membership aligns with CONNECT's goals and meets the membership criteria, and will then make a recommendation to the executive committee.

Once it has been determined that a municipality seeking membership aligns with the criteria outlined below, the officers will meet with a representative from the inquiring municipality to discuss membership and process. The municipal representative will gather any information needed and then the officers will present the information to the executive committee.

- A formal vote to accept approved municipality will be made at the next scheduled Congress.
- In the interim period, the municipality will be afforded all benefits of full membership.

### **CRITERIA FOR MEMBERSHIP TO CONNECT**

The officers will use the following criteria to determine if the municipality should be afforded membership:

- The municipality is contiguous to a CONNECT community
- Potential member must have an interest in the policy issue areas CONNECT is currently addressing and/or have a multi-municipal policy issue they want to address through CONNECT
- Potential member's governing body must pass a resolution with a super-majority in support of membership in CONNECT
- Potential member's governing body must approve payment of the appropriate municipal contribution to CONNECT
- The municipality must be an active member of their COG

### 3. Adopt a Resolution to Include Health in All Policies

By Wilkins Township adopting a resolution to include health in all policies, it aims to improve the overall health of its community by incorporating health, sustainability, and equity considerations into decision-making across sectors and policy areas. “Health in All Policies” means decision making bodies and their staff are required to consider health alongside other important factors when making decisions that affect the community. This approach to decision-making uses recognition of shared goals, community based organizations, and experts to gather data and ensure that changes are responsive to the community’s needs.

This model resolution supports five key Health in All Policies strategies:

**Convene  
& Collaborate**



**Engage  
& Envision**



**Make a Plan**



**Invest in Change**



**Track Progress**



To learn more, see [From Start to Finish: How to Permanently Improve Government Through Health in All Policies](#).

Time Frame: 6 months  
Partners: Allegheny Health Department  
PA WalkWorks

On the following page is a sample resolution.

Resolution No. \_\_\_\_\_

**Resolving to Implement Health in All Policies in \_\_\_\_\_**

WHEREAS, the health and well-being of the residents of \_\_\_\_\_ are critical for a prosperous and sustainable \_\_\_\_\_;

WHEREAS, the partner/affiliate has been engaged with WalkWorks, a program created to increase opportunities for physical activity and, ultimately, to improve the health status of the residents of the \_\_\_\_\_;

WHEREAS, there is consistent epidemiological evidence that demonstrates that physical activity, including walking, is a major modifiable risk factor in the reduction of morbidity and mortality from many chronic diseases;

WHEREAS, there is growing awareness that health is influenced by the interaction of many factors and not simply by genetics, individual behavior, or access to medical care and it is now widely accepted that conditions in the environments in which people are born, live, learn, work, play, and age – known as the social determinants of health – have the greatest influence on health outcomes across populations;

WHEREAS, the social determinants of health affect chronic disease rates, mental illness, injuries caused by accidents and violence, they also influence the adoption of healthy lifestyles by making it more or less difficult for individuals to choose behaviors that either promote or diminish health;

WHEREAS, policies implemented by \_\_\_\_\_ – beyond the traditional health sector – significantly affect the social determinants of health, including policies related to planning, land use, transportation, public safety, education, economic development, sustainability, climate change, parks, air and water quality, criminal justice, food access, and housing;

WHEREAS, interagency collaboration can lead to improved decision-making and outcomes and greater efficiencies in service delivery;

WHEREAS, codes, policies and guidelines can and should promote physical and mental health for people of all ages, abilities and incomes;

WHEREAS, \_\_\_\_\_ is responsible for implementing planning and development solutions that improve opportunities for physical activity, access to healthy food, healthy indoor and outdoor environments and social connectedness;

WHEREAS, \_\_\_\_\_ establishes organizational policies that promote health within workforces, including worksite safety and workplace wellness programs; and

WHEREAS, by adopting a “Health in All Policies” approach, the \_\_\_\_\_ recognizes that diverse governmental entities and stakeholders have a role to play in attaining the highest level of health for all people and simultaneously advance other goals such as promoting economic stability, transportation access and mobility, a strong agricultural system, environmental sustainability and educational attainment;

THEREFORE, BE IT RESOLVED that it shall be the policy of \_\_\_\_\_ to apply a Health in All Policies approach to the \_\_\_\_\_ decision-making by considering the inclusion of “health” in all future policy development and implementation, budgeting, and delivery of services.

Signatures

April 2017

#### 4. Refine Active Allegheny’s Complete Streets Model Ordinance to be Specific to Wilkins Township

Given the suburban nature of Wilkins Township, and the fact the Township is essentially built out, the Complete Streets Ordinance should reflect that emphasis in implementation will focus on the corridors identified in the Township Active Transportation Plan, as prioritized by the Township’s Active Transportation Advisory Committee. Further, the implementation of complete streets should be coordinated with redevelopment of property throughout the Township.

Refer to Chapter 1 of this document for the Active Allegheny Complete Streets Model Ordinance.

1. Wilkins Active Transportation Advisory Committee to review and revise model Complete Streets ordinance contained in Active Allegheny.
2. Wilkins Active Transportation Advisory Committee to hold public meeting to present and receive input on proposed Wilkins Township Complete Streets ordinance.
3. Wilkins Active Transportation Advisory Committee to present proposed Wilkins Township Complete Streets Ordinance to Wilkins Township Commissioners for their consideration and adoption.

Time Frame: 8 months  
Partners: Allegheny Health Department, PA WalkWorks, BikePGH, AARP, National Complete Streets Coalition  
Potential Funding: Active Allegheny & PA Walk Works  
Resources:

- Active Allegheny - <http://www.alleghenyplaces.com/alleghenyportal/public/ActiveAllegheny.pdf>
- Smart Growth America National Complete Streets Coalition  
<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
- BikePGH - <https://www.bikepgh.org/>

#### 5. Adopt Refined Complete Streets Ordinance

Once the Wilkins Active Transportation Advisory Committee has refined the Complete Streets Model Ordinance to align with the needs, wants, and resources of Wilkins Township, the Township should then officially adopt the refined Complete Streets Ordinance. This establishes a philosophy and guidelines that promote all modes of transportation within the Township.

Time Frame: 12 months

## 6. Advance Pilot Projects

A number of potential pilot active transportation projects were identified in the Churchill, Monroeville, Wilkins Comprehensive Plan (2017). Five projects, over three areas within Wilkins Township, involve improving active transportation infrastructure. These projects are all promising pilot projects, and have been listed in order from most readily feasible to larger investment. The following are steps Wilkins Township should take and opinions of probable construction costs for each.

### 1 - 3. Advance Local & County Projects

1. Churchill Road: Sidewalk, Uphill Bike Lane, and Downhill Shared Lane Markings
  - Engage in community and neighborhood outreach through the Wilkins Active Transportation Advisory Committee
  - Opinion of probable construction cost: \$485,450
  - Jurisdiction: Allegheny County
  - Potential Funding: Active Allegheny, Allegheny County CITF, Allegheny County GEDF, PennDOT Transportation Alternatives, PennDOT Multimodal Transportation Funding, PA DCED CFA
  - Time Frame: Coordinate with Allegheny County - 12 months, Grant applications - April 2019, Expand road and line striping - as agreed upon by Allegheny County and Wilkins Township
  
2. Greensburg Pike: Road Diet Four Lanes to Two Lanes, Parking on Southbound Side, Cycletrack Northbound Side
  - Engage in community and neighborhood outreach through the Wilkins Active Transportation Advisory Committee
  - Partner with Forest Hills Borough and Churchill Borough to develop preliminary concept plan for entire corridor
  - Develop preliminary opinion of probable construction costs
  - Jurisdiction: Allegheny County
  - Potential Funding: Active Allegheny, Allegheny County CITF, Allegheny County GEDF, PennDOT Transportation Alternatives, PennDOT Multimodal Transportation Funding, PA DCED CFA
  - Time Frame: Coordinate with Allegheny County - 12 months, Grant applications - April 2019, Line striping - as agreed upon by Allegheny County and Wilkins Township
  
3. Local Roads
  - Engage in community outreach through the Wilkins Active Transportation Advisory Committee to identify locations appropriate for installation of "Bikes May Use Full Lane", MUTCD Sign Type R4-11
  - Engage in community outreach through the Wilkins Active Transportation Advisory Committee to conduct 4 Foot Passing Law awareness Campaign
  - Areas for consideration: Gilmore Acres (Elizabeth Street/Lion's Park connections), Eastmont neighborhoods
  - Time Frame: In tandem with current Township road improvements schedule

#### 4. Active Transportation Education

- Develop summer programs
- Work with PennDOT Active Transportation Coordinator
- Partner with Bike PGH to expand their Positive Spin program to Wilkins Township
- Time Frame: 2 - 3 Years

#### 5 - 7. Penn Center East

##### 5. Shared Use Path between Penn Center East Campus and Thompson Run/Larimer Avenue

- Potential Funding Sources: Allegheny County, CITF, GEDF, PA DCNR C2P2 and PA DCED CFA
- Obtain long term easement, minimum 25 years, from PCE
- Opinion of probable construction cost: \$241,530
- Time Frame: Long term lease - 12 months, Grant applications - April 2019 & 2020, Construction - 2021
- NOTE: Plans for extending the Mon-Fayette Expressway involve the valley where Larimer Avenue is located and that Penn Center East borders. This extension is **not** expected to reach completion within the next 10 years, and so does not effect this pilot project in the short term. However, there may be impacts to this project depending on if, when, and how the Mon-Fayette Expressway expansion is developed.

##### 6. Penn Center Boulevard (Public) Cycle Track and Sidewalk

- Potential Funding Sources: PA DCNR C2P2 and PA DCED CFA
- Opinion of probable construction cost: \$162,055
- Jurisdiction: Local
- Time Frame: In tandem with current Township road improvements schedule

##### 7. Penn Center Boulevard (Private) Cycle Track and Sidewalk

- Potential Funding Sources: PA DCNR C2P2 and PA DCED Multimodal
- Have the Wilkins Active Transportation Advisory Committee provide outreach
- Meet with PCE representatives
- Provide incentives for private construction of cycle track and sidewalk
- Opinion of probable construction cost (to private landowner): \$288,673
- Time Frame: As agreed upon by Penn Center East Representatives and Wilkins Township

#### 8. William Penn Highway (Route 22) Sidewalk Connection: Monroeville Bridge to Penn Center East

- Continue to enforce the ordinance requiring all new development to provide public sidewalks
- Provide incentives to private businesses lacking sidewalks to retroactively build them along the proposed route
- Opinion of probable construction costs: \$832,778
- Potential Funding: Private Money through Land Development and Redevelopment, PennDOT Transportation Alternatives, PennDOT Multimodal Transportation Funding, and CITF.
- Time Frame: In tandem with private development and redevelopment along the SR 22 corridor.

Resources:

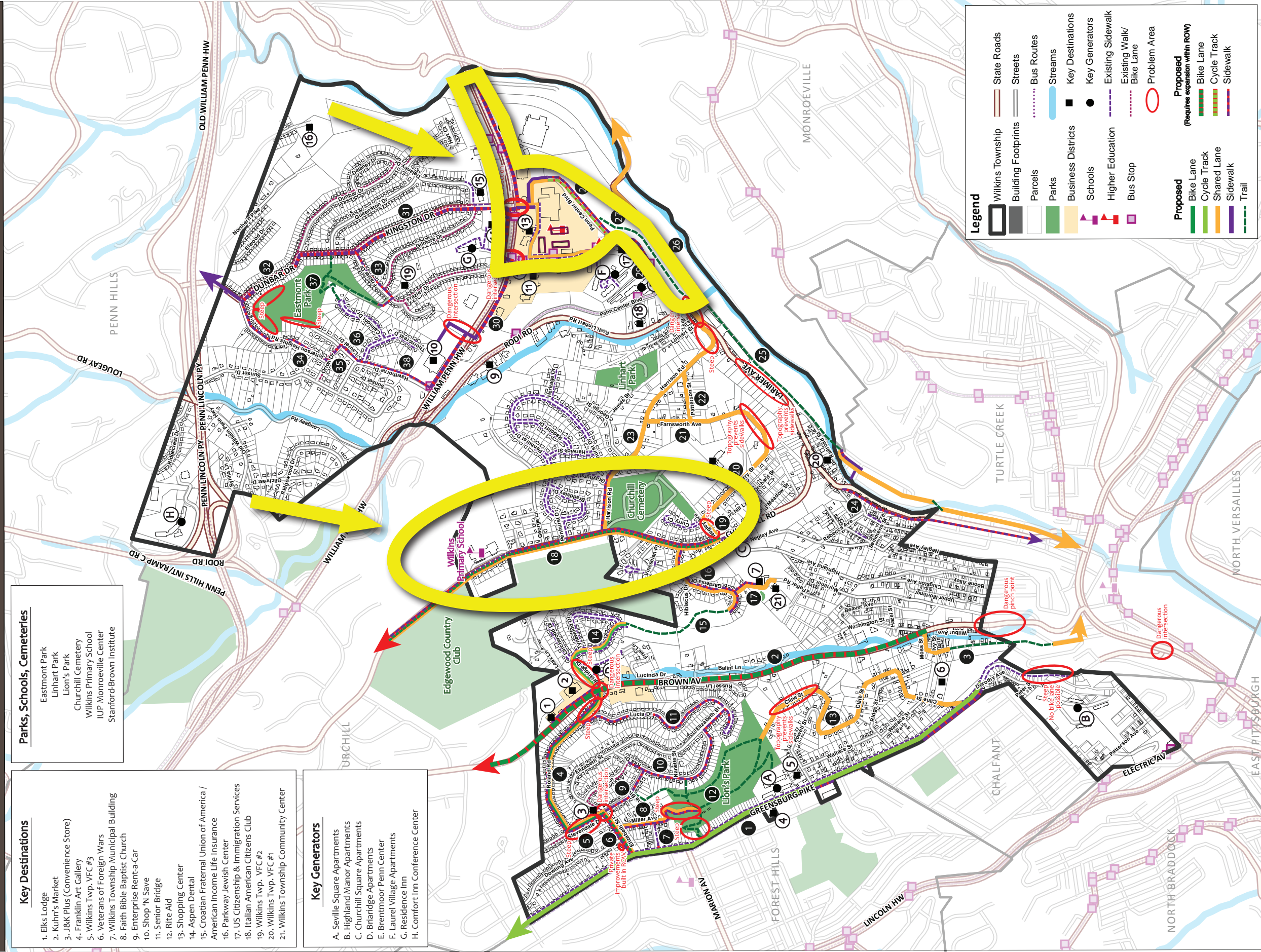
- Pennsylvania Land Trust Association (PALTA) Model Trail Easements - <http://conservationtools.org/guides/140-trail-easements>
- DCNR Grants - <http://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>
- DCED Grants - <https://dced.pa.gov/programs-funding/>
- PennDOT TAP - <http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation-Alternatives-Program.aspx#.VyipUIQrKUK>





# Wilkins Township Active Transportation Study 2017

## Infrastructure Improvements Map



## Wilkins Township Pilot Projects

### Streets for Consideration

Street Name	Road Ownership	Total Road Width	Expansion into ROW	Existing Sidewalk	Grade % Range or Avg	Proposed Infrastructure	Restrictions/Consequences
Trail connection: Thompson Run Road to Penn Center Boulevard	-	-	-	None	3%	<ul style="list-style-type: none"> <li>12' shared trail</li> </ul>	<ul style="list-style-type: none"> <li>Private property</li> <li>Dependant upon private owner negotiations</li> </ul>
Penn Center Boulevard	Local	26'	Yes	None	-	<ul style="list-style-type: none"> <li>11' Cycle track</li> <li>6' Sidewalk - east side only</li> </ul>	<ul style="list-style-type: none"> <li>Steep elevation</li> </ul>
Penn Center Boulevard	Private	28'	-	None	3%	<ul style="list-style-type: none"> <li>11' Cycle track, shared lane bike loop</li> <li>6' Sidewalk - east side only</li> </ul>	<ul style="list-style-type: none"> <li>Private property</li> <li>Dependant upon private owner negotiations</li> </ul>
William Penn Highway (Route 22)	State Highway	55' - 68'	Yes	None	2%	<ul style="list-style-type: none"> <li>6' Sidewalk - one side</li> </ul>	<ul style="list-style-type: none"> <li>Heavy traffic</li> <li>Topography limits expansion</li> </ul>
Churchill Road (north from Negley Ave)	County	22'	Yes	None	-	<ul style="list-style-type: none"> <li>Uphill 5' bike lane,</li> <li>Downhill shared lane</li> <li>6' Sidewalk - one side</li> </ul>	<ul style="list-style-type: none"> <li>Steep elevation</li> <li>Private property enhancements built into</li> <li>ROW would be fully built out</li> </ul>

**Opinion of Probable Construction Costs 2017**

**Wilkins Township Bike/Pedestrian Improvements: Thompson Run Connector**

QUANTITIES ARE NOT GUARANTEED\*

DESCRIPTION	QTY.	UNIT	Unit Price	COST
Mobilization	-	LS	\$5,489	\$5,489
Construction surveying	-	LS	\$3,500	\$3,500
Trim/remove trailside vegetation	-	LS	\$5,000	\$5,000
Grading	-	LS	\$10,000	\$10,000
Bituminous surface 12' trail	3,090	SY	\$50	\$154,514
Maintenance and protection of traffic during construction	-	LS	\$10,000	\$10,000
6" White center line pavement markings	2,225	LF	\$1	\$1,113
White thermoplastic bike-ped pavement markings	6	EA	\$400	\$2,400
White thermoplastic arrow pavement markings	8	EA	\$200	\$1,600
High visibility crosswalk pavement markings	1	EA	\$2,000	\$2,000
Signage	6	EA	\$225	\$1,350

<b>Construction cost subtotal</b>	<b>\$182,977</b>
<b>10% construction eng.</b>	<b>\$18,298</b>
<b>Construction total</b>	<b>\$201,275</b>
<b>20% Contingency</b>	<b>\$40,255</b>
<b>TOTAL</b>	<b>\$241,530</b>

**Opinion of Probable Construction Costs 2017**

**Wilkins Township Bike/Pedestrian Improvements: Penn Center Boulevard (public road)**

QUANTITIES ARE NOT GUARANTEED\*

DESCRIPTION	QTY.	UNIT	Unit Price	COST
Mobilization	-	LS	\$3,683	\$3,683
Construction surveying	-	LS	\$3,500	\$3,500
Trim/remove roadside vegetation	-	LS	\$5,000	\$5,000
Removal of existing post-mounted signs	-	LS	\$200	\$200
Maintenance and protection of traffic during construction	-	LS	\$5,000	\$5,000
Inlet top unit / bicycle-safe grate	2	EA	\$800	\$1,600
Structural steel scupper plates	-	LS	\$5,000	\$5,000
12" White pavement markings / cycle track buffer	1,150	LF	\$1	\$1,150
6" White pavement markings	3,450	LF	\$1	\$1,725
White thermoplastic bike lane pavement markings	4	EA	\$400	\$1,600
High visibility crosswalk pavement markings	2	EA	\$2,000	\$4,000
Concrete walkways	767	SY	\$125	\$95,833
Post-mounted signs, Type B, Ped Crosswalk	4	EA	\$175	\$700
Post-mounted signs, Type F, Ped/Cyclist sign	4	EA	\$225	\$900
Post-mounted signs, Type F, Other (small)	2	EA	\$30	\$60

<b>Construction cost subtotal</b>	<b>\$122,769</b>
<b>10% construction eng.</b>	<b>\$12,277</b>
<b>Construction total</b>	<b>\$135,046</b>
<b>20% Contingency</b>	<b>\$27,009</b>
<b>TOTAL</b>	<b>\$162,055</b>

**Opinion of Probable Construction Costs 2017**

**Wilkins Township Bike/Pedestrian Improvements: Penn Center Boulevard loop (private road)**

QUANTITIES ARE NOT GUARANTEED\*

DESCRIPTION	QTY.	UNIT	Unit Price	COST
Mobilization	-	LS	\$6,561	\$6,561
Construction surveying	-	LS	\$3,500	\$3,500
Trim/remove roadside vegetation	-	LS	\$5,000	\$5,000
Removal of existing post-mounted signs	-	LS	\$200	\$200
Maintenance and protection of traffic during construction	-	LS	\$5,000	\$5,000
Inlet top unit / bicycle-safe grate	12	EA	\$800	\$9,600
Structural steel scupper plates	-	LS	\$5,000	\$5,000
12" White pavement markings / cycle track buffer	1,319	LF	\$1	\$1,319
6" White pavement markings	3,957	LF	\$1	\$1,979
White thermoplastic shared lane pavement markings	12	EA	\$400	\$4,800
White thermoplastic cycle track pavement markings	4	EA	\$400	\$1,600
High visibility pedestrian crosswalk pavement markings	2	EA	\$2,000	\$4,000
High visibility green bike crossing pavement markings	1	EA	\$2,000	\$2,000
Concrete walkways	1,409	SY	\$125	\$176,083
Post-mounted signs, Type B, Ped Crosswalk	4	EA	\$175	\$700
Post-mounted signs, Type F, Ped/Cyclist	4	EA	\$225	\$900
Post-mounted signs, Type F, Other	2	EA	\$225	\$450
Post-mounted signs, Type F, Other (small)	2	EA	\$30	\$60

<b>Construction cost subtotal</b>	<b>\$218,691</b>
<b>10% construction eng.</b>	<b>\$21,870</b>
<b>Construction total</b>	<b>\$240,561</b>
<b>20% Contingency</b>	<b>\$48,112</b>
<b>TOTAL</b>	<b>\$288,673</b>

**Opinion of Probable Construction  
Costs 2017**

**Wilkins Township Pedestrian Improvements:  
William Penn Highway (Route 22)**

QUANTITIES ARE NOT GUARANTEED\*

DESCRIPTION	QTY.	UNIT	Unit Price	COST
Mobilization	-	LS	\$15,687	\$15,687
Construction surveying	-	LS	\$10,000	\$10,000
Removal of existing post-mounted signs	-	LS	\$200	\$200
Structural steel scupper plates	-	LS	\$5,000	\$5,000
Maintenance and protection of traffic during construction	-	LS	\$25,000	\$25,000
Retaining wall at Home Depot	650	SFF	\$90	\$58,500
Removal of pavement at proposed Lidl and excavation, regrading for sidewalk and planting buffer strip	278	CY	\$50	\$13,889
Reconnect drainage, hydrant at Lidl	-	LS	\$10,000	\$10,000
Retaining wall at former hhgregg	1,750	SFF	\$90	\$157,500
42" safety fence at former hhgregg	350	LF	\$100	\$35,000
Retaining wall at Allegheny National Bank	480	SFF	\$90	\$43,200
42" safety fence at Allegheny National Bank	120	LF	\$100	\$12,000
Concrete walkways	1,150	SY	\$125	\$143,750
High visibility crosswalk pavement markings	9	EA	\$2,000	\$18,000
Post-mounted signs, Type B, Ped Crosswalk	5	EA	\$175	\$875

Construction cost subtotal	\$548,601
10% construction eng.	\$54,861
Construction total	\$603,462
15% PennDOT construction insp.	\$90,519
Construction & inspection subtotal	\$693,982
20% Contingency	\$138,796
<b>TOTAL</b>	<b>\$832,778</b>

**Opinion of Probable Construction  
Costs 2017**

**Wilkins Township Bike/Pedestrian Improvements:  
Churchill Road**

**QUANTITIES ARE NOT GUARANTEED\***

DESCRIPTION	QTY.	UNIT	Unit Price	COST
Mobilization	-	LS	\$11,033	\$11,033
Construction surveying	-	LS	\$10,000	\$10,000
Grading to restore slopes	-	LS	\$5,000	\$5,000
Trim/remove roadside vegetation	-	LS	\$5,000	\$5,000
Removal of existing post-mounted signs	-	LS	\$200	\$200
New pavement	578	SY	\$60	\$34,667
Maintenance and protection of traffic during construction	-	LS	\$25,000	\$25,000
Structural steel scupper plates	-	LS	\$5,000	\$5,000
White thermoplastic shared road pavement markings	4	EA	\$400	\$1,600
White thermoplastic bike lane pavement markings	4	EA	\$400	\$1,600
High visibility crosswalk pavement markings	7	EA	\$2,000	\$14,000
6" White pavement markings	15,532	LF	\$.50	\$7,766
Concrete walkways	2,117	SY	\$125	\$264,667
Post-mounted signs, Type B, Ped Crosswalk	7	EA	\$175	\$1,225
Post-mounted signs, Type F, Ped/ Cyclist sign	8	EA	\$225	\$1,800
Post-mounted signs, Type F, Other (small)	8	EA	\$30	\$240
<b>Construction cost subtotal</b>				<b>\$367,765</b>
<b>10% construction eng.</b>				<b>\$36,777</b>
<b>Construction total</b>				<b>\$404,542</b>
<b>20% Contingency</b>				<b>\$80,908</b>
<b>TOTAL</b>				<b>\$485,450</b>

## 8. Identify Upcoming County and State Road Projects in Wilkins Township

Policy makers from Wilkins Township and representatives from the Wilkins Active Transportation Advisory Committee should meet with the Allegheny County Transportation Initiatives Manager, the Southwest Pennsylvania Commission Active Transportation Planner and the PennDOT Pedestrian/Bicycle Coordinator annually to identify upcoming County and State road projects in Wilkins Township. Begin dialogue on implementation of active transportation recommendations for county and state road right-of-ways.

Resources: See “Potential Partners” list

## 9. Attend Southwestern Pennsylvania Commission Active Transportation Committee Meetings

The Southwestern Pennsylvania Commission (SPC) is a regional transportation planning agency that focuses on projects that serve to enable safe and efficient travel for pedestrians and cyclists. SPC’s approach to pedestrian and bicycle planning places an emphasis on active transportation. SPC supports the development of a regional infrastructure system that is designed to protect and enhance public health and the environment.

The SPC meets quarterly. Policy makers from Wilkins Township and/or representatives from the Wilkins Active Transportation Advisory Committee should attend these meetings to involve Wilkins Township actively in any regional developments.

On the following page is the contact information sheet required to be filled out and emailed to Leann Chaney: lchaney@spcregion.org to receive advance notice of agendas and meetings for the Active Transportation Forum.

## 10. Meet with Allegheny County Port Authority Transit and the Heritage Community Transportation

Community members in Wilkins Township have expressed a desire for improved transit access throughout the Township. More bus routes, safer bus stops, more convenient routes, and more frequent stops are concerns the community has currently. We recommend Wilkins Township meet with the Port Authority of Allegheny County and Heritage Community Transportation on an annual basis to discuss the Township’s current and emergent public transportation needs.

Heritage Community Transportation is provided through Heritage Community Initiatives, which is a Braddock-based non-profit focused on education, transportation and life enhancing initiatives. Heritage Community Transportation serves 15 communities in the Mon Valley, including Wilkins Township. Their routes are created based on community need, and as a smaller organization can have more flexibility in adding routes than the Allegheny County Port Authority.

Resources:

- See “Potential Partners” list
- <http://www.heritageserves.org/heritage-transportation.html>
- <http://www.portauthority.org/paac/>



### SPC Active Transportation Forum Contact Information Form

**Contact Information**

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency/Organization: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_  Work  Home

Phone: \_\_\_\_\_  Work  Home  Mobile

Website: \_\_\_\_\_

**Group or Municipality Represented**

Community/Municipality: \_\_\_\_\_

- City of Pittsburgh
- Allegheny County
- Armstrong County
- Beaver County
- Butler County
- Fayette County
- Greene County
- Indiana County
- Lawrence County
- Washington County
- Westmoreland County
- Other \_\_\_\_\_

**Population Represented (main focus)**

- Pedestrian
- Urban Bike
- Trail
- Youth
- Aging
- Disabled
- Public Health
- Skaters
- Hiking
- School Students
- Water Trails
- Greenways
- Other \_\_\_\_\_

**Agency/Organization Type**

- Consultant
- Non-Profit
- City, County or Municipal Planning Agency
- Federal or State Agency
- Other \_\_\_\_\_

**Additional Information:**

Please return completed form to Leann Chaney: [lchaney@spcregion.org](mailto:lchaney@spcregion.org)

## 11. Prioritize and Advance Ongoing Active Transportation Initiatives

Chapter 3 contains the Wilkins Township active transportation vision plan and proposed implementation strategies. This overall vision and implementation plan is intended to be realized over time, typically over a period of approximately ten years. Chapter 4 Action Plan includes the near term actions required to advance the recommendations of this plan.

As implementation progresses, and near term actions are completed, the Wilkins Active Transportation Advisory Committee must continually review Chapter 3 and prioritize additional action items which to be completed over the next one to three year period. As infrastructure is developed, priorities should expand to include advocacy, education, and evaluation actions as described in Chapter 3.

## 12. Apply for Funding to Advance Priorities

As active transportation projects are prioritized, the Active Transportation Advisory Committee and the Township Manager should aggressively continue to apply for funding for project implementation.

Resources: See “Potential Funding Sources” in Appendices

## 13. Make Recommendations to Township Planning Commission

An important role of the Wilkins Active Transportation Advisory Committee is to advise the Township Planning Commission on all related active transportation matters. This can include:

- Recommending active transportation, complete streets, smart transportation, pedestrian/bicycle and health/wellness language and requirements being included in all Township Subdivision, Land Use, and Zoning Ordinances. Refer to sample language for SALDO’s packet in Appendices.
- Advising the Planning Commission on subdivision and land development applications with respect to proposed active transportation improvements.

Resources:

- Allegheny County Health Department - <http://www.achd.net/mainstart.html>
- Live Well Allegheny - <http://www.livewellallegheny.com/>
- BikePGH - <https://www.bikepgh.org/>
- Allegheny County Department of Economic Development - <http://www.alleghenycounty.us/economic-development/index.aspx>
- PA WalkWorks - <http://www.health.pa.gov/WalkWorks/Pages/default.aspx>
- American Heart Association, Pittsburgh - [http://www.heart.org/HEARTORG/Affiliate/Pittsburgh/Pennsylvania/Home\\_UCM\\_GRA069\\_AffiliatePage.jsp#](http://www.heart.org/HEARTORG/Affiliate/Pittsburgh/Pennsylvania/Home_UCM_GRA069_AffiliatePage.jsp#)



## Potential Partners

The following organizations are available to provide technical assistance, resources, and other services to assist Wilkins Township with the implementation of this active transportation plan. They should be called upon as appropriate to provide assistance in advancing the action items presented herein.

### **Allegheny County Department of Economic Development**

One Chatham Center, Suite 900  
112 Washington Place  
Pittsburgh, PA 15219

Ann Ogoreuc, Manager of Transportation Initiatives  
(412) 350-4549  
[ann.ogoreuc@alleghenycounty.us](mailto:ann.ogoreuc@alleghenycounty.us)

### **Pennsylvania Department of Conservation and Natural Resources Bureau of Recreation and Conservation**

301 Fifth Avenue, Suite 324  
Pittsburgh, PA 15222-2420

Kathy Frankel, Recreation and Conservation Manager  
(412) 880-0486  
[kfrankel@pa.gov](mailto:kfrankel@pa.gov)

### **Pennsylvania Department of Community and Economic Development**

301 5th Avenue, Suite 250  
Pittsburgh, PA 15222

Johnna Pro  
(412) 565-5098  
[jopro@pa.gov](mailto:jopro@pa.gov)

### **PennDOT Engineering District 11**

45 Thoms Run Road  
Bridgeville, PA 15017

Bill Lesterick, PennDOT District 11-0 Pedestrian/Bicycle Coordinator  
(412) 429-4803  
[wlesterick@pa.gov](mailto:wlesterick@pa.gov)

### **Southwestern Pennsylvania Commission**

Two Chatham Center Suite 500  
112 Washington Place  
Pittsburgh, PA 15219  
(412) 391-5590

Leann Chaney, Transportation Planner  
(412) 391-5590 x387  
[lchaney@spcregion.org](mailto:lchaney@spcregion.org)

David Totten, Transit and Land Use Planner  
(412) 391-5590 x316  
[dtotten@spcregion.org](mailto:dtotten@spcregion.org)

### **CONNECT, Congress of Neighboring Communities**

Graduate School of Public and International Affairs  
University of Pittsburgh  
3621 Wesley W. Posvar Hall  
230 South Bouquet Street  
Pittsburgh, PA 15260

Kristen Maser Michaels  
Executive Director  
412-624-7530  
[kmaser@pitt.edu](mailto:kmaser@pitt.edu)

### **Live Well Allegheny**

Allegheny Health Department  
Hosanna House  
807 Wallace Avenue  
Pittsburgh, PA 15221

Hannah Hardy, Chronic Disease Prevention Program Manager  
412-247-7946  
[Hannah.Hardy@AlleghenyCounty.us](mailto:Hannah.Hardy@AlleghenyCounty.us)

**PA WalkWorks**

University of Pittsburgh  
Center for Public Health Practice  
130 DeSoto Street  
Pittsburgh, PA 15261  
Carol Reichbaum  
[pawalkworks@pitt.edu](mailto:pawalkworks@pitt.edu)

**BikePGH**

188 43rd St #1  
Pittsburgh, PA 15201

Eric Boerer

(412) 325-4334  
[eric@bikepgh.org](mailto:eric@bikepgh.org)

**American Heart Association**

444 Liberty Ave #1300  
Pittsburgh, PA 15222

Jesabel Rivera-Guerra, Community Health Director

(412) 208-3633  
[Jesabel.RiveraGuerra@heart.org](mailto:Jesabel.RiveraGuerra@heart.org)

**Pittsburgh Community Reinvestment Group (PCRG)**

1901 Centre Ave # 200  
Pittsburgh, PA 15219

Chris Sandvig, Director of Policy

(412) 391-6732  
[csandvig@pcrg.org](mailto:csandvig@pcrg.org)  
<http://www.pcr.org/programs/goburgh/resources/>

**Port Authority of Allegheny County**

Heinz 57 Center  
345 Sixth Ave., 3rd Floor  
Pittsburgh, PA 15222

Breen Masciotra, Transit Oriented Development  
Project Manager,  
Service Planning and Evaluation Department  
(412) 566-5158

[BMasciotra@PortAuthority.org](mailto:BMasciotra@PortAuthority.org)  
[http://www.portauthority.org/paac/  
CompanyInfoProjects/ContactInfoDepartments.aspx](http://www.portauthority.org/paac/CompanyInfoProjects/ContactInfoDepartments.aspx)

Darcy Cleaver, Assistant Manager, Passenger  
Amenities and Contract Services,  
Service Planning and Evaluation Department  
(412) 566-5340

[dcleaver@portauthority.org](mailto:dcleaver@portauthority.org)  
[http://www.portauthority.org/paac/  
CompanyInfoProjects/ContactInfoDepartments.aspx](http://www.portauthority.org/paac/CompanyInfoProjects/ContactInfoDepartments.aspx)

**Heritage Community Transportation****Heritage Community Initiatives**

820 Braddock Avenue  
Braddock, PA 15104

Melanie Young, Director of Transportation

[myoung@heritageserves.org](mailto:myoung@heritageserves.org)  
(412) 351-2200  
[http://www.heritageserves.org/heritage-  
transportation.html](http://www.heritageserves.org/heritage-transportation.html)

## Time Frame for Action

The recommended projects, programs, and policies identified in this study represent an ambitious plan for active transportation improvements in Wilkins Township. The projects are intended to be implemented over time, in logical stages, with early efforts helping to build momentum and support for later or larger-scale projects.

This chapter sets forth specific action steps in an order that is sensible for the community. The overall time frame for large scale largely depends on the ability to put together funding for any given project, including the outside assistance of grants and public-private partnerships. In some cases, this could mean five to 10 years.

Because some of the recommended active transportation improvements lie along corridors under the jurisdiction of Allegheny County and PennDOT, planning for these specific projects could be very long term or, conversely, surprisingly imminent. Therefore, it is important to maintain a dialogue with these two agencies, as well as the Southwestern Pennsylvania Commission (SPC), to make Wilkins Township's priorities known and to the township to best understand state, regional and county time lines for road improvements. Semi-annual conversations with planning professionals at PennDOT, the Southwestern Pennsylvania Commission and Allegheny County are important so that Wilkins Township can advocate for smart transportation and complete streets along state- and county-owned corridors as the agencies consider improvements.



# Wilkins Township Active Transportation Survey

Tuesday

## Calculate sample size margin of error

After your survey is complete and you know the number of respondents you actually have, you can use this calculator to determine the actual margin of error.

Margin of error	
Population size:	6375
Number of respondents:	140
Confidence level:	95% ▾
Margin of error:	8.19%

How many people are in the group your sample represents? (The sample size does not change much for populations larger than 20,000.)

The actual number of respondents that answered your survey.

This tells you how sure you can be of the error of margin. It is expressed as a percentage and represents how often the true percentage of the population who would pick an answer lies within the margin of error.

140

Total Responses

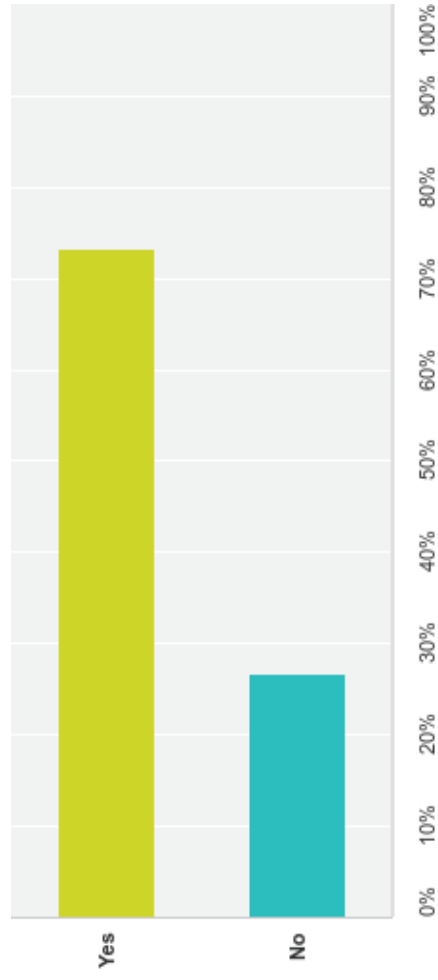
Complete Responses: 121

Powered by  SurveyMonkey

## Appendix A Survey Results

## Q1: Are you a resident of Wilkins Township?

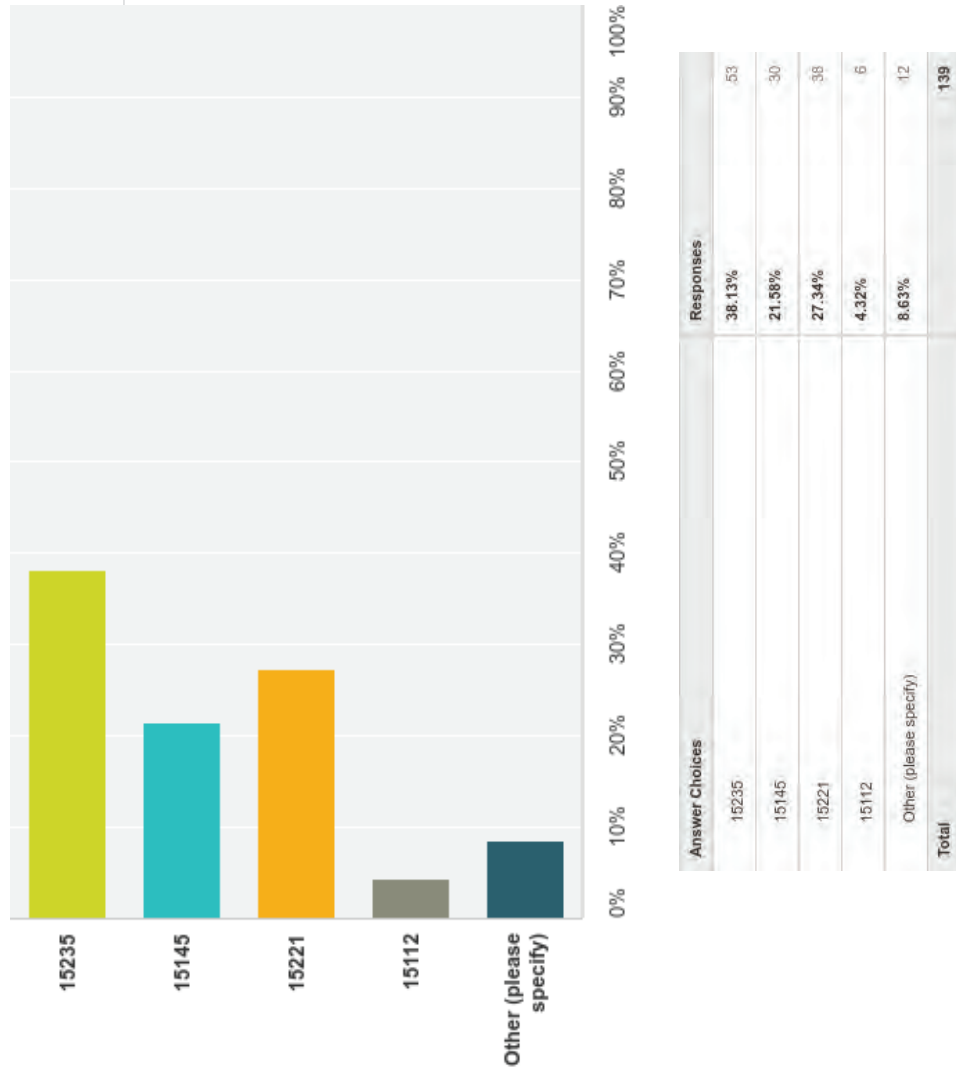
Answered: 139 Skipped: 1



Answer Choices	Responses
Yes	73.38% 102
No	26.62% 37
<b>Total</b>	<b>139</b>

## Q2: What is your zip code?

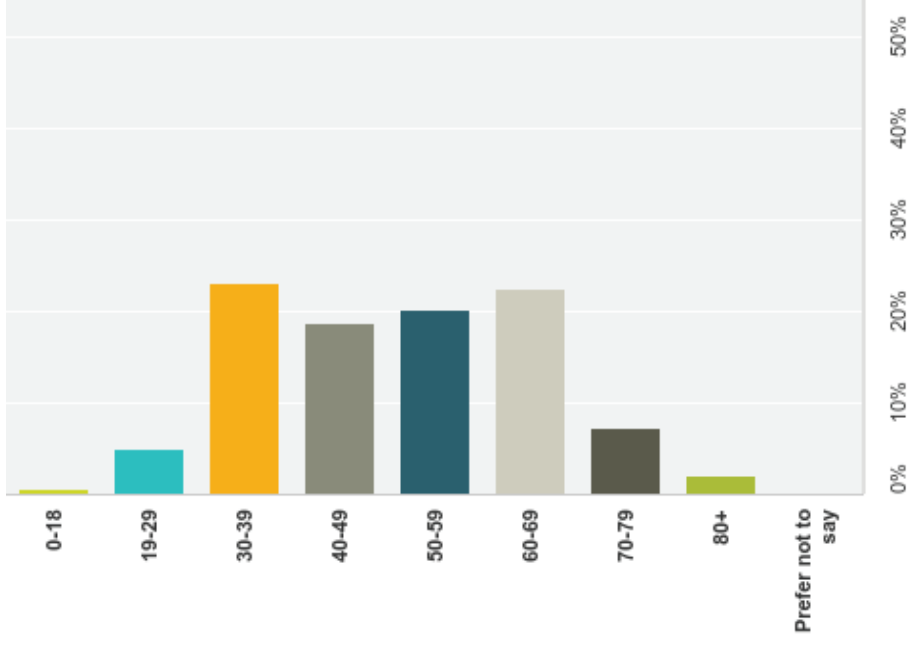
Answered: 139 Skipped: 1



### Q3: What is your age?

Answered: 138 Skipped: 2

Answer Choices	Responses
0-18	0.72% 1
19-29	5.07% 7
30-39	23.19% 32
40-49	18.84% 26
50-59	20.29% 28
60-69	22.46% 31
70-79	7.25% 10
80+	2.17% 3
Prefer not to say	0.00% 0
<b>Total</b>	<b>138</b>





## Q4: How frequently do you travel to your destinations in each of these travel modes?

Answered: 140 Skipped: 0

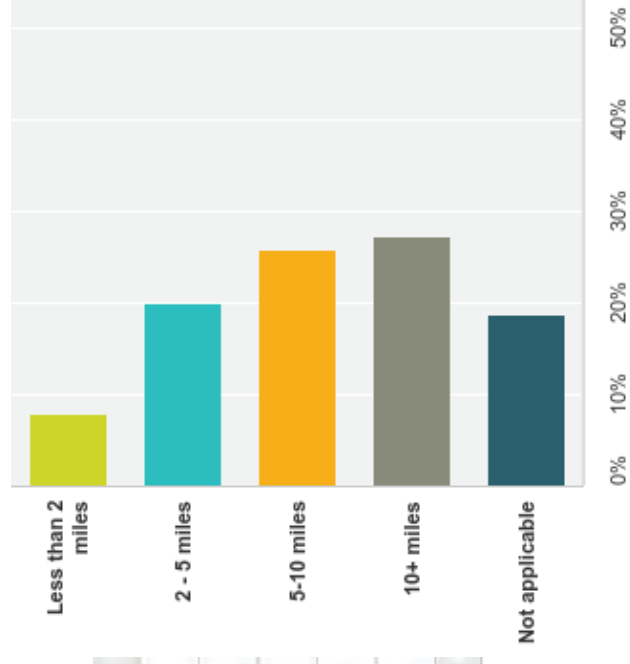
	Daily	Multiple times a week	Once a week	Once a month	Seldom	Never	Total
Drive alone	66.42% 91	21.90% 30	2.92% 4	1.46% 2	2.19% 3	5.11% 7	137
Car pool with others	3.57% 4	8.93% 10	8.93% 10	8.04% 9	23.21% 26	47.32% 53	112
Public Transit	5.83% 7	7.50% 9	6.67% 8	5.83% 7	25.00% 30	49.17% 59	120
Taxi	0.00% 0	0.00% 0	0.89% 1	0.89% 1	20.54% 23	77.68% 87	112
Ride Share - Uber, Lyft	0.00% 0	0.88% 1	4.42% 5	11.50% 13	34.51% 39	48.67% 55	113
Walk	17.19% 22	21.88% 28	11.72% 15	14.06% 18	19.53% 25	15.63% 20	128
Bicycle	9.92% 12	10.74% 13	12.40% 15	6.61% 8	15.70% 19	44.63% 54	121

Powered by  SurveyMonkey

## Q5: What is the approximate distance between your home and school or workplace?

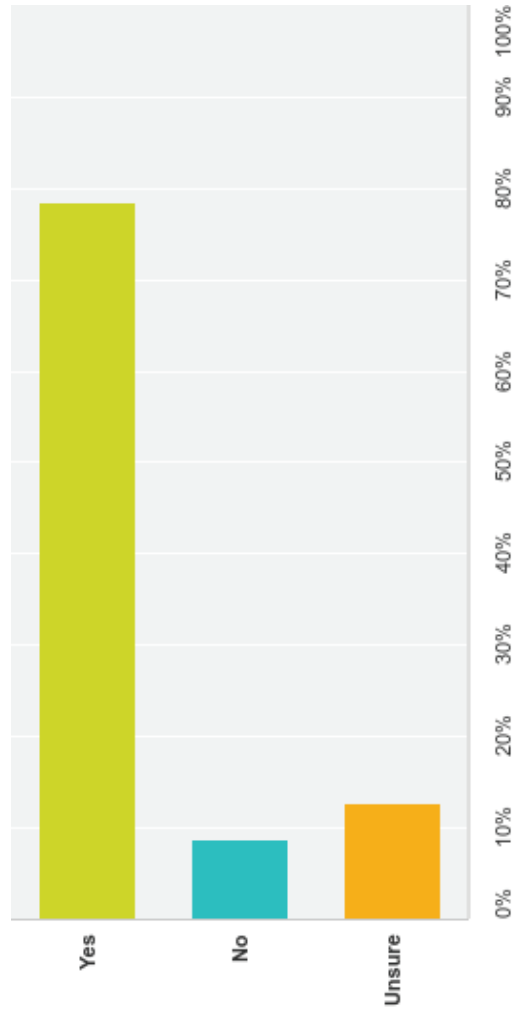
Answered: 139 Skipped: 1

Answer Choices	Responses
Less than 2 miles	7.91% 11
2 - 5 miles	20.14% 28
5-10 miles	25.90% 36
10+ miles	27.34% 38
Not applicable	18.71% 26
<b>Total</b>	<b>139</b>



## Q6: If safe, convenient and comfortable walking routes existed within Wilkins Township, would you chose to walk more?

Answered: 126 Skipped: 14

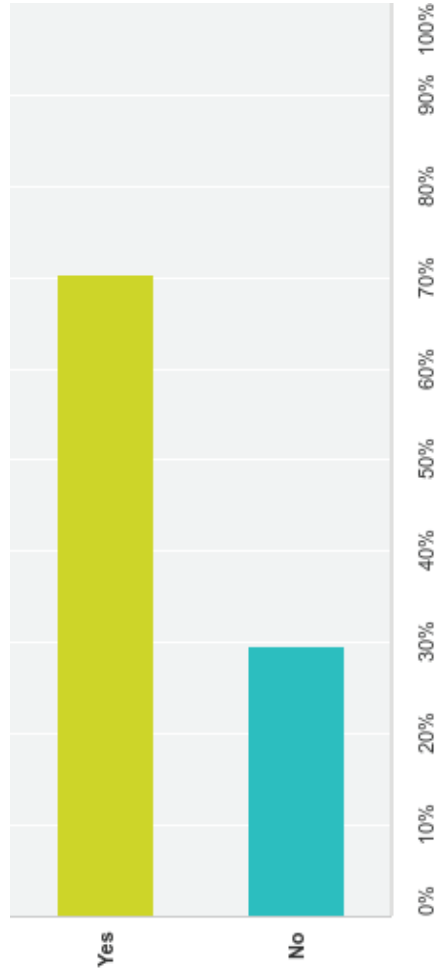


Answer Choices	Responses
Yes	78.57% 89
No	8.73% 11
Unsure	12.70% 16
Total	126

Powered by  SurveyMonkey

## Q7: Do you consider sidewalks, where available, in Wilkins Township to be safe?

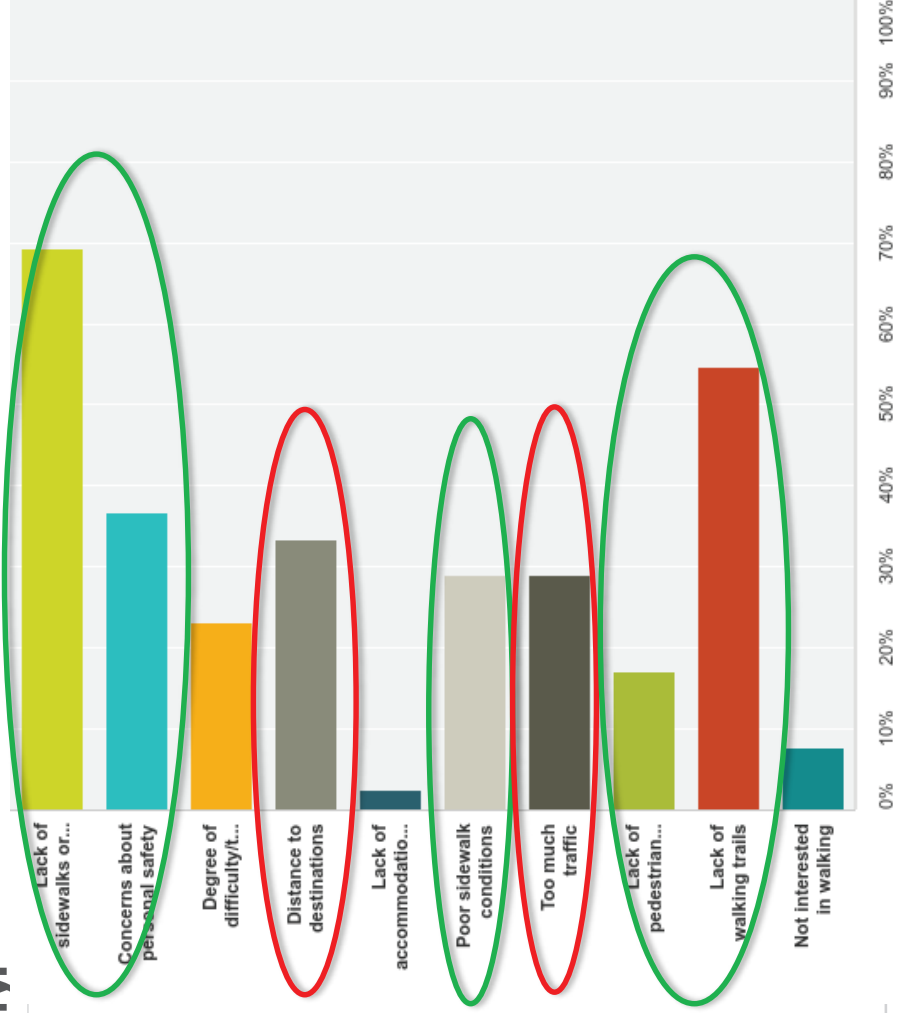
Answered: 118 Skipped: 22



Answer Choices	Responses
Yes	70.34% 83
No	29.66% 35
<b>Total</b>	<b>118</b>

## Q8: What prevents you from walking in Wilkins Township more often? Check all that apply.

Answered: 117 Skipped: 23



Powered by  SurveyMonkey

## Q8: What prevents you from walking in Wilkins Township more often? Check all that apply.

Answered: 117 Skipped: 23

Answer Choices	Responses
Lack of sidewalks or gaps in sidewalk routes	69.23% 81
Concerns about personal safety	36.75% 43
Degree of difficulty/topography	23.08% 27
Distance to destinations	33.33% 39
Lack of accommodations for disability	2.56% 3
Poor sidewalk conditions	29.06% 34
Too much traffic	29.06% 34
Lack of pedestrian signage and markings	17.09% 20
Lack of walking trails	54.70% 64
Not interested in walking	7.69% 9
<b>Total Respondents: 117</b>	

## Q9: Rank your most frequent walking destinations.

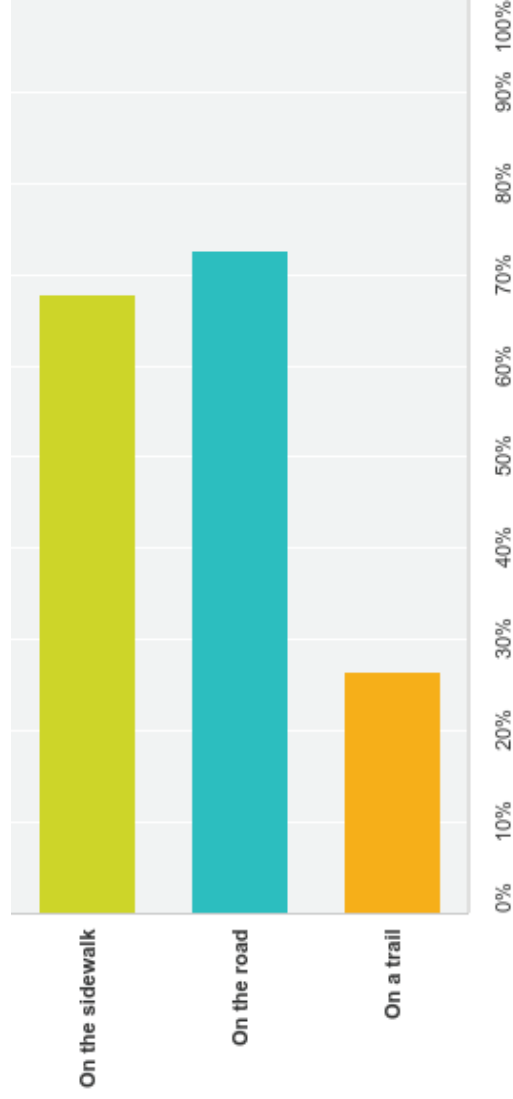
Answered: 126 Skipped: 14

	Daily	A few times a week	Once a week	Once a month	Seldom	Never	Not applicable	Total
Work	5.05% 5	3.03% 3	3.03% 3	1.01% 1	4.04% 4	53.54% 53	30.30% 30	99
School	1.03% 1	1.03% 1	1.03% 1	1.03% 1	0.00% 0	29.90% 29	65.98% 64	97
Transit stop	7.00% 7	7.00% 7	4.00% 4	7.00% 7	12.00% 12	33.00% 33	30.00% 30	100
Park	4.67% 5	10.28% 11	8.41% 9	14.02% 15	32.71% 35	20.56% 22	9.35% 10	107
Errand destination	3.85% 4	18.27% 19	12.50% 13	9.62% 10	16.35% 17	25.96% 27	13.46% 14	104
Place of worship	1.00% 1	1.00% 1	5.00% 5	1.00% 1	5.00% 5	43.00% 43	44.00% 44	100
My typical neighborhood route/loop	14.15% 15	27.36% 29	12.26% 13	10.38% 11	16.04% 17	12.26% 13	7.55% 8	106
Undetermined - recreation/health related	10.09% 11	25.69% 28	15.60% 17	11.93% 13	11.93% 13	11.01% 12	13.76% 15	109

Powered by  SurveyMonkey

## Q10: When you walk, where do you walk? Check all that apply.

Answered: 121 Skipped: 19



Answer Choices	Responses
On the sidewalk	67.77%
On the road	72.73%
On a trail	26.45%

Total Respondents: 121

Powered by  SurveyMonkey



Q11 Please list specific destinations that you currently walk to:

Answered: 90 Skipped: 50

Wilkins Primary Route Streets Local

Greensburg Pike Mailbox Exercise

Turtle Creek Park Edgewood Walk Church

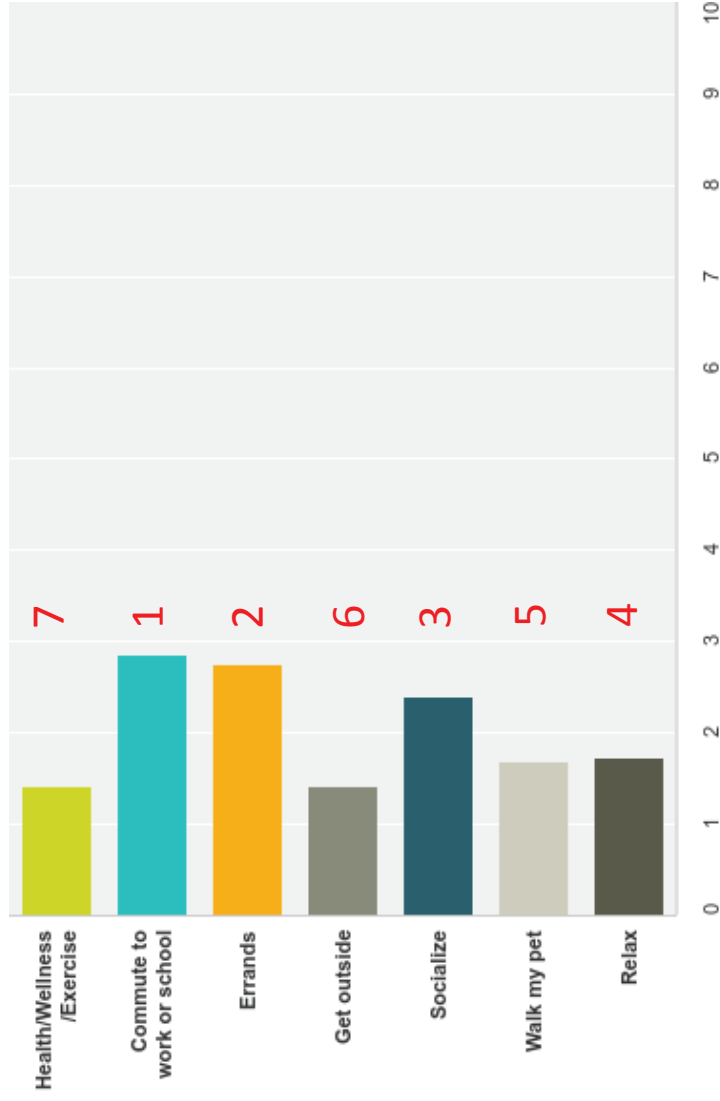
Neighborhood Gilmore Acres

Penn Center Beulah Road Bus Stop Transit

School Market Mall

## Q12: Rank your purposes for walking.

Answered: 128 Skipped: 12



Powered by  SurveyMonkey

## Q12: Rank your purposes for walking.

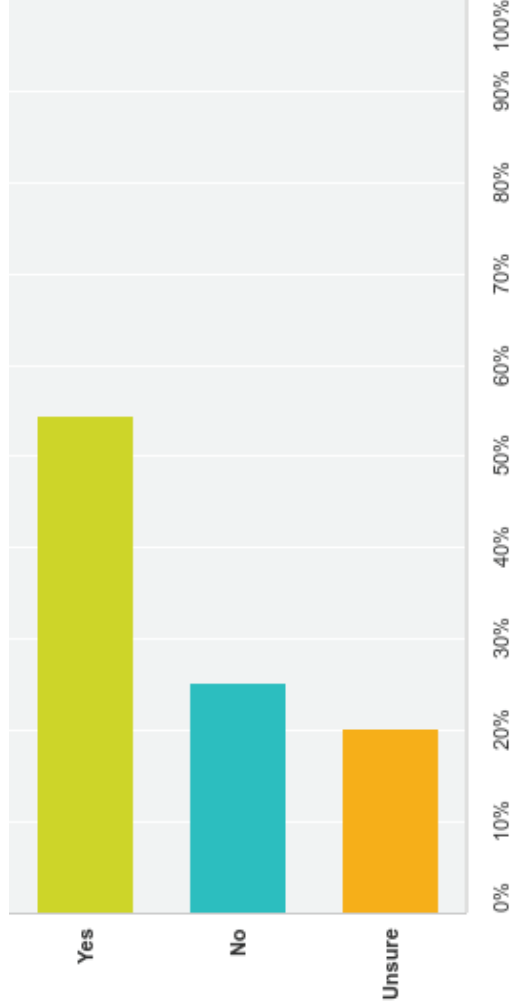
Answered: 128 Skipped: 12

	Very important	Somewhat important	No strong opinion	Somewhat unimportant	Totally unimportant	N/A	Total	Weighted Average
Health/Wellness/Exercise	65.87% 83	26.19% 33	3.17% 4	0.00% 0	2.38% 3	2.38% 3	126	1.43
Commute to work or school	14.71% 15	5.88% 6	13.73% 14	4.90% 5	11.76% 12	49.02% 50	102	2.87
Errands	9.09% 10	29.09% 32	18.18% 20	7.27% 8	10.91% 12	25.45% 28	110	2.76
Get outside	60.83% 73	30.83% 37	3.33% 4	0.83% 1	0.00% 0	4.17% 5	120	1.42
Socialize	21.10% 23	35.78% 39	18.35% 20	2.75% 3	11.01% 12	11.01% 12	108	2.40
Walk my pet	35.45% 38	13.64% 15	3.64% 4	1.82% 2	3.64% 4	41.82% 46	110	1.70
Relax	35.65% 41	47.83% 55	8.70% 10	0.00% 0	0.87% 1	6.96% 8	115	1.74

Powered by  SurveyMonkey

### Q13: If safe, convenient and comfortable bicycling routes existed within Wilkins Township, would you chose to bicycle more?

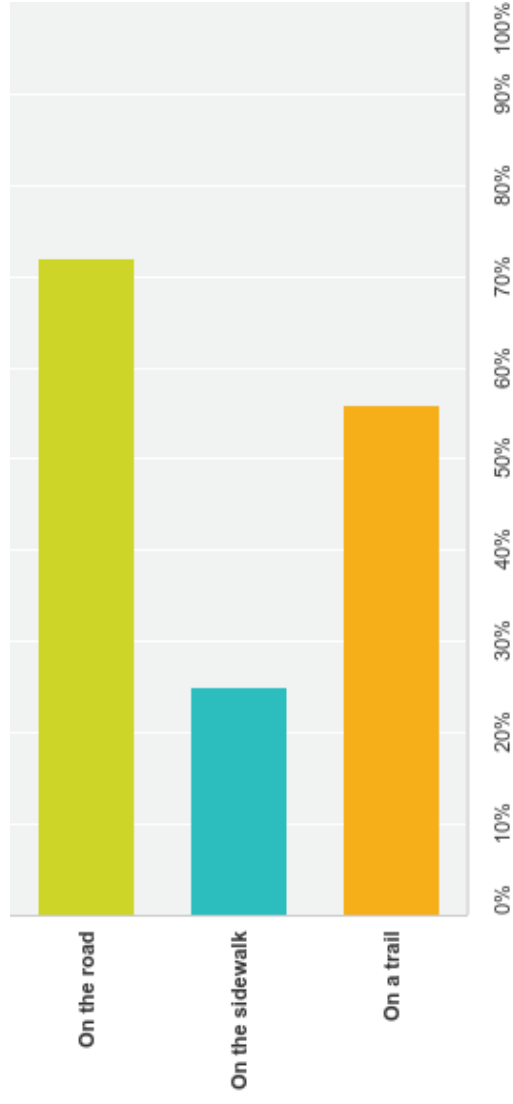
Answered: 123 Skipped: 17



Answer Choices	Responses
Yes	87
No	31
Unsure	25
<b>Total</b>	<b>123</b>

## Q14: Where do you bicycle? Check all that apply.

Answered: 68 Skipped: 72



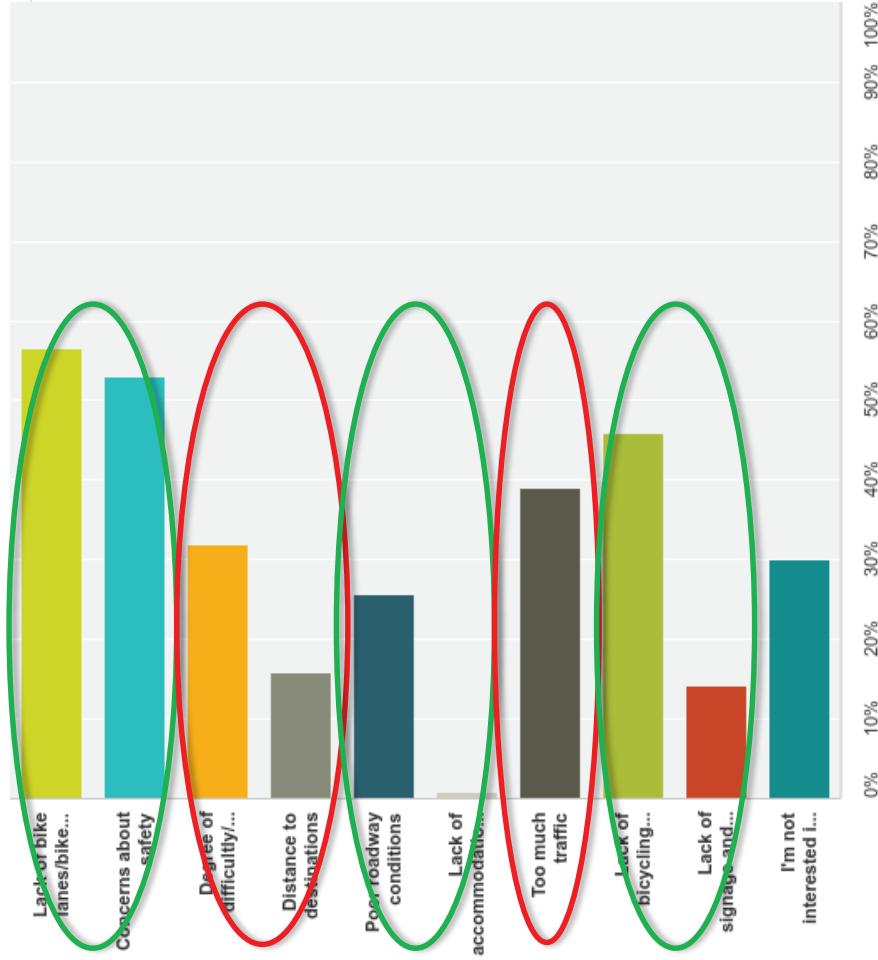
Answer Choices	Responses
On the road	72.06% 49
On the sidewalk	25.00% 17
On a trail	55.88% 38
<b>Total Respondents: 68</b>	

Powered by  SurveyMonkey

## Q15: What prevents you from bicycling more often in Wilkins Township? (Check all that apply.)

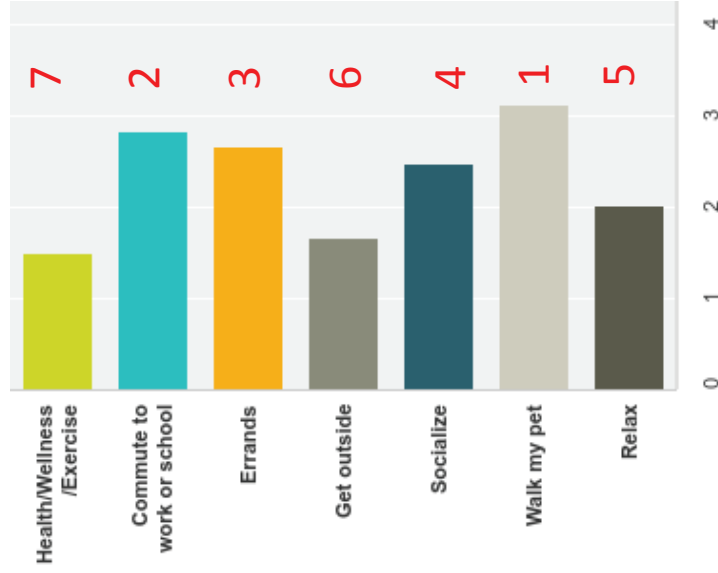
Answered: 113 Skipped: 27

Answer Choices	Responses
Lack of bike lanes/bike infrastructure	56.64% 64
Concerns about safety	53.10% 60
Degree of difficulty/topography	31.86% 36
Distance to destinations	15.93% 18
Poor roadway conditions	25.66% 29
Lack of accommodations for disability	0.88% 1
Too much traffic	38.94% 44
Lack of bicycling trails	46.02% 52
Lack of signage and pavement markings	14.16% 16
I'm not interested in bicycling	30.09% 34
<b>Total Respondents: 113</b>	



## Q16: Rank your purposes for biking.

Answered: 105 Skipped: 35

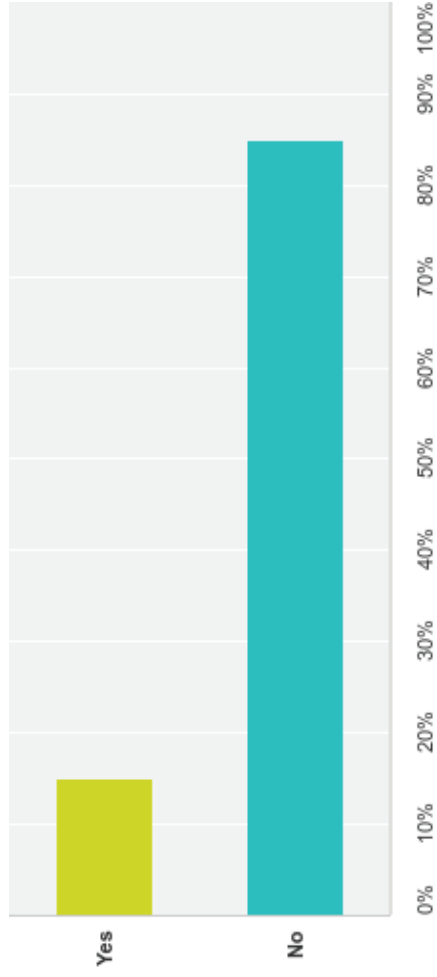


	Very important	Somewhat important	No strong opinion	Somewhat unimportant	Totally unimportant	N/A	Total	Weighted Average
Health/Wellness/Exercise	53.85% 56	20.19% 21	2.88% 3	0.96% 1	2.88% 3	19.23% 20	104	1.50
Commute to work or school	12.50% 11	10.23% 9	10.23% 9	4.55% 4	11.36% 10	51.14% 45	88	2.84
Errands	8.79% 8	23.08% 21	12.09% 11	4.40% 4	8.79% 8	42.86% 39	91	2.67
Get outside	50.53% 48	20.00% 19	4.21% 4	2.11% 2	5.26% 5	17.89% 17	95	1.68
Socialize	25.56% 23	15.56% 14	15.56% 14	7.78% 7	10.00% 9	25.56% 23	90	2.48
Walk my pet	4.76% 4	3.57% 3	9.52% 8	4.76% 4	5.95% 5	71.43% 60	84	3.13
Relax	32.97% 30	23.08% 21	6.59% 6	4.40% 4	6.59% 6	26.37% 24	91	2.03

Powered by  SurveyMonkey

## Q17: Do you consider the roadways to be safe to bicycle in Wilkins Township?

Answered: 106 Skipped: 34



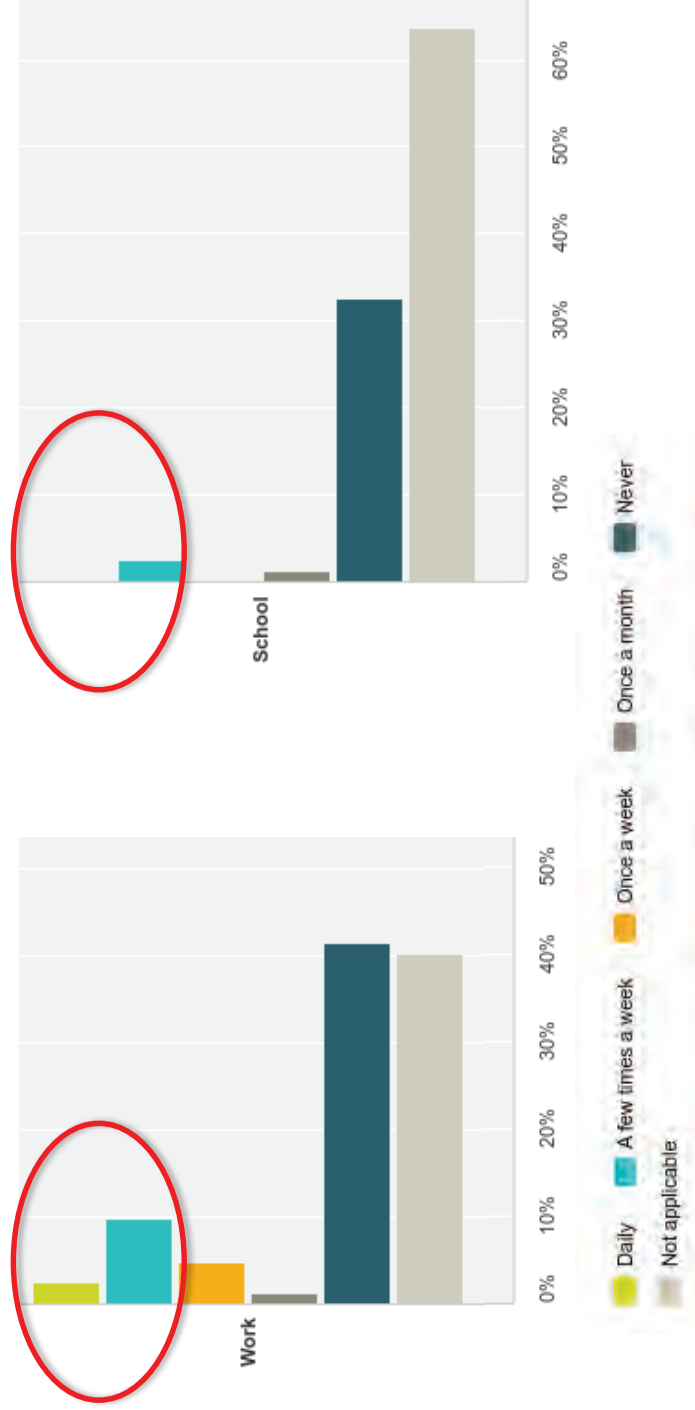
Answer Choices	Responses
Yes	15.09% 16
No	84.91% 90
<b>Total</b>	<b>106</b>

Powered by  SurveyMonkey



## Q19: Rank your most frequent bicycling destinations.

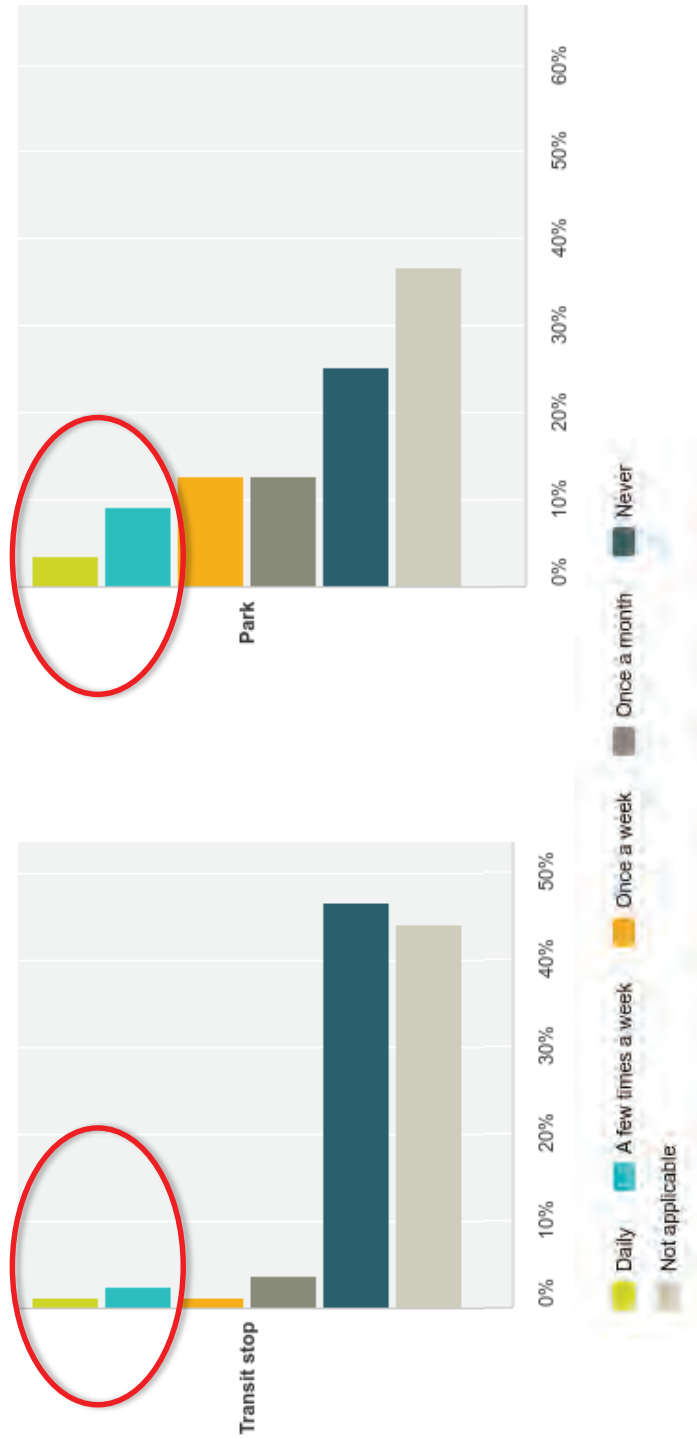
Answered: 96 Skipped: 44



Powered by  SurveyMonkey

### Q19: Rank your most frequent bicycling destinations.

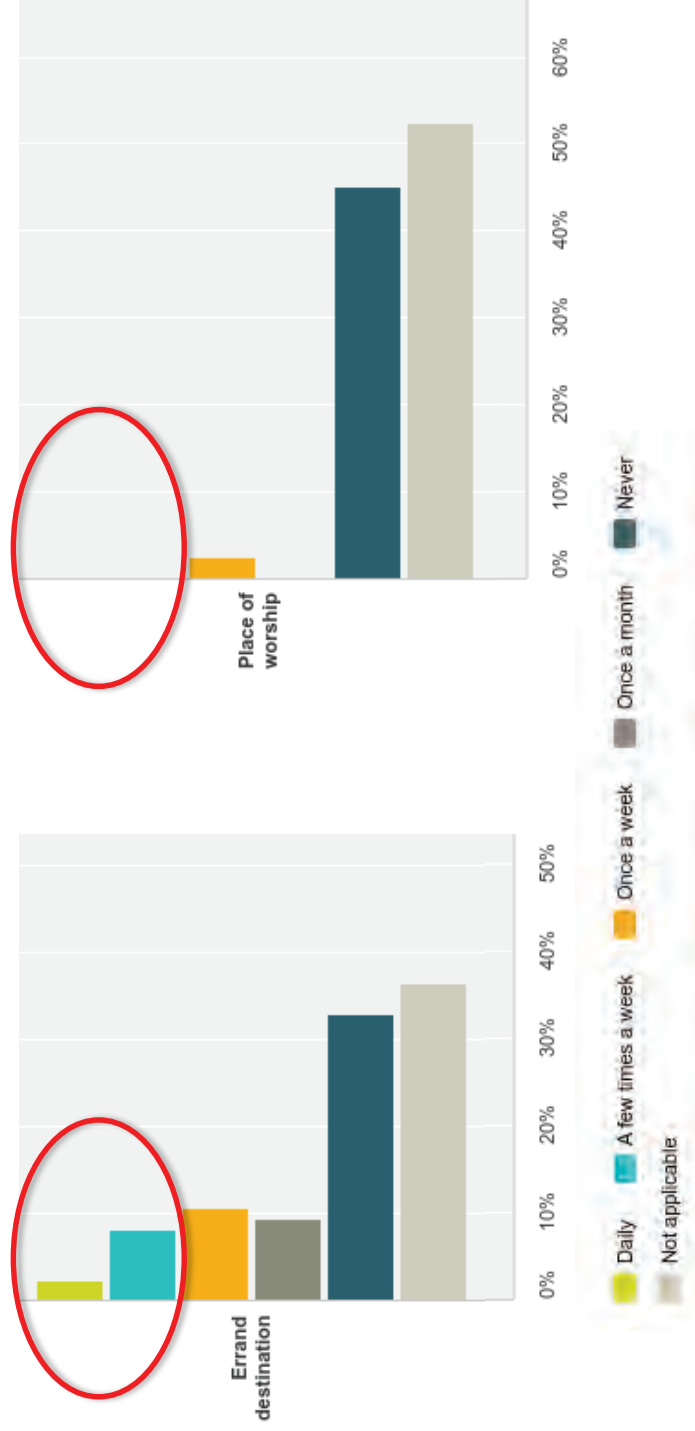
Answered: 96 Skipped: 44



Powered by  SurveyMonkey

## Q19: Rank your most frequent bicycling destinations.

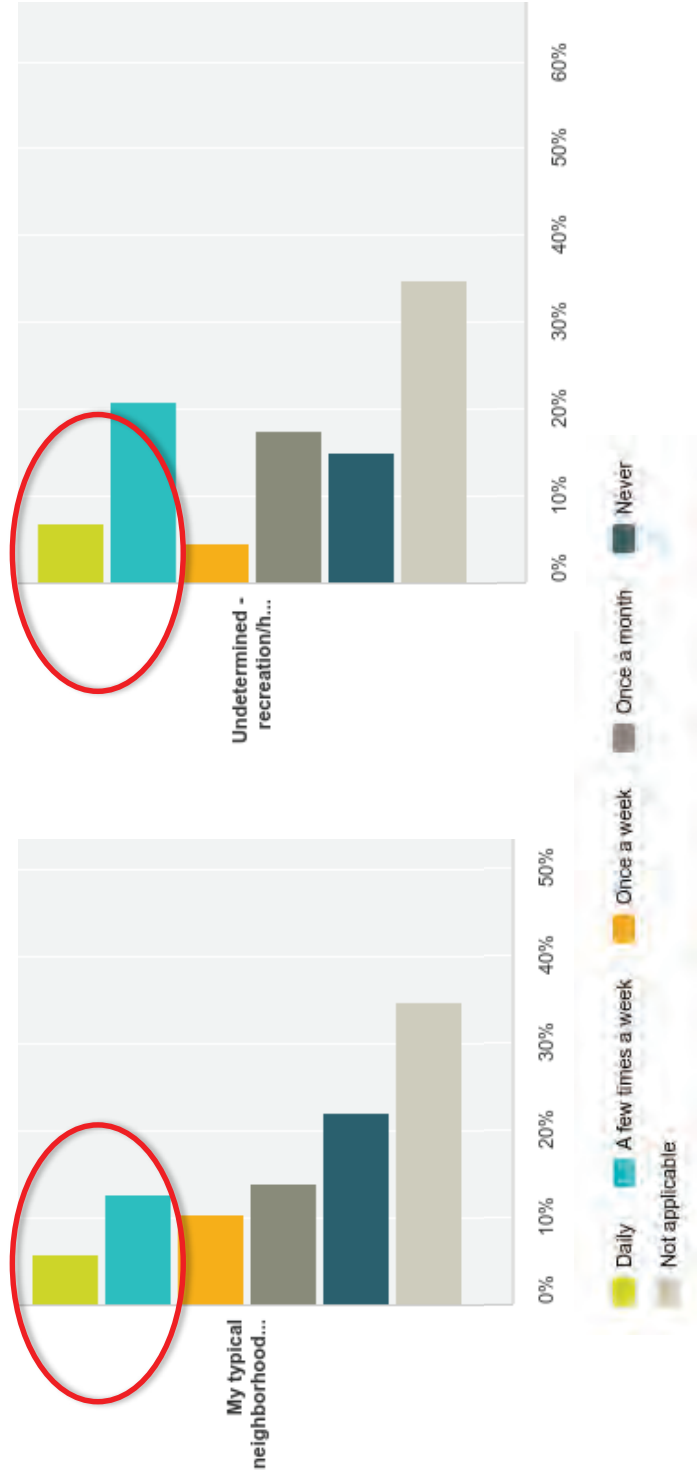
Answered: 96 Skipped: 44



Powered by  SurveyMonkey

### Q19: Rank your most frequent bicycling destinations.

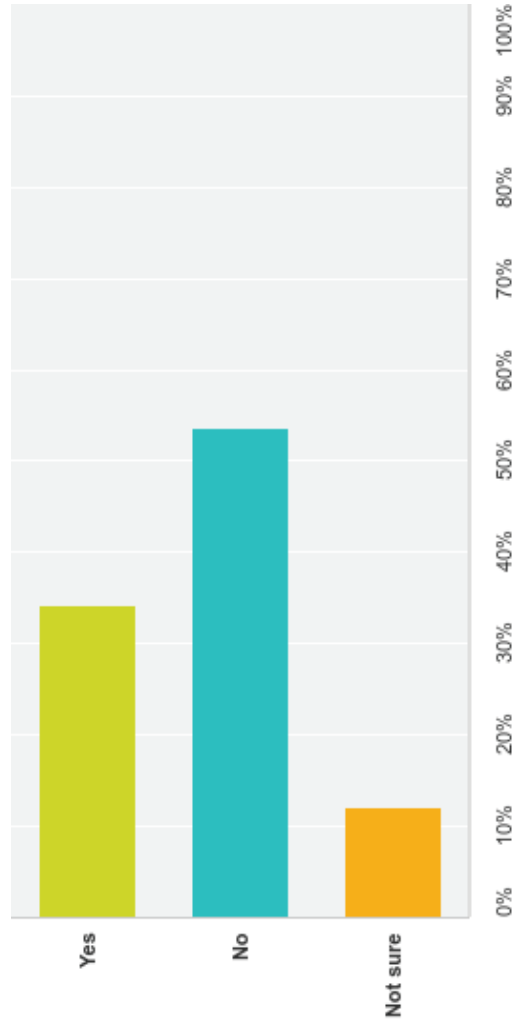
Answered: 96 Skipped: 44



Powered by SurveyMonkey

## Q20: Are there bus stops convenient to your home and desired destinations?

Answered: 123 Skipped: 17

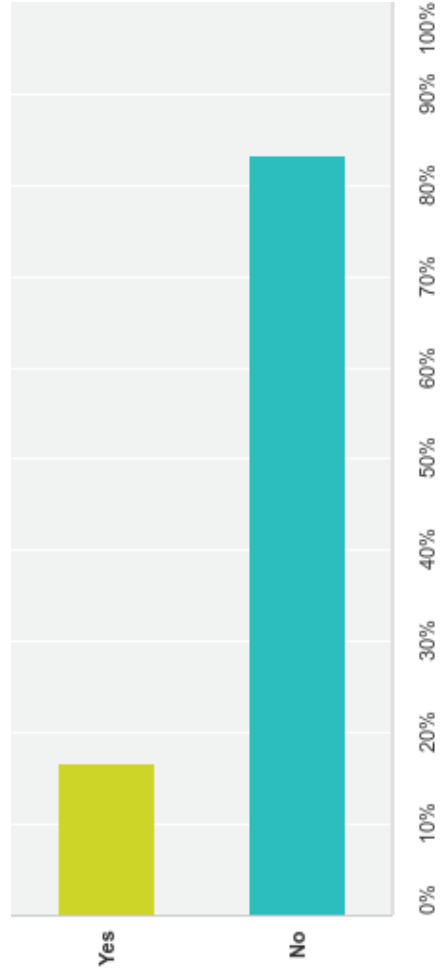


Answer Choices	Responses
Yes	34.15% 42
No	53.66% 66
Not sure	12.20% 15
<b>Total</b>	<b>123</b>

Powered by  SurveyMonkey

## Q21: Do you use a park and ride lot to park your vehicle and ride the bus the rest of the way to your destination?

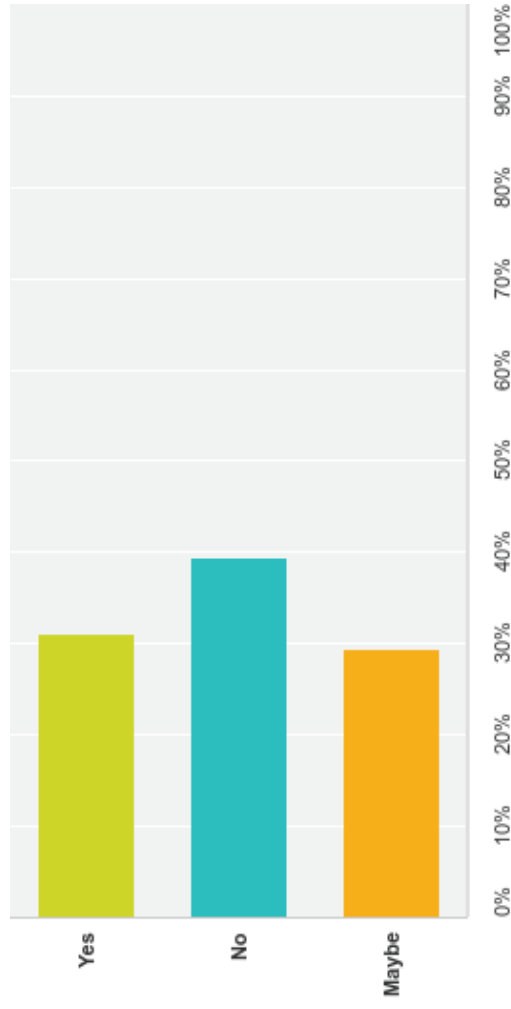
Answered: 114 Skipped: 26



Answer Choices	Responses
Yes	16.67% 19
No	83.33% 95
<b>Total</b>	<b>114</b>

## Q22: Would you use a park and ride lot to park your vehicle and ride the bus the rest of the way to your destination?

Answered: 119 Skipped: 21

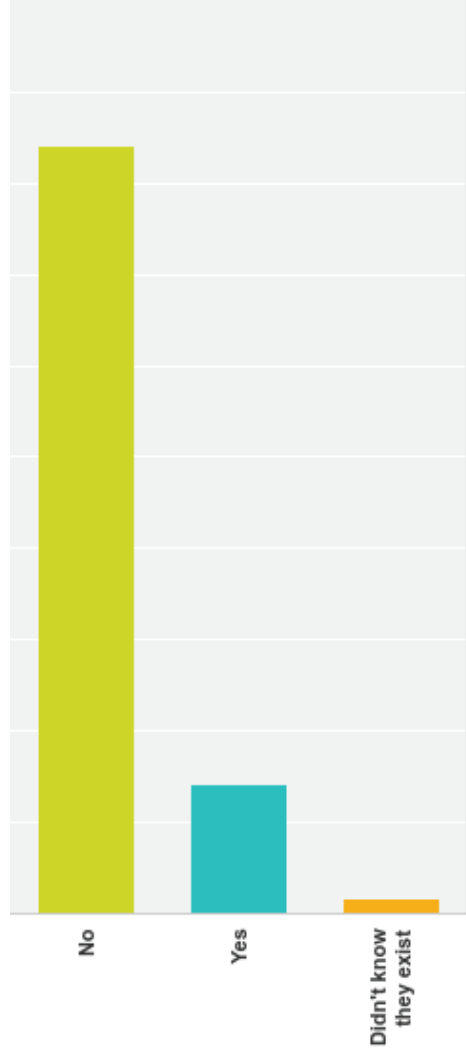


Answer Choices	Responses
Yes	31.09% 37
No	39.50% 47
Maybe	29.41% 35
Total	119

Powered by  SurveyMonkey

## Q23: Have you ever used the bike racks on Allegheny County Port Authority buses?

Answered: 119 Skipped: 21



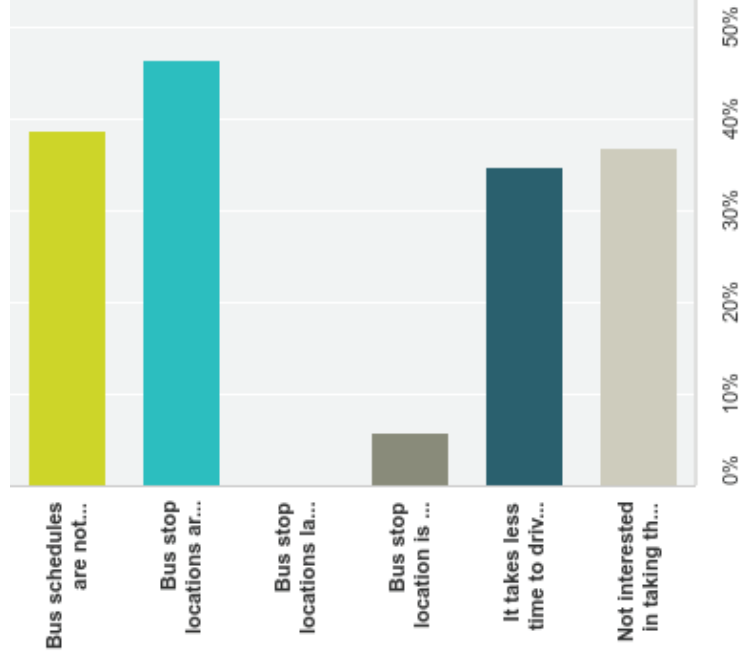
Answer Choices	Responses
No	84.03% 100
Yes	14.29% 17
Didn't know they exist	1.68% 2
<b>Total</b>	<b>119</b>



## Q24: What prevents you from using Port Authority Transit buses more often?

Answered: 103 Skipped: 37

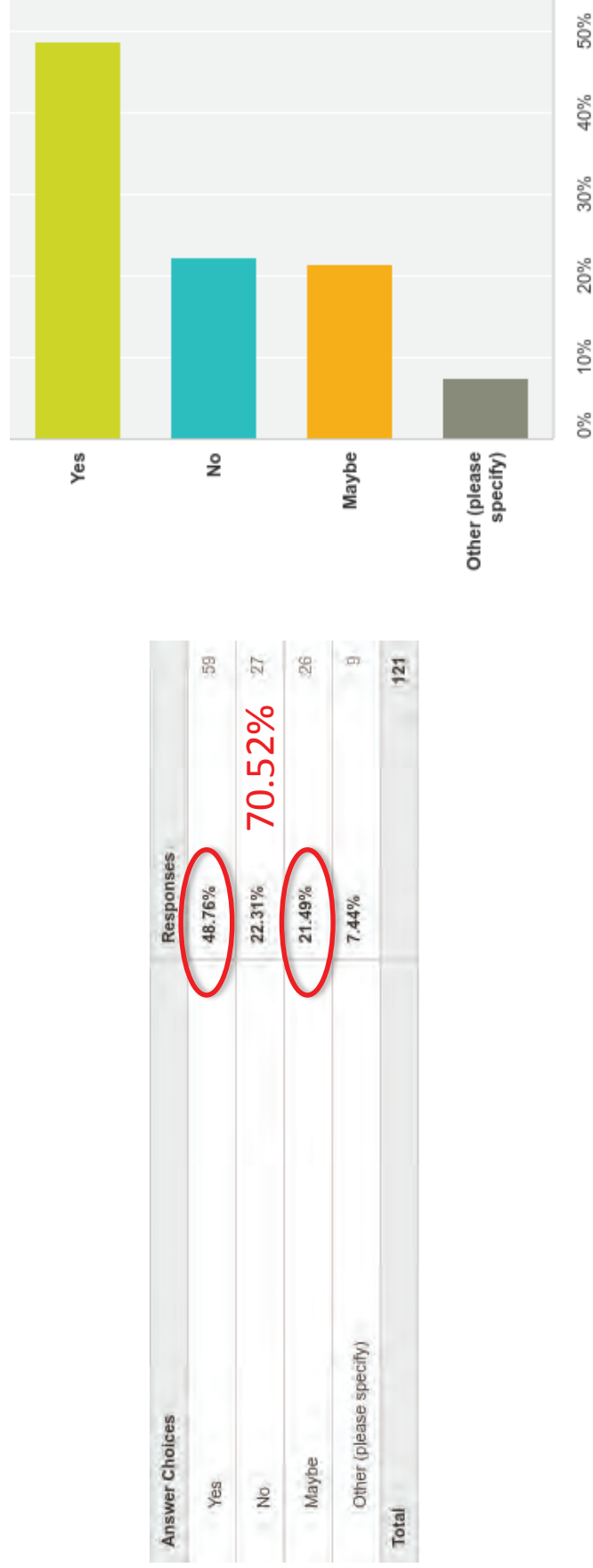
Answer Choices	Responses
Bus schedules are not convenient	38.83% 40
Bus stop locations are not convenient	46.60% 48
Bus stop locations lack accessibility accommodations for disability	0.00% 0
Bus stop location is not safe	5.83% 6
It takes less time to drive and park	34.95% 36
Not interested in taking the bus	36.89% 38
<b>Total Respondents: 103</b>	



Powered by  SurveyMonkey

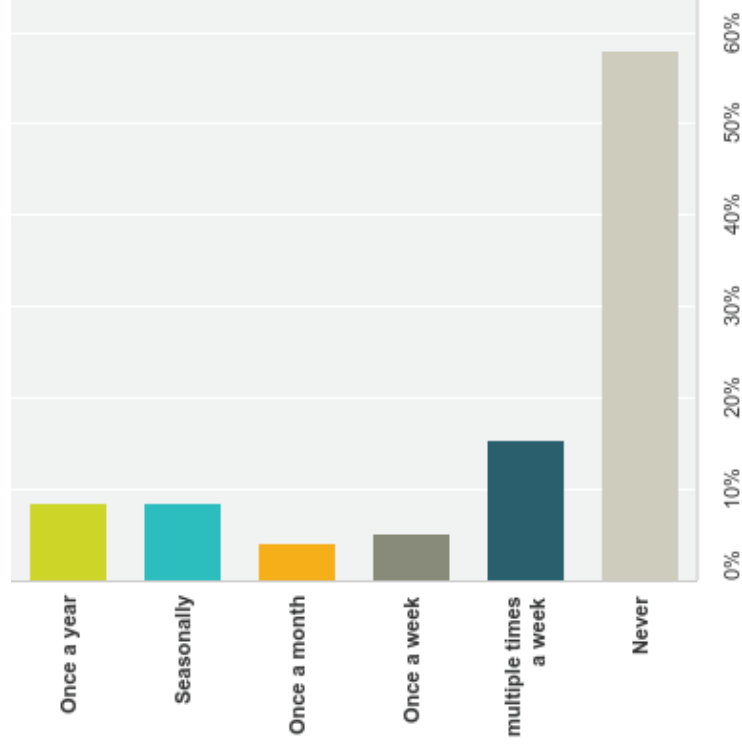
## Q25: Would you take the bus to your destination if there were a suitable, direct route?

Answered: 121 Skipped: 19



## Q26: On average how often do you ride a bus to work/school or other destinations?

Answered: 117 Skipped: 23



Answer Choices	Responses
Once a year	8.55% 10
Seasonally	8.55% 10
Once a month	4.27% 5
Once a week	5.13% 6
multiple times a week	15.38% 18
Never	58.12% 68
<b>Total</b>	<b>117</b>

Powered by  SurveyMonkey

## Q27: What is the likelihood that improvements would increase your use of active transportation?

Answered: 114 Skipped: 26

	Very Likely	Likely	Somewhat Likely	Not Likely	Not applicable	Total
Better connections to key destinations	49.55% 55	15.32% 17	13.51% 15	13.51% 15	8.11% 9	111
Convenient park and ride locations	29.13% 30	14.56% 15	21.36% 22	20.39% 21	14.56% 15	103
Connected sidewalks	43.40% 46	21.70% 23	15.09% 16	11.32% 12	8.49% 9	106
Bike lanes	38.53% 42	11.01% 12	16.51% 18	20.18% 22	13.76% 15	109
Off-road trails	41.12% 44	18.69% 20	14.95% 16	14.02% 15	11.21% 12	107
Paved shoulders	30.84% 33	22.43% 24	21.50% 23	15.89% 17	9.35% 10	107
Better education for motorists	27.36% 29	25.47% 27	14.15% 15	20.75% 22	12.26% 13	106
Better education for pedestrians	19.61% 20	23.53% 24	19.61% 20	25.49% 26	11.76% 12	102
Better education for bicyclists	21.70% 23	24.53% 26	16.04% 17	25.47% 27	12.26% 13	106
Better education for transit riders	15.69% 16	20.59% 21	21.57% 22	25.49% 26	16.67% 17	102

	Very Likely	Likely	Somewhat Likely	Not Likely	Not applicable	Total
Better education for pedestrians	19.61% 20	23.53% 24	19.61% 20	25.49% 26	11.76% 12	102
Better education for bicyclists	21.70% 23	24.53% 26	16.04% 17	25.47% 27	12.26% 13	106
Better education for transit riders	15.69% 16	20.59% 21	21.57% 22	25.49% 26	16.67% 17	102
Pedestrian route maps	24.04% 25	24.04% 25	15.38% 16	25.00% 26	11.54% 12	104
Bicycling route maps	24.30% 26	27.10% 29	12.15% 13	21.50% 23	14.95% 16	107
Secure bicycle parking at destination	32.08% 34	20.75% 22	11.32% 12	18.87% 20	16.98% 18	106
Shower/changing facilities at destination	13.73% 14	11.76% 12	13.73% 14	36.27% 37	24.51% 25	102
Improved accommodations for disability	8.00% 8	6.00% 6	10.00% 10	30.00% 30	46.00% 46	100

# Appendix B

## CONNECT Funding Sources

### Surface Transportation Program (STP)

- **Type:** Federal, Reimbursement
- **Match:** 20%
- **Eligible Uses:**
  - ▶ Federal-aid highway road improvements (minor collectors and above)
  - ▶ Bridges on any public road (≥ 20' in length)
  - ▶ Bicycle and pedestrian infrastructure
  - ▶ Transit capital projects
  - ▶ Planning
- **Available Funding:** \$41 million/year, region-wide. Projects selected through TIP process.
- **Programmatic:** Must be consistent with regional long range transportation plan.
- **Federal Funding Types and Eligibility**

### Highway Safety Improvement Program (HSIP)

- **Type:** Reimbursement
- **Match:** 10%
- **Eligible Uses:**
  - ▶ Projects or strategies to reduce identified safety problems consistent with the Strategic Highway Safety Plan.
  - ▶ Correct or improve a hazardous road location or feature.
- **Available Funding:** \$10.2 million/year, region-wide. Projects selected through TIP process.
- **Programmatic:** Performance based, must be consistent with the State Strategic Highway Safety Plan (SHSP); and consistent with regional long range transportation plan.

### State Highway Safety Program (HSP or Section 402)

- **Type:** Reimbursement
- **Match:** 10%
- **Eligible Uses:**
  - ▶ Reduce injuries and deaths resulting from driving in excess speeds
  - ▶ Encourage the proper use of occupant protection devices
  - ▶ Reduce injuries and deaths resulting from driving while impaired
  - ▶ Prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles
  - ▶ Reduce injuries and deaths from school bus accidents
  - ▶ Reduce accidents from unsafe driving behavior
  - ▶ Improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures
  - ▶ Improve driver performance
  - ▶ Improve pedestrian and bicycle safety
  - ▶ Improve traffic records, accident investigations, vehicle registration, operation, and inspection, and emergency services
- **Available Funding:** \$10.2 million/year, region-wide. Projects selected through TIP process.
- **Programmatic:** Performance based, must be consistent with the State Strategic Highway Safety Plan (SHSP); and consistent with regional long range transportation plan. States can distribute funds to a wide network of sub-grantees, including local law enforcement agencies, municipalities, universities, health care organizations, and other local institutions. At least 40% of Section 402 funds must be spent by local governments or be used for the benefit of local governments.

**Federal – USDOT, FHWA (Cont.)****Livability through Smart Transportation (SMART)**

- **Type:** Reimbursement
- **Match:** 20%
- **Eligible Uses:**
  - ▶ Bicycle and Pedestrian facilities
  - ▶ Corridor management/congestion reduction
  - ▶ Intermodal/TOD
  - ▶ Land use and transportation linkage
  - ▶ Planning and redevelopment
  - ▶ Road improvements
  - ▶ Streetscapes/traffic calming
- **Available Funding:** \$1.6 million/year, region-wide. Projects selected by competitive application process, every two years
- **Programmatic:** projects must be in within urbanized area and consistent with regional long range transportation plan.
- **Eligible Applicants:** Nonprofit organizations are not eligible as direct recipients of funds, but may partner with SPC member county governments and the City of Pittsburgh to submit candidate projects

**Congestion Mitigation and Air Quality (CMAQ) (SPC & PennDOT Administered)**

- **Type:** Reimbursement
- **Match:** 20%
- **Eligible Uses:**
  - ▶ Public Transportation
  - ▶ Traffic Flow and HOV Lanes (non Single Occupancy Vehicle capacity increases)
  - ▶ Non-recreational bicycle and pedestrian facilities
  - ▶ Ride Sharing and Transportation Demand Management (TDM)
  - ▶ Alternative Fuels
  - ▶ Education and Outreach
  - ▶ Intermodal Connections
- **Available Funding:** \$18 million/year, region-wide. Projects selected through competitive application process every two years
- **Programmatic:** Must be consistent with regional long range transportation plan. Must be used in Air Quality Non-Attainment or Maintenance Areas.
- **Eligible Applicants:** Nonprofit organizations are not eligible as direct recipients of funds, but may partner with any eligible entity on a project
- **Federal Funding Types and Eligibility**

**Federal – USDOT, FHWA (Cont.)****Transportation Alternatives Set-Aside (TASA) (SPC & PennDOT Administered)**

- **Type:** Reimbursement
- **Match:** 20% Local (preconstruction activities act as local match for 100% federal construction)
- **Eligible Uses:**
  - ▶ Bicycle and Pedestrian Facilities
  - ▶ Safe Routes for Non-Drivers
  - ▶ Conversion of Abandoned Railway Corridors to Trails
  - ▶ Historic Preservation of Transportation Facilities
  - ▶ Construction of Turn-Outs, Overlooks and Viewing Areas
  - ▶ Outdoor Advertising Management
  - ▶ Environmental Mitigation (incl. Stormwater &Vegetation Management)
- **Available Funding:** \$1.7 million/year, region-wide, and \$17 million/year statewide. Projects selected by competitive application process every 2 years
- **Programmatic:** Must be consistent w/ regional long range transportation plan.
- **Eligible Applicants:** Nonprofit organizations are not eligible as direct recipients of funds, but may partner with any eligible entity on a project

**State - PennDOT****Green Light-Go**

- **Type:** Reimbursement
- **Match:** 20% Local
- **Available Funding:** up to \$40 million/cycle, state-wide. Projects usually selected annually by competitive application process
- **Programmatic:** Projects are located on existing state and local highways
- **Eligible Applicants:** Municipalities, Counties, Planning Organizations
- **Eligible Uses:**
  - ▶ Study and removal of unwarranted signals
  - ▶ Traffic signal timing
  - ▶ LED replacements
  - ▶ Asset management
  - ▶ Traffic signal operations and maintenance
  - ▶ Innovative technologies
  - ▶ Communications
  - ▶ Detection and controller upgrades
  - ▶ Modernization upgrades

**Automated Red Light Enforcement Transportation Enhancement Program (ARLE)**

- **Type:** Reimbursement
- **Match:** N/A; however, limited funds available and cost sharing is encouraged.
- **Available Funding:** Historically between \$3 and \$8.8 million/year, state-wide. Projects selected by competitive application process. (every year).
- **Eligible Applicants:** local governments, MPO & RPO's, State Agencies
- **Eligible Uses:**
  - ▶ Study and removal of unwarranted signals
  - ▶ Traffic signal timing
  - ▶ LED replacements
  - ▶ Construction of turn lanes

- ▶ Signage, roadway re-striping, guiderails, and center line rumble strips
- ▶ Traffic signal operations and maintenance
- ▶ Innovative signal technologies
- ▶ Communications
- ▶ Detection and controller upgrades
- ▶ Modernization and safety upgrades
- ▶ Drainage improvements

#### **Multimodal Transportation Fund (PennDOT)**

- **Type:** Reimbursement: on a monthly basis, based on invoices
- **Match:** 30% Local (cash contributions or cash equivalents for the appraised value of the real estate necessary to construct an eligible project)
  - ▶ *Other state or federal agency grant cannot be used as match*
- **Eligible Uses:**
  - ▶ Projects which coordinate local land use with transportation assets to enhance existing communities
  - ▶ Streetscapes, lighting, and pedestrian safety
  - ▶ projects improving connectivity or the utilization of existing transportation assets
  - ▶ Projects related to the development of transit-oriented development
- **Available Funding:** \$77 million/year, state-wide. Projects selected by competitive application process, usually every year, fall-winter.
- **Programmatic:** Project cost of \$100,000 or more; grants normally will not exceed \$3,000,000.
- **CFA Programs**

#### **State – Commonwealth Finance Authority (CFA)**

#### **Act 13 Greenways, Trails & Recreation Program**

- **Type:** Reimbursement - CFA will release funds to the applicant at 30-day intervals
- **Match:** 15% Local; cash match of the total project cost or cash equivalents for the appraised value of real estate
- **Available Funding:** Opens annually (winter-spring), grant not to exceed \$250,000
- **Eligible Uses:**
  - ▶ **Projects:** Public Park & Recreation Areas, Greenways & Trails, Rivers Conservation
  - ▶ **Activities:** development, rehabilitation, improvement, planning, & acquisition
- **Eligible Applicants**
  - Municipalities, COG's, Watershed Organizations, For-Profit Businesses
  - "An entity involved in research, restoration, rehabilitation, planning, acquisition, development, education or other activities, which furthers the protection, enhancement, conservation, preservation or enjoyment of this commonwealth's environmental, conservation, recreation or similar resources. The organization must be a tax-exempt institution under section 501(c) (3) and registered with the Bureau of Charitable Organizations or an educational institution involved in these authorized activities or a municipal authority."
  - An accredited university, college, seminary college, community college or two-year college



## State - Department of Community & Economic Development (DCED)

### Multimodal Transportation Fund (DCED)

- **Type:** Reimbursement - CFA will release funds to the applicant at 30-day intervals
- **Match:** 30% Local; (cash contributions or cash equivalents for the appraised value of the real estate necessary to construct an eligible project)
- **Eligible Uses:**
  - ▶ Projects which coordinate local land use with transportation assets to enhance existing communities
  - ▶ Streetscapes, lighting, and pedestrian safety
  - ▶ Projects improving connectivity or the utilization of existing transportation assets
  - ▶ Projects related to the development of transit-oriented development
- **Eligibility/Availability:** Round opens annually, summer (usually)
  - ▶ Local Government, COG, Business, Economic Development Organization, Public Transit Agency, Port Owners
  - ▶ EDO : a nonprofit corporation or association whose purpose is the enhancement of economic conditions in their community
- **Programmatic:** Projects must have a total cost of \$100,000; generally requests do not exceed \$3,000,000.

### Municipal Assistance Program (MAP)

- Funding for local governments to plan and implement a variety of services, improvements, and soundly managed development for three groups of activities:
  - Shared services
  - Community planning
  - Floodplain management
- **Applicants:** Counties and municipalities; multi-municipal/intergovernmental planning and partnerships with agencies, non-profits, & private sector is encouraged
- **Available Funding:** Grants up to 50% of eligible costs; rolling applications; due to limited resources applications are competitive

### Transit Revitalization Investment District (TRID)

- **Act 151 of 2016:** improved the TRID Act, previously enacted in 2004, which authorized the designation of an area around a mass transit stop or station as a TRID. Required the use of all incremental tax revenues generated by new investment to be used within the TRID area
- **A TRID:** basically redirects a portion of state taxes collected in the area around a transportation hub, capturing those revenues in order to fund infrastructure improvements
- **The new law:**
  - Permitted to dedicate a portion (not the entire amount) of incremental revenues to TRID
  - More agencies are eligible to become a TRID Management Entity
  - Rolling TRID: the boundaries can be drawn to include the most immediate sites, with new sites added later. This is proving to be successful in East Liberty
  - **Planning:** Municipalities or County must commit 25% in matching funds for a TRID planning study
  - New fund created to issue a pair of annual grants at \$350,000 that requires a 2-1 match. Funds can be used for infrastructure construction or maintenance, and debt service on TRID bonds.
  - Authorized for 20 years, though the funding is an annual appropriation.
- A TRID Study must be completed before creating a TRID.

**Allegheny County (RAAC)****Community Infrastructure and Tourism Fund (CITF):**

- Provides grants and loans for municipalities, authorities, COGs, for-profit businesses (loans only), and non-profit organizations and trusts, to carry out important infrastructure-related projects, or, for the acquisition and development of key sites for future use
- **Available Funding:** Opens annually (winter), grant not to exceed \$250,000
- **Eligible Activities:** Land acquisition; rehabilitation of storm/sewer systems, water supply facilities, buildings, recreational areas; site preparation; environmental remediation; predevelopment & planning activities; engineering, design & inspection costs; & signage, landscaping, and streetscape improvements
- **Allegheny County (RAAC)**

**Gaming Economic Development Fund (GEDF):**

- Grants and loans for municipalities, authorities, COGs, for-profit businesses (loans only), and non-profit organizations and trusts, to carry out important economic development projects
- **Available Funding:** Opens annually (winter-spring), grant not to exceed \$500,000; all projects must have a minimum \$500,000 project budget
- **Eligible Activities:** Projects that promote economic activity, create, and/or retain jobs; improve or create infrastructure; workforce development projects; community improvement projects; public safety projects; and projects that improve the quality of life in the affected communities
- **Commonwealth Financing Authority:** following evaluations and recommendations by RAAC, requests are forwarded to the CFA for final consideration

# Appendix C

## Sample Language for SALDOs

### Sample Language for SALDOs

- **Crosswalks**
  - Crosswalks shall be installed and maintained as an integral component of the sidewalk system and shall be provided at all intersections of streets and driveways and at all continuation of sidewalks and paths across streets and driveways.
  - All crosswalks shall be signed to indicate pedestrian crossing.
  - Crosswalks shall be a minimum width of six (6) feet and wider at crossings with high numbers of pedestrians. Crosswalks shall be striped in accordance with the Federal Highway Administrator’s Manual on Uniform Traffic Control Devices.
- **Sidewalks**

*There are several possibilities, including though not limited to: requiring sidewalks on both sides of all public streets; requiring sidewalks when there is a change in ownership or when a new subdivision or land use project is proposed; and a “fee-in-lieu-of-sidewalks” regulation whereby a fee would be collected in those circumstances where a sidewalk is not feasible based on the location of the proposed project and the fee would be applied to the installation of sidewalks in a more appropriate location. Ideally, any waiver language would be strict as opposed to generous.*

  - Sidewalks shall be a minimum of five (5) feet in width and required on both sides of all public streets where identified as priority (“where identified as priority,” if such is the case in the comprehensive plan or other related documents of the County or respective municipality??).
  - Where sidewalks are not identified as a priority, installation is strongly encouraged, though not required on both sides of the street; or In those cases that sidewalks are not identified as a priority, an applicant of a proposed project shall install sidewalks on both sides of all public streets or submit a “fee-in-lieu-of” installation of sidewalks (as determined by the County or respective municipality).
- **Bicycle Facilities**

Bike racks shall be installed and maintained in accordance with the following:

  - One (1) bike rack with a capability of holding up to ten (10) bicycles shall be required for every 30,000 square feet of gross leasable area.
  - Bike racks shall be permanently anchored or in a concrete footing to ensure stability and security.
  - Bike racks shall be located near building entrances in a visible areas and areas of major pedestrian activity.
  - When possible, bike racks should be located under shelter or a building overhang or inset to protect the bicycles.
  - Require provision of adequate off-street bicycle parking for new development and redevelopment projects.
- **Parking**

*Ideally, parking requirements should take in to account the possibility of sidewalks and bicycle racks, which should enable a requirement for fewer parking spaces per square foot.*
- **Trails**

**To optimize active transportation, the points would be:**

  - Require the identification of existing trails during the land development process;
  - Protect existing trails or allow for realignment of existing trails on the proposed site;
  - Establishment of new trails to connect to existing trails or planned facilities; and
  - Realigned or new trails should be installed prior to the development of building structures on the site.

Contact: Carol Reichbaum; carolr@pitt.edu

Rev. March 15, 2017

## **Suggested Guiding Goals or Policies for Inclusion in Comprehensive and/or Transportation Plans**

*The following language is offered for consideration to county or municipal entities as they develop new or update existing comprehensive plans. Specifically, the suggested language aims to enhance support for a built environment that enhances opportunities for active transportation – e.g., walking, bicycling, wheelchair rolling and public transit. From the perspective of WalkWorks, we hope that the policies and/or actions of comprehensive plans will be aimed at improving population health and overall quality of life. In no way are these suggestions intended to be construed as requirements, all-inclusive nor in order of priority. Rather, the intention is to encourage plans that foster well-designed developments and multi-modal neighborhoods offering healthy life style opportunities for Pennsylvania residents as research has shown active transportation has a positive impact on both physical and mental health.*

### Premise (possible inclusion in introduction to plan):

Smart growth means using comprehensive planning to guide, design, develop, revitalize and build communities, for all that: have a unique sense of community and place; preserve and enhance valuable human, natural and cultural resources; equitably distribute the costs and benefits of development; expand the range of transportation, employment and housing choices in a fiscally responsible manner; value long range, regional considerations of sustainability over short term incremental geographically isolated actions; and promotes public health and healthy communities. Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse epitomize the application of the principles of smart growth. In contrast to prevalent development practices, Smart Growth refocuses a larger share of regional growth within central cities, urbanized areas, inner suburbs, and areas that are already served by infrastructure. Smart Growth reduces the share of growth that occurs on newly urbanizing land, existing farmlands, and in environmentally sensitive areas (American Planning Association).

Promote Smart Growth community design strategies that encourage physical activity in the built environment.

### Active Transportation/Multi-Modal Related “Policies”

**Pedestrian transportation.** Encourage walking as the most attractive mode of transportation for most short trips within neighborhoods and to centers, corridors, major destinations and as a means for accessing transit.

**Pedestrian networks.** Create more complete networks of pedestrian facilities and improve the quality of the pedestrian environment.

**Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility and convenience for people of all ages and abilities.

**Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

**Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable and accessible to people of all ages and abilities.

**Public transportation.** Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.

**Transportation to job centers.** Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to their jobs.

**Transit service.** In partnership with \_\_\_\_, develop a public transportation system that conveniently, safely, comfortably and equitably serves residents and workers 24 hours a day, 7 days a week.

**Transit equity.** In partnership with \_\_\_\_, maintain and expand high-quality frequent transit service to all town centers, civic corridors, neighborhood centers, neighborhood corridors and other concentrations of employment and improve service to areas with high concentrations of low socio-economic and historically under-served and under-represented populations.

**Walkable neighborhoods.** Promote walkable and bikeable neighborhoods. Foster the creation of well-designed developments, and walkable and bikeable neighborhoods that offer healthy lifestyle opportunities for all residents – walkers, bikers and rollers.

### Other

The region’s infrastructure system will be designed to protect and enhance public health and the environment. Transportation and development choices will reflect a priority on safe and secure multimodal networks for both people and delivery of goods.

Support the development of sidewalks and trails that enhance safety and enable physical activity; or

Foster the creation of well-designed developments, and walkable and bikeable neighborhoods that offer healthy lifestyle opportunities for County residents; or

Developments and streets shall be designed to create walkable and bikeable neighborhoods that offer healthy lifestyle opportunities for residents of all ages, incomes and abilities.

Zoning is a tool a community may utilize to regulate the use of land and the location and intensity of development. It is initiated by the adoption of a zoning ordinance designed to protect the public health, safety and welfare and to guide growth.

Create a coordinated, efficient and more affordable multimodal transportation system.

Make cost-effective investments and system-management decisions that encourage people to choose healthy, active and low-carbon transportation modes and systems.

Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.

Ensure safety for users of all transportation modes with attention to the most vulnerable users, including people with disabilities, those using mobility devices, the young and the elderly.

Guide the location and design of new street, pedestrian, bicycle and trail infrastructure.

The purposes of zoning are to regulate land use, prevent land use conflict and allow growth to occur in a rational manner. Zoning aims specifically to:

- Use land for its most suitable purpose
- Protect or maintain property values
- Promote public health and safety
- Protect the environment
- Manage traffic
- Manage density
- Encourage housing for a variety of lifestyles and economic levels
- Manage aesthetics
- Provide for more orderly development
- Help attract business and industry

For questions, please contact Carol Reichbaum: [carolr@pitt.edu](mailto:carolr@pitt.edu).

March 2017