# 2024

# Active Transportation Plan
## Richland Township

PASHEK MTR

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## PROJECT TEAM / ACKNOWLEDGEMENTS

A special thanks goes to all of the residents of Richland Township, the Township Supervisors, and the Study Committee members who participated in public meetings, study 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.

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Mr. George P. Allen, Supervisor

Mr. John Marshall, Supervisor

Ms. Ann A. Miller, Supervisor

Ms. Donna L. Snyder, Supervisor

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Mr. Dean Bastiani, Former Township Manager

Ms. Natalie Thiess, Assistant Manager

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### Study Committee Members

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

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## ACTIVE TRANSPORTATION PLAN APPENDICES

**RESOLUTION NUMBER _____**

# A RESOLUTION OF INTENTION TO ADOPT THE RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN - 2024.

WHEREAS, the Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, No. 247) empowers counties and municipalities, individually or jointly, to plan their development and to govern the same by zoning, subdivision and land development ordinances and additional tools; and

WHEREAS, the RICHLAND TOWNSHIP BOARD OF SUPERVISORS did adopt a comprehensive plan for the RICHLAND TOWNSHIP in 2004; and

WHEREAS, the County of Allegheny adopted "Allegheny Places – The Allegheny County Comprehensive Plan" in 2008; and

WHEREAS, the RICHLAND TOWNSHIP BOARD OF SUPERVISORS reviewed "Allegheny Places" and sought to align RICHLAND TOWNSHIP policies with the policies and priorities of "Allegheny Places;" and

WHEREAS, the RICHLAND TOWNSHIP did not previously enact an Active Transportation Plan; and
WHEREAS, the RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN 2024 was developed with the financial support of Allegheny County; and

WHEREAS, the RICHLAND TOWNSHIP seeks to provide a safe, inviting and healthy environment for citizens; and

WHEREAS, the RICHLAND TOWNSHIP encourages walking and bicycling as attractive modes of transportation that foster individual and public health and wellness; and

WHEREAS, the RICHLAND TOWNSHIP encourages regional and local transportation networks to be designed in such a way as to protect and enhance public health and the environment and reflect a priority on safe and secure multimodal networks for both people and delivery of goods; and

WHEREAS, the RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN 2024 was based on consideration of existing Allegheny County transportation, health, safety and welfare goals, public comments, agency input, existing transportation, neighborhood and infrastructure plans; and

WHEREAS, the RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN 2024 was drafted through a public planning process that included the work of a local study committee and public meetings as well as updates to the RICHLAND TOWNSHIP BOARD OF SUPERVISORS; and

WHEREAS, the RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN 2024 is the product of a public process and includes a vision, goals, general design guidelines, policy recommendations and implementation strategies, and

WHEREAS, the RICHLAND TOWNSHIP BOARD OF SUPERVISORS has reviewed the proposed draft of the RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN 2024;

NOW, THEREFORE, BE IT RESOLVED that the RICHLAND TOWNSHIP BOARD OF SUPERVISORS hereby:

1. Adopts this resolution to adopt the RICHLAND TOWNSHIP ACTIVE TRANSPORTATION PLAN 2024 as a policy guide. The Plan is hearby adopted in its entirety, including all maps, charts, and textual matter;

2. Any Resolution or part thereof in conflict herewith is hearby 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.

PASSED AND ADOPTED this ____ day of_____, 2024.

ATTEST:

_____

RICHLAND TOWNSHIP

_____

Chair, Richland Township
Board of Supervisors

# CHAPTER 1: Introduction

Richland Township, encompassing 14.6 miles, has a population of approximately 11,942 per the 2020 census data. State Route 8, State Route 910, and the Pennsylvania Turnpike extend through the Township. Current land uses consist primarily of residential with several concentrated areas of commercial, mixed, and industrial uses along primary corridor routes. A product of mid-twentieth century development, the Township is autocentric and many areas of the Township lack pedestrian, bicycle, and transit connectivity.

Richland Township borders six municipalities, including the townships of West Deer to the east, Hampton to the south and Pine to the west. The other three borders are with Butler County municipalities: Valencia to the northwest, Adams Township to the north and Middlesex Township to the northeast. Richland Township is served by the Pine Richland School District, which also serves Pine Township.

There are many areas of Richland that need pedestrian improvements to improve overall safety, reduce accidents and make our community more walker friendly. Richland is an ideal community to live, work and shop, however there are many areas of the Township that are not pedestrian friendly and even unsafe. This includes lack of sidewalks in areas, misaligned crosswalks, crossings in the business district with heavy vehicle traffic, lack of bicycle areas or signage, lack of pedestrian safety signage, lack of connectivity throughout the entire town which disconnects citizens from amenities, and a lack of active transportation features for those with disabilities. This plan builds upon our existing pedestrian networks and facilities, essentially completing missing connections.

## The Plan's Purpose

The purpose of the Richland Township Active Transportation plan is to create ways for residents to get where they need and want to go – safely, conveniently and comfortably – without the use of a motor vehicle.

Throughout the development of this active transportation plan, Richland Township residents and stakeholders participated in public engagement opportunities to identify walking, bicycling and transit-related priorities. Those ideas, coupled with input from transportation planners from throughout the region became the basis of this plan.

A rising preference for walking and biking and a search for healthier lifestyles are two crucial factors propelling development of this Active Transportation Plan. Other factors is to decrease traffic congestion that is typical on major arterials such as State Route 8.

Richland Township, following up on a recommendation from their Comprehensive Plan, wants to create specific, implementable plans for adding walking and biking routes to encourage active and healthy lifestyles and to satisfy current residents and attract new ones.

### A FRAMEWORK FOR DECISION-MAKING

This plan is not law or a regulatory document. In it we recommend an approach to acheive the vision of Richland Township residents to improve active transportation options by providing safe, convenient, and connected routes for walking, bicycling, and transit use. This plan contains recommendations and strategies to increase active transportation connections and use throughout the Township.

This plan serves as a reference for Township officials, staff, and advisory boards; partner organizations; and other interested parties doing work within the Township, including the Allegheny County Department of Public Works and the Pennsylvania Department of Transportation. It is a guide, not a mandate, for future actions and decisions. Implementation of recommendations contained in this plan require further discussion, public involvement, and approval for the actions to be undertaken and implemented.

As the plan was being prepared, the current financial status of Richland Township was taken into consideration. Many of the recommendations proposed within this plan rely on funding sources outside of the Township's General Fund to implement. Recognizing that existing staff have many duties and responsibilities to undertake,

the Township should determine which of the recommendations proposed herein are priorities to implement and allow staff to advance those efforts. When implementation requires funding, the Township staff should assemble funding for the selected priorities by applying for grants and other funding opportunities. Upon raising sufficient funds and staffing to meet the targeted goals, the projects can advance and be implemented.

### ACTIVE TRANSPORTATION CORRIDOR ALIGNMENTS

The Active Transportation corridor improvements being proposed in this plan may become a reality within public right-of-ways, and only upon securing agreements for public access to the corridor with willing landowners when proposed on private property. No land will be acquired for the proposed corridors from unwilling land owners.

# Decision Time

Richland Townships elected officials have a choice to make as they consider the recommendations of this plan. Roads and streets within the Township can be designated for:

- Safe, comfortable, and convenient transportation corridors for all modes of travel, including driving, walking, bicycling, and transit use.

OR

- Automobiles as a primary transportation mode, often to the exclusion of people who walk, bike, or use public transit.

Until recently, the latter car-centric planning, was the de facto choice for transportation planners. However, we have learned over the past decade that car-centric planning is not necessarily good for our neighborhoods, towns, and communities.

Active transportation planning: ensures better options for biking, walking, and transit; creates interconnected transportation networks that can help reduce congestion and traffic fatalities when designed with all users in mind; improves access to economic opportunity; increases physical activity; improves health; and strengthens the social fabric of communities.

Findings from the National Association of Realtors 2023 Community and Transportation Survey the respondents indicated:

- 79% said being within an easy walk of other places and things, such as shops and parks, is very/somewhat important. 78% of those indicated that they would be willing to pay more to live in a walkable community.
- 85% said sidewalks and places to walk are very/somewhat important.
- 65% said having public transport nearby is very/somewhat important.
- 56% said they would prefer a house with a small yard and be able to walk to places vs. 44% who would prefer a large yard and would need to drive to most places.
- 53% would prefer an attached dwelling (own or rent a townhouse/condo/apartment) and be able to walk to shops, restaurants, and a short commute to work vs. 47% who would prefer a single-family home (own or rent) and have to drive to shops, restaurants and a longer commute.

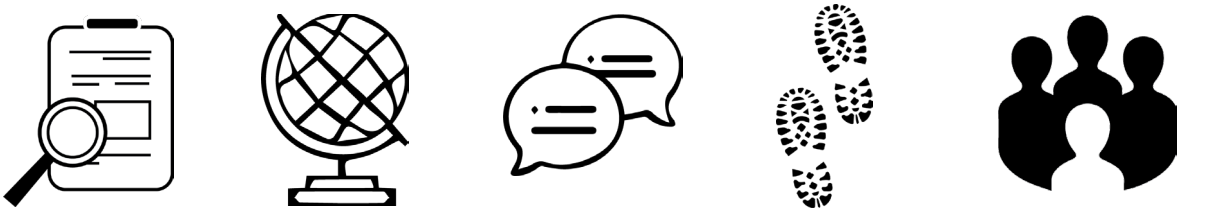
Locally, this setiment was confirmed by Richland Township residents when they were surveyed and provided their opinions on questions related to active transportation withinthe Township:

- 74% said that if conditions for walking improved, they would walk more.
- 61% said that if conditions for bicycling improved, they would bike more.
- 63% said with signage and infrastructure like bike lanes and shared roadways, all modes of travel can co-exist.

By developing this active transportation plan, Richland Township has taken the first step in prioritizing safe, comfortable, and convenient corridors for all modes of travel, including driving, walking, bicycling, and transit use.

## STEPS IN DEVELOPING THE PLAN

The following forms of information gathering and analysis were used to create the contents of this plan.



**Research** **Spatial data / GIS** **Public input** **Fieldwork** **Steering Committee**

## WHAT IS ACTIVE TRANSPORTATION

Planning and designing for active transportation can have numerous benefits for Richland Township residents, including:

- Improving public health and quality of life
- Encouraging recreation and physical activity
- Increasing social equity
- Increasing mobility and travel options
- Improving safety for all modes of transportation
- Reducing traffic congestion
- Improving air quality and reducing energy consumption
- Reducing household transportation cost burden
- Strengthening the local economy
- Promoting economic development through tourism

During the course of this planning effort the consultant worked with the project steering committee to develop the following vision for active transportation in Richland Township.

## Richland Township Active Transportation Plan

*Vision Statement*

Richland Township values the health and wellbeing of residents, and therefore provides active routes to everyday destinations. Richland Township is a community where residents and visitors of all ages and abilities should be able to walk and bike to reach the places where they live, work, and play. These routes are safe, convenient, and comfortable, creating an equitable and sustainable network designed for all-season, everyday transportation and recreation needs.

## ACTIVE TRANSPORTATION GOALS

The project's goal is to develop community plans and design transportation projects to provide bicycle and pedestrian connections to important local destinations within the Township and increase residents' opportunities for physical activity when the plan is implemented. Goals include:

1. To contribute to community and individual health and wellbeing by enabling and encouraging physical activity.
2. To present a plan for a network of biking and walking that connects people with major assets.
3. To improve equity among neighborhoods and people.
4. To support economic and business development by generating human-powered traffic.
5. To contribute to improved environmental conditions by encouraging alternatives to motor-vehicle use.
6. To raise awareness in and beyond Richland Township of the need for motorists, pedestrians and cyclists to demonstrate care, caution and respect for each other.
7. To define priorities for focused investments in Active Transportation infrastructure and programs, aligned with community capacity.

The study will develop strategies to develop trail connectivity within Richland, connecting its parks, library/community center, commercial districts, existing but rather incomplete sidewalk network, regional amenities in our neighboring municipalities, and to the residential areas of the Township in a safe accessible manner.

Another goal for the Township is to achieve designation and status as a Walk Friendly Community.

After completing a thorough and impartial assessment of pedestrian and bicycle needs, this plan addresses the issues, identify the problems, and provide professional solutions that can be implemented in phases by Township to mitigate the issues and make our community more accommodating and safer. The plan will also allow the Township to identify areas where the "complete streets" concept can be implemented. Another aspect of this project will be to study and develop a strategy to connect Richland Township to neighboring trail networks in Pine, Hampton and West Deer Townships.

# Guiding Documents and Programs

## PENNSYLVANIA ACTIVE TRANSPORTATION PLAN

PennDOT completed its Pennsylvania Active Transportation Plan in April 2020. This plan is an update to the 2007 Statewide Bicycle and Pedestrian Master Plan. The Active Transportation Plan outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania, most notably for those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation.

The Richland Township Active Transportation Plan aligns with the Pennsylvania Active Transportation Plan because the Township's Active Transportation Plan identifies and prioritizes strategies that will promote more bicyclists and pedestrians, while supporting safety and multi modal connectivity, particularly focusing on equity, necessity, recreation, leisure, individual and community health, and considering active transportation as one avenue for local economic development.

# Themes at a Glance

Pennsylvania ACTIVE TRANSPORTATION Plan

## ENHANCE SAFETY

**S1:** Increase PennDOT capacity to plan, design, construct, and maintain active transportation facilities that support and encourage users of all ages, skills, and abilities.

**S2:** Improve PennDOT processes to ensure the needs of bicyclists and pedestrians are adequately identified during scoping and included in design for all project types.

**S3:** Implement additional education and enforcement programs to reduce crashes and provide a better sense of security for people who walk and bicycle.

**S4:** Improve policies and practices for maintaining access for people who walk and bicycle during construction and maintenance projects.

## PROVIDE TRANSPORTATION EQUITY

**E1:** Integrate equity criteria into decision-making and prioritize walking and bicycling investments in underserved areas with transportation disadvantaged populations.

**E2:** Improve active transportation engagement as part of project-specific transportation planning/design and create specialized outreach for people with disabilities and people from minority groups.

**E3:** Improve non-motorized access to transit and other modal connections.

**E4:** Provide ongoing outreach and education to partners with a focus on partners that focus on underserved communities.

## CONNECT WALKING AND BICYCLING NETWORKS

**C1:** Support the development of regional and local plans that identify bicycle and pedestrian needs and priority projects with a focus on closing gaps and building complete, comfortable networks.

**C2:** Improve connectivity by addressing bicycling and pedestrian network gaps through the transportation project development process.

**C3:** Improve access to parks, trails, and other recreational amenities.

## LEVERAGE PARTNERSHIPS

**P1:** Strengthen ongoing coordination, cooperation, and collaboration between federal, state, regional, local, and private partners to facilitate a seamless pedestrian and bicycle system.

**P2:** Coordinate PennDOT planning and policy with all levels of government to encourage mode shifts, reduce emissions of greenhouse gases, and provide a flexible and resilient transportation network.

**P3:** Improve the quality and availability of data on bicycle and pedestrian travel and infrastructure.

**P4:** Engage in proactive evaluations and discussions on emerging technologies and mobility solutions.

## IMPROVE PUBLIC HEALTH

**H1:** Continue and enhance ongoing state agency coordination to improve public health outcomes through active transportation.

**H2:** Engage health policy practitioners in policy development, comprehensive transportation planning, and early project development.

**H3:** Link state grant program criteria to community projects designed to strengthen health and active transportation.

**H4:** Address health disparities through active transportation policies, plans, and project selection.

**H5:** Improve data collection and sharing between transportation and public health agencies.

**H6:** Improve access to community health resources.

## INCREASE ECONOMIC MOBILITY

**M1:** Promote local land use policies and practices that support increased bicycling and walking and add to the overall livability and vitality of communities.

**M2:** Build partnerships between PennDOT, other state agencies, visitors, and convention bureaus, chambers of commerce, local governments, and private sector to support bicycle and pedestrian infrastructure to enhance economic initiatives within communities.

**M3:** Identify pre-construction and post-construction assessment methodology to determine the economic vitality of completed pedestrian and bicycle projects.

**M4:** Improve access to job centers and downtown districts.

**More Information:** For more information on the Plan please visit: Pennsylvania Active Transportation Plan.

## ALLEGHENY COUNTY – ALLEGHENY PLACES – COMPREHENSIVE PLAN (2008) AND ALLEGHENY COUNTY ACTIVE TRANSPORTATION PLAN (2010) AND TRANSPORTATION ELEMENT UPDATE (2014)

The Transportation Element of Allegheny Places identifies the lack of continuous sidewalk network and the lack of consistently incorporating bicycle and pedestrian facilities into road, bridge and transit projects as key challenges in facilitating bicycle and pedestrian travel within Allegheny County.

The plan further calls for providing integrated, active transportation alternatives, including bikeways, sidewalks, and transit to accommodate the safe passage of pedestrians within communities. In addition, the Active Allegheny Plan calls for local municipalities to adopt plans to achieve consistency with the Transportation Element. The plan further calls for municipalities to identify where facilities can be added that encourage pedestrian and bicycle travel and requires the installation of such facilities as part of the land development process. Through the development and implementation of an active transportation plan, Richland Township will be able to achieve these important County transportation goals and objectives.

Specifically related to Richland Township, the County Active Transportation Plan proposes the Beltway Bicycle Route to connect the County Parks and nearby land uses.

*Designated County Beltway Bicycle Route*

Members of the Core and Study Advisory Committee, as well as the public, expressed desire for a circular bicycle route to connect County Parks and nearby land uses. The Orange Belt, which is comprised of 91.7 miles of miscellaneous county and state owned roads and color coded for navigational purposes[xvi], was a logical starting point. Spurs and parallel routes were then added to or substituted for the existing Orange Belt to avoid high volume cross sections. Prior to designating the recommended route, existing roadways need to be evaluated for compatibility per PennDOT design guidelines. Study Team observations noted that the proposed beltway route, utilizing a majority of Orange Belt roadways, is scenic with light truck traffic and relatively low volumes and motor vehicle operating speeds. A typical cross section is comprised of 10' travel lanes with 0' - 4' shoulders. **Table 2-4** details the proposed beltway bicycle route. **Appendix H** (included in a separate document) contains the Preliminary System Improvements Map for Countywide Bicycle Routes, which includes this route. This map is also included in the Executive Summary.

**Table 2-4. Designated County Beltway Bicycle Route**

| Route | Description |
|---|---|
| Beltway Bicycle Route | Montour Trail (existing), Library Road, Clifton Road, McMurray Road, McLaughlin Run Road, Ridge Road, Baldwin Street, Railroad Street, Bower Hill Road, Washington Avenue, Prestley Road, Thoms Run Road, Battle Ridge Road, Boys Home Road, Union Avenue (Route 978), W. State Street, Clinton Avenue, McKee Road, Steubenville Pike, Enlow Road, Montour Trail (existing), Beaver Grade Road, University Boulevard, Sewickley Bridge, Broad Street, Hill Street, Blackburn Road, Fern Hollow Road, Camp Meeting Road, Rochester Road, Wexford–Bayne Road, Wexford Road, Gibsonia Road, Oak Road, Bairdford Road, Saxonburg Boulevard, East Union Road, Starr Road, Little Deer Creek Road, Creighton-Russellton Road, Butler Logan Road, Crawford Run Road, Freeport Road, New Kensington Bridge (C.L. Schmitt Bridge), Industrial Boulevard, 3rd Avenue, 2nd Street, Logans Ferry Road, Leechburg Road, New Texas Road, Saltsburg Road (Route 380), Center Road, Haymaker Road, Mosside Boulevard (Route 48), Jacks Run Road (Route 48), Long Run Road (Route 48), Walnut Street (Route 48), Boston Bridge, Boston Hollow Road (Route 48), Scenery Drive (Route 48), Lovedale Road, McKeesport Road, Hayden Boulevard (Route 51), State Street (Route 837), Montour Trail (existing) |

**Excerpts from Allegheny County Active Transportation Plan (2010)**

In Richland Township, the proposed path of the Beltway Bicycle Route follows State Route 910. This corridor extends from the Township's eastern border with West Deer Township, through Richland Township, to its western border with Pine Township.

## ACTIVE ALLEGHENY

Richland Township received grant funding for this Active Transportation 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.

The grant program 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, the grant program expands the efforts of Allegheny County's Live Well Allegheny 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," a guide for health improvement in the county.

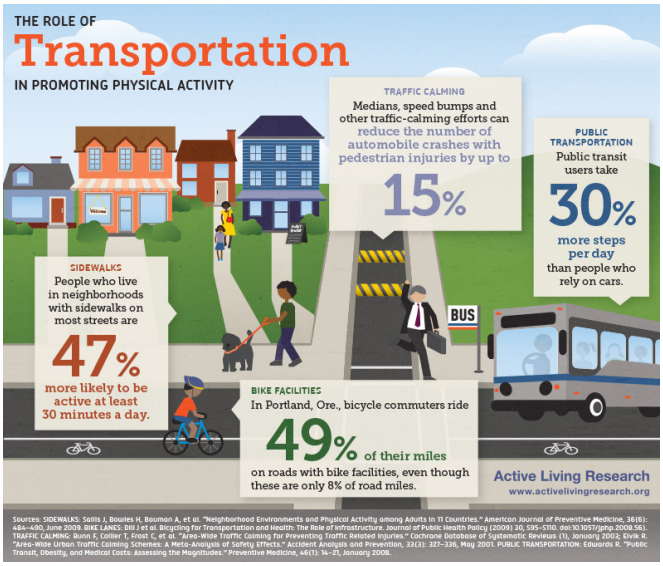
The Active Allegheny Grant Program is a program of the Redevelopment Authority of Allegheny County (RAAC) in partnership with the Allegheny County Health Department (ACHD).

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
- 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.

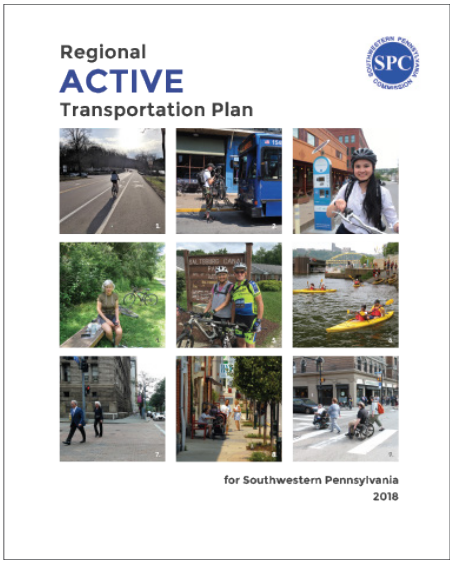
## ALLEGHENY PLACES

The county's 2014 comprehensive plan, "Allegheny Places," includes within its Transportation Chapter a section covering bicycle and pedestrian transportation. This section as well as other portions of the plan promote bicycling and walking as active modes of transportation, both on- and off-road, in recognition of the value that a truly multimodal transportation system adds to the quality of life in Allegheny County.

The comprehensive plan acknowledges these challenges - most of which are true for Richland Township:

- Lack of available, safe bicycle parking facilities
- Lack of a bicycle route signage program
- Lack of continuous sidewalk network in new developments
- Consistently incorporating bicycle and pedestrian facilities into road, bridge, and transit projects

## SOUTHWESTERN PENNSYLVANIA COMMISSION REGIONAL ACTIVE TRANSPORTATION PLAN




As a federally designated Metropolitan Planning Organization, the Southwestern Pennsylvania Commission (SPC) works with counties and municipalities in its region to develop, coordinate and implement long- and short-range regional transportation plans. In 2018 it created the "Regional Active Transportation Plan for Southwestern Pennsylvania" to provide a cohesive vision for non-motorized travel across the region as well as technical guidance to local governments seeking to achieve local active transportation goals.

The ideas and facility types presented in Richland Township's Active Transportation Plan are consistent with SPC's Regional Active Transportation Plan.

## 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.

Richland Township was designated in 2019 as a Live Well Allegheny Community by indicating its intent to work with Allegheny County to accomplish the goals of the campaign. Participation as a Live Well Allegheny Community positions Richland Township to achieve change in community health and well-being.
In its resolution for Live Well Allegheny, the Richland Township Supervisors have agreed to specific actions to encourage its residents to live a healthy lifestyle, including several that specifically align with and provide motivation for developing this active transportation plan:

- 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 walking maps; measure the distances mapped and encourage residents to meet goals
- Encourage multi-modal transportation of residents by providing facilities or policies that encourage walking and bike riding
- 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
- Integrate Health in all Policies

## STATE ROUTE 8 CORRIDOR OPERATIONS PLANNING STUDY

In 2021, the Southwestern Pennsylvania Commission (SPC) commissioned a corridor operations study of State Route 8 in Hampton and Richland Townships. The plan resulted in recommendations for short- and long- term improvements.

In addition to numerous intersection improvements, the plan calls for an access management overlay ordinance to control vehicular points of access to the corridor from adjacent properties. The report recommendations:

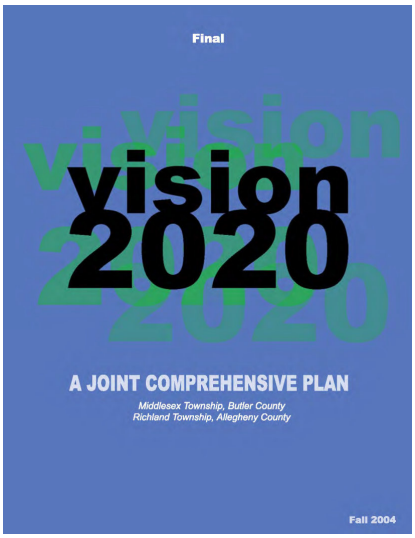
- Explore feasibility of Unified Access Management
- Explore possibility of designating and constructing pedestrian and/or bicycle routes
- Evaluate the feasibility of developing a Hampton-Richland-Valencia rail trail
- Develop a Township Pedestrian/Bicycle Master Plan to interconnect parks, schools and other civic amenities

## VISION 2020: A JOINT COMPREHENSIVE PLAN (2004)

## MIDDLESEX TOWNSHIP, BUTLER COUNTY & RICHLAND TOWNSHIP ALLEGHENY COUNTY

The following goals were identified for Richland Township in the Joint Comprehensive Plan:

- Preserve the community's semirural/suburban residential character while accommodating new development.
- Locate commercial and residential development within the Route 8 Corridor and at strategic intersections along Gibsonia Road and Bakerstown Road.
- Enhance the quality of life for community residents and businesses.
- Improve the Township's growth management practices to control development and population growth.
- Continue to plan and capitalize community services that meet the future needs of Township residents




### *Transportation - Key Findings*

As part of its Roadway Sufficiency Analysis, 43 intersections and 12 roadway segments in Richland Township were studied. Currently 9 intersections operate at a level of service below D. A travel demand model, TransCAD, was calibrated with existing traffic volumes. Future volumes were generated based on the future land use assumptions. Traffic impacts, both existing and future, are based upon 3 kinds of trips – current traffic counts, future pass-through trips and future trips generated by new development. Current trip counts include those trips created by existing Township development and existing pass-through trips. Two transportation service areas, or transportation districts, (TSA–N and TSA-S) were established in Richland Township to determine future pass-through traffic. Pass-through trips have both an origin and a destination outside of a transportation district. No roadway segment within either transportation district is anticipated to operate at a level of service D.

Nine (9) intersections are projected to operate at a level of service below D as a result of present capacity deficiencies. Designated as Type 1 improvements, these intersections include:

- State Route 8 and Vistavue Drive
- State Route 8 and Applewood Drive
- Gibsonia Road and Hardt/Lakeside Drive
- State Route 8 and Cook Road
- State Route 8 and North Pioneer Road
- State Route 8 and Gibsonia Road
- Gibsonia/Turner/McIntyre Roads
- Gibsonia Road and Community Center Drive
- State Route 8 and Grandview Drive

For the year 2024, 14 intersections are projected to operate at a level of service below D as a result of traffic from new development, assuming that deficiencies caused by pass-through traffic are mitigated.

Additionally, no roadway segments in either transportation district are anticipated to have a level of service below D. Intersections classified as needing Type 2 improvements include the following:

- Bakerstown Road and Valencia Road/
- Hillcrest Drive
- Bakerstown Road and Grubb/State Roads
- Bakerstown and Meridian Roads
- Gibsonia and North Montour Roads
- Gibsonia and Gibson Roads
- Gibsonia and Dickey Roads
- Gibsonia and Ewalt Roads
- Gibsonia and Grubbs Roads
- State Route 8 and St. George Drive
- State Route 8 and Ewalt Road
- State Route 8 and Kenneth Drive

Middlesex and Richland Townships should consider developing an access management overlay. The overlay should promote, where feasible, the consolidation of driveways intersecting with Route 8 in several strategic locations. The intensity, scale and relationship of existing development south of the Bakerstown area contrasts with the generally larger and/or undeveloped parcels to Bakerstown's north. Based on these characteristics and the potential challenges associated within gaining consensus among the myriad of property owners to produce a functional plan, the feasibility of establishing the overlay south of the Bakerstown area is difficult. The Townships, therefore, should focus their efforts on establishing the access management overlay on Route 8 to the north of the Bakerstown area extending to the northern boundary of Middlesex Township.

### *Trails and Greenways*

Based on Steering Committee discussion as well as input from the general public, the lack of pedestrian connections between neighborhoods, commercial areas and other recreation facilities was noted as an untapped opportunity. A clearly defined system of pedestrian-oriented paths (including trails, bike lanes, bikeways and conservation easements) could enable residents to safely bike, run or walk throughout Middlesex and Richland Townships. Three components of the proposed comprehensive trail system include trail connections, share-the-road bikeways and "cooperative effort" trails.

Where opportunities exist, the communities should explore the feasibility of strategically incorporating conservation easements into future subdivisions/land developments where practical. Through this process, the community can turn its share-the-road routes (designated in the short-term) into a distinctive system inter-connecting residential, non-residential and institutional uses. Concurrently, the Townships may want to evaluate the feasibility of amending its ordinances to ensure that pedestrian facilities such as sidewalks, bike paths or other such publicly accessible easements are incorporated into future development.

In addition to several trail links in Richland, cooperative effort trails are a unique opportunity for the Township. Cooperation between the Township, utility companies and private property owners to jointly use right-of-ways or conservation easements in the central portion of the community so that trail users can travel from Bakerstown/ Warrendale Road to Route 910/Route 8 with minimal vehicular crossings. In developing these types of trails, the Townships should work with the utility companies to address any security issues that may be present. Several examples of these types of relationships exist and could be used as guides in successfully completing this joint project.

One of the regionally significant proposed trail routes links Hampton, Richland and Valencia. For the purpose of this Joint Comprehensive Plan, the route is referenced as the Hampton-Richland-Valencia (HRV) Trail.

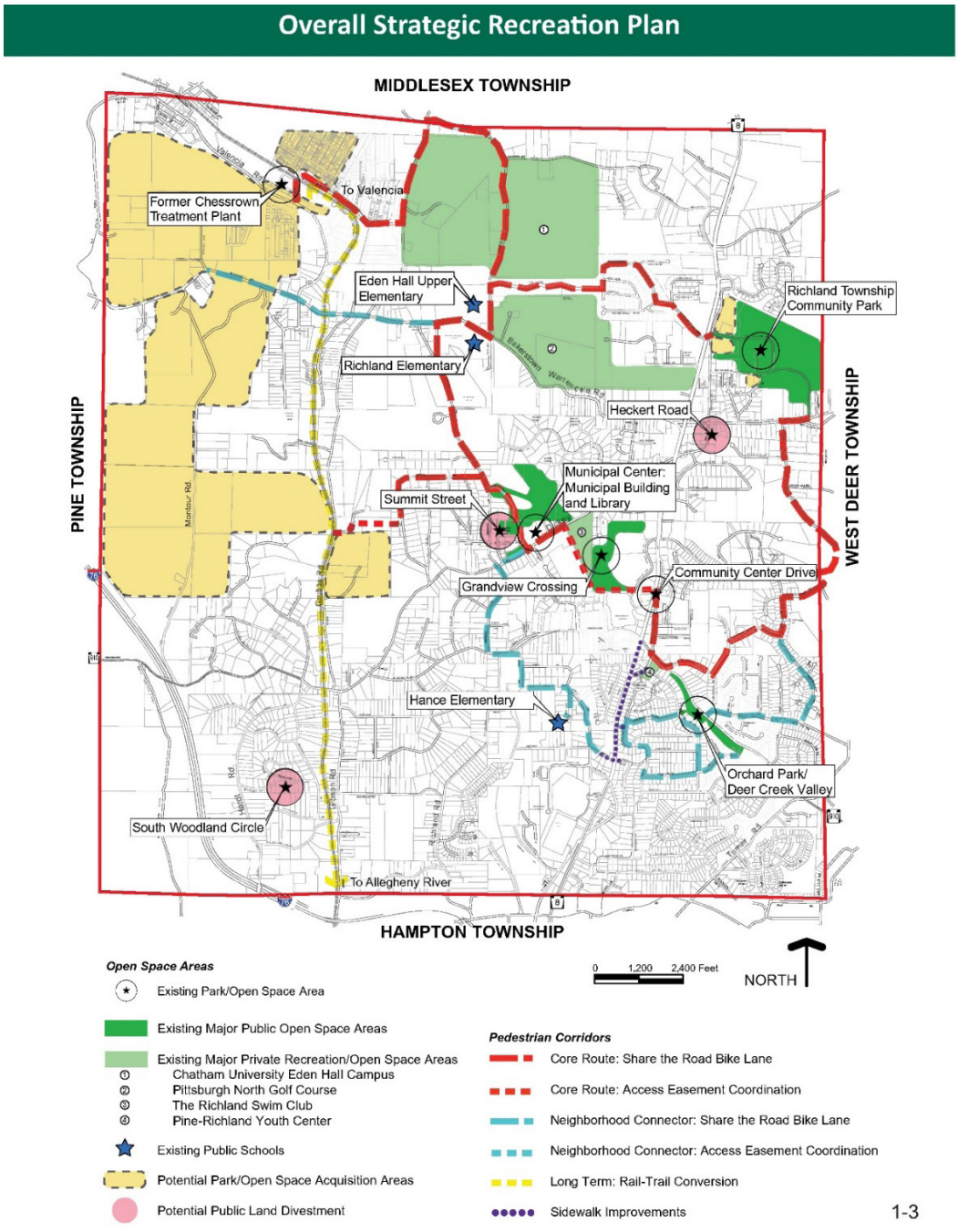
Through cooperation with Hampton Township's leaders and residents, this trail could be constructed within the CSX right-of-way if the railroad were to abandon its use. The trail could span more than 6 miles as well as potentially connect to other regional trails and to North Park. The development of the trail in the lifetime of the Joint Comprehensive Plan could happen. When evaluating trailhead locations for the HRV Trail, Richland should consider the successes other regionally-oriented trails such as the Yough River Trail or Montour Trail. Trailhead locations like West Newton or Boston (along the Yough) and McDonald (along the Montour) have benefited from the facility both economically (through small-scale development) and from the quality of life standpoint.

## RICHLAND TOWNSHIP COMPREHENSIVE PARK, RECREATION AND OPEN SPACE PLAN (2010)

Richland Township completed a Comprehensive Park, Recreation and Open Space Plan in December 2010. The plan completed an in-depth study to develop a "strategy for preserving what is good and expanding the horizons for what is possible in recreation."

The mission of the plan was "to provide and maintain high quality recreation facilities and services which are available to all residents of Richland Township. To make recreation decisions which are sustainable, economical and environmentally sound. To provide recreational opportunities within the financial means of the community to protect and preserve unique, natural areas of the Township".

The Township currently has the opportunity, with this grant, to create a beneficial plan to provide safe pedestrian access for hundreds of residents to Richland Community Park, local shopping centers, restaurants, schools, community centers, and other neighborhoods.



# CHAPTER 2: Inventory and Analysis

To fully understand the opportunities and constraints to pedestrian and bicycling activities in Richland Township, an inventory and analysis 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: Population Density, Vehicle Ownership Rate, Household Poverty Rate, Crash and Road Types, Crash and Speed Limits, Transportation Infrastructure (including Transit), Steep Slope Barriers, and Destinations and Generators.

To prepare each map, a base map of existing features was created utilizing GIS information available from the Penn State Spatial Data Access, the Southwestern Pennsylvania Commission, Allegheny County, and Richland Township.

The following features are recorded on the base map:

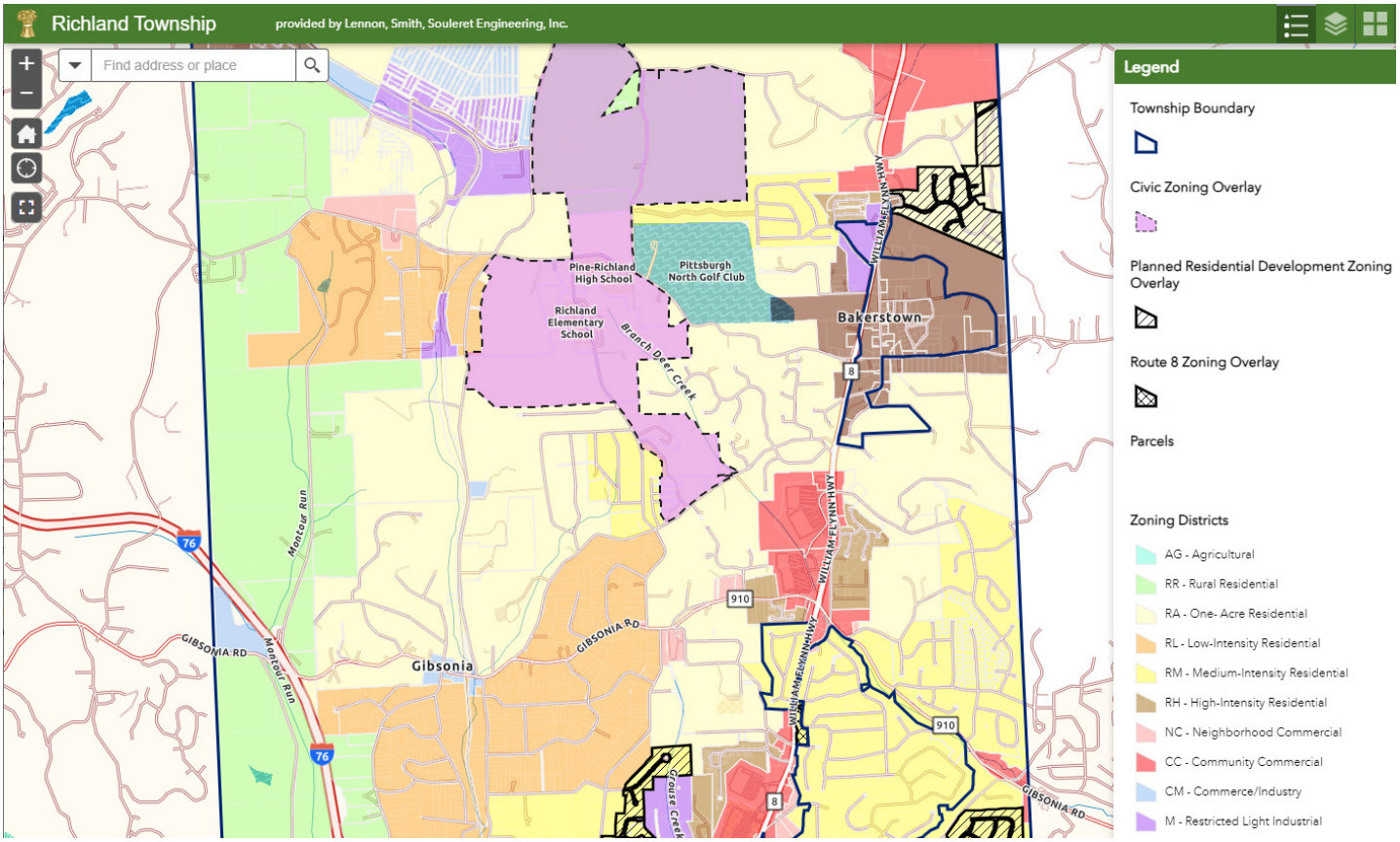
- Local roads
- County roads
- State roads
- Sidewalks
- Property parcels
- Buildings
- Parks
- Schools
- Trails
- Rail lines

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.

# Zoning

A review of the Township's Zoning Map indicates the majority of the land within the Township is zoned residential, from Rural to High Intensity Residential Districts. High intensity Zoning Districts are primarily concentrated around Bakerstown and Valencia. The western edge of the Township is primarily zoned Rural Residential with the exception of the former Pittsburgh Cut Flowers property which is zoned Low Intensity Residential and has been developed by Traditions of America as a 55+ living community containing approximately 160 housing units.

A Civic Zoning Overlay encompasses the areas near the municipal center, the Pine-Richland Middle and High Schools, the Eden Hall Upper Elementary School, and the Chatham University Eden Hall Campus. The overlay district is bounded by Dickey Road to the south and Ridge Road to the north. Commercial Zoning Districts, Neighborhood and Commercial, are primarily concentrated along the State Route 8 corridor.



# Transportation Infrastructure Analysis

The Transportation Infrastructure Inventory Map documents the location of traffic signals, as well as the posted speed limits and the locations of reportable crashes from 2013 through 2022. According to crash data provided by PennDOT, there was 1 crash that involved a cyclist during that time, and 12 crashes involving a pedestrian.

The Map documents the ownership of the roads, as local, county, or state roads in Richland Township as follows:

*State-Owned Roads*

- State Route 8
- Gibsonia Road/State Route 910
- Valencia Road
- Bakerstown Road
- Hardt Road

*County-Owned Roads*

- Meridian Road
- Station Hill Road

All other roads are local roads.

The Butler County Regional Transit Authority maintains one in-bound and one out-bound transit stop on State Route 8.

## POSTED SPEED LIMITS

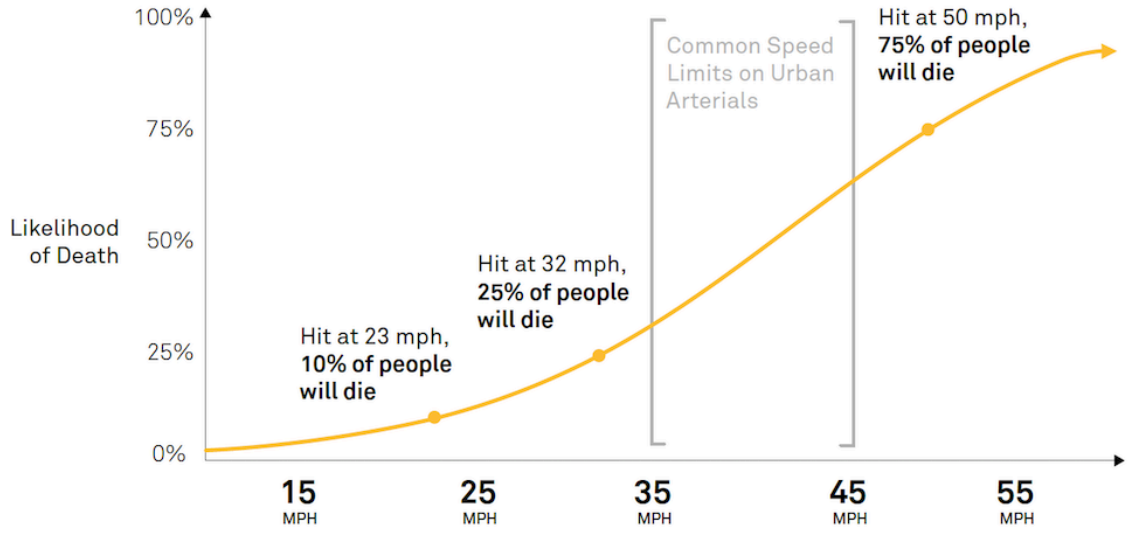
All local-owned roads are posted 25 miles per hour. That said, during the course of the study it was evident that the posted speed limit on local roads was often exceeded.

### *Areas with higher speed limits*

The majority of the roads in the Township have a posted speed limit of 25 MPH, while the majority of the state roads have posted speed limits between 35 MPH. State Route 8/William Flinn Highway is an exceptions to this, with speeds posted between 40-55 MPH.

Studies indicate the higher the speed limit, the greater the likelihood of vehicular crashes. Studies also indicate that the severity of injuries, and the potential for fatalities increases as speed limits increase.

THE LIKELIHOOD OF FATALITY INCREASES EXPONENTIALLY WITH VEHICLE SPEED[32]



## AREAS OF CONCERN

### *Roads with High Traffic Volumes*

Data obtained from PennDOT records the Average Daily Traffic (ADT) rates for roads. Interstate 76/Pennsylvania Turnpike carries the highest volume of traffic, but does not allow pedestrian or bicycle traffic.

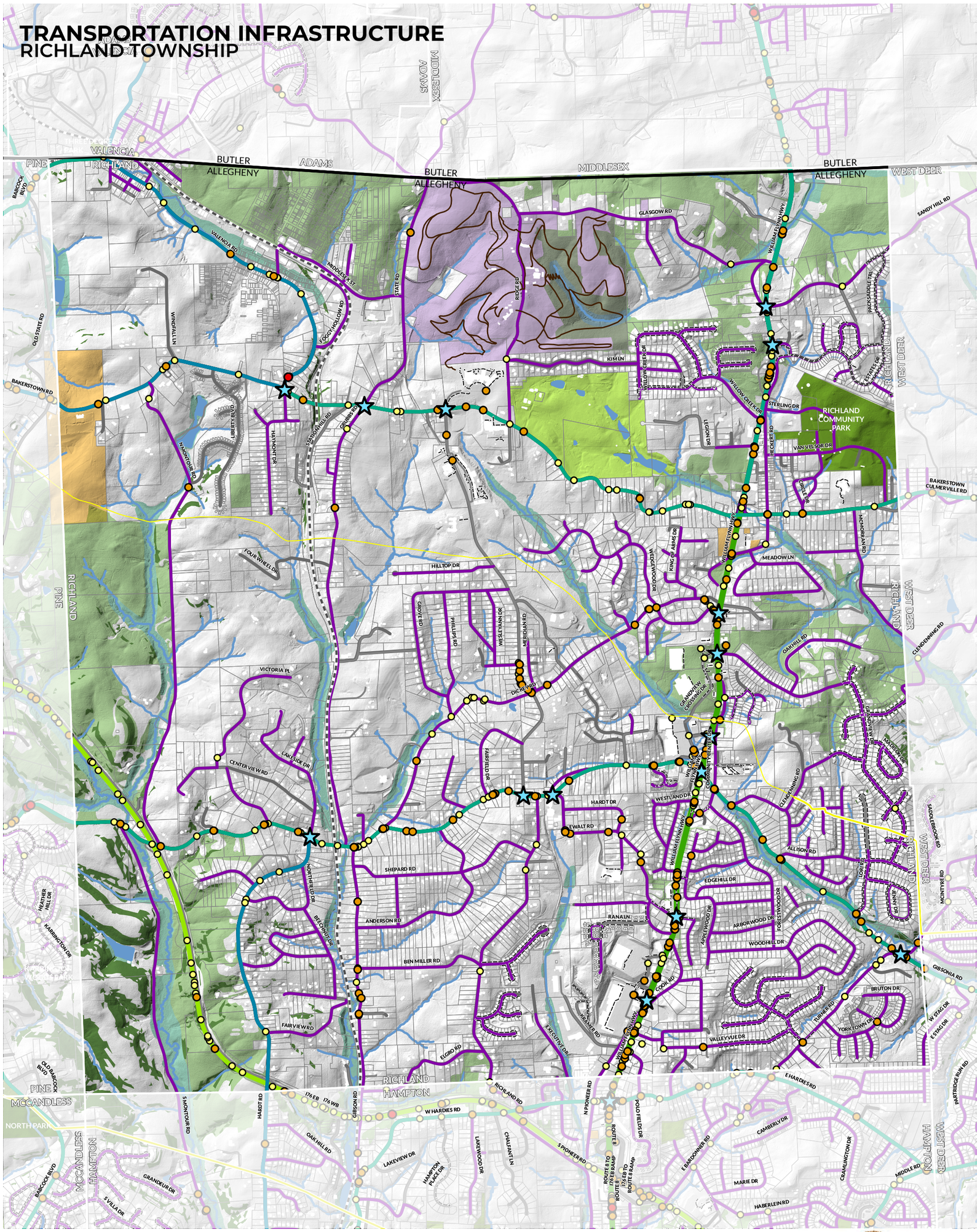
- William Flinn Highway/State Route 8 south of Bakerstown Road has an ADT between 10,001 - 20,000 vehicles daily. The portion of William Flinn Highway north of Bakerstown Road has an ADT between 5,001 and 10,000. There is very limited and inconsistent pedestrian infrastructure. Few pedestrians or cyclists use this road.
- Gibsonia Road/State Route 910 has an ADT between 5001 and 10,000. Few pedestrians or cyclists use this road.
- Bakerstown Road has an ADT between 5001 and 10,000 average daily vehicles. There is no pedestrian or bicycle infrastructure so there is limited pedestrian or cyclist activity.
- Valencia Road has an ADT between 2501 and 5000 average daily vehicles.
- Some roads with lower ADTs have high levels of bicycle and pedestrian usage, despite having no bicycle infrastructure, such as Dickey Road and Meridian Road. Both roads have had clusters of vehicular accidents between 2013 - 2022.

### *Areas with Higher Crash Incidences*

The Transportation Infrastructure Inventory Map documents the existing local, county, and state roads in Richland Township and depicts the locations of crashes. According to data provided by PennDOT, there were a total of 1150 crashes between 2013-2022, where 29 were fatal or suspected of serious injury. The Traffic Volume and Crash Map documents posted traffic levels and the location of car accidents.

Areas with high crash rates (even crashes not involving cyclists or pedestrians) indicate higher risk areas for cyclists and pedestrians. Such roads include State Route 8/William Flinn Highway, Bakerstown Road, Gibsonia Road/Route 910, Dickey Road, and Valencia Road. The Pennsylvania Turnpike Route 76 also runs through Richland Township, which has high speeds and high crash rates.

# TRANSPORTATION INFRASTRUCTURE
## RICHLAND TOWNSHIP




Utility ROW
Railroads
Chatham Trails
Hydrology Areas

**Traffic Volume**
Average Daily Traffic
0 - 1000
1001 - 2500
2501 - 5000
5001 - 10000
10001 - 20000
20001 - 40000

TRAFFIC SIGNALS
Fatal Vehicular Accidents
Injury Vehicular Accidents
Vehicular Accidents

**Greenways**
Parks
Golf Courses
Land Trust
Sensitive Slope Areas
Trails
Water, Wetlands, Floodplain
Chatham University Eden Hall Campus

PASHEK MTR

RICHLAND TOWNSHIP
ALLEGHENY COUNTY PA

0 500 1,000 2,000 3,000 FT
SCALE: 1" = 1,000'

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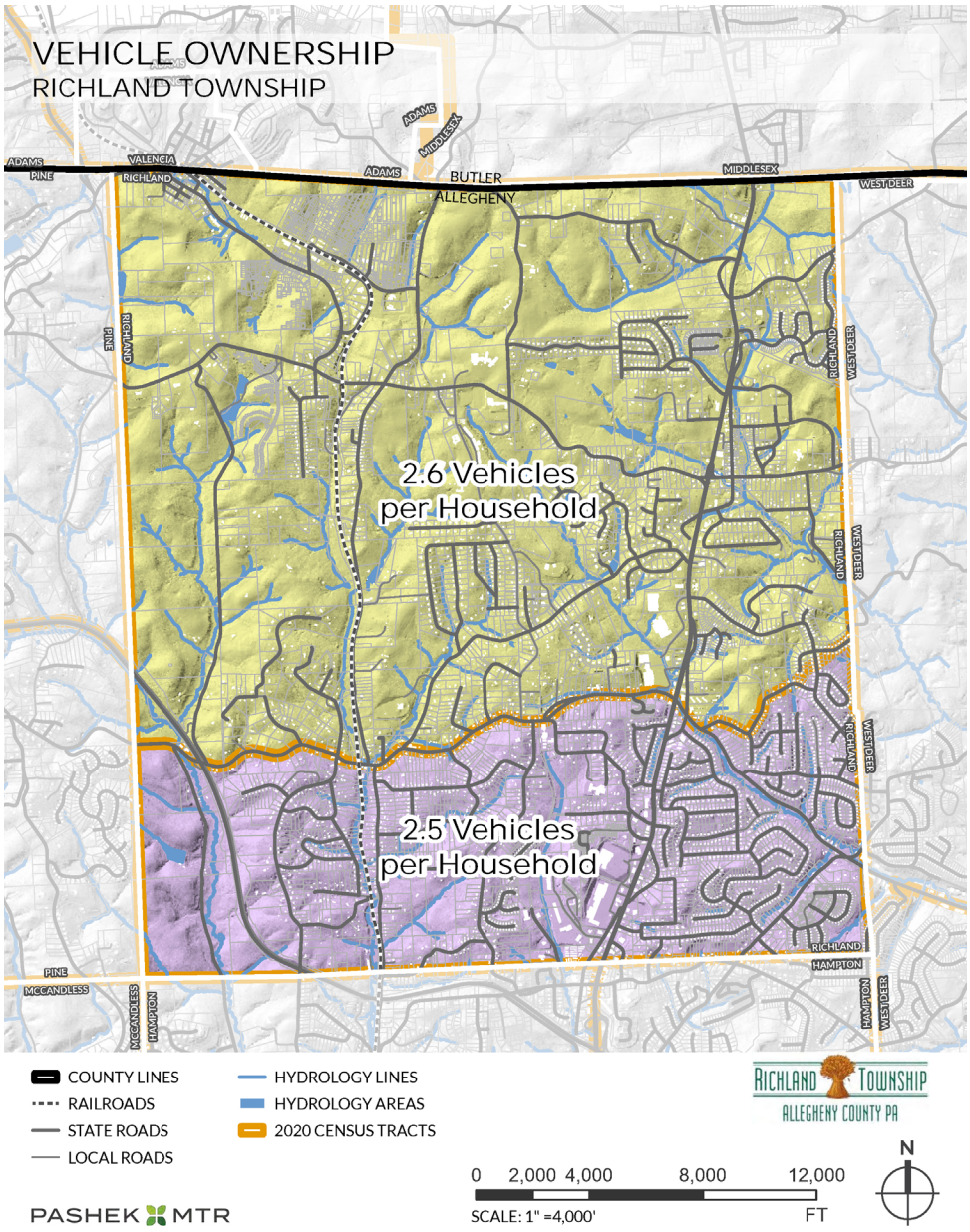
## CAR OWNERSHIP PER HOUSEHOLD

Overall, car ownership per household is consistent throughout the Township, with a car ownership rate 2.5 to 2.6 depending on the census tract. Richland does not have any tracts where households have just one or no cars.

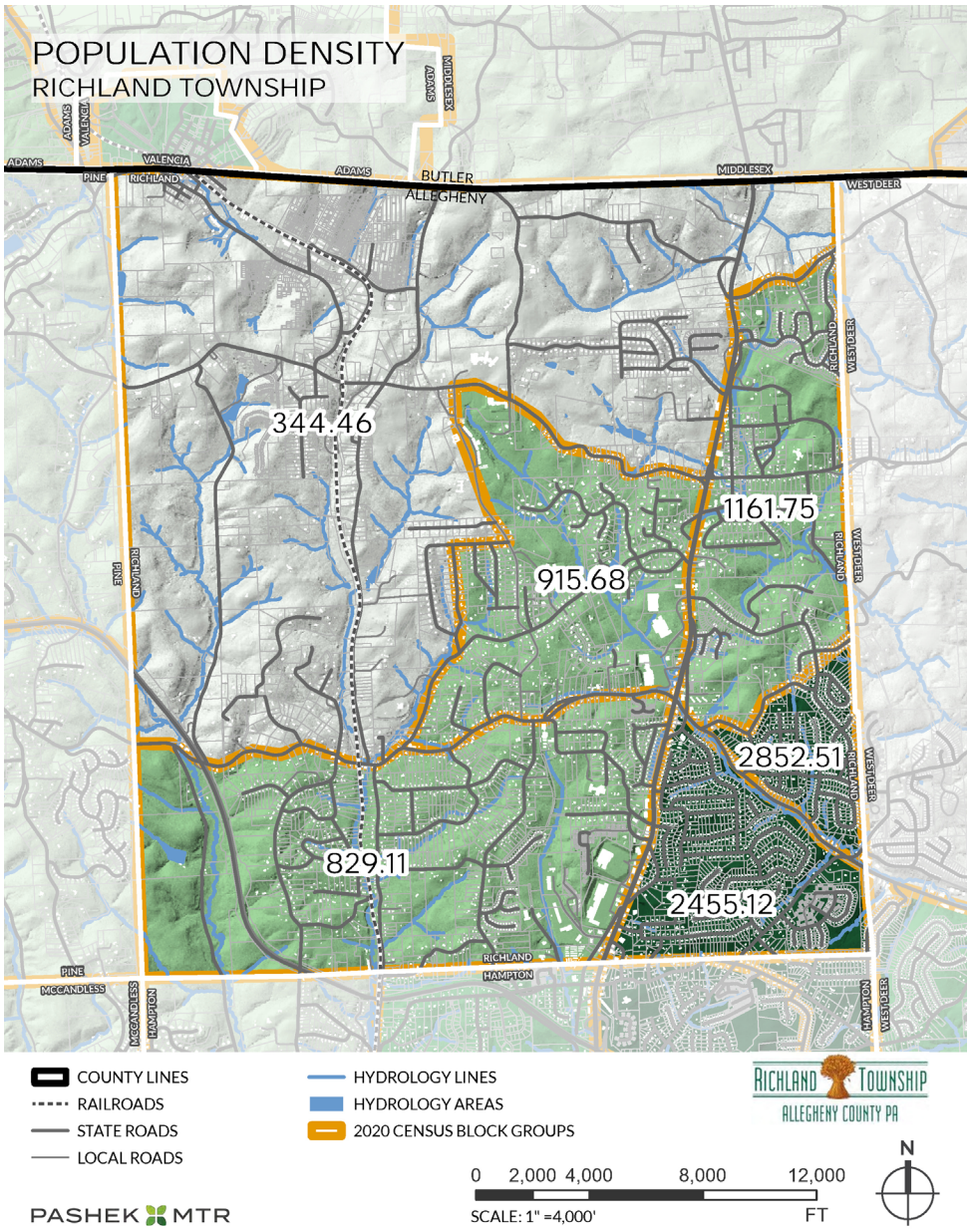
Households without cars can benefit greatly from improved active transportation options. Safe, comfortable, and convenient walking and cycling routes offer alternative and much more affordable means of transportation, which increases the radius people can travel for goods, services, and employment. However, this does not appear to be an issue in Richland Township.



## POPULATION DENSITY

The population density of Richland Township varies significantly. The southern third of the Township has a density of people per square mile, and the northern two-thirds of the Township has a density of 556.25 people per square mile.

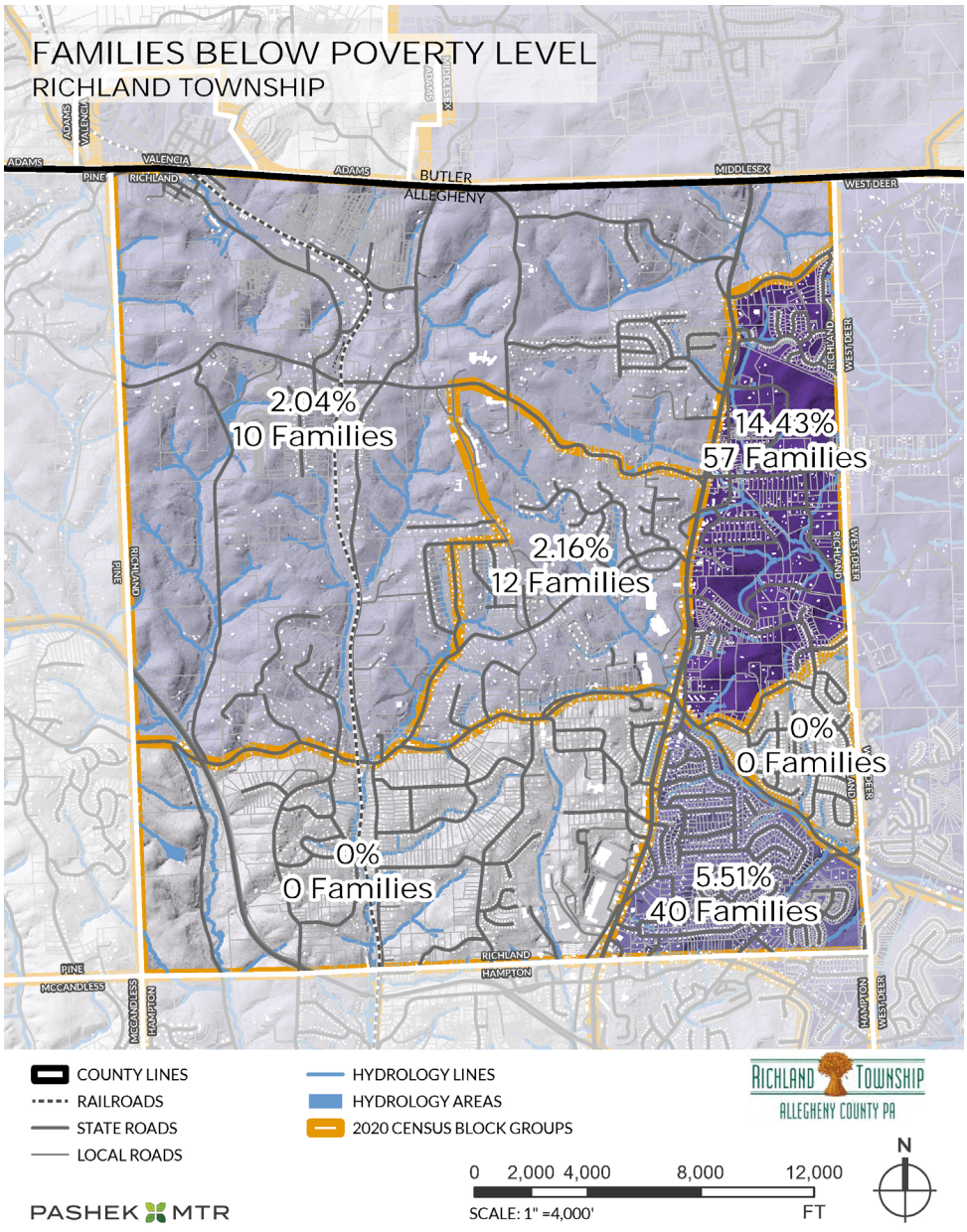
Active transportation improvements in high density areas reaches the largest number of people, but connected improvements can also greatly benefit less dense areas by attracting new residents, patrons, and businesses.



## POVERTY LEVEL

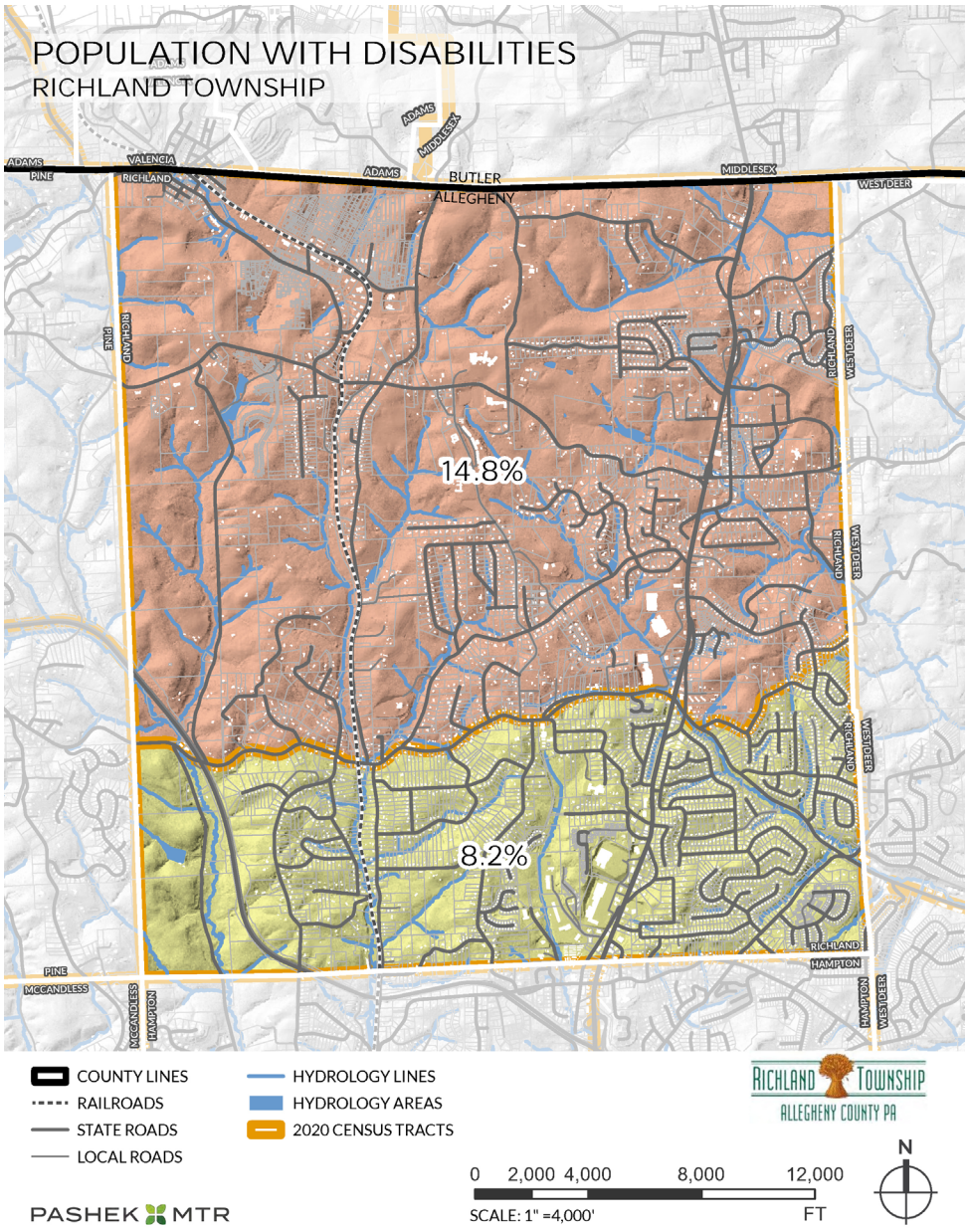
Richland Township has lower poverty levels, with a rate of 3.3% in the southern third of the Township and a rate of 7.15% in the northern two-thirds of the Township. Allegheny County has an average rate of 7%, and Pennsylvania has an average rate of 12%.

Areas with high poverty rates can benefit greatly from active transportation improvements as there is a greater likelihood that more people in these areas rely on walking, cycling, and/or public transit to access jobs and necessities.



## POPULATION WITH DISABILITIES

The southern third of Richland Township has a disability rate of 8.2%, while the northern two-thirds of the Township has a rate of 14.8. The Allegheny County average is 9.3% and Pennsylvania's average is 25%. Transit services are valuable to those with disabilities. That said, there are no public transit services in Richland Township other than the Butler Transit Authority route on State Route 8.



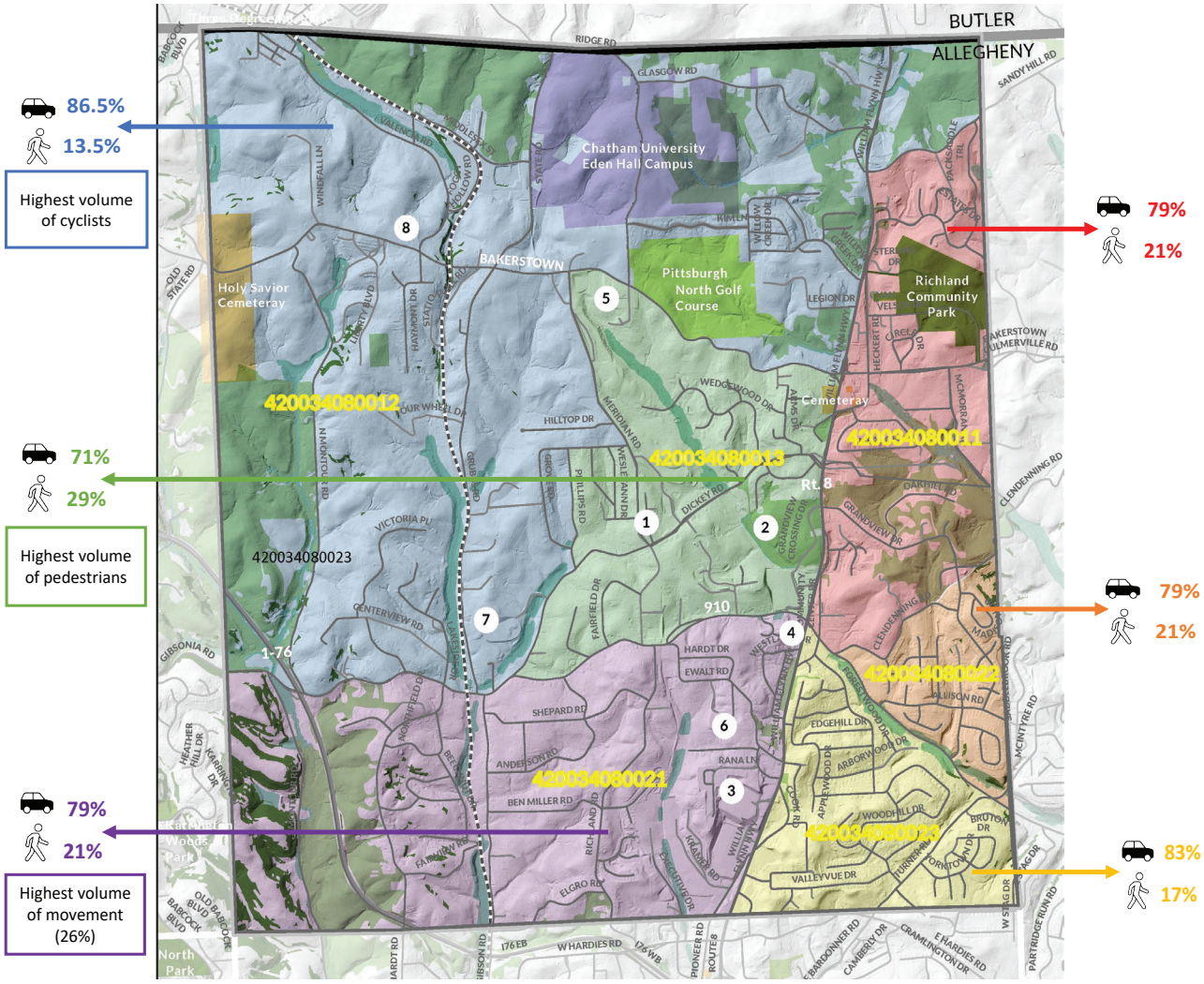
## STREETLIGHT DATA ANALYSIS

The Southwestern Pennsylvania Commission (SPC) analyzed Streetlight data by looking at automobile, pedestrian, and cyclist activity in Richland Township by its five Census block groups. Streetlight data uses cell phone data. From this data it can be determined how pedestrians, cyclists, and vehicles are moving within and beyond a boundary. It gives insights into the origins and destinations, lengths, and speeds of the three travel modes. For the purposes of this summary, the data is 24 hours, 7 days a week.

In Richland Township, 80% of trips recorded are done by vehicles. Pedestrian trips made up about 20% of the travel and cyclist trips were recorded at 0.02%. About 4.5% of Richland's total vehicle trips travel less than 2 miles, while the average travel is about 16.5 miles. It is clear from this data that auto-centric travel is prevalent in Richland Township and there are pedestrians and cyclists in the community.

### STREETLIGHT DATA BY CENSUS BLOCK GROUP

RICHLAND TOWNSHIP




KEY

1— Library and Municipal Building

2— Target

3— Walmart

4— Post Office and Giant Eagle

5— Richland Elementary School

6— Haynes Elementary School

7— Saint Richard Roman Catholic Church

8— Bakerstown Alliance Church

## EXISTING CONDITIONS BASE MAP

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

- Existing roadway network
- Existing property parcels
- Existing buildings
- Existing parks
- Existing 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.

## DESTINATIONS AND GENERATORS ANALYSIS

The first analysis completed was the Generators & Destinations Inventory. This identifies public facilities, amenities, features and commercial or institutional locations within the Municipality that are, or can be, desirable destinations to access by walking or bicycling.

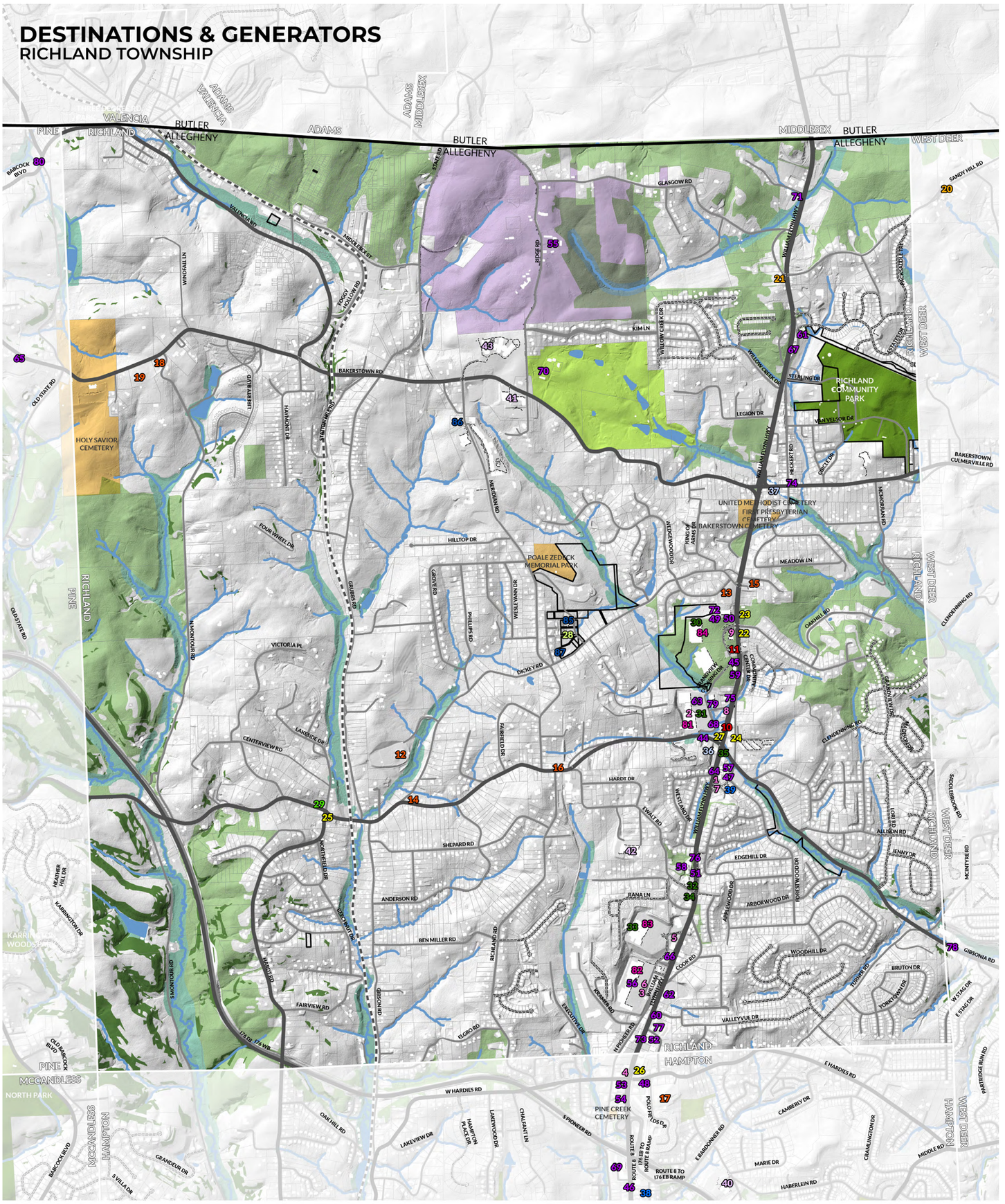
Features identified on this map included:

- Parks
- Schools
- Youth Center
- Public Facilities
- Restaurants
- Cultural Features
- Major Shopping Centers

A review of common destinations indicates:

- High concentration of destinations along Route 8/William Flinn Highway, with other major thoroughfares 910/Gibsonia Rd., Bakerstown Rd., and Dickey Rd. having a lower concentration
- A cluster of important amenities at Dickey Rd. and Meridian Road of the Richland Township Municipal Building, Northern Tier Library, Richland Township EMS, and Richland Township Volunteer Fire Department
- St. Barnabas Health Care is located off of Meridian Road, near a cluster of other amenities
- Chatham Eden Hall Campus, Eden Hall Upper Elementary, and Richland Elementary School within a mile of each other
- Private schools and public elementary schools disbursed through the community
- Richland Township Community Park is the primary park in the community, though many residents also use North Park just outside of the Richland Township border
- Houses of worship dispersed through the community

# DESTINATIONS & GENERATORS
## RICHLAND TOWNSHIP




COUNTY LINES
MUNICIPALITIES
BANKS
COFFEE SHOPS
FAITH BASED FACILITIES
FARMERS MARKETS
GAS STATIONS
LIBRARY

MUSEUM
PHARMACIES
POST OFFICE
PRIVATE SCHOOLS
PUBLIC SCHOOLS
RESTAURANTS
SUPERMARKETS
TOWNSHIP BUILDINGS

SIDEWALKS
RAILROADS
STATE ROADS
LOCAL ROADS
TOWNSHIP OWNED PARCELS
PARCELS
BUILDING FOOTPRINTS
HYDROLOGY LINES
HYDROLOGY AREAS

PARKS
GOLF COURSES
LAND TRUST
SENSITIVE SLOPE AREAS
TRAILS
WATER, WETLANDS, FLOODPLAIN
CEMETERIES
CHATHAM UNIVERSITY EDEN HALL CAMPUS

RICHLAND TOWNSHIP
ALLEGHENY COUNTY PA

PASHEK MTR

0 500 1,000 2,000 3,000 FT
SCALE: 1" = 1,000'

N

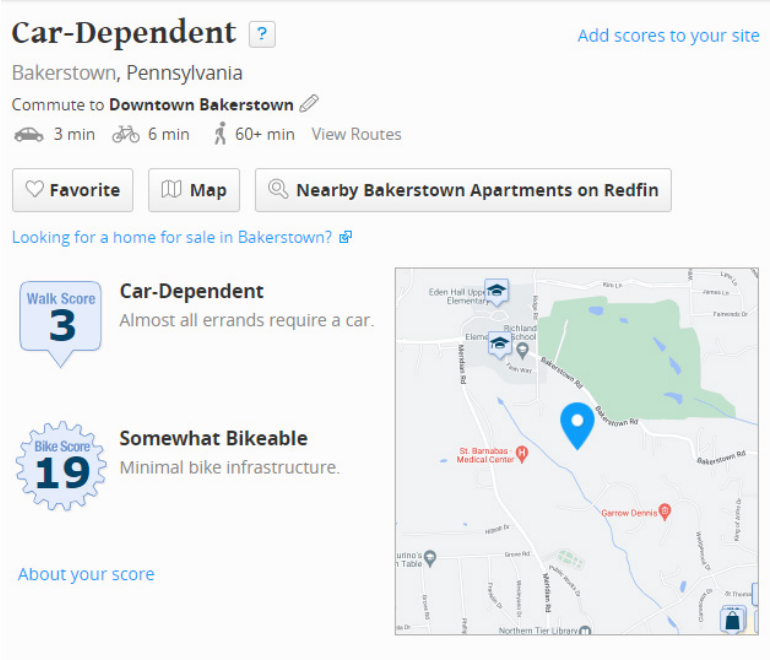
| No. | Name | Address |
|---|---|---|
| BANKS | | |
| 1 | Union Savings Bank | 5556 William Flynn Highway, Gibsonia, PA |
| 2 | Citizens Bank, National Association | 400 Northtowne Square, Gibsonia, PA |
| 3 | Dollar Bank, Federal Savings Bank | 5375 William Flynn Highway, Gibsonia, PA |
| 4 | First Commonwealth Bank | 5167 William Flynn Highway, Gibsonia, PA |
| 5 | First National Bank of Pennsylvania | 600 Walmart Drive, Gibsonia, PA |
| 6 | KeyBank National Association | 5375 William Flynn Highway, Gibsonia, PA |
| 7 | Mars Bank | 5552 William Flynn Highway, Gibsonia, PA |
| 8 | Nextier Bank, National Association | 101 Northtowne Drive, Gibsonia, PA |
| 9 | PNC Bank, National Association | 505 Grandview Crossing Drive, Gibsonia, PA |
| BANKS | | |
| 10 | Starbucks Coffee | 109 Northtowne Square, Gibsonia, PA |
| 11 | Starbucks Coffee | 517 Grandview Crossing, Gibsonia, PA |
| FAITH BASED FACILITY | | |
| 12 | Saint Richard Church | 3841 Dickey Rd, Gibsonia, PA |
| 13 | Saint Thomas Anglican Church | 4106 Saint Thomas Drive, Gibsonia, PA |
| 14 | Trinity Evangelical Lutheran Church | 3832 Gibsonia Rd, Gibsonia, PA |
| 15 | Bakerstown United Methodist | 5760 William Flynn Hwy, Gibsonia, PA |
| 16 | First Presbyterian Church | 4007 Gibsonia Rd, Gibsonia, PA |
| 17 | Hampton United Presbyterian Church | 2942 E Hardies Rd, Gibsonia, PA |
| 18 | Muslim Association of Greater Pittsburgh | 5725 N Montour Rd, Gibsonia, PA |
| 19 | Christian Community Church | 5719 N Montour Rd, Gibsonia, PA |
| FARMER'S MARKETS | | |
| 20 | Dillner Family Farm | 4140 Sandy Hill Road, Gibsonia, PA |
| 21 | Harvest Farm Market and Bakery | 6003 Cummingham Road, Gibsonia, PA |
| GAS STATION | | |
| 22 | American Natural | 4100 Grandview Drive, Gibsonia, PA |
| 23 | Get Go | 4099 Grandview Drive, Gibsonia, PA |
| 24 | Marathon | 5610 William Flynn Hwy, Gibsonia, PA |
| 25 | Rudolph Auto Repair | 3750 Gibsonia Road, Gibsonia, PA |
| 26 | Sheetz | 5300 William Flynn Hwy, Gibsonia, PA |
| 27 | Sunoco | 5600 William Flynn Hwy, Gibsonia, PA |
| LIBRARY | | |
| 28 | Northern Tier Regional Library | 4015 Dickey Road, Gibsonia, PA |
| MUSEUM | | |
| 29 | Western Pennsylvania Model Railroad Museum | 5507 Lakeside Drive, Gibsonia, PA |
| PHARMACY | | |
| 30 | CVS Pharmacy (Target) | 550 Grandview Crossing, Gibsonia, PA |
| 31 | Giant Eagle Pharmacy | 400 Northtowne Square, Gibsonia |
| 32 | Rite Aid Pharmacy | 4155 Ewalt Drive, Gibsonia, PA |
| 33 | Walmart Pharmacy | 300 Walmart Drive, Gibsonia, PA |
| 34 | Richland Pharmacy | 5576 William Flynn Hwy, Gibsonia, PA |
| 35 | Gibsonia Pharmacy and Healthcenter | 5499 William Flynn Hwy, Gibsonia, PA |
| POST OFFICE | | |
| 36 | Gibsonia Post Office - Main Office | 4098 Gibsonia Road, Gibsonia, PA |
| 37 | Bakerstown Post Office | |
| PRIVATE SCHOOLS | | |
| 38 | North Pittsburgh Childrens House | 5031 Oakview Drive, Gibsonia, PA |
| 39 | RYF Preschool | 5554 Community Center Drive, Gibsonia, PA |
| PUBLIC SCHOOLS | | |
| 40 | Poff Elementary School | 2990 Haberlein Road, Gibsonia, PA |
| 41 | Richland Elementary School | 3811 Bakerstown Road, Gibsonia, PA |
| 42 | Hance Elementary School | 5518 Molnar Drive, Gibsonia, PA |
| 43 | Eden Hall Upper Elementary School | 3900 Bakerstown Road, Gibsonia, PA |

| RESTAURANTS | | |
|---|---|---|
| 44 | Adrian's Pizza | 4092 Gibsonia Road, Gibsonia, PA |
| 45 | Applebee's Neighborhood Grill & Bar | 525 Grandview Crossing Drive, Gibsonia, PA |
| 46 | Arby's | 5030 Route 8, Gibsonia, PA |
| 47 | Barrel Junction | 5560 William Flynn Hwy, Gibsonia, PA |
| 48 | Bruno's Pizza | 2884 E. Hardies Road, Gibsonia, PA |
| 49 | Buffalo Wild Wings | 500 Grandview Crossing, Gibsonia, PA |
| 50 | Cala Lily Restaurant and Bar | 500 Grandview Crossing Drive, Gibsonia, PA |
| 51 | China House | 5513 William Flynn Hwy, Gibsonia, PA |
| 52 | Churn | 5330 William Flynn Hwy, Gibsonia, PA |
| 53 | Dunkin' Donuts | 5161 Route 8, Gibsonia, PA |
| 54 | Eat'n Park | 5143 Route 8, Gibsonia, PA |
| 55 | Eden Hall Barazzone Center Dining | 6035 Ridge Road, Gibsonia, PA |
| 56 | Emiliano's Mexican Restaurant and Bar | 5375 William Flynn Hwy, Gibsonia, PA |
| 57 | Emily's Turkish Mediterranean Cuisine | 5560 William Flynn Hwy, Gibsonia, PA |
| 58 | Feast | 5513 William Flynn Hwy, Gibsonia, PA |
| 59 | Gateway Inn | 5641 William Flynn Hwy, Gibsonia, PA |
| 60 | Grande Pizza Italian Restaurant | 5354 William Flynn Hwy, Gibsonia, PA |
| 61 | Heavy Metal Barbecue | 6052 William Flynn Hwy, Bakerstown, PA |
| 62 | Hotel Richland - Restaurant | 5370 William Flynn Hwy, Gibsonia, PA |
| 63 | Jade Palace | 312 Northtowne Square, Gibsonia, PA |
| 64 | Lin's Garden | 5560 William Flynn Hwy, Gibsonia, PA |
| 65 | Magnolia and Pine | 5018 Bakerstown Road, Gibsonia, PA |
| 66 | McDonald's | 200 Walmart Dr, Gibsonia, PA |
| 67 | Parkside Grill | 6044 William Flynn Hwy, Bakerstown, PA |
| 68 | Penn Station East Coast Subs | 109 Northtowne Square, Gibsonia, PA |
| 69 | Pine Creek Public House Gibsonia | 5055 Route 8, Gibsonia, PA |
| 70 | Pittsburgh North Golf Club | 3800 Bakerstown Road, Bakerstown, PA |
| 71 | Scoreboard Lounge | 6179 William Flynn Hwy, Valencia, PA |
| 72 | Subway Sandwiches & Salads | 500 Grandview Crossing, Gibsonia, PA |
| 73 | Sushi Jin Jing | 5330 William Flynn Hwy, Gibsonia, PA |
| 74 | Sweet b Sweets Shop | 5895 Heckert Road, Bakerstown, PA |
| 75 | Taco Bell | 100 Northtowne Square, Gibsonia, PA |
| 76 | Tequila Jalisco | 5517 William Flynn Hwy, Gibsonia, PA |
| 77 | The Clubhouse | 5301 Ranalli Dr, Gibsonia, PA |
| 78 | Tikka Taco | 4358 Gibsonia Road, Gibsonia, PA |
| 79 | Wendy's Old Fashioned Hamburgers | 103 Northtowne Square, Gibsonia, PA |
| 80 | Willees Tavern | 11150 Babcock Boulevard, Gibsonia, PA |
| | | |
| SUPERMARKETS | | |
| 81 | Giant Eagle | 400 Northtowne Square, Gibsonia, PA |
| 82 | Shop N Save | 5375 William Flynn Highway, Gibsonia, PA |
| 83 | Walmart | 300 Walmart Drive, Gibsonia, PA |
| 84 | Target | 550 Grandview Crossing, Gibsonia, PA |
| | | |
| TOWNSHIP BUILDINGS | | |
| 85 | Richland Township Offices | 4011 Dickey Road, Gibsonia, PA |
| 86 | Richland Township Volunteer Fire Department | 5857 Meridian Road, Gibsonia, PA |
| 87 | Richland Township EMS | 4009 Dickey Road, Gibsonia, PA |

## EXISTING WALKING, BICYCLE, AND TRANSIT INFRASTRUCTURE ANALYSIS

Richland Township has limited sidewalks and their presence is inconsistent in both residential and commercial areas. Newer residential developments do have consistent sidewalks, and ordinances require sidewalks for all new commercial and residential projects. Along Route 8, some sidewalks and pedestrian amenities, such as high visibility crosswalks, have been added, however the sidewalks to do not often connect to each other or high demand destinations.

Walk Score, a private company that provides walkability and bikability indexing for the real estate community, gives Richland Township a score of 3 out of 100 for walking, listing is as “almost all errands require a car” and a score of 19 out of 100 for bicycling noting there is “minimal bike infrastructure.”




With the exception of walking trails throughout Richland Township Community Park and the Chatham University Eden Hall Campus, there are no established walking or biking trails within Richland Township. North Park, which boasts a lake trail and many other walking trails, is located less than 10 miles southwest of the township. Hartwood Acres is the next closest area for trail use, with trails for cross-country skiing, walking, hiking, and horseback riding, located about 10 miles southeast of Richland Township.

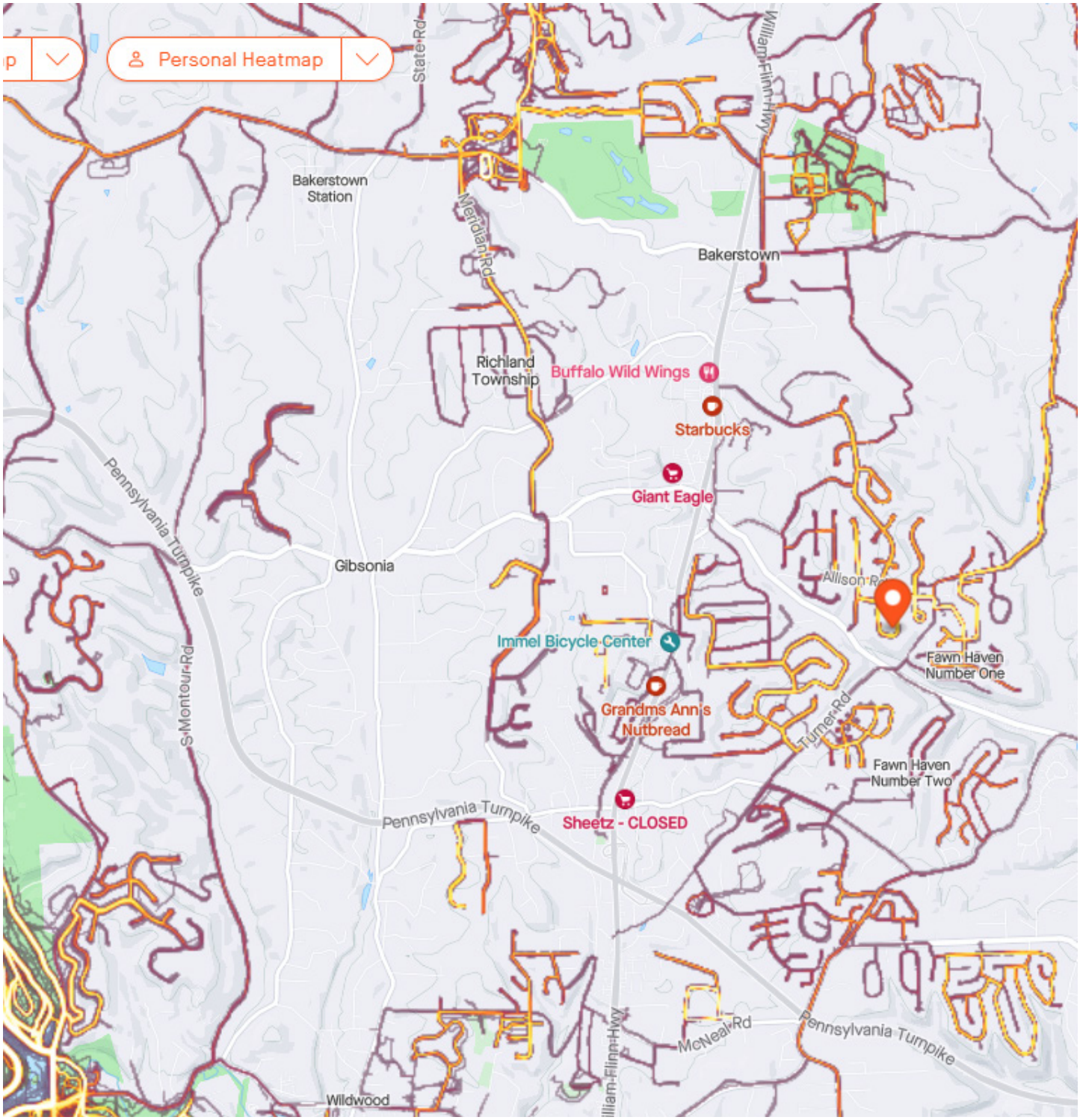
## EXISTING TRANSIT ROUTES

The Butler Transit Authority provides commuter service between the City of Butler and Pittsburgh. There is one in-bound and one outbound stop in Richland Township located at the intersection of State Route 8 and Gibsonia Road (SR910). The in-bound stop is located on the northwestern side of the intersection near the Sunoco. The outbound stop is located on the south eastern side of the intersection. The stops are not marked, there are no transit facilities, and there are no accessible loading and unloading zones at these stops. There are two inbound buses in the morning, and two out bound buses in the afternoon. These routes are identified as Commuter 1 and Commuter 2 routes.

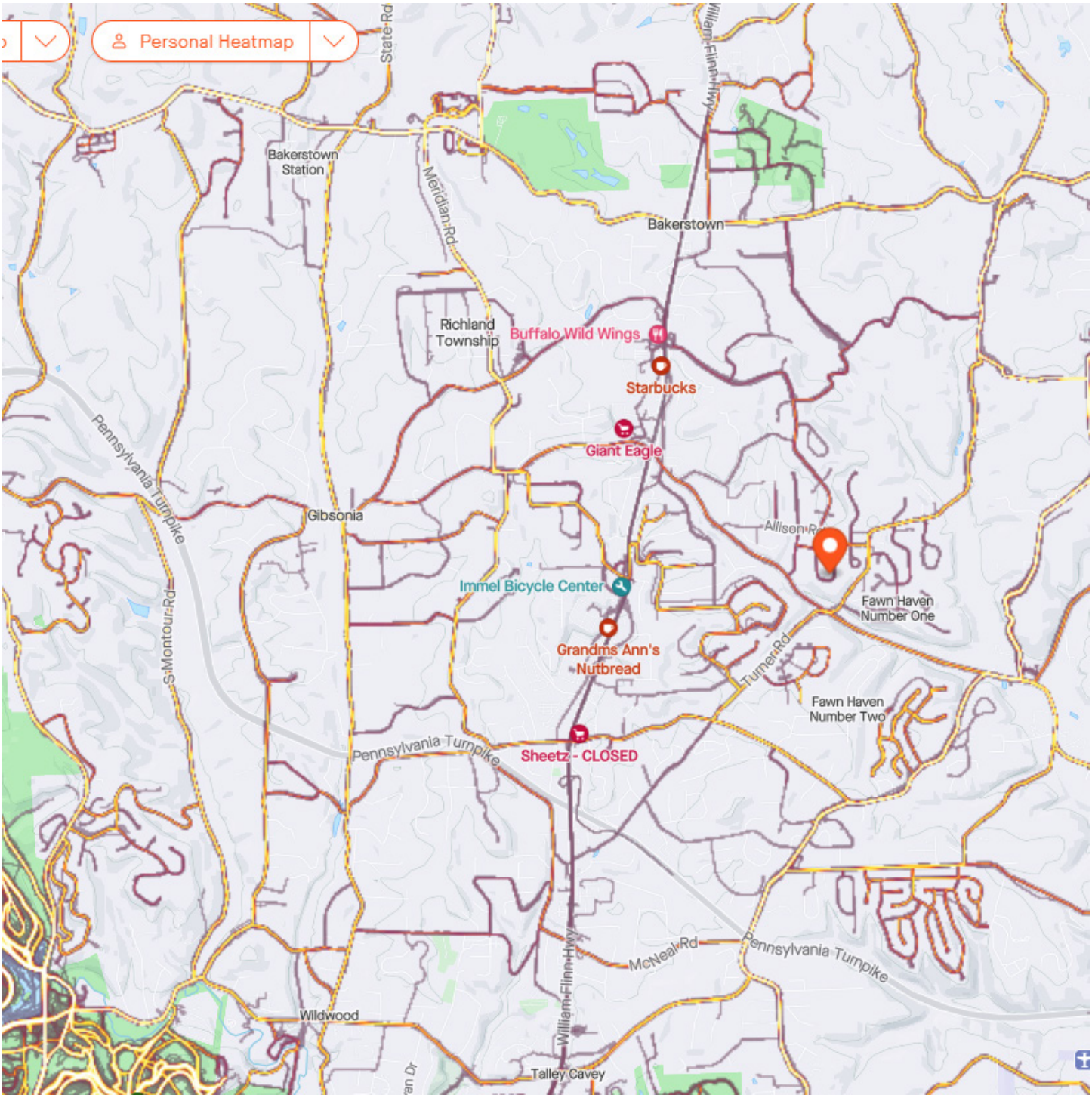
## STRAVA HEAT MAPS

Strava is an app for runners, cyclists, hikers, walkers and other active people. The Strava Global Heatmap shows 'heat' made by aggregated, public activities over the last year. The heatmap is updated monthly. The following maps indicate where users are walking and bicycling in Richland Township. The brighter the color, red, the heavier the walking or bicycling activity on the corresponding maps,

### *Walking*



*Bicycling*


Personal Heatmap
State Rd
William Flinn Hwy
Bakerstown Station
Meridian Rd
Bakerstown
Richland Township
Buffalo Wild Wings
Starbucks
Giant Eagle
Pennsylvania Turnpike
Gibsonia
S Montour Rd
Allison Rd
Immel Bicycle Center
Fawn Haven Number One
Grandms Ann's Nutbread
Turner Rd
Fawn Haven Number Two
Pennsylvania Turnpike
Sheetz - CLOSED
McNeal Rd
Pennsylvania Turnpike
William Flinn Hwy
Wildwood
Talley Cavey

## EXISTING BICYCLE INFRASTRUCTURE ANALYSIS

There is no existing dedicated bicycling infrastructure in Richland Township. As noted previously, Walk Score, a private company that provides bikeability and walkability indexing through its website, gives Richland Township a score of 19 out of 100 for bike-friendliness due to the community's minimal bike infrastructure and 2 out of 100 for walk-friendliness due to the fact almost all errands require a car.

## 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:

### *Hazardous Walking Route definition*

> *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

### *Hazardous Walking Routes*

Given the nature of this study, consideration must be given to the Hazardous Walking Routes as defined by theCommonwealth of Pennsylvania. The Pennsylvania Public School Code of 1949 provides school district's with the authority to bus children to and from school, provided the students meet the following requirements:

Elementary Students: to and from school of elementary school pupils including kindergarten pupils, residing one and onehalf (1 ½ ) miles or more 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. Such elementary school pupils shall include nonresident children who are placed in the home of a resident, or who are residents of an orphanage, or home or children's home or other institution for the care and training of orphans or other children.

Secondary Students: to and from school of secondary school pupils residing two (2) or more miles 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.

Furthermore, the Act also provides for the Commonwealth to reimburse school districts for busing of students, and those students who reside within hazardous walking areas as follows:

The Commonwealth reimburses school districts for the approved reimbursable costs incurred in providing transportation under section 1361 for non public school pupils and under Section 1362 for hazardous conditions: Provided, however, that no district shall receive less than fifty percent (50%) of such approved reimbursable costs.

All of the students in the Pine-Richland School District are bused to school. There are no students who walk to school.

Chapter 447 of the Pennsylvania Code gives the Pennsylvania Department of Transportation the authority to determine if a walking route is hazardous. A hazardous walking route is defined as "An unsafe condition caused by potential incompatibility between vehicles and school students, while the students are walking between their home and their school or bus stop." Chapter 447 also establishes the criteria for determining a hazardous walking route. The criteria includes:

*Criteria*

(a) A student walking route shall be considered hazardous if any one of the following three conditions exist:

1. Two or more pedestrian-related accidents have occurred during the last 3 years while the pedestrians were walking along the student walking route during hours students are normally going to or from school.

2. It is necessary for a student to cross a roadway; either daily or intermittently, at a location where vehicular traffic is not controlled by either traffic control signals or a stop sign, or where students are not protected by an adult crossing guard; provided vehicular traffic on roadway is in excess of the values given in the table below for any 15-minute period during which students are en route to or from school:

| Safe Running Speed | Minimum Distance (ft.) |
|---|---|
| 30 or less | 200 |
| 35 | 240 |
| 40 | 275 |
| 45 | 315 |
| 50 | 350 |
| 55 | 410 |

* If the roadway is divided by a raised median which is at least 8 feet wide and has non mountable curbs, the roadway should be considered as two separate roadways.

3. It is necessary for students to cross a railroad-highway grade crossing which has two or more tracks and the following three qualifications are met:

   i. Trains normally—not necessarily with regularity—use the crossing at the time the students cross the tracks going to or from school.

   ii. The crossing is not protected by a flashing light signal or a crossing guard.

   iii. The speed of the trains and the available sight distance are such that students walking at a speed of 3.5 feet per second cannot safely cross the tracks.

(b) A student walking route shall be considered hazardous if a sidewalk does not exist and either paragraph (1) or (2) applies:

1. The shoulders are less than 4 feet wide and for either:

   i. Elementary students, the roadway surface is less than 20 feet wide and one or more trucks with three or more axles, not including garbage trucks or other types of trucks making house-to-house stops, normally use the roadway during the time the elementary students are en route to or from school. Streets and highways with an average traffic volume of at least ten vehicles per hour during the time students are walking, a 3.5-foot tall elementary school student or a 4.5-foot tall secondary student is not visible by approaching drivers from at least the following minimum distances:

| Roadway Width (ft)* | For Elementary Students No. of Vehicles | For Secondary Students No. of Vehicles |
|---|---|---|
| 20’ or less | 155 | 175 |
| 24’ | 130 | 150 |
| 30’ | 100 | 120 |
| 36’ | 80 | 100 |
| 48’ | 40 | 60 |

2. The normal vehicular traffic volume during any 15-minute period that students are en route to or fromschool exceeds the following values for the appropriate safe-running speed range:

   i. Safe-running speed is 35 mph or less:

| Shoulder Width | For Elementary School Students | Number of Vehicles for Secondary School Students Only |
|---|---|---|
| less than 4 feet | 20 | 30 |
| 4 ft. to 6 feet | 40 | 65 |

   ii. Safe-running speed is over 35 mph:

| Shoulder Width | For Elementary School Students | Number of Vehicles for Secondary School Students Only |
|---|---|---|
| less than 4 feet | 30 | 45 |
| 4 ft. to 6 feet | 60 | 100 |

On September 30, 2021, PennDOT issued a determination, after receiving a request from the Pine-Richland School District, that Station Hill Road was evaluated and determined to be a non-hazardous walking route.

A typical concern on school districts is that a District may lose their state subsidy if existing hazardous walking routes are upgraded to safe routes to schools.

## 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.*

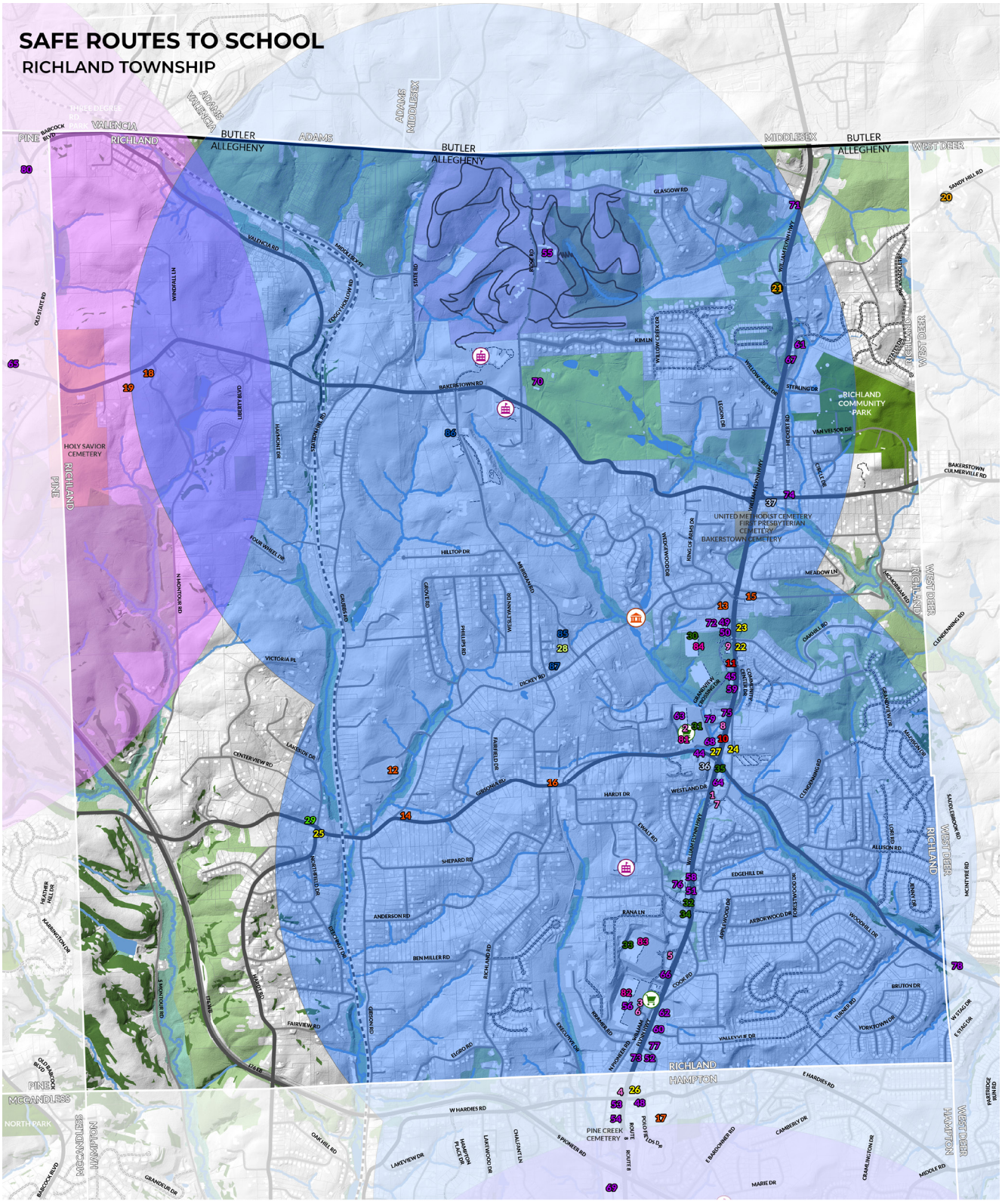
Source: PA Public School Code of 1949 - Transportation Sections http://www.education.pa.gov/Documents/Teachers-Administrators/Pupil%20Transportation/PupilTransp%20SchoolCode%20Transportation%209-25-08.pdf

PennDOT District 11-0 Bicycle Pedestrian coordinator indicated during the course of this study that, in accordance with a request from the Pine Richland School District, PennDOT had previously evaluated Station Hill Road (between Bakerstown Road and 5925 Station Hill Road) to determine if it met the requirements of a Hazardous Walking Route. The resulting analysis indicated the route is non-hazardous.

Therefore, no Hazardous Walking Routes have been identified by PennDOT, to date, in Richland Township and the Pine Richland School District.

# SAFE ROUTES TO SCHOOL

## RICHLAND TOWNSHIP




PUBLIC BUILDINGS
PUBLIC SCHOOLS
SUPERMARKETS
FARMERS MARKETS
BANKS
COFFEE SHOPS
FAITH BASED FACILITIES
FARMERS MARKETS

GAS STATIONS
LIBRARY
MUSEUM
PHARMACIES
POST OFFICE
PRIVATE SCHOOLS
PUBLIC SCHOOLS
RESTAURANTS
SUPERMARKETS
TOWNSHIP BUILDINGS

ELEMENTARY SCHOOL BUFFER (1.5 MI.)
SECONDARY SCHOOL BUFFER (2 MI.)
COUNTY LINES
SIDEWALKS
CHATHAM TRAILS
RAILROADS
STATE ROADS
LOCAL ROADS
PARCELS
BUILDING FOOTPRINTS
HYDROLOGY LINES

HYDROLOGY AREAS
PARKS
GOLF COURSES
LAND TRUST
SENSITIVE SLOPE AREAS
TRAILS
WATER, WETLANDS, FLOODPLAIN
CEMETERIES
CHATHAM UNIVERSITY EDEN HALL CAMPUS

PASHEK MTR

RICHLAND TOWNSHIP
ALLEGHENY COUNTY PA

0 500 1,000 2,000 3,000 FT
SCALE: 1" =1,000'

N

**67 Pa. Code § 212.501 - School zone speed limits**

(a) Establishment. A 15 miles per hour school zone speed limit may be established in a school zone during the normal hours that walking students are arriving at or leaving school, under 75 Pa.C.S. § 3365(b) (relating to special speed limitations).

1. To establish a school zone, local authorities shall be responsible to prepare and submit a drawing showing the locations where students walk along or across roadways that are adjacent to school property, the hours that students are going to or from school and the proposed limits for the school zone to the Department for approval.

2. The Department is responsible for approving the establishment of all school zones, including the locations and hours of operation, except local authorities shall be responsible for approving school zones at the following locations:

3. On local highways when the municipality has received municipal traffic engineering certification under Chapter 205 (relating to municipal traffic engineering certification).

    i. On State-designated highways when the municipality has entered into an agreement with the Department thereby transferring to the local authorities the authority to install traffic-control devices without specific Department approval.

    ii. On highways in cities of the first and second class, except not on expressways.

    iii. The duration of a 15 miles per hour school zone speed limit should be only long enough to include the time that walking students routinely arrive at or leave school.

(b) Posting. A school zone speed limit shall be posted on official traffic-control devices as follows:

1. At the beginning of the school zone speed limit, one of the following signs or groups of signs shall be posted either on the right side of the roadway or over the roadway:

    i. A Speed Limit Sign (R2-1) with the appropriate school zone speed limit, with a School Panel (S4-3) mounted above the Speed Limit Sign (R2-1) and a When Flashing Sign (S4-4) mounted below the Speed Limit Sign (R2-1), with two flashing speed limit sign beacons.

    ii. A Speed Limit Sign (R2-1) with the appropriate school zone speed limit, with a School Panel (S4-3) mounted above the Speed Limit Sign (R2-1) and a Restricted Hours Panel (R10-20A) mounted below the Speed Limit Sign (R2-1).

2. A School Speed Limit When Flashing Sign with a blank-out “15” and flashers as illustrated in the Traffic Signal Design Handbook (Department Publication 149M).

3. An End School Zone Sign (S5-2) shall be posted on the right side of the roadway to define the end of the school zone speed limit.

(c) The limits of a school zone may extend beyond the school property lines to improve the sight distance or to encompass a school crosswalk, except that the length of the zone may not be greater than 1,600 feet.

# Barriers Analysis

The Barriers Analysis Map analyzes Richland Township's topography to assist in 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 valleys and steep slopes etch Richland Township's terrain. Route 8/William Flinn Highway, Montour Road, and Grubbs Road run north-south along valleys and ridges. Additionally, The Pennsylvania Turnpike Interstate 76 runs through the southwest portion of the Township, with steep slopes on either side of the interstate. Steep slopes 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.

Some of the main corridors studied for this project include the following:

## EAST-WEST CORRIDORS

- Route 910/Gibsonia Road - no sidewalks, >15 percent slopes at the eastern end and other specific locations, moderate traffic volume, moderate speed
- Bakerstown Road - no sidewalks, narrow travel lanes in some areas, moderate traffic volume, moderate speed, PennDOT bridge at the intersection of Grubbs Road will be replaced, major connector to other corridors in the community
- Dickey Road – no sidewalks, narrow road, frequent turns, some turns limit sight lines, low traffic

## NORTH-SOUTH CORRIDORS

- Route 8/William Flinn Highway – four lanes of traffic, high traffic volume, high speeds, fast and aggressive drivers, crosswalks that don't connect, inconsistent sidewalks, lack of space for bicycle infrastructure
- Montour Road - low traffic road, low speeds, no sidewalks, narrow road, slopes >15 percent along the entire road, slopes >25 percent in specific areas, turns in the road and narrow roadway
- Grubbs Road - low traffic road, no sidewalks, narrow road, runs parallel to railroad
- Meridian Road - low to moderate traffic, between areas of high slope >15 percent and in some areas >25 percent, connects to the elementary school and the high school, narrow travel lanes
- Richland Road - low traffic, slopes >15 percent, frequent turns
- Ridge Road - connects to Bakerstown Road and Eden Hall Campus, connects to Pittsburgh North Golf Club, has access to trails and sidewalks, low traffic, low speed

Increasing use of e-bikes has the potential to prove terrain is less of a barrier than in the past.

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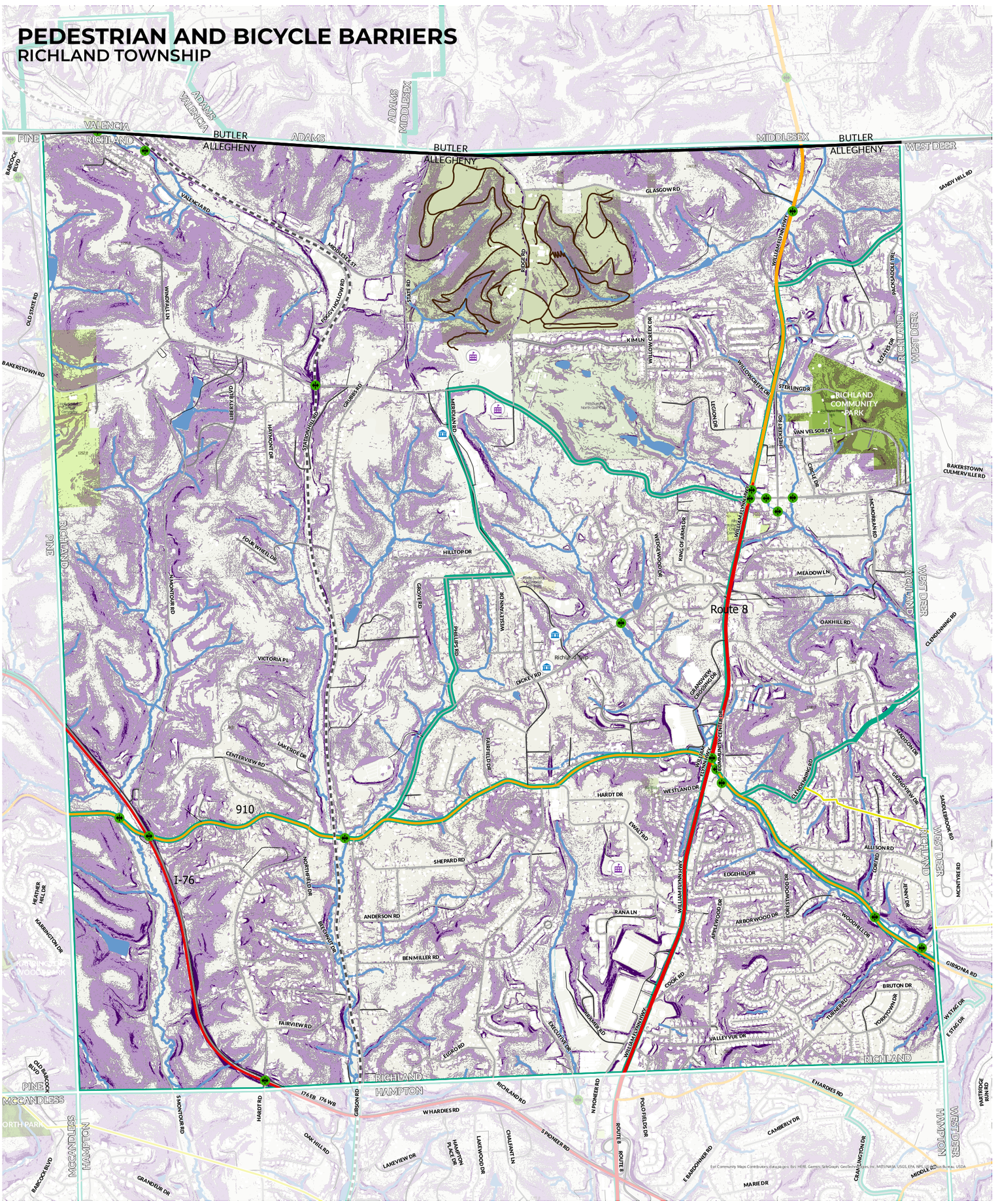
# PEDESTRIAN AND BICYCLE BARRIERS
## RICHLAND TOWNSHIP




COUNTY LINES
MUNICIPALITIES
RAILROADS
LOCAL ROADS
STATE ROADS
BUILDING FOOTPRINTS
PUBLIC SCHOOLS

TOWNSHIP BUILDINGS
HYDROLOGY AREAS
HYDROLOGY LINES
CHATHAM TRAILS
BRIDGES
UTILITY ROW

BARRIER ROADS
NO BARRIER
POTENTIAL BARRIER ROADS
BARRIER ROADS
PARKS
CEMETERIES
CHATHAM UNIVERSITY EDEN HALL CAMPUS
RICHLAND

RICHLAND TOWNSHIP
ALLEGHENY COUNTY PA

PASHEK MTR

0 500 1,000 2,000 3,000 FT
SCALE: 1" = 1,000'

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# CHAPTER 3: Community Input

The consultant and Richland Township engaged the residents of the Township to gather their input and thoughts related to active transportation in the Township. The project included these methods of community engagement and outreach:

- A 9-member volunteer steering committee, which met five times throughout the study
- A community digital questionnaire, which attracted 263 responses. Paper copies were offered, but no responses were returned.
- A table at the Richland Township Community Day
- In-depth phone interviews with 10 key community stakeholders interested in walking and cycling in the Township
- Two public input opportunites

## Steering Committee

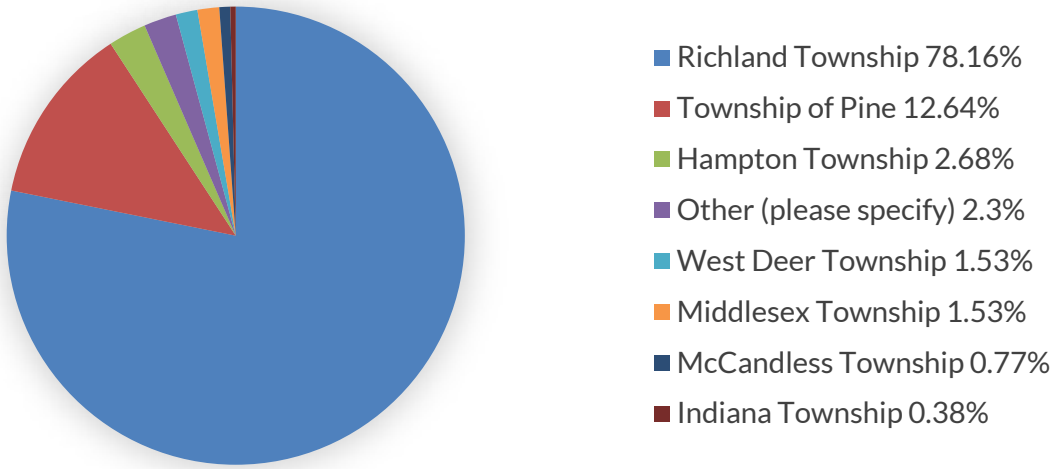
This group included representatives of the Township, seniors, businesses, runners, walkers and cyclists. The group helped to publicize the planning process and public engagement opportunities through their networks and channels, identify potential barriers and obstacles, and serve as a sounding board for potential solutions. The group also provided input and feedback and served as the sounding board to vet proposed recommendations and implementation strategies.

## Questionnaire

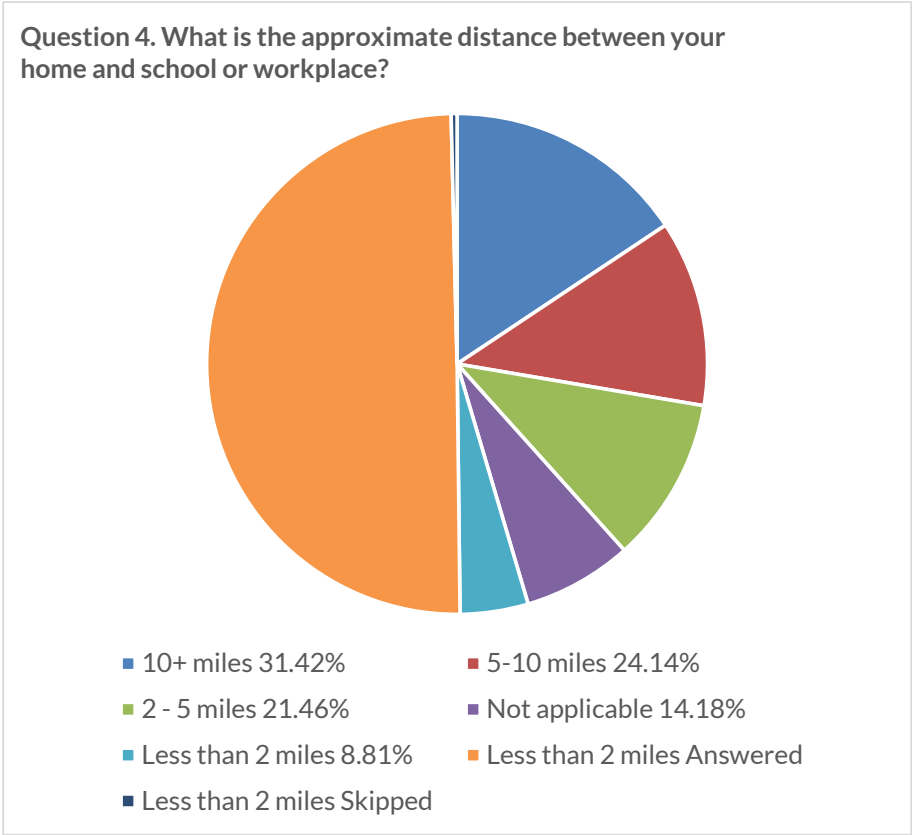
An online active transportation questionnaire was developed with input from the project steering committee. The questionnaire was open to receive responses from July 15 to September 15, 2023. 263 people responded during the period.

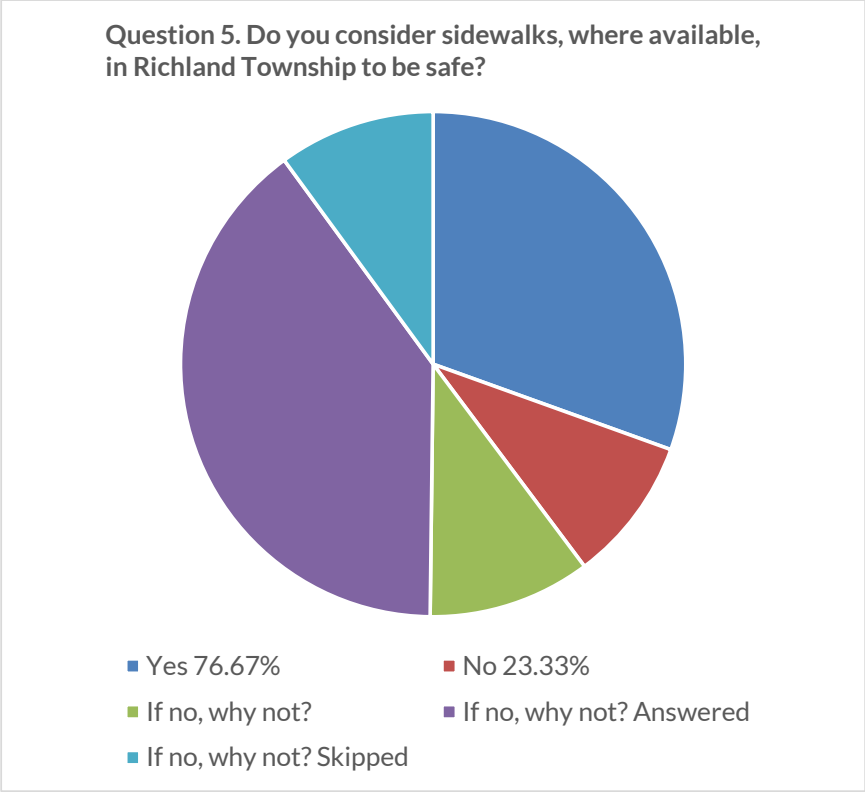
The results of the responses to the questionnaire are summarized on subsequent pages.

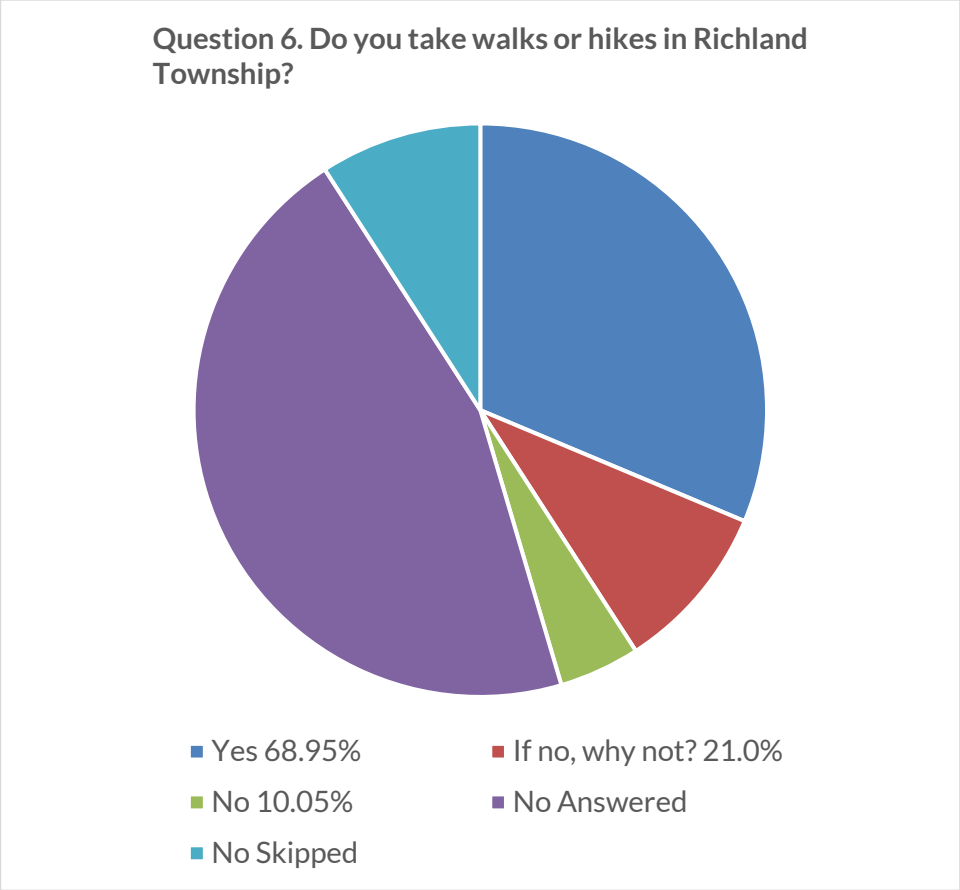
**Question 1. Where do you live?**




**Question 4. What is the approximate distance between your home and school or workplace?**

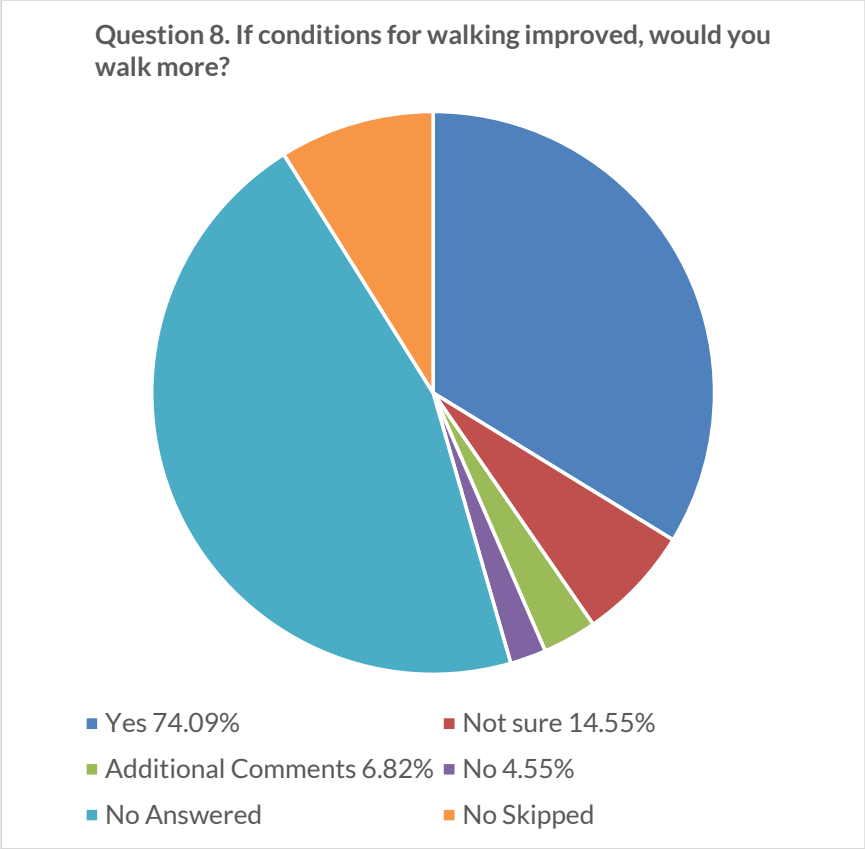


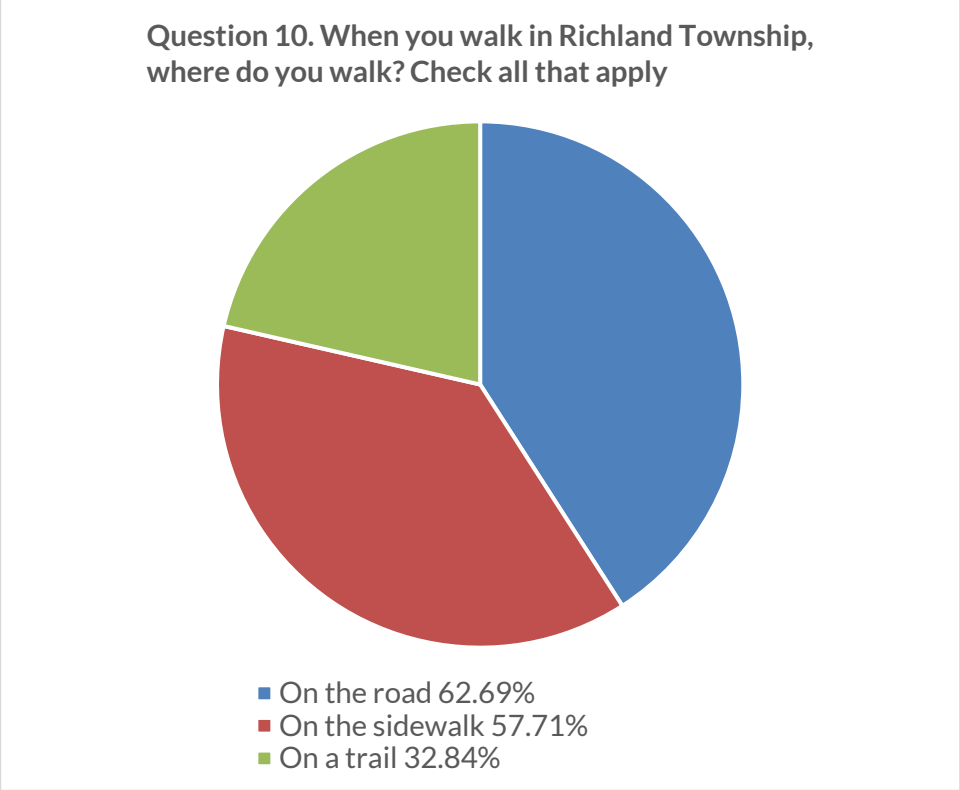

Question 5. Do you consider sidewalks, where available, in Richland Township to be safe?
Yes 76.67%
No 23.33%
If no, why not?
If no, why not? Answered
If no, why not? Skipped


Question 6. Do you take walks or hikes in Richland Township?
Yes 68.95%
If no, why not? 21.0%
No 10.05%
No Answered
No Skipped

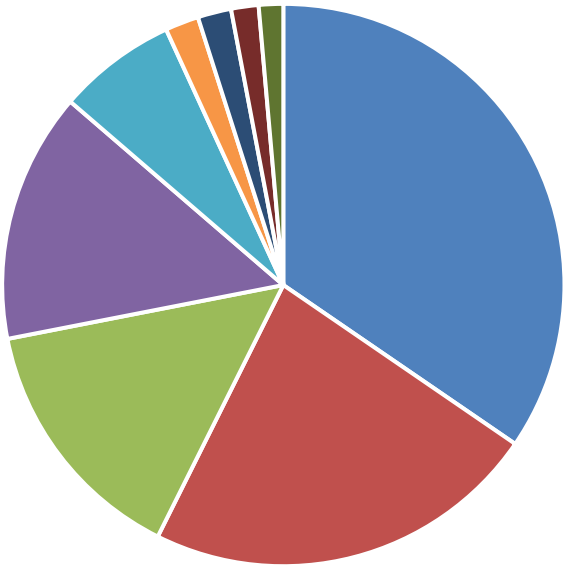
**Question 7. What prevents you from walking in Richland Township more often? Check all that apply.**

- Lack of sidewalks or gaps in sidewalk routes 73.63%
- Lack of walking or hiking trails 49.25%
- Distance to destinations 30.35%
- Concerns about personal safety 29.85%
- Too much traffic 29.85%
- Don't know where I can go to take a walk or hike in Richland Township 23.88%
- Lack of pedestrian signage and markings 20.4%
- Poor sidewalk conditions 11.94%

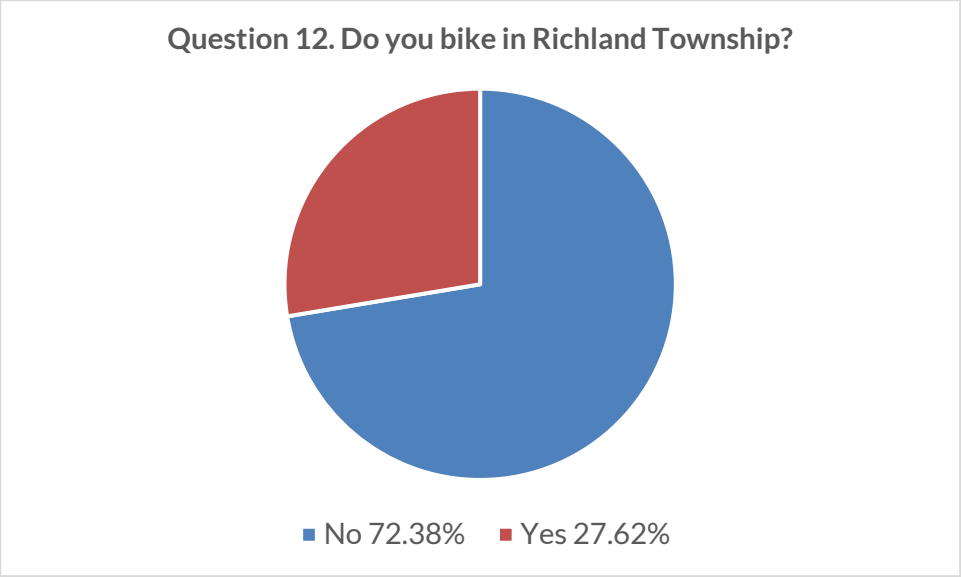

Question 8. If conditions for walking improved, would you walk more?
Yes 74.09%
Not sure 14.55%
Additional Comments 6.82%
No 4.55%
No Answered
No Skipped

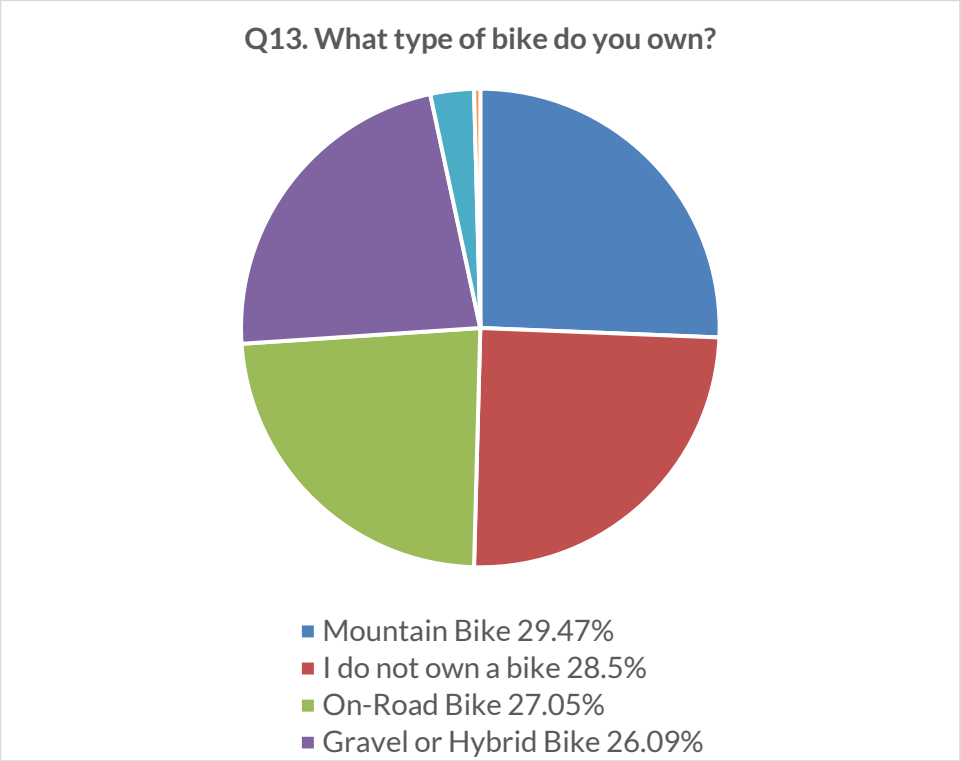

Question 10. When you walk in Richland Township, where do you walk? Check all that apply
On the road 62.69%
On the sidewalk 57.71%
On a trail 32.84%

**Question 11. What is your purpose for walking in the Township, check all that apply.**

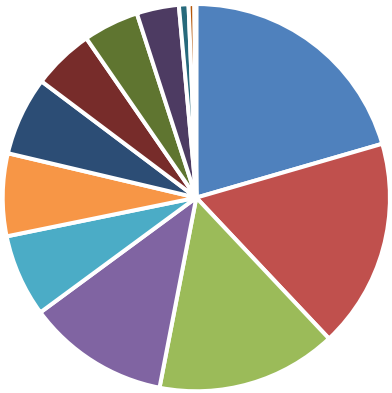


- Health/Wellness/Exercise 89.95%
- Get outside / into nature 59.36%
- Walk my pet 37.9%
- Relax 37.44%
- Socialize 17.81%
- Errands 5.02%
- I do not walk 5.02%
- Commute to work or school 4.11%
- Other (please specify) 3.65%


Question 12. Do you bike in Richland Township?
No 72.38%
Yes 27.62%

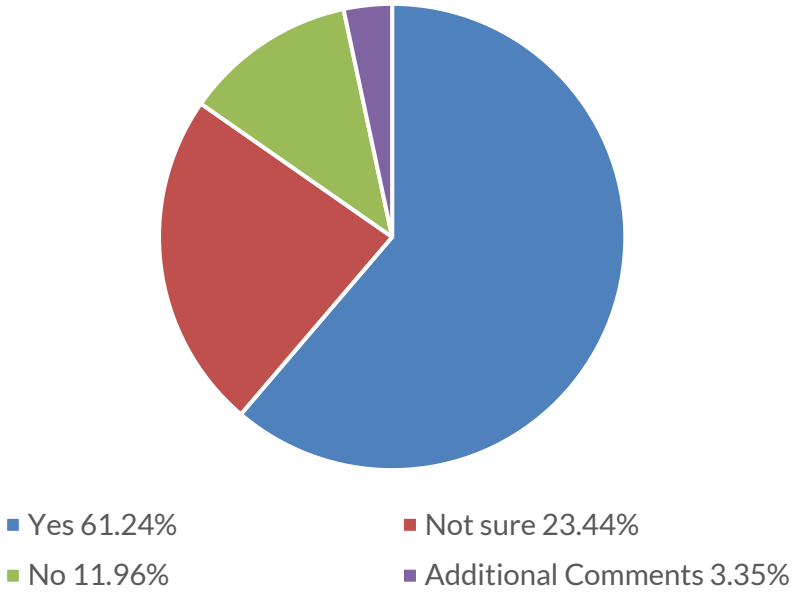

Q13. What type of bike do you own?
Mountain Bike 29.47%
I do not own a bike 28.5%
On-Road Bike 27.05%
Gravel or Hybrid Bike 26.09%

**Question 14. What prevents you from bicycling more often in Richland Township? (Check all that apply.)**

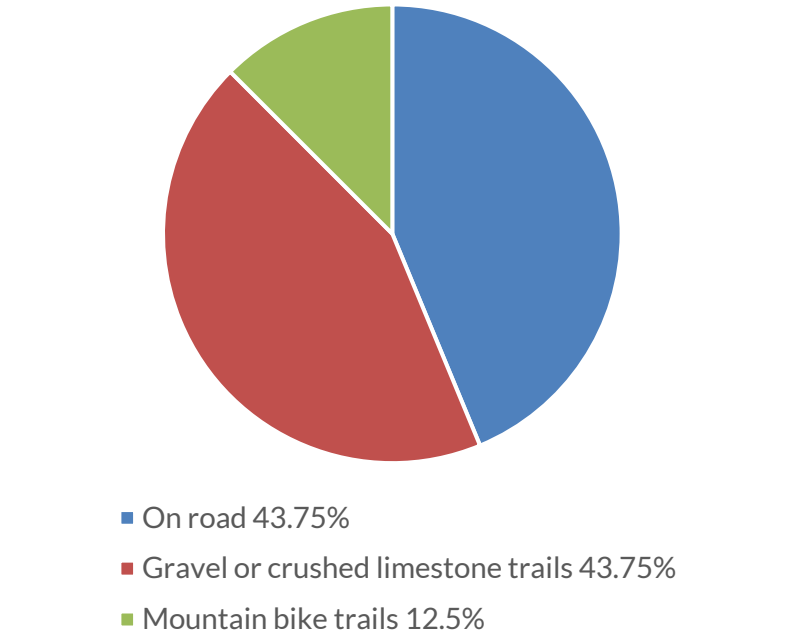


- Lack of bike lanes/bike infrastructure 65.31%
- Concerns about safety 55.61%
- Lack of bicycling trails 47.96%
- Too much traffic 37.76%
- Poor roadway conditions 21.94%
- I don't know where to go to ride a bike in Richland Township 21.94%
- I'm not interested in bicycling 20.92%

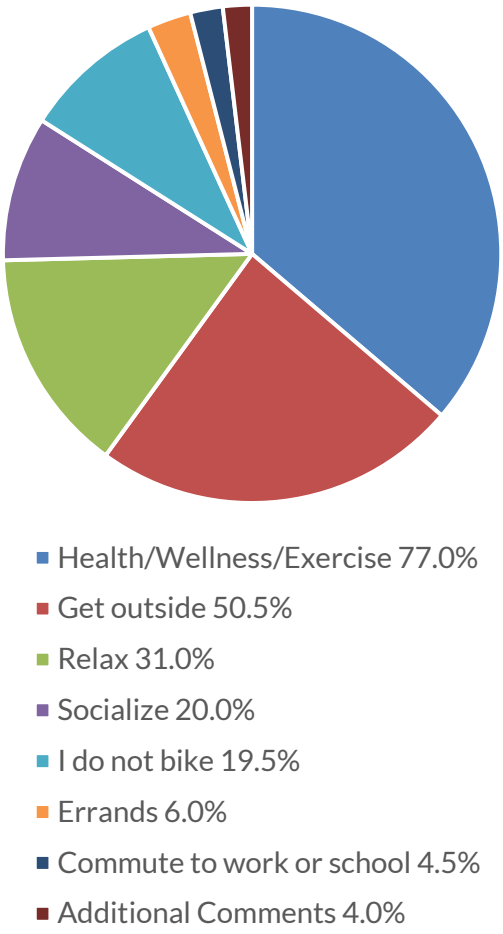
**Question 15. If conditions for biking improved, would you bike more?**



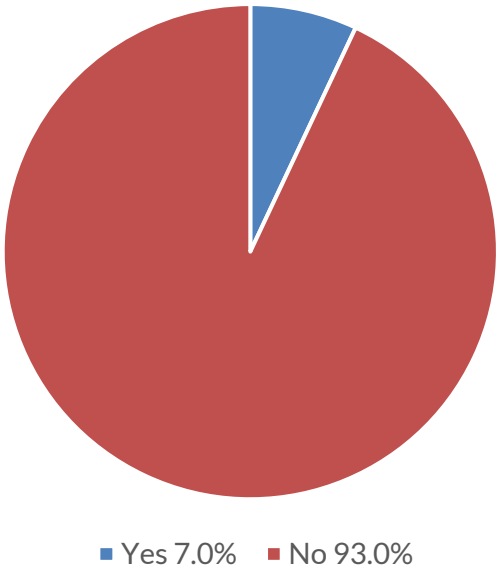

**Question 16. Where do you prefer to bike?**

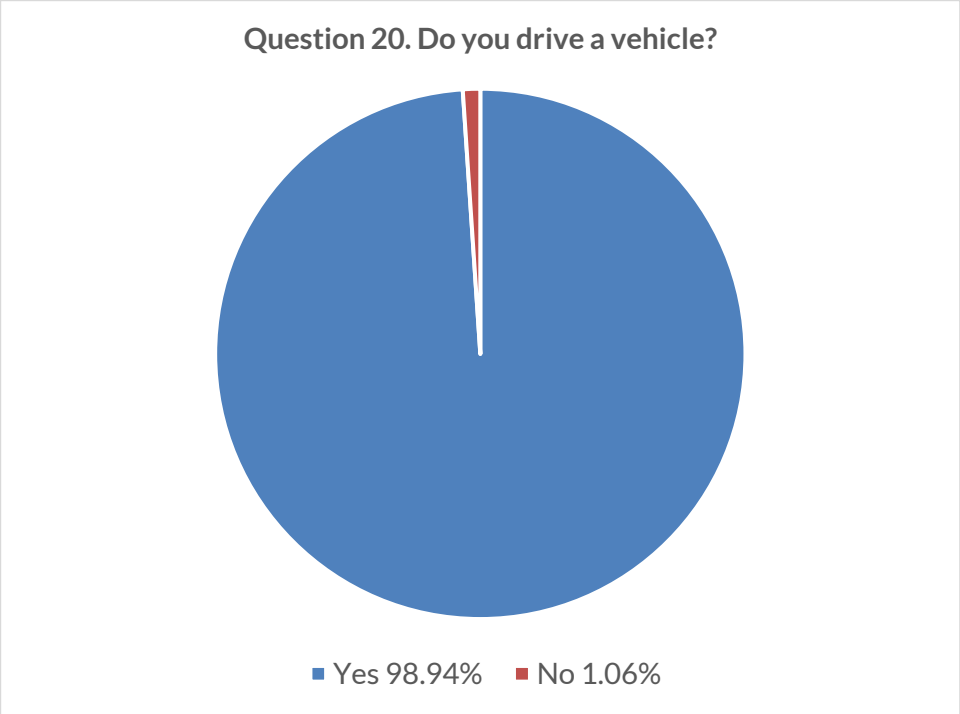


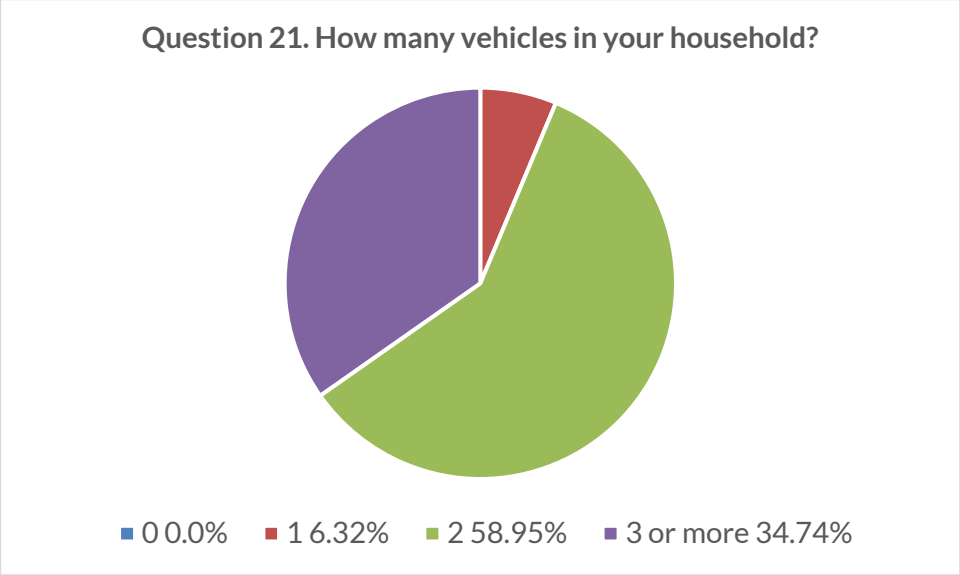
**Question 17. Rank your purposes for biking.**



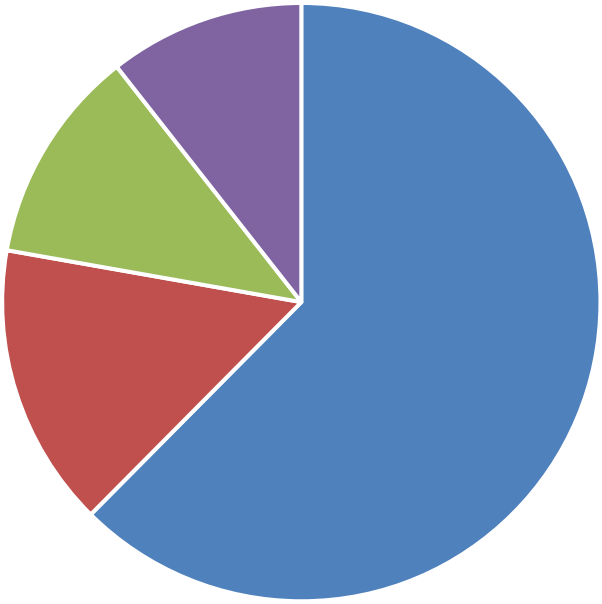

**Question 18. Do you consider the roadways to be safe to bicycle in Richland Township?**




Question 20. Do you drive a vehicle?
Yes 98.94%
No 1.06%

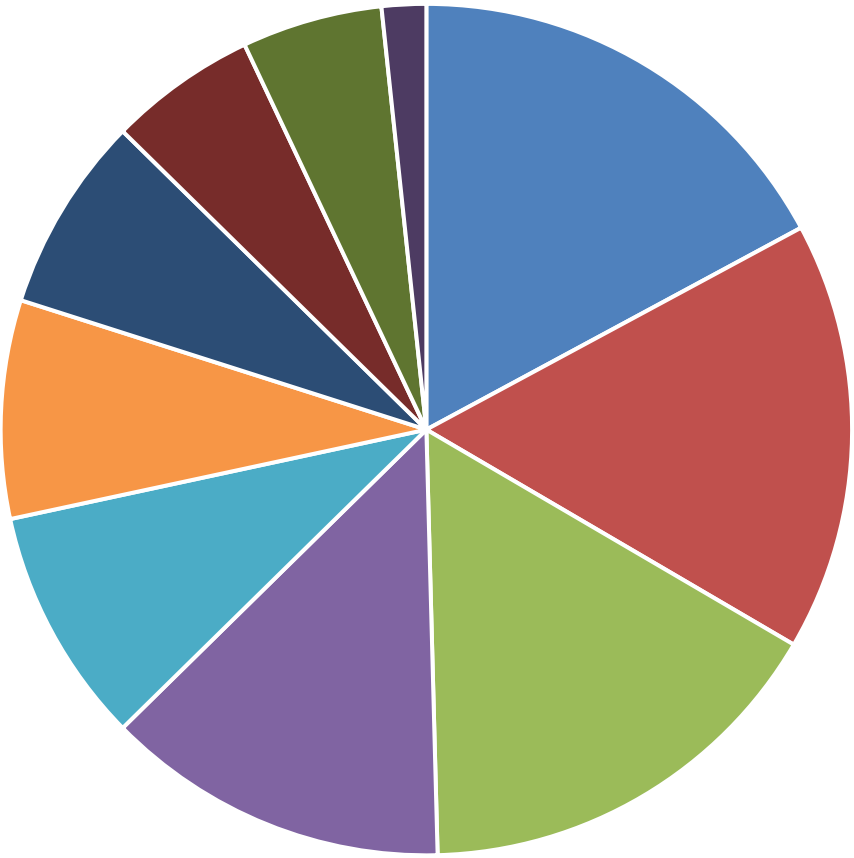

Question 21. How many vehicles in your household?
0 0.0%
1 6.32%
2 58.95%
3 or more 34.74%

**Question 22. If you are a driver, which of these statements most closely reflects your opinions about sharing rights-of-way with cyclists or pedestrians?**



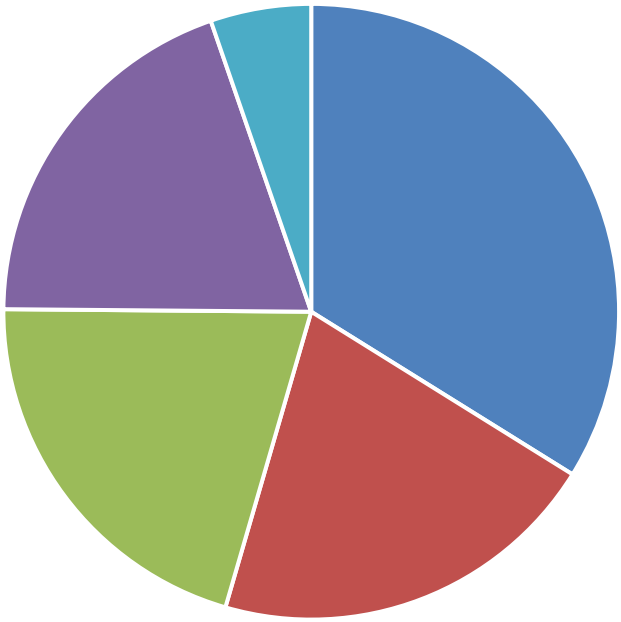
- With signage and infrastructure like bike lanes and shared lanes, all modes can co-exist. 62.43%
- Streets really should be for cars, not bicycles. 15.34%
- I'm afraid I won't see a cyclist and could hit someone. 11.64%
- We just need more education and awareness programs so drivers, cyclists and pedestrians all know to watch out for each other. 10.58%

**Question 23. Which of these potential improvements/corridors/routes should be a priority? (Choose up to five)**



- Add sidewalks where they do not exist in the Township 64.21%
- Connections to Richland Township Community Park 61.05%
- Connections to North Park, including the Rachel Carson Trail 60.53%
- Connection to shopping district on Route 8 48.95%
- Connection to Schools 33.68%
- Repair sidewalks where they are deteriorated throughout the Township 31.05%
- Mark crosswalks throughout the Township and install pedestrian signals 27.89%
- Connection to Rachel Carson Trail 21.05%
- Improve winter maintenance of sidewalks and road shoulders 20.0%
- Other (please specify) 6.32%

**Question 25. In what ways would you be willing to help Richland Township improve its Active Transportation efforts?**



- Put me on a mailing list about this! 55.17%
- Contact my elected officials or attend a council meeting to state my opinion 33.62%
- Help with an event like a bike rally or street festival 33.62%
- Help organize or donate to a fund-raiser for trail improvements 31.9%
- Other (please specify) 8.62%

# Key Person Interviews

Interviewees were asked about the challenges, opportunities, and existing conditions of walking and biking in Richland Township. The following points were raised by interview subjects and compiled into themes.

## EXISTING WALKING AND BIKING CONDITIONS

- Most people interviewed do walk around Richland Township recreationally, though there were a few that do not walk at all. The existing conditions make it very challenging to walk or bike to destinations in the township. Most interviewees mentioned that they wish they could do more walking or biking and believe that if conditions improved, they would. They also all noted that they think others would walk and bike more as well.
- The existing trail systems in Richland Township Community Park, North Park and Chatham's Eden Hall Campus are major assets to the community. Many people who walk and bike discussed how safe and comfortable they are to use.
- Most of the sidewalks, unless they are in newer developments, feel unsafe to use.
- There are extremely limited dedicated spaces to walk or bike (i.e., sidewalks or bike lanes), and when there are, they are inconsistent.
- Many interviewees felt there are few alternatives to driving, given the lack of non-private auto access (public transit).

## SAFETY AND INFRASTRUCTURE CHALLENGES

- The speed of vehicles is a major deterant to active transportation in Richland Township. Many interviewees explained that it feels many drivers are going over the posted speed.
- Many of the major throughways are heavily trafficked.
- Many interviewees noted that it feels as though drivers are not aware there may be pedestrians or bicycles on the road. Because of the lack of dedicated infrastructure, pedestrians and cyclists often have to jump out of the way of vehicles.
- Crossing traffic to get to a destination that is a nearby often doesn't feel safe, despite the short distance, with many interviewees citing things like road debris, narrow sidewalks, and traffic.
- Many of the intersections could use enhancements, such as red lights, stop signs, or signage to slow down and share the road.

## CONNECTIVITY AND DESTINATIONS

- Some interviewees had concerns that development patterns have not been looked at from a connectivity perspective. The big subdivisions are all isolated from each other and it creates wasteful and confusing patterns.
- Many identified Target, grocery stores, St. Barnabas, the library, Richland Park, and North Park as major destinations to get to by foot or bike. However, many of those key destinations are inaccessible using active transportation.
- There are pedestrian challenges within the township because there are very limited consistent paths that connect. Many noted that pedestrians end up walking on roads or makeshift sidewalks to connect between destinations.

## EDUCATIONAL OPPORTUNITIES

- https://www.ebikesmart.org/
- Using Share the Road philosophies to make car-centric spaces more pedestrian and cyclist friendly.
- Giving residents other examples of where active transportation (particularly bike lanes) have worked well, as well as the benefits of active transportation and a well connected network for everyone.
- Many wanted to see education for drivers that incentivized them to slow down.

## MISCELLANEOUS

- Communication and coordination between Richland Township and PennDOT could improve and maintain existing (and future) active transportation amenities.
- Many of the cyclists shared that in order to encourage cycling, bike racks at destinations are a major benefit.
- Traffic calming interventions would be welcomed by many of those interviewed.
- Many compared Route 8 to Route 19, expressing improvements that could be made to make Route 8 more pedestrian and cyclist friendly.

# CHAPTER 4: Active Transportation Vision Plan and Implementation Strategies

Planning helps communities to identify where they want to go and how they'll get there. The previous chapters:

- Summarized existing conditions in Richland Township as understood from fieldwork, data mapping, steering committee guidance and public input.
- Analyzed data, including demographics, physical conditions, land uses, community context and transportation patterns.
- Reviewed guiding documents, design standards and best practices.
- Summarized desired outcomes as defined via public input for this Active Transportation Plan and the recent Comprehensive Plan.
- Examined all the possibilities through a framework for decision-making that assisted in establishing priorities.

## Active Transportation Vision Plan

Taking into consideration the inventory, analysis, and input provided during this planning process, the following 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.

### Richland Township Active Transportation Plan

*Vision Statement*

Richland Township values the health and wellbeing of residents, and therefore provides active routes to everyday destinations. Richland Township is a community where residents and visitors of all ages and abilities can walk and bike to reach the places where they live, work, and play. These routes are safe, convenient, and comfortable, creating an equitable and sustainable network designed for all-season, everyday transportation and recreation needs.

# How To Use This Chapter

The proposed Richland Township Active Transportation network recommends facilities of many types. This Infrastructure Improvements Map, a vision for the future, appears on the facing page. The Active Transportation plan lists and prioritizes project types reflected on the improvements map and detailed on subsequent pages.

The chapter is organized to present information in a logical way. It presents physical projects (also called "engineered" or built" projects) in seven different categories:

- Sidewalks
- Intersection Enhancements
- Shared Use / Off Road Paths
- Shared Lanes
- Traffic Calming
- Transit
- Miscellaneous

The chapter is therefore divided into these sections:

**MAP –** A visual overview of where the recommended projects are located.

**PROJECT OVERVIEW CHARTS –** A listing of the projects depicted on the map, along with their priority status, divided into three tiers - Tier 1, Tier 2 and Tier 3.

Project priority is a decision-making framework based on feasbility and importance and as reflected in the vision statement of this plan. Tier 1 priority projects are the highest priority projects and are explored in more detail in this chapter. Tier 2 and Tier 3 projects are important to the overall connectivity of the network, but may be may need further consideration.

**LISTS BY CATEGORY –** On the next pages, the report breaks down each project recommendation by the categories listed above, such as "Sidewalks" or "Traffic Calming." Some recommendations suggest improvements in several categories.

**TIER 1 PRIORITY PROJECTS –** On these pages, the report provides details, including map enlargements and potential costs for five Tier 1 projects.

**POLICY AND PROGRAMMING RECOMMENDATIONS –** Many improvements Richland can make do not involve building things like sidewalks and speed humps, but creating policies, practices, ordinances or programs that enhance conditions for walking and biking thoughout the township. These encourage or support the safety, comfort and convenience of active transportation.

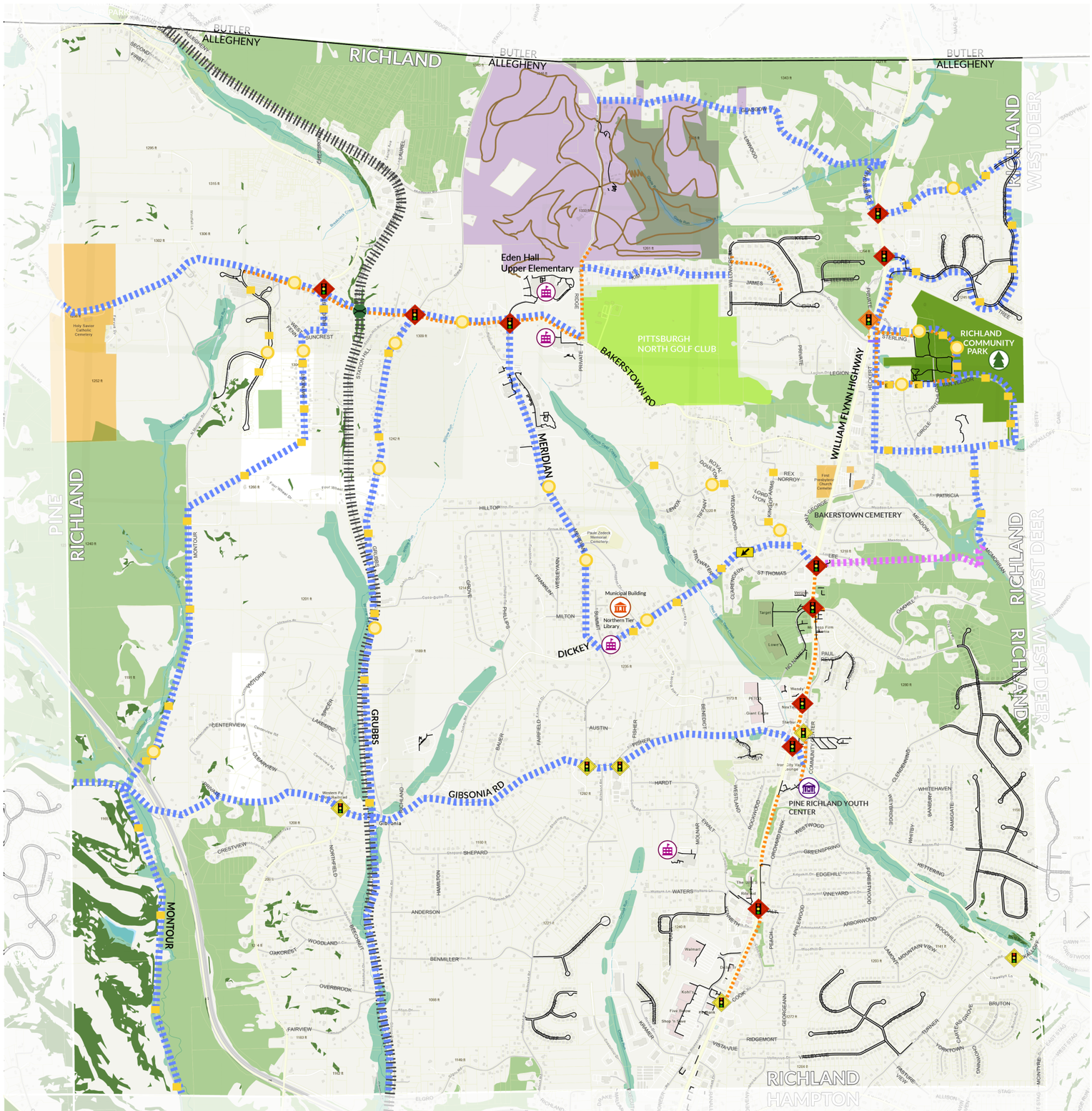
**ACTION STEPS –** All the recommendations can be a lot to digest, so this plan provides a "where to start" list. This distills all the recommendations in this chapter – physical projects, policies, programs – into the top actions Richland should take.

**TIME FRAME FOR ACTION –** This section acknowleges that some aspects of this plan are not entirely within Richland's control, and suggests how to approach working with state, regional, county and local partners to time things out.

**MEASURING SUCCESS –** This chapter ends with tables showing project details and suggested time horizons, from ongoing to 10+ years. These identifiers are not meant to be prescriptive, but rather a way to aid in prioritizing an implementation timeline for projects. Should an opportunity arise to accomplish more long-term or less highly prioritized projects, the township should pursue those opportunities.

# ACTIVE TRANSPORTATION IMPROVEMENTS PLAN

RICHLAND TOWNSHIP



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# Overview of Projects

| *Sidewalks Projects* | | | |
|---|---|---|---|
| **Project No.** | **Project Name** | **Project Description** | **Priority** |
| 1 | State Route 8 (South) | Increases walkability of State Route 8 and connectivity to Butler Transit Authority stops | Tier 2 |
| 2 | Community Center Drive to Forestwood Drive | Create safer, more accessible routes for residents of the complex and visitors of the Pine Richland Youth Center | Tier 2 |
| 3 | Bakerstown Road and Ridge Road | Build sidewalk network to connect Traditions of America development to Eden Hall Campus Trails network | Tier1 |
| 4 | Fairwinds Plan - Lynn Lane | Expands existing network in residential area | Tier 3 |
| 5 | Richland Community Park | Creates more accessible routes and increased recreational opportunities in Richland Community Park | Tier 1 |
| *Intersection Enhancement Projects* | | | |
| **Project No.** | **Project Name** | **Project Description** | **Priority** |
| 1 | State Route 8 and Heckert Road | intersection enhancements and landings for the switchback connector trail | Tier 2 |
| 2 | State Route 8 and Bakerstown Road | reconstruct bridge to permit better sight distance along Bakerstown Road | Tier 2 |
| 3 | State Route 8 and Grandview Crossing | Replace faded pedestrian signs. Repair pavement around manhole | Tier 2 |
| 4 | State Route 8 and Ewalt | provide curbing along the parking area adjacent to Ewalt Road RT | Tier 3 |
| 5 | State Route 8 and Northtowne Sq | provide ADA compliant curb ramps where lacking to complete pedestrian accommodations at the intersection | Tier 2 |
| 7 | Bakerstown Road and Hillcrest Drive | intersection enhancements | Tier 2 |
| 8 | Bakerstown Road and Grubbs Rd | intersection enhancements | Tier 2 |
| 9 | Bakerstown Road and Meridian Road | intersection enhancements | Tier 2 |
| 10 | Bakerstown Road and Heckert Road | intersection enhancements | Tier 2 |
| 11 | State Route 8 and Sandyhill Road | PennDOT is expecting to put in left turn lanes on Route 8 at the Sandyhill intersection. The township should atend the next PennDOT connects meeting to discuss the intersection. | Tier 3 |
| 12 | Gibsonia Road/Route 910 and Community Center Drive | new street light pedestrian amenities and high visibility crosswalks that connect to proposed sidewalks | Tier 2 |
| *Shared Use Path and Off Road Projects* | | | |
| **Project No.** | **Project Name** | **Project Description** | **Priority** |
| 1 | Between State Route 8 and McMorran Road | Shared Use Path requiring easement | Tier 2 |
| 2 | Switchback Connector Trail between Corey Drive to Route 8 | Corey Drive to State Route 8 Asphalt Path | Tier 1 |

*Shared Lane Projects*

| Project No. | Project Name | Project Description | Priority |
|---|---|---|---|
| 1 | Richland Community Park | Shared Lane signs and markings along Sterling, Van Velsor, Heckert, and Bakerstown Road; Speed humps and radar signs on Sterling, Van Velsor, and Bakerstown Road | Tier 1 |
| 2 | Dickey Road to State Route 8 | Dickey between Meridian and Route 8 - Speed humps on Dickey Road, RRFB at Wedgewood and Dickey Intersection | Tier 1 |
| 3 | Meridian Road; Bakerstown Road to Ridge Road; Gibsonia Road/Route 910; Grubbs Road to Gibson Road; Hillcrest Drive to Montour Run Road; Kim Lane; and Eden Hall Campus to Richland Community Park (through Parkview Estates) | Shared lane signs and markings | Tier 2 |

*Traffic Calming Projects*

| Project No. | Project Name | Project Description | Priority |
|---|---|---|---|
| 1 | Speed Humps and Speed Radar Signs on Sterling Drive, Van Velsor Dr, Bakerstown Road between Heckert Road and Van Velsor Dr | speed humps and speed radar signs | Tier 1 |
| 2 | Speed Humps and Speed Radar Signs on Dickey Road | will include rectangular rapid flashing beacon | Tier 1 |
| 3 | Speed Humps and Speed Radar Signs on Grubbs Road, Liberty Blvd, Sandy Hill, Estates Road, and Parksdale, Montour Rd, King of Arms Dr, Wedgewood Dr | speed humps and speed radar signs | Tier 2 |
| 4 | Speed Radar Signs on Meridian Road, Bakerstown Road between Liberty Blvd and Ridge Road | speed radar signs | Tier 1 |
| 5 | Road diet on Route 8 | Explore the possibility with PennDOT districts 10 and 11. PennDOT should conduct an analysis for feasibility. | Tier 3 |

*Transit Stops Projects*

| Project No. | Project Name | Project Description | Priority |
|---|---|---|---|
| 1 | State Route 8 at Gibsonia Road (Northbound and Southbound) | bus stop sign, transit shelter, accessible loading and unloading area | Tier 2 |

# Sidewalks

- ☐ Add sidewalks where there are gaps, as shown on the map. Assign priority to connecting people to schools, businesses, parks, and when applicable, public transit.
- ☐ Prioritize high-density residential areas such as Traditions of America or Parkview Estates developments.
- ☐ Conduct a sidewalk inventory. Repair sidewalks according to the same priorities.


*Tier 1 Priority Projects*

- Bakerstown Road, connecting Traditions of America development to Ridge Road and Eden Hall Campus
- Building the sidewalk network in Richland Community Park

*Tier 2 and Tier 3 Projects*

- Completing the gaps in the sidewalks along State Route 8, particularly near the Pine Richland Youth Center and Butler Transit Authority stops
- Lynn Lane in the Fairwinds Plan development

# Crosswalks, Curb Ramps, and Intersections

- ☐ Pedestrian safety and comfort depend on being able to cross the street. Add high-visibility crosswalks at all existing and new crosswalks, such as on State Route 8 and Grandview Crossing.
- ☐ Add pedestrian-activated signals and markings at high-traffic areas, especially near parks, schools and businesses. Speed radar signs should also be included at high traffic areas, such as on Dickey Road. Speed radar projects will be detailed further in the traffic calming section.
- ☐ All projects below should be upgraded to include ADA compliant ramps, high visibility crosswalks, and pedestrian-activated signals and markings.

### *Tier 2 and Tier 3 Projects*

- State Route 8 and Heckert Road upgrades
- State Route 8 and Bakerstown Road - during Bakerstown Bridge reconstruction consider better permit sight distance along Bakerstown Road
- State Route 8 and Grandview Crossing
- State Route 8 and Ewalt Road
- State Route 8 and Northtowne Sq
- State Route 8 and Sandyhill Road - attend PennDOT Connects meetings to discuss the intersection. Note that Cunningham Road (west of Route 8) and Sandyhill Road (east of Route 8) are proposed to incorporate shared lanes for bicycling. Therefore, this plan recommends the addition of high visibility crosswalks and bike-boxes pavement markings for cyclists preparing to cross State Route 8.
- Bakerstown Road and Hillcrest Drive
- Bakerstown Road and Grubbs Road
- Bakerstown Road and Meridian Road
- Bakerstown Road and Heckert Road
- Gibsonia Road/Route 910 and Community Center Drive - with the addition of the new stop light at the intersection, align pedestrian infrastructure with new crosswalks and proposed sidewalks


**State Route 8 and Sandyhill Road, where bike boxes and high visibility crosswalks are recommended.**

# Off-Road Routes:

# Shared-Use Path

The network detailed on the Active Transportation Plan Map includes shared use paths that are off-road pedestrian and bicycle trails parallel to a road within the road right-of-way or on other right-of-way terrain. Shared use paths are typically designed to accomodate pedestrian and bicycle use and therefore are typically a minimum of 10 feet wide. Shared use paths appear on the map as light purple dashed lines. Shared use paths are generally longer term projects because they typically require acquiring private property, easements, and/or rights-of-way.

### *Tier 1 Priority Projects*

- Switchback connector trail off of Corey Drive to State Route 8.

### *Tier 2 Projects Next Steps*

- Acquire easement(s) and/or right-of-way for proposed shared use path.
- McMorran Road through the back of Bakerstown United Methodist Chuch to State Route 8/William Flinn
- Monitor status of the Genesee & Wyoming corridor, leased from CXS, and operated by their partner the Allegheny Valley Railroad. If it becomes available for rail-trail use, work with partners to acquire the corridor and establish a rail trail.

# Bicycle Infrastructure Improvements

The bicycle network detailed on the Active Transportion Plan map includes a network of roads that are suitable for bicyclists to use to travel around and through Richland Township. Some selected routes serve as arterials for bicycles, while low-volume streets within neighborhoods serve as collectors for the network. The intention is for the community to proceed through the lists over time, with priority projects highlighted.

## SHARED LANES

Shared lanes (sometimes called "sharrows") on roads owned by Richland Township are likely to be highly feasible because they are low cost and within the Township's control. Some other priority projects involve County and PennDOT-owned roads, which will require joint planning and funding arrangements. These appear on the Concept Maps as blue dashed lines.

- ☐ Paint shared-lane markings and add signs to the shared-lane routes noted on the concept map. Assign priority to locally owned roads.
- ☐ Signs include *Bicycles May Use Full Lane* signs and *Share the Road* signs. The post-mounted signs cost $300/unit.
- ☐ Markings are applied every 1/4 mile, staggered in opposite directions. Shared lane markings should be placed immediately after an intersection and then spaced at 250 ft intervals. *Bicycles May Use Full Lane* sign that may be used in addition to or instead of the shared lane marking to inform road users that bicyclists might occupy the travel lane. Shared lane pavement markings cost $750/unit.
- ☐ Shared lane markings are used for a variety of reasons, according to the FHWA Manual on Uniform Traffic Control Devices (MUTCD), including: assist bicyclists with positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel, alert vehicles that bicyclists are likely to occupy within the traveled lane, Encourage safe passing of bicyclists by motorists, and Reduce the incidence of wrong-way bicycling.

### *Tier 1 Priority Projects*

- Richland Community Park on Heckert Road, Sterling Drive, Van Velsor Drive, and Bakerstown Road
- Dickey Road between Meridian Road and State Route 8

### *Tier 2 and Tier 3 Projects*

- Meridian Road to Dickey Road
- Bakerstown Road from the edge of the township to Ridge Road

- Gibsonia Road/910 from the edge of the township to State Route 8/William Flinn Highway
- Montour Road to Haymont, around Hillcrest, to Bakerstown Road
- Kim Lane
- Grubbs Road from Bakerstown Road
- Glascow Road to Cunningham Road, around Estates Drive to Heckert Road
- Heckert Road through Richland Community Park

# Traffic Calming

Active transportation networks can be strengthened by slowing down traffic and improving the safety of cycling and walking, which may in turn increase cycling and walking activity. Traffic calming measures aim to mitigate the adverse effects of motor vehicle use by modifying driver behavior and decreasing motor vehicle accidents. These measures involve implementing physical designs and other interventions on existing roads to lower vehicle speed and raise awareness of non-motor vehicle activity.

All Township roads should have the speed limit posted as required by PA Code, Title 67 – Transportation, CHAPTER 212 - OFFICIAL TRAFFIC-CONTROL DEVICES:

> *§ 212.108. Speed limits, paragraph (e) : Posting of speed limits. A Speed Limit Sign (R2-1) or variable speed limit sign showing the maximum speed limit shall be placed on the right side of the highway at the beginning of each numerical change in the speed limit, but an additional sign may also be installed on the left side of the high-way. If the new speed limit begins at an intersection, the first sign should be installed within 200 feet beyond the intersection. The placement of this sign must satisfy both the requirement to post the beginning of the new speed limit and the requirement to post the end of the previous speed limit. Additional requirements for posting are as follows:*
>
> *(ii) Speed Limit Signs (R2-1) or a variable speed limit sign showing the maximum speed shall be placed on the right side of the highway at the beginning of the speed limit and at intervals not greater than 1/2 mile throughout the area with the speed limit.*

Many of the traffic calming recommendations as part of this plan are called speed humps, which are vertical devices intended to slow traffic speeds on low volume, low speed roads.

Speed humps are 3-4 inches high and 12-14 feet wide, with a ramp length of 3-6 feet. Speed humps can reduce speeds up to 15-20 miles per hour. More design features of speed humps can be found in the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, but generally, speed humps:

- Should not be placed in front of driveways or other access areas
- Should be accompanied by a sign warning drivers of the upcoming speed hump and there should be sufficient visibility and available lighting
- Slopes should not exceed 1:10 or be less steep than 1:25
- The vertical lip should be no more than a quarter-inch high.
- The spacing intervals can be determined based on the target speed of the roadway. They should not be spaced more than 500 ft apart and can be placed closer together to achieve greater speed reductions.

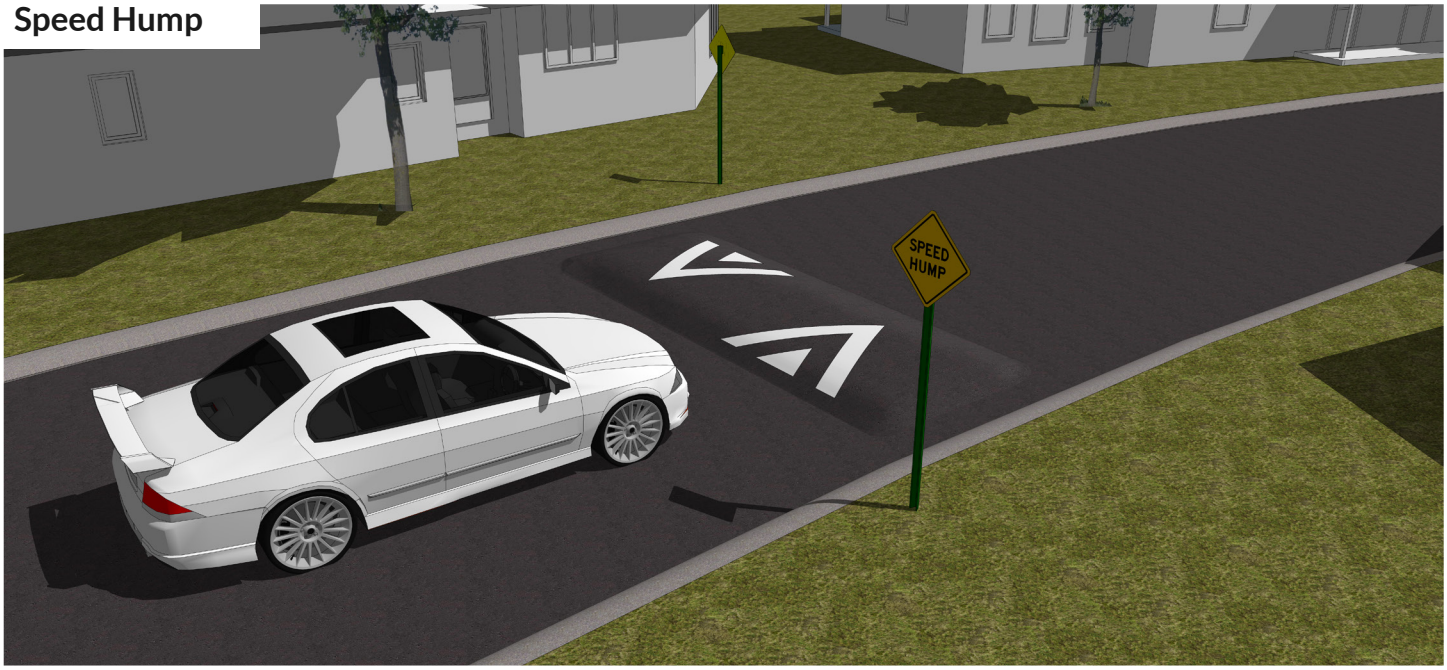
Other traffic calming approaches include raised intersections, roundabouts, traffic circles, and road diets. Road diets involve a reduction in the width or number of vehicular travel lanes so that the space can be reallocated.

Road diets can have many benefits, including providing additional room for pedestrian crossings, improving cyclist safety, improving speed compliance, and reducing motor vehicle crashes and severity.

Traffic calming recommendations in this plan primarily aim to slow traffic down, making roadways safer for all users, but particularly for cyclists and pedestrians.

- ☐ Speed humps, prioritized on local roads
- ☐ Speed radar signs

**Speed Hump**




*Tier 1 Priority Projects*

- Speed humps and speed radar signs in Richland Community Park on Sterling Drive, Van Velsor Drive, and Bakerstown Road (between Heckert Road and Van Velsor)
- Speed humps and speed radar signs, as well as a rectangular rapid flashing beacon, on Dickey Road between Meridian Road and Bakerstown Road

*Tier 2 and Tier 3 Projects*

- Speed humps and speed radar signs on Grubbs Road, Haymont Road, Hillcrest Road, Montour Road, Liberty Blvd, Sandy Hill Road, Estates Drive, King of Arms Drive, and Wedgewood Drive
- Speed radar signs on Meridian Road and Bakerstown Road (between Liberty Blvd and Ridge Road)
- Explore the possibility of road diet on State Route 8 with PennDOT districts 10 and 11 and including Middlesex Township and Hampton Township

# Transit Improvements

The Butler Transit Authority (BTA) is a fixed route transit system that operates five local routes in Butler, PA, north of Richland Township. Two routes, Communter Route 1 and Commuter Route 2, run between Butler and Pittsburgh, operating on State Route 8. There is an inbound and an outbound stop in Richland Township, the outbound stop at the southeast corner of the State Route 8 and Gibsonia Road intersection, and the inbound stop at the same intersection in front of the Sunoco Gas Station.

The proposed intersection enhancements and sidewalks recommendations in this plan begin to address the needs for access to the bus stops, but the stops should be improved to help enhance the rider experience.

- ☐ The inbound stop, where riders are most likely to wait, should be the higher priority for recommendations
- ☐ All improvements should be made in accordance with best practices, including the Pennsylvania Public Transportation Association (PPTA) Building Bettter Bus Stops Resource Guide and the Pittsburgh Regional Transit (PRT) First Last Mile Program Plan.

*Projects*

- Bus stop signs, transit shelter, accessible loading and unloading areas at both the inboad and outbound stops

# Other Miscellaneous Projects

Other proposed projects that do not fall neatly into the categories listed on previous pages are presented here.

*Tier 1 priority projects*

- Create contiguous designated school zones on Bakerstown Road for Eden Hall Upper Elementary School and Richland Elementary.

  State code enables the establishment of a 15 mph speed limit during the normal hours that walking students are arrive at or leaving school, and sets out the steps for doing so. A School Zone is defined as a portion of a highway that at least partially abuts a school property or extends beyond the school property line that is used by students to walk to or from school or to or from a school bus pick-up or drop-off location at a school. Specifications and design standards apply, and responsibilities fall both to the local government and state Department of Transportation. The school zone may extend beyond the school property lines to improve the sight distance, but the length of the school zone may not exceed 1,600 feet.
- Create an Official Map, and include on it the proposed routes depicted on the Vision Plan Map and described within this report. An Official Map declares the locations that the community eventually will need for specified public purposes, and indicates the intent of the township to acquire land for those purposes. It serves as a tool to preserve land, properties and rights-of-way for future public use.

- Create a Route 8 Access Management Overlay District with special access management ordinances.

  Components could include 1.) ensuring that the community comprehensive plan and other plans fully support access management; 2.) Creating an access management ordinance limiting driveways and encouraging parcel interconnections; 3.) Combining driveways and interconnecting existing parcels; Requiring Traffic Impact Studies as part of any future development/redevelopment for projects accessing local roads. The studies should evaluate roadway capacity and signal interconnection. PennDOT publishes Model Access Management Ordinances for municipalities.
- Update the Subdivision and Land Development Ordinance (SALDO) to require pedestrian and bicycle requirements to be met during development and redevelopment. A SALDO serves as the community's standard for streets, pedestrian ways and bike paths. It provides an opportunity to implement actions from this Active Transportation Plan or a Comprehensive Plan, particularly the elements related to design and infrastructure, including transportation. The SALDO can include language to require that commercial design include consideration of transit and pedestrian access and an internal, non-motorized circulation plan, and can require residential development or redevelopment to incorporate pedestrian and bicycle routes.

### *Tier 3 priority projects*

- Consider the potential for a rail trail along Grubbs Road if Allegheny Valley Railroad activity there ceases.

  This would be part of a regional effort. Southwestern Pennsylvania recommended development of a Hampton-Richmond-Valencia rail trail in its Route 8 Corridor Operations Planning Study. The comprehensive plan for Hampton Township proposes a trail along the length of the railroad through that township; the 2004 Joint Comprehensive plan for Middlesex and Richland townships proposed preserving the existing rail corridor for a rail trail through the Valencia District if the rail line were abandoned; and Adams Township's Master Plan recommended the trail.
- Incorporate active transportation planning as part of potential future redevelopment of the Pittsburgh North Golf Club, should redevelopment occur. Consider providing for pedestrian and bike connectivity through the parcels, and consider potential acquisition for park land if deemed necessary.

# Tier 1 Priority Projects, in Detail

Five high-priority physical projects are presented on the next pages. These five projects are listed in order of interest presented by the public during the input portions of this plan, and according to the intentions of the plan's vision statement.

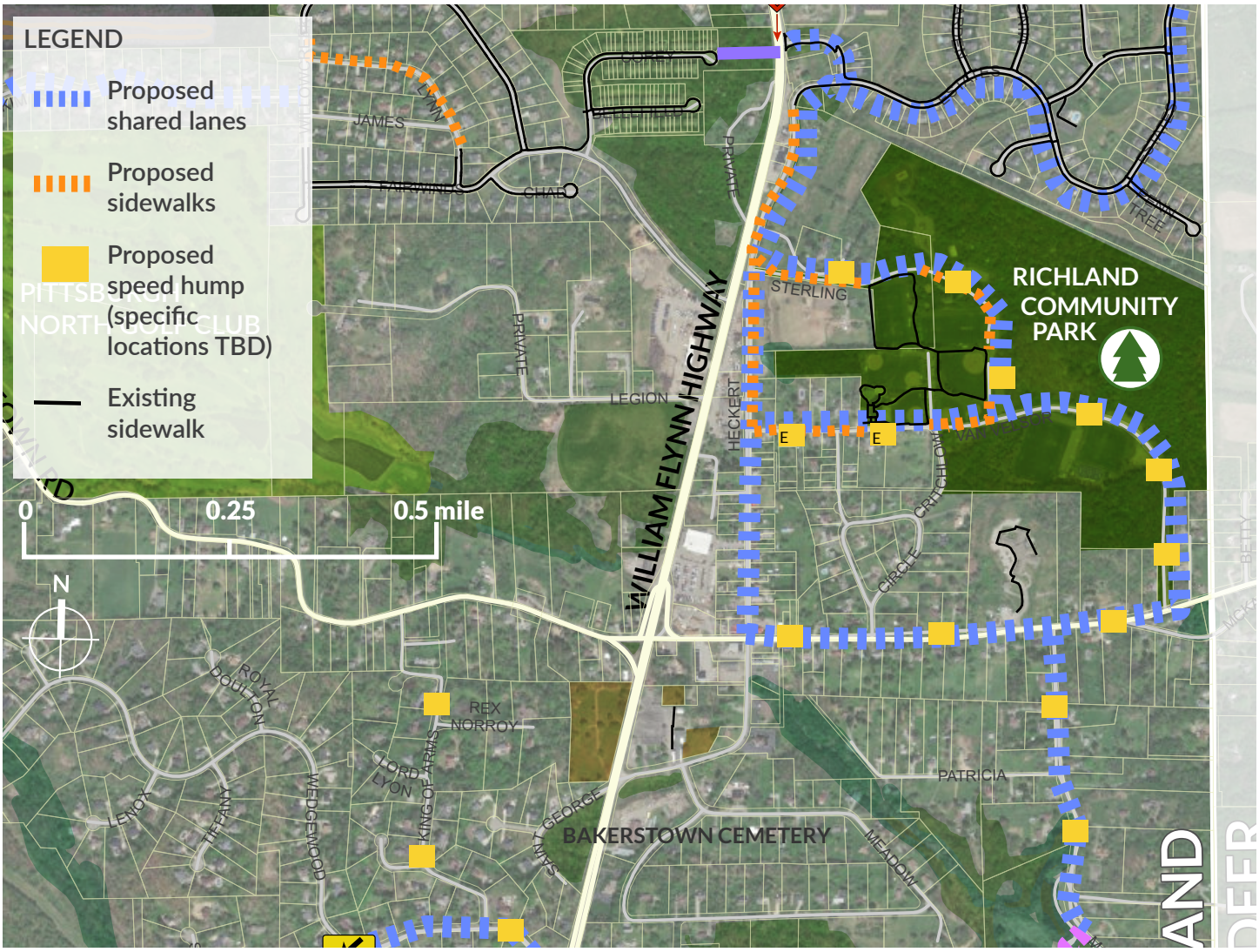
Each of the five projects includes a map enlargement, brief description, and opinions of probable construction costs. The projects can, in most cases, be constructed in phases.

These projects are:

- Project 1: Add sidewalks, speed humps, shared lanes around and through Richland Community Park, to improve safety and encourage park activity.
- Project 2: Create shared lanes and add speed humps on Dickey Road between Meridian and Route 8. This is already a busy area and the intention is to enhance safety.
- Project 3: Add sidewalks along Bakerstown Road and Ridge Road to connect residential areas and the schools to trails at the Chatham University Eden Hall campus.
- Project 4: Create school zones for Richland Elementary and Eden Hall schools on Bakerstown Road to improve safety for families and children, thus encouraging walking to school.
- Project 5: Create a switchback trail between the Corey Drive cul-de-sac and Route 8, along with intersection improvements to enable bike and pedestrian connectivity to Richland Community Park.

# Project 1: Improve safety, encourage activity near park

- ADD SIDEWALKS, SPEED HUMPS, SHARED LANES AT RICHLAND COMMUNITY PARK




## AT A GLANCE

- Local roads, State road
- Add 5,200 feet of sidewalks
- Add shared lane indicators
- Add additional speed humps and radar signs
- Estimated cost of improvements:

| | |
|---|---|
| Bakerstown Road: | $108,561 |
| McMorran Road: | $270,910 |
| Van Velsor Drive: | $638,866 |
| Sterling Drive: | $337,583 |
| Heckert Road: | $984,175 |

## PROJECT DESCRIPTION

The added sidewalk will meet the existing sidewalk in the Parkview Estates development on the eastern side (northbound) of Route 8 and continue south toward Richland Community Park. This will connect the neighborhoods to the Township Park.

The sidewalks should also continue on the western side of Sterling Drive to meet the existing asphalt path and later connect to exisitng sidewalk on the northern side of Van Velsor Drive. These sidewalks will increase the connectivity for active transportation and recreation in the park.

Shared lanes are suggested along the entirety of the project to improve cyclist conditions in and around the park. Shared lane signs and markings should be placed in alternating positions every 250 feet in both directions.

Additional traffic calming measures should be taken in the project area. Speed humps should be placed every 500 ft on Sterling Drive, Van Velsor Drive, and Bakerstown Road. Intersection improvements and crossings will be needed at Bakerstown Road and Heckert Road.

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Heckert Road Improvements** | | | | |
| Shared lane pavement markings | 36 | EA | $ 750 | $ 27,300 |
| Shared lane post-mounted sign | 36 | EA | $ 300 | $ 10,920 |
| 6' Concrete sidewalk | 1,507 | SY | $ 175 | $ 263,667 |
| 6" Concrete curb | 2,260 | LF | $ 75 | $ 169,500 |
| Extend culvert, rebuild headwall | 1 | LS | $ 15,000 | $ 15,000 |
| Crosswalk pavement markings at Sterling Road intsc | 1 | EA | $ 2,500 | $ 2,500 |
| Crosswalk signage at Sterling Road intersection | 3 | EA | $ 300 | $ 900 |
| 40' Stream bridge opposite Parkside Grill | 1 | LS | $ 40,000 | $ 40,000 |
| Heckert jughandle midblock crossing pvmnt marking | 1 | EA | $ 2,500 | $ 2,500 |
| Heckert jughandle midblock crossing signage | 2 | EA | $ 300 | $ 600 |
| **Heckert Road improvements subtotal** | | | | **$ 532,887** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 532,887 | $ 53,289 |
| Erosion and sedimentation controls | 6% | % | $ 532,887 | $ 31,973 |
| ***Stormwater Management Subtotal*** | | | | **$ 85,262** |
| | | | **SUBTOTAL** | **$ 618,149** |
| | | | Contingency 20% | $ 123,630 |
| | | | Boundary, Topgraphy and Utility Survey | $ 7,500 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 92,722 |
| | | | Permitting @ 8% | $ 49,452 |
| | | | Construction Inspection 15% | $ 92,722 |
| **Heckert Road Improvements** | | | **TOTAL** | **$ 984,175** |

| **Community Park Area Project Totals** | |
|---|---|
| Bakerstown Road Improvements | $ 108,561 |
| Morran Road Improvements | $ 270,910 |
| Van Velsor Drive Improvements | $ 638,866 |
| Sterling Drive Improvements | $ 626,222 |
| Heckert Road Improvements | $ 984,175 |
| **Project Total** | **$2,628,733** |

*Continued next page*

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Van Velsor Drive Improvements** | | | | |
| Speed humps | 8 | EA | $ 5,000 | $ 38,500 |
| Speed hump advance warning post-mounted sign | 16 | EA | $ 300 | $ 4,800 |
| Speed hump advance warning pavement markings | 16 | EA | $ 800 | $ 12,800 |
| Speed radar signs | 1 | EA | $ 7,500 | $ 7,500 |
| Shared lane pavement markings | 31 | EA | $ 750 | $ 23,100 |
| Shared lane post-mounted sign | 31 | EA | $ 300 | $ 9,240 |
| 6' Concrete sidewalk btwn Heckert and park bounda | 500 | SY | $ 175 | $ 87,500 |
| 6" Concrete curb btwn Heckert and park boundary | 750 | LF | $ 75 | $ 56,250 |
| Retaining wall at 1037 Van Velsor Dr. | 575 | SFF | $ 75 | $ 43,125 |
| Extend culvert, rebuild headwall, 1019 Van Velsor D | 1 | LS | $ 15,000 | $ 15,000 |
| Private property restoration | 1 | LS | $ 25,000 | $ 25,000 |
| Street tree plantings in park btwn Critchlow and Ste | 11 | EA | $ 600 | $ 6,500 |
| 6' Bituminous pathway btwn Critchlow and Sterling | 217 | SY | $ 70 | $ 15,167 |
| **Van Velsor Drive improvements subtotal** | | | | **$ 344,482** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 344,482 | $ 34,448 |
| Erosion and sedimentation controls | 6% | % | $ 344,482 | $ 20,669 |
| ***Stormwater Management Subtotal*** | | | | **$ 55,117** |
| | | | **SUBTOTAL** | **$ 399,599** |
| | | | Contingency 20% | $ 79,920 |
| | | | Boundary, Topgraphy and Utility Survey | $ 7,500 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 59,940 |
| | | | Permitting @ 8% | $ 31,968 |
| | | | Construction Inspection 15% | $ 59,940 |
| **Van Velsor Drive Improvements** | | | **TOTAL** | **$ 638,866** |

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Sterling Drive** | | | | |
| Speed humps | 8 | EA | $ 5,000 | $ 42,400 |
| Speed hump advance warning post-mounted sign | 16 | EA | $ 300 | $ 4,800 |
| Speed hump advance warning pavement markings | 16 | EA | $ 800 | $ 12,800 |
| Speed radar signs | 2 | EA | $ 7,500 | $ 15,000 |
| Shared lane pavement markings | 34 | EA | $ 750 | $ 25,440 |
| Shared lane post-mounted sign | 34 | EA | $ 300 | $ 10,176 |
| 6' Concrete sidewalk btwn Heckert and park bounda | 507 | SY | $ 175 | $ 88,667 |
| 6" Concrete curb btwn Heckert and park boundary | 760 | LF | $ 75 | $ 57,000 |
| Extend culvert, rebuild headwall | 1 | LS | $ 15,000 | $ 15,000 |
| 6' Bituminous trail to fill gaps with existing | 540 | SY | $ 70 | $ 37,800 |
| Street tree plantings in park along Sterling | 48 | EA | $ 600 | $ 28,500 |
| **Sterling Drive improvements subtotal** | | | | **$ 337,583** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 337,583 | $ 33,758 |
| Erosion and sedimentation controls | 6% | % | $ 337,583 | $ 20,255 |
| ***Stormwater Management Subtotal*** | | | | **$ 54,013** |
| | | | **SUBTOTAL** | **$ 391,596** |
| | | | Contingency 20% | $ 78,319 |
| | | | Boundary, Topgraphy and Utility Survey | $ 7,500 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 58,739 |
| | | | Permitting @ 8% | $ 31,328 |
| | | | Construction Inspection 15% | $ 58,739 |
| **Sterling Drive Improvements** | | | **TOTAL** | **$ 626,222** |

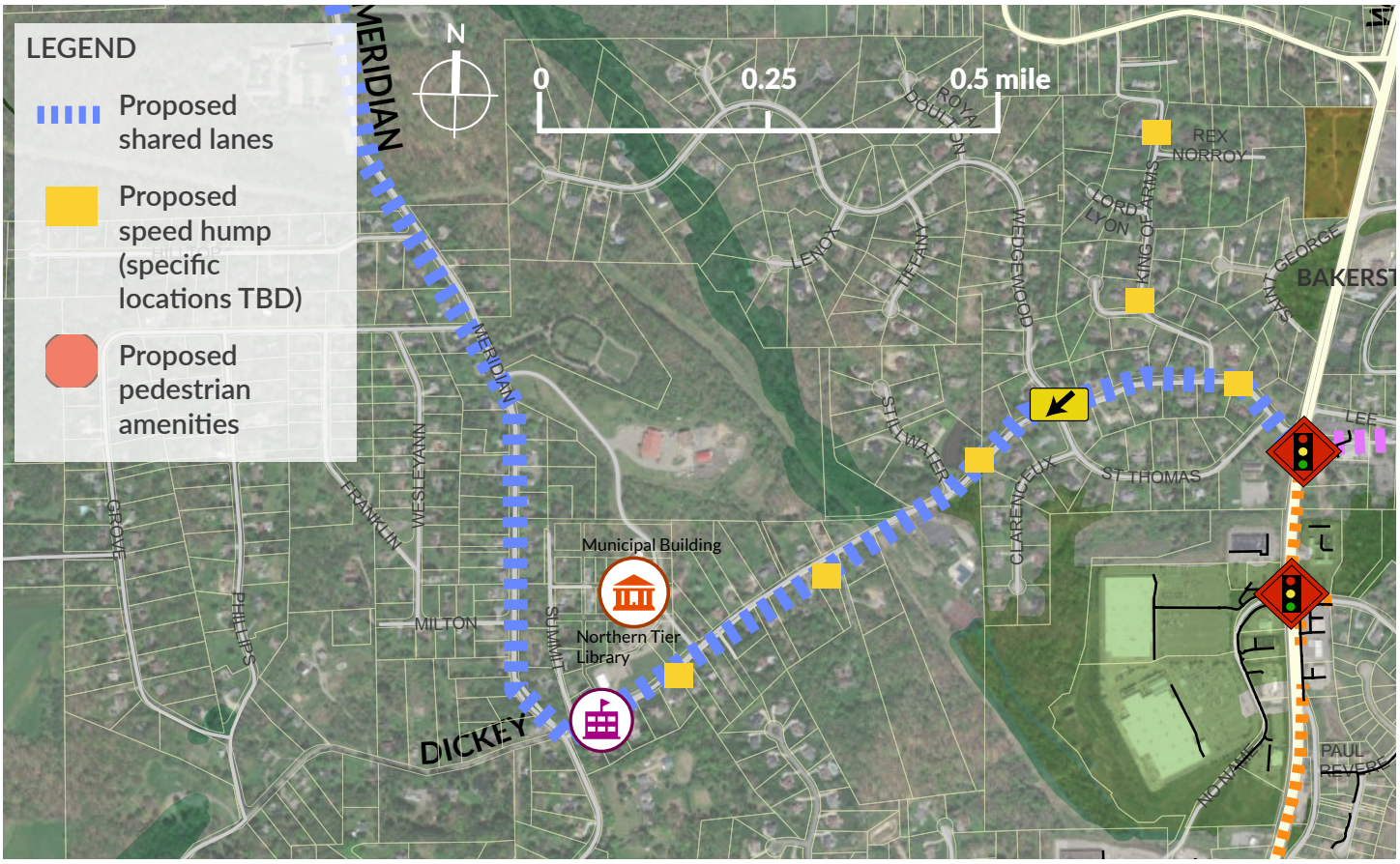
*Continued next page*

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Heckert Road Improvements** | | | | |
| Shared lane pavement markings | 36 | EA | $ 750 | $ 27,300 |
| Shared lane post-mounted sign | 36 | EA | $ 300 | $ 10,920 |
| 6' Concrete sidewalk | 1,507 | SY | $ 175 | $ 263,667 |
| 6" Concrete curb | 2,260 | LF | $ 75 | $ 169,500 |
| Extend culvert, rebuild headwall | 1 | LS | $ 15,000 | $ 15,000 |
| Crosswalk pavement markings at Sterling Road intsc | 1 | EA | $ 2,500 | $ 2,500 |
| Crosswalk signage at Sterling Road intersection | 3 | EA | $ 300 | $ 900 |
| 40' Stream bridge opposite Parkside Grill | 1 | LS | $ 40,000 | $ 40,000 |
| Heckert jughandle midblock crossing pvmnt marking | 1 | EA | $ 2,500 | $ 2,500 |
| Heckert jughandle midblock crossing signage | 2 | EA | $ 300 | $ 600 |
| **Heckert Road improvements subtotal** | | | | **$ 532,887** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 532,887 | $ 53,289 |
| Erosion and sedimentation controls | 6% | % | $ 532,887 | $ 31,973 |
| ***Stormwater Management Subtotal*** | | | | **$ 85,262** |
| | | | **SUBTOTAL** | **$ 618,149** |
| | | | Contingency 20% | $ 123,630 |
| | | | Boundary, Topgraphy and Utility Survey | $ 7,500 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 92,722 |
| | | | Permitting @ 8% | $ 49,452 |
| | | | Construction Inspection 15% | $ 92,722 |
| **Heckert Road Improvements** | | | **TOTAL** | **$ 984,175** |

| **Community Park Area Project Totals** | |
|---|---|
| Bakerstown Road Improvements | $ 108,561 |
| Morran Road Improvements | $ 270,910 |
| Van Velsor Drive Improvements | $ 638,866 |
| Sterling Drive Improvements | $ 626,222 |
| Heckert Road Improvements | $ 984,175 |
| **Project Total** | **$2,628,733** |

# Project 2: Dickey Road shared lanes, speed humps

- DICKEY ROAD: BETWEEN MERIDIAN ROAD AND ROUTE 8




## AT A GLANCE

- Dickey Road is a local road
- 5,100-foot segment between Meridian and State Route 8
- Add speed humps, warning signs, pavement markings
- Add shared lane indicators
- Add crosswalks, signs and flashing beacons at Wedgewood Drive intersection
- Estimated cost of improvements: $286.150

## PROJECT DESCRIPTION

Multiple community assets, the library and muncipal buildng are located off of Dickey Road. It also acts as a connector to Route 8 and residential developments.

Shared lane indicators and markings should be placed along the entire extent of Dickey Road, alternating every 250-500 ft. Speed humps should be placed between shared lane indicators and markings every 250-500 ft, providing constant reminders for vehicles to slow down and share the road.

Because Dickey Road bends and turns and the road is narrow in many areas, a rectangular rapid flashing beacon (RRFB) and crosswalk is suggested at the intersection of Wedgewood Drive.

The RRFB helps to increase pedestrian safety and driver awareness, particularly at intersections with speed limits less than 40 mph like Dickey Road. RRFBs are placed on both sides of a crosswalk. The flashing pattern can be activated with pushbuttons or by pedestrian detection methods and will only flash while in use. More information on the application of RRFBs is available on the FHWA website.

*3/30/2024*
*Prepared by*
*Pashek+MTR*

# Richland Township Active Transportation Plan

*Priority Project 2: Speed humps, shared lanes on Dickey Road*

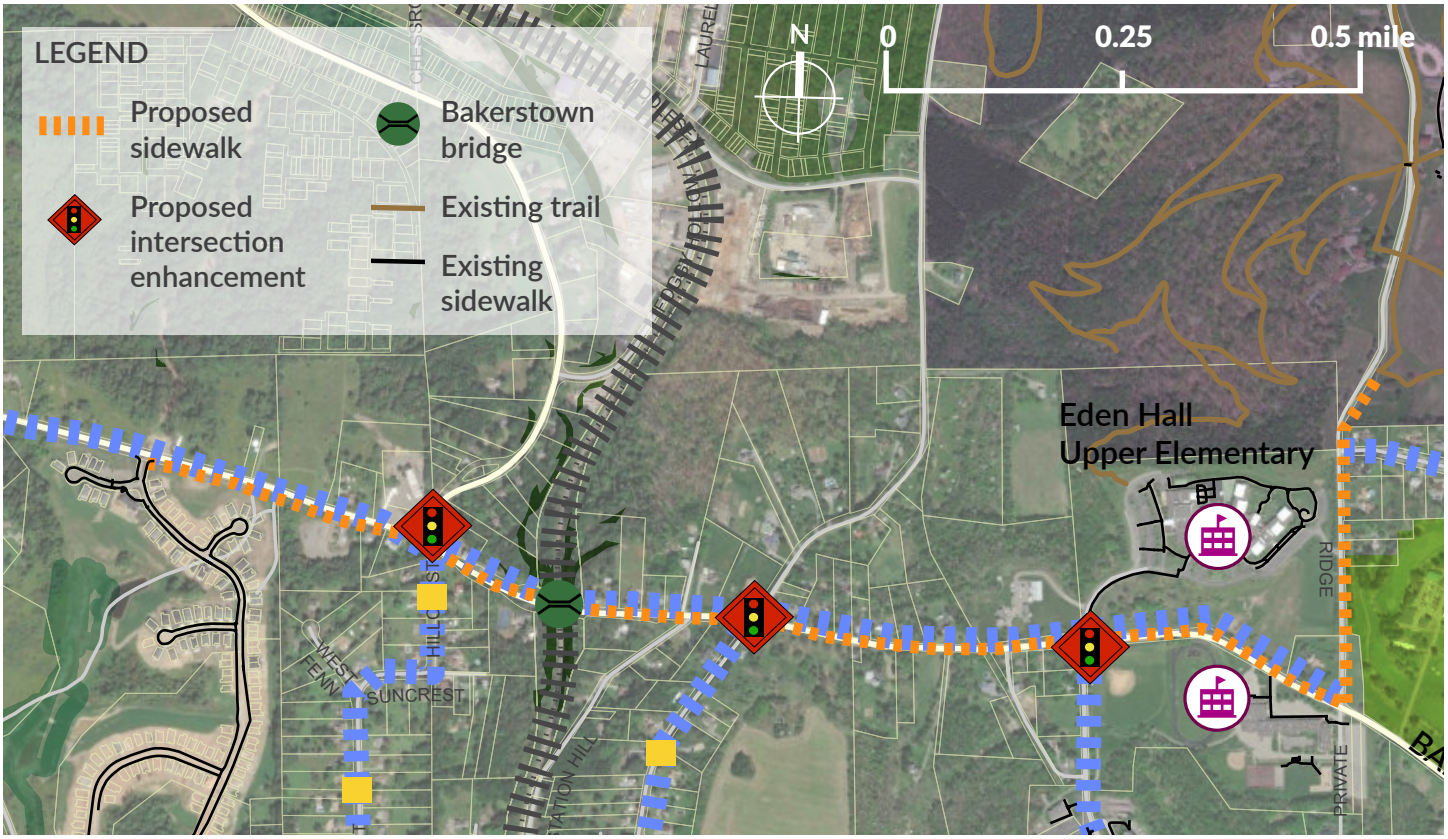
| Item Descriptions | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Site Improvements** | | | | |
| Speed humps | 10 | EA | $ 5,000 | $ 51,000 |
| Speed hump advance warning post-mounted sign | 20 | EA | $ 300 | $ 6,000 |
| Speed hump advance warning pavement markings | 20 | EA | $ 800 | $ 16,000 |
| Speed radar signs | 2 | EA | $ 7,500 | $ 15,000 |
| Shared lane pavement markings | 41 | EA | $ 750 | $ 30,600 |
| Shared lane post-mounted sign | 41 | EA | $ 300 | $ 12,240 |
| Crosswalk pavement markings at Wedgewood Drive | 4 | EA | $ 2,500 | $ 10,000 |
| Advance warning signs with rectangular rapid flashing beacons at Wedgewood Drive | 2 | EA | $ 5,000 | $ 10,000 |
| Pedestrian crossing signs at Wedgewood Drive | 4 | EA | $ 300 | $ 1,200 |
| ***Site Improvements Subtotal*** | | | | **$ 152,040** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 152,040 | $ 15,204 |
| Erosion and sedimentation controls | 6% | % | $ 152,040 | $ 9,122 |
| ***Stormwater Management Subtotal*** | | | | **$ 24,326** |
| **SUBTOTAL** | | | | **$ 176,366** |
| Contingency 20% | | | | $ 35,273 |
| Boundary, Topgraphy and Utility Survey | | | | $ 7,500 |
| Section 106 Review and Determination | | | | - |
| Public Easement Acquisition | | | | - |
| Design @ 15% | | | | $ 26,455 |
| Permitting @ 8% | | | | $ 14,109 |
| Construction Inspection 15% | | | | $ 26,455 |
| **TOTAL** | | | | **$ 286,159** |

NOTE:

Opinion of Probable Construction Costs is made based on the experience and qualifications of Pashek + MTR, Ltd. and represents reasonable judgment based on familiarity with the industry. Pashek + MTR, Ltd. has no control over the cost, or availability of labor, materials or equipment, or over market conditions or the provider's method of pricing. Pashek + MTR, Ltd. cannot and does not guarantee that the opinion of probable cost provided the Owner will not vary from the actual cost experienced by the Owner.

# Project 3: Bakerstown Road and Ridge Road sidewalks

- BAKERSTOWN ROAD: BETWEEN LIBERTY DRIVE AND RIDGE ROAD
- RIDGE ROAD: BETWEEN BAKERSTOWN ROAD AND CHATHAM UNIVERSITY EDEN HALL CAMPUS TRAIL NETWORK




## AT A GLANCE

- State and local roads
- Add 7,110-foot sidewalk on Bakerstown
- Add 1,600-foot sidewalk on Ridge Road to connect with Chatham University campus trail network
- Add or complete intersection improvements at three locations
- Add side-street crosswalks
- Estimated cost of improvements:

| | |
|---|---|
| Bakerstown Rd: | $3,857,350 |
| Bakerstown & Ridge Intersection: | $147,167 |
| Ridge Road: | $94,132 |

## PROJECT DESCRIPTION

The Traditions of America housing development has sidewalks throughout. Extending the sidewalk network along Bakerstown Road would increase connectivity to the residential area, as well as for Richland Elementary and Eden Hall schools located at the intersections of Ridge Road and Bakerstown Road. This connection would also create a larger network from the existing Chatham trails.

The proposed sidewalk on Ridge Road would end where the exisitng path begins.

With the addition of sidewalks, intersection improvements are suggested at Station Hill Road, Ridge Road, Grubbs Road, and Meridian Road. ADA compliant curb cuts, high visibility crosswalks, and pedestrian-activated push buttons and markings should be included.

3/30/2024
Prepared by
Pashek+MTR

## Richland Township Active Transportation Plan

*Priority Project 3: Sidewalks and related improvements on Bakerstown and Ridge Roc*

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Bakerstown Road Pedestrian Improvements** | | | | |
| Speed radar signs | 2 | EA | $ 7,500 | $ 15,000 |
| 6' Concrete sidewalk | 4,740 | SY | $ 175 | $ 829,500 |
| 6" Concrete curb | 7,110 | LF | $ 75 | $ 533,250 |
| Supportive retaining wall | 4,215 | SFF | $ 75 | $ 316,125 |
| Safety barrier fencing at supportive retaining wall | 1,405 | LF | $ 100 | $ 140,500 |
| Retaining wall | 2,982 | SFF | $ 75 | $ 223,650 |
| Sidestreet crosswalks pavement markings | 5 | EA | $ 2,500 | $ 12,500 |
| Crosswalk curb cuts at Grubbs Road | 2 | EA | $ 7,500 | $ 15,000 |
| **Bakerstown Rd pedestrian improv subtotal** | | | | **$ 2,085,525** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $2,085,525 | $ 208,553 |
| Erosion and sedimentation controls | 6% | % | $2,085,525 | $ 125,132 |
| ***Stormwater Management Subtotal*** | | | | **$ 333,684** |
| | | | **SUBTOTAL** | **$ 2,419,209** |
| | | | Contingency 20% | $ 483,842 |
| | | | Boundary, Topgraphy and Utility Survey | $ 35,000 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 362,881 |
| | | | Permitting @ 8% | $ 193,537 |
| | | | Construction Inspection 15% | $ 362,881 |
| **Bakerstown Road Pedestrian Improvements** | | | **TOTAL** | **$3,857,350** |

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Bakerstown & Ridge Road Intersection Improvements** | | | | |
| Crosswalk pavement markings at Bakerstown and Ridge Road intersection | 4 | EA | $ 2,500 | $ 10,000 |
| Advance warning signs with rectangular rapid flashing beacons at Bakerstown and Ridge Road | 4 | EA | $ 5,000 | $ 20,000 |
| Crosswalk signs at Bakerstown and Ridge Road intersection | 4 | EA | $ 300 | $ 1,200 |
| intersection | 4 | EA | $ 7,500 | $ 30,000 |
| **Bakerstown-Ridge intrsct imprv subtotal** | | | | **$ 61,200** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 61,200 | $ 6,120 |
| Erosion and sedimentation controls | 6% | % | $ 61,200 | $ 3,672 |
| ***Stormwater Management Subtotal*** | | | | **$ 9,792** |
| | | | **SUBTOTAL** | **$ 70,992** |
| | | | Contingency 20% | $ 14,198 |
| | | | Boundary, Topgraphy and Utility Survey | $ 35,000 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 10,649 |
| | | | Permitting @ 8% | $ 5,679 |
| | | | Construction Inspection 15% | $ 10,649 |
| **Bakerstown & Ridge intersection improvements** | | | **TOTAL** | **$ 147,167** |

*Continued next page*

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Ridge Road Pedestrian Improvements** | | | | |
| 6' Concrete sidewalk | 1,033 | SY | $ 175 | $ 180,833 |
| Retaining wall | 765 | SFF | $ 75 | $ 57,375 |
| Relocate utility meter | 1 | LS | $ 5,000 | $ 5,000 |
| Sidestreet crosswalks pavement markings | 1 | EA | $ 2,500 | $ 2,500 |
| Private property tree replacements | 8 | EA | $ 600 | $ 4,800 |
| **dge Rd pedestrian improvements subtotal** | | | | **$ 250,508** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 250,508 | $ 25,051 |
| Erosion and sedimentation controls | 6% | % | $ 250,508 | $ 15,031 |
| ***Stormwater Management Subtotal*** | | | | **$ 40,081** |
| | | | **SUBTOTAL** | **$ 290,590** |
| | | | Contingency 20% | $ 58,118 |
| | | | Boundary, Topgraphy and Utility Survey | $ 35,000 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 43,588 |
| | | | Permitting @ 8% | $ 23,247 |
| | | | Construction Inspection 15% | $ 43,588 |
| **Ridge Road Pedestrian Improvements** | | | **TOTAL** | **$ 494,132** |

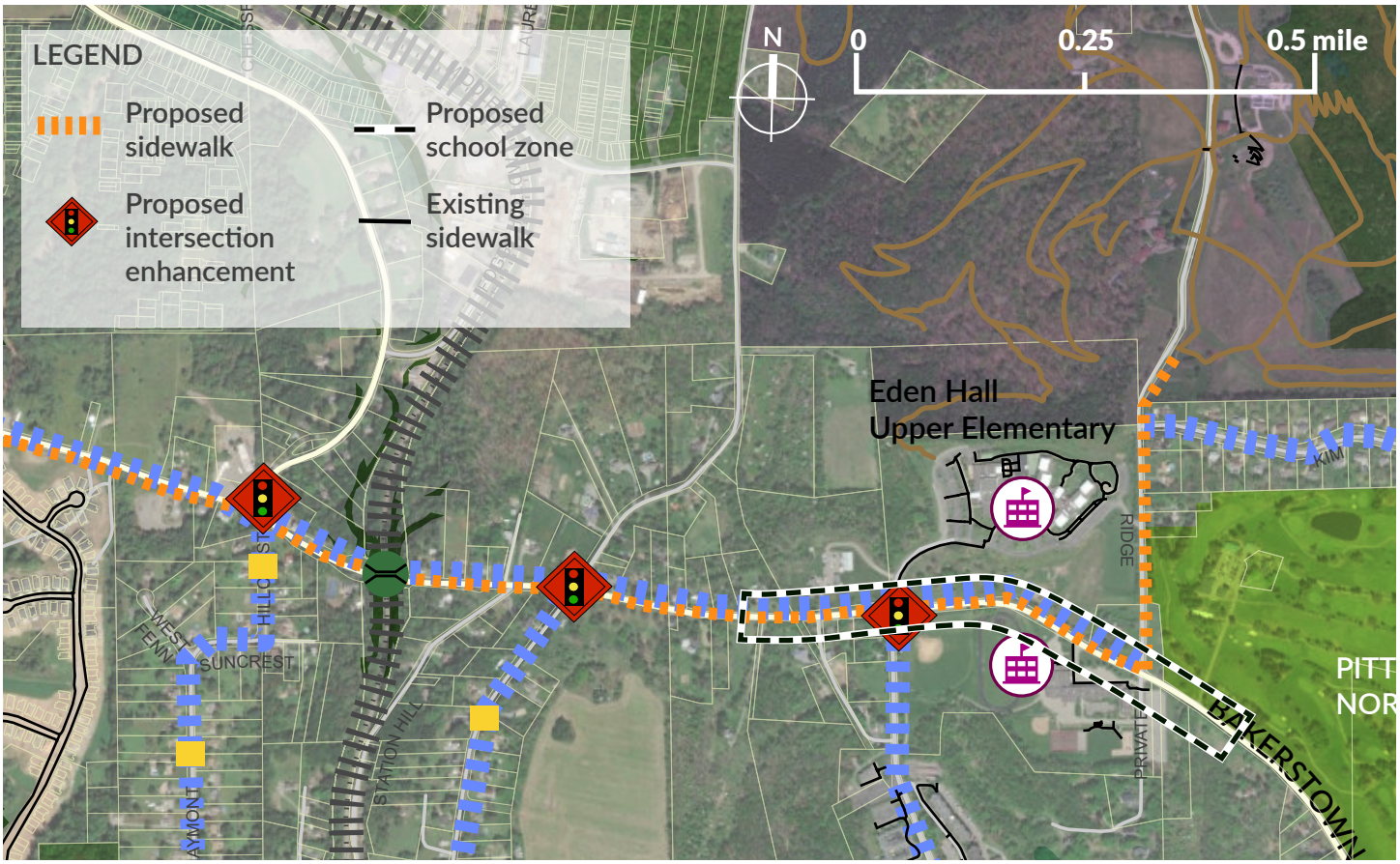
| **Bakerstown-Ridge Project Totals** | |
|---|---|
| Bakerstown Road Pedestrian Improvements | $ 3,857,350 |
| Bakerstown-Ridge Intersection Improvements | $ 147,167 |
| Ridge Road Pedestrian Improvements | $ 494,132 |
| **Project Total** | **$4,004,518** |

NOTE:

Opinion of Probable Construction Costs is made based on the experience and qualifications of Pashek + MTR, Ltd. and represents reasonable judgment based on familiarity with the industry. Pashek + MTR, Ltd. has no control over the cost, or availability of labor, materials or equipment, or over market conditions or the provider's method of pricing. Pashek + MTR, Ltd. cannot and does not guarantee that the opinion of probable cost provided the Owner will not vary from the actual cost experienced by the Owner.

# Project 4: Bakerstown Road School Zones

- TWO CONTIGUOUS SCHOOL ZONES TO IMPROVE PEDESTRIAN SAFETY




## AT A GLANCE

- Bakerstown Road is a PennDOT road
- Create school zone to apply to two elementary schools with different entrance drives
- Add signage for school zone speed limits and "begin" and "end" school zone
- Estimated cost of improvements: $107,276

## PROJECT DESCRIPTION

Eden Hall Upper Elementary lies north of Bakerstown Road, and Richland Elementary lies south, with different entrance drives.

A School Zone is defined as a portion of a highway that at least partially abuts a school property or extends beyond the school property line that is used by students to walk to or from school or to or from a school bus pick-up or drop-off location at a school.

A 15 mile per hour school zone speed limit may be established in a school zone during the normal hours that walking students are arriving at or leaving school.

Applicable design standards dictate the types and locations of speed limit signs and school zone beginning and ending signs.

A school zone may extend beyond the school property lines to improve the sight distance or to encompass a school crosswalk. The length may not exceed 1,600 feet. The zone shown above for two schools is 3,000 feet.

To begin a school zone review and approval process, the Township must complete a PennDOT "Traffic and Engineering Study - School Zone Speed Limit" application, along with required attachments, and submit it to the local PennDOT District's Traffic Engineer.

*3/30/2024*
*Prepared by*
*Pashek+MTR*

## Richland Township Active Transportation Plan

*Priority Project 4: Create contiguous speed zones on Bakerstown Road for two elementary schools*

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Traffic study** | | | | |
| School zone speed limit traffic and engineering study | 1 | LS | $ 15,000 | $ 15,000 |
| ***Traffic Study Subtotal*** | | | | **$ 15,000** |
| **Site Improvements** | | | | |
| Begin School Zone warning post-mounted signs | 4 | EA | $ 300 | $ 1,200 |
| End School Zone warning post-mounted signs (S5-2) | 4 | EA | $ 300 | $ 1,200 |
| Speed limit sign (R2-1) | 8 | EA | $ 300 | $ 2,400 |
| School panel (S4-3) | 4 | EA | $ 100 | $ 400 |
| When flashing panel (S4-4) | 4 | EA | $ 100 | $ 400 |
| Rectangular rapid flashing beacons for speed limit si | 8 | EA | $ 5,000 | $ 40,000 |
| ***Site Improvements Subtotal*** | | | | **$ 45,600** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 45,600 | $ 4,560 |
| Erosion and sedimentation controls | 6% | % | $ 45,600 | $ 2,736 |
| ***Stormwater Management Subtotal*** | | | | **$ 7,296** |
| | | | **SUBTOTAL** | **$ 67,896** |
| | | | Contingency 20% | $ 13,579 |
| | | | Boundary, Topgraphy and Utility Survey | - |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 10,184 |
| | | | Permitting @ 8% | $ 5,432 |
| | | | Construction Inspection 15% | $ 10,184 |
| | | | **TOTAL** | **$ 107,276** |

NOTE:

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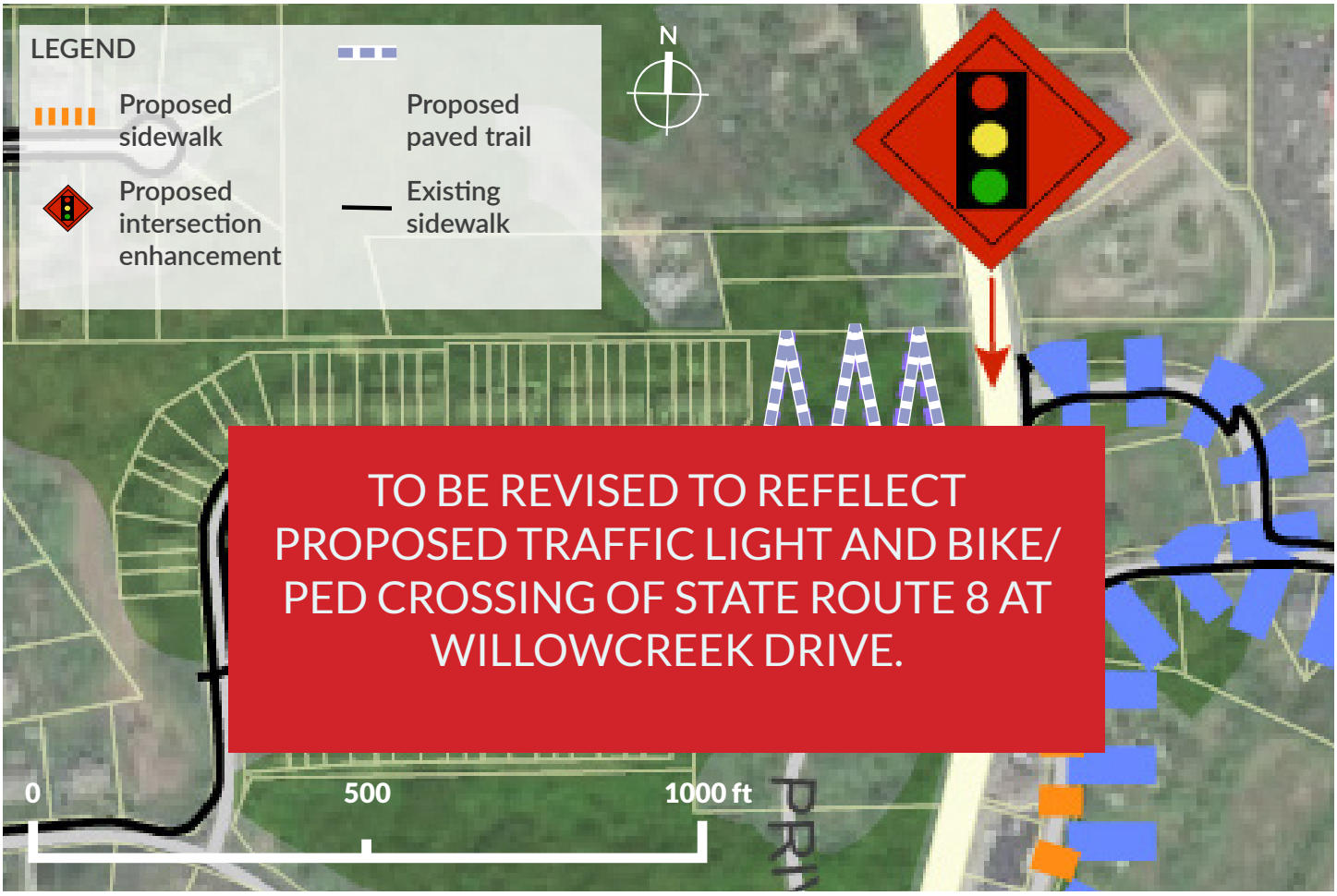
# Project 5: Switchback connector trail and Rt. 8 crossing

- PAVED SWITCHBACK TRAIL CONNECTING COREY DRIVE & ROUTE 8
- INTERSECTION ENHANCEMENTS AT ROUTE 8 AND HECKERT ROAD




## AT A GLANCE

- Paved switchback trail connecting Corey Drive (local road) and State Route 8.
- Crosswalk at intersection of Route 8 and Heckert Road enables access to sidewalks and bike route, continuing to park.
- 1,600-foot concrete switchback trail for pedestrians and cyclists, with 5 percent slope.
- Estimated cost of improvements, $1,599,295.

## PROJECT DESCRIPTION

This connection came largely out of the desire from cyclists in the area to safely cross Route 8 to access the park, the Chatham campus trail network, and the schools.

The switchback trail links residential areas and parts of the Township west of Route 8 to community assets along the state route and Richland Community Park. The parcel is owned by the residential homeowners association.

To best accomodate its intended use for pedestrians and cyclists, the paved path should be 6 feet wide. It will also likely require retaining walls above some switchback segments.

At the bottom of the trail on Route 8, a landing pad will need to be created, as well as a pedestrian crossing over Route 8 and ADA curb cut.

*3/30/2024*
*Prepared by*
*Pashek+MTR*

# Richland Township Active Transportation Plan

*Priority Project 5: Switchback trail and Route 8 crossing link Corey Drive and Heckert Road*

| Item Description | Quantity | Unit | Unit Cost | Total Item Cost |
|---|---|---|---|---|
| **Bakerstown Road Site Improvements** | | | | |
| Site clearing, removals | 1 | LS | $ 15,000 | $ 15,000 |
| Mobilization and stakeout | 1 | LS | $ 10,000 | $ 10,000 |
| Erosion and Sedimentation Control | 1 | LS | $ 75,000 | $ 75,000 |
| Earthwork and grading | 1 | LS | $ 150,000 | $ 150,000 |
| Stormwater Management | 1 | LS | $ 150,000 | $ 150,000 |
| Site restoration, seeding | 1 | LS | $ 5,000 | $ 5,000 |
| Tree and shrub plantings on slope | 1 | LS | $ 40,000 | $ 40,000 |
| Landing pad connection to Corey Drive sidewalks | 7 | SY | $ 175 | $ 1,167 |
| 6' Concrete switchback trail | 1,067 | SY | $ 175 | $ 186,667 |
| Retaining wall | 2,000 | SFF | $ 75 | $ 150,000 |
| Landing pad at Route 8, bottom of switchback trail | 7 | SY | $ 175 | $ 1,167 |
| Safety barrier at Route 8 landing pad | 20 | LF | $ 100 | $ 2,000 |
| Crosswalk curb cuts at landing pad | 1 | EA | $ 7,500 | $ 7,500 |
| High visibility thermoplastic crosswalk over Route 8 | 1 | EA | $ 10,000 | $ 10,000 |
| Pedestrian-activated signals for crossing Route 8 | 1 | LS | $ 50,000 | $ 50,000 |
| ***Site Improvements Subtotal*** | | | | **$ 853,500** |
| **General Stormwater Management and Erosion Controls** | | | | |
| Stormwater management | 10% | % | $ 853,500 | $ 85,350 |
| Erosion and sedimentation controls | 6% | % | $ 853,500 | $ 51,210 |
| ***Stormwater Management Subtotal*** | | | | **$ 136,560** |
| | | | **SUBTOTAL** | **$ 990,060** |
| | | | Contingency 20% | $ 198,012 |
| | | | Boundary, Topgraphy and Utility Survey | $ 35,000 |
| | | | Section 106 Review and Determination | - |
| | | | Public Easement Acquisition | - |
| | | | Design @ 15% | $ 148,509 |
| | | | Permitting @ 8% | $ 79,205 |
| | | | Construction Inspection 15% | $ 148,509 |
| | | | **TOTAL** | **$1,599,295** |

NOTE:

Opinion of Probable Construction Costs is made based on the experience and qualifications of Pashek + MTR, Ltd. and represents reasonable judgment based on familiarity with the industry. Pashek + MTR, Ltd. has no control over the cost, or availability of labor, materials or equipment, or over market conditions or the provider's method of pricing. Pashek + MTR, Ltd. cannot and does not guarantee that the opinion of probable cost provided the Owner will not vary from the actual cost experienced by the Owner.

# Proposed Programs and Policies:

# The Six E's Supporting Active Transportation

The recommendations and subsequent action plan for active transportation plan improvements within Richland Township are organized according to the following *6 E's of Active Transportation:*

1. EVALUATION & PLANNING: The study, planning and measuring of the walking and biking environment
2. ENCOURAGEMENT: Programs that making walking and biking visible and normal activities
3. EQUITY: Ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community
4. EDUCATION: Non-infrastructure efforts aiming to teach people how to walk and bike safely and to drive safely when cyclists and pedestrians are sharing the streets
5. ENGINEERING (projects): The infrastructure-related elements and projects
6. ENFORCEMENT: How the law enforcement system treats walking and biking and related ordinances

To achieve these criteria, we recommend Richland Township establish a Township Active Transportation Advisory Committee that will organize, coordinate, and make recommendations to the Richland Township Board of Supervisors.

*Tier 1 Priority Projects*

- Richland Township Supervisors to adopt this Active Transportation Plan for the Township
- Richland Township Supervisors to adopt a Complete Streets policy
- Richland Township Supervisors to establish and appoint members to an Active Transportation Advisory Committee

# Evaluation and Planning

A number of planning tools, policies and agency initiatives are in wide use nationally, statewide and more locally to help make active living an easier choice for more people. The "Evaluation and Planning" section recommends that Richland Township adopt or employ these tools and initiatives:

- Complete Streets
- Local Land Use and Zoning Ordinances
- PA WalkWorks
- PennDOT Connects
- PennDOT Smart Transportation Initiative
- Community Health Needs Assessment
- Safe Routes to Schools
- Toward Zero Deaths and Vision Zero
- Health in All Policies

## 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 suburban community such as Richland Township.

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 all 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 communities and transportation agencies should routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. Every transportation project should make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making communities better places to live.

Efforts toward creating complete streets include policy and design changes, as well as implementation. For example, complete streets 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.

### *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, 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.

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*

**Rendering of complete streets design in a commercial area**

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 weighting in favor of 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 value.

## IMPLEMENTATION STEPS

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

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.

Develop new design policies and guides or revise existing criteria to reflect current best practices in transportation design. Communities may also elect to adopt national or state level recognized design guidance.

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.

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.

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 coalition's Complete Streets Policy, including the points systems associated with each element, can be found at: https://smartgrowthamerica.org/wp-content/uploads/2018/02/Complete-Streets-Policy-Framework.pdf.

## Model Complete Streets Policy

We recommend Richland Township adopt a complete street policy as it will ensure that the township consistently plan, design, operate, and maintain the entire roadway and roadway networks with all users in mind in order to maximize transportation choices. We have developed the following Model Complete Streets Policy for consideration.

A RESOLUTION OF MUNICIPALITY,
ALLEGHENY COUNTY, PENNSYLVANIA ADOPTING A
COMPLETE STREETS POLICY

WHEREAS, the MUNICIPALITY recognizes that its transportation network is intended to balance the needs and interests of all users of all ages and abilities; and

WHEREAS, the design and function of MUNICIPALITY's streets has often favored the motorist over other users, thereby excluding bicyclists, pedestrians, transit users and persons with disabilities; and

WHEREAS, Allegheny County's Comprehensive Plan, "Allegheny Places," and Allegheny County's Comprehensive Commuter Bicycle and Pedestrian Transportation Plan, "Active Allegheny," both encourage adoption of Complete Streets Policies; and

WHEREAS, the MUNICIPALITY's Comprehensive Plan update states the MUNICIPALITY's vision for connectivity as improving its "desirability and sustainability by providing residents with opportunities to walk or bike safely near their homes, to reach key arterial routes, and to access safe and convenient transit stops;" and

WHEREAS, the BOARD recently adopted an Active Transportation Plan, which seeks to improve public health, reduce traffic congestion, enhance air quality and support local economic development by integrating physical activity into residents' daily lives through increased emphasis on walking, bicycling and public transportation; and

WHEREAS, the Active Transportation Plan recommends the adoption of a Complete Streets Policy, to incorporate multi-modal transportation into the planning, design and operation of all future Municipal road projects whether new construction, reconstruction, rehabilitation or pavement maintenance; and

NOW THEREFORE BE IT RESOLVED that the BOARD, Allegheny County Pennsylvania, commits to the attached Complete Streets Policy that will incorporate Complete Streets into the planning design and operation of all future streets, sidewalks, trails, pedestrian and bicycle pathways and other transportations projects within the Municipality.

RESOLVED AND ADOPTED by the BOARD at a duly assembled public meeting held this X day of_____, 20XX.

ATTEST: MUNICIPALITY

_____ _____

Manager/Secretary MUNICIPAL OFFICIAL

MUNICIPALITY
ALLEGHENY COUNTY
COMPLETE STREETS POLICY

## 1.0 Vision

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.

## 2.0 Principles

This Complete Streets Policy shall:

2.1 Require all transportation projects to be safe and to provide practical access to all users of all abilities, including pedestrians, bicyclists, transit users and motorists, together with vulnerable populations, such as people with disabilities, seniors, children, underinvested and underserved communities, and motorists.

2.2 Utilize context sensitive design to balance the safety of all users while considering the physical setting, as well as, scenic, aesthetic, and historical concerns, and universal design principles.

2.3 Promote health, more efficient travel, affordable transportation mode choices and will ease the transition from one mode of transportation to another.

2.4 Contribute to the desirability of MUNICIPALITY as a place to live, work, and do business, and to contribute to improved air quality in the region.

2.5 Further the Municipality's land use, transportation, livability, economic sustainability, equity and innovation goals by increasing workforce mobility options, encouraging compact development patterns, spurring improved health and safety, encouraging local economic activity, enhancing neighborhood character, improving the environment, and incorporating emerging technology. As the most utilized portions of the public realm, the MUNICIPALITY's streets should be designed to a high standard that serves multiple purposes.

2.6 Formalizes the planning, design, operation and maintenance of MUNICIPALITY's street network so that it accommodates all users in an equitable manner, regardless of age, ability, socioeconomic status or mode of travel.

2.7 Applies to all phases of a project particularly in planning, design and design, as well as, in funding and constructing improvements that put pedestrians, bicyclists, transit users, and vulnerable users on an equal standing with motor vehicles.

2.8 Establish a goals to increase the number of people walking, biking and taking transit in the MUNICIPALITY by creating safe, comfortable, and connected routes, and to reduce the number of crashes involving pedestrian and bicyclists in MUNICIPALITY.

2.9 Promote sound environmental design and best management practices of stormwater management, environmental design, and place-making. It will incorporate mitigation features where practical when implementing Complete Streets design.

2.10 Promote collaboration among partners, including state, county, and adjacent municipalities to incorporate Complete Street principles into their built environment and transportation networks

## 3.0 Implementation

3.1 When planning and designing road or trail improvement projects, BOARD shall require the Engineer and Public Works Supervisor to consider all financially attainable additions or changes to existing streets/trails that provide accommodations to all modes of transportation. Activities may include: large scale projects, such as the design/construction of residential roadways in a new development; incremental improvements over time, such as sidewalk additions throughout a corridor; or small projects, such as painting crosswalks or roadway edging in residential neighborhoods.

3.2 The MUNICIPALITY shall foster partnerships with businesses, private developers, and other governmental agencies, including the Commonwealth of Pennsylvania Department of Transportation (PennDOT), Pittsburgh Regional Transit, the Southwestern Pennsylvania Commission (SPC), Allegheny County, and its adjacent municipalities to develop facilities and accommodations that further Complete Streets and continue such infrastructure beyond the MUNICIPALITY's borders.

3.3 Exceptions to the accommodation of all users. Any exception in applying this policy to a specific project must be approved by the BOARD, based upon the recommendation of the Public Works Superintendent, MUNICIPAL Manager and MUNICIPAL Engineer. Exceptions may be made when:

a. The cost of the accommodation is excessively disproportionate to the need current or future need, which is defined by the Federal Highway Administration exceeding twenty percent of the overall project cost; or
b. There is a documented absence of current and future need, due to existing and projected population, employment opportunities and traffic volumes; or
c. Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses; or
d. Performing routine road maintenance, which does not change the roadway geometry or operations, such as mowing, sweeping, spot repair or when interim measures are implemented including temporary detour or haul routes.
e. The accommodations under consideration conflict with the requirements or regulations of any state or federal agency.

## 4.0 Implementation

The MUNICIPALITY views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

4.1 Principles of Complete Streets have been incorporated into the MUNICIPALITY's Comprehensive Plan. The Board of Commissioners adopted an Active Transportation Plan. The Board will continue to incorporate Complete Streets principles into other manuals, checklists, decisions trees, rules, regulations and programs as appropriate.

4.2 The Planning Commission, Manager, Public Works Supervisor and Engineer will review design standards, including subdivision and land development regulations that apply to new roadway construction, to ensure that they reflect the best available design guidelines, and effectively implement Complete Streets.

4.3 When available, the MUNICIPALITY shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars and workshops.

4.4 The MUNICIPAL Manager and Public Works Supervisor shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.

4.5 The MUNICIPALITY shall promote project coordination among departments, contiguous municipalities, and County/State agencies with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources. This shall include coordination with the following agencies, as appropriate:

MUNICIPAL Administration

MUNICIPAL Public Works

MUNICIPAL Engineer

MUNICIPAL Emergency Service Providers

MUNICIPAL Planning Commission

MUNICIPAL Parks and Recreation Advisory Board

XXXX School District

PA Department of Transportation

Allegheny County Economic Development

Allegheny County Public Works

Allegheny County Health Department

Bike Pittsburgh

4.6 An annual report will be made to the BOARD by the MUNICIPAL Manager, or their designee, showing progress made in implementing this policy.

4.7 A Complete Streets Advisory Board shall be appointed to serve as resource and a collaborative partner for the MUNICIPALITY elected officials and municipal staff.

a. The Advisory Board is composed of voting members appointed by the BOARD who are interested in achieving Complete Streets and who want to explore opportunities for pedestrians, bicyclists, transit riders, people with disabilities, and underinvested and underserved communities.

b. Terms shall be staggered two year terms.

The duties of the Advisory Council shall include, but not be limited to implementing the Active Transportation Plan adopted by BOARD in MONTH of 20XX and continuing to examine the needs of bicyclists, transit users, motorists and pedestrians of all ages and abilities, and underinvested and underserved communities. The Complete Streets Council shall meet quarterly and provide a yearly written report to the BOARD, evaluating the MUNICIPALITY's progress and advising on implementation.

## 5.0 Performance Measures

Using performance metrics to evaluate the progress of the Complete Streets Policy is a valuable and essential part of successfully implementing safer, more complete streets. The MUNICIPALITY will publicly report on the annual increase or decrease for each performance measure compared to the previous year(s). These metrics include:

5.1 Increase in linear feet of new and/or repaired sidewalk

5.2 Increase in number of new crosswalks, ADA compliant curb ramps, pedestrian signal heads, flashing signals, signs, and other relevant safety improvements

5.3 Increase in number of bus shelters, concrete pads, benches, and other relevant bus stop amenities

5.4 Increase in the number of miles of marked shared roads, bicycle lanes, and other relevant bicycle facilities

5.5 Decrease in the number of reported bicycle and pedestrian related crashes

5.6 Increase in the number of traffic calming installed on MUNICIPAL roads, i.e. speed humps, speed tables, raised intersections, curb bump-outs, traffic circles, mini-traffic circles, etc.

5.7 Increase in number of speed awareness signs installed and analysis of sign data showing percentage in reduction of speeds over time.

5.8 Increase in square footage of rain gardens, bioswales, street trees, and other relevant environmental features and placemaking elements within or adjacent to roads.

5.9 Number of access driveways eliminated onto arterial roads

5.10 Number of grants and funding amounts awarded to projects that incorporate Complete Streets principles

5.11 Number of approved and denied exceptions

And, other criteria as deemed appropriate by the Complete Streets Advisory Board.

## 6.0 Project Selection Criteria

The MUNICIPALITY's Active Transportation Plan identifies projects for consideration. These projects are ranked based upon the decision matrix included as the MUNICIPALITY's Active Transportation Plan. Additionally, the MUNICIPALITY is utilizing software that rates streets in the MUNICIPALITY based upon the level of repairs needed. The software ranks streets from bad (1) to excellent (5). The MUNICIPALITY shall use this software ranking, along with the decision matrix to determine what projects will be completed within each funding cycle.

## 7.0 Best Practices

7.1 The MUNICIPALITY Planning Commission shall make recommendations to the BOARD for amendments to the Land Development and Subdivision and Zoning Ordinances to incorporate the Complete Streets Policy recommendations located in the Multi-Municipal Comprehensive Plan, the MUNICIPALITY's Active Transportation Plan and this policy.

7.2 The standard to be achieved is the creation of a connected network of facilities that accommodates each mode of travel and is consistent with and reflective of the character of each local neighborhood in which it is located. The BOARD shall continue to recognize that all streets are unique and that the needs of various users must be balanced in a flexible manner.

7.3 The MUNICIPALITY shall follow best practices and current design standards, policies, principles and guidelines. Principles and strategies of street, bikeway and pedestrian designs, such as those offered in current editions of the resources listed in Appendix A,and other best practices as developed over time, shall be implemented.

In recognition of various contexts, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users can be achieved.

The Active Transportation Committee identified increased pedestrian lighting at bus stops and appropriate detour routes and signage for all transportation modes as two areas requiring such levels of innovation and flexibility. Further, the committee noted that “chip and seal” style road surfacing creates unsafe bicycling conditions for at least several months after application and should therefore be avoided, if possible, on any roads that accommodate cycling as a use.

## APPENDIX A

Best Practices, guidelines and standards may include, but are not limited to:

A. AASHTO A Policy on Geometric Design of Highways and Streets
B. AASHTO Guide for the Development of Bicycle Facilities
C. AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets
D. AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
E. AASHTO A Guide for Achieving Flexibility in Highway Design
F. NACTO Urban Bikeway Design Guide
G. NACTO Urban Street Design Guide
H. NACTO Transit Street Design Guide
I. NACTO Urban Street Stormwater Design Guide
J. NACTO Designing for All Ages & Abilities: Contextual Guidance for High Comfort Bicycle Facilities
K. ITE Design Walkable Urban Thoroughfares: A Context Sensitive Approach
L. PennDOT Smart Transportation Guidebook
M. The Pennsylvania Traffic Calming Handbook
N. Pennsylvania Public Transportation Association, Building Better Bus Stops Resource Guide
O. FHWA Manual of Uniform Traffic Control Devices
P. FHWA Road Diet Informational Guide
Q. FHWA Small Town and Rural Multimodal Networks
R. FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
S. FHWA Separated Bike Lane Planning and Design Guide
T. FHWA Manual on Pedestrian and Bicycle Connections to Transit
U. FHWA Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities
V. U.S. Access Board Final Rule on Public Right-of-Way Accessibility Guidelines
W. U.S. Access Board American Disabilities Act Accessibility Guidelines
U.S. Department of Justice, American Disabilities Act (ADA) Standards for Accessible Design
X. Pennsylvania Trail Design & Development Principles: Guidelines for Sustainable Non-Motorized Trails

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## PROGRAMS AND ORGANIZATIONS SUPPORTING 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, Richland Township also embraces the language and goals of programs that help the Municipality 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 on the following pages.

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. Richland Township also must initiate the steps necessary to fully participate at every turn.

### *Active Allegheny*

The Active Allegheny plan states that the most fundamental step that 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 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 projects should accommodate all users. The language should be modified and tailored to meet Richland Township's Active Transportation goals.

### *PA WalkWorks*

Pennsylvania's Department of Health has partnered with the Downtown Center to support development and adoption of active transportation plans or related policies. Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling and using public transit. WalkWorks:

- Provides funding to develop plans to guide the establishment of safe, accessible, active routes connecting everyday destinations.
- Provides technical assistance for the development of these plans and policies.
- Educates about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility, no matter their zip code, income, or skin color.
- Offers support to communities that encourage walking, biking, transit, wheeling, etc., through events, routes, programs, and groups.

WalkWorks has been a source of funding for municipal governments to develop Complete Streets resolutions, policies and ordinances.

### *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. The premise of the policy is that PennDOT should discuss potential transportation projects with local governments and strive to incorporate their input when a project begins.

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. This 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 more than 40 local governments to identify common issues and work collaboratively 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:

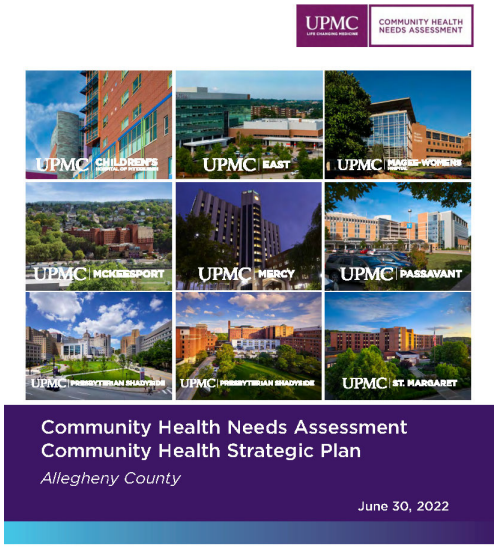
- Transportation
- Health and wellness
- Energy efficiency
- Blight and abandonment
- Infrastructure repair
- Emergency medical service provision and funding
- Water/sewer management and regionalization

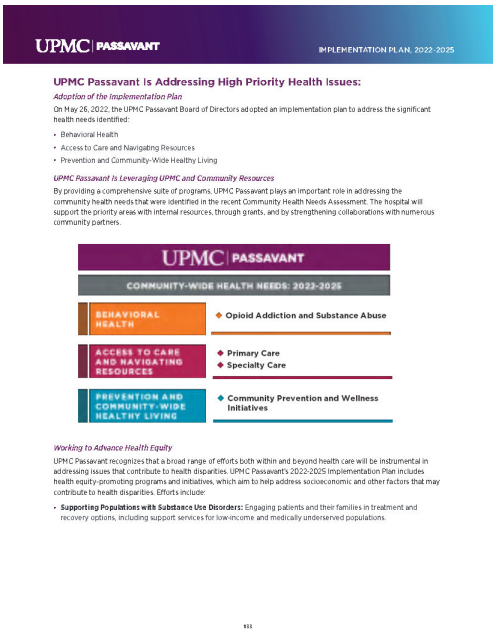
### *Community Health Needs Assessments (CHNA)*

Non-profit hospitals are required to assess the health needs in their service areas and create recommendations. The hospitals also develop programs and policies to address the identified needs. UPMC Passavant is the hopspital nearest to Richland Township and has produced a community health needs assessment.

## UPMC Passavant Hospital (2022)

The UPMC Passavant implementation plan establishes a goal of Prevention and Community-Wide Healthy Living. Implementation strategies include community prevention and wellness initiatives .



### *Richland Township Ordinances*

In addition to policies such as Complete Streets initiatives, Richland Township has the ability to adopt land-use and zoning ordinances. These powers enable it to employ regulations to strengthen its position as a pedestrian- and bike-friendly community and also provide some means of sharing costs of active transportation improvements.

Richland Township's ordinances should be updated to include more contemporary regulations to support active transportation: The Township's zoning ordinance and its subdivision and land use ordinance (SALDO) dates to 2009. As such, there is very little in the Township's ordinances to promote safe pedestrian and bicycle connectivity and infrastructure in the Township.

To identify contents that could be revised in ordinances, the community can consider the self-guided questions provided by the U.S. Centers for Disease Control and Prevention in its Active Communities Tool - Action Planning Guide, Modules 1, 2 and 3.

https://www.cdc.gov/physicalactivity/community-strategies/active-communities-tool/assessment-modules.html

The questions guide the community toward ordinance or policy revisions in the following categories:

Module 1: Street design and connectivity

Module 2: Infrastructure to accommodate pedestrians & bicyclists

Module 3: Public transportation

Richland Township can then update its ordinances and policies to include language that supports active transportation.

Other examples of pedestrian and bicycle ordinances can be found in Appendix 3: Sample Language for Plans and Ordinances and in the Delaware Valley Regional Planning Commission's publication titled: Pedestrian and Bicycle Friendly, Policies, Practices, and Ordinances.

Provide in the Township's Subdivision and Land Development Ordinance (SALDO) a requirement that developers install concurrent sidewalks when new development occurs. To propel the development of mobility and connectivity options, Richland Township should include a provision in its ordinances that developers must install sidewalks to Township specifications when sites are developed or improved. The community could include an "offset" provision for any rare instance where adding sidewalks is not possible on-site; the funds would be held in escrow by the Township for a future public project at another location. The Township should ensure the SALDO also includes appropriate sidewalk specifications.

| Aspect | Recommendation | Rationale |
|---|---|---|
| Land Use | Increase flexibility in the Highway Commercial district to allow redevelopment to respond to market changes: accommodate emerging uses, incentivize mixed use, allow for creative configurations. | The changing retail landscape, particularly following the pandemic-accelerated rise of online shopping, threatens the viability of big-box stores. Trends show rising interest in "lifestyle centers" with pedestrian plazas, restaurants and entertainment. Building flexibility into the district will enable adaptive reuse of vacant space and encourage investment and redevelopment (which would trigger requirements with new standards). Success will engender pressure to improve, intensify, expand existing uses and fill in gaps. |

| Aspect | Recommendation | Rationale |
|---|---|---|
| Land Use | Consider redrawing the boundary of the highway commercial district and/or its overlay to focus certain uses and design guidelines on a targeted smaller stretch. | Given changes in the retail market, the Township is likely to see more dramatic change if it focuses market pressure for select uses and walkability improvements into nodes. Commercial uses stretched out along a corridor can exacerbate traffic and dilute vibrancy. |
| Land Use | Encourage additional development of outparcels along the Route 8 corridor frontage (closer to the roadway), primarily through adjusting bulk and area requirements. | This will add value to overbuilt surface parking space and add buildings that will define a more uniform frontage along the road. Frontage is important to creating a sense of streetscape enclosure. |
| Land Use | Minimize the impact of auto-oriented uses (service stations, repair garages, etc.) in areas that are the highest priority for walkability through design requirements, if not by further limiting areas where they can be built. | |
| Site Design | Require buildings to be oriented to the street and to be located within a uniform setback range. Currently, buildings in the Highway Commercial district must be set back at least 40' from the right-of-way, but many are set much farther back. As an example, buildings could be required to be placed between 10' and 25' from the right-of-way. (This is applicable to buildings with parking oriented to the rear. A setback up to 80' could work for a building with a single parking row located in front, though front parking lots would ideally be prohibited or discouraged.) | This establishes a more uniform frontage. |
| Site Design | For new construction, incentivize or require siting of off-street parking to the side or rear of buildings. Permit at most a maximum of one bay of parking along the corridor frontage. | Siting parking to the side or rear de-emphasizes car storage as the key visual focus of the corridor. Bringing buildings closer to the corridor frontage creates spatial and visual enclosure that has the effect of calming traffic and increasing vehicular and pedestrian safety. |

| Aspect | Recommendation | Rationale |
|---|---|---|
| Access Management | Limit driveways/curb cuts. Example: "Properties with frontages of 600' or less on any individual street shall be permitted only one driveway intersection per street. Properties with frontages greater than 600' may be permitted a maximum of two driveways per street frontage, provided that such driveways are at least 300' apart. Regardless of frontage, a development may be restricted to a single driveway depending on usage and traffic patterns." | |
| Access Management | Require all parcels to be developed or redeveloped in the Highway Commercial district to share access with an adjacent commercial property when available. If shared access cannot be provided by an existing driveway, the applicant shall provide access in a way that maximizes the potential for shared access in the future. This will require a shared access and maintenance agreement. | Increasing access between parcels will reduce the number of vehicles pulling onto and off of Route 8. |
| Off-Street Parking | Review and recalibrate off-street parking minimums. Make shared parking agreements easy and attractive. Allow for "reserve parking," not required to be built initially, with space saved in case local officials determine later that more is needed. Set an off-street parking maximum at 120% of the minimum required parking for a given use. | Excessive off-street parking requirements for individual uses usually translates to an aggregate oversupply, unnecessary impervious surface coverage and cost for the developer. |
| Off-Street Parking | Ensure that parking lot design standards are consistent with best practices in sustainability: For lots of a particular size and up, consider best practices such as landscaped strips every fourth row and islands at the end of every row, in addition to:<br>• Specific provisions for islands (such as least 10' x 20', underlain by soil, protected by curbing | Adding requirements such as these not only improves the visual quality of parking lots, but also reduces heat, improves air quality, mitigates stormwater runoff and funnels traffic. |

| Aspect | Recommendation | Rationale |
|---|---|---|
| | • Provisions for a paved walkway leading toward the building entrance, with five feet provided on both sides of the walkway for planting.<br>• Stormwater controls should be designed according to best management practices – naturalized, landscaped detention basins, swales, surface lot islands, etc. | |
| Off-Street Parking | The design of larger surface parking lots should incorporate pedestrian thoroughfares, landscaped strips leading to clearly delineated pedestrian crossings to building entrances. Lots should incorporate traffic-calming features that give pedestrians priority: speed tables, changes in paving materials.<br>Example: "Continuous internal pedestrian walkways no less than 5 feet in width shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length." | Channeling pedestrians into paths where their right-of-way is clear improves safety, and breaking a large expanse of paved area into more well-defined spaces improves visual quality. |

| Aspect | Recommendation | Rationale |
|---|---|---|
| Off-Street Parking | Evaluate whether dimensional requirements related to parking (stall length and width, aisle width) should be reduced. | Even a minor adjustment, such as reducing minimum stall dimensions from 10' x 20' to 9' x 18', can dramatically reduce the land area devoted to parking. |
| Other Standards | Minimize the visual impact of loading docks, garbage storage and equipment (utility meters, HVAC components and other equipment) with more specific standards for screening and setbacks that apply to all properties along the Route 8 corridor. For example:<br>• "Areas for outdoor storage, truck parking, trash storage, loading or similar uses shall not be visible from public rights of way."<br>• "Such areas shall not be located within 10 feet of any public right of way, public sidewalk or internal pedestrian path."<br>• "These functions shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape." | The clear application and enforcement of these standards will improve the visual quality of the district. |
| Overlay | Establish a State Route 8 Overlay District, encompassing the Route 8 corridor to make it a more clearly targeted incentive for good design.<br>• The Overlay district should appear on the Township Zoning Map.<br>• The Overlay District t should clearly indicate which overlay criteria apply to by-right use and which apply to "incentive conditional use." | Developers prize predictability, which can translate to less time, money and risk invested in property investment. The overlay option would be more widely used if it were clear what benefits it will reliably provide: Instead of the potential for variation/waiver of SALDO standards and "considered" alternatives, the overlay should specifically lay out its incentives in the form of requirement waivers/ reductions, expedited review, etc. |

| Aspect | Recommendation | Rationale |
|---|---|---|
| | • Any time-saving advantage built into the overlay approvals process should be obvious; for example, the process does not appear to necessarily offer an overall timeline advantage compared to conventional approval.<br>• Some design standards currently presented in the ordinance language pertaining to the overlay district should instead be included in the ordinance language pertaining to the Highway Commercial district (such as those mentioned previously regarding access management, screening of storage and site layout).<br>• Design standards reserved for the overlay should include "above and beyond" provisions that the Township cannot and/or should not impose on all properties, such as architectural style or providing utilities underground.<br>• The overlay should strike a balance that encourages developers to provide desired design and amenities in exchange for well-defined incentives that are consistent with the vision for the State Route 8 Overlay District. | |

Propose façade design guidelines pertaining to finishes, roof lines, fenestration/transparency, articulation, and orientation, which are selected to suggest consistency of design for the corridor. The following recommendations could start the conversation. Planning Commission or an appointed advisory board could review plans for consistency with such guidelines.

*Façade Guidelines*

| Aspect | Recommendation | Rationale |
|---|---|---|
| Façade | Principal building entrances should be prominent and well articulated, incorporating such features as canopies, porticoes, arcades, peaked roof forms, arches, outdoor patios, architectural details and integral planters. | Defined and inviting building entrances orient pedestrians and contribute to the character of space. |
| Façade | Ground-floor façades that face public streets should have arcades, display windows, entry areas, awnings or other such features along no less than sixty (60) percent of their horizontal length. To qualify for this requirement, display windows shall begin between 12 to 24 inches above ground level and shall end between 78 inches and 108 inches above ground level. | The share of building exterior devoted to openings is key to creating active, social public places, offering a connection between the activity inside buildings and the public realm. |
| Façade | Enhance visual appeal of building appearance with changes in massing, roof forms and architectural elements such as awnings. Break down building mass to express individual units.<br>• Building façades should be interrupted at least once within every one hundred (100) horizontal linear feet with projections or recesses of four (4) or more feet in depth along any building facade facing a public street or public parking. Offsets should be a minimum of 20 contiguous feet within each 100 feet of façade length. Offsets should be continuous from grade to the roof line.<br>• Building façades of two hundred (200) feet or more which face public streets or public parking should, in addition to offsets, include other design elements to break up the façade, such as awnings, porches, canopies, towers, balconies, bays, changes in building materials, gables and planted trellises. | Reducing the massive scale and the generic appearance of large retail buildings helps to create a human-scaled environment. |

| Aspect | Recommendation | Rationale |
|---|---|---|
| | All buildings, building ridgelines or roof planes facing public streets and public parking lots should be interrupted at least once every one hundred (100) feet by a vertical change of five (5) feet, the inclusion of a new gable or the inclusion of a dormer. | |
| Façade | Roof lines should be varied with a change in height at least every 100 linear feet along the building length. Parapets, mansard roofs, gable roofs, hip roofs or dormers should be used to conceal flat roofs and roof top equipment from public view. Alternating lengths and designs may be acceptable and can be addressed during the preliminary/ tentative development plan. | These rules are intended to help reduce the massive scale and generic appearance of large retail buildings. |
| Façade | Predominant exterior building materials should be high-quality, including, without limitation, brick; wood; sandstone; other native stone; and tinted, textured concrete masonry units. Predominant exterior building materials should not include smooth-faced concrete block, tilt-up concrete panels or pre-fabricated steel panels. | Building material guidelines are designed to reinforce the character of a high-quality public realm. |
| Façade | Consider prohibiting the use of high-intensity primary façade colors, metallic colors or fluorescent colors. Building trim and accent area may feature brighter colors, such as primary colors, but neon tubing shall not be an acceptable feature for building trim or accent areas. | Exterior color guidelines are designed to reinforce the character of a high-quality public realm. |

*Façade Guidelines (continued)*

| Aspect | Recommendation | Rationale |
|---|---|---|
| Façade | Any property with more than one building on the site should have a common and coherent architectural theme throughout the development. | Architectural style guidelines are designed to reinforce the character of a high-quality public realm. |
| Façade | Any parking lot fronting the Route 8 corridor should be screened according to specific requirements. | Landscaping screens along the corridor frontage help to form a uniform street wall and create a sense of enclosure. |

Review signage requirements and consider phasing out freestanding/pole signs in favor of monument signs, and to allow some forms of painted wall signs. A preliminary review resulted in the following recommendations.

*Signage Requirement Recommendations*

| Aspect | Recommendation | Rationale |
|---|---|---|
| Signs | Control the proliferation, location and size of signs along the Route 8 corridor to mitigate visual clutter. Current conditions could be a matter of requirements in need of calibration, enforcement issues or a combination of both. | Sign clutter reduces the effectiveness of all signs and negatively impacts traffic safety and the corridor's sense of place. |
| Signs | Redefine "freestanding" to include both monument and pole signs (for consistency with the commonly accepted understanding of the sign term). A monument sign is a freestanding sign permanently affixed to the ground and supported entirely by its base structure.<br><br>Remove pole signs as a type permitted in the Highway Commercial district. | Monument signs should appear at eye level, limited in scale, built with materials that match principal buildings.<br><br>The phasing out of pole signs will help to mitigate visual clutter. |
| Signs | Billboards in the Highway Commercial district can have a surface area of up to 200 feet, including both sides if it the sign is two-sided. Consider reducing the maximum surface area to 100 square feet per side or 150 square feet for a one-sided sign.<br><br>The minimum half-acre lot requirement for billboards might have the effect of limiting locations where it is possible to install a billboard, but it could also result in sprawl. Examine how this has played out in approvals. | The size of billboards should be scaled to the posted speed of the roads they face. These suggestions reflect the Montgomery County (PA) Model Sign Ordinance. |

*Signage Requirement Recommendations (continued)*

| Aspect | Recommendation | Rationale |
|---|---|---|
| Signs | Allow wall signs to be painted directly on building surfaces . Allow wall signs to be painted on side and rear building walls. | Vibrant, human-scale commercial and mixed-use areas typically involve more varied sign types than districts where drivers are expected to read signs while passing at considerable speed. |
| Signs | Consider making the brightness measures at Section 310-87 less subjective ("brighter than is necessary"). | Setting quantitative standards helps ensure that sign owners and zoning officers speak the same language. |
| Signs | Add a list of expressly prohibited sign types to the relevant section of the zoning ordinance, gathering those already listed elsewhere (flashing, moving, snipe signs posted without permission) as well as pennants, streamers, festooning, feather flags and possibly inflatables. | Certain sign types have a tendency to detract from visual character and distract drivers. Centralizing prohibited signs in a single list will make the rules more clear. |

# ILLUSTRATED CONDITIONS: EXISTING TO FUTURE

*ROUTE 8 TODAY*

The following series of images illustrates how the recommendations on preceding pages — regarding land use and site design, access management, parking, pedestrian amenities, facade guidelines and signs — would play out incrementally as investment in individual sites triggers compliance.

The first image, above, shows the typical existing conditions on State Route 8. Crucial issues include the lack of a consistently defined public realm, expanse of parking lots and an unwelcoming pedestrian environment (fragmented sidewalk route, prevalence of pedestrian/vehicle conflict points, lack of buffer, noise), all of which prevent this area from achieving its potential for prosperity as a commercial hub and detract from its quality as a destination within Richland Township.

A large-scale project, such as a redesign within the PennDOT-owned road cartway to change traffic characteristics, would be one way to transform the corridor. However, the Township's surest bet on change absent considerable resources for public projects is adjusting the ground rules for development in ways that improve design without necessarily increasing the costs of development. Such change will take years or possibly decades to fully realize, but it is unlikely to happen at all without the right set of rules in place.

*INCREMENTAL STAGE 1*


1. Development of outparcels adds value to overbuilt surface parking space and helps to define a more uniform frontage along the road.

2. The required building setback is changed from a minimum of 40’ to a range: Buildings must be placed within 10’ and 25’ of the right-of-way. This reinforces a sense of street enclosure that has the effect of calming traffic, improving walkability and creating a sense of place.

3. Green roofs could be incentivized and encouraged as a stormwater best management practice.

4. Requiring off-street parking to be located to the rear or side of buildings de-emphasizes vehicle storage as the primary visual feature along the corridor.

5. The sidewalk network is initially disconnected as improvements are installed along with property development or redevelopment. Added with redevelopment, street-front planting strips should be a minimum 4’ width and commercial zone sidewalks should be a minimum 6’ width.


1. As infill continues, enabled by adjusted dimensional requirements, the sidewalk network takes more cohesive shape. A buffer of landscaping and street trees between the sidewalk and Route 8 provides pedestrians a greater comfort level, provides an opportunity for stormwater infiltration and improves visual quality along the corridor.

2. Parking lot landscaping requirements apply to redevelopment, adding pedestrian thoroughfares, landscaped strips leading to clearly delineated pedestrian crossings to building entrances.

3. Reduced/eliminated off-street parking minimum requirements, shared-parking agreements and reserve parking will help reduce the extent to which lots are overbuilt, adjusting the supply of spaces to more closely meet demand.

4. Building signs can be painted directly onto surfaces and may be installed on the sides of buildings.

5. Monument signs are the only freestanding sign type permitted in this district, reducing visual clutter and making the corridor less completely vehicle-oriented.

6. Multi-story buildings (currently permitted) are encouraged along the frontage and made more viable by permitting mixed-use by right (retail/office, office/residential, live-work, etc.).

*INCREMENTAL STAGE 2*


1. As infill continues, enabled by adjusted dimensional requirements, the sidewalk network takes more cohesive shape. A buffer of landscaping and street trees between the sidewalk and State Route 8 provides pedestrians a greater comfort level, provides an opportunity for stormwater infiltration and improves visual quality along the corridor.

2. Parking lot landscaping requirements apply to redevelopment, adding pedestrian thoroughfares, landscaped strips leading to clearly delineated pedestrian crossings to building entrances.

3. Reduced/eliminated off-street parking minimum requirements, shared-parking agreements and reserve parking will help reduce the extent to which lots are overbuilt, adjusting the supply of spaces to more closely meet demand.

4. Building signs can be painted directly onto surfaces and may be installed on the sides of buildings.

5. Monument signs are the only freestanding sign type permitted in this district, reducing visual clutter and making the corridor less completely vehicle-oriented.

6. Multi-story buildings (currently permitted) are encouraged along the frontage and made more viable by permitting mixed-use by right (retail/office, office/residential, live-work, etc.).

## Next Steps

The Township Manager and Board of Supervisors will identify the best method of getting Zoning Ordinances updated.

- ☐ **The Planning Commission should review the potential changes to the Zoning Ordinance, Subdivision and Land Development Ordinance and/or other rules and guidelines pertaining to the appearance and function of the Route 8 corridor and proceed to one of these choices:**

  A. Have the Land Use Administrator prepare revisions to the Ordinances for review by the Planning Commission and adoption by the Board of Supervisors. This will require a significant time commitment from staff.

  B. Have a subcommittee of the Planning Commission form a regulatory advisory working group to discuss and draft updated ordinances, under the direction of the Land Use Administrator.

  C. Hire the solicitor or planning consultant to prepare zoning updates in collaboration with the Land Use Administrator; these will then be reviewed by the Planning Commission and adopted by the Board of Supervisors. This would require the least amount of time for staff but would incur consulting costs.

Updating ordinances is often the next step after adopting the comprehensive plan. It is important from a regulatory perspective to make sure that there is consistency between the ordinances and the new comprehensive plan.

- ☐ **Gather relevant details.**

  Staff, working group and/or consultant should gather and analyze additional information about how, specifically, current rules are effective and where changes are needed. If the data is available, staff should prepare a spreadsheet tracking two years of zoning variance applications and their outcomes. Survey or interview property owners and developers to identify which requirements create tension. Learn from code enforcement personnel which regulations are difficult to interpret or effectively enforce.

- ☐ **Recommend a set of ordinance changes to achieve desired conditions.**

  Evaluate which of the potential amendments presented in this chapter are desirable and appropriate for the Route 8 corridor:

  - Consider which of the recommendations from this chapter should amend other zoning language (off-street parking, landscaping, signs) and regulations (sidewalks in the Subdivision and Land Development Ordinance, for instance).
  - Consider how local goals for the corridor compare to what is happening on Route 8 in neighboring communities.

## SAFE ROUTES TO SCHOOL

The Pine Richland Area School District does not currently participate in a Safe Routes to School (SRTS) program which 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 lifelong 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 physically 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 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.

## SCHOOL ZONE DESIGNATION

Given the Township residents desire to increase the walkability within Richland Township, one of the priority projects recommended is improving conditions for walking along Bakerstown Road between Liberty Boulevard and Ridge Road to the Eden Hall Upper Elementary School and the Richland Elementary School, and along Ridge Road to Chatham University's Eden Hall Campus and their extensive campus walkway and trail network. As part of their bridge improvement work, PennDOT will be replacing the bridge spanning the railroad. As part of this project the sidewalk along the south side of the bridge will be reconstructed to assist with this connection.

The following is the process which, upon a request from the School District, PennDOT will initiate to establish a school zone near the requested schools.

Whether located on a local road or within a state highway right-of-way, the Township must follow the requirements of PennDOT's Publication 212, Official Traffic Control Devices, Subchapter F, Traffic Controls for School Areas. To begin the review and approval process, the Township must complete a PennDOT "Traffic and Engineering Study - School Zone Speed Limit" application, along with required attachments and submit it to the local PennDOT District's Traffic Engineer. In addition to the application, the Township must provide the following:

a. Geometric Review - Roadway cross section and horizontal and vertical alignment.

b. School Route Plan

A School Zone is defined as a portion of a highway that at least partially abuts a school property or extends beyond the school property line that is used by students to walk to or from school or to or from a school bus pick-up or drop-off location at a school.

A 15 mile per hour school zone speed limit may be established in a school zone during the normal hours that walking students are arriving at or leaving school, under 75 Pa.C.S. 3365(b) (relating to special speed limitations).

To establish a school zone, the Township must be responsible for preparing and submitting a drawing showing the locations where students walk along or across roadways that are adjacent to school property, the hours that students are going to or from school and the proposed limits for the school zone to PennDOT for approval.

PennDOT is responsible for approving the establishment of all school zones, including the locations and hours of operation, except local authorities shall be responsible for approving school zones at the following locations:

1. On local highways when a municipality has received municipal traffic engineering certification under Chapter 205.

2. On state designated highways when a municipality has entered into an agreement with the Department thereby transferring to the local authorities the authority to install traffic control devices without specific Department approval.

3. On highways in cities of the first or second class, except not on expressways.

The duration of a 15 miles per hours school zone speed limit should be only long enough to include the time that walking students routinely arrive at or leave school.

A school zone speed limit shall be posted on official traffic control devices as follows:

1. At the beginning of the school zone speed limit, one of the following signs or groups of signs shall be posted on wither the right side of the roadway or over the roadway:

    a. A speed limit sign (R2-1) with the appropriate school zone speed limit, with a school panel (S4-3) mounted above the speed limit sign and when a flashing sign (S4-4) mounted below a speed limit sign (R2-1), with two flashing speed limit sign beacons.

    b. A speed limit sign (R2-1) with the appropriate school zone speed limit panel with school panel (S4-3) mounted above the speed limit sign (R2-1) and a restricted hours panel (R10-20A) mounted below the speed limit sign (r2-1).

    c. A school speed limit when flashing sign with a blank out “15” and flashers as illustrated in Traffic Signal Design Handbook, PennDOT Publication 149M.

2. An end of school zone sign (S5-2) shall be posted on the right side of the roadway to define the end of the school zone speed limit.

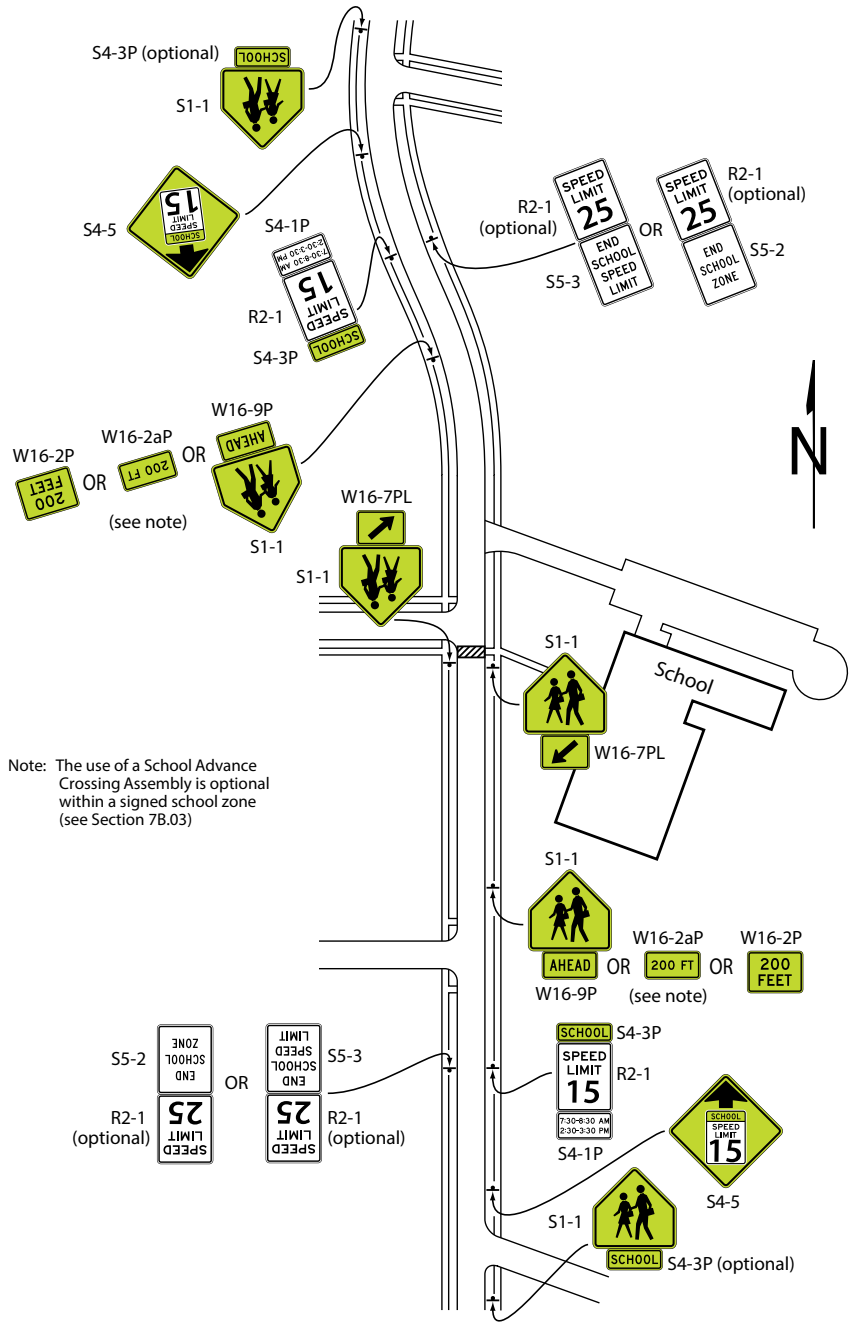
3. The limits of the school zone may extend beyond the school property lines to improve the sight distance or to encompass a school crosswalk, except that the length may not be greater than 1,600 feet.

A completed Traffic Engineering Study School Zone Speed Limit Application should be submitted to Mr. Todd Kravits, PennDOT District 11-0, 45 Thoms Run Road, Bridgeville, PA 15017, to begin a dialogue with PennDOT on the possibility of establishing school zones as recommended in this study.

Upon approval of PennDOT a School Zone Signing Plan should be implemented.

MUTCD 11th Edition

Example of Signing for a School Zone
with a School Speed Limit and a School Crossing

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## TOWARD ZERO DEATHS AND VISION ZERO

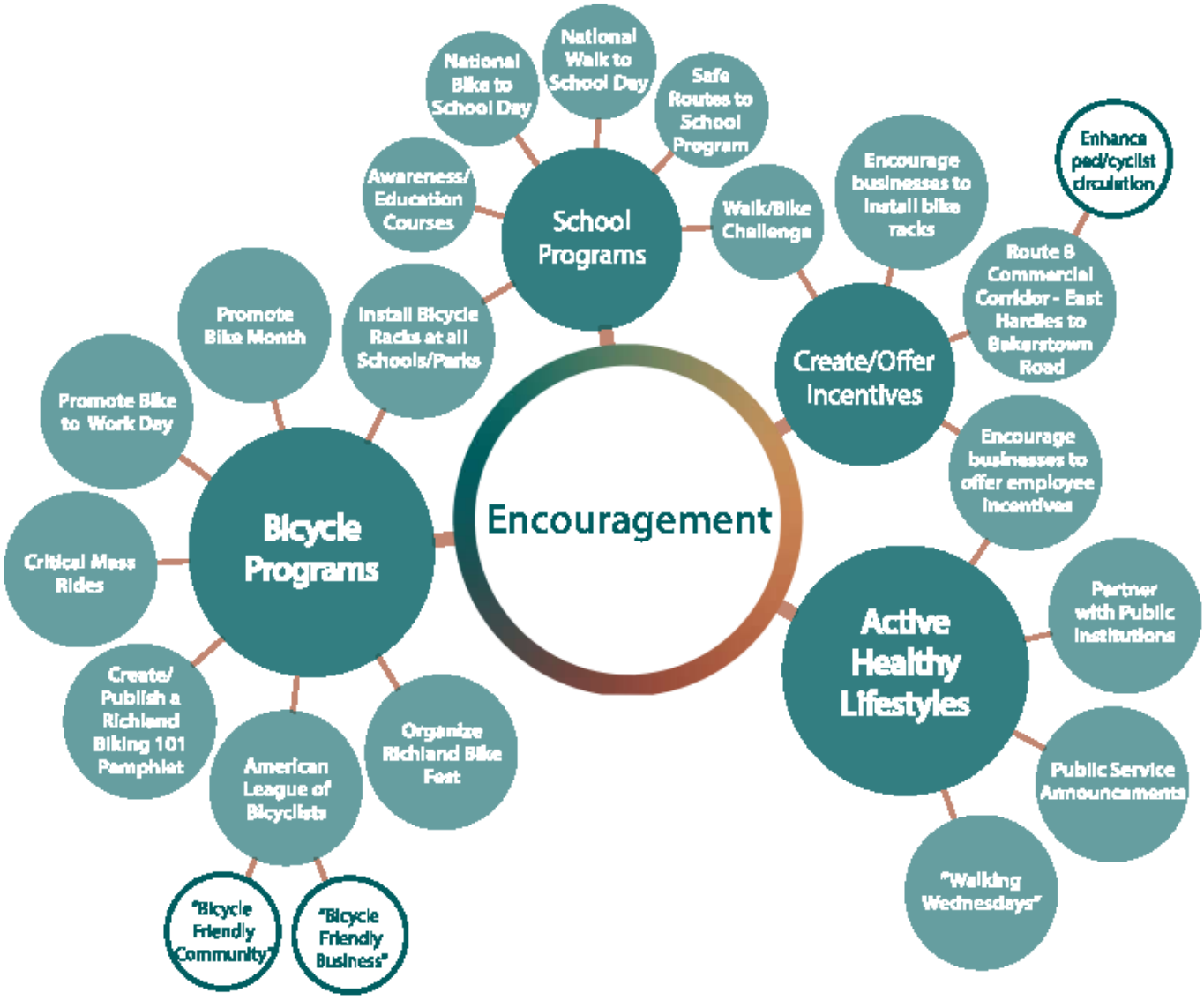
The Federal Highway Administration partners with external organizations in support of goals to reduce fatalities on our streets. These initiatives augment each other and provide a shared goal to coalesce around to save lives. Two organizations and approaches that coordinate with the U.S. Department of Transportation and each other are Toward Zero Deaths and Vision Zero.

Information can be found here:

- http://www.towardzerodeaths.org
- https://visionzeronetwork.org/

# Encouragement

Motivational activities can be among the best methods of changing behavior, in this case, persuading more people to engage in healthy, active lifestyles via active transportation. Encouragement programs make walking and biking visible and normal activities.




The following examples should be considered a menu of possibilities :

- ☐ Open Streets event
- ☐ Bicycle programs
- ☐ Walking/running programs
- ☐ School programs
- ☐ Active/healthy lifestyle programs
- ☐ Incentive programs
- ☐ Open Streets Community Event

## OPEN STREETS

Host a Richland Township Open Streets event, which emphasizes both healthy, active lifestyles and economic development. The idea is to shut down 1 to 5 miles of a roadway to motor vehicles to encourage use of the street by people riding bikes, walking, roller-blading, skateboarding, wheeling or scootering. Open Streets events also remind all residents that "Streets are for People."

This is a national initiative, and more information and a complete toolkit can be found here:

https://openstreetsproject.org

Convene a group, including volunteers, to select a location and plan the event. The event should probably be on a Sunday during a warm-weather month, perhaps 9 a.m. to 1 p.m.

Funding or donations may be available from Allegheny County or local businesses, groups or institutions. As the purposes are to highlight local businesses as well as encourage active living, grants, sponsorships or donations may be available from a wide range of sources.

Steps would include:

- ☐ Select location, along with Police Department, to close down the street and feeder streets, and re-direct traffic;
- ☐ Inform businesses and see how they'd like to participate;
- ☐ Rent port-a-johns and complete other festival-oriented tasks;
- ☐ Get small donations for things like T-shirts for volunteers, bike-helmet giveaways, other prizes;
- ☐ Arrange for fitness centers, a YMCA, hospital or other businesses or non-profits to run activities such as yoga, Zumba, cooking demonstrations;
- ☐ Publicize the event;
- ☐ Carry it off!

## BICYCLE PROGRAMS

These programs show how appealing and popular biking is, helping to make it widely viewed as a desirable and fun activity.

- ☐ "Toolkits" for almost any bicycle program are available via BikeErie. Visit https://bikeerie.org/ or call Promote bike month (May).
- ☐ Promote bike to work day (nationally, the third Friday in May).
- ☐ Schedule critical mass rides (events where bicyclists take to the streets to promote bicycling as the best means of community transit).
- ☐ Publish a downloadable Bike and Walking Routes map.
- ☐ Prepare and publish a Bicycling 101 pamphlet or distribute one from a cycling organization.
- ☐ Seek recognition from the American League of Bicyclists as a Bicycle Friendly Community and encourage local businesses to become certified as a Bicycle Friendly Business.
- ☐ Organize and promote a community Bike Fest to promote awareness and bicycle-friendly events throughout the City. (See also Open Streets Event in this section.)

- ☐ Install bicycle racks at prime business and community locations.
- ☐ Create a bike-rack design contest for local artists, including a student division, with the prize being the manufacture of the design and installation (donated by local fabricating businesses).

## WALKING/RUNNING PROGRAMS

Seek ways to build on partnerships with local walking, running, and cycling groups. Create a joint calendar of walking and running activities for use by all the partners.

- ☐ School Programs
- ☐ Work with the Pine Richland School District to promote its Safe Routes to Schools Program for students, and expand it to faculty/staff members.
- ☐ Promote National Walk to School Day and National Bike to School Day.
- ☐ Conduct awareness and education courses throughout the public and private schools.
- ☐ Incentive Programs
- ☐ Establish a business walking/bicycling challenge.
- ☐ Encourage businesses to provide incentives for walking or bicycling to work.
- ☐ Encourage bicycle parking within existing businesses and require bicycle parking in new businesses.

## ACTIVE/HEALTHY LIFESTYLE PROGRAMS

- ☐ Collaborate with local hospitals and local medical practices to create “outdoor prescriptions” for linking active transportation and personal and community health.
- ☐ Partner with public institutions (library, hospital, government) to install bike parking on their property.
- ☐ Promote Walking Wednesdays or other engaging community activities, perhaps through the Senior Center or Richland Township Library (Walk & Talk book discussion).

# Equity

It is the responsibility of planners, staff and elected officials to find ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community. Here are some specific steps to pursue:

- ☐ Enhance pedestrian infrastructure in locations where the household poverty rate is highest in the community, as these residents are among the most likely to walk where they need and want to go. This could not be ascertained via Census data, but it is possible that Township staff or elected officials have a sense for where these neighborhoods are and can make sure they remain at the fore.
- ☐ Improve or add sidewalks and crosswalk connections between high-density area, such as apartment complexes, senior housing, mobile home parks to bus stops. This helps connect people to employment or needed services.
- ☐ Improve transit stops for accessibility, safety and comfort at locations where the largest numbers of riders wait for buses.
- ☐ Ensure sidewalk connections to key transit stops.
- ☐ Ensure there are sidewalk connections to schools and parks.

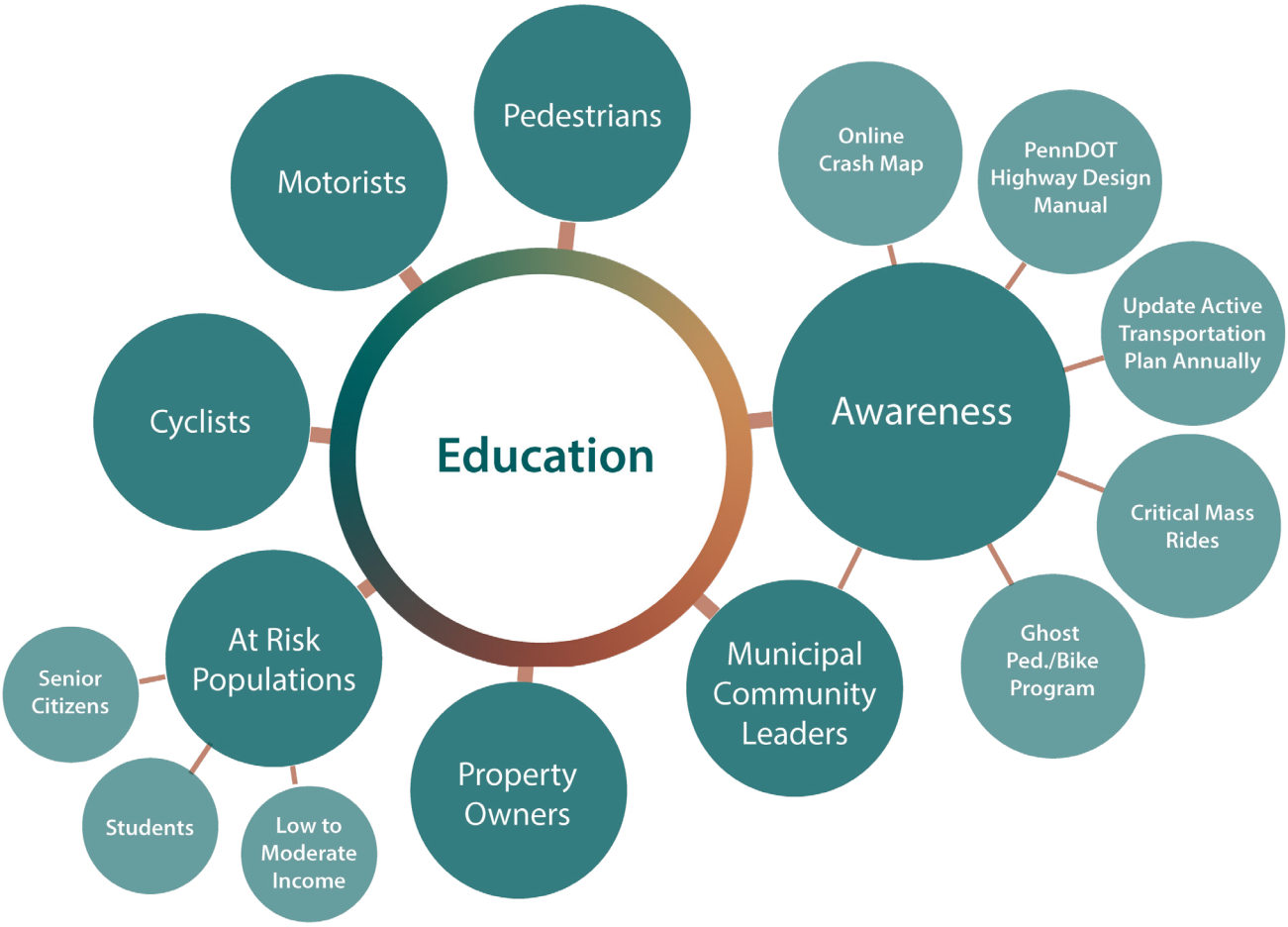
# Education

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 are 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 and death.

To develop a community culture of biking and walking, education needs to take place. Programs fall into two general categories:

- ☐ Raising awareness that Richland Township is encouraging safe, comfortable and convenient walking and biking through implementation of this plan, including the addition of new active transportation infrastructure. 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 that more people and bikes are out and about.
- ☐ Providing education for cyclists, pedestrians and motorists about how to share public streets and rights-of-way. Most people, especially children, are not aware of safe walking and bicycling practices. And drivers also need education on safe driving habits, especially as related to pedestrians and bicyclists. Additional driver safety campaigns should extend into the high schools.

As time goes on, everyone should become aware that children and adults are walking and bicycling, and that sharing the road can be a matter of life or death.




## AWARENESS

Create a public awareness campaign that begins with preparation of this Active Transportation planning project and continues for years as aspects of the plan are implemented. Tap the Active Transportation Advisory Committee, law enforcement, local businesses, health-care providers, public institutions and schools to create the campaign, including goals, branding, content and timeline. Funding might be available via non-profits such as People For Bikes or Rotary Club, or one of several insurance companies that sponsor grant programs

The awareness campaign should educate pedestrians, motorists, and cyclists about safe walking, driving and riding. An example is Mt. Lebanon, PA's "Look up Lebo" education and awareness campaign, created in conjunction with Allstate. The community instituted this program after a resident pushing a baby stroller was hit by a car and killed. The community awareness program included these components:

- ☐ Eye-catching street-level banners installed throughout the Municipality
- ☐ Communications pushed out via every municipal channel emphasizing driver, pedestrian and cyclist responsibilities, and
- ☐ Informational videos and educational materials on the municipal website. Here's an example from another community: https://www.mtlebanon.org/2241/Look-Up-Lebo


Other forms of awareness building are also important, as they can not only help to spread the word but also serve to engage a broad range of officials, stakeholders, business owners and citizens.

- ☐ Yard sign campaigns - Slow down yard sign campaigns (such as Keep Kids Alive Drive 25®) allow residents with concerns about speeding in their community to help remind drivers to slow down and stop for pedestrians.
- ☐ Pace car campaigns — Neighborhood pace car programs aim to make neighborhoods safer for pedestrians, bicyclists, and drivers. Resident pace car drivers agree to drive courteously, at or below the speed limit, and follow other traffic laws. Programs usually require interested residents to register as a pace car driver, sign a pledge to abide by the rules, and display a sticker on their vehicle.
- ☐ Porch-light campaigns — Encourage homeowners to turn on their post lights or stoop lights to make walkways more visible at night.
- ☐ Educate municipal and community leaders on key issues and methods of raising awareness.
- ☐ Challenge local high school or college students with a contest to create awareness posters to be mounted in public places throughout the community.
- ☐ Use information found in the PennDOT Highway Design Manual to make pedestrians, cyclists, and drivers aware of road laws and traffic calming methods.
- ☐ 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).

## EDUCATION PROGRAMS

- ☐ Education programs differ from awareness programs in that their primary purpose is to help build skills or general knowledge among targeted groups, including motorists (both experienced and new drivers), cyclists (at varying age and experience levels) and pedestrians (with varying age and levels of physical ability).
- ☐ Many education programs about biking and walking are available as "tool kits," to be conducted in person or online, in groups or individually.
- ☐ Distribute brochures or fliers printed as part of the awareness campaign at local businesses, schools and places of worship or other locations where groups meet.
- ☐ Bike Pittsburgh offers instructional videos online, including how to teach someone to ride a bike. This site also includes links to the PennDOT videos mentioned below. https://bikeerie.org/resources/online-bike-education/
- ☐ Incorporate PennDOT age-specific videos that explain laws and teach safe driving and cycling techniques. https://www.penndot.pa.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/Pedestrian-Safety.aspx, https://www.penndot.pa.gov/TravelInPA/active-transportation/Pages/Pedestrian-Safety-Videos.aspx
- ☐ Educate law enforcement officials about how they can help foster safe biking and walking environments and build knowledge in the community.
- ☐ 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. Many 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 following is a list of pedestrian and bicycle education resources that are available to Richland Township. We recommend the Township create an Active Transportation landing page on the Township website,provide links to, and promote these educational resources through the Township's social media efforts:

### *Active Transportation Educational Resources – Videos*

- Ride Smart: https://bikeleague.org/ridesmart/ridesmartvideos/
- EBike Smart: https://learn.bikeleague.org/products/e-bike-smart#tab-product_tab_contents__7

### *BikePGH*

- Drive with Care: https://bikepgh.org/our-work/education/drive-with-care/
- Educational Videos: https://bikepgh.org/resources/educational-videos/
- Educational Classes: https://bikepgh.org/our-work/education/citycycling/
- Toolkit for Youths: https://bikepgh.org/our-work/education/positivespin/

### *Southwestern Pennsylvania Commission*

- Active Transportation Education: https://www.atrc-spc.org/education.html

*PennDOT*

- Bicycle Safety: https://www.penndot.pa.gov/about-us/media/bicycles/Pages/default.aspx
- Pedestrian Safety: https://www.penndot.pa.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/Pedestrian-Safety.aspx, https://www.penndot.pa.gov/TravelInPA/active-transportation/Pages/Pedestrian-Safety-Videos.aspx

*Other Local Municipalities:*

- https://mtlebanon.org/roads-transportation/look-up-lebo-safety-campaign/

*National Highway Traffic Safety Association*

- https://www.nhtsa.gov/road-safety/bicycle-safety

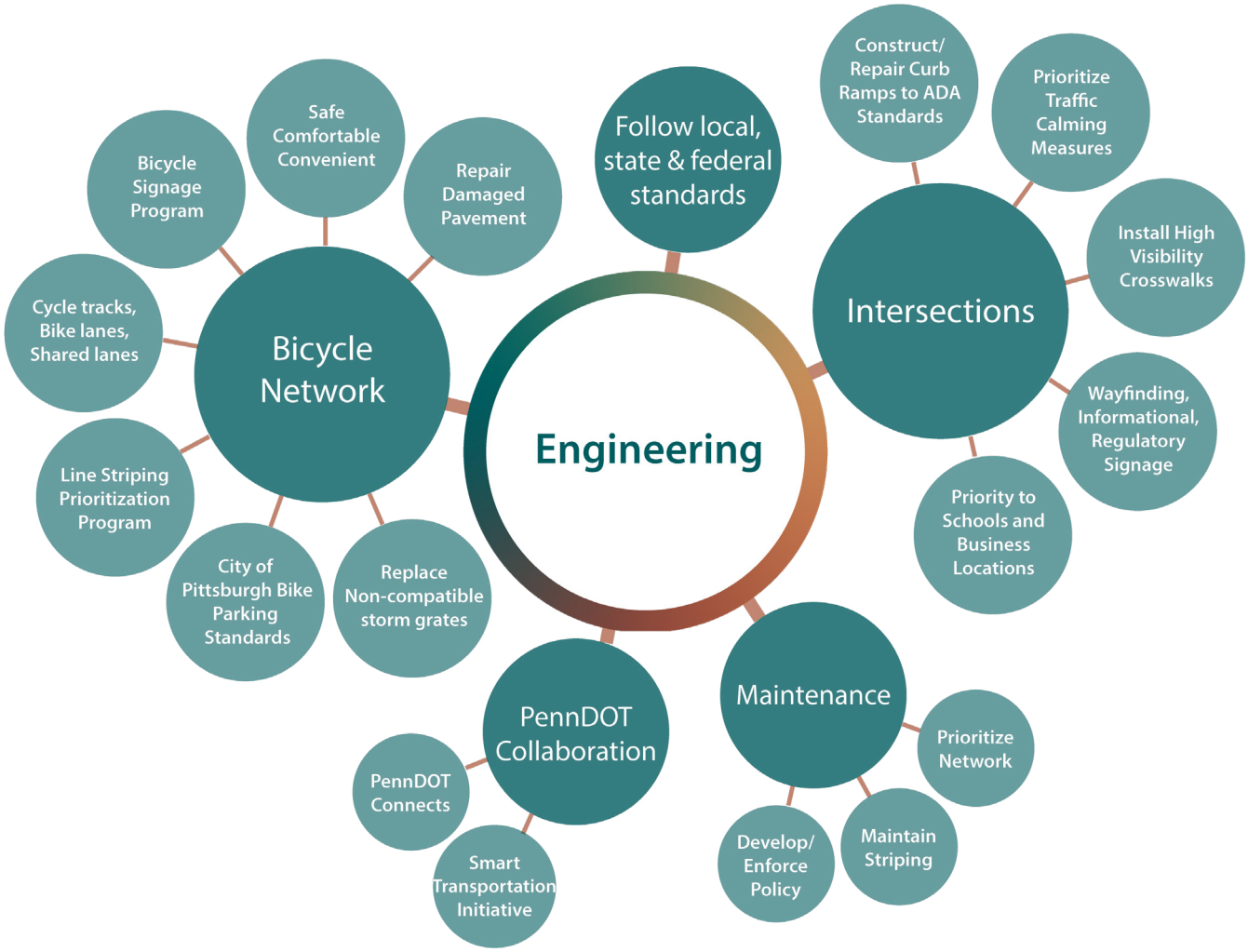
## PUBLICIZING ACTIVE TRANSPORTATION CORRIDORS AND IMPROVEMENTS

Employ the municipal website and other platforms to help residents to learn about trails, routes and proposed connections. Create a Active Transportation and Connectivity section on the Township's website. Suggested features:

- ☐ A map of corridors, with photographs
- ☐ The Bicycle and Transit Improvements Map, showing existing and proposed routes
- ☐ A wish list for donated labor
- ☐ A wish list for donated amenities
- ☐ Create entries for Richland Township routes within popular mapping and hiking/ running/ cycling apps, such as AllTrails and Strava, and provide links on the Richland Township website. (This could be a Scout or other volunteer project.)

# Engineering

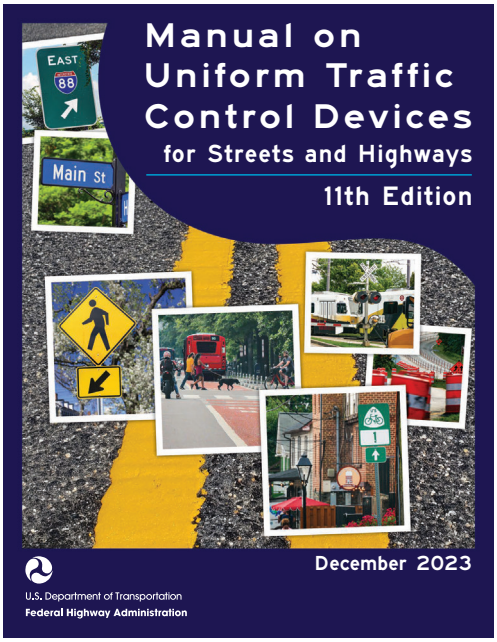
Changes to the built environment through engineering improvements - also called physical projects or built projects - are a critical component of increasing pedestrian and bicycling safety. The following overall engineering goals and implementation strategies are recommended for Richland Township and its partners.

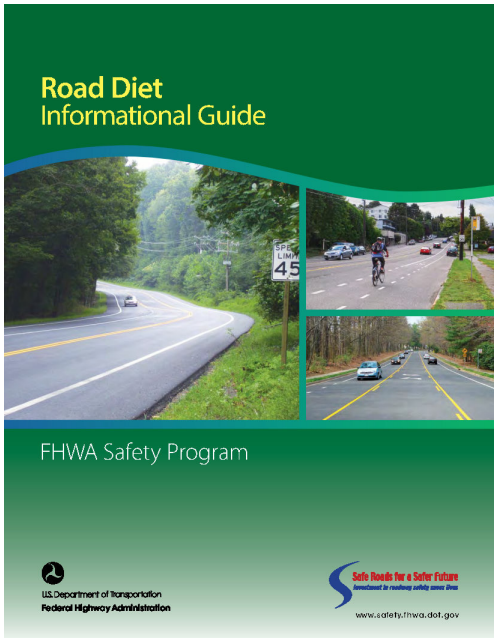


## BEST PRACTICES AND DESIGN GUIDES

Best practices in pedestrian, bicycle, and transit is continually evolving. It is important that municipal engineers, planners, staff and department of public works directors stay current with these advancements. As of this writing the current best practices in pedestrian, bicycle and transit planning and design includes:

- FHWA Manual on Uniform Traffic Control Devices
- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide of the Development of Pedestrian Facilities
- AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets
- AASHTO A Guide for Achieving Flexibility in Highway Design
- NACTO Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- NACTO Transit Street Design Guide
- NACTO Urban Street Stormwater Design Guide
- NACTO Designing for All Ages & Abilities: Contextual Guidance for High Comfort Bicycle Facilities
- ITE Design Walkable Urban Thoroughfares: A Context Sensitive Approach
- PennDOT Smart Transportation Guidebook
- The Pennsylvania Traffic Calming Handbook
- Pennsylvania Public Transportation Association, Building Better Bus Stops Resource Guide
- FHWA Manual of Uniform Traffic Control Devices
- FHWA Road Diet Informational Guide
- FHWA Small Town and Rural Multimodal Networks
- FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- FHWA Separated Bike Lane Planning and Design Guide
- FHWA Manual on Pedestrian and Bicycle Connections to Transit
- FHWA Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities
- U.S. Access Board Final Rule on Public Right-of-Way Accessibility Guidelines
- U.S. Access Board American Disabilities Act Accessibility Guidelines
- U.S. Department of Justice, American Disabilities Act (ADA) Standards for Accessible Design
- Pennsylvania Trail Design & Development Principles: Guidelines for Sustainable Non-Motorized Trails




Of importance is the 2023 FHWA Manual on Uniform Traffic Control Devices, Edition 11, which provides flexibility to prioritize safe mobility for all people, including those moving outside cars. One important example: the new manual downplays the primacy of the 85th percentile as the main factor in setting speed limits and, instead, encourages consideration of important, contextual factors, such as land use, pedestrian activity and frequency of crashes. The updated MUTCD specifically states, "On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used to set speed limits" without considering those other contextual factors. That's an important improvement.

Further, the FHWA Road Diet Informational Guide is an important document as it prescribes the process for evaluating the implementation of road diets. As a rule of thumb, converting a four-lane street to a two-lane street with a center turn lane is feasible for streets with traffic volumes of up to 20,000 ADT. See the FHWA Road Diet Informational Guide for more information. Such conversion typically improve traffic flow and reduce crashes for all modes.

## 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 Richland Township.

## INTERSECTIONS

- ☐ Construct new curb ramps, repair damaged curb ramps, and update all non-compliant 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

## RICHLAND TOWNSHIP SPECIFIC

In addition to the specific implementation strategies recommended earlier in this plan, there are several strategies that can be implemented throughout the Township. These include:

- Maintenance of Crosswalks:

  PennDOT, through their Local Technical Assistance Program (LTAP) information series, https://gis.penndot.gov/LTAP/Public/PublicDocs_GenInfo.aspx, publishes technical information sheets of various topics of interest to municipalities. LTAP Technical Information Sheet #217 addresses the question of who is responsible for maintaining pavement markings:

  Pavement markings are typically divided into two main categories: longitudinal lines and transverse markings. Longitudinal lines include those markings that are parallel to and go along the roadway, such as center lines, lane lines, and edge lines. Transverse markings include most other marking types, such as stop lines and crosswalks that are perpendicular to the roadway, as well as symbols, legends, parking space markings, curb painting, and others.

  Title 67, Chapter 212, Section 212.5, details who is responsible for installing and maintaining traffic

control devices, including pavement markings. Municipalities are responsible for all pavement markings on local roads, as well as several pavement markings on state roads, including:

1. Any transverse markings shown on the permit for a traffic signal
2. Crosswalk markings at unsignalized intersections across a state route and at mid-block crosswalks

Many municipalities paint the transverse markings and use contractors for longitudinal markings. Available personnel and equipment may dictate the choices you make for which markings to apply and which to contract out. Remember that you will need the appropriate level of traffic control to install pavement markings, especially at busy intersections. One other key issue when using contractors is deciding on the methods you will use for quality control and assurance.

It is important for Richland Township to maintain the visibility of crosswalk markings within the Township.

- Bicycle May Use Full Lane Signs

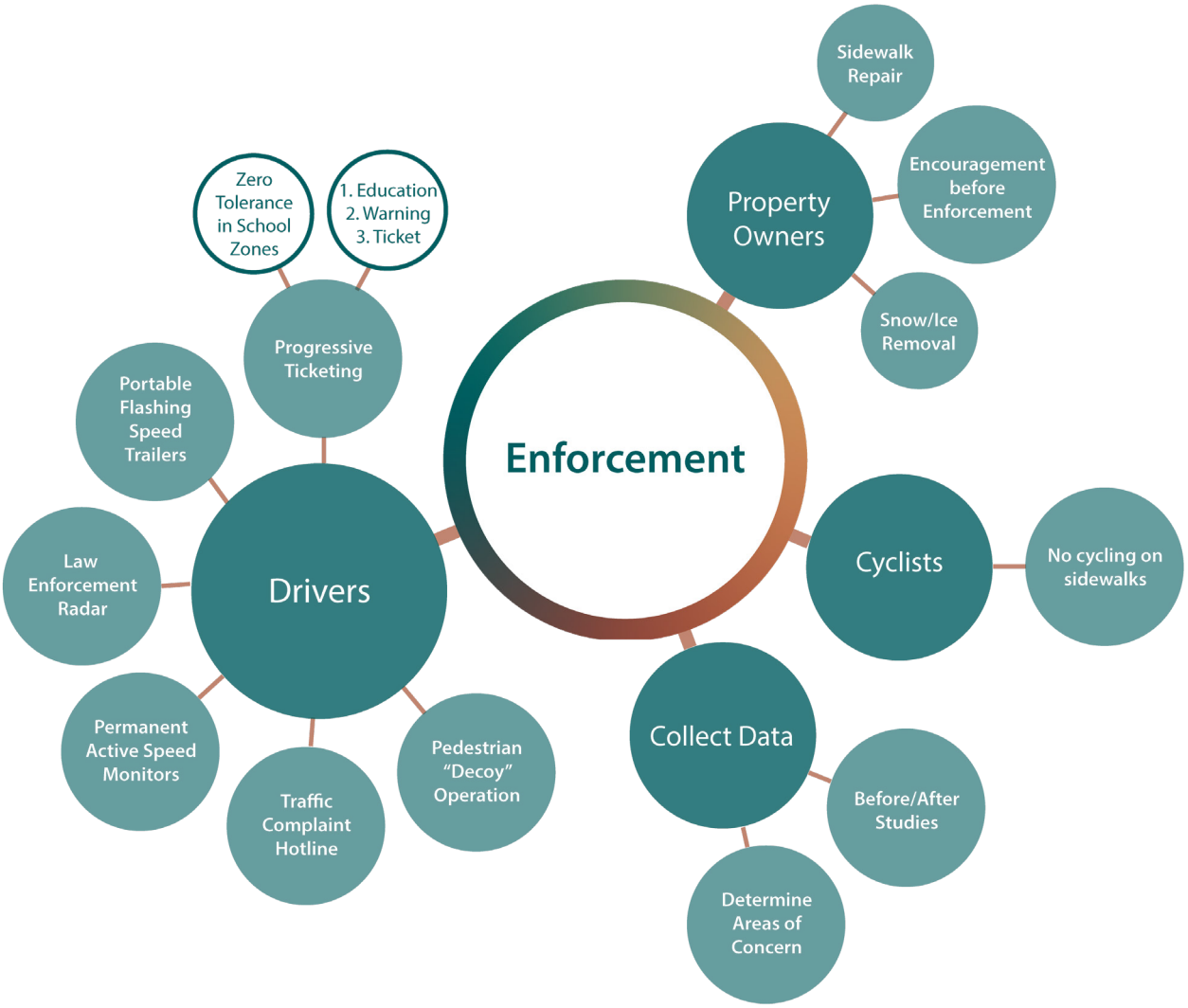
  If Richland Township desires to improve the roadways within the Township, the Township should consider installing the "Bicycle Allowed Use of Full Lane" signs as authorized by the Federal Highway Administration's Manual on Uniform Traffic Control Devices Sign type R9-20. This sign reminds the motoring public to recognize that bicycles have the same right to travel-way as do motorized vehicles.

- Bridges and Culverts

  Many bridge and culvert roadway crossings limit the ability of providing continuity of pedestrian and bicycle facilities along the roads within Richland Township. When bridges and culverts are being improved within the Township they should be expanded and lengthened to provide sufficient road shoulders for pedestrian and bicycle facilities.

# Enforcement

Enforcement 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 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.




## MOTORISTS

- ☐ 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 and Active Speed Monitors*


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 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. These signs collect data that can then be analyzed to determine whether other infrastructure or enforcement methods are warranted.

### *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 Richland 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.

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

**Source: § 212-5 Snow removal from private property.**

Snow removal from private property. After the effective date of this Part 1, it shall be unlawful to do the following activities in Richland Township with regard to snow removal:

A. No snow, ice, slush or a combination thereof shall be pushed or deposited across and/or onto any public highway.

B. No snow, ice, slush or a combination thereof shall be pushed or deposited into any drainage area, stream, river, culvert or catch basin.

C. No snow, ice, slush or a combination thereof shall be deposited, pushed or maintained within a commercial, manufacturing, light industrial or multiple-family zoning district parking facility or at or near an intersection in any zoning district, in a manner or at a location which creates a traffic hazard by impairing visibility from or of a public highway.

D. No person shall damage any township property, including but not limited to traffic signs, culverts, etc., while removing snow, ice, slush or a combination thereof. Any damage to township property shall be repaired or replaced in accordance with the requirements of the township at the expense of the property owner and/or snow removal agency.

*§ 212-11 Violations and penalties.*

A. For any and every violation of the provisions of § 212-4 of this Part 1, or the terms of any permit issued or regulations or rules promulgated pursuant thereto, the owner, general agent or contractor of a structure or premises where such violation has been committed or shall exist, and the owner, general agent, contractor, lessee or tenant of any part of a building or structure in which such violation has been committed or shall exist, or the general agent, architect, builder, contractor or any other person who knowingly commits, takes part or assists in such violation, or who maintains any structure or premises in which such violation shall exist, shall, upon being found liable therefor in a civil enforcement proceeding commenced in the name of Richland Township, pay a judgment of not more than $600 plus all court costs, including reasonable attorney's fees, incurred by Richland Township as a result thereof. No judgment shall commence or be imposed, levied or payable until the date of the determination of a violation by a District Justice. If the defendant neither pays nor timely appeals the judgment, Richland Township may enforce the judgment pursuant to the applicable rules of civil procedure. Each day that a violation continues shall constitute a separate violation, unless the District Justice determining that there has been a violation further determines that there was a good faith basis for the person violating this Part 1 to have believed that there was no such violation, in which event there shall be deemed to have been only one such violation until the fifth day following the date of the determination of a violation by the District Justice and thereafter each day that a violation continues shall constitute a separate violation. All judgments, costs and reasonable attorney's fees collected for the violation of this Part 1 shall be paid over to Richland Township

**Best Practices for Maintenance**

Best practices for winter maintenance, along with answers to questions about winter pedestrian and bicycling activities are detailed in the Winter Maintenance Resource Guide. This publication answers the following questions and recommends best practices for winter maintenance of pedestrian, bicycle, and transit facilities:


1. Do people walk and bike in snow and ice?
2. Why do people walk and bike in the winter?
3. Will more people walk and bike if snow and ice are cleared?
4. Who is responsible for winter maintenance?
5. What are the best ways to remove snow and ice?
6. What type of equipment is needed?
7. Does the Americans with Disabilities Act (ADA) require snow removal on walkways?
8. How can walking and bicycling infrastructure be designed for easier winter maintenance?
9. How should transit stops be maintained in the winter?
10. What funding sources are available for winter maintenance?

# ACTION PLAN STEPS

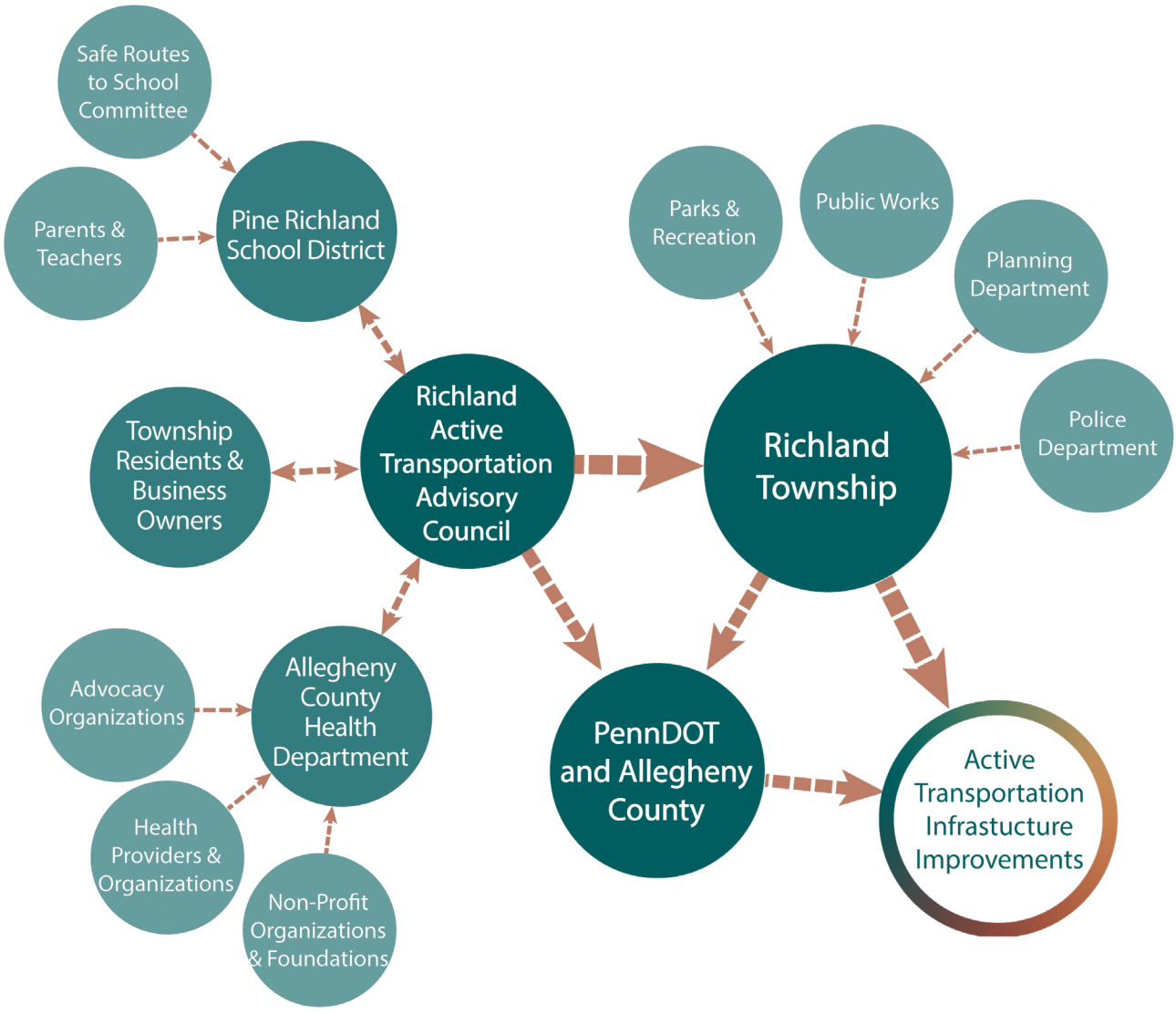
Implementation of this plan requires dedicated participation of stakeholders, elected officials, governmental administrators and community partners. This section recommends organizational and procedural strategies to effectively implement the plan.

## 1 ESTABLISH 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.

The committee should include about nine people with expertise and/or interest in matters such as trails, bicycling and pedestrian issues, access to public transit, and neighborhood and business issues.

The Active Transportation Advisory Committee must consult additional stakeholders and groups who feel they will be impacted, such as neighborhoods or businesses, by 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 projects being considered.



### *Creating a Successful Committee*

Several elements or decisions position this committee for success. These 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 committee 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 committee 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. For example, a small business owner would be able to explain to other committee members the benefits and challenges of adding bicycle infrastructure at their shop. He or she can then help the committee identify ways to overcome obstacles when speaking with other small business owners.
- ☐ Identify and establish strategic partnerships.
- ☐ Delegate to members and volunteers, and follow up to provide assistance when and where needed.
- ☐ Recruit, mentor and train new staff and volunteers and do not "throw them to the wolves." Some of the most committed volunteers are those who:
  - Are typically busy;
  - Are interested in a particular area and/or subject;
  - Voice complaints – get them involved!
- ☐ Be honest about expectations when recruiting committee members:
  - How much time do you expect of them per month?
  - How many meetings will they be expected to attend, and how long will they be?
  - Can they help with a working group as well?
  - Can they work independently and collaborate in a group?
  - Can they listen to others and recognize the value of different opinions?

The committee should establish working groups that can be tasked with a specific agenda to advance the implementation of the action plan. These working groups can involve others from outside the advisory committee, and may be established around various active transportation interests such as:

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

The proposed advisory committee should work toward implementing the Action Plan proposed herein. We recommend these efforts begin with those projects that can be accomplished at 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 to create committee, begin work

**Start Here:** The steering committee for this Active Transportation Plan prepares a resolution for the Township Supervisors to consider. The resolution will propose an Active Transportation Advisory Committee and its membership, based on information provided here.

## 2 ADOPT A RESOLUTION TO INCLUDE HEALTH IN ALL POLICIES

By adopting a resolution to include health in all policies, Richland Township 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.

**Time Frame:** 6 months

**Partners:** Allegheny Health Department

PA WalkWorks

## 3 ADOPT A COMPLETE STREETS ORDINANCE OR RESOLUTION

Given Richland Township's historic development pattern as a car-based suburb, a Complete Streets ordinance should focus on the corridors identified in this 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 as it occurs throughout the Township.

Refer to Chapter 2 of this document for the Active Allegheny Complete Streets Model Ordinance and information about organizations that encourage and provide technical support for development of Complete Streets.

- Richland Township's Active Transportation Advisory Committee should develop a Complete Streets ordinance modeled after the Active Allegheny example or another local example.
- The Transportation Advisory Committee should hold a public meeting to present and receive input on a proposed Richland Township Complete Streets ordinance or resolution.
- The Active Transportation Advisory Committee should present the proposed Complete Streets Ordinance to Richland Township's Board of Supervisors for its consideration and adoption. An adopted ordinance establishes a philosophy and guidelines that promote all modes of transportation within the Township.

**Time Frame:** 6 months

**Partners:** Allegheny Health Department, Allegheny County Economic Development, 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 - www.bikepgh.org

## 4 ATTEND SOUTHWESTERN PENNSYLVANIA COMMISSION ACTIVE TRANSPORTATION FORUMS

The Southwestern Pennsylvania Commission (SPC) is a regional planning agency that supports development of a regional transportation system that is designed to protect and enhance public health and the environment while moving people and goods safely and efficiently. SPC's planning work includes a focus on travel for pedestrians and cyclists.

The SPC holds an Active Transportation Forum each quarter (March, June, September, December), and policy makers from Richland Township and/or representatives from the Active Transportation Advisory Committee should attend these forums to involve the community actively in any regional developments.

**Time Frame:** 2 hours, four times annually

**Start here:** Click here to sign up to receive advance notice of agendas and meetings for the Active Transportation Forums. www.atrc-spc.org

Southwestern Pennsylvania Commission, the Metropolitan Planning Organization (MPO) in our region, is responsible for coordinating long-term planning for transportation. SPC's quarterly Active Transportation Forums can help Richland Township stay abreast of active transportation best practices and other active transportation projects in our region and provide ideas for implementation. This aligns with two or more of the 6 E's of Active Transportation, including "Evaluation and Planning" and "Equity".

## 5 ADOPT AN OFFICIAL MAP

Ensure Future Development and Re-Development is Consistent with Local Priorities
Adopt an Official Map as authorized by Article IV of the Municipal Planning Code) that shows the location of future public lands and facilities the Township intends to create, such as:

1. Existing and proposed public streets, watercourses and public grounds, including widenings, narrowings, extensions, diminutions, openings or closing of same.

2. Existing and proposed public parks, playgrounds and open space reservations.

3. Pedestrian ways and easements.

4. Railroad and transit rights-of-way and easements.

5. Flood control basins, floodways and flood plains, storm water management areas and drainage easements.

6. Support facilities, easements and other properties held by public bodies undertaking the elements described in Township's Comprehensive Plan.

Showing such areas on an Official Map expresses the Township's Interest in establishing the identified facilities in specific locations of the Township and expresses interest in the Township acquiring lands as necessary for the facilities. It gives the Township the opportunity to negotiate the acquisition of property or rights where public use would be beneficial before development or re-development occurs.

When a property owner or development informs the Township of their intention to build, subdivide, or perform other work on the land designated on the Official Map, the Township has one year to confirm its acquisition interest and negotiate to acquire the land. Acquisition could occur through dedication of property by the owner, purchase of land or easement from the owner, negotiations with the owner/developer to make desired improvements, or use of eminent domain.

Although eminent domain is an option legally, the current Township Board of Supervisors has indicated they would be opposed to exercising this option.

Richland Township should prepare an Official Map and include on it the proposed routes depicted in the Richland Township Pedestrian, Bicycle and Transit Improvements Map.

**Time Frame:** 12 months

**Partners:** Township Planning Commission, and Allegheny County Economic Development.

**Start Here:** Township Planning Commission to recommend elements to show on Official Map. Township Solicitor and Board of Supervisors review map, Township Solicitor prepares Official Map Ordinance, Township submits draft Official Map and Official Map Ordinance to Allegheny County Economic Development, surrounding municipalities, and Pine Richland School District for review and comment. Township Solicitor finalizes ordinance and Richland Township Board of Supervisors adopts ordinance.

**Resources:** Ann Ogoreuc, Assistant Director, Mobility and Transportation, Allegheny County Economic Development, Ann.Ogoreuc@AlleghenyCounty.US.

## 6 BI-ANNUAL COORDINATION WITH ALLEGHENY COUNTY AND PENNDOT

Meet bi-annually with Allegheny County Economic Development and PennDOT on a bi-annual basis to forcast and discuss upcoming county and state projects that will occur in Richland Township. The purpose of these meetings is to learn what projects will be undertaken by the County and the State and to coordinate the Township's vision for active transportation improvements within those corridors during the planning phases of the projects.

**Start Here:** Township Planning Commission to recommend elements to show on Official Map. Township Solicitor and Board of Supervisors review map, Township Solicitor prepares Official Map Ordinance, Township submits draft Official Map and Official Map Ordinance to Allegheny County Economic Development, surrounding municipalities, and Pine Richland School District for review and comment. Township Solicitor finalizes ordinance and Richland Township Board of Supervisors adopts ordinance.

**Resources:** Ann Ogoreuc, Assistant Director, Mobility and Transportation, Allegheny County Economic Development, Ann.Ogoreuc@AlleghenyCounty.US.
C. Stephanie Ma, PennDOT District 11-0 PennDOT Connects Liaison, 412-429-3782, chma@pa.gov
Ruth McClelland, PennDOT District 11-0 Pedestrian/Bicycle Coordinator, 412-429-4985 , rumcclella@pa.gov

# 7 ADVANCE TIER 1 PROJECTS

This Active Transportation Plan proposes five projects that will create the physical improvements most sought by residents and most likely to advance meaningful change for those who currently (or would like to) walk or bike in Richland Township with safety, comfort and convenience. These are called Tier 1 projects.

These Tier 1 projects were all described in detail earlier in this chapter. They are shown in an overview map on the next page.

## Project 1

Add sidewalks, speed humps, shared lanes around and through Richland Community Park, to improve safety and encourage park activity. See pages 73-76.

## Project 2

Create shared lanes and add speed humps on Dickey Road between Meridian and Route 8. This is already a busy area and the intention is to enhance safety. See pages 77-78.

## Project 3

Add sidewalks along Bakerstown Road and Ridge Road to connect residential areas and the schools to trails at the Chatham University Eden Hall campus. See pages 79-81.

## Project 4

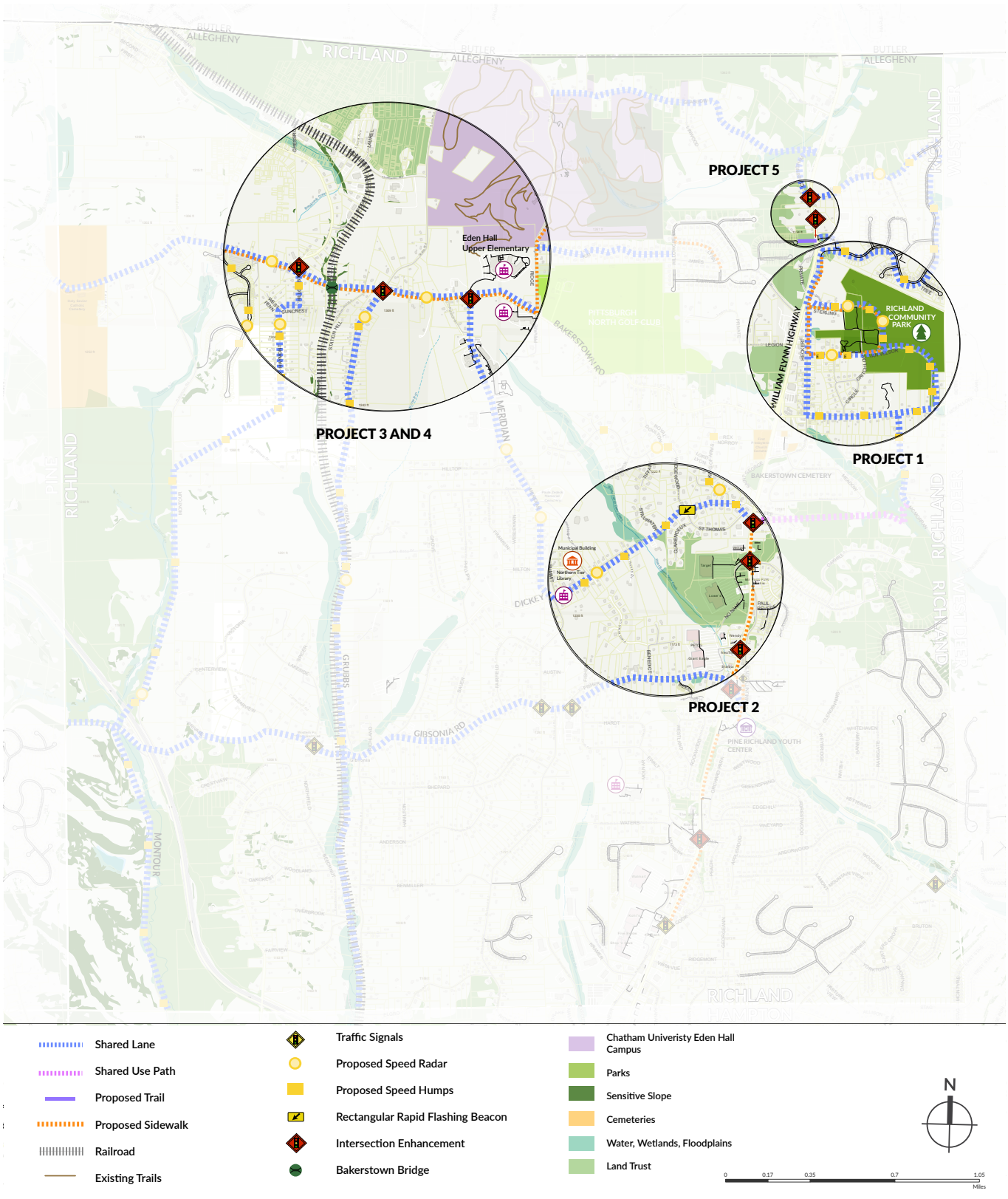
Create school zones for Richland Elementary and Eden Hall schools on Bakerstown Road to improve safety for families and children, thus encouraging walking to school. See pages 82-83.

## Project 5

Create a switchback trail between the Corey Drive cul-de-sac and Route 8, along with intersection improvements to enable bike and pedestrian connectivity to Richland Community Park. See pages 84-85.

# ACTIVE TRANSPORTATION IMPROVEMENTS PLAN

RICHLAND TOWNSHIP



# TIME FRAME FOR ACTION

The recommended projects, programs, and policies identified in this study represent an ambitious plan for active transportation improvements in Richland 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 plan has set forth specific action steps in an order that is sensible for the community. The overall time frame for large-scale projects depends mainly 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 20 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 Richland Township's priorities known and for Richland 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 Richland Township can advocate for smart transportation and complete streets along state- and county-owned corridors as the agencies consider improvements.

## POTENTIAL PARTNERS

The following organizations are available to provide technical assistance, resources and other services to assist Richland Township with the implementation of this active transportation plan. They should be called upon as appropriate for help advancing the action items. Some of the organizations are also potential funders.

**Allegheny County Department of Economic Development**
Koppers Building
436 Seventh Ave Suite 500
Pittsburgh, PA 15219
Ann Ogoreuc, Assistant Director, Transportation and Mobility Initiatives
(412) 350-4549
ann.ogoreuc@alleghenycounty.us

**Allegheny County Parks**
542 Forbes Avenue - Room 211
Pittsburgh, PA 15219
Andy Baechle, Director
(412) 350-7275
abaechle@county.allegheny.pa.us

**Allegheny County Parks Foundation**
675 Old Frankstown Road
Pittsburgh, PA 15239
Joey-Linn Ulrich, Executive Director
(724) 327-7627
jlulrich@acparksfoundation.org

**BikePGH**
188 43rd St. #1
Pittsburgh, PA 15201
Eric Boerer
(412) 325-4334
eric@bikepgh.org

**CONNECT, Congress of Neighboring Communities**
3706 Butler Street
Pittsburgh, PA 15201
Lydia Morin
Executive Director
412-624-7530
info@connectgovs.org

**Allegheny Health Network & Highmark Health Foundations**
Fifth Avenue Place
120 Fifth Avenue
Pittsburgh, PA 15222-3099
(412) 544-7000

**Passavant Hospital Foundation**
9100 Babcock Boulevard
Pittsburgh, PA 15237
412-748-6640
passavanthospitalfoundation@upmc.edu

**Live Well Allegheny**
Allegheny Health Department
Hosanna House
807 Wallace Avenue
Pittsburgh, PA 15221
James Weeden, Chronic Disease Prevention Program Manager
412-247-7946
James.Weeden@AlleghenyCounty.us

**Pennsylvania Department of Conservation and Natural Resources Bureau of Recreation and Conservation**
301 Fifth Avenue, Suite 324
Pittsburgh, PA 15222-2420
Adam Mattis, Recreation and Conservation Manager
412-880-0486
amattis@pa.gov

**Pennsylvania Department of Community and Economic Development**
301 5th Avenue, Suite 250
Pitsburgh, PA 15222
Johnna Pro
412-565-5098
jopro@pa.gov

**PennDOT Engineering District 11**
45 Thoms Run Road
Bridgeville, PA 15017
Ruth McClelland, PennDOT District 11-0 Pedestrian/ Bicycle Coordinator
412-429-4985
rumcclella@pa.gov

C. Stephanie Ma, PennDOT District 11-0 PennDOT Connects Liaison
412-429-3782
chma@pa.gov

**Southwestern Pennsylvania Commission**
42 21st St Suite 10
Pittsburgh, PA 15222
412-391-5590
Leann Chaney, Transportation Planner
412-391-5590 x387
lchaney@spcregion.org

**PA WalkWorks**
Pennsylvania Downtown Center
1230 North Third St.
Harrisburg, PA 17108
717-233-4675
pawalkworks@padowntown.org
Sam Pearson, Healthy Communities Program Manager
781-366-0726
SamPearson@padowntown.org

**Mobilify Southwestern Pennsylvania**
1001 Liberty Ave | 5th Floor
Pittsburgh, PA 15222
Chris Sandvig, Founder & Executive Director
(412) 391-6732
info@mobilify.org
https://mobilify.org

# Potential Funding Sources

The follwing pages provide a comprehensive list of Complete transportation and community funding programs. This list is updated quarterly by the Southwestern Pennsylvania Commission and is published on their website https://www.spcregion.org/funding-programs/.

**WINTER 2024**

*Southwestern PA Commission*
*(SPC)*
*Pittsburgh, PA 15219*
*(412) 391-5590 (P)*
*(412) 391-9160 (F)*
*comments@spcregion.org*
*www.spcregion.org*

# TRANSPORTATION & COMMUNITY
# FUNDING PROGRAMS

## Grant and Reimbursement Programs to Advance and Guide Effective Investment of Public Funds

The Southwestern Pennsylvania Commission (SPC) serves the 10-county Pittsburgh region as the official Metropolitan Planning Organization, Local Development District, and Economic Development District. SPC's Transportation Department meets federal mandates with the publication of a long-range (20-year) transportation plan and the establishment of a short-range (4-year) Transportation Improvement Program (TIP). Planning activities range from data systems and modeling to special transportation studies and air quality analysis.

SPC is committed to assisting our local governments and agencies in the preparation, planning, and execution of their community's priority projects and investments. The information within this document will provide local project sponsors a guide to available resources that can assist with the implementation of a community's shared goals.


**Inside this Issue:**

# Funding Programs

## SPC and PennDOT Transportation Alternatives Set-Aside Program

**Purpose:** The Transportation Alternatives Set-Aside (TA) Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; environmental mitigation; recreational trail program projects; and, safe routes to school projects. Key criterion in the review of applications will be readiness for implementation and delivery, safety, consistency with local or regional plans; collaboration with stakeholders; and, statewide or regional significance.

**Eligibility:**

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity
- Any other governmental entity with responsibility for oversight of transportation or recreational trails

**Deadline:** The application period for the SPC TA program closed on September 15th, 2023. Next application opening date is TBD. The application period for the PennDOT TA Program closed on September 15th, 2023. Next application opening date is TBD.

**Local Match Requirement:** There is no match requirement; however, local sponsors pay all costs for pre-construction activities (design, environmental clearance, right of way, utilities, etc.) and PennDOT provides 100% cost reimbursement for the construction phase (including construction inspection).

**SPC Website:** https://www.spcregion.org/funding-programs/

**PennDOT Website:** https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx

## SPC Congestion Mitigation Air Quality Improvement Program (CMAQ)

**Purpose:** The CMAQ Program provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter; and supports goals of the U.S. Department of Transportation: improving air quality, and relieving congestion. Project types include: traffic flow and signal improvements, transportation demand man-agreement, transit improvements and programs, commuter bicycle and pedestrian improvements, and diesel emission reductions.

**Eligibility:** Any qualified government entity, including local governments, regional transit agencies, port authorities, and state agencies, is eligible to apply for CMAQ funding. Non-profits and private sector entities may partner with an eligible applicant to apply for CMAQ funding.

**Deadline:** The application period for the CMAQ program closed on September 15th, 2023. Next application opening date is TBD.

**Local Match Requirement:** 20% match of total project cost (by phase) from local, state, or other non-federal sources

**Website:** https://www.spcregion.org/funding-programs/

## SPC Carbon Reduction Program (CRP)

**Purpose:** The purpose of the Carbon Reduction Program (CRP) is to reduce transportation carbon dioxide emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)). Projects must reduce transportation carbon dioxide emissions and must be consistent with regional long-range transportation plan.

**Eligibility:**

- Local governments
- Regional and state transportation authorities
- Transit agencies
- Port Authorities
- Natural resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity

**Deadline:** The application period for the CRP program closed on September 15th, 2023. Next application opening date is TBD.

**Local Match Requirement:** 20% match of total project cost (by phase)

**Website:** https://www.spcregion.org/funding-programs/

## SPC Regional Traffic Signal Program

**Purpose:** The goals and objectives of the Regional Traffic Signal Program are to provide the necessary funding, technical assistance, and streamlined project management in order to facilitate implementation of optimized traffic signal operations through improvements along corridors in the Southwestern Pennsylvania region. The results of these corridor improvements are improved safety for all users, reduced fuel consumption, reduced vehicle stops, and reduced emissions. Optimizing the operations of traffic signals will be accomplished through two types of projects within the Program: 1) Regional Signals In Coordination (SINC) projects; and 2) Regional Signals In Coordination with Equipment Upgrades (SINC-UP) projects.

**Eligibility:** Local Governments

**Deadline:** The last application period closed on September 30, 2022. The next application period is TBD.

**Local Match Requirement:** 20% match of total project cost (by phase)

**Website:** https://www.spcregion.org/programs-services/transportation/operations-safety/

## DCED Multimodal Transportation Fund (MTF)

**Purpose:** Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Pennsylvania residents. The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. The program is under the direction of the Commonwealth Financing Authority.

**Eligibility:** Local Governments; Counties; Councils of Governments; Businesses & Non-Profits; Economic Development Organizations; Public Transportation Agencies (including but not limited to an airport authority, public airport, port authority, or similar public entity); and, Rail and Freight Ports

**Deadline:** Applications will be accepted between March 1 and July 31, 2024.

**Local Match Requirement:** 30% match of requested amount (state/federal grants do not count as match); Grants must be between $100,000 and $3,000,000.

**Website:** https://dced.pa.gov/programs/multimodal-transportation-fund/

## PennDOT Pennsylvania Infrastructure Bank (PIB)

**Purpose:** A PennDOT program that provides low-interest loans to accelerate priority transportation projects. Loan emphasis is on construction projects, but other project phases such as design, right-of-way acquisition, and transportation equipment purchases will be considered.

**Local Match Requirement:** Projects financed by the PIB include: aviation, high-way/bridge, rail freight, and transit.

**Eligibility:** Local Governments; Counties; Transportation Authorities; Economic Development Agencies; Non-Profit Organizations; and Private Corporations

**Deadline:** Always accepting applications

**Website:** http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PA-Infrastructure-Bank.aspx

## PennDOT Automated Red Light Enforcement Program (ARLE)

**Purpose:** The program provides opportunities to improve safety and reduce congestion. ARLE intends to reduce violations and crashes, provide additional safety benefits to highway users, and improve pedestrian safety. Eligible projects are wide ranging when considering highway safety or mobility. The ARLE Program intends to fund worthwhile projects that can be completed at a relatively low cost, and award grants to projects that will be fully funded at the execution of the grant agreement date.

**Eligibility:** Local Governments; Planning Organizations; and Commonwealth Agencies

**Deadline:** Applications were accepted between June 1, 2023 and June 30, 2023. Next application period TBD.

**Local Match Requirement:** No matching funds are required for eligibility in the ARLE program

**Website:** https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html

## PennDOT Multimodal Transportation Fund

**Purpose:** Provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports in order to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

**Eligibility:** Municipalities; Council of Governments; Business/Non-profit; Economic Development Organization; Public Transportation Agency; Ports or Rail / Freight Entity

**Deadline:** Applications were open until September 2023. Next application period TBD.

**Local Match Requirement:** 30% match of the amount awarded; grants normally do not exceed $3,000,000

**Website:** https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx

## PennDOT National Electric Vehicle Infrastructure (NEVI)

**Purpose:** Provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

**Eligibility:** All entities are eligible to apply. NEVI Formula Program funds are restricted to Projects directly related to EV charging infrastructure that is open to the public 24/7. Initially, funding under this program is directed to designated AFCs for electric vehicles to build out the national network, particularly along the Interstate Highway System.

**Deadline:** Applications will be accepted between December 11, 2023 and January 26, 2024.

**Match/Funding:** Minimum 20% match/reimbursement

**Website:** National Electric Vehicle Infrastructure (NEVI) Formula Program (pa.gov)

### Green Light - Go

**Purpose:** The Green Light - Go: Pennsylvania's Municipal Signal Partnership Program is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by the Pennsylvania Department of Transportation and is purposed to improve mobility and safety at signalized intersections.

**Eligibility:** Municipalities and Planning Organizations

**Deadline:** Pre-Application scoping forms were open until December 15, 2023. The full application period will open on February 1, 2024 and close on February 29, 2024.

**Local Match Requirement:** Minimum 20% match/reimbursement

**Website:** https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDGLG.html

### PA WalkWorks

**Purpose:** WalkWorks helps with funding to assist municipal entities with the development of active transportation plans and related polices. WalkWorks continues its aim to establish new or improved pedestrian, bicycle and transit transportation systems – activity-friendly routes – that are combined with land use and environmental design, thereby increasing connectivity to everyday destinations.

**Eligibility:** Municipalities and Planning Organizations

**Deadline:** Applications were accepted between March 15, 2023 and May 26, 2023. Next application period TBD.

**Local Match Requirement:** No matching funds are required for eligibility.

**Website:** https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx

## Act 13 Programs (Marcellus Legacy Fund)

The Marcellus Legacy Fund was created by Act 13 of 2012 to provide for the distribution of unconventional gas well impact fees to counties, municipalities, and commonwealth agencies. Pursuant to Section 2315 (a) (6) (i) of the Act, a portion of the fee revenue will be transferred to the Commonwealth Financing Authority for the statewide initiatives listed on pages 4 & 5:

### Abandoned Mine Drainage (AMD) Abatement and Treatment Program

**Purpose:** Funding for projects that involve the reclamation of Abandoned Mine Well(s); construction of a new AMD site; remediation and repair of existing AMD project sites; operation and maintenance maintaining current AMD remediation sites; establishment of trust fund to ensure ongoing maintenance is achieved; and, monitoring of water quality to track or continue to trace non-point source load reductions resulting from AMD remediation projects.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2024 and May 31, 2024.

**Match/Funding:** 15% match of the total project cost; grants do not exceed $1,000,000

**Website:** https://dced.pa.gov/programs/abandoned-mine-drainage-abatement-treatment-program-amdatp/

## Flood Mitigation Program

**Purpose:** Funding for flood mitigation projects authorized by a flood protection authority, the Department of Environmental Protection, the U.S. Army Corps of Engineers, the U.S. Department of Agriculture's Natural Resources Conservation Service, or identified by a local government. Grants are awarded to eligible applicants for projects with a total cost of $50,000 or more.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2024 and May 31, 2024.

**Local Match Requirement:** 15% match of the total project cost; grants do not exceed $500,000

**Website:** https://dced.pa.gov/programs/flood-mitigation-program-fmp/

## Greenways, Trails and Recreation Program

**Purpose:** Funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. Projects can involve development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails, as well as river conservation.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2024 and May 31, 2024.

**Match/Funding:** 15% match of the total project cost; grants do not exceed $250,000

**Website:** https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/

## Watershed Restoration and Protection Program

**Purpose:** Funding for watershed restoration and protection projects that involve the construction, improvement, expansion, repair, maintenance or rehabilitation of new or existing watershed protection BMPs. The overall goal of the program is to restore and maintain restored stream reaches impaired by the uncontrolled discharge of nonpoint source polluted runoff, and ultimately to remove these streams from the DEP's Impaired Waters list.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2024 and May 31, 2024.

**Match/Funding:** 15% match of the total project cost; grants do not exceed $300,000

**Website:** https://dced.pa.gov/programs/watershed-restoration-protection-program-wrpp/

# DCNR C2P2

## DCNR Community Conservation Partnerships Program (C2P2)

**Purpose:** DCNR's Bureau of Recreation and Conservation provides a single point of contact for communities and non-profit conservation agencies seeking state assistance through the C2P2 Program in support of local recreation and conservation initiatives and those that implement Pennsylvania's Comprehensive Outdoor Recreation Plan. This assistance can take the form of grants, technical assistance, information exchange, and training. All of DCNR's funding sources are combined into one annual application cycle and there is a single application format and process with one set of requirements and guidelines.

**Eligibility:** A wide range of grant and technical assistance programs are offered through C2P2 to help communities, land conservancies, and non-profit organizations plan, acquire, and develop:

- Recreation, park and conservation facilities
- Watersheds and rivers corridors
- Greenways and trails
- Heritage areas and facilities
- Critical habitat, natural areas & open space

**Deadline:** Peer and Circuit Rider grants are open year-round. ATV and Snowmobile grants are open from February 1st to March 29th, 2024. Community recreation, trails, forestry, and state and regional partnership grants open January 16th and close April 3rd, 2024.

**Local Match Requirement:** Generally, a 50% match by either cash or non-cash value is required

**Website:** https://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx

# DEP Grants, Loans, and Rebates

## Department of Environmental Protection (DEP): Loan, Grant, and Rebate Programs

The DEP has grants and loans, as well as rebates to assist individuals, groups, and businesses with a host of environmental issues. Due to the fact that many of DEP's programs are dependent on annual funding from the commonwealth's budget, program availability and application dates can vary widely and are historically inconsistent. Interested program applicants should use DEP's Grant and Loan Programs Center website to view available grants and loans. Some of the most utilized DEP Programs are:

- County and Municipal Recycling Financial Assistance Programs
- Small Business Ombudsman's Grants and Loans
- Growing Greener Grants
- Environmental Education Grants

**Website:** https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Pages/default.aspx

### DEP Alternative Fuels Incentive Grant Program

**Purpose:** The Pennsylvania Department of Environmental Protection (DEP) is offering competitive grant funding for clean, alternative fuel projects in Pennsylvania and investment in Pennsylvania's energy sector. The primary goals of the Alternative Fuels Incentive Grant Program (AFIG) are to improve Pennsylvania's air quality and protect Pennsylvania's environment through the use of alternative fuels that will advance economic development in the commonwealth and reduce dependence on petroleum products.

**Eligibility:** Schools, Municipalities, Non-Profits, Corporations

**Deadline:** The last application period was open until December 15, 2023. The next application period will open in Spring 2024.

**Local Match Requirement:** No Match Required, Grants may not exceed $300,000 on all projects.

**Website:** https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Alternative-Fuels-Incentive-Grant/Pages/default.aspx

## IIJA Grants

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes $1.2 trillion in Federal funds for transportation and infrastructure spending with $550 billion of that figure going toward "new" investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level. **For the latest in IIJA grant information and calendar see:** https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity or IIJA (pa.gov).

### Infrastructure for Rebuilding America (INFRA) Grant Program

**Purpose:** IIJA provides $10.9 billion over 5 years for competitive grants including highway or bridge projects to add capacity or improve mobility, intermodal or freight projects, and rail-highway grade crossing separation. Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

**Eligibility:** State and Local governments, MPO's, Port Authorities or other Transportation Organizations

**Deadline:** Applications were accepted between June 22, 2023 and August 21, 2023. Next Application Period will open Summer 2024.

**Local Match Requirement:** INFRA grants may be used for up to 60% of future eligible project costs.

**Website:** https://www.transportation.gov/grants/infra-grants-program

## Rural Surface Transportation Grant Program (Rural)

**Purpose:** The Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

**Eligibility:** State and Local governments, Rural Planning Organizations

**Deadline:** Applications were accepted between June 22, 2023 and August 21, 2023. Next Application Period will open Summer 2024.

**Local Match Requirement:** 60% for Service Contract projects, 0% for Vehicle Maintenance or Lease Contracts. Rural grants may not exceed 80% of eligible project costs.

**Website:** https://www.transportation.gov/grants/rural-surface-transportation-grant

## Safe Streets and Roads for All Grant Program

**Purpose:** The SS4A grant program is to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators

**Eligibility:** County, City, or Township Governments

**Deadline:** Applications were accepted between March 30, 2023 on July 10, 2023. Next Application Period will open in February 2024.

**Local Match Requirement:** 20% local match, with in-kind contributions allowed

**Website:** https://www.transportation.gov/grants/SS4A

## Bridge Investment Program

**Purpose:** This program provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. The purpose of this notice is to solicit applications for two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than $100 million).

**Eligibility:** State and Local governments, MPO's

**Deadline:**. Applications are currently open. Applications for planning grants will close on February 19, 2024 and applications for bridge projects will close on March 19, 2024.

**Local Match Requirement:** 50% of "Large Bridge Projects", up to 80% of other BIP projects. Up to 90% of off-bridge system projects.

**Website:** https://www.fhwa.dot.gov/bridge/bip/

## Reconnecting Communities Pilot Program

**Purpose:**. The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development. The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; to conduct public engagement; and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.

**Eligibility:** State and Local governments, MPO's, non-profits

**Deadline:**. Applications were accepted until September 28, 2023. Next application period will be Summer 2024.

**Local Match Requirement:** Planning grants need a 20% local match, Capital Construction Grants also need a 20% local match.

**Website:** https://www.transportation.gov/grants/reconnecting-communities

## Thriving Communities Program

**Purpose:** This program provides hands-on planning support and access to a diverse set of technical assistance providers available to work directly with communities as they build upon local assets to co-design and advance infrastructure projects that address critical social, economic, environmental and mobility needs. As a result of the Thriving Communities Program, a pipeline of diverse and transformative community-driven infrastructure projects will be advanced across the country to drive inclusive economic growth, build resiliency, and ensure that every place has a chance to thrive.

**Eligibility:** State and Local governments, MPO's, transit agencies

**Deadline:**. Applications were accepted between September 14, 2023 and November 28, 2023. Next application period TBD.

**Website:** https://www.transportation.gov/grants/thriving-communities

## Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

**Purpose:** The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. A SMART grant may be used to carry out a project that demonstrates at least one of the following: Coordinated automation, Connected vehicles, Sensors, Systems integration, Delivery/logistics, Innovative aviation, Smart grid, or Traffic signals.

**Eligibility:** State and Local governments, MPO's

**Deadline:**. Applications were accepted between August 8, 2023 and October 10, 2023. Next application period Summer 2024.

**Website:** https://www.transportation.gov/grants/SMART

## 2024 Calendar of Programs Anticipated Application Opening & Closing Dates*

| Jan. | Feb. | March | April | May | June | July | Aug. | Sep. | Oct. | Nov. | Dec. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Act 13 Programs | Act 13 Programs | Act 13 Programs | Act 13 Programs | | | | | | | |
| | | DCED MTF | DCED MTF | DCED MTF | DCED MTF | DCED MTF | | | | | |
| PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB | PennDOT PIB |
| DCNR C2P2 | DCNR C2P2 | DCNR C2P2 | DCNR C2P2 | | | | | | | | |
| NEVI | | | | | | | | | | | |
| Green Light Go | | | | | | | | | | | |
| IIJA Bridge Investment Program | | | | | | | | | | | |

*Funding programs and the agencies that administer them often times will alter anticipated application periods. Contact these agencies or SPC for up-to-date application information.

## SPC Contact Information: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# Measuring Success

The success of the Active Transportation plan will be tracked and measured by the implementation of recommendations suggested in this plan. They include:

- Sidewalk Improvements
- Intersection Enhancements
- Shared Use / Off Road Paths
- Shared Lanes Improvements
- Traffic Calming Improvements
- Transit Improvements
- Miscellaneous - Other Active Transportation Improvements

These improvements will not happen overnight, rather they will be implemented by the Township over time. It will take diligent work by the Township, Township staff, partners, and the support of local residents. The Township's Active Transportation Committee should review and track the projects that have been implemented on an annual basis to track the Township progress and fullfill the PA WalkWorks program reporting requirements for implementation.

### *Time frame legend*

These identifiers are included on the following charts:

| LEGEND | | |
|---|---|---|
| **Time Frame** | **Description** | **Timeframe** |
| O | Ongoing | Semi-Annually |
| I | Immediate | 3 to 12 months |
| S | Short | 1 to 3 years |
| M | Mid | 3 to 10 years |
| L | Long | 10-plus years |

| Active Transportation Plan Metrics - **Sidewalks** | | | | |
|---|---|---|---|---|
| **Location** | **Time Frame** | **Project Location** | **Potential Linear Miles** | **Connected Destinations** |
| Bakerstown Road Bridge | O | Between Ridge and Station Hill Roads | n/a | Important Pedestrian Connection - PennDOT to replace bridge with 10' sidewalk on southside of bridge |
| Heckert Road around Sterling Drive to Van Velsor | S | East side of the road connecting to the existing sidewalks. Connects Heckert Road on either side of Sterling and Van Velsor | 1.1 miles | Richland Community Park |
| State Route 8 from Dickey Road to Grandview Drive | M | East side of the road | 0.2 miles | GetGo, Grandview Crossing shopping center, Muncipal Center and Library |
| State Route 8 from Community Center Drive to Gibsonia Road | M | East side of the road - potential obstruction issue near the Goodwill | 0.5 miles | Northtowne Square shopping center, WhiteTail Ridge development |
| Community Center Drive from Goodwill to Forestwood Drive | M | Connects to the existing sidewalk on the east side of the road | 0.3 miles | Pine Richland Community Center |
| State Route 8 between Community Center Drive and Applewood Drive | M | East side of the road | 0.3 miles | Orchard Park Plaza |
| State Route 8 between Ewalt Road and Cook Road | L | East side of the road | 0.5 miles | Richland Mall |
| Bakerstown Road between Traditions of America and Ridge Road | S | South side of the road - connects neighborhoods to schools | 1.3 miles | Traditions of America, Eden Hall Upper Campus, Richland Elementary |
| Ridge Road | M | East side of the road | 0.3 miles | Chatham's Eden Hall Campus |
| Lynn Lane from Willow Creek Drive | L | Connecting existing sidewalks | 0.3 miles | neighborhood development to North Golf, Eden Hall, Richland Elementary, Richland Community Park |
| **TOTAL** | | | **4.8 Miles** | |

| Active Transportation Plan Implementation Metrics - Shared Use **Paths** | | | | |
|---|---|---|---|---|
| **Location** | **Time Frame** | **Project Location** | **Potential Linear Miles** | **Connected Destinations** |
| State Route 8 to McMorran Road | On-Going | Right of Way Acquisition for Shared Use Path | 1.0 mile | Dickey Road- Municipal Center to Richland Township Community Park |
| State Route 8 to McMorran Road | M | Planning, Design, & Construction Documentation for Shared Use Path | 1.0 mile | Dickey Road- Municipal Center to Richland Township Community Park |
| State Route 8 to McMorran Road | M | Construction of Shared Use Path | 1.0 mile | Dickey Road- Municipal Center to Richland Township Community Park |
| Corey Drive switchback shared use path | S | Corey Drive to State Route 8 | 0.3 mile | residential development, Richland Township Community Park |
| **TOTAL** | | | **1.3 Miles** | |

| Active Transportation Plan Implementation Metrics - **Bicycle Infrastructure Improvements** | | | | |
|---|---|---|---|---|
| **Location** | **Time Frame** | **Project Description** | **Potential Linear Miles** | **Connected Destinations** |
| Sterling Drive | S | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 0.5 miles | Richland Township Community Park |
| Van Velsor Drive | S | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 0.7 miles | Richland Township Community Park |
| Bakerstown Road - Heckert Road to Van Velsor Drive | S | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 0.5 miles | Richland Township Community Park |
| Dickey Road | M | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 2.1 miles | Municipal Center, Library, Grubb Road to State Route 8 |
| Grubbs Road | M | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 2.0 miles | Dickey Road to Gibsonia/ Bakerstown Road |
| Liberty Boulevard | M | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 0.7 miles | Neighborhood traffic calming |
| Sandy Hill, Estates Road, Packsdale Trail to Heckert Road | M | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 0.9 miles | Connects neighbhorhoods to Richland Township Community Park |
| Bakerstown Road - Between Traditions of America and Ridge Road | L | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 1.3 miles | Traditions of America, Eden Hall Upper Elementary, Richland Elementary Schools and Chatham University Eden Hall Campus |
| Montour Road | L | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 1.6 miles | Traditions of America to North Park |
| Gibsonia Road | L | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 2.9 miles | State Route 8 to Pine Township - Popular cycling route |
| Meridian Road - Bakerstown Road to Dickey Road | L | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 1.4 miles | Connection to Township Building and Library |
| Kim Lane | L | Share the Road Markings, Signs, and Bicycle May Use Full Lane Signs | 0.6 miles | residential areas and Richland Township Community Park |
| **TOTAL** | | | **15.7Miles** | |

| Active Transportation Plan Implementation Metrics - **Traffic Calming** | | | | |
|---|---|---|---|---|
| **Location** | **Time Frame** | **Project Location** | **Potential Linear Miles** | **Connected Destinations** |
| Sterling Drive | S | Traffic Calming - Speed Humps & Speed Radar Signs | 0.5 miles | Richland Township Community Park |
| Van Velsor Drive | S | Traffic Calming - Speed Humps & Speed Radar Signs | 0.7 miles | Richland Township Community Park |
| Bakerstown Road - Heckert Road to VanVelsor Drive | S | Traffic Calming - Speed Humps & Speed Radar Signs | 0.5 miles | Richland Township Community Park |
| Sterling Drive | S | Traffic Calming - Speed Humps & Speed Radar Signs | 0.5 miles | Richland Township Community Park |
| Van Velsor Drive | S | Traffic Calming - Speed Humps & Speed Radar Signs | 0.7 miles | Richland Township Community Park |
| Bakerstown Road - Heckert Road to Van Velsor Drive | S | Traffic Calming - Speed Humps & Speed Radar Signs | 0.5 miles | Richland Township Community Park |
| Dickey Road | M | Traffic Calming - Speed Humps & Speed Radar Signs | 2.1 miles | Municipal Center, Library, Grubb Road to State Route 8 |
| Grubbs Road | M | Traffic Calming - Speed Humps & Speed Radar Signs | 2.0 miles | Dickey Road to Gibsonia/ Bakerstown Road |
| Liberty Boulevard | M | Traffic Calming - Speed Humps & Speed Radar Signs | 0.7 miles | Neighborhood traffic calming |
| Sandy Hill, Estates Road, Packsdale Trail to Heckert Road | M | Traffic Calming - Speed Humps & Speed Radar Signs | 1.5 miles | Connects neighbhorhoods to Richland Township Community Park |
| Meridian Road - Dickey Road to Bakerstown Road | M | Traffic Calming - Speed Radar Signs | 1.5 miles | Route to Richland Township Commuinty Park |
| Bakerstown Road - between Traditions of America and Ridge Road | L | Traffic Calming - Speed Radar Signs | 1.5 miles | Traditions of America, Eden Hall Upper Elementary, Richland Elementary Schools and Chatham University Eden Hall Campus |
| Montour Road | L | Traffic Calming - Speed Humps & Speed Radar Signs | 1.6 miles | Traditions of America to North Park |
| King of Arms Drive | L | Traffic Calming - Speed Humps & Speed Radar Signs | 0.5 miles | Neighborhood traffic calming |
| Wedgewood Drive | L | Traffic Calming - Speed Humps & Speed Radar Signs | 0.9 miles | Neighborhood traffic calming |

| | | | | |
|---|---|---|---|---|
| Meridian Road - Bakerstown Road to Dickey Road | L | Traffic Calming - Speed Radar Signs | 1.4 miles | Connection to Township Building and Library - traffic calming |
| **TOTAL** | | | **16.6 Miles** | |

Active Transportation Plan Implementation Metrics - **Transit Stops, Connections, and Routes**

| Location | Priority | Project Description | Needed Facilities |
|---|---|---|---|
| State Route 8 at Gibsonia Road (SR910) - Southbound | S | Butler Transit Authority<br>- Commuter 1 & 2 Routes<br>- Existing In-Bound stop at Sunoco | Bus stop sign, transit shelter, accessible loading and unloading area |
| State Route 8 at Gibsonia Road (SR910) - Northbound | S | Butler Transit Authority<br>- Commuter 1 & 2 Routes<br>- Existing Out-Bound stop southeast corner of intersection | Bus stop sign, transit shelter, accessible loading and unloading area |

| Active Transportation Plan Implementation Metrics - **Programmatic and Policies** | | |
|---|---|---|
| **Policy/Project** | **Priority** | **Description** |
| Adopt Richland Township Active Transportation Plan | I | Adopting the plan by official action clears the way for implementation |
| Adopt Richland Township Complete Street Policy | I | This policy sets the foundation for the future of active transportation improvements |
| Establish and Appoint Members to An Active Transportation Advisory Committee | I | Advisory committee will guide the Township implementing the recommendations of this Active Transportation Plan |
| Prepare and adopt an Access Management Overlay District for State Route 8 | S | Recommended in the State Route 8 Corridor Operations Planning Study to reduce conflicts and crashes along State Route 8. |
| Prepare and adopt Active Transportation Offical Map | S | Maps help encourage people to use active modes of transportation by showing them the best routes and providing pertiant travel information. |
| Zoning, Subdivision and Land Development Audit | S | The community should review ordinances and policies to make sure they support active transportation improvements. |
| Zoning Update - Pedestrian, Bicycle, & Active Transportation Requirements | M | The community should review ordinances and policies to make sure they support active transportation improvements. |
| Subdivision and Land Development Update - Pedestrian, Bicycle, & Active Transportation Requirements | M | The community should review ordinances and policies to make sure they support active transportation improvements |
| State Route 8 Access Management Overlay | M | Limit and consolidate access points to manage existing and future State Route 8 traffic |
| Evaluate State Route 8, or portions thereof (north of Dickey Road), for potential road diet | L | The Federal Highway Administration best practices allow four lane roads with volumes up to 15,000 to 20,000 to be feasible for a road diet to two lanes with center turn lane |
| Promote Safe Walking and Bicycling On-Line Video Resources | O | Giving residents resources to view cycling and walking as desirable and teaching safety through education and encouragement |
| Evaluation of Active Transportation Implementation | O | Track metrics for implementing Active Transportation Improvements |

# Active Transportation Plan Appendices

## Appendix One:

## Route 8 Corridor Operations Planning Study Recommendations

**Table 7: Short- and Mid-term Improvements (1-5 years)**

| Suggested Improvement | Responsible Party |
|---|---|
| Mitigate current access management issues by requiring traffic impact studies as pat of any future development or redevelopment for projects accessing local roads. The study should evaluate roadway capacity, signal interconnection, and access management. | HT, RT, DOT |
| Create an access management ordinance and consider parcel interconnections. | HT, RT |
| Create an official map for future roadways as development continues. | HT, RT |
| Periodically clean curb ramps and sidewalks for better walkability and visibility. Provide proper vegetation management and weed control for sidewalks and curb ramps. | HT, RT |
| Reevaluate the hours of the day that maximum times for the adaptive signal system are in use. It may be possible to reduce cycle lengths during less busy hours which in turn reduces side street and left-turn wait times. Additionally, reconfirm the side street detection areas. | HT, RT, DOT |
| Make sure there is adequate speed limit signage along the corridor. | HT, RT |
| Add speed minder signs to help mitigate speeding along the corridor. | HT, RT |
| Increase speed enforcement, where possible. | HT, RT |
| At State Route 8 and Duncan Ave, clean out debris from sidewalks and curb ramps. | HT |
| At State Route 8 and Duncan Ave, repaint crosswalks and other pavement markings through the intersection. | HT |
| Restrict left turns out of Old Route 8 onto State Route 8. Remove “Do Not Enter” sign at Old Route 8. Properly post as a ONE WAY Street. | HT |
| Clear vegetation that restricts sight distance and consider prohibition of left turns out of Clearview Road onto State Route 8, if necessary. | HT, DOT |
| At State Route 8 and Harts Run Road, replace pavement markings. | HT |
| At State Route 8 and Harts Run Road, install new reflective “No Ped Crossing” signs | HT |
| On State Route 8 between Harts Run Road and McCully Road, provide advance warning signs on the southbound approach to warn of possible left-turning vehicles into businesses, especially Castlewood Square professional services buildings. | HT, DOT |
| On State Route 8 between Harts Run Road and McCully Road, provide peripheral transverse and/or SLOW ++ pavement markings and additional speed limit signs to reinforce the 40-mph speed limit. | HT, DOT |
| On State Route 8 between Harts Run Road and McCully Road, provide flashing warning devices in advance of driveways. | HT, DOT |
| On State Route 8 between Harts Run Road and McCully Road, consolidate driveway accesses. | HT |
| At State Route 8 and McCully Road, provide advance warning signs on the northbound approach to warn of buses slowly turning right onto McCully Road. | HT |
| State Route 8 and Craighead Road, prohibit left-turns into and out of Craighead Road. Craighead Road connects to Mt. Royal Boulevard, which is signalized at its intersection with State Route 8. | HT, DOT |
| State Route 8 and Craighead Road, provide more visible pavement markings on the Craighead Road approach, including a stop bar and a double yellow line. | HT |
| At State Route 8 and Mt Royal Boulevard, install backplates with retroreflective borders for greater visibility. | HT |

Key: (DOT)-PennDOT; (HT)-Hampton Township; (RT)-Richland Township; (PA)-Port Authority of Allegheny County; TPK–PA Turnpike

| Suggested Improvement | Responsible Party |
|---|---|
| At State Route 8 and Mt Royal Boulevard, install sidewalks to provide pedestrian connectivity around the intersection. | HT |
| At State Route 8 and Mt Royal Boulevard, install pedestal for the pedestrian signal head on southwest corner (present cone of vision > 30°). | HT, DOT |
| At State Route 8 and Mt Royal Boulevard, replace faded signing and refresh pavement markings. | HT |
| At State Route 8 and the Rachel Carson Hiking Trail, consider additional destination and trail signage to make the public aware of the trail especially at trail access points. Consider a safer, controlled crossing of State Route 8 (for example at the Wildwood Road signal) | HT |
| For the new development near Wildwood Road and State Route 8, consider proper driveway and signal spacing as development proceeds, and emulate the shared access plan of the Aldi's/Dollar Tree/Napa Auto Parts/McDonalds on the southeast corner. | HT, DOT |
| At State Route 8 and Talley Cavey Road, provide an additional legal crossing at the Oxford Driveway. Use piano key style crosswalk markings. Provide ADA compliant ramps. | HT |
| At State Route 8 and the Shoppers Plaza Driveway, upgrade the crosswalk to provide curb ramps with detectable warning surface at both ends of the crosswalk across the free right movement. | HT |
| At State Route 8 and the Shoppers Plaza Driveway, repaint the crosswalk with the high visibility (piano key) style marking. | HT |
| At State Route 8 and Bardonner Road, widen State Route 8 to provide northbound and southbound left turn lanes. | HT, DOT |
| Near State Route 8 and the Pennsylvania Turnpike Ramps, restripe or add optional white gore striping to the northbound and southbound ramps. | DOT |
| Near State Route 8 and the Pennsylvania Turnpike Ramps, add overhead lane designation signage to the bridge for State Route 8 southbound and the turnpike ramp. | DOT, TPK |
| Near State Route 8 and the Pennsylvania Turnpike Ramps, remove the sloped jersey barrier and replace with an impact attenuator. | DOT, TPK |
| At State Route 8 and Rinalli Drive, Restrict left turns out of Rinalli Drive or relocate Clubhouse Signage. Also, remove parallel parking spaces. | RT |
| At State Route 8 and Pioneer Road, Extend the left turn lane from Richland mall to accommodate left turns into Pioneer Road. Hatch out wide pavement on Pioneer Road and realign center yellow line. Restrict left turns out of Pioneer Road onto State Route 8 north. | RT |
| At State Route 8 and Ewalt Road, provide curbing along the parking area adjacent to Ewalt Road | RT |
| At State Route 8 and Ewalt Road, evaluate the detection system to determine if parking is interfering with signal detection | RT |
| At State Route 8 and Applewood Drive, consider left-turn prohibitions during the PM peak hour. | RT, DOT |
| At State Route 8 and Applewood Drive, remove obstructions/cut back vegetation near the intersection of Applowood Drive and Westland Drive. | RT, DOT |

| Suggested Improvement | Responsible Party |
|---|---|
| At State Route 8 and State Route 910, property owners should work with PennDOT and the Township to condense access to Sunoco Station and the Post Office for safer ingress and egress. | RT, DOT |
| At State Route 910 and Community Center Drive, explore safer, more accessible routes for residents of the complex. Potentially extend sidewalk connections along Community Center Drive and State Route 910. | RT |
| At State Route 8 and Northtowne Drive, provide ADA compliant curb ramps where lacking to complete pedestrian accommodations at the intersection. | RT |
| At State Route 8 and Grandview Crossing/Grandview Drive, Replace faded pedestrian signs. Repair pavement around manhole. | RT |
| At State Route 8 and Lee Road, provide advance notification/signage of the presence of the bus stop at the Lee Road intersection. | RT |
| At State Route 8 and the Bakerstown Road Interchange, provide updated pavement markings and ensure clear visibility of all signage. | RT |
| At State Route 8 and the Bakerstown Road Interchange, provide targeted speed enforcement in area of the cardDealershipcCrossing/dip in order to curb high speeds adjacent to 'ramp' entrances to State Route 8. | RT |

Key: (DOT)-PennDOT; (HT)-Hampton Township; (RT)-Richland Township; (PA)-Port Authority of Allegheny County; TPK–PA Turnpike

**Table 8: Long-term Improvements (5+ years)**

| Suggested Improvement | Responsible Party |
|---|---|
| Combine driveways and interconnect existing parcels. | HT, RT |
| Redesign certain mid-block State Route 8 sections to a five-lane configuration with a Two Way Left Turn Lane (TWLTL). Consider reducing current lane width to minimize widening and additional right-of-way required while encouraging traffic calming to lower speeds in sections. This could be effective in the following areas: Wildwood Road to McNeil Road; Bardonner Road to Pennsylvania Turnpike; Hardies Road to Ewalt Road | HT, RT, DOT |
| Lengthen left turn storage bays at locations identified in the report to handle traffic in a 20-year design horizon. | HT, RT, DOT |
| Retrofit detectible warning surfaces (DWS) or replace ramps, to the extent possible, so DWS provides visual contrast. Specifically, brick red DWS in concrete (dark-on-light), federal yellow DWS in asphalt (light-on-dark). | HT, RT, DOT |
| Upgrade lighting through the corridor in dark areas and at intersections where pedestrians may cross, particularly residential areas between Anderson Drive and Duncan Avenue. Use a white light, which is better for color distinction and consider LED lighting, which uses less energy than traditional lighting and provides better color distinction. | HT, RT |
| As re-development occurs and the potential exists for the corridor to develop into a suburban segment with transit service, enough right-of-way should be preserved to accommodate transit and pedestrians within municipal ordinances that includes sidewalks along Route 8 on both sides. | HT, RT |
| Consider possible Park and Ride lots at any of the locations shown within the report. | HT, RT, DOT |
| At State Route 8 and Harts Run Road, replace span wires with mast arm design when signal is replaced. | HT, DOT |
| Monitor the hillside stability along State Route near Harts Run Road. | HT, DOT |
| At State Route 8 and Harts Run Road, replace bridge with wider bridge to add capacity for vehicles turning onto State Route 8. | DOT |
| At Clearview Road and State Route 8, if volumes continue to increase, complete a warrant study for an intersection control beacon or traffic signal and consider radius improvements. | HT, DOT |
| At State Route 8 and McCully Road, widen and raise the profile of the McCully Road approach for better visibility and approach acceleration onto State Route 8. | HT, DOT |
| At State Route 8 and McCully Road, widen the southeast corner to accommodate school bus turns onto McCully Road. | HT, DOT |
| At State Route 8 and McCully Road, if volumes continue to increase, complete a warrant study for an intersection control beacon or traffic signal. | HT, DOT |
| State Route 8 and Craighead Road, realign Craighead Road approach to align perpendicular with State Route 8 to provide greater sight distance for right-turning vehicles. | HT, DOT |
| At State Route 8 and Mt Royal Boulevard, investigate the need to widen State Route 8 for a northbound left-turn lane (in conjunction with left-turn prohibition at Craighead Road). | HT, DOT |

| Suggested Improvement | Responsible Party |
|---|---|
| At Wildwood Road and State Route 8, Add capacity through this intersection by widening the side street approaches. Less mitigation would be needed to widen the westbound direction, which has higher volumes. Consider adding left-turn signal phasing for the side streets. Additional capacity will be necessary to improve levels of service at this intersection. Exclusive right-turn lanes should be considered in the future. | HT, DOT |
| At State Route 8 and Talley Cavey Road, when redevelopment and sidewalks are considered, establish other legal crossings at this intersection. | HT, DOT |
| Ar State Route 8 and Bardonner Road, widen the westbound approach to provide a two-lane approach. | HT, DOT |
| On State Route 8, between Applewood Drive and Community Center Drive, provide missing link of sidewalk between Applewood Dr and Community Center Dr. | RT |
| At State Route 8 and State Route 910, investigate the feasibility of acquiring the available right of way to create a channelized right-turn lane with porkchop island. With this, shorten the pedestrian crossing. | RT, DOT |
| State Route 910 and Community Center Drive, widen in accordance with the plan shown in the report. PennDOT previously approved a traffic signal at this location. | RT, DOT |
| At State Route 8 and Grandview Crossing/Grandview Drive, Continue to expand upon existing sidewalk network. As other areas around Grandview continue to develop, continue to expand pedestrian accommodations. | RT |
| At State Route 8 and the Bakerstown Road Interchange, upgrade to include longer tapers or parallel acceleration lane and parallel deceleration lane for the State Route 8 southbound off ramp and State Route 8 northbound on ramp. | RT, DOT |
| At State Route 8 and the Bakerstown Road Interchange, reconstruct bridge to permit better sight distance along Bakerstown Road. | DOT |
| At State Route 8 and the Bakerstown Road Interchange, consider an option to eliminate all existing ramps and relocate access to Bakerstown Road to a new signal at Heckert Drive and incorporate St. George Dr into the signal. Turning lanes will need to be added on State Route 8 for the new signal and potential widening of Heckert Drive will need to be evaluated. Evaluate the 4 way stop at Bakerstown and Heckert Road and need for a traffic signal. | DOT |
| At State Route 8 and the Bakerstown Road Interchange, consider an option to eliminate all existing ramps and use Heckert Road for all movements. If Pittsburgh North Driving Range were to be redeveloped, consider adding new connections between Bakerstown Road and Legion Drive as an alternative to eliminate the ramps. | DOT |

Key: (DOT)-PennDOT; (HT)-Hampton Township; (RT)-Richland Township; (PA)-Port Authority of Allegheny County; TPK–PA Turnpike

# Appendix Two:

# Sample Language for Plans and Ordinances

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 priori***ty ("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.**

**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

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# 2024

# Active Transportation Plan
# Richland Township

PASHEK MTR