

MORE PEOPLE BIKING & WALKING MORE OFTEN

PEDESTRIAN & BICYCLIST TRANSPORTATION PLAN FOR INDIANA COUNTY, PENNSYLVANIA

Prepared For:
Indiana County Board of Commissioners and
Indiana County Planning Commission

Prepared By:
Indiana County Office of Planning and Development



November 2011

INDIANA COUNTY, PENNSYLVANIA
FILE OF BOARD OF COMMISSIONERS
SESSION OF 2012

A RESOLUTION OF THE COUNTY OF INDIANA, COMMONWEALTH OF PENNSYLVANIA ADOPTING THE INDIANA COUNTY COMPREHENSIVE PLAN, DATED THIS 12th DAY OF SEPTEMBER, 2012 AS PREPARED BY THE INDIANA COUNTY PLANNING COMMISSION IN COLLABORATION WITH A COUNTY APPOINTED STEERING COMMITTEE, AND FACILITATED BY THE INDIANA COUNTY OFFICE OF PLANNING & DEVELOPMENT PURSUANT TO ARTICLE III AND ARTICLE IX OF THE PENNSYLVANIA MUNICIPALITIES PLANNING CODE.

WHEREAS, Where We Live...A Comprehensive Plan for Indiana County, Pennsylvania, replaces the outdated Indiana County Comprehensive Plan previously adopted by the Indiana County Commissioners in the 1960's; and,

WHEREAS, a copy of the draft Comprehensive Plan, which includes the text, maps, charts and any other items which form the whole of the Comprehensive Plan, was made available for public review at the Indiana County Courthouse, the Indiana County Office of Planning & Development, the Indiana County Chamber of Commerce, the Indiana Free Library, the Burrell Township Library, the Saltsburg Library, the Blairsville Library, and the Stapleton-Stabley Library at the Indiana University of Pennsylvania, is attached hereto as Exhibit "A"; and,

WHEREAS, the Indiana County Comprehensive Plan includes four documents: "Where We Live...A Comprehensive Plan for Indiana County, Pennsylvania"; "Indiana County Comprehensive Recreation, Park, and Open Space Plan"; "Indiana County Open Space, Greenways and Trails Plan"; and "More People Biking & Walking More Often: Pedestrian & Bicyclist Transportation Plan for Indiana County"; and,

WHEREAS, the Indiana County Comprehensive Plan was reviewed and recommended for adoption by the Indiana County Planning Commission to the Indiana County Board of Commissioners on June 28, 2012; and,

WHEREAS, the draft Indiana County Comprehensive Plan was sent to the 38 municipalities and 11 school districts within Indiana County, and the contiguous 5 counties, 8 school districts, and 25 municipalities on June 29, 2012; and,

WHEREAS, Indiana County has received no substantial comments from the municipalities and school districts within Indiana County, or from the contiguous counties, school districts, and municipalities within forty-five (45) days of submission of the Indiana County Comprehensive Plan; and,

WHEREAS, notice of a public hearing to present the final Indiana County Comprehensive Plan was forwarded to the Indiana Gazette to be advertised and published on August 8, 2012 and August 14, 2012; and,

WHEREAS, the Indiana County Board of Commissioners held a public hearing on August 22, 2012 to hear and consider public comments on the final Indiana County Comprehensive Plan, and that the comments received at the public hearing were noted for future planning consideration; and,

WHEREAS, the Indiana County Board of Commissioners, after consideration of comments received, has determined that the Indiana County Comprehensive Plan, as originally set forth in Exhibit "A", should not be substantially revised in whole or in part; and,

WHEREAS, the County has found the Comprehensive Plan is beneficial to the health, safety and welfare of the citizens of the County.

NOW, THEREFORE, BE IT RESOLVED BY THE INDIANA COUNTY BOARD OF COMMISSIONERS, AND IS HEREBY RESOLVED AND ENACTED BY THE AUTHORITY OF THE SAME:

SECTION I. The Board of Commissioners of Indiana County, by this Resolution, adopts the Indiana County Comprehensive Plan as attached hereto as Exhibit "A", as pursuant to Article III and Article IX of the Pennsylvania Municipalities Planning Code.

SECTION II. Any and all previous comprehensive planning documents are hereby repealed.

Resolved and enacted this 12th day of September, 2012.

INDIANA COUNTY COMMISSIONERS

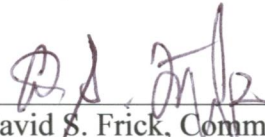
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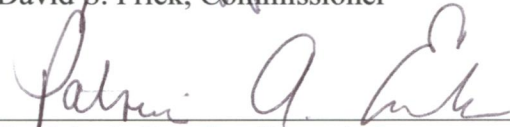
Robin Maryai, Chief Clerk



Rodney D. Ruddock, Chairman



David S. Frick, Commissioner



Patricia A. Evanko, Commissioner

ACKNOWLEDGMENTS

The Indiana County Board of Commissioners and the Indiana County Planning Commission wish to thank all of those individuals who assisted in in the planning process for this document; More People Biking and Walking More Often: Pedestrian and Bicyclist Transportation Plan for Indiana County, Pennsylvania.

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Patricia A. Evanko

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Andy Davis *Resident*

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"A vision without a plan is just a dream. A plan without a vision is just drudgery. But a vision with a plan can change the world."

~ An Old Proverb

i. STATEMENT OF PURPOSE

This plan is an official policy document for Indiana County, Pennsylvania. It provides policy and facility recommendations for improving bicycle and pedestrian conditions, and fostering a culture that encourages bicycling and walking throughout Indiana County.

These measures will play a significant role in encouraging physical activity, reducing traffic congestion and fuel consumption, and improving access between neighborhoods and places of work, school, health care, social opportunities and shopping for residents of Indiana County.

ii. PLAN DEVELOPMENT

As part of a professional development program with Indiana University of Pennsylvania's Geography and Regional Planning Department, the Indiana County Office of Planning and Development recruited interns to assist with the initial planning efforts involved in development of a countywide Pedestrian and Bicyclist Transportation Plan. The interns completed background data collection and identification of major issues and concerns for bicyclists and pedestrians. Planning staff provided oversight of background development, gathered public input, and developed the final document.

In 2006 the Indiana County Board of Commissioners appointed a 12-member Steering Committee, of county residents and representatives from organizations with expertise to oversee development of the final Plan. The Steering Committee met regularly to establish a vision for Indiana County and to update the goals, objectives, and action strategies necessary to achieve the vision for Indiana County.

The Steering Committee also discussed engineering, enforcement, and education which are necessary to addressing transportation safety. Based on a shared belief that creating a culture that embraces bicycling and walking is more about encouraging people to ride and walk than about developing new facilities and striping bike lanes, the Committee added encouragement as a fourth element. Evaluation was added as a fifth element and includes recommendations to regularly determine progress in reaching the identified vision and goals. The Committee adopted these elements as guiding principles throughout Plan development.

iii. PLANNING CONTEXT

This Plan is an element of the transportation component of the *Where We Live...A Comprehensive Plan for Indiana County, Pennsylvania*. These Plans encourage development of a balanced multimodal transportation system that will enhance our economy, encourage greater physical activity, foster social equity and protect the environment.

Additionally, this Plan was developed in conjunction with the *Indiana County Comprehensive Recreation and Parks Plan* and the *Indiana County Open Space, Greenways and Trails Plan*, and is consistent with the recommendations identified in each of those documents. It is also consistent with the goals of *Pennsylvania's Statewide Bicycle and Pedestrian Master Plan*, compiled by PennDOT in 1996 including the Bike/ Ped. Checklist and with issues identified in the *Southwestern Pennsylvania Commission's 2035 Transportation and Development Plan for Southwestern Pennsylvania*.

iv. PUBLIC INVOLVEMENT

A. Previous Involvement:

Citizens play a critical role in planning a better future for our communities. This Plan is based on the shared vision that was expressed in community meetings throughout the public planning process for this Plan; the *Where We Live...A Comprehensive Plan for Indiana County, Pennsylvania*; the *Indiana County Comprehensive Recreation and Parks Plan*; and the *Indiana County Open Space, Greenways and Trails Plan*.

B. Chance for Input:

Knowing what the public values and wants is important throughout the implementation of this Plan. It will be increasingly important to allow for the public to provide their feedback and recommendations for future improvements and projects relating to non-motorized transportation. Opportunity for public input such as a suggestion box, a call number, or an online message board should be provided. It is important that they are user-friendly and easy for citizens to voice their concerns. They should be developed by an interest group in tandem with the Indiana County Office of Planning and Development. Once developed, the methods must be checked regularly, and the opinions of the public must be noted for further action.



Figure iii.1: America's Promise Alliance has named Indiana County as one of the 100 Best Communities two times, in 2008 and 2010.



Figure iv.1 (above) & Figure iv.2 (below): Citizens participating in the planning process.





Figure v.1: Pedestrians determine how walkable a community really is.

v. THE LIVING DOCUMENT

The Pedestrian and Bicyclist Transportation Plan for Indiana County, Pennsylvania is to be considered a living document. This implies that the document can, and it should be periodically updated, edited, and amended as circumstances change and unforeseen opportunities arise. The document will change and evolve through updates to best meet the needs of Indiana County residents. Any citizen of Indiana County can propose changes in a format that is easy to understand. Changes or revisions to the Plan will only be made by staff of the Indiana County Office of Planning and Development at the direction of the Indiana County Planning Commission and the Bike/ Ped. Steering Committee. All edits will be driven by the citizens; on an as-needed basis. The document will be reviewed and updated every five (5) years, if needed. There may be circumstances in which the plan must be edited more than once per year. In those cases, the Indiana County Planning Commission may call for a special revision to be completed. Edits will be made available to the general public and all parties who hold a stake in the plan.

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I. INTRODUCTION

Bicycling and walking, the “forgotten modes” are once again gaining prominence as low-cost and environmentally sound modes of transportation. Federal and state transportation policies have been directed at developing a more modally balanced transportation system by encouraging projects that were “more than asphalt, concrete, and steel.” This focus of building transportation systems continues to involve more consideration of environmental, cultural, economic, and social considerations in an effort to create a more balanced system, which provides people with increased transportation options.

Steps have been taken recently to improve the environment for non-motorized transportation in Indiana County. Successful strides include:

- Trail enhancements such as:
 - New bridges along the Ghost Town Trail
 - Extensions to the Hoodlebug Trail
 - West Penn Trail bridge span over Conemaugh River
- Destination enhancements such as:
 - Blairsville Borough: streetscape and trail projects
 - Indiana Borough: “road diet” on Philadelphia Street
 - Walking School Bus Programs in multiple boroughs
 - Indiana University of Pennsylvania: sidewalk enhancements/ residential revival
- Projects currently being planned such as:
 - The missing link connecting the Hoodlebug Trail and the West Penn Trail
 - Pedestrian bridge over U.S. 22 in Burrell Township

Many of these improvements were made possible by a greater priority in federal and state grant programs for pedestrian and bicycle transportation. Programs that have been used in the County to fund bicycle and pedestrian projects include:

- Safe Routes to School Program
- Programs provided by the Department of Conservation of Natural Resources
- Federal Congestion Mitigation and Air Quality Program
- Transportation Enhancements

There is an increased Federal and State emphasis on improving these modes of transportation. The County has put a priority on completing this Plan to better leverage these and other programs in the future.

“...the ‘forgotten modes’ are once again gaining prominence.”



Figure 1.1: The West Penn Trail is a National Recreation Trail that stretches 17 miles from Saltsburg to Blairsville. The trail is part of the Pittsburgh-to-Harrisburg Main Line Canal Greenway™.



Figure 1.2: Streetscape improvements in the Elm St. District of Indiana Borough improve the walkability of that neighborhood.

Indiana County and its municipalities have made many strides towards welcoming the other-modal community. Each of these accomplishments adds to the ever evolving and improving bicycle and pedestrian environment and the overall quality of life in Indiana County. These accomplishments are step in the right direction. It will take a strong effort for Indiana County to reach the goal set forth by this plan of, “More People Biking and Walking More Often.” This ever growing list indicates Indiana County’s past commitment to this goal.

- 2003 Governor’s Award for Local Government Excellence: Building Community Partnerships– ICOPD/ IASD: Safe Routes to School and Walking School Bus projects
- Bicycle Decorating Contest in Blairsville Borough
- Clymer Trail
- Ghost Town Trail (36 miles)
- Hoodlebug Trail (10 miles)
- “Road Diet” on Philadelphia St. in Indiana Borough
- Indiana Bicycle Tune-up and Safety Tour
- Indiana Borough’s Walkscore® of 80 out of 100 makes it the most walkable out of the 51 largest cities in Pennsylvania
- Indiana County Bike Suitability Maps prepared by the Southwestern Pennsylvania Commission
- Indiana County Regional Trail Connectivity Study
- Indiana County Walk and Bike to Work and School Day (Annually, since 2000)
- Kiski Valley Trail, Greenway and Downtown Connectivity Study
- Rose St. bike lane in White Township
- Safe Routes to School project in Homer City Borough
- Safe Routes to School project in Indiana Borough
- Saltsburg Trail
- Streetscape improvements in Indiana Borough’s Elm St. District
- Streetscape improvements on Philadelphia St. in Indiana Borough
- Streetscape improvements on Market Street in Blairsville Borough funded by Hometown Streets and PCTI
- Future trail extension/ connection to Dixonville from Clymer Borough
- Trail crossing alert system in Dilltown
- Walking School Bus in Homer City Borough
- Walking School Bus in Indiana Borough
- West Penn Trail (17 miles)
- Westmoreland Heritage Trail in Saltsburg Borough

II. COMMUNITY VISION AND DEVELOPMENT GOALS

As with any planning effort, the Indiana County Bicycle and Pedestrian Plan included a visioning process. This process was undertaken by the Steering Committee in January, 2007, with facilitation assistance from Indiana County Office of Planning and Development Staff.

In drafting the vision, the Steering Committee considered the vision statement to be "...a description of the future as they would like it to be." The group also felt the statement should have three key characteristics:

- Representative of understood and shared core values;
- Must inspire and uplift; and
- Easily communicable.

Several themes emerged in the subsequent committee discussion. They were encouragement, community, and biking and walking in everyday life. The following vision statement was adopted to guide the development and implementation of the Plan:

“More People Biking & Walking More Often”

As a result of planning workshops and meetings held throughout the County, goals were established that would help to guide the development of this Plan:

- Design streets that accommodate cars, but also permit residents to bike and walk safely and comfortably
- Develop communities of neighborhoods connected by sidewalks
- Make crossing streets safer and easier
- Develop a safe network of bicycling and walking routes that connect neighborhoods with popular destinations
- Encourage increased physical activity
- Encourage bicycle and pedestrian commuting
- Increase public transit services and make them easier to use
- Expand off-road cycling opportunities
- Increase public awareness of bicycling and walking through educational and community programs
- Develop bicycle and pedestrian route signage, maps, and informational brochures
- Promote economic development through bicycling and walking
- Expand recreational bicycling and pedestrian opportunities



Figure 2.1: Rose Street bike lane, White Township.



III. AREA CHARACTERISTICS AND NEEDS

A. County Overview

Indiana County is located in the foothills of the Allegheny Mountains on the Appalachian Plateau of southwestern Pennsylvania. The County is bordered by Armstrong, Westmoreland, Cambria, Clearfield and Jefferson Counties and is the geographical center of western Pennsylvania. It is also within 60 miles of the shopping and businesses of the Pittsburgh Metropolitan Area.

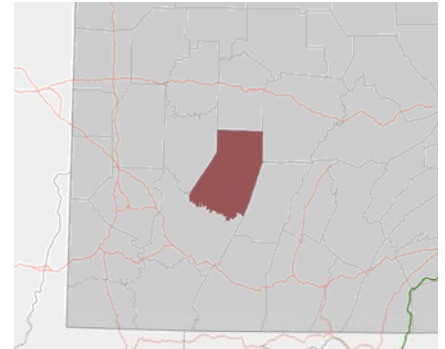
The County is comprised of 38 independent municipalities, including 14 boroughs and 24 townships. In 2010 the County had a population of 88,880 and a population density of 107 people per square mile, which reflects the County's rural character.

Indiana County is becoming known as an excellent place to visit for its natural beauty and attractions located within the county. From taking a step back in time while visiting the Amish community of Smicksburg Borough, to experiencing a bit of "Hollywood Magic" at the Jimmy Stewart Museum, to taking a ride or hike along one of the County's many trails, Indiana County has something for everyone.

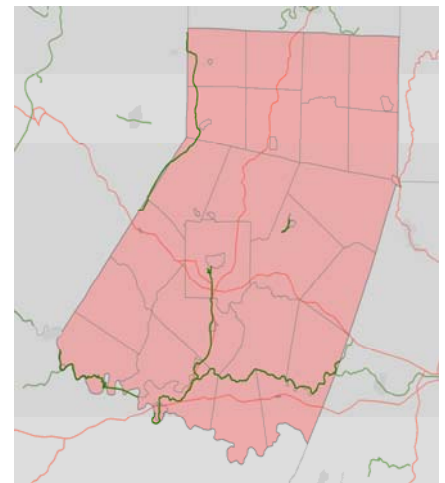
In order to improve the conditions that foster increased non-motorized transportation in Indiana County, we must first be aware of the existing conditions. Indiana County has a trail network and established bicycle routes that are respected and valued regionally. Those trails and routes are used by multiple users for both commuting and recreation. Additionally, there are established pedestrian networks within communities.

Indiana County has an extensive, regionally valued trail network. It is because of this network that one can travel to and from Indiana Borough, Blairsville Borough, Saltsburg Borough, and Ebensburg almost exclusively by trail. There are over 60 miles of trails in the County. The trails are open year round to non-motorized patrons. The trail network is a great asset for recreational as well as commuter purposes. A list of trails in the County can be found in the appendix of this document.

In Indiana County there are some established bicycle routes for experienced bikers. These routes were established by the Western Pennsylvania Wheelmen. They include Five Points



Map 3.1: Indiana County is located in southwestern Pennsylvania. Interstate Highways are in red. A full size map can be found in the Appendix.



Map 3.2: Indiana County is comprised of 38 municipalities. Trails are in green, and major roads are in red. A full page map can be found in the Appendix.

“Indiana County has an extensive, regionally valued trail network.”

Loop, Tanoma Loop, Conemaugh Dam Loop, Homer City Loop, and Covered Bridge Loop. These loops serve a large area in Indiana County. More information about the routes can be found in the appendix.

The most basic form of transportation is on foot. In communities and central business districts people walk from place to place more than any other mode of transportation. Even in places that are dominated by the automobile, a good pedestrian network is important for its utilization once individuals exit their vehicle. Pedestrian networks are the sidewalks, crosswalks, and walkways that are utilized by everyone. A good pedestrian network is a valuable asset to any community.

Within Indiana County there is a wealth of places with historical significance, recreation opportunities, and working/learning environments. In this Plan, these important places are referred to as destinations. Connecting destinations is an important function of the Plan. These destinations include towns and villages, schools, transit stops, shopping/employment centers, and recreational attractions.

There are some existing established corridors for cyclists and hikers. These corridors consist of trails, roadways, and open space that connect communities. The corridors connecting communities are great assets to the County. Furthermore, the County can only benefit from additional infrastructure in these corridors.

B. Demographic Characteristics

The total population of Indiana County at the 2010 Census was 88,880. Of that total number, 25,440 (28.4%) County residents lived in one of the fourteen boroughs. The percentage of borough residents that did not drive to work was 10.53%. 10.01% walked to work, .08% biked to work, and .18% used public transit. The percent of households in boroughs in the County that do not own a car is 9.19%.

For more detailed demographic characteristics of Indiana County, please see the [Indiana County Comprehensive Plan: Where We Live](#). On the adjacent page you will find a detailed table containing bicycle and pedestrian demographic characteristics for each of the boroughs in the County.

Table 3.1 Bicycle/ Pedestrian Demographic Characteristics
Boroughs in Indiana County, Pennsylvania

2000 Census Data		Source: Carfree Census Database				
Borough	Population	% of Commuters Who				% of Households w/o a Car
		Bike	Walk	Use Public Transit	Don't Drive to Work	
Armagh	129	0	0	0	0	0
Blairsville	3607	0.5	4.34	0.43	6.22	14.59
Cherry Tree	416	0	3.25	0	3.25	8.33
Clymer	1529	0	7.42	0.53	8.65	18.39
Creekside	320	0	3.03	0	3.03	6.94
Ernest	500	0	3.84	0	3.84	14.42
Glen Campbell	307	0	3.44	0	4.59	10.52
Homer City	1844	0	6.53	0.89	7.43	7.45
Indiana	14895	0.63	34.08	0.71	35.51	12.4
Marion Center	461	0	2.23	0	2.23	5.32
Plumville	292	0	3.96	0	3.96	11.32
Saltsburg	955	0	14.65	0	15.44	18.96
Shelocta	127	0	13.33	0	13.33	0
Smicksburg	58	0	40	0	40	0
All Boroughs	25440	0.08	10.01	0.18	10.53	9.19

C. Area Types

Area types are representative of different land uses and development within Indiana County. They may be categorized as Small Towns, Suburban Areas, Rural Areas, and Village Centers. Key characteristics, land use, and transportation planning issues that affect cyclists and pedestrians in each area type are outlined below.

i. Town Centers

- **Characteristics:** Typical land use is a high-density, mixed-use with extensive infrastructure, and a well-defined downtown central business district that is served by major roads. Examples of Town Centers include Indiana Borough, Blairsville Borough, Homer City Borough, and Clymer Borough.
- **Key Opportunities and Challenges:**
 1. Street Layout – street grid systems create numerous options when navigating Town Centers. Grid road systems can benefit pedestrians and cyclists by dispersing traffic more evenly throughout the Small Towns.
 2. Bicycle Lanes – motorists disregarding the



Map 3.3: Saltsburg Borough typifies the town center layout. It has a street grid system with businesses at the community core. Saltsburg also serves as a junction point for multiple regional trails. A full page map can be found in the Appendix.

-
- integrity between the bicycle lane and travel lane can discourage use of bicycle lanes.
 3. Sidewalks – high volume and high speed motor vehicle traffic creates threatening and uncomfortable conditions for pedestrians.
 4. Maintenance – poor maintenance of roads and sidewalks interferes with safe and continued use of bicycle and pedestrian facilities.
 5. Linkages to Mass Transit – bicycle and pedestrian access to transit or a transportation system that offers a range of choices for the traveling public in Small Towns provides a tremendous opportunity for reducing motor vehicle trips.



Figure 3.1: Market Street, Blairsville, PA. A Town Center Area Type in Indiana County.

ii. Suburban Areas (corridors and neighborhoods)

- **Characteristics:** Typical land use is primarily residential with low-density retail/office development and some vacant developable land. Located adjacent to Small Towns, Suburban Areas are served by major and minor arterials with limited alternative modes of transportation. An example of a Suburban Area is White Township which surrounds Indiana Borough.

- **Key Opportunities and Challenges:**
 1. Land Use Patterns – sprawling and low-density character of suburbs in this region creates trip distances that make biking and walking extremely difficult for most residents.
 2. Commercial and Retail Area Design – design is primarily aimed at patrons that arrive by motor vehicle.
 3. Neighborhood Design – poor local street connectivity epitomized by the cul-de-sac street which forces greater amounts of traffic onto arterial roads creating a dangerous environment for pedestrians and cyclists.
 4. Connections to Transit – promoting bicycle and pedestrian access to suburban transit facilities remains an untapped opportunity for reducing motor vehicle trips.



Figure 3.2: This type of development is indicative of suburban areas. Land uses are separated, and the infrastructure is auto-oriented.

iii. Rural Areas

- **Characteristics:** Typical land uses in Rural Areas are low-density small communities, free-standing residential and commercial developments, and multiple agricultural operations. There is little developed infrastructure with on-site well water and wastewater systems. Rural Areas are generally served by a rural two-lane road network.
- **Key Opportunities and Challenges:**
 1. Bicycle and Pedestrian Accommodations in Rural Area Downtowns – speeding traffic and narrow roads often present difficult conditions.
 2. Recreational Touring Routes – bicycle touring has become a very popular vacation and short trip recreation activity in rural areas.
 3. Rural Roadway Maintenance – poor maintenance affects safe and continued use of roadways for both recreation and utilitarian cycling.



Figure 3.3: This farm outside of Cherry Tree Borough depicts a Rural Area in Indiana County.

iv. Village Centers

- **Characteristics:** Typical land uses are primarily small-scale, mixed-use development with surrounding residential uses. Village Centers in Indiana County are typically served by a major road with smaller roads branching off of it. Examples of Village Centers include Blacklick, Commodore, Jacksonville, and Rossiter.

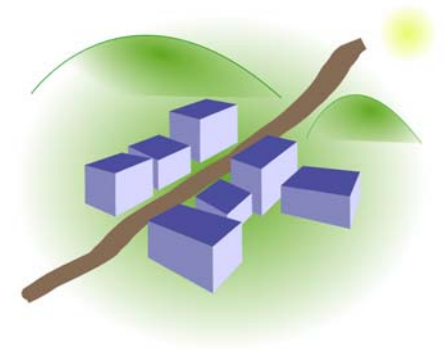
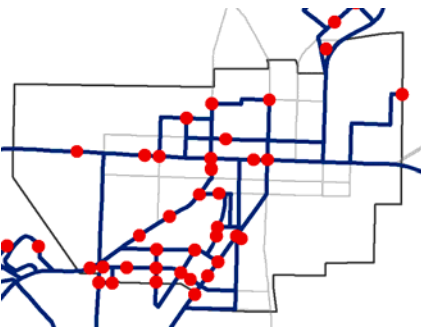


Figure 3.4: This sketch shows the layout of a typical Village Center.



Figure 3.5: Waterman, in Center Township, is an example of a Village Center.



Map 3.4: Transit system in Indiana Borough. A map of the full County system can be found in the Appendix.



Figure 3.6: The old Blairsville High School. Many neighborhood schools like this, which were easy to walk or ride to for students living in the borough, have been replaced by less-accessible “rural schools.”

- **Key Opportunities and Challenges:**

1. Community Support – creating a community that supports bicycling and walking, with active local citizen participation is critical to the successful development and implementation of bicycle and pedestrian facilities.
2. Historic Districts/Regional Identity – bicycle and pedestrian activities have often been compromised by historic districts with widened streets, narrowed sidewalks and no provision for bicycle lanes. Nevertheless, historic areas provide important tourist attractions for bicyclists and pedestrians.
3. Street Design – higher density of small towns and villages promotes opportunities for bicycling and walking.

D. Distinguishing Characteristics

i. Transit Access

Pedestrian and bicycle facilities in transit corridors make transit systems more effective. It is critical to design and install facilities such as bike lanes, sidewalks and curb ramps that are compliant with the Americans with Disabilities Act (ADA) that link bicyclists and pedestrians to transit facilities. Additionally, amenities such as transit shelters, secure bicycle parking and improved lighting aid in safely encouraging, accommodating and linking pedestrian and bicycle activity to public transit. A means to carry bicycles on public transportation should be provided. For example, Indiana County Transit Authority (IndiGO) currently provides bike racks on most busses. Policies that encourage walking and public transportation should be implemented wherever possible.

ii. Primary and Secondary School Access

Schools represent major destinations within communities. It is critical to provide access for the children who attend these schools. Access could mean providing well-maintained, safe sidewalks to walk on, safe bicycling routes for students to navigate, or school bus stops that are easily located. In order to increase the amount of non-motorized transportation among young people in the County, schools

should be accessible by bicycling or walking. The only way that this is possible is to keep neighborhood schools open. Recently, there has been a trend of relocating schools to more suburban settings. Rural schools decrease the accessibility of young people and limits their options of how to get to school to riding the bus only.

iii. College and University Access

Throughout the County, there are a number of institutions of higher education. These institutions provide many job opportunities and are centers for economic activity within the County. Some of these facilities are located in small town settings and are easily accessible by established bicycle and pedestrian networks. Those places include Indiana University of Pennsylvania and Cambria Rowe Business College. Both are located in Indiana Borough, and can be easily accessed by students, staff, and residents who choose non-motorized transportation. Wyotech and Westmoreland County Community College of Indiana County, are in rural areas and are designed to be accessed by individuals who have access to automobiles or the transit system. Wyotech's campus in Burrell Township is serviced by public transit. It is difficult to access these two campuses without the use of an automobile.

iv. Safety

Safe traveling conditions are a priority for bicyclists and pedestrians in Indiana County. A study done in 2010 entitled "Bicycling and Walking in the United States 2010 Benchmarking Report" ranks Pennsylvania as the 21st safest state for bicycling and 19th safest for walking. That report can be found in the appendix of this document. As more and more people discover non-motorized transportation as a viable way to travel, it will become increasingly important to plan for the safety of those individuals. The safety concerns occur most in areas where bicyclists and pedestrians interact with motorists. In these areas, increased signage at crosswalks and areas where there is heavy bike traffic can mediate the potential problem. Also, increasing the amount of bicycle and pedestrian facilities, such as bike lanes, sidewalks, and trails can decrease the amount of interaction.



Figure 3.7: IUP students have easy access to the campus from Indiana Borough. The campus is integrated into the Borough's street grid.



Figure 3.8: A traffic control device intended to increase pedestrian safety on Philadelphia Street in Indiana Borough.



Figure 3.9: Memorial Park in Indiana Borough can be easily accessed by the pedestrian network of sidewalks in the Borough.

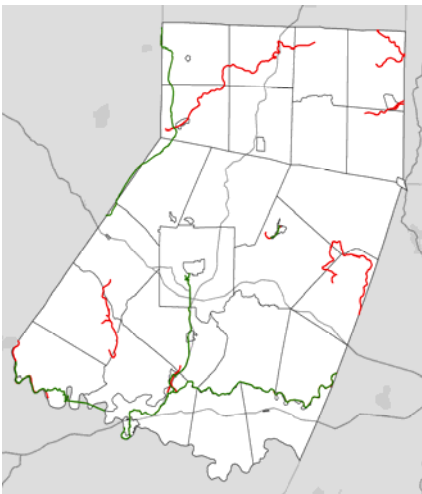
v. Recreational Facility Access

Indiana County is served by an extensive system of parks and trails. Many of the parks in the County are located within boroughs. These parks can be accessed easily by existing and developed networks of sidewalks. Other parks in the county are located in rural areas and are difficult for bicycles and pedestrians to access these destinations. They must load up their bikes and get in their cars to drive to them. Access to many recreational facilities throughout the County is limited to those individuals who have a car.

With increased environmental consciousness, more and more people are looking for ways to ditch their cars, especially for recreational and commuting purposes. Two options are trails and mass transit. An inventory of recreational facilities in the County can be found in the Recreation and Parks Plan. It is important that Indiana County citizens have multiple transportation choices.

vi. Abandoned Rail Lines and Canal Paths

Abandoned rail lines and Canal Paths can be an asset to the bicycle and pedestrian community. Many of these facilities have been or will be converted into recreation/ commuter trails throughout Indiana County. These lines are established, viable transportation corridors between major destinations in Indiana County. Transforming former railroad tracks into a vibrant rail-trail requires technical know-how, community support, guidance from experienced trail builders and successful strategies to overcome barriers. Rails-to-Trails Conservancy is a leading resource on this type of trail building.



Map 3.5: Abandoned rail lines, shown in red, represent an opportunity for increased connectivity via trail. Current trails are shown in green on this map. A full page map can be found in the Appendix

Right now, Indiana County benefits from trail connections that nearly link Saltsburg Borough, Blairsville Borough, and Indiana Borough as well as Ebensburg in Cambria County. Many Town Centers are located along the trails, such as the village of Blacklick and Homer City Borough. The northern half of Indiana County is not well served by trails though. Many corridors are recommended in the Indiana County Greenways, Open Space and Trails Plan.

vii. Bicycle Facilities

These facilities vary in size and purpose. In large cities they can be as elaborate as showers at the workplace and indoor bicycle parking. For Indiana County, facilities are generally smaller and consist of a simple bike rack. School campuses and recreational facilities are the traditional locations for the placement of bicycle facilities. With increased emphasis put on bicycling, there will be an increase in demand for these facilities to be placed in shopping and business districts. Trails and bike lanes are other types of bicycle facilities. Indiana County does have an extensive and ever growing network of trails. Dedicated bike lanes are limited within the rights-of-way of public roads within Indiana County. There are more than 65 miles of trails and less than 1 mile of bike lanes in the County.



Figure 3.10: This bike rack serves as a valuable bicycle facility in downtown Indiana.



IV. IMPLEMENTATION STRATEGIES

A. Policies

Recommendations set forth in this plan are basic in nature, and have been developed to improve the perception of the walking and bicycling environment, as well as stimulating increased levels of interest among key stakeholders in Indiana County. These measures will help ensure that development of local area plans, that foster an environment favorable to non-motorized transportation, will be completed at the municipal level. Numerous implementation considerations are discussed in this section that provide a guide for the future.

i. Education

Individual perception of the walking and bicycling environment impacts the level of use. Perceptions are a collection of education, information, misinformation and direct experience. Education is not only about teaching children the safety “rules of the road.” It also includes teaching adults that bicycling and walking are legitimate ways to travel and reinforcing the rights and responsibilities of bicyclists, pedestrians and motorists. Audiences include children, parents, adults and motorists.

Educational Opportunities:

1. Conduct educational programs
2. Teach motorists and non-motorists how to coexist
3. Promote bicycling and walking
4. Health and wellness education

ii. Encouragement

Marketing and promotional programs that increase public awareness are critical to overcoming the non-physical barriers to bicycle and pedestrian travel. These programs include events or promotional opportunities for individuals to travel by bike or on foot. Special events, such as Walk Your Child to School Days and walking and bicycling tours are popular ways of encouraging people to walk and cycle more. An excellent example of a bicycle and pedestrian encouragement program that is already underway in Indiana and Homer City Boroughs is the “Walking School Bus” where elementary school students walk to school together while being supervised by an adult. Special events such as this need to be supported by additional information and programs to encourage people to increasingly engage in bicycling and walking as part of their everyday lives.



Figure 4.1: Students at Horace Mann Elementary School arriving by bike.



Figure 4.2: The bike lane on Rose Street in White Township being utilized by cyclists.



Figure 4.3: Signs, such as this, alert motorists of potential conflicts associated with bicyclists.

iii. Engineering

The goal of engineering policies and programs is to overcome the physical barriers that discourage people from walking and cycling. Some examples include creating paths that provide intra-community connections, installing bicycle amenities at bus stops, park-n-rides and major employment centers, implementing land-use control ordinances with facility design guidelines, and establishing transportation policies that protect and promote bicycle and pedestrian activity.

In each of the communities of Indiana County, it is important to identify key roadways that serve or could potentially serve cyclists and pedestrians, and look to implement design/facility improvements that integrate bicycle/pedestrian elements. For example, all bridge rehabilitation or reconstruction projects should incorporate safe bicycle/pedestrian access and use where applicable.

Engineering programs may also involve the implementation of traffic calming practices. Key roadways that would better serve cyclists and pedestrians with the aid of traffic calming treatments should be identified. Traffic calming is a way to simultaneously address transportation needs and quality-of-life in our communities. It is a change from traditional transportation planning, and is a movement toward balancing the needs of all users of the roadway. It involves rethinking the physical design of streets, and recognizing the street as public space shared by pedestrians, cyclists and motorists. Other benefits of traffic calming include increased transportation choices, improved transit access, improved neighborhood identity and improved air quality.

iv. Enforcement

Enforcement of the laws and policies that protect the safety of bicyclists and pedestrians is important to promote safe travel for all road users. Many accidents are the result of motor vehicle driver inattention to operating laws and rules of the road. Increasingly, speed is becoming a threat to safety and security of pedestrians and cyclists. It is important to remember that traffic laws apply to both automobiles and non-motorized users. The following are two different approaches to enforcing policies that allow the environment and attitudes toward bicycling and walking to become safer and more enjoyable in Indiana County. Enforcement should be the responsibility of all users.

- **Positive Reinforcement** – Positive reinforcement programs for good behavior can create positive peer pressure among bicyclists and pedestrians, and create good public relations and media coverage for the local police departments. Delivery of these enforcement programs is best done by officers on bicycles or on foot, so that they are viewed as peers as well as enforcers. Stickers and sports cards, ice cream and discounts for meals can be rewards for good behavior for children. Coupons for free bicycle inspections can reinforce positive behavior, and educate children and parents on reflector and light requirements and regular maintenance routines.
- **Police Enforcement** – Verbal warnings are appropriate where there is not the immediate threat of accident or injury. Verbal interaction gives the officer an opportunity to educate people on conditions and behaviors that precipitate accidents and injury. Verbal warnings can be issued quickly and make a positive contact between officers and the public. Written warnings should be the minimum enforcement measure where the threat of injury is apparent. Pedestrians are the most vulnerable of roadway users. Juvenile warnings should include a written warning to parents, and may require follow-up action. Citations should be issued in any case where threat of severe injury is imminent and where a crash has occurred with or without an injury. Fines for infractions should be doubled in school areas and defined “safety zones” where accidents have occurred previously.

v. Evaluation

Pedestrian and bicycle facility projects must be evaluated and reviewed. Each of these improvements will require a more detailed project-level review. Additional traffic and transit analysis will be needed in some cases to determine the optimum design for specific locations. Like other public projects, neighborhood involvement will also be an important part of the evaluation and implementation process. Some locations require different or more costly improvements after more detailed analysis. They may become longer-term projects. Chapter VII of this document outlines methods for measuring the benefits of pedestrian or bicycle related improvements in Indiana County.



Figure 4.4: A police officer on foot identifies better with pedestrians and cyclists.



Figure 4.5: It is easy to see that there is a need for a sidewalk in this location.

vi. Partnerships

The success of bicycle and pedestrian projects is improved when a public/ private partnership exists among key stakeholders. Project recommendations are prioritized and implemented so that each new project builds on the previous one; and an effective marketing and promotional program is in place.



Figure 4.6: A bike lane that links two sections of the Hoodlebug Trail in Homer City Borough. This is one of only two bike lanes in the County. Together, they total less than 1 mile.

B. Roles and Responsibilities

Strategies have been identified based upon the roles that different entities play in the implementation of bicycle and pedestrian improvements. The following section outlines the roles of local municipal governments, planning staff, PennDOT, public works departments, police departments, IndiGO, employers, Indiana County Parks and Trails, and bicycle advocacy groups. It should be noted that roles and responsibilities may vary for different jurisdictions.

i. Municipalities

Municipalities consist of any local governing bodies. They include township and borough government in Indiana County. The list below outlines the role of local government in pedestrian and bicycle related projects.

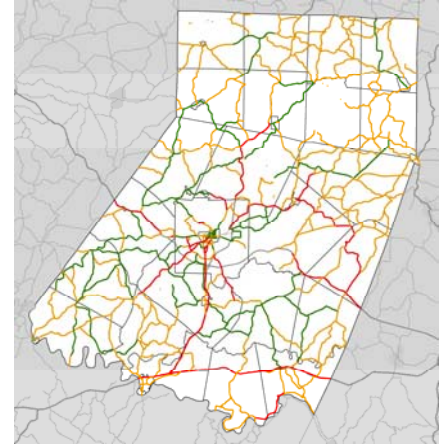
- Adopt regulations that require the provision of sidewalks and bicycle facilities for all new development.
- Assign and train bicycle/pedestrian program staff, and establish a bicycle/ pedestrian advisory committee.
- Establish a capital funding program that can be used to fund bicycle and pedestrian related projects or leverage state and federal grants.
- Institute a public awareness campaign demonstrating the benefits of bicycling and walking.
- Provide leadership through the initiation and adoption of a comprehensive bicycle and pedestrian plan.
- Facilitate citizen participation that allows public input into decision making regarding bicycling and walking.
- Take direct actions to provide bicycle and pedestrian lanes as an integral part of road improvement projects and promote the use and development of trail systems for connectivity.
- Promote land use policies and transportation investments that nurture establishment of multi-modal linkages such as transit centers.
- Promote coordinated activities that result in enhanced pedestrian and bicycle environments.

- Increase the number of areas zoned as mixed-use development.
- Institute a bicycle/pedestrian advisory committee or assign responsibilities to an existing committee.
- Identify sources of funding for bicycle and pedestrian projects.
- Implement land ordinances that protect the rural environment by managing development along scenic routes, bicycle and pedestrian paths, etc.
- Improve conditions along routes that bisect rural areas and act as an obstacle to bicycle and pedestrian movement.

ii. ICOPD and Planning Commission

The Indiana County office of Planning and Development acts as staff, providing technical assistance and support, to many planning projects in Indiana County. Their duties in regards to bicycle and pedestrian transportation planning include the following.

- Promote land use policies and transportation investments that nurture establishment of multi-modal linkages such as transit centers.
- Develop a comprehensive bicycle and pedestrian action plan to guide the development of bicycle and pedestrian facilities throughout the County for years to come.
- Update site plan regulations to require pedestrian facilities, including sheltered walks and direct access from commercial buildings to streets for stations offering public transportation facilities.
- Produce a bicycle-pedestrian map, showing greenways, bicycle and pedestrian paths, low-traffic streets, and points of interest.
- Develop and implement a procedure for evaluation of bicyclists' and pedestrians' needs in the early planning stages of all capital programs.
- Implement a bicycle usage monitoring program.
- Prepare land use plans and ordinances that encourage mixed use development.
- Administer a public participation program to address issues related to bicyclists and pedestrian needs throughout the County.
- Improve bicycle and pedestrian accessibility around schools and transit stops.
- Prepare plans for linkages between shopping centers, other commercial areas, parks, residential areas, and future land use.



Map 4.1: There are many viable bicycle routes throughout Indiana County. Some of those routes are shown here in green. A full page map can be found in the Appendix.



Figure 4.7: Bicycle parking along the Hoodlebug Trail.

- Design open space linkages using abandoned rail corridors, stream valleys, utility corridors, and other rights-of-way.
- Work closely with county engineers and PennDOT in identifying highway improvement projects such as shoulder paving.

iii. Pennsylvania Department of Transportation

PennDOT, through its Bicycle and Pedestrian Plan has outlined goals relating to bicycle and pedestrian transportation. Those goals include doubling the percentage of trips made by bicycle and by foot in Pennsylvania and increasing the safety of cyclists and pedestrians throughout the state. In Indiana County, these goals can be realized if the following responsibilities are met.

- Inaugurate phased pedestrian-cyclist traffic lights to give non-motorized travelers a safe head start before motorists.
- Plan to accommodate, motor vehicle and non-motorized traffic via traffic calming projects.
- Create pedestrian and bicycle-friendly roads to bus stops and major activity centers via better roadway design, signage, and maintenance.
- Develop shoulder paving and maintenance programs that will accommodate bicyclists and pedestrians.
- Assist in identifying roadways that are used by bicyclists.
- Utilize the Bike/ Ped. Checklist during phases of transportation planning and construction.
- Ask the question, “If not, why not?” (PennDOT Policy on bicycle/ pedestrian facilities)



Figure 4.8: A wide shoulder such as this on roadways can provide a safe travel space for cyclists and pedestrians where it is not possible to provide a dedicated lane for them.

iv. Public Works Departments

Local public works departments in municipalities throughout the County can do their part in promoting bicycling and walking by doing the following.

- Provide bicycle and pedestrian facilities in conjunction with capital projects.
- Provide bicycle and pedestrian facilities as independent capital projects.
- Develop a spot improvements and maintenance program.
- Create bicycle-friendly roads to bus stops and major activity centers via better roadway design, signage, and maintenance.



Figure 4.9: A basic bicycle facility in Blairsville.

v. Police Departments

State and local police departments are an excellent resource and authority when it comes to the safety of all roadway users in Indiana County. To keep pedestrians, cyclists, and motorists safe, police departments in the County must fulfill their duties of enforcing laws and policies. Additionally, police can provide a good example and educate road users of how to travel safely. The following is a list of responsibilities that police departments should fulfill.

- Enforce the integrity of bike lanes and cyclist right-of-way with ticketing and towing patrols.
- Implement a bicycle and pedestrian accident monitoring and surveillance system.
- Develop a police-on-bicycle program.
- Develop and conduct educational programs that train cyclists, pedestrians and motorists in safe cycling and walking in motor vehicle traffic.
- Provide training for law enforcement officials in bicycle and pedestrian education and regulations.
- Assist in identifying roadways that are utilized by bicyclists.
- Identify potential hazard areas along roadways and bike routes.
- Increase patrolling along roadways used extensively by bicyclists or pedestrians.

vi. IndiGO

As the public transit authority in Indiana County, IndiGO has done a lot for a rural transit authority to support bicycling and walking in the County. It is those individuals who do not have or choose not to use automobiles that utilize the bus system in the County the most. Some things that IndiGO can do to promote bicycling and walking are outlined in the list below.

- Install or upgrade bicycle parking facilities and passenger amenities such as seating and shelter at transit stops.
- Coordinate efforts with municipality to improve bicycling and walking routes between transit services and major destination points.
- Improve signage and information for cyclists and pedestrians at stations.
- Provide bicycle storage at transportation stops by installing racks and/or lockers.
- Provide means to carry bicycles on public transit.



Figure 4.10: Police on bikes in Indiana Borough. IUP Police, Indiana County Sheriff's Office, and Indiana Borough Police Departments all have Police on Bikes programs.



Figure 4.11: An IndiGO bus equipped with a rack to carry bicycles.



Figure 4.12: Signage alerts drivers of possible conflict with pedestrians as they approach Blue Spruce Park.

vii. Employers

Employers should be concerned about the quality of life of not only their employees, but of everyone in the community. For this reason, it is important that employers adopt policies that support bicycling and walking to work.

- Install conveniently and safely situated indoor and outdoor bicycle racks.
- Encourage bicycling and walking to work as part of an Employee Commute Options Program.
- Promote bicycling and walking as part of health and wellness programs.

viii. Indiana County Parks and Trails

The County’s parks department must do its part to promote bicycling and walking not only within its parks, but also between them.

- Promote bicycling and walking to parks by providing accessible facilities.
- Develop a mobility plan to promote integration of existing bicycle trails, lanes and routes.
- Include programs to promote walking and bicycling.

ix. Bicycle Advocacy Groups

Groups that support bicycling and walking can provide a good example to those individuals who are interested but may not know how, where, why, or when to bicycle in Indiana County.

- Promote local bicycling opportunities through development of brochures, suitability maps, and recreational resources.
- Assist in identifying scenic routes.
- Organize the provision of ancillary facilities such as lodging, campsites, and food sources, and transport-and-ride bicycling facilities.



Figure 4.13: Citizens participating in Indiana County’s annual Bike and Walk to Work and School Day in Indiana Borough.

C. Suggested Programs and Initiatives

This section suggests basic programs that could be implemented in every community in Indiana County. It also contains example projects that could be implemented. The programs identified in this section are intended to be representative of the type of projects that would increase non-motorized mobility in Indiana County. These projects and programs are intended to begin fostering an atmosphere that is more bicycle and pedestrian friendly. Once these programs are being utilized and are successful in a given community the public's interest in bicycling and walking will continue to grow.

i. Safe Routes to School

Safe Routes to School programs enable community leaders, schools and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school. In the process, programs are working to reduce traffic congestion and improve health and the environment, making communities more livable for everyone.

ii. Walking School Bus

- **Purpose and Explanation of the Program:** The Walking School Bus program is designed to get communities to work together to get children to school actively and safely. Children who participate in the program walk to and from school in groups led by volunteers.
- **Program Objectives:** The goals of the Walking School Bus program include the following:
 1. Increase daily physical activity for children and adults in the neighborhood.
 2. Increase safety for pedestrians in the neighborhood.
 3. Reduce traffic in and around the neighborhood and school.
 4. Decrease crime when more people are outside keeping an eye on their neighborhood.
 5. Increase community cohesion by helping neighbors to get to know one another.
- **Potential Risks:** The Walking School Bus is intended to reduce the risk of injury to children as they travel to and from school through the use of adult supervision.



Figure 4.14: A completed Safe Routes to School project near Horace Mann Elementary School in Indiana Borough.



Figure 4.15: Participants in the Walking School Bus Program in Indiana Borough.

iii. Plan & Design for All Users

The streets in Indiana County are an important part of the livability of our communities. They ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. Figure 4.15 below illustrates a complete street design that is safe for pedestrians, cyclists, and motorists. But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams.

Now, in communities across the country, a movement is growing to complete the streets. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone.

Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

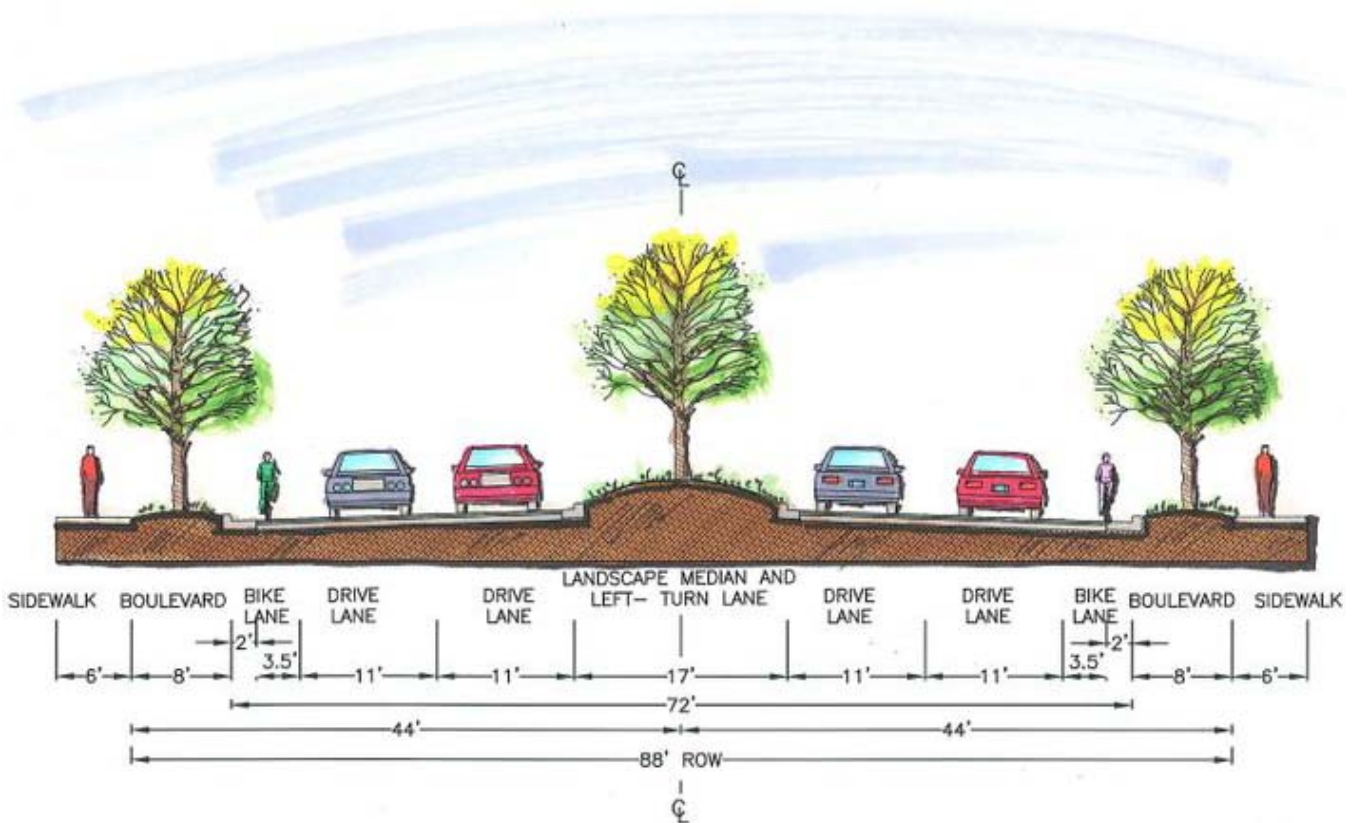


Figure 4.16: The drawing above shows the design of a complete street. Notice that there are provisions for walking, cycling, and motorized transportation.

iv. Actively Plan for and Encourage Bicycle and Pedestrian Transportation

- Develop a commuter bicycle survey as part of a bicycle and pedestrian marketing campaign.
- Educate municipalities on bicycle and pedestrian issues to build awareness of need for bicycle and pedestrian planning.
- Map bicycle and pedestrian opportunities in Indiana County.
- Implement a recommended network of bicycle routes, pedestrian mobility areas, and corresponding needed improvements to provide for countywide bicycle and pedestrian travel.
- All relevant county and municipal ordinances and county programs will consider bicycle and pedestrian planning.

v. Establish an Education Campaign for Transportation Safety

- Increase the number of qualified bicycling skill instructors in the county.
- Educate the public on bicycling and pedestrian issues.
- Encourage stricter enforcement of laws involving bicyclists, pedestrians, and use of crosswalks and sidewalks.

vi. Develop Funding Mechanisms to Implement this Plan

- Investigate and implement funding sources/strategies.
- The Steering Committee will fulfill an important role as an advisory group to the Indiana County Planning Commission.

vii. Encourage Integration of Bicycles Into the Existing Roadway Network

- Ensure that physical roadway improvements integrate bicycles into the existing roadway network.
- Encourage law enforcement to properly enforce the rules and regulations relating to bicycle travel.

viii. Foster Intermodal Coordination and Cooperation

- Accommodate bicycles on public transportation.
- Accommodate bicycles at public bus stops.
- Accommodate pedestrians at public bus stops.

ix. Provide Opportunities/Facilities for Bicycle Commuting

- Remove barriers to bicycle transportation routes.

“All walking is discovery. On foot we take the time to see things whole.”
-Hal Borland

- Encourage employers to offer incentives for bicycle commuting.
- Provide bicycle commuting facilities at schools and universities.

x. Encourage Pedestrian Connectivity Between Land Uses

- Provide the physical infrastructure needed for pedestrian mobility.
- Remove barriers to pedestrian mobility.
- Arrange land uses in a manner that creates walkable communities.
- Link gaps between places of work/ play/ shopping/ etc. and home.



Figure 4.17: Oakland Ave. in White Township does not sufficiently support pedestrian mobility as evidenced by this “goat path.”

xi. Support Greenway Projects

- Complete proposed greenways throughout Indiana County.
- Expand the network of proposed greenways by proposing appropriate new greenways.

xii. Ensure Future Transportation Enhancements Projects are Consistent with All Long Range Planning Documents for the County

- Review project applications for consistency with the county’s planning documents.

xiii. Maintain Bicycle and Pedestrian Facilities

- Create a roadway maintenance form for reporting road, shoulder, or sidewalk problems.
- Maintain all roadways, shoulders, and sidewalks in their current or better condition. Maintenance issues can include clearing roadside vegetation, sweeping for gravel, replacing missing or installing new signs, and keeping paved shoulder edges in good condition.

xiv. Enhance Pedestrian Mobility in Tourist Areas

- Remove barriers to pedestrian mobility.

xv. Accommodate All Users of Transportation Facilities

- Transportation facilities will be compliant with the Americans with Disabilities Act (ADA).

D. Priority Projects

During the development of this plan a variety of projects were identified as priority projects. These projects are outlined in this section of the plan, but do not appear in any particular order. The implementation of these projects would take Indiana County closer to the vision set forth in this plan of, “More People Biking and Walking More Often.”

Project Name: Hoodlebug Trail & West Penn Trail Connection

- **Location:** Blairsville Borough and Burrell Township
- **Overview:** This is an important link that is missing in Indiana County’s trail system. The Hoodlebug Trail and West Penn Trail are two of the County’s major off-road routes. In the past cyclists had been able to travel through the area where Corporate Campus now sits. This provided an on-road connection between the two trails. However, with an increase of motor-vehicles attributed to Wyotech and other businesses in the area, the on-road route has become too dangerous for average cyclists and pedestrians. In 2011 R.L. Kimball (a consultant firm) completed the Indiana County Trail Connectivity Study. That study identified recommendations, including a pedestrian bridge, that would link the Hoodlebug and West Penn Trails to the Blairsville Riverfront Trail in Blairsville Borough. Additional support for this project has come from the Southeastern Pennsylvania Commission when a Road Safety Audit was completed for the Route 22 Corridor in Burrell Township. The Road Safety Audit includes suggestions that would increase safety along the Route 22 Corridor.
- **Recommendation:** Ensure that connecting these two major off-road routes is a priority to the County. Specifically, work towards the completion of the pedestrian bridge spanning Route 22 in Burrell Township.
- **Benefits:** Connecting the two trails would allow users to efficiently and effectively travel between Saltsburg Borough, Blairsville Borough, Indiana Borough, and Ebensburg Borough in Cambria County. This would allow for increased tourism and commuter opportunities.

Project Name: Clymer Trail

- **Location:** Clymer Borough, Cherryhill Township, Green Township, and White Township
- **Overview:** Clymer currently has a short stretch of trail that serves the Borough and connects the parks within the

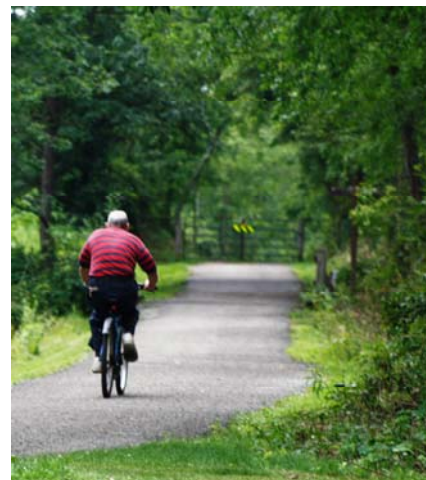


Figure 4.21: A trail user on the Hoodlebug Trail.



Figure 4.20: The Clymer Trail currently ends near the basketball courts in Lee Street Park. This is where the extension towards Dixonville would begin.

Borough. This trail can easily be extended to continue through Cherryhill Township and into Dixonville in Green Township to the north. A connection could also easily be made between Clymer and Indiana Borough to the Southeast.

- **Recommendation:** Extend the Clymer Trail northward into Green Township by utilizing an existing right of way. Connect Clymer borough to Indiana Borough via an abandoned streetcar line through White Township. This would involve cooperation between Clymer Borough, the Clymer Borough Municipal Services Authority, and Indiana County Municipal Services Authority.
- **Benefits:** These two trail extensions would connect the Northern section of the County with the southern. It would add recreation and tourism opportunities in the County. Also, there would be a direct, off-road commuter route between Clymer and Indiana Boroughs.

Project Name: Hoodlebug Trail Connection to KCAC

- **Location:** White Township and Indiana Borough
- **Overview:** The current northern terminus of the Hoodlebug Trail is located at Rose Street in White Township. Much of Rose Street is served by a dedicated bicycle lane which is connected to the IUP Bikeway. However the Hoodlebug Trail is separated from this section of Rose Street by a Rail Road Crossing. Plans of the Allegheny Arboretum include linking the Hoodlebug Trail to the Kovalchick Convention and Athletic Complex (KCAC) to the existing Hoodlebug Trail.
- **Recommendation:** Extend the Hoodlebug Trail across Rose Street into Indiana Borough through the future Allegheny Arboretum. However, further site cleanup of the former Kovalchick property will be needed.
- **Benefits:** Connecting the Hoodlebug Trail to IUP and ultimately Downtown Indiana would increase use of this trail especially among IUP Students. This project is also part of a larger vision, shared by Indiana Borough, White Township and IUP, of the Wayne Avenue Corridor which stretches through Indiana Borough and White Township along IUP Campus.

Project Name: Martin and Blue Spruce Roads

- **Location:** White, Rayne and Washington Townships
- **Overview:** These roads receive heavy traffic from bikers and walkers who use it as a route to Ernest and Blue Spruce Park from Indiana Borough. There are no pavement

markings or designated shoulders on this road. Crossing Route 110 is hazardous. This , with the addition of high vehicle speeds, makes this road dangerous for all users.

- **Recommendation:** A simple improvement to this route could be a “Share the Road” sign or “sharrows” painted on the road. Improve pedestrian crossing on Route 110.
- **Benefits:** Increased awareness between motorists, bicyclists, and pedestrians along the route. A safe connection between Indiana Borough, Ernest Borough and Blue Spruce Park.

Project Name: East Pike Road

- **Location:** White Township
- **Overview:** East Pike Road is used by walkers, bikers, and School Cross-Country Teams regularly. The road lacks a shoulder large enough to accommodate the amount of non-motorized traffic that it receives . People are forced to use the vehicle traffic lanes. Motor vehicles on this road travel at a high rate of speed and there is often a high amount of trucks pulling boat trailers on this road, which increases safety concerns. This route serves as a direct connection between Indiana Borough and the White Township Recreation Complex and East Pike Elementary School.
- **Recommendation:** “Share the Road” signs or “sharrows” could be a solution on this road. However a more effective solution would be a designated bike/ pedestrian lane or path along this road. This could be accomplished by reducing the travel lanes by 6 feet to accommodate such lane.
- **Benefits:** Increased bicycle and pedestrian mobility between downtown Indiana Borough and White Township Recreation Complex would result in increased usership of the facilities in White Township.

Project Name: Pine Ridge Park

- **Location:** Burrell Township
- **Overview:** Pine Ridge Park is located in southern Indiana County. This park is not utilized to its full potential. It is home to many recreational facilities including several miles of trails. Despite this, the park is nearly inaccessible without the use of an automobile
- **Recommendation:** if this park were to be connected to the trail system it would see increased use. This connection could be on or off-road.
- **Benefits:** Increased use leads to increased value.



Figure 4.18: Martin Road sees a significant amount of pedestrian and bicycle traffic , but lacks formal infrastructure for safe travel.



Figure 4.19: Access to the White Township Recreation Complex would increase with the pedestrian and bicycle accommodations along East Pike.



V. PLANNING STRATEGIES AND GUIDELINES

A. Strategies

The following section recommends strategies that address particular issues associated with the bicycle and pedestrian environment in Indiana County. These issues include street layout, bicycle and pedestrian facilities and amenities, linkages to mass transit, streetscaping, maintenance, regional and historic identity, and community support.

i. Bicycle and Pedestrian Facilities

- Install bicycle lanes and sidewalks between major destinations
- Provide sidewalks and bicycle facilities on roads and along corridors for touring, local cyclists, and walking
- Construct bicycle lanes with at least the same surface quality as road pavement
- Set sidewalks back from roadways with physical barriers such as planters or parking for separation
- Design sidewalks to accommodate two-way traffic and anticipated volumes
- Implement traffic calming measures that accommodate bicycle activity
- Install bicycle-sensitive detector systems at key traffic signal locations
- Encourage pedestrian access from nearby streets in new development
- Install curb ramps where needed, in order to comply with ADA standards
- Develop bicycle route networks to guide cyclists to scenic areas and urban/village/town centers
- Install bicycle safe drainage grates.

iii. Bicycle and Pedestrian Amenities

- Require bicycle parking for new development and major remodeling projects
- Provide bicycle parking at transit stops, garages, commercial/retail operations, and other key activity centers and destinations
- Install shelters and benches at major transit stops
- Install high-visibility crosswalks
- Require well-lit parking locations that are near to key activity centers and transit opportunities

iv. Links to Transit

- Provide signage, route information, benches, shelters,



Figure 5.1: Pedestrian facilities such as this crosswalk in Indiana Borough allow people to travel easily and safely on foot. This intersection employs striped pavement for the crosswalk as well as crossing signs with audible signals.



Figure 5.2: A cyclist visiting the Indiana Farmers' Market.



Figure 5.3 (above): The sidewalk along Wayne Ave. in White Township used to end where the Kovalchick Yard began.

Figure 5.4 (below): With Construction of the KCAC, the sidewalk now extends further into White Township along Wayne Ave.



Figure 5.5: The Ghost Town Trail travels through several historic sites in Indiana County and Cambria County.

- crosswalks and sidewalks at transit stops
- Provide bicycle facilities at transit stops
- Provide front-mounted bicycle racks for buses
- Work with transit officials to promote pedestrian and bicycle ridership via marketing campaigns
- Encourage high-density mixed-use development

ii. Street Layout

- Install clearly visible lane striping at intersections
- Minimize crossing distances
- Design parking lots to provide direct bicycle and pedestrian access to destinations
- Implement parallel parking to buffer pedestrians
- Design or retrofit streets to create balance between all modes of transportation
- Promote traditional grid-street systems, which better supports alternative transportation
- Minimize roadway widths to encourage slower speeds
- Connect side streets to provide direct access to principal facilities

v. Streetscapes

- Provide wide sidewalks and adequate lighting
- Provide dedicated space for bicycle travel
- Provide lighting and signage appropriate for pedestrians and cyclists
- Implement interpretive and directional signage program
- Install street trees to provide shade

vi. Maintenance

- Implement a maintenance program including sweeping, snow removal, filling cracks and potholes, replacing below-grade grates, and repainting markings

vii. Regional and Historic Identity

- Preserve a pedestrian environment typical of early neighborhoods and enhance bicycle access accordingly
- Develop a historic bicycle and walking tour
- Develop and enhance an off-road multi-use trail along a historic corridor
- Promote joint heritage trails

viii. Community Support

- Develop a local bicycle and pedestrian master plan
- Include bicycle and pedestrian facilities as part of the traditional transportation planning program

- Engage the local community, citizens, and organizations to guide development of a master plan and pedestrian and bicycle programs and facilities
- Encourage mixed land uses and development patterns that support bicycle and pedestrian activity through updated and revised zoning, subdivision regulations, and land development

B. Guidelines

Well-designed bicycle and pedestrian facilities are safe, attractive and convenient. It is not only important to encourage those already bicycling and walking to continue, but it is equally important to encourage others to use non-motorized transportation. Good design, education, and enforcement, help accomplish this objective. Examples of bicycle and pedestrian facilities, and general guidelines critical to a successful network are discussed below.

i. Pedestrian Facilities

Sidewalks are the backbone of the walkway system. In many areas they seem to be an afterthought or are left out of the transportation planning process altogether. Indiana County is no exception. Sidewalks serve to safely and conveniently provide access for pedestrians between key destinations such as residential neighborhoods, commercial/office areas, transit stops, libraries, schools, and downtowns. It is important that sidewalk widths are at least

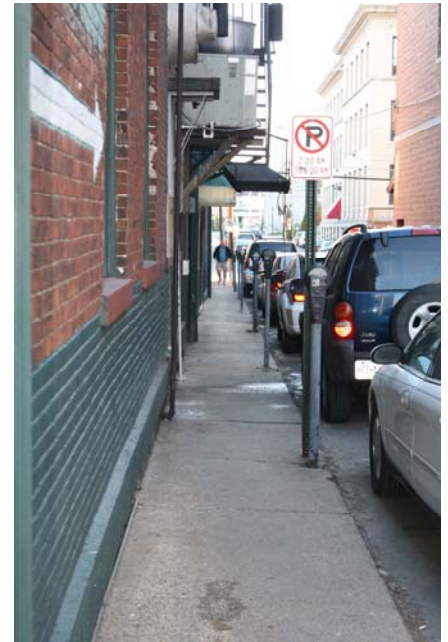


Figure 5.6: This sidewalk on Carpenter Ave. in Indiana Borough is not welcoming to pedestrians, because it is too narrow to allow for two way traffic. Also, the road signs and parking meters cause obstruction to users.



Figure 5.7: This high pedestrian traffic intersection on Wayne Avenue in Indiana Borough poses a special risk, because it lacks a crosswalk.



Figure 5.8: Walking facilities can be as simple as a crosswalk. Such as this one on Philadelphia Street in Indiana Borough.



Figure 5.9: Streetscaping can be used to make areas more attractive and welcoming to all users, especially pedestrians.



Figure 5.10: The Rose Street Bicycle Lane in White Township is an example of a bicycle facility in Indiana County.

consistent with current ADA requirements or wider in areas with heavy pedestrian traffic. Sidewalks should be free and clear of obstacles such as meters, telephone poles, and trash receptacles.

Crossing streets exposes pedestrians to a certain amount of risk, even when the pedestrians are crossing at designated locations at the correct time. Drivers need to be made aware that they should look for and yield to pedestrians. Marking crosswalk pavement with stripes or a different material such as brick pavers helps channel the walker directly across an intersection and lets drivers know they are passing through the pedestrian right-of-way. Decorative crosswalks provide a sense of continuity for pedestrians and designate pedestrians as having equal rights to utilize the roadway.

In addition to pavement markings, crossing signals help regulate the intersection between motorists and pedestrians. “Walk” and “Don’t Walk” signals send clear messages to pedestrians. Where signals are installed, they should be clearly visible to all, and should allow sufficient time for people of all abilities to cross the roadway safely. Pedestrian signal design at urban intersections and multi-lane arterials may include pedestrian signal head and pedestrian push-buttons. Signal push-buttons should be located where everyone can activate them, including people in wheelchairs.

Pedestrian linkages or connections provide shortcuts that enable pedestrians to travel by the most direct route between destinations.

ii. Bicycle Facilities

Bicycle lanes are striped and signed corridors with pavement markings that carry one-way bicycle traffic in the same direction as motor vehicle traffic. It is preferable to have a striped lane dedicated to cyclists, but often in rural areas, the lack of shoulders on rural roads forces cyclists to use the travel lane. Lanes should be installed on roads in small towns with a minimum width of 5 feet when next to curbs. Lanes on rural roads should have a minimum 4-foot shoulder. For all types of roadways, stripe lanes with appropriate markings to indicate intended use for bicycles; install clear markings where bike lanes cross intersections; and install a separate turning lane where there is a considerable volume of bicycles turning left.

Bike routes are roads that are signed to provide continuity to other bicycle facilities. Pavement width, drainage grates, railroad crossings, pavement condition and signal responsiveness to bicycles should be evaluated and improved as needed on roads designated as bicycle routes.

Drainage grates can prove to be an unsafe barrier to cyclists. It is important that bicycle-safe grates with closely spaced bars perpendicular to the flow of traffic are installed and that they are flush with the road surface.

iii. Trails

These facilities are separated from the roadway and are most appropriate where there is a continuous right-of-way that is uninterrupted by intersections. The design of a path is a minimum of 10 feet wide.

iv. Transit Stops

Transit stops (bus stops and park and rides) should provide a comfortable environment for waiting passengers. Amenities such as shelters, bicycle parking, landscaping, adequate lighting and buffers from vehicular traffic are important to creating a comfortable environment that encourages the use of public transit. Transit stops should be accessible to pedestrians and cyclists by providing adequate sidewalk and bike route linkages. Pedestrian linkages are needed from the residential neighborhoods to other important areas such as schools, shopping areas, and places of work. Accommodating bicycles on mass transit is also essential to creating a transit-friendly environment. IndiGO has equipped all of its buses with bike racks.

v. Traffic Calming

An increasing number of communities are incorporating innovative strategies to control street traffic, in order to improve safety for all users. Traffic calming is a term that is applied to a range of facility-related treatments aimed at reducing the dominance and speed of motor vehicles. Examples of traffic calming treatments include neckdowns, diverters, chicanes, roundabouts, signage and speed humps. Areas with high speeds and significant pedestrian/motor vehicle conflict are prime candidates for traffic calming.

Neckdowns/Curb Extensions/Bulb-Outs – These road improvements visually “choke” the road or reduce the effective width of the road, provide a larger pedestrian



Figure 5.11: The Hoodlebug Trail is a multi-use path in southern Indiana County. It is intended for commuter, fitness, and recreational uses.



Figure 5.12: This transit stop on Water Street in Indiana Borough includes a shelter for individuals waiting for the bus.



Figure 5.13: A bicycle parking facility in Indiana Borough.

refuge area, minimize the pedestrian crossing distance, and provide better sight distance for both pedestrians and motorists. Curb extensions should not encroach upon or limit the roadway width required to accommodate bicycle traffic. Additionally, bulb-outs/extensions may be landscaped to provide an aesthetically pleasing appearance and enhance community identity.

vi. Bicycle Parking

It is important to recognize the need for long-term and short-term parking for bicycles. Bicycle racks are best suited for short-term parking, typically at shopping areas, public areas (schools, libraries) and recreation facilities. Long-term parking facilities or bicycle lockers are more appropriate at locations where one would leave their bicycle for the entire day or longer.

vii. Signage

It is important to install traffic control devices that indicate the presence of increased bicycle and pedestrian activity. Bicycle routes require signs indicating “share the road,” “bike route” and information about destination distances and route direction changes. All signs and pavement markings should comply with guidelines set forth by PennDOT and the Federal Highway Administration.



Figure 5.14: Signage such as this can help guide cyclists to routes that are more safe for them to travel. They may also alert motorists to areas where there is increased bicycle traffic.

viii. Access Management

Where there is poor definition of the road cartway, access management should be applied. Access management provides safer and more efficient flow of traffic along a roadway while preserving reasonable access to abutting properties. Access management focuses on the control and regulation of the spacing and design of driveways and streets, medians and median openings, traffic signals and freeway interchanges. These design features will more effectively define the road, and better control traffic turning movements.

ix. Additional Facilities

Adequate lighting is sometimes overlooked as a pedestrian concern. Lighting is an important factor relative to the convenience and security of walking in early morning and evening hours. Street lighting that focuses on the roadway may not adequately illuminate the walkway. Additionally lighting is an important component of the streetscape in downtown areas.

The walking and cycling environment consists of more than just sidewalks and bicycle routes. Streetscaping is one way of transforming a space into a place that encourages people to bike and walk, by adding elements like trees, landscaping, benches and bicycle racks. It can also remove or camouflage potential eyesores such as guide rails, fences and parking lots, or in targeted areas serve as a gateway.

x. ADA Requirements

All improvements must comply with the Americans with Disabilities Act (ADA) criteria. The Americans With Disabilities Act of 1990 was a declaration that those individuals who are differently-abled should have the same access to goods and services that temporarily able-bodied people do. By specifically prohibiting discrimination and mandating equal opportunity and access for both employment and public services, the ADA has empowered individuals with disabilities and enabled them to take a more active role in society.



Figure: 5.15: The Indiana County Office of Planning and Development is in a historic building in Indiana Borough that has been renovated to provide two entrances that are accessible for all users. It also has bicycle parking available for visitors and employees.



VI. POSSIBLE FUNDING SOURCES

Bicycle and pedestrian projects are broadly eligible for funding from almost all major Federal-aid highway, transit, safety, and other programs. These projects must be principally for transportation, rather than recreation purposes, and must be consistent with the “2035 Transportation and Development Plan for Southwestern Pennsylvania” provided by the Southwestern Pennsylvania Commission.

A. Federal/State

Federal and state funding for non-motorized transportation projects in Indiana County is possible from multiple sources. The following section lists some of those sources.

- Transportation Enhancements Program
- Transportation, Community, and System Preservation Program
- National Highway System Funds
- Surface Transportation Program
- Congestion Mitigation and Air Quality Improvement Program
- Recreational Trails Program
- Federal Lands Highway Program
- National Scenic Byways Program
- Job Access and Reverse Commute Grants
- Transit Enhancement Activity Program
- Highway Safety Programs (Section 402)
- Community Conservation Partnerships Program (Pennsylvania Department of Conservation and Natural Resources)
- Home Town Streets and Safe Routes to School Program
- Transportation Investment Generating Economic Recovery (TIGER) Grant Program
- Pennsylvania Community Transportation Initiative (PCTI)

Several other state sources can be found on the Pennsylvania Greenways website through the Department of Conservation of Natural Resources. They include:

- Growing Greener (Pennsylvania Department of Environmental Protection)
- Main Street Program
- Keystone Historic Preservation Grants

B. County/Local

Municipalities are given transportation funds through



Figure 6.1: An increasing number of people are choosing bicycles for commuting and running errands.



Figure 6.2: A bicycle race passing through downtown Indiana.

PENNDOT's Fuel Tax Liquid Fuels Reimbursement. Boroughs and townships can also raise their own money for sidewalk and roadway improvements. Additionally, local governments can take advantage of private sector funding. Municipalities could require developers to contribute funds for improvements to sidewalks, roadways, and intersections. This may be advantageous in parts of the County experiencing strong development pressure.

C. Private

Just as the use of public transportation funding for bicycle and pedestrian projects has been on the increase throughout the 1990's, private sector funding has become more plentiful. For example, the environmental land trust movement has grown in the past twenty years. Many of these organizations have raised funds for the purchase of rail beds and other lands where trails are built. In recent years, local corporations and businesses from the bicycling and outdoor recreation industry have supported local projects and programs.



Figure 6.3: The West Penn Trail passes through Canal Park in downtown Saltsburg Borough. The town benefits as the junction of the West Penn Trail and the Westmoreland Heritage Trail.

Community Fundraising and Creative Partnerships

Citizens in communities across the nation have worked together to raise funds for bicycle and pedestrian projects. A few examples of those projects are listed below.

- In Ashtabula, Ohio, the local trail organization raised one-third of the money they needed to buy the land for the trail by forming a “300 Club.” Three hundred acres were needed for the trail and they set a goal of finding 300 people who would finance one acre each. The land price was \$400 per acre. The club found just over 100 people to buy an honorary acre, and raised over \$40,000.
- The Bear Creek Greenway Foundation sold symbolic “yards” of the trail and placed donors’ names on permanent markers at each trailhead in Jackson County, Oregon. At \$40 a yard, they raised enough in private cash donations to help match their \$690,000 Transportation Enhancements program award for the 18-mile Bear Creek Trail linking Medford, Talent, Phoenix and Ashland.
- Selling bricks for local sidewalk projects, especially those in historic areas or downtown Main Streets, is increasingly common. Donor names are engraved in each brick, and a tremendous amount of publicity and community support are purchased along with basic construction materials.

Corporate and Business Community

In some cases, corporations and businesses are willing to assist in funding for or sponsor bicycle and pedestrian improvement projects. Examples from across the country are listed below.

- In Arizona, trail directional and interpretive signs are being provided by the Salt River Project. The Project is a local utility company. The trail has received additional corporate sponsorship from other companies in Arizona.
- Recreational Equipment, Inc. has long been a financial supporter of local trail and conservation projects.
- Eastman Kodak Company, The Conservation Fund, and the National Geographic Society team up each year to present the Kodak American Greenways Awards Program. This annual Awards Program provides grants for projects related to greenway advocacy, planning, design or development.



Figure 6.4: Signage such as the one shown above can add to the safety of bicyclists on roadways throughout the County.

“...more people on bicycles more often.”
-Bikes Belong Coalition

For additional information concerning the corporate and business community contact the Trails and Greenways Clearinghouse at the Rails-to-Trails Conservancy: 1-877 GRNWAYS (476-9297), or on the Internet at: www.trailsandgreenways.org.

Foundations

A wide range of foundations have provided funding for bicycling and walking. A few national and large regional foundations have supported the national organizations involved in bicycle and pedestrian policy advocacy. One example is the Robert Wood Johnson Foundation, which seeks to achieve its public health goals by encouraging physical activity in local communities. Their web site can be found at: www.rwjf.org. It is usually regional and local foundations that get involved in funding particular bicycle, pedestrian or trail projects. These same foundations may also fund statewide and local advocacy efforts. The best way to find such foundations is through the research and information services provided by the national Foundation Center. They maintain a large inventory of information including the guidelines and application procedures for most foundations and their past funding records. They can be reached on the Internet at: www.fdncenter.org.

Local foundations can be found by visiting the Foundation Center at the Carnegie Library of Pittsburgh in Oakland.

The Bicycle Industry—Bikes Belong Coalition

The Bikes Belong Coalition is sponsored by member companies of the American bicycle industry. The Coalition's stated goal is to put more people on bicycles more often by funding important and influential projects that leverage federal funding, and build momentum for bicycling in communities across the United States. These projects include bike paths, rail trails, mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. Since 1999, Bikes Belong has awarded 203 grants to municipalities and grassroots groups in 48 states and the District of Columbia. The Coalition has invested nearly \$1.6 million in community bicycling projects, and leveraged close to \$550 million in federal, state, and private funding. Information about the Coalition, including grant applications and related information, is on the Internet at: www.bikesbelong.org.

VII. MEASURING SUCCESS

Each bicycle and pedestrian related transportation improvement or project in Indiana County will require a detailed project-level review before, during and after implementation or installment. This task is generally left to the project manager or consultant on each individual project. Additional traffic analysis will be needed in some cases to determine the optimum design for specific locations. Like other public projects, community involvement and public input will also be important parts of the evaluation process. Some locations may be determined, after more detailed analysis, to require different or more costly improvements and, therefore, may become longer-term projects.

Before and after studies should be conducted for each of these projects to document effectiveness. This evaluation should consider the impacts of these projects on all potential users.

A. Methods

There are many different ways that the success of projects can be measured. In May 2011 the Federal Highway Administration (FHWA) completed a guide for suggested methods to do so. That document is titled Pedestrian and Bicyclist Traffic Control Device Evaluation Methods (Methods). Many different examples of evaluation practices can be found in Methods. This document can be used as a resource to help to determine the best way to evaluate pedestrian and bicycle related projects at all stages of planning and construction. Information on obtaining the report prepared by FHWA can be found in the Appendix of this Plan. The abstract of the report best explains its purpose.

Abstract:

“This report offers traffic engineering practitioners information on how to evaluate roadway traffic control devices used by pedestrians and bicyclists. Though presented in the context of devices meant for pedestrian and bicyclist facilities, the guidance provided can be applied in a more general sense to evaluations of traffic control devices in all settings. The evaluation methods report is designed for practitioners (State transportation departments and county or city engineers and planners) but could also be helpful to traffic safety students and researchers. Personnel without specialized statistical analysis skills should be able to use the report. It presents a detailed plan for practitioners to follow from the initial problem identification stages to documenting the evaluation effort. The



Figure 7.1: Philadelphia Street in Indiana Borough is very suitable for pedestrians during any weather condition.



Figure 7.2: This sign designates trail access to the Ghost Town Trail in Dilltown.



Figure 7.3: This path connecting IUP to it's South Campus area is a designated shared use path for non-motorized transportation.

first step of any evaluation is to clearly formulate the research question by identifying the motorist, pedestrian, or bicyclist behavior that poses a safety or operational problem. Candidate traffic control devices and other countermeasures can then be identified as potential solutions to that problem. The evaluation methods described in this report include user surveys or interviews, visibility studies, driving performance studies, observational traffic studies, and crash analyses. The selection of the appropriate evaluation method will consider cost, time, research aims, and available research equipment and staff.”

An evaluation method could be taken from this document to evaluate any bicycle or pedestrian project in Indiana County. Information on obtaining Pedestrian and Bicyclist Traffic Control Device Evaluation Methods prepared by FHWA can be found in the Appendix of this Plan.

B. Checklist

On all projects, PennDOT requires a Planning and Programming Checklist to be completed. This checklist includes many items specific to pedestrian and bicycle considerations. It is required to be completed during multiple stages of planning, design, and construction on all PennDOT projects. PennDOT is encouraged to work with local municipalities, county planning professionals, and bicycle advocates to complete their checklists.

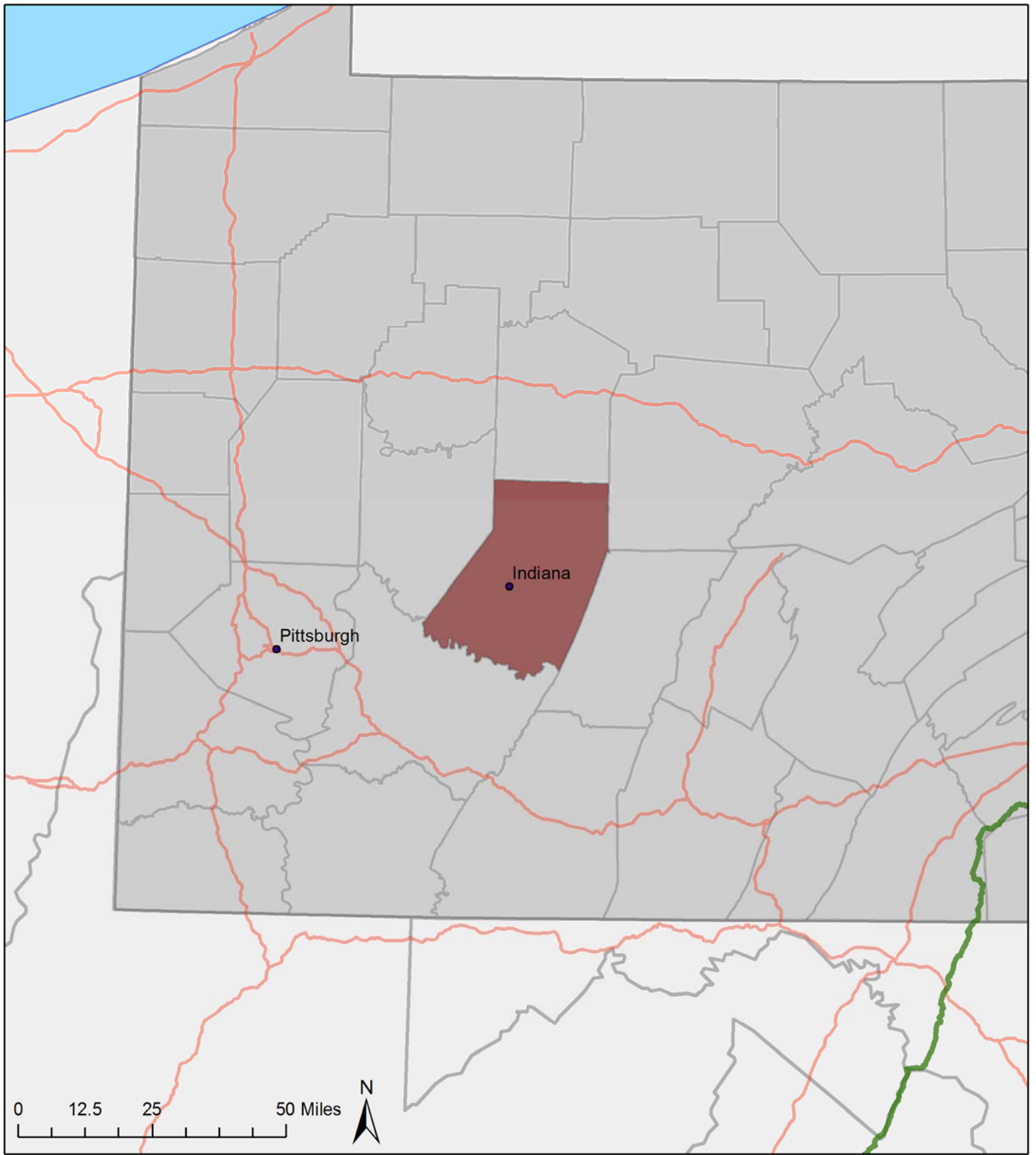


Figure 7.4: The implementation of complete streets can attract people to an area, and increase business activity. This is illustrated in the rendering above.

IX. APPENDIX

- A. Maps**
- B. Glossary of Terms**
- C. Additional Documents and Resources**
- D. Important Contact Information**





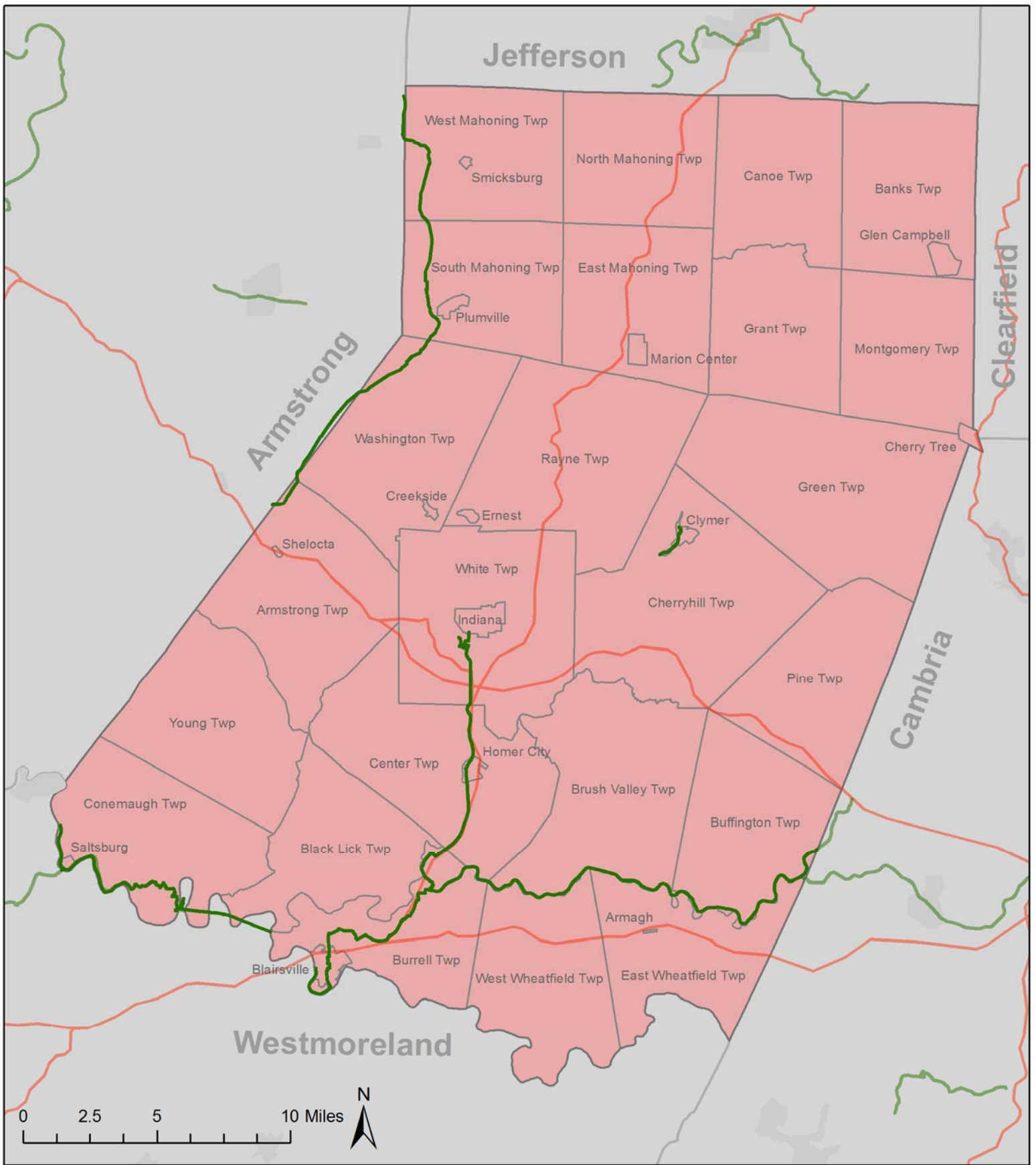
Map 3.1 Location of Indiana County in Region

Indiana County Office of Planning and Development
 Author: William Deguffroy
 Date: 6/15/2011
 Source: DCNR

Legend

- Indiana County
- Interstate Highways
- Appalachian Trail





Map 3.2 Municipalities of Indiana County

Indiana County Office of Planning and Development
 Author: William Deguffroy
 Date: 6/15/2011
 Source: DCNR

Legend

- Trails
- Major Roads









Map 3.3 Saltsburg Borough

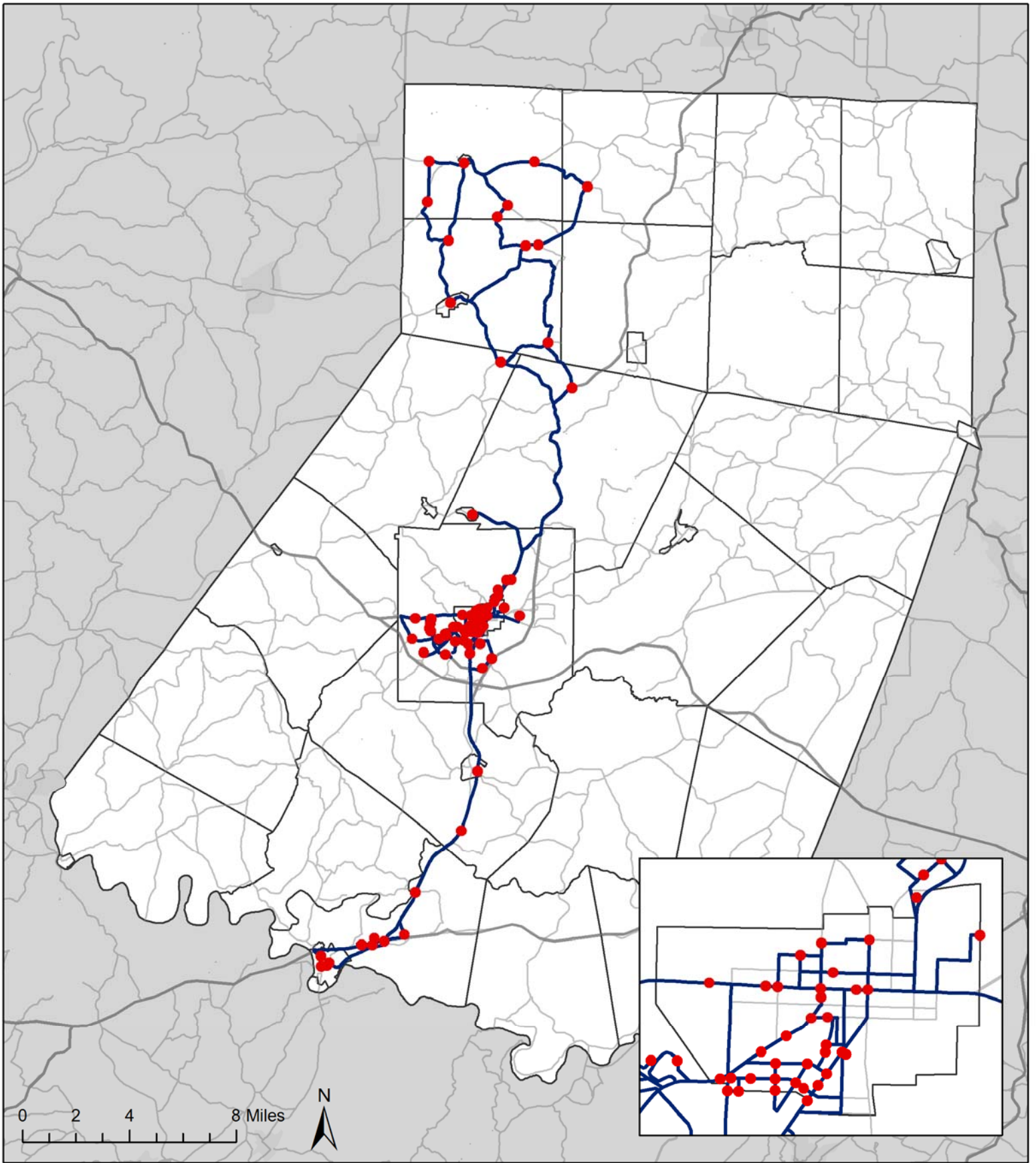
Indiana County Office of Planning and Development
 Author: William Deguffroy
 Date: 6/20/2011
 Source: DCNR

Legend

-  Trails
-  Roads







Map 3.4 Indiana County Transit

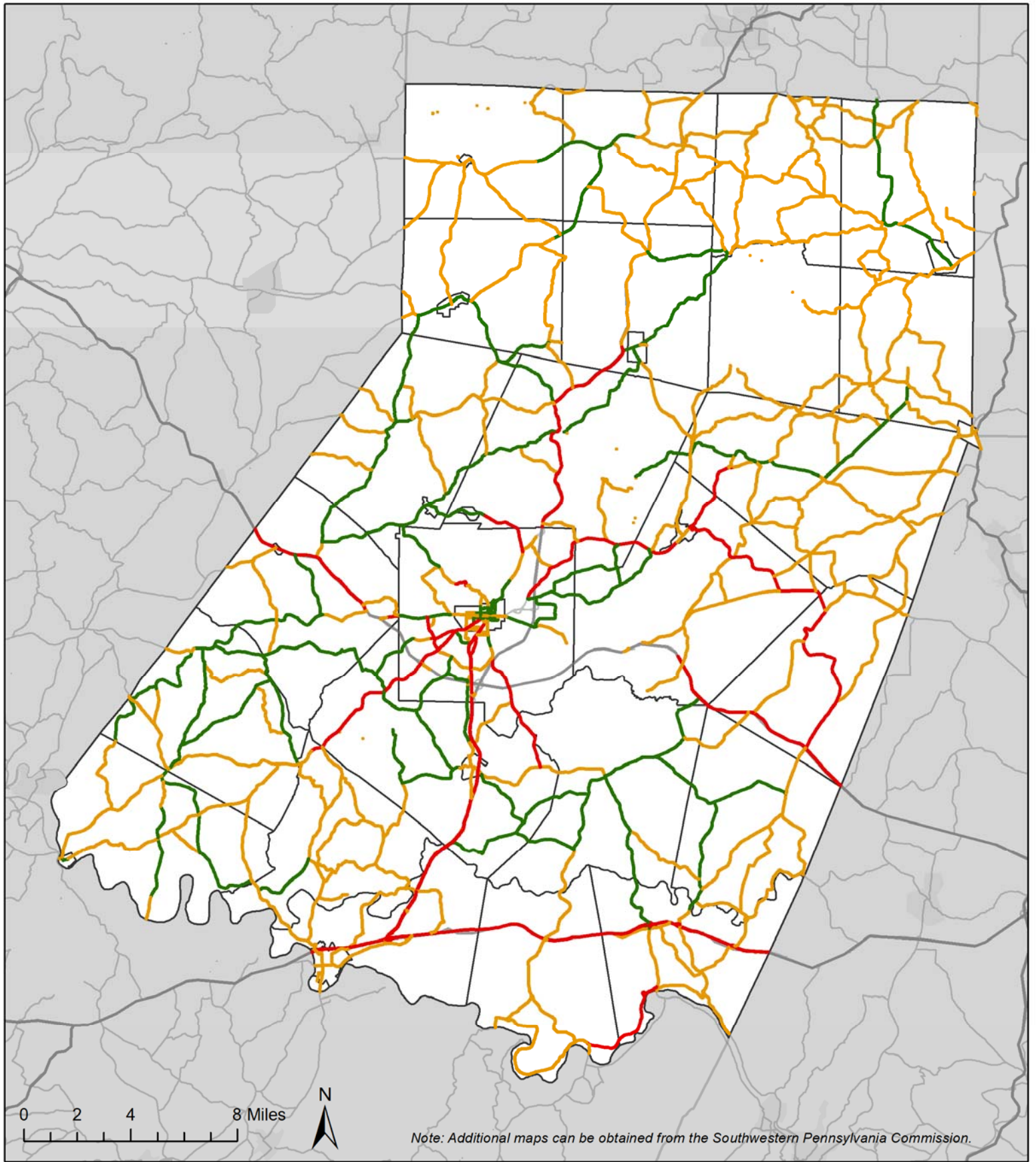
Indiana County Office of Planning and Development
 Author: William Deguffroy
 Date: 6/20/2011
 Source: SPC

Legend

- IndiGO Stops
- IndiGO Routes
- Roads







Map 4.1 Indiana County Suitable Biking Roads

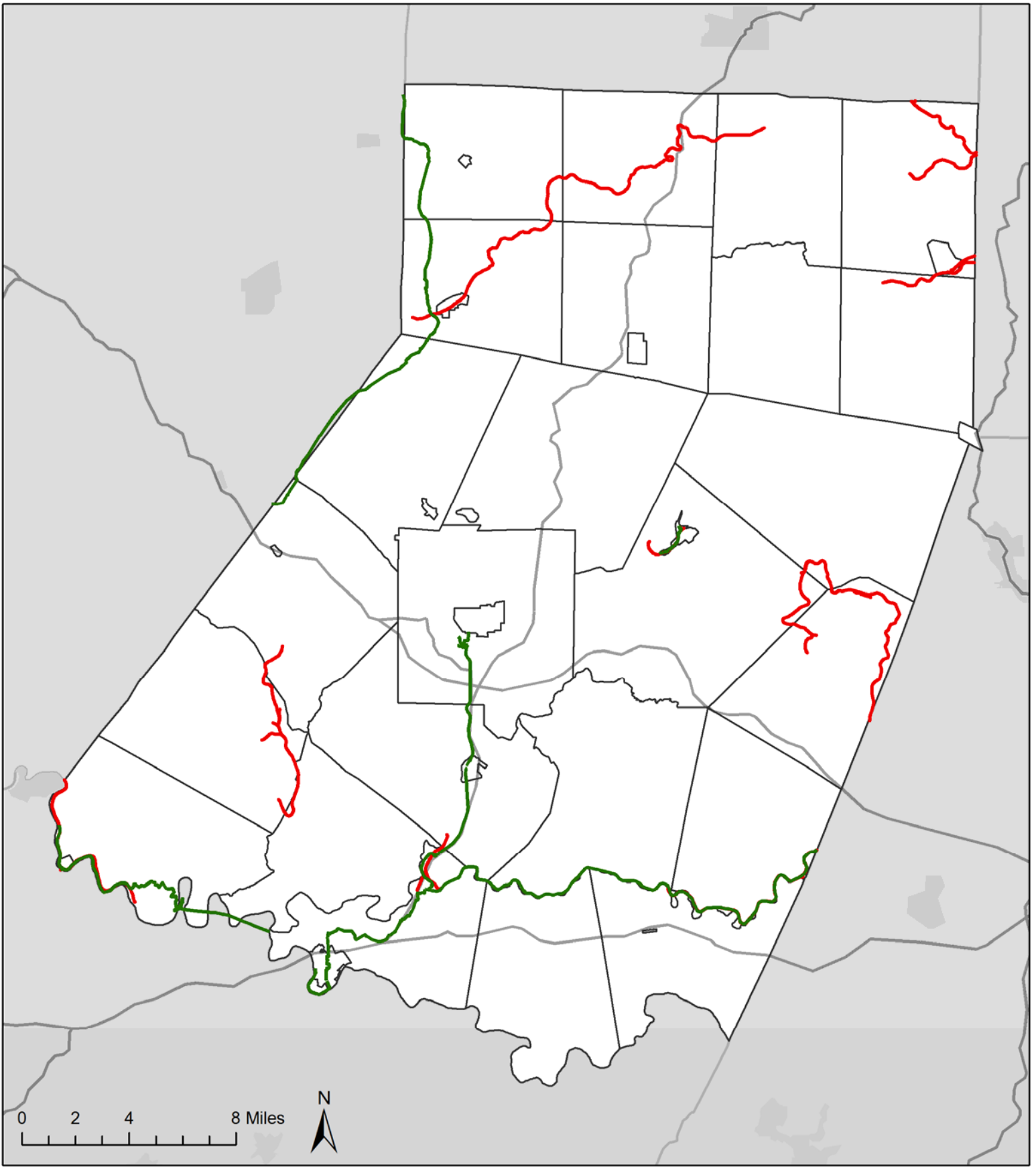
Indiana County Office of Planning and Development
 Author: William Deguffroy
 Date: 6/20/2011
 Source: SPC

Legend

Bike Suitability

- Above Average
- Average
- Below Average





Map 3.5 Abandoned Rail Lines

Indiana County Office of Planning and Development
 Author: William Deguffroy
 Date: 6/29/2011
 Source: PAMAP Program, DCNR

Legend

- Current Trails
- Abandoned Rail Lines
- Major Roads



B. Glossary of Terms

access management—regulation of interchanges, intersections, driveways and median openings to a roadway

alternative modes—any form of transportation that does not involve automobiles; e.g. walking, biking, bus, rail

barriers—any obstruction that makes biking and walking difficult

bicycle and pedestrian facilities—marked lanes, tracks or paths designated for use by cyclists and pedestrians from which motorized traffic is generally excluded

bicycle parking—infrastructure and equipment to enable secure and convenient parking of bicycles

bicycle lanes—see *bicycle and pedestrian facilities*

bicycle routes—path which in some manner is specifically designed and /or designated for bicycle travel

citizen participation—seeks and facilitates the involvement of those potentially affected by or interested in a decision

complete street—roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities

connectivity—the extent to which urban forms permit (or restrict) movement of people or vehicles in different directions

consultant—professional who provides professional or expert advice in a particular area

decision making—selection of a course of action among several alternative scenarios

destination—physical location one may journey or travel to

greenways—long, narrow piece of land, often used for recreation and pedestrian and bicycle traffic and sometimes including multiple transportation (streetcar, light rail) or retail uses

goat path—a path that has been worn in by

repeated pedestrian or bicycle traffic, usually located in areas where there is not sufficient pedestrian or bicycle infrastructure

implementation—execution of a plan idea, model, design, specification, standard, or policy

land use—management and modification of natural environment or wilderness into built environment

mass transit—shared passenger transportation service which is available for use by the general public

mixed-use development—use of a building, set of buildings, or neighborhood for more than one purpose

mixed-use path—see *bicycle and pedestrian facilities*

non-motorized—any form of transportation that does not involve the use of an internal combustion engine, electric motor, or similar device

open space—areas of protected or conserved land on which development is indefinitely set aside

ordinance—a law made by a municipality or other local authority

partnership (public/ private)—a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies

physical design—refers to the layout of built environment

project manager—an individual responsible for the planning, execution, and closing of any project

public input—see *citizen participation*

shared use path—see *bicycle and pedestrian facilities*

sprawl—a multifaceted concept, which includes the spreading outwards of a city and its suburbs to its outskirts to low-density and auto-dependent development on rural land, high segregation of uses (e.g. stores and residential), and various design features that encourage car dependency

streetscape—includes trees, sidewalks, benches, trash receptacles, or any amenity that gives a street a sense of “place”

street-grid—a type of city plan in which streets run at right angles to each other, forming a grid

traffic calming—intended to slow or reduce motor-vehicle traffic in order to improve safety for pedestrians and bicyclists and improve the environment for residents

trail— a thoroughfare with a rough beaten or dirt/stone surface used for travel

transportation hubs—a place where passengers and cargo are exchanged between vehicles or between transport modes

vision—defining a community's hopes and aspirations through intensive participation at public meetings

zoning—a device of land use planning used by local governments in most developed countries

C. Additional Documents and Resources

The following is a list of useful documents and resources. Each of these items can be found by entering the given URL into a web browser. Additional documents have been included at the end of the list.

2007 PennDOT Bicycle and Pedestrian Plan

<ftp://ftp.dot.state.pa.us/public/pdf/BPPlan.pdf>

Americans With Disabilities Act

<http://www.ada.gov/>

Bicycling and Walking in the United States 2010 Benchmarking Report

<http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/C529>

Bicycling/ Moving America Forward

http://www.dep.state.fl.us/gwt/economic/PDF/Bicycling_Booklet_08.pdf

Bicycle Suitability Mapping

http://spcregion.org/trans_pedbike_maps2.shtml

Carfree Census Database

<http://www.bikesatwork.com/carfree/carfree-census-database.html>

Long Range Transportation & Development Plan (SPC)

http://www.spcregion.org/trans_lrp.shtml

Manual on Uniform Traffic Control Devices

<http://mutcd.fhwa.dot.gov/>

National Bike Month Guide

http://www.bikeleague.org/programs/bikemonth/pdf/national_bike_month_guide.pdf

Pedestrian and Bicyclist Traffic Control Device Evaluation Methods

<http://www.fhwa.dot.gov/publications/research/safety/pedbike/11035/11035.pdf>

Walk Score

www.walkscore.com

Trails in Indiana County

Name	Total Distance (miles)	Owner/ Maintainer	Surface	Location
Ghost Town Trail	36	Indiana County Parks & Trails	Packed Aggregate	Indiana & Cambria Counties
Hoodlebug Trail	10	Indiana County Parks & Trails	Packed Aggregate	Indiana County
West Penn Trail	17	Conemaugh Valley Conservancy	Packed Aggregate	Indiana & Westmoreland Counties
Clymer Trail	2	Clymer Borough	Various	Indiana County
Baker Trail	132	Rachel Carson Trail Conservancy	Various/ Paths	Indiana, Armstrong, Jefferson, Clarion & Forest Counties
Blairsville Riverfront Trail	2.7	Indiana County Parks & Trails	Under Construction	Indiana County
Westmoreland Heritage Trail	20	Westmoreland County Parks & Recreation	Under Construction (5 of 20 miles completed)	Indiana & Westmoreland County

Boroughs in Indiana County, Pennsylvania

2000 Census Data

Source: Carfree Census Database

Borough	Population	% of Commuters Who				% of Households w/o a Car
		Bike	Walk	Use Public Transit	Don't Drive to Work	
Armaugh	129	0	0	0	0	0
Blairsville	3607	0.5	4.34	0.43	6.22	14.59
Cherry Tree	416	0	3.25	0	3.25	8.33
Clymer	1529	0	7.42	0.53	8.65	18.39
Creekside	320	0	3.03	0	3.03	6.94
Ernest	500	0	3.84	0	3.84	14.42
Glen Campbell	307	0	3.44	0	4.59	10.52
Homer City	1844	0	6.53	0.89	7.43	7.45
Indiana	14895	0.63	34.08	0.71	35.51	12.4
Marion Center	461	0	2.23	0	2.23	5.32
Plumville	292	0	3.96	0	3.96	11.32
Saltsburg	955	0	14.65	0	15.44	18.96
Shelocta	127	0	13.33	0	13.33	0
Smicksburg	58	0	40	0	40	0
All Boroughs	25440	0.08	10.01	0.18	10.53	9.19

* This is the most current data available at this time. Data is only available for boroughs and is unavailable for townships.



D. Important Contact Information

Allegheny Ridge Corporation
1421-1427 12th Avenue 12th Avenue
Post Office Box 348
Altoona, PA 16601-3309
(814) 940-1922
www.alleghenyridge.org

Alliance for Biking & Walking
PO Box 65150
Washington, DC 20035
(202) 449-9692
www.peoplepoweredmovement.org

Armstrong County Department of Planning and Development
402 Market Street
Kittanning, PA 16201
(724) 548-3223
www.co.armstrong.pa.us/services/planning

American Association of State Highway and Transportation Officials
444 North Capitol Street N.W., Suite 249
Washington, DC 20001
(202) 624-5800
www.transportation.org

Bike PGH!
3410 Penn Ave
Pittsburgh, PA 15201
(412) 325-4334
www.bike-pgh.org

Bikes Belong Coalition
P.O Box 2359
Boulder, CO 80306
(303) 449-4893
www.bikesbelong.org

Cambria County Planning Commission
401 Candlelight Drive, Suite 213
Ebensburg, PA 15931
(814) 472-2106

Cambria & Indiana Trail Council
P.O. Box 134
Lucernemines, PA 15754

Clearfield County Planning and Community Development Office

212 East Locust Street, Suite 128
Clearfield, PA 16830
(814) 765-5149
www.planning.clearfieldco.org

Commute Info—A Program of the Southwestern Pennsylvania Commission

425 Sixth Avenue, Suite 2500
Pittsburgh, PA 15219-1852
www.commuteinfo.org

Conemaugh Valley Conservancy

P.O. Box 502
Hollsopple, PA 15935
www.conemaughvalleyconservancy.org

Federal Highway Administration

1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-4000
www.fhwa.dot.gov

The Foundation Center—Carnegie Library of Pittsburgh

4400 Forbes Avenue
Pittsburgh, PA 15213
(412) 622-6277
www.clpgh.org

Indiana County Commissioners

Indiana County Courthouse
825 Philadelphia St.
Indiana, PA 15701
(724) 465-3805
www.countyofindiana.org

Indiana County Conservation District

625 Kolter Drive, Suite 8
Indiana, PA 15701-3571
(724) 471-4751
www.iccdpa.org

Indiana County Office of Planning and Development

801 Water St.
Indiana, PA 15701
(724) 465-3870

Indiana County Parks and Trails
1128 Blue Spruce Road
Indiana, PA 15701
(724) 463-8636
www.indianacountyparks.org

Indiana County Sheriff's Office
Indiana County Courthouse
825 Philadelphia St., 3rd Floor
Indiana, PA 15701
(724) 465-3930

Indiana County Transit Authority (IndiGO)
1657 Saltsburg Avenue
P.O. Box 869
Indiana, PA 15701
(724) 465-2140
www.indigobus.org

Indiana Regional Medical Center
835 Hospital Road
P.O. Box 788
Indiana, PA 15701-0788
(724) 357-7000
www.indianahospital.org

Indiana University of Pennsylvania
1011 South Drive
Indiana, Pa. 15705
(724) 357-2100
www.iup.edu

Indiana University of Pennsylvania Cycling
iupcycling.blogspot.com

Jefferson County Department of Development
155 Main Street, 2nd Floor
Brookville, PA 15825
(814) 849-3047
www.jeffersoncountypa.com/plan-commdev.htm

Laurel Highlands On & Off Road Bicycling Association
www.lahorba.org

League of American Bicyclists
1612 K Street NW, Suite 510
Washington, DC 20006-2850
(202) 822-1333
www.bikeleague.org

Pedestrian and Bicycle Information Center
www.pedbikeinfo.org

Pennsylvania Department of Community and Economic Development
(866) GO-NEWPA
www.newpa.com

Pennsylvania Department of Conservation of Natural Resources—Bureau of Recreation and Conservation
400 Market Street, 6th Floor
P.O. Box 8475
Harrisburg, PA 17105-8451
1 (800) 326-7734
www.dcnr.state.pa.us

Pennsylvania Department of Environmental Protection
400 Market St.
Harrisburg, PA 17101
(717) 783-2300
www.depweb.state.pa.us

Pennsylvania Department of Transportation (District 10-0)
2550 Oakland Ave.
P.O. Box 429
Indiana, PA 15701
(724) 357-2800
www.dot.state.pa.us

Rails to Trails Conservancy
The Duke Ellington Building
2121 Ward Court, NW, 5th Floor
Washington, D.C. 20037
(202) 331-9696
www.railstotrails.org

Southwestern Pennsylvania Commission
425 Sixth Ave.
Pittsburgh, PA 15219
(412) 391-5590
www.spcregion.org

Trail Volunteer Fund of The Pittsburgh Foundation
Five PPG Place, Suite 250
Pittsburgh, PA 15222-5414
www.they-working.org

United States Census Bureau—Philadelphia Regional Office
833 Chestnut Street
5th Floor, Suite 504
Philadelphia, PA 19107-4405
(215) 717-1800 or 1 (800) 262-4236
www.census.gov

United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-4000
www.dot.gov

University of North Carolina—Highway Safety Research Center
730 Martin Luther King, Jr. Blvd.
Bolin Creek Center, Suites 200 & 300
Chapel Hill, NC 27599-3430
(919) 962-2203
www.hsrc.unc.edu

Western Pennsylvania Conservancy
800 Waterfront Drive
Pittsburgh, PA 15222
(412) 288-2777
www.paconserve.org

Westmoreland County Department of Planning and Development
Fifth Floor, Suite 520
40 N. Pennsylvania Ave.
Greensburg, PA 15601
(724) 830-3600