



Walk, Bike, Ride, Roll!

Active Transportation Plan for Indiana County 2022 Update

Funded by the Pennsylvania Department of Health through the State Physical Activity and Nutrition Grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention



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Adopted _____



INDIANA COUNTY OFFICE OF PLANNING & DEVELOPMENT

Funding to prepare this Active Transportation Plan was provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition Grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

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Acknowledgments

Indiana County wishes to thank the following for their efforts on this Project:

Thank you to Samantha Pearson, PA Downtown Center, Healthy Communities Program Manager, for providing relevant educational resources, and ongoing shepherding of the development of this plan, keeping it on task, and focused on the betterment of our communities.

Thank you to the Southwestern Pennsylvania Commission staff for assistance with the Interactive Comment Map and Community Survey.

Thank you to the members of the Project Steering Committee who participated in preparing this Active Transportation Plan. Steering Committee members were actively involved throughout this planning process participating in meetings, answering questions, sharing their knowledge of local conditions, and providing quality input and guidance as the Plan Update was being prepared. The Steering Committee assisted with identifying Active Transportation Priorities and their input was used to help formulate this Active Transportation Plan Update.

Thank you to the elected officials, health care professionals, service providers, local/regional agency representatives, trail users, residents, and other Key Persons who were interviewed during the planning process. The Interviews were an important method to engage different segments of the County.



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SECTION 1: INTRODUCTION

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Background

This document is an update of the County's previous Active Transportation Plan, *More People Biking & Walking More Often, Pedestrian & Bicyclist Transportation Plan for Indiana County, Pennsylvania*, adopted in 2011. An update to the previous Plan was needed, as many goals outlined in the plan were satisfied and others have been expanded or added since its adoption.

In 2021, Indiana Borough, Indiana County and White Township all received funding through the WalkWorks program to advance their collective visions of increasing walking and biking within their communities. Indiana County received funding to update their Active Transportation Plan; Indiana Borough received funding to create an Active Transportation Plan; and White Township received funding to create a Complete Streets Policy.

After funding was received in September 2021, and until adoption of the Plan Update, Indiana County residents had the opportunity to plan and discuss Active Transportation through open house gatherings, on-line surveys, comment mapping, and open comment periods on posted drafts.

Additional background conditions to consider while reading the Indiana County Active Transportation Update:

Planning Consistency

This plan aligns with the Regional Vision of Southwestern Pennsylvania Commission (SPC)'s Regional Active Transportation Plan for Southwestern Pennsylvania to strengthen communities, improve transportation safety and security, enhance multimodal accessibility and connectivity, and improve public health and enhance the environment.



Community Networks

The County has had an Active Transportation Advisory Committee (ICATAC) since the initiation of the WalkWorks Program in 2015.

Local Trail Organizations that overlap Indiana County include Allegheny Ridge Corporation, Cambria & Indiana Trail Council (C&I Trail Council), Conemaugh Valley Conservancy, Indiana County Parks & Trails, Rachel Carson Conservancy, Trans Allegheny Trails, Regional Trail Corporation (Westmoreland Trail Chapter and Murrysville Trail Alliance) and the Susquehanna Greenway Partnership.



Local Trails

The Land Trail Highlights in Indiana County are Baker Trail, Blairsville Riverfront Trail, Ghost Town Trail, Hoodlebug Trail, West Penn Trail, and Westmoreland Heritage Trail. Water Trail Highlights are Kiski-Conemaugh River Water Trail and the West Branch Susquehanna River Water Trail.



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About the PA WalkWorks Program

WalkWorks is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of active transportation plans or related policies. Its mission is to improve public health by increasing access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. WalkWorks provides the following to its municipal partners:



- Funding to develop Active Transportation Plans to guide the establishment of safe, accessible, active routes connecting everyday destinations.
- Funding for the development of local Complete Streets and Vision Zero policies to make walking and biking safer.
- Technical assistance for the development of said plans and policies.
- Education and Guidance on the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility for people throughout the commonwealth, no matter their zip code, income, or skin color.
- Support to communities that encourage walking, biking, transit, wheeling, etc., through events, routes, programs, and groups.

WalkWorks website: <https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx>



Active Transportation Accomplishments since 2011

- In 2015, Indiana County began the WalkWorks Program through the PA Department of Health, which over time established eight walking routes in communities and one route at Indiana Regional Medical Center. Find more information online at: <https://icopd.org/indiana-county-walkworks-program.html>
- The Hoodlebug Trail Extension was installed (*left*), linking Rose Street to the 8th Street Parking Lot next to Grace United Methodist Church. This created a new trail-head with covered bike parking and a repair station.
- Upgrades were made to the Mile Hill Section of the Hoodlebug Trail in Burrell Township, and sections of the trail have been resurfaced. A Bicycle & Pedestrian Bridge has been designed to extend the trail over Route 22.
- Currently underway is the Oakland Avenue Expansion project that includes a sidewalk and bike lanes from Rustic Lodge Road to Walmart.
- Plans for bike lanes along Saltsburg Avenue that connect with bike lanes on Rose Street are currently in progress. This provides a direct link between the new bike lanes on Oakland Avenue with the Hoodlebug Trail and the regional active transportation connections.



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- Since 2017 the Indiana County Decathlon provides programs that encourage activity throughout the county between February and May. Starting in 2021 self-guided tours are included as part of the Indiana County Decathlon to provide opportunities for residents and visitors to explore Indiana County's historical, cultural, and environmental sites.
- Widened shoulders on East Pike Road to accommodate people and bikes.
- In 2021, SPC's Active Transportation Coordinator, Leann Chaney, became a League Certified Instructor through the League of American Bicyclists and can provide support to others in our area who want to become certified as well as educational programs.
- Projects currently in their design phase or seeking funding include a rails-to-trail from McIntyre to Jacksonville, which is part of an Abandoned Mine Land Economic Revitalization (AMLER) project, and nearly 4 miles of trails planned east of Homer City also under the AMLER program.

Plan Purpose

The Indiana County Active Transportation Plan update is an official policy document for Indiana County, Pennsylvania. It provides policy and facility recommendations for improving bicycle, pedestrian, and transit conditions and fostering a culture that encourages bicycling, walking, use of wheelchairs, and use of public transportation throughout Indiana County.

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

Project Approach

An asset-based and issues-oriented planning approach was followed to create an "implementable" Active Transportation Plan. The approach relied on the input and guidance provided by the County, residents and members of the Project Steering Committee which included County officials, staff and Planning Commission, and other stakeholders representing Aging Services, School District, IndiGO Transit Authority, IUP, Sheriff's office, American Heart Association, PennDOT, DCNR, and the SPC. Representatives from Indiana Borough, White Township, and Blairsville also actively participated on the Committee. The public engagement process made it possible to identify implementable solutions to real transportation system issues that exist within the County. A simple set of three (3) principles underlies the methodologies and the planning approach conducted for this Project.

1. A Focus on Issues, Assets, and Solutions

The planning approach relied on public engagement and collaboration as well as a full review of previous plans that include Active Transportation initiatives to identify issues, assets, and achievable solutions for Indiana County. The approach included fieldwork by the Planning Consultants, a Community Survey and Interactive Comment Map, direct input from County residents, key person interviews, and meetings with Indiana County officials and staff to thoroughly review previous plans. Results from all of these were considered to identify Recommendations and Actions. These results were refined during in-depth meetings that further developed several specific priorities. Plans reviewed include the *More People Biking & Walking More Often, Pedestrian & Bicyclist Transportation Plan for Indiana County, Pennsylvania (2006)* plan, the *Open Space, Greenways, and Trails Plan (2010)*, and the *More People Biking & Walking More Often (2011)* plan.

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2. Organization of the Plan to Reflect Local Thinking

The Plan consists of eight (8) major sections, including:

- This Introduction section provides background on the development of the Plan, summarizes accomplishments since the previous plan and an update on Active Transportation in the County.
- A Community Engagement section highlights the public involvement efforts completed and summarizes the input received.
- An Existing Conditions section highlights the current transportation system and health-related conditions in Indiana County.
- A Priorities section that clearly describes the top walking, biking, and transit-related priorities.
- An Implementation section that ties the priorities and recommendations with potential timelines, funding sources, and potential partners.

3. Identify a Structure and Capacity to Implement the Plan

This is an “implementable” Plan, meaning that completion of this document is not the ending point of the planning process but rather the beginning of the ‘doing’ part of the planning process. Indiana County staff, elected officials, and members of the Steering Committee are critical to the coordination of follow-up activities and will be critical for the implementation efforts. Many members of the Project Steering Committee for this Active Transportation Plan also serve on the County’s ICATAC, on the regional C&I Trail Council, Indiana County Parks & Trails board, and on other local and regional boards and commissions. Indiana County staff, elected officials, and members of the Steering Committee are allied together through their support of walking, biking, riding, and rolling improvements, community enhancements, and other outdoor facilities/amenity improvements in Indiana County. Members of the Project Committee will meet with the County staff and elected officials on a quarterly basis to evaluate the progress and the implementation status of this Plan. The meetings should be used to discuss Plan updates, funding opportunities, other plans and projects being completed locally and in the surrounding region, and the changing conditions in the County that can aid with implementation actions. Committee members can provide input on future planning and design, working on policy next steps, enhancing programs and events, and monitoring performance metrics.

Planning Process

The Indiana County Active Transportation Plan update was completed using a four (4) step planning process. The Plan relied heavily on input and guidance from residents and from an engaged Steering Committee. The results of the Public Engagement process were used to identify a series of current active transportation priorities. The Planning Team reviewed existing county-level recreation, open space, and trail-related plans to identify a series of active transportation priorities that continue to be relevant. Current and Continuing Priorities were combined to develop a holistic list of active transportation Themes, Recommendations, and Action Plans. Finally, the Planning Team developed an Implementation Strategy and Matrix to guide the implementation of Priority Action Items.

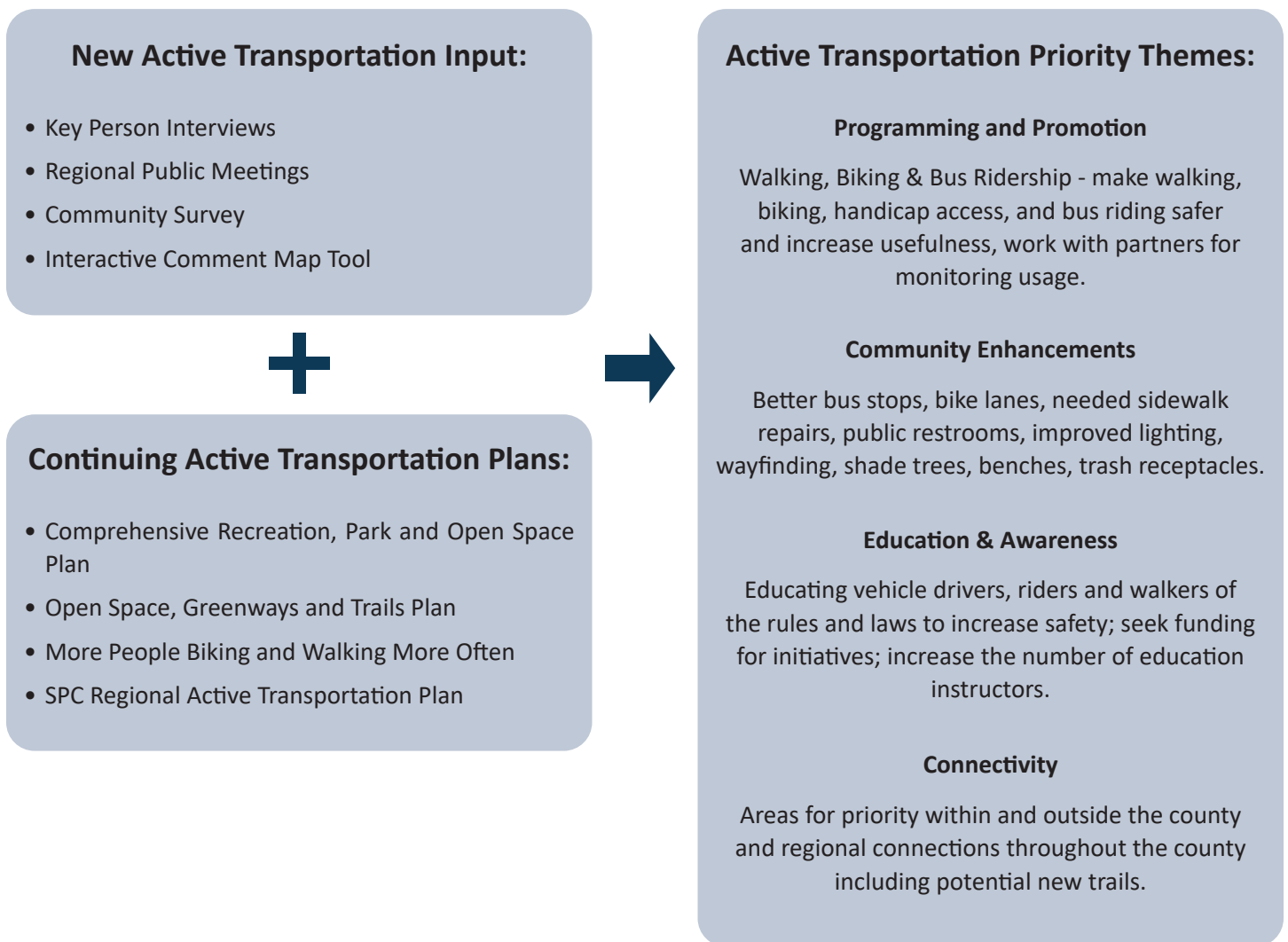


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Methodology – Active Transportation Themes

The graphs below illustrate the methodology used to combine New Active Transportation Input and Continuing Active Transportation Plans, and then create Active Transportation Priority Themes. The Planning Team thoroughly and thoughtfully reviewed the Indiana County Comprehensive Recreation, Park and Open Space Plan; Open Space, Greenways and Trails Plan, the existing More People Biking and Walking More Often Plan; and SPC's Regional Active Transportation Plan to identify recommendations and actions in those Plans that 1. Had not been fully completed and 2. Were still relevant and valuable to advance new Active Transportation priorities in the County. The Team then matched existing priorities listed in Plans with new Active Transportation priorities identified through the Public Participation Process. This effort resulted in the development of four (4) Active Transportation Themes and a combined set of Active Transportation Priorities.





SECTION 2: EXISTING CONDITIONS

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

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 2020 the County had a population of 83,246 and a population density of approximately 100 people per square mile, which reflects the County's rural character.

Indiana County is establishing itself as an excellent place to visit for its natural beauty and attractions located within the county. Take a step back in time while visiting the Amish community of Smicksburg Borough, experience a bit of "Hollywood Magic" at the Jimmy Stewart Museum, or take 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 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."

(Right) Laurie LaFontaine on the Ghost Town Trail, 2022



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 nearly 70 miles of public off-street trails, 8 miles of bicycle routes, 38 miles of trails in regional parks, and over 50 miles of designated Water 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.

In Indiana County, there are some established bicycle routes for experienced road bikers. These routes were established by the Western Pennsylvania Wheelmen. They include the Five Points 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 automobiles, a good pedestrian network is important for its utilization once individuals exit their vehicles. 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.

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“...there is a wealth of places with historical significance, recreation opportunities, and working/learning environments.”

(Left) Sailboat on Dragonfly Pond at Yellow Creek State Park

These corridors consist of trails, roadways, and open spaces 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.

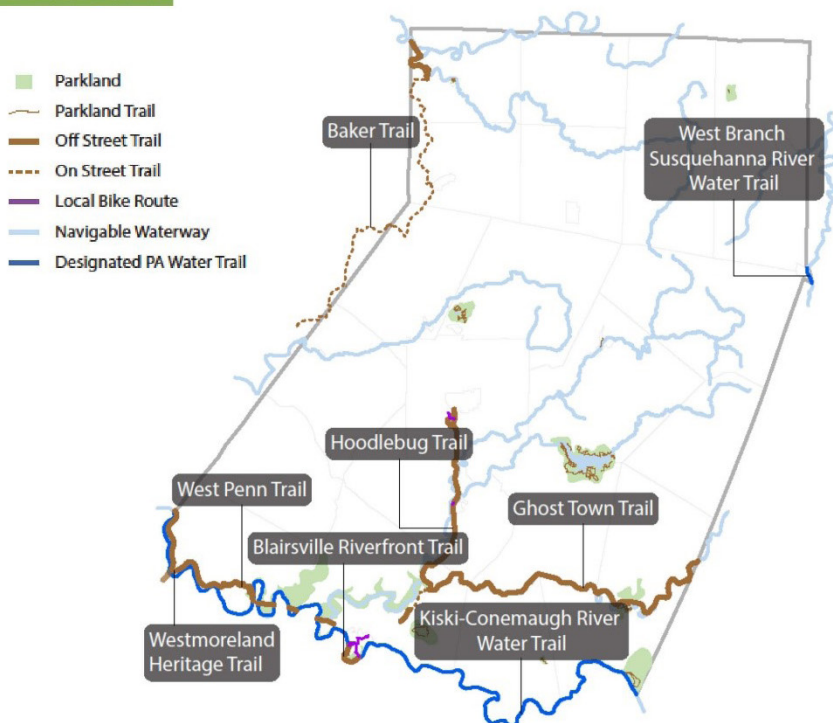
Demographic Characteristics

The total population of Indiana County at the 2020 Census was 83,246. 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 related statistics for each of the trails in the County.

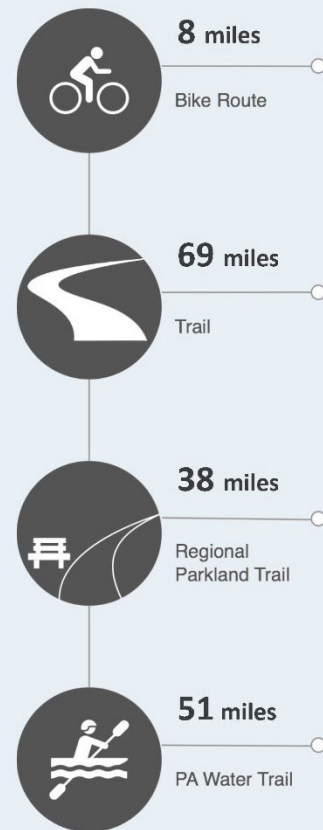
Indiana County Active Transportation Profile

The following pages provided a profile of several characteristics related to the active transportation network in the County. The profile was compiled by the Southwestern Planning Commission (SPC) in 2017. The profile highlights, existing conditions, and local trends in walking and biking, and what policies and programs are in place to support growth in bicycle and pedestrian travel.

Trails + Bike Routes



Other Water/Paddle Trail: Navigable waterways that are not designated PA Water Trails also offer significant paddling opportunities and contribute to the health of a community. The county's **Waterworks Conservation Area** includes a canoe/kayak launch that provides access to paddling 8-miles of Two Lick Creek.



Indiana County Active Transportation Profile

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Facility Metrics

Facilities	2017
Miles of sidewalk (inventoried)	0
Miles of local on-road bike route or facility	6.9
Miles of protected bike lanes	0
Miles of bike lanes	1.25
Miles of sharrows	0
Miles of trail	106.6
Miles of rail-trail or separated paths	68.6
Miles of trail in regional parks & recreation areas	38
Miles of navigable waterway	341.9
Miles of designated PA Water Trails	50.6

Support Facilities	2017
Bike facilities	0
Bike racks (inventoried)	0
Bike repair stations	0
Trail parking and/or access points	51
Boat launches (source: PA Fish & Boat Commission + SPC)	10
State/Federal (PFBC, State Parks, PGC or COE)	8
Local government	2
Private ownership	0

Source: SPC GIS; inventoried as of 12/31/17 unless otherwise noted

Land + PA Water Trail Highlights

Trail	Functional Classification	Total Miles	Miles in County
1. Baker Trail	Regional Arterial	132	18.3
2. Blairsville Riverfront Trail	Local	1.8	1.8
3. Ghost Town Trail	Community Arterial	36	20.1
4. Hoodlebug Trail	Community Collector	14.9	14.9
5. West Penn Trail	Community Collector	17.5	13.3
6. Westmoreland Heritage Trail	Community Collector	14.6	.2
7. Kiski-Conemaugh River Water Trail	Regional Arterial	86	49.7
8. West Branch Susquehanna River Water Trail	Regional Arterial	228	.9

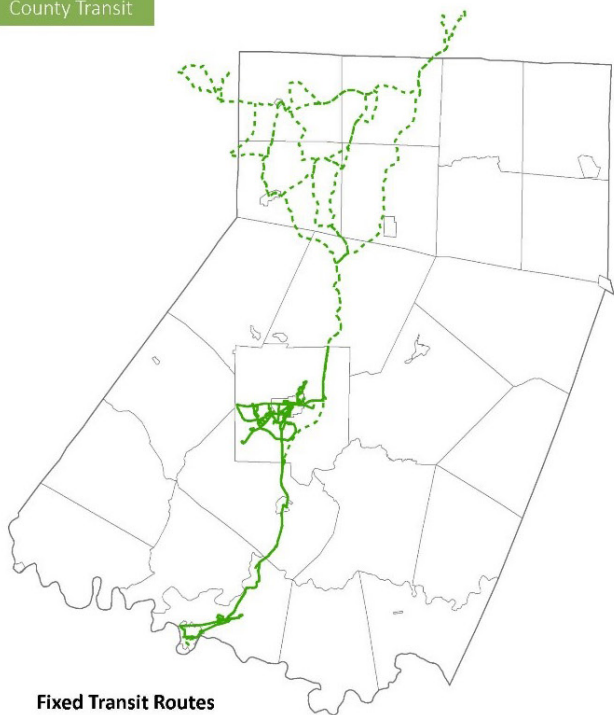


Trail Organizations

Organization	County Focus
Allegheny Ridge Corporation	Kiski-Conemaugh River Water Trail
Cambria & Indiana Trail Council (C & I Trail Council)	Ghost Town Trail, Hoodlebug Trail
Conemaugh Valley Conservancy	West Penn Trail
Indiana County Parks & Trails	Ghost Town Trail, Hoodlebug Trail, Blairsville Riverfront Trail
Rachel Carson Conservancy	Baker Trail
Trans Allegheny Trails	Promoting and advocating for connecting trails within the Allegheny Mountains
Regional Trail Corporation	Westmoreland Heritage Trail
Westmoreland Trail Chapter + Murrysburg Trail Alliance	Westmoreland Heritage Trail
Susquehanna Greenway Partnership	West Branch Susquehanna River Water Trail

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Indiana County Active Transportation Profile



Fixed Transit Routes

Regular Service
(5 or more days / week)

Occasional Service
(Less than 5 days / week)

Indiana County Transit Authority (IndiGO)

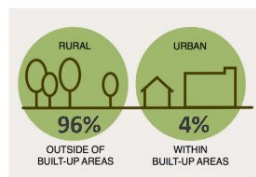
System Type	Rural
Total Passengers	351,410
Senior Passengers	11,913
Current Fleet Size (Motor Bus)	16
Buses Equipped with Bike Racks	12

Community Transportation

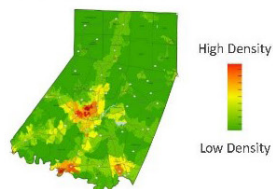
Total Shared-Ride Trips	22,502
65+ Trips	20,782

Source: Pennsylvania Public Transportation Performance Report – Fiscal Year 2015-16

County Character



Land Use Development Patterns



Infrastructure Projects

1

Indiana Multimodal Corridor Project

Phase I involves construction of a 2.7 mile biking and walking corridor from the current terminus of the Hoodlebug Trail, through campus to 8th Street and Gompers Avenue- planned for construction 2018.

2

Route 22 Ped/Bike Bridge

Pedestrian bicycle bridge over US 22 at the US 22 / US 119 Interchange in Burrell Township.



Non-Infrastructure Projects



PA 286: US 422 Interchange East

This project is focused on intersection improvements, lane additions, and traffic signal optimization on PA 286 from Rustic Lodge Road to the US Route 422 Interchange in White Township.

Connectivity

This project will also include the construction of sidewalks to fill in missing gaps in the pedestrian infrastructure network.

Philadelphia Street Bridge Group

This project will replace two bridges over White's Run and Marsh Run on Philadelphia Street in Indiana Borough.

Accessibility

Philadelphia Street is Indiana's "Main Street." Maintaining pedestrian accessibility during and after construction has been a critical component of project development.

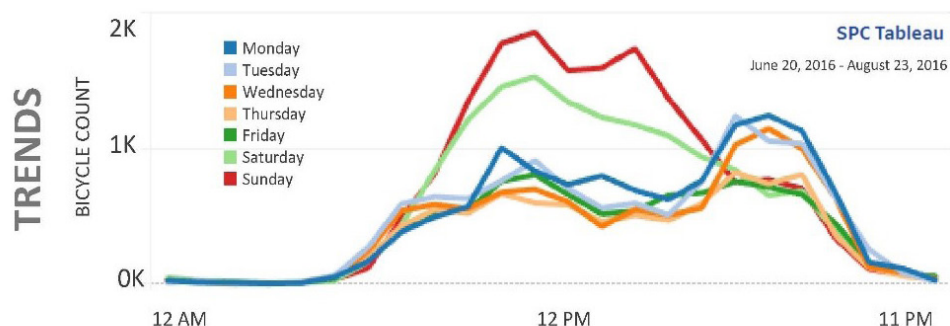
Ghost Town Trail



Hoodlebug Trail

Commuter & Weekday Use
In contrast, the Hoodlebug Trail attracts more commuter use and has greater weekday use.

HOURLY USAGE BY DAY OF WEEK



Indiana County Active Transportation Profile

Blairsville Riverfront Trail

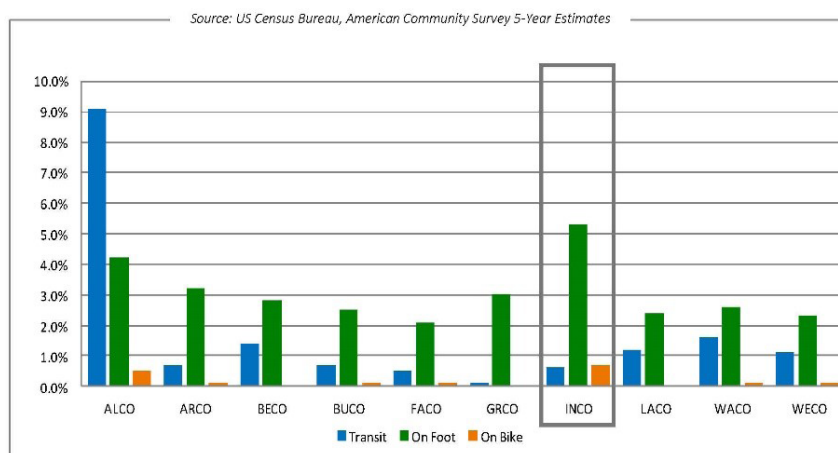
3,194 TRIPS **18,462 TRIPS**



Source: SPC

Census Commute Mode Data

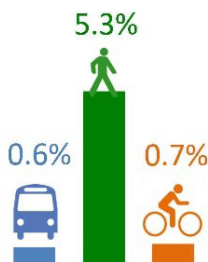
Census Commute Mode Comparison for SPC Counties: 2011-2015



COUNTY ABBREVIATIONS

- ALCO – Allegheny County
- ARCO – Armstrong County
- BECO – Beaver County
- BUCO – Butler County
- FACO – Fayette County
- GRCO – Greene County
- INCO – Indiana County
- LACO – Lawrence County
- WACO – Washington County
- WECCO – Westmoreland County

2011-2015
Commute Mode
Indiana County



Indiana County, PA: 2006-2010 & 2011-2015

Means of Transportation to Work	2006-2010	2011-2015
Total Commuters	38,689	36,312
On bike	0.2%	0.7%
On foot	6.1%	5.3%
By transit	0.7%	0.6%

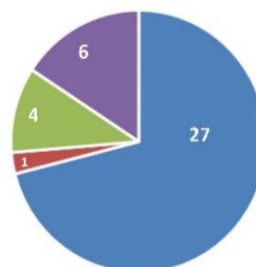
County Planning + Land Use Controls

County Plans & Land Use Controls	Document Title	Active Transportation
PLANS		
Comprehensive Plan	Where We Live; A Comprehensive Plan for Indiana County, PA (2012)	✓
Open Space, Greenways & Trails Plan	Indiana County Open Space, Greenways, and Trails Plan (2010)	✓
Bicycle/Pedestrian or AT Plan	More People Biking & Walking More Often (2010)	✓
Other Plans or Studies related to AT	Indiana County Regional Trail Connectivity Study	✓
LAND USE CONTROLS		
Subdivision and/or Land Development Ordinance (SALDO)	Indiana County Subdivision Ordinance	
Zoning Ordinance	Indiana County Special Recreation and Conservation Zoning Ordinance	
Official Map		

Municipal Planning + Land Use Controls

Of Indiana County's 38 municipalities, the following number of municipalities have:

- No Comprehensive Plan—No Land Use Controls
- No Comprehensive Plan—Land Use Control
- Comprehensive Plan—No Land Use Controls
- Comprehensive Plan—Land Use Controls



Municipal Planning for Biking + Walking

Indiana County Active Transportation Committee

Blairsville Borough: Blairsville Downtown Strategic Action Plan (2012)

Strategies include connecting the Blairsville Riverfront Trail to the regional trail network, fixing sidewalks and inviting bicyclists downtown through the use of sharrows and the provision of bike parking.

Clymer Borough: Think Clymer 2035 and Zoning Ordinance of Clymer Borough (2014)

Plan goals include creating links within the community through the development of trails and/or pathways that will provide safe access to the downtown area and recreation facilities.

Indiana Borough and White Township: Multimodal Mobility Study (2003)

Recommendations include creating links within the community through the development of trails and/or pathways that will provide safe access to the downtown area and recreation facilities.

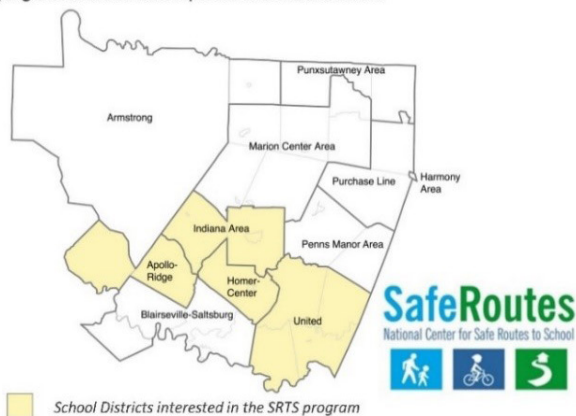
Indiana County Active Transportation Profile

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Current Programs, Policies + Designations

Safe Routes to Schools

In spring 2017, SPC administered a Safe Routes to School (SRTS) Program survey to identify the level of participation and/or interest in the SRTS program. Based on the responses that were received:

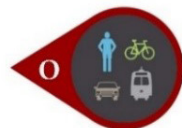


0 School Districts currently participate in a Safe Routes to School (SRTS) program.

4 School Districts are interested in learning more about funding opportunities for creating a Safe Routes to School (SRTS) program: Apollo Ridge, Homer-Center, Indiana Area, and United.



Bicycle Friendly Communities



Complete Streets Policy



Trail Towns
• Saltsburg



River Towns



Walk Friendly Communities
• Indiana Borough



WalkWorks

- Blairsville
- Ernest
- Glen Campbell
- Homer City
- Indiana Borough
- IRMC
- Penns Manor
- White Township

10

Indiana County Active Transportation Profile

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Community Health Assessment

The Indiana Regional Medical Center (IRMC), part of the Pennsylvania Mountains Health Care Network (PMCN), offers information from its 2021-2024 Community Health Needs Assessment (CHNA) Implementation Strategy to the Indiana County Active Transportation Plan update. The implementation strategy is the result of the hospital's CHNA adopted by its Board of Directors in June 2021. IRMC completed its CHNA in collaboration with community, government, and other social service partners serving Indiana and surrounding communities. The assessment found that Indiana County has elevated rates of obesity and other chronic diseases. Some of these other diseases include high blood pressure/hypertension, diabetes, high cholesterol, and various cardiovascular diseases. The rate of these medical occurrences is more than the statewide average.

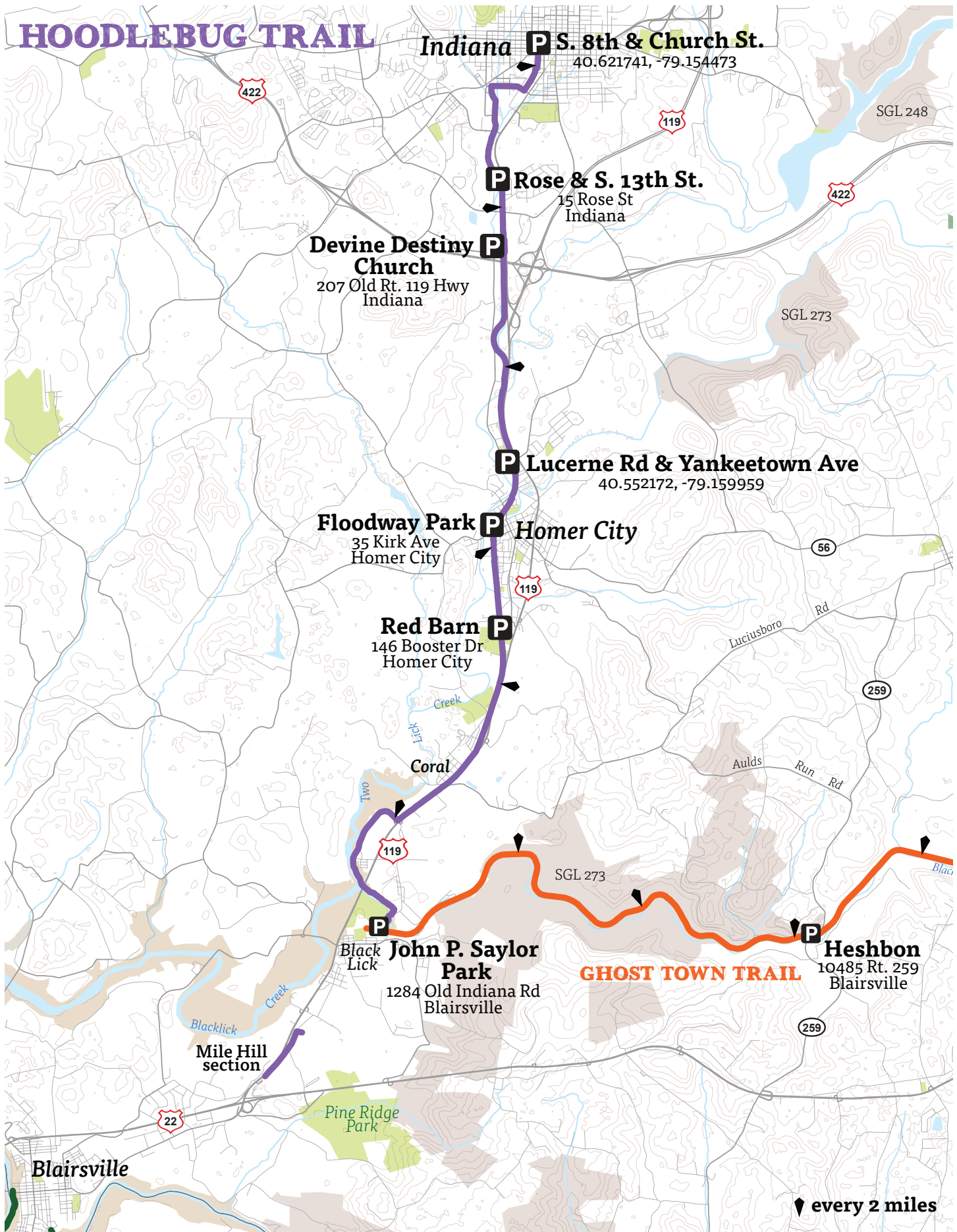
The CHNA establishes several priorities and goals that are consistent with the priorities and goals of the County's Active Transportation Plan. These are best summarized as promoting health and wellness to the community at large; improving the health status of the community by increasing participation in education and wellness; and focusing on reducing cases of overweight/obesity, diabetes, cardiovascular disease, and stroke. The following highlights some related results from a community survey completed for the CHNA:

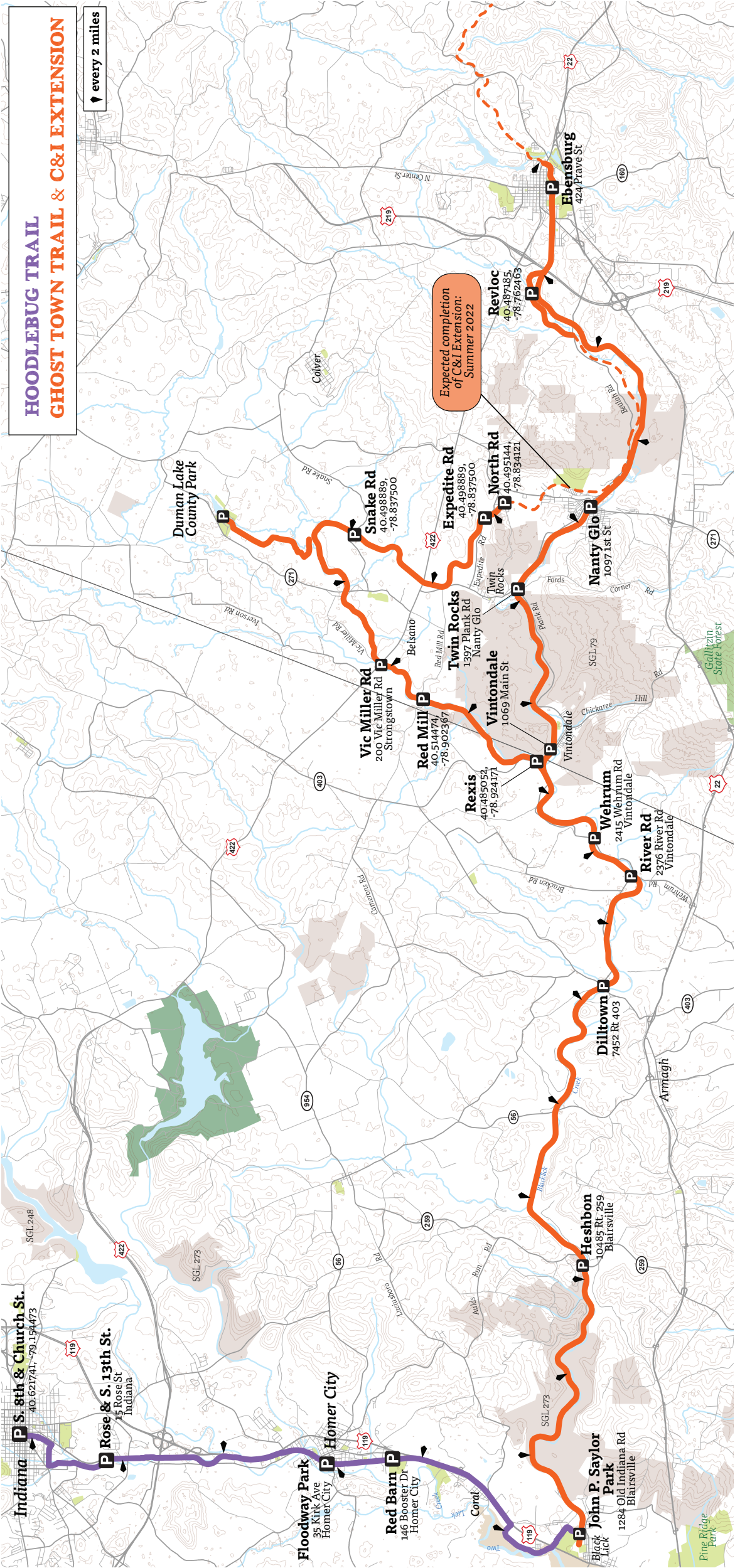
- Approximately one in three (34.0%) respondents have been told they have high blood pressure.
- Respondents identified the following conditions among the Top 10 health-related problems in the community:
 - Obesity and Overweight (80.6%),
 - Diabetes (69.5%),
 - Cardiovascular Disease and Stroke (64.4%),
 - Hypertension/High Blood Pressure (65.9%), and
 - Childhood Obesity (64.0%).
- Respondents also identified the lack of exercise/physical activity as a major health-related issue in the community.

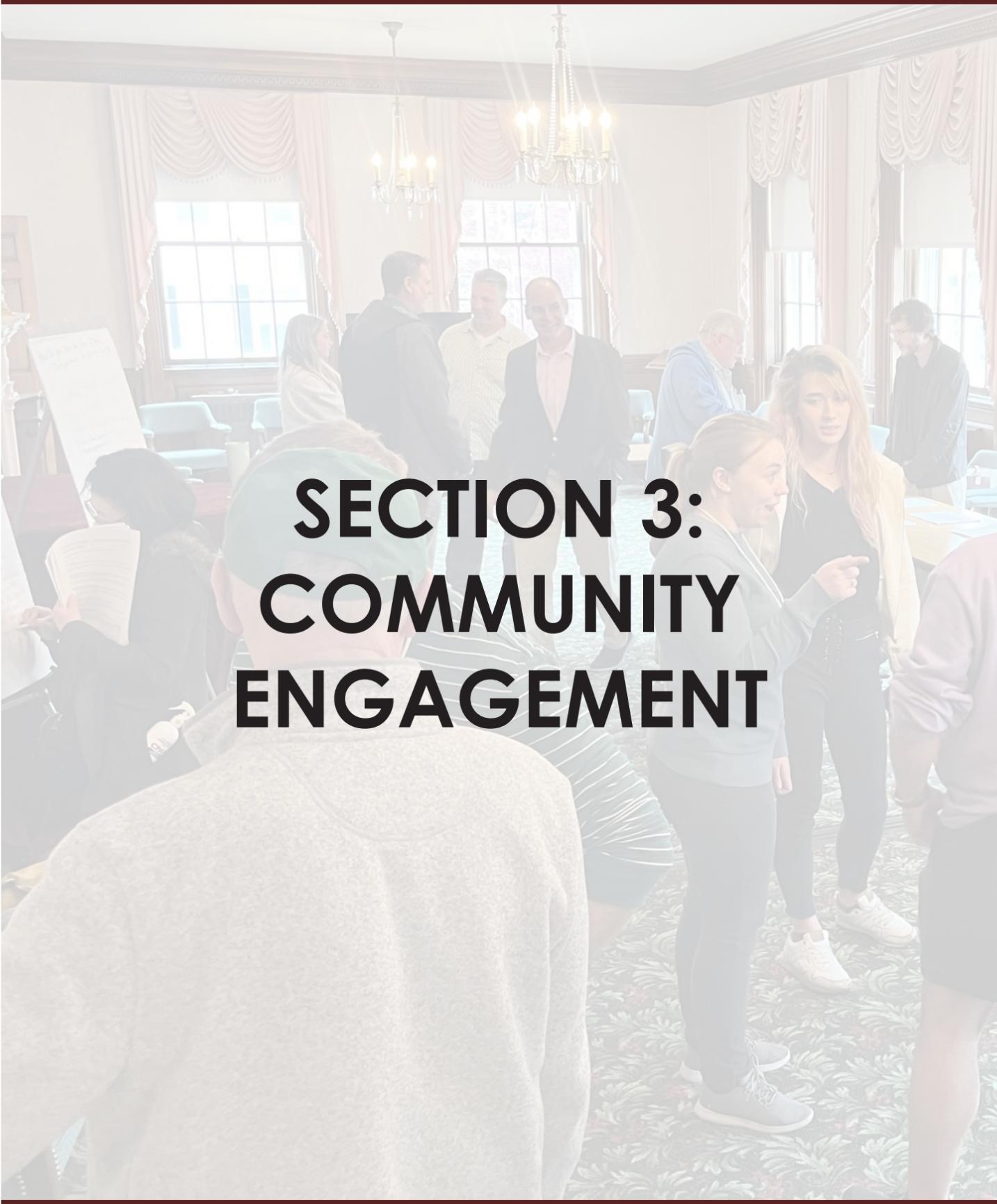
The following are Key Data Findings included in the CHNA for Indiana County. Comparisons are made between the County and Pennsylvania:

Health Condition	Indiana County	Pennsylvania
Diabetes (age-adjusted death rate per 100,000)	16.3%	20.4%
Ever Told they had Diabetes	15.0%	11.0%
Overweight (BMI 25+)	72.0%	67.0%
Obese (BMI 30+)	39.0%	32.0%
No Leisure-Time Physical Activity	29.0%	25.0%

For information on sidewalk mapping for the entire county, see Section 8: Resources







**SECTION 3:
COMMUNITY
ENGAGEMENT**

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Community Engagement Process

The Community Engagement process provided Indiana County an opportunity to help guide and shape the future of active transportation in the County. Residents, organizations, local officials, and other stakeholders were given multiple opportunities and options to participate and to provide input. Additional guidance was provided through the Existing Plans Review. Information obtained during this process was used to develop an updated inventory of Active Transportation Recommendations and their corresponding action items. The following section describes the Community Engagement process and highlights the results.

Project Steering Committee Meetings

Members of the Project Steering Committee were strategically selected to provide input and to educate/communicate with others about the Plan's development. Each Committee member's occupation and/or areas of expertise were among the deciding factors for their being asked to join and serve on the Committee. Committee members also assisted with critical sharing of information directly related to developing the list of Priorities included in the Plan. In total, eight (8) on-line or hybrid Steering Committee meetings were held. Agendas for the Project Steering Committee meetings can be found in the Appendix.

- Meeting 1 – March, 2022
- Meeting 2 - April 6, 2022
- Meeting 3 - May 10, 2022
- Meeting 4 - June 8, 2022
- Meeting 5 - July 6, 2022
- Meeting 6 - August 9, 2022
- Meeting 7 - September 7, 2022
- Meeting 8 - November 7, 2022

Mapping, data summaries, draft plan sections, and other related items were distributed to the Committee members prior to each meeting for their review. All members were individually called upon and given an opportunity to speak and add their input at each meeting. This approach resulted in highly productive meetings.

Radio Interview

Members of the Indiana County Project Team and representatives from Indiana Borough and White Township participated in a Radio interview on April 19, 2022. Information on active transportation, walking, and biking opportunities, and associated planning efforts on the local and County levels were promoted in the Interview. The Interview also helped to introduce and promote upcoming Community Engagement opportunities.



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Walk, Bike, Ride, Roll!



Community Bike Ride

SPC's Yellow Goat Bike Ride was held on Saturday, June 25th at the Blairsville Riverfront Trail and the West Penn Trail (total of 14 miles). Trail advocates were there at the beginning of the ride to provide context to the trail network in the area. The League of American Bicyclists recognizes the SPC as a Silver level Bicycle Friendly Business.

Interactive Comment Mapping and Community Survey

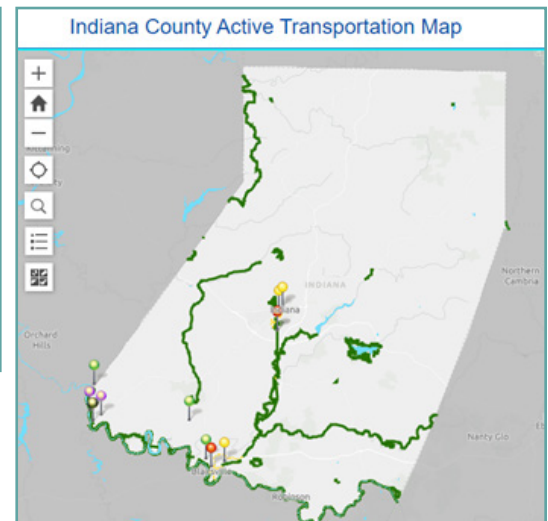
A web-based comment mapping application and community survey was prepared by the Southwestern Pennsylvania Commission (SPC) to connect residents, organizations, and officials with the Active Transportation planning effort and to give them a voice in the planning process. The map and survey were open between May – July 2022. The map and survey enabled users to add general and site-specific comments about walking and biking in Indiana; locate assets and areas of community concern; identify infrastructure issues; and provide insights, ideas and suggested fixes and recommendations. Links to the survey and map were provided on Indiana County Office of Planning & Development's website. Information on the survey and map were also distributed through press releases, social media platforms, the County's website, and in news articles. The survey and comment mapping were linked but could be accessed independently to allow for flexibility in providing input. Additionally, survey responses and comments gathered from Indiana Borough's online survey and interactive comment map were incorporated into this plan too.

Indiana County Active Transportation Survey

Indiana County is in the process of developing an Active Transportation Plan, and we want everyone in the community to have a voice in the process! Therefore, we would appreciate you completing this survey to provide your ideas and concerns about active transportation in Indiana County. The survey should take less than 10 minutes to complete.

After submitting the survey, **the link to an interactive map program will be provided.** We ask you to use the interactive map to provide additional input on transportation improvements you would like to see in Indiana County. **We would appreciate your response by June 30th.** Thank you!

Indiana County Active Transportation Survey (Online) Introduction Paragraph



Active Transportation Plan for Indiana County 2022 Update Walk, Bike, Ride, Roll!



Provide your input...
ACTIVE TRANSPORTATION PLAN

WHEN & WHERE

Southern Indiana County Meeting
June 8th, 7:00pm
Chestnut Ridge Resort
Fountain Bar Room

Western Indiana County Meeting
June 15th, 7:00pm
Salisbury Borough Building

Northern Indiana County Meeting
June 22, 7:00pm
East Mahoning Township Community Park
/ Marion Center Park Hall

WHAT

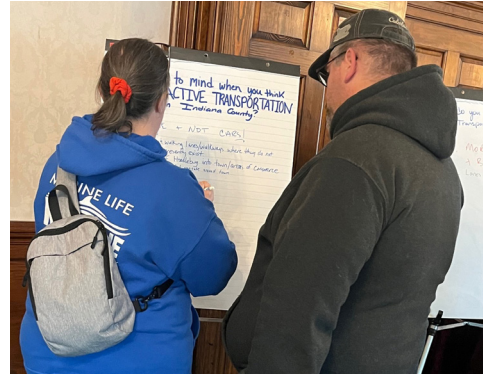
Indiana County is working to provide residents and visitors of all ages and abilities more opportunities for walking, biking and wheeling. The Indiana County Active Transportation Plan will prioritize education, actions and projects focused on connections to County destinations including trails and park areas; creating healthier communities; improving economic conditions; and enhancing livability throughout the County.

TOPICS

Public Open House Meetings are being held in the County to gather input on walking, biking and connection improvements. The meetings will be fun, informative, and interactive. Representatives from Indiana County and our Consultant Team will be available for one-on-one and group discussions. Please come prepared to discuss ways to improve active transportation in Indiana County!

Community input and suggestions are critical and necessary to this important Project!

Join us and bring a friend!



Community Engagement Events – Public Open House & Regional Meetings

A Community Engagement Event was held with Indiana Borough residents on April 26, 2022. The Event included an Outdoor Gathering 4-5 PM and an Indoor Open House Session from 5-7 PM. The Outdoor Event was held at the Hoodlebug Trail-head and Bike Parking Lot and the indoor session was held at the adjacent Grace United Methodist Church. Representatives from Indiana Borough, White Township, and Indiana County participated in the event and provided information about their Active Transportation Plan and Complete Street Policy development process. The Consultant Team also conducted several Key Person Interviews during the Event. The Event was promoted using direct invitations, public advertising, poster displays, radio interview, and posting via social media.

Community engagement events were also held in the Southern, Western, Northern and Central parts of the county. A flyer with the Southern, Western and Northern events were distributed through ICOPD website, social media and email marketing.

Plans move ahead to promote 'active transportation'

By PATRICK CLOONAN pcloonan@indianagazette.net Apr 27, 2022



After an hour's discussion outside, the community engagement event moved inside the parlor of Grace United Methodist Church, where various charts were provided and various topics raised by those participating in Tuesday's event.
PATRICK CLOONAN/Gazette

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Key Stakeholder Interviews

Sixteen (16) Key Person Interviews were conducted during the planning process. The Interviews were an important method to engage with many different segments of the community across the county and to involve them in the development of this Plan. Interviews were conducted with elected officials, health care professionals, service providers, local/regional agency representatives, trail users, and residents. The following 7 questions were asked:

1. What is your vision for the future of walking and cycling and e-bike/scooters in Indiana County?
2. What is the County's role in achieving this vision? To improve walking conditions? To improve cycling conditions? Transit conditions? E-Bike conditions?
3. What is the best way to engage residents in this planning process?
4. What needs to be included and emphasized in the plan for you to consider it a successful Active Transportation Plan?
5. Are there any other areas of the County or planning concepts that the team should focus on during the planning process?
6. Are there any areas of the County or planning concepts that you believe should not be under consideration through this planning process?
7. Any additional comments for the project team about your expectations for development of the Active Transportation Plan?
8. Anyone else you recommend we reach out to?

After reviewing the transcripts from the interviews, ICOPD staff and the Planning Consultants identified common concerns, opinions, and visions. The following summarizes the main themes discussed during the interviews, with select interview quotes shared below:

Community Vision for the Future

In the future of Indiana County, interviewees envisioned active transportation options that are accessible, intuitive, attractive, and safe. Transitioning between different modes of transportation, such as e-biking to busing to walking, would require minimal effort for travelers. Maps, ride-share, transit stop locations, schedules, and way-finding signage would be easy to see and understand. This would allow public transportation and bike-ped routes to best serve the demographics that utilize them the most.

"Provide the community and families with safe places to walk and push strollers."

"These are OUR children, and they are not safe."

Stakeholders reported seeing teens walking along highways to schools or stores. High school students also use roads to train for sports like track, but these roads can be too narrow and curved, causing blind spots. To make our community



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Walk, Bike, Ride, Roll!

more livable for young people, we need to safely connect residential areas with schools, recreation facilities, and commercial districts so that young people can seek employment opportunities and entertainment. Poor, elderly, and disabled residents have similar needs but have a greater need for access to hospitals and social services. One stakeholder explained that a barrier to getting to medical appointments or seeking emergency care is being able to travel to and from the Hospital. Improving public transit to hospitals and healthcare providers is necessary, as options like walking or biking may be physically dangerous or impossible for some demographics.

“Benefit of residents and visitors – become a destination.”

Locally, transportation routes should provide physical access to public services, healthcare, education, recreational facilities, and County Parks. Trails and public transit should connect municipalities and connect to regional transportation networks. While increasing the quality of life and economic opportunities for residents, this improved, interconnected active transportation system would attract more tourism to our county parks and rivers.

“Implement what makes sense and be respectful of the hard-earned dollar.”

As we work towards this future vision, we should prioritize improving existing infrastructure and adjusting to new transportation trends, such as increased kayaking, e-bikes, and e-scooters. Marketing existing infrastructure and resources can increase ridership and use, making it easier to compete for funding and argue for expansion. Maintain and improve existing infrastructure, increase safety, and connect existing resources.

County’s Role in Progress

“The County can help projects gain recognition and act as a catalyst for cooperation within municipalities.”

Data Collection - By working with local and regional partners, the County should inventory existing transportation resources and infrastructure, and collect data on transportation patterns. Areas of conflict between different transportation modes (ex: pedestrians and cars) should be identified, and safety improvements should be prioritized. The county should work directly with social service and emergency service providers to survey disadvantaged and/or disabled residents about their actual needs and concerns.

Tourism & Accessibility - To improve the health of its residents and attract tourism, the County should connect existing trails to regional networks, County Parks, and commercial districts. To increase ridership of public transit and use of existing services, the County should expand qualifications for certain services (ex: lower the age minimum for the Senior Rideshare Program).

Support Local Projects - The County can act as an advocate for local projects to State agencies, like PennDOT.

Engaging Residents

Engaging and maintaining public interest in planning and project development can be a challenge. As stated by an interviewee, transportation issues will affect everyone at some point in their lives, but often residents will only take interest in a project: *“when the issue is controversial. But [we] want people to be pro-active, not reactive.”*

Engagement through social media, websites, community events, and partner outreach has been marginally successful. The disparity in internet access does impact equal access to information, though efforts are underway to improve this. Mailers may be another way to interact with the public directly. Tabling at community events like ballgames or festivals may provide the County a captive audience. Asking school districts to interact with students or send flyers home with students would engage future young adults and their parents.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Existing Projects and Plans

Several existing plans were thoroughly reviewed and incorporated into the planning process. This was a very important part of the process that provided a review of documents related to Active Transportation in the County and an evaluation of each recommendation. The evaluation included notations on whether the recommendation would be kept or updated, and if it had been accomplished or was no longer relevant. In summary, there were 73 recommendations evaluated from the More People Biking & Walking More Often, 17 recommendations from the Open Space, Greenways, and Trails Plan, and 16 recommendations from the Comprehensive Recreation, Park and Open Space Plan.

Indiana County Planning Commission

The draft Plan was shared with the Indiana County Planning Commission for review and comments for their October 12, 2022 meeting. Comments from the commission members were incorporated into the plan. The final plan was reviewed by the Indiana County Planning Commission on **February 8, 2023**.



SECTION 4:
WHAT CAN WE DO
*COUNTY ACTIVE
TRANSPORTATION PRIORITIES*

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Active Transportation Priority Categories & Recommendations

All the input received from members of the Steering Committee, County Residents, Key Stakeholder Interviews and guidance received from County Staff and Officials provided information that was used to develop an initial set of Current Active Transportation improvement and enhancement ideas. The Project Team then incorporated recommendations made in existing County plans that had not been completed and were still relevant and valuable to advance Current Active Transportation Priorities in the County. The Project Team and members of the Steering Committee also considered existing conditions and trends in the County, other local planning efforts, known local and state funding opportunities and potential partnerships to evolve the project ideas into a set of Active Transportation Priorities. The set of Priorities was synthesized into four (4) real world 'Priority' categories that fit the goals of Active Transportation Planning and that resonated with County Residents. The priorities are all directed at improving walking and biking conditions in the County thereby encouraging more walking and biking. These Priority Categories include:



Community Enhancements

Better bus stops, bike lanes, needed sidewalk repairs, public restrooms, improved lighting, wayfinding, shade trees, benches, trash receptacles.



Programming and Promotion

Walking, Biking & Bus Ridership - make walking, biking, using a wheelchair, and bus riding safer and increase usefulness; work with partners for monitoring usage.



Education & Awareness

Educating vehicle drivers, riders and walkers of the rules and laws to increase safety; seek funding for initiatives; increase number of education instructors.



Connectivity

Areas for priority within and outside the county and regional connections throughout the county including potential new trails.

Recommendations within each Priority Category are as follows:

Community Enhancements

- Good maintenance of roads and sidewalks promotes safe and continued use of bicycle and pedestrian facilities.
- Assess possible negative impacts, or "threats," to each project corridor Identified in the Open Space, Greenways, and Trails Plan with a map in the Appendix.
- Support land use policies and local and regional transportation investments that nurture the establishment of multi-modal linkages such as transit centers.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Community Enhancements Continued

- Improve bicycle and pedestrian accessibility around schools.
- Provide the physical infrastructure needed for pedestrian mobility.
- Provide infrastructure/opportunities for healthy activities (landscape and signage improvements).
- Safety is the biggest thing. Top priority. People can ride bikes on road but want to be as safe as can be.

Programming and Promotion

- Promote coordinated activities that result in enhanced pedestrian and bicycle environments.
- Promote active, healthy lifestyles for all Indiana County residents and increase active transportation.
- Identify and pursue opportunities for multi-county initiatives.
- Encourage people to take the bus for convenience and a cleaner environment.
- Increase awareness of County recreational opportunities.

Education & Awareness

- Provide the resources necessary to maintain the Indiana County Parks & Trails system, providing regional parks and recreational opportunities for persons of all ages, interests, and abilities.
- Institute a public awareness campaign demonstrating the benefits of bicycling and walking. Collaborate with municipalities and healthcare providers/IRMC.
- Encourage stricter enforcement of laws involving drivers, bicyclists, pedestrians, and the use of crosswalks and sidewalks.

Connectivity

- Increase linkages between shopping centers, other commercial areas, parks, residential areas, and existing and future growth areas.
- 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.
- County leads the way on the following actions.

Action Items

Action Items were identified to advance each Priority Recommendation. These Action Items are organized by Priority Category in the following pages.



Community Enhancements

PRIORITY RECOMMENDATION: Good maintenance of roads and sidewalks promotes safe and continued use of bicycle and pedestrian facilities.

ACTION ITEMS:

- Take direct actions to provide bicycle and pedestrian facilities and improvements as an integral part of road improvement projects and promote the use and development of trail systems for connectivity. Work with partners to achieve this.
- Develop a spot improvements and maintenance program inclusive of bike/ped facilities.
- Implement a maintenance program including sweeping, snow removal, filling cracks and potholes, replacing below-grade grates, and repainting markings for bicycle and pedestrian facilities.
- Improve local park facilities that are shown as being in fair or poor condition (in the inventory charts on pages 75-81 2006 Comprehensive Recreation, Park, and Open Space Plan).
- Project Corridor List - Improving 26 Greenway Corridors identified in the 2010 Open Spaces, Greenways, and Trails Plan. Evaluate status. See the map of the corridors in the Appendix.

PRIORITY RECOMMENDATION: Assess possible negative impacts, or “threats,” to each project corridor identified in the Open Space, Greenways, and Trails Plan with a map in the Appendix.

ACTION ITEMS:

- Complete Feasibility Study for Identified Demonstration Projects - Because it is necessary to manage and protect lands through regulation and planning, the County strives to fully evaluate the feasibility of specific bicycle and pedestrian connectivity associated with the initial Demonstration Projects. Funding has been obtained. Conservation of lands at the local level should be explored as part of these efforts. The effectiveness of local and County-wide regulatory measures for conserving natural resources should also be evaluated.
- Administration/Management - One of the fundamental components to establishing the Open Space, Greenway, and Trails Plan is to develop a practical and responsive implementation structure composed of suitable implementation partners.
- There should be a consideration for future maintenance of the improvements that are implemented. The improvements should be evaluated for maintenance needs before constructing them.

PRIORITY RECOMMENDATION: Support land use policies and local and regional transportation investments that nurture the establishment of multi-modal linkages such as transit centers.

ACTION ITEMS:

- Provide bicycle and pedestrian facilities in conjunction with capital projects.
- Provide bicycle and pedestrian facilities as independent capital projects.
- Install conveniently and safely situated indoor and outdoor bicycle racks.
- Improve signage and information for pedestrians at bus stops.
- Install or upgrade bicycle parking facilities and passenger amenities such as seating and shelter at transit stops such as bike racks and/or lockers.
- Provide signage, route information, benches, shelters, crosswalks, and sidewalks at transit stops.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

PRIORITY RECOMMENDATION: Improve bicycle and pedestrian accessibility around schools.

ACTION ITEMS:

- Provide bicycle-commuting facilities at schools and universities.
- Design or retrofit streets, especially those used as routes to school, to create a balance between all modes of transportation.
- Provide lighting and signage appropriate for pedestrians and cyclists.

PRIORITY RECOMMENDATION: Provide the physical infrastructure needed for pedestrian mobility.

ACTION ITEMS:

- Maintenance and repainting of existing crosswalks, with an emphasis on crosswalks that are part of the trail network and high traffic corridors. One option that is having a regional line-painting contract every so many years that involves multiple municipalities to reduce costs.
- Install high-visibility crosswalks.
- Provide sidewalks and adequate lighting.
- Install street trees to provide shade.
- Implement interpretive and directional signage program.
- Design and install a standardized wayfinding system directing visitors to County-owned parks. Include directional signs within the parks as part of the same system (lighting in Memorial Park).
- Inaugurate phased pedestrian-cyclist traffic lights to give non-motorized travelers a safe head start before motorists.
- More Restrooms in County Parks and near trails.
- Encourage and implement investments in biking & walking through programs like the Transportation Improvement Program (TIP).
- Recommend road diets and curb extensions and crosswalks where appropriate.
- Complete the Pine Ridge Park Connector Project.
- East Pike Road and Martin/Blue Spruce Roads - "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. This could be accomplished by reducing the travel lanes by 6 feet to accommodate such lane."
- Improve pedestrian crossing on Route 110 in Ernest.

OTHER RECOMMENDATION: Provide infrastructure/opportunities for healthy activities (landscape and signage improvements).

ACTION ITEMS:

- Provide for camping at Pine Ridge Park and explore possibilities of providing camping in other parks or near or along trail facilities.
- Add trees and shrubs along open stretches of trails along highways (especially along Hoodlebug near Homer City).
- Add destination and wayfinding signage to increase awareness and provide convenient access to destinations and attractions (especially at the canal to the West Penn Trail).

OTHER RECOMMENDATION: Safety is the biggest thing. Top priority. People can ride bikes on road but want to be as safe as can be.

ACTION ITEMS:

- Plan to accommodate motor vehicle and non-motorized traffic via traffic calming projects.



Programming and Promotion

PRIORITY RECOMMENDATION: Promote coordinated activities that result in enhanced pedestrian and bicycle environments.

ACTION ITEMS:

- Increase visibility, awareness, and accessibility to the County's urban and rural cultural resource sites.
- Conduct a series of "demonstration projects" for particular Corridor study areas, such as traffic calming or tactical urbanism projects.
- Facilitate citizen participation that allows public input into decision-making regarding bicycling and walking.
- Develop a database of all property owners surrounding the potential greenway so that all stakeholders can be kept abreast of potential project ideas, opportunities, and progress.
- Apply for funding and assist/partner with others in applying for funding and implementing promotional and educational programs.

PRIORITY RECOMMENDATION: Promote active, healthy lifestyles for all Indiana County residents and increase active transportation.

ACTION ITEMS:

- Encourage bicycling and walking to work as part of an Employee Commute Options Program.
- Encourage employers to offer incentives for bicycle commuting. IRMC potential partner.
- Promote bicycling and walking as part of health and wellness programs.
- Work with transit officials to promote pedestrian and bicycle ridership via marketing campaigns.
- Promote activities/programs such as the Walking School Bus or Bike Train - "Children who participate in the program walk or bike to and from school in groups led by volunteers" and Safe Routes to School.
- Implement a bicycle usage monitoring program.
- Work with Indiana County Active Transportation Advisory Committee (ICATAC) and partners to monitor and drive progress.
- Advisory programs are needed to inform businesses and community leaders on how to better accommodate and serve visitors and river/trail enthusiasts.
- Increase awareness of options for active transportation and physical and recreational activities.
- Implement or assist in implementing a Bike Share Program with partners.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

PRIORITY RECOMMENDATION: Identify and pursue opportunities for multi-county initiatives.

ACTION ITEMS:

- Organize/Host Greenways Programming and Outreach Marketing.
- Increase visibility, awareness, and accessibility to the County's urban and rural cultural resource sites.
- Assist local communities in identifying opportunities for the development of a regional skate park.
- Support the efforts of local, regional, and state partners, both public and private, to implement an interconnected system of greenways and open spaces that protect the natural environment.
- Facilitate an annual meeting of all local trail, greenway, recreation, and open space organizations within the County to identify potential projects and opportunities for collaboration.
- Encourage visitors to come to Indiana County to enjoy its trails by implementing a regional marketing effort with the County.
- Partner with the PA Department of Health to implement appropriate components of the State Health Improvement Plan (SHIP).
- Capitalize on Gateway and Hub Communities like Saltsburg, Homer City, Indiana & Blairsville including welcome or visitor + info centers to distribute map connections & other tourist destinations.

PRIORITY RECOMMENDATION: Increase awareness of County recreational opportunities.

ACTION ITEMS:

- Address all issues with Americans with Disabilities Act within the County Parks.
- Review the recommendations in the Master Plan for the Ghost Town Trail and implement those that have yet to be completed, placing particular emphasis on increasing awareness of the trail.
- Capitalize on opportunities for recreational and nature-based tourism.
- Expand economic opportunities by fostering tourism & leveraging previous investments.
- Increase advertisement, improve access to, and improve the quality of bike/ped and camping facilities, like bike-packing and adventure cycling.

PRIORITY RECOMMENDATION: Encourage people to take the bus for convenience and a cleaner environment.

ACTION ITEMS:

- Work to make the bus rider experience more user-friendly and fully accessible to those who are most in need. Consider offering free bus trips on certain routes or for certain populations (elderly, low-income, students).
- Better bus stops and better route maps that also work to promote tourism and economic development, such as kayak and bike shuttle options.

PRIORITY RECOMMENDATION: Increase awareness of County recreational opportunities.

ACTION ITEMS:

- Address all issues with Americans with Disabilities Act within the County Parks.
- Review the recommendations in the Master Plan for the Ghost Town Trail and implement those that have yet to be completed, placing particular emphasis on increasing awareness of the trail.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!



- Capitalize on opportunities for recreational and nature-based tourism.
- Expand economic opportunities by fostering tourism & leveraging previous investments.
- Increase advertisement, improve access to, and improve the quality of bike/ped and camping facilities, like bike-packing and adventure cycling.



Education & Awareness

PRIORITY RECOMMENDATION: Provide the resources necessary to maintain the Indiana County Parks & Trails system, providing regional parks and recreational opportunities for persons of all ages, interests, and abilities.

ACTION ITEMS:

- Identify sources of funding for bicycle and pedestrian projects.
- Establish a capital-funding program that can be used to fund bicycle and pedestrian-related projects or leverage state and federal grants.
- Identify and Pursue Opportunities for Multi-County Initiatives Including Alignment of Mainline Canal Greenway and Other Regionally Significant Corridors - A Regional “Ask” represents a multi-county effort, which can fulfill a significant goal of agencies in the Commonwealth. In organizing an initiative that can simultaneously address the mission of various State agencies (e.g. PA DCNR, PA DEP, and PA Fish and Boat Commission), the groups pursuing a request, or “ask” can highlight how each of the agencies aim for outreach can be furthered. Agencies then in turn can collaborate on identifying and/or matching funds most appropriate to assist in furthering the effort. In the case of realizing Indiana County’s greenway and open space initiatives, the County is encouraged to develop collaborative efforts with surrounding counties such as Westmoreland and Cambria to pursue State funding and implementation of corridor projects including the Pittsburgh to Harrisburg Mainline Canal Greenway™ and Little Mahoning Creek Corridor.

PRIORITY RECOMMENDATION: Institute a public awareness campaign demonstrating the benefits of bicycling and walking. Collaborate with municipalities and healthcare providers/IRMC.

ACTION ITEMS:

- Educate municipalities on bicycle and pedestrian issues to build awareness of the need for bicycle and pedestrian planning.
- Organize/Host Greenways Programming and Outreach Marketing/Signage - An Outreach Campaign with marketing materials is vital to the success of the Greenways Plan. The marketing materials shall promote the entire greenway network to organizations, residents, and visitors as well as working with service organizations and should include a theme and logo. The marketing plan and materials may also assist in securing funding as well as serve as an awareness tool to develop interest and support. Graphics and information developed as part of the marketing package can also serve as the basis for the Open Space Network’s comprehensive signage system. Signage should be cohesively designed and placed for trail-head stations, regulatory signs, directional signs, informational signs, and educational signs.
- Promote a complete and comprehensive transportation system that includes safe walking, safe biking (bike lanes), e-biking, and e-scooter trails as part of the community’s core identity.
- Increase the number of qualified bicycling skill instructors in the county.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

- Assign and train bicycle/pedestrian program staff and establish a local bicycle/ pedestrian advisory committee, such as the Indiana County Active Transportation Advisory Committee.
- Develop and conduct educational programs that train cyclists, pedestrians, and motorists in road safety, laws, and etiquette.
- Open trails to e-bikes, lots of elderly who cannot pedal who want to be on the trails.

PRIORITY RECOMMENDATION: Encourage stricter enforcement of laws involving drivers, bicyclists, pedestrians, and the use of crosswalks and sidewalks.

ACTION ITEMS:

- Police can provide a good example and educate road users of how to travel safely.
- Implement a vehicle, bicycle, and pedestrian accident monitoring and surveillance system.
- Provide training for law enforcement officials in bicycle and pedestrian education and regulations (especially for vehicles whose speeds increase at curves in the road).
- Improve security in all County Parks.
- Post emergency phone numbers and 911; update and enforce park rules; have the County Sheriff's Department conduct regular patrols in each park; request local and state law-enforcement agencies to assist in enforcement; utilize security cameras where appropriate.



Connectivity

PRIORITY RECOMMENDATION: Increase linkages between shopping centers, other commercial areas, parks, residential areas, and existing and future growth areas.

ACTION ITEMS:

- Design open space linkages using abandoned rail corridors, stream valleys, utility corridors, and other rights-of-way (explore green utility corridors).
- Create pedestrian and bicycle-friendly roads to bus stops and major activity centers via better roadway design, signage, and maintenance.
- Integrate existing open space assets to create a county-wide recreation network.
- Identify potential hazard areas for cyclists, drivers, and pedestrians along roadways and bike routes (could be an app).
- Connect the Hoodlebug to the KCAC through Confluence Discovery Park at IUP.

PRIORITY RECOMMENDATION: Implement a recommended network of bicycle routes, pedestrian mobility areas, and corresponding needed improvements to provide for county-wide bicycle and pedestrian travel.

ACTION ITEMS:

- Hoodlebug Trail & West Penn Trail Connection - "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."
- Provide technical assistance to and encourage municipalities to develop local active transportation plans.

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- Encourage enhanced connectivity between the trail network and existing recreational areas dominated by motorized access, specifically focusing on Pine Ridge Park and Yellow Creek State Park.
- Develop an extensive county-wide trail system to include non-motorized, bicycling, hiking, and walking trails that run alongside roads and streams and through the County's business districts, parks, neighborhoods, and open spaces.
- Coordinate efforts with municipalities to improve bicycling and walking routes between transit services and major destination points.
- In addition to trails for exercise and recreation, provide and promote trails as an alternative form of transportation (e.g., by linking key destinations, providing trail-heads and signage).
- Assist in identifying roadways that are used by bicyclists.
- Increase non-motorized connectivity between Clymer Borough and its surrounding communities. The existing Clymer Trail could be an anchor for future extensions and improvements. Connections could include Dixonville and Green Township to the north, Commodore and the Purchase Line school campus to the northwest, the Penns Manor school campus to the southeast, and Sample Run and ultimately Indiana to the southwest.
- Develop bicycle route networks to guide cyclists to scenic areas and urban/village/town centers (connect via bike to Sterns in Creekside).
- Add a connection between Ghost Town Trail and Blairsville River Front Trail and West Penn Trail.
- Look to connect more to the northern part of the County as part of an expanded network. An abandoned rail corridor could link Rossiter to the Mahoning Shadow Trail and Punxsutawney. An extension to Hemlock Lake Park might then be feasible. Another abandoned rail corridor between Sagamore/ Plumville and Juneau could be the core to a Rural Valley/ Baker Trail/ Rossiter/ Punxsutawney connection.
- Explore opportunities for all regional connections.
- The county and communities should make efforts to expand where bikes can safely go. Make it safe to ride to grocery stores or other necessary resources. Expanding the bike routes/lanes between developed areas, such as Indiana Borough and White Township, would be an improvement.
- Make biking and walking safer in towns and along roads; better connections between existing trails.
- Provide more links to varied communities (trails, safe roads).

OTHER RECOMMENDATION: 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.

ACTION ITEMS:

- Bus access to parks like Yellow Creek State Park, Blue Spruce Park, Pine Ridge Park, Buttermilk Falls Natural Area, etc.
- Work to improve and expand bus routes and efficiency.
- Bus access to trail-heads.

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OTHER RECOMMENDATION: County leads the way on the following actions.

ACTION ITEMS:

- Identify sources of funding for bicycle and pedestrian projects.
- Establish a clear vision, mission, and recommended items to implement, ordinances and policies.
- Grant writing to secure funds and realize the vision.



SECTION 5: GATEWAY & HUB COMMUNITIES

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

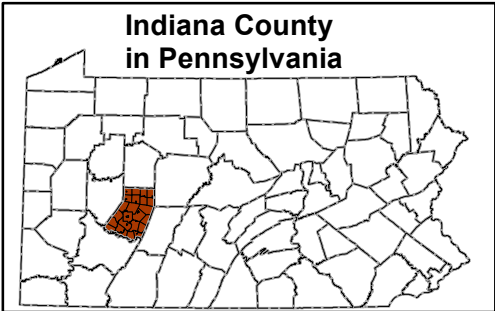
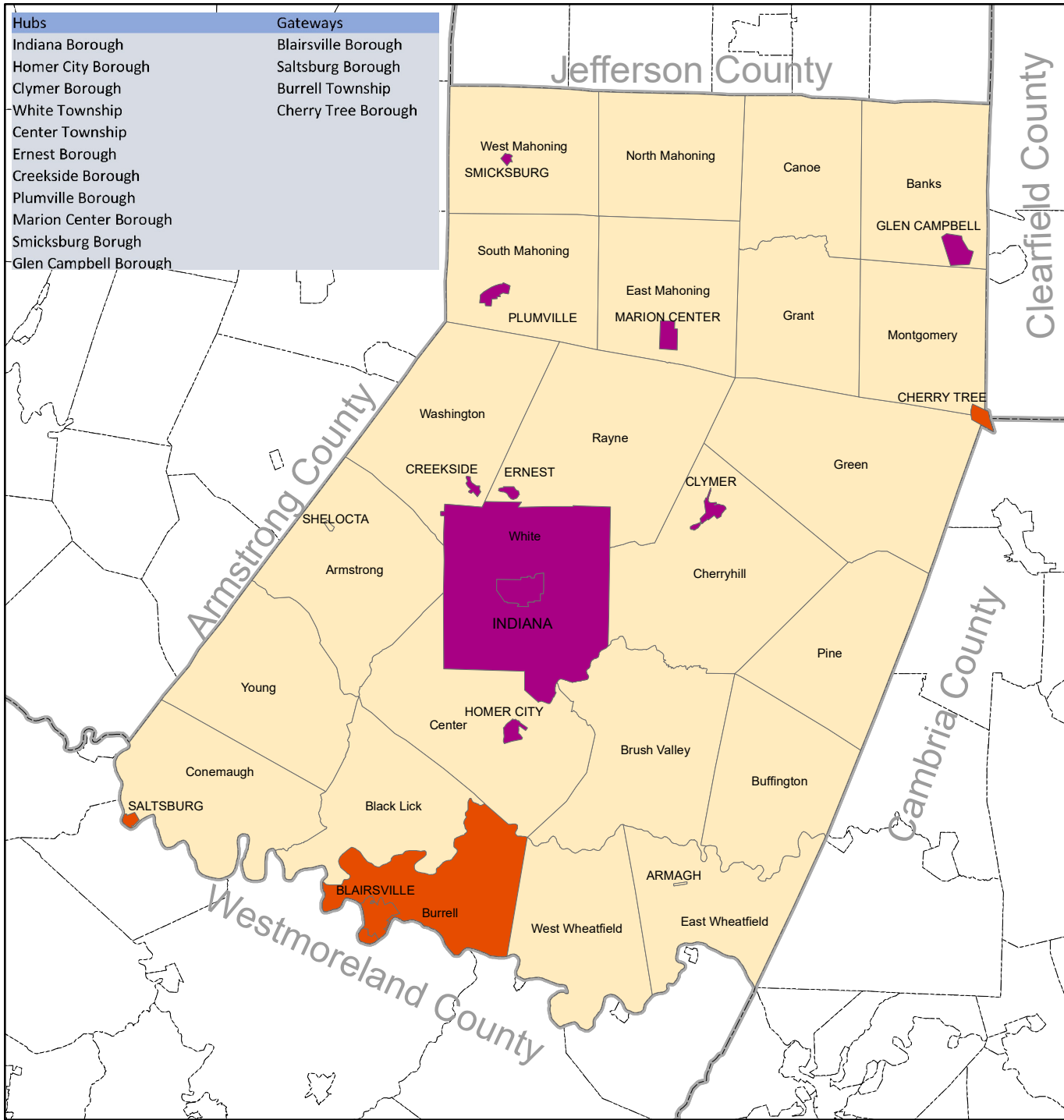


Gateway & Hub Communities

An important concept and consideration in implementing this plan will be capitalizing on and focusing energy on the appropriate and necessary improvements to Gateway areas and Hubs of active transportation activity (or areas with opportunities to become a hub) throughout Indiana County. The project team identified 11 Hubs and 4 Gateways in which there are significant opportunities to implement Plan recommendations. Some of these opportunities are related to geographic location or community layout. Other opportunities were discussed or mentioned as part of the public and stakeholder engagement process during the development of this plan. Several Gateway and Hub communities also have active transportation projects currently in progress or in the early stages of project development. Included is a map showing the location and surroundings of each Gateway and Hub. Included in Section 6 of this plan are comments and projects specific to Hubs and Gateways throughout the County.



Indiana County Active Transportation Gateways and Hubs

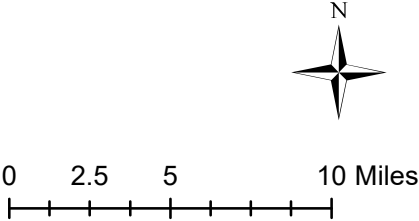


Map Features

- County Boundary
- Municipal Boundary

Indiana County Municipalities

- Municipalities
- Gateways
- Hubs



A photograph of two women walking towards the camera on a brick-paved sidewalk. The woman on the left is wearing a striped shirt and sunglasses, while the woman on the right is wearing a purple shirt and glasses. In the background, a large rainbow flag is visible, and a bicycle is parked on the right side of the sidewalk. The scene is set in front of a building with large windows.

SECTION 6: WHAT CAN YOU DO

MUNICIPAL ACTIVE TRANSPORTATION PRIORITIES

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The following comments and recommendations were collected throughout the review of existing plans and the Active Transportation Plan Update public engagement process.

Municipal Priorities

Priorities for Municipalities All Across the County

- Big dream! Bike paths/bike lanes connect all of residents to all of the county parks! Promote for tourism/cycling.
- Like to see each community connected in some way to a trail – Hoodlebug Trail, Ghost Town Trail, West Penn and Westmoreland Heritage Trail.
- Health equity – giving access to as many people as possible in Indiana County or any county in PA. Be as equitable as possible. Health impact is most important part but accessible for all.
- Good sidewalk access to services in municipalities are important.
- Bus stops only have signs right now; it would be good to have benches at stops and shelters.
- Love to see rural roads and rail trails have integration with Borough with access to residential neighborhoods and shopping centers. Get on a bike and go to different places either all day or a few blocks.
- For residents to have a safe non-motorized option for transportation. A connected trail network, use non-motor transportation to navigate the county, there are lots of places the trails don't reach. Would be great if all residents were within 15 minutes of trails.
- Trails that connect to the regional trail network.
- Connects to National Scenic Trails – North County Trail (via the Baker Trail) & Laurel Highlands on way to GAP Trail & West Penn Trail to Pittsburgh.
- Walking to school/ Walking to the school bus stop.
- Walk and Bike friendly designation for the county.
- Connections need to be made between the regional and local transportation networks.
- E-bikes need to be addressed for safety and spacing of bollards to fit the e-bikes.
- Provide policy and funding of infrastructure and funding education, safety, and enforcement. Makes this type of transportation legitimate. Some look at those who walk with scorn. Embrace this policy, which gives this legitimacy and allows those who walk and bike to come to the table.
- With Electric assist was able to travel up hills better than before health issues. This would open people up to traveling via bike.
- We are talking about basic needs – health care, food, and employment.
- Senior share ride – does it need to be 65 years old or can this be amended at a county level to include more age groups 55 years old? How to expand the service to meet the needs of the community?
- Keep creating projects to be on TIP & add walk/bike projects to the TIP for implementation over the next TIP.
- Make investments in biking & walking.
- Fund sidewalks & infrastructure for biking & walking.
- Make the good things (fun, services, businesses, medical facilities, recreation/parks) accessible to attract new people.
- Want serious action items like writing grants for finding these pathways. Getting funding for making this vision happen. Bring projects to fruition.
- Map these recommendations locally and study them, develop ideas in more detail.

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Walk, Bike, Ride, Roll!

Blairsville

- Finish West Penn Trail into Blairsville (only 1 mile away) via Newport Road.
- Power plant railroad along Railroad Avenue and Indiana Avenue Extension would make a great trail into Blairsville.
- High school students could use the bridge over Rt. 22 to get to Walmart – High School students could get jobs at Walmart.
- Expectations/hopes that Homer City/Southern Indiana County is not forgotten in this plan.
- Allow for Police reports of “rolling coal” to be investigated for blocking the vision of the road.
- The North Walnut corridor, particularly between Market and Maple, is an important artery for all transportation modes. However, the sidewalks have some very poor areas. The whole corridor could use a streetscaping-type project to improve drainage, upgrade.
- “Share the Road” between Park and Ride and Pine Ridge Park.
- Complete the Multimodal Connections Out of Town Project.
- Future connections to Blairsville Riverfront Trail.
- Pine Ridge Road, which runs from the Chestnut Ridge golf course to Pine Ridge Park, could have a bike route or share the road signage. PennDOT would need to approve this, since it is a state road. There is also room within the right of way to have a wider paved berm on this road section.
- Add “Share the Road” Signage along Old Route 22 from Blairsville to the Chestnut Ridge. These signs are not regulatory but only to advise motorists that the road may have cyclists on it. People use the paved berm for cycling and walking for shopping trips, and getting through the area to access the trails. PennDOT would need to authorize the signs since old Route 22 is a state road.
- Widened Rt. 217 N for the use of bike/ped traffic to get out of Blairsville safely.
- Add connections to Newport Road and to the West Penn Trail to Saltsburg (and beyond towards the Roaring Run Trail and towards Greensburg with the GAP connection).
- Link new Affordable Housing and existing Affordable Housing in Blairsville with a walkable corridor to shopping, employment opportunities, and medical services, such as Clark Metal and Walmart. Provides mobility for those who have limited access to personal vehicles, and provides a safe way to exercise.

East & West Wheatfield

- East or West Wheatfield is looking at connectivity in their planning. Lots of land and places to connect to in addition to White Township and Indiana Borough.
- We need different areas to access the river to put in kayaks and tubes.
- Robinson Falls is a beautiful place that needs to be open to the public.

Homer City

- Getting connection access under 119.
- Clean up Yellow Creek and TwoLick Creek streams for fishermen.
- Link to Yellow Creek, Lucerne could be connected along the way.
- Homer City Downtown Improvements and Trail Connections/Extensions Project(s).

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Walk, Bike, Ride, Roll!

Indiana

- Sidewalk Improvements:
 - N. 6th Street - near High School.
 - N. 9th Street - between 11th and 12th.
 - Philadelphia Street - College Lodge Road to the railroad tracks.
 - 5th Street between Washington and McGregor St. (especially east side).
- Lighting Improvements:
 - 5th Street – Washington Street to McGregor.
 - Memorial Park.
- Access/Connections:
 - People traveling by foot and bike in two directions East to West S&T to Walmart, North to South Hospital and Mack Park to High School. Want some way to find a path that creates a cross through town separate from traffic on E-W and N-S directions.
 - Share a bike in Yellow Creek State Park & IUP/Indiana Borough/White Township.
 - I would be more likely to walk/bike to retail in White Township if safer.
 - Need to link Chevy Chase to the rest of the town.
 - Curb extensions help with kids' safety.
 - Safety is biggest concern but if could find corridor to Mack Park and hospital.
 - Love it when Philadelphia Street is closed down for events. Love seeing people walking and becomes a destination.
 - Add traffic calming to S. 6th Street.
 - Senior citizens able to get to senior centers safely for exercise, sociability, meals.
- Horace Mann is perfect – kids can walk there in a reasonable amount of time. Its location is easy to access. Ike is also easy to access from that area.
- College population is isolated from businesses and grocery stores seems like 2 separate realms. Have more integration between people who live here full time and the students. Have students get to stores more easily. Need safe place to get from college to the downtown. Encourage businesses to be more developed around the college. State college feels like business district is for the students – welcoming to the students. Here in Indiana, Only the bars have lots of integration. It should be more organic that the students are part of the thought process.

Marion Center

- Explore and support an expanded trail network that includes the northern part of the County.
- Connection between Marion Center and Indiana. Not many roads other than 954 N/S and E/W. 954 is a good one but it is tricky – narrow, curvy, hilly. It would be awesome but not sure what roads to connect (Chambersville Road, Tanoma where there is another Dollar Store).
- In Marion Center a Dollar General was built on 119 on west side. A lot of residents walking on 119 to the Dollar General sees kids walking there too. She is really concerned about safety.
- North of Indiana should be tied in. Saylor Park has a good number of trails. Good for other municipalities to have trails too. If tied in with other trails would be great if can be done in a safe way then go for it and if away from high traffic is even better.

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

- College population is isolated from businesses and grocery stores seems like 2 separate realms. Have more integration between people who live here full time and the students. Have students get to stores more easily. Need safe place to get from college to the downtown. Encourage businesses to be more developed around the college. State College feels like business district is for the students – welcoming to the students. Here in Indiana, Only the bars have lots of integration. It should be more organic that the students are part of the thought process.

Saltsburg

- Saltsburg Visitor Center potential at Martha House adaptive reuse (on Washington St. - 1st House Right Coming off the Route 286 Bridge.
- Bike repair/lockup (like in Indiana) along West Penn Trail in Saltsburg.
- We need ways to access the river all the way from Robinson to Saltsburg. We need different areas to access the river to put in kayaks and tubes.
- A connection between Saltsburg and Salina via the West Penn Trail is needed and would then connect to the Roaring Run Trail at Apollo in Armstrong County.

White Township

- Sidewalk Improvements:
 - Ben Franklin Road near Umi.
 - Carter Avenue - between Wayne and S 6th, to enhance connectivity to Mack Park.
 - Josephine Avenue.
 - Lighting Improvements:
 - Josephine Avenue in Chevy Chase.
- Access/Connections:
 - Martins Grocery Store to Rustic Lodge.
 - Hoodlebug Trail to Kovalchick Convention and Athletic Center (KCAC).
 - People traveling by foot and bike in 2 directions East to West S&T to Walmart, North to South Hospital and Mack Park to High School. Want some way to find a path that creates a cross through town separate from traffic on E-W and N-S directions.
 - Families with young kids may think about walking on Oakland or Wayne Avenue. Good sidewalks near the KCAC. Also Shelley Drive would be good to have a sidewalk.
 - Great if bike rentals in the county @ White Township Rec Complex & Share a bike in Yellow Creek State Park & IUP/ Indiana Borough/White Township.
 - To direct people to business and commerce and fun – mall, shopping places, parks (Mack Park, White Township Recreation Complex, Getty Heights Park), encourage people to be outside doing fun things.
 - If you want people to be healthy, then need access to healthy options (S&T lots of activities) and Getty Heights -this park has services nearby too.
 - To have enough access to be able to walk/bike from small town to small town safely. Lives on Fulton Run but could not walk to the Borough but would love to ride bikes to Sterns in Creekside to get ice cream would be really cool.
 - I would be more likely to walk/bike to retail in White Township if safer.
 - Walk out to Airport Road – develop into Business Park so need ped/bike access. PennDOT need to add sidewalks to URBN – they should have a bonus to employees who took active transportation to work. Sidewalks to Windy Ridge business park. Need to link Chevy Chase to the rest of the town.

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Walk, Bike, Ride, Roll!

- Curb extensions help with kids' safety.
- Safety is biggest concern but if could find corridor to Mack Park and hospital.
- Wayne/Indian Springs intersection with Hoodlebug and other businesses increased foot traffic for business and recreation.
- Coming down from College Lodge Road to Indiana – people drive too fast.
- Safely get White Township folks to the Hoodlebug,
- Ghost Town Trail (GTT) is great but if you want to get to Giant Eagle grocery store from house should be a priority and then link to the recreation trails.
- White Township could use some work – no way to walk to the White Township Recreation Complex.
- Safe Bike path to Airport Rd. from Indiana Borough.
- Like to see each community connected in some way to a trail – Hoodlebug or GTT or West Penn and Westmoreland Heritage Trails. For instance, White Township (Forest Manor) connect to Homer City trail to connect to Hoodlebug.

Priorities for the Community

Business Owners, Residents and Visitors

- Add and/or utilize bike racks to property or in front of business.
- Be bike friendly – allow bike riders to use restrooms, provide snacks, water for sale.
- Seek recognition through The League of American Bicyclists as a Bicycle Friendly Business.
- Write letters of support for Active Transportation projects.
- Attend meetings to voice support for Active Transportation projects.
- Bike or Walk with your child to school.
- Encourage your teen to bike or walk to school.
- Bike or Walk to work.
- Attend Open Trail Days events in the area.
- Attend Indiana County Decathlon events and other events that encourage activity.
- Attend implementation meetings/grand openings of active transportation projects.
- Learn about the potential of active transportation to improve quality of life, health, and finances.
- Talk to neighbors about its importance – build more support!

Indiana Area School District

- Bike racks at Jr. High School and High School, plus bicycle education.

Indiana County Parks & Trails

- Lighting Improvements:
 - Memorial Park
- Access/Connections:
 - Hoodlebug Trail to KCAC
 - Bus access to parks – Yellow Creek, Blue Spruce and Buttermilk Falls

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- North of Indiana should be tied in. Saylor Park has a good number of trails. Good for other municipalities to have trails too. If tied in with other trails would be great if can be done in a safe way then go for it and if away from high traffic is even better.
- Places to direct people to business and commerce and fun – mall, shopping places, parks (Mack Park, S&T arena, Getty Heights), encourage people to be outside doing fun things.
- If you want people to be healthy, then need access to healthy options (S&T lots of activities) and Getty Heights -this park has services nearby too.
- To have enough access to be able to walk/bike from small town to small town safely. Lives on Fulton Run but could not walk to the Borough but would love to ride bikes to Sterns in Creekside to get ice cream would be really cool.
- Open trails to e-bikes, lots of elderly who cannot pedal who want to be on the trails. Include e-bikes and maybe quads and ATV.
- Would like to see more restrooms.
- I would love to see camping at Pine Ridge Park.
- Stretch of Hoodlebug Trail from Coral red light to Josephine sharp bend is a stretch where shrubs or trees would break up the highway noises. This would be more difficult with the driveways and businesses but it might be able to be improved in some spots.
- Complete the Pine Ridge Park Connector Project.
- Good to implement plan but need to maintain them, replace signs, resurface trails, crosswalks, need plan for upkeep.

Indiana University of Pennsylvania

- Share a bike in IUP/Indiana Borough/White Township.
- Improve connections from campus to surrounding community.
- Even more bike racks on IUP campus.

IndiGO

- Public transportation that qualifies for everyone to get needs met – services, access to health care. Biggest barriers going to regularly scheduled doctors appointments or surgeries is how to get there and get home. Even the simple how do I get home from my hospital stay – some walk home, used to use Uber or bus.
- Access/Connections:
 - Bus access to parks – Yellow Creek, Blue Spruce Park and Buttermilk Falls.
 - Bus stops only have signs right now. Would be good to also have benches at stops and maybe shelters.
 - Need bus stops at 119 Medical Center, Guidance Center, Downtown more stops, IRMC. Places to direct people to business and commerce and fun – mall, shopping places, parks (Mack Park, S&T arena, Getty Heights), encourage people to be outside doing fun things.
 - If you want people to be healthy, then need access to healthy options (S&T lots of activities) and Getty Heights -this park has services nearby too.
 - Transit is not a viable option unless provide short straight lines for efficiency.
 - Buses have Bike racks available but the destinations need to include Yellow Creek.
 - Opportunities for any community member to have access to transportation (not limited to income/age programs).
 - How do folks get to Pittsburgh for care? Huge barrier if no friend or family member to get you there. How to get to the airport? What are the options available? For recreation and pleasure and health care.

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Walk, Bike, Ride, Roll!

- Would be good if Bus stops had a sign with bus route schedules and map. This would be great so folks know when to anticipate the bus.
- More bus options for those of us in the southern portion of the county. The IndiGO routes that serve Indiana proper run consistently and for ample time periods. However, the IndiGO bus that serves Homer City has extremely limited times, made worse by a recent cut eliminating the final trip out of Indiana at 6:15 pm. Currently anyone living South of Indiana (Homer City, Coral, Blacklick, Blairsville) that relies exclusively on the bus cannot work a full 8-hour shift in Indiana based on the schedule of Route 6. I am constantly forced to walk, ride my bike or pay an outrageously high fare for an Uber to get home as my shift ends at 4:30 and the last bus out of Indiana to get me home is 3:20pm.

PennDOT

- PennDOT does education campaign on new projects they are the lead. Their local PIO - Tina Gibbs.

Yellow Creek State Park

- Access/Connections:
 - Bus access to parks – Yellow Creek, Blue Spruce and Buttermilk Falls.
 - Yellow Creek – need bike connection to this location.
 - Great if bike rentals in the county at White Township Recreation Complex & Share a bike in Yellow Creek & IUP/Indiana Borough/White Township.
 - Buses have Bike racks available but the destinations need to include Yellow Creek.
 - Open trails to e-bikes, lots of elderly who cannot pedal who want to be on the trails. Include e-bikes and maybe quads and ATV.
 - Would like to see more restrooms.

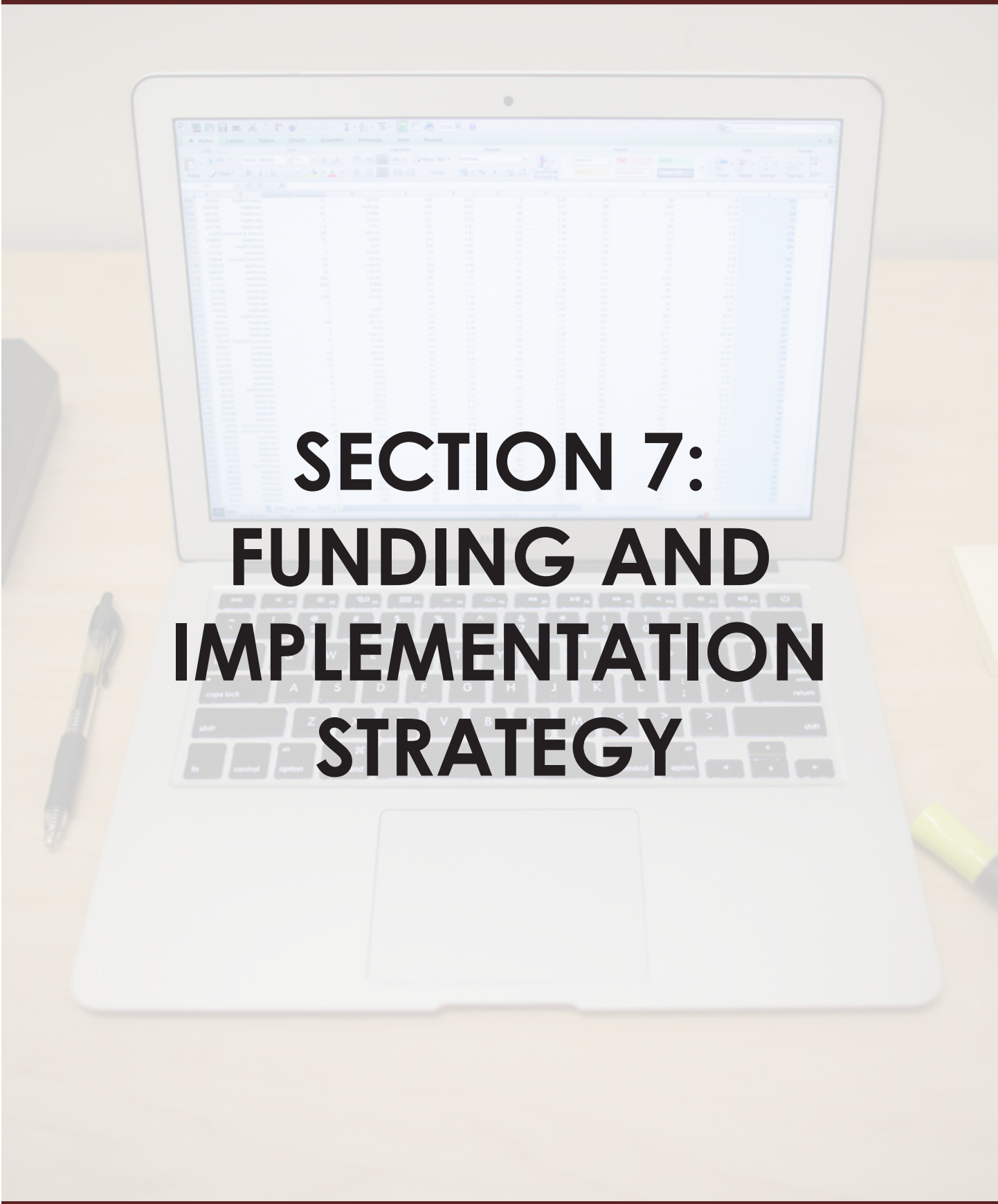
Other County Support Actions

- County can help project gain recognition and act as a catalyst for cooperation within municipalities.
- Transit is not a viable option unless provide short straight lines for efficiency.
- Buses have Bike racks available but the destinations need to include Yellow Creek.
- Finish West Penn trail into Blairsville (only 1 mile away) via Newport Road.
- Commissioners are responsible for the well-being of the community. Inter-agency stakeholder meetings in the community – Indigo, commissioners, chamber of commerce, Department of Health & Human Services (211 resources), CYS or probation (referral services of clients to work/school, agencies, appointments, volunteer hours).
- IRMC from their perspective – promote/encourage and host these options, small-town people can walk and bike. Only place to walk from Hospital for lunch is Hilton. If there were more options. Physicians should be promoting activity, financial contributions.
- County held responsible for the infrastructure, for implementing.
- There are a million plans but this needs to be a policy to make it legitimate – vision, mission and recommended items to implement it. Recommend ordinances determine success of the plan. Want plan to be legitimate.
- Make sure there is a vision followed up by grant writing for the vision to come true.
- Biggest push is to clean up our streams, vital that we clean up the water that has been polluted for many years to give our residents a place to walk, hike, bike, camp along a nice stream.
- Safety is the biggest thing. Top priority. People can ride bikes on road but want to be as safe as can be.
- Good to implement plan but need to maintain them, replace signs, resurface trails, crosswalks, need plan for upkeep.

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- Good to implement plan but need to maintain them, replace signs, resurface trails, crosswalks, need plan for upkeep.
- Over next TIP make investments in biking & walking.
- Goal is to help community member live full lives through creating access and mobility choices and autonomy as much as they can. Bike share program might be cool. Public assistance folks might get a gift card to access these types of things.
- Walk friendly application – grow the benchmarks.
- Road diets, curb extensions.
- Look for opportunities for all regional connections.



SECTION 7: FUNDING AND IMPLEMENTATION STRATEGY

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

The priorities, goals and actions items included in this Plan are oriented towards developing and maintaining safe, accessible and reliable walking, biking, riding, and rolling transportation facilities that support all potential users including vulnerable and under-served populations, such as low-income residents, people of color, children, persons with disabilities and older adults. The priorities are also oriented towards making Indiana County more livable and attractive for residents of all ages and abilities, families, visitors, and business owners. Developing this Active Transportation Plan shows Indiana County's commitment to improve the health and quality of life of their residents and their commitment to facilitate ongoing and proposed walking, biking, accessibility, and transit riding enhancement projects within the County.

Municipal Support

Council persons and other representatives from County municipalities will be a critical part of implementing this active transportation plan. Successfully implementing projects and actions will involve many different participants and steps and will rely on obtaining public, private and local funding and various forms of support. In some cases, Indiana County will need to take the lead while in other cases, municipalities may need to execute maintenance agreements or will need to provide documentation of their acknowledgment and support of the projects being completed by County entities. Continuing support by County municipalities, organizations and residents will be necessary for implementation efforts to be successful. Indiana County also will be prepared to support municipalities and partner organizations' implementation efforts by providing Letters of Support for grant applications, committing to have regular discussions regarding active transportation efforts, and by jointly advocating for regional active transportation improvement projects.

Other Implementation Partners

Indiana County officials and staff will need community, municipal and individual assistance to implement these priorities. Many local partners and community organizations, local businesses and residents will need to take ownership of projects and will need to carry the momentum forward towards implementation. In addition, state and county agencies, including the Indiana County Office of Planning & Development (ICOPD); nearby municipalities; PennDOT; the Southwestern Pennsylvania Commission (SPC) and others must also have a significant role in implementing the priorities. In addition, favorable grant funding consideration from the DCED; DCNR; USDA/Rural Development; HUD; Pennsylvania Downtown Center, Private Foundations; PennDOT; Regional Tourism Promotion entities, and others will be vital to successful implementation. Main Street organizations that regularly work with the PA Downtown Center can also be resources in the design and construction of streetscape improvements.

The Plan Development Team Consultants who prepared this Active Transportation Plan and members of the Project Steering Committee (Plan Development and Project Action Team) will need to work with Indiana County, municipalities and other stakeholders to support, facilitate and coordinate implementation efforts. [Penn State Extension](#) has additional training resources to improve the capacity of local leaders to [acquire grants](#), hone [leadership skills](#), [engage and enhance community resources](#), and otherwise grow volunteers' and staff capabilities. Indiana County can rely on the expertise and capacity of the Plan Development Team Consultants to essentially "keep things moving" and to encourage implementation actions.

Local Match Sources

Common among the funding sources described in this section is the requirement of a local cash or in-kind service match. Ultimately a local source of funding or contribution of services will need to be documented prior to submitting grant applications. The responsibility for providing local match funding will most often fall to Indiana County and its municipalities, if other sources are not readily available. Local organizations and groups must be prepared to contribute financially and/or

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Walk, Bike, Ride, Roll!

with services to cover match requirements. It will take the creativity of County and local leaders and their local partners to identify, secure, and document sources of local match funding. Each grant source may have different match requirements and allowances. County leaders will need to carefully interpret those requirements and, when appropriate, coordinate multiple grant applications and matching fund documentation to take advantage of opportunities where one grant can be matched with the award of another. As noted, in-kind services can also be used as part of the matching funds. Indiana County, its municipalities and others capable of providing this level of support must be aware that documentation and tracking of the services provided will need to be kept current as the project progresses to claim in-kind services as match. Appropriate documentation is typically submitted to the granting agency for their approval. As suggested in the beginning of this section, Indiana County leaders can call upon the Planning Development Team Consultants and other members of the Steering Committee to help support, facilitate and coordinate project funding efforts.

Project Funding

Potential funding options for the priorities are provided in this section. Options generally include direct grant funding from State and Federal sources, foundations, direct municipal funding including in-kind services, and local donors providing financial contributions and volunteer support. The priorities may need to be funded in stages (i.e. Design/Engineering then follow up submissions for construction) or in phases (completion of a trail segment including installation of signage followed by the next segment, etc.), based on funding available. Due to ever changing grant funding requirements, availability of funding and the variety of funding levels, it is difficult to predict with certainty or to describe an exact funding path for each project. What can be said with certainty is that Indiana County and its municipalities, or other ‘to-be identified’ application sponsors, must relentlessly seek funding from multiple sources/options and will need to creatively combine and match multiple types of funding awards with multiple priorities. What can also be said with certainty is that funding sources will require a level of local match (cash), in-kind service contributions, maintenance agreement(s) and/or other documentation. Project Leaders or project “champions” in each priority area will need to be identified and a structure for coordination of the priority tasks agreed upon and institutionalized.

- **State Funding Sources** - The following provides a summary of state-level funding sources applicable to the priorities included in this Plan. In particular, the PennDOT – TA Set Aside program includes funding for Safe Routes to School projects. State funding sources also include Statewide Local Share Account (LSA) funds: [DCED - Local Share Account - Statewide](#). Funding in this program is available to support projects in the public interest.

Criteria	DCNR - C2P2	DCNR - PRT	DCED CFA - GTRP	PennDOT - TA-Set Aside	PennDOT - MTF	CFA - MTF
Grant Award Amounts	varies	varies	Up to \$250,000	\$50,000 – \$1,000,000	\$100,000 – \$3,000,000	\$100,000 – \$3,000,000
Funding Level	single source	supplemental	supplemental	supplemental	single source	single source
Local Match Requirement	50%	20%	15%	Pre-Construction Activities	30%	30% (may be waived)
Typical Submission Cycle	Annually April	Annually April	Annually May	2-yr cycle	Annually Fall	Annually Spring

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Walk, Bike, Ride, Roll!

PennDOT - Pennsylvania Department of Transportation

DCNR - Department of Conservation and Natural Resources

DCED - Department of Community and Economic Development

CFA - Commonwealth Financing Agency

C2P2 - DCNR's Community Conservation Partnerships Program

PRT – DCNR's Pennsylvania Recreational Trails Program

TA-Set Aside – PennDOT's Transportation Alternatives Program/ Safe Routes to Schools

GTRP – CFA's Greenways, Trails and Recreation Program

MTF – Multimodal Transportation Fund

- **Foundations** - There are several smaller funding sources like the AARP Livable Communities Challenge (up to \$25,000 for intergenerational projects to be accomplished in a given year, between May and November), and the AmericaWalks Community Vision Grants, (up to \$2,000), and similar levels of funds are available on occasion from the American Heart Association.
- **Federal Funding** - The following provides information on various US Department of Transportation funding programs for Pedestrian and Bicycle safety and infrastructure projects: [Transit Highway and Safety funding opportunities – Safe Streets and Roads for All \(SS4A\) Grant Program](#). A summary of these federal funding sources is provided on the following pages.

Program-specific notes: Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

- BUILD: Subject to annual appropriations. See <https://www.transportation.gov/BUILDgrants> for details.
- INFRA: See <https://www.transportation.gov/buildamerica/infragrants> for details. Focus on projects that generate national or regional economic, mobility, and safety benefits.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3-mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
 - Planning funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

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Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds Updated January 21, 2021

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Highway, and Safety Funds																
Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.																
Activity or Project Type	BUILD	INFRA	TIE/TA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Access enhancements to public transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan									\$	\$	\$		\$			\$
Bicycle plans				\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)									\$	SSRTS		\$		\$*		
Bicycle helmets (safety promotion)									\$	SSRTS		\$				
Bicycle lanes on road	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	~\$	\$	\$	\$	\$			\$	\$						\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)						\$ 1 per State			\$	SSRTS		\$				
Crosswalks (new or retrofit)	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	~\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)				\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$			\$*	\$	\$	\$	\$		\$				\$
Pedestrian plans				\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	~\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists							\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety									SSRTS	SSRTS		\$	\$*	\$*	\$*	
Safety education positions									SSRTS	SSRTS		\$		\$*		

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Highway, and Safety Funds

Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.

Activity or Project Type	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Safety enforcement (including police patrols)									SSRTS	SSRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)									SSRTS	SSRTS		\$	\$*	\$		
Separated bicycle lanes	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$						\$
Shared use paths / transportation trails	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements (including accessible pedestrian signals)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed pedestrian or bicycle routes	\$	~\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot improvement programs	\$	~\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	~\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment									SRTS	SRTS	\$					
Trail/highway crossings and intersections	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see program guidance)	~\$*	~\$*	~\$*						\$*	\$*	\$*					\$
Training						\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws									SSRTS	SSRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
BUILD: Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program / Activities
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NHTSA 402: State and Community Highway Safety Grant Program
NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- Applicability of 23 U.S.C. 217(i) for Bicycle Projects**: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, sections 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.



SECTION 8: RESOURCES

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

The following is a list of useful documents and resources. Each of these items can be found by clicking on the live link or entering the given URL into your web browser.

Indiana County Adopted Plans and Studies

<https://icopd.org/adopted-plans-and-studies.html>

IRMC Community Health Needs Assessment 2021

https://res.cloudinary.com/dpmykpsih/image/upload/irmc-site-339/media/5d3dfedc0853414b837a3840fd35a72a/irmc_chna_77-final.pdf

Pennsylvania Active Transportation Plan from PennDOT PUB 787 (4-20)

<https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf>

SPC Active Transportation Resource Center

<https://www.atrc-spc.org/>

Walk Score

<https://www.walkscore.com/>

WalkWorks

<https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx>

APPENDIX A: IMPLEMENTATION SUMMARY MATRIX

Active Transportation Plan for Indiana County 2022 Update

Walk, Bike, Ride, Roll!

Active Transportation Priority Categories

This plan's outcome priorities and proposed implementation projects have been categorized in four (4) basic areas to simplify classification of actions moving forward. It is important to recognize that some projects could fall within multiple categories, thus also satisfying multiple community goals.



Community Enhancements

Better bus stops, bike lanes, needed sidewalk repairs, public restrooms, improved lighting, wayfinding, shade trees, benches, trash receptacles.



Programming and Promotion

Walking, Biking & Bus Ridership - make walking, biking, using a wheelchair, and bus riding safer and increase usefulness; work with partners for monitoring usage.



Education & Awareness

Educating vehicle drivers, riders and walkers of the rules and laws to increase safety; seek funding for initiatives; increase number of education instructors.



Connectivity

Areas for priority within and outside the county and regional connections throughout the county including potential new trails.

Implementation Summary Matrix

A matrix summarizing the Priority Goals, Action Items, Implementation Timeframes, and potential partnerships is included to provide additional clarity and understanding to guide the implementation efforts. Unless otherwise noted, potential partnerships are those in addition to the County Commissioners. Priorities and timetables are difficult to categorize and may change over time. All implementation actions will lead to improvements in Indiana County's active transportation regardless of which order they are completed. Still, information on priorities and timetables are noted in the following manner in the summary matrices: Short-term: 1-3 years; Mid-term: 4-6 years; Long-term: 7-10 years.

The Indiana County Office of Planning & Development are critical to the coordination of follow-up activities and implementation efforts. Organizations and groups, County Commissioners and Planning Commission members, County officials and staff, residents, and other partners must also be actively involved in the implementation of this Plan.



Community Enhancements

Priority Recommendation	Action Items	Timeline and Partners
Good maintenance of roads and sidewalks promotes safe and continued use of bicycle and pedestrian facilities.	<ul style="list-style-type: none"> • Take direct actions to provide bicycle and pedestrian facilities and improvements as an integral part of road improvement projects and promote the use and development of trail systems for connectivity. Work with partners to achieve this. • Develop a spot improvements and maintenance program inclusive of bike/ped facilities. • Implement a maintenance program including sweeping, snow removal, filling cracks and potholes, replacing below-grade grates, and repainting markings for bicycle and pedestrian facilities. • Improve local park facilities that are shown as being in fair or poor condition (in the inventory charts on pages 75-81 2006 Comprehensive Recreation, Park, and Open Space Plan). • Project Corridor List - Improving 26 Greenway Corridors identified in the 2010 Open Spaces, Greenways, and Trails Plan. Evaluate status. See the map of the corridors in the Appendix. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short and Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Indiana County Parks & Trails • PennDOT • Local Municipalities • Allegheny Ridge Corporation
Assess possible negative impacts, or “threats,” to each project corridor Identified in the Open Space, Greenways, and Trails Plan with a map in the Appendix.	<ul style="list-style-type: none"> • Complete Feasibility Study for Identified Demonstration Projects - Because it is necessary to manage and protect lands through regulation and planning, the County strives to fully evaluate the feasibility of specific bicycle and pedestrian connectivity associated with the initial Demonstration Projects. Funding has been obtained. Conservation of lands at the local level should be explored as part of these efforts. The effectiveness of local and Countywide regulatory measures for conserving natural resources should also be evaluated. • Administration/Management - One of the fundamental components to establishing the Open Space, Greenway, and Trails Plan is to develop a practical and responsive implementation structure composed of suitable implementation partners. • There should be a consideration for future maintenance of the improvements that are implemented. The improvements should be evaluated for maintenance needs before constructing them. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Regional Trail Partners • Local Municipalities • ICATAC • Allegheny Ridge Corporation
Support land use policies and local and regional transportation investments that nurture the establishment of multi-modal linkages such as transit centers.	<ul style="list-style-type: none"> • Provide bicycle and pedestrian facilities in conjunction with capital projects. • Provide bicycle and pedestrian facilities as independent capital projects. • Install conveniently and safely situated indoor and outdoor bicycle racks. • Improve signage and information for pedestrians at bus stops. • Install or upgrade bicycle parking facilities and passenger amenities such as seating and shelter at transit stops such as bike racks and/or lockers. • Provide signage, route information, benches, shelters, crosswalks, and sidewalks at transit stops. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Local businesses • Local municipalities • IndiGO

Priority Recommendation	Action Items	Timeline and Partners
Improve bicycle and pedestrian accessibility around schools.	<ul style="list-style-type: none"> • Provide bicycle-commuting facilities at schools and universities. • Design or retrofit streets, especially those used as routes to school, to create a balance between all modes of transportation. • Provide lighting and signage appropriate for pedestrians and cyclists. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • County School Districts, superintendents, principals, and transportation directors • IUP President • Local municipalities
Provide the physical infrastructure needed for pedestrian mobility.	<ul style="list-style-type: none"> • Maintenance and repainting of existing crosswalks, with an emphasis on crosswalks that are part of the trail network and high traffic corridors. One option that is having a regional line-painting contract every so many years that involves multiple municipalities to reduce costs. • Install high-visibility crosswalks. • Provide sidewalks and adequate lighting. • Install street trees to provide shade. • Implement interpretive and directional signage program. • Design and install a standardized wayfinding system directing visitors to County-owned parks. Include directional signs within the parks as part of the same system (lighting in Memorial Park). • Inaugurate phased pedestrian-cyclist traffic lights to give non-motorized travelers a safe head start before motorists. • More Restrooms in County Parks and near trails. • Encourage and implement investments in biking & walking through programs like the Transportation Improvement Program (TIP). • Recommend road diets and curb extensions and crosswalks where appropriate. • Complete the Pine Ridge Park Connector Project. • East Pike Road and Martin/Blue Spruce Roads - “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. This could be accomplished by reducing the travel lanes by 6 feet to accommodate such lane.” • Improve pedestrian crossing on Route 110 in Ernest. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • White Township supervisors • Local municipalities • PennDOT • Indiana County Parks & Trails • SPC

Priority Recommendation	Action Items	Timeline and Partners
Provide infrastructure/ opportunities for healthy activities (landscape and signage improvements).	<ul style="list-style-type: none"> • Provide for camping at Pine Ridge Park and explore possibilities of providing camping in other parks or near or along trail facilities. • Add trees and shrubs along open stretches of trails along highways (especially along Hoodlebug near Homer City). • Add destination and wayfinding signage to increase awareness and provide convenient access to destinations and attractions (especially at the canal to the West Penn Trail). 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short and Mid -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Indiana County Parks & Trails • West Penn Trail group • Allegheny Ridge Corporation
Safety is the biggest thing. Top priority. People can ride bikes on road but want to be as safe as can be.	<ul style="list-style-type: none"> • Plan to accommodate motor vehicle and non-motorized traffic via traffic calming projects. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • PennDOT • Local municipalities



Programming and Promotion

Priority Recommendation	Action Items	Timeline and Partners
Promote coordinated activities that result in enhanced pedestrian and bicycle environments.	<ul style="list-style-type: none"> • Increase visibility, awareness, and accessibility to the County's urban and rural cultural resource sites. • Conduct a series of "demonstration projects" for particular Corridor study areas, such as traffic calming or tactical urbanism projects. • Facilitate citizen participation that allows public input into decision-making regarding bicycling and walking. • Develop a database of all property owners surrounding the potential greenway so that all stakeholders can be kept abreast of potential project ideas, opportunities, and progress. • Apply for funding and assist/partner with others in applying for funding and implementing promotional and educational programs. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid/Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Indiana County Tourist Bureau • Allegheny Ridge Corporation • ICATAC • Indiana County Parks & Trails • Local municipalities

Priority Recommendation	Action Items	Timeline and Partners
Promote active, healthy lifestyles for all Indiana County residents and increase active transportation.	<ul style="list-style-type: none"> • Encourage bicycling and walking to work as part of an Employee Commute Options Program. • Encourage employers to offer incentives for bicycle commuting. IRMC potential partner. • Promote bicycling and walking as part of health and wellness programs. • Work with transit officials to promote pedestrian and bicycle ridership via marketing campaigns. • Promote activities/programs such as the Walking School Bus or Bike Train - “Children who participate in the program walk or bike to and from school in groups led by volunteers” and Safe Routes to School. • Implement a bicycle usage monitoring program. • Work with Indiana County Active Transportation Advisory Committee (ICATAC) and partners to monitor and drive progress. • Advisory programs are needed to inform businesses and community leaders on how to better accommodate and serve visitors and river/trail enthusiasts. • Increase awareness of options for active transportation and physical and recreational activities. • Implement or assist in implementing a Bike Share Program with partners. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short/Mid/ • Long-Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Chamber of Commerce • Downtown Indiana • Local Business Owners • IRMC • Corporate Insurance Companies • Local School Districts • Local municipalities • SPC • ICATAC • Indiana County Tourist Bureau • Local Park organizations
Identify and pursue opportunities for multi-county initiatives.	<ul style="list-style-type: none"> • Organize/Host Greenways Programming and Outreach Marketing. • Increase visibility, awareness, and accessibility to the County’s urban and rural cultural resource sites. • Assist local communities in identifying opportunities for the development of a regional skate park. • Support the efforts of local, regional, and state partners, both public and private, to implement an interconnected system of greenways and open spaces that protect the natural environment. • Facilitate an annual meeting of all local trail, greenway, recreation, and open space organizations within the County to identify potential projects and opportunities for collaboration. • Encourage visitors to come to Indiana County to enjoy its trails by implementing a regional marketing effort with the County. • Partner with the PA Department of Health to implement appropriate components of the State Health Improvement Plan (SHIP). • Capitalize on Gateway and Hub Communities like Saltsburg, Homer City, Indiana & Blairsville including welcome or visitor + info centers to distribute map connections & other tourist destinations. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid/Long-Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Allegheny Ridge Corporation • Regional Trail Groups • Local Parks & Trails Groups • DCNR • DCED • Indiana County Tourist Bureau • Department of Health

Priority Recommendation	Action Items	Timeline and Partners
Encourage people to take the bus for convenience and a cleaner environment.	<ul style="list-style-type: none"> • Work to make the bus rider experience more user-friendly and fully accessible to those who are most in need. Consider offering free bus trips on certain routes or for certain populations (elderly, low-income, students). • Better bus stops and better route maps that also work to promote tourism and economic development, such as kayak and bike shuttle options. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short/Mid -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • IndiGO • Indiana County Commissioners • Aging Services • Indiana County Tourist Bureau • Local municipalities
Increase awareness of County recreational opportunities.	<ul style="list-style-type: none"> • Address all issues with Americans with Disabilities Act within the County Parks. • Review the recommendations in the Master Plan for the Ghost Town Trail and implement those that have yet to be completed, placing particular emphasis on increasing awareness of the trail. • Capitalize on opportunities for recreational and nature-based tourism. • Expand economic opportunities by fostering tourism & leveraging previous investments. • Increase advertisement, improve access to, and improve the quality of bike/ped and camping facilities, like bike-packing and adventure cycling. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid/Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Indiana County Parks & Trails • Cambria County Conservation & Recreation Authority • Indiana County Tourist Bureau • Local Parks orgs • Indiana County Chamber of Commerce • ICATAC



Education & Awareness

Priority Recommendation	Action Items	Timeline and Partners
Provide the resources necessary to maintain the Indiana County Parks & Trails system, providing regional parks and recreational opportunities for persons of all ages, interests, and abilities.	<ul style="list-style-type: none"> Identify sources of funding for bicycle and pedestrian projects. Establish a capital-funding program that can be used to fund bicycle and pedestrian-related projects or leverage state and federal grants. Identify and Pursue Opportunities for Multi-County Initiatives Including Alignment of Mainline Canal Greenway and Other Regionally Significant Corridors - A Regional "Ask" represents a multicounty effort, which can fulfill a significant goal of agencies in the Commonwealth. In organizing an initiative that can simultaneously address the mission of various State agencies (e.g. PA DCNR, PA DEP, and PA Fish and Boat Commission), the groups pursuing a request, or "ask" can highlight how each of the agencies aim for outreach can be furthered. Agencies then in turn can collaborate on identifying and/or matching funds most appropriate to assist in furthering the effort. In the case of realizing Indiana County's greenway and open space initiatives, the County is encouraged to develop collaborative efforts with surrounding counties such as Westmoreland and Cambria to pursue State funding and implementation of corridor projects including the Pittsburgh to Harrisburg Mainline Canal Greenway™ and Little Mahoning Creek Corridor 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> Mid/Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> Allegheny Ridge Corporation Regional Trail Groups Local Parks & Trails Groups DCNR DCED PA DEP PA Fish & Boat Commission Watershed Groups SPC
Institute a public awareness campaign demonstrating the benefits of bicycling and walking. Collaborate with municipalities and healthcare providers/IRMC.	<ul style="list-style-type: none"> Educate municipalities on bicycle and pedestrian issues to build awareness of the need for bicycle and pedestrian planning. Organize/Host Greenways Programming and Outreach Marketing/ Signage - An Outreach Campaign with marketing materials is vital to the success of the Greenways Plan. The marketing materials shall promote the entire greenway network to organizations, residents, and visitors as well as working with service organizations and should include a theme and logo. The marketing plan and materials may also assist in securing funding as well as serve as an awareness tool to develop interest and support. Graphics and information developed as part of the marketing package can also serve as the basis for the Open Space Network's comprehensive signage system. Signage should be cohesively designed and placed for trailhead stations, regulatory signs, directional signs, informational signs, and educational signs. Promote a complete and comprehensive transportation system that includes safe walking, safe biking (bike lanes), e-biking, and e-scooter trails as part of the community's core identity. Increase the number of qualified bicycling skill instructors in the county. Assign and train bicycle/pedestrian program staff and establish a local bicycle/ pedestrian advisory committee, such as the Indiana County Active Transportation Advisory Committee. Develop and conduct educational programs that train cyclists, pedestrians, and motorists in road safety, laws, and etiquette. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> Mid/Long-Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> SPC IRMC Healthcare Providers Insurance Companies Indiana County Tourist Bureau Allegheny Ridge Corporation Local municipalities Regional Trails and parks organizations DCNR League of American Bicyclists Sheriff's office ICATAC

Priority Recommendation	Action Items	Timeline and Partners
	<ul style="list-style-type: none"> • Open trails to e-bikes, lots of elderly who cannot pedal who want to be on the trails. 	<ul style="list-style-type: none"> • Local municipalities
Encourage stricter enforcement of laws involving drivers, bicyclists, pedestrians, and the use of crosswalks and sidewalks.	<ul style="list-style-type: none"> • • Police can provide a good example and educate road users of how to travel safely. • • Implement a vehicle, bicycle, and pedestrian accident monitoring and surveillance system. • • Provide training for law enforcement officials in bicycle and pedestrian education and regulations (especially for vehicles whose speeds increase at curves in the road). • • Improve security in all County Parks. • • Post emergency phone numbers and 911; update and enforce park rules; have the County Sheriff's Department conduct regular patrols in each park; request local and state law-enforcement agencies to assist in enforcement; utilize security cameras where appropriate. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid/Long -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Sheriff's office • PennDOT • State Police • Indiana County Parks & Trails • Local Parks Groups and management • Emergency Management



Connectivity

Priority Recommendation	Action Items	Timeline and Partners
Increase linkages between shopping centers, other commercial areas, parks, residential areas, and existing and future growth areas.	<ul style="list-style-type: none"> • Design open space linkages using abandoned rail corridors, stream valleys, utility corridors, and other rights-of-way (explore green utility corridors). • Create pedestrian and bicycle-friendly roads to bus stops and major activity centers via better roadway design, signage, and maintenance. • Integrate existing open space assets to create a countywide recreation network. • Identify potential hazard areas for cyclists, drivers, and pedestrians along roadways and bike routes (could be an app). • Connect the Hoodlebug to the KCAC through Confluence Discovery Park at IUP. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Short -Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Utility Companies • Railroad Organizations • Rails to Trails orgs • Indiana County Parks & Trails • PennDOT • IUP • Allegheny Arboretum

Priority Recommendation	Action Items	Timeline and Partners
<p>Implement a recommended network of bicycle routes, pedestrian mobility areas, and corresponding needed improvements to provide for countywide bicycle and pedestrian travel.</p>	<ul style="list-style-type: none"> • Hoodlebug Trail & West Penn Trail Connection - “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.” • Provide technical assistance to and encourage municipalities to develop local active transportation plans. • Encourage enhanced connectivity between the trail network and existing recreational areas dominated by motorized access, specifically focusing on Pine Ridge Park and Yellow Creek State Park. • Develop an extensive countywide trail system to include non-motorized, bicycling, hiking, and walking trails that run alongside roads and streams and through the County’s business districts, parks, neighborhoods, and open spaces. • Coordinate efforts with municipalities to improve bicycling and walking routes between transit services and major destination points. • In addition to trails for exercise and recreation, provide and promote trails as an alternative form of transportation (e.g., by linking key destinations, providing trailheads and signage). • Assist in identifying roadways that are used by bicyclists. • Increase non-motorized connectivity between Clymer Borough and its surrounding communities. The existing Clymer Trail could be an anchor for future extensions and improvements. Connections could include Dixonville and Green Township to the north, Commodore and the Purchase Line school campus to the northwest, the Penns Manor school campus to the southeast, and Sample Run and ultimately Indiana to the southwest. • Develop bicycle route networks to guide cyclists to scenic areas and urban/village/town centers (connect via bike to Sterns in Creekside). • Add a connection between Ghost Town Trail and Blairsville River Front Trail and West Penn Trail. • Look to connect more to the northern part of the County as part of an expanded network. An abandoned rail corridor could possibly link Rossiter to the Mahoning Shadow Trail and Punxsutawney. An extension to Hemlock Lake Park might then be feasible. Another abandoned rail corridor between Sagamore/ Plumville and Juneau could be the core to a Rural Valley/ Baker Trail/ Rossiter/ Punxsutawney connection. • Explore opportunities for all regional connections. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid/Long-Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • Regional Trail Groups • Burrell Township Supervisors • PennDOT • Indiana County Parks & Trails • Watershed orgs • Local municipalities • Indiana County Conservation District • ICATAC • Clymer Borough Council • White Township Supervisors • ICMSA • CBMSA • Indiana County Tourist Bureau • Local and Regional Parks & Trail Groups • BCDA • PennDOT

Priority Recommendation	Action Items	Timeline and Partners
	<ul style="list-style-type: none"> • The county and communities should make efforts to expand where bikes can safely go. Make it safe to ride to grocery stores or other necessary resources. Expanding the bike routes/lanes between developed areas, such as Indiana Borough and White Township, would be an improvement. • Make biking and walking safer in towns and along roads; better connections between existing trails. • Provide more links to varied communities (trails, safe roads). 	
<p>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.</p>	<ul style="list-style-type: none"> • Bus access to parks like Yellow Creek State Park, Blue Spruce Park, Pine Ridge Park, Buttermilk Falls Natural Area, etc. • Work to improve and expand bus routes and efficiency. • Bus access to trailheads. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid-Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • IndiGO • Indiana County Parks & Trails • PennDOT • Local municipalities
<p>County leads the way on the following actions.</p>	<ul style="list-style-type: none"> • Identify sources of funding for bicycle and pedestrian projects. • Establish a clear vision, mission, and recommended items to implement, ordinances and policies. • Grant –writing to secure funds and realize the vision. 	<p><u>Timeline</u></p> <ul style="list-style-type: none"> • Mid-Term <p><u>Potential Partners</u></p> <ul style="list-style-type: none"> • ICATAC

APPENDIX B: WALKWORKS METRICS

Appendix F – Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths, public transit routes), New/Enhanced Destinations (crosswalks & intersections, and other destinations), and Projects/Policies

In accordance with page 6 and Appendices A and B – “Expectations for Plans and Policies” and “Explanation of Terms” – of the Funding Opportunity Announcement (FOA), grant recipients are required to provide information with their final plans/policies and, upon request, to provide similar data as projects are implemented. These forms are the templates on which grant recipients will log the *potential* new/improved linear miles of new/improved routes or means of transportation, *potential* destinations that will be connected due to the new or improved routes, and *potential* new and/or enhanced sites as identified and prioritized in their adopted plans or policies.

Active Transportation Plan Implementation Metrics - Sidewalks				
<p>Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.</p> <p>Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).</p> <p>Potential linear miles: Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.</p> <p>Connected destinations: Name the destinations that will be connected with implementation of each project.</p>				
Map or Pg. No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
	Community Enhancements	Take direct actions to provide bicycle and pedestrian facilities and improvements as an integral part of road improvement projects and promote the use and development of trail systems for connectivity. Work with partners to achieve the following: <ul style="list-style-type: none"> • Develop a spot improvements and maintenance program inclusive of bike/ped facilities. • Implement a maintenance 	10-miles	County Wide and Municipal locations County Park areas Hoodlebug Trail Project Corridor List - Improving 26 Greenway Corridors identified in the 2010 <i>Open Spaces, Greenways, and Trails</i> Plan. See the map of the corridors in the Plan

		program including sweeping, snow removal, filling cracks and potholes, replacing below-grade grates, and repainting markings		
	Blairsville	The North Walnut corridor, particularly between Market and Maple. The whole corridor could use a streetscaping-type project to improve drainage, upgrade.	2-miles	Blairsville Riverfront Area Multiple Community Parks Service Providers
	White Township	<ul style="list-style-type: none"> • Walk out to Airport Road – develop into Business Park so need ped/bike access. • Sidewalks to Windy Ridge business park. Need to link Chevy Chase to the rest of the town. 	3-miles	Indiana Borough and the Airport Windy Ridge business park Chevy Chase residential neighborhood
	Indiana Borough	See Indiana Borough Active Transportation Plan		Priority Corridors and Destinations

Active Transportation Plan Implementation Metrics - Crosswalks and Intersections

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project: Describe project location and what improvements are being made.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Connected Destinations
	Support land use policies and transportation investments that nurture establishment of multi modal linkages such as transit centers	Provide signage, route information, benches, shelters, crosswalks and sidewalks at transit stops	IndiGO Transit Stops – county wide
	Provide the physical infrastructure needed for pedestrian mobility	Install high-visibility crosswalks	Indiana Borough, Blairsville, White Township, Homer City, Saltsburg, Marion Center Hoodlebug Trail
	Education and Awareness	Encourage stricter enforcement of laws involving drivers, bicyclists, pedestrians, and use of crosswalks and sidewalk	County Wide

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

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project Description: Describe project location and what improvements are being made. *Examples: New bus route, new stop along existing transit route, new bus shelter, etc.*

Potential linear miles: Linear miles of proposed new transit routes (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
	Community Enhancements	<ul style="list-style-type: none"> • Install or upgrade bicycle parking facilities and passenger amenities such as seating and shelter at transit stops such as bike racks and/or lockers. • Provide signage, route information, benches, shelters, crosswalks, and sidewalks at transit stop 	5-miles	IndiGO Bus Stops Indiana Borough, Blairsville, Homer City, White Township, Homer City, Saltsburg, Marion Center
	Connectivity	Capitalize on Gateway and Hub Communities to distribute map connections & other tourist destinations	5-miles	Saltsburg, Homer City, Indiana & Blairsville including welcome or visitor + info centers Hoodlebug Trail
	Implement a network of bicycle routes, pedestrian mobility areas, and improvements for countywide bicycle and pedestrian travel.	<ul style="list-style-type: none"> • Make biking and walking safer in towns and along roads; better connections between existing trails. • Provide more links to varied communities (trails, safe roads) 	5-miles	Indiana Borough, Blairsville, Homer City, White Township, Homer City, Saltsburg, Marion Center Hoodlebug Trail
	Blairsville	Future connections to Blairsville Riverfront Trail	2-miles	Blairsville Riverfront Trail
	Indiana Borough	See Indiana Borough Active Transportation Plan		IndiGO Bus Stops, Indiana Jr and Sr High Schools Indiana Elementary School 11 th and 14 th Streets

Active Transportation Plan Implementation Metrics - Bicycle Infrastructure Improvements

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project Description: Describe project location and what improvements are being made. *Examples: low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, bike share stations, etc.*

Potential linear miles: Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
	Community Enhancements	Take direct actions to provide bicycle and pedestrian facilities and improvements as an integral part of road improvement projects and promote the development of connections trail systems. <ul style="list-style-type: none"> • Develop a spot improvements and maintenance program for bike/ped facilities. • Implement a routine maintenance program 	3-miles	Indiana County Park County Wide locations Hoodlebug Trail Indiana Borough, Blairsville, Homer City, White Township, Homer City, Saltsburg, Marion Center
	Community Enhancements	Support transportation investments that nurture the establishment of multi-modal linkages. <ul style="list-style-type: none"> • Provide bicycle and pedestrian facilities in conjunction with capital projects. • Provide bicycle and pedestrian facilities as independent capital projects. • Install indoor and outdoor bicycle racks 	5-miles	Indiana County Park Hoodlebug Trail County Wide locations Indiana Borough, Blairsville, Homer City, White Township, Homer City, Saltsburg, Marion Center
	Community Enhancements	<ul style="list-style-type: none"> • Improve bicycle/ pedestrian access and commuting facilities improvements at schools and IUP Campus 	3-miles	Community facilities, School, IUP Campus

Active Transportation Plan Implementation Metrics - **Multi-Use Paths**

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Potential linear miles: Linear miles of proposed paths, rounded to the nearest tenth of a mile

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
	Municipal Priorities -	Install Bike paths/bike lanes and pedestrian connections for all residents to all county parks	25-miles	Indiana County Parks Hoodlebug Trail
	Programming and Promotion	Promote Safe Routes to Schools projects	10-miles	Sr., Jr., and Elementary Schools in the County
	Implement a recommended network of bicycle routes, pedestrian mobility areas, and corresponding needed improvements to provide for countywide bicycle and pedestrian travel.	Provide more links to varied communities (trails, safe roads, bike/pedestrian)	25-miles	Indiana County Park County Wide locations Indiana Borough, Blairsville, Homer City, White Township, Homer City, Saltsburg, Marion Center Hoodlebug Trail

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements

Plan/Policy/Project: Project, policy or plan development or improvements. *Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan.*

Policy/Project	Description
Programming and Promotion	<ul style="list-style-type: none">• Conduct a series of "demonstration projects" for particular Corridor study areas• Develop a database of all property owners surrounding the potential greenway so that all stakeholders can be kept abreast of potential project ideas, opportunities, and progress• Promote bicycling and walking as part of health and wellness programs.• Promote activities/programs such as the Walking School Bus or Bike Train - "Children who participate in the program walk or bike to and from school in groups led by volunteers." and Safe Routes to School• Implement a bicycle usage monitoring program.• Facilitate an annual meeting of all local trail, greenway, recreation, and open space organizations within the County to identify potential projects and opportunities for collaboration• Encourage visitors to come to Indiana County to enjoy its trails by implementing a regional marketing effort with the County

Revised: 12.30.21

APPENDIX C: DCNR BICYCLE & E-BIKE FAQS & POLICIES

POLICY OFFICE

E-bike Policy: Frequently Asked Questions

Dated 7/21/2022

Q. What is an E-bike?

A. An e-bike (also electric bike or pedalcycle with electric assist) is defined in the Pennsylvania Vehicle Code ([75 Pa. C.S. § 102](#)) as a “vehicle weighing not more than 100 pounds with two or three wheels more than 11 inches in diameter, manufactured or assembled with an electric motor system rated at not more than 750 watts and equipped with operable pedals and capable of a speed not more than 20 miles per hour on a level surface when powered by the motor source only.”

Q. Will DCNR’s new policy allow all three classifications of e-bikes on its lands?

A. Generally, yes. The Department generally permits e-bikes (as defined by the Pennsylvania Vehicle Code) on DCNR trails already open to traditional bike usage as long as they comply with the policy criteria. The policy states that E-bikes will be treated the same as human-powered bikes by department staff, provided they:

- weigh no more than 100 pounds;
- do not exceed 20 mph using the motor functionality;
- are equipped with a motor no more than 750 watts; and
- are equipped with fully functional, operable pedals.

Q. Where can e-bikes be ridden on DCNR lands?

A. E-bikes, as defined above, are permitted on DCNR-managed trails and public-use roads where traditional, human-powered bikes are allowed. E-bikes are prohibited where traditional, human-powered bikes are prohibited. While most state park and forest trails and roads are open to this activity, trails that are not open to biking include:

- Natural areas (where no biking is permitted)
- Designated hiking trails (blazed with yellow or orange)
- Trails specifically marked closed to biking

Q. Are e-bikes allowed on DCNR’s non-motorized trails?

A. Yes. E-bikes are human-powered vehicles and are permitted on DCNR managed trails where traditional, human-powered bikes are allowed. To maintain the integrity and necessary safety protocols along nonmotorized trails, e-bike operators will be required to use only human power or pedal-assist power (motor assistance while pedaling) to operate e-bikes on trails designated for non-motorized use. Using the electric motor exclusively to move an e-bike without pedaling

POLICY OFFICE**E-bike Policy: Frequently Asked Questions**

Dated 7/21/2022

is prohibited on non-motorized trails. In addition, all operators shall adhere to advised speed limits along trails and e-bike operators shall never use the electric motor to exceed 20 miles per hour on DCNR managed trails..

Q. Are e-bikes allowed on DCNR’s motorized trails?

A. Generally yes, unless otherwise marked as closed to pedalcycles.

Q. Are e-bikes permitted on public use roads managed by DCNR?

A. Yes. E-bikes are generally permitted on public-use roads within state park and forests, unless otherwise marked as prohibited.

Q. Why doesn’t DCNR’s policy utilize or distinguish between the three classifications of e-bikes?

Pennsylvania’s Vehicle Code currently does not include classifications for e-bikes. Because the classifications are not codified in Pennsylvania, regulating such devices can be challenging. For example, labeling of e-bikes sold in Pennsylvania is neither standardized nor mandated. Additionally, as the industry evolves, e-bikes are being sold across classifications (meaning, a single device may qualify as multiple classifications). Consumers can also purchase conversion kits that allow for transforming traditional bikes to e-bikes or upgrading an e-bike to another classification. It’s difficult for DCNR rangers to identify between the three classifications. Therefore, DCNR’s policy is focused on managing behavior, not devices.

Q. Why is DCNR updating its policy now?

A. E-bikes offer the public opportunities to expand their outdoor recreational access and can even serve as a primary mode of transportation for those interested in a healthier, more environmentally-friendly lifestyle. This policy seeks to improve accessibility of Pennsylvania’s state parks and forests through healthful active transportation for all Pennsylvanians and support’s the agency’s overall goal to promote “Recreation for All”.

Q. Does Pennsylvania require a license to operate e-bikes (as defined in the Vehicle Code)?

A. No. However, users should review the Pennsylvania's Vehicle Code regarding specific specifications and understand current laws and regulations.

Q. Are e-bikes considered motor vehicles?

POLICY OFFICE

E-bike Policy: Frequently Asked Questions

Dated 7/21/2022

A. E-bikes are classified the same as bikes in the Vehicle Code. DCNR, therefore, considers them primarily human-powered with electric propulsion assistance. The Vehicle Code states that a pedalcycle is “a vehicle propelled solely by human-powered pedals or a pedalcycle with electric assist.” DCNR will regulate e-bikes the same as traditional bikes.

Q. My e-bike has a wattage and/or weight that exceeds the provisions in the Vehicle Code. Is my device permitted on DCNR lands?

A. E-bikes that exceed the weight, wattage, or other specifications identified in the policy are prohibited on DCNR trails. Generally, vehicles permitted on public roads, per the Vehicle Code, are permitted on DCNR’s public use roads. Users should review the Pennsylvania’s Vehicle Code and DCNR regulations to ensure they are following applicable laws and regulations.

Q. What is the difference between pedal-assist and full throttle?

A. Pedal-assist offers motor assistance up to a certain max speed (depending on your device) while pedaling. The throttle offers full motor assistance up to a max speed without the use of the pedals.

Q. Is a Motorized Pedalcycle, as defined in the Vehicle Code, an e-bike?

A. No. Pennsylvania’s Vehicle Code (75 Pa. C.S. § 102) defines Motorized Pedalcycle (“moped”) as a motor-driven cycle equipped with operable pedals, a motor rated no more than 1.5 brake horsepower, a cylinder capacity not exceeding 50 cubic centimeters, an automatic transmission, and a maximum design speed of no more than 25 miles per hour or an electric motor-driven cycle equipped with operable pedals and an automatic transmission powered by an electric battery or battery pack-powered electric motor with a maximum design speed of no more than 25 miles per hour. Motorized pedalcycles (“mopeds”) and motor scooters are not considered bikes or e-bikes and therefore not permitted on DCNR trails. See PennDOT’s [Fact Sheet: Mopeds, Motor-Driven Cycles and Motorcycles](#) and [PA Micromobility Fact Sheet](#) for more information.

Q. How do I determine the wattage of my e-bike?

A. Check with the manufacturer to determine the wattage. You can also calculate the wattage by multiplying the voltage of the battery by the peak current limit (amps).

Q. Are there age requirements for operating an e-bike?

POLICY OFFICE**E-bike Policy: Frequently Asked Questions**

Dated 7/21/2022

A. According to Pennsylvania's Vehicle Code ([75 Pa. C.S. § 3514](#)), no person under 16 years of age shall operate an e-bike on state and local highways per the Vehicle Code.

Q. Does DCNR require bicycle helmets?

A. Pennsylvania law requires helmets be worn by any persons under the age of 12. This applies to the person operating the bike and any passengers or persons riding in an attached trailer or seat. Although the bike helmet law only applies to riders under the age of 12, the Pennsylvania Department of Transportation (PennDOT), National Highway Traffic Safety Administration (NHTSA), and Pennsylvania Department of Conservation and Natural Resources (DCNR) as well as other experts recommend that bicyclists of all ages wear helmets as they are the most effective way to reduce incidents of injury and/or death in biking accidents.

Q. How do I monitor my speed?

A. Most e-bikes are equipped with or can be equipped with speedometers. Users are responsible for maintaining safe speeds on trails and roads at all times. The policy also states that users may not exceed 20 miles per hour while using the motor functionality.

Q. How will DCNR manage trails to accommodate increased usage and different types of recreational users?

A. The Department will evaluate usage of e-bikes on forest and park lands and actively work to mitigate adverse effects particularly in regards to public safety and resource protection. The Department reserves the authority to limit the use of e-bikes on specific trails or portions of trails if deemed necessary for public safety, resource management, and other operational considerations.

Q. How will DCNR enforce this policy?

A. DCNR will work with user and trail groups and the industry to educate the public on the new policy. DCNR is focused on managing behavior from a safety perspective while enhancing outdoor opportunities and experiences that welcome a wide variety of recreational users. DCNR will use its public outreach tools, including social media, e-newsletters, website, and signage (as needed), to educate the public and advance safety protocols. DCNR rangers have the authority to cite users who are creating unsafe trail conditions or causing unwarranted damage to the resource.

Q. Where can I charge my e-bike?

POLICY OFFICE

E-bike Policy: Frequently Asked Questions

Dated 7/21/2022

A. It is important for users to be aware of battery storage capacity of their e-bike and available charging options. Users should not assume that trails open to e-bikes include e-bike charging stations.

Q. What is the effective date of the new policy?

A. Following the comment period, ending August 31st, and upon reviewing the public's feedback, DCNR will finalize the policy. Once the policy is signed by the Secretary, it will take effect immediately and the public will be notified.

Biking in Pennsylvania State Parks and Forests:

WHAT YOU NEED TO KNOW

Biking is an activity for everyone – for all ages and abilities. The Pennsylvania Department of Conservation and Natural Resources (DCNR) lands offer thousands of miles of biking trails and public-use roads that range from gravel forest roads to rail-trails to highly technical single-track trails. Some trails are ideal for beginners and families while other trails appeal to seasoned bikers looking for a challenge.

BIKES PERMITTED IN STATE PARKS AND FORESTS

All bicycles (bikes), traditional and electric (e-bikes), are permitted on DCNR public use roads, unless they are marked as prohibited for bikes.

Traditional bikes and all e-bikes that comply with the Pennsylvania Vehicle Code (75 Pa. C.S. § 102), meeting the criteria noted to the right, are permitted on DCNR trails.

WHERE BIKING IS PERMITTED ON DCNR LANDS

Both traditional and e-bikes are permitted on all DCNR-managed trails open to biking, which includes mountain bike trails, rail-trails, and multi-use trails in state parks and forests.

Biking also is permitted on DCNR-managed motorized trails and public use roads unless they are marked as prohibited for bikes.




State forest roads and trails that are not open to biking include:

-  Trails in natural areas
-  Designated hiking trails (blazed with yellow or orange)
-  Trails or roads specifically marked closed to biking

ADDITIONAL GUIDANCE FOR RIDING ON DCNR LANDS

All riders are required to maintain safe speeds at all times, complying with recommended and/or posted speed limits.

E-bike riders must also comply with the following:

-  Electric assistance may not be used to exceed 20 miles per hour
-  Using the electric motor exclusively to move an e-bike without pedaling is prohibited on non-motorized trails
-  Riders under the age of 16 are not permitted to ride e-bikes on state or local highways



KNOW WHAT YOU'RE RIDING

To ride on DCNR lands, be sure your bike meets the specifications of the Pennsylvania Vehicle Code (75 Pa. C.S. § 102):

- Weighs no more than 100 pounds
- Has an electric motor that does not exceed 750 watts
- Has fully functional pedals

HOW TO MEASURE WATTAGE

Your e-bike's wattage can be calculated by multiplying the voltage with the amp hours (Ah). For example: A 48 volt 10-Ah battery pack has 480 watt hours (48 X 10 = 480).

DOES YOUR BIKE HAVE A THROTTLE?

Class 2 e-bikes (see below for classifications) are equipped with an electric throttle that allows the user to operate the bike without pedaling. Class 2 e-bikes are permitted on DCNR lands as long as they meet the specifications noted above. Please note that the use of the throttle is not permitted on non-motorized trails managed by DCNR.z

KNOW YOUR CLASSIFICATIONS

Although the e-bike classifications are not codified in Pennsylvania, most e-bikes will fit into one or more of the classifications below:



Class 1 eBikes



Class 2 eBikes


















Class 3 eBikes

Pedal Assist	Yes	Yes	Yes
Throttle	No	Yes	No
Top Assisted Speed	20 mph	20 mph	28 mph

DCNR's policy applies specifically to state parks and forests. It does not apply to state game lands, national forest lands, private preserves, municipal and county-managed lands and trails, etc. Bike and e-bike users should be knowledgeable of the guidelines and policies for anticipated destinations.

SAFETY AND ETIQUETTE RULES

Do your part to make sure everyone is safe and has a good trail experience. Bikers should be knowledgeable of basic trail etiquette, safety practices, and rules applicable to specific trails and lands, including:

-  Know the type and specifications of the device you're riding and where you can ride it.
-  Maintain safe speeds at all times, consider trail and weather conditions, and always be cognizant of other users along the trail.
-  Stay to the right, pass on the left.
-  Let other trail users know you are coming – give a friendly greeting.
-  Limit distractions, don't impair your hearing (i.e., by wearing headphones or ear buds).
-  Obey all trail and road signs.
-  Slow down in congested areas.
-  If you're on wheels, yield to pedestrians.
-  Use special care when passing horses.
-  Helmets are required by law for people under the age of 12 and are recommended for bicyclists of all ages.
-  Maintain single file when passing or being passed.
-  Be aware of battery storage capacity of your e-bike and available charging options. Users should not assume that trails open to e-bikes include e-bike charging stations.
-  Stay on the trail. Do not go off the trail (even to pass), create new trails, or cut switchbacks.
-  Don't block the trail. When taking a break, move to the side of the trail to allow others to pass safely.
-  Expect the unexpected. Humans and animals can be unpredictable.



pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

APPENDIX D: SELECTED EXCERPT FROM THE OPEN SPACES, GREENWAYS, AND TRAILS PLAN

open space and greenways vision



Photo Credit: Charles F. Lewis Natural Area, Pennsylvania Natural Heritage Program

Project Corridors
Corridor Types
Planning
Corridors
Characteristics
Investments
Priorities

Project Corridors

Project corridors present a simple abstraction of the greenways and open space network plan. Discrete segments or “projects” are defined where improvements could occur.

As part of these recommendations, the Plan identifies each corridor’s general suitability as it relates to future use for recreation- and/or conservation-oriented activities.

Recreation-oriented project corridors are highlighted as those which present opportunity to introduce more intensive use of land and/or water resources.

Conservation-oriented projects are generally envisioned as those areas which should remain largely similar to their current natural state so that important open space and wildlife areas can continue flourishing.

The adjacent table lists each of the County’s recommended 26 project corridors. The location of each corridor is shown on Project Corridors Plan on the facing page with darker shaded corridors representing conservation opportunities and lighter shaded corridors representing those areas most suitable for recreation greenways and open spaces.

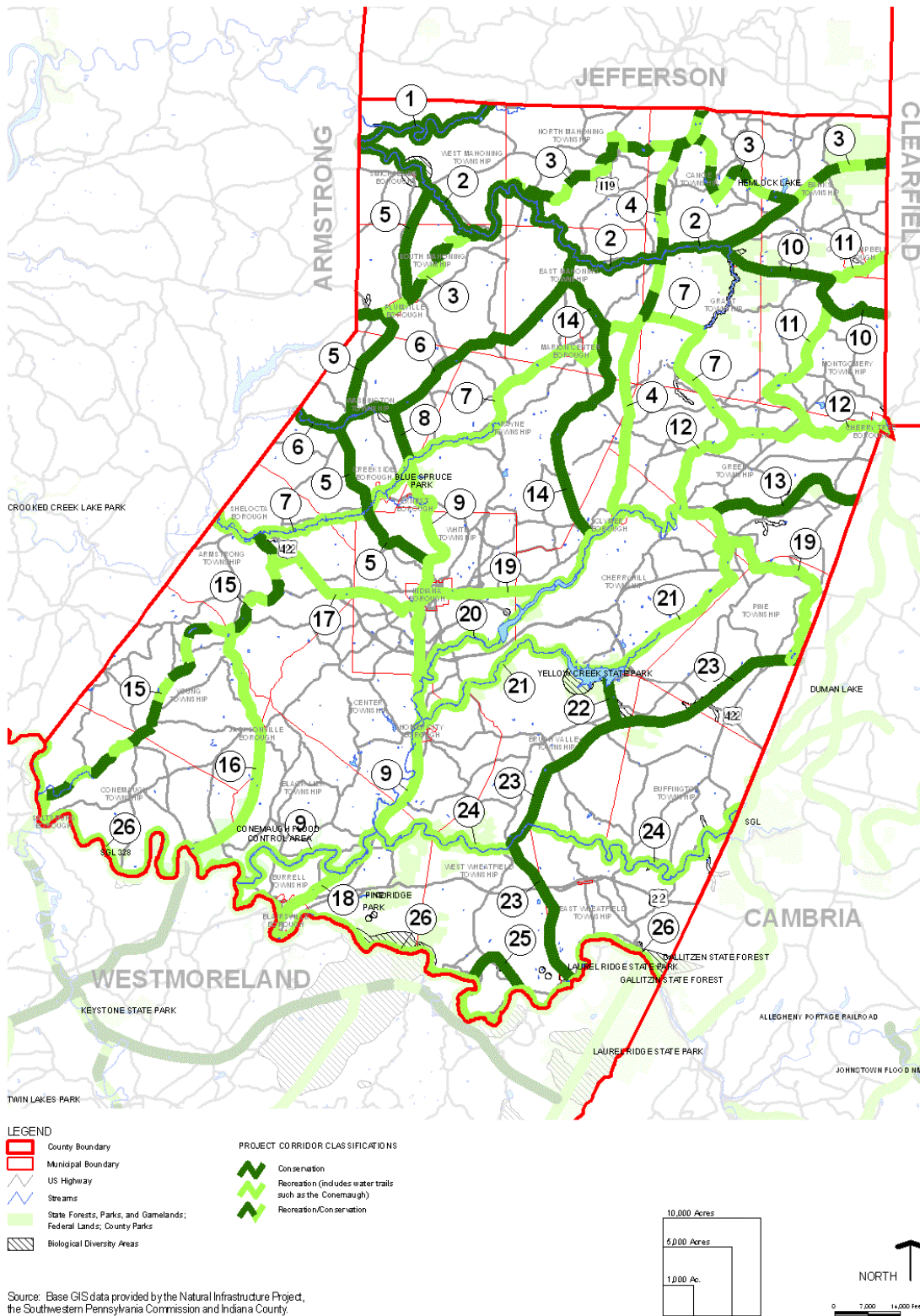
Table 5: Project Corridors

#	NAME
1	Mahoning Creek Corridor
2	Little Mahoning Creek Corridor
3	Sagamore Greenway (includes Plumville Greenway)*
4	Northern Passage
5	Sugar Camp Greenway
6	Plum Creek Wildlife Corridor
7	Crooked Creek Greenway
8	Plum Creek/Crooked Creek Connector
9	Hoodlebug Trail
10	Montgomery Canoe Greenway
11	The Glen Campbell Passage
12	Susquehanna Greenway (includes Cherry Tree Trail)
13	Green Township Wildlife Corridor
14	Clymer/East Mahoning Greenway
15	Black Legs Corridor
16	Aultman Run Corridor
17	Curry Run Passage
18	Hoodlebug/Mainline Canal Connector
19	Two Lick Corridor
20	Hoodlebug Greenway (includes Two Lick Creek Greenway)
21	Yellow Creek Trail
22	The Yellow Creek Connector
23	Little Yellow Creek Greenway
24	Ghost Town Trail**
25	Northern Mainline Canal Loop
26	Harrisburg to Pittsburgh Mainline Canal Greenway™ (includes West Penn Trail/Conemaugh River Greenway)

* As defined in the Indiana County Comprehensive Park, Recreation and Open Space Plan.

**Also Referred to as the Black Lick Greenway in the Indiana County Comprehensive Park, Recreation and Open Space Plan.

Project Corridors Plan



Corridor Types

There are five types of corridors that comprise the Greenways and Open Space vision including:

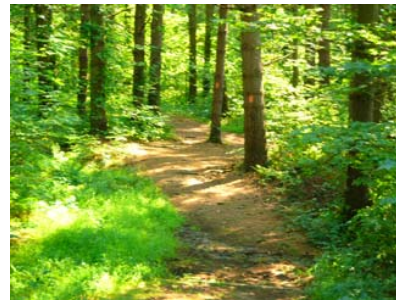
TYPE I—OPEN SPACE

No constructed trails; unblazed/unmarked; public access permitted



TYPE II—MAINTAINED DIRT TRAIL

Light impact trails; blazed/marked; pedestrian trail approximately 2' wide



TYPE III—IMPROVED/MAINTAINED DIRT TRAIL

Medium impact trails; blazed/marked; multi-purpose trail approximately 6' wide



TYPE IV—IMPROVED/MAINTAINED CRUSHED AGGREGATE/ASPHALT TRAIL

High impact trails; blazed/marked; multi-purpose trail approximately 6'–10' wide



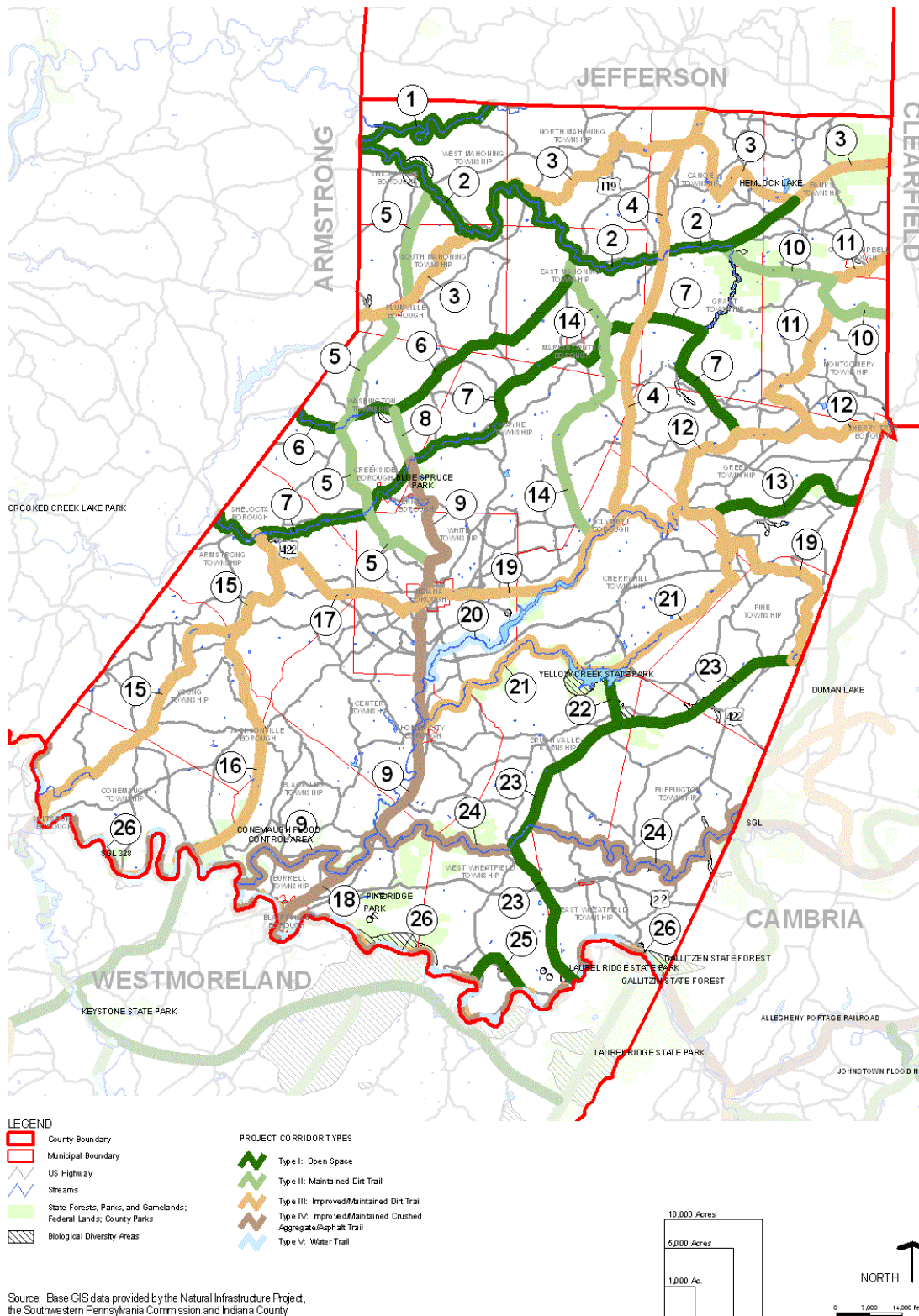
TYPE V—WATER TRAIL

Mapped and identified water routes with public access points at least every five miles

A map of the proposed types of corridors is illustrated on the following page followed by a brief description of each of the County's 26 proposed greenway projects.



Corridor Types Plan



Land Use Planning Considerations

The feasibility of creating a designated greenways network is largely based upon the evaluation and consideration of the County's other planning initiatives. The County's Comprehensive Land Use Plan identifies areas for long-term growth, revitalization and conservation. The relationship of these planned areas in context of the proposed greenway project corridors are illustrated on the following page.

These patterns will influence the feasibility of a greenway, whether an individual corridor or an entire network. Areas geared for growth and/or revitalization present both opportunities and challenges to achieving greenway successes. In turn, as part of the detailed feasibility of a corridor's location and alignment, the County should assess possible negative impacts, or "threats," to each project corridor. A "threat" analysis can consider factors such as proximity to public water service, proximity to public sanitary service, location within existing densely populated areas, and location within Indiana County's identified growth and revitalization areas.

The severity of impacts can be determined by both the number and phasing of features that compose a project corridor. The greater the number of features that exist along a corridor the higher the potential challenge to designating a greenway. However, as illuminated through stakeholder and public feedback gained

throughout the planning process, ensuring the success of desired improvements can be gained through a number of mechanisms. Key mechanisms include the continued promotion of sound planning strategies, preparation of responsive ordinances and encouraged cooperation between the public and private sectors to utilize existing natural resources as assets and enhancements. The County should consider developing a database of property owners that are within the vicinity of potential greenway opportunities so that all stakeholders can be kept abreast of potential project ideas, opportunities and progress.

In addition to the Comprehensive Plan's recommendations, the County also has the potential to be a host for high power transmission lines included within the US Department of Energy's proposed National Interest Electric Transmission Corridors. Depending upon which, if any, alignment alternative for these lines may be selected, the County should evaluate what challenges could arise in creating and/or maintaining interconnections among the County's greenways network.

Land Use Planning Considerations Map

Map image to be updated for 9/13/07 Public Review draft based upon availability of current Comprehensive Plan growth/revitalization mapping designations.

Project Corridors

#1 Mahoning Creek Corridor

Mahoning Creek Corridor is a Type I conservation corridor that runs parallel to the Mahoning Creek in the northwest corner of the County. The 8-mile corridor connects to the Little Mahoning Creek Corridor at the Armstrong County Boundary at its western end and with the Jefferson County boundary at its eastern end, passing through the Little Mahoning Creek and Big Mahoning Creek Watersheds. The Corridor shall serve as open space.

#2 Little Mahoning Creek Corridor

Little Mahoning Creek Corridor is a Type I conservation corridor that traverses the entire County’s northern section from the Armstrong border and Mahoning Creek Corridor in the west to the Clearfield County boundary in the east. The corridor passes notable historic sites including the Lewis Bridge and John B. McCormick House. The 31-mile corridor is primarily located in the Mahoning Creek Watershed and the Susquehanna River Watershed. The Type I designation permits light impact recreation generally designated for activities such as hiking and bird watching. The Corridor links to the Plum Creek Wildlife Corridor, Sagamore Greenway, Sugar Camp Greenway, Northern Passage and the Montgomery Canoe Greenway. Hemlock Lake Park and State gamelands located in the northeastern section of the County are accessible by the Corridor.

#3 Sagamore Greenway

As a recreation counterpart to the Little Mahoning Creek Corridor, the Sagamore Greenway offers nearly 32 miles of Type III: Improved/Maintained Dirt Trail/Road to those within the northernmost portion of Indiana County. The Sagamore Greenway from the Armstrong to Clearfield County line makes this corridor one of the County’s longest recreation-oriented greenways.

#4 Northern Passage

Northern Passage Corridor provides access from a central County location at Clymer Borough to the northern County border with Jefferson County. The Type III recreation corridor provides medium impact recreation activities through several watersheds including Crooked Creek, Two Lick Creek, Little Mahoning Creek and Big Mahoning Creek. The Corridor offers access to several corridors including Two Lick to Black Lick Greenway, Crooked Creek Corridor, Sagamore Greenway and Little Mahoning Creek Corridor.

#5 Sugar Camp Greenway

Sugar Camp Greenway is a Type II recreation Greenway. The 18-mile corridor links to the Hoodlebug Trail at its southern end, intersects both Crooked Creek Corridor and Plum Creek Wildlife Corridor, and offers access through its northern portion to Sagamore Greenway. The corridor travels through the Plum Creek, Crooked Creek and Two Lick Creek watersheds.

#6 Plum Creek Wildlife Corridor

Plum Creek Wildlife Corridor is a major recreation corridor servicing a large area of central Indiana County. The Type I corridor is 31 miles long and offers high impact recreation opportunities such as horseback riding and bicycling. The corridor includes the historic Thomas Covered Bridge as well as links to Northern Passage, Plum Creek/Crooked Creek Connector, Hoodlebug Trail, Susquehanna Greenway, Clymer/ East Mahoning Greenway, Shelocta/ Clarksburg Trail and Curry Run Passage. Little Mahoning Creek, Crooked Creek and Two Lick Creek are watersheds Plum Creek Wildlife Corridor offers access.

#7 Crooked Creek Corridor

The Crooked Creek Greenway completes the third in a series of lengthy conservation-oriented corridors which traverse a significant east-west passage within the County. This Greenway, approximately 32 miles long, is recommended to be comprised of Open Space and categorized as a Type I corridor.

#8 Plum Creek/Crooked Creek Connector

The 2-mile conservation corridor serves as a visual and physical link between the Plum Creek Wildlife and Crooked Creek Corridors. This Type II: Maintained Dirt Trail also creates a more remote/rugged extension of the Hoodlebug Trail accessible to the immediate south of the Connector.

#9 Hoodlebug Trail

Based largely upon the presence of the evolving Trail system, the Hoodlebug Trail is classified as a Type IV:

Improved/Maintained Crushed Aggregate/Asphalt Trail project. The 28-mile corridor also links to Curry Run Passage, Two Lick to Black Lick Greenway, Hoodlebug Greenway, Yellow Creek Trail and Ghost Town Trail. The corridor offers access to several historic sites.

The Hoodlebug Trail is a recreation and commuter trail located in the central portion of Indiana County. The trail passes through residential, commercial, and natural settings, providing direct trail access to many local residents and employees of several schools, industries, and small businesses.

The trail follows the abandoned Indiana Branch of the Pennsylvania Railroad between the Homer City area and Indiana. Built in the 1850's, the Indiana Branch was the first railroad to be constructed in Indiana County. 'Hoodlebug' was the local nickname for the self-propelled passenger coach that ran on the line until 1940. The corridor also was part of the Catawba Path, a Native American trail that extended from the Carolinas to upstate New York.

The trail, initially developed from Indiana to south of Homer City, has been extended to the confluence of Black Lick Creek and Two Lick Creek near the village of Black Lick. This extension was completed in 2005 as part of PennDOT's Route 119 widening project. The trail was extended along

the Black Lick Creek, linking the Hoodlebug Trail and the Ghost Town Trail at Saylor Park. However a trail ledge washed out along Black Lick Creek in January 2007 and resulted in the closure of this section of trail. The feasibility of re-establishing this connection has been recently completed by the County to determine its suitable location.

From Saylor Park the Hoodlebug Trail is a bicycle route. Heading south the trail enters Park Drive near the Burrell Township Municipal Building, turns onto and crosses Old Indiana Road, then follows Blaire Road to Claire Road. At Claire Road the trail parallels Route 119 for a short distance then passes underneath Route 119 and continues as a trail along Route 119 to Cornell Road near the Blairsville High School. The trail again becomes a bicycle route, extending into Blairsville on Cornell Road, Country Lane and Lear Road. In Blairsville Borough the bicycle route follows Hodge Street, crosses East Market Street and follows Morewood Avenue to its end at WyoTech Park. At WyoTech Park the trail will enter US Army Corps of Engineer property along the Conemaugh River. This section of trail, when constructed, will make a 1.5 mile loop around the southern portion of Blairsville ending at West Market Street, near the Bairdstown Bridge.

#10 Montgomery Canoe Greenway

The 8-mile Montgomery Canoe Greenway extends from the eastern end of the Little Mahoning Creek Corridor to the Clearfield County line.

The Type II: Maintained Dirt Trail conservation corridor offers greenway users the opportunity to enjoy a remote outing accessible from the Glen Campbell Passage just south of Glen Campbell Borough.

#11 The Glen Campbell Passage

The 11-mile Type III: Improved/Maintained Dirt Trail/Road extends from the Clearfield County line near Glen Campbell Borough south to join with the Susquehanna Greenway/Cherry Tree Trail. This configuration provides trail users potentially uninterrupted access from the northeast portion of the county to the Westmoreland County line.

#12 Susquehanna Greenway (includes Cherry Tree Trail)

As another 11-mile recreation corridor, the Susquehanna Greenway is designated as a Type III Improved/Maintained Dirt Trail/Road. A primary element of this greenway is the Cherry Tree Trail. This corridor is envisioned to extend from Cherry Tree Borough to its intersection with the Two Lick Corridor near a portion of the headwaters of the Two Lick Creek located in proximity to the Green and Cherry Hill Township border.

#13 Green Township Wildlife Corridor

The 7-mile conservation corridor is located generally in the east central portion of Green Township adjacent to a series of lands noted for their inclusion as a biological diversity area. Within the sensitivity of these

resources, this Type I: Open Space corridor should be highlighted as an area of low impact for human use.

#14 Clymer/East Mahoning Greenway

The Clymer East Mahoning Greenway is a 13-mile conservation-oriented corridor. The inclusion of a Type II: Maintained Dirt Trail can provide low impact access on this north-south connector which generally links the Plum Creek Wildlife Corridor, the Crooked Green Greenway and the Two Lick Corridor. This Greenway also generally parallels the Northern Passage.

#15 Black Legs Corridor

The Black Legs Corridor is an 18-mile recreation and conservation greenway and open space opportunity. The Type III greenway, generally in proximity to Black Legs Creek, incorporates pedestrian access via an Improved/Maintained Dirt Trail/Road in the southwestern portion of the County. Recent and ongoing resource planning efforts and funding commitments its watershed also highlights its significance for maintained conservation in the short- and long-term.

#16 Aultman Run Corridor

Based upon the presence, extent and sensitivity of resources within the southwestern portion of the County, the Aultman Run Corridor provides an 11-mile recreation corridor for greenway users. A maintained dirt trail (Type II) can be incorporated into this portion of the greenway network to accommodate desired pedestrian access and to minimize potential negative impacts of such access within and surrounding this

watershed. The Corridor generally extends from the north central portion of the Black Leg Corridor to the Mainline Canal Greenway.

#17 Curry Run Passage

The Curry Run Passage is 6-mile Type III recreation corridor providing east-west connection between the northern reaches of the Black Legs Corridor and the Hoodlebug Greenway. In addition to these connections, the County should encourage linking access between Curry Run Passage and the Two Lick Connector in Indiana Borough.

#18 Hoodlebug/Mainline Canal Connector

While smaller in length than many of the County's other greenway corridors, this 4-mile recreation corridor is an important asset to completing trail planning efforts currently being pursued as part of the Hoodlebug Greenway/Trail project. As a Type IV: Maintained/Improved Crushed Aggregate/Asphalt Trail, the Hoodlebug/Mainline Canal Connector seeks to create a formal connection between the portion of the Hoodlebug near the western Ghost Town Trail terminus and Blairsville.

#19 Two Lick Corridor

Within the central part of the County, the Two Lick Corridor serves as a 26-mile recreation corridor generally between Indiana Borough east to the Cambria County line. Based upon the presence of development and potential rights-of-way using a combination of built (e.g. available railroad rights-of-way) and natural resources (e.g. creek corridors), the Two Lick Corridor should be pursued as a Type III:

Maintained/Improved Dirt Trail/Road greenway project.

Based upon additional feedback received as part of this planning process some have expressed interest in developing the recreational component for the Waterworks Conservation Area at the Lucerne 3 site along the upper reaches of Two Lick Creek. The site, is used for wetland remediation from the airport expansion, an AMD treatment facility, and a canoe/kayak launch site.

The site is significant because it can become a new park type: the first conservation area in the Indiana County Parks and Trails System. It is also significant because sections of Two Lick are now true fisheries. Some have expressed that this water both holds and provides reproductive habitat for brown trout.

#20 Hoodlebug Trail/Two Lick Creek Connector

The Hoodlebug Greenway, inclusive of the portion of Two Lick Creek in the southeast portion of White Township, seeks to extend accessibility between the Two Lick Corridor and the Hoodlebug Trail. The Hoodlebug Greenway is an 8-mile recreation corridor proposed for designation as a Type V: Water Trail.

#21 Yellow Creek Trail

The foundation of the proposed 18-mile Yellow Creek Trail is improving pedestrian access to and connections from Yellow Creek State Park. The Type III: Improved/Maintained Dirt

Trail/Road is generally envisioned to parallel Yellow Creek where topography and access are feasible.

#22 The Yellow Creek Connector

The primary purpose of the Yellow Creek Connector is to provide both visual and physical links between Yellow Creek State Park and the Yellow Creek Greenway. The Type I: Open Space conservation corridor is approximately 2 miles in length.

#23 Little Yellow Creek Greenway

The primary conservation corridor of the County 's southeastern landscape is the Little Yellow Creek Greenway. This 21-mile conservation corridor with Type I: Open Space provides the opportunity to link amenities along the Mainline Canal to the Ghost Town Trail and proceeding north to the eastern terminus of the Two Lick Connector.

#24 Ghost Town Trail

Totaling 36 miles in length in Indiana and Cambria Counties, the Indiana County portion of Ghost Town Trail is approximately 22 miles. As a Type IV: improved/maintained crushed aggregate/asphalt trail, this corridor is both a local and regional asset. The Ghost Town Trail is designated as a National Recreation Trail by the U.S. Department of the Interior. Sections in Indiana County are operated by Indiana County Parks and Trails, while those in Cambria County are operated by the Cambria County Conservation and Recreation Authority. The Cambria & Indiana Trail Council (C & I Trail Council), a non-profit organization, helps to promote the development of trails and greenways in Cambria and

CORRIDORS | greenways and open space vision

Indiana Counties. The trail derives its name from numerous mining towns that once existed along the railroad corridor. There are few remnants of these former towns and most of the ghost towns are located on private property not open to the general public.

The trail was originally established in 1991 when the Kovalchick Salvage Company donated 16 miles of the former Ebensburg & Black Lick Railroad to Indiana County. In 1993, the Cambria & Indiana Railroad donated an additional 4 miles from Rexis to White Mill Station known as the Rexis Branch.

In 2005, an additional 20 miles were added to the trail which included 12 miles in Indiana County and 8 miles in Cambria County. The process of constructing two bridges over Black Lick Creek west of Dilltown is moving forward. Engineering and design is complete. It is anticipated that work will have a summer 2009 completion date. A one-mile trail connection between the two bridges and Dilltown will be built by Indiana County Parks and Trails. When complete, this section will connect the Ghost Town Trail between the villages of Dilltown and Black Lick.

The Ghost Town Trail is open year-round for non-motorized activities and is surfaced with packed limestone.

#25 Northern Mainline Canal Loop

The Northern Mainline Canal Loop extends for approximately 3 miles as a conservation corridor inclusive of a series of biological diversity areas and other sensitive natural resources. To ensure the sensitivity of this concentration of natural resources is safeguarded, pedestrian access to this area should generally be limited to improved dirt trails (Type II).

#26 Pittsburgh to Harrisburg Mainline Canal Greenway™

The section of the State-designated Pittsburgh to Harrisburg Mainline Canal Greenway™ within Indiana County includes many varying landscapes including the West Penn Trail and the Conemaugh River. In jointly pursuing Greenway corridor and recreation improvements with Westmoreland County, Indiana County residents and visitors have the opportunity to strengthen connections between local and State identified recreation areas, gamelands, biological diversity areas and other historic and cultural landscapes. To optimize land and water accessibility within this Greenway, improvements should be pursued to highlight the corridor's Type IV and Type V possibilities.

Table 6: Corridor Characteristics

The table below presents each project based upon its proposed type and includes general data about its overall length, portions which are current public open spaces, and those areas secured or committed for conservation and/or recreation today. Additional lands which could be incorporated into the proposed greenways network are also noted. For planning purposes, these lands generally represent a 200' width for each corridor. Portions of the designated greenway and open space corridors which are constructed are also noted. Information presented is based upon review of the County's GIS files as well as the proposed Project Corridors Plan.

#	Project / Corridor Name	Type of Corridor	Total Project Length (mi.)	Project / Corridor Length Secured / Committed (mi)	Additional Project / Corridor Area (acres)	Constructed Project/ Corridor Area (mi)	Length of Water Trail (mi.)
1	Mahoning Creek Corridor	I	8.3	-	3,096	-	
2	Little Mahoning Creek Corridor	I	27.1	3.4	10,611	-	
3	Sagamore Greenway (includes Plumville Greenway)	III	31.7		10,308	-	
4	Northern Passage	III	17.9		6,721	7.8	
5	Sugar Camp Greenway	II	18.7	-	7,061	-	
6	Plum Creek Wildlife Corridor	I	13.9		5,211	-	
7	Crooked Creek Corridor	I	32.0		12,045	-	
8	Plum Creek/Crooked Creek Connector	II	2.1		755	-	
9	Hoodlebug Trail	IV	27.9	19.9	3,021	10.0	
10	Montgomery Canoe Greenway	II	8.7	3.2	2,039	-	
11	The Glen Campbell Passage	III	11.1	-	4,154	-	
12	Susquehanna Greenway (includes Cherry Tree Trail)	III	11.4		4,305	-	
13	Green Township Wildlife Corridor	I	7.0	1.7	2,001	-	
14	Clymer/ East Mahoning Greenway	II	13.5		5,098	-	
15	Black Legs Corridor	III	18.4	-	6,948	-	
16	Aultman Run Corridor	III	11.6	3.0	3,247	-	
17	Curry Run Passage	III	6.3	-	2,379	-	
18	Hoodlebug / Mainline Canal Connector	IV	3.4	0.1	1,208	19.1	
19	Two Lick Corridor	III	26.7	1.3	13,971	-	
20	Hoodlebug Greenway (includes Two Lick Creek Greenway)	V	8.1		3,021	-	8.1
21	Yellow Creek Trail	III	18.5	4.1	5,437	-	
22	The Yellow Creek Connector	I	2.2	1.2	378		
23	Little Yellow Creek Greenway	I	21.5	1.3	7,439		
24	Ghost Town Trail	IV	22.9	22.9	0		
25	Northern Mainline Canal Loop	I	3.3		1,208		
26	Harrisburg to Pittsburgh Mainline Canal Greenway (includes West Penn Trail/ Conemaugh River)	IV,V	49.7	21.0	10,837	17.0	49.7
			424.0	83.1	132,499.8	53.9	57.8

Other Notes

Corridor Improvement Types:

I: Open Space - unblazed / unmarked; public access permitted (price: not applicable)

II: Maintained Dirt Trail - blazed / marked; pedestrian trail approximately 2' wide (price: \$1,500/mile)

III: Improved / Maintained Dirt Trail - blazed / marked; multipurpose trail approximately 6' wide (price: \$15,000-\$25,000/mile)

IV: Improved / Maintained Crushed Aggregate / Asphalt Trail - blazed / marked; multipurpose trail approximately 6'-10' wide (price: \$75,000-\$120,000/mile)

V: Water Trail - public access points (price: \$10,000 per access point approximately every 5 miles)

Table 7: Range of Potential Investments

An assessment of costs related to the dedication and/or improvement for each project corridor is presented below. The comparison identifies which corridors could substantiate lower, medium and higher scales of potential investments inclusive of estimated economic factors and commitments of time. As each of the greenway and open space network's projects are studied further in coming years, the range of costs should also be examined in more detail with considerations given to future development, changes in material costs and implementation timeframe.

Project / Corridor		Project Type	Potential Investments (Potential Lands and Improvements)
#	Name		
1	Mahoning Creek Corridor	I	Low
2	Little Mahoning Creek Corridor	I	Medium
3	Northern County Crossing (includes Plumville Greenway)	III	Medium
4	Northern Passage	III	Medium
5	Sugar Camp Greenway	II	Medium
6	Plum Creek Wildlife Corridor	I	Medium
7	Crooked Creek Corridor	I	Medium
8	Plum Creek/Crooked Creek Connector	II	Low
9	Hoodlebug Trail	IV	Medium
10	Montgomery Canoe Greenway	II	Low
11	The Glen Campbell Passage	III	Low
12	Susquehanna Greenway (includes Cherry Tree Trail)	III	Medium
13	Green Township Wildlife Corridor	I	Low
14	Clymer/ East Mahoning Greenway	II	Medium
15	Black Legs Corridor	III	Low
16	Aultman Run Corridor	III	Low
17	Curry Run Passage	III	Low
18	Hoodlebug / Mainline Canal Connector	IV	Low
19	Two Lick Corridor	III	High
20	Hoodlebug Greenway (includes Two Lick Creek Greenway)	V	Low
21	Yellow Creek Trail	III	Medium
22	The Yellow Creek Connector	I	Low
23	Little Yellow Creek Greenway	I	Medium
24	Ghost Town Trail	IV	Low
25	Northern Mainline Canal Loop	I	Low
26	Harrisburg to Pittsburgh Mainline Canal Greenway	IV,V	High

Table 8: Corridor Priorities

#	Project / Corridor Name	Project Type	Corridor Type	Initial Project Priority
1	Mahoning Creek Corridor	I	CONSERVATION	Minor
2	Little Mahoning Creek Corridor	I	CONSERVATION	Major
3	Sagamore Greenway (includes Plumville Greenway)	III	RECREATION/ CONSERVATION	Major
4	Northern Passage	III	RECREATION/ CONSERVATION	Minor
5	Sugar Camp Greenway	II	CONSERVATION	Minor
6	Plum Creek Wildlife Corridor	I	CONSERVATION	Minor
7	Crooked Creek Corridor	I	RECREATION	Major
8	Plum Creek/Crooked Creek Connector	II	CONSERVATION	Minor
9	Hoodlebug Trail	IV	RECREATION	Major
10	Montgomery Canoe Greenway	II	CONSERVATION	Minor
11	The Glen Campbell Passage	III	RECREATION	Minor
12	Susquehanna Greenway (includes Cherry Tree Trail)	III	RECREATION	Minor
13	Green Township Wildlife Corridor	I	CONSERVATION	Minor
14	Clymer/ East Mahoning Greenway	II	CONSERVATION	Minor
15	Black Legs Corridor	III	RECREATION/ CONSERVATION	Major
16	Aultman Run Corridor	III	RECREATION	Major
17	Curry Run Passage	III	RECREATION	Minor
18	Hoodlebug / Mainline Canal Connector	IV	RECREATION	Major
19	Two Lick Corridor	III	RECREATION	Major
20	Hoodlebug Greenway (includes Two Lick Creek Greenway)	V	RECREATION	Major
21	Yellow Creek Trail	III	RECREATION	Varies
22	Yellow Creek Connector	I	CONSERVATION	Major
23	Little Yellow Creek Greenway	I	CONSERVATION	Major
24	Ghost Town Trail	IV	RECREATION	Major
25	Northern Mainline Canal Loop	I	CONSERVATION	Minor
26	Harrisburg to Pittsburgh Mainline Canal Greenway (includes West Penn Trail/ Conemaugh River)	IV,V	RECREATION	Major