



Final Report

Indiana Multimodal Corridor Preliminary Engineering Study

March 13, 2015

Prepared by:



**Indiana Multimodal Project
Indiana County, PA
March 13, 2015
FINAL REPORT**

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Executive Summary

Purpose and Process-

The purpose of the preliminary study is to develop a multimodal corridor between the Hoodlebug Trail, the campus of Indiana University of Pennsylvania (IUP), the Borough of Indiana, and the White Township Recreation Complex. This project began with reviewing five alternative alignments, and through the 5 month study, was focused to two recommended routes.

Representatives from the county and Mackin Engineering Company bicycled and filmed the routes. Mackin photographed, mapped and measured the corridors, and interviewed stakeholders to compile the project data. The Steering Committee and Advisory Committee provide review and oversight for the project and the project was publically displayed at an Open House event on the IUP campus in February.

As tasked in the Request for Proposal, this report tells **How** to create a multimodal facility with bicycle facilities as part of the community infrastructure. Although, throughout the study process we heard a few people questioning why do this project? Why spend the money and why change the roadway corridors to accommodate bicycles? This report only very briefly begins to tell **Why**. We recommend the County, Borough and Township explore in depth other examples of successful trails towns, bicycle lanes, and bicycle friendly community projects to answer the question why do it in Indiana. Within the report we have listed benefits to begin to answer the Why question.

Stakeholders Interviews-

The project included stakeholders phone interviews to selected persons related to the project. The county provided a diverse list of persons including the police, school district, university, public transit, PennDOT, bicycle enthusiasts, and tourism and downtown business interests.

The results of the interview conclude, of the people interviewed, most people don't use public transit; some would if more convenient to their daily routes. People bike on the trails, only a very few bike on the roadways. Many thought the project was worthwhile to the Borough and the Campus; and some would use the bike lanes if constructed.

Implementation-

The recommended construction for the bikeway improvements include safety, regulatory and wayfinding signs and pavement markings to delineate bike lanes, shared lane markings, and enhance existing pedestrian crossings.

Other construction includes some concrete curb ramp improvements and sidewalk relocations on campus; asphalt roadway patching and repair in the Borough; and roadway shoulder reconstruction and widening in the Township.

Budget and Project Recommendations-

The proposed bikeway system provides four (4) budget options priced between approximately \$1 million and \$2 million. The difference is to use either Philadelphia or Gompers as the east-west alignment, and to construct Pratt

Drive as either the recommended two way bike lane or to construct the alternative design (a bike lane up hill and a shared lane downhill). Refer to the attached budget estimate page.

We recommend constructing Pratt as a two way bike lane and using Gompers as the east-west (E-W) route. This recommended total bikeway system budget, including repaving of Gompers and the mode share stations, is between \$1.8 and \$2 million. To adjust the above subtotals to comply with the budget, we recommend repaving less of the Gompers Avenue (currently repaving is considered from 8th to 4th), breaking out campus parking modifications on Pratt and sidewalk work as part of other capital projects for IUP, and eliminating some of the flashing beacon signal crossings.

As of 3.16.15, the writing of this draft, PennDOT has not responded specifically about the need or requirement for the flashing beacon signal crossings; these may or may not be warranted. The beacon costs are approximately \$250,000. Other options are listed on the budget estimate page.

General Implementation Considerations-

Municipalities and the University should consider all new road projects, including resurfacing projects, as an opportunity to provide for all modes of transportation- pedestrian, bicycles and automobiles. This will ensure a complete system for transportation and offer your citizens (students) choices to travel through the community and between communities.

Many of the bikeway improvements can be accomplished through a 'road-diet' (reduction of the travel lane widths with the addition of a bike lane) or adding a shared lane marking to roads with lower volumes and speed limits.

We recommend the Borough, the Township and the University review and adopt a Complete Streets Policy directing all new roadway and roadway reconstruction projects be designed for safe, accessible travel for all modes of transportation- for people who walk, people who bicycle and people who drive in the community- and designed for persons in that order of hierarchy.

Below are examples of bikeway designs recommended in this report.



Report

The multimodal project is a plan to develop a bikeway linking the Hoodlebug Trail to the Indiana University of Pennsylvania Campus, the Borough of Indiana, and the White Township Recreation Center. The project was tasked with developing preliminary plans for a safe and accessible connection for bicyclists to travel in the community between trail, campus and downtown. We added to the project, finding locations for transportation mode transfers- so that users could conveniently transfer between automobile, bicycle, walking and riding public transit.

PROJECT GOALS

- Implement a safe, separated and protected bikeway connecting the ten mile Hoodlebug Trail to the campus of Indiana University of Pennsylvania (IUP), to downtown Indiana in the Borough of Indiana, and to the White Township Recreation Center.
- Given the construction budget of \$1.7 million, the intent of this project is to develop a feasible bikeway route while minimizing impacts to existing conditions.
- Additional goals include:
 - Maintain ADA compliant and accessible routes
 - Maintain pedestrian walkway routes
 - Minimize parking and automobile travel lanes impacts
 - Propose locations where people can change between travel modes; from car to bus, car to bike, bus to walking, bike to bus, etc. These are marked as Mode Share Stations

Benefits of adding a safe and accessible bikeway into the community-

Implementation of the recommendations can result in dramatic health benefits for citizens, reduced traffic and parking congestion, and create safer places to walk and bicycle in your town.

Providing designated bike lanes creates a space for bicyclists, separates bicycle from auto traffic, provides direction and wayfinding to the cyclist, and alerts motorists that cyclists are in the corridor. Bicycle lanes can be used by all cyclists- from experienced to novices. Bicycle lanes encourage newer riders that currently do not ride on the road, or are not comfortable riding on the road, and provide direction and wayfinding to keep them in their lane.

Constructing roadways for all modes of travel (including walking and bicycling) increases access opportunities to employment centers and community resources. A walk-able and bike-able community offers multiple transportation choices to all citizens regardless of age, ability or socio-economic status, and provides for healthier travel choices.

Why Do It?

- Economic energy- millions of dollars are spent in each year in PA trail towns (refer GAP Trail Marketing Report)- Indiana would be a major town connected to the Hoodlebug, Ghost Town, and the Trans Allegheny Trails system
- Provide an activity for healthy habits- this can change lifestyles and habits of residents, students, faculty & employees
- Marketing- Opportunity to become a Bicycle Friendly University (there are only two BFUs in PA)- same opportunity exists to become a BFC- Bicycle Friendly Community.
- Creation of Active, Attractive and Safe Corridors through your Community- create corridors where people feel safe traveling
- Sustainability- this is low cost infrastructure that
 - changes peoples actions to become healthy habits

- minimizes traffic congestion and parking requirements
- and limits air pollution

Local Benefits

- Create a safe trail to town connection- This connection will link the downtown business district to the 10-mile Hoodlebug Trail, which links to the Indiana County Trans Allegheny Trails system, over 40+ miles of trails in the county.
- Strengthen local partnerships between businesses and agencies, between university and borough and township
- Build safe routes in the community- that will attract more trail and cycling users into Indiana, IUP and White Township.
- Safely connect homes and places of business to school, shops, and recreation resources for all modes of travel- not just the car.
- Build commuter routes for cycling and provide choices for residents and visitors to easily use and change between travel modes for public transit, walking, cycling and automobiles.

General Design Comments

The bike route should be:

1. **Intuitive**- easy for users to find and follow the route
2. **Direct**- as straight as possible to the final destination. If not, people will not use it; they go another way, a more direct route.
3. **Visible**- open and visible for police to see and monitor. The route should be on or near the public right-of-way to be easily patrolled.
4. **Safe**- marked or constructed with separated travel lanes. Cars, bikes and pedestrians (peds) all move at different speeds; designating travel lanes help to reduce conflicts.
5. **Accessible**- ADA compliant throughout the route. Providing accessible routes for all people will provide the most usable corridor for every age, every condition, and every ability.

General Project Description, Conditions and Scope Compliance

1. Proposed design solutions for the bikeway include the following choices:
 - a. Shared Use Trail (a non-motorized, separated, shared use trail for pedestrian and cyclists)
 - b. Protected Bike Lane
 - c. Bike Lane
 - d. Shared Lane Marking- 'sharrow' (cyclist share the travel lane and the lane is marked with a sharrow symbol)
2. A PNDI search was conducted for this site and the entire bikeway alignment and resulted in No Known Impacts.
3. The total project length is 2.63 miles from White Township Recreation Center to Rose Street and the Hoodlebug Trail (south of the IUP Campus).

PennDOT District 10-0 Review Comments

1. Bicycle Occupancy Process (BOP)-
 - a. PennDOT will require the project to be submitted for review under the BOP.
 - b. If the bicycle lane crosses municipal boundaries, each municipality will need to complete the BOP process. The current process is contained in DM-2, Chapter 16 as the TE-700 form. The BOP process is currently under review in Central Office and will most likely take on a new form in the near future.

- c. Pedestrians already have a right to cross at existing intersections, therefore, no permitting (HOP) is required for their access. Any advance signing proposals would be reviewed by the District's traffic unit to obtain sign permits.
 - d. The PA Code requires that local authorities be responsible for installing, maintaining and operating all pavement markings for bicycles, such as the bicycle lane symbol. This is enforced through the Bicycle Occupancy Process, which the municipality must adopt by resolution.
- 2. The East Pike Bike Lane Crossing will require a BOP and possibly a HOP as well.
- 3. The Rose Street Crossing will require a Shared Use Path Crossing Agreement.
- 4. Philadelphia Street Route-
 - a. One concern mentioned by the DOT representative is that Philadelphia Street is already congested and that any further narrowing of lanes will only compound the problem. Specifically narrowing to 10' lanes in some locations would not be supported by PennDOT.
 - b. Another concern was the location of a bicycle lane adjacent to on street parking. Whenever possible, it's best to provide space between bike lane striping and the marked boundary of an adjacent parking lane to reduce door zone conflicts (a buffered bike lane is better).

Description of Bikeway Route Segments

INDIANA UNIVERSITY OF PENNSYLVANIA (IUP) CAMPUS BIKEWAY

OBJECTIVES

- Implement a separated and protected bikeway through campus, connecting the Hoodlebug Trail to Downtown business district in the Borough of Indiana.
- Create a safe separation between cyclists and pedestrians through campus plazas
- Minimize impacts to ADA accessible routes through campus
- Minimize impacts to pedestrian walkway routes
- Minimize parking and automobile travel lanes impacts
- Propose locations where people can change between travel modes

General Description of Bikeway Through Campus

The Pratt corridor was selected since it aligns straight from the Hoodlebug Trail; has the least amount of elevation change, minimizes pedestrian, bicycle and automobile crossing conflicts; is aesthetically pleasing and will positively promote the university; and connects directly to 8th Street in the Borough.

Construction includes Grant and Maple Street intersection modifications to some curb radii, sidewalks and curb ramps; replacement of sidewalk with bikeway from KCAC to Maple, some new sidewalk, and bikeway signs and pavement markings throughout.

Existing Conditions

The IUP campus corridor is the north-south extension of the bikeway. The campus provides a corridor connecting the Hoodlebug Trail into the Borough and downtown Indiana. The total length of the recommended bikeway through the campus is 5,830 LF, or 1.10 miles.

The proposed bikeway extends north from the Hoodlebug trail across Rose Street, State Route (SR) 3043 and into a university owned field. The field is a former rail spur and siding. There are no visible traces of the rail except for two former railroad bridge crossings over a small tributary.

At Pratt Drive a proposed hotel site is planned. The bikeway must traverse through the hotel site, since there is no room to circumvent the planned parking and building site. The adjacent roadway of Wayne Avenue is a higher volume, higher speed roadway and the site is flanked by tributaries and an active railroad.

Once reaching Pratt Drive at the IUP Kovalchick Convention and Athletic Complex (KCAC), the bikeway extends north along Pratt Drive all the way to School Street in the Borough of Indiana.

Pratt is posted at 25 mph and includes two campus road intersections. Pratt Drive varies between 20' and 25' wide cart way, with some adjacent parking; and with sidewalks along both sides between 8' to 15' wide.

Detailed Description of Bikeway Segments

- IUP Trail, Rose Street Crossing and Trail to Pratt Drive
 - 1,776 LF or 0.34 miles, no ADT available, no posted speed available
 - SR 3043 crossing of Rose Street will require a Shared Use Path Agreement with PennDOT District 10-0. The 2012 ADT (annual average daily trips) at Rose Street is 7,046 as measured by PennDOT.
 - Install crossing ahead, crossing signs and pavement markings
 - Construct asphalt apron at 5% grade- marked with bike lane separation and a stop condition. A paved and chicane design to slow bike traffic at road approach and to keep from tracking trail surface onto road.
 - The trail is recommended to be constructed of 6" 2A subbase with 2" of #10 AASHTO stone trail surface. This will minimize storm water runoff requirement, reduce impact to walkers/runners legs and feet, and is easy to maintain and repair.
 - The former RR bridge is recommended to be decked and railed using treated timber construction. The bridge design should include approach rails.
 - New Hotel Site -
 - Sign and mark the hotel driveway as a 'Share the Road' condition. Construction include signs and pavement markings- Shared Lane Markings ('Sharrows'). Depending on the property owner, the hotel site can be just signed or signed and include pavement markings on the ground.
- Pratt Drive, from KCAC to Maple Street
 - 1,447 LF, no ADT available, no posted speed available
 - Re-engineer the travel lanes from 3-12' lanes to 3-10' lanes, plus a northbound (NB) bike lane
 - Add a 6' bike lane north bound to KCAC entrance (Sharrow for southbound bike travel)
 - Maintain current 3-way stop condition at road bend @ KCAC- reinforce stop condition for bikes.
 - Build a 2-way bike lane along the eastern side of Pratt Drive from KCAC to School Street. The 2-way bike lane uses some of the existing sidewalk near Maple Street.
 - A new concrete side walk will be constructed parallel to the bike lane.
 - All of the ADA accessible routes will be maintained.
 - The eastern side of Pratt was chosen for the bike lane since it has fewer pedestrian crossing situations.
 - Pedestrians are crossed to the west side of Pratt Dr to continue north and south travel along the Pratt corridor.
 - Delineating the bike lane and marking the pedestrian crossing points will help to minimize conflicts between walkers and cyclists throughout the Pratt corridor, including the campus plaza areas.
 - The bike lane is either raised or flush with Pratt Drive to minimize construction costs and impacts to utilities and vaults; however, the design requires the relocation of 6 street lights and a fire hydrant near the KCAC.
- Pratt Drive, from Maple Street to Grant Street
 - 695 LF, no ADT available, no posted speed available
 - Construct a 2-way bike lane along eastern side

- Maintain existing curb to curb roadway width- no construction impacts to road.
 - Maintain existing sidewalk along both- east and west- sides of Pratt.
 - Impact to 19 parking spaces (**remove 13 parallel spaces and 6 perpendicular spaces**) by switching perpendicular parking space to western side.
 - Reconstruct concrete curb and walks at north and south ends of Pratt segment.
 - Construct 3' retaining wall to accommodate 'switched' parking at north end.
- Pratt Plaza between Grant Street and Pratt Drive cul-de-sac
 - 1,110 LF, no ADT available, no posted speed available
 - Delineate bicycle travel lanes and pedestrian crossings of the bike lane. Use pavement markings and traffic control signs.
 - Sign bike lane and delineate pedestrian crossings; add placards for 'Bicycles yield to Pedestrians'
 - Also use vertical delineators to separate peds from bikes at crossing areas.
 - Install short horizontal gates at existing brick columns. These 'short gates' will allow cyclists to pass, but prevent width for automobiles to pass.
 - Pratt Drive cul-de-sac, at Student Union, to School Street
 - 574 LF, no ADT available, no posted speed available
 - Delineate bicycle travel lanes.
 - Sawcut and remove portion of concrete walk along Pratt Drive; install bike lanes flush with driveway to maintain existing drainage system.
 - Rebuild concrete curb and ramps; ramp up to walk height at north and south end of segment to minimize impacts.
 - Build new concrete walk with ADA curb ramps along School Street.

School Street Intersection-

- Install signing, pavement markings and a stop condition at School Street.
- Create a 3-way stop condition at the School and 8th Street intersection for safety of all travel modes (peds, bikes, and cars).
- Two-way bicycle lane continues north along the east side of S.8th Street to Gompers or Philadelphia.

Alternative Design for the Pratt Corridor

An alternative design for the Pratt Drive Corridor is to construct a bicycle lane uphill (northbound) along the eastern side of Pratt and into the downtown; and to install a Shared Lane Marking, 'sharrow', system downhill, or southbound, through IUP and to the Hoodlebug Trail.

This will provide the following:

- No impact to existing parking- no parking spaces will be taken or modified along Pratt.
- The bikeway will use a limited space, only a 6' width, of the existing sidewalk along eastern side of Pratt instead of a 10'-12' space.

The reason a designated bike lane is proposed for the uphill route is to increase safety for a slower moving bicyclist. Additionally, a separated, delineated route is the best way to get people on bikes into the downtown business district. The 'sharrow' system is proposed downhill to minimize space requirements, and it is easier for cyclists to

travel downhill, at a speed of 8-12 mph, with traffic.

This alternative design would still delineate a separated bicycle lane through campus plaza areas to maximize safety and wayfinding.

BOROUGH OF INDIANA BIKEWAY

GOAL

- Same as the overall Project Goals and...
- Select a chosen route that best satisfies the public, public safety, and people on bicycles to connect between White Township Recreation Center, the Borough, and to the IUP campus.

Overall Existing Conditions

The Borough of Indiana is the east-west corridor between White Township and the IUP campus and Hoodlebug Trail system. Proposed is an on-road bikeway system through community streets; past homes, businesses, schools, churches and other community and recreation resources. The total length of the recommended bikeway through the Borough is 5,280 LF or 1 mile.

Several routes were investigated to make the east-west connection. They included the following:

- Water Street
- Nixon Avenue
- Philadelphia Street
- Gompers Avenue
- Church Street
- School Street

The chosen alternatives for study included Nixon Avenue, Philadelphia Street, and Gompers Avenue. Nixon was further investigate and found not be favorable since it would require a contra-flow bike lane, a narrow alley corridor aesthetic, not easily seen or found by visitors, or easily visible to secure and patrol; and would travel through a parking garage. Philadelphia and Gompers were selected for additional study by the project planning partners.

General Description of Bikeway

The Borough Bikeway was studied to use either Philadelphia Street or Gompers Avenue for the east-west connection. Both alignments propose keeping the bikeway within the curb-to-curb of the existing street to minimize construction costs and streetscape impacts. Both plans recommend re-sizing the automobile travel lanes and marking new bike lanes on the pavement.

Philadelphia Street construction includes bikeway signs and pavement markings throughout.

Gompers Avenue construction includes bikeway signs and pavement markings throughout and intersection pavement enhancements. Other construction includes adding stop conditions for cross-street travel at local roads and alleys, and speed tables for traffic calming along Gompers Avenue.

**Bikeway Description for
Philadelphia Street SR0286**
(East-West Alignment Alternative)

Existing Conditions

Philadelphia Street, SR 0286, was chosen for study since this is the downtown business district of Indiana. Getting cyclists, residents and visitors, to the central business district is important to the local economy and to offer users a choice of transportation to commute to work, shops, and entertainment venues.

The Philadelphia corridor width varies between curb to curb and walk to building face; refer to plan sheets. Typically the curb to curb dimension is 54', changing to 50', and then to 40'+/- as Philadelphia traverses eastward toward White Township. The ADT is between 10,000 and 12,000; and the posted speed limit is 25 mph, changing to 35 mph from 3rd Street east to the Route 286 interchange.

Sections of the Philadelphia streetscape have been recently renovated with new walks, lights, traffic signals, utilities, and landscaping. The intent of this study is to minimize impacts, therefore the below recommendations are offered.

Recommendations

A bike lane is proposed along the south side, eastbound (EB) lane, of Philadelphia Street (SR0286); with a shared lane marking westbound (WB).

- The Philadelphia corridor proposes a 'road diet' to the travel and center turning lanes and marking a 5' bike lane EB; with a shared lane marking WB.
- This bikeway system reverses between 5th Street and E. Pike Street- with a shared lane marking EB and a bike lane WB (allowing cyclists to enter downtown and go uphill in a bike lane). The bike lane in place of parallel parking space can be designed as a 5'-6' lane with a 2' buffer.

Impacts to existing parking at Philadelphia Street include:

1. **Elimination of 12 marked parallel parking between 4th and 5th Streets**, along the north side of road
2. **Elimination of approximately 18-20 unmarked parallel parking between 4th and East Ave./Gabriel Avenue**, along the north side of road.
3. No other parking impacts are planned.

**Bikeway Description for
Gompers Avenue**
(East-West Alignment Alternative)

Existing Conditions

The existing Gompers Avenue corridor varies between 18'-22' wide and provides one way automobile traffic EB between 8th Street and 5th Street; and two way traffic between 5th Street and Two Lick Road in White Township.

Aesthetically, the corridor is an alley with abutting buildings, back doors, perpendicular alley ways, adjacent parking lots, garages, and some refuse containers.

The route crosses three State Routes: 7th Street (SR4005), 6th Street (SR0954), and 4th Street (SR0499); and several

local roads and alleys.

Recommendations

The Gompers Avenue bikeway system includes marking and signing the avenue as a bike boulevard. This is primarily a bicycle route that acts as a secondary automobile route. The current avenue configuration provides one way, auto traffic EB between 8th Street and 5th Street. The bike boulevard design would extend auto traffic, one way, EB to 4th Street and allow the narrow avenue to be used by bicyclists traveling both EB and WB in marked bike lanes.

The remaining Gompers segment, between 5th and Two Lick Road, would remain the same as existing for automobile travel and be marked as a 'Share the Road' condition for bicyclists due to its low ADT and narrow width.

Construction would include pavement markings and signing for bike lanes and traffic signs for regulatory, safety, and directional use. Other construction items include adding stop conditions for cross-street travel at local roads and alleys, and speed tables for traffic calming along Gompers Avenue.

Bike Lane Segment Description:

- The bike lanes include an EB and WB route between 8th and 4th Street (2,483 LF)
- The bike lane changes to an EB lane only and a Shared Lane Marking WB between 4th and 3rd (686 LF)
- The bikeway becomes a Shared Lane Marking both EB and WB between 3rd and Two Lick Road due to the low auto traffic volume and narrow corridor condition

The proposed bike way design includes marking a 5' minimum width bike lane EB and a 5' minimum width bike lane WB. The design also delineates the auto travel lane at 9' wide with parallel lines and directional arrows.

Traffic calming in the corridor would include posting 15 mph signs and installing asphalt speed tables across the auto travel lane to slow cars to the posted speed limit.

The Gompers corridor proposes pavement markings and signs at the SR approaches and crossings: at 7th Street, 6th Street and 4th Street. And, install ped-bike crossing signs and pavement markings at the local road and alley crossings. The local roads would be signed as a stop condition to allow bicyclists continued movement. Refer to plan sheets.

There are No impacts to parking along Gompers Avenue.

The corridor has its advantages: it is close to the downtown business district (parallel to Philadelphia), it has a low volume of automobile traffic, and the narrow corridor condition helps to keep the traffic speeds low.

Aesthetically, the corridor could be enhanced by creating an overlay district with minimum design standards for improvements. The overlay may include: maintenance standards, setbacks and vertical clearances, paint color palettes, selected construction materials, minimum light level requirements, architectural lights, decorative pavements, trash enclosures, wall murals, street furniture and canopies, vendor signs, and landscaping.

Bikeway Description for 8th Street Bikeway

Existing Conditions

The existing roadway corridor between, Gompers Avenue and Church Street, is 38' wide (curb to curb) and includes 22 parking spaces; 15 angled on east side and 7 parallel on west side. The existing roadway corridor between, Church Street and School Street, is 34' wide (curb to curb) and includes 9 parallel parking spaces on each side of the road.

The route crosses Church Street (SR 0498) and School Street (SR0500); and is one way auto traffic, SB, from Gompers Avenue to Church Street and two way auto traffic between Church St. and School St.

Recommendations

A 2-way bicycle lane is proposed for the north-south route. We recommend a switch to the angled parking from the east side to the west side. This will eliminate some parking but accommodate a 2-way bike lane along the eastern side of 8th Street. The switch is for added safety; by not requiring bicycle traffic to cross the automobile lane on the WB to SB route. Construction would include relocation of parking meters, pavement markings for bike lanes and roadway lanes, and signing.

The impacts to existing parking at 8th Street include:

8th Street between Gompers Avenue and Church Street-

- The existing corridor between, Gompers Avenue and Church Street, is 38' wide (curb to curb) and includes 22 parking spaces; 15 angled on east side and 7 parallel on west side.
- Switch the angled parking spaces from east side to west side of road- 15 parking meters to be removed from east side.
- Due to the 'switch', the elimination of 7 parallel parking spaces along west side of road is necessary.
- Fourteen (14) parking spaces remain in new layout; ***total net change is the loss of eight (8) parking spaces***
- No other parking impacts are planned

8th Street between Church Street and School Street-

- The existing corridor between, Church Street and School Street, is 34' wide (curb to curb) and includes 18 parallel parking spaces included on both sides of the road.
- ***Eliminate nine (9) parallel parking spaces along east side of road***
- No other parking impacts are planned

WHITE TOWNSHIP BIKEWAY

Existing Conditions

The total length of bikeway in White Township is 0.60 miles and is proposed as a Shared the Road condition; the route changes to a bike lane at East Pike Road.

The existing roadway width varies; Gompers Avenue is between 14'-20' wide and with very limited traffic. The bikeway on the section of East Pike Road (SR 1002) road, between Two Lick Road and the White Township Recreation Center Driveway (Kunkel Drive), is 20' wide with shoulders of 4'. The posted speed is 35 mph. The segment length is 1,449 LF or 0.27 miles and the ADT is 1,256.

Recommendations

The bikeway on Gompers Avenue is proposed as a Share the Road condition and will not impact existing automobile traffic.

The bikeway along East Pike Road is proposed as an EB and a WB bike lane constructed on each side of the road. Construction includes rebuilding the road shoulders and marking and signing them as bike lanes. Users would cross over the road to access the Recreation Center or Two Lick Road.

The automobile travel lanes would be remarked (currently they are marked at 10' wide) and the road would be signed ahead and at each crossing. The crossing at the Recreation Center would be considered a mid-block crossing and may require an additional warning device; at this time PennDOT is reviewing the plans and will provide comment.

MODE SHARE STATIONS

The plan recommends three (3) Mode Share Stations. The stations would help to support a bicycle network in combination with transit use. This will help reduce traffic and parking congestion and offer people travel choices to ride a bicycle, ride transit, or a combination of both during their commute.

Each station is to be outfitted with the minimum of a sheltered cover for people, lighting, bike lockers and bike racks; along with adjacent car parking and a transit pick-up/drop off area.

The Mode Share Stations are proposed at the following locations:

1. **Campus**- Proposed hotel site, adjacent to the KCAC and the IUP Campus
2. **Borough Downtown**- Parking lot at Gompers Avenue and Church Street
3. **Township**- White Township Recreation Complex

The final location for the stations is to be coordinated with the transit authority, landowners, and the municipality.

Having an accessible, visible, and safe Mode Share Station is important infrastructure to encourage others to try bicycling as part of their daily commute and to support a year round bicycle network.

CONCLUSIONS

We recommend Gompers Avenue as the East-West alignment for the following reasons:

- From what we have heard, stakeholders said they would be more comfortable bicycling on Gompers versus Philadelphia and thought others would also.
- The Gompers Avenue alignment does not impact existing parking.
- Gompers provides a corridor with slower automobile traffic speeds.
- The corridor limits automobile traffic to a single direction.
- Gompers could become a series of community projects to enhance and improve the visual aesthetic.
- The corridor is only a short stroll or bicycle ride to the businesses and shops on Philadelphia Street.

Philadelphia Street is not recommended due to:

- The 50' wide section of roadway (50' curb to curb between 6th and 5th) creates a less than desirable condition for travel lanes at 10', bike lane at 5' up against 7.5' parallel parking spaces. With a truck unloading in the center lane, and pickup trucks or larger vehicles parked this becomes a very narrow condition for all; and 'dooring' of cyclists is always a problem.
- Having a larger clear zone for cyclists to stay clear of the door area (typically 3' from the car) provides for safer commutes and less accidents.
- PennDOT stated they would not support narrowing lanes to 10' wide- which is a recommendation in order to minimize reconstruction impacts and cost in a portion of this corridor.

BUDGET COSTS

Refer to Attached Indiana Multi-Modal Project Budgets. The bikeway route system provides four (4) budget options priced between approximately \$1 million and \$2 million. The options provide a combination of choices to use either Philadelphia or Gompers as the east-west alignment; or to use the Pratt Drive bike lane, or the Pratt Drive alternative design.

We recommend constructing Pratt Drive as a two way bike lane and using Gompers Avenue as the east-west route. The recommended bikeway improvement budget, including repaving of Gompers and the mode share stations, is between \$1.8 and \$2 million. To adjust the above subtotals to comply with the project budget of \$1.7 million, we recommend repaving less of the Gompers Avenue (currently repaving is considered from 8th to 4th), breaking out campus parking modifications on Pratt and sidewalk work as part of other capital projects for IUP, and eliminating some of the flashing beacon signal crossings. As of the conclusion of this report, PennDOT must make a final determination for use of the beacon crossings; potentially a \$250,000 reduction.

Pre-construction items are included per the following breakdown:

Construction Contingencies	10%
Maintenance and Protection of Traffic	2%
Permits	2%
Design and Engineering	15%
Construction Inspection	10%

MAINTENANCE

Life expectancy for pavement markings is estimated below:

- | | | |
|--|-------------|-------------|
| • Hot Thermo- Sharrow (Shared Lane Marking) – | 4 - 6 years | \$250 EA |
| • Hot Thermo- Bike Lane Graphic with Arrow - | 5 - 7 years | \$350 EA |
| • Hot Thermo- Ped Crossing, using 'ladder bars' – | 4 - 6 years | \$12 LF |
| • Painted-Green Lane markings through intersections – | 1 - 3 years | \$3- \$5 SY |
| • Painted- Linear 4" wide yellow or white lane markers – | 1 - 3 years | \$0.50 LF |

Epoxy can be used to mark concrete; its life expectancy is 2-3 years in a roadway and 3-5 years in a bike lane.

The above are estimates for markings in the roadway- If the marking is out of the vehicle wheel path, it will have a longer life expectancy. Obviously, a higher volume road with greater trips and turning movements over the markings will lead to a lower life expectancy.

SIGNS

- Bike Lane, Shared Lane Marking
Signs, and Ped Crossing Signs (post mounted Type B sign) \$240 EA

NEXT STEPS

1. Make a decision for the east-west route through the Borough; either Philadelphia Street or Gompers Avenue.
2. Agree on how the facility will be maintained. The PA Code requires that local authorities be responsible for installing, maintaining and operating all pavement markings for bicycles, such as the 'sharrows' and bicycle lane symbols.
3. Hire Mackin Engineering Company to complete construction documents for bidding and constructing the Phase-1 Project. The details are what will make the project safe, accessible and convenient; we understand the details necessary for success. Conduct the following services:
 - a. Field Survey of chosen alignment
 - b. Apply for permits through the Bicycle Occupancy Process (BOP) and submit documents to PennDOT for review of work within the State Route ROW; submit design plans for review.
 - c. NPDES Permit Application
 - d. Construction Documents for Bidding
4. Bid and build the first phase of the project (Phase-1) to connect trail to campus, campus to borough, and borough to township.
5. Plan for additional enhancements to fund and build Mode Share Stations; coordinate with the transit authority, landowners, and municipality.
6. Plan and organize funding for amenities and enhancements to the travel corridors (if Gompers- aesthetic overlay enhancements), or items not funded under the Phase-1 Bid.

We recommend municipalities consider all new site developments, infrastructure projects, and roadway maintenance projects as an **opportunity to improve community connections for all modes of transportation**. All new roadway projects should consider provisions for bike lanes, bicycle 'share the road' markings, and sidewalk extensions to provide safe travel choices for citizens.

We also recommend that the town council review and adopt a **Complete Streets Policy** directing all newly constructed and reconstructed roadways to be designed for safe and accessible travel for pedestrians, bicycles and automobiles. *More information about a Complete Streets policy can be found in the Smart Growth America's Complete Streets, Local Policy Workbook at:* <http://www.smartgrowthamerica.org/documents/cs/resources/cs-policyworkbook.pdf>

Bicycle information for Planning, Design and Promotions can be found at below sources:

- » Advocacy Advance (passionate advocates for bicycling and walking): www.advocacyadvance.org
- » Southwest Planning Commission (SPC) Bicycle Maps
- » League of American Bicyclists - Bicycle Friendly Community Program, www.bikeleague.org
- » Bikes Belong.org and People for Bikes.org



peopleforbikes.org™

- » Bike Commuting 101, Bike Pittsburgh web page at www.bikepgh.org;
Bike Pittsburgh - 188, 43rd Street, Suite 1, Pittsburgh, PA 15201

Appendix

Indiana Multimodal Corridor Study
Corridor Decision Criteria
Mackin Engineering Company

Weighted Rating System- Categories are rated with a factor of 1-3 for importance. Each road corridor was awarded a rating between 0-3 (3= high rating, 2= med, 1= low, 0= not applicable) for each category item.

Category- Evaluation of Existing Conditions

1	Close to central core of town business district (close to restaurants, shops, services, businesses)	3
2	Low number of trucks	2
3	Low posted traffic speed	2
4	Low average daily trips (ADT)	2
5	Signalized intersections- safe crossing for pedestrians and bicycles	3
6	Cross Walks- safe crossing for pedestrians	3
7	Corridor Width Impacts- Least impact to roadway for construction of ped-bike- bus improvements	2
8	Adequate Light Levels	2
9	Access to Bus Stops on Route (#No of Bus Stops on Route)	2
10	Wide roadway corridor (corridor, walks & traffic lanes widths are large)	1
11	Aesthetics- existing corridor (shows off the town well to visitors)	2
12	Least number of pedestrian/bike crash reports	2
13	Fewest number of curb cuts (safety for bicyclists/walkers)	2
14	Would cyclists, walkers, and transit riders use it? (County Survey?)	3
15	Political Feasibility	3

Indiana Multimodal Corridor Study

Weighted Matrix for Decision Making

Mackin Engineering Company

Weighted Rating System- Categories are rated with a factor of 1-3 for importance. Each road corridor was awarded a rating between 0-3 (3= high rating, 2= med, 1= low, 0= not applicable) for each category item. The results are a product of the road corridor rating and the weighted category multiplier.

Category- Existing Conditions

Close to central core of town business district (close to restaurants, shops, services, businesses)

Low number of trucks/buses

Low posted traffic speed

Low ADT

Signalized intersections- safe crossing for pedestrians

Cross Walks- safe crossing for pedestrians

Corridor Width Impacts- Least impact to roadway for construction of ped-bike- bus improvements

Adequate Light Levels

Access to Bus Stops on Route

Wide roadway corridor (corridor, walks & traffic lanes widths are large)

Aesthetics- existing corridor (shows off the town well to visitors)

Least number of pedestrian/bike crash reports

Fewest number of curb cuts (safety for bicyclists/walkers)

Would cyclists, walkers, and transit riders use it? (County Survey?)

Political Feasibility- (highly feasible gets a #3)

Roadway Corridor Description Chart

(Refer to attached images for Corridor Character)

|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

ped-bike accidents

Indiana Multimodal Project

Corridor Data Chart

Mackin Proj. # 5063

Date- 01.21.15

Existing Corridor Description

Road Ownership

Street Width in feet (or
curb to curb)
ROW Width

Corridor Width (building to building)
Roadway Use Description/ Character

Sidewalk Width (all walks are concrete)
AADT

Post Speed Limit (MPH)

Philadelphia Street	Gompers Avenue	8th Street	Pratt Drive	East Pike Road
SR 0286 (SR0286, seg 0510 to 200 to 053)	Local	Local	Local	SR 1002
54, 50-40 varies 60 80	18-24 varies	40-32 varies	24-52 varies	(seg 0030, ADT 1,256 both dir 24-22 varies
10,000-12,000 25 mph in town- 35 mph East end				1,256 35

East-West Bike Lane Route to cross the following streets:

1. 7th Street (SR 4005, seg0090, ADT= 5543, trucks 277, base yr 2013) and Gompers
2. 6th Street (SR 0954, seg0140, ADT= 8582, trucks 258, base yr 2010) and Gompers
3. 4th Street is SR 0499, seg0020, ADT 4680, trucks 233, base yr 2010) and Gompers

North-South Bike Lane Route to cross following streets:

4. Church is SR0498, seg 0060, (offset 132 is between 6th and 7th)
5. School is SR 0500, 0100, offset 600 (near School St, West Ave, 8th St)
6. Rose Street is SR3043, seg0200, ADT=7046, trucks=97, base yr 2012)

Indiana Multimodal Project

SR Crossing Data

Mackin Proj. # 5063

Date- 12.11.14

Question for PennDOT District 10-0

(Source for SR, segment, ADT- PennDOT's internet traffic monitoring system)

East Pike Road

Bike lanes E.B and W.B. adjacent to Road

1. SR 1002 (seg 0030, ADT 1,256 both dir), East Pike Rd
 - a. (near Indiana Ice Center, 497 E Pike Rd, Indiana, PA 15701, and White Twp Recreation Complex; and State Route 286/Philadelphia Street Indiana, PA)

Philadelphia Street

Bike lane Eastbound adjacent to Road

2. Center turning lane width Philadelphia Street (SR0286, seg 0510 to 200 to 053)
 - a. on SR286/Philadelphia Street Indiana, PA in -heart of downtownø

Gompers Avenue

Bike lanes to cross the following streets:

3. 7th Street (SR 4005, seg0090, ADT= 5543, trucks 277, base yr 2013) at Gompers
4. 6th Street (SR 0954, seg0140, ADT= 8582, trucks 258, base yr 2010) at Gompers
5. 4th Street is SR 0499, seg0020, ADT 4680, trucks 233, base yr 2010) at Gompers

Bike lanes to cross following streets:

6. Church is SR0498, seg 0060, (offset 132 is betwn 6th and 7th)
7. School is SR 0500, 0100, offset 600 (near School St, West Ave, 8th St)
8. Rose Street is SR3043, seg0200, ADT=7046, trucks=97, base yr 2012)

Indiana Multimodal Project Budgets

Mackin Engineering Company Project # 5063

Date 2.20.15 Revised 3.13.15

Estimates are based on past similar project bids and are an opinion of probable costs in current year. Future bids will vary and are relative to total quantities bid, labor costs, supply/demand, gas-oil & trucking costs, access to site, and a variety of bidding contingencies.

Maintenance depend on quality of materials installed, wear and tear and turning movements, and scheduled maintenance procedures throughout the products life. Typically, all linear edge markings are painted (with reflective bead), and symbols and graphics are hot thermo applied material; this includes the pedestrian crossing bars. We recommend the bike lane design be a painted edge line and a hot thermo bike lane graphic and arrow. We recommend to only mark the bike lane with the green background through the road intersection. The green background can be either hot thermo or a paint through the intersection. Refer to report for maintenance costs.

Philadelphia St between **\$105,950.00** and **\$117,816.40**

Includes Phila. St and E.Pike to Rec Center. EB Bike Lane, WB Sharrow between 8th and 5th; and EB Sharrow, WB Bike Lane between 5th and E.Pike.

Construction proposes redesigning existing travel lanes to add the bike lane.

Or

Gompers Ave between **\$572,400.00** and **\$636,508.80**

EB Bike Lane, WB Bike Lane between 8th and 4th; Sharrow EB and WB between 3rd and Twolick Road. Includes signing and pavement markings along route and at intersections. Also includes repaving avenue from 8th to 4th.

8th Street between **\$39,487.50** and **\$43,910.10**

Two way bike lane design along E.side of road; includes moving parking meters and remarking parking spaces.

Pratt Drive between **\$496,800.00** and **\$552,441.60**

Two way bike lane along east side of Pratt between KCAC and School Street. Includes removal and replacement of some sidewalks, adding bike lane, Maple St intersection curbs and walk, ADA curb ramps and crossings, and delineators and bike lane graphics and signs to separate bicycles, pedestrians and autos.

Or

Alternative at Pratt Drive

between **\$200,000.00** and **\$300,000.00**

Pratt Alternative Design- is a bike lane NB (uphill) and a Shared Lane Marking SB (downhill). This reduces the amount of removal and replacement to the sidewalk, constructoin of curbing and width of utility impacts along east side of corridor.

Rose St to KCAC between **\$289,870.00** and **\$322,335.44**

Separated shared use trail construction from end of Hoodlebug Trail to KCAC. Includes flashing signal beacons at Rose St crossing.

East Pike Road between **\$345,250.00** and **\$383,918.00**

Includes shoulder reconstruction for each side of road, bike lane markings/signs, and flashing signal beacons at 2 crossings.

Mode Transfer Stations-

White Township Recreation Center

To be part of existing structure- add Bike Repair Station, 2 Bike Racks/2 Bike Lockers

\$15,000.00

Hotel near IUP's KCAC

To be part of existing structure- add Bike Repair Station, 2 Bike Racks/2 Bike Lockers

\$15,000.00

Borough- at Church Parking Lot between Church Street and Gompers

15'x20' Steel Overhead Structure with Bike Repair Station, 2 Bike Racks/2 Bike Lockers

\$65,000.00

Above Bikeway Route and Mode Share including Gompers and Pratt	between	\$1,838,807.50	and	\$2,034,113.94
Above Bikeway Route and Mode Share including Gompers and Alternative Pratt	between	\$1,542,007.50	and	\$1,781,672.34
Above Bikeway Route and Mode Share including Philadelphia and Pratt	between	\$1,372,357.50	and	\$1,515,421.54
Above Bikeway Route and Mode Share including Philadelphia and Alternative Pratt	between	\$1,075,557.50	and	\$1,262,979.94

Pre-construction items are included in budgets:

Construction Contingencies 10%

Maintenance and Protection of Traffic 2%

Permits 2%

Design and Engineering 15%

Construction Inspection 10%

1. PROJECT INFORMATION

Project Name: **Indiana Multimodal Project**

Date of review: **1/21/2015 11:52:31 AM**

Project Category: **Transportation, Other**

Project Area: **254.0** acres

County: **Indiana** Township/Municipality: **Indiana, White**

Quadrangle Name: **INDIANA** ~ ZIP Code: **15701, 15705**

Decimal Degrees: **40.612054 N, -79.155631 W**

Degrees Minutes Seconds: **40° 36' 43.4" N, -79° 9' 20.3" W**



2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission

RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources

RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission

RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service

RESPONSE: No impacts to federally listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <http://www.naturalheritage.state.pa.us>.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a **preliminary** screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552, Harrisburg, PA.
17105-8552
Fax:(717) 772-0271

U.S. Fish and Wildlife Service

Pennsylvania Field Office
110 Radnor Rd; Suite 101, State College, PA 16801
NO Faxes Please.

PA Fish and Boat Commission

Division of Environmental Services
450 Robinson Lane, Bellefonte, PA. 16823-7437
NO Faxes Please

PA Game Commission

Bureau of Wildlife Habitat Management
Division of Environmental Planning and Habitat Protection
2001 Elmerton Avenue, Harrisburg, PA. 17110-9797
Fax:(717) 787-6957

7. PROJECT CONTACT INFORMATION

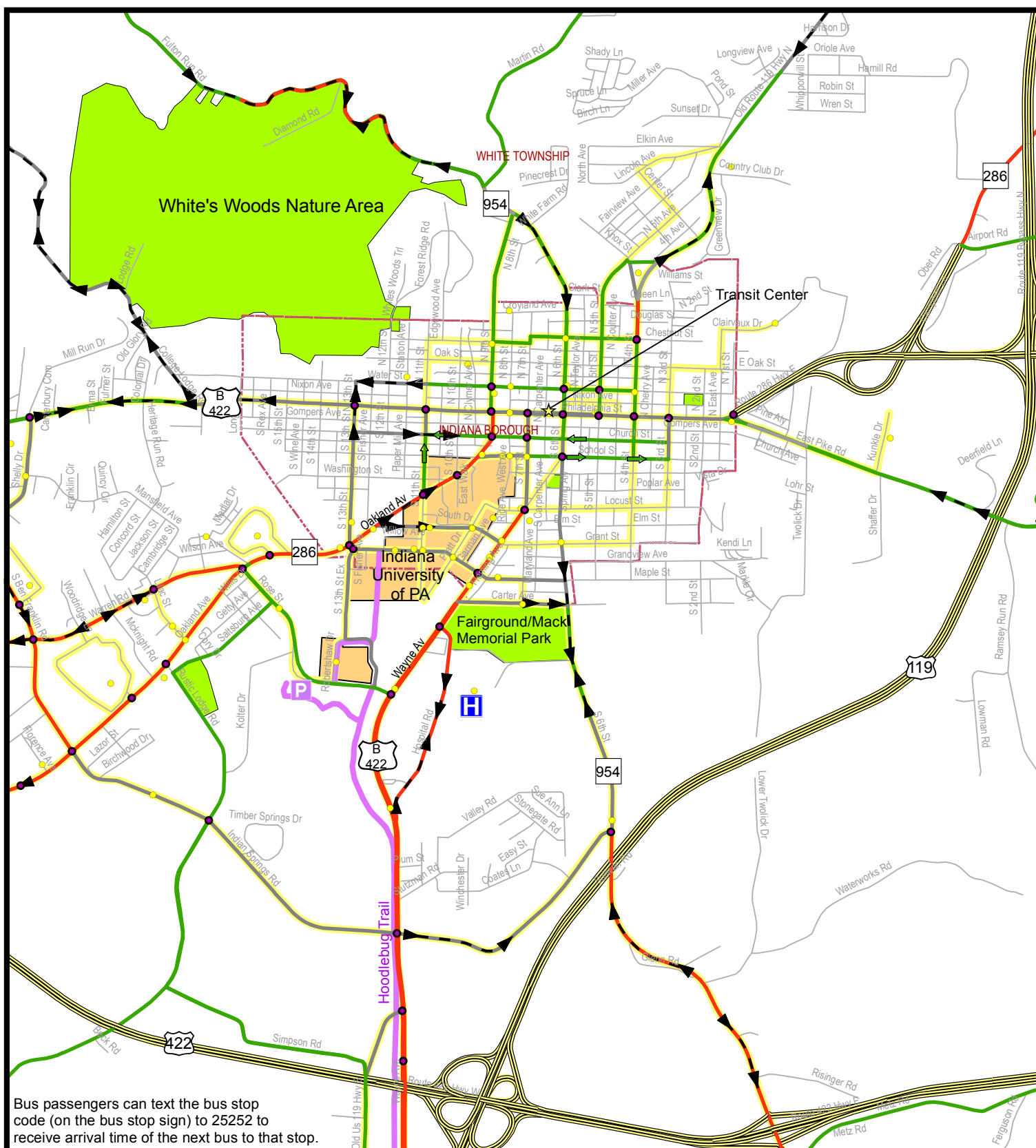
Name: _____
Company/Business Name: _____
Address: _____
City, State, Zip: _____
Phone:(_____) _____ Fax:(_____) _____
Email: _____

8. CERTIFICATION

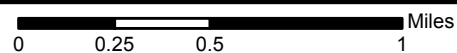
I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

applicant/project proponent signature

date



Bus passengers can text the bus stop code (on the bus stop sign) to 25252 to receive arrival time of the next bus to that stop.



Above Average for Bicycling -
Road segments that are most suitable for cycling

— Average for Cycling

Road segments that are average at best for cycling.
Cyclists of lesser skill may find these conditions unfavorable.

Below Average for Cycling

Road segments that are least suitable for cycling. Cyclists may have to use these segments if they are the most direct route between two other routes.

———— Residential Street

 Expressway



Traffic Signal



Existing Trail

Bus Route

Significantly steep or long
grade (arrow points uphill)



- Bus Stop

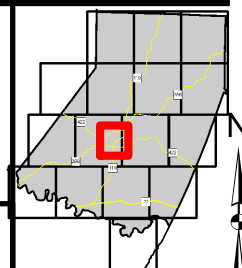


Trail Parking



Transit Park N Ride

Ratings shown on this map were determined using a combination of traffic volumes, roadway geometry and field observations. The ratings apply to cyclists experienced in operating in an urban environment. Use this map as a tool, but do not substitute it for your own common sense. SPC and the individuals who developed this map assume no liability for the safety of cyclists using these routes.



Draft SPC
Bike Suitability Map 2009

Preferred Bikeway Plans (refer to FTP folders)