

CITY OF
GREENSBURG

August 2024

ACTIVE TRANSPORTATION PLAN

Prepared By:



Gibson-Thomas
ENGINEERING



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Acknowledgments

City of Greensburg Active Transportation Plan

This Active Transportation Plan, funded by the Pennsylvania Department of Health WalkWorks Program, serves as a strategic document to enhance mobility and safety for all road users throughout the City of Greensburg. While the City boasts an active, neighborhood-oriented lifestyle with amenities such as parks and outdoor spaces, these locations are not all effectively connected for pedestrians and cyclists. The current lack of safe and equitable facilities poses significant challenges for non-motorized roadway users.

The plan identifies improvement projects aimed at creating safe and equitable facilities for pedestrians and cyclists. These enhancements will strengthen the connections between neighborhoods, parks, universities, downtown, and retail areas. By improving the interconnectedness of the City, Greensburg will become more walkable and bikeable. Such advantages foster community revitalization by creating an inviting environment, boosting property values, and enhancing overall health and longevity. Additionally, implementing these projects can reduce vehicular traffic, leading to decreased congestion and lower greenhouse gas emissions. By implementing this plan, the City of Greensburg will become a more vibrant, sustainable, and desirable place to live, work, and visit.

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FUNDING PROVIDED BY

**Pennsylvania Department
of Health - WalkWorks
through the Preventative
Health and Health Services
Block Grant from the
Centers for Disease Control
and Prevention**

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Introduction & Background

ACTIVE TRANSPORTATION

Active transportation refers to any form of human powered or non-motorized transportation, such as walking, biking, using a wheelchair, rolling, other micromobility methods, or accessing transit.

Recently, there has been a demand for communities to promote healthier lifestyles and implement active transportation infrastructure for their members. Developing an Active Transportation Plan helps communities identify and prioritize opportunities and needs for these modes of transportation. Communities are able to use the plan as a roadmap to provide high-quality, connected facilities that enable all people to safely engage in physical activity. The plan will provide a framework for pursuing funding and implementing a wide variety of projects, programs, and policies to mold the City of Greensburg into a more walkable and healthy community.



Five Star Trail

PURPOSE & GOALS

The purpose of implementing an Active Transportation Plan within the City of Greensburg is to enhance community mobility, safety, and connectivity by identifying opportunities to provide safe and accessible routes of passage for pedestrians and cyclists. The plan aims to promote healthier lifestyles, support environmental sustainability, foster equity, and stimulate economic development.

The objectives of the Active Transportation Plan are:

- ◆ Enhance the safety of pedestrian facilities within the community so that all pedestrians and vulnerable road users feel more comfortable navigating the city.
- ◆ Highlight opportunities in the community to provide or rehabilitate equitable trails, bike paths, sidewalks, and other pedestrian facilities at specific locations.
- ◆ Analyze neighborhoods, community assets, and local institutions to determine how to create more accessibility and expand the connected network.
- ◆ Deliver a practical plan that is data-driven and supported through community input that will provide the City of Greensburg with insight regarding implementation.

The plan will bolster economic development by attracting businesses and investments, boosting local commerce, and creating jobs. Implementations will work to reduce transportation costs, enhance property values, and promote tourism. Additionally, by improving public health and encouraging sustainable growth, the City of Greensburg's Active Transportation Plan will foster a vibrant, economically resilient community.

BACKGROUND INFORMATION

Greensburg was formally incorporated as a borough in 1799. Named after Revolutionary War General Nathaniel Greene, the area originally developed around the Westmoreland County Seat courthouse. After absorbing adjacent boroughs in the early 1900s, Greensburg was established as a city in 1928. Today, Greensburg is a thriving community with a population of approximately 14,715 residents as of the 2022 census.

The city boasts historic architecture, beautiful parks, and a vibrant community life, including an exciting nightlife. Its downtown area features unique shops, diverse restaurants, and cozy cafes. Greensburg's rich history is showcased through its numerous museums and historic sites. The city is committed to aligning with national goals by enhancing its pedestrian-friendly environment. Through the implementation of an Active Transportation Plan, Greensburg aims to create a healthier, more walkable, and bikeable community, thereby fostering investment and redevelopment opportunities.

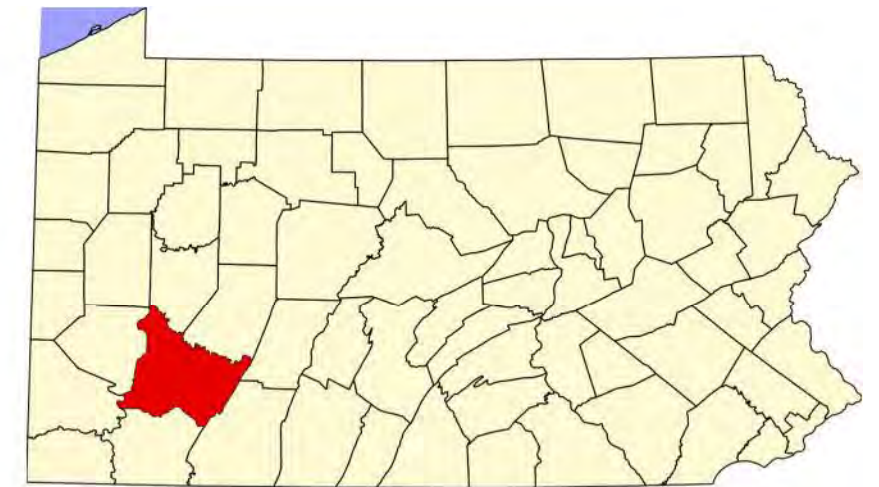


Figure 1: County and City Location



Introduction & Background

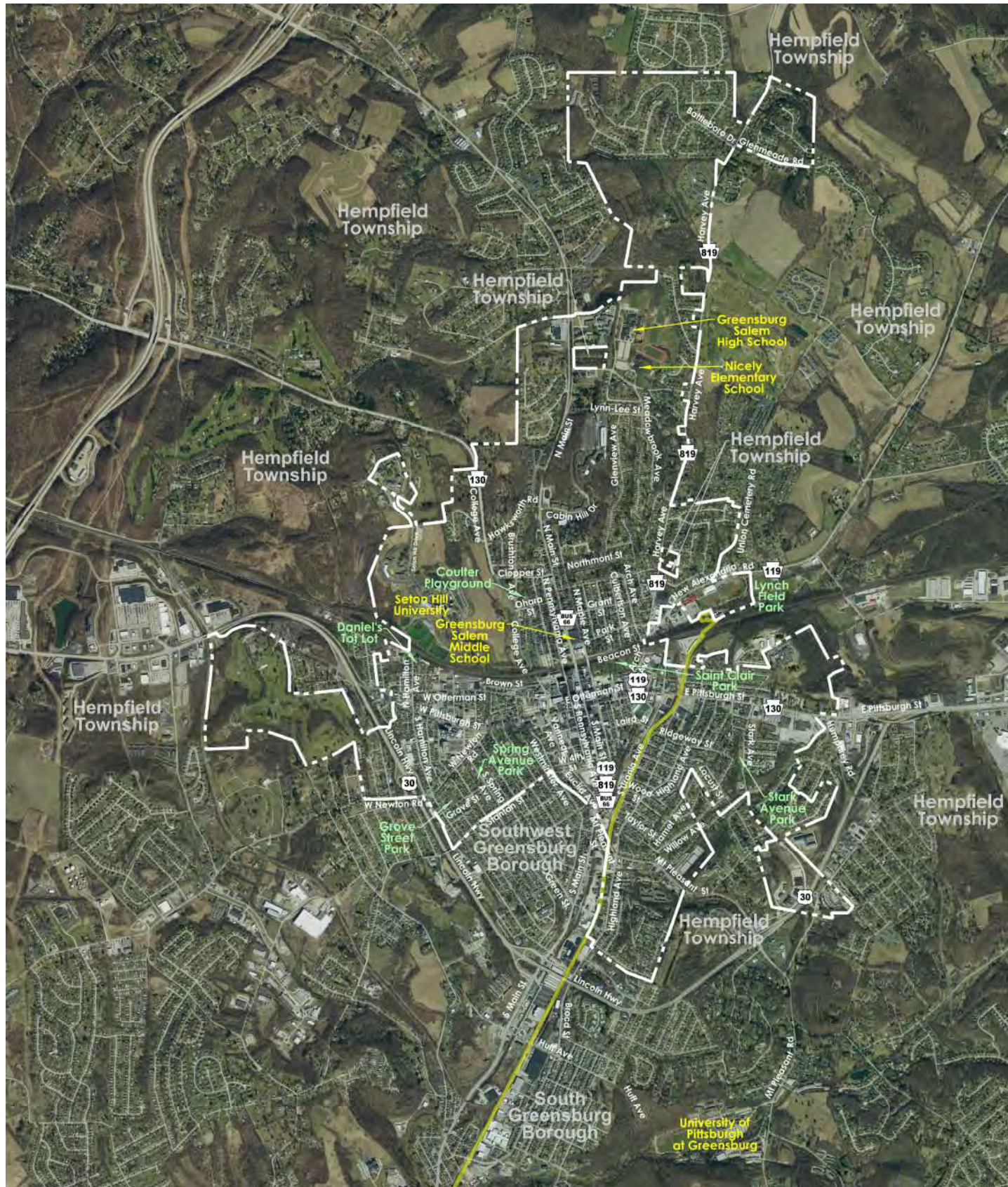


Figure 2: Overall City Map

EXISTING CONDITIONS

The City of Greensburg is a well-connected community centered around several main arterials in the downtown area. Otterman Street and Pittsburgh Street run east-west, connecting to U.S. Route 30. This connection provides westbound access to Pittsburgh and eastbound access to Latrobe. Pennsylvania Route 66, a major north-south thoroughfare, connects Greensburg to nearby towns and serves as a crucial route for residents commuting to work or accessing services throughout Westmoreland County. South Main Street, another primary arterial, traverses the city's core and intersects with multiple main roads. This provides access to Seton Hill University and other significant landmarks. Greensburg's comprehensive road network supports efficient movement within the city, connects residents to key destinations, and integrates with regional transportation systems, enhancing the overall functionality and livability of the community.

Greensburg is currently broken up into eight wards, with each one encompassing various neighborhoods and development areas. These different wards feature a mix of historic homes, suburban neighborhoods, and new housing developments. These wards are home to two U.S. historic districts – the Greensburg Downtown Historic District and the Academy Hill Historic District.

The City of Greensburg benefits from a robust transportation network supported by multiple entities. The regional transit authority operates bus services that connect Greensburg with surrounding areas, offering a viable alternative to car travel and alleviating traffic congestion. Additionally, the Greensburg Amtrak Station provides rail services, further enhancing public transportation options for long-distance travel.



Aerial view of Downtown Greensburg

Introduction & Background

The City of Greensburg embraces a distinctive blend of trails and parks, encompassing both neighborhood and community-wide spaces ideal for social interactions and events. With forthcoming investments, Greensburg is dedicated to preserving and enhancing these amenities to support the health and well-being of its residents.

Following is an overview of the existing conditions of the main trails and parks:

Trails

Five Star Trail — This 7.76 mile long rail-with-trail, extending from Lynch Field in Greensburg to Youngwood, is situated along the Southwestern Pennsylvania Railroad corridor. At Depot Street in Youngwood, the trail turns eastward, connecting with Westmoreland County Community College and continuing to Armbrust. The great environment for active transportation offers park benches for rest areas, trail heads in residential areas, and shaded coverage from trees.

Condition: The trail's flat surface is ideal for walking, jogging, biking, rolling, and cross-country skiing. It is accessible to individuals with disabilities and accommodates users of all ages and physical abilities.

Parks

Grove Street Park — The park features expansive green spaces ideal for leisure activities, relaxation, and community events. It includes picnic tables with some tree coverage, providing opportunities for rest and socializing.

Condition: The park is in good condition and has significant potential to be an exceptional open space for the community. Its expansive layout and convenient neighborhood location make it an ideal candidate for a dog park.

Thomas Lynch Field Complex — The city's premier park, featuring the Kirk S. Nevin Arena, Veterans' Memorial Swimming Pool, the Aerobic Center, and the Five Star Trail. The complex includes multiple baseball and football/soccer fields, playground equipment, walking paths, public restrooms, pavilions for shade, and a variety of recreational facilities that cater to all exercise needs.

Condition: The sports fields, playground equipment, and walking paths are in top condition, providing a clean, safe, and enjoyable environment. The space is suitable for hosting community events and is in a great location for all residents to visit.

Mount Odin Park Golf Course — Greensburg stands out as one of the few cities in Western Pennsylvania with a municipal golf course. Recently voted the "number one golf course experience" by Tribune Review readers, the course features 18-holes, event pavilions with shade coverage, playgrounds, and a soccer field for recreational activities.

Condition: Park amenities are carefully maintained and in excellent condition. The course features well-kept fairways and greens. Event pavilions, playgrounds, and soccer field are also well-preserved.

Stark Avenue Park — The park includes a playground with some shade cover, a half basketball court, park benches, and picnic tables. Promoting of social interaction and creativity, serves as an inviting environment where families can spend quality time together.

Condition: The park is in good condition, featuring safe and well-maintained playground equipment, as well as clean benches and picnic tables.

Saint Clair Park — The park has deep historical roots with monuments and tributes to showcase influential people of the City, along with a great open space that offers shade coverage the park includes an amphitheater, walking paths, public restrooms and a playground. The most notable attraction is an event called SummerSounds, which is a series of exciting concerts under the stars in Greensburg's downtown area.

Condition: The park is well-maintained, offering a clean, safe, and welcoming space for all visitors. Families can enjoy well-kept playground equipment and relax in the peaceful green areas, comfortable seating, and well-designed walking paths.

South Spring Avenue Park — The park was recently revitalized, with an opening ceremony held on June 13, 2024. The project honored the community's needs by redesigning the park in ways that prioritize improving the quality of life for residents, becoming a recreational amenity for residents and City programming, and ensuring accessibility for all.

Condition: The revitalized park is in great condition, with improved playground facilities, a half basketball court, and plenty of open space with shade coverage suitable for play or relaxation. The play area offers handicapped-accessibility and a rubber mulch surface creating a safe area for children to play.

City Playgrounds

A few city playgrounds will undergo updates because of additional funds from the Community Development Block Grant awarded for the revitalization of Spring Avenue Park. The city will allocate the remaining \$188,000 to install new play equipment at the following playgrounds:

Lynch Field Park — New Alexandria Road

Northmont Tot Lot — Corner of Northmont Street & Forest Avenue

Valley Vue Playground — Barry Court

Coulter Playground — O'Hara Street



South Spring Avenue Park



Coulter Playground



Saint Clair Park

Data Collection

DATA COLLECTION EFFORTS

Various efforts were undertaken to gather data and information on the City of Greensburg's existing roadway, pedestrian, and bicycle networks, as well as the usage of these facilities. The collected data aims to provide a detailed understanding of the City's transportation framework and support future planning and improvements to enhance connectivity and accessibility for all users. These efforts included:

- ◆ Evaluate aerial imagery
- ◆ Field view various locations of interest
- ◆ Conduct key person interviews
- ◆ Review existing plans, studies, and maps
- ◆ Review census data
- ◆ Review available roadway and traffic data
- ◆ Conduct a traffic signal inventory
- ◆ Public engagement

CENSUS DATA

Reviewing available census data is essential for effective planning and project implementation. The data focused on key elements including health metrics, transportation safety, transportation costs, walk/bike scores, and environmental characteristics. Reviewing these elements provided valuable insights into the City and its residents. Following are some examples of the available data that was reviewed.

Activity Levels

One method used to analyze the activity levels of Greensburg residents involved the use of Strava heat maps. These maps provide insights into how city residents engage in active transportation. Strava is an application designed to track users' physical exercise. Figure 3 is a Strava heat map for Lynch Field Park, highlighting frequently traveled routes by active transportation modes. Brighter or more vibrant routes on the map indicate higher usage. These maps reveal popular mobility patterns among residents and assist in identifying areas where enhancements to pedestrian and cyclist facilities are most needed.

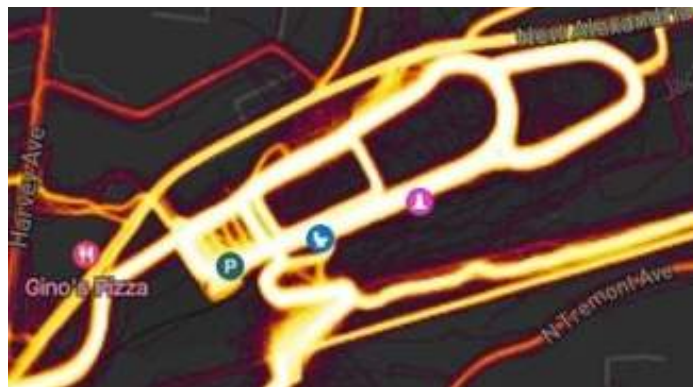


Figure 3: Strava Heat Map for Lynch Field Park for all modes of active transportation



Figure 4: Walk and Bike Scores for Downtown on a scale of 100



Figure 5: Walkability Index Map (EPA National Walkability Index)

1 – 5.75	Least walkable
5.76 – 10.5	Below average walkable
10.51 – 15.25	Above average walkable
15.26 – 20	Most walkable

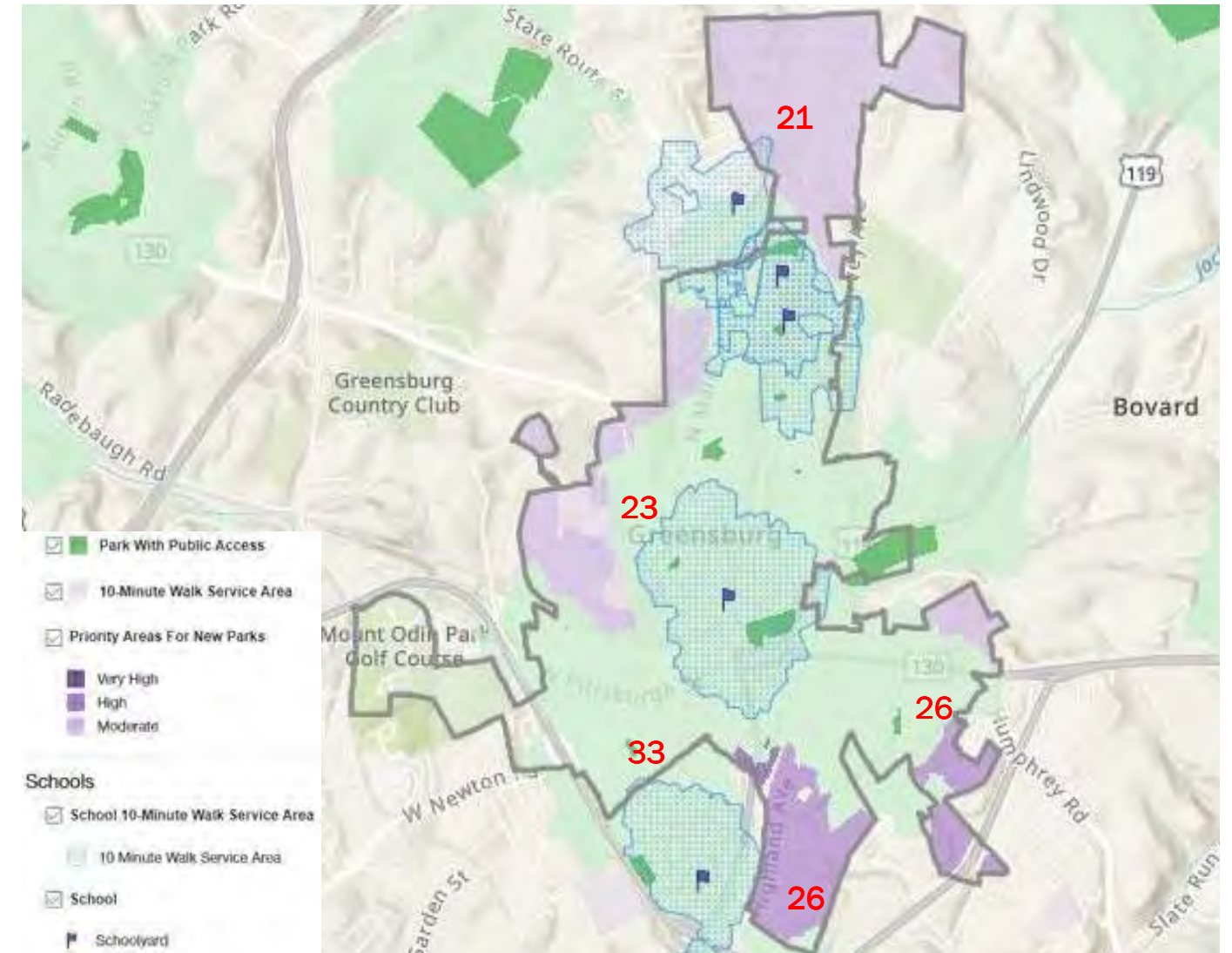
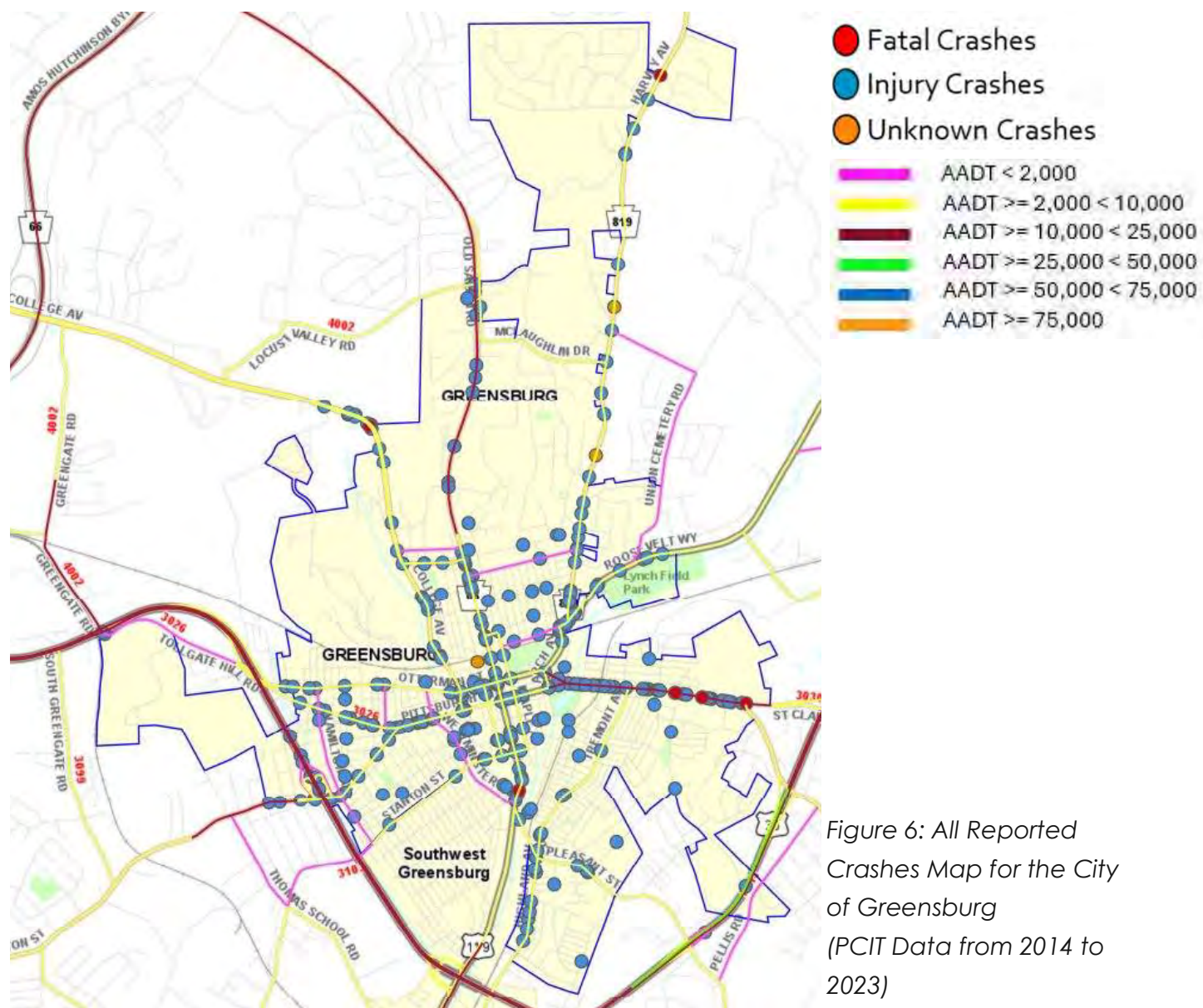
Walkability

The Walkability Index, along with "Walk Scores" and "Bike Scores", were reviewed to evaluate the quantitative scale for how pedestrian friendly the City of Greensburg is. The Walkability Index map was obtained from the Environmental Protection Agency's National Walkability Index. The scores are calculated with formulas that rank indicators influencing the likelihood of walk/bike trips. These indicators include street intersection density, proximity to transit stops, and diversity of land uses – factors that collectively impact the probability of walking or biking as a mode of transportation. According to the index, the majority of downtown Greensburg is classified as "Above Average Walkable". Outside of the downtown area, the more residential areas are considered "Below Average Walkable". As for the Walk and Bike Scores, these metrics are evaluated by a proprietary algorithm sourced by Redfin. The algorithm analyzes hundreds of walking and cycling routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Figure 4 illustrates the walkability and bikeability of downtown Greensburg. This analysis indicates that the City's downtown area is not difficult to navigate by active transportation methods. However, active transportation can be more challenging in residential areas.

Data Collection

Transportation Safety

Safety is a critical consideration in the design of facilities for pedestrians and cyclists. A highly effective method for assessing environmental safety for these users is the analysis of crash history data, accessible through the PennDOT Crash Information Tool. By utilizing the available point maps, areas with a high frequency of crashes or recurring incidents can be identified, enabling targeted safety upgrades. A City-wide review of crash data from the past ten years revealed 9 collisions involving vehicles striking bicyclists and 41 crashes involving motor vehicles and pedestrians or other vulnerable roadway users. Of these 50 total incidents, there were two reported fatalities, with the remainder resulting in injuries. Of all the 1163 crashes observed a low proportion of accidents are seen to involve active modes. This signifies that the infrastructure is either safe for those modes or unsafe enough to discourage and suppress the use of those modes.



Health

The Trust for Public Land (TPL) ParkServe collaborates with communities nationwide to create, protect, and maintain nature-rich spaces essential for human well-being. The ParkServe database inventories parks across every urban area in the U.S., enabling the identification of priority areas for park development and the extent of ten-minute walk zones for each park. Additionally, the database provides insights into regions with high levels of physical inactivity and poor mental health. Figure 7 illustrates the City's parks and schools, alongside ten-minute walk service areas and priority zones for new parks. The average value for rate of physical inactivity of an area is noted on the map in red. TPL ParkServe base their values on "Percent of respondents aged ≥18 who answered "no" to the following question: "During the past month, other than your regular job, did you participate in any physical activities or exercises such as running, calisthenics, golf, gardening, or walking for exercise." The higher the value symbolizes the more people that are physically inactive in the area.

Public Engagement

PUBLIC SURVEY

A public survey was developed to engage the community, available online through the City’s website from March 19, 2024, to April 19, 2024, with hard copies distributed at specific locations. It was open for public access and is not based on a statistically representative sample. However, it is still a valuable tool for obtaining input. Comprising 35 questions, the survey covered topics regarding demographics, transportation and mobility, as well as education and communication. The city received 91 responses, offering valuable insights into residents’ challenges, preferences, and needs. The survey highlighted obstacles to walking and biking, such as safety concerns, lack of infrastructure, and connectivity issues. Additionally, it gauged support for various initiatives, aiding in the prioritization of projects with strong community backing. The collected data facilitated evidence-based decision-making, ensuring the plan is practical and aligned with community desires.

INTERACTIVE MAP & PUBLIC COMMENT

The final stage of data collection through public engagement encompassed an in-depth review of open-ended comments from the public survey and feedback obtained via the interactive map developed by the Southwestern Pennsylvania Commission. The public survey received 23 responses, while the interactive map yielded 72 comments. These open-ended remarks provided the public with an opportunity to articulate specific concerns, direct consultants to examine particular areas or intersections, and propose necessary implementations or improvements.

The insights derived from the public survey and the interactive map were instrumental in shaping the improvement projects. Comments from the public survey enabled the categorization and identification of broad community desires, addressing various implementation categories such as enhanced bike facilities in the downtown area, improved pedestrian facilities connecting neighboring communities, and upgrades to existing amenities like the Five Star Trail and local parks. The interactive map provided detailed suggestions for specific enhancements, with a particular emphasis on addressing deficient intersections lacking proper pedestrian crossing facilities. Numerous comments highlighted the difficulty and danger of crossing certain intersections as a pedestrian. This feedback allowed consultants to compile a list of problematic intersections in each ward, prioritizing these areas for enhancements. By leveraging the public comments and responses from the interactive map, the proposed projects were effectively developed to benefit the city and its community.

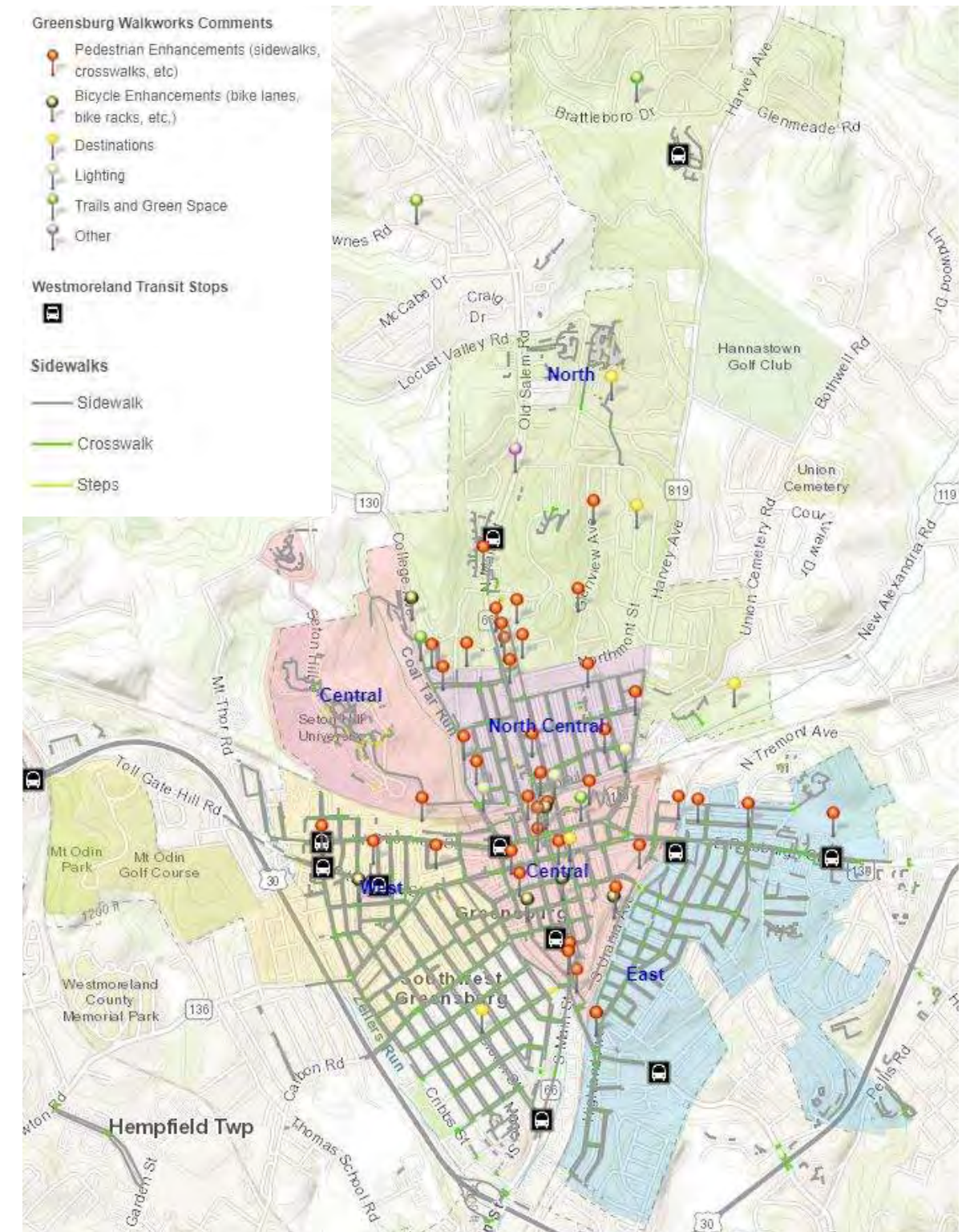


Figure 8: Public Survey — SPC Interactive Map

Public Engagement

INITIAL PUBLIC WORKSHOP

An initial public meeting was held on March 19, 2024, at the City of Greensburg City Hall. This meeting was an opportunity to introduce the public to the development of the Active Transportation Plan project. Information was provided to answer questions such as:

- ◆ What is Active Transportation?
- ◆ What is an Active Transportation Plan?
- ◆ How to get involved?

Attendees could also provide initial ideas on areas of interest and concern in the City, as well as possible project ideas.



Meeting with residents and Steering Committee members at the Initial Public Meeting

PUBLIC OPEN HOUSE

A Public Open House meeting was held on July 10, 2024, at City Hall in downtown Greensburg. The purpose of this meeting was to introduce the proposed future active transportation projects to the public and provide an opportunity for questions, comments, and discussions.

The materials presented at the meeting included a City-wide map showing the location of each project and a comprehensive list including details for each proposed future project. The meeting was well attended by steering committee members and Greensburg residents, leading to valuable feedback and productive discussions. Community members and local planners contributed input, highlighting the need for improved sidewalks, bike routes, and stricter enforcement against illegal parking on sidewalks.



Viewing the City-wide project map with residents and Steering Committee members at the Public Open House

KEY PERSON INTERVIEWS

With input and recommendations from Steering Committee members, a group of representatives was chosen to conduct key person interviews. The objective of these interviews was to acquire local knowledge and insights into the issues and potential solutions regarding the community's active transportation needs. Interviewees included community leaders, business owners, long-term residents, and active cyclists.

Improvement Plan

IMPROVEMENT PROJECTS

MAP & LIST

Based on the review of existing data, the results of the public survey, key person interview details, and the feedback at the public meeting, the Active Transportation Steering Committee developed a list of potential improvement projects. The projects include park enhancements, trail enhancements, bicycle facility enhancements, pedestrian enhancements, deficient intersection upgrades, and pedestrian crossing upgrades. These projects will advance the goals of the Active Transportation Plan, improving mobility and safety for community residents.

An overall City map showing the various projects can be found on pages 22 and 23. The number of each project on the map corresponds to the project numbers on the Summary of Improvement Projects tables on the following pages.

Each project contains a description, range of cost, anticipated level of complexity, identification of facility ownership, and an estimate on the implementation timeframe.



City Skyline from the Five Star Trail

POLICY INITIATIVES

The last four projects in the Summary of Improvement Projects tables are policy initiatives. While they don't involve physical construction, they are crucial for promoting the Active Transportation Plan's goals. Below are details on the policies to be implemented in Greensburg.

Neighborhood Traffic Calming Policy

The City should adopt a Neighborhood Traffic Calming Policy. The policy would contain details on a procedure for neighborhoods and communities to pursue traffic calming improvements on local roads. The procedure would involve 4 steps:

1. Request/Screening
2. Traffic Calming Plan Development
3. City Council Approval Process
4. Installation and Evaluation

Survey responses were received requesting traffic calming in local neighborhoods. If a policy were adopted, the City should consider outreach with community organizations in order to educate them on this opportunity. The Pennsylvania Department of Transportation (PennDOT) offers the Local Technical Assistance Program (LTAP), which provides municipalities with training and assistance to enhance their capabilities in managing and maintaining transportation networks. The City could consider hosting an LTAP training session on traffic calming.

Five Star Trail Enforcement

Concerns regarding safety have emerged due to the presence of the homeless population residing along the trail. To address these issues and ensure the safety of trail users, it is recommended to consider increased law

enforcement measures or the implementation of a periodic police presence. Furthermore, enhancing the trail's infrastructure by installing street lighting and surveillance cameras could significantly contribute to a safer environment for all users.

Shade Tree Program

Greensburg once had a Shade Tree Commission that was later cut to a Shade Tree Policy around 2012. Currently, the Shade Tree Policy is established in the Greensburg Ordinance under Chapter 74 of the code prohibiting the removal of shade trees without first obtaining an approved permit issued by the City Administrator. Along with this, Greensburg has a Shade Tree Permit Application that residents can submit for the approval of implementing or removing a shade tree within the community. By reviewing comments from the public, there is a need to establish a committee to reinstate the Shade Tree Commission. Organizations such as Penn State University Extension has a Tree Tender Program established that can aid Greensburg in reforming this commission.

City Parking Conflicts

Upon reviewing the public outreach feedback, numerous comments highlighted issues in Greensburg's downtown and residential areas concerning vehicles illegally parked on sidewalks. This practice poses significant safety concerns for pedestrians, as it obstructs their access to sidewalks and forces them to step into the road to navigate around the vehicles. Since sidewalks are intended as infrastructure for pedestrian use, areas experiencing frequent sidewalk parking violations require increased enforcement to ensure pedestrian safety.

Improvement Plan



- LEGEND**
- ① Project ID Number
 - 🚶 Pedestrian Crossing Upgrades/Enhancements
 - ⚡ Rectangular Rapid Flashing Beacon
 - 🌳 Park Enhancements
 - 🚲 Trail Enhancements
 - 🚲 Bicycle Facility Enhancements
 - 🚶 Pedestrian Enhancements
 - ★ Five Star Trail

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Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS

Project Number	Project Name	Project Type	Description of Improvement
13	Tunnel Avenue Crossings	Pedestrian Enhancements	Implement safe and equitable crossings at the intersections on Tunnel Avenue, at the intersections with N Main Street and N Maple Street. Potential enhancements include painted high visibility crosswalks, bump-outs, and installation of rectangular rapid flashing beacons.
14	Arch Avenue Tunnel Enhancements	Pedestrian Enhancements	Address safety concerns for pedestrians in the tunnel by implementing lighting and flexible delineator posts between the sidewalk and vehicular lanes.
11	College Avenue Tunnel Enhancements	Pedestrian Enhancements	Address safety concerns for pedestrians in the tunnel by implementing lighting and flexible delineator posts between the sidewalk and vehicular lanes.
4	College Avenue Cyclist Safety Improvements	Bicycle Facility Enhancements	Enhance the separation of the shoulder from vehicular lanes along College Avenue, north to the boundary with Hempfield Township. Can be achieved by right-of-way reallocation or lane narrowing. This route could be continued into Jeannette. Coordination needed with Hempfield and Jeannette.
3	Main Street Pedestrian and Cyclist Safety Improvement	Pedestrian Enhancements/ Bicycle Facility Enhancements	Enhance the separation of the shoulder from vehicular lanes along N Main Street from Clopper Street, north towards Greensburg boundary lines with Hempfield Township. Potential enhancements include painted buffer zones, lane defenders, narrowing of vehicular lanes, and right-of-way reallocation.
18	Courthouse Midblock Crossing	Pedestrian Enhancements	Increase driver awareness and safety by implementing a rectangular rapid flashing beacon at the midblock crossing of Main Street to the Courthouse. Other potential enhancements include bump-outs or pavement markings like yield lines or sharks' teeth.
19	Pedestrian Timing and Equipment Enhancements at Signalized Intersections Downtown	Future Study/ Pedestrian Enhancements	Conduct a corridor study to investigate intersections for implementing leading pedestrian intervals and accessible pedestrian signals with audible and vibrotactile features to provide safe crossing for vulnerable road users.
6	Lynch Field Gateway Improvements	Pedestrian Enhancements	Improve the Lynch Field gateway by implementing a rectangular rapid flashing beacon at the entrance to the park. Potential enhancements to the crossing include bump-outs, sharks' teeth, or painted high visibility crosswalk.

Cost	Complexity	Ownership	Implementation
\$	Low	City/State	Priority Short-term
\$\$	Medium	City/State/ Railroad	Priority Long-term
\$\$	Medium	City/State/ Railroad	Priority Long-term
\$\$	High	City/ State	Priority Long-term
\$\$	High	City/ State	Priority Long-term
\$	Low	City/State	Short-term
\$	Low	City/State	Short-term
\$	Low	City/ State	Short-term

Cost Ranges	
\$	< \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	>\$1,000,000

Implementation Timelines	
Short-term	1 to 2 years
Mid-term	3 to 5 years
Long-term	5+ years

Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS (CONTINUED)

Project Number	Project Name	Project Type	Description of Improvement
17	Seton Hill University and Five Star Trail Connection	Bicycle Facility Enhancements	Create a connection from Seton Hill University to the Five Star Trail with a bicycle route designated with sharrows. The route will utilize low volume roadways that parallel the main thoroughfares.
23	Stark Avenue Park Rehabilitation	Park Enhancements	Transform the outdated park into a vibrant, safe, and inclusive community destination by upgrading the playground facilities and amenities, as well as improving the condition of the existing recreational court.
25	Hilltop and Five Star Trail Connections	Pedestrian Enhancements	Enhance pedestrian access from the Hilltop community to the Five Star Trail. Improve the condition of the pedestrian facilities that lead to the trailheads at Wood St and Laird St. Implement pedestrian signage as well as painted high visibility crosswalks to increase safety for pedestrians.
10	Daniel's Tot Lot Rehabilitation	Park Enhancements	Renovate the outdated and in poor condition amenities by updating the playground equipment, installing a new fence, and rehabilitating the basketball court.
9	Five Star Trail Improvements	Trail Enhancements	Maintain and improve the condition of the Five Star Trail in order to increase usage.
12	Bicycle Network Improvements	Bicycle Facility Enhancements	Implement a bicycle route to connect the North Region wards to the Central Region wards and beyond into South Greensburg. The main route will be on Pennsylvania Avenue (southbound), due to its low traffic volumes and presence of pedestrian traffic, and northbound on Westminster Avenue (Project Number 17). Also, an extension should be considered on Urania Avenue.
24	Grove Street Park Improvements	Park Enhancements	Grove Street Park offers a substantial open space. However, it currently lacks amenities that would attract community members. Incorporate a playground for children and a pavilion or sheltered rest area. Additionally, the park has sufficient space to designate a fenced area for a dog park.

Cost	Complexity	Ownership	Implementation
\$	Low	City/State	Short-term
\$	Low	City	Short-term
\$	Low	City	Short-term
\$	Low	City	Short-term
\$	Low	City/ Trail Organization (County)	Short-term
\$\$	Low	City	Short-term
\$\$	Low	City	Short-term

Cost Ranges	
\$	< \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	>\$1,000,000

Implementation Timelines	
Short-term	1 to 2 years
Mid-term	3 to 5 years
Long-term	5+ years

Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS (CONTINUED)

Project Number	Project Name	Project Type	Description of Improvement
22	Five Star Trail Head Improvements	Trail Enhancements	Provide improved pedestrian and cyclist crossings at the trail heads to the Five Star Trail. Implement high visibility crosswalks, yield lines, and flashing beacons to increase safety for crossings. Implement additional amenities such as bike racks, park benches, or sheltered overhangs to encourage more trail usage.
7	Pedestrian Upgrades at Intersection of Route 119 & Route 819	Pedestrian Enhancements	The signalized intersection receives a lot of foot traffic but lacks pedestrian crossings. Upgrade the pedestrian facilities and equipment. Also implement high visibility crosswalks and yield lines at the entrances of retail establishments.
20	West Region Deficient Intersection Upgrades	Future Study/ Pedestrian Enhancements	Based on public feedback, a list of deficient intersections within the Fifth and Sixth Wards was compiled, see page 32. Further investigation will be needed to determine the specific improvements required at each intersection. At a minimum, the project will provide pedestrian upgrades.
26	East Region Deficient Intersection Upgrades	Future Study/ Pedestrian Enhancements	Based on public feedback, a list of deficient intersections within the Seventh and Eighth Wards was compiled, see page 32. Further investigation will be needed to determine the specific improvements required at each intersection. At a minimum, the project will provide pedestrian upgrades.
1	North Region Deficient Intersection Upgrades	Future Study/ Pedestrian Enhancements	Based on public feedback, a list of deficient intersections within the First and Second Wards was compiled, see page 32. Further investigation will be needed to determine the specific improvements required at each intersection. At a minimum, the project will provide pedestrian upgrades.
21	Central Region Deficient Intersection Upgrades	Future Study/ Pedestrian Enhancements	Based on public feedback, a list of deficient intersections within the Third and Fourth Wards was compiled, see page 32. Further investigation will be needed to determine the specific improvements required at each intersection. At a minimum, the project will provide pedestrian upgrades.
5	Coulter Playground Connection	Pedestrian Enhancements	Implement sidewalk along O'Hara Street and Brushton Avenue to increase accessibility to the park.

Cost	Complexity	Ownership	Implementation
\$\$	Low	City	Mid-term
\$\$	Medium	City/ State	Mid-term
\$\$	Medium	City/State	Long-term
\$\$	Medium	City/State	Long-term
\$\$\$	Medium	City/ State	Long-term
\$\$\$	Medium	City/State	Long-term
\$\$\$	Medium	City	Long-term

Cost Ranges	
\$	< \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	>\$1,000,000

Implementation Timelines	
Short-term	1 to 2 years
Mid-term	3 to 5 years
Long-term	5+ years

Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS (CONTINUED)

Project Number	Project Name	Project Type	Description of Improvement
29	Otterman Street and Pittsburgh Street Two-way Conversion Study	Further Study	Enact a study to investigate the conversion of the one-way couple system of Otterman St and Pittsburgh St to two-way or bi-directional roadways. Measures will be investigated such as decreased traffic speed, increased intersection delays, reduced curbside parking space and roadway capacity, increased potential pedestrian-vehicle conflicts, and the requirement for significant financial investment. The methodology for the study will rely on extensive engineering judgement and assumptions which involve estimating the traffic and environmental impacts on the new configuration.
30	Main Street Safety Evaluation	Further Study	Enact a safety performance examination of Main Street to qualitatively estimate and report on potential road safety issues and identify opportunities for improvements in safety for all road users.
28	University of Pittsburgh at Greensburg Connection	Pedestrian Enhancements	Enhance pedestrian access from the University of Pittsburgh at Greensburg to South Greensburg and Downtown Greensburg. Implement a trail or pedestrian facility to connect N Campus Road to Huff Avenue. This connection will provide campus faculty and students a route to South Greensburg as well as The Five Star Trail to navigate to Downtown Greensburg. The City would have to coordinate and work in conjunction with South Greensburg, Hempfield Township, and the University to implement this project.
8	Lynch Field Connection	Pedestrian Enhancements	Extend sidewalk along New Alexandria Road (SR 819) starting from the intersection of Beacon Street and Arch Avenue to the Dairy Queen adjacent to Lynch Field.
27	Southwest Greensburg Connection	Pedestrian Enhancements	Coordinate with Southwest Greensburg to extend sidewalk south along Main Street to connect from Baldy's Pizza to Sheetz on Route 119.

Cost	Complexity	Ownership	Implementation
\$	High	City/State	Long-term
\$	High	City/State	Long-term
\$\$\$	High	City/ Borough/ University/ Township	Long-term
\$\$\$	High	State	Long-term
\$\$\$\$	High	City/State/ Township	Long-term

Cost Ranges	
\$	< \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	>\$1,000,000

Implementation Timelines	
Short-term	1 to 2 years
Mid-term	3 to 5 years
Long-term	5+ years

Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS (CONTINUED)

Project Number	Project Name	Project Type	Description of Improvement
2	Greensburg Salem School Connections	Pedestrian Enhancements	Implement sidewalk or enhance pedestrian facilities along N Maple Avenue, Northmont Street, Glenview Avenue, Lynn-Lee Street, and Meadowbrook Avenue to provide safe passage for students traveling to school by walking or cycling.
15	Connections to Retail/Commercial Areas to the East	Further Study/Pedestrian Enhancements	Coordinate with Hempfield Township to increase pedestrian accessibility by implementing enhancements/facilities along E Pittsburgh Street through retail/commercial areas.
16	Connections to Retail/Commercial Areas to the West	Further Study/Pedestrian Enhancements	Coordinate with Hempfield Township to increase pedestrian accessibility by implementing enhancements/facilities along Route 30 through retail/commercial areas.
31	Five Star Trail Enforcement	Policy	Concerns of safety have arisen due to the homeless population living along the trail. Consider more enforcement or a periodic police presence to ensure safety for users of the trail. Additionally, street lighting and surveillance cameras could be placed along the trail.
32	Shade Tree Program	Policy	There is a need to establish a committee to reinstate the Shade Tree Program. Street trees significantly enhance urban landscapes, but due to various complications, the program was discontinued.
33	Neighborhood Traffic Calming Policy	Policy	Implement a neighborhood traffic calming policy and procedure to establish a process for residents to submit requests for traffic calming improvements on local roads.
34	City Parking Conflicts	Policy	Improve enforcement of cars parked illegally on sidewalks throughout the entire city, including residential areas.

Cost	Complexity	Ownership	Implementation
\$\$\$\$	High	City	Long-term
\$\$\$\$	High	City/State/Township	Long-term
\$\$\$\$	High	City/State/Township	Long-term
--	High	--	Short-term
--	Medium	--	Short-term
--	Medium	--	Short-term
--	Medium	--	Short-term

Cost Ranges	
\$	< \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	>\$1,000,000

Implementation Timelines	
Short-term	1 to 2 years
Mid-term	3 to 5 years
Long-term	5+ years

Improvement Plan

DEFICIENT INTERSECTIONS

Four of the projects are collections of deficient intersections in different regions of the City that were identified from the public’s feedback. Further study would be required to determine the needs at each individual intersection. However, at a minimum, it is anticipated that updated high visibility crosswalks and ADA ramps would be implemented at all intersections. Additionally, at signalized intersections, countdown pedestrian signals with timers, new push buttons, and accessible pedestrian signals with audio and vibrotactile feedback would be installed. Depending on the volumes and speeds of motor vehicle traffic, there may be an opportunity for painted or built bump outs or protected median islands.

The specific intersections from each region are as follows:

Project Number 1 – North Region (First & Second Wards)

- ◆ Main Street & Hawksworth Road
- ◆ Main Street & Cabin Hill Drive
- ◆ Lynch Field Entrance
- ◆ Main Street & Clopper Street
- (Total Signal Replacement Planned for 2025)**
- ◆ Main Street & Academy Hill Place
- ◆ Main Street midblock crossing for the Greensburg Salem Middle School
- ◆ Beacon Street & Arch Avenue
- ◆ College Avenue & Ohara Street
- ◆ College Avenue & Copper Street

Project Number 21 – Central Region (Third & Fourth Wards)

- ◆ Main Street & Euclid Avenue
- ◆ Main Street & Mt. Pleasant Street
- ◆ Main Street midblock crossing for the Courthouse
- ◆ Otterman Street & College Avenue
- ◆ Otterman Street & N Pennsylvania Avenue
- ◆ Otterman Street & Arch Avenue
- ◆ Otterman Street & Maple Avenue
- ◆ Pittsburgh Street & Maple Avenue
- ◆ Pittsburgh Street & Bell Way
- ◆ W 2nd Street & Vannear Avenue
- ◆ E 3rd Street & Pennsylvania Avenue
- ◆ College Avenue & Seton Hill Drive

Project Number 20 – West Region (Fifth & Sixth Wards)

- ◆ W 4th Street & Westminster Avenue
- (Select Signal Improvements Planned for 2025)**

Project Number 26 – East Region (Seventh & Eighth Wards)

- ◆ Highland Avenue & Mt. Pleasant Street
- ◆ Highland Avenue & Plymouth Street

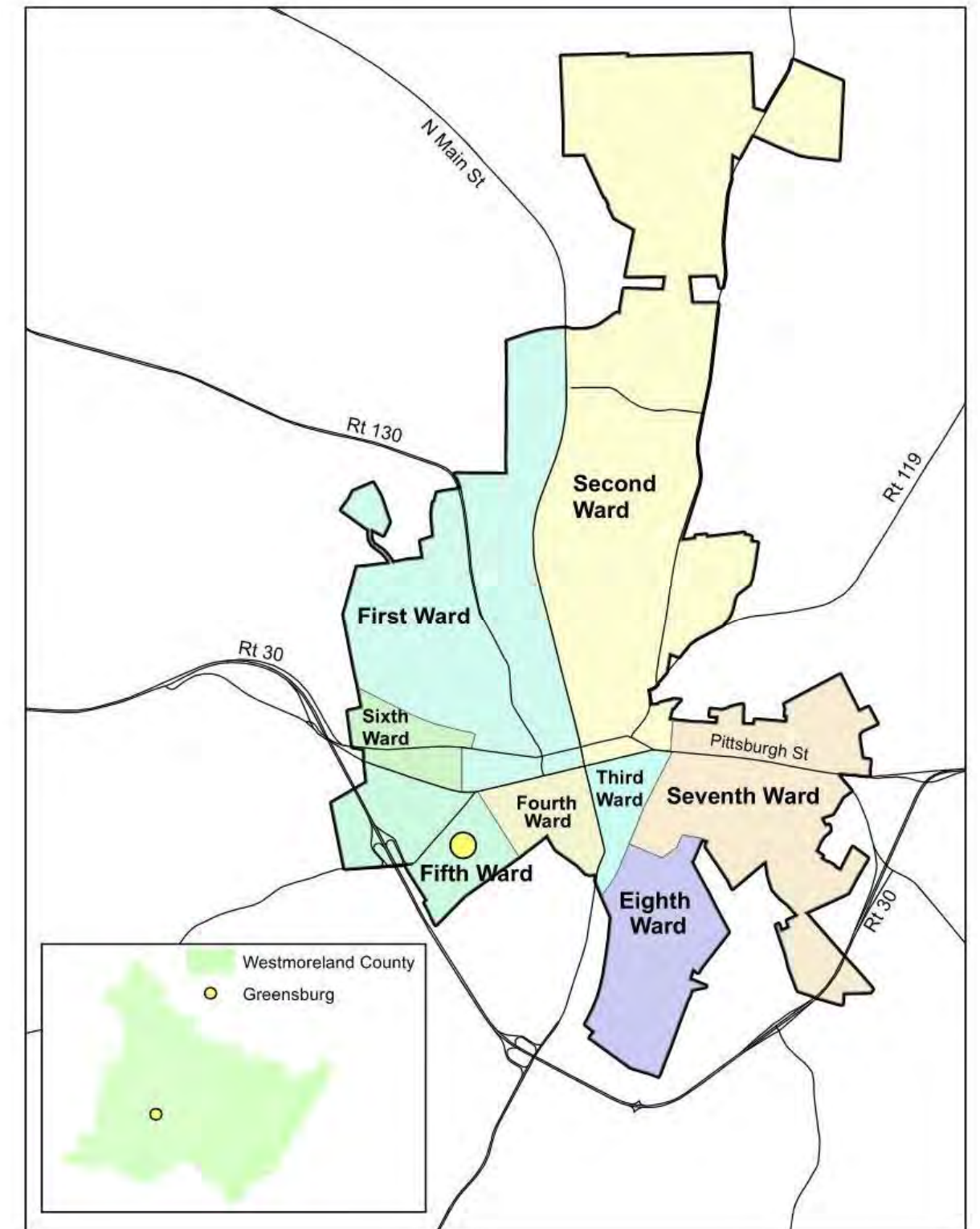


Figure 9: Map of City of Greensburg Wards

Improvement Plan

PRIORITY PROJECTS

Tunnel Avenue Crossings

In the near future, the City of Greensburg will launch a self-guided Walking Tour to promote active transportation and highlight the City's local amenities. This approximately 2-mile-long loop, offers a glimpse of the diverse commercial, professional, institutional, religious, recreational, dining, and entertainment resources in downtown Greensburg. The tour route includes crossings at the intersections of Tunnel Avenue and Main Street, and Tunnel Avenue and Maple Street. Currently, these intersections lack adequate pedestrian crossings and require improvements to enhance safety. The potential enhancements will include painted high visibility crosswalks, robust or painted bump-outs, and the installation of rectangular rapid flashing beacons, ensuring safer crossings for both the community and Walking Tour participants.



Intersection of Tunnel Avenue and Main Street

College Avenue & Arch Avenue Tunnel Enhancements

Community members have reported that pedestrian visibility is significantly compromised when driving through the College Avenue and Arch Avenue tunnels. These projects aim to enhance safety by reintroducing lighting within the tunnels to improve visibility. Additionally, there is a necessity for further separation between pedestrians and vehicles to ensure safer conditions. The installation of flexible delineator posts along the sidewalks within the tunnels are proposed to effectively prevent vehicular and pedestrian accidents.



College Avenue Tunnel



Arch Avenue Tunnel



College Avenue Corridor

Main Street Pedestrian and Cyclist Safety Improvement

Upon reviewing public feedback, it was observed that the corridor of N Main Street, from Clopper Street northward to the Greensburg boundary with Hempfield Township, experiences substantial pedestrian traffic. Considering the proximity of residential areas to local amenities, it is essential to improve the separation of the shoulder from vehicular lanes. This separation could be achieved through the use of pavement markings to create a buffer, installation of additional pedestrian signage to increase driver awareness, or more robust measures such as cycle lane defenders. There's potential to narrow vehicular lanes or reorganize the right of way to provide increased separation or a planted buffer. These enhancements aim to create safer conditions for pedestrians by improving their routes to local amenities.

College Avenue Cyclist Safety Improvements

This project aims to improve the separation of the shoulder from vehicular lanes along College Avenue, extending north to the boundary with Hempfield Township. Given the significant pedestrian and cyclist traffic within this corridor, creating a buffer zone is essential to enhance the safety of these roadway users. This can be achieved through right of way reallocation and lane narrowing. Improved separation will facilitate stronger connections with neighboring communities, such as Hempfield and Jeannette, necessitating coordinated efforts to advance the project. By implementing these measures, we can foster a safer and more interconnected community, ultimately enhancing the quality of life for residents and visitors alike.



N Main Street Corridor

Implementation

TIMEFRAME

The Summary of Improvement Projects table identified implementation timeframes for the potential projects. The following criteria were used to assign timeframes to the projects:

- ◆ **Priority** - These projects are considered early action projects. They may be “low hanging fruit” or were identified as being popular during the public outreach. These projects will provide a good starting point for implementing ideas from the Active Transportation Plan and demonstrating the benefits of the plan.
- ◆ Short-term - Projects that are anticipated to be able to be implemented in 1 to 3 years.
- ◆ Mid-term - Projects that are anticipated to be able to be implemented in 3 to 5 years.
- ◆ Long-term - Projects that are anticipated to take more than 5 years to be implemented.

These timeframes include obtaining funding, design and engineering, and construction. Implementation timeframes may change over time, depending on available funding and coordination with stakeholders or necessary agencies.

AGENCY COORDINATION

Many, if not all, of these projects will require extensive coordination with various agencies and stakeholders.

Any projects on state roadways will require heavy involvement from PennDOT. The main state routes through the City include SR 0119/0130 (East Otterman Street/East Pittsburgh Street one-way pair), SR 0130 (College Avenue), SR 0066 Business (Main Street), and SR 0819 (Harvey Avenue). PennDOT must also review and approve any traffic signal changes or flashing devices, such as RRFBs (rectangular rapid flashing beacons), regardless of the ownership of the roadway.

Other agencies that may be involved with project review and approval include Westmoreland County, the Department of Environmental Protection, and the Department of Conservation and Natural Resources. Additionally, in some cases, coordination will be needed with community organizations and private property owners.

The City may also consider incorporating programming or educational initiatives. For example, the Southwestern Pennsylvania Commission offers programs to promote active transportation, such as the Walk-Friendly and Bike-Friendly Community initiatives. These programs were created to encourage cities across the nation to establish a high priority for supporting safer walking and bicycling environments. They also show commitment to improving and sustaining walkability, bikeability, and pedestrian safety through comprehensive programs, plans, training sessions, and policies.

FUNDING

Automated Red Light Enforcement (ARLE)

Agency: PennDOT
Project Type: Traffic signal upgrades; safety
Amount: No limits
Match: No match required
Application Period: End of Apr (Scoping); End of June (Final)

Community Development Block Grants (CDBG)

Agency: DCED
Project Type: Community facilities; streets and sidewalks
Amount: \$100k (min); No max
Match: No match
Application Period: Early Feb

Congestion Mitigation and Air Quality (CMAQ)

Agency: Southwestern Pennsylvania Commission
Project Type: Congestion mitigation; multimodal
Amount: No limits
Match: 20% local match
Application Period: Typically end of Sept

Community Conservation Partnerships Program (C2P2)

Agency: DCNR
Project Type: Parks; trails; preserves
Amount: \$500k (max)
Match: 50% local match
Application Period: Mid-Jan to Apr

Green Light-Go (GLG)

Agency: PennDOT
Project Type: Traffic signal upgrades
Amount: No limits
Match: 20% local match
Application Period: End of Jan (Scoping); End of Feb (Final)

Greenways, Trails, and Recreation Program (Act 13)

Agency: CFA
Project Type: Parks; greenways; trails
Amount: \$250k (max)
Match: 15% match
Application Period: End of May

Local Share Account (LSA)

Agency: DCED/CFA
Project Type: General transportation
Amount: Up to \$1mil
Match: No match
Application Period: End of Jan to mid-March

Multimodal Transportation Fund (MTF)

Agency: DCED/CFA
Project Type: Roadway; bridge; multimodal; transit
Amount: \$100k to \$3mil
Match: 30% local match
Application Period: Typically end of July

FUNDING (CONTINUED)

Multimodal Transportation Fund (MTF)

Agency: PennDOT

Project Type: Roadway; bridge; multimodal; transit

Amount: \$100k to \$3mil

Match: 30% local match

Application Period: Typically end of Sept

Safe Routes to School

Agency: PennDOT

Project Type: Infrastructure or education to encourage walking, biking, and rolling to school

Amount: \$50k (min); \$1.5mil (max)

Match: 20% local match

Application Period: Every other year – Mid-July (draft); Mid-Sept (final)

Safe Streets and Roads for All

Agency: U.S. Department of Transportation

Project Type: Projects that prevent roadway deaths and serious injuries

Amount: \$100k to \$10mil

Match: 20% local match

Application Period: May (Implementation Grants); August (Planning and Demonstration Grants)

Transportation Alternatives Set-Aside (TASA)

Agency: PennDOT

Project Type: Pedestrian and bicycle facilities; safe routes to school

Amount: \$50k (min); \$1.5mil (max)

Match: 20% local match

Application Period: Every other year – Mid-July (draft); Mid-Sept (final)

– A –

Accessible Pedestrian Signals (APS) – Devices installed at pedestrian crossings to assist individuals with visual or auditory impairments in safely navigating intersections. These signals provide information about the walk and don't walk intervals through audible, tactile, and vibrotactile means, ensuring that all pedestrians can safely and independently cross the street.

– B –

Buffer zones – Designated area on the roadway that separates the bike lane from vehicle traffic or parked cars. The buffer zone is typically marked with diagonal or chevron stripes on the pavement, indicating that it is not intended for vehicle use.

Bump outs – Traffic calming measure used to improve pedestrian safety and manage vehicle speeds by extending the sidewalk or curb line into the street at intersections or mid-block crossings, narrowing the roadway and reducing the crossing distance for pedestrians. Bump outs also increase the visibility between pedestrians and vehicles.

– D –

Deficient intersections – Intersections that lack adequate or well-maintained facilities, such as pedestrian equipment, signage, or pavement markings, thereby creating unsafe or challenging conditions for pedestrians and vulnerable road users to cross.

– E –

Equitable crossings – A pedestrian crossing designed to ensure safe, convenient, and accessible street crossings for all pedestrians regardless of age, ability, or socioeconomic status.

– F –

Flexible delineator posts – Traffic control devices used to guide and manage vehicle and pedestrian traffic, providing a visual and physical barrier that

enhances road safety. They are made from durable, flexible materials such as plastic or rubber, allowing them to bend and return to their original position after being struck by a vehicle, thus minimizing damage to both the post and the vehicle.

– H –

High visibility crosswalks – Pedestrian crossings that are designed to be more easily seen by drivers by using distinctive markings and materials that stand out more compared to standard crosswalks.

– L –

Lane defenders – A physical barrier or device used to separate and protect a bike lane from motor vehicle traffic.

Leading Pedestrian Interval (LPI) – A traffic signal adjustment that gives pedestrians the opportunity to enter the crosswalk 3 to 7 seconds before vehicles are given the green indication.

– P –

Pedestrian equipment – Various devices installed in public spaces or at signalized intersections to facilitate safe, convenient, and accessible movement for pedestrians. This equipment includes, but is not limited to, pedestrian signal heads, accessible pedestrian signals, push buttons, flashing beacons, and lighting.

Pedestrian facility – Infrastructure or amenities designed to support and enhance the safety, convenience, and accessibility of walking environments for pedestrians. These facilities include sidewalks, pathways, off-road trails, crosswalks, curb ramps, rest areas, and barriers.

Pedestrian signage – Signs designed to inform, guide, and protect pedestrians by providing critical information about crossing points, routes, and potential hazards. Some of these signs include: In-Street Pedestrian Crossing, Advance Pedestrian Crossing, School Crossing, Fluorescent Yellow-Green Pedestrian Crossing, etc.

– R –

Rectangular Rapid Flashing Beacons (RRFBs) – Traffic control devices used to enhance pedestrian safety at uncontrolled crossings, such as mid-block crosswalks or intersections without traffic signals. They are designed to increase driver awareness and compliance by using flashing beacons actuated by the pedestrian, thereby reducing the risk of accidents.

– S –

Sharks teeth – Also known as yield lines. Solid triangle pavement markings that are located just before and parallel to crosswalks or intersecting roadways to inform drivers and cyclists where to yield to pedestrians or vehicular traffic.

Sharrows – Also known as “shared lane markings” are road markings used to indicate a shared lane environment for bicycles and automobiles. It is designed to improve the safety and visibility of cyclists on streets that do not have dedicated bike lanes.

– T –

Traffic calming – A set of strategies and design measures implemented to reduce vehicle speeds, improve safety, and enhance the quality of life in residential or urban areas. The goal of traffic calming is to create a safer and more pedestrian-friendly environment by managing traffic flow and minimizing the negative impacts of vehicular traffic.

– Y –

Yield Lines – Also known as sharks teeth. A type of pavement marking used to inform drivers of the point where they need to yield and give priority to conflicting pedestrian or vehicle traffic at an intersection or crosswalk.