

Community Connections at the Crossroads

Delmont Borough Active Transportation Plan

Adopted September 2023



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Acknowledgements

Special thanks to Annamarie Stackiewicz and all the representatives of Delmont Borough, residents and members of the Project Steering Committee who participated in preparing this Active Transportation Plan.

Steering Committee members were actively involved throughout this planning process participating in Steering Committee meetings, answering questions, sharing their knowledge of local conditions, participating in community engagement events, walking tours, completing Walkability Assessments and providing quality input and guidance as the Plan was being prepared.

The Steering Committee is credited with identifying Active Transportation Priorities, reviewing, and discussing those Priorities with residents, and for bringing together and evaluating different types of information and input to help formulate this Active Transportation Plan.

Project Steering Committee Members

Annamarie Stackiewicz – Project Contact & Delmont Visionary Committee
Dave Weber – Delmont Borough Council & Delmont Visionary Committee
Stanley Cheyne – Delmont Borough Council Vice President & Delmont Recreation Commission
Jeff Cunningham – Delmont Borough Council & Delmont Visionary Committee
Lenny Wittman – Delmont Planning Commission & Delmont Visionary Committee
Denni Grassel – Delmont Pilgrimage Committee, Chair
Vicki Walters – Delmont Historical Preservation Society, President
T.J. Klobucar – Delmont Police Chief
Kerry Jobe – Salem Township Supervisor
Jon Wian – Westmoreland County Commissioner's office
Daniel Carpenter – Westmoreland County Planning, Deputy Director
Jeffrey Richards, RLA – Westmoreland County Parks & Recreation, Planning Coordinator
Betsy Aiken – Westmoreland Land Trust, Executive Director
Susan Pratt – PA Department of Health, Community Health Organizer
Adam Mattis – PA Department of Conservation & Natural Resources (DCNR), Regional Advisor
Leann Chaney – Southwestern Pennsylvania Commission (SPC), Active Transportation Coordinator
Joshua Theakston – PennDOT District 12, Transportation Planning Specialist Supervisor
Bob Kudray – Remax Realty/Salem Township Resident
Chris Sandvig – Mobilify of Southwestern PA, Founder and Executive Director

Key Stakeholders Interviewed

Kevin Bortz – Delmont Visionary Committee / Lifetime Resident

Rick Bowman - Westmoreland Transit Authority, Operations Manager

Jodi Colella - Station House 7, Owner

Rob Cronauer – Westmoreland Heritage Trail, Board

Paula Johns - Ianni's Pizzeria, Owner

Andrea Shissler - Girl Scout Troop 24142 Leader, Delmont

Andrew Shissler – Delmont Borough Council President

Monica Smodic - Delmont Public Library, Director

Father Dan Ulishney- St. John Catholic Church, former Pastor

Steve Vanderhorst- Delmont Dairy Queen, Owner

Vicki Walters – Delmont Historical & Preservation Society, Apple & Arts Festival,
Organizer

Daniel Hewitt - Attorney, Avolio Law Group

Michael Manning – Business Owner, Red Barn Winery

Jeremy Zuffal - DAAA - Delmont Area Athletic Assn

Stanley Cheyne – Delmont Borough Council & Delmont Recreation Commission

Special thank you to Samantha Pearson, [PA Downtown Center](#), Healthy Communities Program Manager, for providing relevant educational resources, guidance and ongoing shepherding of the development of this Plan by keeping it on task, on time, and focused on the betterment of our community.

Special thank you to the [Southwestern Pennsylvania Commission](#) *staff* for assistance with the Interactive Comment Map and Community Survey.

Community Connections at the Crossroads – the Delmont Borough Active Transportation Plan

Delmont Borough wishes to thank the Planning Consultants for their efforts on this Project.



Mark W. Lazzari, AICP, The EADS Group, Inc.

Mark is the Planning Department Manager / Community Planner for The EADS Group, Inc., a multi-disciplined planning, engineering, architecture, and design firm. Mark is an IUP graduate and is certified as a professional planner by the American Institute of Certified Planners (AICP). Mark has over 23 years' experience with preparing Master Site Development Plans, Comprehensive Park and Recreation Plans, Trail

Studies, Complete Streets Policies and Active Transportation Plans, Corridor Plans as well as County and Municipal Comprehensive Plans, Land Ordinances and Recreation Plans. Mark is also an experienced grant writer. He has recently supported several communities to obtain funding through the Multimodal Transportation Fund and Transportation Enhancement Programs, PA WalkWorks, DCNR Community

Conservation Partnership Programs (C2P2) and the DCED Greenways, Trails and Recreation Program (GTRP) for recreation area planning and development projects. He takes an active role in public participation efforts and in preparing GIS mapping products. <https://www.eadsgroup.com>



Barbara J. Hauge, R.L.A., ASLA, GIP; Landscape Architect; Thomas R. Harley Architects, LLC. and UpStreet Architects, Inc

Barb is a Pennsylvania Registered Landscape Architect with Thomas R. Harley Architects and UpStreet Architects, Inc. Her designs include public and private landscapes, commercial designs as well as meadows, gathering spaces, educational gardens, and play spaces. She has over 25 years of experience and her expertise includes native plant designs, tree and plant selection, rain gardens and community planning. She serves

on the boards of The Allegheny Arboretum, White Township Recreation Board, and C&I Trail Council, in addition she is chair of the White's Woods Stewardship Subcommittee. Barb's love of connecting with people has evolved into community engagement for planning initiatives as municipalities plan for new projects and grant applications. In addition to degrees in

Horticulture (Penn State) and Landscape Architecture (City College of New York), Barb is also an International Society of Arboriculture (ISA) Certified Arborist and a Green Infrastructure Professional (GIP) with the National Green Infrastructure Certification Program. <https://www.upstreetarchitects.com>



John Turack, Community Development Education Specialist, Penn State Extension; Executive Director, Smart Growth Partnership of Westmoreland County

John is a Community Development Education Specialist with [Penn State Extension](https://extension.psu.edu). He also serves as the Executive Director for the [Smart Growth Partnership of Westmoreland County](https://smartgrowthpa.org/about/), a partner program of Penn State Extension. As the Executive Director, John is responsible for managing the non-profit with its Board of Directors. See <https://smartgrowthpa.org/about/>. John has a BA in English

Writing from the University of Pittsburgh at Greensburg, numerous local government-related certifications, and has completed graduate-level classes with the Indiana University of Pennsylvania Department of Geography and Regional Planning. John's focus as an educator is in providing technical assistance to municipalities, community leaders, and non-profit organizations in the areas of community and

citizen engagement, community visioning, and both strategic and municipal comprehensive planning. He serves on Extension's statewide educational program teams delivering educational programming related to Economic and Community Development. <https://extension.psu.edu/community-development>

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INTRODUCTION

About Delmont

[Delmont Borough](#), first known as ‘New Salem’ or ‘Salem Crossroads’, is a small suburb 25 miles east of Pittsburgh. The town consists of just 1.1 square miles and is home to approximately 2,590 people. The town is nestled near the intersection of two major highways: Route 22 and Route 66. Its neighboring towns are New Alexandria, Export, and Jeannette, as well as the Municipalities of Washington Township, Penn Township, and adjacent Murrysville and Salem Township. Delmont is home to a number of [local businesses](#), a nearby golf club, public ice skating and a [thriving library](#). The community boasts a number of [events](#) throughout the year.

Delmont was settled in 1814 and formally incorporated in 1833. Historically, the town was built around the intersection of the Northern Turnpike and the Kittanning Turnpike stagecoach lines.

Indeed, the [origins of the Delmont](#) community are related to the [Salem Crossroads](#) -- the intersection of two 19th century stagecoach turnpike routes (precursors to the now larger state routes). The Salem Crossroads Historic District is a designated Pennsylvania Historical and Museum Commission (PHMC) historic district. The District was added to the [National Register of Historic Places](#) in 1978. Delmont’s location as a crossroads is still evident with the existing transit lines and an increasing number of on-road cyclists that come through the area.

The Rangos trailhead of the *Westmoreland Heritage Trail* in Salem Township, within 150 yards of the Delmont Borough northeastern border has arisen as a key destination for connection. Another destination and connection identified on a Southeastern (opposite) border of Delmont Borough is the Shields Farm -- home of the Delmont Area Athletic Association and to the Annual Delmont Apple and Arts Festival (which has at times drawn nearly 25,000 participants). The annual/Delmont Christmas Pilgrimage is also held at the Shields Farm, an event which also draws thousands of participants from many states. Shields Farm physically sits adjacent in neighboring Salem Township but is owned and managed by Delmont Borough.

Simultaneously to the creation of Delmont Borough’s Active Transportation Plan, the Westmoreland County Parks Department has worked through a feasibility study to connect the existing Rangos trailhead in Salem Township with the current Trail end located in Export on the Murrysville side of the Delmont border. This initiative to connect the two trail sections provided additional urgency for Delmont leaders to spearhead this active transportation planning process. This Plan serves as a step toward a goal to identify potential routes and prioritize connections to the Westmoreland Heritage Trail as well as to connect to existing and future recreation and other everyday amenities within and around Delmont.

Given its historic district status, Delmont Borough could be an important feature within cycling distance of not only the Westmoreland Heritage Trail, but also the Pittsburgh-to-Harrisburg Main Line Canal Greenway™. The Greenway serves as a conceptual and physical connector, linking public recreation sites, heritage sites, historic communities, areas of environmental restoration, and community revitalization efforts. The core directive of the Greenway is to facilitate a continuous land and water-based recreation system that serves as a connectivity and unification tool for local organizations wishing to maximize the quality of life for residents.

In addition, the Pennsylvania Downtown Center’s Nature Based Placemaking (NBP) Program highlights the potential for natural resources like streams, community forests, and outdoor living to generate non-industrial economic activity. Delmont Borough can become an excellent example of this potential. Delmont Borough’s *Community Connections at the Crossroads* plan is consistent with the Main Line Canal Greenway’s core directive to create connections that improve opportunities for public access and linkages to important recreation destinations and the Pennsylvania Downtown Center emphasis on the NBP. Visit the [Main Line Canal Greenway](#) website for more information about the Greenway and the [PDC](#) website for more information on the NBP.

The following are other important parameters in Delmont

- The median age of Delmont Residents is 47.3 years of age. This is approximately the same median age found in Westmoreland County.
- Approximately 22% of Borough residents are over 65 years of age. Approximately 23% of Westmoreland County residents are over 65 years of age.
- Approximately 14% of residents are under 18 years of age. Approximately 18% of Westmoreland County residents are under 18 years of age.
- Approximately 8.9% of residents live below the poverty line. Approximately 9.9% of Westmoreland County residents live below the poverty line.
- The per capita income in Delmont is \$40,990. This is about 10% higher than the amount in Westmoreland County (\$36,840).
- The mean travel time to work is approximately 31.1 minutes. This is approximately 20% higher than elsewhere in Westmoreland County (27 mins.)
- There are approximately 1,430 housing units in the Borough. Approximately 93% of those units are occupied. 56% of those units are owner occupied.
- The median value of owner-occupied housing in Delmont is \$215,200. This is approximately 1.3 times higher than the amount in Westmoreland County (\$162,300).
- In 2020, 73.6% of workers in Delmont, PA drove alone to work, followed by those who carpooled to work (8.68%) and those who worked at home (8.07%).
- A large share of households in Delmont have two (2) cars.
- Approximately 4.2% of Delmont Residents report a hearing disability. Approximately 1% report having a vision disability and approximately 4.9% report a cognitive disability.
- Valley Stream, a multi-unit low-income public housing complex and an affordable Senior (62+) complex are not currently within walking distance to Delmont’s Business District based on the current sidewalk network.

Another nearby historic amenity near Delmont is Fairview Park, Pennsylvania's First African American Amusement Park -- As of February 2011, Fairview Park received recognition on the National Register of Historic Places. Today, Fairview Park is still a magnificent family-oriented locale for both public and private gatherings and events. The park is located in Salem Township approximately 1.2 miles from Delmont. Potential bicycle and pedestrian connections between Delmont and the Park should be evaluated.

Due to Delmont's regional transportation route intersection location, having transit options is one more important plan goal for many of the underserved residents and vulnerable populations not only in Delmont but for the surrounding areas' residents, making the community an important multimodal transportation hub location and destination for all.

About the Project

Community Connections at the Crossroads is a standalone document with potential to interact with Delmont's DCNR funded Comprehensive Recreation, Parks and Open Spaces Plan and inform future comprehensive plans. This Active Transportation Plan (ATP) includes priority recommendations for implementing strategies, aspects, and core objectives of the Westmoreland County 2018 Comprehensive Plan, *Reimagining Our Westmoreland* (<https://www.co.westmoreland.pa.us/654/Comprehensive-Plan>) by creating a unified community vision for –

- connecting Delmont to the existing Westmoreland Heritage Trail to enhance the regional trail system
- making parks welcoming & accessible by creating a connection to the borough's Newhouse Park via improved bicycle and pedestrian crossings at Rt. 66
- enhancing the sidewalks and low-volume residential streets of Delmont's neighborhoods to connect with nearby small commercial businesses and local parklets
- preserving open spaces by enhancing Delmont's green spaces
- improving community parks' facilities to enable residents and visitors to get healthy by promoting easily-accessed exercise walking routes
- ultimately enhancing the Delmont area to become a "Healthy and Whole" community.

Below are the seven Core Objectives of the [Westmoreland County Comprehensive Plan](#). This *Community Connections at the Crossroads* Plan is most aligned with the four designated by italics:

Reimagining [our Westmoreland and Delmont].

- *Reposition Our Towns*
- *Build Healthy and Whole Communities*
- *Create Transportation Choices*
- *Connect with Parks and Nature*
- Align Workforce, Education, Employers, and Entrepreneurship
- Discover Westmoreland
- Plug into the New Economy

Community Connections at the Crossroads also can inform aspects of Westmoreland County Planning Districts 2 and 4 during future sub-county comprehensive planning district processes -- <https://www.co.westmoreland.pa.us/2954/Remaking-Our-Westmoreland/> (see map) -- as Delmont sits at the center of the border of these County planning districts and is near one of Westmoreland County's busiest multi-lane automotive intersections – State Route 22 (EAST-WEST) and State Route 66 (NORTH-SOUTH).

[The Active Transportation Plan's engagement process](#) for *Community Connections at the Crossroads* asked residents to look at creating improved intracommunity pathways and inter-community pathways and connections to important community destinations. Residents were asked to identify connections with nearby amenities and attractions within Delmont and to those destinations within the adjacent municipalities of Murrysville, Export, and Salem Township.

As an example of how a previous Westmoreland County municipal-level Active Transportation Plan (which WalkWorks funded) has implemented county-level planning initiatives and implementation, see pages 14-15 of the 2020 Reimagining Our Westmoreland Annual Report -- <https://www.co.westmoreland.pa.us/2900/Annual-Report>

The Smart Growth Partnership of Westmoreland County, Inc. (SGPWC) and Penn State Extension [first engaged with Delmont community leaders](#) in 2014 when approached by community leaders for assistance with formation of a task force to envision and study connections to the newly created Westmoreland Heritage Trail and its then new Rangos Trailhead. Assistance for project development and grant seeking/writing assistance in general followed. These initial conversations led to much more.

More About The Projects

The Westmoreland Heritage Trail has been a catalyst for transforming places all along its corridor throughout central Westmoreland, from Trafford, to Murrysville, to Export, and on to Slickville, Salem Township, Loyalhanna Township and finally Saltsburg. As part of a vision for an even larger regional and statewide trail network, the opportunities are immense for all communities along this new trail and greenway.

Leaders in Delmont approached the Smart Growth Partnership to help them become one of the prominent communities making the most of this new asset. Through a Jack Robertshaw Fellowship and guidance by Smart Growth Partners' expertise and collaboration, and after the initial task force work, a *Delmont Visionary Committee* formed among the local citizens, and recognition of the community's historic district assets and trail town possibilities have moved forward with a renewed Delmont Historical Preservation Society being formed. Both of these community associations have since become leaders in the creation of *Community Connections at the Crossroads*.

This [Active Transportation Plan](#), *Community Connections at the Crossroads*, is the result of additional input by [a consultant team](#) formed with [funding from the Pennsylvania Department of Health](#) and a program called [PA WalkWorks](#).

2021 started with exploration of the Pennsylvania Department of Health's [PA WalkWorks](#) program, leading to the creation of *Community Connections at the Crossroads*.

Due to the success of previous plans in other communities coordinated by [Smart Growth Partnership experts and consultants](#) (The EADS Group and Thomas R. Harley Architects, SGPWC Collegiate Partners, etc.), a grant writing assistance team formed to complete the WalkWorks funding application and it was awarded. This made Delmont an official [PA WalkWorks initiative](#) community -- and also made the creation of this plan possible.

Delmont Active Transportation Plan In The News

- April 24, 2023 – Delmont Seeks Input on Active Transportation Plan (see article to right)
- June 24, 2023 – [A Walking Tour of Historic Delmont — through the “Active Transportation” planners’ lens](#)
- June 15, 2023 – [Delmont awards paving contract for work on Suncrest Drive](#)
- October 13, 2022 – [Delmont will use \\$20,000 grant to develop borough-wide transportation plan](#)
- April 14, 2021 – [Delmont will seek grant to develop ‘active transportation plan’ for borough](#)

[Penn State Extension's Leadership and Community Vitality Team](#) has also provided community engagement and leader/volunteer/stakeholder/shareholder capacity-building assistance throughout the creation of this plan. Cooperative Extension academic research has shown that deep engagement with

1) *community members*,

2) *stakeholders* with a stake in the outcomes of any planning effort, and

3) *“shareholders”* -- individuals, associations, and institutions that not only have a stake in the outcomes of a plan but also have the ability and willingness to provide resources for implementation leads to plans that are most effectively implemented after adoption by any leaders that have infrastructure provision responsibility and authority. In other words, applying the Cooperative Extension research, this plan has been created *with* the community, and not simply *for* the community.



PA WalkWorks Program

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

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

Making walking and biking safer and more convenient can help social interaction between residents, improve local economies and public health, and reduce air pollution. WalkWorks calls for people to take action to help prioritize active transportation in their own communities by talking with your local government officials, identifying stakeholders and strategic community partners, and conducting a walkability assessment. Those are precursors to the development of a plan like this one.

Active Transportation Vision

Delmont Borough's Vision includes providing walking, biking and other active transportation opportunities that improve residents' and business owners' quality-of-life and will make Delmont a premier walking and biking destination.

Project Purpose

Delmont Borough is undergoing a revitalization. Local leaders and members of the Steering Committee for this Active Transportation Plan want Delmont to be a premier community destination along the Westmoreland Heritage Trail. They have identified making walking, biking, transit, and wheeling improvements will make Delmont an inviting walking and biking community and a place where people will want to live, work and visit. A purpose of this Plan is also to identify achievable walking, biking, transit and wheeling improvements that will enhance the visual appeal of the community and the overall atmosphere of the community. Community leaders believe a desirable community that attracts new residents and visitors starts with having well maintained sidewalks, crosswalks and intersections. They also believe that a desirable community provides connections to important community destinations and areas, has little to no active movement impediments, has interesting walking and biking amenities and safe and useable transit stops. It is vital for Delmont residents of all ages and abilities to better connect (via pedestrian and bicycle pathways) to its Historic District, Business District and to the Westmoreland Heritage Trail. Delmont intends to utilize its existing assets and to implement the priorities of this Plan to develop a highly functioning active transportation system.

Project Approach

An asset-based and issues-oriented planning approach was followed to create an implementable Active Transportation Plan. The approach relied on the input and guidance provided by the Borough, Steering Committee, local officials and residents. The community engagement process made it possible to identify implementable solutions to real transportation system issues that exist within Delmont. A simple set of three (3) principles underlies the methodologies and the planning approach conducted for this Project.

1. **A Focus on Issues, Assets and Solutions** – The planning approach relied heavily on public engagement and collaboration to identify issues, assets and achievable solutions for Delmont. The approach included fieldwork by the Planning Consultants, a Community Survey and Interactive Comment Map, direct input from the Active Transportation Steering Committee, local officials, residents and focus groups. Results of the community engagement process were considered to identify core issues, assets and solutions. These results were refined during in-depth Committee meetings that further developed several specific priorities.
2. **Organization of the Plan to Reflect Local Thinking** – The Plan consists of five (5) major sections, including:
 - This *Introduction* section provides background on the development of the Plan and summarizes its vision, purpose and goals.
 - A *Community Engagement* section highlights the public involvement efforts completed and summarizes the input received.
 - An *Existing Conditions* section highlights current transportation system and health related conditions in Delmont.
 - A *Priorities* section clearly describes the top walking and biking related priorities.
 - An *Implementation* section ties the priorities and recommendations with potential timelines, funding sources and potential partners.
3. **Identify a Structure and Capacity to Implement the Plan** – This is an implementable Plan, meaning that completion of this document is not the ending point of the planning process but rather the beginning of the 'doing' part of the planning process. Delmont representatives, Visionary Committee, members of the Active Transportation Steering Committee and residents are critical to the coordination of follow-up activities and will be critical for the implementation efforts.

Project Purpose and Goals

The goals of the PA WalkWorks Program meshed well with the community development goals of Delmont’s community leaders. The following are Project Goals established for the Delmont Active Transportation Plan. In general, Delmont leaders wish to:

- Create priorities for investment of Delmont’s limited resources.
- Create means to better connect residents to community assets.
- Enhance Delmont’s ability to attract investment in public transportation infrastructure.
- Enhance Delmont’s ability to attract private investment into the local economy – and in particular within the Historic District.
- Improve the quality of life and recreational opportunities for all ages, all abilities, and all people.
- Enhance the ability of Delmont to attract and retain residents, especially families.
- Create a plan for Delmont’s amenities to become destinations in and of themselves
- Create a plan for Delmont to be connected to the Westmoreland Heritage Trail and thus, become a “Destination Community”.

Objectives of Delmont’s Active Transportation Plan

The following objectives have been met by Delmont’s Active Transportation Plan

1. **Improve Public Health and Promote Physical Activity:** The Plan proposes safe and accessible routes for walking, bicycling, and other active transportation modes to encourage physical activity, especially among the younger population.
2. **Enhance Transportation Equity:** The Plan prioritizes the needs of pedestrians, bicyclists, those using transit and individuals using wheelchairs to ensure they can navigate the Borough safely and equitably alongside vehicular traffic, thus promoting fairness in transportation.
3. **Address Infrastructure Needs and Improve Accessibility:** The Plan identifies obstacles to circulation on foot, in wheelchairs, and on bicycles, proposes solutions resulting from community engagement process and surveys conducted to assess the conditions of existing infrastructure, focusing on upgrading sidewalks, parks, and playgrounds.
4. **Encourage Community Involvement and Collaboration:** The Plan brought together Borough officials, community leaders, civic organizations, and residents to develop a comprehensive approach to active transportation and community development, fostering collaboration among various stakeholders.

Overall, Delmont’s Active Transportation Plan seeks to build on the Borough’s positive momentum, improve public health, enhance transportation equity, upgrade infrastructure, and foster inclusivity. By prioritizing the needs of pedestrians, bicyclists, those using transit and individuals with disabilities, the plan aims to create a more vibrant and connected community for all residents of Delmont.

COMMUNITY ENGAGEMENT

The Community Engagement process provided Delmont Borough an opportunity to help guide and shape the future of active transportation in their community. Residents, organizations, local officials, and other stakeholders were given multiple opportunities and options to participate and to provide input. Information obtained during the process was used to develop an inventory of active transportation improvements and action items. The following section describes the Community Engagement process and highlights the results.

Project Steering Committee Meetings

Steering Committee members were strategically selected to provide input and to educate/communicate with others about the Plan's development. Each Committee member's identity, occupation and/or areas of expertise were among the deciding factors for asking them to serve on the Committee. Committee members also assisted with critical sharing of information directly related to developing the list of Priorities included in the Plan. In total, nine (9) Steering Committee meetings were held.

- Meeting 1 December 20, 2022
- Meeting 2 January 18, 2023
- Meeting 3 February 13, 2023
- Meeting 4 March 20, 2023
- Meeting 5 April 17, 2023
- Meeting 6 May 15, 2023
- Meeting 7 June 19, 2023
- Meeting 8 July 17, 2023
- Meeting 9 August 21, 2023

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

Walkability & Bikeability Assessments

Members of the Steering Committee completed three (3) Walkability & Bikeability Assessments as part of the planning process. They were conducted along Greensburg St., Freeport St., and portions of Pittsburgh St./Rt. 66. Results of the Assessments were used to develop an inventory of sidewalk rehabilitation priorities.

Field Tours

The Project Team conducted an initial walking tour of the Borough on December 20, 2022. A Field Tour was also held with participants as part of a Community Engagement event held on June 19, 2023. The Field Tours focused on evaluating existing conditions in the Borough, areas of potential connections to the Westmoreland Heritage Trail (WHT), connections to important community destinations and areas with walking and biking impediments. The Tours were used to identify key community destinations and priority walking and biking routes.

Direct Community Outreach

The Delmont Visionary Committee (DVC) attended public events to provide outreach to the community. The events included an Easter Egg Hunt on April 8, 2023, the Chili Cook-Off on April 16 and the Chalk Art Festival on June 4, 2023. The DVC also went door-to-door to local businesses and organizations to seek their input and the ask permission to hang information flyers in their windows or bulletin boards. It was a true grassroots effort that resulted in an excited and engaged community.



Key Stakeholder Interviews

Fifteen (15) Key Stakeholder Interviews were conducted during the planning process. The Interviews were an important method to engage different segments of the community and to involve them in the development of this Plan. Interviews were conducted with council persons, business owners, service providers, local/regional agency representatives, and residents.

Delmont Borough Council


The Final Draft Plan was presented to Borough Council during their September 12, 2023 Council meeting.

DELMONT BOROUGH ACTIVE TRANSPORTATION PLAN



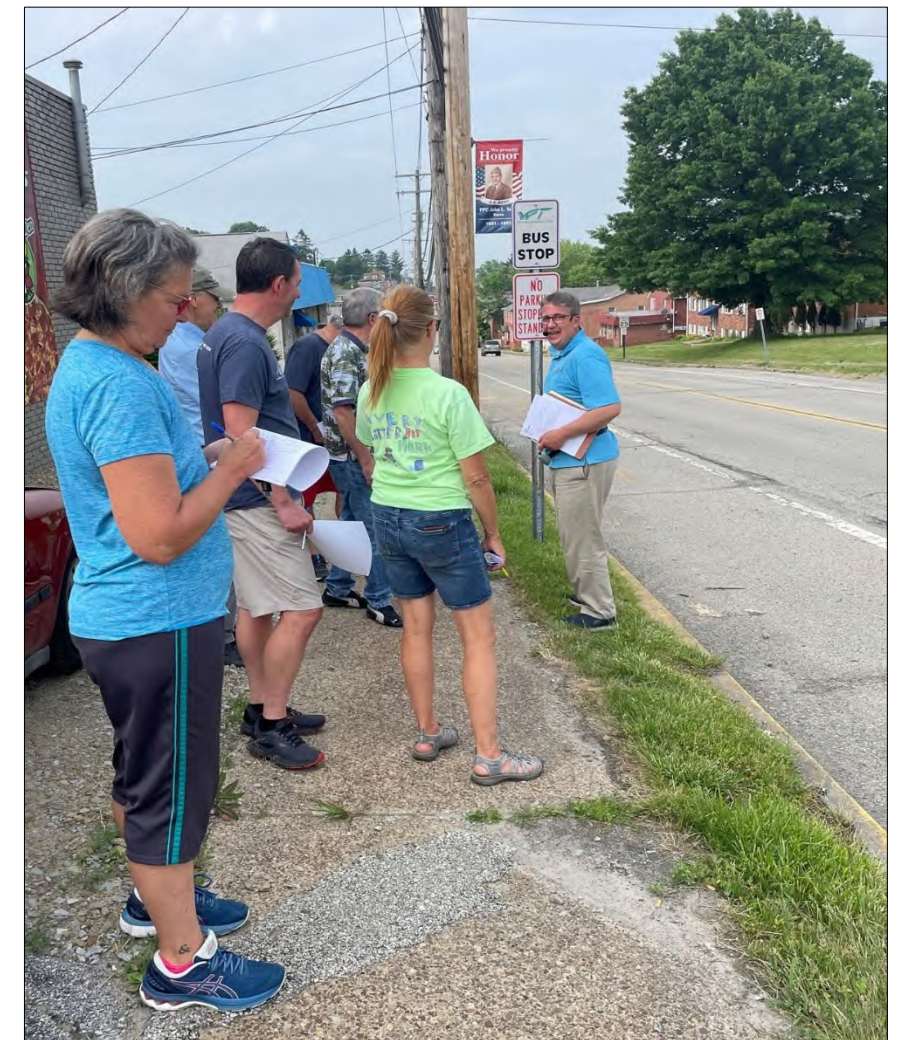
Provide your input...

COMMUNITY SURVEY AND INTERACTIVE MAP

WHERE	WHAT
You can access the Survey and Map from your Smartphone using this QR code:	Delmont Borough is developing an Active Transportation Plan to make walking, biking, rolling and riding in Delmont safer, easier and more accessible for everyone. Connections to the Westmoreland Heritage Trail are also being identified. Active transportation is any self-propelled mode of transportation, such as walking, bicycling, e-assisted bicycling, scooters, roller blades, skateboards, wheelchairs and even kayaks/canoes. Active transportation also includes forms of Public Transit. The Plan will create a Unified Vision for Walking, Biking, Rolling and Riding in Delmont.
	
links to the Survey and Map are also provided on the Borough's website: www.delmontboro.com	TOPICS We want everyone to share their voice in this process. An online Community Survey and Interactive Map Program have been created to collect everyone's ideas for improving active transportation in Delmont. Your ideas and comments will greatly help in this planning process.
We thank you for your input!	

Community Connections at the Crossroads - Delmont Borough Active Transportation Plan

Field Tour – June 19, 2023



Community Engagement Event - Historic District Walking Tour – June 24, 2023

A Community Engagement Event was also held as a Walking Tour of Historic Delmont. The Tour was conducted on Saturday, June 24 from 10-11:30am by Vicki Walters, President of the Delmont Historical Preservation Society.

The Walking Tour was promoted using direct invitations, public advertising, poster displays and posting via social media. The Event attracted over 20 participants including residents, business owners, council persons and guests.


It was a tremendous tour that touched on the reason that Delmont is on the National Historic Record of Historic Places. Participants learned about Delmont's beginning as an important intersection of critical Stagecoach routes and the ever-flowing spring which was a watering place for the stagecoach horses. The tour began at the Delmont Presbyterian Church and ended at the Bush Log House. After the tour there was a gathering of everyone for lunch at Ianni's Pizza with lively conversations.





DELMONT BOROUGH ACTIVE TRANSPORTATION PLAN

A Walking Tour


of Historic Delmont







Delmont, PA
A Valley in the Hills




Saturday, June 24 - 10:00-11:30am

WHERE

Meet/Park at the
Delmont Presbyterian Church
101 Church Street
Delmont, PA 15626

The Tour will be fun,
informative and interactive

Join us and bring a friend!



WHAT

Delmont Borough is developing an Active Transportation Plan to make walking, biking, rolling and riding in Delmont safer, easier and more accessible for everyone. Active transportation is any self-propelled mode of transportation, such as walking, bicycling, e-assisted bicycling, scooters, roller blades, skateboards, wheelchairs and even kayaks/ canoes. The Plan will create a Unified Vision for Walking, Biking, Rolling and Riding in Delmont.

TOPICS

As part of the planning process, the Delmont Historical Society will be leading a Walking Tour of Historic Delmont. Buildings and locations important to the history of Delmont will be visited. As part of the Tour, the consultant Team for the Active Transportation Plan, will be discussing ways to improve walking, wheelchair use and biking in the Historic District.

Interactive Comment Mapping and Community Survey

A web-based comment mapping application and community survey was prepared by the Southwestern Pennsylvania Commission (SPC) to connect residents, organizations, and officials with the Active Transportation planning effort and to give them a voice in the planning process. The map and survey were open between April – July 30, 2023. The map and survey enabled users to add general and site-specific comments about

walking, biking and transit use in Delmont; locate assets and areas of community concern; identify infrastructure issues; and provide insights, ideas and suggested fixes and recommendations. Links to the survey and map were provided on Delmont's website and posters with QR codes were displayed and distributed throughout the Borough. Information on the survey and map were also distributed through press

releases, social media platforms and in news articles. The survey and comment mapping were linked but could be accessed independently to allow for flexibility in providing input. Over 80 survey responses were collected and over 200 comments/pins were provided on the comment map.

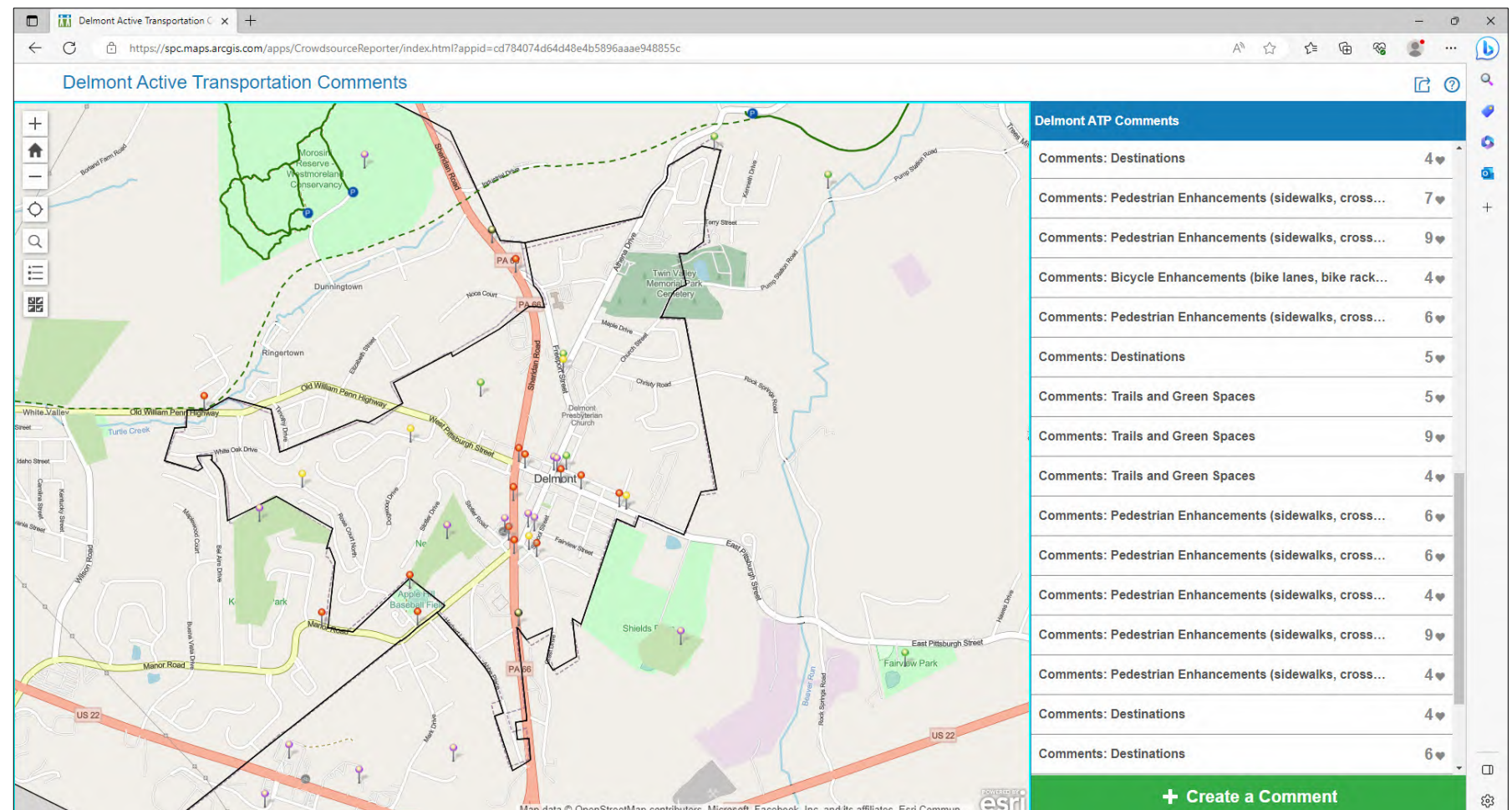


Delmont Active Transportation Survey

Delmont is developing an Active Transportation Plan. Active transportation is any self-propelled, human-powered mode of transportation, such as walking, bicycling, e-assisted bicycling, scooters, roller blades, skateboards, motorized wheelchairs and even kayaks/canoes, etc. Use of the term "active transportation" highlights the connection between walking, biking, rolling, riding with public health outcomes and transportation planning. The Plan will create a Unified Vision for Walking, Biking, Rolling and Riding in Delmont.


We want everyone to share their voice in this process. Please complete this survey which will provide the Borough with everyone's ideas for improving active transportation in Delmont. Your perceptions and comments will greatly help in this planning process.

After submitting the survey, a link to an interactive map program will appear. Please use the interactive map to provide additional site-specific input on hazard areas, destinations, walking/biking routes, trail connections and any improvements you would like to see in Delmont. Also provide any ideas or knowledge that you may have regarding opportunities for the future.




WHERE
Access the Survey using this link:
Delmont Community Survey
Access the Map using this link:
Delmont Interactive Map

You can also
access the Survey
from your
Smartphone using
this QR code:



Promotion of the Plan – the following are just two (2) examples of different ways the Plan was introduced and promoted.



Connecting Community Places, People, and Their Associations

[Home](#) [About](#) [Projects](#) [Resources](#) [Events & Meetings](#) [Get Involved](#) [Contact](#)

Delmont

May 5, 2020

About The Project

The Westmoreland Heritage Trail has been a catalyst for transforming places all along its corridor throughout central Westmoreland, from Trafford, to Murrysville, to Export, and on to Slickville, Salem Township, Loyallhanna Township and finally Saltsburg. As part of a vision for an even larger regional and statewide trail network, the opportunities are immense for all communities along this new trail and greenway.

Leaders in Delmont approached the Smart Growth Partnership to help them become one of the prominent communities making the most of this new asset. Through a Jack Robertshaw Fellowship and guidance by Smart Growth Partners' expertise and collaboration, a *Delmont Visionary Committee* has formed among the local citizens, and recognition of the community's historic district assets and trail town possibilities have moved forward.

Active Transportation Plan


Smart Growth partners and Penn State Extension are now creating an [Active Transportation Plan](#) as part of a [consultant team](#) formed with [funding from the Pennsylvania Department of Health](#) and a program called [PA Walkworks](#).

Delmont Active Transportation Plan In The News


- June 24, 2023 – [A Walking Tour of Historic Delmont](#) — through the "Active Transportation" planners' lens
- June 15, 2023 – [Delmont awards paving contract for work on Suncrest Drive](#)
- October 13, 2022 – [Delmont will use \\$20,000 grant to develop borough-wide transportation plan](#)
- April 14, 2021 – [Delmont will seek grant to develop 'active transportation plan' for borough](#)

MURRYSVILLE STAR

Delmont will use \$20,000 grant to develop borough-wide transportation plan





PATRICK VARINE | Thursday, Oct. 13, 2022 10:01 a.m.



PATRICK VARINE | TRIBUNE-REVIEW

The eastern side of the Westmoreland Heritage Trail runs from Saltsburg to Delmont, seen here, where it currently ends at the Athena Drive Extension.



Active Transportation Program Themes

The Community Engagement process was one of, if not the most, important outcomes of the Plan. Engaging the public invigorated the community, revitalized members of the Steering Committee and raised the collective awareness of walking, biking, wheelchair and transit needs, issues, and opportunities across the community. It built capacity amongst the Steering Committee, and it empowered new community leaders to take more active roles in improving walking and biking in Delmont. The following summarizes the Active Transportation Program Themes that were cultivated out of the Community Engagement Process including the Key Stakeholder Interviews. Key Stakeholders were selected because of their associations in the community to capture the full range of input.

Stakeholders are Clear and Knowledgeable:

- There is a love of the community with complimentary statements like Delmont has a Mayberry-esque feel so it has great potential. The town is very walkable and friendly.
- There was wide acceptance that local places in Delmont could be more safely and comfortably connected. As a community, Delmont would similarly benefit from connections to the Westmoreland Heritage Trail (WHT) joining to local communities and regional destinations. These connections are not just physical. They include the human capital, street wisdom and accumulated ideas of people in those places advancing their own trail and active transportation initiatives.
- Participants were cautious about keeping dreams within reach of the local community as a key organizing principle. Possibly go to towns with successes/failures to learn from them.
- There is great support for people working together to realize initiatives in the plan with the plan being an amendment to the Borough's Comprehensive Plan.

Challenges/Opportunities:

- Delmont's Historic District is on the National Register of Historic Places. Suggestions that sensitivity to this designation is needed for additions into town like bike trails and bike racks. Possibly add bike racks with historic feeling to reinforce the history and discuss ways to incorporate bikes into the historic tours of town.
- Chicken and egg discussions of connecting a spur to the WHT because what is drawing them to Delmont on a bike since there are no B&Bs, coffee shops or other cute stores. While others suggest that once the "middle gap" is funded then shops and other amenities will naturally spring up and possibly other businesses will relocate into the historic district.
- Some residents are concerned about tax dollars being used to provide amenities for out-of-town folks to enjoy and less focus on the residents.
- Route 66 is seen as both a positive and a negative. It brings people into the town but heavy traffic makes crossing the highway difficult for pedestrians and people on bikes.
- Missing crosswalks, sidewalks and needed improvements to the sidewalks and separated bike lanes when possible, would improve the safety and accessibility for residents.

Connecting Communities:

Participants identified destinations in adjacent communities, and the advantages of being a trail town with a connection to the WHT fits into the larger system puzzle for Delmont. There are initiatives in other communities that have begun to realize the connection to the WHT. It is recommended to work closely with County and regional groups who support these initiatives and who have the expertise to manage grants.

- Export and West Newton are potential nearby links as they show great trail success.
- Some possible trail connections have barriers like private land ownership and steep grades
- A tunnel under Route 66 is being funded through grants sought at the county level.

Connecting Local Places:

Participants mentioned a priority being connections within Delmont for residents to access destinations in the community more easily.

- There is agreement that the Borough's role is to support initiatives and move the process along. As one mentioned 'we' should make it happen and help fundraise with the borough's support and suggestions on ways 'we' can help.
- Make Delmont into the 'stagecoach town' through initiatives with the historical society
- Improved signage throughout town for residents and visitors to navigate the community.
- The borough or other local organization could be the matchmaker between building owners and potential managers of new businesses in historic or vacant buildings.

Connecting Public Transit to Regional Assets:

Participants discussed how the availability of public transit played a role in moving to the borough.

- Transit connects Delmont to, among many other places, downtown Pittsburgh, Greensburg and other destinations.
- Additions of bus stop shelters, bike racks and benches to transit stops would enhance the experience and possibly increase ridership.
- The local Park N Ride is currently at a local church parking lot. Research possible future location which has ease of use for bus turnaround and parking.

Supporting Users:

Participants often split on what was adequate to support both pedestrians and cyclists. Some, for example, deemed a spur to the WHT as the most important connection while others felt that connections for residents navigating within Delmont is the priority. Groups agree both have a purpose for the community and would be great to realize them.

- Participants mentioned that volunteers for initiatives could be engaged through the Delmont Visionary Committee, DAAA, parents who want their kids to be out on their bikes and off of their devices, retirees and empty nesters with a desire to be involved.
- In addition to specific routes, participants mentioned a few safety and amenity improvements. These include enhanced street lighting, more ADA curb cuts, and wayfinding signage to existing facilities and amenities.

Engaging the Public:

Participants suggested several ways for the active transportation plan to be mobilized.

- Social media and face-to-face events were mentioned as important tools.
- On-going communication to keep residents informed and offer ways to be engaged in the process of connections to the WHT, connections into town, to businesses/services and to neighborhoods and ways to enhance awareness of & connections to the Historic District.
- Participants also suggested adding bike racks at local establishments to support this effort.

EXISTING CONDITIONS

Delmont – Community Health Assessment

Excelsa Health has prepared their 2021 - 2023 Community Health Needs Assessment (CHNA) Report.

The [Excelsa Health 2021 - 2023 Community Health Needs Assessment \(CHNA\) Report](#) provides a comprehensive review and analysis and a working summary of health status indicators, public health, socioeconomic, demographics and other qualitative and quantitative data from Westmoreland County. The report was developed with research collaboration from the Center for Applied Research (CFAR) at the University of Pittsburgh at Greensburg. Improving the health and well-being of Westmoreland County and communities is a top priority of Excelsa Health and other stakeholders. Providing education on health care, improving patient care and implementing program improvements are ways in which Excelsa Health is working toward providing community resources in efforts to strengthen community health.

Similarly, improving the health of Delmont Borough residents and the well-being of the community is a top priority in the Delmont Borough Active Transportation Plan. Improving active transportation facilities and connections and encouraging residents to actively move through Delmont is a goal of this Project. The recommendations presented in this Plan will increase the number of opportunities for physical activity in Delmont and will improve access through Delmont and will provide connections to existing bike/pedestrian trails, park/recreation areas and important community destinations.

Connection Between Active Transportation and Community Health Improvements

The Community Health Needs Assessment (CHNA) provided several points of guidance related to the connection between active transportation and community health improvements. The following list highlights these connections in a number of different categories.

What does a healthy community mean to you?

- Physical access and availability to dental care, healthcare resources and mental healthcare, housing, nutrition/food, forms of transportation

What would you identify as the top three community health needs?

- Diabetes
- Obesity
- Transportation

What issues are driving community health needs?

- Lack of infrastructure
- Obesity link to diabetes
- Transportation

What community health activities are needed?

- Exercise in community parks

Are resources adequate to expand or sustain community health needs?

- More transportation options needed

The CHNA also identified several overall factors for a “Health Community”. These are all consistent with the goals of Delmont’s Active Transportation Plan:

- Access to health care/grocery stores/nutritious foods (availability and physical access)
- Healthy behaviors and lifestyles
- Access to parks and recreation
- Safe places to walk/play
- Recreation facilities
- Lack of exercise
- Proximity to exercise opportunities
- Obesity reduction
- Increased physical activity

Obesity and Increased Physical Activity

Obesity is continuing to be a concern in Delmont Borough and elsewhere throughout Westmoreland County. The percentages of individuals in the County that are overweight or obese are greater than or equal to state values for all age categories. The adult obesity percentage (67%) ranks around the 50th percentile and only slightly above the PA value. Approximately 17.8 % of children grades K-6 are identified as being obese, and 33.2% overweight. 19.7 % and 38.4% of teens are identified as being obese or overweight in the County, respectively.

According to the CDC, investing in physical activity saves lives and protects health. It benefits children and adults and promotes healthy aging. For Children, benefits of physical activity include reduced risk of depression, improved aerobic and muscular fitness, and improved bone health. The benefits for adults include a lower risk of high blood pressure and stroke, improved mental health and cognitive function, and prevention of weight gain. Benefits for healthy aging include improved sleep, reduced risk of falling, improved balance and joint mobility, and delayed onset of cognitive decline. Physical activity also benefits the economic development of communities by building walkable communities, which can help increase levels of retail economic activity and employment. The increased activity can increase property values, support neighborhood revitalization, and reduce health care costs. Walkable communities improve safety for people who walk, ride bicycles, take the bus and those using mobility devices.

The [2023-2028 Pennsylvania State Health Improvement Plan \(SHIP\)](#) emphasizes that physical activity helps to maintain a healthy weight and reduces risk for many chronic diseases; however, the prevalence of obesity and overweight for both adults and children has reached epidemic proportions throughout the nation, as well as in Pennsylvania. In addition, many people suffering from anxiety, depression, and mood swings find walking has a calming effect on mood. Obesity and physical activity are a focus of Chronic Disease Prevention in the 2023-2028 Pennsylvania State Health Improvement Plan (SHIP). The SHIP states two out of three adults, and one out of three school-age children, have excess weight.

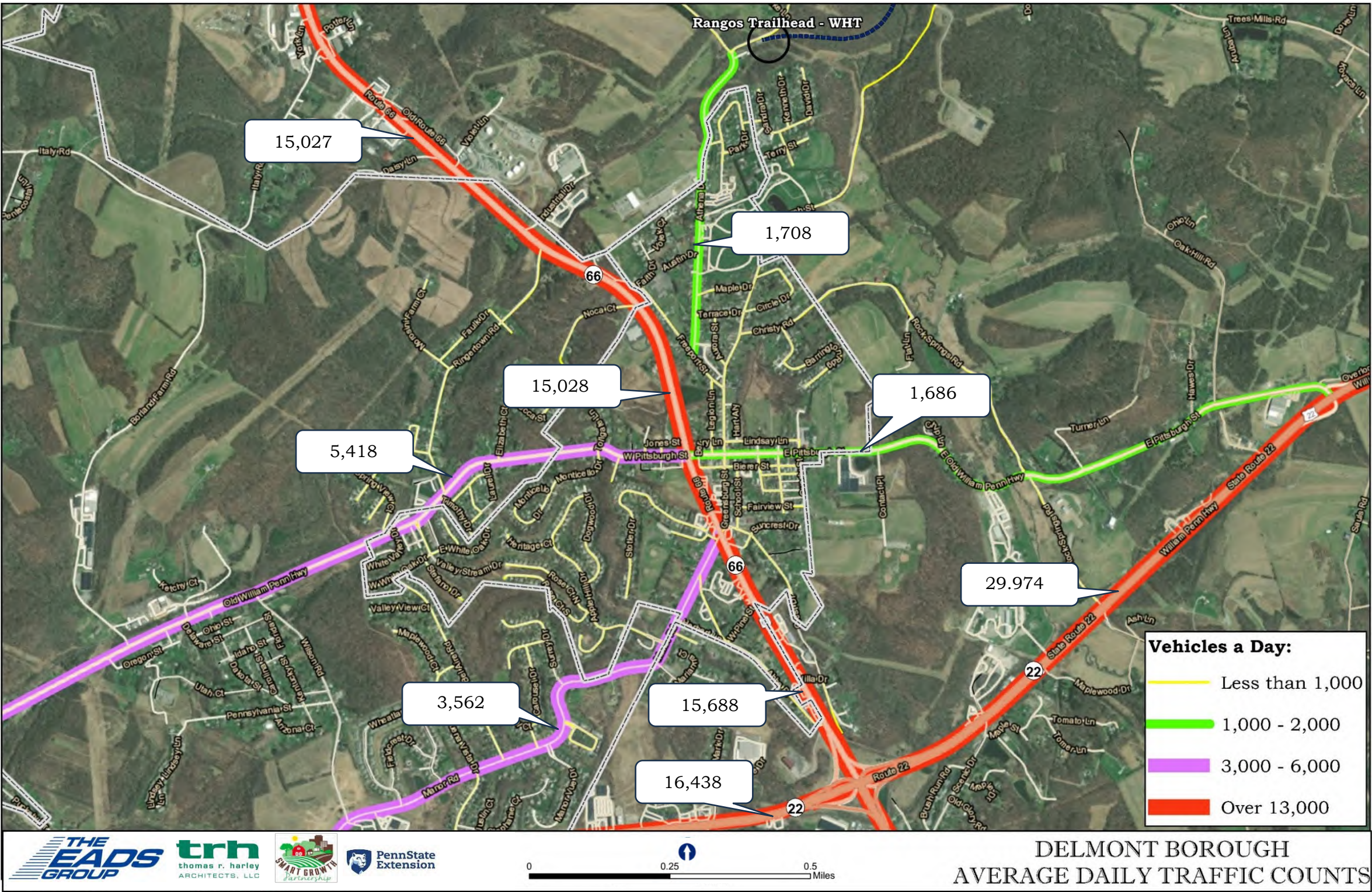
- 33.3% of adults had obesity in 2021
- 33 % of adults were overweight in 2021
- Of adults in Pennsylvania reporting obesity in 2021, 31.5%were White, non-Hispanic, 39.2%were Black, non-Hispanic and 31.2% were Hispanic
- During the 2020-2021 school year, among school-age children in Pennsylvania:
 - 20.3% had obesity; and
 - 16.9% were overweight
- 12.8% of children between 2 and 4 years of age, participating in the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC), had obesity in 2018

To increase physical activity in Delmont, especially among the local vulnerable and underserved populations, the Active Transportation Plan recommends developing local connection routes and walking/biking trail spurs to the Westmoreland Heritage Trail and improving access to and from Delmont amenities and attractions. The Plan also recommends approaches for providing better bicycle and pedestrian connectivity to and among community/health-related services, parks, library, churches, residential areas -- such as Valley Stream Apartments, and businesses for all residents (especially the disabled) and visitors. Community-wide events can also be better accommodated by an improved active transportation network.

Recommending improvements to active transportation facilities and connections and encouraging residents to actively move through Delmont is a goal of this Active Transportation Plan Project. The recommendations presented in this Plan will increase the number of opportunities for physical activity and will also support public health needs in Delmont.

Average Daily Traffic Counts

The map below summarizes traffic volumes in the Delmont area in terms of Annual Average Daily Traffic (AADT). Traffic volumes vary in Delmont. As known locally, Route 66 and Route 22 experience the highest volume of traffic in Delmont. Rt 66 carries over 15,000 vehicles a day. Old William Penn Highway/W. Pittsburgh Street and Manor Drive also experiences a high volume of traffic, carrying between 3,000 and 6,000 vehicles a day. East Pittsburgh Street and Athena Drive each contribute between 1,000 and 2,000 vehicles a day. Most other local streets in Delmont are low volume roads that carry less than 1,000 vehicles a day. Most of these carry less than 500 vehicles a day.



Public Bus Service – Westmoreland County Transit Authority

The Westmoreland County Transit Authority Route 2F provides Monday – Friday fixed route service from Delmont into Pittsburgh. Morning pick-ups in Delmont are scheduled for 6:07, 6:37 and 7:07. Evening drop-offs are scheduled for 4:45, 5:35 and 6:15. Route 12 provides Monday – Friday fixed route service from Delmont into New Kensington and Delmont into Greensburg. Morning pick-ups to New Kensington are scheduled for 8:43 and 10:43. Morning pick-ups to Greensburg are scheduled for 7:46, 9:45 and 11:45. Transfer to other Routes are available off this Route.

Route 2F


connects Delmont, and points in Eastern Westmoreland County, into Pittsburgh

Westmoreland County Transit Authority

Route 2F

Latrobe
Greensburg
Delmont
Export
Murrysville
Wilkinsburg
East Liberty
Pittsburgh

Effective March 2023




Westmoreland
EAST

Route 2F

Westmoreland
EAST

Route 2F

Route 2F: Monday - Friday Latrobe to Pittsburgh																		
	Murphy: Arnold Palmer Regional Airport Park & Ride	Greensburg: Westmoreland Mall/CPenny	Greensburg: WCTA Transit Center	Greensburg: N. Main Street/Lebanon Ave Cross Street	Delmont: E. Pittsburgh St/Greensburg St	Export: Old William Penn Hwy/Wilson Rd	Murrysville: Old William Penn Hwy/Farrell Rd	Murrysville: Old William Penn Hwy/Sardis Rd	Wilkinsburg: Hay Street Ramp	Pittsburgh: Penn Station - East Busway (Pittsburgh Stop C)*	Pittsburgh: Grant St/Federal Reserve Building	Pittsburgh: Grant St/Strawberry Way	Pittsburgh: Grant St/Olive Ave	Pittsburgh: Blvd of Allies/Starway St	Pittsburgh: Starway St/4th St	Pittsburgh: Liberty Avenue St/Baum Building	Pittsburgh: 7th Ave/William Penn Plaza	
AM	5:20	5:35	5:50	5:55	6:07	6:15	6:21	6:25	6:50	7:00	7:01	7:02	7:03	7:04	7:06	7:07	7:10	
	5:50	6:05	6:20	6:25	6:37	6:45	6:51	6:55	7:20	7:30	7:31	7:32	7:33	7:34	7:36	7:37	7:40	
				6:50	6:55	7:07	7:15	7:21	7:25	7:50	8:00	8:01	8:02	8:03	8:04	8:06	8:10	
** = Dropoff ONLY																		
Route 2F: Monday - Friday Pittsburgh to Latrobe																		
	Pittsburgh: Grant St/Federal Reserve Building	Pittsburgh: Grant St/Strawberry Way	Pittsburgh: Grant St/Olive Ave	Pittsburgh: Blvd of Allies/Starway St	Pittsburgh: Blvd of Allies/Starway St	Pittsburgh: Starway St/4th St	Pittsburgh: Liberty Avenue St/Baum Building	Pittsburgh: Export: Old William Penn Hwy/Wilson Rd	Wilkinsburg: Hay Street Ramp	Murrysville: Old William Penn Hwy/Sardis Rd	Murrysville: Old William Penn Hwy/Farrell Rd	Export: Old William Penn Hwy/Wilson Rd	Delmont: E. Pittsburgh St/Greensburg St	Greensburg: N. Main Street/Lebanon Ave	Greensburg: WCTA Transit Center	Greensburg: N. Main Street/Lebanon Ave	Latrobe: Technology Way/Kennametal	Latrobe: Arnold Palmer Regional Airport Park & Ride
PM	3:40	3:41	3:42	3:44	3:46	3:49	3:53	3:57	4:07	4:23	4:26	4:33	4:45	4:55	5:00	5:10	5:25	5:28
	4:30	4:31	4:32	4:34	4:36	4:39	4:43	4:47	4:57	5:13	5:16	5:23	5:35	5:45	5:50	6:00	6:15	6:18
	5:10	5:11	5:12	5:14	5:16	5:19	5:23	5:27	5:37	5:53	5:56	6:03	6:15	6:25	6:30	6:40	6:55	6:58
** = Pickup ONLY																		



Route 12


connects Delmont, and points in northern Westmoreland County, into Pittsburgh.

Westmoreland County Transit Authority

Route 12

New Kensington
Lower Burrell
Hyde Park
Kinlock
Washington Twp.
Poke Run
Murrysville
Delmont
Salem Twp.
Greensburg

Effective March 2023



Westmoreland
NORTH

Route 12

Westmoreland
NORTH

Route 12

Route 12: Monday - Friday New Kensington to Greensburg																	
	New Kensington: 4th Ave/10th St (Central City Plaza Bus Shelter)	Lower Burrell: Leechburg Rd/Hillcrest Shopping Plaza	Hyde Park: Allegheny Plaza	Kinlock: Rt 366/Pacific Ave	Washington Township: Rt 366/Reservoir Rd	Washington Township: Rt 366/Ashbaugh Dr	Poke Run: Rt 366/Rd 66	Murrysville: Rt 366/Pierler Rd	Delmont: Greensburg St/Crest Dr	Greensburg: Rt 366/Indiana St/Luzerne St (Autumn Brook Apts)	Greensburg: N. Main St/Hawthorn Apts	Greensburg: WCTA Transit Center (T)					
AM	8:40	8:50	7:10		9:25	7:15	9:30	9:35	9:40	7:45	7:49	7:51					
	9:20				11:25		11:30	11:35	11:40	11:45	11:50	11:53					
PM	1:20			1:25		1:30	1:35	1:40	1:45	1:50	1:53	2:03					
	3:20			3:25		3:30	3:35	3:40	3:45	3:50	3:53	4:03					
(T)=Transfer Point																	
Route 12: Monday - Friday Greensburg - New Kensington																	
	Greensburg: WCTA Transit Center (T)	Greensburg: N. Main St/Hawthorn Apts	Greensburg: Indiana St/Luzerne St (Autumn Brook Apts)	Penn Township: Bus Rt 366/Bushy Run Rd	Salem Township: Bus Rt 366/Old Rt 66 (66 Galle)	Delmont: Greensburg St/Crest Dr	Murrysville: Rt 366/Monroeville Dr	Poke Run: Rt 366/Fox Rd	Poke Run: Rt 366/NR 66	Washington Township: Rt 366/Ashbaugh Dr	Washington Township: Rt 366/Reservoir Rd	Kinlock: Rt 366/Pacific Ave	Hyde Park: Allegheny Plaza	Lower Burrell: Leechburg Rd/Hillcrest Shopping Center	New Kensington: 4th Ave/10th St (Central City Plaza Bus Shelter) (T)		
AM	8:15	8:20	8:30	8:35	8:38	8:43	8:45		8:53	8:58		9:03			9:11		
	10:15	10:20	10:30	10:35	10:38	10:43	10:45		10:53	10:58		11:03			11:11		
PM	12:15	12:20	12:30	12:35	12:38	12:43	12:45		12:53	12:58		1:03			1:11		
	2:15	2:20	2:30	2:35	2:38	2:43	2:45	4:50	5:00		5:05	3:03	5:11	5:25	5:38		
(T)=Transfer Point																	

Westmoreland Transit also offers a Park & Ride in Delmont at East Pittsburgh Street

19

Existing Walking/Biking, Recreation and Heritage Resources

Delmont has many opportunities for outdoor discovery and enjoyment of the community's rich history. Delmont Borough is home to several parks that are ideal for outdoor activities. These parks include neighborhood park/playground areas that are primarily used by local residents and larger park areas that attract users from surrounding communities. A Historic District encompasses the core of Delmont and highlights the historic nature of Delmont. The existing alignment of the Westmoreland Heritage Trail extends from Saltsburg to near Delmont and from Trafford to Export. The following further describes these resources. The map below shows their locations.

Newhouse Park - located off Stotler Drive, behind the Delmont Dairy Queen, has the following amenities

- Two softball/baseball fields
- Regulation size basketball court
- Pavilion with grill available to rent for parties or other gatherings
- Walking/Running trail
- Bathrooms (open during non-winter months)
- Playsets for multiple ages
- Ample parking

R. J. Shields Farm 'Shields Farm' - Shields Farm is physically located in Salem Township but is owned and managed by Delmont Borough. Shields Farm is being used more frequently for festivals and community events.

- Entrances located off Overly Street and West Pittsburgh Street.
- Home of the Delmont Area Athletic Association (DAAA) baseball fields and the Annual Delmont Apple and Arts Festival.
- The annual Delmont Christmas Pilgrimage is also held at Shields Farm, an event which also draws thousands of participants from many states.
- 145 acres of open space and wooded areas.
- Historic log cabin
- Nature trails along the perimeter of the property
- Open spaces to take walks and explore

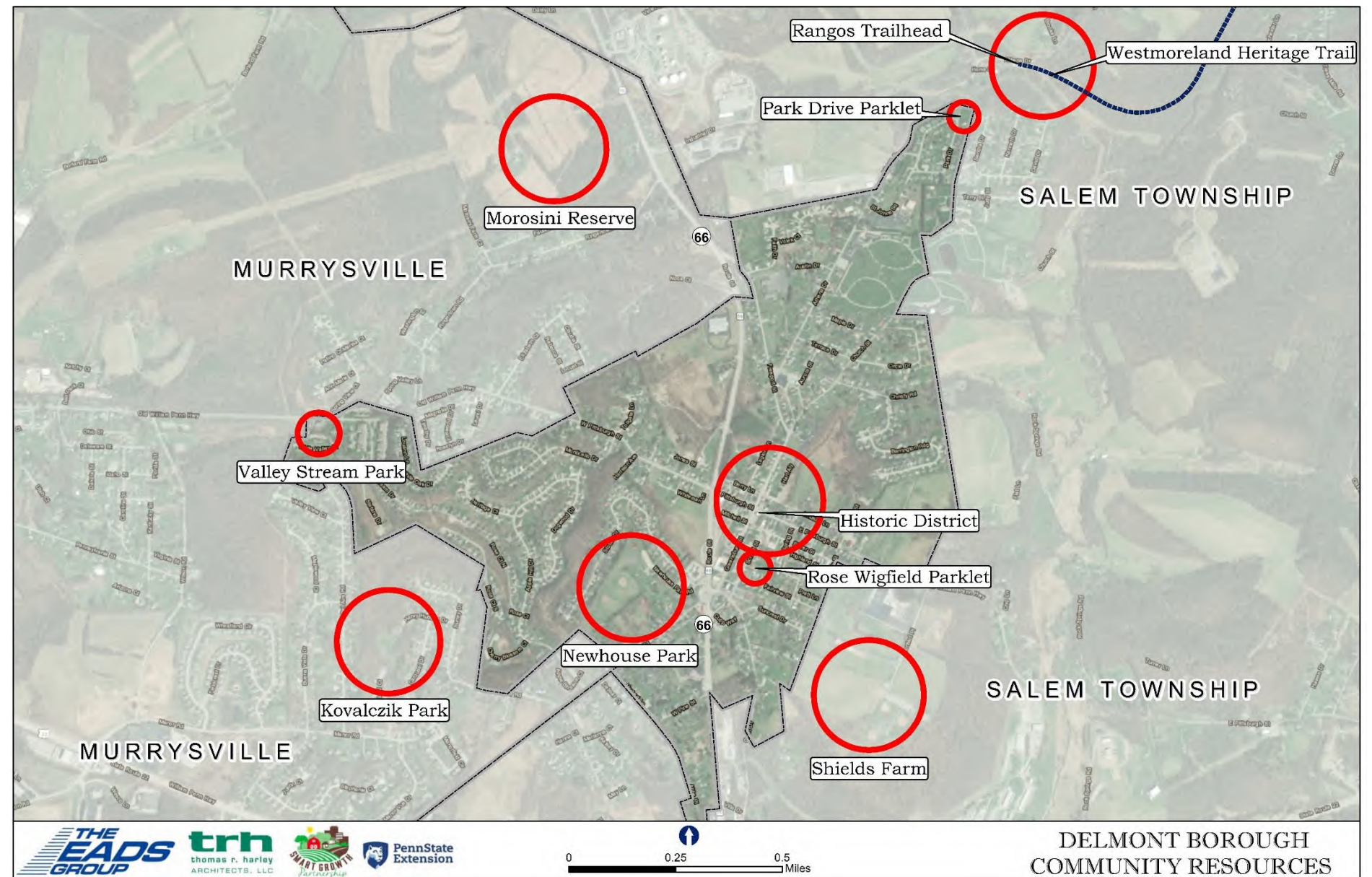
Park Drive Parklet - located off Park Drive

Valley Stream Park - located near Valley Stream apartments

Rose Wigfield Parklet - located on Greensburg Street, across from First Commonwealth Bank

- The Parklet offers an inviting and relaxing setting to stop while on a walk.
- There have been recent improvements to this park, namely a restroom, a bicycle rack and a pavilion with grill available to rent for parties or other gatherings.

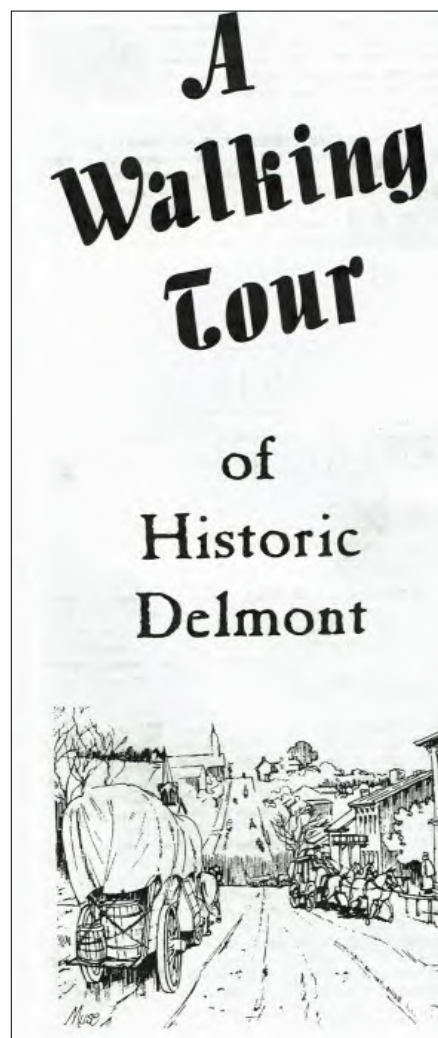
Kovalczik Park – located in Murrysville, but is in close proximity to Delmont, Kovalczik Park has two entrances and parking areas. The one closest to the pavilion is at the end of Koval Court and the one closest to the playground is at the end of Henry Hudson Drive. The Park features a pavilion, 8 picnic tables, a grill, basketball court and a playground.



Morosini Reserve – located in Murrysville, but is in close proximity to Delmont, this 183-acre reserve was given to the Westmoreland Conservancy in 2015. The land was given to the Conservancy in accordance with the will of Aldene Morosini to honor her late husband's wishes to protect the property. The reserve is home to the Universal Pedestrian Trail: a 2000' long surfaced trail allowing those with mobility issues to enjoy a walk out to a pond and a Wildlife Observation Blind. It is also the site of several Boy Scout Eagle projects and high school community service projects.

Salem Crossroads Historic District – Originally known as Salem Crossroads or New Salem, Delmont is one of the oldest towns in Westmoreland County. The name "Salem" was derived from Salem, Massachusetts after William Wilson arrived from that state and settled here around 1785. The Salem Crossroads Post Office was established in 1812. The town was incorporated as "New Salem Borough" on April 8, 1833. In 1871, Postmaster, Zachariah Zimmerman, had the name of the post office changed to "Delmont" because he found that mail was being mistakenly delivered to several other Pennsylvania communities bearing "Salem" as part of their names. The name "Delmont" was derived from "Del" (meaning valley) and "mont" (meaning hills) – "A valley in the hills." The use of two different names (New Salem Borough and Delmont Post Office) caused a great deal of confusion. Finally, in 1967, New Salem Borough residents voted to change the borough's name from New Salem to Delmont.

The Salem Crossroads Historic District is a nationally registered historic district. The district generally is located East/West along Pittsburgh Street – between Rt 66 and the Salem Evangelical Lutheran Church, ELCA and North/South along Greensburg Street. It encompasses approximately 64 contributing buildings in the historic core of Delmont. The district includes buildings largely constructed between 1830 and 1870. It includes four log houses, numerous Greek Revival style buildings, the Central Hotel, a Gothic Revival style church, feed mill, wagon shop, livery stable, brickyard, blacksmith shop, and an old Ford Garage, dated to the 1920s. The Delmont Historical Preservation Society acts as the dedicated caretakers for the preservation of Delmont's collective memory and the historic structures and landmarks in the community.



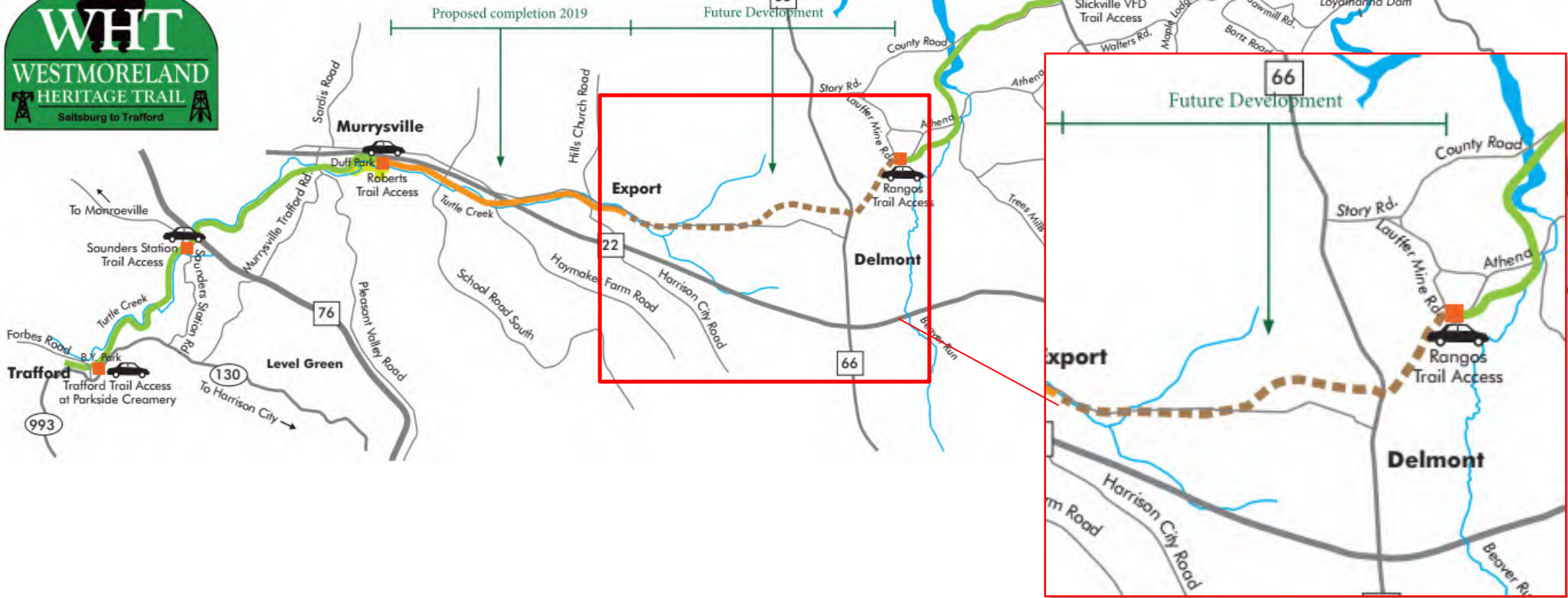
Westmoreland Heritage Trail - Approximately nine (9) miles of the Westmoreland Heritage Trail are completed and open from Saltsburg to Delmont. An additional 9.2 miles from Lincoln Avenue in Export to B-Y Park in Trafford are open and ready to use. The trail is ideal for walking, jogging, bicycling, and cross-country skiing. The trail has a wide, flat handicapped-accessible surface and will accommodate everyone regardless of age or physical ability.

The Rangos trailhead of the Westmoreland Heritage Trail is in Salem Township. The trailhead is within 150 yards of Delmont’s northeastern border.

The Westmoreland Heritage Trail Chapter (WHTC) is a volunteer organization associated with the Regional Trail Corporation. The Regional Trail Corporation is a non-profit entity within Westmoreland, Fayette, and Allegheny Counties, which promotes the conversion of abandoned railroad corridors to recreational trails. The WHTC is led by a twenty-one (21) member board of volunteers, including government officials and community members from the municipalities through which the trail passes: Loyalhanna Township, Salem Township, Delmont, Export, Murrysville, Penn Township, Monroeville, and Trafford Boroughs. The board has representatives from Westmoreland County, Westmoreland Conservation District, and the Conemaugh Valley Conservancy. The WHTC is working to build the trail across northern Westmoreland County as well as assisting other organizations to preserve the historic and community resources along the trail corridor.

	EAST SECTION					WEST SECTION						
	Saltsburg	Sara Steele	Slickville	Rangos	Mid Gap (future)	Export Lincoln Ave.	Park 'n Ride (future)	Roberts & Duff Park	Saunders Station	Trafford B-Y Park	Downtown Trafford (future)	
Trailheads, Coordinates & Destinations												
Saltsburg 40°28'54.2"N, 79°26'51.8"W	X	2.6	4.8	8.6		12.5	13.8	16.0	19.3	21.4	22.5	
Sara Steele	2.6	X	2.2	6.1		10.0	11.2	13.4	16.7	18.9	19.6	
Slickville	4.8	2.2	X	3.9		7.8	9.0	11.2	14.5	16.7	17.4	
Rangos 40°25'42.7"N, 79°33'32.6"W	8.6	6.1	3.9	X		3.9	5.1	7.3	10.6	12.8	13.5	
Middle 3.9-mile Gap Rangos to Export (future)												
Export – Lincoln Ave.	12.5	10.0	7.8	3.9		X	1.2	3.4	6.7	8.9	9.6	
Park 'n Ride (future)	13.8	11.2	9.0	5.1		1.2	X	2.2	5.5	7.7	8.4	
Roberts & Duff Park 40°25'36.8"N, 79°41'02.1"W	16.0	13.4	11.2	7.3		3.4	2.2	X	3.3	5.5	6.2	
Saunders Station 40°24'33.1"N, 79°43'42.0"W	19.3	16.7	14.5	10.6		6.7	5.5	3.3	X	2.2	2.9	
Trafford – B-Y Park 40°23'19.3"N, 79°44'56.1W	21.4	18.9	16.7	12.8		8.9	7.7	5.5	2.2	X	0.7	
Downtown Trafford (future)	22.5	19.6	17.4	13.5		9.6	8.4	6.2	2.9	0.7	X	

The WHTC's long term goal is to collaborate with others in Allegheny County to extend the trail to connect with the Great Allegheny Passage.



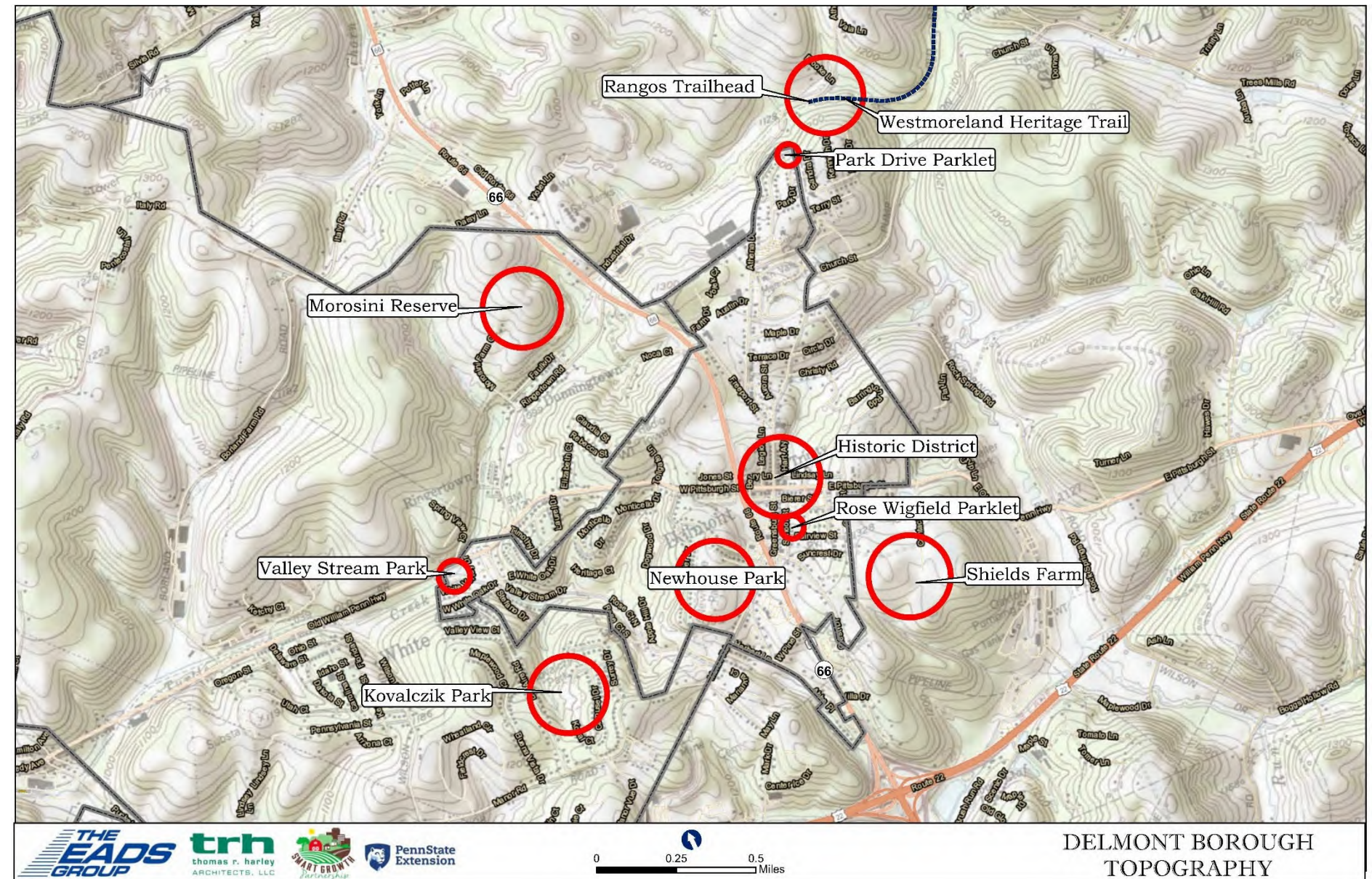
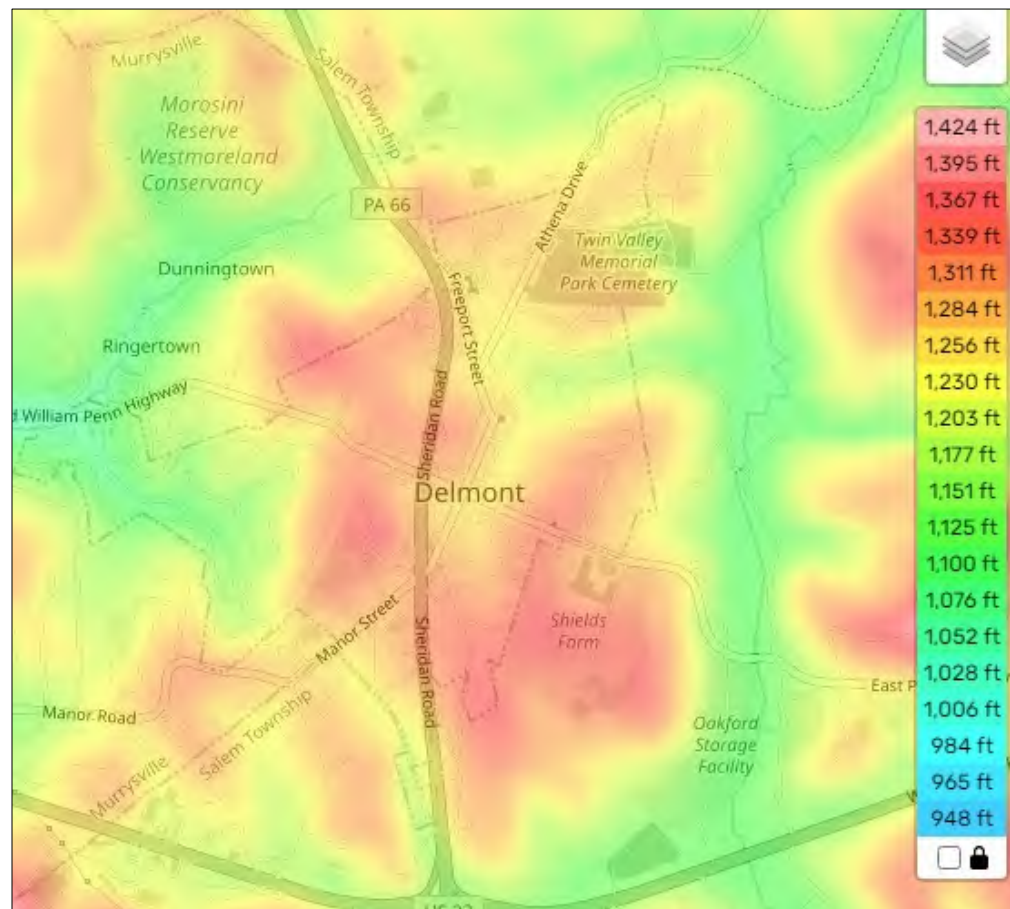
The **Delmont Borough Comprehensive Recreation, Parks and Open Space Plan** is in progress and will address various recreation facility upgrades and enhancements. This Plan is funded through a DCNR planning grant. Newhouse Park is included in the recreation plan to improve the facility accordingly. Additionally, the recreation plan includes upgrades to Rose Wigfield Parklet, Valley Stream Park and Park Drive Park as well as recreation at Shields Farm. Delmont’s Parks and Recreation Plan will complement and add to the recommendations made in Delmont’s Active Transportation Plan. Most Parks and Recreation Plans focus on the park site itself and active transportation plans focus on access to parks along public streets, roads and paths.

Community Connections at the Crossroads – the Delmont Borough Active Transportation Plan

Topography

The name Delmont is literally derived from its hill and valley topography. The ‘valley’ areas are represented by the “Del” portion of the name and the ‘hill’ areas are represented by the “mont” portion of the name. Together Delmont is said to be a “A valley in the hills.” The map to the right and the image below highlights topographic features as they relate to Delmont’s Walking/Biking, Recreation and Heritage Resources.

Elevations changes between resources will need to be considered as community connection routes are established and other walking and biking improvements are made. Higher elevation areas are located at Shields Farm, Newhouse Park and the Park Drive Parklet. Conversely, lower elevations are found at the Rangos Trailhead, Kovalczik Park, Valley Stream Park, Rose Wigfield Parklet and the Historic District.



Delmont celebrates their topography and uses it to their advantage. As an example, the Delmont Vision Committee hosts the Delmont Cyclocross Race – called [Hammer the Hills of Delmont](#). Hammer the Hills of Delmont is held on a challenging Cyclocross Course featuring wooded trails, grass runs, steep hills, rough surfaces, and obstacles built on the hills of Delmont at Shields Farm. The event is held annually in fall.

Active Transportation Problem Areas

The following highlights some of the walking, biking and wheeling impediments and problem areas currently in Delmont. These areas collectively highlight the need for- and value of- active transportation planning and walking, biking and wheeling improvements in Delmont.

Sidewalk Conditions, Access and Connectivity Issues – In the Historic District and Downtown area - walkers and bikers, and especially those with disabilities, have their mobility challenged by uneven and poorly maintained sidewalks, lack of ADA curb cuts, unmarked crossing points and crossing points that connect to barriers and obstacles.



Sidewalk Conditions, Access and Connectivity Issues – Rt 66 and adjacent areas - walkers and bikers, and especially those with disabilities, have their mobility challenged by outdated signalization (lack of audible beacons and visual walking cues), lack of ADA curb cuts, sidewalks to nowhere, lack of connecting sidewalks to Rt 66 crossing points and missing painted crosswalks



ACTIVE TRANSPORTATION PRIORITIES

Active Transportation Improvements

All the input received from members of the Active Transportation Steering Committee, Borough Officials, Residents, the Community Survey and Interactive Comment Map and key person interviews provided locally delivered information that was used to develop an initial set of Active Transportation improvement ideas. A copy of the Community Survey is provided in the Appendix. The following improvement ideas are categorized into the following four (4) focus areas:

Community Walking, Biking, Wheeling Improvements

- Bike lanes
- Off-Road paths
- Sidewalk improvements in general
- Sidewalk along Manor Drive
- Coordinate with Westmoreland Transit which is currently updating their Transit plan
- E-mobility devices (e-bikes, e-scooters, mobility scooters) are recognized tools - not toys
- Health issues can be connected to transportation issues – depression, obesity, and obesity related diseases. Transportation can be a barrier to health care and to person's health
- Consider the needs of residents/visitors of all ages and abilities
- Justice 40 funding – Equity –how to have pedestrian/bicycle use by all

Route 66

- Add sidewalk(s) along Rt. 66 – coordination with PennDOT is in process
- The traffic signals on Rt. 66 in town need better timing for pedestrians; currently too short of time; may need maintenance
- Pedestrians deserve a level of Safety and Dignity (example given of the police volunteering to stop traffic to help an elderly man crossing Rt. 66)
- Better crossing of Rt. 66 is vital
- Audible signals would be helpful at some of the intersections like at all crosswalks at Rt. 66
- A brush clearing party is happening this year on the west side of Rt. 66 – regular maintenance is needed
- Need safe route/routes across Rt. 66 to connect pedestrians and bikes between Shields Farm and Newhouse Park

Westmoreland Heritage Trail Connections

- Connect Westmoreland Heritage Trail to the center of Delmont
- Westmoreland Heritage Trail Spur recommendations – multiple connection points
- Support efforts of the Westmoreland Heritage Trail Chapter (WHTC) to obtain funding to complete the Trail extension between the Rangos Trailhead and the Trail end in Export

Community Improvements - Connections and Routes

- Designated Walking/Biking Routes – mileage marked, or mapped and themed
- Athena Drive
- Manor Rd
- Bike Access to Downtown
- Shields Farm Nature Trail and path need better access and maintenance
- Need crosswalk at First Commonwealth Bank and a Yield to Pedestrians sign
- Better visual cues to indicate location of Historic District
- Crosswalk at Fox's Pizza Entrance
- Off road connection from A-Plus Sunoco to the Apple Hill Winery.
- Add connection to Shields Farm
- Add a connection between Rose Court and Valley Stream
- Possible connection through Pump Station Road into surrounding neighborhoods
- Possible future connection to the Beaver Run Reservoir.
- Sidewalk improvements on Legion Lane including hedge overlapping sidewalk.
- Add Crosswalk at Rose Wigfield Park
- Pittsburgh St. needs better sidewalks along the north side to connect to the Park N Ride/Farmers Market
- Connect to the Morosini Reserve with/for safe active transportation
- There is a need for better/improved wayfinding signage and direction information to important community destinations including parks, library and its EV charging station, police, hardware store, banks, food places, healthcare, historic sites, Rangos trailhead and other places
- The Plan can provide approaches for addressing wayfinding needs – this may include the following:
 - More on ground signage – will need to decide best locations to install.
 - Google Map directions need to be updated (Shields Farm doesn't come up and ballfields are not located)
 - Hospitality training – residents and visitors inquiring about destinations and directions at locations including the historic district, library, Ianni's Pizza, Hardware Store, etc. should be given accurate information.
- The Library provides Welcome Packets for new residents. A walk/bike map with community destinations could be prepared and added into the Packets
- There are bike racks in the Borough – consider adding more
- Regional connections with Export and Murrysville will be important to Delmont. We want residents in surrounding communities to come to Delmont
- Connect with Salem Township neighborhoods
- More safely connect Delmont's internal parks, other amenities, and key business or other destinations for/with improved active transportation

The initial set of Improvement Ideas were discussed and were field-viewed during a Community Engagement Walking Tour event held on June 19, 2023 and during a walking tour of the Historic District held on June 24, 2023. Discussions with residents, Steering Committee members and Borough officials during the tours verified the value of developing a set of priorities that would address the suggested improvement ideas.

Active Transportation Plan Priorities

The Planning Team and the Active Transportation Steering Committee collaborated during monthly Steering Committee Meetings to gain consensus on the active transportation priorities to include in the Plan. Existing conditions and trends in the Borough, other local planning efforts, known local and state funding opportunities and potential partnerships were considered to evolve the project ideas into a set of Active Transportation Priorities. The Steering Committee and Planning Team together helped to define ‘what we want to do’; ‘what we will do’; and ‘how we will do it’ in terms of improving active transportation in Delmont.

A set of three (3) real world Priorities that both fit the goals of Active Transportation Planning and that resonated with the Active Transportation Steering Committee, residents and officials were identified. The priorities are all directed at improving walking, biking and wheeling conditions for all ages and abilities in Delmont.

- 1. Community Improvement Priorities**
- 2. Community Connections and Routes**
- 3. Connection to the Westmoreland Heritage Trail**

The following section further highlights and describes the Active Transportation Priorities. A Priorities Map is provided for each Priority category to give additional context to the Priorities. A set of Early Action Items is provided at the end of this section.

Community Improvement Priorities

Continue working to make Delmont a Trail Town Complete the Trail Town Self-Assessment:

- A “Trail Town” is a destination along a long-distance trail (Westmoreland Heritage Trail) where users can venture off to enjoy the scenery, services, and heritage of the nearby community
- Is a safe place where both town residents and trail users can walk and bike safely, find goods and access services
- Is a place where the Trail is an integral and important part of the community

1. Historic District Focus Area:

- Install decorative on-road (or on sidewalk) stenciled signage at each intersection into the District – themed to reflect the stage coach/crossroads heritage
- Improvements to central intersection - ADA curb cuts, sidewalks, stenciled crosswalks and signage
- Prioritize sidewalk repairs/improvements – to the Olde Log House, from Suncrest Drive to connect the Library and Borough Building
- Streetscape project(s) along Freeport and Greensburg Streets – improve sidewalks, relocate overhead utilities and add decorative streetlamps
- Crosswalks and Yield to Pedestrians signs - First Commonwealth Bank, Fox’s Pizza, to Rose Wigfield Parklet
- Add Delmont information, wayfinding signage and complete surface improvements at the Park 'n Ride – to attract Westmoreland Transit riders into the downtown area
- Review existing parking requirements and revise to encourage trail-town related developments
- Encourage more residents in the Historic to create attractive residential spaces
- Install amenities like bike racks, bike repair stations, bike-safe storm grates

2. Freeport St / Greensburg St Focus Area

- Targeted Sidewalk Improvement Area/Sidewalk Gaps
- Local Enforcement needed to address overgrown landscaping
- ADA Curb Ramps needed
- Painted crosswalks needed at business entrances

3. Rt. 66 - Pittsburgh Street Focus Area

- PennDOT - Crosswalk Signalization Improvements



- PennDOT - Audible Crossing indicators (Audible beaconing) needed
- PennDOT - ADA / Sidewalk Improvements within Project Area
- PennDOT - Install flashing lights to notify travelers they are entering Delmont
- PennDOT - Sidewalk Connection with Greensburg St Intersection

4. Rt. 66 - Greensburg Street Focus Area

- PennDOT - Crosswalk Signalization Improvements
- PennDOT - Audible Crossing indicators (Audible beaconing) needed
- PennDOT - ADA / Sidewalk Improvements within Project Area
- PennDOT - Install flashing lights to notify travelers they are entering Delmont
- PennDOT - Sidewalk Connection with Pittsburgh St Intersection

Connections to the Westmoreland Heritage Trail (WHT)

The existing alignment of the Westmoreland Heritage Trail (WHT) and the Rangos Trailhead are within 150 yards of Delmont Borough's northeastern border. These resources present Delmont with an amazing opportunity to become a destination Trail Town along the Trail. In addition, portions (if not all) of an extension of the WHT is anticipated to be completed within the next 5-10 years. The proposed alignment will run near Delmont's entire northern boundary.

The Westmoreland County Bureau of Parks and Recreation recently completed a DCNR- funded Feasibility Study to evaluate the various potential trail alignments for the planned WHT across its "Middle Gap", which is a 4-mile trail gap located between Rangos Trailhead northeast of Delmont and Lincoln Avenue in Export. Delmont is in proximity to a good portion of the planned route for the WHT; see "Middle Gap Feasibility Study" Report, December, 2021:

<https://www.co.westmoreland.pa.us/1010/Westmoreland-Heritage-Trail>.

Capitalizing on connecting the Trail to Delmont (and Delmont to the Trail) was a major topic of discussion throughout this planning process. The anticipated alignment of the Trail's extension creates several different opportunities to establish multiple access points to the Trail. As shown on the map to the right, the Active Transportation Plan promotes (six 6) connection points to the Trail.



- The connection points to the existing Trail (Pump Station Connection) and the Rangos Trailhead Connections are possible options and should be evaluated and realized as Early Action Items of the Plan.
- Extension of the Westmoreland Heritage Trail is most likely to begin at the Rangos Trailhead towards Route 66. Westmoreland Parks & Recreation recently was awarded funding to advance this extension section. It is anticipated that this section will take approximately 3-5 years to fully complete. When completed, this extension will provide another connection point close to Delmont. Therefore, it is recommended that actions be taken to ensure that the Delmont Brinker Connection and the Delmont Central Connection can be realized within five (5) years.
- The Morosini Connection and the Delmont West Connection are very important to connect residential areas in the western edge of the Borough to the trail. It is recommended that actions be taken to ensure that these Connections can be realized in a 5+ year period.

The Connectivity Map designates the alignment(s) of each connection route. The Map also breaks down sections of each route that can be created on Delmont owned land or as on-road segments and sections that will require acquiring easements on privately owned land. As an Early Action item of this Plan, Delmont Borough will apply to DCNR for funding to complete a feasibility study(s) to further evaluate alignments, determine private property owner willingness to provide a trail easement(s), prepare preliminary engineering designs and to determine costs for constructing the connection routes.

Early Action Items - The following are identified as Top Priorities and Early Action Items of the Plan.

Top Projects – for large grant funding

- Apply to DCNR for funding to complete a feasibility study, acquire easements and construct connections to the Westmoreland Heritage Trail. The short-term priority is to further study the connection routes to the existing Trail and the in-process extension to Rt. 66. These include the Pump Station Connection, the Rangos Trailhead Connection, the Brinker Connection and the Central Connection. Concurrently, Delmont will engage with private property owners along each of these connection routes to inquire about the potential for obtaining trail easements. The public engagement results, the identified potential alignments and background information completed for this Active Transportation Plan will be used during completion of a trail feasibility study. The feasibility study will include additional focus on route design and engineering for the mainly on-road portions within Delmont and new trail construction on properties located in Murrysville and Salem Township. It is estimated that Delmont will need to apply for approximately \$40,000 (total project cost) to complete the feasibility study. DCNR will provide 50%, \$20,000, for the study and Delmont will need to match that with 50%, \$20,000, in matching funds or in-kind services. Development of a scope of work for the grant application will determine the actual cost of the study.
- Apply for DCNR funding, and/or to other funding sources, to install new sidewalks, complete sidewalk rehabilitation projects, and to install other walking, biking, transit and wheeling friendly amenities, including benches and resting areas, signage, lighting, water stations, bike racks, bike repair stations, bike-safe storm grates and other related improvements along the Priority Local Connection Routes.
- Installing sidewalks to the north of the Rt. 66 / Pittsburgh Street intersection – three (3) segments – 1. Pittsburgh Street to Noca Ct.; 2. Noca Ct. to Freeport St.; 3. Freeport St to future Westmoreland Heritage Trail crossing. Advocate to PennDOT for new sidewalks south of the Rt. 66 / Greensburg Street intersection down to Musser's Farm Market.
- Apply for Local Share Account (LSA) / and PennDOT TA-Set Aside funding to directly complete sidewalk improvements and to create a Community Sidewalk Program
- Top priority is to complete the proposed route connection(s) to and thru Newhouse Park

Top Projects – for a quick action Delmont can do (take the lead on) –

- Install decorative on-road (or on sidewalk) stenciled signage at each intersection into the District – themed to reflect the stage coach/crossroads heritage
- Install the Pedestrian Connection along Valley Stream Dr
- Complete improvements along routes connecting to Shields Farm
- Move forward with establishing the Church property connection

Top Programs –

- Complete a Trail Towns Self-Assessment
- Continue hosting events including the Chalk Art Event and the Delmont Cyclocross Race – 'Hammer the Hills of Delmont'
- Evaluate the potential for hosting new events including a Bike / Pumpkin / Trick or Treat event at Shields Farm and a Bicycle Rodeo at Shields Farm
- Communicating information about the Delmont Active Transportation Plan and educating residents about the benefits and value of improving walking, biking, transit and conditions for those who use mobility devices
- A continuing role of the Active Transportation Steering Committee will be to host regular engagement meetings with a range of people, including users of mobility aids, walkers and bike riders including active riders, casual bike riders and youth bike riders

Top Policies –

- Adopt a Resolution/Cooperation Agreement verifying Delmont's commitment to working towards connecting to the Westmoreland Heritage Trail
- Create formal cooperation agreements with/among Salem Township, Murrysville, and Westmoreland County to create municipal partnerships needed for mutually establishing the inter-community connections identified during this planning process and to codify the need for the [Complete Streets Policies](#) that will consider active transportation connections and other improvements during future land development projects located in proximity to Delmont.
- Prepare an Official Map – to reserve land areas and easement locations needed for future local connection routes and connections to the Westmoreland Heritage Trail
- Start a Delmont Sidewalk Program – cost sharing program that incentivizes and assists property owners to repair/replace their sidewalks
- Review the Zoning Ordinance to evaluate parking requirements within the Historic District and make necessary revisions to encourage trail related developments in the Historic District
- Continue meeting/coordinating with PennDOT regarding Rt. 66 intersection improvements and the Rt. 66 sidewalk project. Advocate for additional sidewalk extension projects that will fully connect Rt. 66 from Musser's Farm Market to the proposed future Westmoreland Heritage Trail Rt. 66 crossing.

FUNDING AND IMPLEMENTATION STRATEGY

The priorities included in this Plan are oriented towards developing and maintaining safe, accessible streets, sidewalks and other transportation facilities that support all modes of transportation, all potential users including vulnerable and underserved populations, such as low-income residents, people of color, children, persons with disabilities and older adults. The priorities are also oriented towards making Delmont more livable and attractive for residents of all ages and abilities, families, visitors, and business owners. Developing this Active Transportation Plan shows Delmont’s commitment to improve the health and quality of life of their residents and their commitment to facilitate ongoing and proposed walking and biking enhancement projects within the Borough and surrounding communities.

Municipal Support

Council persons and other representatives from Delmont were a critical part of this active transportation planning process. Successfully implementing Delmont’s Active Transportation Priorities will involve many different participants and steps and will rely on obtaining public, private and local funding and various forms of support. In some cases, Delmont Borough will need to execute maintenance agreements or will need to provide documentation of their acknowledgement and support of the projects completed by non-Borough entities and agencies. Continuing support by Delmont Borough Council, organizations and residents will be necessary for implementation efforts to be successful. It is strongly advised that Delmont Borough also be prepared to support neighboring municipalities and partner organizations’ implementation efforts by providing Letters of Support for grant applications, committing to have regular discussions regarding active transportation efforts, and by jointly advocating for regional transportation improvement projects.

An intended outcome of this Plan is to identify some projects and initiatives that can be completed ‘in-house’ and without the need for grant funding. For instance, Delmont Borough itself may be able to complete smaller maintenance type projects, such as sidewalk repairs, crosswalks, signage installation etc., using employees and available resources. The Delmont Visionary Committee and other community organizations can provide funding assistance and project guidance/support for implementation actions involving businesses, volunteer groups, residents and schools.

Other Implementation Partners

Delmont Borough elected officials and staff will not be able to implement the priorities alone. Many local partners and community organizations, local businesses and residents will need to take ownership of projects and will need to carry the momentum forward towards implementation. In addition, state and county agencies, including the Westmoreland County Planning Division; nearby municipalities; PennDOT; the Southwestern Pennsylvania Commission (SPC) and others must also have a significant role in implementing the priorities. In addition, favorable grant funding consideration from the DCED; DCNR; USDA/Rural Development; HUD; Pennsylvania Downtown Center, Private Foundations; PennDOT; Regional Tourism Promotion entities, and others will be vital to successful implementation. Community organizations such as the Delmont Visionary Committee and the Historical and Preservation Society can also be resources in the completion of active transportation improvements.

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

Penn State Extension also periodically provides in-person [grant writing training](#) to build the capacity of grant writers in the community, whether they be volunteers, paid consultants, or municipal staff and committee members. An online version of Penn State Extension’s training is also available: [grant-writing-how-to-find-funds-and-write-a-winning-proposal](#).

Local Match Sources

Common among most funding sources is the requirement of a local cash or in-kind service match. Ultimately a local source of funding or contribution of services will need to be documented prior to submitting grant applications. The responsibility for providing local match funding will most often fall to Delmont Borough if other sources are not readily available. The purpose of the Delmont Visionary Committee is to raise funds for community projects. The Committee is prepared to raise funds to support local match requirements for projects that advance walking and biking improvements. Other local organizations and groups must be prepared to contribute financially and/or with services to cover match requirements. It will take the creativity of borough leaders and their local partners to identify, secure, and document sources of local match funding. Each grant source may have different match requirements and allowances. Delmont leaders will need to carefully interpret those requirements and, when appropriate, coordinate multiple grant applications and matching funds documentation to take advantage of opportunities where one grant can be matched with the award of another. As noted, in-kind services can also be used as part of the matching funds. Delmont Borough and others capable of providing this level of support must be aware that documentation and tracking of the services provided will need to be kept current as the project progresses to claim in-kind services as match. Appropriate documentation is typically submitted to the granting agency for their approval. As suggested in the beginning of this section, Delmont Borough leaders can call upon the Planning Development Team Consultants and other members of the Steering Committee to help support, facilitate and coordinate project funding efforts.

Project Funding

Potential funding options for the priorities are provided below. Options generally include direct grant funding from State and Federal sources, foundations, direct municipal funding including in-kind services, and local donors providing financial contributions and volunteer support. Special funding through Westmoreland County resources should also be explored. These include, but are not limited to, [Laurel Highlands Conservation Landscape Mini-Grants](#), and the Community Foundation of Westmoreland County - Revitalizing Westmoreland grants program [Revitalizing Westmoreland/Healthy Communities | Community Foundation of Westmoreland County \(cfwestmoreland.org\)](#)

Delmont’s Active transportation priorities may need to be funded in stages (i.e. Design/Engineering then follow up submissions for construction) or in phases (completion of a new sidewalk or trail segment including installation of signage followed by the next segment, etc.), based on funding available. Due to ever changing grant funding requirements, availability of funding and the variety of funding levels, it is difficult to predict with certainty or to describe an exact funding path for each project. What can be said with certainty is that Delmont Borough, or other to-be identified application sponsors, must relentlessly seek funding from multiple sources/options and will need to creatively combine and match multiple types of funding awards with multiple priorities. What can also be said with certainty is that funding sources will require a level of local match (cash), in-kind service contributions, maintenance agreement(s) and/or other documentation. Project Leaders or project “champions” in each priority area will need to be identified and a structure for coordination of the priority tasks agreed upon and institutionalized.

- State Funding Sources- The following provides a summary of state-level funding sources applicable to the priorities included in this Plan.
-

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

DCNR - Department of Conservation and Natural Resources
DCED - Department of Community and Economic Development
CFA - Commonwealth Financing Agency

PennDOT - Pennsylvania Department of Transportation
C2P2 - DCNR's Community Conservation Partnerships Program
PRT – DCNR's Pennsylvania Recreational Trails Program

GTRP – CFA's Greenways, Trails and Recreation Program
TA-Set Aside – PennDOT's Transportation Alternatives Program / Safe Routes to Schools
MTF – Multimodal Transportation Fund

State funding sources also include Statewide Local Share Account (LSA) funds [Local Share Account - Statewide](#). Funding in this program is available to design and build sidewalks that are for public use. This includes sidewalk projects located on private property. This funding is relevant to communities that want to improve existing sidewalks that are in poor conditions and are located on private property. This funding is also relevant to communities who want to acquire right-of-way to construct new sidewalks to make key connections in the pedestrian network. Funding amounts range from \$25,000 to 1 million. No local matching funds are required. Applications are accepted annually in the fall (September 1 to November 30).

The PennDOT – TA Set Aside program also includes funding for Safe Routes to School projects [Safe Routes to School \(pa.gov\)](#). Safe Routes to School funding is managed as a subset of the PennDOT - TA Set Aside program. Funding amounts for infrastructure construction projects is between \$50,000 and 1.5 million. Awards up to 2 million can be justified on a case-by-case basis. Traditionally, such projects include sidewalks, bike lanes, cross-walks, signs and signals, although smaller improvement projects such as bike racks and bike lockers will qualify too. There is no minimum award amount for Safe Routes related planning and programming projects that serve to increase awareness, encourage safe use of existing or future facilities, and those that develop, implement or expand programs that educate, promote equity and encourage, engage and evaluate safe routes to schools. Applications are accepted on a 2-yr cycle. Pre-application submissions are due in July. Final applications are due in September.

- Foundations - There are several local, regional and corporate foundation funding sources like the AARP Livable Communities Challenge, AmericaWalks Community Vision Grants, and on occasion, from the American Heart Association. Many other opportunities can be found here: <https://gwpa.org/directory>. Community leaders should explore this list for appropriate project funders and cultivate relationships with their staff and/or trustees. Additional guidance can be found at <https://gwpa.org/grantseeker-resources>.
- PA WalkWorks and Pennsylvania Downtown Center – Delmont is encouraged to continue seeking assistance and support from the WalkWorks program and the [Pennsylvania Downtown Center](#). The Pennsylvania Downtown Center offers support to communities and encourages walking, biking, transit, wheeling, etc., improvements through events, routes, programs, and groups.

- **Federal Funding** - The following provides information on Federal - US Department of Transportation funding programs for Pedestrian and Bicycle safety and infrastructure projects.

[Pedestrian and Bicycle Funding Opportunities.](#)

Includes U.S. Department of Transportation Transit, Safety, and Highway Funds. A summary table of these federal sources is provided on the following pages. The tables indicate potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Project sponsors should integrate safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects

[Safe Streets and Roads for All \(SS4A\) Grant Program.](#)

The program supports the development comprehensive safety action plans (Action Plan) that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

[Distressed Area Recompete Pilot Program \(Recompete Pilot Program\) | U.S. Economic Development Administration](#)

The Distressed Area Recompete Pilot Program (Recompete Pilot Program) will invest \$200 million in persistently distressed communities to create and connect people to good jobs.

[Thriving Communities Program | US Department of Transportation](#)

The newly created Thriving Communities Program (TCP) will provide in-depth, hands-on technical assistance to regions and local communities resulting in accelerated project plans and effective project implementation. The purpose is to advance community-driven, transformative investments in underserved and overburdened communities using a coordinated place-based approach that strengthens local capacity to develop and execute infrastructure projects from cradle to grave. The program can support local communities in advancing transformative, equitable, and climate-friendly infrastructure projects that reduce transportation cost-burden, improve housing conditions, enhance connections to health care, education, and food security, and increase access to economic opportunity to help communities thrive.

[Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation](#)

The program provides funding to address the following:

- Prioritizing disadvantaged communities;
- Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Fostering equitable development and restoration;
- Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

[Rural and Tribal Assistance Pilot Program | US Department of Transportation](#)

The Rural and Tribal Assistance Pilot Program is intended advance transportation infrastructure projects in rural and tribal communities by supporting development-phase activities for projects reasonably expected to be eligible for certain DOT credit and grant programs. Grants will fund financial, technical, and legal assistance to states and rural and tribal communities. The grants are intended to increase organizational capacity in communities that may not have resources available to evaluate and develop projects that qualify for federal funding and financing programs.

[Alternative Fuels Data Center: Federal Laws and Incentives \(energy.gov\)](#)

Included are federal incentives, laws and regulations, funding opportunities, and other federal initiatives related to alternative fuels and vehicles, advanced technologies and improving air quality.

[Community Facilities Direct Loan & Grant Program | Rural Development \(usda.gov\)](#)

This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings

Community Connections at the Crossroads – the Delmont Borough Active Transportation Plan

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

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																												
	Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																												
	OST Programs							Federal Transit				NHTSA		Federal Highway Administration															
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$				\$						\$	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Bicycle helmets (project or training related)												\$									\$	\$\$SRTS		\$				\$	
Bicycle helmets (safety promotion)																					\$	\$\$SRTS		\$				\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$	\$		\$	\$	\$	
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$					\$					\$	\$\$SRTS		\$				\$	
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Counting equipment		\$	\$	\$			~\$	\$	\$								\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	\$	\$				\$		\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$		\$		
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$						\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Recreational trails	\$		\$	~\$			~\$													\$	\$	\$	\$			\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$	~\$			\$	\$	\$	\$	\$	\$		\$	\$	\$	
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	\$								\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$

Community Connections at the Crossroads – the Delmont Borough Active Transportation Plan

	Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																												
	Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																												
	OST Programs							Federal Transit			NHTSA		Federal Highway Administration																
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$						\$	\$			\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$				\$				SSRTS	SSRTS		\$	\$			\$	
Safety education positions				\$							~\$	\$									SSRTS	SSRTS		\$				\$	
Safety enforcement (including police patrols)				\$								\$	\$				\$				SSRTS	SSRTS		\$				\$	
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$					\$				SSRTS	SSRTS		\$	\$		\$	\$	
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$				\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$								\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$							\$		\$		\$	\$	\$	\$		\$			\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$								\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$								\$						\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$								~\$						\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$				\$	\$				\$	\$	\$	\$	\$			\$	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$				SSRTS	SSRTS		\$				\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$	\$			\$	\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

INFRA: Infrastructure for Rebuilding America Discretionary Grant Program

RCP: Reconnecting Communities Pilot Program

SS4A: Safe Streets and Roads for All

Thrive: Thriving Communities Initiative (TA: Technical Assistance)

RRIF: Railroad Rehabilitation and Improvement Financing (loans)

TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)

FTA: Federal Transit Administration Capital Funds

ATI: Associated Transit Improvement (1% set-aside of FTA)

TOD: Transit-Oriented Development

AoPP: Areas of Persistent Poverty Program

NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program

NHTSA 405: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)

BFP: Bridge Formula Program; **BIP:** Bridge Investment Program; **BRR:** Bridge Replacement and Rehabilitation Program

CRP: Carbon Reduction Program

CMAQ: Congestion Mitigation and Air Quality Improvement Program

HSIP: Highway Safety Improvement Program

RHCP: Railway-Highway Crossings (Section 130) Program

NHPP: National Highway Performance Program

PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program (and related activities)

PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds

NSBP: National Scenic Byways Program

FLTTP: Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.

TTP: Tribal Transportation Program

TTPSF: Tribal Transportation Program Safety Fund

Official Map

Delmont Borough is encouraged to move forward with preparing and adopting an [Official Map](#) ordinance as an early action implementation step. An Official Map is a planning tool that is an effective way for designating needed trail connections through private property routes. The Official Map tool allows a community to identify needed easements prior to private property being developed. In developing an Official Map, Delmont will effectively prioritize its acquisition needs, enabling it to focus its resources on properties that are most important to the community, or on properties that are most quickly available for making needed community amenity or destination connections.

Delmont Borough can use an Official Map to pre-express an interest in acquiring specific land (or easements thereon) for community route connections and trails. Essentially, Delmont would be “reserving” certain land for future public use. If a landowner seeks to develop reserved land, the municipality has a year to pursue acquisition of the land from the owner before the owner may freely build or subdivide. Based on experience in other Pennsylvania communities with adopted Official Maps, developers often study the Official Map and incorporate any needed connections into their initial development plans to avoid delays, so the municipality does not then need to go through a full year-long property acquisition process.

Benefits of adopting an Official Map include the following:

- The Official Map greatly increases the likelihood that land will be available for trail connections if and when private land is developed.
- When the private property is developed, Delmont would have up to one (1) year to pursue acquisition of the trail easement before the owner may freely build or subdivide over the reserved land.
- In developing an Official Map, Delmont would effectively prioritize its acquisition needs, enabling it to focus its resources on properties that are most important to the community.

To implement an Official Map, Delmont can do the following:

- Complete a planning process that identifies community-wanted trail connections, walking/biking routes and community connection priorities. Adopting the Delmont Active Transportation Plan may satisfy this step.
- Cultivate a willing and committed Borough Council, planning commission and legal counsel that will work together to lead development of the Official Map.
- Identify implementation funding. Official maps are commonly backed by a funding mechanism whereby a municipality has the financial wherewithal to support its map designations when the time comes. Leaders should explore the regional foundations, the Department of Conservation and Natural Resources, and other state and federal agencies identified in this Funding and Implementation Section to fund implementation components of the Official Map ordinance.

The following links provide additional information on the Official Map and resources for developing and adopting an Official Map.

- [Official Map Tip Sheet](#)
- [The PennDOT Official Map Handbook](#)

The Official Map FACT SHEET for Local Officials

What is an Official Map?

An “official map” is a combined map and ordinance designed to implement the goals and community vision set forth in the comprehensive plan. The official map shows the locations of planned future public lands and facilities such as transportation, recreational parks and trails, and open space. The official map expresses a municipality’s interest in acquiring these lands for public purposes sometime in the future. Official maps can be used by townships, boroughs, cities, and counties. The official map is not to be mistaken for the official zoning map of a municipality.

What are the Benefits?

- The official map can help focus limited financial resources on projects that meet and advance community goals.
- The official map helps municipalities make improvements such as connecting and improving the local street network, intersection improvements, protecting important natural areas, and providing more green space, recreation facilities, trails, and sidewalks.
- The official map saves time and money by informing property owners and developers of municipal goals and intentions in advance of development plans.
- The official map is an effective negotiation tool for municipalities, helping to ensure that development is compatible with and supportive of public goals.
- The official map supports other land use management tools (zoning, subdivision/land development, etc.) by advancing the implementation of infrastructure and public spaces.
- The official map gives municipalities a competitive advantage in securing grants.

What are the Basics of Official Maps?

- A municipality should have an adopted comprehensive plan if they choose to adopt an official map.
- Official maps can cover the entire municipality or only a portion.
- The typical cost to develop an official map and ordinance is \$5,000-\$6,000.
- The governing body is required to provide a 45-day review period and one public hearing (at minimum) prior to adoption.
- Once a property owner or developer notifies a municipality of their intention to build, subdivide, or perform other work on land that is located on an official map, the municipality has up to a year to confirm its acquisition interest and negotiate to acquire the land.
- Acquisition can take the form of dedication by owner, purchase of land or easement by the municipality, negotiations with owner/developer to make desired improvements, or eminent domain (although rare), if the municipality chooses.
- Approximately 64 of Pennsylvania’s municipalities, and one county, have an official map. This handbook aims to reduce misunderstandings and misinformation that may have deterred others from achieving the successes made possible by the official map.
- Public outreach and education is key to a successful official map development, adoption, and implementation process.

Municipalities and counties are authorized by Article IV of the Pennsylvania Municipalities Planning Code (MPC) to develop and implement official maps. Official maps may include, but are not limited to:

- Existing and proposed public streets, watercourses, and public grounds, including widening, narrowing, extensions, diminutions, openings, or closings.
- Existing and proposed public parks, playgrounds, and open space reservations.
- Pedestrian ways and easements.
- Railroad and transit right-of-way and easements.
- Flood control basins, floodways and flood plains, storm water management areas, and drainage easements.
- Support facilities, easements, and other properties held by public bodies undertaking the elements of a comprehensive plan.

June 2011 • PennDOT • PA DCNR • PA DCED • PALTA Fact Sheet 1 •

Community Connections at the Crossroads

Delmont Borough Active Transportation Plan

Appendix

Adopted September 2023



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

Active Transportation Plan Community Survey

Delmont Active Transportation Survey

Delmont is developing an Active Transportation Plan. Active transportation is any self-propelled, human-powered mode of transportation, such as walking, bicycling, e-assisted bicycling, scooters, roller blades, skateboards, motorized wheelchairs and even kayaks/canoes, etc. Use of the term "active transportation" highlights the connection between walking, biking, rolling, riding with public health outcomes and transportation planning. The Plan will create a Unified Vision for Walking, Biking, Rolling and Riding in Delmont.

We want everyone to share their voice in this process. Please complete this survey which will provide the Borough with everyone's ideas for improving active transportation in Delmont. Your perceptions and comments will greatly help in this planning process.

After submitting the survey, a link to an interactive map program will appear. Please use the interactive map to provide additional site-specific input on hazard areas, destinations, walking/biking routes, trail connections and any improvements you would like to see in Delmont. Also provide any ideas or knowledge that you may have regarding opportunities for the future.

The Survey and Map will only take a few minutes to complete. Please respond by April 30, 2023. Thank You!

For more information please email, John Turack at jdt15@psu.edu or SPC at spcgis@spcregion.org.

Where do you live?*

☐ Delmont

☐ Salem Township

☐ Export

☐ Murrysville

☐ Other

If employed, where is your workplace?*

☐ Delmont

☐ Salem Township

☐ Export

☐ Murrysville

☐ Other

If there are school-age (K-12) children in your household, how do they generally get to school?*

☐ Walk/Bike/Wheel

☐ School Bus

☐ Driven by a Vehicle

☐ Other

How do you generally move around Delmont?*

☐ Walking

☐ Bicycle

☐ Wheelchair

☐ Motorize Scooter/e-bike

☐ Skateboard, Rollerblade, etc...

☐ Bus

☐ Carpool

☐ Drive Alone

☐ Other

What are your reasons for walking/wheeling? Check all that apply.

☐ Environmentally Friendly

☐ Get to or from Bus Stop

☐ Get to Work or School

☐ Cheaper than driving a car or taking the bus

☐ Exercise/Recreation

☐ Improve my Health

☐ Shop, run errands or go out to eat

☐ Visit friends or family

☐ Don't have a car or a bike

☐ Don't walk to any destinations

☐ Other

What destinations do you currently walk/wheel to?

Active Transportation Plan Community Survey Questions

1000

What destinations would you like to be able to walk/wheel to?

1000

If you ride a bike, what are your reasons for riding a bike? Check all that apply.

☐ Environmentally Friendly

☐ Get to or from a bus stop

☐ Get to work or school

☐ Cheaper than driving a car or taking the bus

☐ Exercise/Recreation

☐ Improve my health

☐ Shop, run errands or go out to eat

☐ Visit friends or family

☐ Don't have a car

☐ Don't ride a bike

☐ Other

What destinations do you currently bike to?

1000

What destinations would you like to be able to bike to?

1000

What additional or new destinations/amenities would you like to see in the Delmont area? Please list below and indicate if walking/wheeling or biking would be preferred (or both) for getting there.

1000

If you would like to walk, bike, or wheel, but currently don't, what is holding you back?

☐ Too much traffic or high speeds or threatening drivers

☐ Poor conditions or roads, trails, and/or sidewalks

☐ Lack of ADA accessible routes

☐ Too dangerous for my kids

☐ Weather

☐ Lack of time

☐ Lack of safe networked routes

☐ Lack of equipment/resources (e.g. no bike/helmet/lock, no coat, no good shoes)

☐ Distances too great or too many hills

☐ Too much to carry

☐ Perceptions of other people

☐ Injury or health limitation

☐ Lack of amenities at work (e.g. bike parking, showers)

☐ Disincentives at work (e.g. free parking, no wellness credit available)

☐ Other

What types of biking and/or walking/wheeling improvements would you like to have in Delmont?

☐ Bike lanes (painted, striped lanes next to a vehicle travel lane on a road/street)

☐ Separated bike lanes (bike lanes next to a vehicle travel lane that are separated from traffic by a physical barrier, such as posts or landscaping)

☐ Off-road paths to connect bike-friendly streets and trails to each other and to key destinations in the community

☐ Bike parking

Active Transportation Plan Community Survey

☐ Bike repair station

☐ Signage that alerts drivers that people may be biking in the area

☐ Wayfinding/directional signage

☐ Better lighting

☐ Sidewalks where none exist

☐ Sidewalk repairs

☐ Shade trees

☐ Benches

☐ Trash cans

☐ Other

On a scale from 1-5, with 5 being "very important", how important do you think it is for your community to have better walking/wheeling/biking access to the Westmoreland Heritage Trail?*

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

How often do you use the Westmoreland Heritage Trail?

☐ Never

☐ Daily

☐ Once a week

☐ Once a month

☐ A few times a year

☐ Have not yet but want to

If you use the Trail, please describe how you typically access it.

☐

☐

☐

☐

Drive to the Rangos Trailhead near Delmont

Drive to another Trailhead

I come to Delmont, then bike/walk on existing streets/roads

Bike/walk from my house on existing streets/roads

On a scale from 1-5, with 5 being "very important", how important do you think it is for your community to have better walking/wheeling/biking access to surrounding communities?

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Are you interested in self-service rental programs or ride sharing services for bikes, e-bikes, and/or e-scooters?

☐ Yes

☐ No

Do you currently use public transit authority bus services?*

☐ Yes

☐ No

Are you interested in additional public bus service to regional destinations?*

☐ Yes

☐ No

If you answered "Yes" to the previous question, what destinations do you (or would you like to) visit?

1000

Please describe transit, walking, biking wheeling barriers and/or high-risk areas that you experience in Delmont

1000

If only one (1) thing could be done to improve walking, wheeling, biking, rolling, and riding in Delmont, what do you think it should be?

1000

Do you have additional comments or suggestions regarding walking, wheeling, biking, and transit in your community, or know of other active transportation improvements being planned or completed in the surrounding area that we should be aware of?

1000

If you are willing to share your contact information to receive updates on the Plan and/or other community engagement opportunities, please provide your name and email address.

Submit

Powered by ArcGIS Survey123

WalkWorks Metrics

Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths), New/Enhanced Destinations (crosswalks, intersections and other destinations) and Programs/Policies

As was indicated in the Funding Opportunity Announcement to which you responded, grant recipients are required to provide information with their final plans and, in subsequent years, to provide similar data as projects are implemented. The following templates are those on which you are to log the *potential* new/improved linear miles of new/improved routes or means of transportation, *potential* destinations that will be connected due to the new or improved routes, and *potential* new and/or enhanced sites as prioritized in your adopted plans or policies. Each table, to which you can add cells, must be completed as part of or as an accompaniment to your active transportation plan. Similar reporting will be requested through September 2023.

Active Transportation Plan Implementation Metrics - Sidewalks				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Potential linear miles: Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.				
Connected destinations: Name the destinations that will be connected with implementation of each project.				
Map or Pg. No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
Pg. 28 – Community Improvements Priorities	High	Historic District Focus Area	1.57	Improvements to central intersection - ADA curb cuts, sidewalks, stenciled crosswalks and signage Prioritize sidewalk repairs/improvements – to the Olde Log House, from Suncrest Drive to connect the Library and Borough Building
Pg. 28 – Community Improvements Priorities	High	Freeport St / Greensburg St Focus Area	0.50	Targeted Sidewalk Improvement Area/Sidewalk Gaps
Pg. 28 – Community Improvements Priorities	High	Rt. 66 - Pittsburgh Street Focus Area	0.10	ADA / Sidewalk Improvements within Project Area Sidewalk Connection with Greensburg St Intersection
Pg. 28 – Community Improvements Priorities	High	Rt. 66 Greensburg Street Focus Area	0.26	ADA / Sidewalk Improvements within Project Area Sidewalk Connection with Pittsburgh St Intersection

Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths), New/Enhanced Destinations (crosswalks, intersections and other destinations) and Programs/Policies

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WalkWorks Metrics

Active Transportation Plan Implementation Metrics - Crosswalks and Intersections			
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.			
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).			
Project description: Describe project location and what improvements are being made.			
Connected destinations: Name the destinations that will be connected with implementation of each project.			
Map or Page No.	Priority	Project Description	Connected Destinations
Pg. 28 – Community Improvements Priorities	High	Historic District Focus Area	Improvements to central intersection - ADA curb cuts, sidewalks, stenciled crosswalks and signage Crosswalks and Yield to Pedestrians signs - First Commonwealth Bank, Fox's Pizza, to Rose Wigfield Parklet
Pg. 28 – Community Improvements Priorities	High	Freeport St / Greensburg St Focus Area	Painted crosswalks needed at business entrances
Pg. 28 – Community Improvements Priorities	High	Rt. 66 - Pittsburgh Street Focus Area	Crosswalks - Signalization Improvements needed
Pg. 28 – Community Improvements Priorities	High	Rt. 66 - Greensburg Street Focus Area	Crosswalks - Signalization Improvements needed

Active Transportation Plan Implementation Metrics - Transit				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Project description: Describe project location and what improvements are being made. <i>Examples: New bus route, new stop along existing transit route, new bus shelter, etc.</i>				
Potential linear miles: Linear miles of proposed new transit routes (if applicable), rounded to the nearest tenth of a mile.				
Connected destinations: Name the destinations that will be connected with implementation of each project.				
Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
Pg. 28 – Community Improvements Priorities	High	Add Delmont information, wayfinding signage and complete surface improvements at the Park 'n Ride	-	to attract Westmoreland Transit riders into the downtown area
Pg. 29 – Community Connections and Routes	High	Community Connections and Routes - Priority Connection Routes that connect residents and visitors to the Community Destinations were identified.	0.20	Westmoreland Transit - Park 'n Ride This Plan establishes that a Community Connection Route between the Park 'n Ride and the downtown area should receive a higher level of focus in terms of sidewalk rehabilitation, walking, biking, transit and wheeling improvements and where bicycle, pedestrian, bus and wheeling friendly amenities, including benches and resting areas, water stations, bike racks, bike repair stations, bike-safe storm grates, should be installed.

WalkWorks Metrics

Active Transportation Plan Implementation Metrics – Pedestrian and Bicycle Infrastructure Improvements				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Project description: Describe project location and what improvements are being made. <i>Examples: low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, and bike share stations.</i>				
Potential linear miles: Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.				
Connected destinations: Name the destinations that will be connected with implementation of each project.				
Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
Pg. 28 – Community Improvement Priorities	High	Install amenities like bike racks, bike repair stations, bike-safe storm grates	1.57	Delmont Borough – throughout
Pg. 29 – Community Connections and Routes	High	A grouped set of important community destinations was identified as part of this Active Transportation Plan. They represent places where safe and reliable pedestrian and bike access should be provided and maintained.	5.0	<ul style="list-style-type: none">• Delmont Parklet• Twin Valley Memorial Park (Cemetery)• The Olde Log House• Shields Farm• Westmoreland Transit - Park 'n Ride• The Historic District• The Tollhouse• Rose Wigfield Parklet• Rt. 66 – Pittsburgh St• Rt. 66 – Greensburg St• Newhouse Park• Apple Hill Field• Reb Barn Winery• Kovalczik Park• Valley Stream Apartments• Commercial Properties• Morosini Reserve• Delmont Public Library• Musser's Farm Market• Yellow Bridge Brewing• Commercial Areas – US Rt. 22 West• Palmer Imaging Arena

Active Transportation Plan Implementation Metrics - Multi-Use Paths				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Potential linear miles: Linear miles of proposed paths, rounded to the nearest tenth of a mile.				
Connected destinations: Name the destinations that will be connected with implementation of each project.				
Map or Page No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
Pg. 30 - Connection to the Westmoreland Heritage Trail	High	See – Westmoreland Heritage Trail Connectivity Map – Pg. 30	9.08	<p>The Active Transportation Plan promotes (six 6) connection points to the Trail.</p> <ul style="list-style-type: none">• The connection points to the existing Trail (Pump Station Connection) and the Rangos Trailhead Connections are possible options and should be further evaluated for early implementation.• Extension of the Westmoreland Heritage Trail at the Rangos Trailhead towards Route 66 is anticipated to take approximately 3-5 years to fully complete. Therefore, it is recommended that actions be taken to ensure that the Delmont Brinker Connection and the Delmont Central Connection can be realized within five (5) years.• The Morosini Connection and the Delmont West Connection are very important to connect residential areas in the western edge of the Borough to the trail. It is recommended that actions be taken to ensure that these Connections can be realized in a 5+ year period.

WalkWorks Metrics

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements	
Policy/Project: Project policy or plan development or improvements. <i>Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan.</i>	
Policy/Project	Description
Actions	<ul style="list-style-type: none">• Complete a Trail Towns Self-Assessment.• Adopt a Resolution/Cooperation Agreement verifying Delmont's commitment to connecting to the Westmoreland Heritage Trail• Create formal cooperation agreements with/among Salem Township, Murrysville, and Westmoreland County to create municipal partnerships needed for mutually establishing the inter-community connections identified during this planning process and to codify the need for the Complete Streets Policies that will consider active transportation connections and other improvements during future land development projects located in proximity to Delmont.• Prepare an Official Map – to reserve land areas and easement locations needed for future local connection routes and connections to the Westmoreland Heritage Trail• Start a Delmont Sidewalk Program – cost sharing program that incentivizes and assists property owners to repair/replace their sidewalks• Review the Zoning Ordinance to evaluate parking requirements within the Historic District and make necessary revisions to encourage trail related developments in the Historic District
Events	<ul style="list-style-type: none">• Continue hosting the Chalk Art Event.• Evaluate the potential for hosting a Bike / Pumpkin / Trick or Treat event at Shields Farm.• Evaluate the potential for hosting a Bicycle Rodeo at Shields Farm.
Communication	<ul style="list-style-type: none">• Communicating information about the Delmont Active Transportation Plan and educating residents about the benefits and value of improving walking, biking, transit and conditions for those who use mobility devices• A continuing role of the Active Transportation Steering Committee will be to host regular engagement meetings with a range of people, including users of mobility aids, walkers and bike riders including active riders, casual bike riders and youth bike riders• Continue meeting/coordinating with PennDOT regarding Rt. 66 intersection improvements and the Rt. 66 sidewalk project. Advocate for additional sidewalk extension projects that will fully connect Rt. 66 from Greensburg Street to the proposed future Westmoreland Heritage Trail Rt. 66 crossing

revised: September 2023

Pedestrian and Bicycle Count Data for the Westmoreland Heritage Trail – at the Rangos Trailhead

	Period	July 22, 2023 → August 21, 2023	July 22, 2023 → August 21, 2023	July 22, 2023 → August 21, 2023
count days	Time	Delmont WHT/Rangos (2023) Pedestrian	Delmont WHT/Rangos (2023) Cyclist	Delmont WHT/Rangos (2023) -Total
1	Saturday, July 22, 2023	60	150	210
1	Sunday, July 23, 2023	139	135	274
1	Monday, July 24, 2023	87	45	132
1	Tuesday, July 25, 2023	87	34	121
1	Wednesday, July 26, 2023	72	51	123
1	Thursday, July 27, 2023	32	20	52
1	Friday, July 28, 2023	53	30	83
1	Saturday, July 29, 2023	61	12	73
1	Sunday, July 30, 2023	54	127	181
1	Monday, July 31, 2023	67	52	119
1	Tuesday, August 1, 2023	54	79	133
1	Wednesday, August 2, 2023	87	40	127
1	Thursday, August 3, 2023	94	63	157
1	Friday, August 4, 2023	62	35	97
1	Saturday, August 5, 2023	82	122	204
1	Sunday, August 6, 2023	89	79	168
1	Monday, August 7, 2023	46	21	67
1	Tuesday, August 8, 2023	59	59	118
1	Wednesday, August 9, 2023	103	45	148
1	Thursday, August 10, 2023	62	18	80
1	Friday, August 11, 2023	57	68	125
1	Saturday, August 12, 2023	69	91	160
1	Sunday, August 13, 2023	98	153	251
1	Monday, August 14, 2023	55	22	77
1	Tuesday, August 15, 2023	61	28	89
1	Wednesday, August 16, 2023	70	65	135
1	Thursday, August 17, 2023	51	52	103
1	Friday, August 18, 2023	89	53	142
1	Saturday, August 19, 2023	102	119	221
1	Sunday, August 20, 2023	109	126	235
30		2,211	1,994	4,205
		74	66	140
	peak day	daily average - pedestrian	daily average - cyclist	daily average - total

Bicycle Count Data – Athena Drive

	Period	July 1, 2023 → July 31, 2023
Days	Time	Delmont - Athena Drive (2023) Cyclist
1	Saturday, July 1, 2023	5
1	Sunday, July 2, 2023	2
1	Monday, July 3, 2023	1
1	Tuesday, July 4, 2023	11
1	Wednesday, July 5, 2023	13
1	Thursday, July 6, 2023	10
1	Friday, July 7, 2023	6
1	Saturday, July 8, 2023	12
1	Sunday, July 9, 2023	1
1	Monday, July 10, 2023	9
1	Tuesday, July 11, 2023	11
1	Wednesday, July 12, 2023	9
1	Thursday, July 13, 2023	6
1	Friday, July 14, 2023	0
1	Saturday, July 15, 2023	5
1	Sunday, July 16, 2023	6
1	Monday, July 17, 2023	1
1	Tuesday, July 18, 2023	8
1	Wednesday, July 19, 2023	0
1	Thursday, July 20, 2023	2
1	Friday, July 21, 2023	2
1	Saturday, July 22, 2023	7
1	Sunday, July 23, 2023	12
1	Monday, July 24, 2023	4
1	Tuesday, July 25, 2023	4
1	Wednesday, July 26, 2023	5
1	Thursday, July 27, 2023	4
1	Friday, July 28, 2023	2
1	Saturday, July 29, 2023	1
1	Sunday, July 30, 2023	14
1	Monday, July 31, 2023	2
31		175
	Peak day	
	Daily Average	6

	Period	August 1, 2023 → August 21, 2023
Days	Time	Delmont - Athena Drive (2023) Cyclist
1	Tuesday, August 1, 2023	22
1	Wednesday, August 2, 2023	1
1	Thursday, August 3, 2023	8
1	Friday, August 4, 2023	2
1	Saturday, August 5, 2023	12
1	Sunday, August 6, 2023	14
1	Monday, August 7, 2023	1
1	Tuesday, August 8, 2023	10
1	Wednesday, August 9, 2023	5
1	Thursday, August 10, 2023	0
1	Friday, August 11, 2023	9
1	Saturday, August 12, 2023	4
1	Sunday, August 13, 2023	12
1	Monday, August 14, 2023	4
1	Tuesday, August 15, 2023	4
1	Wednesday, August 16, 2023	9
1	Thursday, August 17, 2023	13
1	Friday, August 18, 2023	21
1	Saturday, August 19, 2023	5
1	Sunday, August 20, 2023	13
1	Monday, August 21, 2023	4
21		173
	Peak day	
	Daily Average	8

Totals		
July 1, 2023 → August 21, 2023		
Days	Peak day	Daily Average
52	8/1/2023 - 22	7