

Walk · Bike · Ride Indiana

Active Transportation Plan of Indiana Borough

Adopted September 2022

Prepared by:

**THE
EADS
GROUP**
Engineering, Architecture & Design Services

trh
thomas r. harley
ARCHITECTS, LLC

Walk • Bike • Ride Indiana

Indiana Borough Active Transportation Plan

Adopted September 2022



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.

Acknowledgements

Special thanks to all the representatives of Indiana Borough 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, 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

Nichole Sipos – Indiana Borough Manager
Stephanie Dunlap, AICP – Former Indiana Borough Planning & Zoning Official;
Planning, Zoning & Code Supervisor; Project Liaison
Gregg Erwin, Indiana Borough, Planning & Zoning Official
Lieutenant Eric Slovinsky– Indiana Borough Police Department
John Kanyan – IndiGO Transit Authority, Executive Director
Josh Krug – Indiana County Office of Planning & Development,
Deputy Director, Planning Section
Peter Broad – Indiana Borough Council, President
Matt Genchur, CFM – White Township, Code Enforcement/Stormwater
Heidi Farmery – Aging Services
Mike Minnick – Indiana Area Jr. High School, Principal
Laurie Lafontaine –Indiana County Planning Commission, Chair

Sam Phillips – Indiana University of Pennsylvania, Associate Vice President for
University Operations and Administrative Services
John Benhart, Ph.D. – IUP Geography, Geology, Environment, and Planning
Department, Department Chair
Joe Kinter – Indiana Borough Business Owner, Borough Resident
Sudeshna Ghosh, Ph.D. – IUP Geography, Geology, Environment, and Planning,
Associate Professor
Charles Manges – Indiana Borough Planning Commission
Dreama Van Cise, IRMC Nurse, Borough Resident
Justin Ruggles - PA Department of Transportation (PennDOT) District 10,
Transportation Planning Specialist
Leann Chaney, AICP – Southwestern Pennsylvania Commission (SPC), Active
Transportation Coordinator

IUP Student Projects

Indiana University of Pennsylvania’s (IUP) Geography, Geology, Environment, and Planning Department students
under the direction of *Dr. John Benhart* in the Technical Issues in GIS class:

Taylor Hudzicki, James Kolakowski, Dakota Seidel, and Isaac Thompson

(completed walkability and bikeability assessments on portions of 5th Street, Philadelphia Street, Chestnut Street and Pratt/Locust/West & S 8th Streets within IUP Campus)

Students under the direction of *Dr. Sudeshna Ghosh* in the RGPL 350: Intro to Community Planning class:

Thomas Oraskovich, Daniel Kukula, Mary Stenning, Alexis Bobak, Tyler Peterson,

Nathan Wissinger, Carley McCarty, Austin Fryar, Gregory Mertz, Elijah Anderson, and Quentin Davis

(conducted ‘Day in Life’ Visual Observation-Cognitive analyzes along portions of

Church St, Wayne Ave, Oakland Ave, Philadelphia St, School St, S. Papermill, N. 12th St and Water St.

This effort focused on street perceptions of walking and biking enjoyment, safety, disturbances, and other socio-economic conditions)

Key Stakeholders Interviewed

Monica Jones - Farmers Insurance
Jim Bertuzzi - IUP Safety
Mike Travis - IASD Transportation
Nicole Dann-Payne –Cross-country Coach for Marion Center, Borough Resident
Beth Finnegan –Humane Society, Executive Director; Borough resident
Susan Smith - former WalkWorks group leader, Borough Resident
Joe & Becky Perseo – visually impaired couple, Borough Residents
Chuck Houser - Indiana Insurance, retired; e-bike user; Borough Resident
Adriene Smochek - Indiana County Parks & Trails Board, C&I Trail Council Board, Board of Directors for Evergreen Conservancy,
Chair of the Board for Friends of Indiana County Conservation District, and District Manager for Representative Jim Struzzi
Laurie Lafontaine –Indiana County Planning Commission, Chair; Indiana County Parks & Trails Board; C&I Trail Council Board; LINC; Grassroots trail advocate
Shagufta Haque - IUP Student, Indiana Borough Resident
Rachel Grove - Director of Ambulatory Social Services at IRMC Physician Group
Meghan Miller –The Open Door, Executive Director

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

Special thank you to the [Southwestern Pennsylvania Commission staff](#) for assistance with the Interactive Comment Map and Community Survey and Level of Comfort Mapping

Special thank you to the [Indiana University of Pennsylvania \(IUP\) Geography](#), Geology, Environment, and Planning [Department](#) and Dr. John Benhart and Dr. Sudeshna Ghosh for providing and coordinating student support for this Project

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



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

Mark W. Lazzari 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 all of our public participation efforts and in preparing GIS mapping products. Learn more at <https://www.eadsgroup.com>



Barbara J. Hauge, P.L.A., ASLA, GIP Thomas R. Harley Architects, LLC. and UpStreet Architects

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 20 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. Barb is a member of the American Society of Landscape Architects (ASLA), PA-DE Chapter and serves on their Communications Committee. Learn more at <https://www.upstreetarchitects.com>

Special thanks also to Dr. Dey "Whit" Watts, AICP, retired IUP Professor in Geography and Regional Planning for his on-going assistance

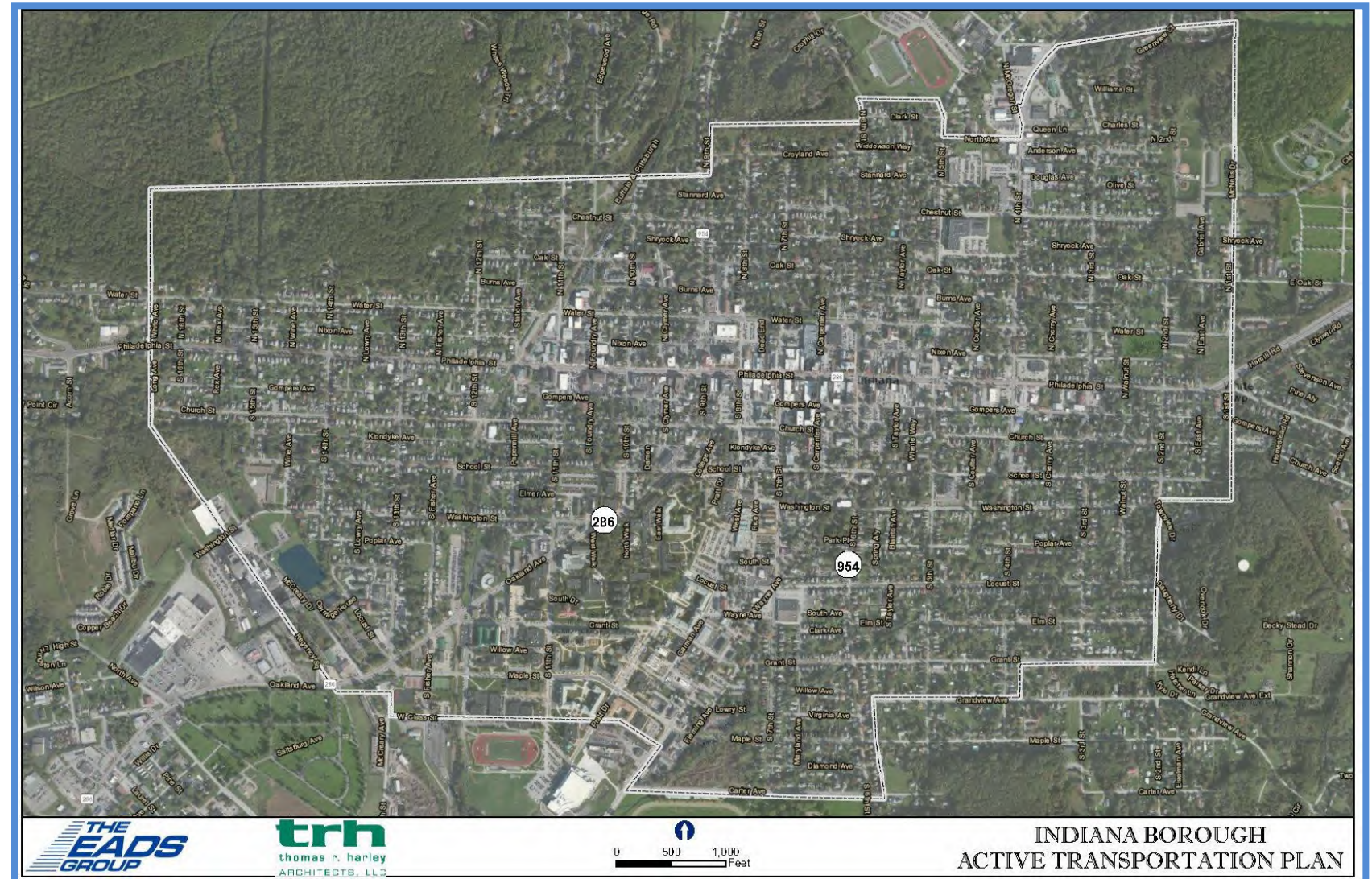
Table of Contents

1. Introduction - pgs. 1-3
2. Community Engagement - pgs. 4-9
3. Existing Conditions - pgs. 10-17
4. Active Transportation Priorities – Priority Improvement Corridors - pgs. 18-26
5. Active Transportation Priorities – Walking, Biking & Riding Improvements- pgs. 27-34
6. Implementation and Funding Strategy - pgs. 35-47
6. Appendices
 - Steering Committee Meeting Agendas
 - WalkWorks Metrics – Potential Linear Miles, Connected Designations and New/Enhanced Destinations
 - PennDOT Active Transportation Themes - Matrix

INTRODUCTION

About Indiana Borough - The following is a brief summary of Community Characteristics for Indiana Borough.

- Indiana Borough is the County Seat and is the home of Indiana University of Pennsylvania (IUP).
- Indiana Borough covers approximately 1.76 square miles.
- The 2020 US Census reported that there were approximately 14,044 people residing within Indiana Borough.
- The median age in the Borough is approximately 40.2 years of age. Approximately 19% of Borough residents are over 65 years of age.
- The average travel time to work for Borough residents is 24.1 minutes. Approximately 79% of residents drive alone to their place of work. US Census data suggest that approximately 6% of residents walk to work and just over 4% work from home. Only 1% of residents use public transit to travel to work.
- Approximately 8% of residents are diagnosed with a hearing or vision difficulty.
- There are approximately 5,336 housing units in the Borough. Approximately 87% of those units are occupied. Approximately 70% of housing units are owner occupied.
- Just over 9% of Borough residents under 65 years of age indicate they have some form of disability.
- The Borough has an active Bicycle and Pedestrian Committee that meets monthly to talk about and advance projects/programs that advocate for activity-friendly transportation and recreation options within the community.
- Indiana Borough Council adopted a Comprehensive Plan in 2011. Pedestrian and bicycle transportation was identified as a citizen priority.
- In 2013, the Borough applied for a Walk Friendly Community designation which earned a Bronze designation. At the time it was only the second community in Pennsylvania to gain that designation.
- The Borough has a Walk Score of 89 and a Bike Score of 73. This indicates the Borough is walkable and bikeable.



About the PA WalkWorks Program - [WalkWorks](#) is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of active transportation plans or related policies. Its mission is to improve public health by increasing access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit 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.
- Funding for the development of local Complete Streets and Vision Zero policies to make walking and biking safer.
- Technical assistance for the development of said plans and policies.
- Education and Guidance on the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility for people throughout the commonwealth, no matter their zip code, income, or skin color.
- Support to communities that encourage walking, biking, transit, wheeling, etc., through events, routes, programs, and groups.

Active Transportation Vision

The Walking, Biking, Rolling, and Riding system in Indiana Borough is safe, comfortable and accessible and connects people of all ages, abilities, and socio-economic levels with destinations and provides opportunities to exercise, relax and spend time outdoors.

Active Transportation Plan - Purpose and Goals

The Indiana Borough Active Transportation Plan had three (3) overall purposes. Each has successfully been achieved.

1. To provide Indiana Borough with a set of achievable walking, biking, rolling, and transit-oriented improvement priorities that will make it easier and safer for people to get from one place to another.
2. To conduct a public engagement process that educated residents and raised the community's collective understanding of the value and benefits of walking, biking, rolling, and riding.
3. To collaborate with many different partners including local and regional service providers representing health care, insurance, public safety, aging services, public transit, school district, higher education and trail advocacy as part of the planning process.

The Indiana Borough Active Transportation Plan was prepared to accomplish three (3) overall goals. Each has successfully been achieved.

1. To provide a safe, comfortable and accessible walking, biking, and riding network that reliably connects residents, students and visitors to local destinations.
2. To provide a safe, comfortable and accessible walking, biking, and riding network that equally benefits and serves able bodied and impaired adults, children, students, older residents and visitors.
3. To provide a safe, comfortable and accessible walking, biking, and riding network that improves the health status and aging in place opportunities for Borough residents.

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, residents and members of the Project Steering Committee which included Borough officials and staff, County Planning Department and County Planning Commission, and other stakeholders representing the Indiana Borough Police Department, Aging Services, School District, IndiGO Transit Authority, IUP, IRMC, PennDOT and the SPC. Representatives from surrounding White Township also actively participated on the Committee. The public engagement process made it possible to identify implementable solutions to real transportation system issues that exist within the Borough. 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 Indiana Borough. The approach included fieldwork by the Planning Consultants, a Community Survey and Interactive Comment Map, results of Walkability and Bikeability Assessments, direct input from Borough residents, key person interviews, and guidance from Indiana Borough officials and staff. Results of the public engagement process were considered to identify core issues, assets and solutions. These results were refined during in-depth Steering Committee meetings that further developed several specific priorities.
2. **Organization of the Plan to Reflect Local Thinking** – The Plan consists of six (6) 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 Indiana Borough.
 - A Priorities section that clearly describes the top walking, biking and transit related priorities.
 - An Implementation section that ties the priorities and recommendations with potential timelines, funding sources and potential partners.
3. **Identify a Structure and Capacity to Implement the Plan** – This is an “implementable” Plan, meaning that completion of this document is not the ending point of the planning process but rather the beginning of the ‘doing’ part of the planning process. Indiana Borough staff, elected officials, and members of the Steering Committee are critical to the coordination of follow-up activities and will be critical for the implementation efforts. Many members of the Project Steering Committee for this Active Transportation Plan also serve on the Borough’s Bike-Ped Committee, on the regional C&I Trail Council and on other local and regional boards and commissions. Indiana Borough staff, elected officials, and members of the Steering Committee are allied together through their support of walking, biking and riding improvements, community enhancements, and other outdoor facility/amenity improvements in Indiana Borough. Members of the Project Committee will meet with the Borough staff and elected officials on a quarterly basis to evaluate progress and the implementation status of this Plan. The meetings should also be used to discuss Plan updates, funding opportunities, other plans and projects being completed locally and in the surrounding region and also the changing conditions in the Borough that can aid with implementation actions. Committee members can provide input on future planning and design, working on policy next steps, enhancing programs and events, monitoring performance metrics.

COMMUNITY ENGAGEMENT

The Community Engagement process provided Indiana 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 Priorities and their corresponding action items. The following section describes the Community Engagement process and highlights the results.

Project Steering Committee Meetings

Members of the Project Steering Committee were strategically selected to provide input and to educate/communicate with others about the Plan's development. Each Committee member's occupation and/or areas of expertise were among the deciding factors for their being asked to join and serve on the Committee. Committee members also assisted with critical sharing of information directly related to developing the list of Priorities included in the Plan. In total, ten (10) on-line or hybrid Steering Committee meetings were held. Agendas for the Project Steering Committee meetings can be found in the Appendix.

- Meeting 1 January 27, 2022
- Meeting 2 February 22, 2022
- Meeting 3 March 22, 2022
- Meeting 4 April 26, 2022
- Meeting 5 May 24, 2022
- Meeting 6 June 28, 2022
- Meeting 7 July 26, 2022
- Meeting 8 August 2, 2022
- Meeting 9 August 9, 2022
- Meeting 10 August 31, 2022

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

Field Tours

The Project Team conducted an initial walking tour of the Borough on January 27, 2022. A Field Tour was also held with participants as part of the Community Engagement event held on April 26, 2022. The Field Tours were used to evaluate existing conditions in the Borough and to identify walking and biking impediments and opportunities. The Tours were used to identify key community destinations and priority walking routes.

Community Engagement Event

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

Key Person Interviews

Eleven (11) Key Person Interviews were conducted during the planning process. The Interviews were an important method to engage with many different segments of the community and to involve them in development of this Plan. Interviews were conducted with council persons, business owners, service providers, local/regional agency representatives and residents.



COMMUNITY ENGAGEMENT EVENT

INDIANA BOROUGH INDIANA COUNTY - WHITE TOWNSHIP



Provide your input on...

ACTIVE TRANSPORTATION

WHERE	WHAT
Grace United Methodist Church 50 S. 7th Street Indiana, PA Parlor - Rooms 101 and 102 <i>(entrance is at the rear of the church)</i>	Indiana Borough, Indiana County and White Township are working to increase access and opportunities for walking, biking, wheeling, and using public transit. Indiana Borough and Indiana County are preparing Active Transportation Plans. White Township and Indiana Borough are also preparing Complete Streets Policies.
WHEN Tuesday, April 26, 2022 Outdoor Gathering: 4-5pm <i>(at the adjacent Hoodlebug Trailhead and Bike Parking Lot)</i> Indoor Open House Session: 5-7pm	The Plans and Policies will prioritize creating better connections to community destinations, increasing social interactions, and creating healthier communities so people can engage in physical activity to everyday destinations.
Community input and suggestions are critical and necessary to this important Project! Join us and bring a friend!	TOPICS The Outdoor Gathering and Open House Session will be fun and interactive. Representatives from Indiana Borough, Indiana County, White Township and our Consultant Team will be available for one-on-one and group discussions.

Existing Projects and Plans

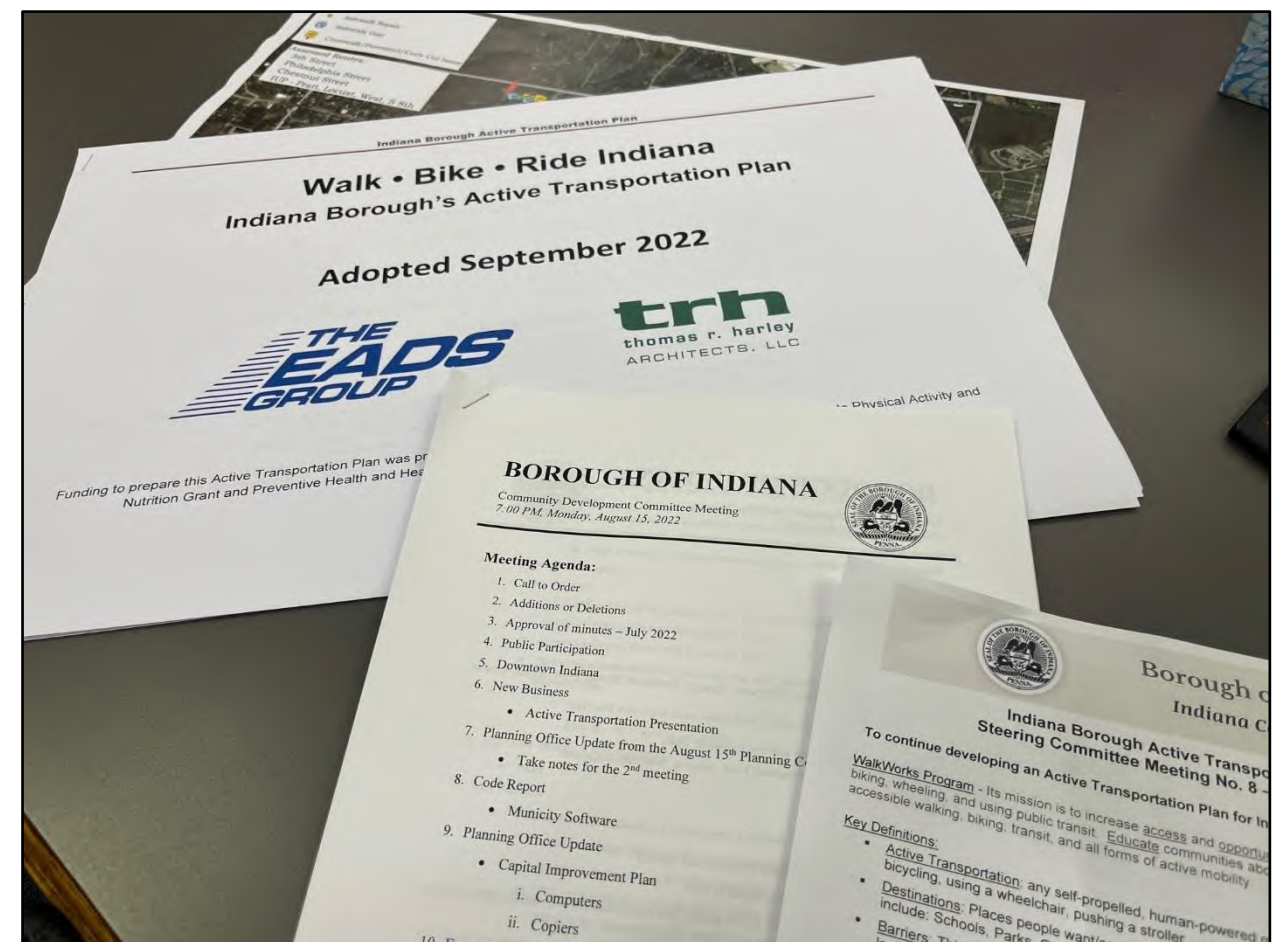
Several existing plans were reviewed and incorporated into the planning process. The results of the following are incorporated by reference into the Indiana Active Transportation Plan: 2000 Indiana, Pennsylvania Walkable and Bikable Executive Report, Dan Burden; 2011 Indiana Borough Comprehensive Plan, A Community Development Policy Guide; 2013 Walk Friendly Communities Community Report Card and Feedback; 2013 Borough of Indiana, PA Bicycle Master Plan, Aspect; 2014 Allegheny Arboretum's Concept Plan, Oakland Avenue Corridor; 2015 Indiana Multimodal Corridor Preliminary Engineering Study; 2016 Walkability Assessment for Downtown Historic Route, Indiana Borough, IUP; 2016 Indiana Community University District Master Plan; the 2019 Wayne Avenue Multimodal Transportation Study; and the 2021 Bike Friendly Community Application.

Radio Interview

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

Indiana Borough Community Development Committee

Members of the Project Team presented sections of the draft Plan to the Indiana Borough Community Development Committee during their August 2022 meeting. The Team reviewed the Plan's title, vision, purpose and goals with the Committee. The Team also reviewed priorities, actions items and suggested implementation approaches. The Community Development Committee approved the Plan and gave their support for improving walking, biking, riding and rolling in Indiana.

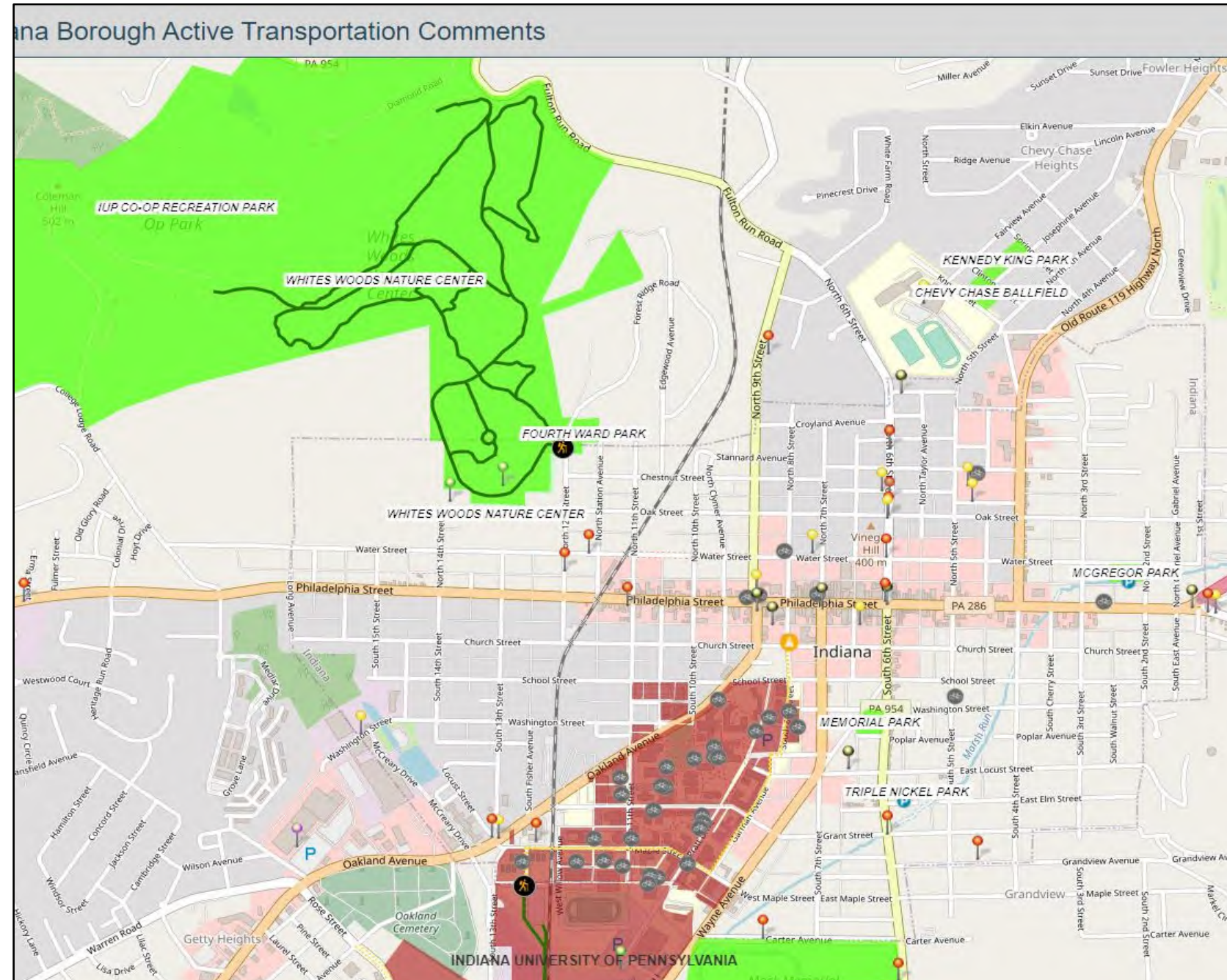


Interactive Comment Mapping and Community Survey

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 7 – May 15, 2022. The map and survey enabled users to add general and site-specific comments about

walking and biking in Indiana; locate assets and areas of community concern; identify infrastructure issues; and provide insights, ideas and suggested fixes and recommendations. Links to the survey and map were provided on Indiana'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, the Borough's websites, in news articles and in the radio interview. The survey and comment mapping were linked but could be accessed independently to allow for flexibility in providing input. Nearly 200 survey responses were collected over 100 comments/pins were provided on the map.



Indiana Borough Active Transportation Survey



Indiana is in the process of 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 growing recognition of the connection between public health outcomes and transportation planning. **We want everyone in the community to have a voice in this process.** Therefore, we would appreciate you completing the survey. This survey will provide your ideas in addressing active transportation in Indiana. The survey should take about 10 minutes to complete.

After submitting the survey, the link to an interactive map program will be provided. We ask you to use the interactive map to provide additional input on transportation improvements you would like to see in Indiana Borough. Your perceptions and comments will help in this planning process. **We would appreciate your response by May 15th. Thank You!**

Plans move ahead to promote 'active transportation'

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



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

PATRICK CLOONAN/Gazette

1 of 2

A screenshot of a digital display or poster for the Indiana Active Transportation Plan. At the top, it says "ACTIVE TRANSPORTATION PLAN" with a small image of a street scene. Below this, the text reads: "We're developing an Active Transportation Plan (ATP) to help make our community safer, easier and more accessible for everyone!" followed by "We want everyone in the community to have a voice in this process." It then states: "A community survey and interactive map have been created to gather public input on walking, biking and other modes of transit in our community." and "All input will also be used to help guide discussion and planning for American Rescue Plan funding." The survey is noted as taking about 10 minutes and being open until May 15, 2022. At the bottom, there are two QR codes: one labeled "MAP" and another labeled "SURVEY". Between the QR codes are links for "Indiana ATP Survey Link" and "Indiana ATP Map Link", and a "Close" button.

The planning process for this Active Transportation Plan faced an early challenge when the Borough's primary project contact, Stephanie Dunlap, AICP – former Indiana Borough Planning & Zoning Official, moved out of the area to pursue another professional opportunity. The loss of this dedicated staff member was overcome by refocusing the Steering Committee and by placing a greater emphasis on public engagement efforts. The Public Engagement process did become one of the most important outcomes of the Plan. Public engagement helped the project move forward by raising the community's collective awareness of walking and biking needs, issues, and opportunities across the community. It built capacity amongst the Steering Committee, and it empowered different community leaders to take more active roles in developing this Plan. The following summarizes some of Indiana Borough's Active Transportation Program Themes that were cultivated out of the Public Engagement Process including the Key Person Interviews. Walking, Biking, and Transit improvement responses are reviewed in Section 5.0 and Section 6.0.

Purpose:

- Participants pointed to several purposes that an active transportation would support in addition to its obvious health and environmental benefits. These included attracting visitors, increasing community amenity and providing transportation for those who are (or will be) unable to drive. They expressed particular concern for the safety of the young and elderly.
- “Free range” children's walking zones and educating folks about IndiGO services were seen as positive ways to support these special populations.

Patterns:

- The “prewar” development pattern of Indiana Borough was seen as preadapted to active transportation. The “post war” auto dependent patterns outside the Borough were more challenging for cyclists and pedestrians.
- Sidewalks and low speed, low volume residential street patterns permit movement in the Borough in ways difficult to replicate outside the Borough. People, for example, can use streets parallel to Philadelphia Street (Gompers, Chestnut) as alternative cross town “off arterial” paths. Movement outside the Borough necessarily requires road sharing (bike lanes) along arterials to access commercial sites.

Regional Paths:

- Particularly desirable, if more ambitious, linkages included access to County and State Parks (via public conveyance), bike lanes along East Pike to the White Township Recreation Center and East Pike Elementary School as well as enhanced bike access to IUP, Mack Park, White's Woods, Little League Fields and other schools.

Progress:

- Participants emphasized the incremental step by step, piece by piece, nature of system development. While development took time, forward progress was in evidence.
- Recent lane designations, pavement markings and important “gap filling” improvements, such as the IUP/Hoodlebug connection, signaled ongoing interest and progress. Sidewalk repairs, curb cuts and signal improvements were also mentioned. All improvements, however modest, were positive and welcome.

Constraints:

- Participants also mentioned several constraints inhibiting development of an active transportation system. These included financial limitations, public sentiment regarding the primacy of cars and contemporary sensitivities concerning the safety of children.
- Moving beyond the “Nice but not necessary” mindset while ensuring a safe, uncompromised and well-connected system remains an ongoing challenge.

Visibility and Familiarity:

- Of particular concern was system visibility. As a work in progress, it can be difficult to “wrap your head around” the various parts. Components feel poorly marked and disjointed. Paths can dead end or “lead to nowhere”. It is not immediately obvious what the scope, existing options or use of the system might require. Making the system more visible ‘on the ground’ is important for orienting and recruiting users. The marking and graphic delineation of system routes and facilities is the most obvious solution. As one participant noted considerable improvements could be made “for the cost of paint”.
- Participants also noted that coming to understand and use an active transportation system requires education and familiarity. Participants mentioned several ways an active transportation plan could be made more visible. An active and ongoing social media presence, trail and open house events as well as safety workshops were all considered important ways to raise system visibility. Directly encouraging system use through transit, walking and biking events was seen as a particularly good way to increase system visibility.

Policy Support:

- Participants appreciated the bike safety efforts of Borough police, event sponsorship of Levity Brewing and The Indiana County Road Runners as well as the assistance of the Indiana Cycling Center and Gingerbread Man in promoting, supporting and encouraging system use.
- The long-term commitment of Indiana County Parks & Trails, Indiana County Office of Planning & Development, IndiGO Transit as well as key bicycle advocates was considered especially important in moving the active transportation system forward. The future participation of IUP, IASD and IRMC was encouraged as well. While participants recognized and appreciated the long-term commitments of many institutions and individuals, they also felt that an official active transportation policy document would help to both celebrate past accomplishments and strengthen future commitments.

EXISTING CONDITIONS

Community Heath Assessment

The Indiana Regional Medical Center (IRMC), part of the Pennsylvania Mountains Health Care Network (PMCN), offers information from its Community Health Needs Assessment (CHNA) Implementation Strategy for 2021-2024 to the Indiana Borough Active Transportation Plan. The implementation strategy is the result of the hospital’s CHNA adopted by its Board of Directors in June 2021. IRMC completed its CHNA in collaboration with community, government, and other social service partners serving Indiana and surrounding communities. The assessment found that Indiana County has elevated rates of obesity and other chronic diseases. Some of these other diseases include high blood pressure/hypertension, diabetes, high cholesterol, and various cardiovascular diseases. The rate of these medical occurrences is more than the statewide average. No Borough level statistics are available, however, it is safe to assume the Borough faces similar health and medical challenges.

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

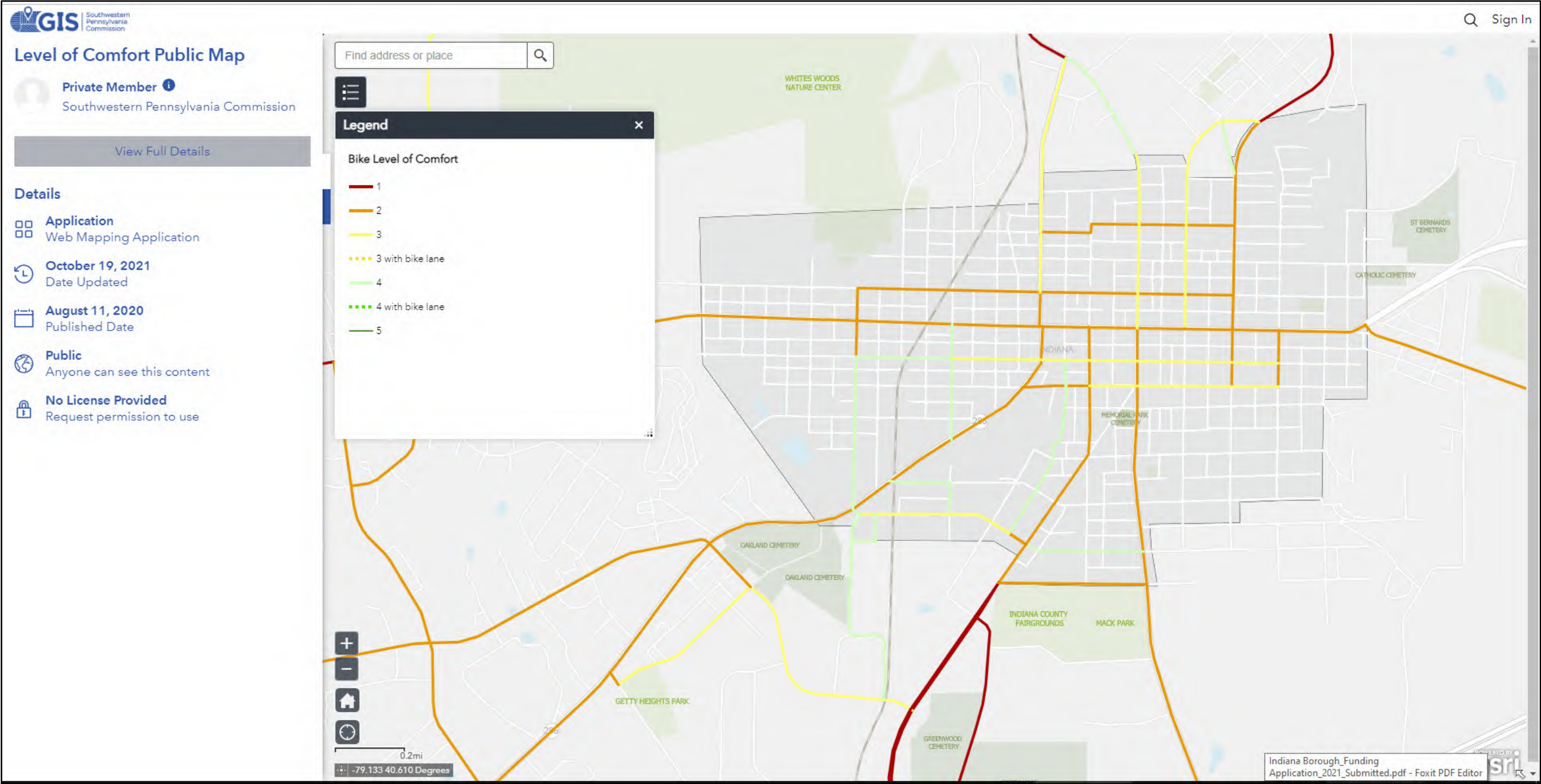
- Approximately one in three (34.0%) respondents have been told they have high blood pressure.
- Respondents identified the following conditions among the Top 10 health related problems in the community: Obesity and Overweight (80.6%), Diabetes (69.5%), Cardiovascular Disease and Stroke (64.4%), Hypertension/High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

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

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

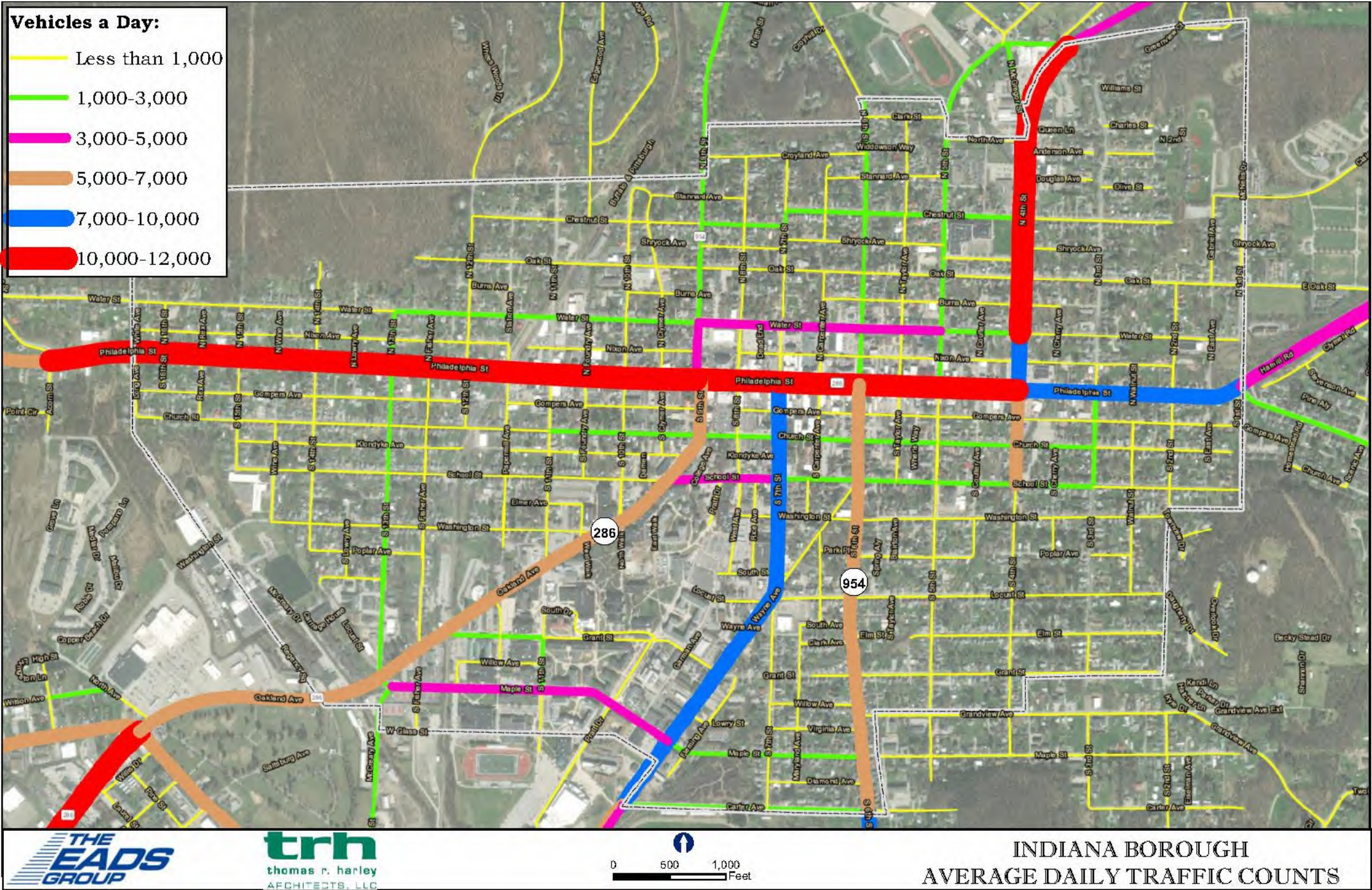
Indiana Borough Bicycle Level of Comfort Map

The Southwestern Pennsylvania Commission (SPC) is developing Bicycle Level of Comfort (LOC) mapping for the entire SPC region. LOC mapping ranks the comfort of on-street biking from 5 to 1, with 5 being the most comfortable and 1 being the least comfortable. The map below shows the LOC mapping for Indiana Borough and surrounding areas. Streets not ranked are more likely to be easy to ride on as smaller, local roads, with less through traffic. The Project Development Team saw an opportunity to use the LOC information to illustrate connectivity options for reaching important local destinations. The map is a visually intuitive way to begin the analysis of potential transportation connections. In depth analysis of these options is out of the scope of this Active Transportation Plan, but it provides the Borough with a great starting point to continue these investigations. Use the following link to view the interactive LOC mapping for the entire SPC region [Level of Comfort Public Map | SPC GIS \(arcgis.com\)](#)



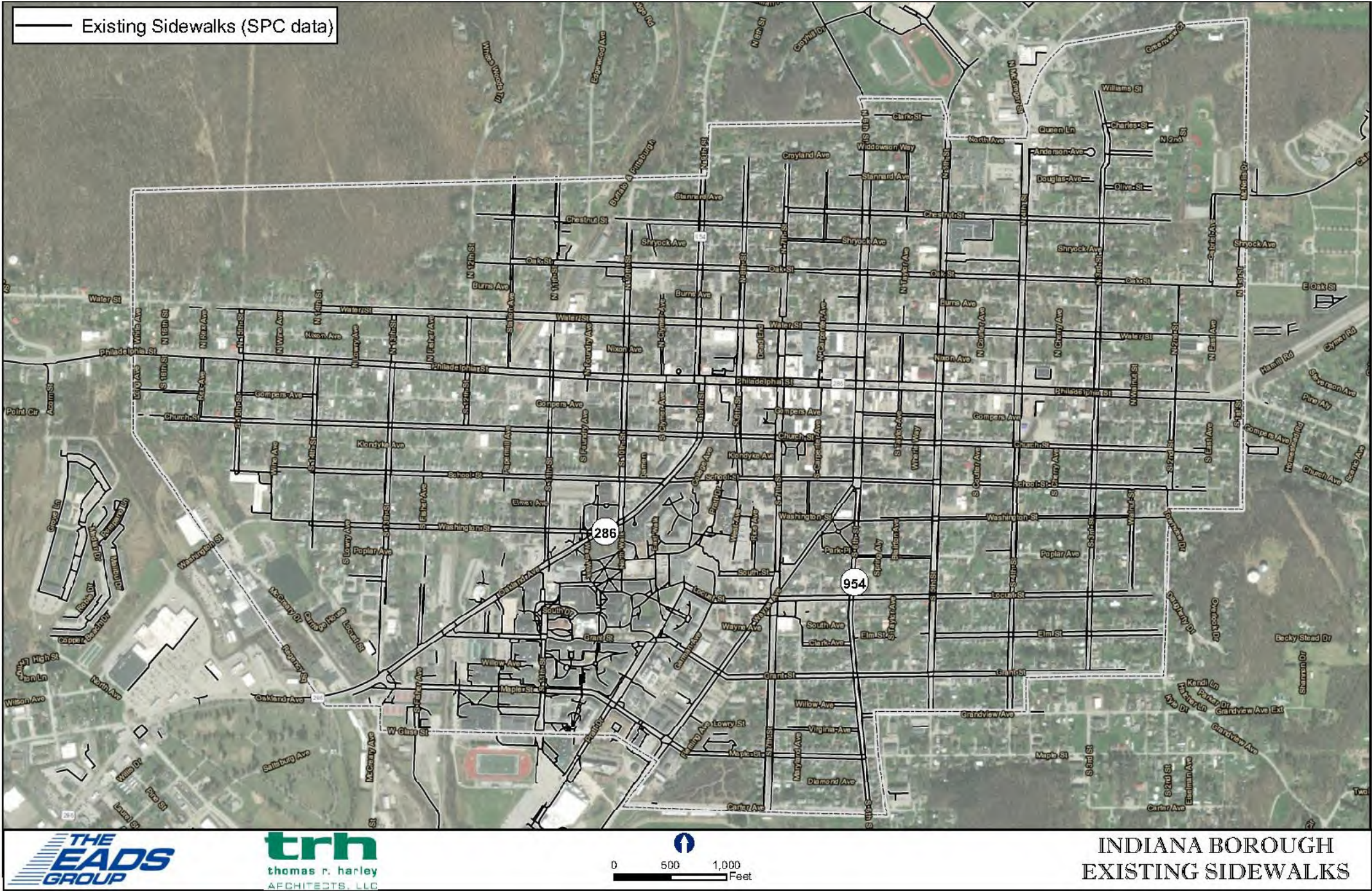
Average Daily Traffic Counts

The map below summarizes traffic volumes in the Borough in terms of Annual Average Daily Traffic (AADT). Traffic volumes vary in the Borough. There are a few major roads that experience high traffic volumes. However, a majority of the roads in the Borough have lower traffic volumes. Most of Philadelphia St. and N. 4th Street experience the highest volume of traffic in the Borough, carrying over 10,000 vehicles a day. Sections of Wayne Ave., S. 7th St., Oakland Ave., and S. 6th St. also experience a relatively high volume of traffic, carrying between 5,000 and 10,000 vehicles a day. As expected, street sections that connect to these high traffic volume roads, also carry higher number vehicles. However, as shown on the map, a majority of the local streets in the Borough carry less than 1,000 vehicles a day. And most of these actually carry less than 500 vehicles a day.



Existing Sidewalks

The Southwestern Pennsylvania Commission (SPC) has mapped the location of sidewalks throughout the SPC region. The map below shows the location of sidewalks in Indiana Borough as mapped by the SPC. As shown, a majority of the roads and streets in the Borough have sidewalks on at least one (1) side. Most of the roads and streets do have sidewalks on both sides of the street. As noted, the sidewalk mapping was prepared by the SPC. Indiana Borough is encouraged to use this map for information purposes. The Borough is encouraged to field verify the accuracy of the mapping and to make site specific revisions so that the most accurate depiction of sidewalk locations in the Borough can be prepared.

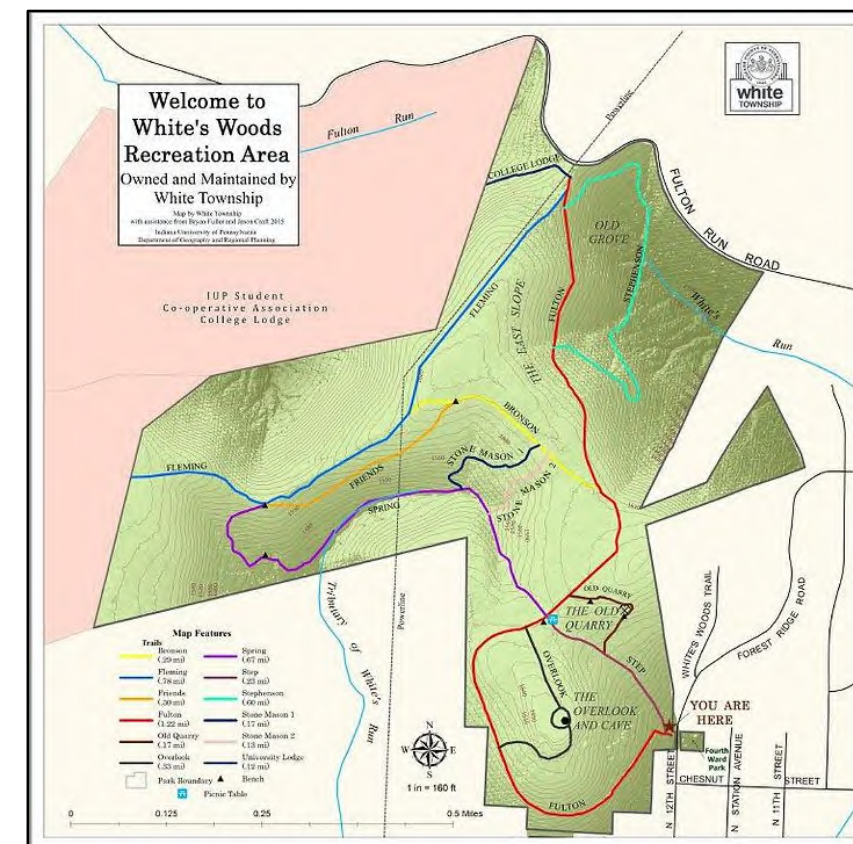
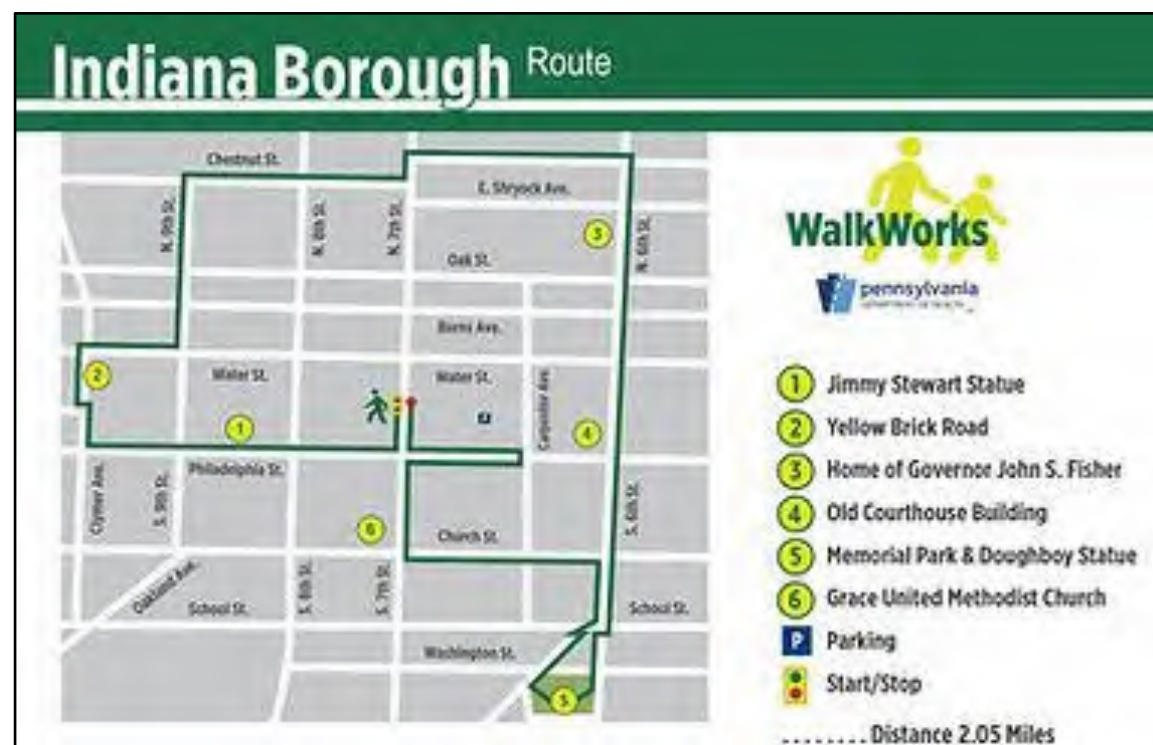


Existing Trail and Walking Resources

- **Hoodlebug Trail** - The Hoodlebug Trail is a 10-mile recreation and commuter trail running from Black Lick to Indiana with connections to the Ghost Town Trail with other connections under development. The Hoodlebug Trail is open year-round for non-motorized activities, including bicycling, hiking, and cross-country skiing. It is also part of a large network of trails in western Pennsylvania known as the [Trans Allegheny Trails network](#). An approximately 1.5-mile extension was recently completed connecting the trail into downtown Indiana. This extension is aligned through the southern half of the Borough and extends to Trail Head areas located at the intersection of Church Street and 8th Avenue. The Trail Head located within the Borough's 8th Avenue Parking Lot features a sheltered rest area, covered bike parking, trail signage and a bike repair station.
- **PA WalkWorks Route** – An officially designated PA WalkWorks walking route is in the Borough. The map below highlights the route and key destinations within the Borough. Other self-guided walking tours in the borough have been developed through the Indiana County Decathlon program.








- **White's Woods** – There are 12 trails ranging from Intermediate to Difficult maintained in the White's Woods Recreation Area. The main entrance to the White's Wood trail system is on N 12th Street near its intersection with Chestnut Street.



• Park Areas and Recreation Areas

Indiana Borough and surrounding area is home to many public parks, recreation areas and recreation facilities. These include Mack Park and the adjacent Indiana Community Garden, Memorial Park, McGregor Park, Chevy Chase Community Garden/Kennedy-King Park, White's Woods Nature Center, IUP CO-OP Park, Indiana Little League Fields, Vinegar Hill, IRMC Park, IUP facilities and the White Township Recreation Center as well as nearby playgrounds.




	<p>The Pennsylvania Municipal League recognizes Indiana Borough as a Gold-certified community through it's Sustainable Pennsylvania Program.</p>
	<p>The Arbor Day Foundation has presented Indiana Borough with the Tree City, USA recognition for the past 13 years.</p>
	<p>Indiana Borough has been designated as a AAA Platinum award recipient for excellent pedestrian & traffic safety</p>
	<p>Walk Friendly Communities is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The program has designated Indiana Borough as a bronze Walkable City due to it's commitment to improving the pedestrian experience through enforcement programs and a connected sidewalk network that leads to an exceptionally high walking rate within the community.</p>
	<p>National non-profit KaBOOM has honored Indiana Borough for its commitment to children with a Playful City, USA designation</p>

Designation

In 2021 the Borough’s Bike-Ped Committee submitted an application to the League of American Bicyclists as a Bike Friendly Community and has been designated an Honorable Mention. The designation includes suggestions and next steps for the Borough to follow to become a more bike-friendly community.

Increasing active transportation opportunities will help the Borough achieve their goal of being known as a connected community for bicyclists, pedestrians and transit riders. The Borough enjoys a high rate, by North American Standards, of walking by commuters and has a Walk Score of 89.

The vulnerable populations in Indiana Borough have good active transportation connectivity with downtown affordable housing units and other areas around the borough but there are needed improvements. Enhancements to these areas will benefit the entire community.



THE LEAGUE OF AMERICAN BICYCLISTS
Since 1880

Spring 2021

INDIANA BOROUGH, PA

TOTAL POPULATION
13,346

POPULATION DENSITY
7540

OF LOCAL BICYCLE FRIENDLY BUSINESSES
0

TOTAL AREA (sq. miles)
1.77

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES
0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Indiana Borough
High Speed Roads with Bike Facilities	20%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	4%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	YES (NO BUDGET)
Bike Program Staff to Population	1 PER 154K	1 PER 133K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.60/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.23/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.15/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.66/10

KEY OUTCOMES

	Average Bronze	Indiana Borough
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	1.83%
SAFETY MEASURES CRASHES <i>Crashes per 100 bicycle commuters</i>	1093	312.50
SAFETY MEASURES FATALITIES <i>Fatalities per 100 bicycle commuters</i>	20	0

KEY STEPS TO BRONZE


- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide or

- the FHWA's Small Town and Rural Multimodal Network Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of

KEY STEPS CONTINUED ON PAGE 2...

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES
PAGE 1 OF 2

SUPPORTED BY  NACTO  PCCO  AND LEAGUE MEMBERS



THE LEAGUE OF AMERICAN BICYCLISTS
Since 1880

Spring 2021

INDIANA BOROUGH, PA

KEY STEPS TO BRONZE CONTINUED

the NACTO Urban Bikeway Design Guide for design guidelines. Indiana Borough has a higher than average percentage of low-speed roads and these roads may make suitable bicycle routes with high quality wayfinding and targeted treatments at intersections.

- » Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions).

- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.

- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a Borough staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable

cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

- » Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting and helping people to choose to bike to work.

- » Begin the process of creating a new Bicycle Master Plan or updating your 2013 Bike Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific facility recommendations as well as measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.

- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES
PAGE 2 OF 2

SUPPORTED BY  NACTO  PCCO  AND LEAGUE MEMBERS

ACTIVE TRANSPORTATION PRIORITIES PRIORITY IMPROVEMENT CORRIDORS

A wanted outcome and top Priority of the Indiana Borough Active Transportation Plan is to provide the Borough with guidance on where to best direct walking, biking and riding the bus improvements. It was requested by the Borough that Priority Improvement Corridors be identified so that improvement efforts could be focused on the most needed areas within the Borough. This Priority Section identifies and establishes the location of the Priority Improvement Corridors and gives justification for their selection.

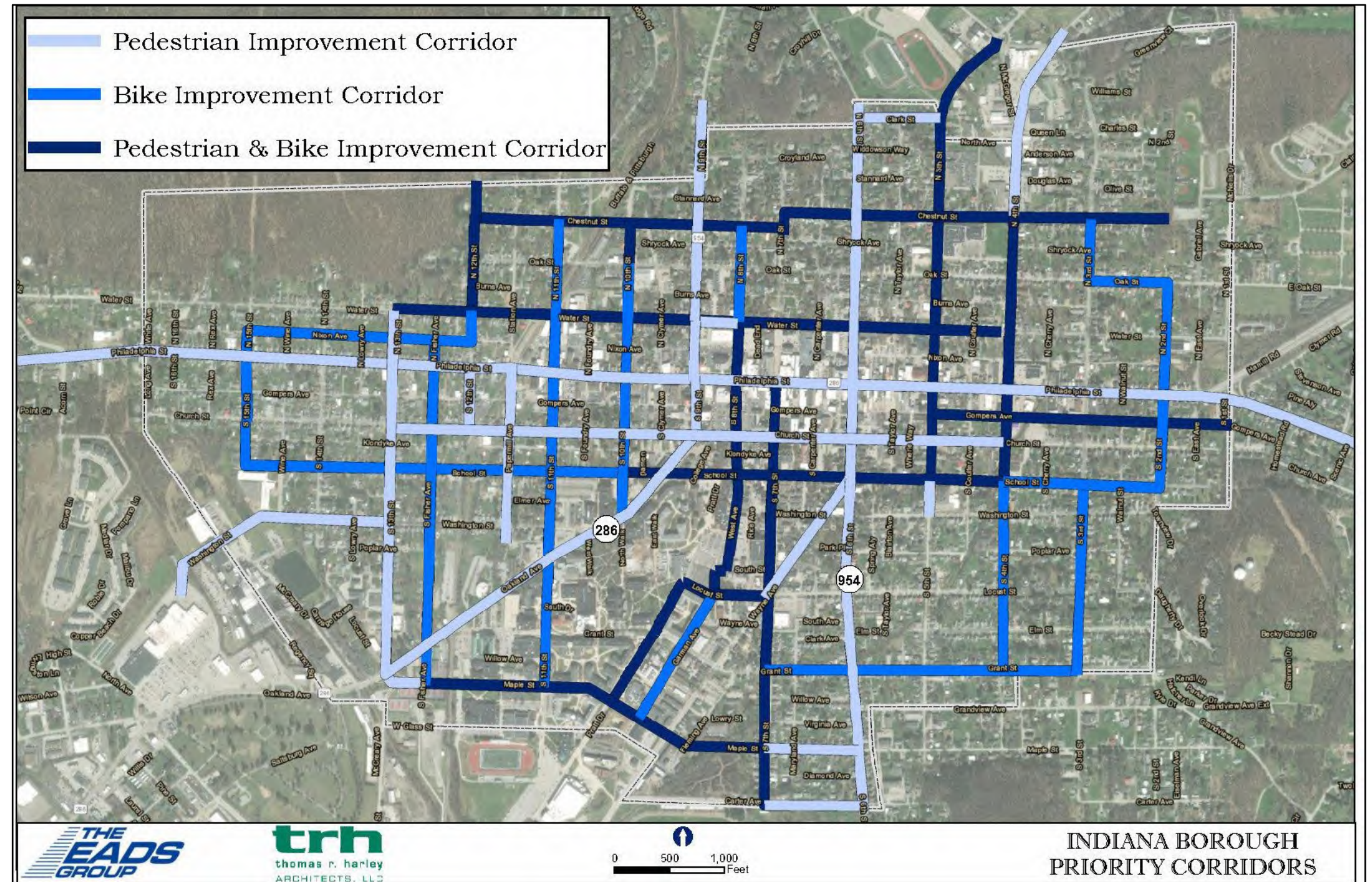
The next Priority Section – Section 5.0 WALKING, BIKING, RIDING IMPROVEMENTS - identifies the specific types of walking, biking, riding, and transit-oriented improvements recommended to be completed within these Priority Corridors.

Priority Improvement Corridors

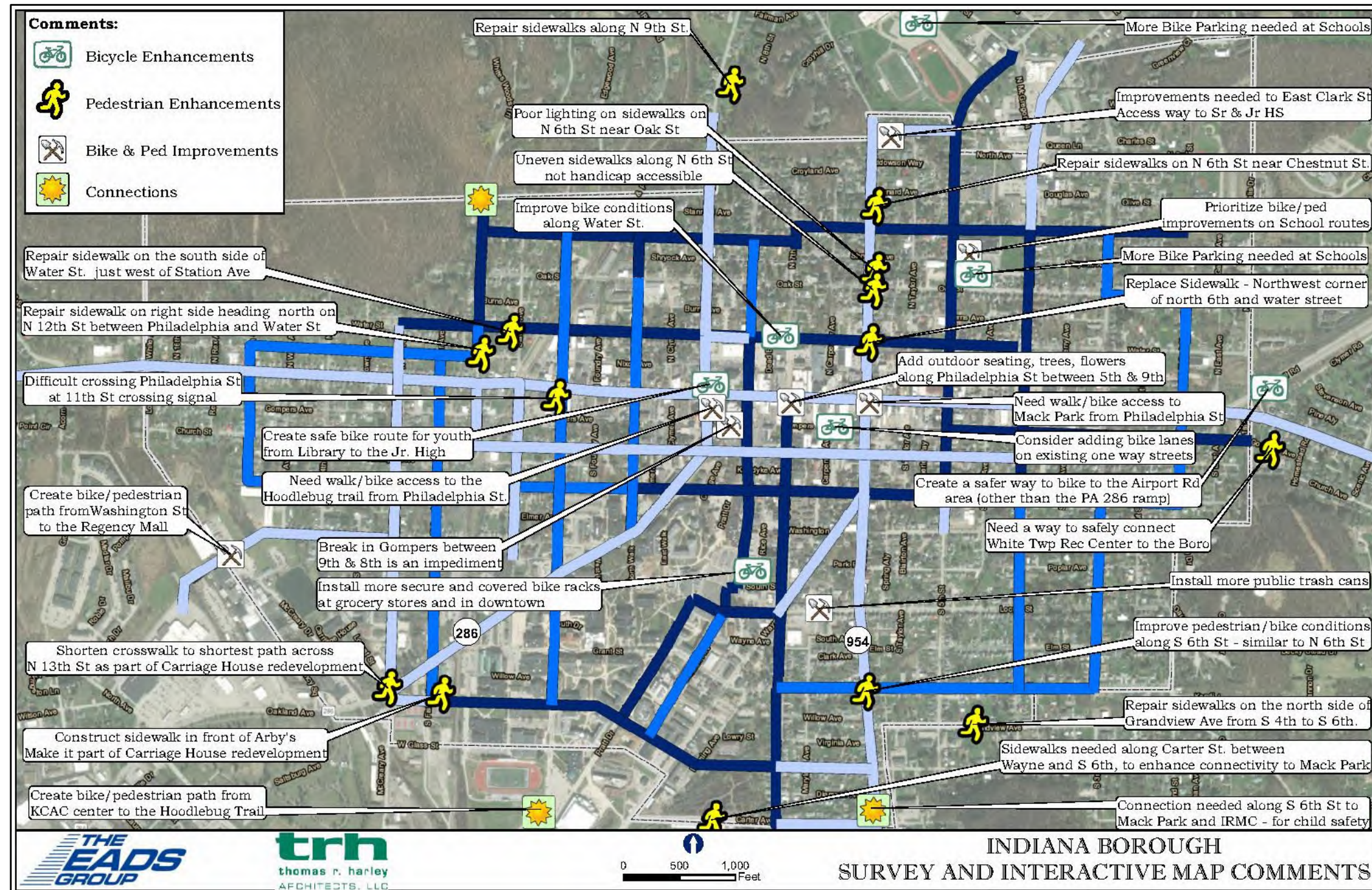
Seven (7) sources of input and information were evaluated by the Steering Committee and the Project Team to identify the Priority Improvement Corridors. These sources included the following:

1. Results from the Community Survey and Interactive Comment Mapping;
2. Results from Indiana University of Pennsylvania's (IUP) student conducted street assessment projects;
3. Identification of important community destinations and likely walking and biking connection routes;
4. Identification of existing Indiana County Transit Authority (IndiGO) bus stops and likely walking and biking connection routes;
5. Locations of existing trails and walking routes and the identification of wanted extensions and connection routes;
6. Identification and potential placement of walking, biking and transit-oriented amenities; and
7. Suggested Safe-Routes-To-School projects.

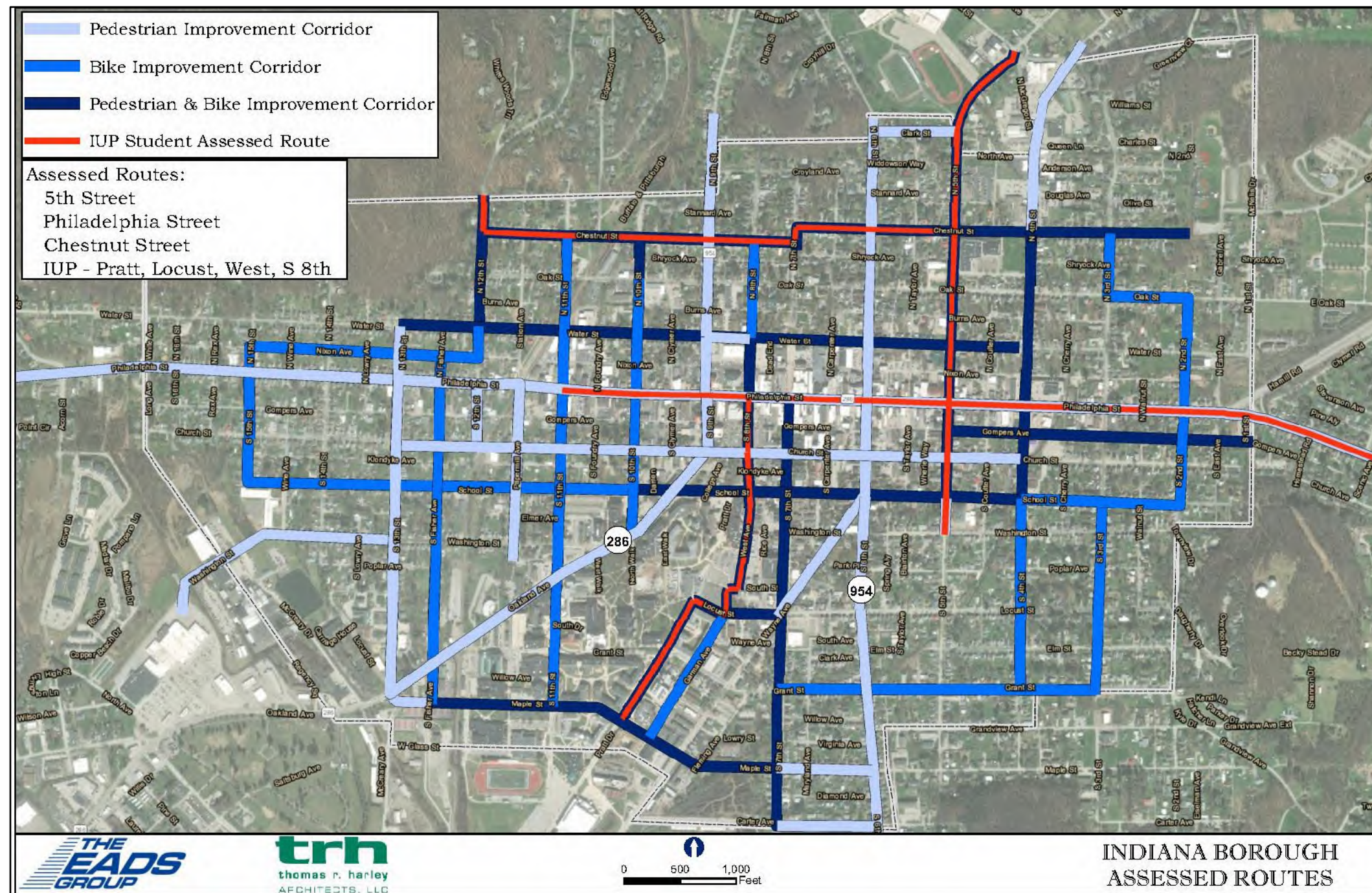
The cumulative results of the evaluation resulted in three (3) types of Priority Improvement Corridors being designated. As shown on the map above, these include Corridors intended for Pedestrian Improvements, Corridors intended for Biking Improvements, and Corridor best suited for a combination of Pedestrian and Bike Improvements. The following pages provide brief descriptions and mapping that show how each type of input and information was used, incorporated and overlapped together to establish the Priority Improvement Corridors. The location of the Priority Improvements Corridors is included on each map for reference purposes.



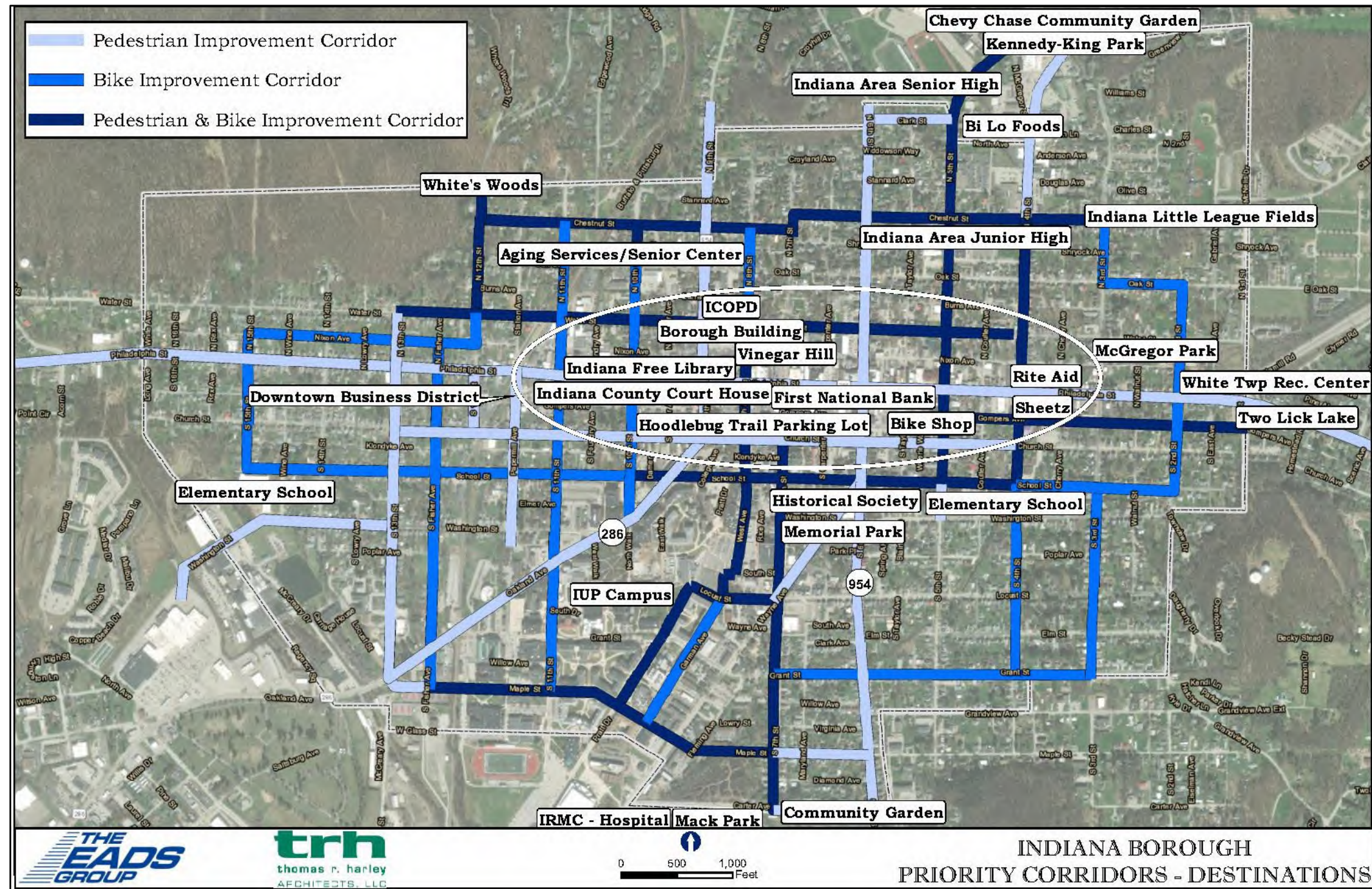
1. Results from the **Community Survey** and **Interactive Comment Mapping** revealed a clustering of potential improvement actions along many streets in the Borough. The following map highlights these potential actions and their location in the Borough.



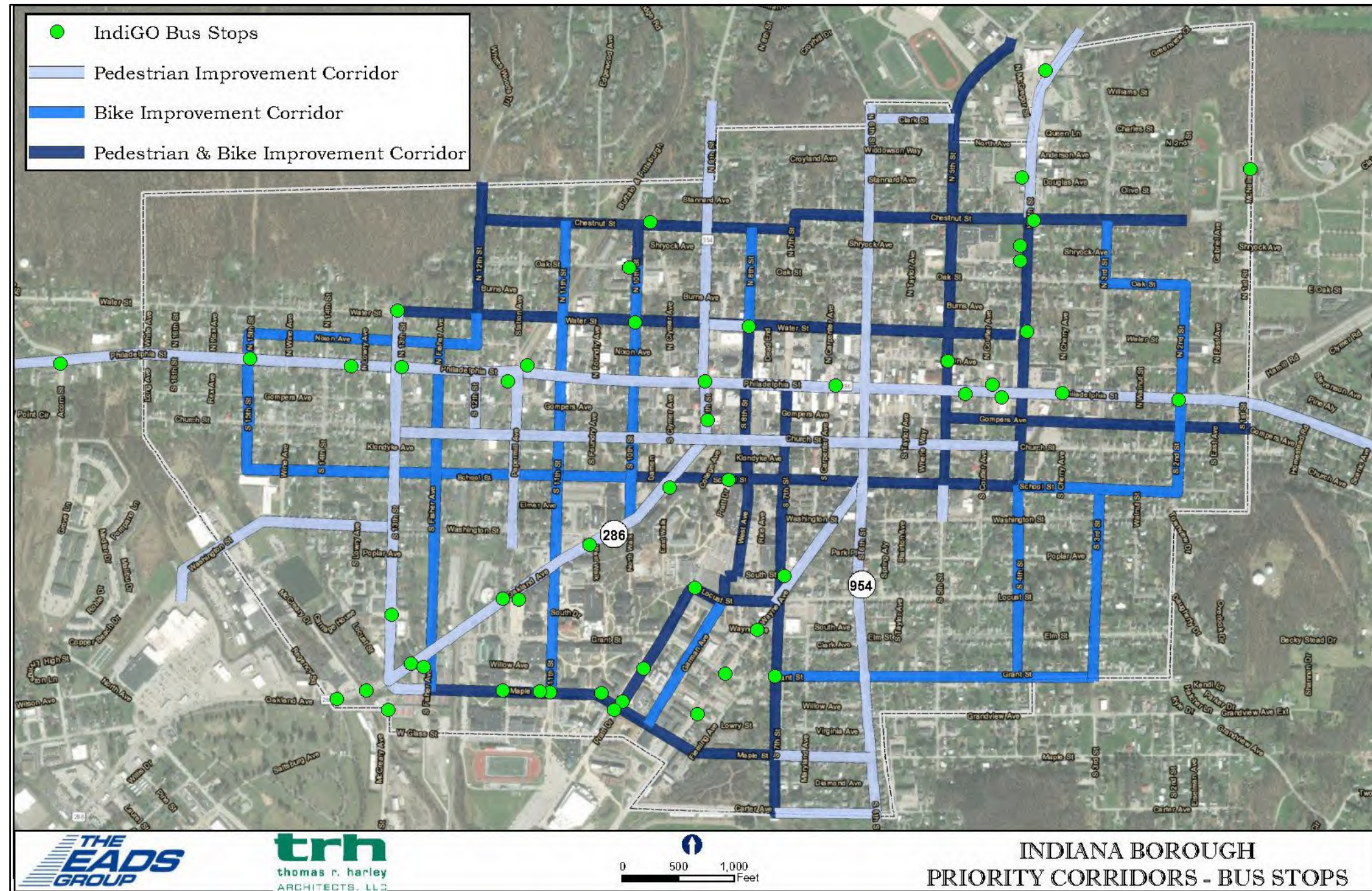
- IUP Geography, Geology, Environment, and Planning Department directly supported development of this Plan. Student groups under the direction of Dr. John Benhart and Dr. Sudeshna Ghosh, completed **student street assessment** projects in support of the Indiana Borough Active Transportation Plan. Overall, the results of these assessments highlighted site specific areas where walking and biking improvements are needed. Collectively, the street segments assessed by IUP students are included as Priority Improvement Corridors.



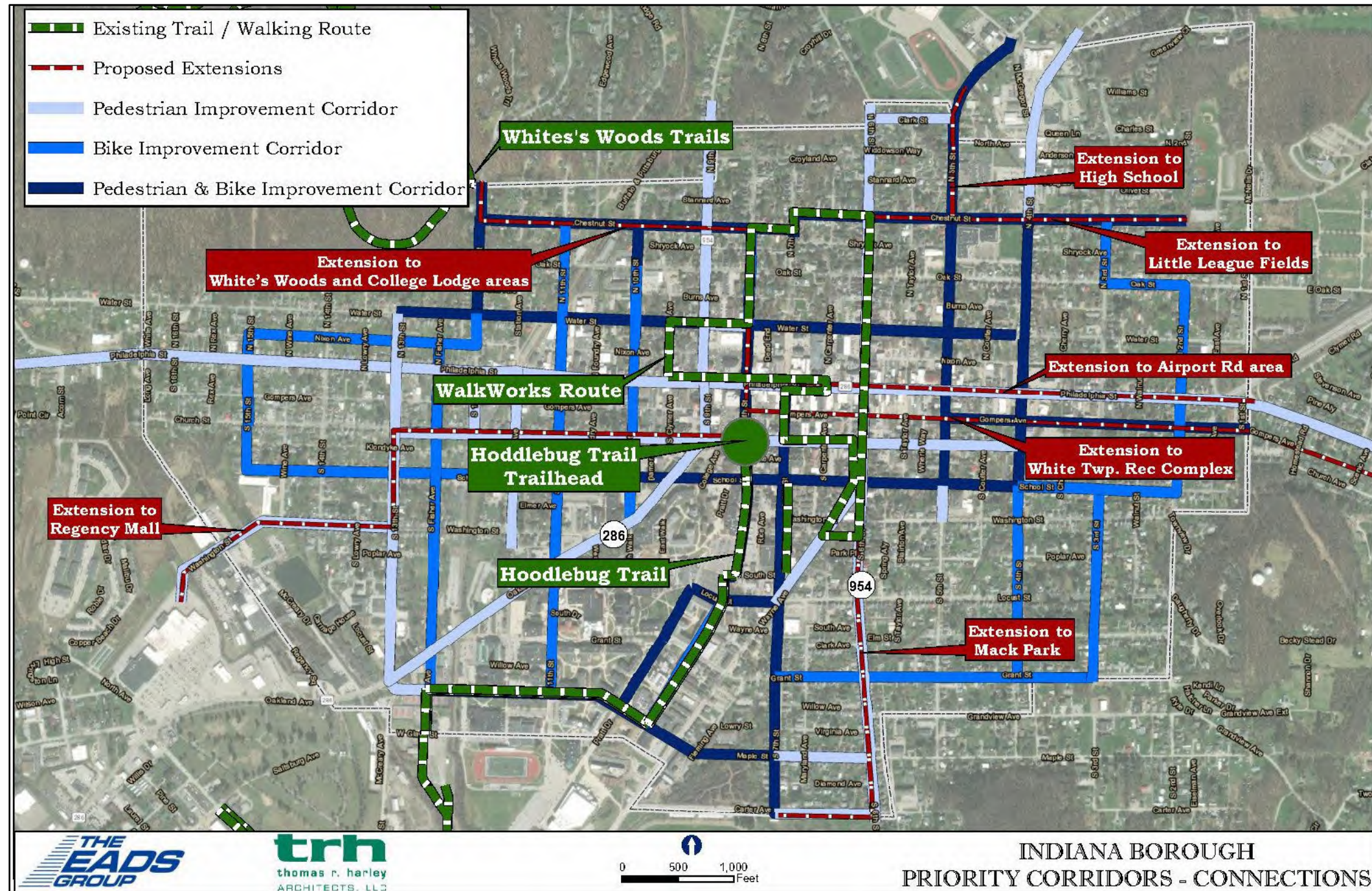
3. Important **community destinations and priority routes** that connect residents and visitors with places in the community were identified as part of this Active Transportation Plan. These are not meant to represent the entirety of places that residents and visitors can and do walk. Rather, they represent important community assets, including schools, places of interest, places where residents can find health related food and wellness products, and places where residents can further engage in outdoor recreation activities. They also represent places where safe and reliable pedestrian and bike access should be provided and maintained. Routes connecting the community destinations are included as Priority Improvement Corridors.



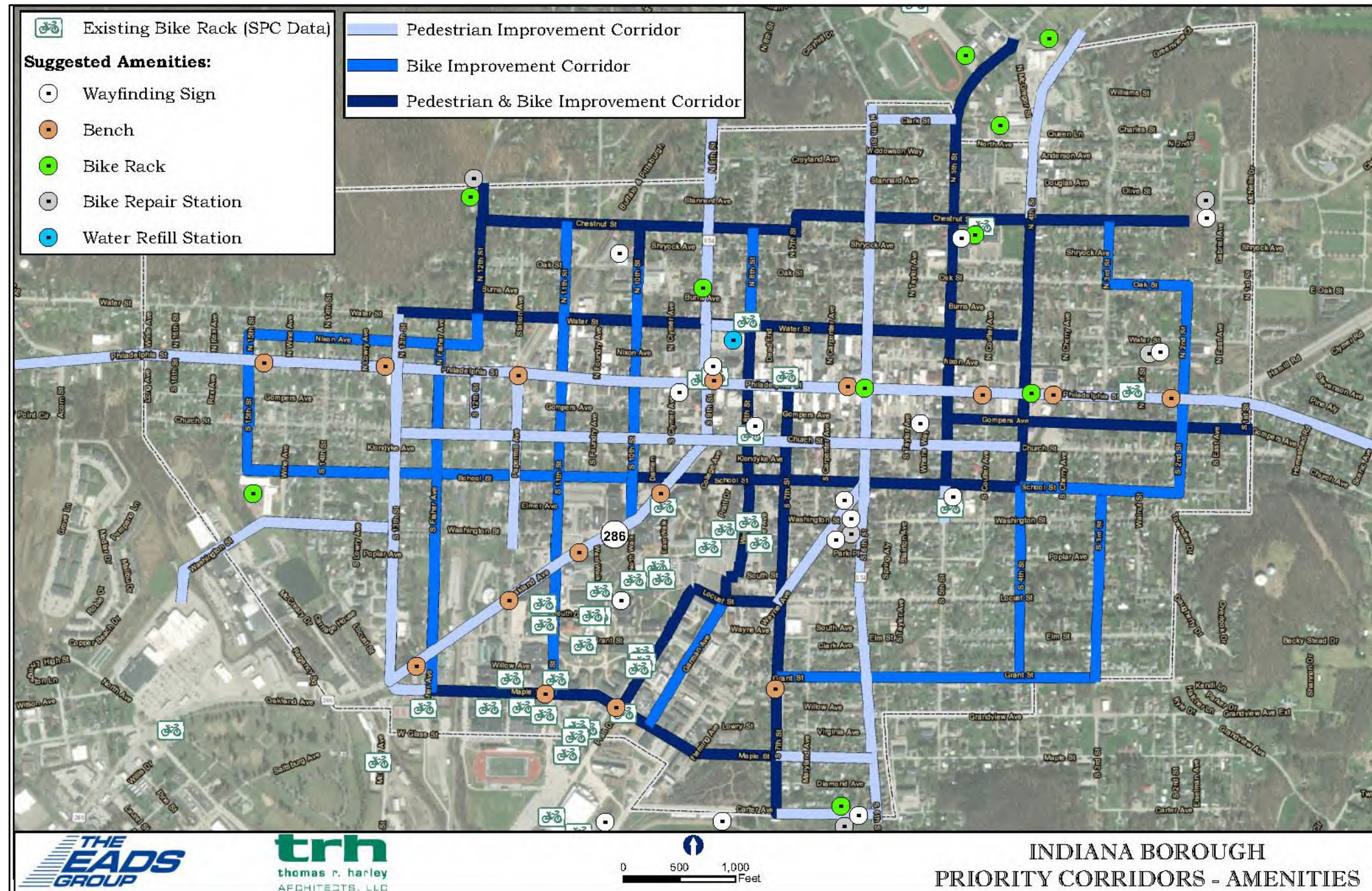
4. Ensuring smooth and reliable access on likely walking and biking connection routes to **existing Indiana County Transit Authority (IndiGO) bus stops** is a priority of this Plan. Likely Pedestrian and Bicycle routes used to access the bus stops are included as Priority Improvement Corridors. Maps showing current IndiGO bus routes are included in the Appendix.



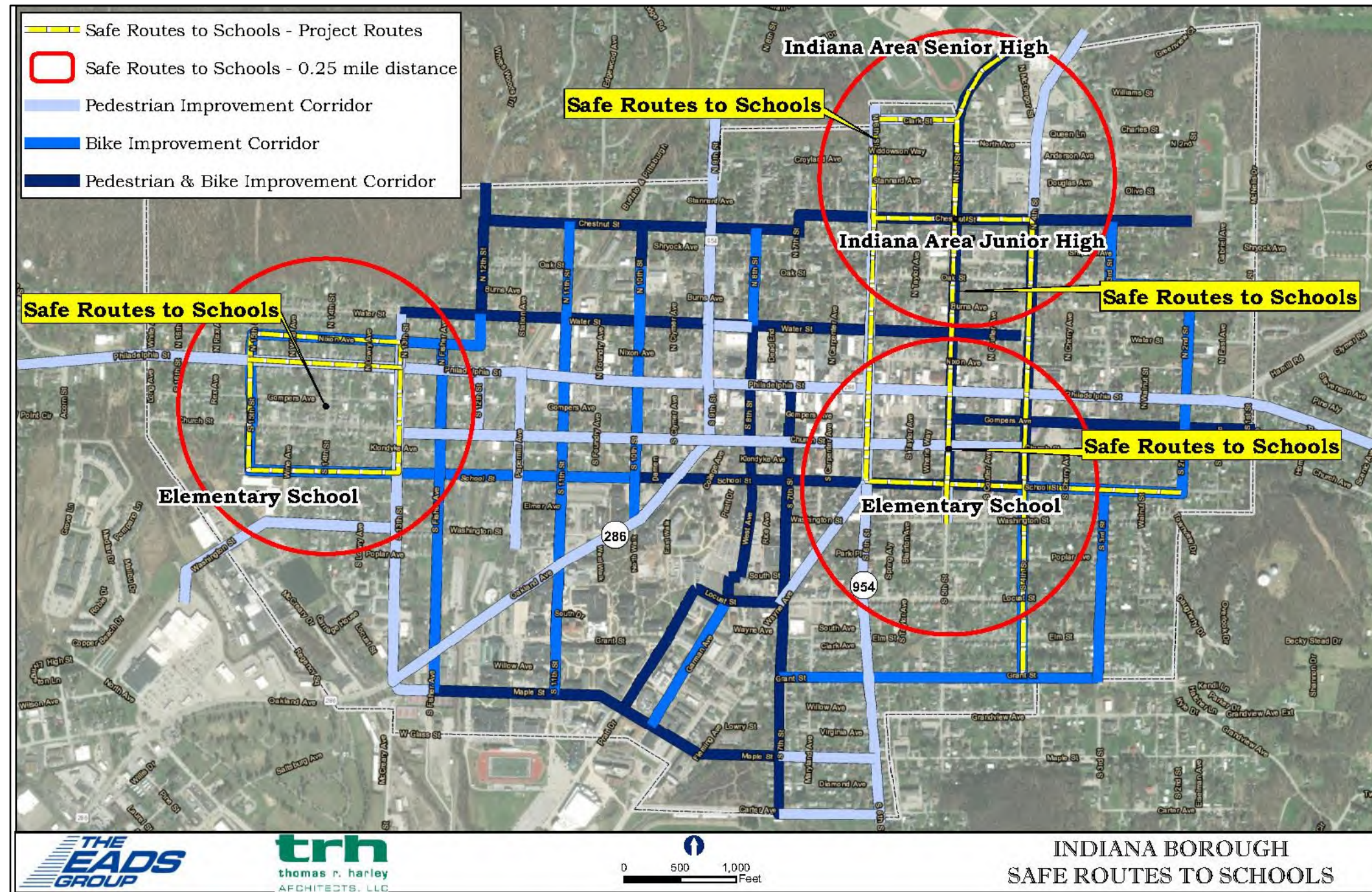
5. The locations of existing trails and designated walking routes, including the Hoodlebug Trail, the Indiana Borough WalkWorks Route and the trails in White's Woods were identified. Wanted extensions that would connect to these trails and walking route resources were then identified by the Steering Committee. These extension/connection routes are included as Priority Improvement Corridors.



6. Wanted types of **walking, biking and transit-oriented amenities** were identified by residents, the Steering Committee and other participants during the planning process. The map below shows suggested locations where amenities could be located. Routes that connect to or provide access to the amenities are included as Priority Improvement Corridors.



7. Representatives from the Indiana Area School District participated in the planning process. Several public comments received regarding improving both walking and biking safety for younger residents matched the Schools District's input that having both safe walking and biking routes to public Schools in the Borough should be a priority. The following shows suggested locations for **Safe-Routes-To-School projects**. Areas generally 0.25 miles from each school are included as the potential project areas. These Safe Routes to School routes are included as Priority Improvement Corridors.



ACTIVE TRANSPORTATION PRIORITIES WALKING, BIKING & RIDING IMPROVEMENTS

Active Transportation Vision

Indiana Borough's Vision for Active Transportation is to make Indiana Borough a premier walking and biking destination. The Vision includes increasing walking, biking and riding actions by providing a safe, comfortable and accessible walking, biking, and riding network and by providing more walking, biking and riding connections, facilities and amenities. To achieve this Vision, the Borough and its partners will focus on implementing achievable walking, biking and riding improvements. The following section establishes six (6) improvement Categories and several improvement/enhancement related actions items.

Walking, Biking, Riding the Bus Improvements

The Project Team documented all the input received from members of the Steering Committee, Borough Residents, Key Person Interviews, Results of the Interactive Comment Map and Community Survey, and guidance received from Borough Officials. The range of input and guidance was synthesized into a set of six (6) real world 'Priority' Walking, Biking and Riding the Bus Improvement Categories. The Improvement Categories fit the goals of Active Transportation Planning and resonated with Indiana Borough officials and residents. Each Category is directed at improving walking, biking and riding the bus conditions and encouraging more walking, biking and bus riding in the Borough. The six (6) Improvement Categories include the following:

1. **Outreach/Engagement** - identifying approaches and methods for continuing to collaborate with residents and students on important walking, biking and bus riding issues and opportunities.
2. **Access/Connections** - the Steering Committee expressed enthusiasm for further evaluating how best to improve access and create better connections to important community destinations.
3. **Community Enhancement Amenities** - these include benches/seating areas, trash cans, public restrooms, exposed and sheltered bike racks, bike repair stations, and landscape improvements.
4. **Walking, Biking and Riding the Bus Improvements** - items focused on making the community a more inviting place to walk, bike and ride the bus.
5. **Sidewalk Improvements** – identifying street segments that are in highest need of sidewalk improvements.
6. **Lighting Improvements** – identifying street segments that are in highest need of lighting improvements.

The six (6) Walking, Biking, and Riding the Bus Improvement Categories identify a total of 75 potential improvements. These include four (4) Outreach/Engagement actions; seven (7) Access/Connections actions; six (6) different kinds of Community Wide Amenity improvements; six (6) Community Wide Walking, Biking and Riding the Bus improvements; 26 areas needing sidewalk improvements; and 26 areas needing lighting improvements. Borough officials and other members of the Project Team were asked to evaluate each wanted improvement within each Category to determine and rank the top priority improvements in each category. The improvements are listed in each category in order of priority established by the Borough and Project Team. The numbered items (listed as 1, 2, 3...) are ranked as the top priorities (top wanted improvements) in each category. The remaining items (listed as bullet points) are still considered important actions and ultimately should be completed over time.

Outreach/Engagement:

1. Bike/Pedestrian/Vehicle Education/Public Awareness Campaign
 - Engage with Police for continued education and bike instruction.
 - Indiana is a place where kids are safe to bike/walk. Align public sentiment that Indiana is a safe town for kids then expand.
 - Campaign centered on getting residents and students out walking/biking more. Promote that the Borough is walkable and bikeable with convenient public transit.
 - Awareness/campaigns for drivers to understand bike and pedestrian needs and, conversely, for bike riders and pedestrians to integrate with vehicle drivers. Build a sense that everyone looks out for each other.
 - Educate residents and students on driving, walking, biking and bus riding rules.
2. Involve all Civic Clubs for outreach – to be aware of, to support, and to implement parts of the Active Transportation Plan
3. IUP and Borough – work together to connect students, faculty, and staff to walking, biking and riding the bus in Indiana. Everyone should know where and how to get to the Hoodlebug Trail and other amenities.
4. Walking tours of art murals, history, and architecture of downtown Indiana. Link to Indiana County Office of Planning & Development's self-guided tours and Decathlon on website and facebook.

Access/Connections:

1. Chestnut to High School to 8th street to connect to the existing Hoodlebug trail head
 2. Hoodlebug Trail to White Twp. Rec Complex and Two Lick Lake via Gompers Avenue
 3. Hoodlebug Trail to the Little League Ballfields
 4. Hoodlebug Trail to White's Woods and College Lodge areas
 5. Philadelphia St to Mack Park (via S 6th Street)
- Indiana Borough to Airport Rd area (other than the PA 286 ramp)
 - Washington St to the Regency Mall

Sidewalk Improvements:

1. S. 13th Street between Oakland & Wayne
2. 1st Ward between the Jr. & Sr. High and 5th Street
3. 5th Street between Washington and North Avenue (especially east side)
4. 6th Street – the extent of the borough Clark to Carter
5. Croyland Ave between N. 9th and N. 6th Street
6. A lot of the alleys - Carpenter & Papermill
7. Oakland Ave near Arby's area - Construct sidewalk in front of Arby's make it part of Carriage House Redevelopment
8. Carter Avenue - between Wayne and S 6th, to enhance connectivity to Mack Park

Lighting Improvements:

1. Philadelphia Street - 12th Street up to 15th Street
2. 13th Street – Oakland Avenue to Philadelphia Street
3. 5th Street – Washington Street to North Avenue (Borough Line)
4. At/Surrounding IndiGO Bus stops
5. Church Street between 5th and 9th
6. Downtown and IUP – S 8th St. S 9th Street
7. Gompers Avenue – 5th to 1st
8. Jr. High – Chestnut & Oak between 4th and 5th, 4th & 5th between Chestnut & Oak

Community Enhancement Amenities:

1. Benches - Seating/Rest areas along priority routes including near bus stops
2. Bike racks/parking areas –
 - at grocery stores, schools and in downtown
 - covered, with lights, cameras - security
 - for e-bikes and bikes w/ various sized tires
3. Bike Repair Stations
4. Pedestrian Signage/Wayfinding
5. Water refill station at Borough Building
6. Landscape improvements – trees, shrubs and other beautification.

9. Chestnut Street between 4th and 12th
 10. Church Street between 5th and 8th
 11. Locust Street - Needs curb cut as well (between 7th and Pratt)
 12. Oakland Avenue near IUP campus
 13. Philadelphia Street – White Avenue (Boro line) to 1st St (Boro line)
 14. Water Street Park - around perimeter
 15. Wayne Avenue – between Sheetz and School Street
- Fisher Avenue
 - Grandview Avenue – between S 4th to S 6th

9. Memorial Park
 10. N 6th Street - area around dealership
 11. S 6th Street – between 200 - 600 block
 12. School Street – between 5th and 10th
 13. Stairs on Vinegar Hill
 14. Washington Street - near Horace Mann
 15. Water Street Park - around the Park between 2nd & 3rd
 16. Wayne Avenue – between Sheetz and School Street
- Alleys/side streets – connecting to Philadelphia Street – Taylor Ave, Clymer Ave

Walking, Biking and Riding the Bus Improvements:

1. Biking on existing one-way streets and Water Street – add signs, sharrows & paint on roads
 2. Evaluate Safe Routes to Schools
 - East Clark St Access way to Sr & Jr HS
 - Indiana Sr and Jr HS - walk/bike improvements are a priority (Safe Routes to School Projects)
 - School routes - prioritize bike/ped improvements
 3. Bus location app to know when the bus will be coming
- Bus route names, schedule, maps and timetable access at each stop
 - Improve access from 14th Street Area - Improve crossing/signal on Philadelphia St at 11th St
 - Shorter crossing distances at Philadelphia St and 11th St

- Grant Street
- Junior High – Oak between 4th and 6th
- Maple Street - between 7th and Wayne
- N 12th Street - between Philadelphia and Water St
- S. 5th Street – between Grandview & Washington
- School Street - between 9th and 13th
- Sidewalk near Taco Bell on side street
- Washington Street - near Horace Mann
- Water Street - between 12th & 13th

- Nixon Street - from 4th -8th Street
- Downtown and IUP – S 7th Street
- Fisher Avenue – between Oakland and School
- Grant Street
- Klondyke Avenue
- Locust Street
- Oak Street - between 1st and 4th
- Washington Street
- Water Street – between 9th and 13th Street

The following section provides more detailed descriptions and mapping highlighting the Access/Connections; Amenities; Walking, Biking and Bus Riding; Sidewalk Improvement; and Lighting Improvement Priorities for Indiana Borough. The mapping also provides additional context on how many of the priorities connect and support each other.

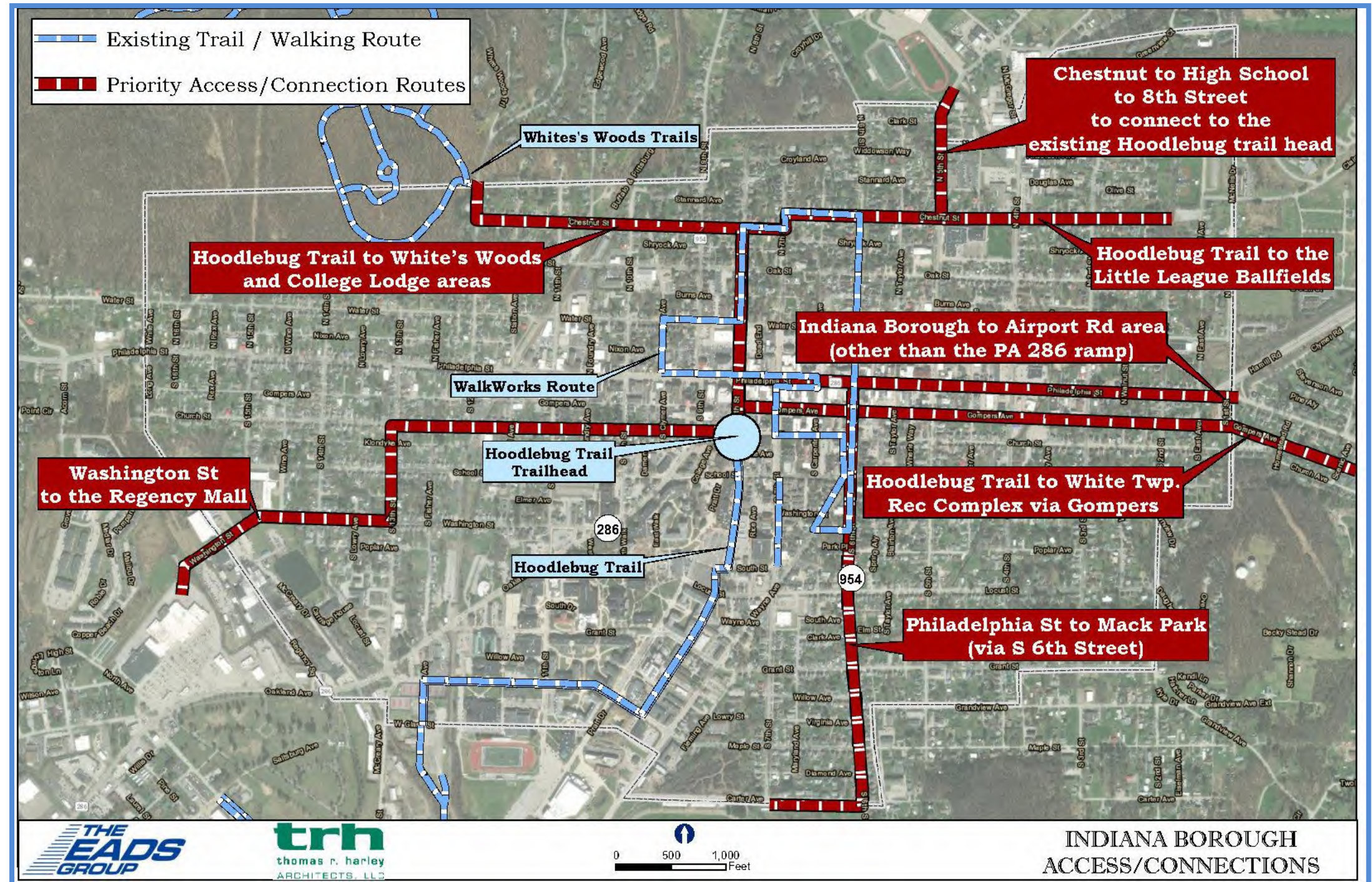
Access/Connections:

Identifying walking and biking route extensions from the Hoodlebug Trail, the Indiana Borough WalkWorks Route and the trails located in White's Woods is a top priority of this Plan.

The Priority Access/Connection Routes shown on the map to right were identified through input received in the Community Survey, Interactive Comment Mapping, input from residents at the Community Engagement Event and from the Steering Committee.

The Priority Access/Connection Routes connect existing walking and biking assets within the Borough. They also connect to places where residents and visitors can further engage in outdoor recreation activities. The Routes will provide safe and reliable pedestrian and bike access that will encourage more walking and biking activity in the Borough. This Plan designates the following as important Access/Connection routes:

1. Chestnut to High School to 8th Street to connect to the existing Hoodlebug trail head
 2. Hoodlebug Trail to White Twp. Rec Complex via Gompers
 3. Hoodlebug Trail to the Little League Ballfields
 4. Hoodlebug Trail to White's Woods and College Lodge areas
 5. Philadelphia St to Mack Park (via S 6th Street)
- Indiana Borough to Airport Rd area (other than the PA 286 ramp)
 - Washington St to the Regency Mall

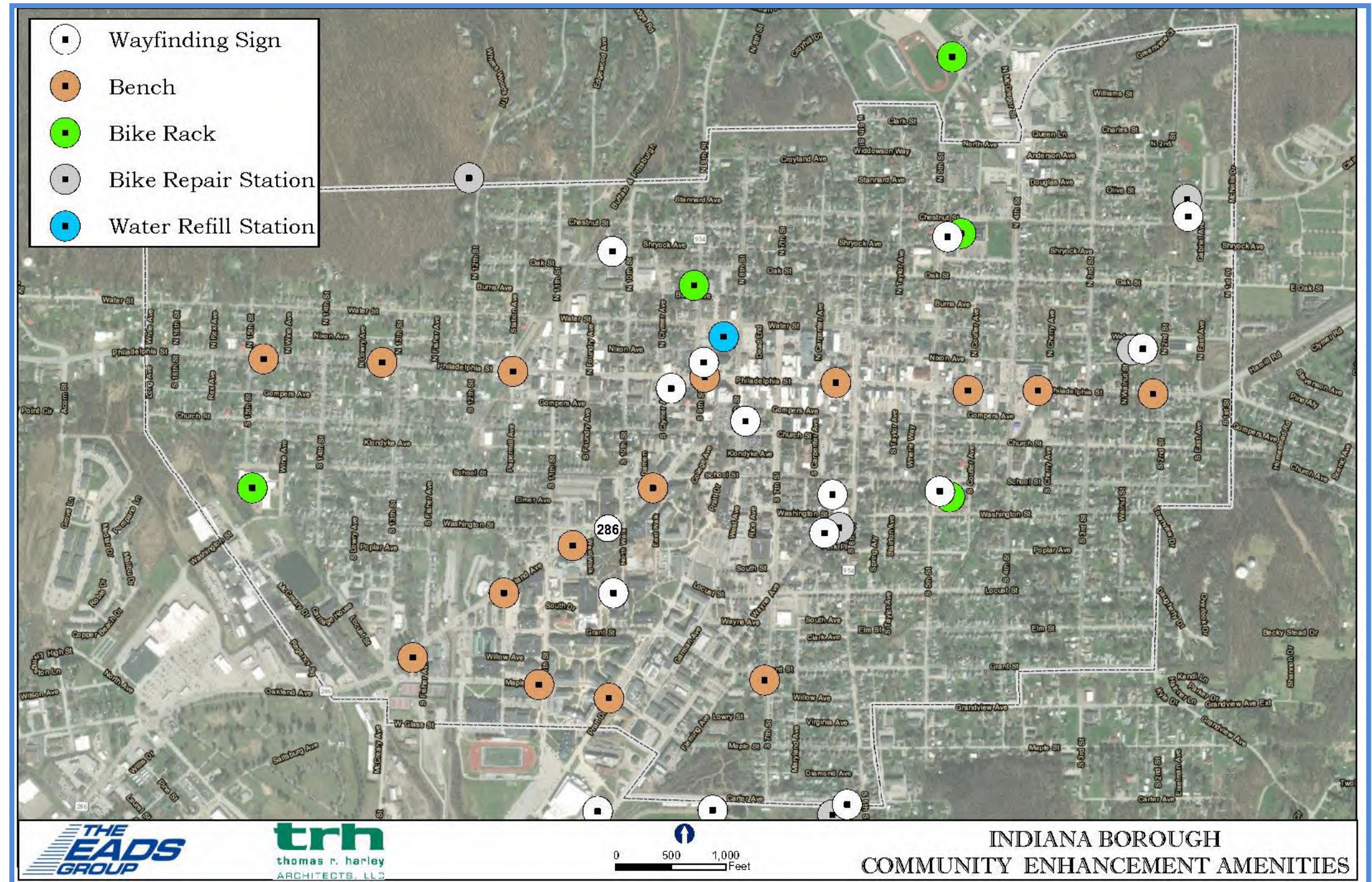


Community Enhancement Amenities:

There were many comments and suggestions made regarding types of amenities that would assist walkers, bikers and residents using public transit. These amenities will improve conditions and will encourage more residents to walk, bike and use public transit. Installing the following types of amenities will improve the connectivity of the Borough's walking, biking and transit network.

1. Benches - Seating/Rest areas along priority routes including near bus stops
2. Bike racks/parking areas –
 - at grocery stores and in downtown
 - covered, with lights, cameras - security
 - for e-bikes and bikes w/ fat tires
 - needed at Schools
3. Bike Repair Stations
4. Pedestrian Signage/Wayfinding
5. Water refill station at Borough Building
6. Landscape Improvements – Trees, shrubs and other beautification were noted but not specifically designated from public feedback.

The Map to the right shows suggested locations for placing the amenities. The Map does not designate exact locations for amenities but general locations distributed throughout the Borough. These simple lower cost improvements will benefit residents who walk and bike and those who use public transit.

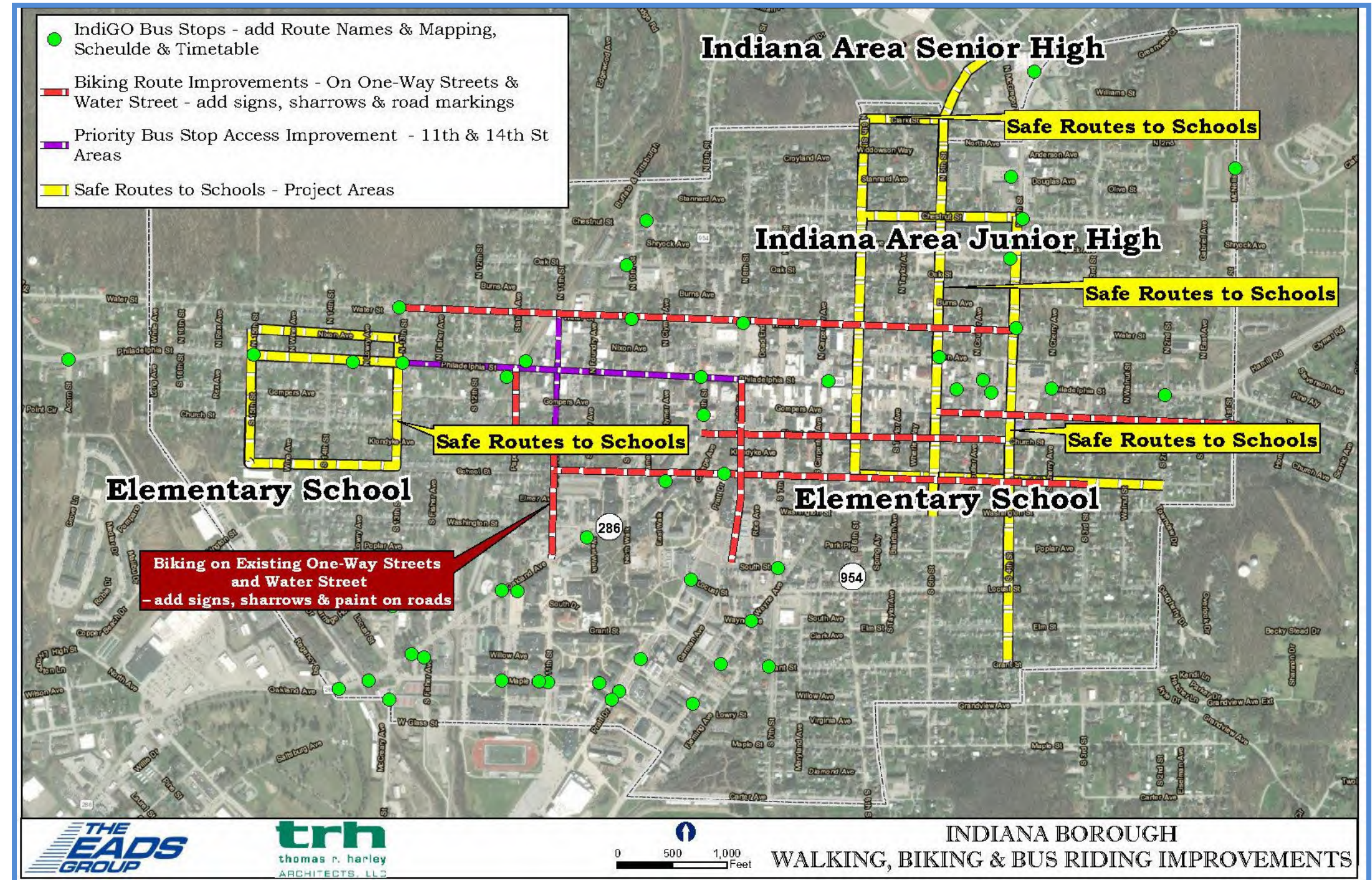


Walking, Biking and Riding the Bus Improvements:

Three (3) priorities focused on improving walking, biking and riding the bus conditions emerged during the planning process. The map to the right highlights the priorities

These improvements will all make Indiana Borough a more inviting place to walk, bike and ride the bus.

1. Biking on existing one-way streets and Water Street – add signs, sharrows & paint on roads
2. Evaluate Safe Routes to Schools - Can be cited in grant applications
 - East Clark St Access way to Sr & Jr HS
 - Indiana Sr & Jr HS - walk/bike improvements are a priority –
 - School routes - prioritize bike/ped improvements
3. Bus location app to know when the bus will be coming
 - Bus route names, schedule, maps and timetable access at each stop
 - Crossing Philadelphia St at 11th St - crossing signal from 14th Street area



Sidewalk Improvements:

Addressing sidewalk conditions is a top community priority. Field assessments completed by IUP Students identified specific improvements needed on 5th Street, Chestnut Street, Philadelphia Street, and on Pratt, Locust, West and S 8th Streets on the IUP campus. Specific types of improvements needed on these street segments are shown on the map to the right.

The following are other priority improvement areas identified in the Community Survey, Interactive Comment Mapping, input from residents at the Community Engagement Event and from the Steering Committee. Improvements along these areas range from areas needing sidewalk replacement, areas needing maintenance or rehabilitation, areas where no sidewalk currently exists (i.e. new sidewalks are needed) and areas where new crosswalks are needed. Indiana Borough and its partners will further evaluate each area to determine exact improvement needs.

1. S. 13th Street between Oakland & Wayne
2. 1st Ward between the Jr. & Sr. High and 5th Street
3. 5th Street between Washington and North Avenue (especially east side)
4. 6th Street – the extent of the borough Clark to Carter
5. Croyland Ave between N. 9th and N. 6th Street
6. A lot of the alleys - Carpenter & Papermill
7. Oakland Ave near Arby's area - Construct sidewalk in front of Arby's make it part of Carriage House Redevelopment
8. Carter Avenue - between Wayne and S 6th, to enhance connectivity to Mack Park
9. Chestnut Street between 4th and 12th
10. Church Street between 5th and 8th
11. Locust Street - Needs curb cut as well (between 7th and Pratt)
12. Oakland Avenue near IUP campus
13. Philadelphia Street – White Avenue to 1st St



14. Water Street Park - around perimeter
15. Wayne Avenue – between Sheetz and School Street

- Fisher Avenue
- Grandview Avenue – between S 4th to S 6th
- Grant Street
- Junior High – Oak between 4th and 6th

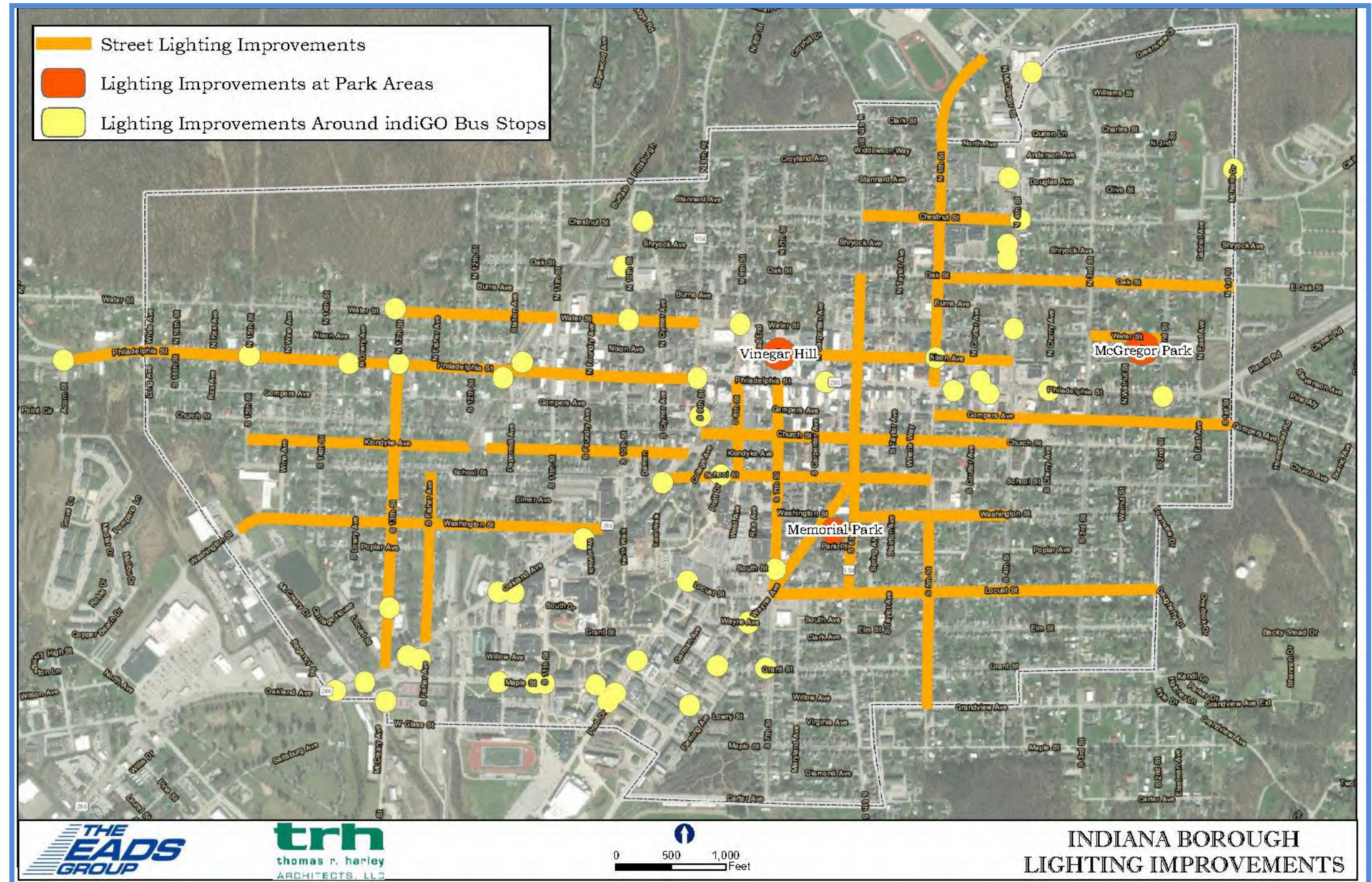
- Maple Street - between 7th and Wayne
- N 12th Street - between Philadelphia and Water St
- S. 5th Street – between Grandview & Washington
- School Street - between 9th and 13th
- Sidewalk near Taco Bell on side street
- Washington Street - near Horace Mann
- Water Street - between 12th & 13th

Lighting Improvements:

Improving lighting conditions along walking, biking and riding access routes is a top community priority.

The following are priority lighting improvement areas identified in the Community Survey, Interactive Comment Mapping, input from residents at the Community Engagement Event and from the Steering Committee. Indiana Borough and its partners will further evaluate each area to determine exact improvement needs.

1. Philadelphia Street - 12th Street up to 15th Street
 2. 13th Street – Oakland Avenue to Philadelphia Street
 3. 5th Street – Washington Street to North Avenue (Boro Line)
 4. At/Surrounding IndiGO Bus stops
 5. Church Street between 5th and 9th
 6. Downtown and IUP – S 8th St. S 9th Street
 7. Gompers Avenue – 5th to 1st
 8. Jr. High – Chestnut & Oak between 4th and 5th, 4th & 5th between Chestnut & Oak
 9. Memorial Park
 10. N 6th Street - area around dealership
 11. S 6th Street – between 200 - 600 block
 12. School Street – between 5th and 10th
 13. Stairs on Vinegar Hill
 14. Washington Street - near Horace Mann
 15. Water Street Park - around the Park between 2nd and 3rd
 16. Wayne Avenue – between Sheetz and School Street
- Alleys/side streets – connecting to Philadelphia Street – Taylor Ave, Clymer Ave
 - Nixon Street - from 4th - 8th Street
 - Downtown and IUP – S 7th Street
 - Fisher Avenue – between Oakland and School
 - Grant Street
 - Klondyke Avenue
 - Locust Street



- Oak Street - between 1st and 4th
- Washington Street
- Water Street – between 9th and 13th Street

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 Indiana more livable and attractive for residents of all ages and abilities, families, visitors, and business owners. Developing this Active Transportation Plan shows Indiana’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 Indiana were a critical part of this active transportation planning process. Successfully implementing these 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, Indiana 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 Indiana Borough Council, organizations and residents will be necessary for implementation efforts to be successful. It is strongly advised that Indiana 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.

Other Implementation Partners

Indiana 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 Indiana County Office of Planning & Development (ICOPD); nearby municipalities; PennDOT; the Southwestern Pennsylvania Commission (SPC) and others must also have a significant role in implementing the priorities. In addition, favorable grant funding consideration from the DCED; DCNR; USDA/Rural Development; HUD; Pennsylvania Downtown Center, Private Foundations; PennDOT; Regional Tourism Promotion entities, and others will be vital to successful implementation. Main Street organizations that regularly work with the PA Downtown Center can also be resources in the design and construction of streetscape improvements.

The Plan Development Team Consultants who prepared this Active Transportation Plan and members of the Project Steering Committee (Plan Development and Project Action Team) will need to work with Indiana 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. Indiana 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.

Local Match Sources

Common among the funding sources described above is the requirement of a local cash or in-kind service match. Ultimately a local source of funding or contribution of services will need to be documented prior to submitting grant applications. The responsibility for providing local match funding will most often fall to Indiana Borough, if other sources are not readily available. 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. Indiana 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. Indiana 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, Indiana Borough leaders can call upon the Planning Development Team Consultants and other members of the Project Action team to help support, facilitate and coordinate project funding efforts.

Implementation Summary Matrix

The following section provides matrices summarizing the priorities by category, implementation time frames, suggested costs, partnerships and applicable funding sources. Implementation of the recommended priorities will be an ongoing process. The Plan provides flexibility, meaning that the Plan does give a level of guidance and direction on how to move forward, but in most cases, numerous task specific requirements or directives are not provided. This allows those involved with implementation to maintain a level of control over the implementation process. Some projects will naturally take longer to get started, while others have already begun to be implemented. As an example, volunteers and staff in Indiana have begun to conduct sidewalk condition assessments. Community members have been noticing and identifying walking/biking impediments; the importance of connecting to existing trail resources; the importance of having safe access to the bus stops; and the importance of connecting to community destinations. Other “early action” items could include the following:

- Complete detailed sidewalk inventory and assessments on all of the Priority Improvement Corridors
- Obtain bike / pedestrian count data with the Southwestern Pennsylvania Commission (SPC)
- Engage DCNR and the CFA to better analyze, prioritize, and fund construction of routes connecting resources
- Review and add to as appropriate any additional and ongoing outreach priorities that can be identified and begun to maintain momentum

Project Funding - Potential funding options for the priorities are provided in the matrices. Options generally include direct grant funding from State and Federal sources, foundations, direct municipal funding including in-kind services, and local donors providing financial contributions and volunteer support. The priorities may need to be funded in stages (i.e. Design/Engineering then follow up submissions for construction) or in phases (completion of a 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 Indiana 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. In particular, the PennDOT – TA Set Aside program includes funding for Safe Routes to School projects.

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

PennDOT - Pennsylvania Department of Transportation
DCNR - Department of Conservation and Natural Resources
DCED - Department of Community and Economic Development

CFA - Commonwealth Financing Agency
C2P2 - DCNR's Community Conservation Partnerships Program
PRT – DCNR's Pennsylvania Recreational Trails Program

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

State funding sources also include Statewide Local Share Account (LSA) funds: [DCED - Local Share Account - Statewide](#). Funding in this program is available to support projects in the public interest.

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

Timeframes - Implementation timeframes are noted in the following manner in the summary matrices. Implementation timeframes are difficult to categorize and may change over time.

- Short-term: 1 - 2 years - these projects can be considered early action items of the Plan and are critical as small “wins” to build momentum, establish culture, and provide successes that medium and long-term priorities can reference and build on. These projects can be considered “low hanging fruit” that have either already begun or will soon begin.
- Mid-term: are achievable within 3-5 years and typically require higher funding levels to complete.
- Long-term - These typically require more than 5 years to be completed and tend to require multiple partnerships and grant sources.

Project Costs - Costs to implement a priority are illustrated as an order of magnitude using the \$ symbol in the summary matrices.

Priority Categories

This Plan’s outcome priorities and proposed implementation projects have been categorized in six (6) basic areas to simplify classification of actions moving forward. It is important to recognize that some projects could fall within multiple categories, thus also satisfying multiple community goals.

1. **Outreach/Engagement** - identifying important approaches and methods for continuing to collaborate with residents and students on important walking, biking and bus riding issues and opportunities
2. **Access/Connections** - the Steering Committee expressed enthusiasm for further evaluating how best to improve access and create better connections to important community destinations.
3. **Community Enhancement Amenities** - these include benches/seating areas, trash cans, public restrooms, sheltered bike racks, bike repair stations, and landscape improvements.
4. **Walking, Biking and Riding the Bus Improvements** - items focused on making the community a more inviting place to walk, bike and ride the bus.
5. **Sidewalk Improvements** – identifying street segments that are in highest need of sidewalk improvements.
6. **Lighting Improvements** – identifying street segments that are in highest need of lighting improvements.

The following Implementation Matrices also highlight some of the local partners and community organizations that should be called upon to support implementation efforts.

1. Outreach/Engagement Priorities

Action Items	Implementation	Costs	Partners with Indiana Borough	Funding Source
1. Bike/Pedestrian/Bus/Vehicle Education/Public Awareness Campaign	Ongoing - Short Term/Mid Term/Long Term	\$\$	<ul style="list-style-type: none"> Borough Police PennDOT Earn A Bike Program IndiGO Bike Shops 	<ul style="list-style-type: none"> DCED – Appalachian Regional Commission SPC – SMART Transportation PennDOT – TA Set-Aside, SRTS In-Kind Contributions County or Municipal maintenance funds NHTSA ROPD Section 405
2. Involve all Civic clubs for outreach – to be aware of, to support and to implement parts of the plan	Mid Term	\$	<ul style="list-style-type: none"> Rotary Clubs Quota Club Borough Bike/Ped Committee 	<ul style="list-style-type: none"> Rotary Grant Volunteer outreach
3. IUP and Borough working together to connect students, faculty, and staff to walking, biking, and riding the bus	Short Term	\$	<ul style="list-style-type: none"> Indiana Borough IUP 	<ul style="list-style-type: none"> Rotary Grant IUP
4. Walking Tours of art murals, history, and architecture of downtown Indiana	Short Term	\$	<ul style="list-style-type: none"> Indiana Borough ICOPD Arts Organizations Historical & Genealogical Society of Indiana County Tourist Bureau Chamber of Commerce 	<ul style="list-style-type: none"> Tourist Bureau PA Council on the Arts ICOPD

2. Access/Connections Priorities

Action Items	Implementation	Costs	Partners with Indiana Borough	Funding Source
1. Connect Chestnut Street to High School to 8 th Street to connect to the existing Hoodlebug Trailhead.	Mid Term	\$\$\$	<ul style="list-style-type: none"> • School District • Community Development Committee • ICOPD 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT – TA Set-Aside / Safe Routes to School
2. Connect Hoodlebug Trail to White Township Recreation Complex and Two Lick Lake via Gompers Avenue	Mid Term	\$\$	<ul style="list-style-type: none"> • PennDOT • White Township • ICATAC • Borough Bike/Ped Committee • Community Development Committee 	<ul style="list-style-type: none"> • PennDOT – Multimodal Transportation Fund • SPC – SMART Transportation • PennDOT – TA Set-Aside
3. Connect Hoodlebug Trail to Little League Ballfields	Mid Term	\$	<ul style="list-style-type: none"> • Optimists • Indiana Little League • Community Development Committee • ICATAC • Borough Bike/Ped Committee 	<ul style="list-style-type: none"> • PennDOT – TA Set-Aside • PennDOT / DCED (CFA) – Multimodal Transportation Fund • SPC – SMART Transportation • DCED – GTRP • DCNR – C2P2 & PRT
4. Hoodlebug Trail to White's Woods and College Lodge areas	Long Term	\$\$	<ul style="list-style-type: none"> • PennDOT • White Township • IUP 	<ul style="list-style-type: none"> • Multimodal Transportation Funds • SPC – SMART Transportation • DCNR – C2P2 & PRT • DCED – GTRP • PennDOT – TA Set-Aside
5. Philadelphia St to Mack Park (via S 6 th Street)	Long Term	\$\$	<ul style="list-style-type: none"> • Mack Foundation • PennDOT • White Township 	<ul style="list-style-type: none"> • PennDOT – Multimodal Transportation Fund • SPC – SMART Transportation • PennDOT – TA Set-Aside • DCNR – C2P2 & PRT
• Indiana Borough to Airport Rd area (other than the PA 286 ramp)	Long Term	\$\$	<ul style="list-style-type: none"> • PennDOT, DCED, CFA, SPC Funding 	<ul style="list-style-type: none"> • PennDOT, DCED, CFA, SPC Funding
• Washington St to the Regency Mall	Long Term	\$\$	<ul style="list-style-type: none"> • PennDOT • White Township 	<ul style="list-style-type: none"> • PennDOT, DCED, CFA, SPC Funding

3. Community Enhancement Amenities Priorities

Action Items	Implementation	Costs	Partners with Indiana Borough	Funding Source
1. Install one (1) Bench along priority routes and near bus stops Install additional benches	Short Term Mid Term	\$\$	<ul style="list-style-type: none"> Property Owners in subject area IndiGO Community Development Committee 	<ul style="list-style-type: none"> Self-financed Local Funding Sources County or Municipal maintenance funds
2. Install one (1) Bike rack and bike parking areas: <ul style="list-style-type: none"> -at grocery stores and downtown -covered areas with lights and security cameras -to accommodate e-bikes and bikes with fat tires -at area schools Install additional Bike racks and parking areas	Short Term Mid Term	\$\$	<ul style="list-style-type: none"> Property Owners and businesses Indiana Area School District White Township Bike Shops 	<ul style="list-style-type: none"> Self-financed Local Funding Sources County or Municipal maintenance funds
3. Install one (1) Bike repair station Install additional Bike repair stations	Short Term Mid Term	\$	<ul style="list-style-type: none"> Property Owners in subject area ICATAC 	<ul style="list-style-type: none"> Self-financed Local Funding Sources County or Municipal maintenance funds
4. Install one (1) Pedestrian Wayfinding Sign Install additional Pedestrian Wayfinding Signs	Short Term Mid Term	\$\$	<ul style="list-style-type: none"> ICATAC Borough Bike/Ped Committee IUP Public input meeting 	<ul style="list-style-type: none"> PennDOT / DCED (CFA) – Multimodal Transportation Fund Self-financed Local Funding Sources County or Municipal maintenance funds
5. Install one (1) Water refill station at Borough Building Install additional Water refill stations	Short Term Mid Term	\$\$	<ul style="list-style-type: none"> Indiana Borough 	<ul style="list-style-type: none"> Self-financed Local Funding Sources
6. Install one (1) Landscape enhancements – trees, shrubs Install additional Landscape enhancements	Short Term Mid Term	\$\$	<ul style="list-style-type: none"> Street Tree Commission 	<ul style="list-style-type: none"> Lowe’s Toolbox for Education Grant Local Funding Sources

4. Walking, Biking, Bus Riding Priorities

Action Items	Implementation	Costs	Partners with Indiana Borough	Funding Source
1. Biking on existing one-way streets and Water Street – add signs, sharrows, and paint on roads	Mid Term	\$\$	<ul style="list-style-type: none"> • PennDOT • Local business/property owners 	<ul style="list-style-type: none"> • PennDOT – Multimodal Transportation Fund • PennDOT – TA Set-Aside • SPC – SMART Transportation • DCED – GTRP
2. Evaluate Safe Routes to Schools <ul style="list-style-type: none"> - East Clark Street access way to Sr and Jr HS - Indiana Sr HS – walk/bike improvements - School routes – prioritize bike/ped improvements 	Long Term	\$\$\$	<ul style="list-style-type: none"> • PennDOT • Indiana Area School District • Local School Board 	<ul style="list-style-type: none"> • PennDOT – Multimodal Transportation Fund • PennDOT – TA Set-Aside, Safe Routes to School • SPC – SMART Transportation • Private Business donations • County or Municipal maintenance funds
3. Bus location app to know when the bus will be coming	Short Term	\$\$	<ul style="list-style-type: none"> • IndiGO 	<ul style="list-style-type: none"> • SPC – SMART Transportation Fund • PennDOT – TA Set-Aside
<ul style="list-style-type: none"> • Bus route names, schedule, maps, and timetables access at each stop 	Mid Term	\$\$\$	<ul style="list-style-type: none"> • IndiGO 	<ul style="list-style-type: none"> • SPC – SMART Transportation Fund • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT – TA Set-Aside
<ul style="list-style-type: none"> • Improve access from 14th Street Area - Improve crossing/signal on Philadelphia St at 11th St 	Mid Term	\$\$	<ul style="list-style-type: none"> • PennDOT 	<ul style="list-style-type: none"> • PennDOT – Multimodal Transportation Fund • PennDOT – TA Set-Aside, Safe Routes to School • SPC – SMART Transportation
<ul style="list-style-type: none"> • Shorter crossing distances at Philadelphia St and 11th St 	Mid Term	\$\$	<ul style="list-style-type: none"> • PennDOT 	<ul style="list-style-type: none"> • PennDOT – Multimodal Transportation Fund • PennDOT – TA Set-Aside, Safe Routes to School • SPC – SMART Transportation

5. Sidewalk Improvement Priorities

Action Items	Implementation	Costs	Partners with Indiana Borough	Funding Source
1. South 13 th Street Between Oakland and Wayne Avenues	Long Term	\$\$	<ul style="list-style-type: none"> • White Township • Local property owners • PennDOT • IUP 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
2. 1 st Ward between the Jr. and Sr. HS and 5 th Street	Mid Term	\$\$	<ul style="list-style-type: none"> • Indiana Area School District • Local property owners 	<ul style="list-style-type: none"> • PennDOT/DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
3. 5 th Street between Washington and North Avenue (especially east side)	Mid Term	\$\$	<ul style="list-style-type: none"> • Local Property Owners • White Township 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
4. 6 th Street – the extent of the borough between Clark and Carter	Long Term	\$\$\$	<ul style="list-style-type: none"> • White Township • Local property owners • PennDOT 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
5. Croyland Ave between N. 9 th and N. 6th Street	Mid Term	\$\$	<ul style="list-style-type: none"> • Indiana Area School District • Local property owners 	<ul style="list-style-type: none"> • PennDOT/DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
6. A lot of the alleys - Carpenter & Papermill	Mid Term	\$\$	<ul style="list-style-type: none"> • Local Property Owners • White Township 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside

				<ul style="list-style-type: none"> • Possible Borough grant/reimbursement program
7. Oakland Ave near Arby's area - Construct sidewalk in front of Arby's make it part of Carriage House Redevelopment	Long Term	\$\$\$	<ul style="list-style-type: none"> • White Township • Local property owners • ICDC • ICOPD • PennDOT 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside
8. Carter Avenue - between Wayne and S 6th, to enhance connectivity to Mack Park	Mid Term	\$\$	<ul style="list-style-type: none"> • Local property owners • White Township 	<ul style="list-style-type: none"> • PennDOT/DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
9. Chestnut Street between 4 th and 12 th	Mid Term	\$\$	<ul style="list-style-type: none"> • Local Property Owners • White Township 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
10. Church Street between 5 th and 8 th	Mid Term	\$\$	<ul style="list-style-type: none"> • White Township • Local property owners 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
11. Locust Street - Needs curb cut as well (between 7 th and Pratt)	Mid Term	\$\$	<ul style="list-style-type: none"> • Local property owners 	<ul style="list-style-type: none"> • PennDOT/DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
12. Oakland Avenue near IUP campus	Long Term	\$\$\$	<ul style="list-style-type: none"> • Local Property Owners • White Township • IUP • PennDOT 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program

13. Philadelphia Street – White Avenue (Boro line) to 1 st St (Boro line)	Long Term	\$\$\$	<ul style="list-style-type: none"> • White Township • Local property owners • PennDOT 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program
14. Water Street Park - around perimeter	Mid Term	\$\$	<ul style="list-style-type: none"> • Local property owners 	<ul style="list-style-type: none"> • PennDOT/DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside
15. Wayne Avenue – between Sheetz and School Street	Long Term	\$\$\$	<ul style="list-style-type: none"> • Local Property Owners • White Township • Sheetz • PennDOT 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside
Other Areas Needing Sidewalk Improvements: <ul style="list-style-type: none"> • Fisher Avenue • Grandview Avenue – between S 4th to S 6th • Grant Street • Junior High – Oak between 4th and 6th • Maple Street - between 7th and Wayne • N 12th Street - between Philadelphia and Water St • S. 5th Street – between Grandview & Washington • School Street - between 9th and 13th • Sidewalk near Taco Bell on side street • Washington Street - near Horace Mann • Water Street - between 12th & 13th 	Long Term	\$\$\$	<ul style="list-style-type: none"> • Local Property Owners • PennDOT 	<ul style="list-style-type: none"> • PennDOT / DCED (CFA) – Multimodal Transportation Fund • PennDOT-Municipal Liquid Fuels Funding • PennDOT – TA Set-Aside • Possible Borough grant/reimbursement program

6. Lighting Improvement Priorities

Action Items	Implementation	Costs	Partners with Indiana Borough	Funding Source
1. Philadelphia Street - 12th Street up to 15th Street	Long Term	\$\$\$	<ul style="list-style-type: none"> Local Property Owners White Township PennDOT 	<ul style="list-style-type: none"> PennDOT- TA Set-Aside & Liquid Fuels Funding PennDOT / DCED (CFA) – Multimodal Transportation Fund DCED – Appalachian Regional Commission SPC – SMART Transportation Local & In-Kind Contributions
2. 13th Street – Oakland Avenue to Philadelphia Street	Long Term	\$\$\$	<ul style="list-style-type: none"> Local Property Owners White Township PennDOT 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
3. 5th Street – Washington Street to North Avenue (Boro Line)	Mid Term	\$\$\$	<ul style="list-style-type: none"> Local Property Owners White Township 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
4. Bus stops	Mid Term	\$\$	<ul style="list-style-type: none"> Local Property Owners IndiGO 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
5. Church Street between 5 th and 9 th	Mid Term	\$\$	<ul style="list-style-type: none"> Local Property Owners White Township 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
6. Downtown and IUP – S 8 th St. and S 9 th Street	Long Term	\$\$\$	<ul style="list-style-type: none"> Local Property Owners IUP PennDOT 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
7. Gompers Avenue – 5 th to 1 st	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Business owners 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
8. Jr. High – Chestnut & Oak between 4 th and 5 th , 4 th & 5 th between Chestnut & Oak	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Indiana Area School District 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
9. Memorial Park	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Indiana County Parks & Trails Historical Society 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions

Indiana Borough Active Transportation Plan – *Walk • Bike • Ride Indiana*

10. N 6th Street - area around dealership	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Business owners 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
11. S 6 th Street – between 200 - 600 block	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Business owners 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
12. School Street – between 5 th and 10th	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Business owners Indiana Area School District 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
13. Stairs on Vinegar Hill	Long Term	\$\$	<ul style="list-style-type: none"> Local residents 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
14. Washington Street - near Horace Mann	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents Indiana Area School District 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
15. Water Street Park - around the park between 2 nd & 3 rd	Mid Term	\$\$	<ul style="list-style-type: none"> Local residents 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
16. Wayne Avenue – between Sheetz and School Street	Long Term	\$\$\$	<ul style="list-style-type: none"> Sheetz Local residents Business owners 	<ul style="list-style-type: none"> PennDOT, CFA, DCED & SPC Funding Local & In-Kind Contributions
Other Areas Needing Lighting Improvements: <ul style="list-style-type: none"> Alleys/side streets – connecting to Philadelphia Street – Taylor Ave, Clymer Ave Nixon Street - from 4th -8th Street Downtown and IUP – S 7th Street Fisher Avenue – between Oakland and School Grant Street Klondyke Avenue Locust Street Oak Street - between 1st and 4th Washington Street Water Street – between 9th and 13th Street 	Long Term	\$\$	<ul style="list-style-type: none"> Local Residents Business Owners 	<ul style="list-style-type: none"> PennDOT- TA Set-Aside & Liquid Fuels Funding PennDOT / DCED (CFA) – Multimodal Transportation Fund DCED – Appalachian Regional Commission SPC – SMART Transportation Local & In-Kind Contributions

Walk • Bike • Ride Indiana

Indiana Borough Active Transportation Plan

Appendix

Adopted September 2022



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

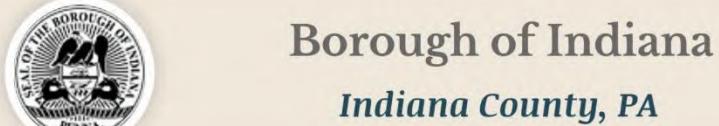
Steering Committee Meeting Agendas



Indiana Borough Active Transportation Plan
Steering Committee Meeting No. 1 – January 27, 2022

To begin developing an Active Transportation Plan for Indiana Borough

1. Project Team Introductions5 minutes
2. What is Active Transportation Planning – Community Benefits5 minutes
 - An Active Transportation Plan outlines a vision and framework for improving walking and bicycling conditions in a community.
 - Active Transportation Planning improves a Communities Health, provides Mobility Options for All Residents, and enhances Neighborhood Livability, Economic Conditions and Environmental Sustainability.
- Key Definitions:
 - Active Transportation: any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
 - Destinations: Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
 - Barriers: Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
3. Plan Expectations, Major Tasks and Timetable10 minutes
 - The Plan will provide Guidance and Direction, Priorities and Recommendations
 - The Plan is not a Budget document or Capital Improvement Plan for the Borough
 - Engage different segments of the community and obtain input from local and regional sources
 - Active Transportation Priorities and Projects can be further advanced through a Comprehensive Plan, other local codes, and coordination among municipal departments or agencies
 - Community Assessment – Engagement, Review Plans, Inventory Existing Conditions & Investigations
 - Community Visioning – Active Transportation Priorities & Recommendations
 - Develop Action Strategies – Outcomes & Results, Partnership Opportunities, Achievable Action Steps
 - Implementation Strategy – Costs, Partners, Funding & Timeframes
 - Draft Plan / Final Plan / Adoption – August - September 2022
4. Data to be Collected5 minutes
 - Borough, Steering Committee and Community Engagement:
 - Monthly Coordination with the Steering Committee
 - Community Survey / Interactive Comments
 - Public Engagement Sessions
 - Key Person Interviews
 - Guided Field Tours
 - Existing Conditions Inventory (amenities, facilities and barriers) – Scavenger Hunt, Bike Tour
 - Walkability/Bikeability Assessments
5. Active Transportation Priorities – Steering Committee Input20 minutes
 - Community Destinations, Trails, Connections, Physical Movement Opportunities
6. Schedule Next Committee Meeting/Public Engagement Session5 minutes



Indiana Borough Active Transportation Plan
Steering Committee Meeting No. 2 – February 22, 2022

To continue developing an Active Transportation Plan for Indiana Borough

- Key Definitions:
- Active Transportation: any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
 - Destinations: Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
 - Barriers: Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
 - Micromobility: using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program Micromobility is seen as an emerging solution to moving people more efficiently around many communities.
1. Review Active Transportation Priorities15 minutes

Educate	Engage	Initiatives	Projects
<ul style="list-style-type: none">Clarify e-bike & e-scooter regs. & PA/local biking laws.Business Owners on benefits & value of Active Transportation.Bike, Pedestrian, Safety Education Program (focus on Philadelphia St.).Support that the SPC can provide the Borough.	<ul style="list-style-type: none">IUP students to identify routes, issues & solutions.White Twp. & County on their efforts.SPC for bike counts along Hoodlebug Trail Extension.Public Transit – promote public buses having bike racks.Key Person Interviews	<ul style="list-style-type: none">Vision/Approach for e-bikes & e-scooters.Indiana Sidewalk Replacement Program.Consistency with Borough's Active Transportation Plan & Zoning Ordinance.Destination locationsLocation of BarriersHealth Data	<ul style="list-style-type: none">Gompers Ave. Improvements.Enhancements along Priority walking/biking corridors.
2. Review Status of Data Collection Efforts15 minutes
 - IUP Students – Dr. Benhart & Dr. Ghosh classes
 - Existing Conditions Inventory (amenities, facilities, barriers, heath data, and WW routes)
 - Previous plans review to update
 - LOC mapping review
 - Public Engagement – Survey/Comment mapping & Community Workshop
3. Steering Committee Input15 minutes
4. Tasks for Next Meeting5 minutes
 - Schedule Community Workshop Session
 - Schedule Walking Audits and Assessments
 - Present Draft Survey/Comment Mapping
 - Present Draft Community Destinations and Priority Corridor Mapping
 - Present Summary of e-bike & scooter regulations & PA/local biking laws





Borough of Indiana
Indiana County, PA

Indiana Borough Active Transportation Plan
Steering Committee Meeting No. 3 – March 22, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- **Active Transportation:** any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- **Destinations:** Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- **Barriers:** Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- **Micromobility:** using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

- | | |
|---|-------------------|
| 1. Draft Community Survey and Interactive Comment Map | 15 minutes |
| <ul style="list-style-type: none">▪ Questions/Map Revisions and New Questions▪ Time Frame▪ Distribution Plan:<ul style="list-style-type: none">▪ Council Members – promote within their Wards▪ Social Media / Website Posts / Advertisement Flyer / Radio▪ Business/Organization Word of Mouth▪ IUP Student Organization – field canvassing▪ Public Transit | |
| 2. Public Engagement Event – Education, Input, Collaboration Focus | 15 minutes |
| <ul style="list-style-type: none">▪ April 12th or 14th / Time?▪ Location - Grace United Methodist Church, Artists Hand, other?▪ Agenda – Guided Field Tour and Open House Session▪ Advertisement (see Distribution Plan above) | |
| 3. Key Stakeholder Interviews | 10 minutes |
| <ul style="list-style-type: none">▪ Review List of Questions▪ Revisions and Additions | |
| 4. Update on IUP Student Collaboration & PA Bicycle Regulations | 5 minutes |
| 5. Tasks for Next Meeting | 5 minutes |
| <ul style="list-style-type: none">▪ Review Priority Corridor Mapping (and evolve priorities into action strategies)▪ Assign Walking/Biking Audits and Assessments Tasks▪ Review Input from Community Engagement Event and Initial Survey and Map Results | |



Borough of Indiana
Indiana County, PA

Indiana Borough Active Transportation Plan
Steering Committee Meeting No. 4 – April 26, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- **Active Transportation:** any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- **Destinations:** Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- **Barriers:** Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- **Micromobility:** using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

The Steering Committee will meet in conjunction with the Community Engagement Event:

WHERE:

Grace United Methodist Church
50 S. 7th Street
Indiana, PA
Parlor - Rooms 101 and 102

WHEN:

Tuesday, April 26, 2022
Outdoor Gathering: 4-5pm
Indoor Open House Session: 5-7pm

Steering Committee members are expected to participate and to provide their input and suggestions during the Community Engagement Event.





Borough of Indiana Indiana County, PA

Indiana Borough Active Transportation Plan Steering Committee Meeting No. 5 – May 24, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- Active Transportation: any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- Destinations: Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- Barriers: Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- Micromobility: using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

1. Data Collected

30 minutes

- Public Engagement Event – April 26 –Comments Received / Topics Discussed
- Key Stakeholder interviews
 - Adrienne Smochek with Rep Struzzi's office & Indiana County P&T board
 - Ben Bush with Sen Pittman's office
 - John Kanyan with Indigo
 - IUP Police Department is Lt. Melvin Cornell 724-357-2141
 - Parking and Transportation Services is Jim Bertuzzi 724-357-8749
 - Chuck Houser – Insurance/Boro Resident/Ebike
 - Monica Jones – Farmers Insurance 724-463-3000
 - Susan Smith – former WalkWorks group leader
 - Nicole Dann Payne – IRMC Dietitian and Marion Center Crosscountry Coach
 - Amanda Augustine – Exercise Science former IRMC Manager Corporate & Community Wellness
 - Jeremy Garlena - resident
 - School District Mike Minnick – Jr. HS principal, parent
- Community Survey / Interactive Comments results – overview
- IUP Student Presentations – final results

2. Walkability / Bikeability Assessment Tasks

5 minutes

- Assign Steering Committee Members to Complete Street Segments
- Timeframes

3. Discuss the Outline of the Active Transportation Plan

10 minutes

- Introduction/Acknowledgements
- Input/Data Collection
- Existing Conditions
- Priorities – Quick Action Item; Borough Lead Project; Program/Campaign; Longer -Term Infrastructure Improvement Project
- Implementation – action steps; responsibilities; timelines

4 – Steering Committee Input

10 minutes



Borough of Indiana Indiana County, PA

Indiana Borough Active Transportation Plan Steering Committee Meeting No. 6 – June 28, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- Active Transportation: any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- Destinations: Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- Barriers: Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- Micromobility: using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

1. Project Update

10 minutes

Data Collected

- Public Engagement Event - Key Person Interviews
- Community Survey / Interactive Comments
- Walking/Biking Assessments - IUP Student Project(s)
- Steering Committee Input - Other Community efforts
- Health Data

2. Plan Outline

5 minutes

- Plan Purpose and Goals
- Public Engagement Overview
- Health Data Overview
- Other Projects and Plans
- Active Transportation Priorities/Recommendations
- Implementation and Funding Strategy / Summary Matrix
- WalkWorks Metrics (Linear Miles, New/Enhanced/Connected Designations)

3. Completion Schedule

10 minutes

- Preliminary Draft Plan Review with Steering Committee – July 26
- Public Review Period (public open house meeting, on-line posting, or other engagement)
- Review with Community Development Committee – (August 15)
- Borough Council Adoption – (September 6 or September 20)

4. Priorities/Recommendations

15 minutes

5. Steering Committee Input

10 minutes





Borough of Indiana Indiana County, PA

Indiana Borough Active Transportation Plan Steering Committee Meeting No. 7 – July 26, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- **Active Transportation:** any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- **Destinations:** Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- **Barriers:** Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- **Micromobility:** using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

1. **Review Completion Schedule** 5 minutes
 - Preliminary Draft Plan Review with Steering Committee – July 26
 - Public Review Period (public open house meeting, on-line posting, or other engagement)
 - Review with Community Development Committee – (August 15)
 - Borough Council Adoption – (September 6 or September 20)
2. **Acknowledgements & Community Engagement Sections - Steering Committee Input** 10 minutes
 - Discuss revisions to these sections
 - Who/What did we miss?
 - Title of Plan –
3. **Vision, Purpose, Outcomes and Goals - Steering Committee Input** 15 minutes
 - Consensus on Indiana's Vision for Active Transportation
 - Identify the overall purpose(s) of the Plan
 - Identify the wanted outcomes and goals of the Plan
4. **Actions and Priorities - Steering Committee Input** 15 minutes
 - Agreement on Actions
 - Agreement on top Priorities/Categories
5. **Next Steps** 5 minutes



Borough of Indiana Indiana County, PA

Indiana Borough Active Transportation Plan Steering Committee Meeting No. 8 – August 2, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- **Active Transportation:** any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- **Destinations:** Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- **Barriers:** Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- **Micromobility:** using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

1. **Review Completion Schedule** 5 minutes
 - Preliminary Draft Plan Review with Steering Committee – July 26
 - Follow Up Review of Draft Plan with Steering Committee – August 2
 - Public Review Period (public open house meeting, on-line posting, or other engagement)
 - Review with Community Development Committee – (August 15)
 - Borough Council Adoption – (September 6 or September 20)
2. **Acknowledgements & Community Engagement Sections - Steering Committee Input** 10 minutes
 - Discuss revisions to these sections
 - Key Person Interview Summary/Themes
3. **Vision, Purpose, and Goals - Steering Committee Input** 10 minutes
 - Discuss draft Introduction Section
 - Consensus on Vision Purpose and Goals
4. **Actions and Priorities - Steering Committee Input** 15 minutes
 - Discuss revised Priorities Section
 - Meeting with Indiana Borough – July 28
 - Prioritized ranking of actions
 - Revised Priority Corridors Map
 - Public Transit Priorities
5. **Next Steps** 5 minutes





Borough of Indiana Indiana County, PA

Indiana Borough Active Transportation Plan Steering Committee Meeting No. 9 – August 9, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- **Active Transportation:** any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- **Destinations:** Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- **Barriers:** Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- **Micromobility:** using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

1. **Review Completion Schedule** 5 minutes
 - Preliminary Draft Plan Review with Steering Committee – July 26
 - Follow Up Review of Draft Plan with Steering Committee – August 2
 - Public Review Period (public open house meeting, on-line posting, or other engagement)
 - Review with Community Development Committee – (August 15)
 - Borough Council Adoption – (September 6 or September 20)

2. **Review Draft Plan Sections** 40 minutes
 - TOC/Acknowledgements
 - Introduction – Vision, Goals and Purpose
 - Community Engagement
 - Priorities
 - Implementation – Project Partners and Funding Sources

3. **Next Steps** 5 minutes



Borough of Indiana Indiana County, PA

Indiana Borough Active Transportation Plan Steering Committee Meeting No. 10 – August 31, 2022

To continue developing an Active Transportation Plan for Indiana Borough

WalkWorks Program - Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. Educate communities about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility.

Key Definitions:

- **Active Transportation:** any self-propelled, human-powered mode of transportation, such as walking, bicycling, using a wheelchair, pushing a stroller.
- **Destinations:** Places people want/can access by Walking or Biking. Common categories of destinations include: Schools, Parks, Groceries, Restaurants, Coffee, Bars, Shopping, Entertainment, Transit Nodes.
- **Barriers:** Things preventing people from Walking and Biking. Can be physical (busy road, topography, lack of curb cuts) or social (safety, directions).
- **Micromobility:** using lightweight vehicles such as e-bicycles and e-scooters. Includes those devices owned by a user and those that are part of a rental program. Micromobility is seen as an emerging solution to moving people more efficiently around many communities.

1. **Review Completion Schedule** 5 minutes
 - Preliminary Draft Plan Review with Steering Committee – July 26
 - Follow Up Review of Draft Plan with Steering Committee – August 2
 - Public Review Period (public open house meeting, on-line posting, or other engagement)
 - Review with Community Development Committee – (August 15)
 - Borough Council Adoption – (September 6 or September 20)

2. **Discuss Draft Plan Review by Community Development Committee** 10 minutes
 - Presentation made to Committee on August 15
 - Review comments/questions provided by the Committee
 - Acknowledge that the Committee approved the Plan and will recommend to Borough Council that they adopt the Active Transportation Plan

3. **Final Review of Draft Plan by Steering Committee** 30 minutes
 - Approve Plan Title
 - Consensus on future role(s) of the Committee
 - Review suggested revisions provided by Sam Pearson – PA Downtown Center

4. **Next Steps** 5 minutes



WalkWorks Metrics Summary

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
Priority Corridor –	High	Pedestrian Improvements	9.04	See Priority Corridors - Destinations Map – Outdoor Recreation Areas/Parks; School District campuses; tourist locations; IUP Campus; senior services; Library; Business District; Food & Convenience; Hoodlebug Trail
Priority Corridor –	High	Pedestrian and Bike Improvements	7.25	See Priority Corridors - Destinations Map – Outdoor Recreation Areas/Parks; School District campuses; tourist locations; IUP Campus; senior services; Library; Business District; Food & Convenience; Hoodlebug Trail

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
Sidewalk Improvements	High	Crosswalk/Pavement/Curb Cut Issues	N. 5 th Street
Sidewalk Improvements	High	Crosswalk/Pavement/Curb Cut Issues	South Street
Sidewalk Improvements	High	Crosswalk/Pavement/Curb Cut Issues	Philadelphia Street

Active Transportation Plan Implementation Metrics - Transit Stops, Connections and Routes				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Project description: Describe project location and what improvements are being made. <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
Priority Improvement Corridors	High	Ensuring smooth and reliable access on likely walking and biking connection routes to existing Indiana County Transit Authority (IndiGO) bus stops is a priority of this Plan. Routes used to access the bus stops are included as Priority Improvement Corridors.	51 bus stops Anticipate ¼ mile distance to each stop = 12.75 miles	Bus location app to know when the bus will be coming • Bus route names, schedule, maps and timetable access at each stop • Improve access from 14th Street Area - Improve crossing/signal on Philadelphia St at 11th St
Walking, Biking & Bus Riding Improvements	High	Safe Routes to Schools	4.40	Indiana High School Indiana Junior High Elementary Schools (2)
Walking, Biking & Bus Riding Improvements	High	Priority Bus Route Improvements	0.78	11 th & 14 th Streets

Active Transportation Plan Implementation Metrics - Bicycle Infrastructure Improvements				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Project description: Describe project location and what improvements are being made. <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
Priority Corridor –	High	Bike Improvements Bike racks/parking areas Bike Repair Station	5.62	See Priority Corridors - Destinations Map – Outdoor Recreation Areas/Parks; School District campuses; tourist locations; IUP Campus; senior services; Library; Business District; Food & Convenience; Hoodlebug Trail
Priority Corridor –	High	Pedestrian and Bike Improvements	7.25	See Priority Corridors - Destinations Map – Outdoor Recreation Areas/Parks; School District campuses; tourist locations; IUP Campus; senior services; Library; Business District; Food & Convenience; Hoodlebug Trail
Walking, Biking & Bus Riding Improvements	High	Priority Bike Route Improvements	3.67	Biking on Existing One-Way Streets and Water Street – add signs, sharrows & paint on roads

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
Washington St to Regency Mall	High	Washington St to Regency Mall	1.20	Washington St to Regency Mall
Hoodlebug Trail to White’s Woods/College Lodge areas	High	Hoodlebug Trail to White’s Woods/College Lodge areas	0.88	Hoodlebug Trail to White’s Woods/College Lodge areas
to Airport Rd	High	to Airport Rd	0.86	to Airport Rd
Chestnut St to High School to Hoodlebug Trail	High	Chestnut St to High School to Hoodlebug Trail	0.95	Chestnut St to High School to Hoodlebug Trail
Hoodlebug Trail to Little League Ballfields	High	Hoodlebug Trail to Little League Ballfields	0.40	Hoodlebug Trail to Little League Ballfields
Hoodlebu Trail to White Twp. Rec. Complex	High	Hoodlebug Trail to White Twp. Rec. Complex	1.12	Hoodlebug Trail to White Twp. Rec. Complex
Philadelphia St to Mack Park	High	Philadelphia St to Mack Park	0.89	Philadelphia St to Mack Park

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements

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

Policy/Project	Description
Evaluation of progress/status of implementation of Active Transportation Plan.	Indiana Borough staff, elected officials, and members of the Steering Committee are critical to the coordination of follow-up activities and will be critical for the implementation efforts. Many members of the Project Steering Committee for this Active Transportation Plan also serve on the Borough’s Bike-Ped Committee, on the regional C&I Trail Council and on other local and regional boards and commissions. Indiana Borough staff, elected

officials, and members of the Steering Committee are allied together through their support of walking, biking and riding improvements, community enhancements, and other outdoor facility/amenity improvements in Indiana Borough. Members of the Project Committee will meet with the Borough staff and elected officials on a quarterly basis to evaluate progress and the implementation status of this Plan. The meetings should also be used to discuss funding opportunities, other plans and projects being completed locally and in the surrounding region and also the changing conditions in the Borough that can aid with implementation actions.

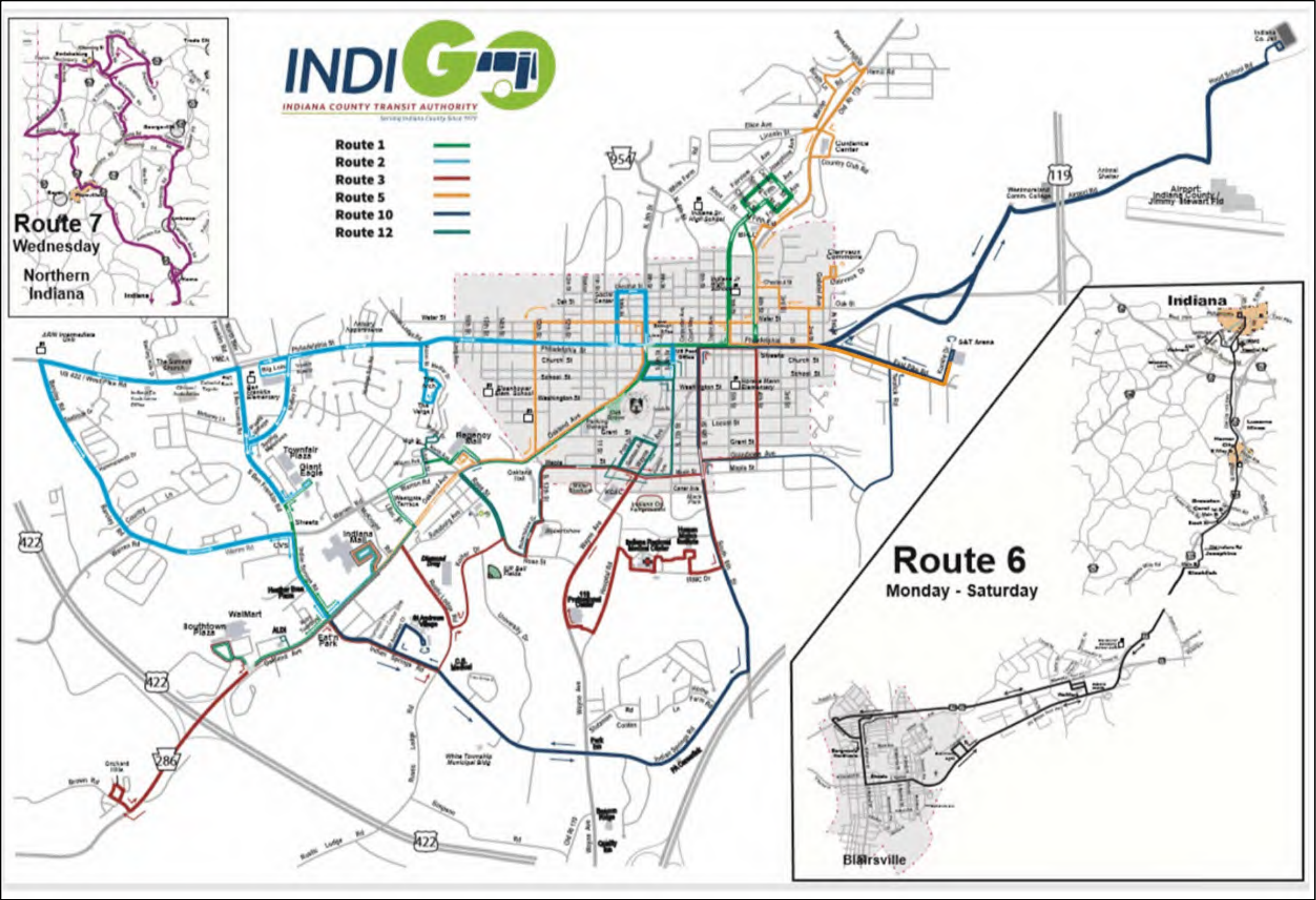
revised: January 2021

IndiGO Bus Routes – Indiana Borough (2022)

Route Summary:

- Route 1 - Operates Monday thru Saturday 6:00am to 9:36pm - Services: IUP Oak Grove, Carriage House, Regency Mall, Westgate, Indiana Mall, Giant Eagle, Walmart, Chevy Chase, Bilo (McGregor St.), Philadelphia St. [Schedule](#)
- Route 2 - Operates Monday thru Friday, 7:20am-5:15pm - Services: The Arch, Spring Meadows, Barclay Heights, WCCC, Assistance Office, Giant Eagle, Indiana Mall, Social Center, Big Lots, County Jail, and Animal Shelter [Schedule](#)
- Route 3 - Operates Monday thru Friday 7:20am to 5:15pm - Services: Indiana Mall, Human Motion, I.R.M.C., 119 Professional, Philadelphia St, C.S. Medical, Career Link, URBN, Orchard Hills, Careerlink, and Ramada Inn [Schedule](#)
- Route 4 - Operates Monday thru Friday 7:35am thru 6:20pm (IUP Fall & Spring Semester) - Services: The Arch, The Verge, Westgate, Diamond Drug, Robertshaw, Oakland Hall, Arbys, Parking Garage, IUP Oak Grove, IUP Pratt Hall, 11th & Church St. [Schedule](#)
- Route 5 - Operates Monday thru Saturday 7:20am to 5:15pm - Services: Guidance Center, Hickory Meadows, N. 4th St Bilo, 8th & Water St, Regency Mall, Indiana Mall, Dunkin Donuts, S&T Arena, Clairvaux Commons [Schedule](#)
- Route 6 - Operates Monday thru Friday 6:20am to 10:15am, 12:20pm to 2:15pm, 3:20pm to 5:15pm, 6:20pm to 8:08pm - Services: Homer City, Graceton / Coral, Josephine, Blacklick, Blairsville, Bergmans, I.R.M.C. Indiana, Indiana County Workshop, Indiana Mall [Schedule](#)
- Route 6 Saturday - Operates Saturday Only 8:20am to 12:15pm and 1:20pm to 5:08pm - Services: Indiana Mall, I.R.M.C. Indiana, Homer City, Graceton / Coral, Josephine, Blacklick, Blairsville, (Walmart) [Schedule](#)
- Route 7 - Operates Wednesday Only 7:20am to 10:22am and 2:25pm to 5:50pm - Services: Plumville, Old Mahoning Rd, Smicksburg, Stephenson Rd, McCormick Rd, Home Pa, Philadelphia St., Regency Mall, Indiana Mall, Aldi, Walmart [Schedule](#)
- Route 8 - Operates Saturday Only 7:20am to 5:15pm - Services: Indiana Mall, Walmart, Orchard Hills, URBN, CVS, Barclay Heights, Poets Village, Big Lots, The Arch, Indiana Social Center, IRMC, Robert Shaw and Dunkin' Donuts [Schedule](#)
- Route 12 - Operates Monday thru Saturday 7:20am to 9:53pm | Sunday schedule operates from 10:20am thru 3:53pm - Services: Walmart, Indiana Mall, Westgate Terrace, Regency Mall, Robertshaw, Stephenson Hall, Wallwork Hall, Hamilton Apts, Pratt Hall, The Verge, Aldi's [Schedule](#)
- IUP Park-n-Ride - Operates Monday thru Friday. Park-n-Ride operate continuously every 15 minutes from 7:10am to 10:10pm IUP Spring & Fall Semesters) - Services: Robertshaw, R&P Parking Lot, Stephenson Hall, Folgers Dining Hall, HUB / CO-OP, Wallwork Hall, Delaney Suites, IRMC, KCAC, Suites on Maple, Stouffer Hall [Schedule](#)

IndiGO Bus Routes – Indiana Borough (2022)



Federal Funds - The following provides information on various US Department of Transportation funding programs for Pedestrian and Bicycle safety and infrastructure projects:

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

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

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

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Highway, and Safety Funds																
Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.																
Activity or Project Type	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Safety enforcement (including police patrols)									SSRTS	SSRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)									SSRTS	SSRTS		\$	\$*	\$		
Separated bicycle lanes	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Shared use paths / transportation trails	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements (including accessible pedestrian signals)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signed pedestrian or bicycle routes	\$	~\$	\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Spot improvement programs	\$	~\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	~\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Trail bridges	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment									SRTP	SRTP	\$					
Trail/highway crossings and intersections	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see program guidance)	~\$*	~\$*	~\$*						\$*	\$*	\$*					\$
Training						\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws									SSRTS	SSRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

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

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

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program / Activities

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

NHTSA 402: State and Community Highway Safety Grant Program

NHTSA 405: National Priority Safety Programs (Nonmotorized safety)

FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Cross-cutting notes

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

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

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