

**SOUTH FAYETTE
TOWNSHIP**

August 2024

ACTIVE TRANSPORTATION PLAN

Prepared By:



Gibson-Thomas
ENGINEERING



**SOUTH FAYETTE
TOWNSHIP**

A Community Growing Together

Acknowledgments

South Fayette Township Active Transportation Plan

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

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

PROJECT SPONSOR

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FUNDING PROVIDED BY

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

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Introduction & Background

ACTIVE TRANSPORTATION

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

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



Preservation Park Walking Trail

PURPOSE & GOALS

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

The objectives of the Active Transportation Plan are:

- ◆ To establish an equitable, connected network accessible to all pedestrians and vulnerable road users.
- ◆ To develop a network that links community and border assets with residential areas and other community amenities.
- ◆ To promote safe and inclusive active transportation for both residents and visitors to enhance the health, safety, and welfare of the community members.
- ◆ To improve quality of life for residents and visitors.

Additionally, the plan aims to support economic development thoughtfully, create sidewalks and pathways for residents near the schools to access the school campus, and identify opportunities to provide trails, bike paths, sidewalks, and other pedestrian facilities at specific locations within the community.

BACKGROUND INFORMATION

South Fayette Township, established in 1842 and named in honor of Revolutionary War hero General Lafayette (1757-1834), is situated in southwestern Allegheny County, Pennsylvania, approximately 17 miles southwest of Pittsburgh. This rapidly growing community had a population of 18,358 residents according to the 2020 U.S. Census. By 2024, the township's total assessed real estate value surpassed \$1.8 billion, driven by significant increases in commercial property values. In response to the community's growth and anticipated population influx, as well as increased motor vehicle traffic putting further pressure on limited walking and biking facilities, the Township sought funding to develop an Active Transportation Plan. The plan aims to foster a healthier, more walkable and bikeable environment, promoting further investment and redevelopment opportunities.

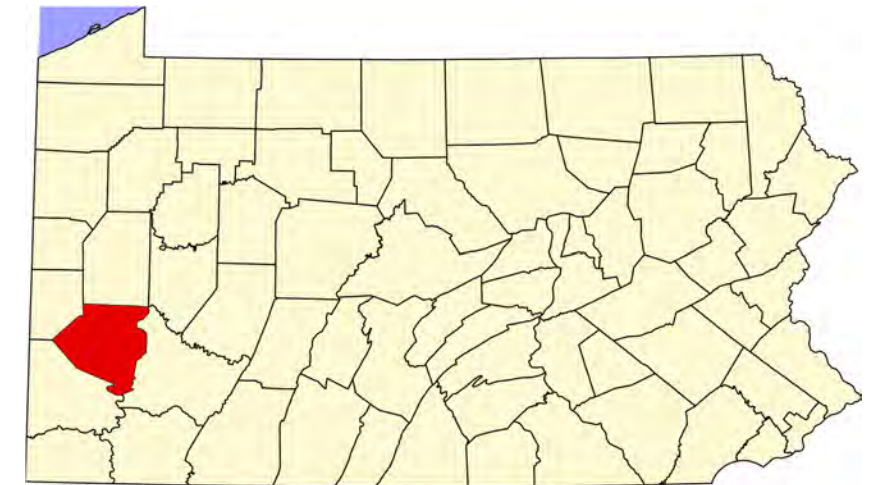
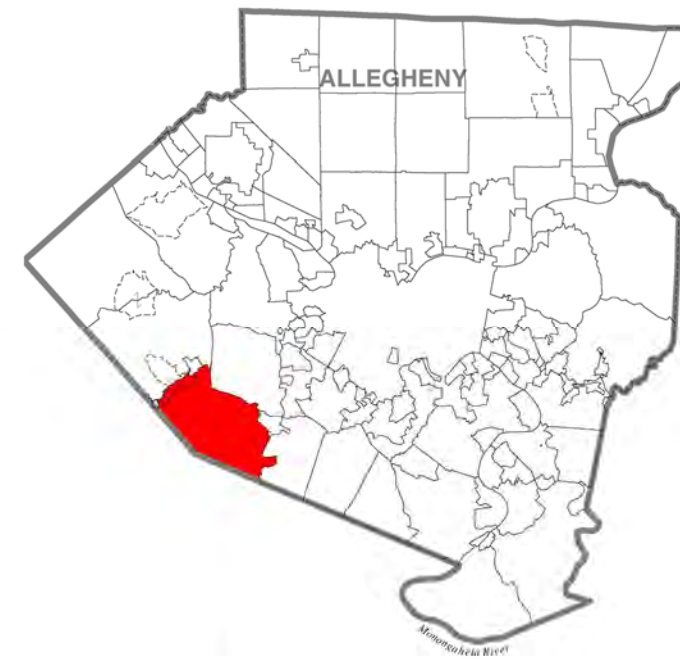


Figure 1: County and Township Location



Introduction & Background

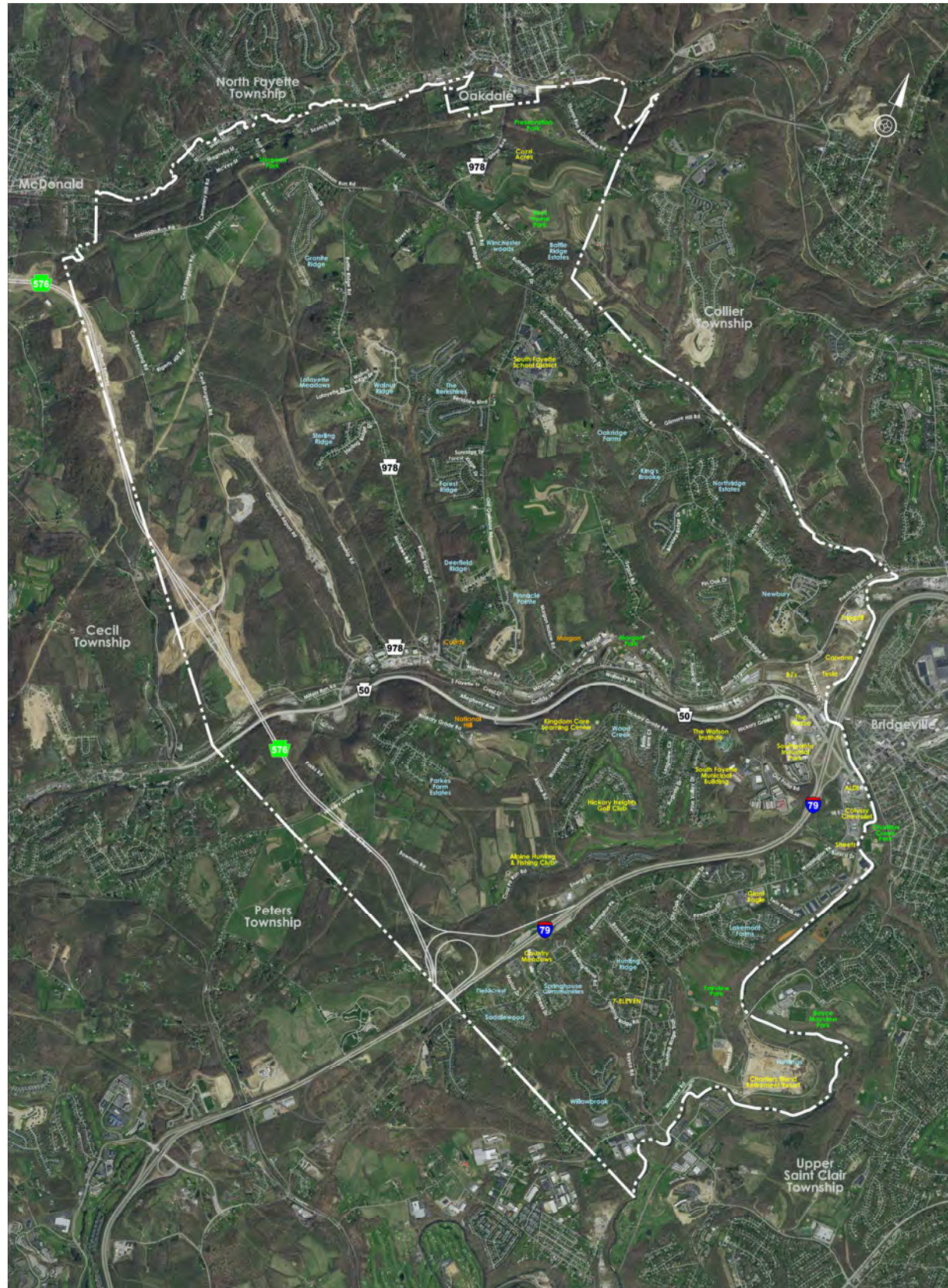
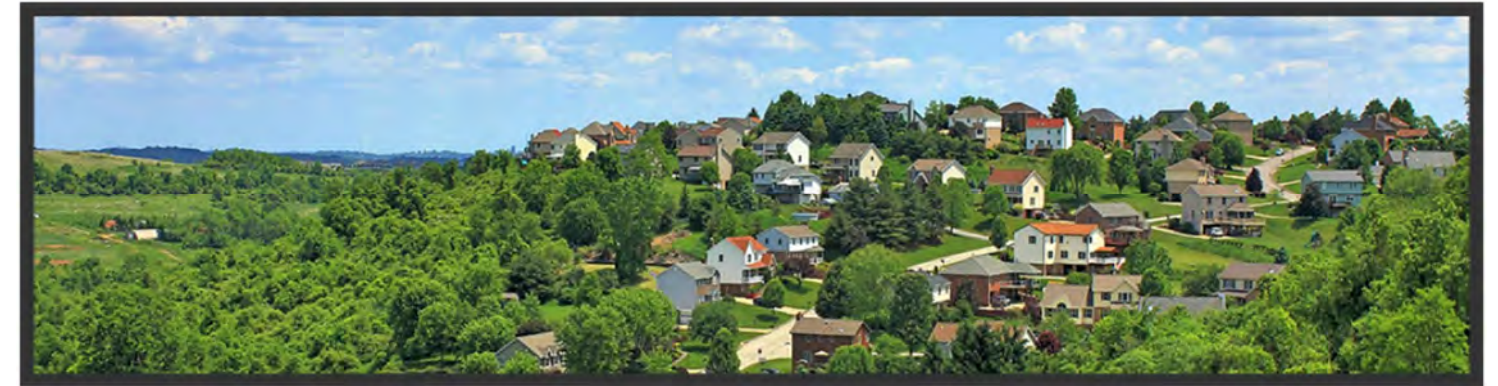


Figure 2: Township Map



EXISTING CONDITIONS

South Fayette Township is well connected for vehicular travel to the surrounding region because of the Bridgeville Interchange (Exit 54) along Interstate 79. Due to the I-79 connection, as well as the more recent construction of the Southern Beltway (Pennsylvania Turnpike Route 576), the Township has convenient access to Downtown Pittsburgh, Pittsburgh International Airport, the City of Washington, Southpointe Business Park, and other commercial districts such as those in Robinson Township.

The I-79 interchange connects to Route 50 within the Township. Route 50 and Washington Pike are the primary commercial corridors and continue to see new development, most recently in the Newbury Development and The Piazza.

Historic residential communities, such as Cuddy, Morgan, and National Hill, are located towards the center of the Township near Route 50 and Millers Run Road. More recent residential developments are located further north and south into the Township. These newer neighborhoods are typically large subdivisions with one main access point along a collector or arterial roadway for the entire development. Some of these developments do have internal sidewalks, but there are very few pedestrian or bicycle connections between neighborhoods.

Pittsburgh Regional Transit does not operate bus routes directly into South Fayette Township. The closest bus routes available are 31 – Bridgeville and 41 – Bower Hill, both of which have stops in Bridgeville. An additional public transportation option available to the South Fayette community is ACCESS. This reservation-based, shared-ride paratransit service adheres to ADA requirements and operates throughout Allegheny County. ACCESS is available to the general public, with a primary focus on serving individuals with disabilities, clients of human service agencies, and those aged 65 and over.

Introduction & Background

The Township boasts a variety of trails and parks, each offering unique amenities and recreational opportunities. Regular maintenance and community involvement ensure that these spaces remain clean, safe, and enjoyable for all users. The township is committed to preserving and enhancing these amenities to support the health and well-being of the community. The Comprehensive Recreation Plan for the Township was updated in 2019.

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

Trails

Panhandle Trail – Multi-use rail-trail, offering scenic views, periodic shade from trees, and a path for walking, running, and biking.

Condition: Well-maintained, with clear signage, regular maintenance, public restrooms at certain trail heads, and amenities such as benches and trash receptacles along the route.

Fairview Park Trails – The park includes several interconnected trails of varying difficulty, suitable for hiking, running, and nature walks. The trails offer scenic views of the park's natural areas.

Condition: Trails are in good condition, with regular upkeep ensuring accessibility and safety for users.

Parks

Fairview Park – The largest park, featuring sports fields, playgrounds, pavilions for shade, and walking trails. The park also includes a dog park, a community garden, public restrooms and an amphitheater.

Condition: Well-maintained with regularly updated facilities and clean, safe environments for visitors. Currently, the park is undergoing construction. The expansion of the new facilities is being built on 68 acres of acquired land that will expand the park by 50 percent. The additional amenities will include a splash pad, pavilion with restrooms, a fenced dog park, three ballfields, and a park entrance on Mayview Road.

Boys Home Park – Includes playgrounds, sheltered picnic areas, public restrooms, and sports fields. It also has a basketball court and open green spaces for various activities.

Condition: Well-kept, with ongoing maintenance ensuring the safety and usability of its facilities.

Preservation Park – Three multi-purpose athletic fields, a half-mile of paved connected walkways, and public restrooms.

Condition: Good condition, with clean, safe and regularly maintained facilities. There are opportunities for future expansion of the park by implementing pavilions and playgrounds.

Morgan Park – Includes playgrounds, a baseball field, public restrooms and picnic shelters for shade. The park also features a paved walking trail.

Condition: The park is maintained regularly, with facilities in good condition and accessible to the public.

Sturgeon Park – Smaller park with a playground, a basketball court, and open space for community use.

Condition: Sturgeon Park is in good condition, with clean and safe amenities.

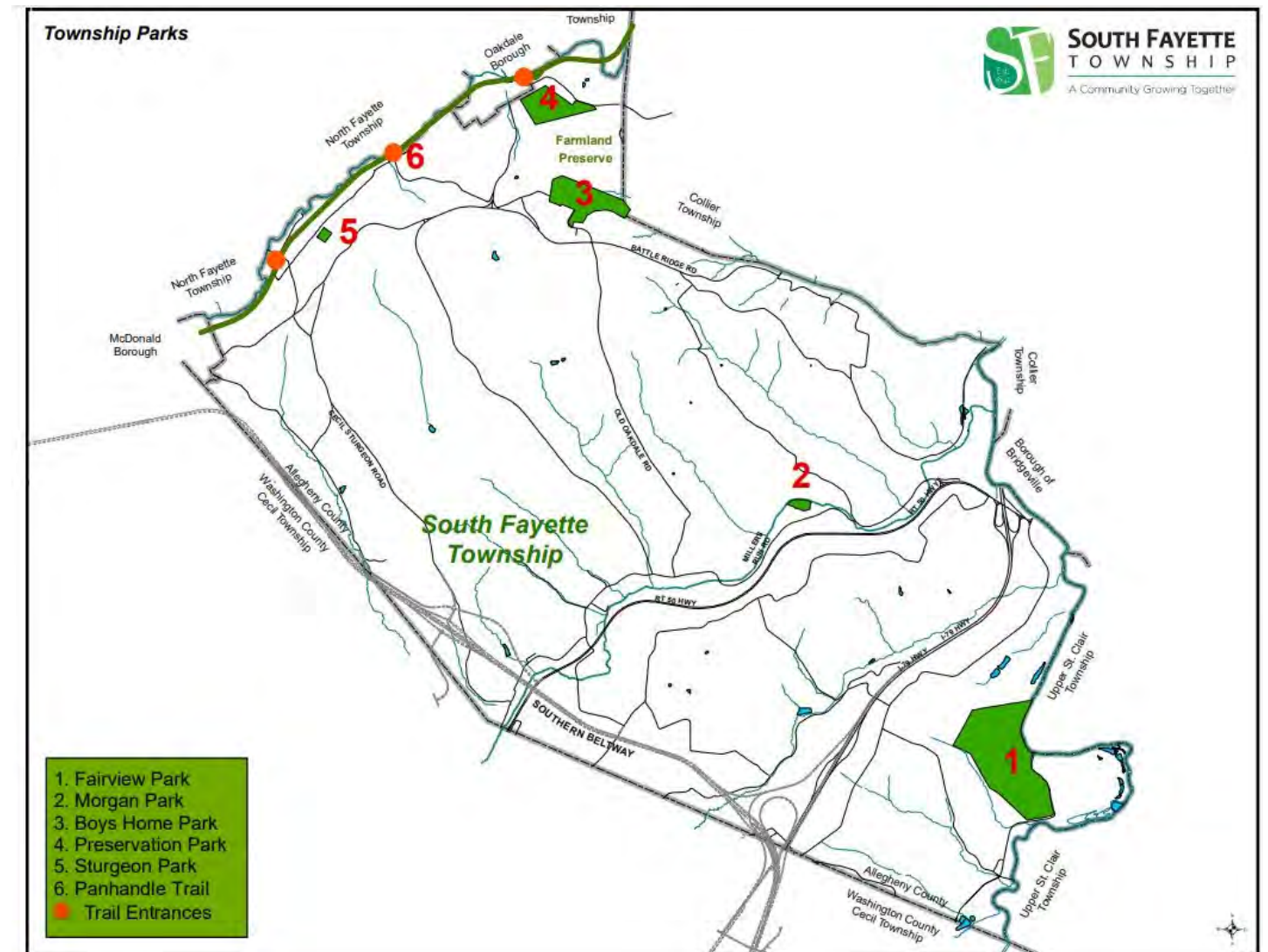


Figure 3: Township Parks



Data Collection

DATA COLLECTION EFFORTS

A variety of efforts were made to collect data and information about South Fayette Township’s existing roadway, pedestrian, and bicycle network, along with the utilization of these facilities. These efforts included:

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

CENSUS DATA

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

Activity Levels

Strava heat maps were utilized to gain an understanding of the current ways Township residents engage in active transportation. Strava is an application designed to track the physical exercise of its users. Below are examples of Strava heat maps for the Hastings community and Morgan Park, highlighting routes that users frequently navigate by modes of active transportation. The brighter or more vibrant a route appears on the map, the more popular it is. These maps reveal the popular mobility patterns of Township residents, and help to identify where improvements to pedestrian and cyclist facilities are most needed.



Figure 4: Strava Heat Map for the Hastings Community for all active modes

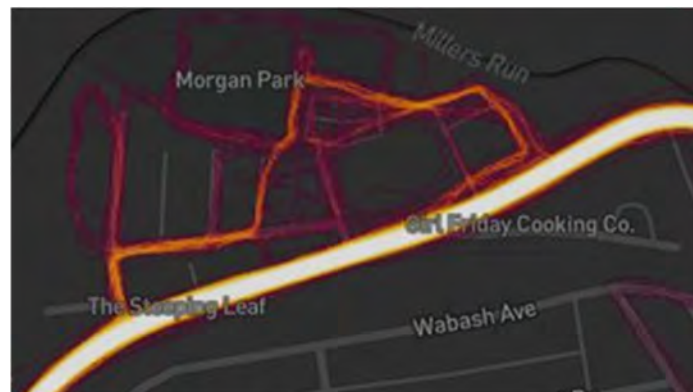


Figure 5: Strava Heat Map for Morgan Park for all active modes

Walkability

The “Walk Score” is a walkability score, and “Bike Score” is a bikeability score, obtained from the organization Walk Score a subsidiary of Redfin. The walk and bike scores metrics are evaluated by a proprietary algorithm, sourced by Redfin, that analyzes hundreds of walking and cycling routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5-minute walk are given maximum points. A decay function is used to give points to more distant amenities, and no points are given after a 30-minute walk. The score is ranked on a scale from 0 to 100. Figures 6 and 7 illustrate the walk and bike scores for South Fayette’s Historical and Newer residential neighborhoods, respectively. Figure 8 depicts how car-dependent and bikeable the community of Hastings currently stands. This analysis indicates that the Township’s residential areas are quite difficult to navigate by active transportation methods. The Active Transportation Plan aims to improve these scores and enhance community health by implementing additional sidewalks, multi-use paths, and bicycle facilities.

Neighborhood	Walk Score	Bike Score
Cuddy	18	3
Gladden	13	1
Morgan	22	3
National Hill	21	3
Sturgeon	6	17

Figure 6: Walk and Bike Scores for Historical Neighborhoods

Neighborhood	Walk Score	Bike Score
Berkshire	3	3
Fairview Manor	25	17
Hunting Ridge	17	12
Lakemont Farms	40	23
Newbury	3	5

Figure 7: Walk and Bike Scores for Newer Residential Developments

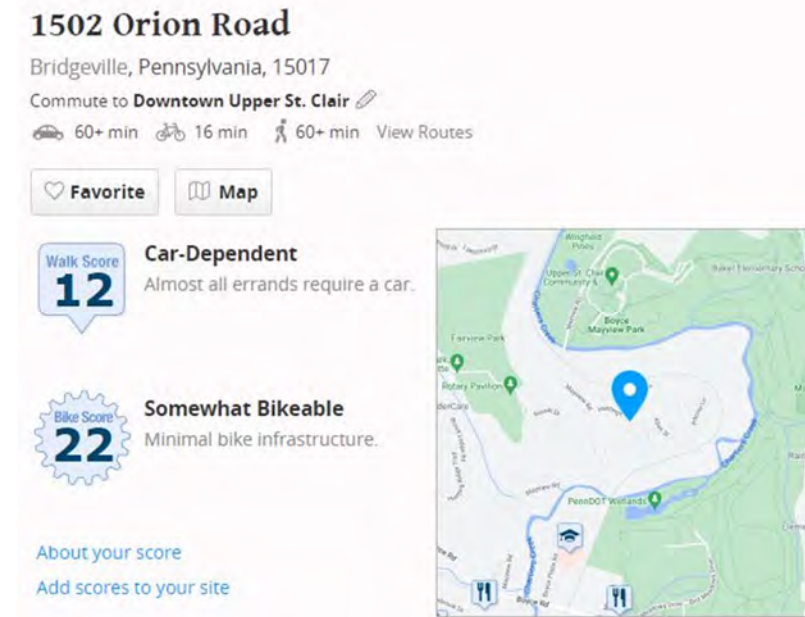


Figure 8: Scores for the Hastings Community

Data Collection

Transportation Safety

Safety is paramount when designing facilities for pedestrians and cyclists. An effective method to assess the safety of an environment for these users is to analyze the crash history available through the PennDOT Crash Information Tool. By utilizing these maps, locations with a high frequency of crashes or recurring incidents can be identified. This helps to determine where specific pedestrian upgrades may be necessary to enhance safety. A Township-wide review of the crash data from the last 10 years revealed two crashes involving a motor vehicle and a bicycle and nine crashes involving motor vehicles and pedestrians or other vulnerable roadway users. The remaining reported crashes only involved motor vehicles. A low proportion of crashes involving active modes can signal either the infrastructure is safe for those modes or the infrastructure is unsafe enough to discourage and suppress use of those modes.

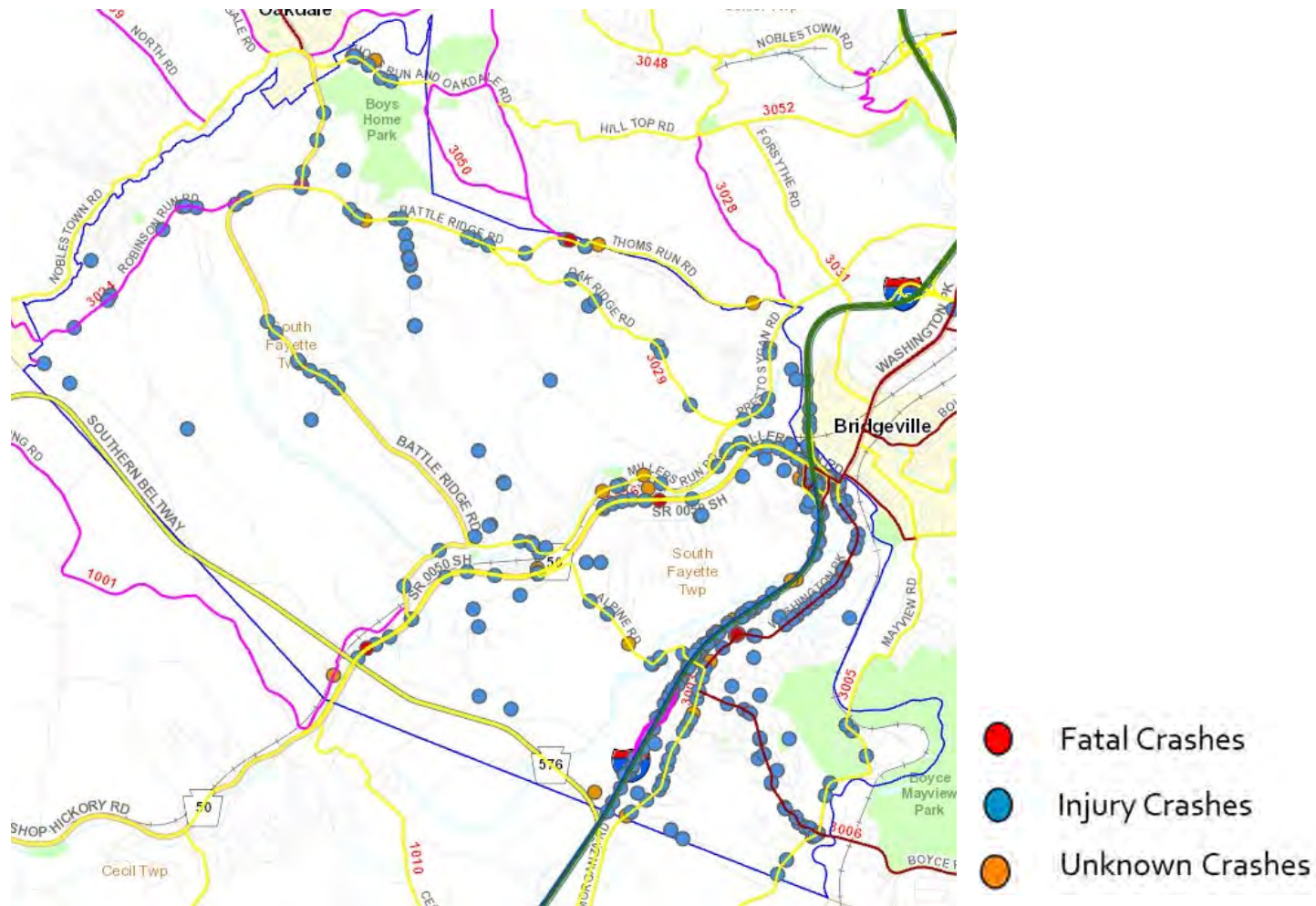


Figure 9: All Reported Crashes Map for South Fayette Township (PCIT Data from 2014 to 2023)

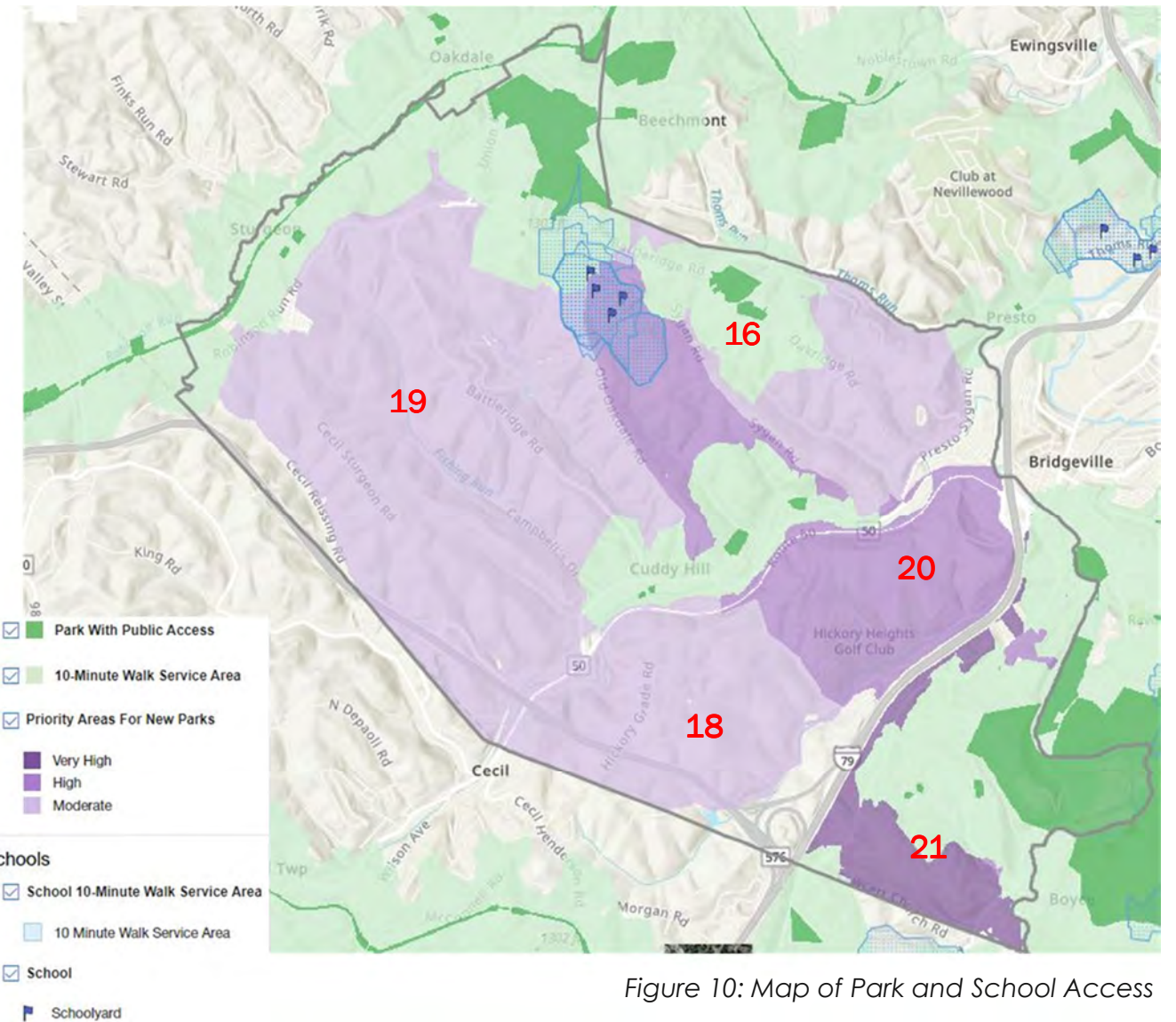


Figure 10: Map of Park and School Access

Health

The Trust for Public Land (TPL) ParkServe maintains a comprehensive inventory of parks in every urban area in the U.S. and highlights implications related to health and demographics. By reviewing this database, it was possible to determine priority areas for parks and the extent of a 10-minute walk area for each park. Additionally, the database provided information that allowed a comparison of areas with high levels of physical inactivity and poor mental health. This information is instrumental in identifying areas within the Township that lack park connectivity, which contributes to increased physical inactivity. Figure 10 shows the Township's parks and schools, along with the 10-minute walk service areas and the priority areas for new parks. The average rate of physical inactivity in a given area is indicated on the map in red. TPL ParkServe determines these values based on the percentage of survey respondents who reported not engaging in physical activity in the past month. Higher values denote a greater proportion of physically inactive individuals in the area.

Public Engagement

PUBLIC SURVEY

A public survey was developed to engage the community. The survey was available online through the Township's website from March 20 to April 22, 2024. It was open for public access and is not based on a statistically representative sample. However, it is still a valuable tool in gaining input. The survey consisted of 27 questions covering demographics, transportation, and mobility, as well as education and communication. The Township received 400 responses, which provided valuable insights into residents' challenges, preferences, and needs. These responses highlighted obstacles to walking and biking, such as safety concerns, lack of infrastructure, and connectivity issues. Additionally, the survey gauged support for various initiatives, helping prioritize projects with strong community backing. The data collected enabled evidence-based decision-making, ensuring that the plan was practical and aligned with community desires.

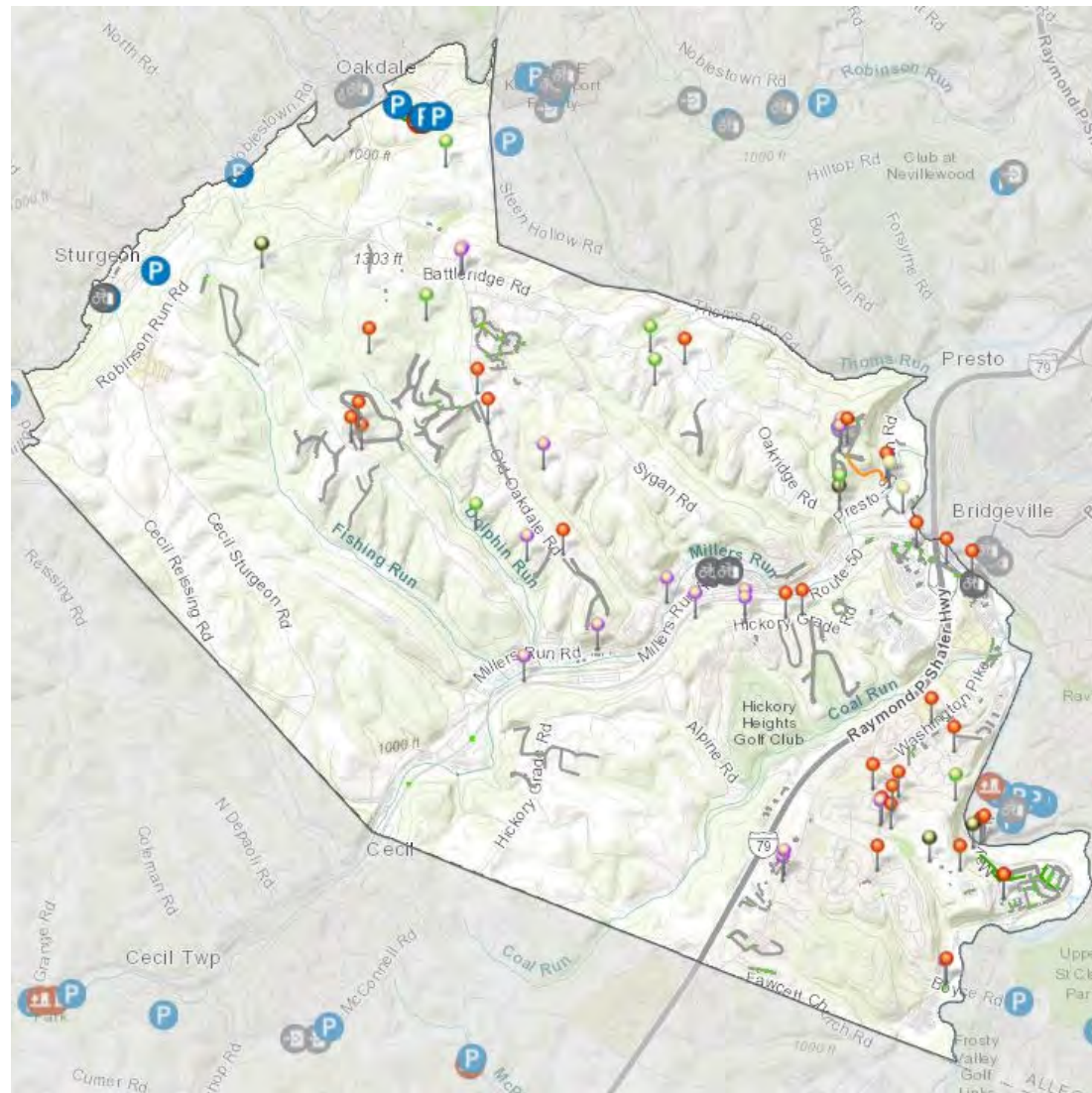


Figure 11: Public Survey — Overall Interactive Map

INTERACTIVE MAP & PUBLIC COMMENT

The final stage of data collection involved reviewing open-ended public survey comments and feedback from the interactive map created by the Southwestern Pennsylvania Commission. The public survey yielded 90 comments, while the interactive map generated 61 comments. These open-ended comments allowed the public to voice specific concerns, direct consultants to investigate particular areas within the township, and suggest necessary implementations or enhancements.

The insights from the public survey and the interactive map provided distinct but complementary information. Public survey comments enabled categorization and identification of broad community desires. For instance, many residents expressed the need for connections between neighborhoods to enhance their exercise routes or social interactions. This feedback allowed consultants to propose feasible neighborhood connection projects, such as sidewalks or pathways. Conversely, the interactive map facilitated more precise identification of areas needing pedestrian or cyclist facilities and highlighted safety concerns, such as unsafe crossings or insufficient street lighting. Residents could specify their ideal implementations for targeted areas within the township. By leveraging these public comments and interactive map responses, proposed projects were effectively compiled to benefit the township and its community.

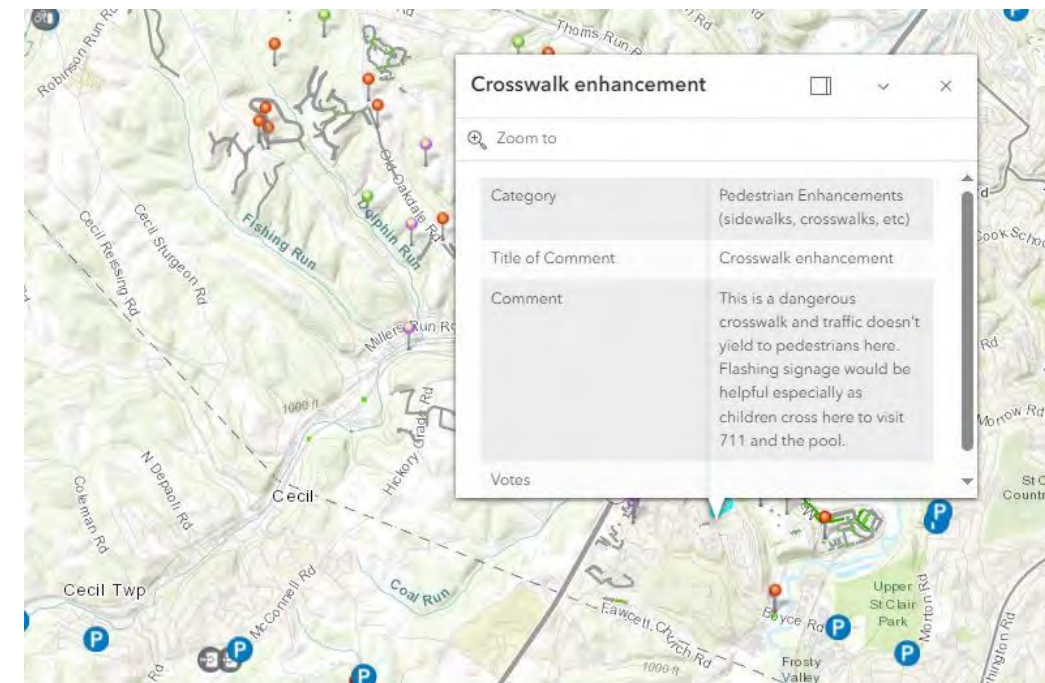


Figure 12: Public Survey — Interactive Map Comment

Public Engagement

PUBLIC OPEN HOUSE

A Public Open House was held on June 12, 2024 at the South Fayette Township Municipal Building. The purpose of this meeting was to introduce the proposed future active transportation projects to the public and provide an opportunity for questions, comments, and discussions.

The materials presented included a compiled list of all proposed future projects and an overall Township map identifying and highlighting each project. The meeting was well attended by the community, resulting in valuable feedback and productive discussions. Members of the steering committee and the National Hill community specifically discussed prioritizing connections to schools and the reactivation of a pedestrian bridge, respectively.



Public Open House — Display Map



Meeting with residents and Steering Committee members at the Public Open House

KEY PERSON INTERVIEWS

With guidance and suggestion from the Township, a group of Township representatives was selected for key person interviews. The goal of these interviews was to gain local knowledge and insight into the issues and potential solutions to the active transportation needs of the community. The persons that were interviewed included community leaders, business owners, HOA board members, and active cyclists.

Improvement Plan

IMPROVEMENT PROJECTS

MAP & LIST

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

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

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



Intersection of Millers Run Road & Newbury Drive/Todd A Miller Drive — Location for potential implementation of accessible pedestrian signals

POLICY INITIATIVES

The last four projects in the Summary of Improvement Projects tables are policy initiatives. While they do not involve physical construction, they are essential to advancing the goals of the Active Transportation Plan. Details on the proposed policies for South Fayette Township are provided below.

Neighborhood Calming Traffic Policy

The Township adopted a Neighborhood Traffic Calming Policy and Procedures in 2018. The procedure involves 4 steps:

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

Several survey responses requested traffic calming in local neighborhoods. This existing policy should be utilized by community residents to pursue projects within these neighborhoods. The Township may want to consider outreach with the neighborhood HOAs and other organizations in order to educate them on this policy. The Pennsylvania Department of Transportation (PennDOT) offers the Local Technical Assistance Program (LTAP), which provides municipalities with training and assistance to enhance their capabilities in managing and maintaining transportation networks. South Fayette could consider hosting an LTAP training session on traffic calming.

Neighborhood Street Lighting Enhancements

Ordinance Chapter 215 Subdivision and Land Development, Article VII Required Improvements, 215-68 Street lights, states that developers shall prepare a street lighting plan to furnish and install

lights on all public/private streets. The Board of Commissioners, based on the Township Engineer's recommendation, may deem street lighting necessary for public safety on arterial and collector streets and at local street intersections. Public outreach for the Active Transportation Plan identified several potential street light installation locations.

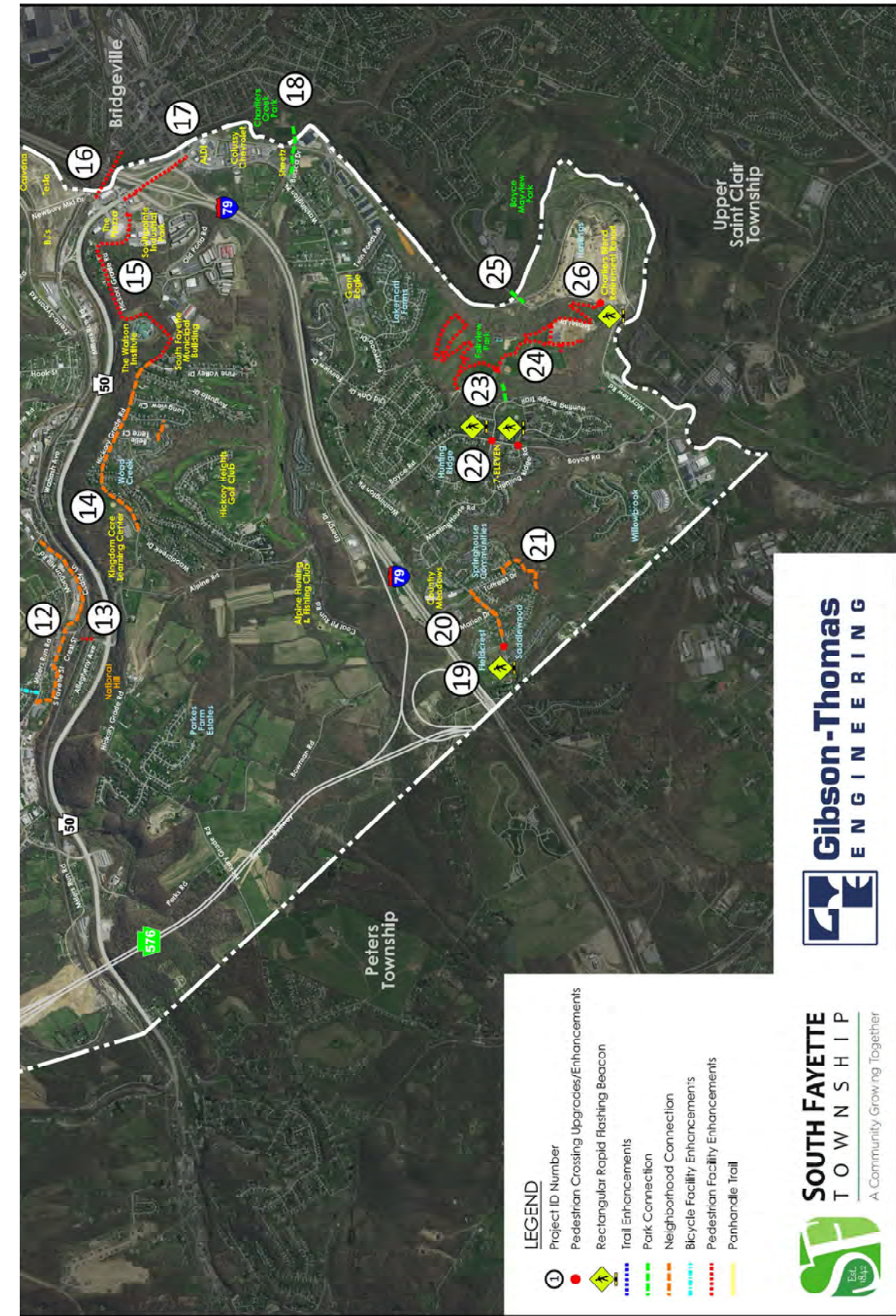
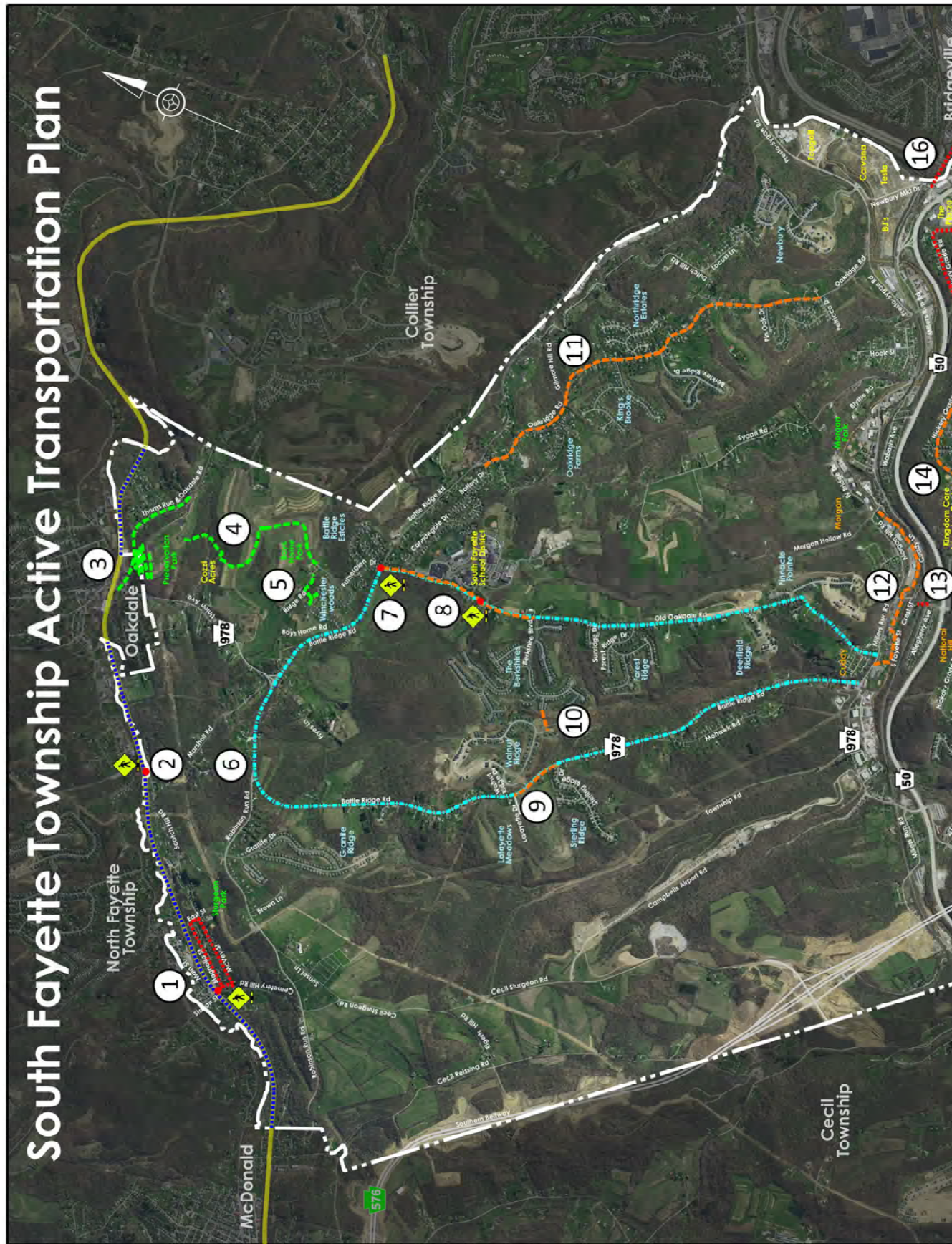
Enforce Sidewalk Implementation for All New Developments

Established in South Fayette Township's Ordinance Chapter 215 Subdivision and Land Development, Article VII Required Improvements, 215-67 Sidewalks; In all subdivisions and land developments, sidewalks shall be required to be installed along the full frontage of all lots under the following circumstances: (see Ch 215 Section 67 for circumstances). The Township should avoid deferring this requirement as much as possible, and possibly call in any past deferrals.

Accessible Pedestrian Signals

In regards to the construction or alteration of signalized crossings, the Public Right-of-Way Accessibility Guidelines (PROWAG) states, all new and altered pedestrian signal heads at crosswalks must include accessible pedestrian signals (APS) with audible and vibrotactile features to indicate the walk interval for pedestrians who are blind or have low vision (United States Access Board, 2023). These features, complementing the existing tactile warning surfaces, will significantly benefit vulnerable road users navigating signalized intersections in the Township.

Improvement Plan



Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS

Project No.	Project Name	Project Type	Description of Improvement
22	Hunting Ridge Pedestrian Enhancements	Pedestrian Enhancements	Implement crosswalks (painted or elevated) at both entrances to Hunting Ridge community along Boyce Road. Install flashing warning devices at the crossings.
6	Battle Ridge Road & Old Oakdale Road Bike Loop	Bicycle Facility Enhancements	Form a loop for cyclists using sharrows along Battle Ridge Road and Old Oakdale Road.
8	Neighborhood Connections to School Campus	Neighborhood Connection	Implement a multi-use path along Old Oakdale Road to connect neighborhoods to the School Campus. The path will extend from the intersection of Battle Ridge Road & Old Oakdale Road to the School Campus, down to The Berkshires, and then connect to the existing sidewalks that lead to Forest Ridge and Pinnacle Point. Strategic placement of street lighting will be considered along the path.
2	Panhandle Trail Improvements	Trail Enhancements	Improve the condition of the Panhandle Trail by paving the pathway. Revitalize gateways to the trail within the Township by introducing safety measures such as flashers.
19	Fieldcrest Pedestrian Crossing	Pedestrian Enhancements	Implement a crosswalk at the intersection of Washington Pike and Fieldcrest Drive. Consider electronic warning device.
26	Mayview Road Crossing to Fairview Park	Pedestrian Enhancements	Implement pedestrian flashing warning device at gateway of Fairview Park on Mayview Road.
7	Battle Ridge Estates Pedestrian Crossing	Pedestrian Enhancements	Implement crosswalks (painted or elevated) at the intersection of Battle Ridge Road and Old Oakdale Road. Install flashing warning devices.
17	Washington Pike Connection to Bridgeville	Pedestrian Enhancements	Enhance pedestrian facilities to provide a connected network of sidewalks from the Township into Bridgeville along Washington Pike.
20	Saddlewood Pedestrian Enhancements	Neighborhood Connection	Implement crosswalk or paths at the entrance of Saddlewood neighborhood to connect to adjacent neighborhoods.
9	Sterling Ridge & Lafayette Meadows Connection	Neighborhood Connection	Create a connection or enhance pedestrian access from Sterling Ridge to Lafayette Meadows along Battle Ridge Road.
21	Saddlewood & Toftrees Neighborhood Connection	Neighborhood Connection	Create an off-road connection from Saddlewood to Toftrees.

Cost	Complexity	Ownership	Implementation
\$\$	Low	State	Priority Short-term
\$\$	Medium	Township/ State	Priority Short-term
\$\$\$	Medium	Township/ School District	Priority Mid-term
\$\$\$\$	Medium	Township/ Trail Organization	Priority Mid-term
\$	Low	State	Short-term
\$	Low	State	Short-term
\$	Low	Township/ State	Short-term
\$\$	High	State	Mid-term
\$\$	Low	State	Mid-term
\$\$	Medium	State	Mid-term
\$\$	High	Township/ HOA	Mid-term

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

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

Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS (CONTINUED)

Project No.	Project Name	Project Type	Description of Improvement
4	Boys Home Park & Preservation Park Connection	Park Connection	Form an off-road trail or multi-use path that starts in Boys Home Park and runs North into Preservation Park.
15	Piazza Connections	Retail Connection	Create a sidewalk or multi-use path for pedestrians and cyclists around the Piazza to provide a facility for when commuters travel to the destination by active transportation means.
10	Walnut Ridge & The Berkshires Connection	Neighborhood Connection	Create a connection between Walnut Ridge and The Berkshires communities.
12	Cuddy & Morgan Connection	Pedestrian Enhancements	Implement sidewalk or multi-use path in the Cuddy and Morgan areas. The sidewalk/path will run along South Fayette Street and Cuddy Lane.
24	Fairview Park Pedestrian Enhancements	Pedestrian Enhancements	Implement sidewalks and street lighting within the park. Create new pedestrian and bicycle trails within the park.
1	Sturgeon & Panhandle Trail Connection	Pedestrian Enhancements	Enhance pedestrian access from the Sturgeon community to Panhandle Trail through the use of signage, pavement markings, and crossings.
5	Winchester Woods Connection to Battle Ridge Estates and/or Boys Home Park	Neighborhood & Park Connection	Create a connection and enhance pedestrian access from Winchester Woods to Battle Ridge Estates and/or Boys Home Park.
14	Hickory Grade Road Pedestrian Enhancements	Pedestrian Enhancements & Neighborhood Connection	Implement pedestrian enhancements along Hickory Grade Road. These improvements should increase safety for pedestrians as well as create connections between neighborhoods.
23	Hunting Ridge & Fairview Park Bridge Connection	Park Connection	Construct a pedestrian bridge to connect the Hunting Ridge development with Fairview Park. Ideal location for this bridge is across Hunting Ridge Trail perpendicular to Hunting Ridge HOA field. A second potential connection is located in the open space of Fairview Park between Baseball Fields A and B.
3	Preservation Park & Panhandle Trail Connection	Park Connection	Create a multi-use path that starts in Preservation Park and connects to Panhandle Trail, either at the north end of the park (downgrade would require switchbacks) or along Thoms Run & Oakdale Road.

Cost	Complexity	Ownership	Implementation
\$\$\$	Medium	Township	Mid-term
\$\$\$	High	Township	Mid-term
\$\$\$	High	Township/ HOA	Mid-term
\$\$\$\$	Medium	Township/ State	Mid-term
\$\$\$\$	High	Township	Mid-term
\$	Low	Township	Long-term
\$\$	Medium	Township/ HOA	Long-term
\$\$	High	Township	Long-term
\$\$\$	High	Township/ HOA	Long-term
\$\$\$	High	Township/ County	Long-term

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

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

Improvement Plan

SUMMARY OF IMPROVEMENT PROJECTS (CONTINUED)

Project No.	Project Name	Project Type	Description of Improvement
16	Reactivation of Newbury Development Railroad Bridge	Pedestrian Enhancements	Reactivate abandoned railroad bridge for new multi-use trail that provides access to retail developments (Newbury) and potentially Bridgeville.
18	Chartiers Creek Park Connection	Further Study	Create a connection to Chartiers Creek Park. A pedestrian bridge across the creek will be needed.
25	Upper Saint Clair Connection	Park Connection	Create pedestrian enhancements that will connect Boyce Mayview Park to Hasting's Trail over Chartiers Creek.
13	Reactivation/Reconstruction of National Hill Pedestrian Bridge over Railroad	Pedestrian Enhancements	Construct a pedestrian bridge that connects Allegheny Avenue to Crest Street.
11	Neighborhood Connections Along Oakridge Road	Neighborhood Connection	Implement pedestrian facilities to connect developments such as Oakridge Farms, Apple Ridge, Kingsbrook, Northridge Estates, and Berkley Ridge along Oak Ridge Road.
27	Neighborhood Traffic Calming Policy	Policy	Multiple survey responses requested traffic calming in residential neighborhoods. The Township has a Neighborhood Traffic Calming Policy and Procedures (adopted in 2018). The Township should educate residents on this policy and how to utilize it to pursue projects within these neighborhoods.
28	Neighborhood Street Lighting Enhancements	Policy	The Township ordinance states that developers shall prepare a street lighting plan to furnish and install lights on all public/private streets. Additionally, the Board of Commissioners, upon recommendation of the Township Engineer, may determine street lighting is necessary for public safety on arterial and collector streets and at intersections of local streets.
29	Enforce Sidewalk Implementation for All New Developments	Policy	The Township ordinance states that in all subdivisions and land developments, sidewalks shall be required to be installed along the full frontage of all lots under the following circumstances. This ordinance should be enforced consistently in all new developments.
30	Accessible Pedestrian Signals	Policy	To keep in line with current standards, and to provide safe crossings for vulnerable roadway users, the Township should install accessible pedestrian signals with audible and vibrotactile features at all signalized crossings.

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

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

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

Improvement Plan

PRIORITY PROJECTS

Panhandle Trail Improvement

Maintaining and improving the Panhandle Trail is essential for South Fayette Township. The trail offers residents a safe, scenic space for walking, running, and biking, promoting a healthy lifestyle and combating health issues like obesity and stress. It boosts the local economy by attracting visitors and supporting businesses, while also enhancing environmental sustainability by encouraging non-motorized transportation and preserving green space. The trail improves connectivity, linking neighborhoods, parks, schools, and adjacent communities. It also fosters community engagement through shared spaces for events and activities. Additionally, it can increase property values, making the community more attractive. Overall, investing in the Panhandle Trail enhances the quality of life in South Fayette Township, making it a more desirable place to live.



Panhandle Trail

Battle Ridge Road & Old Oakdale Road Bike Loop

The connection of Battle Ridge Road and Old Oakdale Road creates an appealing loop for cyclists, offering a balanced mix of challenge and leisure. This approximately 7-mile loop features an elevation difference of 391 feet, ensuring that cyclists experience both uphill and downhill segments regardless of their starting point. This potential bicycle route not only provides a satisfying physical challenge but also maintains an enjoyable atmosphere suitable for both exercise and leisurely rides. This project will also introduce additional active transportation infrastructure which will help drivers adapt to the presence of cyclists. The thoughtful integration of these roadways enhances the cycling experience, making it an attractive route for cyclists of various skill levels.



Old Oakdale Road



School Campus Frontage along Old Oakdale Road

Hunting Ridge Pedestrian Enhancements

Upon reviewing public feedback, it was noted that the access points to the Hunting Ridge community along Boyce Road experience high pedestrian traffic, especially young children, leading to safety concerns. Given the proximity of the neighborhood to local amenities and a walking trail, improving pedestrian safety at these crossings is crucial. Proposed enhancements include upgraded crosswalks with improved pavement markings or raised crosswalks at both entrances. Rectangular rapid flashing beacons should be installed to enhance driver awareness and prioritize pedestrian safety during crossings. These enhancements aim to create safer conditions for pedestrians at the intersections, fostering a secure environment for all residents and visitors.

Neighborhood Connections to School Campus

Connecting nearby neighborhoods to the school campus with pedestrian facilities is crucial for several reasons. Currently, the school campus is a major activity destination with people going there to walk daily. Additionally, the connections ensure the safety of children by providing secure pathways, and it promotes physical activity that improves their health and fitness. Walking to school can foster independence and social skills in children, enhance community engagement, and improve academic performance through increased physical activity. These facilities can help reduce traffic congestion and lower emissions, contributing to environmental sustainability. By encouraging lifelong active transportation habits and aligning with broader policy goals, these connections significantly enhance the overall well-being and sustainability of the community.



Intersection of Hunting Ridge Trail & Boyce Road

Implementation

TIMEFRAME

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

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

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

AGENCY COORDINATION

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

Any projects on state roadways will require heavy involvement from PennDOT. The main state routes through the Township include Route 50, Battle Ridge Road (SR 0978/SR 3024), Millers Run Road (SR 3026/SR 0978), Washington Pike (SR 3003), Boyce Road (SR 3006), Mayview Road (SR 3005), Oakridge Road (SR 3029), and Presto Sygan Road (SR 3028). PennDOT must also review and approve any traffic signal changes or flashing devices, such as RRFBs (rectangular rapid flashing beacons), regardless of the ownership of the roadway.

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

The Township may also consider incorporating programming or educational initiatives. For example, the Southwestern Pennsylvania Commission offers programs to promote active transportation, such as the Bicycle Friendly America initiative. This national program provides recognition, customized feedback, and technical assistance to communities, helping to create safer environments and make bicycling a more viable transportation option. These types of initiatives may be done in collaboration with the schools, Parks & Recreation Department, or Emergency Services.

FUNDING

Automated Red Light Enforcement (ARLE)

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

Community Development Block Grants (CDBG)

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

Congestion Mitigation and Air Quality (CMAQ)

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

Community Conservation Partnerships Program (C2P2)

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

Green Light-Go (GLG)

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

Greenways, Trails, and Recreation Program (Act 13)

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

Local Share Account (LSA)

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

Multimodal Transportation Fund (MTF)

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

FUNDING (CONTINUED)

Multimodal Transportation Fund (MTF)

Agency: PennDOT

Project Type: Roadway; bridge; multimodal; transit

Amount: \$100k to \$3mil

Match: 30% local match

Application Period: Typically end of Sept

Safe Routes to School

Agency: PennDOT

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

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

Match: 20% local match

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

Safe Streets and Roads for All

Agency: U.S. Department of Transportation

Project Type: Projects that prevent roadway deaths and serious injuries

Amount: \$100k to \$10mil

Match: 20% local match

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

Transportation Alternatives Set-Aside (TASA)

Agency: PennDOT

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

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

Match: 20% local match

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

– A –

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

– E –

Elevated crosswalks – A pedestrian crossing that is raised above the level of the adjacent roadway intended to improve pedestrian safety by making the crosswalk more visible and creating a physical barrier that slows down vehicle traffic.

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

– M –

Multi-use path – A designated pathway designed to accommodate a variety of non-motorized users, including pedestrians, cyclists, and vulnerable roadway users. These paths are typically separated from motor vehicle traffic, providing a safer and more comfortable space for users of different modes.

– O –

Off-road trail – A trail that is a designated pathway designed for recreational activities that occur away from paved roads or urban areas. These trails are intended for activities such as hiking, biking, running, and sometimes even equestrian use.

– P –

Pedestrian facility – Infrastructure or amenities designed to support and enhance the safety, convenience, and accessibility of walking

environments for pedestrians. These facilities include sidewalks, pathways, off-road trails, crosswalks, curb ramps, rest areas, and barriers.

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

– R –

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

– S –

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

Sidewalk – A paved or hard-surfaced path alongside a roadway, designed primarily for pedestrian use.

– T –

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