



WAYNESBURG BOROUGH

ACTIVE TRANSPORTATION PLAN

Borough of Waynesburg

Greene County, Pennsylvania



**WAYNESBURG
UNIVERSITY.**



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Funding is 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.

Part 1– Introduction and Approach

Introduction

In November 2019, Greene County was awarded a grant from the Walkworks program to develop an active transportation plan for the Borough of Waynesburg community. A stakeholders committee was selected to include county commissioners, borough supervisors, university representatives, business owners and local residents to acquire community feedback and recommendations to enhance recreation and practical use of active transportation in the borough. The main focus of this study was centered around how to improve the four (4) consecutive parks owned and maintained by the borough located within the university and residential area of the borough.

Walkworks is a collaboration between the Pennsylvania Department of Health (DOH) and the University of Pittsburgh Graduate School of Public Health to increase the physical activity, such as walking and biking, to help keep Pennsylvanians healthy.

Health Secretary Dr. Rachel Levine said. “Physical activity can lower the risk of type 2 diabetes, heart disease, stroke, high blood pressure and premature death. Being active also helps prevent weight gain, reduce depression and improve cognitive function in older adults.”

This plan aims to build upon the County and Borough’s Comprehensive Plans to create a multimodal transportation network in Waynesburg Borough with the ultimate goal to connect with the surrounding municipalities.

Waynesburg’s Active Transportation Plan

Waynesburg Borough is located in Greene County, PA along TenMile Creek (tributary to the Monongahela River). It is also home to Waynesburg University (student population of 1300) along with approximately 4000 residents and 115 businesses with privilege licenses. As with many communities along arterial roads, Waynesburg’s infrastructure has been modified to accommodate high volumes of vehicular traffic, to the detriment of non-motorists. In recent years, Waynesburg borough has participated in programs like “Safe Route to School” and other streetscape projects that install/renovate usable sidewalks and crosswalks to promote pedestrian safety. Some groups within the borough have also attempted to map out biking trails throughout the community for both recreation and commute to locations throughout the borough.



Part 1– Introduction and Approach

Waynesburg’s Active Transportation Plan—CONTINUED

The Stakeholder’s vision is to increase the use of active transportation in the daily lives of its residence, whether for recreation or for routine trips such as grocery shopping or commuting to work. For this purpose, the Borough plans to start by improving the area around the four (4) Waynesburg parks (called Waynesburg Commons) as well as connect routes between the residential neighborhoods, the parks, and the business district on High Street. The goals for these improvements are to improve the safety, accessibility, and the quality of routes used for non-motorist transportation.

Active Transportation Plans are developed with the goal of encouraging physical activity through the improvement and maintenance to infrastructure that promotes active rather than motorized transportation. Programs focus on increasing active transportation in both recreational and practical applications.

PLAN GOALS

- | | |
|--------------|--|
| SAFETY | Improve the walking/biking experience with vehicular traffic calming and additional lighting for pedestrian safety. |
| CONNECTIVITY | Connect pedestrian systems to promote an enjoyable walking/biking experience throughout Waynesburg Borough and surrounding municipalities. |
| ACCESS | Increase and/or improve access to community destinations for pedestrians both walking and wheeling. |



Part 1– Introduction and Approach

Healthy Benefits

As stated in the grant application, the County Health Rankings provide a revealing snapshot of how health is influenced by where an individual resides, learns, and work. The 2019 County rankings revealed that 23 percent of Waynesburg Borough residents were overweight, 26.5 percent were considered obese, 15 percent of the population lived in poor health, 24 percent were considered physically inactive, and 16.9 percent of residents were actively trying to lose weight. City Data conducted in the Borough of Waynesburg determined that 40 percent of the population walk or bicycle for at least 10 minutes continuously to get to and from places, 16 percent bike or walk at a vigorous-intensity for recreation, and 26 percent walk or bike at a moderately-intense rate for recreational activity. The Community Health Needs Assessment determined that 16.1 percent of deaths in Greene County can be attributed to Diabetes. The Borough of Waynesburg had 35.3 percent of their population test for high blood sugar with 8.4 percent diagnosed with diabetes as a result of physical inactivity.

Greene County, the Borough of Waynesburg, and the University of Waynesburg are all working together to promote Active Transportation choices to their residents with walking and/or wheeling options. CDC Statistics recommend that children and adolescents be active for at least 60 minutes every day. Following these guidelines can contribute to overall health, and decrease the risk of chronic diseases such as heart disease, cancer, or diabetes.

Physical activity is one of the most important things you can do to improve your health. The county, borough and university are working together to create a walking community for residents of all ages to be active.

Part 2– Existing Conditions

Waynesburg Park Paths



The Good

Waynesburg Commons (West Park, Ritchie Park, College Park and Monument Park) consist of 4 consecutive blocks of greenspace with internal sidewalks and different statues and monuments. However, due to age, drainage problems and roots, parts of the sidewalks have become tripping hazards for pedestrians.



The Bad

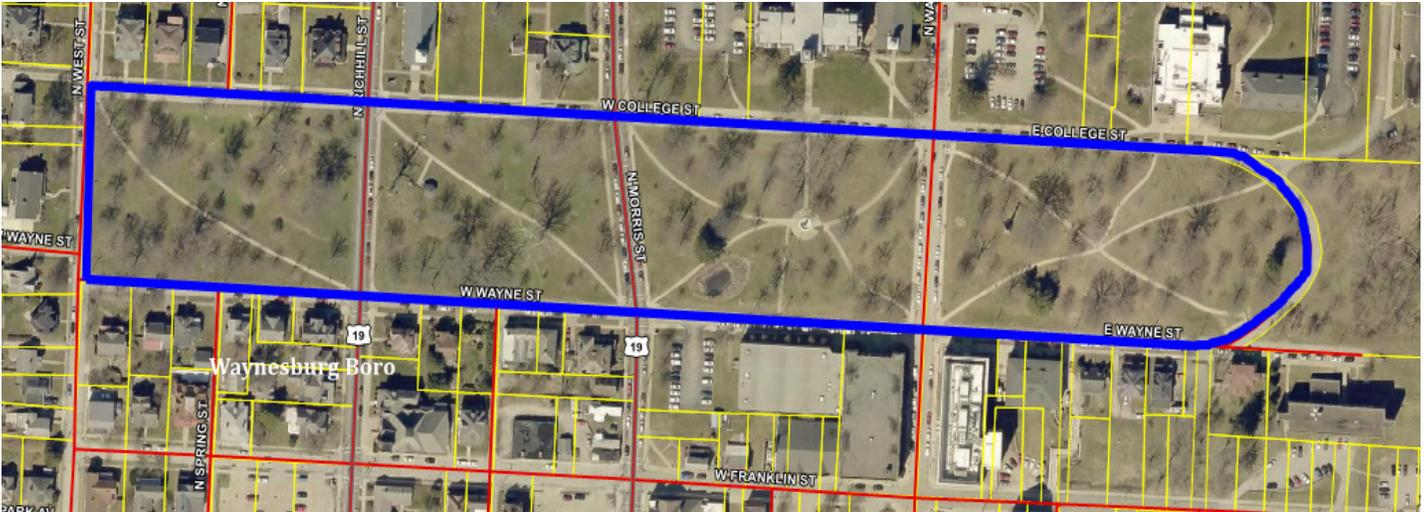
Additionally, not all sidewalks are ADA or stroller friendly, even without the damaged parts of the sidewalk. The terrain slopes throughout the park and several of the paths start or end with steps, making it hard for everyone to be able to enjoy the sidewalks within the park.



The Ugly

Part 2– Existing Conditions

The Park Loop



The parks are also traditionally used as a 1 mile activity circuit (actual length = 0.8 mile). Many residents prefer to simply walk the loop around all four parks for their exercise as highlighted in the figure above. This course is also used by the community and the university as a convenient 1 mile race course for various events. However, while Waynesburg Borough's Ordinance requires developers to incorporate sidewalk into their plans, the Waynesburg parks remain the only 4 blocks in the local vicinity that do not have sidewalk along the road. The current road layout (from left to right) consists of the edge of the park, a 12 foot travel lane, an 8 foot parking lane, and a 5 foot raised sidewalk. Non-motorists' choices are to travel along the sidewalk, separated from the park by the on-street parking, or share the travel lane with cars, and walk alongside the park, causing other traffic safety concerns.



Typical Road Profile around the parks.

Part 2– Existing Conditions

The Pedestrian Walkway

The University has also been working on a Pedestrian Walkway that will connect the parks to High Street and provide pedestrians with a safe and pleasant walk down to the business district, without having to walk along the road side for the entire route. The top of the stairs is located halfway between the block on the easternmost park. Currently, the steps are in place, but empty out onto Strawberry Street, leaving pedestrians to walk on Church Street up to the business district.

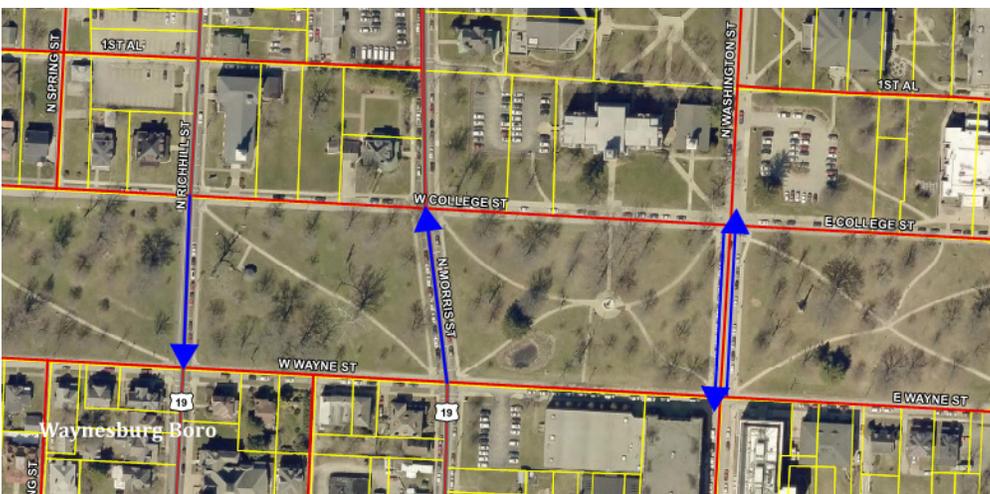


Traffic Safety within the Parks

While many people walk a full loop around the 4 blocks, each block is separated by an arterial road. The 2 blocks to the west are separated from the rest by the two one-way roads that make up U.S. Rt. 19. The two blocks on the east side are separated by Washington Street, a two-lane road with on-street parking on both sides that is also considered to be the main thoroughfare into the Waynesburg University campus. Many pedestrians have voiced concerns about their safety due to speeding motorists through these areas which present un-

safe conditions for pedestrians.

Lighting is also a concern within this area. Several sections of the park have dark locations that are a concern to the walking/ biking travelers.



Part 2– Existing Conditions

Connectivity

Waynesburg Borough has had multiple individual projects and initiatives in recent years that help promote healthy recreation including streetscapes, the University’s nature trail, and a new canoe-kayaking boat launch along ten-mile run, as well as programs such as “Safe Route to School”. However, these projects lack connectivity; while there is infrastructure throughout the Borough to accommodate non-motorists, it is not well maintained, and in many cases is no longer adequate for the resident’s needs (wheelchairs, strollers, etc.).

Statistics show that bicycle and pedestrian friendly communities have happier, healthier and more livable settings. With the Borough trying to create a more welcoming environment for walking and bicycling, it also benefits the community economically by encouraging local spending, spurring tourism, creating jobs and attracting new homebuyers.



The **Phase 1** Project will connect the existing streetscape project to the parks giving walking, biking and wheeling accessibility from the main street (High Street) to Waynesburg Commons. In addition, the University’s Nature Trail will also be accessible for an additional green space for families to enjoy. A metrics for potential linear miles, connected destinations and new/enhanced destinations is included in Appendix A, as required by Walkworks.

Phase 2 & 3 could continue with the improvements of sidewalks and/or the possibility of a trail in the borough to connect the residents to school grounds, shopping areas and all borough parks.

The information provided in this report is intended to be used to help engage community leaders and members in an ongoing process to provide safe and realistic access to all borough businesses, parks, and other recreation areas.

The following map show existing streetscape, safe routes to school, bike routes, canoe-kayak launch areas and all parks within the Borough of Waynesburg.

Legend

-  PA Bike A
- Bike Trails**
- TRAIL NAME**
-  Mt. Morris to the Monongahela
-  The Brave Ride
-  The Crucible Cruise / Greene River Trail
-  The Road to Prosperity
-  The Ryerson Roundabout
-  Waynesburg Workout Ride
-  Interstate 79
-  US 19
-  PA State Route
-  Local Roads
-  Parks



Greene County, Pennsylvania
Waynesburg Borough

Part 3– Public Input

Stakeholder's Group

The first meeting was on July 17, 2020 to introduce the group of individuals and representatives to the purpose of creating an Active Transportation Plan, to establish visions for the Borough, and to brainstorm existing and possible projects that would improve residents' motivation to get active. The group's vision for the Borough is to connect different project initiatives throughout the borough and promote non-motorists activities as a daily mode, both recreational and practical.

The following is a list of members:

- Mike Belding - Chairman, Greene County Commissioners
- Betsy McClure - Vice Chairman, Greene County Commissioners
- Blair Zimmerman - Secretary, Greene County Commissioners
- Jeff Marshall - Greene County Chief Clerk
- Mike Simms - Waynesburg Borough Manager
- Douglas Lee - Waynesburg University President
- Laura Lawrence - Waynesburg University - Executive Assistant to the President
- Rich Cleveland - Executive Director of County Development
- Jeremy Kelly - Greene County - Director of Planning
- Jeanine Henry - President Waynesburg P & B - Business District
- Barbara Kirby - Vice President Waynesburg P & B - Business District
- Melody Longstreth - Executive Director of Greene County Chamber of Commerce
- Community Group - Waynesburg Prosperous & Beautiful
- Adam Mattis - DCNR
- Josh Theakston - PennDOT Transportation Planning

The stakeholders group is comprised of residents, business owners, Borough and County employees, as well as representatives from various government groups and organizations such as PennDOT, DCNR, and Waynesburg University. When questioned about different efforts to encourage active recreation, safer non-motor travel, etc., a plethora of existing projects and initiatives were brought forward.

This group worked together to establish the plans goal and develop a questionnaire to gain input from the residents of the Borough. Sixty-seven (67) responses were collected and are taken into consideration in the planning of the projects and priorities outlined in this plan.

Residential data:

Of the responses collected, an overwhelming majority came from the residential neighborhood North of S.R. 21. All of the respondents walk at least once a week, generally for recreation, and usually a distance of 1-2 miles. Most responded that they would not mind walking or biking to the bank, post office, restaurants, and stores if there were safe paths to use. The following are responses from the residents.

Part 3– Public Input

Table 1 - Public Feedback

What would you like to see to improve your walking experience in the area?	Do you have any safety concerns walking in this area? (i.e. speeding cars, lighting, etc)	Do you have suggestions for improving safety and/or increasing the use of active transportation in your area?	How far do you walk?	How far do you bike?
	lighting is poor		Less than 1 mile	Less than 1 mile
Safety	Speeding cars	Safe access for a person with a disability.	Between 1 and 2 miles	Less than 1 mile
Better sidewalks	Cars speed run stop signs in		Between 1 and 2 miles	Less than 1 mile
For years I have wanted more and better sidewalks in the area. It is unsafe to walk in many areas, such as Woodland Avenue and the Road towards Giant Eagle and other retailers. It would benefit those in the area without transportation to be able to safely walk to retailers and it would greatly benefit those walking for exercise and leisure.	Yes, very much so, the biggest concern is the lack of sidewalks to stay off of the roadway. When having to walk on the roadway, the speed and size of vehicles, the many blind spots, etc.	Yes, construct more sidewalks and repair/widen the ones that are in poor condition. Create 'walking groups', hide and maintain geocaches in the area, in particularly ones of interest to children and young adults.	More than 5 miles	Less than 1 mile
Somewhere safe for kids to learn to ride bikes, and stroller friendly walkways/ crosswalks	Speeding cars	Better areas that aren't shut down or breaking apart	Between 3 - 5 miles	Between 1 and 2 miles
	Needs lighting and better sidewalk maintenance in borough.		Less than 1 mile	Between 1 and 2 miles
More sidewalks: safer neighborhoods	Yes!! Speeding cars	Control speeders	Between 3 - 5 miles	Less than 1 mile
Wide sidewalks, lit at night and a nice dog park	Yes	Lights and proper landscaping	Between 1 and 2 miles	Less than 1 mile
No cars parked on the sidewalk. Even sidewalks.	No	Better side walks. Tripping hazard for elderly.	Between 1 and 2 miles	Less than 1 mile

Part 3– Public Input

What would you like to see to improve your walking experience in the area?	Do you have any safety concerns walking in this area? (i.e. speeding cars, lighting, etc)	Do you have suggestions for improving safety and/or increasing the use of active transportation in your area?	How far do you walk?	How far do you bike?
Maintenance on sidewalks around the park	Along high street some sidewalks are dangerous due to poorly maintained sidewalks. Especially near Fox Ford. They park cars close to the road and the walk way is narrow with the speed of the traffic.	The park and side streets near the park are often used for recreational walking and some sidewalks are in poor condition or the bushes are oversized and cover part of the walkway. Some of these same side streets are in poor condition and make it difficult for running and biking.	Between 3 - 5 miles	Less than 1 mile
	Speeding vehicles		Between 1 and 2 miles	Less than 1 mile
Better surface	Lighting and surface	Improve the surface and provide walking path	Between 1 and 2 miles	Less than 1 mile
	speeding		Less than 1 mile	Less than 1 mile
Better sidewalks	speeding on richhill		Less than 1 mile	Less than 1 mile
Dog Park	Sidewalks that are cracked and have holes		Between 1 and 2 miles	Between 3 - 5 miles
Better sidewalks for strollers/wagons. more lighting, tenth of mile markers to gauge distance.	Better marking of 1 way streets, better lighting.	dedicated walking paths and better sidewalks.	Between 1 and 2 miles	Less than 1 mile
Better quality sidewalks	No		Between 1 and 2 miles	Less than 1 mile
Even out sidewalks; walking lanes added	Lighting needs added		Between 1 and 2 miles	Less than 1 mile
More lighting, better sidewalks	Lighting	Better one-way signs, lighting, mile markers	Between 3 - 5 miles	Less than 1 mile
paved walking trails			Between 3 - 5 miles	More than 5 miles

Part 3– Public Input

What would you like to see to improve your walking experience in the area?	Do you have any safety concerns walking in this area? (i.e. speeding cars, lighting, etc)	Do you have suggestions for improving safety and/or increasing the use of active transportation in your area?	How far do you walk?	How far do you bike?
Smooth sidewalks so I don't have to ride in the road or get hit my college kids. I would love to see the unity trio get expanded	Yes at the far end of the loop, no sidewalks and college students fly around that turn.	Yes please add more trails!	Between 1 and 2 miles	Between 3 - 5 miles
Even out sidewalks; walking lanes added	Lighting needs added		Between 1 and 2 miles	Less than 1 mile
Better maintained sidewalks	Speeding cars	Bike and pedestrian infrastructure	Between 1 and 2 miles	Between 3 - 5 miles
I walk my dogs in the morning and would loved to walk in a well lit area n Waynesburg			Between 1 and 2 miles	Between 3 - 5 miles
Fewer college students, better maintenance of facilities (gazebo).	The only safety concerns come from the other people using the parks.		Between 1 and 2 miles	Less than 1 mile
There is inconsistency in the sidewalks on both sides of the Commons area. This makes it difficult to walk/bike or especially take a stroller on the sidewalks. As a result I typically walk on the road because of the sidewalk conditions.	When there are people not familiar with the one way streets there is major safety concerns. I have seen many cars going the wrong way around the Commons loop. There should be better one way and do not enter signage. Also a no outlet sign should be added by Marin Hall as if you are not aware there is no outlet there you can easily get stuck when in a vehicle.	It would be wonderful to have a picnic type of area that is more level ground-ed for playing catch or other outdoor activities. The space does get used for walking, but could be more inviting for outdoor recreation by making a designated area for playing and/or a dog park since many people walk there dogs in this area of town. Also signage on distance around the commons loop would be helpful for people using the space for exercise.	Between 1 and 2 miles	Between 1 and 2 miles
More lighting, better sidewalks	Lighting	Better one-way signs, lighting, mile markers	Between 3 - 5 miles	Less than 1 mile
More lighting, better sidewalks	Lighting	Better one-way signs, lighting, mile markers	Between 3 - 5 miles	Less than 1 mile

Part 3– Public Input

What would you like to see to improve your walking experience in the area?	Do you have any safety concerns walking in this area? (i.e. speeding cars, lighting, etc)	Do you have suggestions for improving safety and/or increasing the use of active transportation in your area?	How far do you walk?	How far do you bike?
Expansion of the Unity Trail and others like it within borough limits.	Yes - the broken glass liquor bottles that are on the sidewalk leading up to the Stewart Building of Waynesburg University on the same side as the Stewart Building. They are along the wall leading up to the steps and are there seemingly year round on that stretch of sidewalk. It's a hazard to anybody walking it, especially my kids I have with me.	Designated bike and pedestrian infrastructure. Maintained sidewalks.	Between 1 and 2 miles	More than 5 miles
Better maintained sidewalks	Speeding cars	Bike and pedestrian infrastructure	Between 1 and 2 miles	Between 3 - 5 miles
Nature Trails			Between 3 - 5 miles	Between 3 - 5 miles
Improved sidewalks- some are broken Dog park	Sidewalks are in poor conditions in some areas	No	Between 1 and 2 miles	Between 3 - 5 miles
Better condition of sidewalks and road improvement.	Uneven pavement.	Connect the downtown retail area with Waynesburg Commons.	Between 1 and 2 miles	More than 5 miles
Designated areas for walking / biking	Lighting	A lot more lights	Between 1 and 2 miles	Between 3 - 5 miles
Better maintained sidewalks	Speeding cars	Bike and pedestrian infrastructure	Between 1 and 2 miles	Between 3 - 5 miles
I like the area...nothing to improve. I appreciate the garbage cans and poop bags.	some of the sidewalks are not good, especially near West st.	the transportation should be opened up to other folks. not just those going to a doctor's appointment or disabled. We'd like to see more 2nd Sam 9 folks able to use the GC Transportation.	Between 1 and 2 miles	Less than 1 mile
Better bike trails!	I would prefer bike and hiking trails.	Bike trails!	Between 3 - 5 miles	More than 5 miles

Part 3– Public Input

What would you like to see to improve your walking experience in the area?	Do you have any safety concerns walking in this area? (i.e. speeding cars, lighting, etc)	Do you have suggestions for improving safety and/or increasing the use of active transportation in your area?	How far do you walk?	How far do you bike?
Better sidewalks: On parts of our walk, we have to walk on the road because of the condition of the sidewalks.	Speeding cars definitely. When the University is in session, it gets quite dangerous at times.		Between 1 and 2 miles	Between 1 and 2 miles
Flat sidewalks that you can easily push a stroller on			Between 1 and 2 miles	Less than 1 mile
More walkable sidewalks and/or trails	No		Between 3 - 5 miles	More than 5 miles
More walkable sidewalks and/or trails	No		Between 3 - 5 miles	More than 5 miles
1. a sidewalk along the short stretch of road that loops from Wayne Street to College Street on the east side of the parks 2. Lake Winetta cleaned up, so the water is visible 3. A small fenced-in dog park would be a great addition, though I've often thought this could live in the back Purman Run field that is seldom used. It would be great to connect the parks to the dog park with the Unity Trail. If this was done, maybe EQT would be interested in helping to fund it since they helped with the Unity Trail. The issue with that location would be parking for those wanting to drive up as close to the dog park as they can.	No	No	Between 3 - 5 miles	Between 3 - 5 miles
Level sidewalks. Full sidewalks.	Speeding		Between 3 - 5 miles	Less than 1 mile
More space			Less than 1 mile	Less than 1 mile

Part 3– Public Input

What would you like to see to improve your walking experience in the area?	Do you have any safety concerns walking in this area? (i.e. speeding cars, lighting, etc)	Do you have suggestions for improving safety and/or increasing the use of active transportation in your area?	How far do you walk?	How far do you bike?
Better sidewalks, keep fountain flowing in park (not just for graduation)	traffic, no bike lane, traffic running signals	some homeowners & landlords do not currently have sidewalks, should be mandatory within borough, better traffic flow markings, wider streets for parking, do not allow post office personnel to park on sidewalks.	Between 1 and 2 miles	Between 1 and 2 miles
Better Benches. Better sidewalk along west Wayne. Mostly two western sections. University side walks are fine.	Morris and Richhill can have vehicles going over speed limit.	Visible pedestrian crosswalks on Morris and Richhill crossings.	Between 1 and 2 miles	Less than 1 mile
More shops, eateries, events, places to sit and eat outside	Yes traffic. Also bikes should not be permitted on trails for walking and wheelchairs. Also Better lighting for safety.	Better code enforcement regarding the sidewalks and properties, of private owners and particularly landlords.	Between 3 - 5 miles	Less than 1 mile
Better sidewalks	Speeding cars	Crosswalk	Less than 1 mile	Less than 1 mile
Some of the concrete needs redone			Between 1 and 2 miles	Less than 1 mile
I'd like to walk / bike downtown or to the library from near the hospital.	Some cars drive too fast and there is no sidewalk in most locations to get out of their way without getting off the road.	Provide sidewalks for walking and biking.	Between 1 and 2 miles	Less than 1 mile
Lighting bigger sidewalks	Lighting		Between 1 and 2 miles	Between 3 - 5 miles
Lighting bigger sidewalks	Lighting		Between 1 and 2 miles	Between 3 - 5 miles
No	Lighting		Between 1 and 2 miles	Less than 1 mile
paved surfaces	parked cars during times when the University is in session	no	Between 1 and 2 miles	Between 3 - 5 miles

While these projects are spread out, the Borough intends to look into safety, connecting paths, marking trails, and spreading public awareness of the resources available.

Part 4– Recommendations

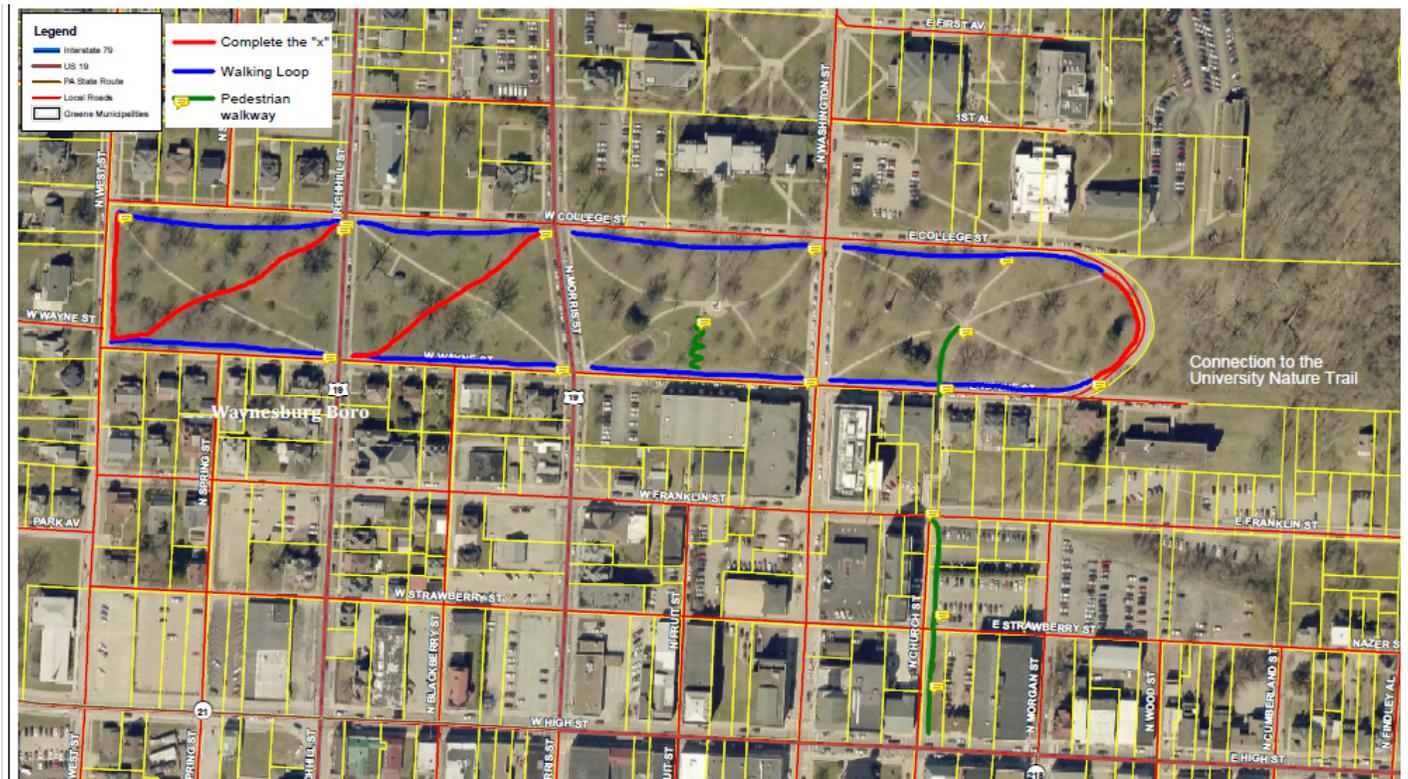
Phase Project Priority

This plan was written primarily for Phase 1 priorities. That being said, the stakeholders believe that it is a very important to continue to enhance the community for all residents within the Borough. The Borough will pay particular attention to projects that respond to safety concerns from their residents. The following is a list of ideas that were discussed by the stakeholders during their meetings.

Phase 1 - Improve the area around the Waynesburg parks and complete the path started with the Bike/Pedestrian walkway loop. Also add and improve the sidewalks inside the park and the sidewalk connection to High Street. In addition, the University has a nature trail within close proximity that will require minimal signage directing pedestrians within the park to the nature trail's destination as shown on the map below. Estimated unit costs for Phase 1 are included in Appendix B and Funding Opportunities are provided in Appendix C.

Phase 2 - Plan safe paths for non-motorists throughout the Borough including borough parks, trails, boat launch and the sidewalk improvements to the College/HS football stadium, etc.

Phase 3 - Finish the bike trail planning that was put on hold. In addition, this phase could include installing signs to denote locations of bike trails and the canoe/kayak launch area.



Phase 1 of Project Priorities

Appendix A

Metrics



Potential Linear Miles

Description of Location	Type of New/Improved Routes	# of Miles
W. College Street, E College Street, E. Wayne Street to W. Wayne Street	Bicycle / Pedestrian	.8m
E. Franklin St to Strawberry Street	Pedestrian	.4m

Potential Connected Destinations

Type of New / Improved Routes (i.e., means to connect)	Potential Connected Destination
Pedestrian	University Stairway to Main Street
Pedestrian	Waynesburg University Nature Trail

Potential New or Enhanced Sites

Description of Location	Potential New / Enhanced Sites
W. College Street, E College Street, E. Wayne Street to W. Wayne Street	New Bicycle / Pedestrian - Loop around Park to Biking/Walking
W. College Street, E College Street, E. Wayne Street to W. Wayne Street	New/Updated Pedestrian Sidewalks in Park

Appendix B

Estimated Costs (per item)

Phase 1 unit costs were developed based on recent project cost in western Pennsylvania. These costs do not include items such as excavation, landscaping, and other factors that will increase the actual project costs.

Several resident suggestions for improvements can be incorporated into a roadway project, streetscape, safety route to school and/or stand alone trail projects. Safety is always an important topic and should be incorporated into each and every project. Widmer recommends taking inventory of all existing sidewalks throughout the borough and prioritizing repairs and replacements to give residents a safer walking community.

The following table provides unit cost for construction of pedestrian /biking projects:

Summary of Unit Costs

Repair of Sidewalks	LF	\$150.00/ LF
New sidewalk	LF	\$150.00/ LF
Paving of walking/biking trail around part	SY	\$50.00/SY
Retaining Wall	LS	\$100,000
Line Markings / Crosswalk Markings	LF	\$3.00/LF
ADA Ramps	EA	\$6,000.00/EA
Signs	EA	\$1,500.00/EA
Stairways	LF	\$500.00/LF
Removal of Stairway	LF	\$45.00/LF
Handrail for Stairway	LF	\$100.00/LF
Lighting	EA	\$7,500.00/EA
Trail Paving	SY	\$50.00/SY

Appendix C

Funding Opportunities

Funding sources change from year to year due to a decrease in available funds on both the state and federal government. Below is a list of some potential funding sources that the Southwestern Pennsylvania Commission promotes on their website. These can be pursued for design and/or construction of pedestrian and bicycle projects.

Transportation Alternatives Set-Aside (TASA)

This program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; environmental mitigation; recreational trail program projects; and, safe routes to school projects. Key criterion in the review of applications will be readiness for implementation and delivery, safety, consistency with local or regional plans; collaboration with stakeholders; and, statewide or regional significance.

Eligibility: • Local governments • Regional transportation authorities • Transit agencies • Natural resource or public land agencies, including federal agencies • School districts, local education agencies, or schools • Tribal governments • A nonprofit entity responsible for the administration of local transportation safety programs • Any other governmental entity with responsibility for oversight of transportation or recreational trails

Deadline: Next Application Period of PennDOT TA is yet to be determined. Next Application Period of SPC TA Program anticipated Fall 2021.

Local Match Requirement: There is no match requirement; however, local sponsors pay all costs for pre-construction activities (design, environmental clearance, right of way, utilities, etc.) and PennDOT provides 100% cost reimbursement for the construction phase (including construction inspection).

Appendix C

Greenways, Trails and Recreation Program

Funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. Projects can involve development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails, as well as river conservation.

Eligibility: Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

Deadline: Applications accepted between February 1, 2020 and July 31, 2020

Match/Funding: 15% match of the total project cost; grants do not exceed \$250,000

Website: <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

DCED Multimodal Transportation Fund (MTF) Funding Programs

Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Pennsylvania residents. The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. The program is under the direction of the Commonwealth Financing Authority.

Eligibility: Local Governments; Counties; Councils of Governments; Businesses & Non-Profits; Economic Development Organizations; Public Transportation Agencies (including but not limited to an airport authority, public airport, port authority, or similar public entity); and, Rail and Freight Ports

Deadline: Applications accepted between March 1, 2020 and September 30, 2020

Local Match Requirement: 30% match of requested amount (state/federal grants do not count as match); Grants must be between \$100,000 and \$3,000,000.

Website: <http://community.newpa.com/programs/multimodal-transportation-fund/>

Appendix C

DCNR Community conservation Partnerships Program (C2P2)

DCNR's Bureau of Recreation and Conservation provides a single point of contact for communities and non-profit conservation agencies seeking state assistance through the C2P2 Program in support of local recreation and conservation initiatives and those that implement Pennsylvania's Comprehensive Outdoor Recreation Plan. This assistance can take the form of grants, technical assistance, information exchange, and training. All of DCNR's funding sources are combined into one annual application cycle and there is a single application format and process with one set of requirements and guidelines.

Eligibility: A wide range of grant and technical assistance programs are offered through C2P2 to help communities, land conservancies, and non-profit organizations plan, acquire, and develop: • Recreation, park and conservation facilities • Watersheds and rivers corridors • Greenways and trails • Heritage areas and facilities • Critical habitat, natural areas & open space

Deadline: Next application period is yet to be determined.

Local Match Requirement: Generally, a 50% match by either cash or non-cash value is required

Website: <http://www.dcnr.state.pa.us/brc/grants/>

PennDOT Multimodal Transportation Fund

Provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports in order to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

Eligibility: Municipalities; Council of Governments; Business/Non-profit; Economic Development Organization; Public Transportation Agency; Ports or Rail / Freight Entity

Deadline: Next application period yet to be determined.

Local Match Requirement: 30% match of the amount awarded; grants normally do not exceed \$3,000,000

Website: <https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx>