MULTIMUNICIPAL MULTIMODAL TRANSPORTATION PLANNING STUDY

FOR THE PITSBURGH INTERNATIONAL AIRPORT CORRIDOR

FINDLAY, MOON, NORTH FAYETTE, AND ROBINSON TOWNSHIPS



airport corridor transportation association





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INTRODUCTION

In September 2019, the Airport Corridor Transportation Association commissioned a study, sponsored by the Pennsylvania Department of Transportation (PennDOT), to develop a multi-municipal, multimodal transportation plan to broaden the spectrum of modal choices for those who live, work, and shop in the Pittsburgh International Airport Corridor of Allegheny County, Pennsylvania. This study focuses on developing and/or improving transit, bicycle, and pedestrian alternatives for traveling to and within the corridor.

STUDY AREA

The study area encompasses what is referred to as the Airport Corridor (i.e., the vicinity of Pittsburgh International Airport in Western Allegheny County, Pennsylvania). Specifically, the study area encompasses Findlay Township, Moon Township, North Fayette Township and Robinson Township (Figure 1).

Each of these municipalities has experienced population and employment growth in the past 20 years, contrary to the general trend of Allegheny County as a whole. The study area can be characterized as suburban and/or suburban/ rural in nature. The current surface transportation system is predominantly focused on automotive travel. However, there is transit service in the area, as well as a network of sidewalks and popular multi-use trails.

STUDY METHODOLOGY

Plan development involved coordination with the municipal staff of the four townships as well as a study Oversight Committee. The committee included representatives from the following agencies and organizations:

- Allegheny Conference
- Allegheny County Airport Authority
- Allegheny County Department of Economic Development
- Airport Area Chamber of Commerce
- BikePGH
- Montour Trail Council

- Pennsylvania Department of Community and Economic Development
- Pennsylvania Department of Transportation District 11-0
- Port Authority of Allegheny County
- Southwestern Pennsylvania Commission

Meetings with municipal staff were held frequently throughout the study as data was collected and analysis performed. The Oversight Committee met at the beginning of the study and when draft recommendations were developed.

The general study methodology involved a four-step process outlined below:

- 1. Evaluation of existing conditions
- 2. Public and stakeholder involvement
- 3. Gap analysis
- 4. Project and policy recommendations

Evaluation of existing conditions involved compiling facility and safety information on the existing multimodal system for each community. This included:

- Current and proposed RideACTA and PAAC last-mile service as well as shuttle and transit routes
- Existing sidewalk inventory
- Existing bicycle and trail facilities
- · Multimodal components of current municipal comprehensive plans
- Allegheny County's ActiveAllegheny and Allegheny Places plans
- Reported bicycle and pedestrian crashes





Public and stakeholder involvement included study presentations at supervisor meetings with each municipality, system. and coordination with municipal staff throughout the study. Finally, project and policy recommendations were developed An online public survey advertised on municipal websites and based upon the above evaluations. These recommendations through Airport Area Chamber of Commerce members was also were reviewed by both municipal staff and the oversight conducted to solicit issues and project ideas. committee.

Gap analysis involved evaluating the existing transit, pedestrian, and bike network to identify multimodal weaknesses and

"missing links" in the current and planned transportation

EXISTING CONDITIONS

The study documented the existing state of multimodal transportation in Findlay, Moon, North Fayette, and Robinson townships. The analysis included evaluating facilities and services, previous planning efforts, bicycle and pedestrian crash histories, and current multimodal travel demand estimates.

FACILITIES AND SERVICES

PAAC ROUTES AND STOPS

At the time of this study (Fall 2020), the Port Authority of Allegheny County (PAAC) operates a total of six separate transit routes within the four municipalities included in the study area (Figure 2). They are:

Route 20 - Kennedy: Serves SR 51 into Coraopolis (only partial service in study area-not shown on following maps)

Route G3 - Moon Flyer: Serves University Boulevard Park-and-Ride via I-376

Route 21 - Coraopolis: Serves Moon Township along University Boulevard

Route 24 - West Park: Serves Robinson Town Centre via Clever Road and Steubenville Pike

Route 28X – Airport Flyer: Direct access to the airport with stops at Robinson Town Centre

Route 29 - Robinson: Serves the Pointe at North Fayette as well as the North Fayette Volunteer Fire Department Park-and-Ride and Pittsburgh Technical College

Figure 2: PAAC Routes in the Study Area





The six routes provide a total of 115 transit stops within the four municipalities studied. Findlay Township has 7 stops, Moon Township has 13 stops, North Fayette Township has 32 stops, and Robinson Township has 63 stops. At these stops, total average weekday boardings and alightings (i.e., "on/offs") for 2018 were 3,353. The breakdown by municipality is as follows:

Findlay Township	844
Noon Township	866
North Fayette Township	222
Robinson Township	1,421

Of the 115 stops, six had on/offs of more than 100 per weekday. The top six stops in terms of usage are shown in Table 1.

These six stops represent 72 percent of all on/offs in the four municipalities. Further analysis of all 115 stops indicates that 25 stops handle approximately 90 percent of all on/offs. Also, 78 stops have single-digit average weekday on/offs.

Figure 3: Total Weekday On/Offs, Descending by Transit Stop



Transit Stops with Highest Usage	
Transit Stop Name	Average Weekday On/Offs (2018)
Pittsburgh International Airport Lower Level	844
University Boulevard Park-and-Ride at Shelter	761
Park Manor Blvd. at IKEA	399
Park Manor Drive at Robinson Plaza	185
Park Manor Blvd. at Robinson Center Drive	112
Mall at Robinson at Entrance K	104

RIDEACTA

RideACTA—operated by ACTA—is a shared-ride, flex-route shuttle service that transports passengers between the IKEA Super Stop and nearly 200 local businesses. It has served the Airport Corridor since 2009. RideACTA shuttles have seating for 25 passengers, are wheelchair accessible, and offer free Wi-Fi.

Figure 4 shows the general coverage area of the RideACTA service in the study area. ACTA is considering providing similar service in the Moon Township area.

SIDEWALK INVENTORY

In 2018, the Southwestern Pennsylvania Commission (SPC) created a sidewalk inventory for its 10-county region. This inventory was developed by reviewing satellite imagery to estimate the location and extent of sidewalks. The information was then digitized and is available in Geographic Information System (GIS) format from SPC.

Figure 4: RideACTA Service Area

Using SPC's files, the study team inventoried and mapped the miles of sidewalk for each municipality in the study area. Table 2 lists the estimated total length of sidewalk by township; Figure 5, Figure 6, Figure 7, and Figure 8 map sidewalk locations by township.

Table 2: Sidewalk Miles by Township		
Municipality	Estimated Miles of Sidewalk	
Findlay	30.7	
Moon	93.5	
North Fayette	38.9	
Robinson	42.9	

Figure 5: Findlay Township Sidewalks





Figure 6: Moon Township Sidewalks



Figure 7: North Fayette Township Sidewalks



Figure 8: Robinson Township Sidewalks



LACK OF SIDEWALKS AT PAAC STOPS

One issue that is commonly cited as a deterrent to transit usage is the lack of sidewalk access to transit stops. An analysis was conducted with the assistance of PAAC and the sidewalk inventory from SPC. The review identified the number and location of stops that do not have sidewalks within 25 feet.

A total of 73 (63 percent) of the 115 stops do not have sidewalks access. By municipality, the following number and percentage of transit stops do not have sidewalk access:

indlay Township	4 (57	percent
loon Township	4 (30	percent
lorth Fayette Township	. 22 (68	percent
lobinson Township	. 43 (73	percent

TRAIL NETWORK

Along with the various municipal and county park trails within the four municipalities, the Montour Trail runs along the entire study area (Figure 9). It is a suburban rail-trail that stretches

Figure 9: Montour Trail



more than 60 miles around Pittsburgh. An approximately 12mile segment runs through the study area. The trail roughly follows the border between Findlay Township and North Fayette Township as well as the border between Robinson Township and Moon Township. The segment includes eight trailheads as well as a junction with the Airport Connector—a six-mile combination of trail and on-road links that connect the Montour Trail in Enlow to Pittsburgh International Airport.

The Montour Trail has 400,000 users every year, most of whom use the trail for recreational purposes. The Montour Trail connects to other popular trails such as the Great Allegheny Passage Trail and the Panhandle Trail, the latter of which also runs adjacent to part of the study area.

The Panhandle Trail stretches 29 miles from Collier Township, PA, to Colliers, WV, along the border of North Fayette Township between Oakdale and McDonald. The Panhandle Trail intersects with the Montour Trail at McDonald. These trail systems and their links to the study area provide great potential for recreation, commuting options, and even local tourism within the four municipalities.

PREVIOUS PLANNING EFFORTS

Previous planning efforts at the local, county, and regional levels were reviewed to determine what, if any, multimodal transportation elements were identified.

MUNICIPAL COMPREHENSIVE PLANS

Following is a summary of the pedestrian, bicycle, and multimodal transportation elements in each municipality's most recent comprehensive plan:

Findlay Township Comprehensive Plan (Published 2012)

- Setback areas between wetlands and development should be utilized for pedestrian/bicycle facilities.
- The Township has encouraged the expansion of hiking/biking trails during any commercial or residential development, specifically ones that connect to other paths or trails in the surrounding network.
- Develop trail links from the Montour Trail to Leopold Lake and from Leopold Lake to the Clinton Block Trail in Clinton Community Park.
- Expand on trail access to create township-wide access to the Montour Trail as well as future developments on Pittsburgh International Airport property.

Moon Township Comprehensive Plan (Published 2015):

- · Update the Sidewalk and Trails Master Plan to include bicycling components and prioritize pedestrian connectivity improvements.
- Connect key locations such as parks, schools, commercial centers, and residential areas, including office parks, with Robin Hill Park and Moon Park.
- · Key corridors to make the desired connections include University Boulevard, Beaver Grade Road, Thorn Run Road, and the Montour Trail

- There are two park-and-ride facilities in the township, one for each of the two PAAC routes in the community.
- There is some transit access provided to Robert Morris University (RMU) students via private campus shuttles with routes to commercial destinations in Moon and Robinson.

North Fayette Township Comprehensive Plan (Published 2014):

- A focus on the concept of "Complete Streets" along Summit Park Drive, Steubenville Pike, Donaldson Road, Oakdale Road, and North Branch Road.
- · Some sections of these roads could have a road diet implemented to provide more multi-modal facilities along their existing pavement area.
- Look into connecting the Montour and Panhandle Trails further into the community to provide better access.
- Improve sidewalks on Summit Park Drive and Steubenville Pike to enhance the overall walkability throughout the township.
- · Very limited public transit access in the area with no major expectations of expansion
- The township's Transportation Improvement Programs (TIP) prioritizes multimodal projects over a four-year timeframe.
- Implementation of "Share the Road" signage along roads in the vicinity of connections to either the Montour or Panhandle trails. Examples of roads where this signage could be implemented include Noblestown Road, Cliff Mine Road, Bateman Road, Oakdale Road, North Branch Road, and McKee Road.
- Sidewalk implementation should be a high priority around the Pointe at North Fayette shopping center as well as both Pittsburgh Technical College and the Community College of Allegheny County's West Hills Campus.

Robinson Township Comprehensive Plan (Published 2016)

- · Designate focal points in the community as mobility districts and make them internally walkable and ridable, as well as interconnected through multimodal uses.
- The four desired "mobility districts" are the Robinson Mall, Clever Park, Burkett Park, and Settler's Cabin County Park.
- Utilize proximity to the Montour Trail to better connect to bot residential and commercial regions in the community.
- Look to redevelop spaces that are vacant or underutilized to provide walkable and bikeable facilities in already high-density, mixed-use areas.
- Create a "Greenways, Sidewalks and Trails Plan" to better establish Zoning Ordinances for future development adjacer to desired greenways, sidewalks, or trails.
- · Improve signal and ADA/pedestrian facilities at the Clever Road/Silver Lane intersection.
- Improve transit service and facilities around the Robinson Mall and surrounding commercial areas (IKEA Super Stop).
- Determine other possible improvements with ACTA shuttle service.

ALLEGHENY COUNTY

The Allegheny County Department of Economic Development developed its ActiveAllegheny Plan in 2010. It was the County's first comprehensive active transportation plan. The plan identified conceptual bike routes that could be developed in the future. In the study area for this project, the following proposed bicycle routes are identified:

- The Montour Trail to Route 51 and the connection to the Pittsburgh International Airport (this route has been completed)
- · Enhancing the Route 51 corridor along the river to the trailhead with the Montour Trail

	Thorn Run Road from Route 51 to Thorn Run Road Extension
	 Beaver Grade Road to Steubenville Pike, then Steubenville Pike to Tidball Road
	Campbells Run Road to Chartiers Ave in Carnegie
	In 2019, Allegheny County conducted the Allegheny County Roadway Pedestrian and Bicycle Assessment. It evaluated County-owned roadways to determine possible pedestrian and bicycle improvements. Two corridors evaluated in the County's assessment that are located in this plan's study area are:
	North Fayette Township – Steubenville Pike and Enlow Road (Cliff Mine Road)
	 North Fayette / Robinson / Collier Townships – Ridge Road (Bayer Road / Ridge Road / Mobay Road)
	SOUTHWESTERN PENNSYLVANIA COMMISSION
	Both SPC's Transportation Improvement Program (TIP) and
	Long-Range Transportation Plan were reviewed to identify
1	any direct multimodal projects that are programed in both the
;	short and long term in the area. The SPC TP lists "Expansion of the RideACTA Last-Mile Service project " The Long-Range
	Transportation Dian identified in its Appendix IV 2. Projects

Iransportation Plan identified in its Appendix IV-2, Projects Currently Beyond Fiscal Capacity, the "West Busway Expansion - Downtown to Pittsburgh International Airport" as a possible future project.

BICYCLE AND PEDESTRIAN CRASH HISTORY

Bicycle and pedestrian crashes between 2009 and 2018 were identified using PennDOT's Crash Information Tool. Over the 10-year period, more than two times as many pedestrian crashes occurred than bicycle crashes. Moon Township had the highest number of both bicycle and pedestrian crashes. Robinson Township had the second highest pedestrian crash rate while North Fayette had the second-highest number of bicycle crashes. Findlay had the lowest number of crashes in both categories.

A total of three fatalities were reported. One bicyclist fatality occurred in Moon Township on Route 51. A second bicyclist fatality occurred in North Fayette along Steubenville Pike. One pedestrian fatality was reported in Robinson Township along Route 51.

Table 3 summarizes the bicycle and pedestrian crashes.

The following figures indicate the approximate locations of the crashes. Notes on clusters of crashes by municipality are as follows:

In Findlay Township, three pedestrian crashes occurred on I-376. Because this is an Interstate highway and non-motorized traffic is prohibited, these incidents may have been due to motorists abandoning their vehicles.

In Moon Township, five of the pedestrian crashes occurred along University Blvd. in various locations. Three of the bicycle crashes also occurred on University Blvd.

In North Fayette, two of the eight pedestrian crashes occurred along Steubenville Pike. Three of the bicycle crashes also occurred along that roadway.

In Robinson Township, three pedestrian crashes occurred along Steubenville Pike and two occurred in the Robinson Plaza / Mall area.

Table 3: Study-Area Bicycle and Pedestrian Crashes (2009–2018)

Municipality	Bicycle Crashes	Bicyclist Fatalities	Pedestrian Crashes	Pedestrian Fatalities
Findlay Township	1	0	6	0
Moon Township	13	1	20	0
North Fayette Township	5	1	8	0
Robinson Township	1	0	14	1
TOTAL	20	2	48	1

Figure 10: Findlay Township Bicycle and Pedestrian Crash Locations (2009–2018)



Figure 11: Moon Township Bicycle and Pedestrian Crash Locations (2009–2018)



Figure 12: North Fayette Township Bicycle and Pedestrian Crash Locations (2009–2018)



Figure 13: Robinson Township Bicycle and Pedestrian Crash Locations (2009–2018)



EXISTING PEDESTRIAN AND BICYCLE DEMAND ESTIMATES

A general issue when evaluating existing pedestrian and bicyc use is the lack of count information. Although there can be a general sense of where people may be walking or biking, it is difficult to quantify using traditional traffic count data sources, and pedestrian / bicycle time-of-day patterns are far different than automotive traffic peaks.

For this study, SPC used the StreetLight InSight® tool to estimate both pedestrian and bicycle trips in the study area.

StreetLight Data is a private company that compiles "big data" and translates it for use in traffic analysis purposes. Data poin available from smart phone location records are overlaid onto existing parcel and road network data. StreetLight normalizes and validates the data, which can be segregated by user type (trucks, personal vehicles, bicyclists, and pedestrians) based of speed and spatial information.

Data on bicycle and pedestrian travel may not be perfectly accurate due to other reliable count data not being available f data normalization, but it is useful for relative comparisons in bicycle and pedestrian activity.

cle	Below are the general parameters for the data shown on the following figures:
,	• The time period analyzed was the combined Spring and Fall 2018 weekday traffic (April 1, 2018, through June 30, 2018, plus September 1, 2018, through November 30, 2018).
	• The data shown represents pedestrians-per-weekday and bicyclists-per-weekday averages for the above time period.
ı" ıts	• Not all roadways were covered by the data. In general, local neighborhood streets / minor roadways are not in the StreetLight Data network and no data was available.
on	• Ranges are given rather than precise numerical values. Because StreetLight Data techniques are a newer method of estimating traffic, it was determined that pedestrian and bicycle activity should be indicated in terms of ranges (high, medium, and low) rather than exact counts.
for	The following figures depict the pedestrian travel and bicycle travel estimated by the StreetLight Data tool along the major roadways in each municipality and the Montour Trail for

average weekdays.

Figure 14: Findlay Township Estimated Pedestrian Activity (2018)



Figure 15: Moon Township Estimated Pedestrian Activity (2018)



Figure 16: North Fayette Township Estimated Pedestrian Activity (2018)



Figure 17: Robinson Township Estimated Pedestrian Activity (2018)



Figure 18: Findlay Township Estimated Bicycle Activity (2018)



Figure 19: Moon Township Estimated Bicycle Activity (2018)



Figure 20: North Fayette Township Estimated Bicycle Activity (2018)



Figure 21: Robinson Township Estimated Bicycle Activity (2018)



STAKEHOLDER AND PUBLIC INVOLVEMENT

Stakeholder and public input are vitally important when developing a multimodal plan. Local government, residents, and workers are deeply familiar with the real-world conditions in the study area.

MUNICIPAL STAKEHOLDER INVOLVEMENT

Coordination with municipal staff from each municipality included seven joint progress meetings throughout the study. Topics included data collection, analysis, and preliminary recommendations.

An introduction to the study was also presented at the public Supervisor Meetings for each of the municipalities at the beginning of the study, where questions / comments were solicited from the township supervisors.

OVERSIGHT COMMITTEE

Further local perspective was provided from the study Oversight Committee, which was formed to solicit ideas and provide guidance on the study and its recommendations. The committee met at the beginning of the study, near the end to review the draft findings, and to review this report in draft form.

PUBLIC SURVEY

At the recommendation of the Oversight Committee, two surveys were conducted from February to March 2020 to solicit suggestions for better walking, biking, and transit options in Findlay, Moon, Robinson, and North Fayette townships. One survey was targeted toward municipal residents while the other was geared toward members of the Pittsburgh Area Chamber of Commerce (PACC). A total of 155 responses were received. Each survey had the same 16 questions, although the PACC survey also asked if the respondent's company was expanding. Most respondents (62 percent) answered that their company was currently stable, and 28 percent said they were expanding (NOTE: The survey was conducted prior to the COVID-19 outbreak in the region).

In addition to the general survey questions summarized below, open-ended questions were included to solicit ideas on specific pedestrian, bicycle, and transit improvement locations. More than 300 specific responses to these questions were received and helped shape the study recommendations.

Following is a summary of the general survey results.



Residents most commonly walk for recreational and exercise purposes (71 percent). Shopping is the second most common reason for walking (11 percent) and very few respondents walk to work or school (5 percent and 2 percent, respectively). Conditions most hindering trips on foot are the absence of facilities such as sidewalks and shoulders. Many other respondents (27 percent) do not walk because their destination is too far away. Fewer respondents do not walk because of safety concerns (14 percent) or lack a specific reason for not walking (13 percent).



WALKING TRIPS



Residents would primarily like to see more pedestrian facilities (particularly sidewalks, but also paved shoulders). This is consistent with respondents most often choosing "no facilities" as their reason for not walking in the previous question. Some (10 percent) would like well-marked and/or shorter crosswalks, which often accompany pedestrian facilities (such as those previously mentioned) but have a greater benefit when pedestrian facilities are already well-established. Slightly fewer respondents chose maintenance and lower speed limits as improvements they would like to see (8 percent each), and fewer still were either not sure or listed another



Similar to walking trips, biking trips are most often made for recreational and exercise purposes (60 percent). However, more respondents don't bike very much (35 percent) compared to respondents who don't walk very much (11 percent). Very few (two percent or less each) bike for reasons related to work, shopping, school, or other. Safety concerns are the most common reason respondents do not bike (33 percent). Almost as many (27 percent) do not bike because there are no facilities. Almost the same amount either don't have a reason to not bike or don't bike because their destination is too far. Even so, reasons for not biking were relatively varied, especially when compared to reasons for not walking.

What type of general improvements would you like to see to make biking



Just as respondents would like to see more pedestrian facilities, they would also like more bicycle facilities. Moreover, 68 percent preferred bicycle facilities (separated bike lanes/paths, paved shoulders, and bike lanes) over share-the-road signage, amenities, or other improvements. Although respondents favor separated bike lanes/paths, paved shoulders and bike lanes also received high percentages (18 percent each).



Other (please specify) N/A There is not a park-n-ride or space at a park-n-ride.. 4% My transit stop is unsafe or uncomfortable to wait at 0% Walking to/from my transit stop is not easy 2% Transit is not easy for me to understand 4% Transit is not reliable enough for my needs 2% Transit takes too long to get to my destination 6% Transit does not come frequently enough 3% Transit does not come at the times I need it 5% Transit does not go where I want to go Transit does not come to my area

Respondents most often don't use transit because it doesn't come their area (41 percent), which corresponds to the high percentage of respondents who chose "no facilities" when asked why they don't walk or bike. Other than "N/A," all reasons for not using transit were each less than 10 percent. Of the respondents who provided an explanation, almost all noted that they own a car and drive.

What is the primary purpose of the trips you make with transit in Findlay, Moon, Robinson or North Fayette Townships? Check all that apply.

> The highest percentage of respondents do not use transit very much (59 percent). This is higher than the percentage of respondents who don't walk very much (11 percent) or don't bike very much (35 percent). Those that do use transit most often use it for shopping. Fewer (10 percent) use transit to commute to work, and fewer still (4 percent) use it for trips to and from school. Respondents who chose "other" were asked to provide an explanation; of those explanations, most stated "I don't use transit" or something similar. Therefore, the actual percentage of respondents who don't use transit is likely higher than 59 percent.





Like bicycle improvements, the type of improvements that respondents would like were relatively split. Still, the largest number of respondents (30 percent) would like more park-and-ride lots; many others would like increased bus frequency and sidewalks to/from transit stops (21 percent and 17 percent, respectively). Nearly the same number would like either more shuttle service or transit stop amenities, such as shelters and benches (13 percent and 12 percent, respectively). Few listed other improvements.

KEY TAKEAWAYS

- Most respondents WALK for recreation/exercise purposes. If they do not walk it is because there are no facilities. They would like more paved shoulders / sidewalks as improvements.
- Most respondents BIKE for recreation/exercise purposes. If they do not bike it is for safety reasons. They would like more separated bike lanes/paths and paved shoulders as improvements.
- · Most respondents don't use TRANSIT very much because it doesn't serve their area. They would like greater bus frequency, more park-and-ride lots, and sidewalks to/from transit stops as improvements.
- The survey gathered more than 300 responses to questions requesting improvement locations.

RECOMMENDATIONS

This section presents policy recommendations as well as areas where specific pedestrian, bicycle, and transit infrastructure and service improvement projects could be considered. It also outlines the methodology used in developing the project recommendations. It should be noted that these recommendations are preliminary in nature. The adoption, implementation, and/or design and construction of the recommendations would require further consideration of the appropriate government body to proceed.

POLICY RECOMMENDATIONS

SIDEWALK ORDINANCES WITH FEE IN LIEU OF SIDEWALK CONSTRUCTION

One approach that has been very successful for other municipalities in implementing multimodal transportation policy and projects is the formation of an Active Transportation Advisory Group. This advisory group could take different forms, as appropriate for the specific municipality. It could be a stand-alone committee, a subcommittee of the municipal planning commission, or part of the planning commission role. The composition of the committee could include residents interested in pedestrian, bicycle, and transit with active participation from the planning /parks and recreation community. Active discussions with municipal staff would also be encouraged.

The cost of constructing sidewalks can be a burden to a municipal budget. One tool that municipalities can use to reduce this burden is to enact ordinances that provide for both a cost allocation from future developments for new sidewalks and a fee in lieu of sidewalk construction. All of the municipalities in the study area currently have sidewalk ordinances for new construction. In general, these ordinances require developers to install sidewalks as part of their project, which is a good way to promote sidewalk networks in growing communities. In addition to having developers bear the cost of construction, it is much easier to have sidewalks installed during development than to retrofit sidewalks into developed areas. It is recommended that each municipality consider forming an

However, in some cases, developers may seek sidewalk construction waivers. An ordinance requiring a fee in lieu of sidewalk construction provides a revenue mechanism for future sidewalk construction in the municipality and also eliminates the financial incentive for a developer to seek sidewalk waivers.

Currently, both Moon and North Fayette townships have fee-in-lieu-of-sidewalk-construction ordinances. It is recommended that Findlay and Robinson townships consider adopting a similar ordinance

ACTIVE TRANSPORTATION ADVISORY GROUPS WITH JOINT MEETINGS

Active Transportation Advisory Group, and that the advisory groups hold joint meetings as appropriate to pursue projects in which they have a shared interest. An example of a joint effort would be developing better connections to the Montour Trail, because the trail traverses all four study-area municipalities. These joint meetings could also explore connections to parks

and other activity areas that overlap municipal boundaries.

SUBURBAN PLACEMAKING PLANNING PRINCIPLES

Suburban Placemaking is the concept of incorporating public spaces into development plans to encourage walkability, along with bicycling and integrated transit use. This opposes most traditional development in suburban communities, which heavily favored the automobile as the primary mode of transport and had the consequeance of not encouraging walkable communities.

It is recommended that the municipalities consider incorporating Suburban Placemaking principles as part of future developments. These may include:

- Perimeter parking in development areas to encourage pedestrian mobility
- More public spaces incorporated into development
- Allowing / encouraging outside dining / retail venues
- Providing for proactive public design efforts at the beginning of the development process

TACTICAL URBANISM PROJECTS

Tactical Urbanism has been described as low-cost, temporary changes that can improve local neighborhoods or gathering places. Although they usually occur in urban environments, the concept can be applied in a suburban setting. By providing "temporary" projects, the community can see the possible benefits prior to committing to long-term changes. Examples may include:

- Temporary street closures for pedestrian events
- Temporary lane closures to provide protected bicycle lanes or safe pedestrian access
- Temporary lane narrowing to reduce motorized vehicle speeds

It is recommended that the municipalities, perhaps through the previously recommended Active Transportation Advisory Groups, consider Tactical Urbanism projects for their community.

PROCESS FOR PROJECT RECOMMENDATIONS

The following subsections identify project recommendations, including:

- Pedestrian facility improvements
- Bicycle facility improvements
- Enhanced pedestrian access to existing transit stops
- Transit first-mile/last-mile access service areas
- New park-and-ride locations

This study's scope did not include detailed analysis of each project. Rather, the intent was to furnish the municipality or affected agency with potential project ideas that they could consider implementing in the future.

In identifying the potential improvement areas, the following factors were considered:

- Existing gaps (lack of sidewalk, shoulder, or transit access)
- Crash history (pedestrian and bicycle)
- Existing transit usage at transit stops
- The site's inclusion in current municipal comprehensive plans
- Existing pedestrian / bicycle usage identified in StreetLight data furnished by SPC
- Input from initial meeting of the Oversight Committee, municipal staff, and municipal supervisor/planning committee meetings
- Public input via municipal and business surveys

For areas identified for pedestrian and bicycle improvements, various options could be considered. Most roadways in the study area have either curbs or shoulders. The municipalities could consider using shoulders for pedestrian access and providing sidewalks along curbed sections. The following figures illustrate possible configurations for providing pedestrian access.

Figure 22: Pedestrian Lane (non-sidewalk / paved shoulder) - Min width 4 feet



Figure 23: Sidewalk Configurations





Crosswalks are typically located at signalized intersections. However, crosswalks can be considered for non-signalized intersections or midblock areas where pedestrian activity is present.

Bicycle facilities along roadways can take the form of shared roadways (or shared lanes), shoulder bikeways (or shoulder bike lanes), or conventional bike lanes. The selection is based on roadway traffic and available right-of-way.

Shared Shared Lane Lane 12' 12' A.O

Figure 24: **Shared Lanes / Bicycle Boulevard**

Shoulder Bicycle Lane – Min width 4 feet



Vehicular Vehicular Separated Separated Bike Lane **Bike Lane** Lane Lane 15 10' 10' 6



Figure 26:

Figure 25:

Separated Bike Lane

Figure 27: **Conventional Bike Lane**

PROJECT RECOMMENDATIONS

MONTOUR TRAIL CONNECTIONS IMPROVEMENTS (PEDESTRIAN AND BICYCLE ACCESS)

One area of improvement that was raised repeatedly was to improve local pedestrian and bicycle access to/from the Montour Trail. The trail has very high usage by both pedestrians and bicyclists. Also, residents, workers, and visitors to the area would appreciate better access to the trail from the existing roadway network. Many of the existing roadways connecting to the trailheads already have both pedestrian and bicycle activity present.

It is recommended that the connecting roadway network be evaluated at each trailhead to determine possible improvements for pedestrian and bicycle access. The Airport Connector to the Montour Trail via Clinton / Enlow Road would be part of this evaluation. Table 4 identifies the current study-area access points to the Montour Trail with data relevant to pedestrian and bicycle access evaluation.

Tab	le 4: Montou	ır Trail Trailhe	eads and Conne	ctors for Evaluation	1				
No	Municipality 1	Municipality 2	Trailhead / Connector	Roadways	Roadway Owner	Municipal Comp. Plan	Ped/Bike Crashes Near Location	High traffic area (Street- Light Data) bike or ped	Public Survey Responses
1	Moon	Robinson	Montour Road	Montour Coketown Road/SR 51	PennDOT	Both	1	High	1
2	Moon	Robinson	Hassam Road	Hassam Road/ Hollow Oak Land Trust Bridge	PennDOT	Both	0	Low	2
3	Robinson	Moon	Old Beaver Grade Road	Old Beaver Grade Rd/ Beaver Grade Rd	PennDOT/ Allegheny County	Both	1	Medium	8
4	Moon	Robinson	Montour Run Road	Montour Run Road/Park Manor Blvd	PennDOT/ Robinson Township	Both	4	High	3
5	Findlay	North Fayette	Cliff Mine Road	Cliff Mine Road	Allegheny County	Both	0	Medium	0
6	Findlay	North Fayette	McClaren Road (Enlow)/Airport Junc.	Main St/Enlow Rd/ Cliff Mine Road	Findlay Township/ Allegheny County	Both	1	Medium	6
7	Findlay	North Fayette	Findlay Township Activity Center (Imperial)	Main St/SR 30/ Santiago Rd	PennDOT/ Findlay Township	Both	2	Low	8
8	Findlay	North Fayette	Boggs Road	Boggs Rd/Potato Garden Run Rd	Findlay Township/ PennDOT	Both	0	Low	3
9	Findlay	-	Montour Trail Airport Connector	Clinton / Enlow Road / Airport ROW	PennDOT	Yes	0	Medium	8



The following figures indicate the location of the Montour Trail trailheads and connectors. Further evaluation of the adjacent intersections at the trailheads is recommended to determine the feasibility of adding crosswalks, updating stop bars, and possibly installing enhanced pedestrian crossing warning signs. The roadways leading to/from the trailheads should be evaluated to determine the possible pedestrian and/or bicycle facility improvements to consider for each area. For example, Moon Township suggested improving the trail connections to/ from Market Place Boulevard and the surrounding area for Location 4: the Montour Run Road Trailhead area.

Figure 28: Montour Trail and Airport Connector



Figure 29: Location 1 – Cokestown Road Trailhead



Figure 30: Location 2 – Hassam Road Trailhead



Figure 31: Location 3 – Beaver Grade Road Trailhead



Figure 32: Location 4 – Montour Run Road Trailhead



Figure 33: Location 5 – Cliff Mine Road Trailhead



Figure 34: Location 6 – McClaren/Enlow/Airport Connector Trailhead



Figure 35: Location 7 – Findlay Township Activity Center Trailhead



Figure 36: Location 8 – Boggs Road Trailhead



Figure 37: Location 9 – Montour Trail Airport Connector



PEDESTRIAN IMPROVEMENT AREAS

Several locations were identified for possible pedestrian improvements. These locations were either high pedestrian traffic locations with no sidewalks, included in the municipal comprehensive plans, located in areas of multiple pedestrian crashes, andor identified multiple times in the study surveys.

Table 5: Potential Pedestrian Improvement Locations Ped High Municinal traffic area SIDEWALK Crashes Public Roadway unicipality No Comp cific Sectior PRESENT? Owners Near (StreetLight survey Plan Location Data) Findlay "Five Points PennDOT/ N/A No 1 North Medium No 0 4 Intersec-Allegheny Fayette tion" County 2 Findlay Clinton Rd PennDOT From Airport to No Medium 5 No 0 Montour Trail 3 Findlay Moody Rd Findlay Majority of No 0 Low 6 No Township Roadway PennDOT High Moon Beaver Prioritize near Yes 18 No 4 Grade Rd University Blvd and Montour Trail 5 Moon Thorn Run PennDOT From Old Thorn Yes High 7 No 2 Run Rd to Beaver Rd Grade Rd 6 Moon University PennDOT From Business High 13 Some Yes 6 I-376 to RMU Blvd 7 North Park Lane North Entire Length No 0 Low 4 No Fayette Dr Fayette Township North Yes High North Summit Entire Length Some 8 5 Park Dr Fayette Fayette Township Entire Length 9 Robinson Robinson Robinson Yes 2 High Yes 1 Center Dr Township 10 Robinson Robinson Robinson **Entire Lenath** Yes 0 Hiah 10 No Town Cen-Township tre Blvd 11 Robinson Steubenville PennDOT Various sections Yes High 9 Some Pike/SR 60 in commercial areas along roadway

Figure 38: Potential Pedestrian Improvement Locations



Project 1 on the list, the Five Points Intersection located near Enlow, is an example of a project that would require little effort. This intersection is located at the McClaren/Enlow/Airport Connector Trailhead of the Montour Trail. Although roadway traffic is low in this area, the configuration of the intersection is not conducive for pedestrians or bicyclists to cross. The addition of crosswalks and stop bars at the intersection would greatly enhance the safety and access to this trailhead.

Figure 40: Rendering of Five Points Intersection Proposed Improvements



Figure 39: Location 1 – Five Points Intersection







Another example of a potential improvement that could be investigated and possibly implemented in the near future is shoulder widening on the Summit Park Drive Bridge of I-376 (part of Location 7). Currently, there is no pedestrian sidewalk on this bridge. However, StreetLight Data, worn pedestrian paths, and field observations show that the shoulder on the bridge is heavily used by pedestrians throughout the day. The heavy usage is likely from transit users from the transit stops on Park Manor Blvd. and Robinson Town Centre Blvd. walking the bridge to access the commercial areas along Summit Park Drive to work and shop. Currently, the shoulder on the north side of the bridge is only 3.5 feet wide, widening to 5 feet on the south end of the bridge. A possible improvement could include reducing the northbound turning lane width on the bridge from 13 feet to 11 feet and shifting the northbound through lanes, while retaining their 11-foot width. This would increase the shoulder width from 3.5 feet to 5.5 feet to better serve pedestrians. As a first step, North Fayette Township would need to request that PennDOT investigate this location and PennDOT would need to determine whether there are any barriers (e.g., minimum turning radius for the turning lane, other factors) that would interfere with this improvement.



Figure 41: Rendering of Summit Park Bridge Proposed Pedestrian Improvements



Figure 42: Location 2 – Clinton Road



Figure 43: Location 3 – Moody Road and Crosswalks



Figure 44: Locations 4, 5, and 6 – Beaver Grade, Thorn Run, and University Boulevard



Figure 45: Locations 7 and 8 – Park Lane and Summit Park Drive



Figure 46: Location 10 – Robinson Town Centre Boulevard



Figure 47: Location 11 – Steubenville Pike



BICYCLE IMPROVEMENT AREAS

Table 6 lists potential bicycle facility improvements identified through the study's screening process. These locations are either existing bicycle pathways, included in the municipal comprehensive plans, located in areas of multiple bicycle crashes, and/or identified multiple times in the study surveys.

Table 6: Potential Bicycle Improvement Locations										
No	Municipality 1	Municipality 2	Roadways	Roadway Owner	Specific Section	Municipal Comp. Plan	Bike Crashes Near Location	High traffic area (Street- Light Data)	Public survey	Bike facilities
1	Findlay	-	SR 30	PennDOT	Focus on sections directly in Clinton and Imperial	Yes	0	Low	11	None
2	Moon	-	University Blvd	PennDOT	From business	Yes	2	High	5	None
3	Moon	_	Beaver Grade Rd	PennDOT	Focus on sections near University Blvd and Montour Trail	Yes	3	Medium	10	None
4	Moon	-	Thorn Run Rd	PennDOT	Section from Old Thorn Run Rd to Beaver Grade Rd	Yes	1	Medium	1	Paved Shoul- ders
5	North Fayette	-	Cliff Mine Rd (alco road)	Allegheny County	Entire Length	Yes	0	Low	0	None
6	Robinson	-	Ridge Rd (ALCO)	Allegheny County	From Campbells Run Rd to Settler's Cabin Park	Yes	0	Medium	0	None
7	Robinson	-	Bayer Rd	Allegheny County	Entire Length	Yes	0	Medium	0	None

Figure 48: Potential Bicycle Improvement Locations



Figure 49: Location 1 – Route 30







Figure 50: Locations 2, 3, and 4 – Beaver Grade, Thorn Run, and University Boulevard

TRANSIT STOP ACCESS (PEDESTRIAN) IMPROVEMENT AREAS

Pedestrian access improvements for transit stops with higher-than-average transit boardings were evaluated for this report. Table 7 identifies these areas and they are mapped in the figures that follow.

Tabl	Table 7: Potential Transit Stop Improvement Locations								
No	Municipality	Stop	Roadways	Roadway Owner	Total Boardings	Public Survey	SIDEWALK Present?		
1	Moon	Coraopolis Park-and-Ride	Thorn Run Road/ 5th Ave/4th Ave, and Thorn Run Rd to Mooncrest	PennDOT	53	0	No		
2	North Fayette	North Fayette VFD	Steubenville Pike	PennDOT	25	0	No		
3	Robinson	IKEA Super Stop	Park Manor Blvd	Robinson Township	399	1	Some		
4	Robinson	Robinson Lane Stop	Park Manor Blvd	Robinson Township	43	1	Some		
5	Robinson	Robinson Town Centre Blvd Stop	Robinson Town Centre Blvd	Robinson Township	80	1	No		





Figure 51: Location 5 – Cliff Mine Road



Figure 53: Potential Transit Stop Access Improvement Areas Location 1, the Coraopolis Park-and-Ride, is maintained by PennDOT. The lot is between a bifurcated section of SR 51 that runs along 4th Avenue and 5th Avenue through Coraopolis. However, this lot is located within the borders of Moon Township. The transit stops at this park-and-ride total 55 average weekday on/offs. Although the usage is considerable, there are no crosswalks, bus pads/shelters, or other pedestrian facilities as might be expected at a park-and-ride facility. Additionally, pedestrian access via Thorn Run Road from the Mooncrest neighborhood could be evaluated, as this neighborhood has requested transit service in the past.

Location 2, the North Fayette Volunteer Fire Department (VFD), is on Steubenville Pike in North Fayette Township. This stop is serviced by Route 29 – Robinson. This stop has 25 average weekday on/offs. The facilities include a bus pad/shelter on the near side stop and a sidewalk on the far-side stop, however there is no crosswalk or near-side sidewalk connecting to the bus pad, which limits ADA access.

Location 3, the IKEA Super Stop, is on Park Manor Boulevard in Robinson Township. It is the third-most-popular transit stop in the study area with 399 average weekday on/offs. Although the stop functions well as a park-and-ride using the IKEA lot and the amenities at the stop itself are reasonably sufficient, the sidewalks do not extend along Park Manor Boulevard or into Robinson Town Centre. Worn paths along the roadway indicate that pedestrians are traveling in these areas despite the lack of facilities. This stop is serviced by Route 24 - West Park, Route 28X - Airport Flyer, and Route 29 - Robinson.

Location 5, the Robinson Town Centre Blvd. Stop, has 80 average weekday on/offs and is serviced by Route 28X - Airport Flyer and Route 29 – Robinson. The stop has an existing bus pad/shelter, but has no other pedestrian facilities connecting to it. There are worn paths on both sides of the shelter indicating high pedestrian traffic between this stop and nearby destinations.

TRANSIT LAST-MILE SERVICE AREAS

The public surveys and input from municipalities identified several areas that may benefit from new or additional transit service. Findlay Township is particularly interested in transit improvements in the Westport area. Westport has seen significant employment growth and there is interest in providing transit to enable residents of the City of Pittsburgh to access Westport jobs. Two areas, Locations 4 and 6, have received service requests by PAAC in the past.

Table 8: Potential Transit Last-Mile Improvement Locations							
No	Municipality	Area or Roadways Public survey		Port Authority Service Request			
1	Findlay	Clinton	10	No			
2	Findlay	Westport	2	No			
3	Moon	Airport 911 and 171st	7	No			
4	Moon	University Boulevard/RMU	8	Yes			
5	Moon	Cherrington Office Park	1	No			
6	Moon	Mooncrest	2	Yes			

Figure 57: Potential Last-Mile Transit Improvements



Figure 54: Location 1 – Coraopolis Park-and-Ride and Mooncrest Connection



Figure 55: Location 2 – North Fayette Park-and-Ride



Figure 56: Locations 3, 4, and 5 – IKEA Super Stop / Robinson Town Centre / Robinson Lane Stops



TRANSIT PARK-AND-RIDE LOCATION

Although a detailed evaluation of potential new park-and-ride locations was not part of the study, numerous requests were made for a future park and ride in the Robinson Town Centre area. The shopping area is enforcing parking restrictions, preventing its use as an informal park-and-ride. Additionally, the Robinson Town Centre area has the most frequent transit service in the study area.

