



BRIDGEVILLE BOROUGH ACTIVE TRANSPORTATION PLAN



ACTIVATING
BRIDGEVILLE

June 2022

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Acknowledgments

Bridgeville Borough Active Transportation Plan

This plan, with funding support from the Active Allegheny Grant Program, will provide a long-term planning blueprint to enhance mobility and safety of all road users throughout Bridgeville Borough; additionally, this active transportation plan can serve as a catalyst of revitalization in the Borough. Bridgeville has many desirable locations, however, these locations are not effectively or safely connected for bicyclists and pedestrians. Often times, accessing these locations by walking or bicycling can be a challenging task due to limited facilities cyclists or pedestrians

This active transportation plan identifies popular locations and destinations and provide strategies and techniques to interconnect them for non-motorized roadway users. With the ever-increasing costs of fuel, short local trips are desirable to be made without use of a motor vehicle. Creating walkable and bikeable communities has a revitalizing effect on places, as people seek to live in locations that provide connections for cyclists and pedestrians. This has positive impacts on property values while improving the overall health of the communities by encouraging exercise. Additionally, these communities experience reductions in greenhouse gasses from vehicular emissions. With more trips made by bicycle and on foot, the need to provide excessive vehicular parking is reduced. This in kind reduces the amount of impervious surface parking locations mitigating stormwater runoff and flooding. The numerous benefits are economical, climatical, and aesthetic.

PROJECT SPONSOR

Bridgeville Borough

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Bridgeville, PA 15017

CONSULTANT

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FUNDING PROVIDED BY

Redevelopment Authority of Allegheny County

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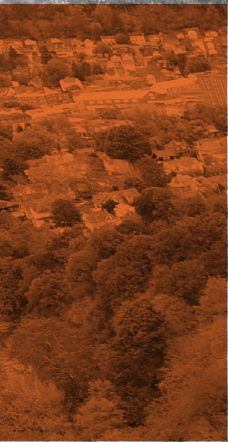
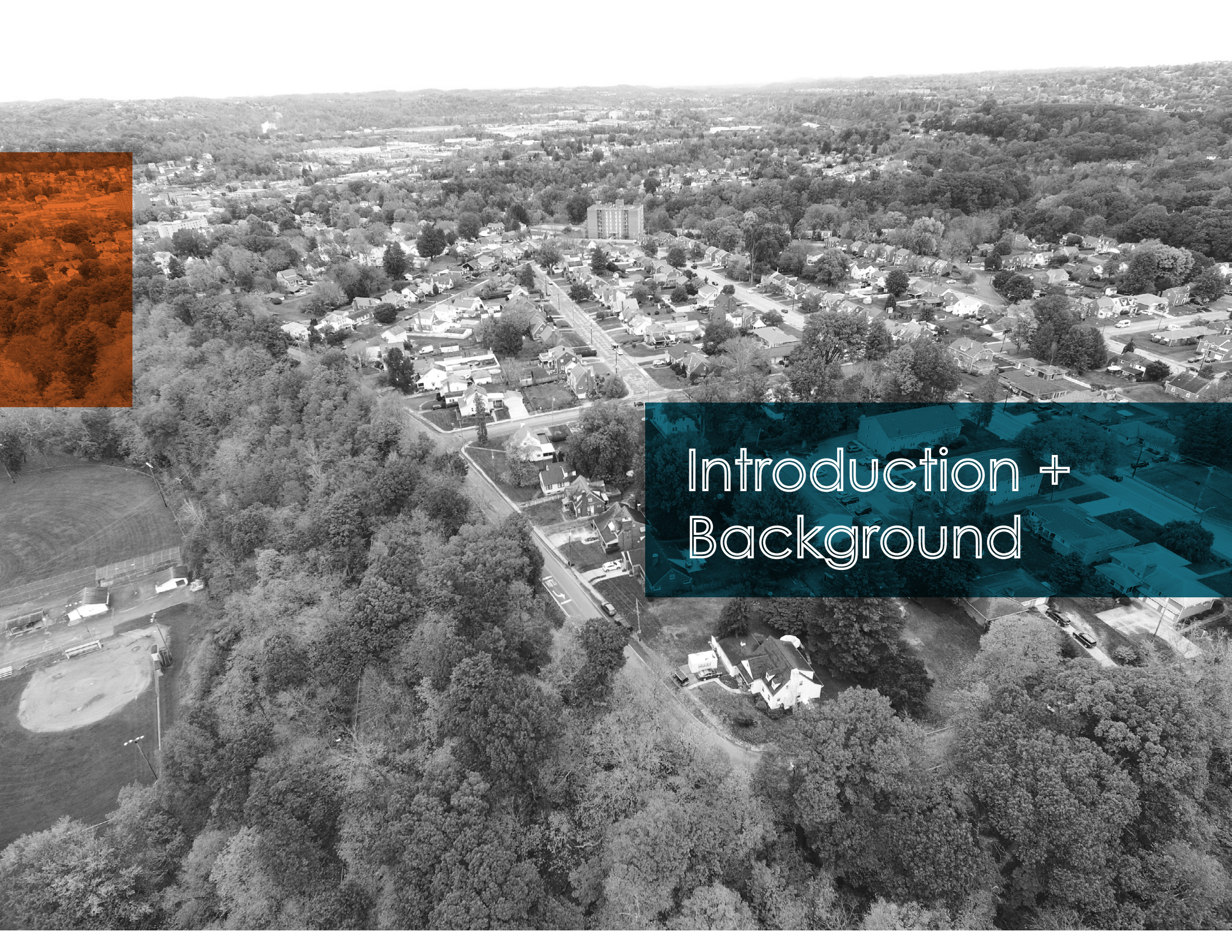


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Introduction + Background

Introduction + Background

CRAFTING A PLAN FOR BRIDGEVILLE

Bridgeville Borough is a borough with a population of just over 5,000 residents situated in the southwest section of Allegheny County, Pennsylvania. Bridgeville is approximately seven miles south of the city of Pittsburgh. The Borough applied for grant funding to help craft an active transportation plan. Active transportation plans focus on non-motorized modes of transportation and seek ways to improve the bicycle and pedestrian network while connecting places that residents and visitors frequent such as parks, libraries, schools, restaurants and other places of interest.

Providing safe alternatives to motor vehicles for people to get to destinations can have a profound impact on communities. People can become less dependent on cars. Active transportation encourages walking and biking to make short trips, which improves the overall health of residents. Additionally, active transportation can provide relief for parking in business districts or dense residential neighborhoods. Many people seek to live in communities that are walkable and bikeable, which has the ability to spur investment and redevelopment efforts.

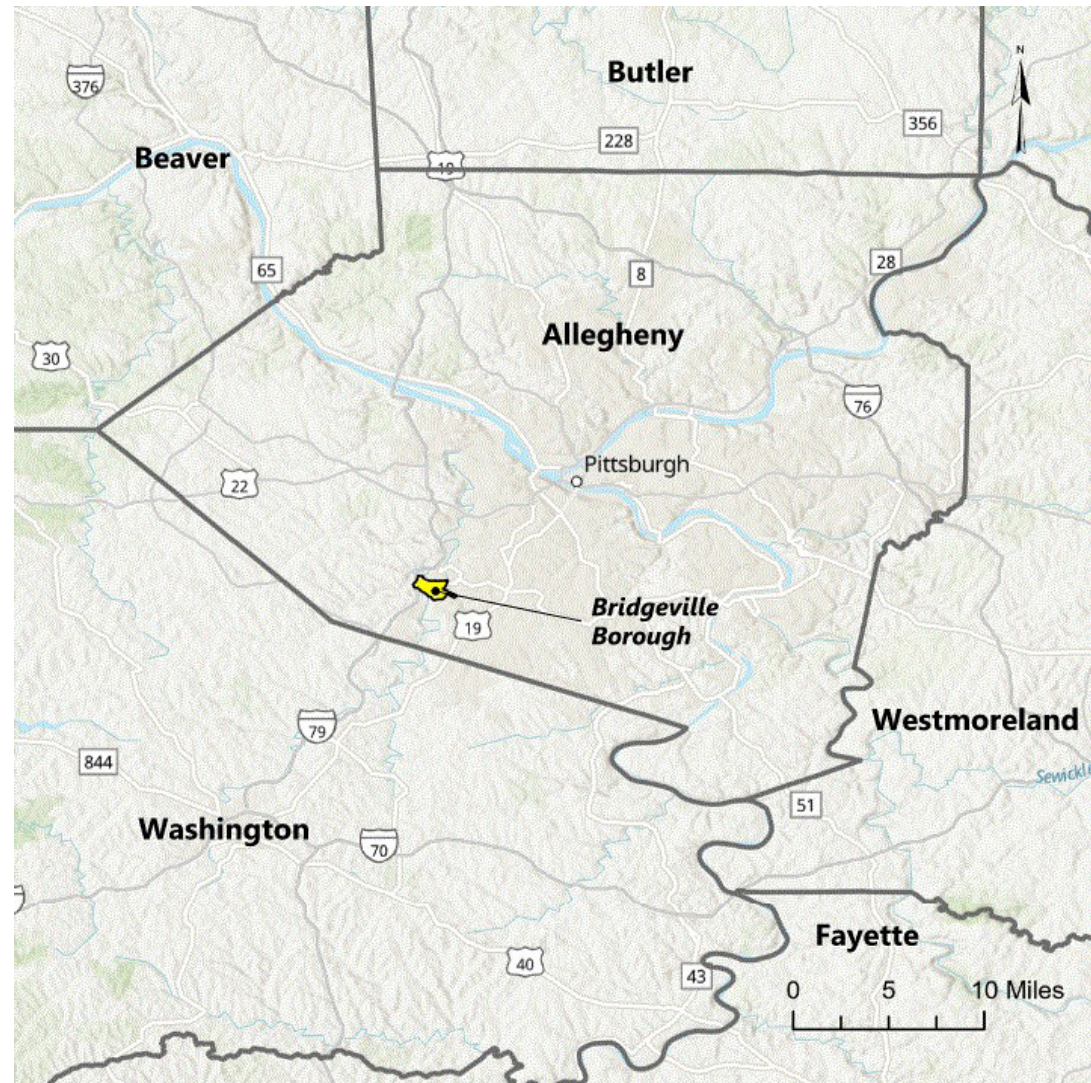


Figure 1: Study Context and Limits



AMENITIES OF BRIDGEVILLE AND HOW TO CREATE AN “ACTIVE TOWN”

Bridgeville Borough has a strong foundation to become an “Active Town”. The Borough possesses a downtown central business district along Washington Avenue with sidewalks lining both sides of the roadway. The Washington Avenue corridor has streetscaping features with benches, street lighting and some locations with vegetated landscaped features. The sidewalk network outside of this area is somewhat disconnected, however. This plan will seek to identify areas and locations that are common destinations for residents and provide a framework to connect these features and grow the bicycle and pedestrian network. Bridgeville has potential to rebrand itself and create an identity as a walkable and bikeable community to attract new residents, improve property values and stand out among the neighboring communities.

ACTIVE ALLEGHENY

This report is funded by The Active Allegheny Grant Program. This program is funded and administered through the Redevelopment Authority of Allegheny County. It is available to municipalities and councils of governments to assist with the development of plans as well as the design of transportation projects that provide pedestrian and bicycle connections to local destinations and transportation systems, and to increase the resident’s opportunities for physical activity.

A PLAN FOR CONNECTING BRIDGEVILLE

There are several locations throughout the Borough of Bridgeville that residents and visitors would like to visit by walking and/or biking; however, they are not safely connected. This map reveals the locations that were highlighted by responders during the Wiki-Map survey responders. This map indicates that Chartier's Park, Cook School Park, The Bridgeville Library and McLaughlin Park as destinations that people like to visit. In addition to these locations, several areas along Washington Ave and Bower Hill Road were highlighted as well. These are key destinations that ideally would be accessible to all residents of the Borough by walking and bicycling.

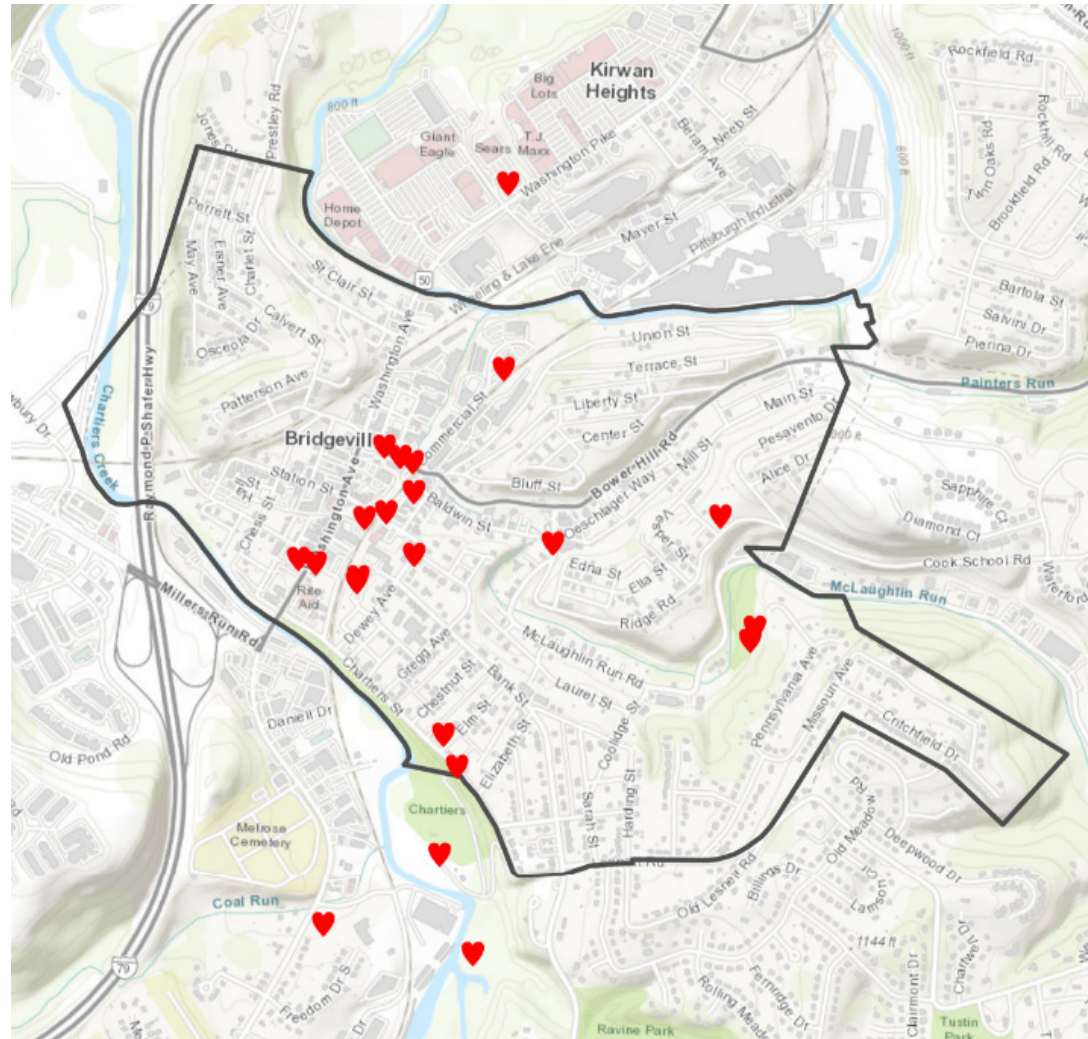


Figure 2: Destination That I Enjoy Walking/Biking To



Aerial Photograph of Chartier's Park and Bridgeville Borough

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Bridgeville Today - Existing Conditions

Bridgeville Today - Existing Conditions

BRIDGEVILLE – HISTORIC RAILROAD TOWN

Became saddled with traffic with the suburbanization of South Hills

Bridgeville is an older borough that has been around for 120 years; as such, modernizing roadways and sidewalks, incorporating ADA requirements, and addressing traffic impacts are essential to providing a desirable place to reside by today's standards.

Applying such concepts to a historic borough can require a major shift in emphasizing safety and accommodating non-motorized modes of travel.

Bridgeville Borough has evolved greatly since its incorporation in 1901. Bridgeville originally was primarily a residential community for people that worked in the City of Pittsburgh or at nearby mines. The Borough prospered and experienced growth over time becoming a vibrant suburban business center in the early 1900's. Bridgeville Borough was also serviced by passenger rail that made several trips to and from Pittsburgh daily. In 1952, passenger rail service was terminated as ridership numbers declined and it was no longer economically viable to operate with competition from bus routes and passenger vehicles. As manufacturing jobs in the region began to decline, Bridgeville transformed from a suburban center with thriving banks and businesses to a primarily residential area.

The businesses in the Borough adjusted as well and served primarily the local population.

During this same period, population growth began to blossom in the surrounding municipalities. Further change occurred with the construction of I-79 and its placement immediately adjacent to Bridgeville. The Borough experienced an influx of through traffic that stifled the downtown roadway network. Additionally, the national shift in freight transport from rail to trucking added more traffic and congestion to the Borough's road network. The Borough has recognized

for years the need to provide a safe transportation network for its residents which includes motor vehicles as well as bicyclists and pedestrians. This plan will provide a blueprint for modernizing the transportation network within the Borough to provide safe connections between local destinations and provide residents with amenities to keep Bridgeville as a desired location to reside.

In March of 2005, Bridgeville adopted their latest Comprehensive Plan. This study will further reinforce and lay the groundwork to implement many of the objectives



Washington Avenue, Downtown Bridgeville Borough

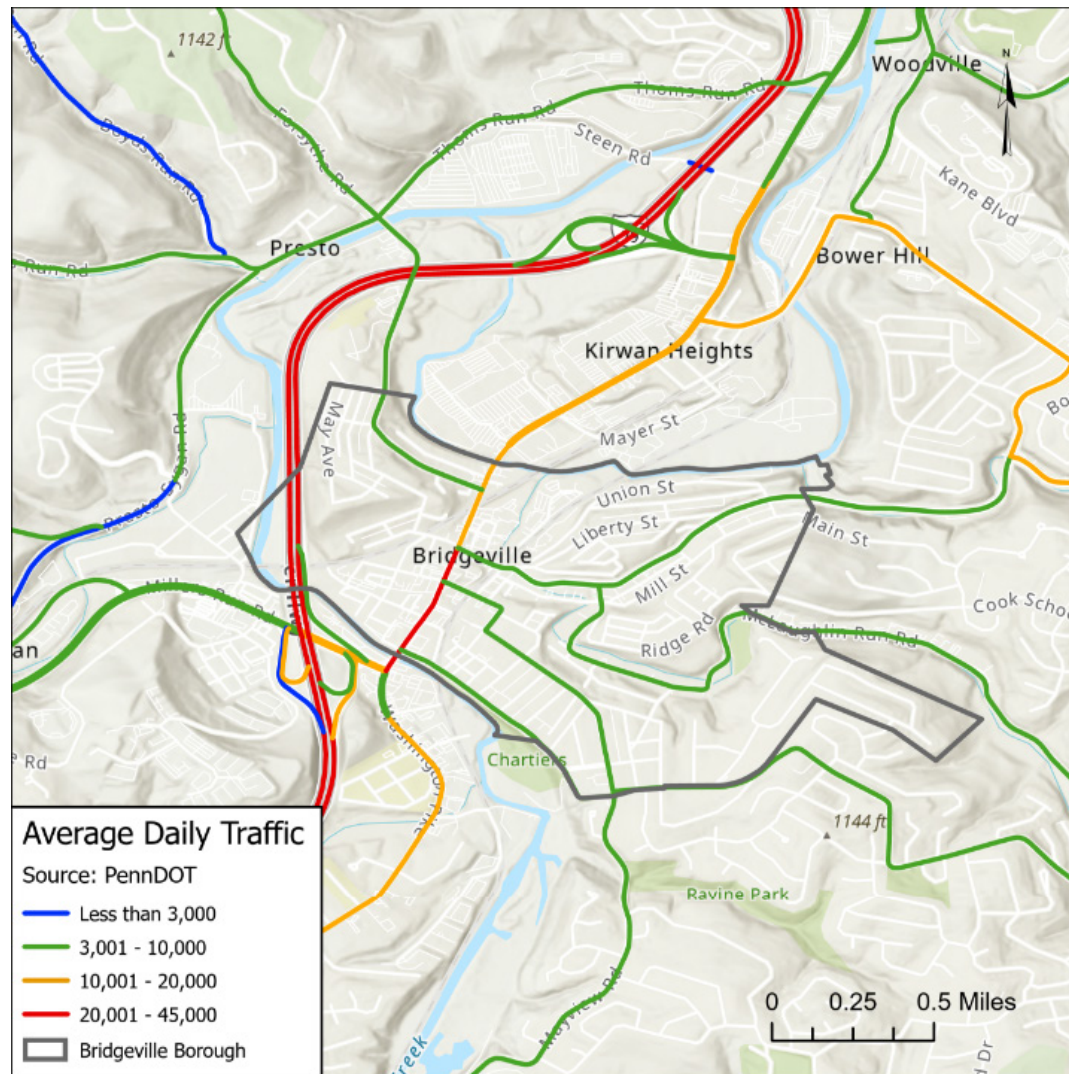


Figure 3: Average Daily Traffic

highlighted in the Comprehensive Plan such as “capitalizing on the existing transportation network and proximity to major highways and public transportation providers, while providing a safe and pedestrian friendly atmosphere” and “Promoting an aesthetically pleasing downtown environment to attract new businesses” among many others goals.

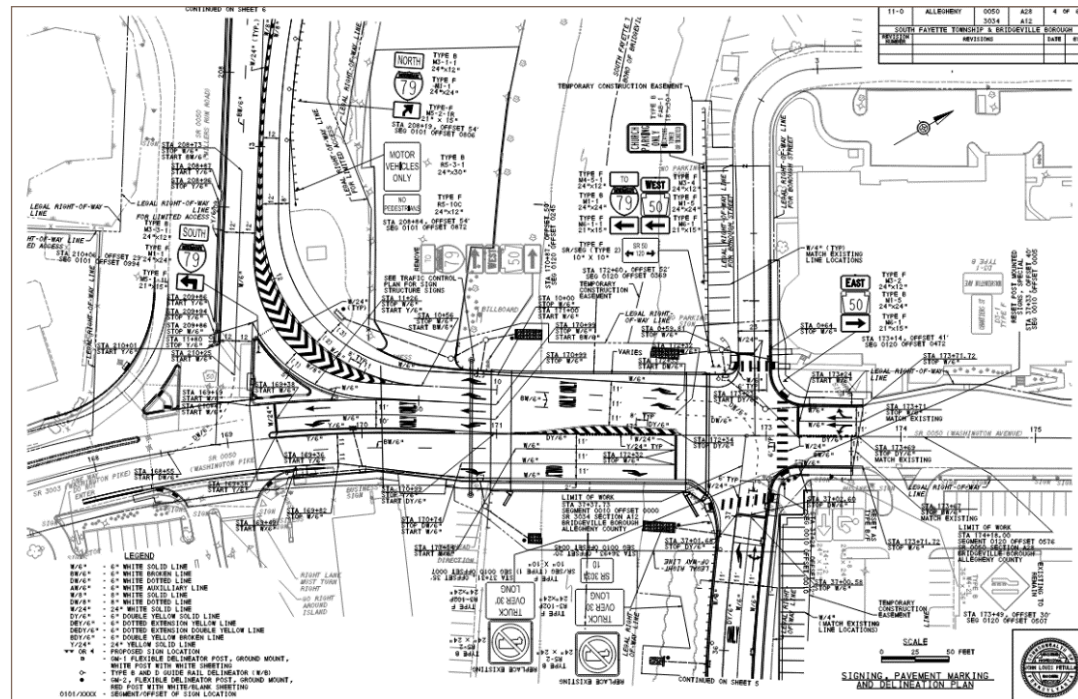
As previously mentioned, Bridgeville Borough is serviced by I-79 with interchanges just north and south of the Borough. I-79 has an average daily traffic volume of approximately 43,000 vehicles in the southbound direction and 31,300 in the northbound direction. Within the Borough, Washington Avenue between Miller’s Run and Bower Hill Roads has the highest daily volume of approximately 21,600 vehicles. Washington Avenue north of Bower Hill Road has an average daily volume of approximately 17,000 vehicles per day. All other roadways within Bridgeville Borough have volumes less than 10,000 vehicles per day.

PENNDOT'S CHARTIER'S BRIDGE PROJECT

As part of PennDOT's Interstate 79 Interchange project, PennDOT will be widening Washington Avenue, SR 0050, over Chartiers Creek to 7 lanes from four lanes and widening Chartiers Street to three lanes from two lanes. The Washington Avenue widening will allow for dual southbound right turn lanes onto the I-79 on-ramps. The northbound approach to Chartiers Street will add an exclusive right turn lane. Chartiers Street will be widened to provide one 11-foot-wide ingress lane and two 11-foot-wide egress lanes which will allow for dual left turn lanes onto Washington Avenue.

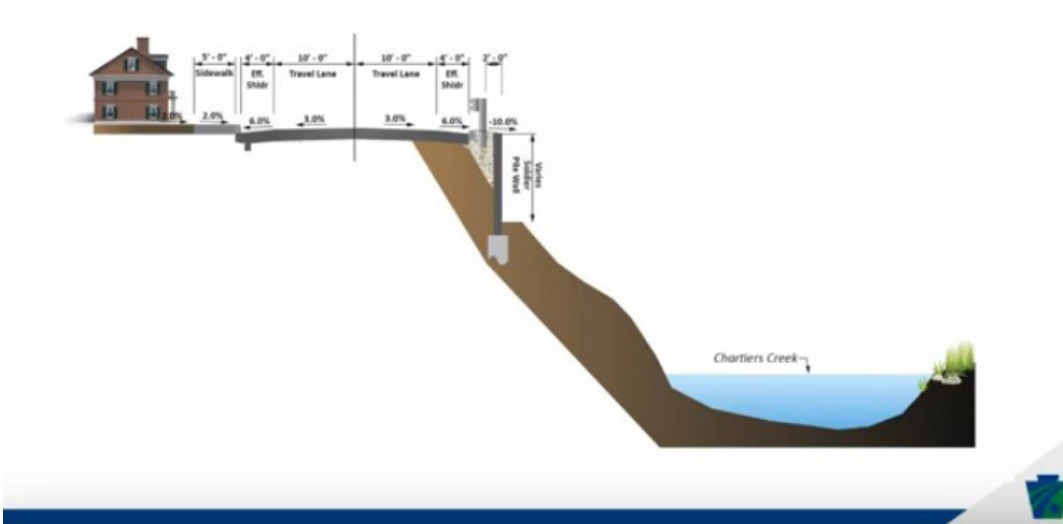
Between Chartiers Street and Hickman Street, Washington Avenue will remain two lanes in each direction. The PennDOT project will match into the existing configuration at the intersection.

North of Hickman Street through the business district, Washington Avenue is one lane in each direction with left turn lanes located at intersections as appropriate.



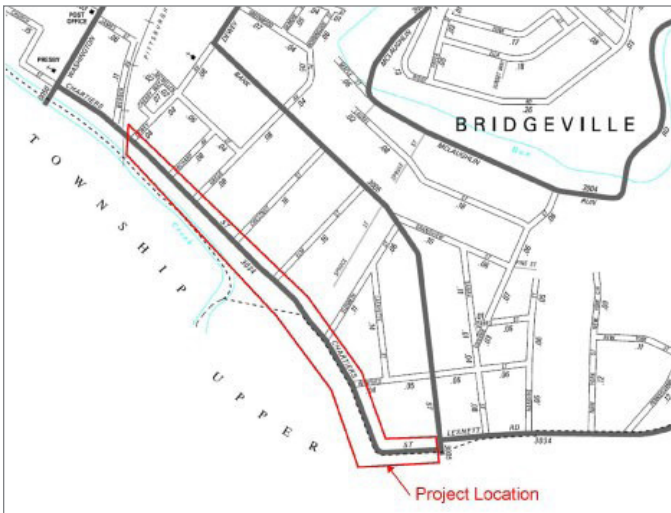
Design Drawings for Chartier's Bridge Replacement Project

PROPOSED DESIGN WITH SOLDIER PILE WALL



CHARTIER'S STREET SLIDE REMEDIATION PROJECT

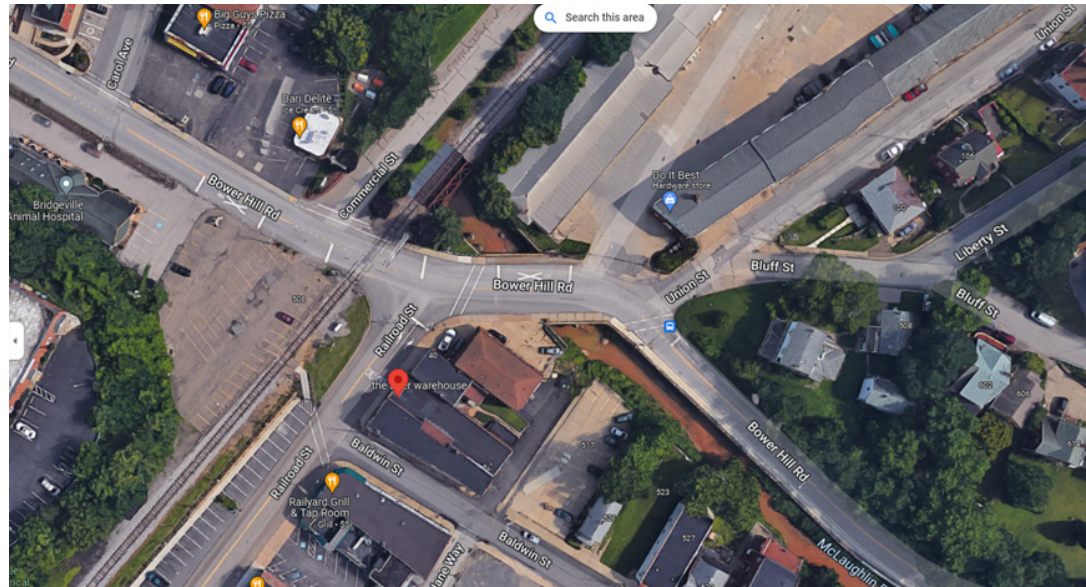
PennDOT is conducting a crucial project in Bridgeville to repair and stabilize the slope that separates Chartier's Street from Chartier's Creek. The project limits include Chartiers Street (SR 3034) from the eastern limit of the bridge carrying Chartier's Street over the Pittsburgh and Ohio Central Railroad to the intersection with Bank Street (SR 3005). More information about this project can be found here: <https://www.penndot.pa.gov/RegionalOffices/district-11/PublicMeetings/AlleghenyCounty/Pages/ChartiersStreetSlideRemediationProject.aspx>



Proposed cross-section and project limits of the Chartier's Street project

BOWER HILL ROAD BRIDGE REPLACEMENT

The Bower Hill Road Bridge is owned by Allegheny County and is scheduled to be replaced in 2026. This bridge is located between Commercial Street and Union Street and carries Bower Hill Road over the Pittsburgh and Ohio Central Railroad Tracks.



Bower Hill Road Bridge Location

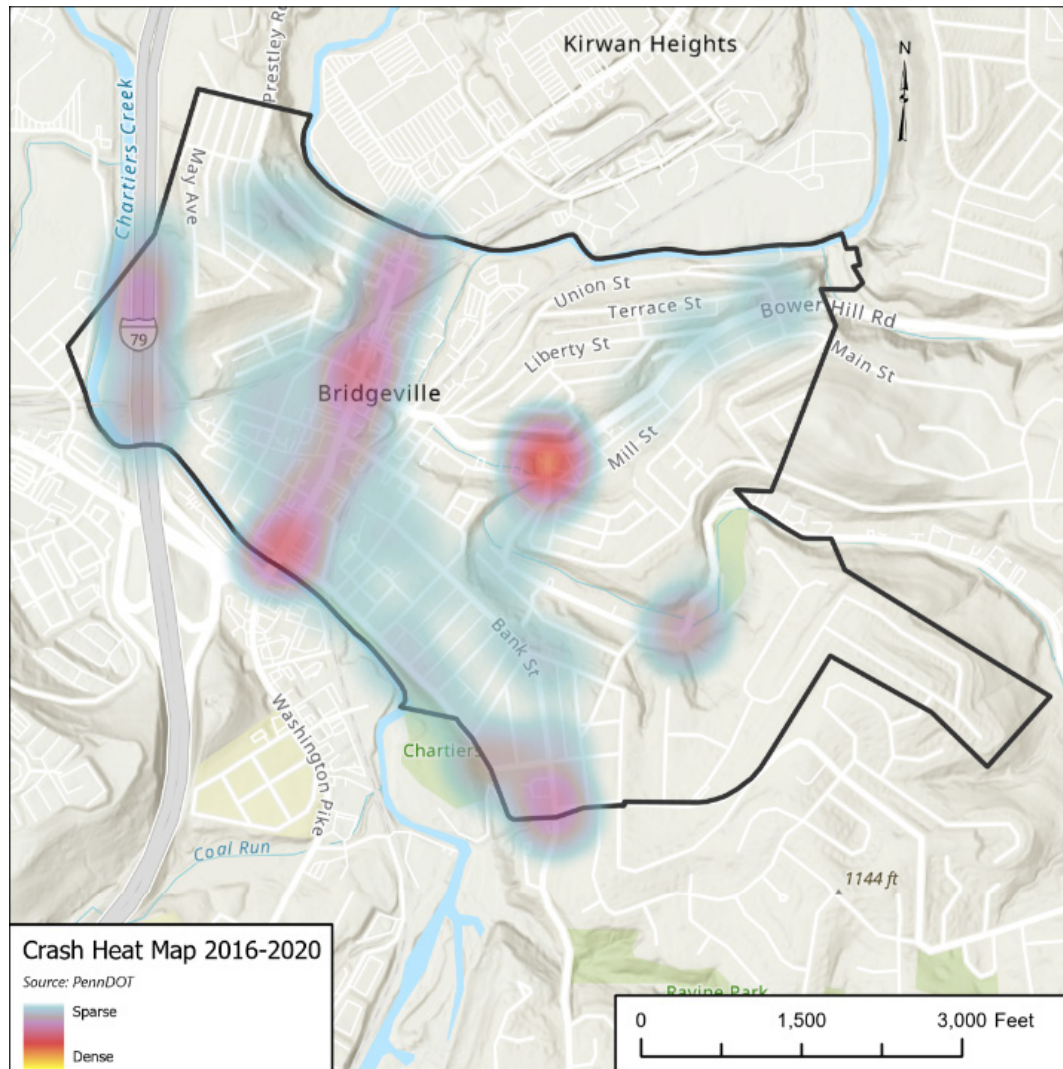


Figure 4: Crash Heat Map

SAFETY

Safety is a major component of any Active Transportation Plan. Concepts such as Complete Streets and Vision Zero are major policy shifts in how we plan and design our transportation networks.

TPD has examined a five-year period of crash data provided by PennDOT to identify areas where crashes have been occurring within the Borough. The easiest way to analyze crash data is through the use of heat maps where the “hot-spots”, or concentrations of crashes stand out. Washington Avenue stands out on this map for the length of the corridor within Bridgeville with higher concentrations at the intersections of Chartiers Street, Bower Hill Road, and Prestley Road. The intersection of Bower Hill Road and McLaughlin Road shows us another concentration of crashes. The intersection of Bank Street with Lesnett Rd, as well as the sharp curve on McLaughlin Road near McLaughlin Run round out the other areas within Bridgeville that show concentrations of crashes. These locations should be more closely studied to see what the issues are that are causing these clusters. There may be quick low-cost improvements that can be made that could improve the safety conditions in these areas such as improved signage or road markings. If there are no low-cost solutions to these areas, further study is required to develop a long-term improvement plan and to start securing funding for the required improvements.

Local Destinations

Bridgeville has many amenities for its residents and nearby communities: parks, a library, transit stops, a commercial district and great restaurants. In many places, there are sidewalks linking these amenities, but there are some issues: missing lighting, missing sidewalk connections, non-ADA compliant curb ramps and driveway

aprons. This plan will provide suggestions to eliminate many of these concerns. It will also make recommendations for logical connections to local destinations based on public input. Figure 5 shows sidewalk coverage within the Borough. Washington Avenue and the central business district are well served with a thorough sidewalk

network but connections to neighborhoods and local attractions throughout the remainder of the Borough such as parks and recreational opportunities are lacking. Providing these connections are essential to create a walkable, attractive community with complete streets.

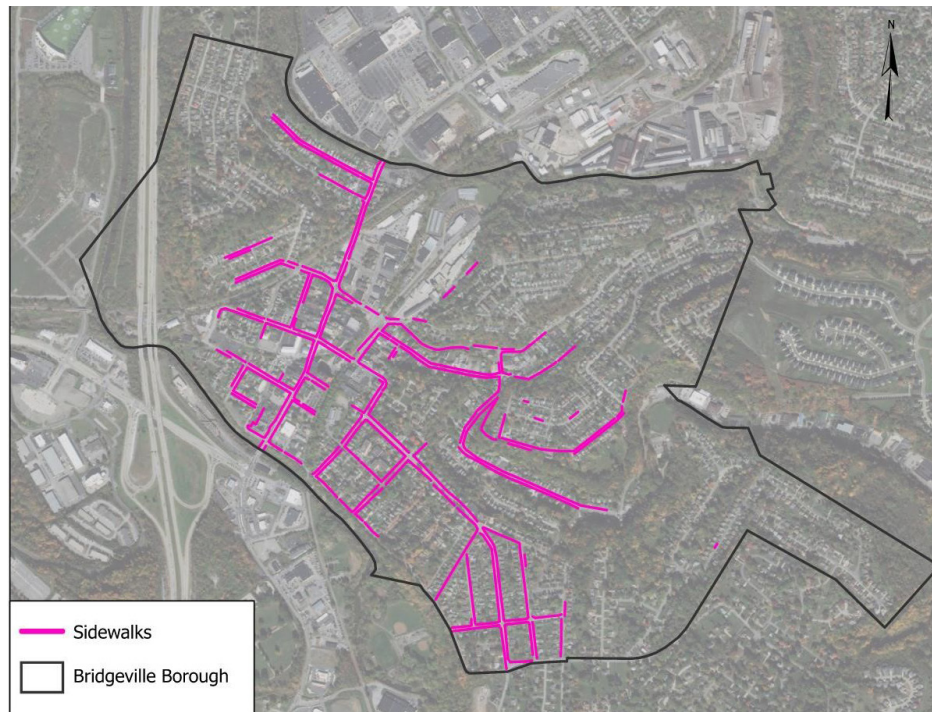


Figure 5: Existing Sidewalks in Bridgeville Borough



Bower Hill Road is a busy corridor with a cluster of businesses, but limited sidewalks

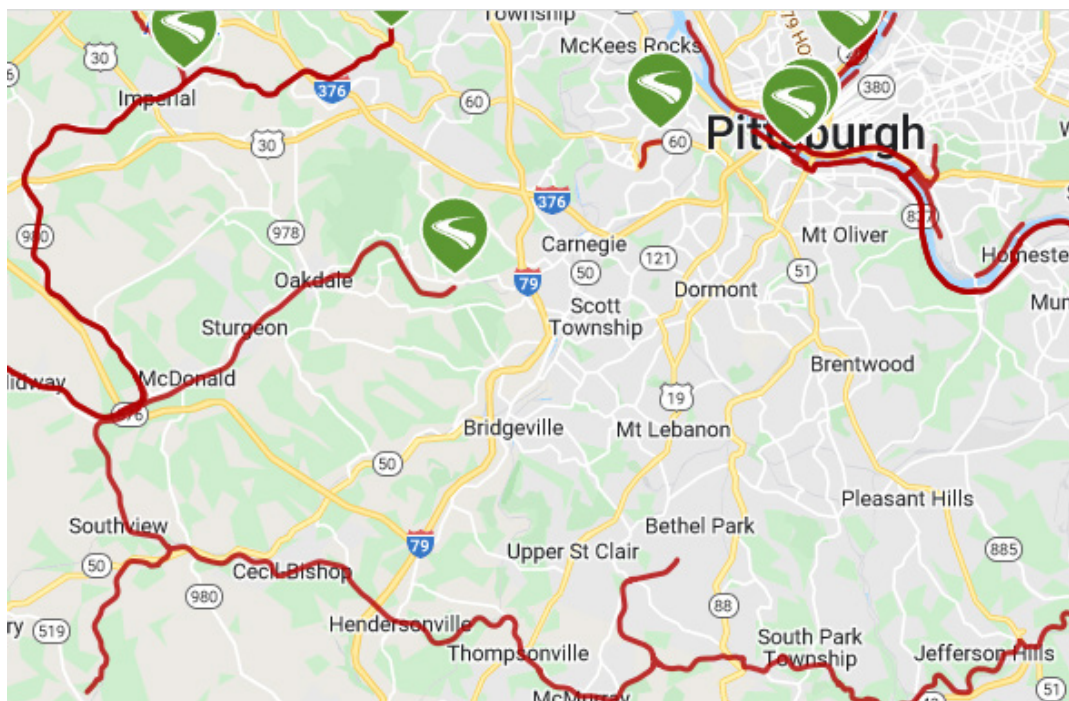


Figure 6: Map of Regional Trails in the surrounding Bridgeville area

Regional Trail Connections emerging

There are medium- to long-term opportunities for Bridgeville to connect to the regional network of multi-use trails. Such connections could include connecting south along Chartiers Creek and the Pittsburgh & Ohio Central Railroad corridor to the trails in nearby Wingfield Pines and Boyce Mayview Park in Upper St. Clair. If a connection can be established into Boyce Mayview Park, there remains only a one-mile gap through Upper St. Clair and Cecil Townships to the Montour Trail in Peters Township. This effort could also include connections to the north along Chartiers Creek along a proposed regional rail trail that follows the Pittsburgh & Ohio Central Railroad into Carnegie. Both of these connections are identified in the County Comprehensive Plan, Allegheny Places. Other high-level views of corridors identified in Allegheny Places include the McLaughlin Run Road pedestrian corridor and bicycle route from Bridgeville into Upper St. Clair. Figure 6 shows the regional trail network.

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The Public Pulse

The Public Pulse

PUBLIC SURVEY RESULTS – WIKIMAP INFO

There are many destinations within Bridgeville Borough that residents identified as desirable destinations. The central business district along Washington Avenue and Bower Hill Road received the strong concentration of votes and destinations. Additionally, parks and open space areas such as Cook School Park, McLaughlin Park and Chartiers Park were identified. The Bridgeville Public Library was also mentioned as a destination that people expressed a strong interest in visiting.

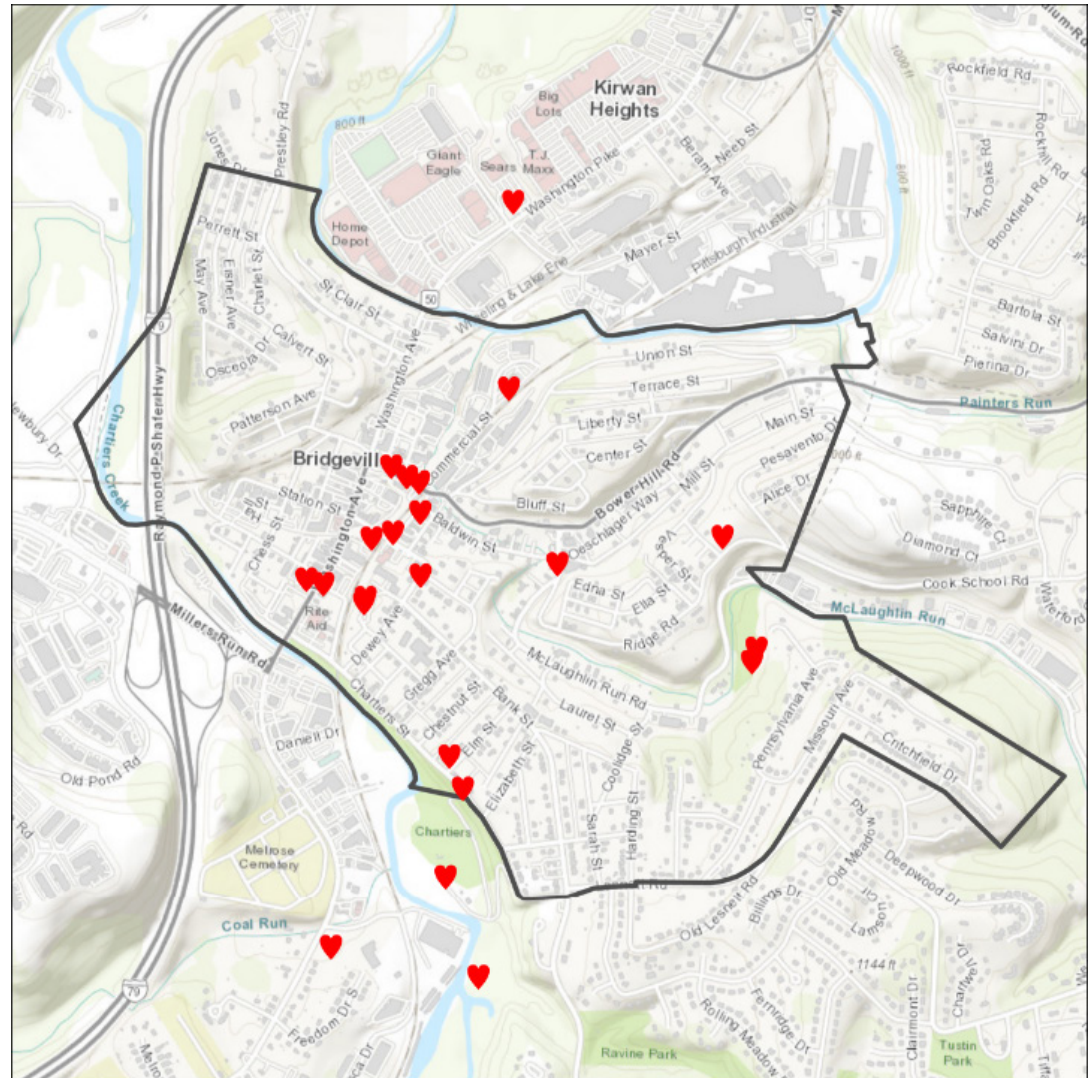


Figure 7: Destinations - Places I Enjoy



Downtown Bridgeville (top-left/bottom-left), Chartiers Park (top-right), and the Library (bottom-right)

In addition to identifying desired locations, responders were asked to identify locations that are problematic or challenging for walking and biking. Again, the central business district along Washington Avenue and Bowers Hill Road were focused areas identified in need to improvements. Responders identified speeding vehicles and difficulty crossing intersections as the primary issues in this area. Outside of the Central Business district area, issues identified by responders include missing sidewalk areas, speeding vehicles, lack of shoulder area for bicyclists, lack of crosswalks and sight distance issues as the primary concerns.



Pedestrian crossing Station Street

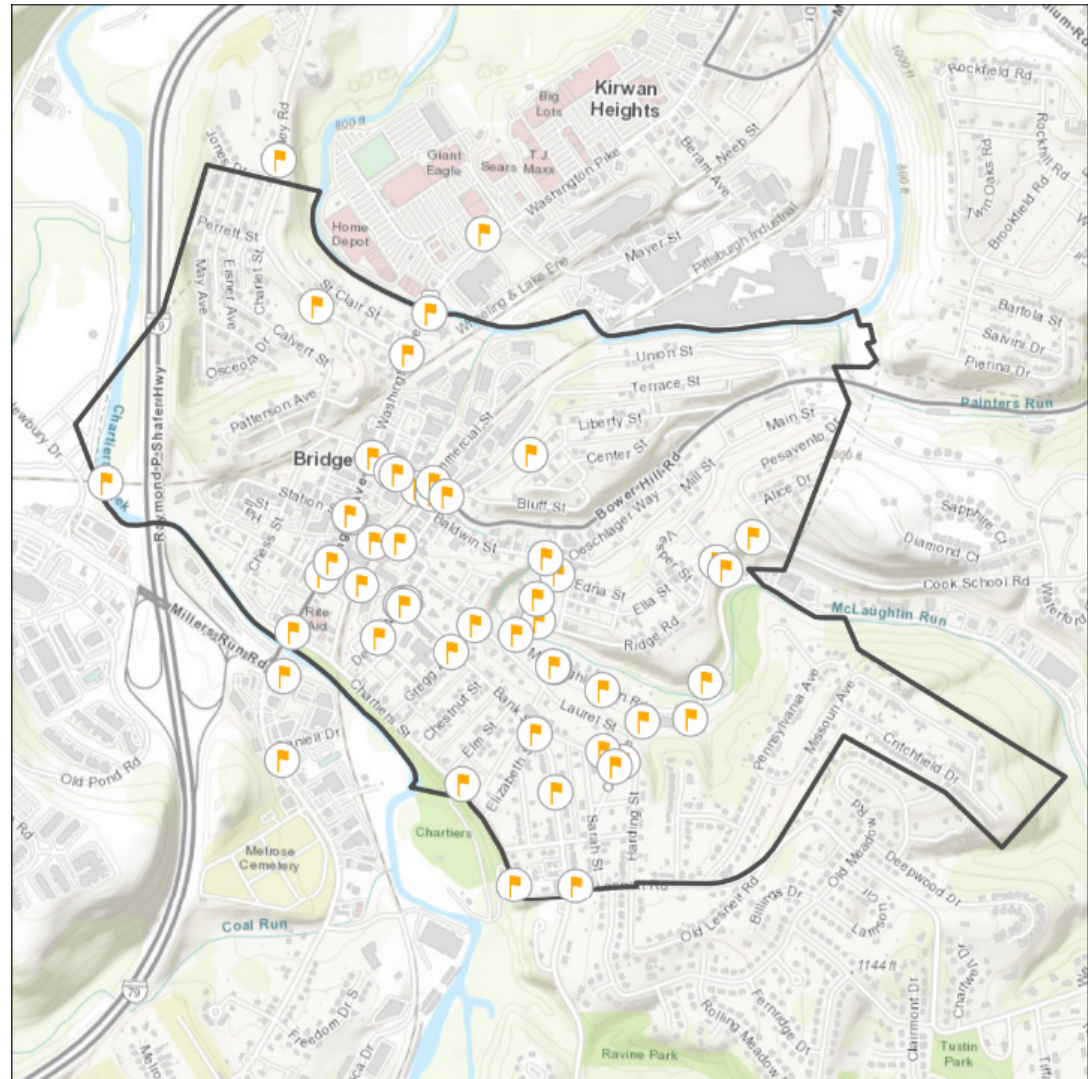
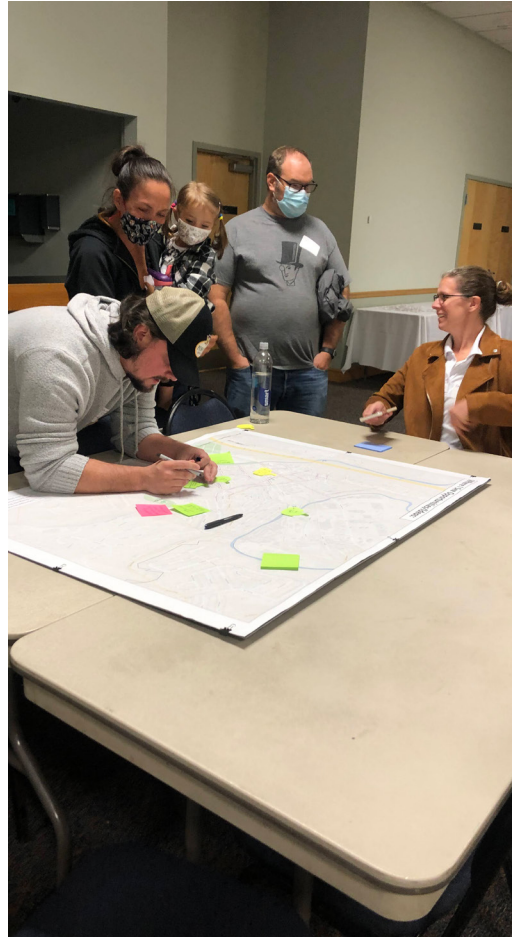


Figure 8: Problematic Location for Walking/Biking



Public Meeting #1



PUBLIC MEETING #1

On October 19th, 2021, Bridgeville Borough hosted the first public meeting to gather feedback and information from residents. Boards were set up around the room and visitors were asked to provide comments about destinations that they like to walk and bicycle to. They were also asked to identify locations that they feel are problematic or are challenging for bicyclists and pedestrians. People were asked to respond to the following open-ended questions: "Walking and biking around Bridgeville today is..." and "One destination that I would like to walk/bike to is...". The meeting was well attended and generated much feedback and discussion.

People were able to identify the numerous locations throughout the Borough that they enjoy walking and bicycling to, and also were provided the opportunity to give feedback about challenges and obstacles that may be deterring individuals from potentially walking or bicycling to local destinations within Bridgeville. A connection between Washington Avenue to the Bridgeville Library was a common thought and one that would require a pedestrian bridge over the railroad. People also mentioned the need for sidewalks and sidepaths that could connect McLaughlin Park to Romano Drive and the surrounding areas. Several crosswalks were noted as problematic in the downtown area while suggested locations for new crosswalks were pointed out.



Public Meeting #1 Public Feedback

Aside from locating areas and destinations that people enjoy visiting, general thoughts were shared about how to effectively provide connections for bicyclists and pedestrians. Great feedback was given such as the need for more trees to mitigate stormwater runoff, better vehicular speed enforcement, and the importance of maintaining and repainting crosswalks and pavement markings more regularly and locations that experience regular speeding violations.

PUBLIC MEETING #2

Bridgeville hosted the second public meeting on February 8th, 2022. Several concept plans were developed based on the feedback gathered through Wiki-Mapping as well as the first public meeting. These concepts were presented and shared with the public. These plans include a potential Chartier's Creek Greenway connecting Chartier's Park located just south of the Borough with Newberry Market and areas to the west.



The alignment of Chartier's Creek Greenway would connect to the downtown sections of Bridgeville as well. The other main concepts include a pedestrian bridge over the railroad that connects the main street and downtown areas of Bridgeville to the Bridgeville Public Library as well as a gateway treatment safety improvement along Washington Avenue. All three projects were received positively by the public. These concept plans will be discussed in greater detail later in this Plan.



Figure 9: Public Feedback from Public Meeting #1

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Activating Bridgeville - Improvement Plan

Activating Bridgeville – Improvement Plan

OVERVIEW OF ALTERNATIVES

Traffic Planning and Design developed a Borough-wide blueprint including recommendations and multi-modal improvements that will help shape the future of Bridgeville Borough. These improvements include an array of multi-modal upgrades to improve walking and bicycling comfort that can be implemented gradually. The scale, scope, and complexity of the improvements range from easy/immediate to long-term and complex.

These recommendations were reviewed and refined by the Project Steering Committee.



A Port Authority bus along Bank Street



Pedestrians Utilizing Sidewalks for Active Transportation

Figure 10: Improvement Plan - West Panel

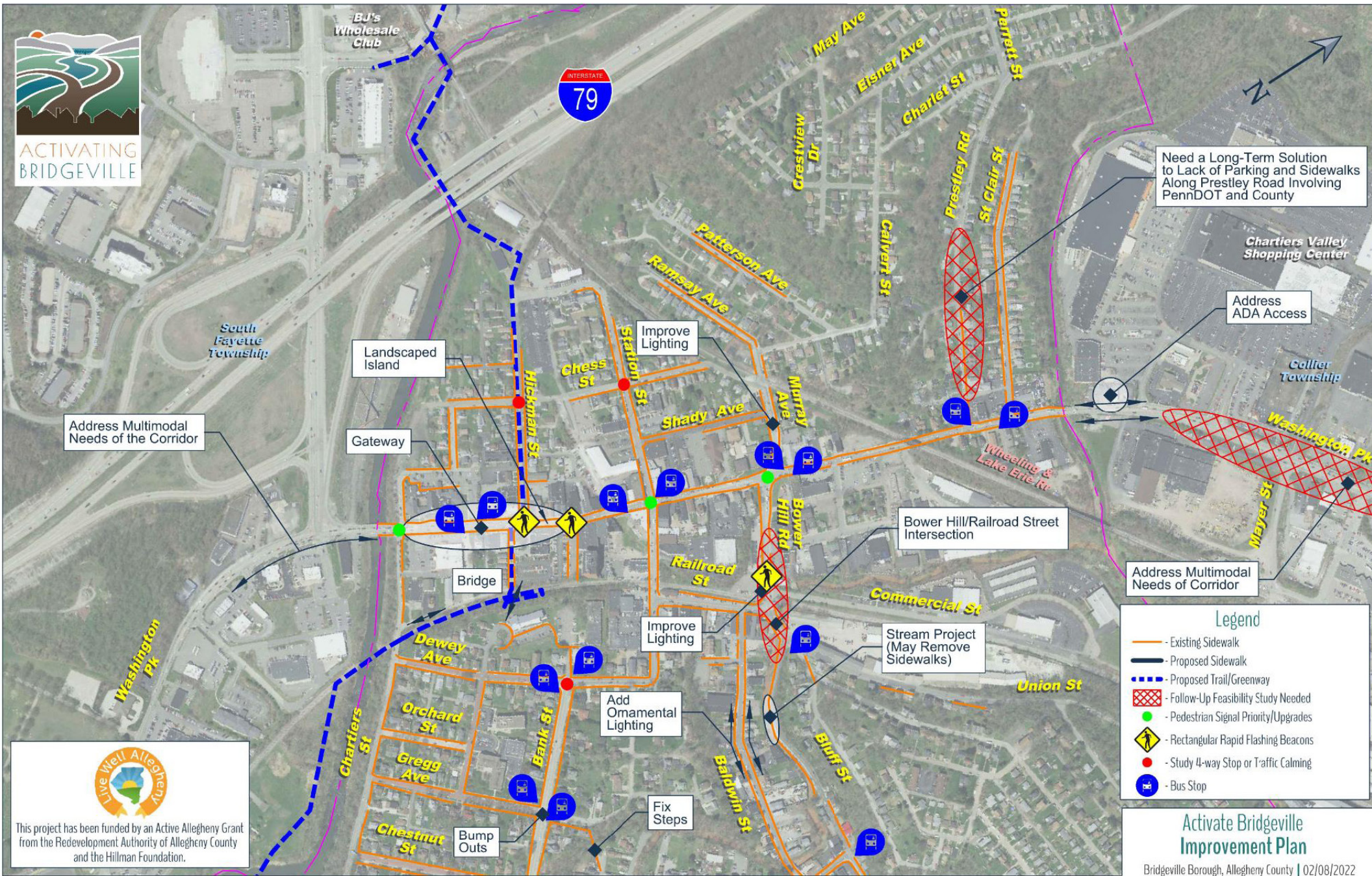
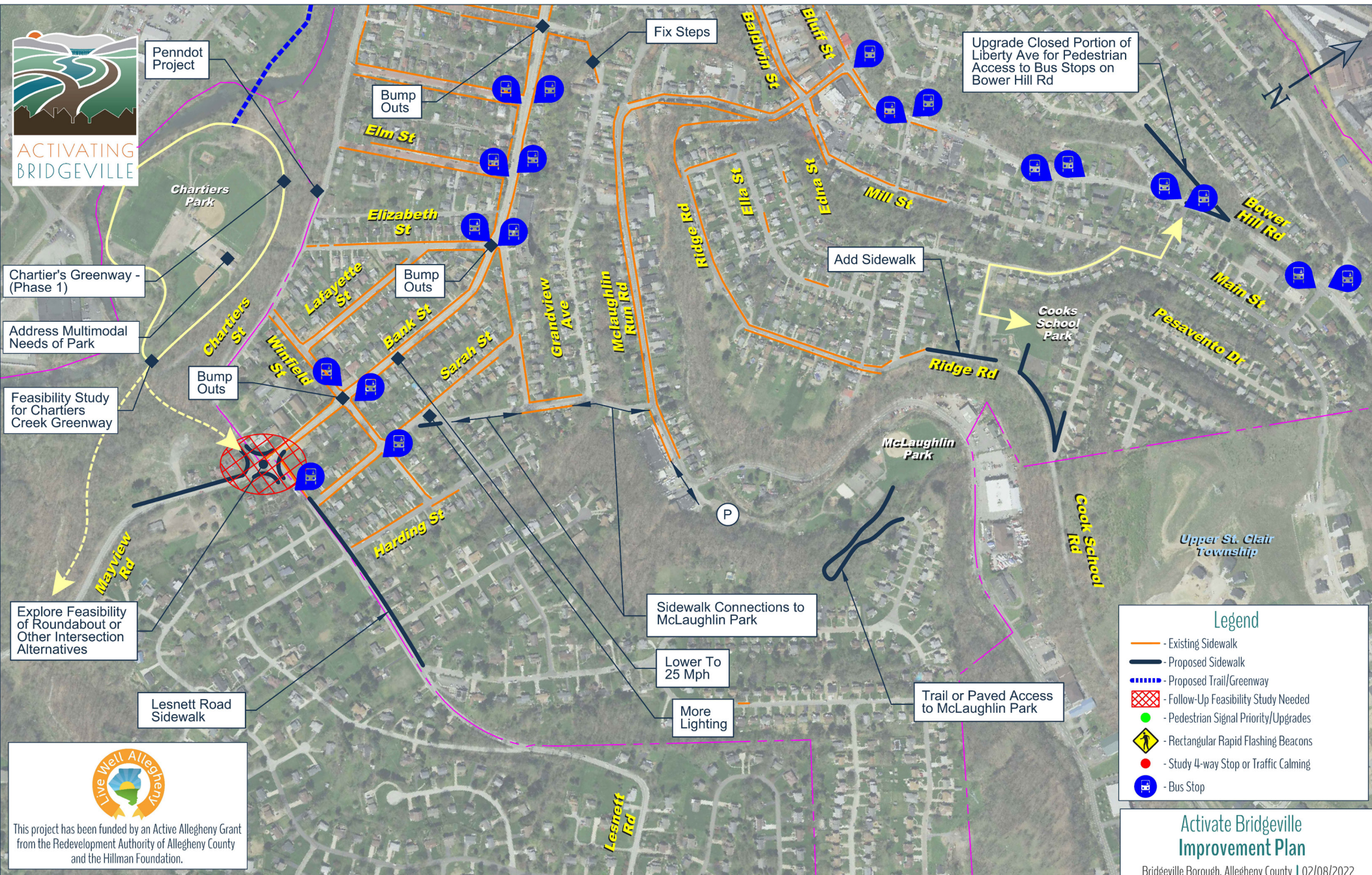


Figure 11: Improvement Plan - East Panel



SUMMARY OF IMPROVEMENT PLAN PROJECTS

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	\$ ¹	DIFFICULTY
A	Chartiers Creek Greenway	Greenway	Regional multiuse trail from Newbury Market in South Fayette through Bridgeville to Chartiers Park to Wingfield Pines in Upper St Clair	\$\$ (Study)	Medium
B	Chartiers Park (loop segment of Chartiers Creek Greenway)	Park Improvements	Address bicycle/pedestrian needs within the park. Work with PennDOT on Chartiers Avenue side project to see if the park access can accommodate peds/sidewalk. Future connections to Chartiers Creek Greenway.	\$\$	Medium
C	Bridgeville Library Pedestrian Bridge	New pedestrian bridge	Pedestrian bridge over railroad connecting Library to Parking Lot #2 near James Street (potentially part of Chartiers Creek Greenway)	\$\$\$\$	High
D	Hickman Street & Chess Street	Intersection improvements	All-way stop, potential bump outs, and high visibility crosswalks.	\$\$	Low - Medium
E	Station Street & Chess Street	Intersection improvements	All-way stop, potential bump outs, and high visibility crosswalks.	\$\$	Low - Medium
F	Murry Avenue near Shady Avenue	Lighting upgrades	Additional street lighting	\$	Low
G	Washington Avenue – pedestrian signal upgrades	Signal upgrades	Upgrade existing signals to be ped-friendly (leading ped interval, push buttons, countdown signals, high visibility crosswalks). Washington Avenue at Chartiers, Station, Bower Hill, & Prestley.	\$\$	Medium
H	Washington Avenue Gateway	Pedestrian signals/ landscaping	Gateway treatment from Hickman Street to Bank Street Extension	\$\$	Medium

1	DESCRIPTION OF COST
\$	Less than \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	Over \$1,000,000

SUMMARY OF IMPROVEMENT PLAN PROJECTS (CONTINUED)

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	\$ ¹	DIFFICULTY
I	Prestley Road	Further Study	Work with County, PennDOT and SPC to program future PennDOT improvement to address lack of sidewalk and lack of adequate on street parking.	\$ (Study)	High
J	Route 50 Corridor	Further Study	Address lack of ADA access from Bridgeville into Collier towards Chartiers Valley Shopping Center; address corridor multimodal needs – sidewalks, ped crossings, bus stops	\$ (Study)	High
K	Bower Hill Road Pedestrian Calming	Traffic calming/ pedestrian upgrades	Pedestrian treatment from Carol Avenue to Union Street – Improve lighting. Coordinate with Allegheny County Bower Hill Road Bridge replacement over Chartiers Creek.	\$\$	Medium
L	Bower Hill Road/ Baldwin Street pedestrian access	Pedestrian improvements	Address long term pedestrian access – if Bower Hill Road stream project impacts/removes sidewalk, then address/improve pedestrian access along Baldwin. Add pedestrian scale lighting along Baldwin Street.	\$\$\$	High
M	Bank Street pedestrian improvements	Traffic calming/ Pedestrian upgrades	Pursue improvements through PennDOT » Dewey Avenue – All way stop, bump outs, high visibility crosswalks » Gregg Avenue – Bump outs and high visibility crosswalks » Grandview/Elizabeth – Bump outs and high visibility crosswalks » Winfield – Bump outs and high visibility crosswalks	\$\$\$\$	Medium - High
N	Bank Street at Lesnett Road & Chartiers Avenue	Intersection improvement	Intersection improvements – signal or roundabout. Sidewalk connection to nearby residential in USC.	\$\$\$\$	High

1	DESCRIPTION OF COST
\$	Less than \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	Over \$1,000,000

SUMMARY OF IMPROVEMENT PLAN PROJECTS (CONTINUED)

PROJECT ID	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	\$ ¹	DIFFICULTY
O	Gregg Ave Steps	Pedestrian improvements	Repair/replace steps from Laurel Avenue to Gregg Avenue	\$	Low
P	Chartiers Avenue - PennDOT	PennDOT Project	Work with PennDOT to address sidewalks and resident parking as part of their retaining wall project/widening.	\$ (Study)	Medium
Q	Lesnett Road sidewalk	Sidewalk	Sidewalk from Bank Street to Pennsylvania Avenue	\$\$\$	High
R	Sarah/Coolidge/Forbes	Lighting upgrades	Additional lighting	\$\$	Low
S	Collidge Street/ Bower Hill Pedesrian Access to McLuahglin Park	Sidewalk	Sidewalk improvements/connections from Sarah to McLaughlin Run to McLaughlin Park	\$\$\$	Medium - High
T	Romano Drive Trail to McLaughlin Park	Trail	Trail/path from Romano Drive to McLaughlin Park	\$\$	Medium - High
U	Ridge Road access to Cook School Park	Sidewalk	Sidewalk on Ridge Road from Cook School Road to Pesavento Drive with access to Cook School Park	\$\$\$	Medium - High
V	Liberty Street pedestrian way	Pedestrian improvements	Upgrade closed portion of Liberty for sidewalk/ped access down to Bower Hill Road and sidewalk connection to Bus Stop on Bower Hill Road at Cook School Road.	\$\$\$	Medium

1	DESCRIPTION OF COST
\$	Less than \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	Over \$1,000,000

PRIORITY PROJECTS

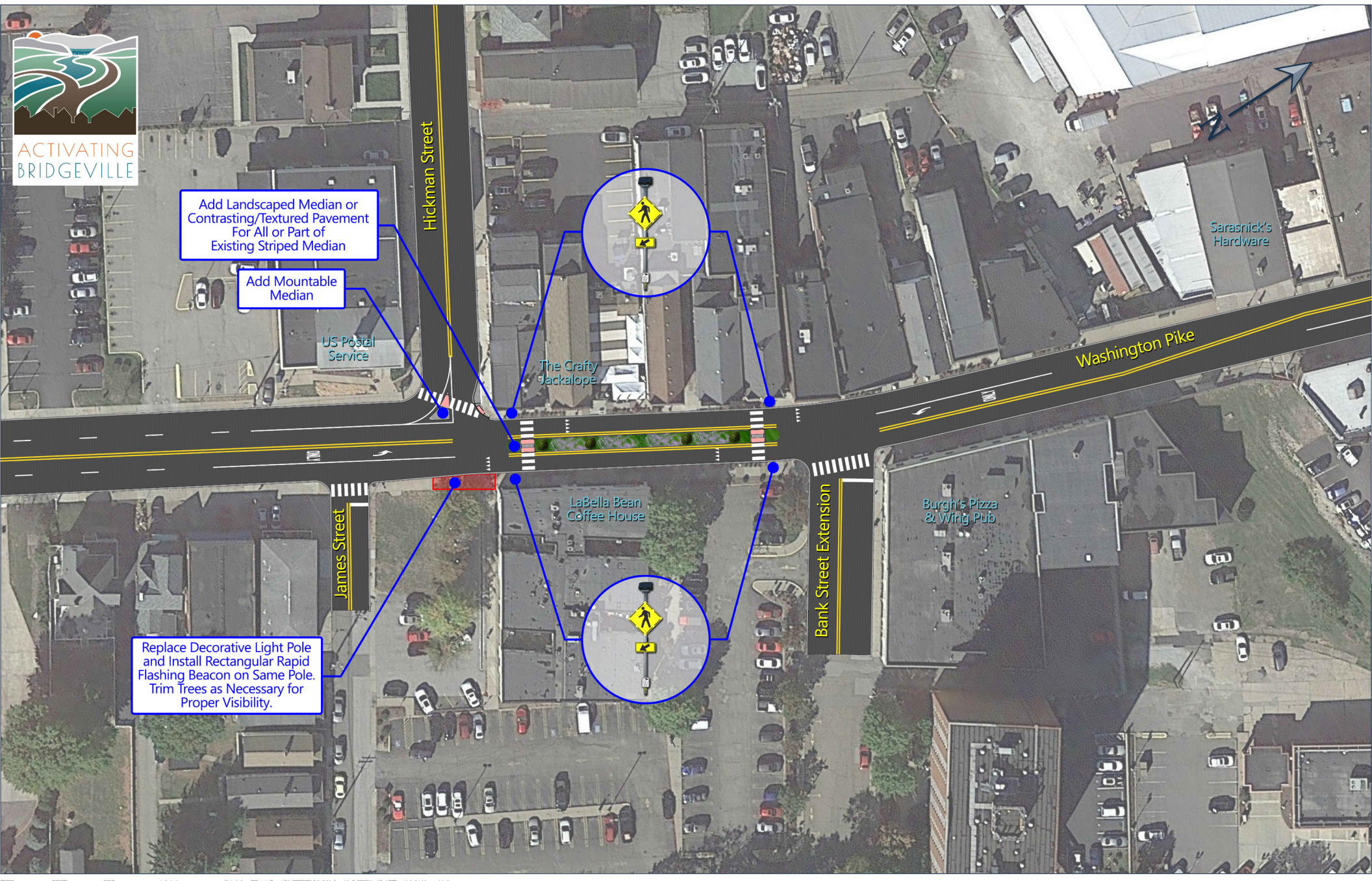
Gateway Treatment and Streetscaping along Washington Avenue

One of the most effective strategies to calm traffic and make a roadway corridor more pedestrian friendly and welcoming is to apply streetscaping principles. When a roadway is constructed to accommodate vehicular traffic only, drivers will typically drive faster. Conversely, if a corridor looks like it is a pedestrian friendly road, there is a psychological effect on motorists to drive appropriately for that environment. Strategies include lane narrowing, vegetative plantings, textured crosswalks and signage. These changes can dramatically transform Bridgeville Borough into a welcoming, walkable, friendly, and inviting town where people come to visit and recreate.



Existing crossing and challenges for pedestrians

Figure 12: Washington Avenue Streetscape Concept



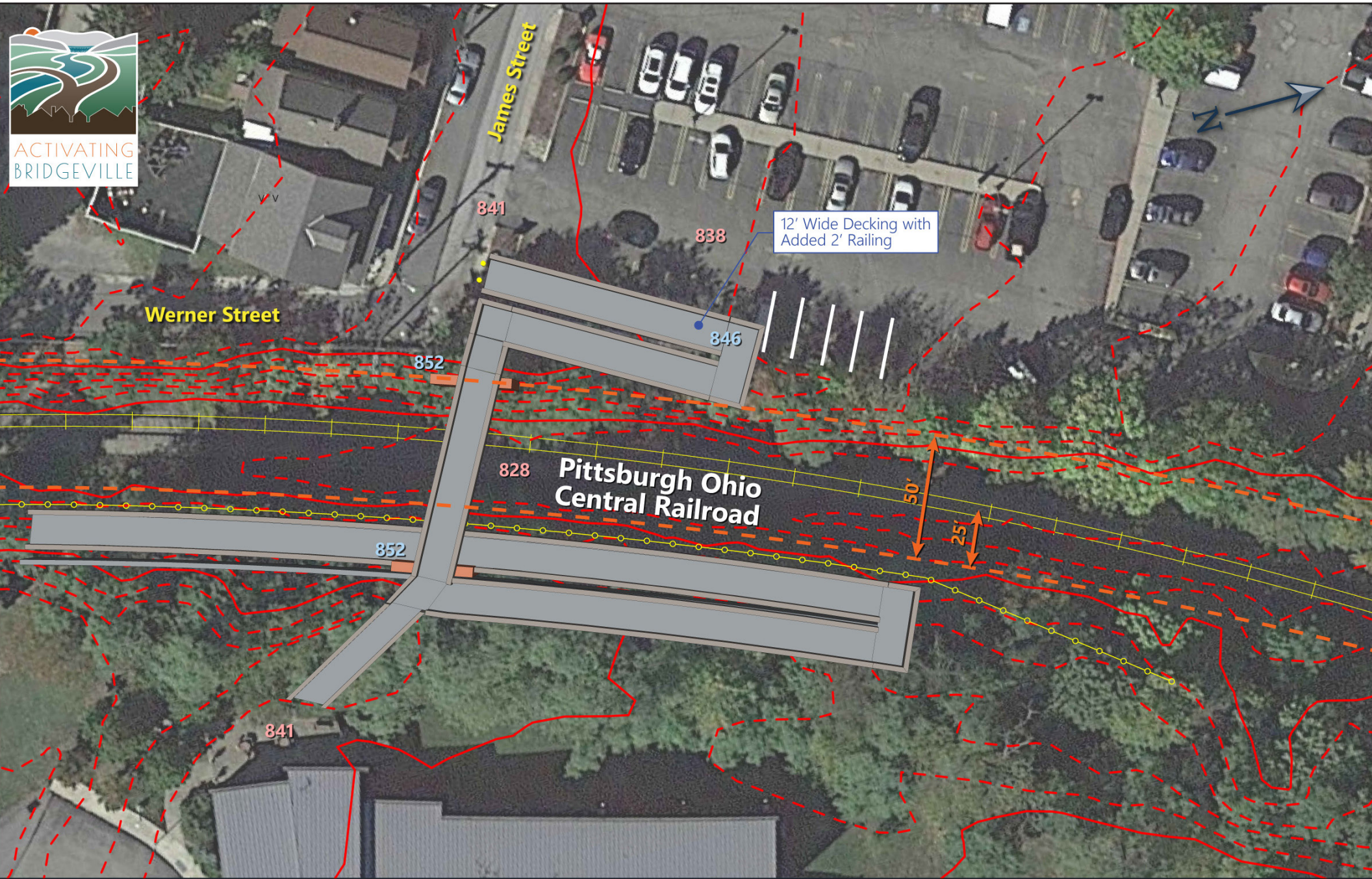
Library Bridge

The Bridgeville Library is a wonderful community resource that is highly valued by the residents of the Borough and identified as one of the major destinations within Bridgeville. The library is currently difficult to access from the western part of the Borough and the downtown areas. It is cut off by the Pittsburgh Ohio Central Railroad. A logical improvement to improve bicycle and pedestrian mobility is to construct a pedestrian bridge. This direct connection concept would a direct access to the library from the Washington Avenue corridor for residents.



Aerial Photograph of Potential Pedestrian Bridge Location

Figure 13: Pedestrian Bridge Concept at Bridgeville Library



Chartier's Creek Greenway

TPD developed a concept plan for a Chartier's Creek Greenway to connect many of the Borough's favorite destinations. This greenway would begin in the southern portion of the Borough at Chartier's Park. A pedestrian bridge would need to be constructed to cross Chartier's Creek. From there a multi-use path would run parallel to the Creek and once again cross the creek using the Pittsburgh Ohio Central Railroad Bridge.

The greenway would meander through the neighborhoods of southern Bridgeville utilizing the local road network and then cross the Pittsburgh Ohio Central Railroad corridor using the previously discussed pedestrian bridge at the library.

This would allow for access to the Washington Avenue Corridor and points westward such as the Newbury Market at South Fayette on the northwest side of I-79. This greenway would represent a massive step towards making Bridgeville a more walkable and bike-able place and would serve as a foundational piece in connecting to the regional trail network.

The next step for advancing the greenway is to conduct a formal feasibility study and a master plan to further evaluate the concept and generate accurate cost estimates for

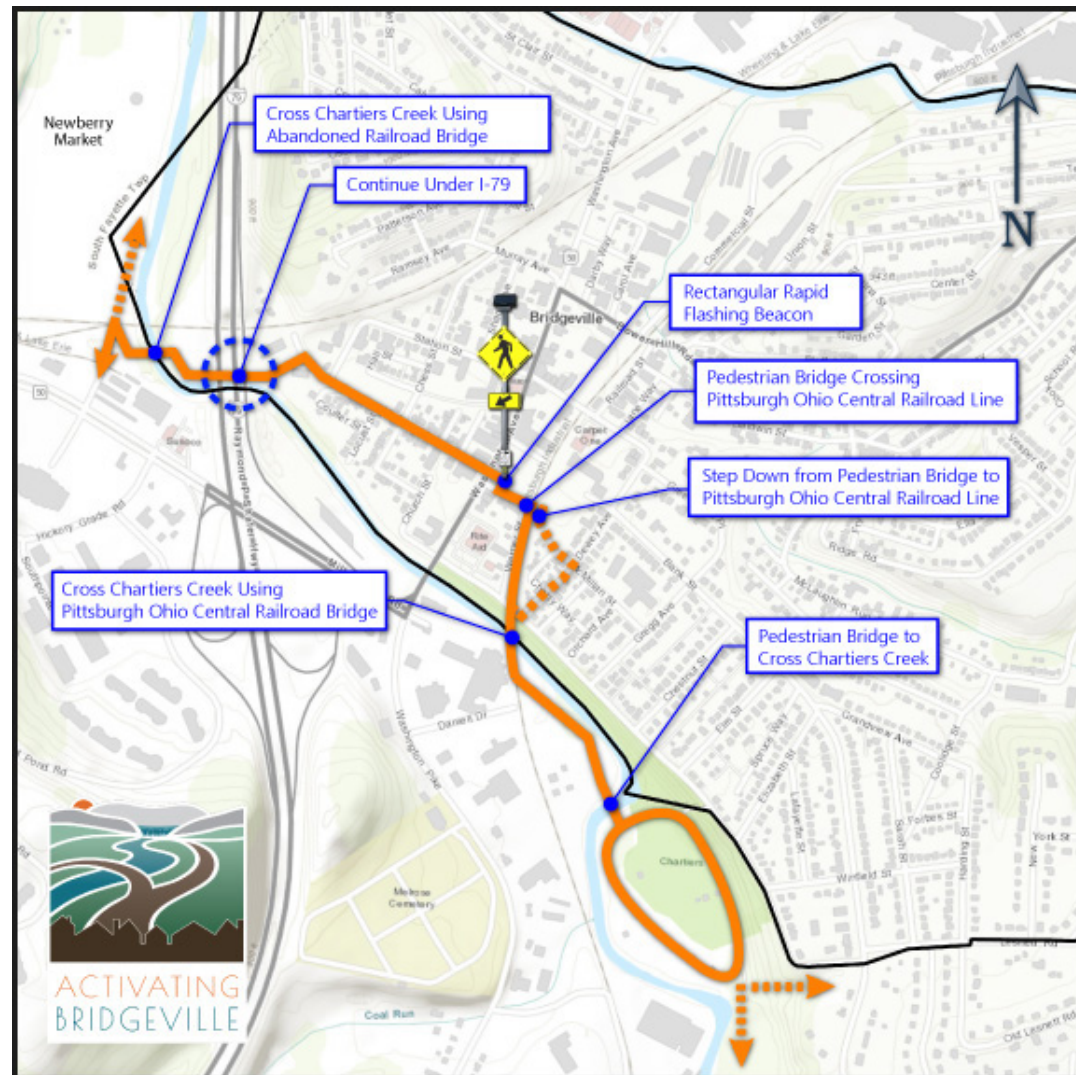


Figure 14: Chartier's Creek Greenway Concept Plan

the related facilities. The Pennsylvania Department of Conservation and Natural Resources has programs available to fund exactly these type of studies that can delineate the specific alignment and identify constraints and opportunities. Bridgeville Borough is currently pursuing funding for phase one of this project which includes completing the loop trail within Chartier's Park.

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Implementation Plan

Implementation Plan

EDUCATION AND ENFORCEMENT STRATEGIES

Program Ideas

Yield to Pedestrian Channelizing Device

Identify locations for the placement of these low-cost channelization devices that can have great impact on pedestrian safety by alerting drivers to yield to pedestrians in crosswalks. The devices themselves also have an impact on driver behavior by placing an obstruction within the roadway to calm traffic.

Maintenance Issue Reporting

Develop a system to report minor maintenance issues for quick fixes that can be problematic or dangerous for cyclists or pedestrians with local public works department or PennDOT County Maintenance.

Passport to Fitness

Create a program where the Borough designs "Fitness Passports". These passports can be either printed or hosted online virtually. Then develop a series of walking and cycling

routes within the Borough for individuals to complete at their own pace to earn "stamps" on their fitness passport.

Enforce Bike/ Ped. Safety

Enforcing bicycle and pedestrian safety is critical for protecting the most vulnerable travelers within the community. Work with local police to identify key goals and enforcement zones.



An Example of a Yield to Pedestrian Channelizing Device (left), League of American Bicyclists logo (middle), and An Example of Enforcing Bike/Ped. Safety (right)



An Example of an Interpretive Board
(source: <https://tinyurl.com/interpretiveboard>)



An Example of a Walking Tour
(source: <https://www.flickr.com/photos/urbanists/8719948812/>)

Bike Friendly Designation

Through the League of American Bicyclists, seek designation as a bicycle friendly community. This requires that the community provide accommodations for cyclists but being certified gives the community great exposure nationally for people seeking to live in places where cyclists can thrive.

Infrastructure Spot Maintenance

Work together to develop a program with

the Public Works Department and PennDOT's maintenance personnel to allow for quick reaction to maintenance issues as they arise. Also, identify critical cycling routes within the Borough for regular maintenance and street sweeping.

Walking Tours

Walking tours encourage activity within the community while providing exposure to key businesses and historic locations. While

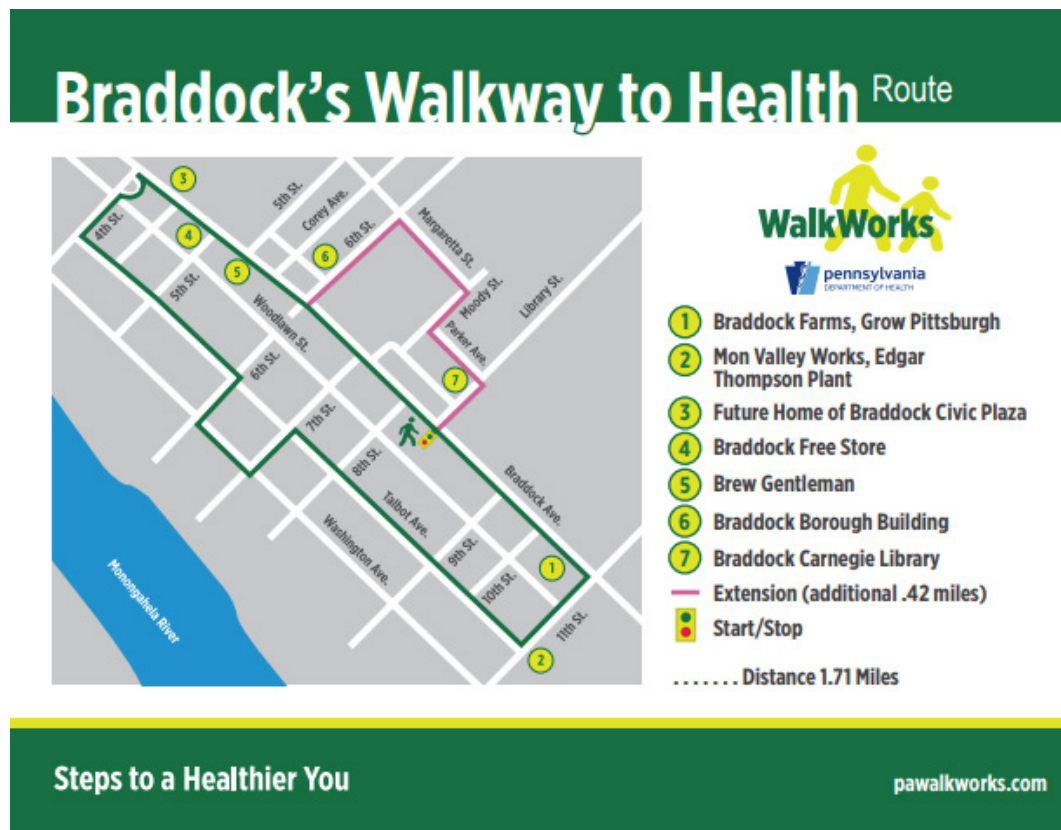
providing free exercise, walking tours can be a boost to the local economy.

Interpretive Boards

Interpretive boards are a creative way to highlight places throughout the community while educating visitors and residents about various topics regarding the Borough including history, nature, attractions, parks, etc.

Braddock Borough's Walkway to Health

The Pennsylvania Department of Health's WalkWorks program provides funding to assist communities with developing Active Transportation Plans, Complete Streets and Vision Zero policies and offers support to communities to encourage walking, biking, transit and wheeling. Braddock Borough applied for and was awarded a grant through this program and developed a walking route with associated signage. This route has had a positive effect on the community and has helped the Borough's revitalization efforts by emphasizing important and interesting destinations within the Borough while providing a safe walking route that encourages physical activity. This project incorporated both walking tours as well as interpretive boards and signage.



Braddock's Walkway to Health Interpretive Board

PORT AUTHORITY COORDINATION

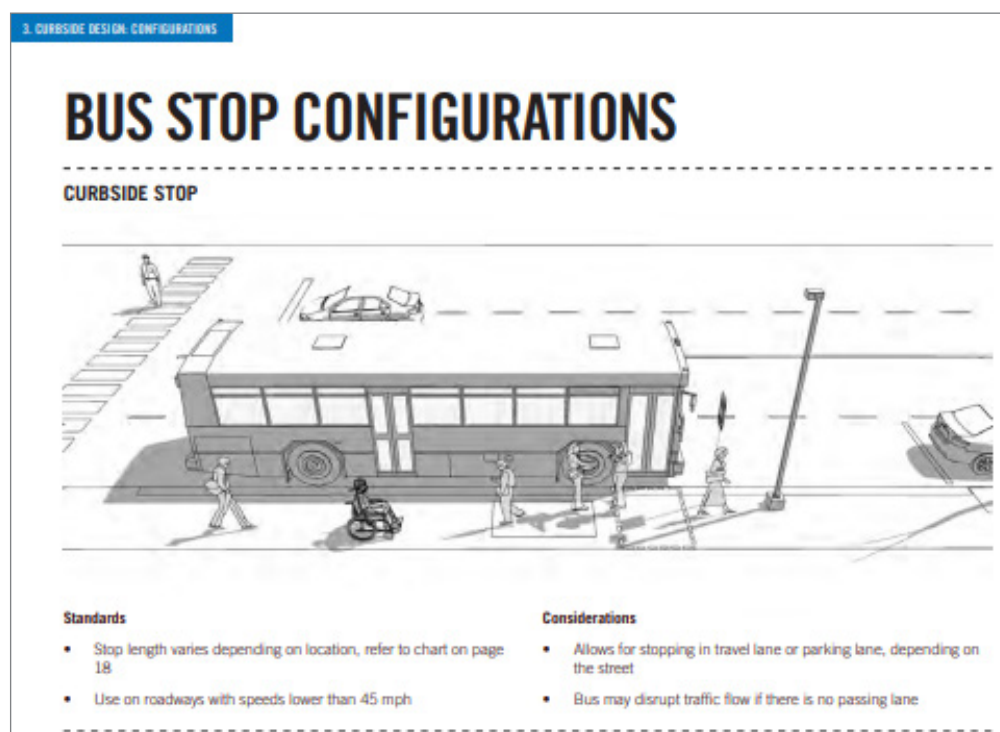
Current Guidelines

Bus Stop and Street Design Guidelines

Public Transportation including bus service in the region is managed by the Port Authority of Allegheny County (PAAC). The PAAC has assembled a "Bus Stop and Street Design Guidelines" document that contains

best practices and recommendations for transit facilities. These guidelines are intended to assist local municipalities when drafting local comprehensive plans, land development ordinances, subdivision plans and transportation and mobility plans. The Port Authority strongly encourages municipalities and land developers to update their bus stops according to these guidelines, as many stops throughout the region fail to meet these recommended standards. This

document has recommendations for bus stop placement, spacing, signage, configuration, amenities, bike lane accommodations as well as street design standards for transit vehicles. It is recommended that when improvements are being made within Bridgeville, these improvements are consistent with the recommendation in the "Bus Stop and Street Design Guidelines". The full document can be found here: [bsgfinal.pdf \(portauthority.org\)](http://bsgfinal.pdf(portauthority.org))



COST ESTIMATES

TYPE	UNIT COST
Sidewalk	\$180 per SY (\$20 per SF)
Rectangular Rapid Flashing Beacon (RRFB)	\$51,500 per crossing (Includes RRFB system, ADA Ramps, signs, markings)
Bus Stop (Shelter)	\$10,000 EA
Pedestrian Signal	\$50,000 per crossing location (one ped signal at each end of the xing), includes wiring, flashers, signs, electrical service, cabinet, etc.
Landscaped Median	\$225 per SY (\$25 per SF)
Textured Pavement (in roadway)	Stamped Asphalt Treatment = \$250 per SY (\$28 per SF)
Curb Bump Out	\$2,000-20,000 per corner (depends on size and materials used) Drainage issues increase cost, if installation requires utility work such as moving mast arm, cost rise dramatically

PRIORITY PROJECTS

Route 50 Gateway Concept (marking costs included in with ped signals)

Landscaped Median 220' long, 10' wide	\$55,000
Mountable Median (Pork Chop Triangle 15'x15')	\$3,000
Pedestrian Signals (Two Pair @ 50k each)	\$100,000
Curb Bump-Out	\$8,000
Total	\$166,000

Pedestrian Bridge at Bridgeville Library over Pittsburgh Ohio Central Railroad

Pedestrian Bridge (Includes 15% contingency)	\$1,400,000
Total	\$1,400,000

Chartier's Creek Greenway - Estimate not available, feasibility study required

POTENTIAL FUNDING SOURCES FOR IMPROVEMENTS

Local Share Account - CFA

Primary Purpose: Infrastructure, Planning, Acquisitions, Engineering, Demolition

Amount: Up to a \$1,000,000 (No Matching Requirement)

Application Window: January 26- March 15, 2022

More Information: <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>

Community Conservation Partnerships Program (C2P2) - PA DCNR

Primary Purpose: Public Parks, Trails, & Preserves

Amount: Up to \$500,000, 50% match

Application Window: January 18 – April 6, 2022

More Information: <http://tinyurl.com/TPD-C2P2>

Greenways, Trails and Recreation Program (ACT 13) - CFA

Primary Purpose: Parks, Greenways, and Trails

Amount: \$250,000 max, 15% match

Application Deadline: May 31, 2022

More Information: <http://tinyurl.com/TPD-Act13>

Automated Red Light Enforcement (ARLE) - PennDOT

Primary Purpose: Signal Upgrades

Amount: No min or max amount, no match required but encouraged

Application Window: June 1 - July 1, 2022

More Information: <http://tinyurl.com/TPD-ARLE>

Multimodal Transportation Fund - CFA/DCED

Primary Purpose: Roadway, Bridge, Multimodal, Transit, Freight Improvements

Amount: \$100,000 - \$3,000,000; 30% match

Application Deadline: July 2022

More Information: <http://tinyurl.com/TPD-MTF-CFA>

Multimodal Transportation Fund - PennDOT

Primary Purpose: Roadway, Bridge, Multimodal, Transit, Freight Improvements

Amount: \$100,000 - \$3,000,000; 30% match

Anticipated Deadline: November 2022 (anticipated)

More Information: <http://tinyurl.com/TPD-MTF-PennDOT>

PennDOT - Green Light Go

Primary Purpose: traffic signal/signal system improvements

Amount: No minimum or maximum amount listed, 20% match

Application period: October 2022-January 2023

More Information: <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/index.html>

Transportation Alternatives Set-Aside - PennDOT

Primary Purpose: multimodal improvements

Amount: \$50,000 - \$1,000,000; pre-construction match

Application Window: Anticipated – Summer/Fall 2023

More Information: <http://tinyurl.com/TPD-TASetAside>

