

# Monroeville

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## Active Transportation Plan



This plan was prepared by Pashek+MTR, a certified Bike-Friendly Employer since 2012. The firm, based on Pittsburgh’s North Side, has two “office bikes” for daily use by the staff. This photo shows employees who rode their bikes on 2019 Bike To Work Day.

**PASHEK**  **MTR**  
Landscape Architecture | Community Planning | Design

MUNICIPALITY OF MONROEVILLE  
ALLEGHENY COUNTY, PENNSYLVANIA

RESOLUTION NO. 19-54

A RESOLUTION OF THE MUNICIPALITY OF MONROEVILLE,  
ALLEGHENY COUNTY, PENNSYLVANIA, AUTHORIZING  
THE ADOPTION OF AN ACTIVE TRANSPORTATION PLAN.

**WHEREAS**, the Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, No. 247) empowers counties and municipalities, individually or jointly, to plan their development and to govern the same by zoning, subdivision and land development ordinances and additional tools; and

**WHEREAS**, the Monroeville Municipal Council adopted a joint-comprehensive plan with the Borough of Churchill, Township of Wilkins and the Municipality of Monroeville in 2018; and

**WHEREAS**, the Municipality of Monroeville reviewed “Allegheny Places” and sought to align the Municipality of Monroeville policies with the policies and priorities of “Allegheny Places;” and

**WHEREAS**, the Active Transportation Plan was developed with the financial support of Allegheny County; and

**WHEREAS**, the Municipality of Monroeville seeks to provide a safe, inviting and healthy environment for citizens; and

**WHEREAS**, the Monroeville Municipal Council encourages walking and bicycling as attractive modes of transportation that foster individual and public health and wellness; and

**WHEREAS**, the Monroeville Municipal Council encourages regional and local transportation networks to be designed in such a way as to protect and enhance public health and the environment and reflect a priority on safe and secure multimodal networks for both people and delivery of goods; and

**WHEREAS**, the Active Transportation Plan was based on consideration of existing Allegheny County transportation, health, safety and welfare goals, public comments, agency input, existing transportation, neighborhood and infrastructure plans; and

**WHEREAS**, the Active Transportation Plan was drafted through a public planning process that included the work of a local study committee and public meetings as well as updates to Monroeville Municipal Council; and

**WHEREAS**, the Active Transportation Plan is the product of a public process and includes a vision, goals, general design guidelines, policy recommendations and implementation strategies, and

**WHEREAS**, after public notice in the Pittsburgh Post-Gazette on July 26, 2019, and July 31, 2019, the Monroeville Municipal Council held a public hearing on August 8, 2019, to hear and consider citizen comment; and

**WHEREAS**, the Monroeville Municipal Council has reviewed the proposed draft of the Active Transportation Plan as shown in Attachment "A".

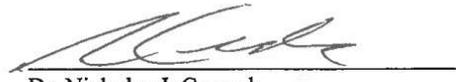
**NOW, THEREFORE, BE IT RESOLVED** that the Monroeville Municipal Council hereby adopts this resolution to adopt the Active Transportation Plan as a policy guide.

**RESOLVED** this 10<sup>th</sup> day of September, 2019.

**ATTEST:**

**MUNICIPALITY OF MONROEVILLE**

  
Timothy J. Little  
Municipal Manager

  
Dr. Nicholas J. Gresock  
Mayor

ENTERED INTO LEGAL BOOK: September 20, 2019

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# PROJECT TEAM / ACKNOWLEDGEMENTS

A special thanks goes to all of the residents of the Municipality of Monroeville, the Monroeville Council, and the project steering committee members who participated in public meetings, advisory committee meetings, key person interviews and the on-line active transportation survey during the course of this study. The input we received from you was instrumental in the preparation and development of this plan and the resulting recommendations.

## Monroeville Officials

- Nick Gresock, Mayor
- Linda Gaydos, Ward 1 Council
- Eric Poach, Ward 2 Council
- Ron Harvey, Ward 3 Council
- Jim Johns, Ward 4 Council
- Greg Erosenko, Ward 5 Council
- Steve Duncan, Ward 6 Council
- Tom Wilson, Ward 7 Council
- Tim Little, Municipal Manager

## Steering Committee Members

- Nick Gresock, Mayor
- Tim Little, Municipal Manager
- Paul Whealdon, Community Planner / Zoning Officer
- Craig Cozza, Business owner and cycling stakeholder
- Gordon Conn, Resident and cycling stakeholder
- Alan Iszauk, Resident and cycling stakeholder



## Allegheny County Department of Economic Development

- Ann Ogoreuc, AICP, Manager, Transportation Initiatives

*This project is funded by the Municipality of Monroeville and the Redevelopment Authority of Allegheny County in partnership with the Richard King Mellon Foundation and the Allegheny County Health Department.*

*The planning consultant is Pashek + MTR.*



# The Active Transportation Plan in Brief

## Report Summary

### THE PLAN'S PURPOSE

The purpose of the Monroeville Active Transportation plan is to create ways for residents to get where they need and want to go – safely, conveniently and comfortably – without the use of a motor vehicle.

This plan builds upon the implementation strategies in the “Churchill-Monroeville-Wilkins Multimunicipal Playbook,” the communities’ 2018 Implementable Comprehensive Plan, and those addressed in “Active Allegheny,” the County’s first active transportation plan.

Throughout the development of this active transportation plan, Monroeville residents and stakeholders participated in public engagement opportunities to identify walking, bicycling and transit-related priorities. Those ideas coupled with input from transportation planners from throughout the region became the basis of this plan.

### MOTIVATIONS BEHIND THE PLAN

A rising preference for walking and biking and a search for healthier lifestyles are two crucial factors propelling development of this Active Transportation Plan. Other factors are the traffic congestion that is typical on major arterials such as Mossie Boulevard and William Penn Highway, and an inclination or need on the part of residents to use public transportation provided by the Port Authority of Allegheny County and Heritage Community Services.

Monroeville, following up on a recommendation from the recently adopted comprehensive plan, wants to create specific, implementable plans for adding walking and biking routes to encourage active lifestyles and to satisfy current residents and attract new ones.

In supporting development of this plan, Monroeville’s Council has demonstrated confidence that an active transportation plan will complement the ongoing planning efforts, and is the next logical and necessary step.

### STEPS IN DEVELOPING THE PLAN

The following forms of information gathering and analysis were used to create the contents of this plan.



Research



Spatial data / GIS



Public input



Fieldwork



Steering Committee



Focus group

### ACTIVE TRANSPORTATION PLAN VISION STATEMENT:

Because we value good health, high quality of life and a strong sense of community, Monroeville provides residents and visitors of all ages and abilities the opportunity to walk or bicycle in a safe, convenient, and comfortable network designed for everyday transportation and recreation needs.

## THE SIX E'S OF ACTIVE TRANSPORTATION

Active transportation planning involves many factors for creating safe and comfortable conditions for walking and biking. It takes into account many strategies for advancing pedestrian and bicycling activities and support development of active transportation networks that provide accessibility and connectivity for people and places.

The policies, programs and initiatives identified in this plan fall into one or more of the “Six E’s” that help create more bikeable and walkable communities: education, enforcement, encouragement, evaluation, equity and engineering. Recommendations for each of the Six E’s appear in Chapter 3.

### The 6 E's of Active Transportation

<i>Education</i>	Non-infrastructure efforts aiming to teach people how to walk and bike safely and to drive safely when cyclists and pedestrians are sharing the streets
<i>Enforcement</i>	How the law enforcement system treats walking and biking
<i>Encouragement</i>	Programs that make walking and biking visible and normal activities
<i>Evaluation and Planning</i>	The study, planning and measuring of the walking and biking environment
<i>Equity</i>	Ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community
<i>Engineering</i>	The infrastructure related elements and projects

## CONSIDERATIONS IN IDENTIFYING PROJECTS

One of the Six E’s is “Engineering.” Engineered projects are the ones that are constructed or developed to create improvements in the built environment, such as bike lanes, hiking trails, crosswalks or bus shelters. Potential projects are put through filters to determine their value and viability.

Monroeville’s potential routes, facilities and projects were analyzed to determine which would be suitable or most valuable based on the factors of: improving safety for walkers, cyclists and motorists; considering how difficult and complex the projects are; and understanding current and future demand.

A map of the proposed active transportation network for Monroeville appears on the facing page, and a summary of proposed “engineering” projects is on Page RS-4.

### FACTORS IN PROJECT IDENTIFICATION

#### SAFETY

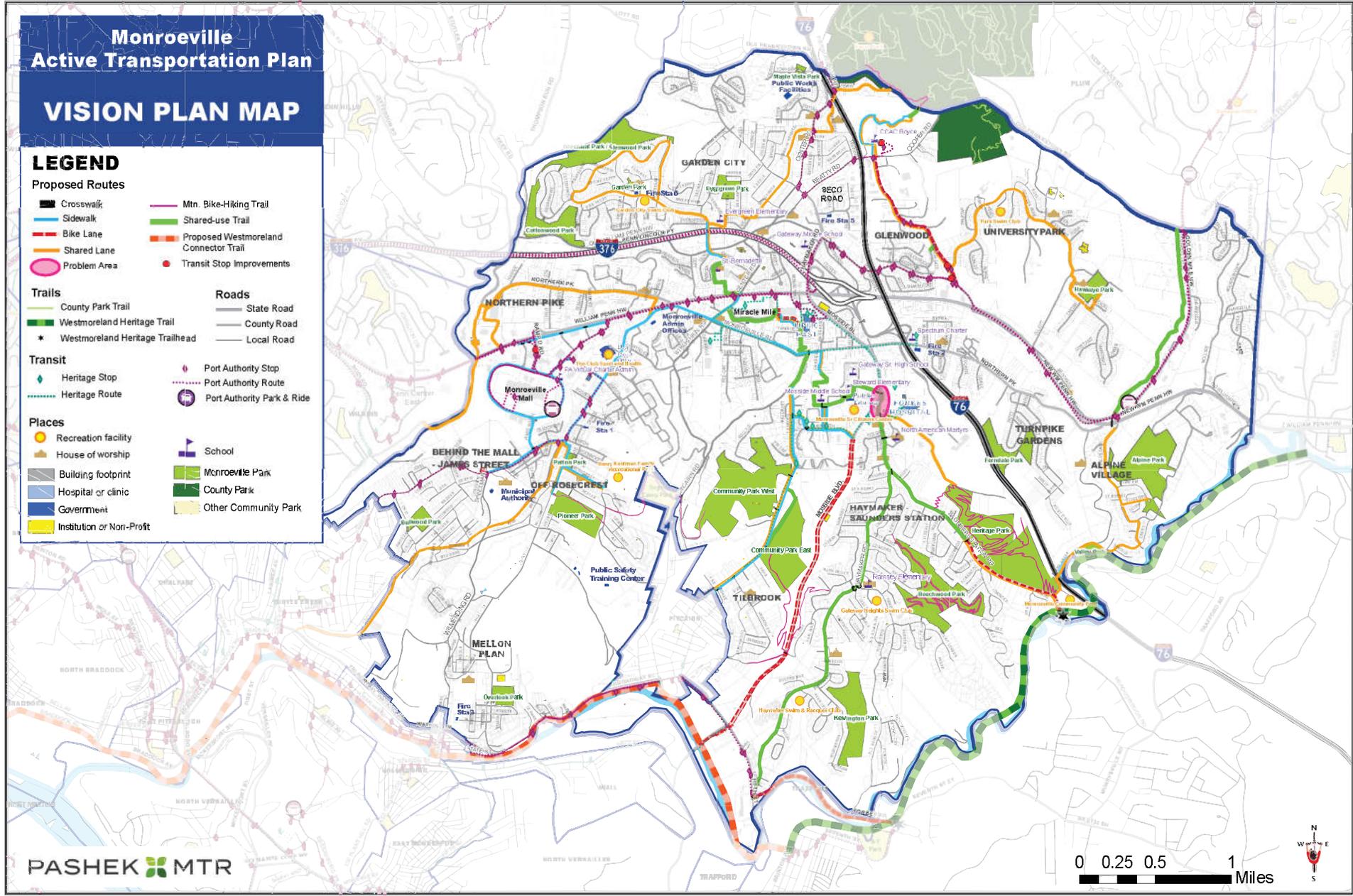
- Crashes
- Speed limit
- Ability to connect with another active transportation facility

#### FEASIBILITY /COMPLEXITY

- Project cost and funding
- Timeframe
- Geography
- Ownership control
- Number of partners and stakeholders
- Surrounding land uses

#### DEMAND

- Needs of a diverse community
- Desire for variety of project types
- Comfort level of potential users
- Perceived urgency
- Proximity to generators or destinations
- Proximity to transit
- Population density



## WHAT'S AHEAD

This plan places heavy emphasis on implementing real-world projects. This report recommends nearly 40 specific projects that, when complete, will create a safe, convenient and comfortable network of active transportation routes throughout Monroeville and connecting to adjoining communities. These project types are represented in the study and in this report:



### PROPOSED SIDEWALKS

10 potential projects including one or more roads types:

- 1 on state roads
- 3 on county roads
- 7 on local roads
- 3 include shopping centers



### PROPOSED SIDEPATHS OR MULTI-USE TRAILS

11 potential projects

- 6 are mainly or entirely “off-street”
- 3 on county roads
- 2 on local or private roads



### PROPOSED HIKING / MOUNTAIN BIKING TRAILS

7-10 potential projects

- Most include multiple segments, connections and spurs



### PROPOSED SHARED LANES (“SHARROWS”)

12 potential projects

- 1 on state roads
- 1 on county roads
- 10 on local or private roads



### PROPOSED CROSSWALKS

20-30 potential projects

- 8 involving state roads
- 10 involving county roads
- 17 involving local roads or private drive lanes



### PROPOSED TRANSIT IMPROVEMENTS

7 potential projects

- 2 on county roads
- 2 on state roads
- 2 on local roads
- 1 at CCAC-Boyce lot



### PROPOSED BIKE LANES

5 potential projects

- 2 on state roads
- 1 on county roads
- 2 on local or private roads

These projects range from the “simple” – such as adding a sidewalk on a public right-of-way or adding line-striping and signage on municipal roads – to the very complex – such as planning, designing and constructing a multi-use trail of regional significance.

The projects will be undertaken over the course of years. Some might be accomplished readily, and others could take decades to complete because of challenges such as property acquisition or a need to raise funds. Some projects that are lower priorities might get finished before higher-priority projects because they are less complex or happen to attract funding first. Everything might get placed on hold if economic conditions force delays in implementation.

However, this Active Transportation plan methodically presents information the community will be able to reference over the coming years as it works toward building the eventual network.

## ACTION PLAN

Implementation of this Plan requires dedicated participation of stakeholders, elected officials, governmental administrators and community partners. This section recommends organizational and procedural strategies to effectively implement the Plan.

### 1. Establish an Active Transportation Advisory Committee

To effectively educate, advocate, affect policy decisions, and help implement the recommendations and action strategies, interested stakeholders must formalize their participation in the Municipality's active transportation efforts. To accomplish this we recommend establishing an Active Transportation Advisory Committee. The committee should include about nine people with expertise and/or interest in matters such as trails, bicycling and pedestrian issues, access to public transit, and neighborhood and business issues.

### 2. Undertake a sidewalk inventory

Both residential and commercial areas benefit from sidewalks. Sidewalks provide safe outdoor environments that enable people to walk where they need or want to go. Sidewalks encourage foot traffic to commercial areas, potentially attracting new customers. They help to connect people to transit stops as well as important destinations such as medical offices, schools, parks or public facilities such as the library. They also encourage neighborly interaction, and put more “eyes on the street,” which contributes to community safety.

Beginning with an inventory already developed by the Southwestern Pennsylvania Commission, Monroeville should create a digitally mapped inventory of sidewalk locations, conditions and gaps. This inventory will allow the Municipality, with help from the Active Transportation Advisory Committee, to identify the most important improvement projects. Improvements could include “filling gaps,” adding width, repairing unsafe surfaces or adding ADA-compliant features.

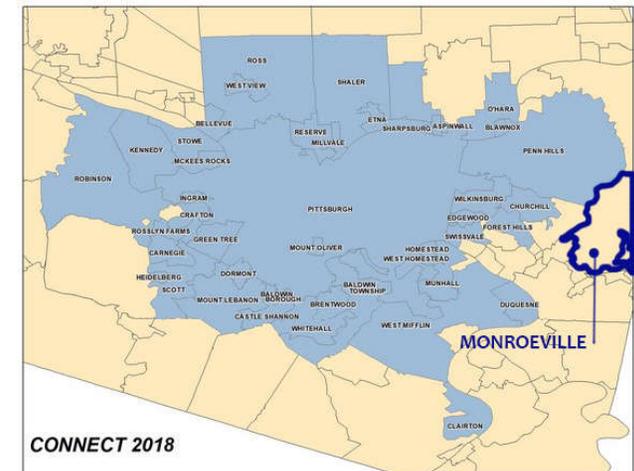
### 3. Become a CONNECT participant

The Congress of Neighboring Communities (CONNECT) is an organization that promotes cooperation and collaboration between the City of Pittsburgh and 43 neighboring municipalities. CONNECT's mission is to bring together these municipalities to identify common public policy challenges and advocate for collective change on behalf of the region's urban core. A summary of CONNECT can be found in Chapter 1 of this document.

Joining CONNECT and partnering with surrounding municipalities will provide Monroeville with increased leverage as it continues advocating for active transportation improvements.



A gap in the sidewalk along Route 22.



## 4. Begin community awareness and education efforts

- Create a page on [monroeville.pa.us](http://monroeville.pa.us) specifically for active transportation. As most people don't habitually visit a municipal website when they go online, the Municipality should disseminate links to features or news items on the website's Active Transportation page via Monroeville's communications channels, including email blasts, social media posts, cable TV and newsletters. Include on the web page:
  - » Downloadable copy of this plan document, the Vision Map and other key elements
  - » Links to resources
  - » Embeds (with permission) of BikePGH's guides, maps and videos
  - » A list of supportive community businesses and organizations
  - » Details about the Active Transportation Advisory Committee, including members, meeting times, and meeting notes
  - » Contact information for "how to get involved."
- Initiate programs that involve and engage children, such as a bike rodeo, by working with schools, police and other partners.
- Apply for a grant to fund a community education or awareness program.
- Add "Active Transportation" to departmental agendas and to the Council reports section of Council meeting agendas. This helps to educate municipal and community leaders on key issues and methods of raising awareness, and keep the topic on officials' minds.
- Schedule one or more Active Transportation elements at Community Day events, such as a raffle to win a bike or helmet, a group riding or walking event, or some other festive ideas. Maybe include a poster-making contest.



A walking event at COMMUNITY Day.

## 5. Adopt a resolution to include Health in All Policies

By adopting a resolution to include health in all policies, Monroeville aims to improve the overall health of its community by incorporating health, sustainability, and equity considerations into decision-making across sectors and policy areas. "Health in All Policies" means decision-making bodies and their staff are required to consider health alongside other important factors when making decisions that affect the community. This approach to decision-making uses recognition of shared goals, community-based organizations, and experts to gather data and ensure that changes are responsive to the community's needs.

## 6. Adopt a Complete Streets ordinance or resolution

Given Monroeville's historic development pattern as a car-based suburb, a Complete Streets ordinance should focus on the corridors identified in this Active Transportation Plan, as prioritized by the Municipality's Active Transportation Advisory Committee. Further, the implementation of Complete Streets should be coordinated with new development and redevelopment of property as it occurs throughout the Municipality.

Refer to Chapter 2 of this document for the Active Allegheny Complete Streets Model Ordinance and information about organizations that encourage and provide technical support for development of Complete Streets.

## 7. Identify upcoming county and state road projects in Municipality of Monroeville

Policy makers from Monroeville and representatives from the Active Transportation Advisory Committee should meet with the Allegheny County Transportation Initiatives Manager, the Southwestern Pennsylvania Commission Active Transportation Planner and the PennDOT Pedestrian/Bicycle Coordinator annually to identify upcoming County and State road projects in the Municipality. Begin dialogue on implementation of active transportation recommendations for county and state road right-of-ways.

## 8. Attend Southwestern Pennsylvania Commission Active Transportation Forums

The Southwestern Pennsylvania Commission (SPC) is a regional planning agency that supports development of a regional transportation system that is designed to protect and enhance public health and the environment while moving people and goods safely and efficiently. SPC's planning work includes a focus on travel for pedestrians and cyclists.

The SPC holds an Active Transportation Forum each quarter (March, June, September, December), and policy makers from Monroeville and/or representatives from the Active Transportation Advisory Committee should attend these forums to involve the community actively in any regional developments.

## 9. Meet with Port Authority of Allegheny County and the Heritage Community Transportation

Community members in Monroeville have expressed a desire for improved transit access, including more bus routes, safer bus stops, more convenient routes, and more frequent stops. We recommend that policy makers from Monroeville meet with the Port Authority of Allegheny County and Heritage Community Transportation on an annual basis to discuss current and emergent public transportation needs.

Discussion with Port Authority of Allegheny County can focus on transit stops and connections improvements discussed in this report, while also touching on routes and service. Heritage Community Transportation serves 15 communities in the Monongahela Valley, including Monroeville, and its routes are created based on community need. As a smaller organization, it can have more flexibility in adding routes or stops than the Port Authority does, which increases the likelihood of success in collaborating on service changes.

## 10. Pursue Mosside-Haymaker intersection improvements

Redevelopment of this intersection is major undertaking and it is not likely to happen quickly, but the Municipality can take first steps that will propel the discussion and the project. The first steps are outlined here:

- The Municipality will convene a meeting among Southwestern Pennsylvania Commission (SPC), PennDOT, Allegheny County, Forbes Hospital, Gateway School District, state legislators and property owners in the immediate area to identify strategies for elevating this project.
- SPC and PennDOT may agree to collaborate on a road safety study of the area.
- Stakeholders and road owners could undertake a multi-modal traffic study. This could cost an estimated \$30,000, and could build on a study previously undertaken by Forbes Hospital. Such a study would include: comprehensive data collection plan; traffic and multi-modal analysis; preliminary engineering or plans and order-of-magnitude cost estimate.

## 11. Plan an Open Streets event

Open Streets events close one or more roads to vehicular traffic and open them to people who are walking, biking, roller-blading or other active activities. Meanwhile, they encourage businesses to open onto the street to remind all involved that streets are for people, not just for cars, and that people spark economic activity.

Monroeville should mount an Open Streets event along a business corridor. The closure can be short, such as a mile in length, or a longer multi-street route. The community can start small its first year and build on success later. Funding could be available through Allegheny County, which has encouraged other municipalities, including Sharpsburg and Carnegie, to do this.



A recent Sharpsburg Open Streets event

## 12. Advance some pilot projects



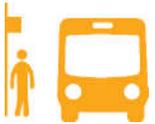
### SIDEWALK ALONG ROUTE 22

This project would complete sidewalks along a 2,500-foot segment of Route 22 / William Penn Highway. The project is explained on Pages 123-125.



### HAYMAKER ROAD (WITH ALLEGHENY COUNTY)

This corridor could be an important north-south active transportation connector. This project is introduced on Pages 108-109



### WESTMORELAND HERITAGE TRAIL CONNECTOR (MONROEVILLE SEGMENT)

This proposed multi-use regional trail currently is under consideration by Allegheny County and numerous partners. Monroeville enthusiastically supports development of this trail, explained on Page 114.



### TRANSIT STOP AT OLD WILLIAM PENN HIGHWAY AND BEATTY ROAD

This well-used transit stop lacks amenities and connections. The project is described on Pages 130-131.



Monroeville's Active Transportation Advisory Committee should help specify which to start with from this list of pilot projects:

### TRANSIT STOP AT CVS CAREMARK AND DON DRIVE

This transit stop lacks amenities and connections. The project is described on Pages 128-129.

### TILBROOK ROAD CORRIDOR

This north-south road links important generators and destinations. The project is explained on Pages 90-94.

### MACBETH DRIVE AND KING LEAR DRIVE CORRIDORS

These busy streets connect high-density residential neighborhoods. The project is explained on Pages 95-98.

### CCAC-BOYCE CONNECTOR ROUTE

This project would provide safe access around the community college campus and entry to Boyce Park. The project is explained on Pages 112-113.

### POTENTIAL PARK-AND-RIDE LOT ALONG BROADWAY BLVD.

The multi-municipal comprehensive plan adopted in 2018 suggested a potential park-and-ride lot, or at least improved transit stops, at Broadway Boulevard near Clark Street. The potential project is explained on Pages 134-135.

### WELCOME TO THE ACTIVE TRANSPORTATION PLAN

The purpose of the Monroeville Active Transportation plan is to set out additional ways for residents to get where they need and want to go – safely, conveniently and comfortably – without the use of a motor vehicle.

This plan builds upon the implementation strategies in the

“Churchill-Monroeville-Wilkins Multimunicipal Playbook,” the communities’ 2018 Implementable Comprehensive Plan, and those addressed in “Active Allegheny,” the County’s first active transportation plan.

Throughout the development of this active transportation

plan, Monroeville residents and stakeholders participated in public engagement opportunities to identify walking and bicycling priorities. Those ideas coupled with input from transportation planners from throughout the region became the basis of this plan.

#### VISION STATEMENT:

Because we value good health, high quality of life and a strong sense of community, Monroeville provides residents and visitors of all ages and abilities the opportunity to walk or bicycle in a safe, convenient, and comfortable network designed for everyday transportation and recreation needs.

### OUR CHOSEN PATH FORWARD

A rising preference for walking and biking and a search for healthier lifestyles are two crucial factors propelling this planning initiative. Other factors are the traffic congestion that is typical on major arterials such as Mosside Boulevard and William Penn Highway, and an inclination or need on the part of residents to use public transportation provided by the Port

Authority of Allegheny County. Monroeville, following up on a recommendation from the recently adopted comprehensive plan, wants to create specific, implementable plans for adding walking and biking routes to encourage active lifestyles and to satisfy current residents and attract new ones.

In supporting development of this plan, Monroeville’s Council has demonstrated confidence that an active transportation plan will complement the ongoing planning efforts, and is the next logical and necessary step.

## A GLANCE BACKWARD

Many residents choose to live in Monroeville because it offers a broad mix of commercial and residential areas and is conveniently located near I-376/Parkway East and I-76/PA Turnpike.

With its boom years in the 1950s and 1960s, the community blossomed through the construction of neighborhoods

that provided single-family homes on curving streets. Driving and car ownership were mandatory and highly desirable, particularly while large office-parks provided nearby suburban employment.

When the corporations occupying those office parks (Westinghouse, Inc., and U.S. Steel) moved their headquarters, employment

fell sharply. The Municipality's population leveled in the 1970s and then dropped in subsequent decades. Declines are expected to continue (as elsewhere in Western Pennsylvania). Further, Monroeville, as a car-dependent suburb, is experiencing additional challenges in the face of a national trend toward walkability, bikeability and public transit.

## Social Equity

Social equity is defined as fairness to access livelihood, education, and full participation in meeting fundamental needs. In many communities, owning a vehicle is the only practical/safe method of accessing those fundamental needs due to street design being focused solely on motorized vehicles. Complete streets offer a form of social equity by providing accessible and safe routes to fundamental needs for anyone regardless of age, ability, ethnicity, income, or chosen travel method.

## Attracting Future Generations

According to the US Census Bureau, Monroeville's current population has a median age of 44.7 years, compared to Allegheny County's median of 40.9 years and Pennsylvania's median of 40.7 years. The population of Monroeville has also declined from 28,346 in 2010 to an estimated 27,529 in 2018. These

statistics highlight the importance of appealing to younger generations. Known commonly as Millennials, the generation born between 1980 and 2000 are the key demographic to target, as they are entering the market in force, looking for areas to grow their careers and/or start a family. Millennials, however, are largely following trends divergent from previous generations when looking for a place to call home.

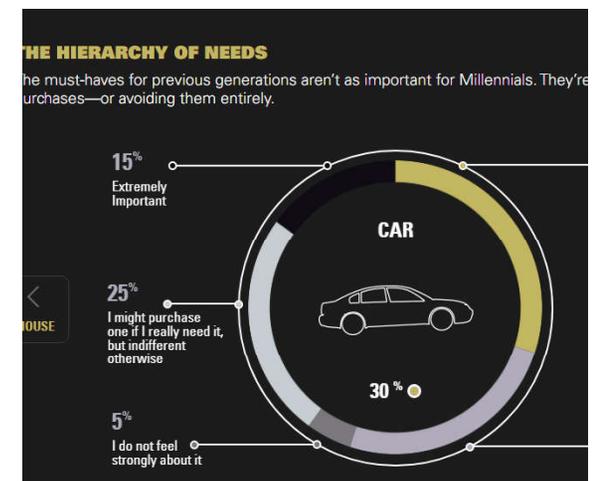
### Fitness

Millennials as a whole are also increasingly pursuing increased fitness. Walking, jogging, cycling, and having healthy eating options such as grocery stores and farmers' markets within easy access are all improved upon by Complete Streets.

### Car Ownership

According to data collected from Goldman Sachs Global Investment Research, 30% of Millennials

have no interest in owning a car now or in the near future, 25% are indifferent unless it is absolutely needed, and another 25% feel it is not a priority. This has caused many Millennials to avoid areas dependent upon cars and migrate to areas where walking, cycling, and public transit are prevalent.



## CHALLENGES TO WALKING AND BIKING

The difficulties for walking and biking in Monroeville generally fall into four categories, all of which are addressed throughout this plan:

- **Topography:** Monroeville's ridge-and-valley geography ensures that hills lie pretty much everywhere a person may want to walk or bike. Neighborhoods and commercial areas are largely separated by hillsides, making interconnectivity difficult. For example, College Park residents may live quite close to Boyce Park, but have no good way to get there.
- **Major roads with heavy traffic:** William Penn Highway/Route 22 and Mossdale Boulevard are two heavily traveled arterials that pose daunting barriers

to walkers or cyclists. For example, pedestrians and cyclists on neighborhood streets in Garden City can find it very difficult to get to and then cross William Penn Highway safely.

- **Roads that were built for cars, not people:** Roadways often were constructed along ridges or valleys and can be narrow, windy or steep, with little shoulder or space for expansion. For example, Abers Creek Road connects the Alpine Village and Saunders Station neighborhoods, but its rises, curves and blind spots make the road a challenging if not dangerous walking or biking route.
- **Element of surprise:**

Monroeville grew fast, as was mentioned earlier, as a car-based suburb in the 1950s and 1960s. Residents from those days forward have depended on their cars to get where they need or want to go. Walking and biking on or near roads is still so uncommon that motorists are not necessarily expecting to round a bend and see a cyclist in front of them.

By providing safe access for pedestrians and cyclists along specific corridors, the Board believes, the number of individuals participating in regular biking and walking activities will increase. Safer conditions for cyclists and pedestrians may also provide options for drivers who are looking for alternatives to navigating William Penn Highway.

## WHAT'S IN THE PLAN

The following forms of information gathering and analysis.



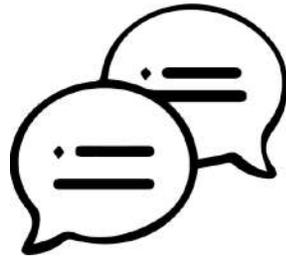
### **Research**

National best practices and standards for bicycle and pedestrian facilities, and local conditions



### **Spatial data / GIS**

Geography, topography, traffic, demographic and travel data mapping and data analysis



### **Public input**

Online survey, Community Day booth, stakeholder interviews, and public meetings



### **Fieldwork**

Walk, drive, measure, photograph throughout the community



### **Steering Committee**

Set vision, provided local knowledge, helped with prioritizing



### **Focus group**

Transportation planners and other experts provided ideas, guidance

## The work involved

The consultant worked with the steering committee, elected officials and Monroeville staff members to complete these steps of the job.

### **Scope of work tasks**

The agreed-upon scope of work for this project was defined by the Municipality and Pashek + MTR as follows:

1. Study background information, such as reviewing existing planning efforts and ordinances. Recommend changes that incorporate state and national best practices.
2. Develop a bicycle and pedestrian route network.
  - » This begins with an inventory of “generators and destinations,” which includes places that bicycle and pedestrian trips originate and where people travel for both non-recreational and recreational purposes.
  - » This also requires identifying and analyzing existing transportation infrastructure, traffic volumes, speed limits and demographic patterns, barriers and challenges, and public transportation routes.
  - » Propose future connections to the network within and beyond Monroeville.
  - » Ensure that proposed routes and connections meet state and national standards for active transportation.
  - » Prioritize routes and provide cost estimates.
  - » Suggest funding sources for construction of route segments.
3. Develop a public education campaign to encourage bicycling and walking in Monroeville.
4. All of these tasks are propelled by, informed by and enriched by public participation. That is the heart of the project. Aspects of public participation are: up to six steering committee meetings; up to two public input meetings; two meetings with the PennDOT Bike-Ped coordinator; meeting with the SPC Active Transportation coordinator; support a Community Day booth; conduct up to 15 stakeholder interviews.

## WHAT'S AHEAD

This plan places heavy emphasis on implementing real-world projects. This report recommends nearly 40 specific projects that, when complete, will create a safe, convenient and comfortable network of active transportation routes throughout Monroeville and connecting with neighboring communities.

The following project types are represented in the study and in this report:

- Sidewalks or walking routes
- Shared-use trails or side paths
- Shared lanes
- Bike lanes
- Mountain bike/hiking trails
- Sidewalks and intersection improvements
- Transit connections

These projects range from the “simple” – such as adding a sidewalk on a public right-of-way or adding line-striping and signage on municipal roads – to the very complex – such as planning, designing and constructing a multi-use trail of regional significance.

The projects will be undertaken over the course of years. Some might be accomplished readily, and others could take decades to complete because of challenges such as property acquisition or a need to raise funds. Some projects that are lower priorities might get finished before higher-priority projects because they are less complex or happen to attract funding first. Everything might get placed on hold if economic conditions force delays in implementation.

However, this Active Transportation plan methodically presents information the community will be able to reference over the coming years as it works toward building the eventual network.

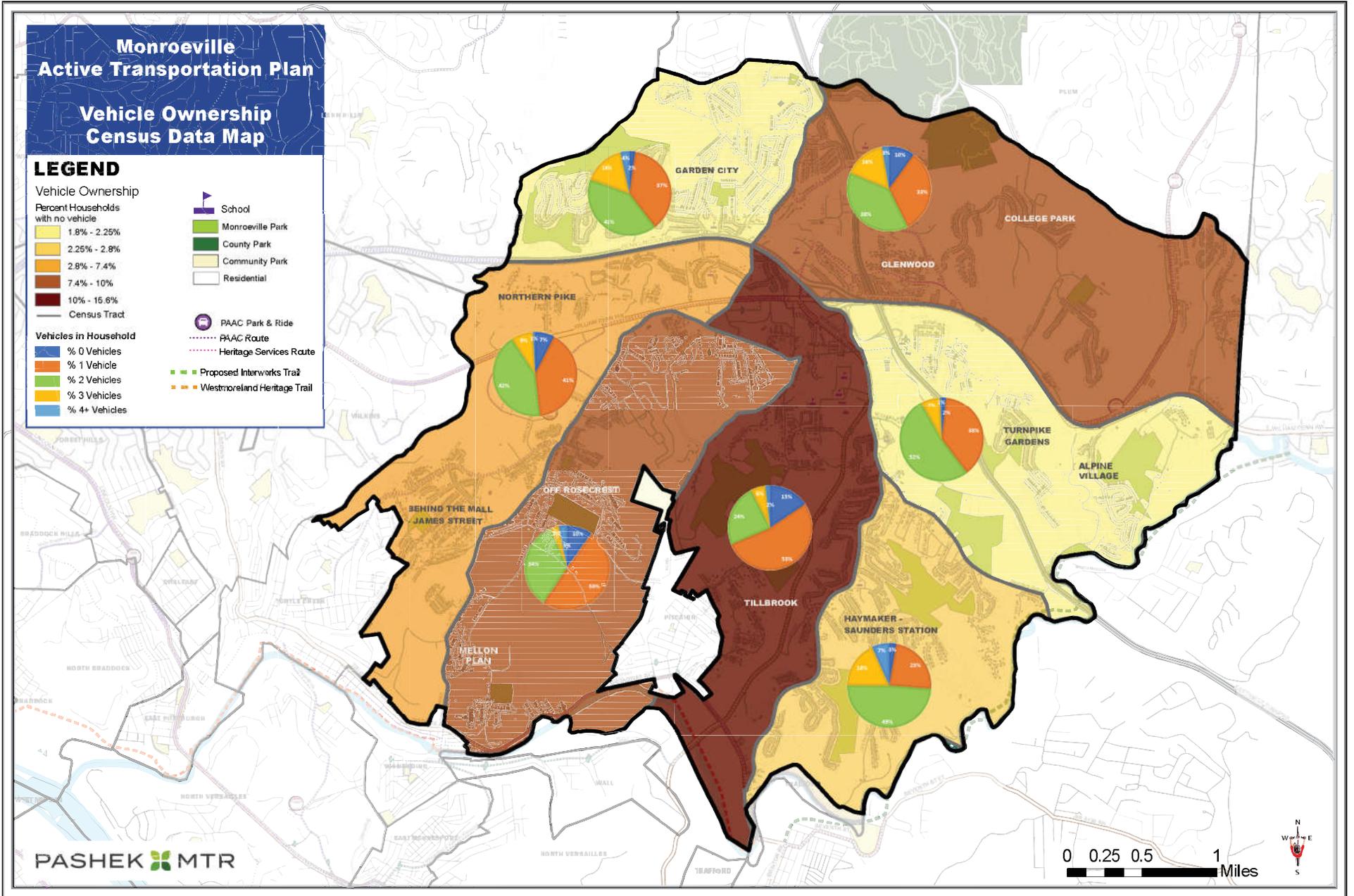
## MAPPING MONROEVILLE

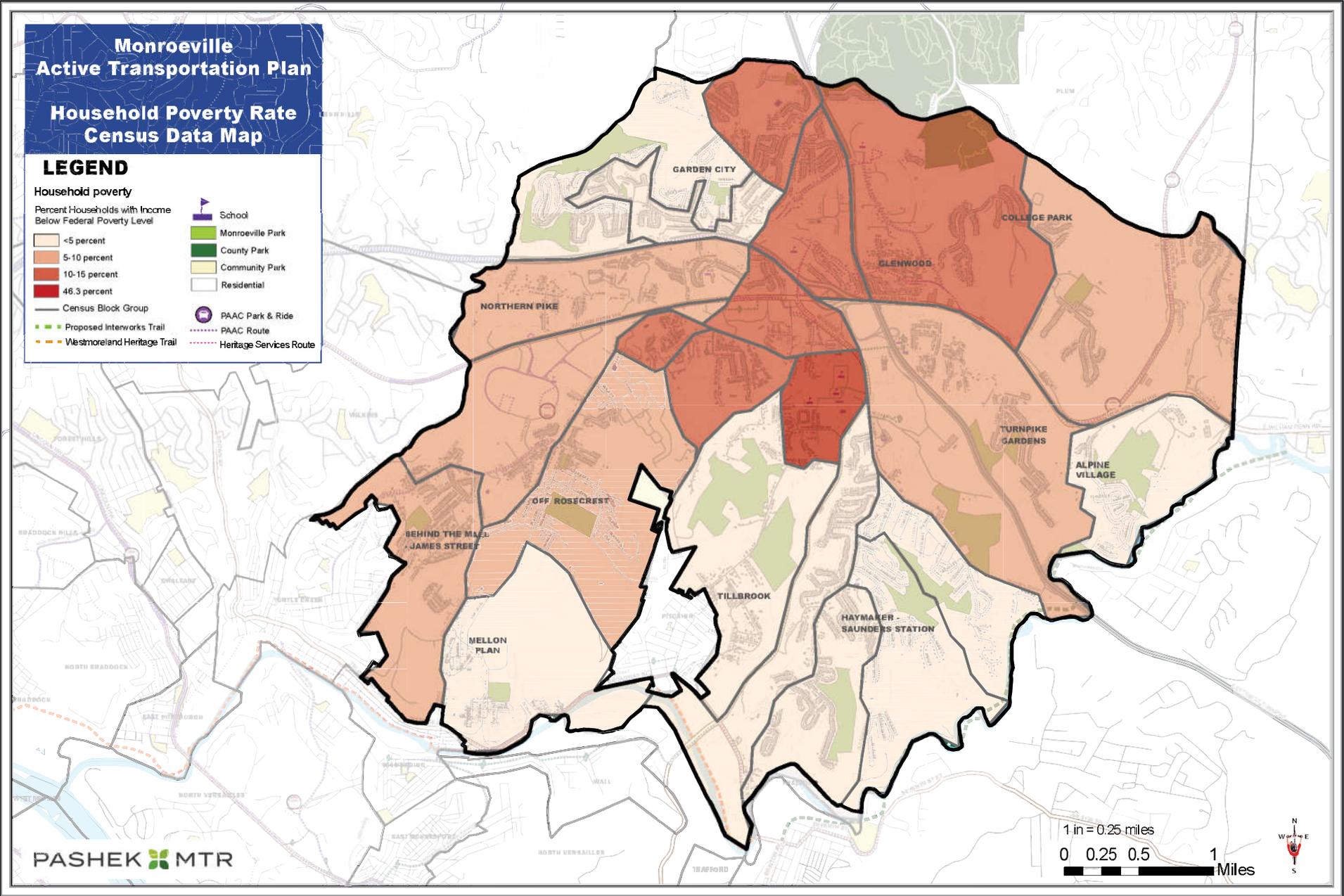
To fully understand the opportunities and constraints to pedestrian and bicycling activities in Monroeville, an inventory and analysis of the existing conditions was done utilizing geographic information systems (GIS). To accomplish this, a series of maps was created to record observations made from a variety of perspectives. These maps, found in the subsequent pages of this chapter, include: Population Density, Vehicle Ownership Rate, Household Poverty Rate, Crash and Road Types, Crash and Speed Limits, Transportation Infrastructure (including Transit), Steep Slope Barriers, and Destinations and Generators

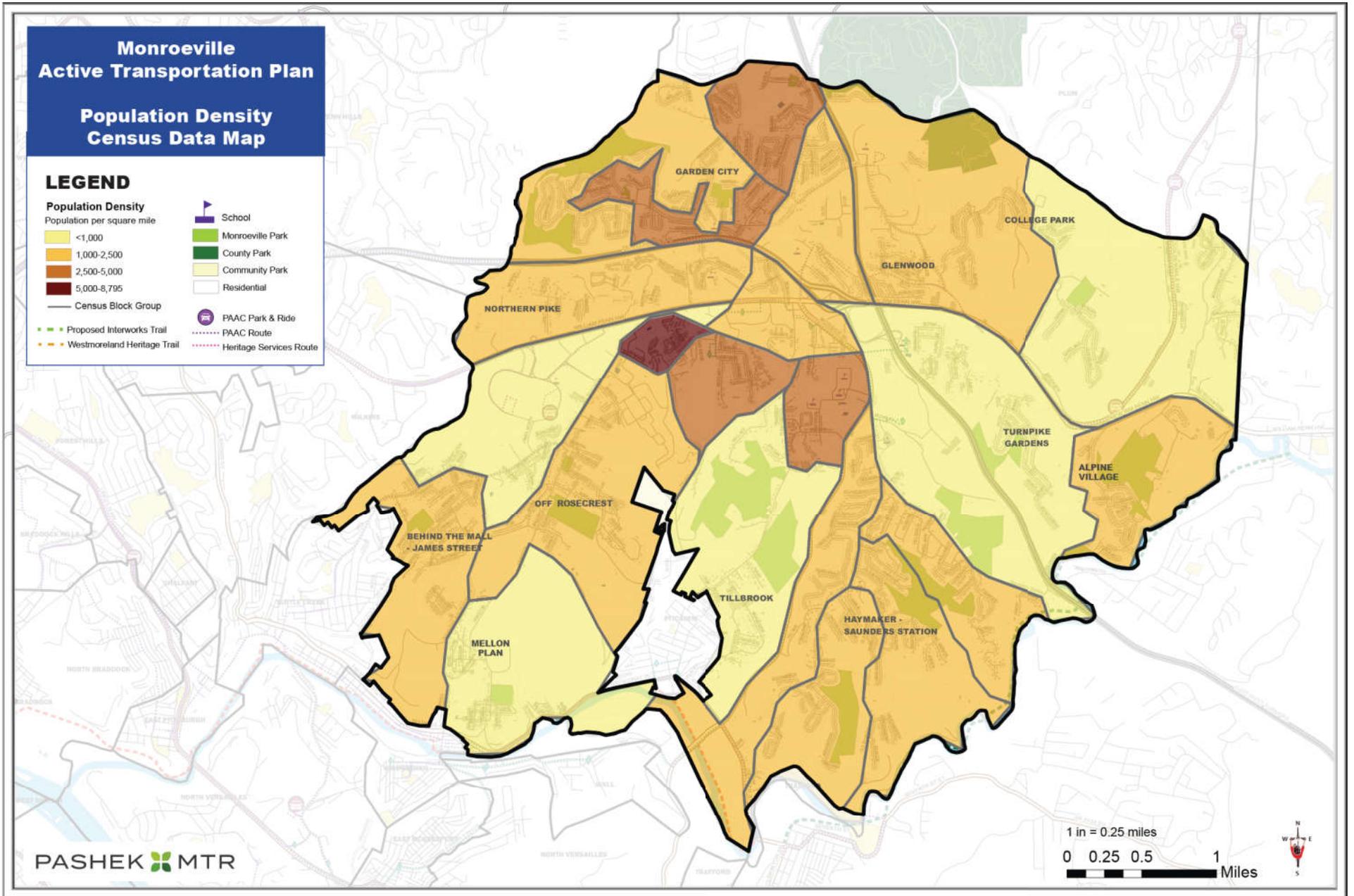
The following information and features are recorded on the base map:

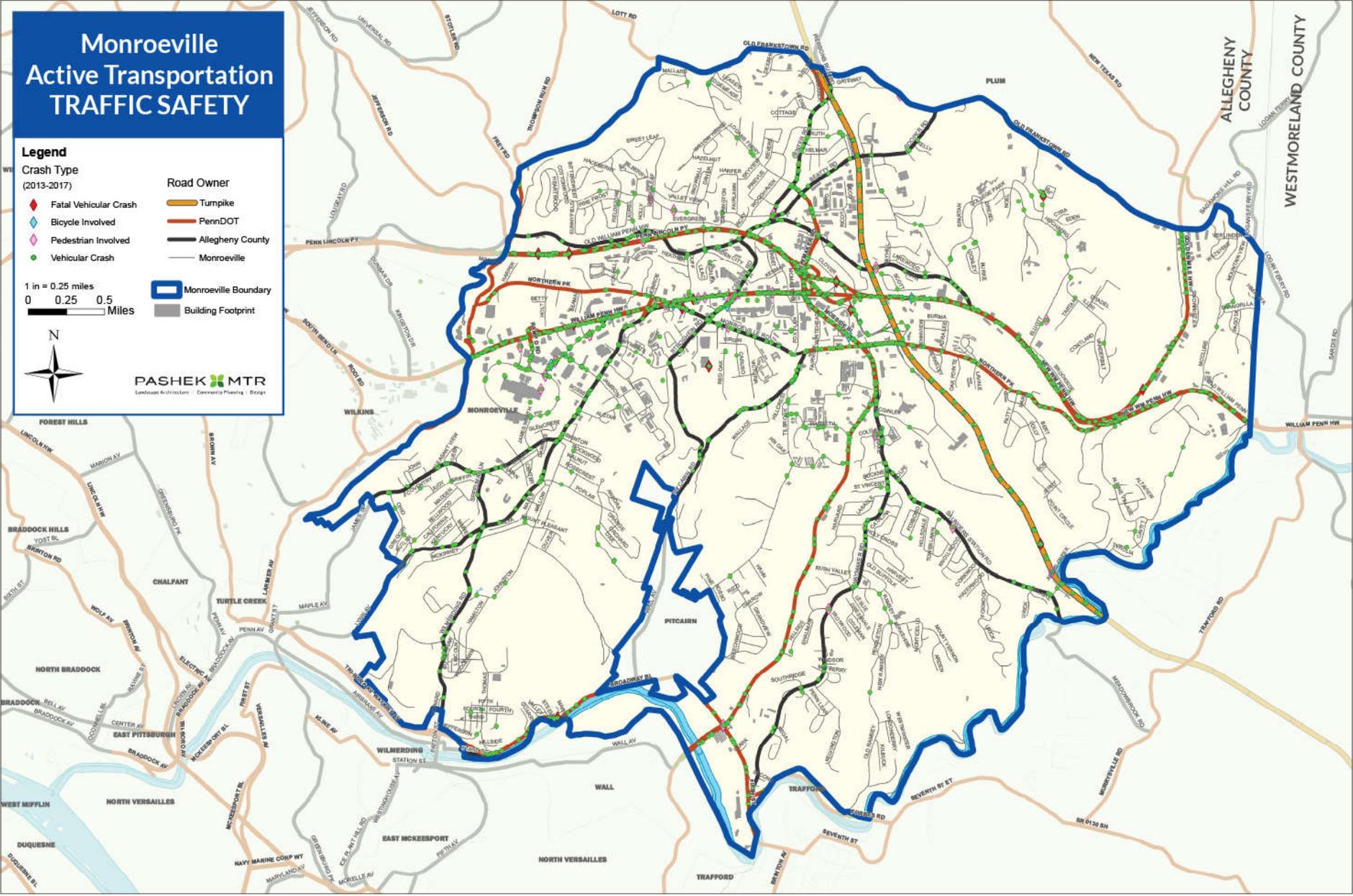
- Existing roadway network
- Existing buildings
- Existing schools
- Existing property parcels
- Existing parks
- Existing higher education

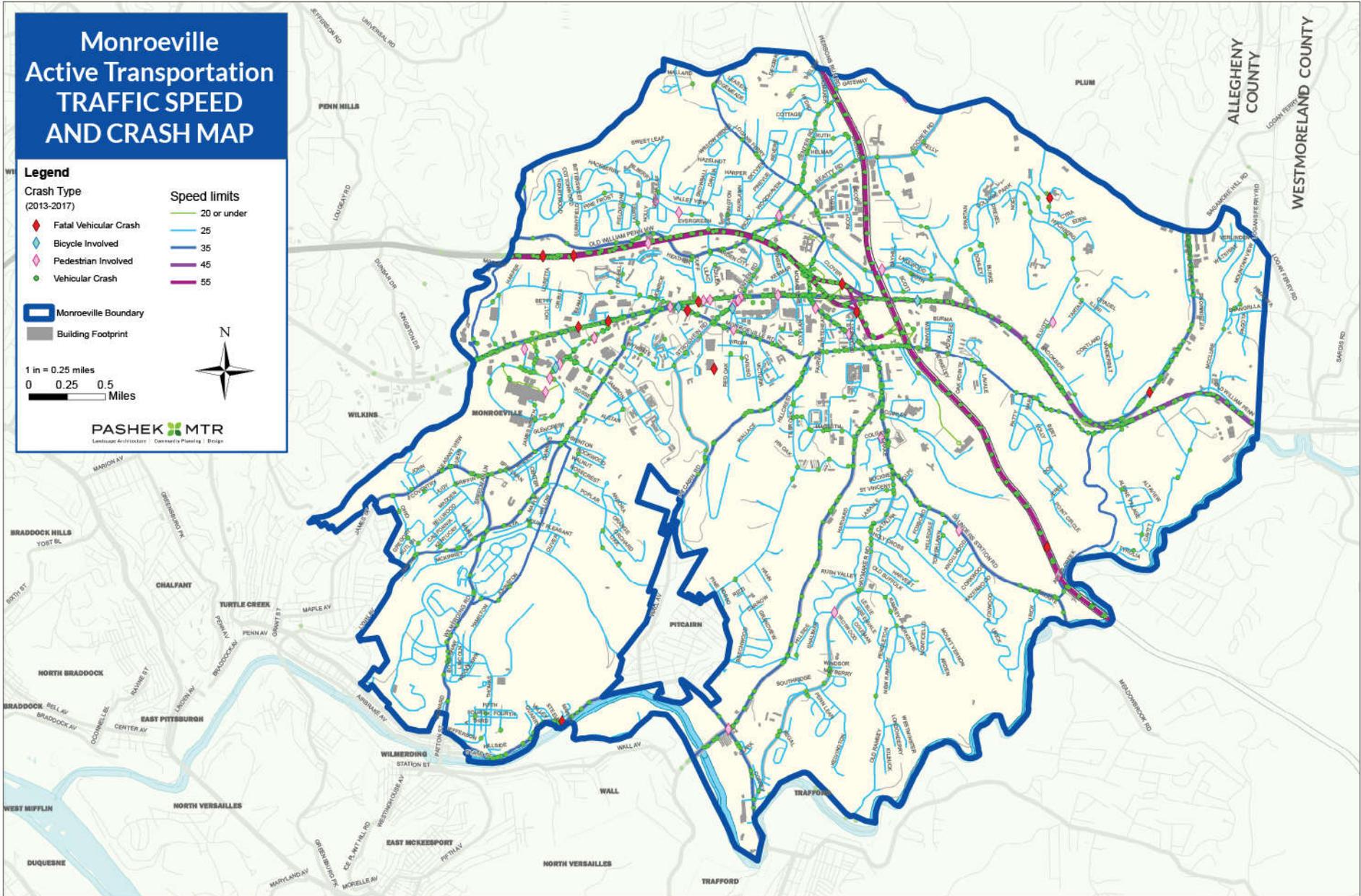
The base map served as the primary layer of information, which was built upon to conduct the analysis necessary to understand the physical conditions, along with the opportunities and constraints presented by various features.









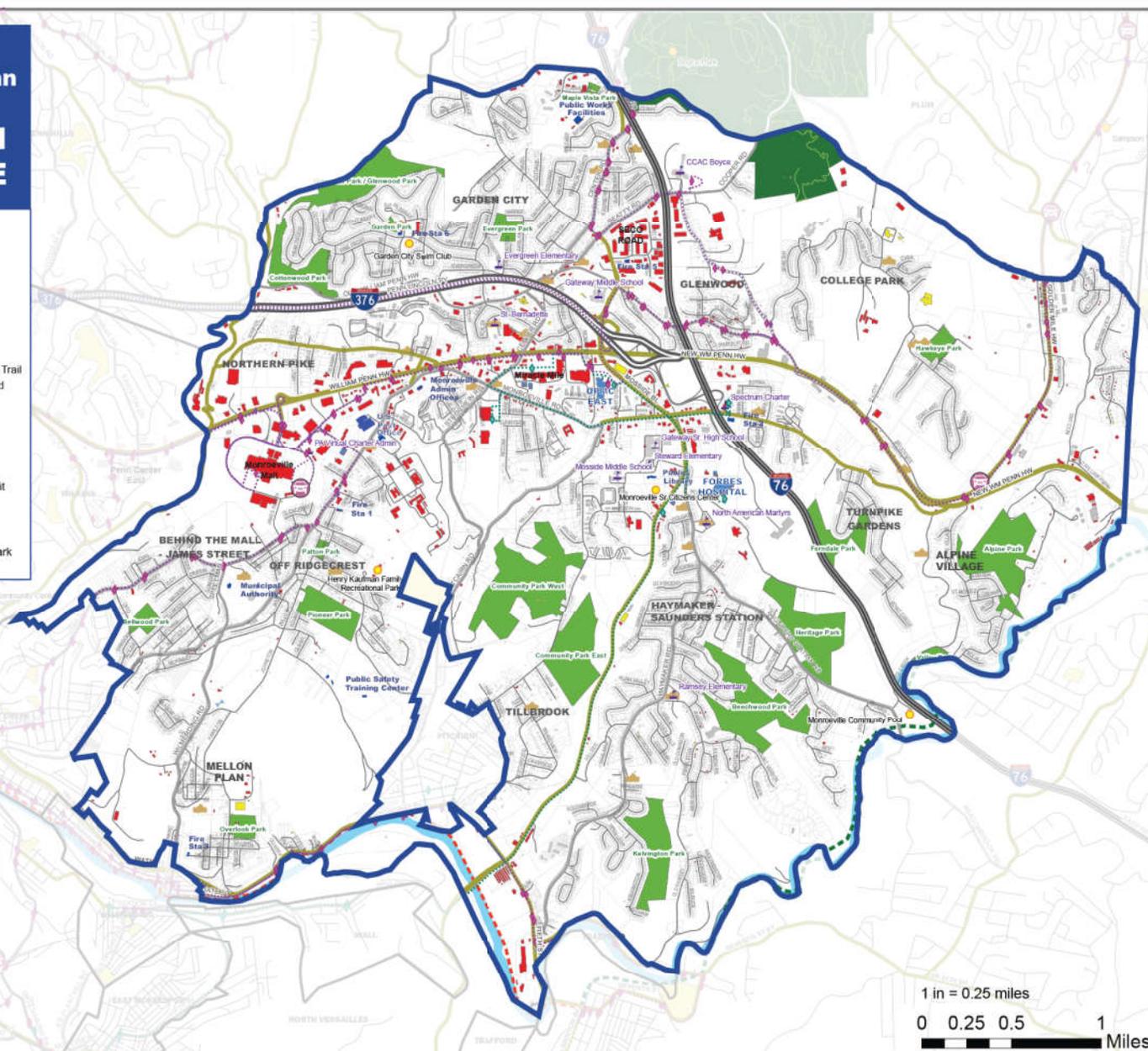


# Monroeville Active Transportation Plan

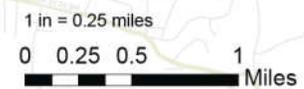
## TRANSPORTATION INFRASTRUCTURE

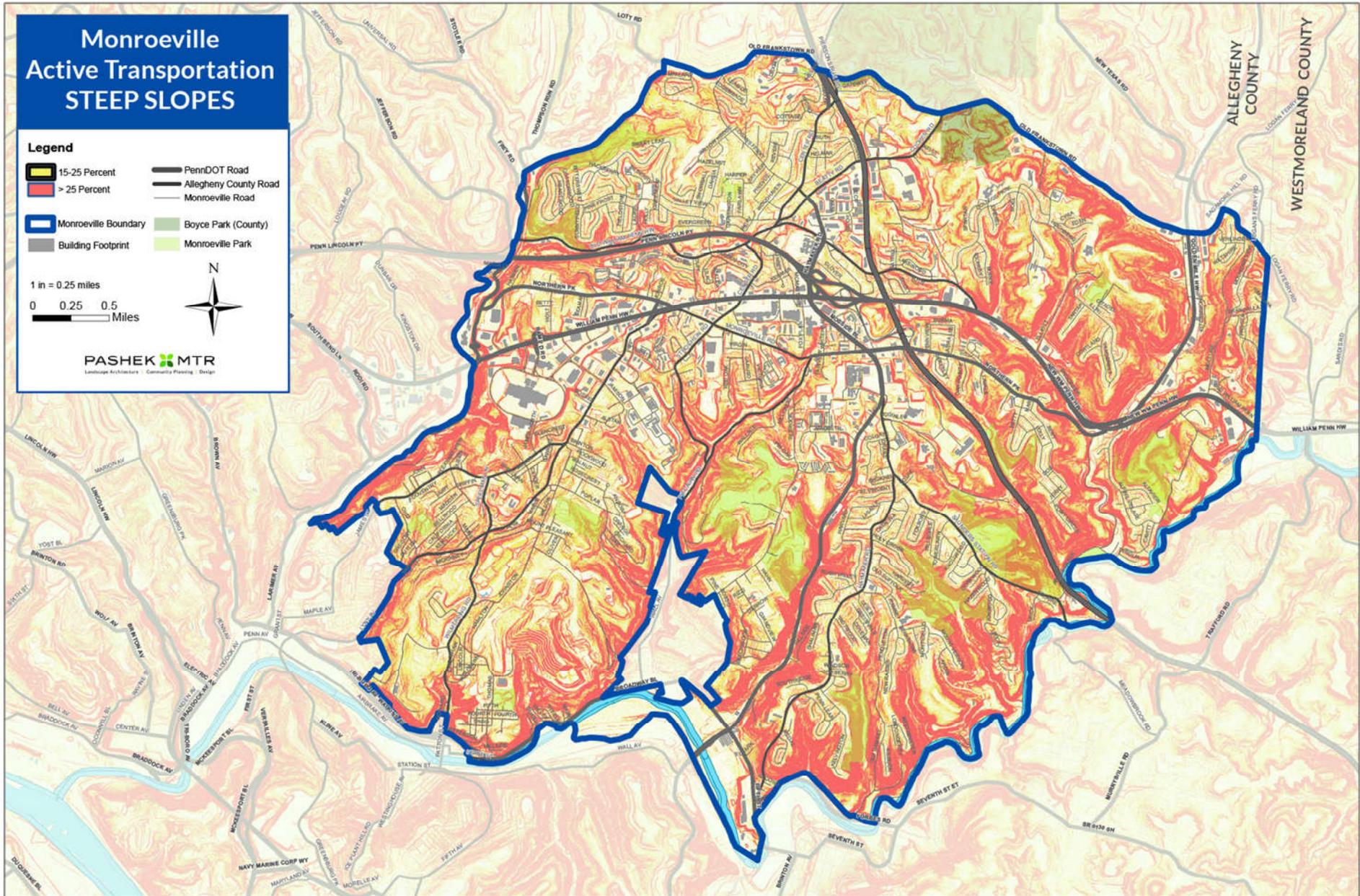
### LEGEND

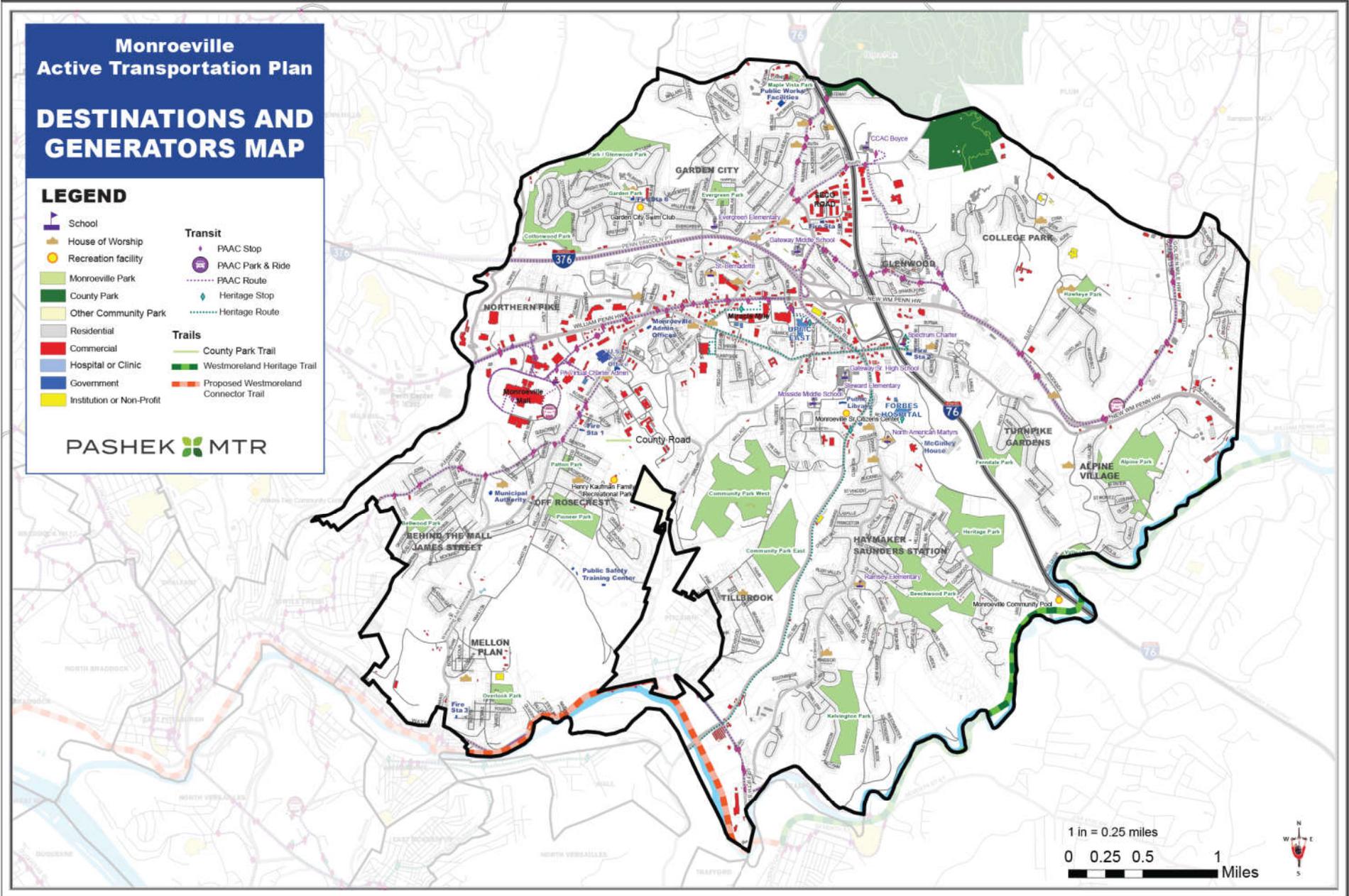
- |                |                         |                       |                                 |
|----------------|-------------------------|-----------------------|---------------------------------|
| <b>Transit</b> |                         | <b>Road Ownership</b> |                                 |
|                | PAAC Park & Ride        |                       | State Road                      |
|                | PAAC Route              |                       | County Road                     |
|                | PAAC Stop               |                       | Monroeville Road                |
|                | Heritage Services Route | <b>Trails</b>         |                                 |
|                | Heritage Services Stop  |                       | Westmoreland Heritage Trail     |
| <b>Places</b>  |                         |                       | Proposed Westmoreland Connector |
|                | School                  |                       | County Park Trail               |
|                | House of Worship        |                       | Government                      |
|                | Recreation facility     |                       | Institution or Non-Profit       |
|                | Building footprint      |                       | Monroeville Park                |
|                | Commercial              |                       | County Park                     |
|                | Hospital or Clinic      |                       | Other Community Park            |



PASHEK MTR









## ANALYSIS

### Demographics Analysis

Using data acquired from the US Census Bureau, multiple demographics analysis were completed utilizing GIS. These analysis demonstrate the importance of social equity and inform where active transportation improvements are most needed. Monroeville is divided into seven Census tracts.

#### ***Car Ownership per Household***

Car ownership per household is relatively high in Monroeville, due to the fact that it was developed in the 1950s-70s as a car-based suburb. But in a Census Tract that occupies a north-south swath through the south-central portion of the Municipality, 10-15.6 percent of households have no vehicle. 53% of households here have one vehicle. Walking and biking routes to transit stops and other amenities would be particularly useful in this central area. Elsewhere in Monroeville, residents are more likely to have one or more vehicles and are less likely to own no vehicles. However, they, too, may prefer active transportation and should be intentionally included in this plan.

#### ***Population Density***

Monroeville's population density ranges from less than 1,000 people per square mile to 8,795 per square mile. The most densely populated part of the Municipality is an area with numerous large apartment buildings located between Monroeville Boulevard, Wyngate Drive and Stroshein Road. Walking and biking routes to transit stops and other amenities would be particularly useful in this area.

#### ***Poverty Rate***

Monroeville has a household poverty rate that ranges from less than 5 percent to 46.3 percent per Census Block Group. The highest concentration of household poverty is in the center of the community, just south of the Gateway School District campus. Walking and biking routes to transit stops and other amenities would be particularly useful in this area.



Some community destinations, clockwise from top left: Monroeville Mall, Monroeville Senior Center, Community Park West, Gateway district schools

## Public Facilities & Destinations Analysis

The first analysis completed was the Public Facilities and Destinations Inventory. This analysis was completed to determine places within the Municipality that are, or can be desirable destinations to access by walking or bicycling.

Features identified on this map included:

- Parks
- Schools
- Hospitals
- Library
- Senior Center
- Public Facilities
- Major Shopping Centers
- CCAC-Boyce
- Museums and Cultural Features

A review of the Public Facilities/Destinations Inventory Map indicates:

- High concentration of destinations along Route 22/William Penn Highway, Monroeville Boulevard, and Route 286/Golden Mile Highway
- Hub at the Gateway School District - Library - Senior Center campus
- Two regional hospitals - UPMC East and Forbes - within a mile of each other
- Two Port Authority Park & Ride lots
- Private schools and public elementary schools disbursed through the community
- Park hubs at Community Park West/East and Allegheny County's Boyce Park, with other parks disbursed through the community
- Houses of worship disbursed through the community

## Transportation Infrastructure Analysis

The Transportation Infrastructure Inventory Map documents the existing local, county, and state roads in Monroeville. It also depicts transit routes and stops.

The Traffic Speed and Crash Map documents posted speed limits with the location of car accidents from 2013-2017. According to data provided by PennDOT, there were 5 crashes that involved a cyclist during that time, and 39 involving a pedestrian.

The Traffic Volume and Crash Map documents posted traffic levels and the location of car accidents from 2013-2017.

### Areas of Concern

**ROADS WITH HIGH TRAFFIC VOLUMES** Data obtained from PennDOT records the Average Daily Traffic (ADT) rates for all State roads. Limited access highways - I-76/Pennsylvania Turnpike and I-376/Parkway East - carry the highest volumes but do not allow pedestrian or bicycle traffic.

- Route 22/William Penn Highway between the I-76 interchange and Golden Mile Highway has the next highest ADT, with between 25,450 and 25,850 vehicles daily. Few pedestrians or cyclists use this stretch of road.
- These roads carry 17,100 to 19,300 vehicles daily: Route 286/Golden Mile Highway, a central segment of Monroeville Boulevard, Mosside Boulevard and Old William Penn Highway. All have pedestrian and bicycle usage but very limited or no active transportation infrastructure.
- Route 22/William Penn Highway (shown at right) between the Wilkins border and the I-76 interchange carries 12,900 to 16,550 vehicles daily. This segment has frequent pedestrian usage but very limited and inconsistent pedestrian infrastructure.
- Several other roads or road segments are very busy as well, including Center Road, Patton Street and Broadway Boulevard.
- Some roads with lower ADTs have high levels of bicycle usage, and have been the location of vehicular crashes involving cyclists. These have no bicycle infrastructure. They include: Haymaker Road, Saunders Station Road, and roads in the vicinity of Monroeville Mall.



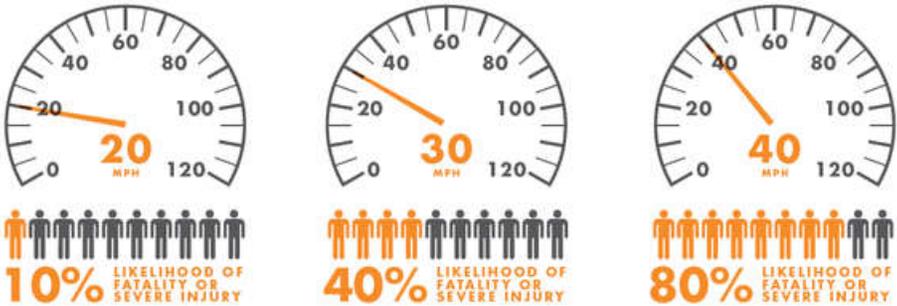
Route 22 has the highest volumes of traffic in Monroeville.



A southward view of Mosside Boulevard, which carries high-speed traffic.

### Speed Limits

Route 22/William Penn Highway east of the I-76 interchange and Mosside Boulevard (shown at left) have the highest speed limit (45 mph) of the open-access roads in Monroeville. The other portions of Route 22 along with Old William Penn Highway, Saunders Station Road and Monroeville Boulevard, Pitcairn Road, Logan’s Ferry Road and others have 35 mph limits. Residents have complained that cars ignore many of these speed limits and travel much faster, particularly on Mosside Boulevard and William Penn Highway. The speed limit on other local streets and roads is 25 mph, though cars have been reported traveling much faster.



### DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION. LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES. MARCH 2000. <http://www.nhtsa.gov/about/nhtsa/traffic/speed/>

### High Crash Rates

Areas with high crash rates (even crashes not involving cyclists or pedestrians) indicate higher risk areas for cyclists and pedestrians. Such roads include the length of Route 22, Center Road, Golden Mile Highway, Mosside Boulevard, Haymaker Road, Monroeville Boulevard, Wilmerding Road, portions of James Street, and local roads in the area of Monroeville Mall.

### Existing Bicycle Infrastructure Analysis

Walk Score, a private company that provides bikeability and walkability indexing through its website, gives Monroeville a score of 12 out of 100 for bike-friendliness due to the community’s minimal bike infrastructure.

The Westmoreland Heritage Trail touches portions of Monroeville, including a trailhead at the foot of Saunders Station Road and an important crossing under I-76/Pennsylvania Turnpike. The next closest multipurpose trail is the Great Allegheny Passage (GAP), about 10 miles away. An extension of the Westmoreland Heritage Trail that would connect with the GAP is under consideration. Residents of Monroeville could connect to this proposed trail.

The closest Bicycle trail is the Great Allegheny Passage (GAP), approximately 5-10 miles away. A proposed trail called the Interworks Trail would run along Turtle Creek and connect to the GAP. Little other bicycle infrastructure is available in Monroeville, other than a few bike racks at some commercial or public facilities.

### Existing Walking Infrastructure Analysis

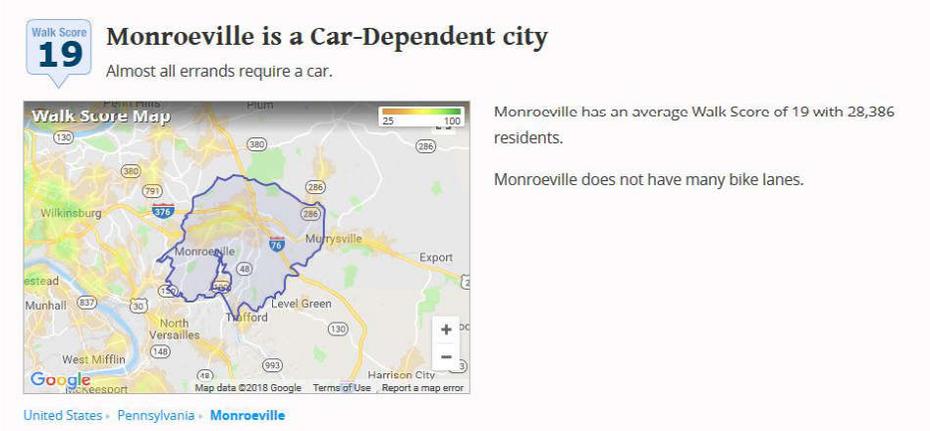
Walk Score gives Monroeville a score of 19 out of 100 for walkability, listing it as a “car-dependent city” in which “almost all errands require a car.”

The community has sidewalks, but their presence is inconsistent in both residential and commercial areas. Newer residential developments do have consistent sidewalks, and ordinances require sidewalks for all new commercial and residential projects. Extensive and well-designed walking trails are available in Community Park West and Community Park East.

A sidewalk inventory prepared by Southwestern Pennsylvania Commission is included in this report.



### Living in Monroeville



## Barriers Analysis

The Barriers Analysis Map analyzes Monroeville's topography to assist in evaluating potential routes for pedestrians and bicyclists. Steep slopes greater than 10% can become difficult for pedestrians and bicyclists to negotiate.

A review of this analysis found that valleys and steep slopes etch Monroeville's terrain. Haymaker Road, Mosside Boulevard, Tilbrook Road and Pitcairn Road all run essentially parallel to each other, north-south along valleys and ridges. Steep slopes are found in-between each of these car-oriented roads, making connections between neighborhoods incredibly challenging.

Major roadways lacking pedestrian and bicycle infrastructure can be hazardous to pedestrians and cyclists and create barriers as well.

Some of the main corridors studied for this project include the following:

### *East-West corridors*

- Route 22/William Penn Highway – four lanes of traffic, high traffic volume, high speeds, inconsistent sidewalks, too dangerous for bicycle infrastructure
- Old William Penn – no sidewalks, high traffic volume, >25 percent slope at Wilkins Township border
- Northern Pike – no sidewalks, high traffic volume, sharp turns, narrow road, >25 percent slope at eastern end
- Monroeville Boulevard – inconsistent sidewalks, high traffic volumes, sharp turns and steep areas
- Old Frankstown Road - frequent turns, moderate traffic volumes and speeds, >15 and >25 percent slopes in specific locations, narrow travel lanes, rises and turns create blind spots in places
- Forbes Road - some turns limit sight lines, high speed traffic

### *North-South corridors*

- Route 286/Golden Mile Highway – high traffic volumes, high speeds, recently improved without active transportation infrastructure, wide shoulders
- Beatty Road (East) – no sidewalks, >15 percent slope in places, some turns with limited sight-lines, fast traffic and aggressive drivers
- Center Road – no sidewalks, ROW narrows at bridge over I-76 and at intersection with Route 22, high traffic volumes north of Route 22, very fast traffic for conditions
- Saunders Station Road – >15 percent slope in places, turns with limited sightlines, fast traffic, no sidewalks, Westmoreland Heritage Trail trailhead at southern reach of road near municipal border. Bicycle and pedestrian infrastructure has been proposed by Allegheny County, the road owner.



Evidence of foot traffic along Route 22



Old William Penn Highway



Center Road

- Haymaker Road – >25 percent slope with wide shoulders at southern reach of road near Forbes Road, no sidewalks, some turns with limited sight lines, complex and busy intersection at northern reach where road meets McGinley Road and Mossie Boulevard. Bicycle and pedestrian infrastructure has been proposed by Allegheny County, the road owner.
- Mossie Boulevard – some limited sidewalks near Route 22 intersection, high traffic volumes between I-376 and intersection with Haymaker Road, ROW narrows in this area, complex intersection at Gateway/Haymaker/McGinley, from this intersection south the road is consistently steep, high speeds and high traffic volumes, challenges in this area are mitigated by wide shoulders
- Tilbrook Road - limited sidewalks, no shoulders, >15 percent slopes in some locations, access road for Community Park West and Community Park East
- Stroschein Road - limited sidewalks, turns limit sight lines in several locations, >15 percent slope
- Pitcairn Road - no sidewalks, portions >15 percent slope
- Patton Street (Wilmerding Road) - sporadic sidewalks, portions >15 percent slope, turns limit sight lines in several locations
- James Street - inconsistent sidewalks, turns limit sight lines in some locations, >15 percent slope in some areas, narrow shoulders



**Mossie Boulevard**



**Tilbrook Road**

## PEDESTRIAN & CYCLIST CONNECTIONS ANALYSIS

Certain areas and corridors in Monroeville are instrumental in connecting pedestrians and cyclists to key destinations. A half-mile radius was mapped around each previously identified key destination or “attractor.” These places include schools, parks, commercial areas, transit stops, and medical facilities. This analysis was used to determine the hotspots for locations where residents are likely to want to go, and where they are most likely to choose active transportation.

Monroeville is full of missing connections for pedestrians and cyclists due to barriers created by terrain or by roads that have high volume and high speeds. An absence of sidewalks in many locations also prevents connections.

The majority of residences are along the ridges, while major through roads typically run north/south along the valleys.



Westward view of Route 22 at Center Road, one of the busiest intersections in Monroeville, and one of the most difficult for cyclists and pedestrians

Of the roadways, Route 22/William Penn Highway, Fransktown Road, Old William Penn Highway, Route 130/Broadway, and Monroeville Boulevard-Northern Pike are the major east-west corridors. Of these Route 22 is particularly dangerous for cyclists, and also for pedestrians where sidewalks are absent. However, all five east-west routes create challenges to cross by bike or on foot, particularly where crosswalks are absent. Route 286/Golden Mile Highway and Route 48/Mossie Boulevard are the primary north-south corridors, and both carry high volumes and high speeds. All of these arterials are challenging to reach from neighborhoods that are not immediately adjacent to them.

Local streets generally are contained within their respective neighborhoods with few direct through-streets. Due to the lack of public transit (Route 22/William Penn Highway, Route 130/Broadway, and Mossie Boulevard have bus routes), most east/west movement requires ascending and descending numerous ridges, and most north/south movement requires crossing busy roads.

# SAFE ROUTES TO SCHOOLS ANALYSIS

In the Commonwealth of Pennsylvania, student transportation is subsidized through Sections 1362 and 2541 of the Public School Code of 1949 if a child’s walking route will traverse a hazardous route. This is further defined as follows in the law:

### **Hazardous Walking Route definition:**

*An unsafe condition caused by potential incompatibility between vehicles and school students, while the students are walking between their home and their school or school bus stop.*

Source: <https://www.pacode.com/secure/data/067/chapter447/chap447toc.html>

### **Transportation in Hazardous Walking Zones:**

*School districts shall be paid by the Commonwealth for every school year on account of pupil transportation which, and the means and contracts providing for which, have been approved by the Department of Education, in the cases*

*hereinafter enumerated, an amount to be determined by multiplying the cost of approved reimbursable pupil transportation incurred by the district by the district’s aid ratio.*

*Payments for pupil transportation on account of the school year 1979-1980 and every school year thereafter shall be made only in the following cases: To all school districts for the transportation to and from school of elementary school pupils including kindergarten pupils, residing one and one-half (1 ½) miles or more [2 miles or more for secondary school pupils] by the nearest public highway from the school in which the pupils are enrolled and to which transportation is authorized under section 1361 of this act or residing in areas where the road or traffic conditions are such that walking constitutes a hazard to the safety of the child when so certified by the Department of Transportation. The Department of Transportation shall take into account the presence of sidewalks along the*

*highway, but such presence or lack thereof shall not be controlling and the department shall consider all relevant safety factors in making its determination as to whether or not walking constitutes a hazard to pupils.*

Source: PA Public School Code of 1949 - Transportation Sections <http://www.education.pa.gov/Documents/Teachers-Administrators/Pupil%20Transportation/PupilTransp%20SchoolCode%20Transportation%209-25-08.pdf>

There are no identified elementary school hazard zones or streets of concern, as defined by Chapter 447 of the Pennsylvania Code, in Monroeville.



# Existing Plans, Programs and Other Input

## GUIDING DOCUMENTS AND PROGRAMS

### Comprehensive Plan

Monroeville recently worked with Churchill and Wilkins to produce an implementable comprehensive plan called “The Multimunicipal Planning Playbook.” Elected officials from Monroeville joined those from Churchill Borough and Wilkins Township to complete the comprehensive plan, which was created through the Turtle Creek Council of Governments and with Pashek + MTR. This plan was adopted by all three communities in 2018.

This comprehensive plan’s issues-based content, driven by citizen input, included a Connectivity & Trails chapter. Most pertinently, that chapter of the comprehensive plan recommended that Monroeville proceed with developing an Active Transportation Plan. Monroeville followed up on that recommendation, as evidenced by the planning process reflected in this report.

The Connectivity & Trails chapter of the comprehensive plan also emphasized how cycling and pedestrian access to shared key routes and business districts could add to the sustainability and livability of all three communities. The plan suggested pilot projects for both pedestrian and bicycle facilities in each community; those for Monroeville are among the projects included in this report. The comprehensive plan also supported development of single-track, natural surface trails within community parks and connecting routes between Monroeville’s parks and between parks and neighborhoods.

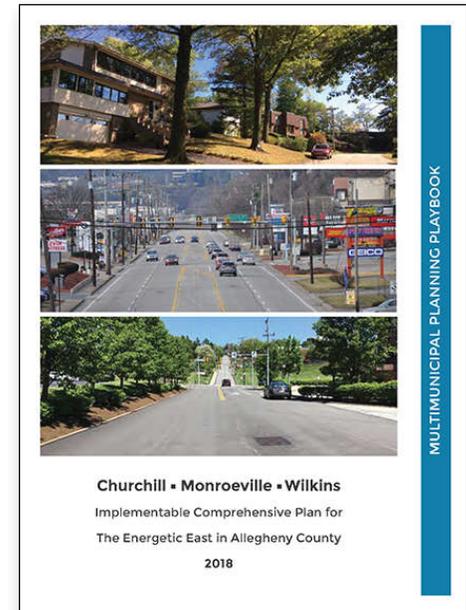
Further, the comprehensive plan’s Connectivity & Trails Chapter explored transit connectivity and supported additional connecting paths as well as other facilities that would encourage and facilitate transit use. Finally, the comprehensive plan suggested additional municipal policies, programs and next steps that are reflected in this Active Transportation Plan.

### Monroeville Inter-Park Trail System Master Plan

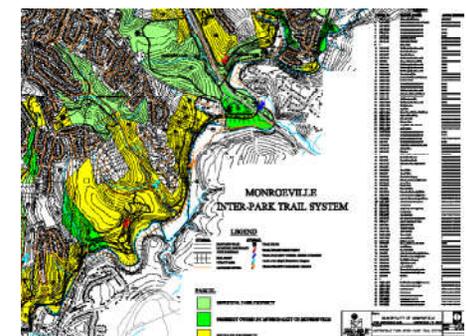
In 2001, Monroeville developed a plan for connecting parkland in its southeastern quadrant. Proposed trails would loop within parks and occupy public or private lands to connect parks. Other routes would connect neighborhoods with parkland by traversing the undevelopable steep, wooded hillsides that are so common in the Municipality.

This active transportation plan is consistent with the ideas proposed in the 2001 master plan, as it encourages the development of single-track hiking/biking trails in the parks and suggests routes that connect community parks with each other.

The Inter-Park Trail System Master Plan map is provided in the appendix.



Implementable Comprehensive Plan report



Master Plan map of proposed inter-park trail system

## Monroeville-area Context: Studies in Contiguous Communities

Because people and vehicles flow between neighboring jurisdictions, transportation networks – including bicycle and pedestrian facilities – should acknowledge and, when possible, be consistent among the communities.

Here are some local planning studies, including several that were officially adopted and others that were prepared by non-profit organizations or other stakeholder groups. The Monroeville Active Transportation Plan recognizes these external plans and supports their goals.

- The Westmoreland Heritage Trail is a project of the Westmoreland Heritage Trail Chapter of the Regional Trail Corporation. Segments of this trail, which connects communities in neighboring Westmoreland County, have been constructed, with a remaining segment planned. This trail follows a former rail line that dips into Monroeville, and one trailhead occupies land in the Municipality at the foot of Saunders Station Road.
- A feasibility study is under way for the Westmoreland Heritage Trail Extension, which would be a route that lies in Allegheny County, including in Monroeville. An informal study of this route created by stakeholders in 2017 was called the Interworks Rail-Trail.
- Rankin, Braddock, North Braddock, East Pittsburgh, Turtle Creek Active Transportation Plan was created in 2018.
- Wilkins Township Active Transportation Plan was developed in 2018, and Wilkins Township is in the process of creating a Complete Streets Policy.

## Monroeville Ordinances

Within Monroeville’s Zoning under Ordinance 1016, it is required that sidewalks be constructed as a part of any new development.

### ***ORD. 1016 Required improvements***

Sidewalks.

1. In all new commercial and residential subdivisions, sidewalks must be installed on the owner’s side of an existing paved street and on both sides of new streets to be paved during subdivision development, in accordance with the standards and specifications of the Municipality.
2. Sidewalks shall be installed a maximum of one year following the application of the final top course of road construction and curbing.

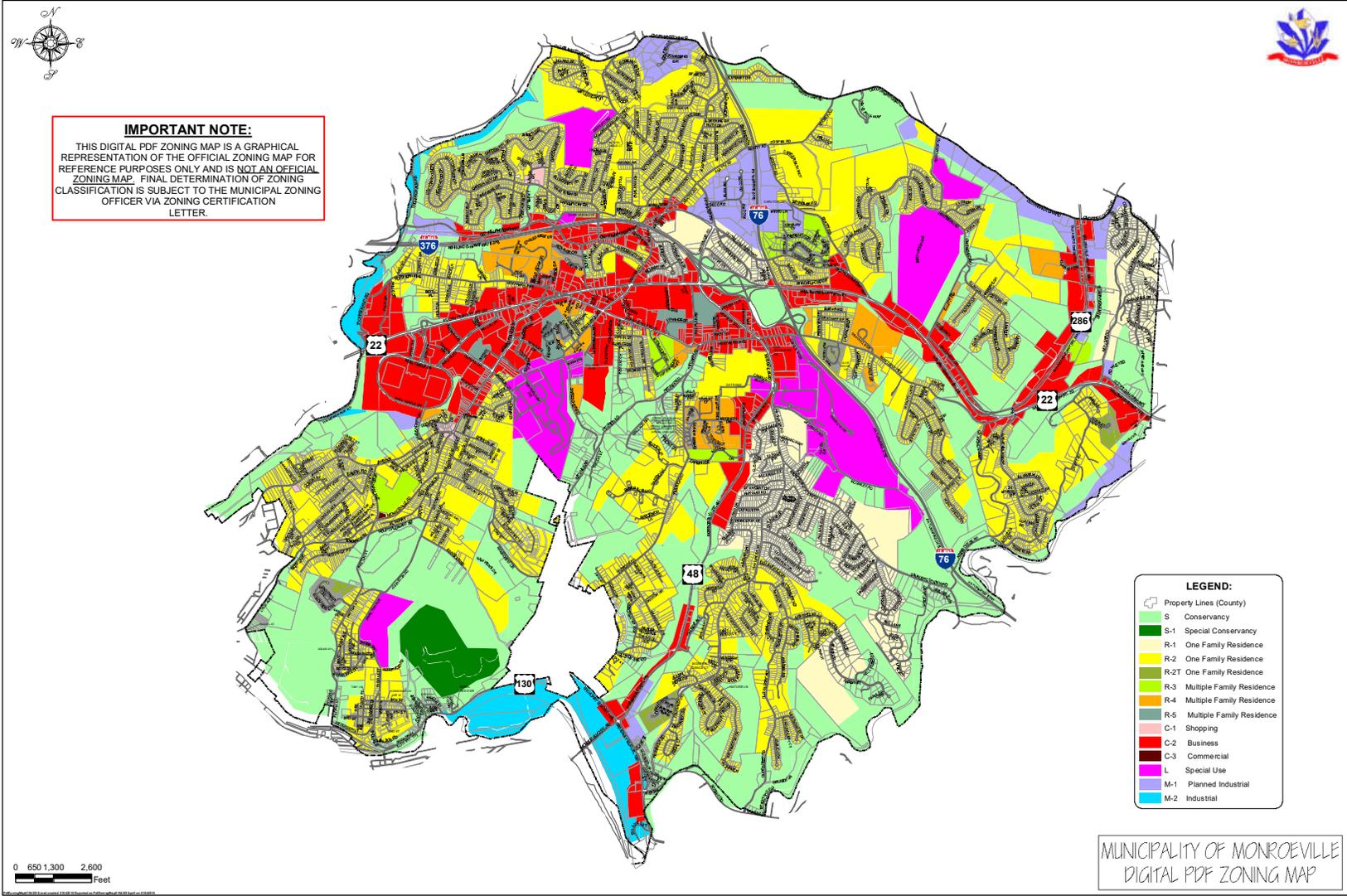
### ***Additional Bicycle and pedestrian facilities***

Municipal ordinances currently do not otherwise address provision of or standards for bicycle or pedestrian infrastructure.

# Existing Land Use / Zoning Inventory

This map was valuable in evaluating residential neighborhood connections to services, employment and businesses found in the commercial areas, as well as connections to community and public services.

The primary business commercial zones in Monroeville are along three major arteries: Route 22 corridor, Route 286 and Route 48, with Route 22/William Penn Highway corridor serving as a regional commercial center. Steep slope wooded areas zoned as Conservancy constitute a large portion of land use.



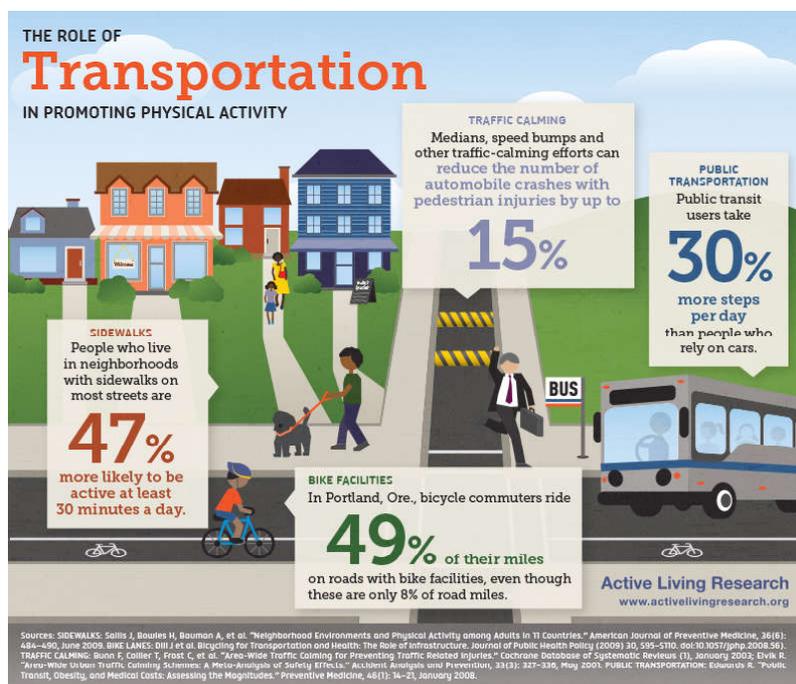
## Active Allegheny

# ACTIVE ALLEGHENY

A Comprehensive Commuter Bicycle and Pedestrian Transportation Plan for Allegheny County

Shortly after the Municipality of Monroeville completed its comprehensive planning process,

it received grant funding for this Active Transportation Plan from the Active Allegheny Grant Program (AAGP). AAGP funding helps communities to develop plans and design transportation projects that will, when implemented, provide bicycle and pedestrian connections to important local destinations and transportation systems, and increase residents' opportunities for physical activity.



The grant program seeks to implement projects that are identified in or are consistent with Active Allegheny, the County's active transportation plan, and the transportation element of "Allegheny Places," Allegheny County's comprehensive plan.

Active Allegheny strives to integrate walking, biking, and other active, healthy modes of transportation into the existing transportation system. Planning and prioritizing investment in commuter bike routes and walking enhances our existing transportation network, and provides people with sustainable travel mode choices. Active Allegheny is a blueprint for improved physical connections for communities, work sites, school, attractions and homes. This infrastructure encourages investment and economic development.

By increasing opportunities for physical activity, the grant program expands the efforts of Allegheny County's Live Well Allegheny (LWA) campaign to address major risk factors that contribute to chronic disease. By providing resources for the design and integration of active, safe, walkable and bikeable spaces into neighborhoods, this effort also implements recommendations identified in

"Plan for a Healthier Allegheny," a guide for health improvement in the county.

The Active Allegheny Grant Program is a program of the Redevelopment Authority of Allegheny County (RAAC) in partnership with the Allegheny County Health Department (ACHD).

The goals of Active Allegheny are:

- To integrate non-vehicular modes of transportation, specifically walking and biking, into the transportation system through the creation of a comprehensive active transportation plan.
- To encourage and accommodate walking and biking as modes of commuting to destinations.

Active Allegheny focuses on connectivity, access, mobility, and healthy lifestyle through specialized plan components:

- Bike Allegheny
- Walk and Roll Allegheny
- Other Active Transportation Opportunities
- Complete the Street
- Action for Active Transportation

Active Allegheny is an implementation activity of “Allegheny Places,” Allegheny County’s Comprehensive Plan, which establishes a vision for the County and includes strategies to achieve that vision. The plan includes a transportation element with actions for commuter and bicycle accommodation. Active Allegheny is the detailed plan for active transportation.

### Allegheny Places

The county’s 2014 comprehensive plan, “Allegheny Places,” includes within its Transportation Chapter a section covering bicycle and pedestrian transportation. This section as well as other portions of the plan promote bicycling and walking as active modes of transportation, both on- and off-road, in recognition of the value that a truly multimodal transportation system adds to the quality of life in Allegheny County.



The comprehensive plan acknowledges these challenges - nearly all of which are true for Monroeville:

- Unsafe and unattractive places to wait for transit
- Lack of available, safe bicycle parking facilities
- Lack of a bicycle route signage program
- Lack of continuous sidewalk network in new developments
- Consistently incorporating bicycle and pedestrian facilities into road, bridge, and transit projects
- Lack of public access to riverfronts

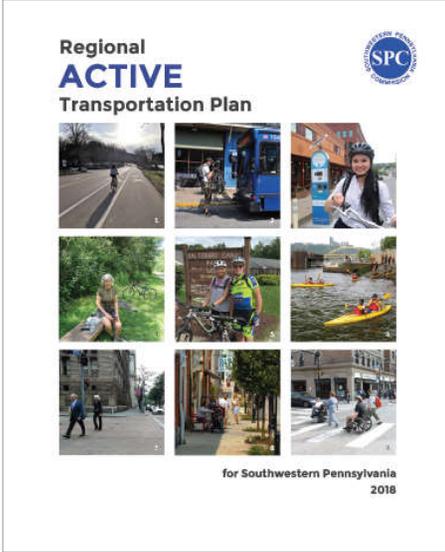
It recommends these goals:

- Connecting people to jobs and schools
- Supporting mobility of existing communities
- Proving efficient access to proposed development, and
- Encouraging multi-modal connectivity.

### Southwestern Pennsylvania Commission Regional Active Transportation Plan

As a federally designated Metropolitan Planning Organization, the Southwestern Pennsylvania Commission (SPC) works with counties and municipalities in its region to develop, coordinate and implement long- and short-range regional transportation plans. In 2018 it created the “Regional Active Transportation Plan for Southwestern Pennsylvania” to provide a cohesive vision for non-motorized travel across the region as well as technical guidance to local governments seeking to achieve local active transportation goals.

The ideas and facility types presented in Monroeville’s Active Transportation Plan are consistent with SPC’s Regional Active Transportation Plan.





## Live Well Allegheny

Live Well Allegheny is an initiative of the Allegheny County Health Department to improve the health and wellness of county residents. Live Well Allegheny promotes the idea that residents of all of the County’s 130 municipalities can be healthier together, and partake in activities that are age-friendly and vibrant, and contribute to a thriving community.

Monroeville won designation in 2016 as a Live Well Allegheny Community by indicating its intent to work with Allegheny County to accomplish the goals of the campaign. Participation as a Live Well Allegheny Community positions Monroeville to achieve change in community health and well-being.

In its ordinance for Live Well Allegheny, Monroeville Council has agreed to specific actions to encourage its residents to live a healthy lifestyle, including several that specifically align with and provide motivation for developing this active transportation plan:

- Share wellness information with employees and the broader community
- Plan and implement a Live Well Allegheny event that encourages active living
- **Encourage multi-modal transportation of residents by providing information about public transportation along with biking and walking resources**
- **Develop walking maps and measure distances mapped**
- Promote and support farmer’s markets with emphasis on helping all of Monroeville residents have access to fresh and healthy foods
- Work with local food banks to help ensure access to healthy foods
- Provide information regarding leisure activities for children and teens in Monroeville.

Several of Monroeville’s neighboring communities – North Versailles, Penn Hills, Turtle Creek and Wilkins – also have earned the designation, indicating a local groundswell favoring policies that protect and encourage individual and community health.

Another implementation strategy of Live Well Allegheny is to strive to integrate “Health in all Policies.” This is explained further in Chapter 4.

## IDEAS, PROGRAMS AND POLICIES TO PURSUE

### Complete Streets

This active transportation plan also embraces the principles of Complete Streets to the fullest degree possible given the topography and existing conditions of a suburban community such as Monroeville.

The National Complete Streets Coalition defines Complete Streets as streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Creating complete streets means communities and transportation agencies should routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. Every transportation project should make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making communities better places to live.

Efforts toward creating complete streets include policy and design changes, as well as implementation. For example, complete streets may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

### *AT A GLANCE: Elements of a Complete Streets Policy*

An ideal complete streets policy includes:

1. **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy.

## VISION AND INTENT

A Complete Streets vision states a community's commitment to integrate a Complete Streets approach into their transportation practices, policies, and decision-making processes. This vision should describe a community's motivation to pursue Complete Streets, such as improved economic, health, safety, access, resilience, or environmental sustainability outcomes. The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network. This means that people are able to travel to and from their destinations in a reasonable amount of time and in a safe, reliable, comfortable, convenient, affordable, and accessible manner using whatever mode of transportation they choose or rely on.



Example of a complete streets design in action

This does not mean putting a bike lane on every street or a bus on every corridor. Rather, it requires decision-makers to consider the needs of diverse modes that use the transportation system, including but not limited to walking, biking, driving, wheeling/rolling, riding public transit, car sharing/ carpooling, paratransit, taxis, delivering goods and services, and providing emergency response transportation.

## DIVERSE USERS

Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities. Transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless of race, ethnicity, religion, income, gender identity, age, ability, languages spoken, or level of access to a personal vehicle. Which communities of concern are disproportionately impacted by transportation policies and practices will vary depending on the context of the jurisdiction. Policies are not necessarily expected to list all of these groups. For example, some communities are more racially homogeneous, but have extreme income disparities. The best Complete Streets policies will specifically highlight communities of concern whom the policy will prioritize based on the jurisdiction's composition and objectives.

## COMMITMENT IN ALL PROJECTS AND PHASES

The ideal Complete Streets policy has a strong commitment that all transportation projects and maintenance operations account for the needs of all modes of transportation and all users of the road network.

## CLEAR, ACCOUNTABLE EXCEPTIONS

Effective policy implementation requires a process for exceptions to providing for all modes in each project. The exception process must also be transparent by providing public notice with opportunity for comment and clear, supportive documentation justifying the exception. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They follow the Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
  2. Cost of accommodation is excessively disproportionate to the need or probable use. The Coalition does not recommend attaching a percentage to define “excessive,” as the context for many projects will require different portions of the overall project budget to be spent on the modes and users expected. Additionally, in many instances the costs may be difficult to quantify. A percentage cap may be appropriate in unusual circumstances, such as where natural features (e.g. steep hillsides, shorelines) make it very costly or impossible to accommodate all modes. The Coalition does not believe a cap lower than 20 percent is appropriate, and any cap should always be used in an advisory rather than absolute sense.
  3. A documented absence of current and future need.
  4. Emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on severity of the repairs, opportunities to improve multimodal access should still be considered where possible.
- Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:
1. Transit accommodations are not required where there is no existing or planned transit service.
  2. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
  3. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.
- In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with

approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

## JURISDICTION

Creating Complete Streets networks is difficult because many different agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Individual jurisdictions do have an opportunity to influence the actions of others, through funding or development review. In the case of private developers, this may entail the developer submitting how they will address Complete Streets in their project through the jurisdiction’s permitting process, with approval of the permit being contingent upon meeting the Complete Streets requirements laid out by the jurisdiction. Creating a Complete Streets network can also be achieved through interagency coordination between government departments and partner agencies on Complete Streets.

## DESIGN

Complete Streets implementation relies on using the best and latest state-of-the-practice design

standards and guidelines to maximize design flexibility. Creating meaningful change on the ground both at the project level and in the creation of complete, multimodal transportation networks requires jurisdictions to create or update their existing design guidance and standards to advance the objectives of the Complete Streets policy.

and transportation. Complete Streets must be designed to serve the current and future land use, while land use policies and zoning ordinances must support Complete Streets such as by promoting dense, mixed-use, transit-oriented development with homes, jobs, schools, transit, and recreation in close proximity depending on the context. Given the range of

discussion of adapting roads to fit the character of the surrounding neighborhood and development, as well as the consideration of unintended consequences such as displacement of residents due to rising costs of living.

## PERFORMANCE MEASURES

Communities with Complete Streets policies can measure success a number of different ways, such as miles of bike lanes, percentage of the sidewalk network completed, number of people who choose to ride public transportation, and/or the number of people walking and biking along a street. They can also measure the impact of Complete Streets on the other motivations and objectives specified in the policy, such as health, safety, economic development, resilience, etc. The best Complete Streets policies will establish performance measures in line with the goals stated in their visions. Performance measures should pay particular attention to how Complete Streets implementation impacts the communities of concern identified in the policy. By embedding equity in performance measures, jurisdictions can evaluate whether disparities are being exacerbated or mitigated. Policies should also set forth an accountable process to measure performance, including



Rendering of complete streets design in a commercial area

## LAND USE AND CONTEXT SENSITIVITY

An effective Complete Streets policy must be sensitive to the surrounding community, including its current and planned buildings, parks, and trails, as well as its current and expected transportation needs. Specifically, it is critical to recognize the connection between land use

policy types and their varying ability to address this issue, a policy, at a minimum, requires the consideration of context sensitivity in making decisions. The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices. The Coalition also encourages more detailed

specifying who will be responsible for reporting on progress and how often these indicators will be tracked.

## PROJECT SELECTION CRITERIA

A Complete Streets policy should modify the jurisdiction's project selection criteria for funding to encourage Complete Streets implementation. Criteria for determining the ranking of projects should include weighting in favor of active transportation infrastructure; targeting underserved communities; alleviating disparities in health, safety, economic benefit, access destinations; and creating better multimodal network connectivity for all users. Jurisdictions should include equity criteria in their project selection process and give the criteria meaningful value.

## IMPLEMENTATION STEPS

A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified key steps to implementation:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets

checklists or other tools into decision-making processes.

2. Develop new design policies and guides or revise existing criteria to reflect current best practices in transportation design. Communities may also elect to adopt national or state level recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision. Training could focus on Complete Streets design and implementation, community engagement, and/or equity.
4. Create a committee to oversee implementation. This is a critical accountability measure, ensuring the policy becomes practice. The committee should include both external and internal stakeholders as well as representatives from advocacy groups, underinvested communities, and vulnerable populations such as people of color, older adults, children, low-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.
5. Create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc., depending on the local context. This requires the use of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces, and hosting and attending community meetings and events. The best community engagement plans don't require people to alter their daily routines to participate. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks, and community centers.

Further information about the 2018 Complete Streets Policy, including the Points systems associated with each element, can be found at: <https://smartgrowthamerica.org/app/uploads/2018/03/Best-Complete-Streets-Initiatives-of-2017.pdf>

## PROGRAMS AND ORGANIZATIONS SUPPORTING COMPLETE STREETS POLICIES

The tools to be used in designing complete streets are not unique to roadways designated as complete streets. They include planning and design techniques that are regularly used to develop pedestrian and bicycle facilities. These techniques are also proposed in the Active Allegheny plan and PennDOT's Smart Transportation Initiative.

In supporting the principles and intentions of complete streets, Monroeville also embraces the language and goals of programs that help the Municipality to implement bicycle- and pedestrian-friendly transportation modes. These programs are Active Allegheny; PennDOT's Smart Transportation Initiative; PennDOT Connects; and the Allegheny County Congress of Neighboring Communities (CONNECT). These programs and their goals are described on the following pages.

It should be specifically noted that simply providing statements of support or joining a group does not automatically enroll the community in the full benefits of the programs. Monroeville also must initiate the steps necessary to fully participate at every turn.

### Active Allegheny

The Active Allegheny plan states that the most fundamental step that local municipalities can take to advance complete streets practice is to adopt and implement a complete streets policy. Ordinances and resolutions are the preferred means for adopting complete streets policies, since they provide a concise direct declaration of municipal intent by the Municipality's governing body. Plans and internal policies can be useful in providing guidelines for implementing ordinances, resolutions, or executive orders.

On the following page is a model ordinance recommended by Active Allegheny for adoption by local municipalities. The text is based on model policy language recommended by the National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN), and also incorporates language from adopted policies for Rochester, Minnesota and Seattle, Washington. The model ordinance is concise by intent, focusing on the simple principle that roadway projects should accommodate

all users. The language should be modified and tailored to meet Monroeville's Active Transportation goals.

### PA WalkWorks

To increase opportunities for physical activity, the Pennsylvania Department of Health has partnered with the University of Pittsburgh Graduate School of Public Health Center for Public Health Practice to create a network of fun, fact-filled, community-based walking routes and walking groups. WalkWorks:

- Identifies and promotes safe walking routes;
- Offers social support through guided, community-based walking groups;
- Helps schools develop walk-to-school programs; and
- Addresses local policies to increase safe walking routes.

WalkWorks has been a source of funding for municipal governments to develop Complete Streets resolutions, policies and ordinances.

## Complete Streets Model Ordinance

AN ORDINANCE relating to the complete streets policy for the \_\_\_\_\_ of \_\_\_\_\_, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

WHEREAS, implementing transportation improvements that are planned, designed and constructed to safely accommodate walking, bicycling, and transit use increase the general safety, health and overall welfare of the citizens of and visitors to the of ; and,

WHEREAS, the \_\_\_\_\_ of \_\_\_\_\_ will seek to enhance the safety, access, convenience and comfort of all users, including pedestrians, bicyclists, transit users and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults, and persons with disabilities, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel; and,

WHEREAS, transportation improvements are to be planned and designed in a manner consistent with, and supportive of, the surrounding community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner;

NOW, THEREFORE, BE IT ORDAINED BY THE \_\_\_\_\_ OF \_\_\_\_\_ AS FOLLOWS:

**Section 1.** All roadway projects, including construction, re-construction, re-paving and rehabilitation, will provide appropriate accommodation for pedestrians, bicyclists, transit riders and drivers, motorists and freight drivers, and people of all ages and abilities, including children, older adults and persons with disabilities, except under one or more of the following conditions:

- The roadway project is comprised of ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);
- Where use by non-motorized users is prohibited by law;
- The cost would be excessively disproportionate to the need or probable future use over the long term;
- There is an absence of current and future need.

**Section 2.** Appropriate accommodations include facilities and amenities that are recognized as contributing to complete streets, which may include sidewalks and pedestrian safety improvements such as median refuges, pedestrian signals, bulb-outs and crosswalks; street and sidewalk lighting; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including shared-use lanes, wide travel lanes or bike lanes as appropriate; paved shoulders; bicycle parking; street trees, landscaping, street furniture and adequate drainage facilities; and other facilities.

**Section 3.** Complete streets principles will be incorporated into the comprehensive plan, subdivision and land development ordinance, and other plans, manuals, regulations and programs as appropriate.

## PennDOT Connects Policy

PennDOT has adopted a policy aimed at bettering transportation systems and communities through collaborative planning with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and local governments. The premise of the policy is that PennDOT should discuss potential transportation projects with local governments and strive to incorporate their input when a project begins.

Local government outreach should involve consideration of local planning and community mobility needs. Specific areas to be discussed during collaboration include, but are not limited to:

- Safety issues/concerns

- Bicycle/pedestrian accommodations
- Transit/multimodal considerations
- Stormwater management
- Presence of/impacts from current/future freight-generating land uses
- Utility issues
- Transportation operations considerations
- Emergency services accommodations
- Planned development
- Long Range Transportation Plans
- Regional planning studies, e.g. corridor studies, resource management studies, watershed studies, etc.
- Consistency with current community comprehensive or other plans
- Consistency with current and/or proposed zoning
- Other proposed transportation improvements
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area
- Maintenance agreement requirements

## PennDOT's Smart Transportation Initiative

A complete streets approach is consistent with PennDOT's Smart Transportation Initiative. This initiative is built around 10 Smart Transportation themes, including the theme "accommodate all modes." The Smart Transportation Guidebook was jointly developed by PennDOT and NJDOT to guide the planning and design of all land service roadways. The guidebook is essentially a complete streets practice in its emphasis on flexibility in creating transportation facilities that work well for all users, and in balancing trade-offs between vehicular, pedestrian, bicycle, and transit mobility.

For example, the guidebook does not specify the type of bike facility that should be provided on roadways to accommodate bicyclists; rather, the planner or designer must evaluate all pertinent factors in selecting an outside travel lane width, bike lane width, or shoulder width that would be compatible with bicycle travel.

Similar flexibility is offered in the guidebook for pedestrian facilities. Sidewalks are the cornerstone of any pedestrian network, but their width and setback from the roadway will vary depending upon roadway type and land use context.

<https://www.dvrpc.org/Reports/08030A.pdf>

## Allegheny County Congress of Neighboring Communities (CONNECT)

CONNECT brings together the City of Pittsburgh and surrounding municipalities to identify common public policy challenges and advocates for collective change on behalf of Allegheny County’s urban core. It was established in 2009 and convenes the leaders of more than 40 local governments to identify common issues and work collaboratively to determine solutions. Together these

municipalities tackle communities’ most pressing policy issues, build strong relationships with partners and stakeholders, and advocate for public policy change. Current policy issue areas being focused on include:

- Transportation
- Health and wellness
- Energy efficiency

- Blight and abandonment
- Infrastructure repair
- Emergency medical service provision and funding
- Water/sewer management and regionalization

Monroeville is not a member of CONNECT; however, it is qualified to join because a contiguous community, Penn Hills, is a member.

<http://www.connect.pitt.edu/>

See Chapter 4 for detailed recommendations regarding CONNECT.

## Community Health Needs Assessments (CHNA)

Non-profit hospitals are required to assess the health needs in their service areas and create recommendations. The hospitals also develop programs and policies to address the identified needs. Monroeville’s two hospitals produced reports on their findings and action plans.

The plans by both UPMC-East and Forbes Hospital cite needs related to elderly populations and to prevention of obesity and related chronic diseases. Forbes named behavioral health as its top priority, followed by chronic disease and vulnerable populations. UPMC emphasized preventive health/wellness and senior health. These focus areas indicate potential opportunities for the Municipality to partner with the hospitals on improvements related to active transportation and connectivity.

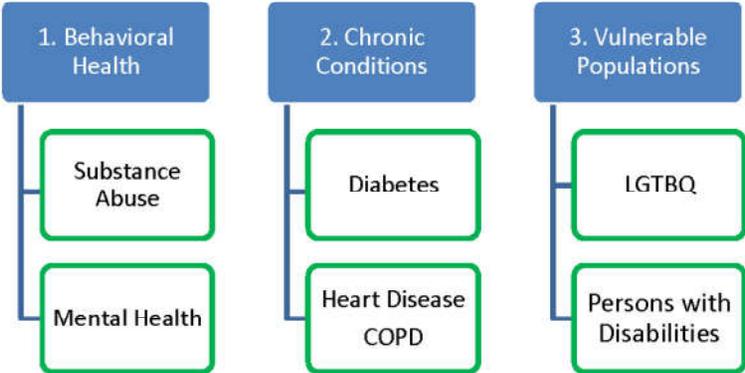
### Forbes Hospital (2018)

The Forbes Hospital implementation plan calls for partnering with public health agencies, community organizations and regional partners. It states that identifying the needs is the first step, which the hospital plans to use to guide programming and product development to assist the community.

The diagram below outlines the hospital’s six prioritized need areas and key factors and considerations

of each need. The report states: “With the completion of the 2018 CHNA, Forbes Hospital will develop goals and strategies for the CHNA implementation phase. In this phase, the hospital will leverage its strengths, resources and outreach to help best identify ways to address community health needs, thus improving overall health and addressing the critical health issues and well-being of residents. The hospital will work with community leaders and organizations to collaboratively address regional health and socioeconomic issues.”

Figure 1: Prioritized Community Health Needs for Forbes Hospital 2018 CHNA



## UPMC-East (2016)

The UPMC-East implementation plan calls for collaboration with community partners and leveraging UPMC system-wide resources to support initiatives focused on the identified health priorities.

### High-Level Overview of UPMC East Implementation Plan

Topic	Programs	Anticipated Impact	Planned Collaborations
		Goal-Year 3	
<b>Preventive Health and Wellness</b>	Heart Disease Community Education and Support Cancer Community Education and Support Behavioral Health	Increase number of participants attending and number of programs offered that increase awareness about preventing chronic disease, such as heart disease, cancer, and behavioral health.	Alliance Cardiology-UPMC, American Heart Association, Eastern Area PreHospital Services, Hamill Manufacturing Company, Monroeville Area Chamber of Commerce, Monroeville Mall, UPMC Rehabilitation Institute, Sampson Family YMCA, UPMC Diabetes Education, UPMC Heart and Vascular Institute, American Cancer Society, UPMC CancerCenters, UPMC Centers for Rehab Services, Monroeville Senior Center, Monroeville Public Library, Beatty Pointe Village-UPMC Senior Communities, Prevention Point Pittsburgh, Monroeville Police Department, Western Psychiatric Institute and Clinic of UPMC
<b>Senior Health</b>	Senior Health Community Education and Support Coordination of care with local skilled nursing facilities Post-discharge education Pharmacist education at skilled nursing facilities and in the community	Increase number of participants attending and number of programs offered focusing on senior health.  Enhanced coordination of care, especially for patients transitioning to skilled nursing, long-term acute care, and rehabilitation facilities.	Beatty Pointe Village-UPMC Senior Communities, Monroeville Library, Monroeville Senior Center, Penn Hills Senior Center, Penn Hills YMCA, State Representative Tony DeLuca, all local UPMC and non-UPMC skilled facilities, all local home health agencies and SNF, LTAC, rehab facilities

## Safe Routes to School

Safe Routes to School (SRTS) helps students walk and bicycle to school more often through infrastructure improvements, education and promotional activities. This plan is complementary to the objectives of SRTS. Like Complete Streets, SRTS is a comprehensive strategy to instill lifelong habits that support physical activity and health.

A comprehensive and effective SRTS initiative can help create a healthier community for generations to come.

### ***Children are more active***

SRTS programs help students get more physically activity. Children are recommended to get 60 minutes of physical activity a day. A 15-minute trip one-way helps children to meet that goal.

### ***Students arrive ready to learn***

Research has shown that SRTS helps students arrive to school focused and ready to learn. Getting activity through walking and bicycling helps reduce behavior problems and helps children settle in for learning during the day.

### ***Communities become more connected and safer for all***

Because schools are often located at the center of communities, safety improvements benefit people of all ages. Seniors particularly benefit from improvements that slow traffic and make streets safer and can also benefit by volunteering to support educational and promotional activities.

### ***Families are more active, too***

SRTS programs have been found to increase bicycling and walking for not only children, but for the whole family.



Example of a busy guarded crossing on a school walking route

### Schools

- Gateway School District operates the seven public schools in Monroeville:

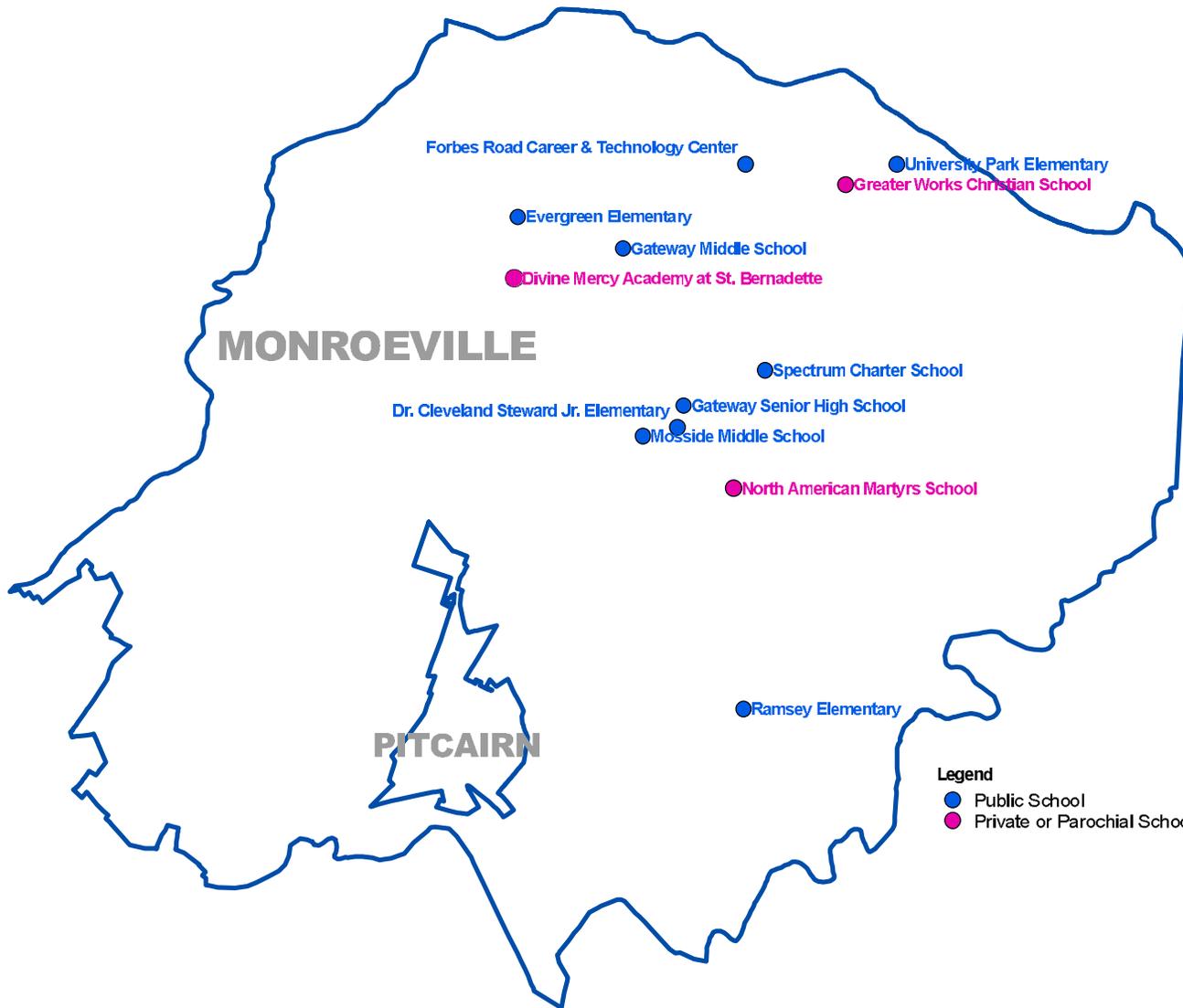
Gateway High School, Gateway Middle, Mosside Middle and four elementary schools.

- Forbes Road Career and Technology Center serves the

high school through adult population with career and technical education.

- Spectrum Charter School is a public charter school serving pre-kindergarten through 12th grade.
- The Archdiocese of Pittsburgh operates Divine Mercy Academy, with two private schools serving pre-kindergarten through 8th grade.
- Greater Works Christian School is a private institution serving pre-kindergarten through 8th grade.

Sidewalks are present in the immediate areas of these schools, generally within their own campuses. Connections to surrounding neighborhoods and other area resources are largely absent.



# INPUT FROM PUBLIC ENGAGEMENT

This planning process incorporated many opportunities for public participation, which provided critical user-based ideas for consideration and analysis.

## CommUNITY Day

Monroeville municipal staff incorporated active transportation planning at the Council booth at Monroeville’s Community Day, sponsored by the Monroeville Foundation. The July 28, 2018, event provided some of the first elements of input for this plan.

Respondents listed places they would like to be able to walk or ride and the barriers to doing so:

WHERE WOULD YOU LIKE TO BE ABLE TO GO?	WHAT ARE THE BARRIERS TO DOING IT?
Butterfly garden (at Community Park West)	Hills and woods
Bike riding around Monroeville	Dense population
Bathrooms and water fountains at regular intervals & cell phone reception	
Here to Monroeville Park	Sidewalk suddenly stops, and Tilbrook is busy traffic
Small lake at B-Y Park	Monroeville U-Park needs sidewalks
Make Monroeville Park a starting point for expanded bike trail	
Trail by Penn Hills – Jefferson Road	
Northwestern trailhead (for bike trail) at Beechwood Park to the Westmoreland Heritage Trail	
Connecting major parks to each other and to the Westmoreland Heritage Trail, e.g.: from Hawkeye Park to the trail; from Beechwood to Bel Air to the trail; widen and upgrade the trail.	
Wissahickon in Philly as an example. And Manayunk’s bike paths. See “Friends of Wissahickon” for fund raising and development ideas.	
Route 286	
I would like to rent a bike like in downtown: Bike station where you put in money and rent bike.	



Municipal Manager Tim Little, standing, and the steering committee reviewing input from citizens collected at a CommUNITY Day event



## Steering Committee

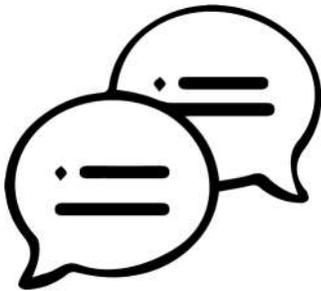
A project steering committee was created by the municipal manager and mayor. The steering committee represented various active transportation stakeholders within Monroeville, providing insight into existing opportunities and constraints

for walking and bicycling in the Municipality. Further, members were instrumental in guiding and critiquing the proposed recommendations and action strategies as they were developed.

The steering committee met throughout the development of the Active Transportation Plan. These

meetings were held:

- July 18, 2018
- Aug. 27, 2018
- Oct. 1, 2018
- May 15, 2019



## Community Questionnaire

A public online questionnaire was conducted between August 6 and September 4, 2018. There were 460 responses, of which 64 percent were Monroeville residents. Sixty-two percent of respondents were between ages 30 and 70. The survey was broken down into three categories: walking, cycling, and public transportation. Below is a brief summary of the results. The full survey and responses can be found in the appendix.

### **Walking**

Almost 75% of survey respondents answered that they would walk more in Monroeville if safe, convenient and comfortable walking routes existed. Almost 70 percent considered sidewalks, where available, to be safe, but the top reason preventing respondents from walking more

is “lack of sidewalks,” followed by “too much traffic.” At the time of the survey, most respondents walked on the road more than on sidewalks. Respondents said their main walking destinations were recreation/health-related destinations and “my typical neighborhood route/loop.” As for the type of pathway: 72% typically walk on trails; 63% on roads; and 52% on sidewalks. Their main reasons for walking were 1. Health/wellness/exercise and 2. Getting outside/into nature.

### **Bicycling**

Nearly 69% of respondents answered that they would bicycle more within Monroeville if safe, convenient and comfortable cycling routes existed. 90% of respondents considered roadways to be unsafe to bicycle on. Lack of bike lanes/

infrastructure and concerns about safety and too much traffic were the top two reasons preventing respondents from bicycling more. Reasons of health/wellness/exercise, getting outside, and socializing were the top reasons respondents bicycle.

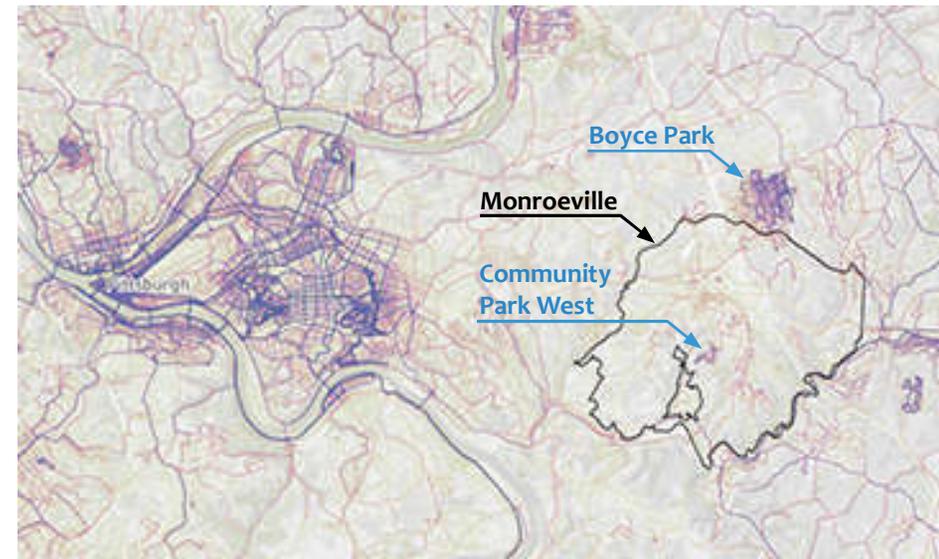
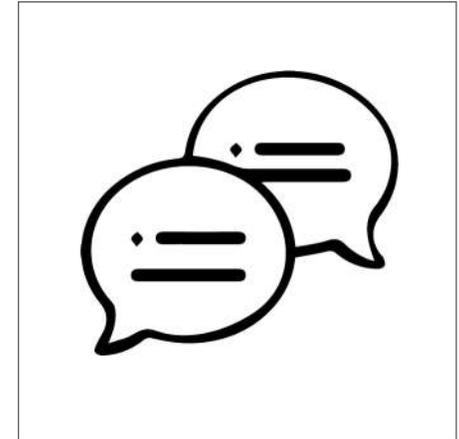
### **Public Transit**

Almost 50% of survey respondents said bus stops are not convenient to their home or desired destinations. The main reason respondents don’t use buses more often is: “Not interested in taking the bus.” Other respondents said the schedules or bus stops are not convenient.

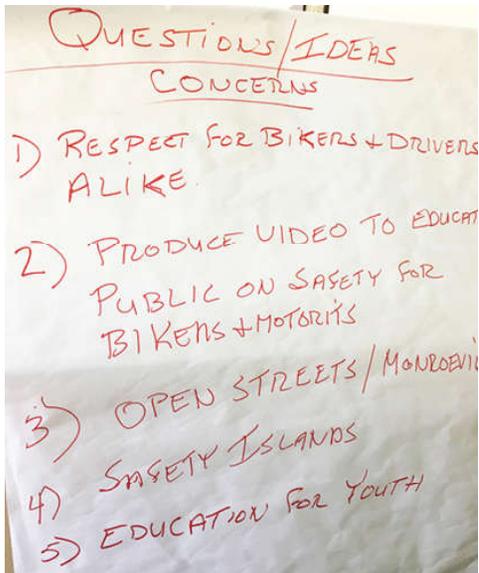
## Interviews

Stakeholders were interviewed by phone to learn ideas and concerns regarding increasing pedestrian and bicycling facilities in Monroeville. The following are some main takeaways about retrofitting a car-based suburb:

- As a car-oriented suburb, the community isn't set up for walking or cycling, but for driving and sprawl. Infrastructure must be added with great care.
- A public library initiative to envision "what do you want for your community?" Found that residents have a big appetite to feel a part of a community. Having walking and biking routes would help create that human-scale character and climate.
- It would be nice to have bicycle/walking infrastructure everywhere, as is found in many European cities.
- The Municipality has relatively few pedestrian-related accidents considering the volume of vehicular traffic.
- Major arterial roads with high volumes and higher speeds are significant barriers to walking and cycling.
- A complex intersection at Mossie Road-Haymaker Road-Gateway Campus Boulevard-McGinley Road is a significant barrier to walking and cycling.
- Gateway School District's walking population is currently about 100+ students, or 2.9% of the 3,350 total student population.
- The main Gateway campus formerly included a walking route.
- Some people walk laps around the Monroeville Mall property (outside), but sidewalks are not uniformly present, and drivers can be unpredictable.
- There are great models nationally and globally for creating walking and cycling and mountain-biking facilities in Monroeville. The need is certainly there.
- Monroeville could be a model city in Pennsylvania for retrofitting a car-based suburban community with biking and walking infrastructure.



Users of an active transportation mapping application, Strava, track where they walk, ride or run. The darker colors indicate locations of heavier use, such as in and around Pittsburgh. Within Monroeville, outlined in black, the most intense tracking was at Community Park West. Boyce Park, just to the north of the Municipality, has a lot of activity.



Citizens' ideas captured at the first public meeting on Active Transportation

### Public meeting No. 1

The meeting was a presentation at the Municipal Building on Oct. 18, 2018, attended by 18 citizens. Participants were encouraged to discuss and ask questions. A general agenda for the meeting was:

- What is Active Transportation?
- Why is Monroeville looking at this?
- How to add walking and biking facilities in a car-oriented place
- Examples and ideas
- Discussion and input

Feedback from the public was generally in support of the Active Transportation Plan draft recommendations, with some concerns expressed about how to safely integrate cycling in a car-based community, and appreciation of an explanation of design standards. Participants added ideas to concept maps to improve the potential network.

### Focus group



Agencies and organizations represented at the workshop included:

- Allegheny County Economic Development professional staff
- Allegheny County Executive's Office
- BikePGH
- CCAC-Boyce Campus
- Forbes Hospital
- Gateway School District
- Municipality of Monroeville's elected officials and
- Pittsburghers for Public Transit
- Port Authority of Allegheny County
- Southwestern Pennsylvania Commission
- Turtle Creek Valley COG
- UPMC-East

A group of transportation and planning professionals met with members of the Active Transportation Steering Committee and the consultant on Nov. 27, 2018, for a half-day workshop to review a draft plan for adding active transportation in Monroeville.

The assembled group reviewed the concept plan and provided valuable feedback and guidance regarding feasibility, design, implementation and funding. This technical information was incorporated in the final draft.

The focus group participants used a real-time digital feedback mechanism to capture suggestions for improving the draft plan; those suggestions - as written by the participants - were:

### What is one thing you would change about the concept plan? Mentimeter

More walking connections to transit	More networked connectivity	Sidewalk connections
Connections	Sidewalls	Include more options in southwest area of muni and highlight bike able local roads
Not a change but priority on safety first then convenience	Walking connections to transit and commercial districts	Shared use lanes
Connections to include ALL residents in the community.	Connection to bus stops Bicycle stations	Sidewalk connections
More accessible sidewalks and pedestrian connectivity to all modes	Phase 1. What can we do now, sparrows, crossings work with upmc Forbes health and fitness plan	More walking connections to improved bus stops
Connections between schools and retail	Connect to other communities, bring people into Monroeville	

## BENEFITS OF PLANNING

Planning and designing for active transportation can have numerous benefits for Monroeville, including:

- Improving public health and quality of life
- Encouraging general recreation or physical activity
- Increasing social equity
- Increasing mobility and travel options
- Improving safety for all modes of transportation
- Reducing traffic congestion
- Improving air quality and reducing energy consumption;
- Reducing household transportation cost burden
- Strengthening the local economy
- Promoting economic development through tourism

### Great streets

The American Planning Association has defined the characteristics of what a great street is, and these characteristics have been considered in the development of this plan. A great street:

- Provides orientation to its users and connects to a larger development pattern
- Balances the competing needs of the street, including vehicles, pedestrians, cyclists, service vehicle, public transit, etc.
- Capitalizes on natural features and topography and includes varied land uses and activities
- Incorporates urban design and/or architectural features that are exemplary in design
- Encourages human contact and social interactions
- Promotes use of the street 24 hours a day and offers a feeling of safety and security; and has a definable, memorable character

# THE SIX E’S OF ACTIVE TRANSPORTATION

Active transportation planning involves many factors for creating safe and comfortable conditions for walking and biking. It takes into account many strategies for advancing pedestrian and bicycling activities and support development of active transportation networks that provide accessibility and connectivity for people and places.

The policies, programs and initiatives identified in this plan fall into one or more of the “Six E’s” that help create more bikeable and walkable communities: education, enforcement, encouragement, evaluation, equity and engineering. Recommendations for each of the Six E’s appear in Chapter 3.

The 6 E’s of Active Transportation	
<i>Education</i>	Non-infrastructure efforts aiming to teach people how to walk and bike safely and to drive safely when cyclists and pedestrians are sharing the streets
<i>Enforcement</i>	How the law enforcement system treats walking and biking
<i>Encouragement</i>	Programs that make walking and biking visible and normal activities
<i>Evaluation and Planning</i>	The study, planning and measuring of the walking and biking environment
<i>Equity</i>	Ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community
<i>Engineering</i>	The infrastructure related elements and projects

## OVERVIEW AND PRIORITIZATION OF PROJECTS

The goal of the Monroeville Active Transportation Plan is to provide the community with a vision for an overall network of pedestrian and bicycle infrastructure, but also to divide that proposed network into segments or projects. An important aspect of the plan is to identify individual projects, and then view them through lenses of feasibility and need.

The network and the individual segments or projects were identified via all the input explained on previous pages: data analysis, fieldwork, expert advice, public input, local knowledge of conditions.

These efforts identified routes and facilities that include:

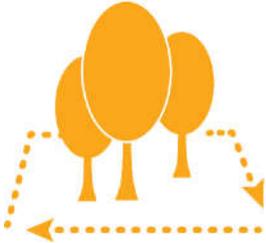
- Bike lanes
- Sidewalks
- Multi-use trails / side paths
- Shared lanes
- Crosswalks and intersection improvements
- Hiking / mountain biking trails

These facilities are in many cases proposed in conjunction with each other, although a few are standalone projects, such as “filling a gap” in existing sidewalks.

### IN THE NEXT CHAPTER

**Specifics about the constructible, “engineered” projects listed here and envisioned for Monroeville’s active transportation network appear in Chapter 3, “Plan Recommendations.”**

**Chapter 3 also includes details about the rest of the “6 E’s” of active transportation as well as the results of the prioritization decision-making process outlined on subsequent pages.**



**PROPOSED SIDEWALKS**

10 potential projects involving one or more roads:

- 1 on state roads
- 3 on county roads
- 7 on local roads
- 3 include shopping centers



**PROPOSED SHARED LANES (“SHARROWS”)**

12 potential projects

- 1 on state roads
- 1 on county roads
- 10 on local or private roads



**PROPOSED BIKE LANES**

5 potential projects

- 2 on state roads
- 1 on county roads
- 2 on local or private roads



**PROPOSED SIDEPATHS OR MULTI-USE TRAILS**

11 potential projects

- 6 are mainly or entirely “off-street”
- 3 on county roads
- 2 on local or private roads



**PROPOSED CROSSWALKS**

20-30 potential projects

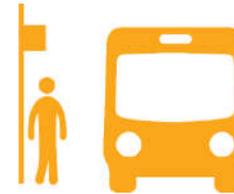
- 8 involving state roads
- 10 involving county roads
- 17 involving local roads or private drive lanes



**PROPOSED HIKING / MOUNTAIN BIKING TRAILS**

7-10 potential projects

- Most include multiple segments, connections and spurs



**PROPOSED TRANSIT IMPROVEMENTS**

7 potential projects

- 2 on county roads
- 2 on state roads
- 2 on local or private roads
- 1 at CCAC-Boyce parking lot

## FRAMEWORK FOR DECISION-MAKING WHEN SETTING PRIORITIES

With numerous valid and desired potential projects in mind, a deliberative process was needed to identify which projects or segments should be undertaken in what order. These factors create a decision-making matrix:

FACTOR	DATA INPUT TYPE	CONSIDERATIONS
<b>SAFETY</b>		
Crashes	<ul style="list-style-type: none"> <li>• Bike, pedestrian crash data</li> </ul>	<ul style="list-style-type: none"> <li>• More crashes indicate greater need for improvements</li> </ul>
Speed limit	<ul style="list-style-type: none"> <li>• Average speed limit along facility</li> </ul>	<ul style="list-style-type: none"> <li>• The higher the speed, the more the need</li> </ul>
Ability to connect with another active transportation facility	<ul style="list-style-type: none"> <li>• Map overlays</li> <li>• Fieldwork</li> </ul>	<ul style="list-style-type: none"> <li>• Higher priority for closing gaps, connecting with transit</li> <li>• Developing a network</li> </ul>
<b>FEASIBILITY / COMPLEXITY</b>		
Project cost and funding	<ul style="list-style-type: none"> <li>• Public meetings</li> <li>• Stakeholder interviews</li> <li>• Active Transportation focus groups</li> </ul>	<ul style="list-style-type: none"> <li>• Availability of funding/partners</li> <li>• Grant programs that may pertain</li> <li>• Application deadlines</li> <li>• Planned improvements by state or county as road owners</li> </ul>
Timeframe	<ul style="list-style-type: none"> <li>• Project analysis and phasing plans</li> </ul>	<ul style="list-style-type: none"> <li>• Some priority to relatively quick/simple projects to show progress</li> <li>• Some priority to undertaking phases of a larger project</li> </ul>
Geography	<ul style="list-style-type: none"> <li>• Steep slopes map</li> <li>• Fieldwork</li> </ul>	<ul style="list-style-type: none"> <li>• Very difficult routes have lower priority</li> </ul>
Ownership control	<ul style="list-style-type: none"> <li>• Roadway ownership map</li> <li>• Property ownership database</li> <li>• Owner interest in partnering</li> <li>• Fieldwork</li> </ul>	<ul style="list-style-type: none"> <li>• Highest priority for pending projects defined by state or county</li> <li>• Priority to projects with limited number of private property owners</li> </ul>
Number of partners and stakeholders	<ul style="list-style-type: none"> <li>• Public meetings</li> <li>• Stakeholder interviews</li> <li>• Active Transportation focus groups</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to projects with high number of willing partners</li> <li>• Priority to projects that have stakeholder interest</li> <li>• Priority to projects that are solely or nearly entirely within the Municipality's control alone.</li> </ul>
Surrounding land uses	<ul style="list-style-type: none"> <li>• Land-use map</li> <li>• Fieldwork</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to projects with compatible adjacent land uses</li> <li>• Priority to projects that are consistent with comprehensive plan</li> </ul>

FACTOR	DATA INPUT TYPE	CONSIDERATIONS
<b>DEMAND</b>		
Needs of a diverse community	<ul style="list-style-type: none"> <li>• Households in poverty</li> <li>• Households with no vehicle ownership</li> <li>• Older population</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to projects in proximity to Census Block Groups with higher proportions of households in poverty</li> <li>• Priority to projects in proximity to Census Block Groups with higher levels of zero vehicle ownership</li> <li>• Priority to projects with higher levels of age 60+ population</li> </ul>
Desire for variety of project types	<ul style="list-style-type: none"> <li>• Steering committee</li> <li>• Public meetings</li> <li>• Community questionnaire</li> </ul>	<ul style="list-style-type: none"> <li>• Priority for addressing perceived “needs” within community</li> <li>• Some priority for addressing perceived “wants”</li> </ul>
Comfort level of potential users	<ul style="list-style-type: none"> <li>• Community questionnaire</li> </ul>	<ul style="list-style-type: none"> <li>• Some priority to projects that respondents listed most frequently as ones they desire (recognizing that the questionnaire was an important source of input but not a statistically valid survey instrument)</li> </ul>
Perceived urgency	<ul style="list-style-type: none"> <li>• Community questionnaire</li> <li>• Stakeholder interviews</li> <li>• Public meetings</li> <li>• Steering committee</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to projects seen as crucial to assisting:               <ul style="list-style-type: none"> <li>a. residents in meeting needs of daily living such as access to food, health care, school and employment</li> <li>b. businesses in maintaining or improving employee and customer access</li> <li>c. community access to exercise and outdoor activity</li> </ul> </li> </ul>
Proximity to generators or destinations	<ul style="list-style-type: none"> <li>• Mapping of key community assets including schools, parks, commercial or employment centers</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to potential projects within 1/2 mile of assets</li> </ul>
Proximity to transit	<ul style="list-style-type: none"> <li>• Map overlay with transit routes and stops</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to potential projects within 1/2 mile of transit stops</li> </ul>
Population density	<ul style="list-style-type: none"> <li>• Housing data</li> </ul>	<ul style="list-style-type: none"> <li>• Priority proposed projects within 1/2 mile of higher density Census Block Groups.</li> </ul>



### FROM PAPER TO PROGRESS

Planning helps communities to identify where they want to go and how they'll get there. The previous chapters:

- Summarized existing conditions in Monroeville as understood from fieldwork, data mapping, steering committee guidance and public input.
- Analyzed data, including demographics, physical conditions, land uses, community context and transportation patterns.
- Reviewed guiding documents, design standards and best practices.
- Summarized desired outcomes as defined via public input for this Active Transportation Plan and the recent Comprehensive Plan.
- Examined all the possibilities through a framework for decisionmaking that assisted in establishing priorities.

### ACTIVE TRANSPORTATION VISION PLAN

Taking into consideration the inventory, analysis, and input provided during this planning process, the following Vision Plan for active transportation was developed as a guide to obtain an interconnected active transportation infrastructure network. This includes promoting active living and healthy lifestyles, while improving mobility options and enhancing the Municipality's transportation network for the benefit of residents and visitors.

#### *Who's driving?*

This plan recommends that Monroeville establish an Active Transportation Advisory Committee comprising members of the municipal staff and citizen advocates. This committee will provide recommendations to staff and the municipal Council and maintain momentum for implementation of this Active Transportation Vision Plan, focusing on all of the "6 E's of Active Transportation" listed at right and explained throughout this chapter. More information about setting up an advisory committee is provided in Chapter 4.

#### **Vision Statement**

**Because we value good health, high quality of life and a strong sense of community, Monroeville provides residents and visitors of all ages and abilities the opportunity to walk or bicycle in a safe, convenient, and comfortable network designed for everyday transportation and recreation needs.**

### IN THIS CHAPTER

This chapter of the Active Transportation plan defines vision, recommended improvements and next steps within each of the "6 E's" of Active Transportation.

- **EDUCATION:** Non-infrastructure efforts aiming to teach people how to walk and bike safely and to drive safely when cyclists and pedestrians are sharing the streets
- **ENFORCEMENT:** How the law enforcement system treats walking and biking
- **ENCOURAGEMENT:** Programs that making walking and biking visible and normal activities
- **EVALUATION & PLANNING:** The study, planning and measuring of the walking and biking environment
- **EQUITY:** Ways to make safe, healthy, affordable and convenient transportation options available to everyone in the community
- **ENGINEERING (projects):** The infrastructure-related elements and projects

## EDUCATION

Monroeville places a high priority on public education about active transportation, recognizing that cars and trucks are everywhere in the Municipality but bikes and pedestrians are rather rare. Drivers in Monroeville generally don't expect to see cyclists on the road. And because sidewalks are mainly limited to some residential developments, pedestrians are not that common.

Since Monroeville does not currently have a community culture of biking and walking or much infrastructure to support active transportation, almost any public education programs the Municipality adds will begin to turn the tide. Programs fall into two general categories:

- Raising awareness that Monroeville is encouraging safe, comfortable and convenient walking and biking through implementation of this plan, including the addition of new active transportation infrastructure. Many motorists can become uncomfortable when sharing the road with bicyclists. Therefore, it is important to conduct public relations campaigns to educate the general public that more people and bikes are out-and-about.
- Providing education for cyclists, pedestrians and motorists about how to share public streets and rights-of-way. Most people, especially children, are not aware of safe walking and bicycling practices. And drivers also need education on safe driving habits, especially as related to pedestrians and bicyclists. Additional driver safety campaigns should extend into the high schools.

As time goes on, everyone should become aware that children and adults are walking and bicycling, and that sharing the road can be a matter of life or death.

### Raising Awareness

- Create a public awareness campaign that begins with preparation of this Active Transportation planning project and continues for years as aspects of the plan are implemented. Tap the Active Transportation Advisory Committee, law enforcement, local businesses, health-care providers, public institutions and schools to create the campaign, including goals, branding, content and timeline. Funding might be available via non-profits such as People For Bikes or Rotary Club, or one of several insurance companies that sponsor grant programs.

The awareness campaign should educate pedestrians, motorists, and cyclists about safe walking, driving and riding. An example is Mt. Lebanon's "Look up Lebo" education and awareness campaign, created in conjunction with Allstate. The community instituted this program after a resident pushing a baby stroller was hit by a car and killed. The community awareness program included these components:

- Eye-catching street-level banners installed throughout the Municipality



- Communications pushed out via every municipal channel emphasizing driver, pedestrian and cyclist responsibilities, and
- Informational videos and educational materials on the municipal website.

<https://www.mtlebanon.org/2241/Look-Up-Lebo>

Other forms of awareness building are also important, as they can not only help to spread the word but also serve to engage a broad range of officials, stakeholders, business owners and citizens.

- Educate municipal and community leaders on key issues and methods of raising awareness.
- Challenge local high school or college students with a contest to create awareness posters to be mounted in public places throughout the community.
- Create an online pedestrian and bicyclist crash map to document locations of accidents.
- Update the Monroeville Active Transportation Plan annually and make it available online.
- Use information found in the PennDOT Highway Design Manual to make pedestrians, cyclists, and drivers aware of road laws and traffic calming methods.
- Schedule critical-mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- Consider implementing a Ghost Pedestrian/Ghost Bike program (identifying locations of accidents).

## Education Programs

Education programs differ from awareness programs in that their primary purpose is to help build skills or general knowledge among targeted groups, including motorists (both experienced and new drivers), cyclists (at varying age and experience levels) and pedestrians (with varying age and levels of physical ability).

Many education programs are available as “tool kits,” to be conducted in person or online, in groups or individually.

- Collaborate with Bike PGH to offer bicycle education programs. Bike PGH offers educational videos as well as classes that teach safe riding skills for city riders of all ages and levels of comfort/experience. <https://www.bikepgh.org/our-work/education/citycycling/>
- Incorporate BikePGH’s how-to-ride guide booklet called “Biking 101 Guide.” This is available for download or in print at many bike shops.



[https://bikepgh.org/wp-content/uploads/2017/07/Biking101Guide3rdEdition\\_Web.compressed.pdf](https://bikepgh.org/wp-content/uploads/2017/07/Biking101Guide3rdEdition_Web.compressed.pdf)

- ❑ Incorporate PennDOT age-specific videos that explain laws and teach safe driving and cycling techniques. <https://www.penndot.gov/TravelInPA/RideaBike/Pages/Bicycle-Safety-Videos.aspx>
- ❑ Distribute brochures or fliers printed as part of the awareness campaign at local businesses, schools and places of worship or other locations where groups meet.

In addition to technical skills, other forms of education are important as well:

- ❑ Educate law enforcement officials about how they can help foster safe biking and walking environments and build knowledge in the community.
- ❑ Work with at-risk populations, such as children and seniors, to create a safe walking and bicycling environment.
- ❑ Educate property owners on the necessity and responsibility for removing

snow/ice from their sidewalks. Many communities have developed programs to encourage property owners, in a positive manner, to comply with local ordinances to remove snow and ice from their walkways.



Municipalities can host events, such as these shown, that teach children or adults safe riding skills.

## ENFORCEMENT

Education and training provide the basic knowledge of safe pedestrian, bicycle, and motoring activities. Enforcement is often necessary to change unsafe behaviors. A variety of law enforcement methods can help change the unsafe behaviors, making walking, bicycling, and accessible access safer and more attractive. Regardless of the method used, enforcement activities require follow-up to maintain their effectiveness.

To measure the impact of an enforcement activity in a specific situation, make a quick study before and after the enforcement effort. Before-and-after studies do not have to be elaborate and can be as simple as measuring speeds or observing behaviors at facilities. Examine the results and decide on the next steps. If the results are positive, the method used may be enough to improve behavior. If the results indicate little change in unsafe behaviors, perhaps another method should be used. Even with initial success, communities will need to repeat enforcement efforts periodically in order to sustain improvements in drivers' behaviors.

### Drivers

- Identify problem areas and conduct progressive ticketing program in those areas. Conduct zero tolerance speed enforcement in school zones.
- Place portable speed trailers in areas of excessive speed.
- Implement measures on roads within the bicycle network to reduce speeding and encourage bicycle use.
- Install Active Speed Monitors in School Zones and problem areas.
- Create Traffic Complaint Hotline
- Identify pedestrian crossings where drivers are not yielding to pedestrians and conduct pedestrian decoy operation.

### Cyclists

- Enforce no bicycling on sidewalks law to provide a safer experience for pedestrians.



Pennsylvania law requires drivers to leave a 4-foot clearance when passing a cyclist. Here, Roy Gothie, PennDOT Statewide Bicycle and Pedestrian Coordinator demonstrates how far that is, using a bike fitted with a 4-foot PVC pipe and sign.

## PROPERTY OWNER RESPONSIBILITY

Monroeville Code requires all Property Owners to maintain their sidewalks in a snow and ice free condition.

### ORD 1016 Section 4.1

Duties of property owner.

It shall be the responsibility of the owner of the abutting property to keep the sidewalk, together with any portion of his property paved and used as a sidewalk or public walk, immediately in front of his property in good order and repair and, at all times, free and clear of all obstruction to safe and convenient passage. This shall include keeping and maintaining such sidewalks free and clear of all dirt, trash and similar debris, including the reasonable removal of snow and ice, and shall also include keeping and maintaining the sidewalk free of any merchandise, signs or other unauthorized structure or appurtenance when the removal of the same is ordered by the sidewalk inspector.

## Property Owners

Municipal ordinances require property owners to maintain sidewalks, including removing snow and ice within 24 hours of accumulation. Snow and ice presents serious hazards to pedestrians and cyclists. Given the climatic conditions in Monroeville, it is important to educate residents about the need to clear snow and ice from sidewalks. As noted earlier, we recommend a public relations and education campaign, as well as some encouragement programs to promote increased compliance with the Municipality’s snow removal ordinance. Property owners are more likely to respond to positive campaign efforts to address snow removal than they are enforcement actions, which have a negative connotation. When enforcement is necessary we recommend progressive enforcement, as described under progressing ticketing. Some additional ideas demonstrating a range of approaches are provided here:

- Monroeville could take different approaches to enforcing sidewalk ordinances, from encouragement to penalty. It should aim to enforce ordinances through encouragement. Use negative enforcement only if encouragement fails.

Some communities offer “Snow Angel” volunteer registries to match volunteers with property owners who are unable to clear their sidewalks because they are elderly or disabled. These projects can sometimes be coordinated with school community service requirement programs. Pittsburgh formerly ran such a program but has not recently had enough volunteers. Here is an example from Evanston, Ill. <https://www.cityofevanston.org/government/departments/parks-recreation-community-services/senior-services/snow-shoveling-program>

Minneapolis began this past winter to take a harder-edge approach to enforcement: It began by notifying residents about the new snow-removal enforcement program. Then, at the time of the first plowable snowfall, the city sent out public works inspectors to monitor locations where property owners were not clearing their sidewalks as required by code. It sent violation notices to those property owners. In early 2019, it began the next phase: If sidewalks were not cleared within 24 hours, the city would do the work and charge property owners roughly \$150 to \$300. <http://www.ci.minneapolis.mn.us/snow/shovel/index.htm>

- Enforce ordinance requirements that require new development and redevelopment projects to construct sidewalks.

## Speed Trailers

Portable speed trailers visually display drivers' real-time speeds compared to the speed limit. These devices may be effective in reducing speeds and increasing awareness of local speed limits. Portable speed trailers are most effective when the trailer flashes SLOW DOWN or flashes a bright white light that mimics a photo speed camera or a blue and red light that mimics a police vehicle when drivers are moving too fast. Some speed trailers have the capability to collect traffic count data and speed data throughout the day, which can be used to identify the most dangerous traffic times when more enforcement is needed.

In some cases, back-up speed enforcement by officers may be needed when radar speed trailers are used. If a driver fails to slow when the sign tells them that they are violating the law, an officer may stop the driver. The officer may choose to use the time to educate the driver with a warning, but a flagrant speeder needs to receive a ticket to reinforce the safety message. Typically, officers do not issue tickets based on the speed on the display unit. Instead, they use certified radar equipment if they are monitoring speed at the location.

Speed trailers are best used in residential areas and can be used in conjunction with neighborhood speed watch programs or other safety education programs. Speed trailers need to be placed in locations where they do not block pedestrians, bicyclists, motor vehicle traffic or other vital traffic control signs. Speed trailers are not substitutes for permanent actions, such as traffic calming treatments to address neighborhood speeding issues.

## Traffic Cameras

Cameras installed on Route 22 / William Penn Highway are used by Monroeville Police to recognize license plates to support law enforcement efforts.

## Active Speed Monitors

Active speed monitors are permanent devices to keep drivers aware of their speeds and the need to slow down. They are typically mounted on a speed limit sign and visually display drivers' real-time speeds as they pass. Drivers see how fast they are actually driving compared to the posted speed limit. Some active speed monitors are solar-powered.

## Traffic Complaint Hotlines

A traffic complaint hotline allows community members to report traffic problems directly to law enforcement. It is used to identify the worst traffic problem areas and the most frequent traffic complaints. Police follow up with enforcement in the identified area and schedule additional enforcement if needed.



Example of a speed trailer

## “Pedestrian Decoy” Operations

Another way to bring attention to problems with drivers not yielding to pedestrians is through a “pedestrian decoy” when law enforcement officers in highly visible civilian clothes (as the example here from Ridgeway, N.J.) pose as pedestrians crossing the street while other hidden officers observe their attempts. If a driver violates safe crossing rules by failing to yield to the pedestrian, the hidden officers pursue and apprehend violators. Because it is such a highly visible approach, it often garners media interest and publicizes the need for drivers to be aware of pedestrians.



A police officer conducting a decoy operation in Ridgeway, N.J.

To execute a successful operation, law enforcement should complete the following steps:

1. Identify high-risk locations for pedestrians and communicate these locations to law enforcement, traffic engineers, schools and the public.
2. Observe the locations to see the types of violations that are occurring.
3. Calculate a reasonable amount of time for a driver to see and react to the pedestrian, and mark that distance back from the crossing with a cone or sign. One measure would be the “slide-to-stop” formula using a speed 10 mph over the posted limit.
4. Dress the “pedestrian” or law enforcement officer in high-visibility civilian clothes. He or she should not step into the street if the motor vehicle has passed the safe distance cone.
5. Identify violators and apprehend them. Other officers observe the crossing attempts from a hidden location that allows them to pursue and apprehend violators. If a concealed location is not feasible, the decoy officer can carry a radio to alert fellow officers of a violator.

## Progressive Ticketing

Progressive ticketing is a method for introducing ticketing through a three-staged process. Issuing tickets is the strongest strategy of an enforcement program and it is usually reserved for changing unsafe behaviors that other strategies failed to change or that pose a real threat to the safety of students.

There are three main steps of an effective progressive ticketing program:

- Educating

Establish community awareness of the problem. The public needs to understand that drivers are speeding around schools and the consequences of this speeding for children’s safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.

- Warning

Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.

- Ticketing

Finally, after the warning time expires, hold a press conference announcing when and where the law enforcement operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

Beginning a ticketing program with education and warnings is important, as it provides time to build support for the program as well as time for offenders to change their behaviors. Communities often find that parents receive many of the warnings and tickets issued by officers with school officials also being occasionally ticketed. When conducting speed enforcement inside neighborhoods, 75 percent to 80 percent of the ticketed drivers live within a mile of the enforcement site. Conducting enforcement at a school results in the percentage typically being on the higher side of this range.

Issuing warnings allows law enforcement to contact up to 20 times as many non-compliant drivers than the writing of citations does. In addition, the high frequency of stops ensures not only that many people directly make contact with law enforcement, but also that many others witness these stops and are prompted to start to obey the rules. Issuing tickets is needed, however, to deal with the drivers who continue the unsafe behaviors. Ticketing also gives the program credibility by showing that law enforcement is doing exactly what they said they would do if unsafe behavior did not change. Unfortunately, for some people receiving a ticket and experiencing the consequences are the only ways to get them to become safer drivers.

### ***Speed Enforcement in School Zone***

Strict enforcement of speed laws in school zones is one law enforcement tool that can improve the safety for children walking and bicycling to school as well as drivers. A zero tolerance policy for speeders in school zones and even an increase in fines for drivers who violate the posted school zone speed limit are potential approaches.

## ENCOURAGEMENT

In initiating any change of behavior, motivation generally encourages and affects change quicker than when no motivation is provided to affect the desired change. Good promotional measures are Bike Month and Bike to Work Week events as well as community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program.



### Bicycle Programs

- Promote bike to work day.
- Promote bike month.
- Schedule critical mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- Prepare and publish a Monroeville Bicycling 101 pamphlet.
- Seek recognition from the American League of Bicyclists
  - “Bicycle Friendly Community”
  - “Bicycle Friendly Business”
- Organize and promote a community Bike Fest to promote awareness and bicycle friendly events throughout the Municipality. This could be done in conjunction with neighboring communities.
- Install bicycle racks at schools.

### School Programs

- Work with Gateway School District to establish and promote Safe Routes to Schools Program.
- Promote National Walk to School Day and National Bike to School Day.
- Conduct awareness and education courses throughout the public and private schools.

### Incentive Programs

- Establish a business walking/bicycling challenge program.
- Encourage businesses to provide incentives for walking or bicycling to work.
- Encourage bicycle parking within existing businesses and require bicycle parking in new businesses.
- Work with Monroeville Mall and Miracle Mile Shopping Centers to identify measures that will enhance pedestrian circulation to and within their properties.

## Active/Healthy Lifestyle Programs

- Collaborate with Forbes Hospital and UPMC-East to create “outdoor prescriptions” and other means for linking active transportation and personal and community health.
- Establish a business walking/bicycling challenge program.
- Partner with public institutions (schools, college, hospitals, government, etc.) to install bike parking on their properties.
- Produce public service announcements to acknowledge and promote pedestrian and bicycling activities in Monroeville.
- Promote Walking Wednesdays or other engaging community activities, perhaps through the Senior Center or Monroeville Library.

## Hold an Open Streets Event

- Mount an Open Streets Monroeville event, which emphasizes both healthy, active lifestyles and economic development.
- Convene a group, including volunteers, to select a location and plan the event. The event should probably be on a Sunday during a warm-weather month, perhaps 9 a.m. to 1 p.m.
- Funding or donations may be available from Allegheny County or local businesses, groups or institutions.
- Steps would include:
  - » Select location (Ideas could include Monroeville Mall Boulevard or a section of Monroeville Boulevard;
  - » Plan, along with Police Department, to close down the street and feeder streets, and re-direct traffic;
  - » Inform businesses and see how they’d like to participate, perhaps working through the Chamber of Commerce;
  - » Rent porta-johns and complete other festival-oriented tasks;
  - » Get small donations for things like T-shirts for volunteers, bike-helmet giveaways, other prizes;
  - » Arrange for fitness centers, the YMCA, JCC, CCAC, the hospitals or other businesses or non-profits to run activities such as yoga, zumba, cooking demonstrations;
  - » Publicize the event;
  - » Carry it off!

## EVALUATION AND PLANNING

Evaluation and planning are critical to advancing pedestrian and bicycling improvements and programs within Monroeville. Collecting baseline data, before improvements are made and programs take place, is an important step. This allows us to evaluate whether the implemented improvements and programs are successful when pre and post improvement data is compared. In addition, many sources of funding to implement improvements and programs will require methods for evaluation.

### Collect & Map Data

Complete a detailed assessment of infrastructure needs and map assessment results in the Municipality's GIS system.

- Evaluate pedestrian infrastructure:
  - Review a sidewalk inventory prepared by Southwestern Pennsylvania Commission (the Municipality should request this by contacting Chris Jaros: [cjaros@spcregion.org](mailto:cjaros@spcregion.org)).
  - Identify any gaps or deterioration in the existing sidewalk system, especially along important pedestrian connections between schools and businesses.
  - Locate and upgrade pedestrian street crossings in need of improvements, including the installation of High Visibility Crosswalks and curb ramps to meet ADA specifications.
  - Identify locations in need of accessibility improvements and make repairs.
- Inventory and evaluate the existing bicycle parking facilities throughout the Municipality, and identify key locations to target for additional bike racks.
- Develop operation and maintenance plan and schedule for sidewalks, crosswalks, paths, trails, and on-street bike routes.
- Organize volunteers to conduct annual bicycle counts at key locations throughout the Municipality.
- Analyze crash data to identify problem areas, and evaluate problem areas to recommend safety improvements.
- Evaluate educational efforts to determine whether they are making a positive impact.

## Friendly Policies

- Review and recommend necessary changes to the Municipality's ordinances, regulations, and policies to address accommodations:
  - Adopt a Complete Streets resolution or ordinance.
  - Require street-oriented, pedestrian friendly design and bicycle parking for every new development or redevelopment.
  - Establish a policy to require construction of sidewalks on both sides of the street, when feasible, during street reconstruction.
  - Establish a policy to require bicycle infrastructure line-striping, when feasible, during street reconstruction or repaving.
  - Develop and implement guidelines and standards for the design of facilities in the Municipality.
  - Institute a facility design review process into existing planning review requirements.
- Provide training to Monroeville staff and policy makers to familiarize them with issues and best practices.



Bicycle parking standards can be included in municipal ordinances or regulations

## Site-Specific/Detailed Long-Term Master Plans

Begin to advance long term projects by preparing master plans to resolve outstanding issues and provide a framework for funding and implementation of long term projects.

- Undertake a detailed multimodal traffic engineering analysis and master planning process to address complex intersection involving Mosside Boulevard, Gateway Campus Drive, McGinley Road, Haymaker Road and potential entrances/exits from Forbes Hospital, as suggested elsewhere in this Active Transportation Plan.



A little-used roadway within the CCAC-Boyce campus could become part of a bicycle and pedestrian facility route

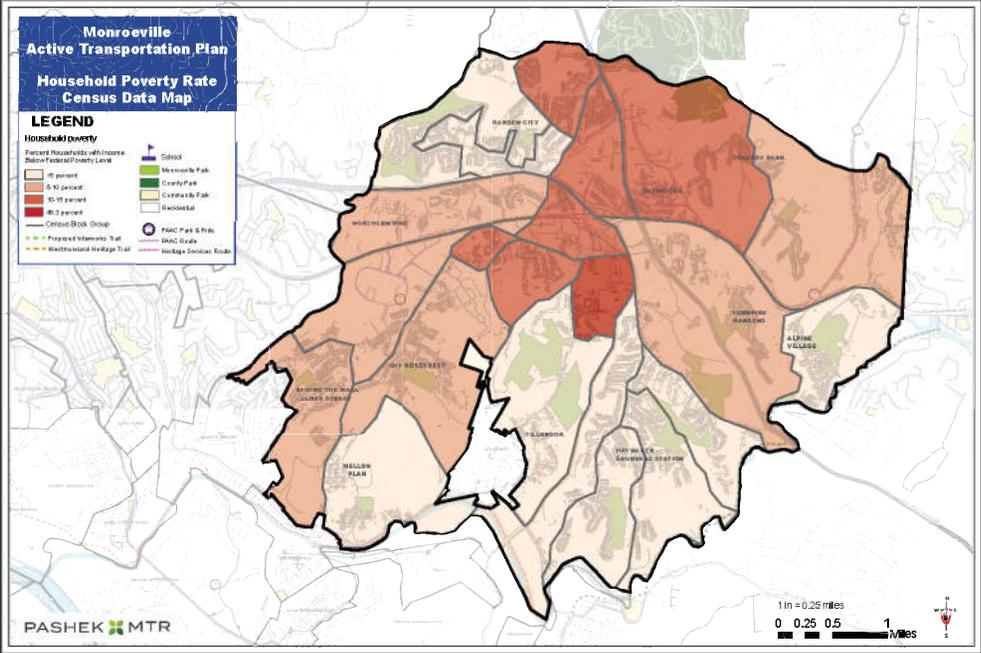
- Work with CCAC-Boyce, Allegheny County's Boyce Park and PennDOT to plan bicycle and pedestrian routes through the campus (shown at left) from Cooper Road to Boyce Park, including a crossing of Old Frankstown Road and trail connections in the park (portions in Plum Borough).
- Continue to pursue the community's long-term plan for continuous sidewalk connection along Route 22 / William Penn Highway, focusing next on the identified gap near Monroeville Mall entrance and exit ramps.
- Work with Gateway School District to develop a master plan for a multi-use path between Mosside Boulevard and Fairview Drive, passing along Gateway Campus Drive and around the south and west of the school district property.
- Work with Miracle Mile Shopping Center, Lowe's Home Improvement, UPMC-East, other property owners and the Port Authority of Allegheny County to develop a master plan for improved pedestrian and bicycling routes to and through the area.

- Work with the Baptist Church on Tilbrook Road for an easement to create a sidepath.
- Work with private land owners to develop a master plan for a shared use connecting path between Garden City Drive and Route 22, to avoid a narrow and congested segment of southern Center Road. This path could pass through the St. Bernadette Catholic Church parking lot and parking lots at the shopping plaza behind the Jonnet Building.
- Work with Monroeville Mall and adjacent property owners to develop a master plan for a walking route around the perimeter of the mall and connecting with the Port Authority Park and Ride lot as well as local sidewalks.

The value of planning is critical to the success of improvements in the Municipality. Planning sets the stage by defining the vision, creating concepts and master plans to secure buy-in and funding, and provides the details for advancing the overall implementation. Planning does not end with this report; rather, this plan has begun the process. Planning will be involved in each step along the way toward implementation of improvements and programs in Monroeville.

# EQUITY

- ❑ Add pedestrian infrastructure in locations where the household poverty rate is highest in the community, as these residents are among the most likely to walk where they need and want to go. The darker red area in the center of the map depicts this Census Block Group in Monroeville.
- ❑ Connections between neighborhoods in the MacBeth Drive and Cambridge Square Drive areas to bus stops on Route 22 / William Penn Highway are therefore priorities.
- ❑ Connections around Miracle Mile Shopping Center to connect to the south with transit routes and stops.
- ❑ Ensuring there are sidewalk connections to schools and parks.
- ❑ Ensure sidewalk connections to key transit stops.
- ❑ Ensure improvements at transit stops with substandard provisions for accessibility or safety.



Census data mapping shown on Pages 8-10 can inform decision-making regarding active transportation improvements



Census data shows lower car ownership rates in the part of Monroeville including Birnham Woods apartments, shown here.

## ENGINEERING

The following are definitions for the recommended improvements. Illustrations are provided on subsequent pages.

### PEDESTRIAN & BICYCLE FACILITY DEFINITIONS

<i>Road Diet</i>	A technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic pedestrian & bicycle improvements.
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#### TRAILS

<i>Shared Use Path</i>	An off-road trail, typically with a minimum width of 10', designed for use by a variety of users, including pedestrians and bicyclists.
<i>Single-track Trail</i>	A sustainably designed off-road natural-surface trail, typically the width of a person or bike

#### ON-ROAD BICYCLE FACILITIES

<i>Bike Lane</i>	A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.
<i>Buffered Bike Lane</i>	Conventional bike lane paired with a designated buffer space separating the bicycle lane from adjacent motor vehicle traffic.
<i>Shared Lane Markings</i>	Shared lane markings (sometimes informally called “sharrows”) placed in the center of a travel lane to indicate that bicyclists may use the full lane.
<i>Two-Way Cycle Tracks</i>	Physically separated cycle tracks that allow bicycle movement in both directions on one side of the road.

#### PEDESTRIAN CONNECTORS

<i>Sidewalks</i>	
<i>Stop Lines</i>	Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.
<i>High-Visibility Crosswalks</i>	The Manual on Uniform Traffic Control Devices (MUTCD) allows for two high-visibility crosswalk designs, ladder and diagonal (zebra) markings.
<i>Pedestrian Crossing Signs</i>	A Pedestrian Crossing warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk.

## PEDESTRIAN & BICYCLE FACILITY DEFINITIONS

<i>Advance Pedestrian Crossing Signs</i>	An advance Pedestrian Crossing sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.
<i>Rectangular rapid flashing beacons</i>	Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. They remain dark until activated by pedestrians, at which point they emit a bright, rapidly flashing yellow light, which signals drivers to stop. They are not currently included in the MUTCD, but jurisdictions can use them if they obtain approval from Federal Highway Administration (FHWA).

## INTERSECTION TREATMENTS

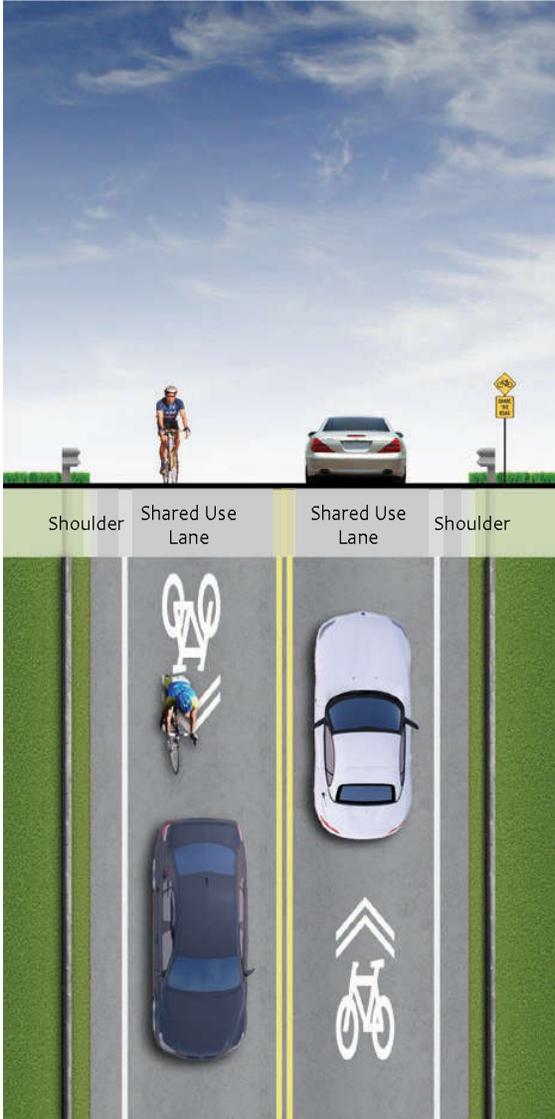
<i>Bike Box</i>	Designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
<i>Intersection Bicycle Crossing Markings</i>	Pavement markings to designate path of bicycle travel through intersections.
<i>High Visibility Crosswalks</i>	The MUTCD allows for two high-visibility crosswalk designs, ladder and diagonal markings.
<i>Traffic Signals</i>	Signalizing busy intersections and providing signalized crosswalks help create safe routes to schools for children. New traffic signals are very expensive and must be warranted or they could cause more harm than good. Warrants for installing traffic signals are provided in the MUTCD.
<i>Timing</i>	The signal phasing and/or timing can be modified to increase the time available for pedestrians to cross, to give priority to the pedestrian at an intersection, and/or to provide a separation in time of motor vehicle and pedestrian crossings. The timing or phasing of traffic signals is a complex issue, impacted by the signal timing itself as well as other conditions at the crossing including pedestrian and driver behaviors.

## PEDESTRIAN & BICYCLE FACILITY DEFINITIONS

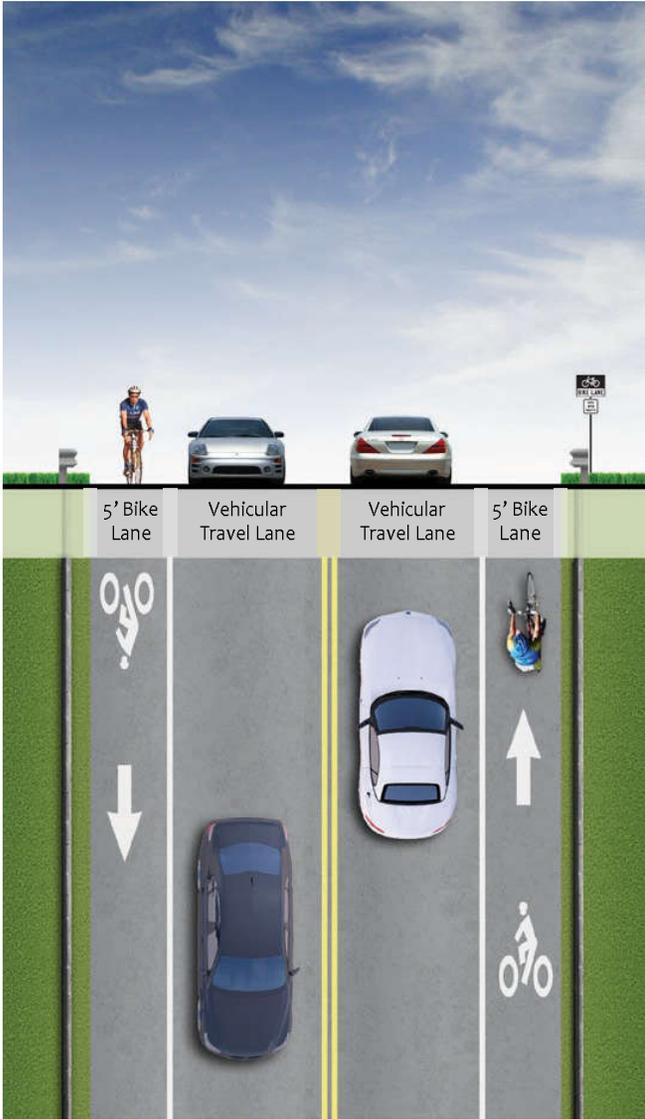
Accessible Pedestrian Signals	Accessible pedestrian signals are audible signals that indicate when it is or is not appropriate to cross the street.
Pedestrian Push buttons	Pedestrian push buttons are electronic buttons used by pedestrians to change traffic signal timing to accommodate pedestrian crossings. Push buttons may be needed at some crossings, but their use should be minimized. Signals can be put in pedestrian “recall” for key time periods of day such as school crossing times.
No Turn on Red	Motorists making a right-turn on a red light are often looking left towards oncoming traffic and do not pay attention to pedestrians who may be approaching from the right. Restricting right-turn-on-red (RTOR) is another way to reduce conflicts between pedestrians and motorists at traffic signals. The RTOR restrictions can be limited to certain times of the day or can apply to all hours, prohibiting drivers from turning right without a green signal.
Pedestrian Countdown Timers	Adequate time must be provided for pedestrians to cross the street safely. Countdown signals help by giving pedestrians information about how much crossing time remains. There is a good deal of confusion by most pedestrians on the meaning of the flashing DON'T WALK signal. While it technically means don't start walking if the pedestrian has not yet started to cross the street, some pedestrians and drivers think that they are supposed to see the WALK signal for the entire crossing and they will not have enough time to cross as soon as the flashing begins. The countdown signal shows the number of seconds remaining to cross the street. Some studies have shown that countdown signals reduce the number of stragglers in the street when the signal changes, although some people may still start late.
Pedestrian Hybrid Beacons	Pedestrian hybrid beacons have the advantage of providing a controlled crossing for pedestrians without delaying motorists unnecessarily. They remain dark until activated by a pedestrian. Activation results in a sequence of amber and red beacon lights, which signal to drivers when to stop for crossing pedestrians and when to go again after pedestrians have cleared the crosswalk. The 2009 MUTCD states that the pedestrian hybrid beacon should not be used at or within 100 feet of an intersection or driveway controlled by a STOP sign. Pedestrian hybrid beacons are intended as a solution for mid-block crossing locations.

# ILLUSTRATING THE DEFINITIONS

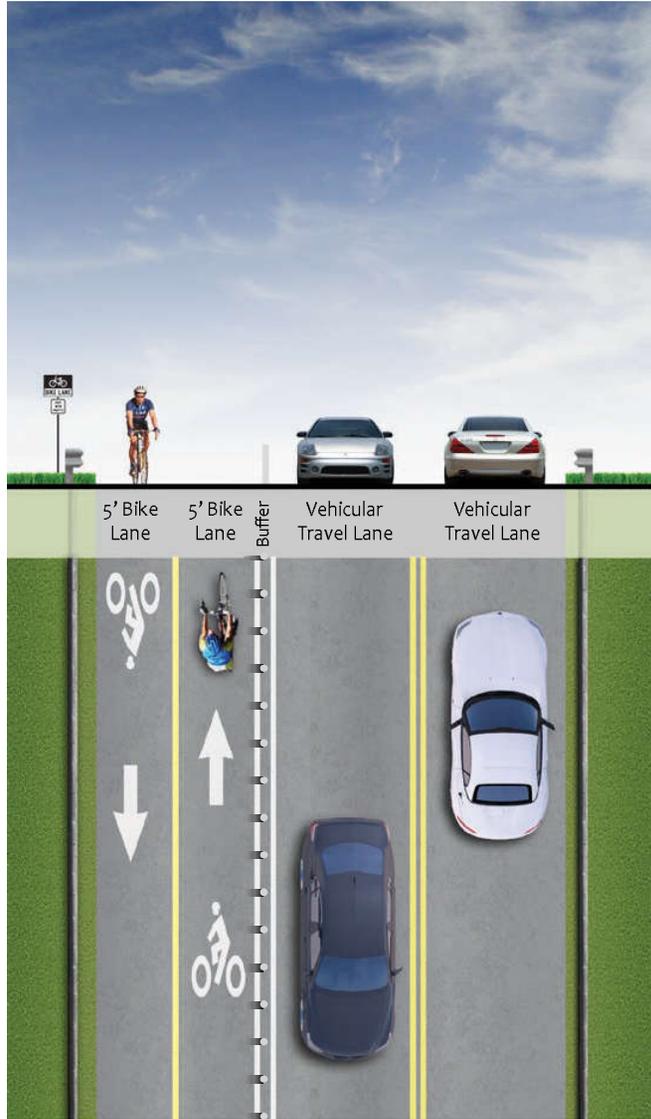
SHARED LANES (“SHARROWS”)



BIKE LANES



SIDEPATH (CYCLE TRACK)



# ILLUSTRATING THE DEFINITIONS



Bike Lane



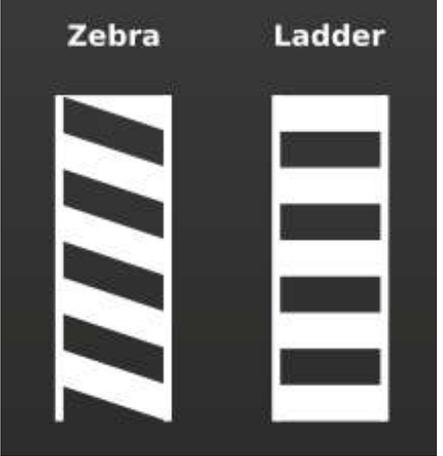
Pedestrian Countdown Timer



Single-track Sustainable Trail



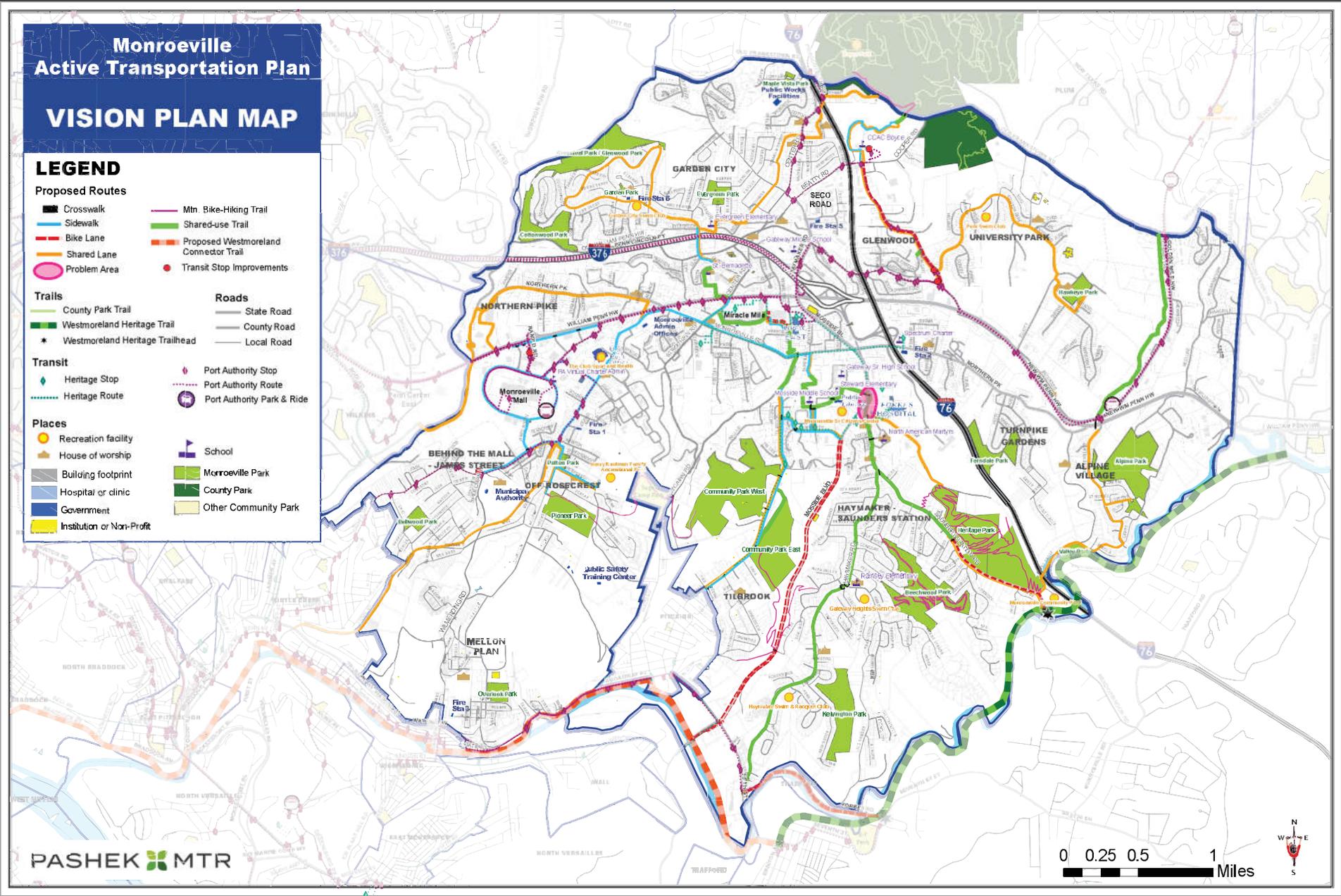
Bike Box



High Visibility Crosswalks



Various forms of pedestrian warning signs



# Active Transportation Vision Map

The proposed Monroeville Active Transportation network includes facilities of many types. This map, a vision for the future, appears on the facing page. The Active Transportation plan lists and prioritizes these project types reflected on the Vision Map and detailed on subsequent pages:



**SIDEWALKS**



**SHARED LANES**



**BIKE LANES**



**SIDEPATHS OR SHARED-USE TRAILS**



**CROSSWALKS INTERSECTIONS**



**HIKING & MOUNTAIN BIKING TRAILS**



**TRANSIT STOPS**

### *What makes a project a priority?*

The projects from each category that are listed on the following few pages include some that are identified as priority projects. These became priorities after all the facilities on the vision plan were considered through the decision-making process shown on Pages 54-55.

### *One big problem area*

One significant challenge area in the proposed active transportation network is a complex intersection involving Mossie Boulevard, Gateway Campus Drive, McGinley Road, Haymaker Road and potential entrances/exits from Forbes Hospital. Improvements at this intersection have implications for the network overall and several of the individual projects listed in the “Engineering” section.

Because this challenge area involves roads within PennDOT, Allegheny County and Monroeville’s jurisdictions as well as numerous key community stakeholders, this report recommends pursuing a multi-pronged and collaborative problem-solving approach that is further detailed in Chapter 4 - Action Plan.

### *One other major project*

One project recommended in this plan is a regional trail that currently is under consideration by Allegheny County. This is a proposed multi-use trail currently called the Westmoreland Heritage Trail Connector. If built, it would connect the Westmoreland Heritage Trail, which now has its southern terminus in Trafford, with the Great Allegheny Passage in Munhall via the Hot Metal Bridge over the Monongahela River. Portions of this trail traverse Monroeville, and this Active Transportation Plan enthusiastically supports development of this trail.

## Pedestrian Improvements

The priorities for constructed pedestrian improvements in Monroeville include sidewalks and other walking routes. Other types of projects that include pedestrian facilities are listed on subsequent pages, under headings such as multi-use trails, crosswalks, or hiking/mountain biking trails.

The intention is for the community to complete all the projects over time. The priority projects are shown on these lists in bold, blue type. These project proposals arose out of input from the community. Additional sidewalk projects should be identified over time via an inventory prepared by Southwestern Pennsylvania Commission (SPC) and analysis of physical gaps and sidewalk condition. A sidewalk analysis process is explained in Chapter 4.

### Sidewalks



#### PRIORITY PROJECTS

- Complete a sidewalk along the southern side of Route 22 between the end of an existing sidewalk near the Monroeville Mall Drive Exit Ramp and Lewis Drive
- Complete sidewalks along King Lear and MacBeth drives
- Add a sidewalk along Tilbrook Road between the Pitcairn boundary and Pitcairn Road
- Sidewalks (along with shared lanes and a sidepath segment) at CCAC-Boyce campus

#### OTHER PROJECTS

- Add sidewalks between Monroeville Boulevard, UPMC East, Improvement Drive and Miracle Mile Shopping Center to transit stops on Route 22
- Improve pedestrian infrastructure throughout the Miracle Mile Shopping Center/Improvement Drive area
- Add Garden City Connector across I-376 (the Parkway)
- Add a safe and accessible walking loop around the perimeter of Monroeville Mall
- Complete a sidewalk along James Street North
- Add sidewalk along James Street between Speelman Lane and Monroeville Boulevard



The location along Route 22/William Penn Highway where the existing sidewalk ends abruptly.

# Proposed Bicycle Infrastructure Improvements

The bicycle network detailed on the Vision Plan map includes a network of roads that are suitable for bicyclists to use to travel around and through Monroeville. Some selected routes serve as arterials for bicycles, while low-volume streets within neighborhoods serve as collectors for the network. The intention is for the community to proceed through the lists over time, with priority projects highlighted.

## Shared lanes

Shared lanes (sometimes called “sharrows”) on roads owned by Monroeville are likely to be highly feasible because they are low cost and within the Municipality’s control. Some other priority projects involve private roads.



## PRIORITY PROJECTS

- King Lear Drive-MacBeth Drive-Fairview Drive area as part of Gateway Campus connector hub
- Tilbrook Road from Pitcairn Boundary to Pitcairn Road
- Rear of Miracle Mile Shopping Center on Miracle Drive
- Along Improvement Drive behind Lowe’s Home Improvement to Fox Plan Road
- Downhill shared lane on Beatty Road East between Old William Penn Highway and Cooper Road.
- Shared lanes (along with sidewalks and a sidepath segment) at CCAC-Boyce campus.

## OTHER PROJECTS

- McGinley Road
- College Park area
- Alpine Village - Abers Creek area
- Boyce Park-Garden City Area
- Lynne Avenue (south of Monroeville Boulevard)
- Northern Pike from Wilkins border, up the steep hill, across Route 22 to Monroeville Boulevard



This photo from BikePGH shows an uphill bike lane and shared-use downhill lane on the other side of the street.

## Bike lanes



### PRIORITY PROJECTS

- Uphill bike lane on Beatty Road East between Old William Penn Highway and Cooper Road
- Uphill bike lane on Saunders Station Road south of Heritage Park

### OTHER PROJECTS

- Bike lanes on Forbes Road from B-Y Park in Trafford to foot of Haymaker Road
- Bike lanes on Mosside Boulevard

## Proposed Multi-use Facility Improvements

### Sidepaths



### PRIORITY PROJECTS

- Add a sidepath along Pitcairn Road between Tilbrook Road and Monroeville Boulevard
- Sidepath along Haymaker Road (potential project of Allegheny County, supported by Monroeville)
- Sidepath along Saunders Station Road north of Heritage Park (potential project of Allegheny County, supported by Monroeville)
- Rear of Miracle Mile Shopping Center on Miracle Drive
- Sidepath segment at North Parking Lot (along with sidewalks and shared lanes) through CCAC-Boyce campus



Illustration of a potential sidepath along Haymaker Road, according to a draft plan from Allegheny County for possible future improvements.

### Multi-use Trails

#### PRIORITY PROJECTS

- Multi-use trail around Gateway School campus
- Multi-use trail within Community Park East to connect with Tilbrook sidewalks and shared lanes
- Monroeville segments of the proposed Westmoreland Heritage Trail Connector (potential regional project of

Allegheny County, supported by Monroeville)

#### OTHER PROJECTS

- Multi-use facilities that will become the Fox Plan Road Connector
- Multi-use trail paralleling Route 286/Golden Mile Highway
- Garden City-Route 22 Connector



### Crosswalks and intersection improvements

These projects may include crosswalks accompanying sidewalk or sidepath projects listed above as well as those in this section. Additional crosswalk and intersection projects should be identified over time as part of the sidewalk analysis that is suggested and explained in Chapter 4.

#### PRIORITY PROJECTS

- Crosswalks at the MacBeth Drive and King Lear Drive area in conjunction with sidewalk improvements
- Five crosswalks along Route 22/William Penn Highway in conjunction with sidewalk improvements
- Crosswalk over Monroeville Boulevard/Northern Pike at Pitcairn Road
- Crosswalks in conjunction with intersection improvements proposed at Mosside Boulevard-Haymaker Road-McGinley Road-Gateway Campus Boulevard
- Crosswalks along Saunders Station Road

- Crosswalks along Haymaker Road
- Crosswalk at North James Street
- Crosswalks along Tilbrook Road
- Crosswalks over Old Frankstown Road at CCAC North Parking Lot to Boyce Park and at Gateway Drive

#### OTHER PROJECTS

- Crosswalks associated with new mountain biking/hiking trails, including on Mosside Boulevard and Pitcairn Road

## Transit Stops and Connections



Port Authority of Allegheny County and Heritage Community Services provide public transit connections in Monroeville. Some bus stops and immediate connections should be improved, with a focus on in-bound stops where riders are most likely to wait.

### PRIORITY PROJECTS

- Bus stop improvements, including adding a shelter, crosswalk, curb cuts and sidewalk connections at CVS Caremark West, Don Drive
- General pedestrian improvements and new shelter at Old William Penn Highway at Beatty Road
- Crossing improvements at Beatty Road opposite College Park Drive
- Shelter improvements and added ADA accessibility for bus stop at CCAC-Boyce East Parking lot
- Potential Park-and-Ride lot on Broadway Boulevard near Clark Street

### OTHER PROJECTS

- Improvements at in-bound bus stop on Old Haymaker Road near the I-376 on-ramp across from Clover Drive. This includes improved access from Clover Drive neighborhood.
- Crossing treatments and curb cuts to enable use of the James Street bus stops, including to the small shelter across from Speelman Lane, as sidewalks are installed



## Hiking / Mountain Biking Trails

Single-track, natural surface, sustainable trails should be created as important connectors as well as valuable trails in their own right.

### PRIORITY PROJECTS

- Heritage Park, including connecting with McGinley Road and the Saunders Station Road trailhead for Westmoreland Heritage Trail

### OTHER PROJECTS

- Trails and shared lanes creating east-west connections among Community Park West, Sugar Camp Park (Pitcairn), and Pioneer Park.
- Harvard Road-Community Park East Connector (crossing Mossie Boulevard at Hillside Road)
- Beechwood Park trails, connecting with Monticello Drive, Harvest Drive and Northwestern Drive
- Boyce Park trail connecting CCAC Campus with Park Office-area trailheads (this trail is defined here though it is in Plum Borough)



A volunteer crew constructing a sustainable single-track, natural surface mountain biking-hiking trail.

## Priority Project Details

This section provides details about the priority projects listed on the previous pages. The first few pages of this section detail priority projects involving existing roadways. Some projects include multiple types of infrastructure.



### **Shared lanes**

# 5: King Lear Drive-MacBeth Drive-Fairview Drive area as part of Gateway Campus connector hub

# 7: Along Improvement Drive behind Lowe's Home Improvement to Fox Plan Road

# 8: Downhill shared lane on Beatty Road East between Old William Penn Highway and Cooper Road

#13: Shared lanes (as well as sidewalks and a sidepath segment) through CCAC-Boyce campus



### **Bike lanes**

# 5: Uphill bike lane and bike lanes on King Lear and MacBeth Drive as part of Gateway Campus connector hub

# 8: Uphill bike lane on Beatty Road East between Old William Penn Highway and Cooper Road

# 9: Uphill bike lane on Saunders Station Road south of Heritage Park



### **Sidepaths**

# 3: Add a sidepath along Pitcairn Road between Tilbrook Road and Monroeville Boulevard

# 6: Rear of Miracle Mile Shopping Center on Miracle Drive

# 10: Add a sidepath along Saunders Station Road north of Heritage Park (Potential project of Allegheny County, supported by Monroeville. NOTE: Monroeville should refer to the county's conceptual draft plan.)

# 11: Add a sidepath along Haymaker Road (Potential project of Allegheny County, supported by Monroeville. NOTE: Monroeville should refer to the county's conceptual draft plan.)

#13: Sidepath at North Parking Lot at CCAC-Boyce campus

This section also provides details about Multi-use Trail projects that are either completely or mainly off-road. Conceptual design information is provided on the following pages.

### **Multi-use Trails**

#12: Multi-use trail around Gateway School campus

#1 and #2: Multi-use trail through a portion of Community Park East



## Monroeville Active Transportation Plan Priority Project Streets Analysis

#	Street Name	Road Ownership	Total Road Width	Parking	Expansion within ROW	ROW Minimum	Existing Sidewalk	Sidewalk Condition
1	Tilbrook Road (Pitcairn boundary to Community Park entrances)	Local	20' (min)	None	Yes	32'	None	-
2	Tilbrook Road (Community Park East at Baptist Church to Pitcairn Road)	Local	24'	None	Yes	35'	Intermittent	Poor
3	Pitcairn Road (Tilbrook to Northern Pike)	County	25'	None	Yes	35'	None	-
4	MacBeth Drive (Tilbrook to Mosside)	Local	28'	None	Yes	35'	Intermittent	Fair
5	King Lear Drive	Local	25'	None	Yes	50'	Intermittent	Fair
6	Miracle Drive	Local	Indeterminate	Parking lot spaces in vicinity	With property owner discussion	Unofficial	No	-
7	Improvement Drive	Private	24'	None	With property owner discussion	Unofficial	Yes	Good
8	Beatty Road (East)	County	25'	None	Yes, but with difficulty	32'	No	-
9	Saunders Station Road (Westmoreland Heritage Trail to Heritage Park)	County	24'	None	Yes, but with difficulty	32'	No	-
10	Saunders Station Road (Haymaker Road to Heritage Park)	County	24'	None	Yes, but with difficulty	34	No	-
11	Haymaker Road	County	33'	Some	Yes	36'	No	-
12	Gateway Campus multi-use trail	Local	37'	Parking lot spaces in vicinity	Yes, but with difficulty	41'	Yes	Good
13	CCAC Campus walking/biking routes	Private	Varies	Parking lot spaces in vicinity	Yes	Unofficial	Yes	Fair-Good

## Monroeville Active Transportation Plan

### Priority Project Recommendations

#	Street Name	Proposed Infrastructure Improvements	Primary purposes	Issues or Concerns
1	Tilbrook Road (Community Park East at Baptist Church to Pitcairn Road)	Sidewalks plus shared lanes between East and West Park. To the north, 11' sidepath on east side of Tilbrook - Pg. 90	Connect Parks with Gateway Campus node and commercial area	ROW too narrow between Community Park West and East for a sidepath, so sidewalks are proposed. Need easement from Baptist Church to create sidepath entrance. New Tilbrook crossing at West Park entrances. 3 side street crossings needed.
2	Tilbrook Road (Pitcairn boundary to Community Park entrances)	Sidewalk plus shared lanes on Tilbrook Road - Pg. 91	Connect residences to parks and points north. Connect to Pitcairn Borough	2 crosswalks needed for side streets.
3	Pitcairn Road (Tilbrook to Northern Pike)	10' sidepath on east side of Pitcairn Road - Pg. 90	Continue the route from Tilbrook	Cross Northern Pike/Monroeville Blvd. (PennDOT and County jurisdictions respectively). Switchbacks up hill to Fox Plan Road.
4	MacBeth Drive (Tilbrook to Mosside)	Complete the sidewalks. Buffered uphill bike lane, and shared downhill lane - Pg. 95	Connect Tilbrook route with Gateway Campus node, residential areas, Mosside bike lanes.	Ensure adequate crossings at Tilbrook and Mosside (each end of MacBeth).
5	King Lear Drive	Complete the sidewalks. As intermediate step, add shared lane markers. Long-term plan: add sidewalks and bike lanes on each side - Pg. 95	Safe routes to Schools, connect with node.	Ultimate project would be much more expensive than temporary improvements.
6	Miracle Drive	Shared lanes and sidewalk or other negotiated combination of bicycle and pedestrian facilities - Pg. 100	Complete critical connection to services, goods, transit	Agreement of property owner will be needed.
7	Improvement Drive	Uphill bike lane and shared downhill lane - Pg. 100	Complete critical connection to services, goods, transit	Agreement of property owner will be needed.
8	Beatty Road (East)	Add shared downhill lane and uphill bike lane - Pg. 104	Connect residential areas with CCAC and Boyce Park	350' segment in vicinity of Spangler Road will require regrading of contiguous uphill slope.

## Monroeville Active Transportation Plan Priority Project Recommendations

#	Street Name	Proposed Infrastructure Improvements	Primary purposes	Issues or Concerns
9	Saunders Station Road (Westmoreland Heritage Trail to Heritage Park) - Pg. 107	Add shared downhill lane and uphill bike lane)	Connect with Westmoreland Heritage Trail trailhead, residential, other segments to north	Segments may require regrading of contiguous uphill slope to create room for uphill bike lane.
10	Saunders Station Road (Haymaker Road to Heritage Park) - Pg. 107	Sidepath on east side of road	Connect Haymaker Road and Heritage Park, other segments to south.	Pinch points north of Jamie Drive and vicinity of Volpe Drive.
11	Haymaker Road - Pg. 108	Sidepath on east side of road	Create critical north-south connection	Northern end is part of difficult/complex intersection with Mosside Boulevard, McGinley Road, Gateway Campus Drive and Forbes Hospital. Crosswalks needed at Saunders Station Road plus about 20 other adjoining local streets.
12	Gateway Campus Multi-use Trail between Mosside and Fairview - Pg. 110	Sidepath on north side of Gateway Campus Blvd. at Mosside, remainder mainly off road or along parking lot edge	Create important hub at school campus, Senior Center, Library, Forbes Hospital, east-west and north-south routes	Eastern side is part of the aforementioned difficult/complex intersection with Mosside Boulevard at Forbes Hospital. Narrow area along Gateway Campus Blvd. Grade change at Fairview Drive area. Campus cites security concerns.
13	CCAC Campus Connector - Pg. 112	Add sidewalks, shared lanes, sidepath segment	Create walking and biking routes between Cooper Road main entrance and North Parking lot at Old Frankstown Road.	Challenges of turnpiking in some areas. Separate biking and walking facilities in some locations, but these are multipurpose in other locations. Campus cites security concerns.

### **Cost estimates on the following pages**

Opinions of Probable Construction Costs, in cases in which they could be developed, are included on subsequent pages along with graphics illustrating priority projects. Opinions of Probable Construction Costs are made based on the experience and qualifications of Pashek + MTR, Ltd. and represents reasonable judgment based on familiarity with the industry. Pashek + MTR, Ltd. has no control over the cost, or availability of labor, materials or equipment, or over market conditions or the provider’s method of pricing. Pashek + MTR, Ltd. cannot and does not guarantee that the opinion of probable cost provided in this report will not vary from the actual cost experienced by the Municipality or its partners.



## TILBROOK ROAD (SOUTH)

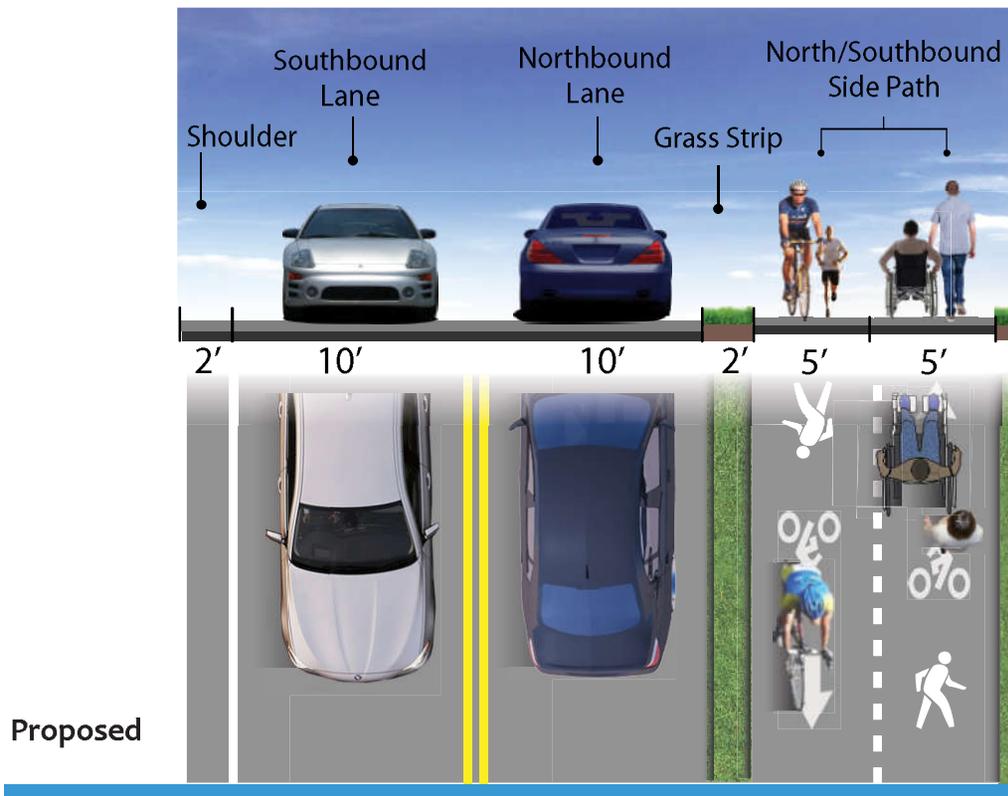
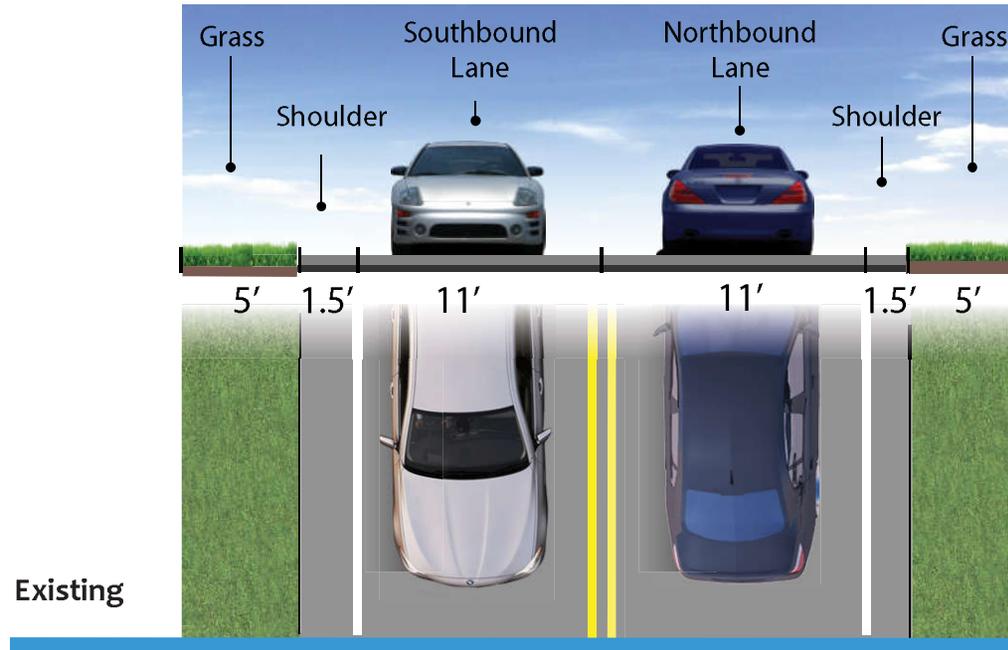
Pitcairn boundary  
to Community Park  
East entrance

- Local road
  - Add 2,275-foot sidewalk
  - Add two side-street crosswalks.
  - Add shared lane indicators
  - Estimated cost of improvements: \$880,100
- A sidewalk on the eastern (northbound) side of Tilbrook Road would connect residential neighborhoods with Pitcairn Borough to the south, and to Community Park East and other community assets to the north.

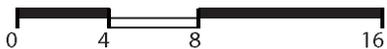


## PITCAIRN ROAD Tilbrook Road to Northern Pike

- **County Road**
- **Min. ROW 35'**
- This portion of Tilbrook Road has lower volumes and would require less new infrastructure. A sidewalk would connect pedestrians to the Community Parks or southward toward Pitcairn. Shared lanes could be added on the road, preferably in combination with lane widening.



Scale: 1" = 8'



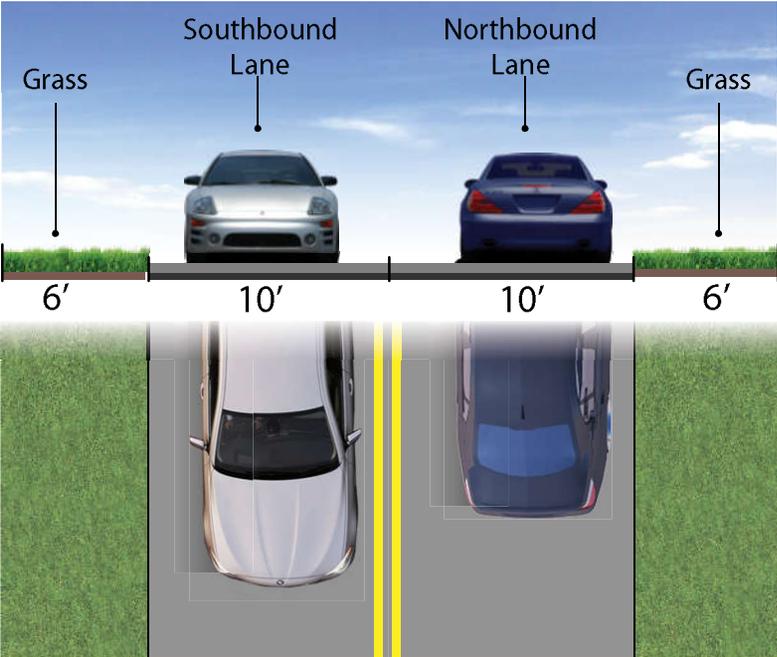
### TILBROOK ROAD

Pitcairn boundary to  
Community Park East

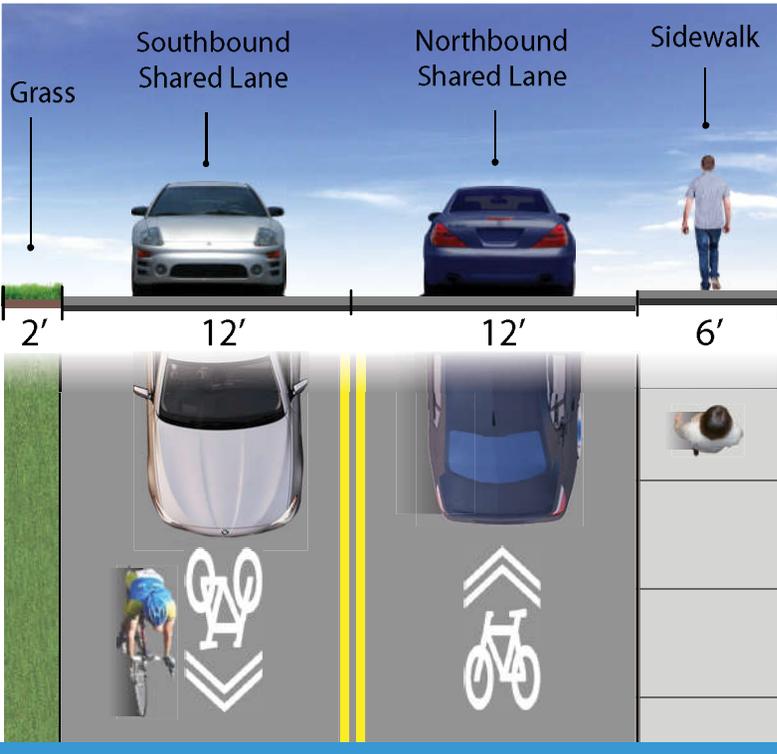
Community Park West  
(north entrance) to  
Pitcairn Road

- **Local Road**
- **Min. ROW 32'**

- This portion of Tilbrook Road has lower volumes and would require less new infrastructure. A sidewalk would connect pedestrians to the Community Parks or southward toward Pitcairn. Shared lanes could be added on the road, preferably in combination with lane widening.



Existing



Proposed

**Tilbrook Road Sidewalk/Shared Lane Improvements**

Opinion of Probable Construction Costs

5-10-2019

Prepared by Pashek + MTR

Item Description	Quantity	Unit	Unit Cost	Total Item Cost
<b>Site Improvements</b>				
<i>Tilbrook Road - Pine Drive/Pitcairn Boundary to Community East Entrance</i>				
Earthwork for retaining wall	1	LS	\$ 6,000	\$ 6,000
Retaining wall	840	SFF	\$ 120	\$ 100,800
6' Concrete sidewalk - Pine Drive to Community Park East Ent.	1,467	SY	\$ 145	\$ 212,667
6" Concrete curb	2,200	LF	\$ 50	\$ 110,000
High visibility crosswalks over Rosso Dr., Grandview Ave. and Community Park East Ent.	3	EA	\$ 2,500	\$ 7,500
Post-mounted signs, Type B, Pedestrian crosswalk	2	EA	\$ 175	\$ 350
Pine Drive / Pitcairn Boundary - Community Park East entrance - Shared Lane Markings, two directions	34	EA	\$ 750	\$ 25,500
Pine Drive / Pitcairn Boundary - Community Park East entrance - Shared Lane Signage, two directions	34	EA	\$ 250	\$ 8,500
<i>Tilbrook Road - Community Park East Entrance to Pitcairn Road</i>				
Trail earthwork (10-ft wide trail through Community Park East)	657	CY	\$ 10	\$ 6,574
Drainage culvert	1	EA	\$ 300	\$ 300
Bituminous Trail surfacing (Airport Drive to Baptist Church through Community Park East)	1,900	SY	\$ 50	\$ 95,000
High Visibility Crosswalk over Tilbrook at Community Park West Entrances	2	EA	\$ 6,000	\$ 12,000
Tilbrook Road Advance Pedestrian Crossing Signage	4	EA	\$ 250	\$ 1,000
Tilbrook Pedestrian Crossing Signage	4	EA	\$ 250	\$ 1,000
Earthwork for retaining wall	1	LS	\$ 9,000	\$ 9,000
Retaining wall	1,200	SFF	\$ 120	\$ 144,000
6' Concrete sidewalk - Baptist Church to Pitcairn Road	2,547	SY	\$ 145	\$ 369,267
6" Concrete curb	3,720	LF	\$ 50	\$ 186,000
Crosswalks over Cambridge Square Drive, MacBeth Drive, Villa Manor Drive	3	EA	\$ 2,500	\$ 7,500
Post-mounted signs, Type B, Pedestrian crosswalk	3	EA	\$ 175	\$ 525
Community Park East to Pitcairn Road - Shared Lane Markings, two directions	30	EA	\$ 750	\$ 22,500
Community Park East to Pitcairn Road - Shared Lane Signage, two directions	30	EA	\$ 250	\$ 7,500
<i>Pitcairn Road - Tilbrook Road to Northern Pike</i>				
Pitcairn-Tilbrook - Bike Boxes	2	EA	\$ 4,000	\$ 8,000
Bituminous sidepath surfacing	1	SY	\$ 50	\$ 50
High Visibility Crosswalk over Tilbrook Road at Pitcairn Road	1	EA	\$ 8,000	\$ 8,000
				<i>Subtotal Site Improvements \$ 1,349,532</i>
<i>General Stormwater Management and Erosion Controls</i>				
Stormwater Management	10%	%	\$ 1,349,532	\$ 134,953
Erosion and Sedimentation Controls	6%	%	\$ 80,972	\$ 80,972
				<i>Subtotal Stormwater Management \$ 215,925</i>
				<b>SUBTOTAL \$ 1,565,458</b>
				Contingency 20% \$ 313,092
				Boundary, Topography & Utility Survey \$ 5,000
				Section 106 Review and Determination \$ -
				Public Easement Acquisition \$ -
				Wetland Delineation \$ -
				Design @ 15% \$ -
				Permitting @ 8% \$ -
				Construction Inspection 10% \$ -
				<b>TOTAL \$ 1,883,549</b>

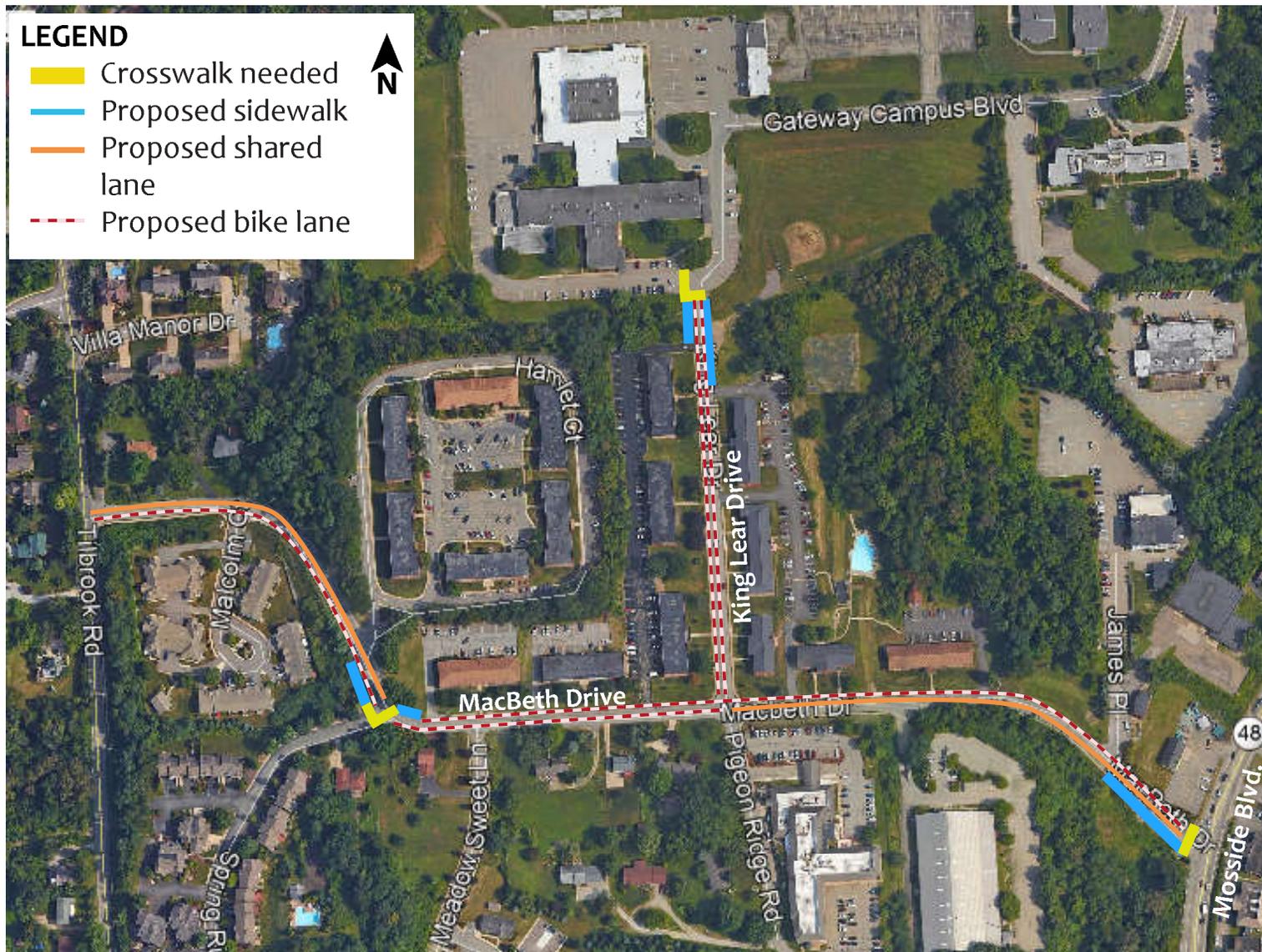
### KING LEAR DRIVE

MacBeth Drive to Gateway Campus Boulevard

### MACBETH DRIVE

Tilbrook Road to Mossie Boulevard

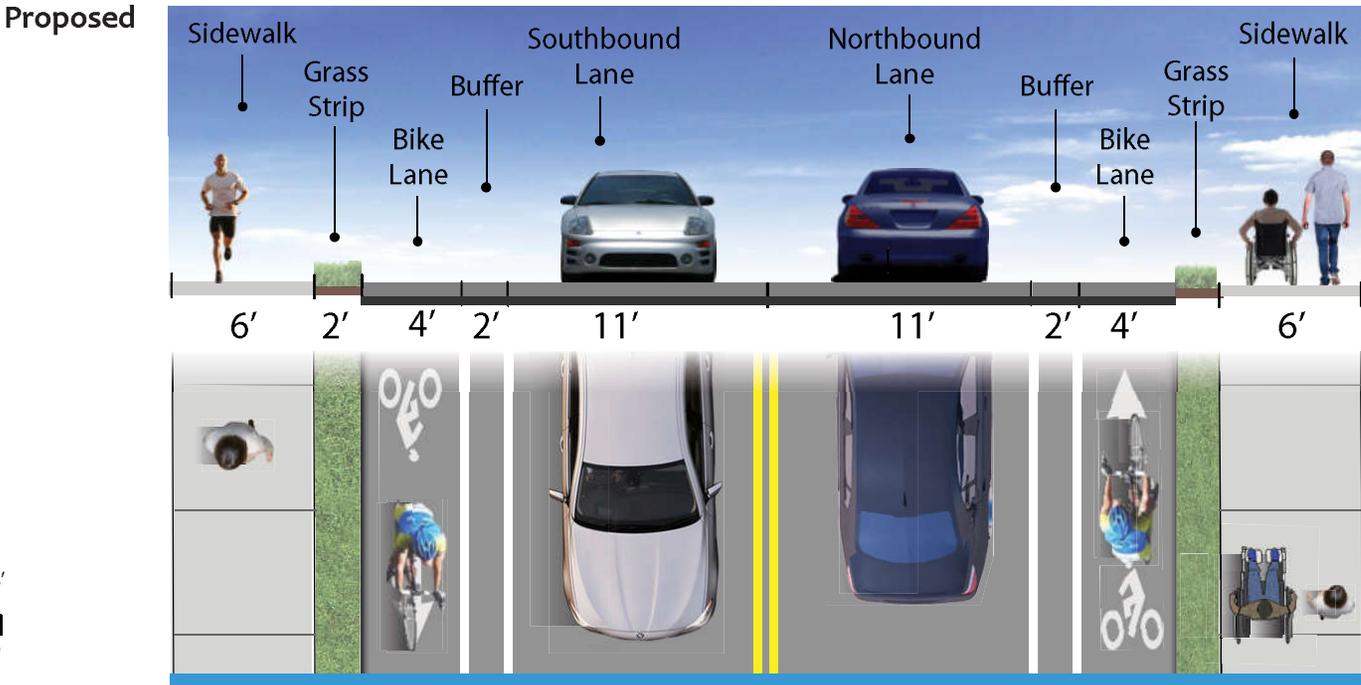
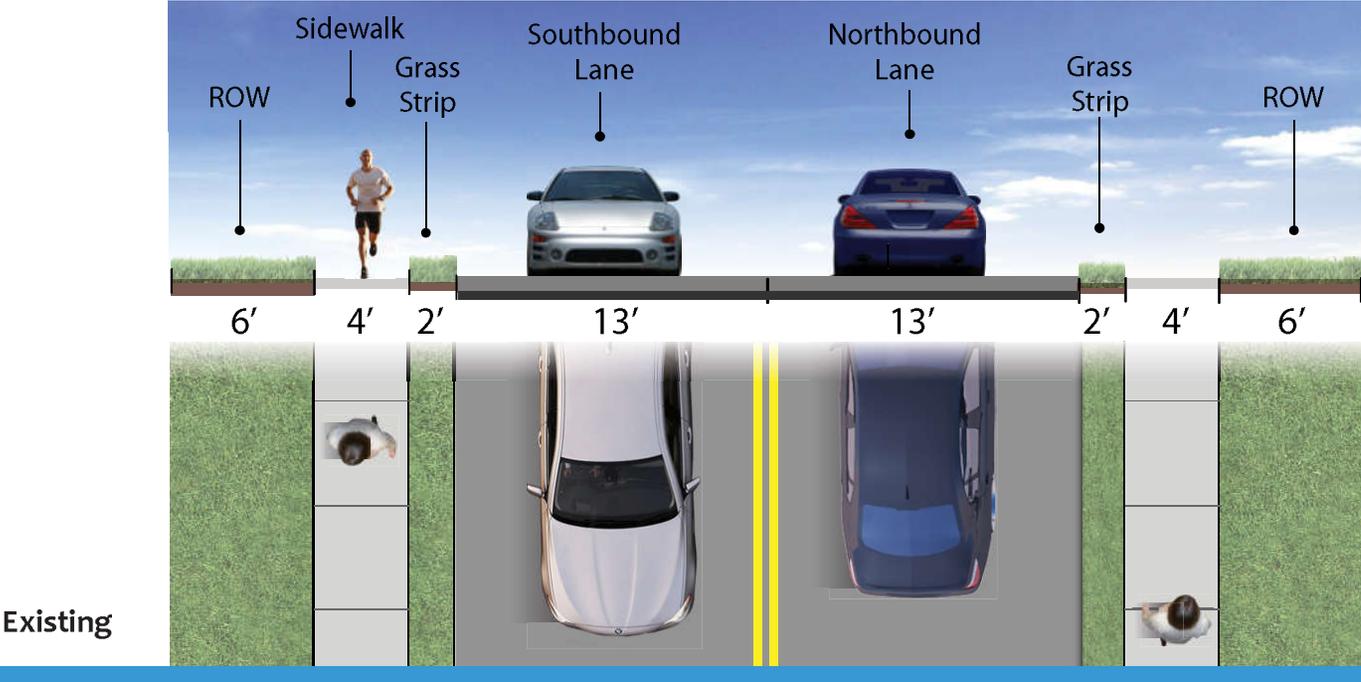
- Local roads
- Complete the sidewalk gaps
- Add bicycle indicators and crosswalks
- Estimated cost of improvements: \$450,000
- Sidewalks are present in most places in this neighborhood, which is adjacent to the Gateway School District main campus. A first step to improving pedestrian safety would be to eliminate gaps in the pedestrian infrastructure.
- Crosswalks should be added. Existing sidewalks, particularly along King Lear, should be widened.
- Bike lanes, shared lanes and climbing lanes are also suggested.



### KING LEAR DRIVE

MacBeth Drive to Gateway Campus Drive

- **Local Road**
- **Min. ROW 50'**
- Improvements on this street could be done first as temporary and simple improvements and later with more ambition. First, sidewalks should be completed from King Lear to the Gateway Campus Boulevard, with awareness of future alignments. In addition, shared lane markings should be added to King Lear in both directions.
- A more ambitious, longer-term project is to widen the roadway to create two-way buffered bike lanes, and to provide wider sidewalks on both sides, as shown in the proposed conditions illustration at right.

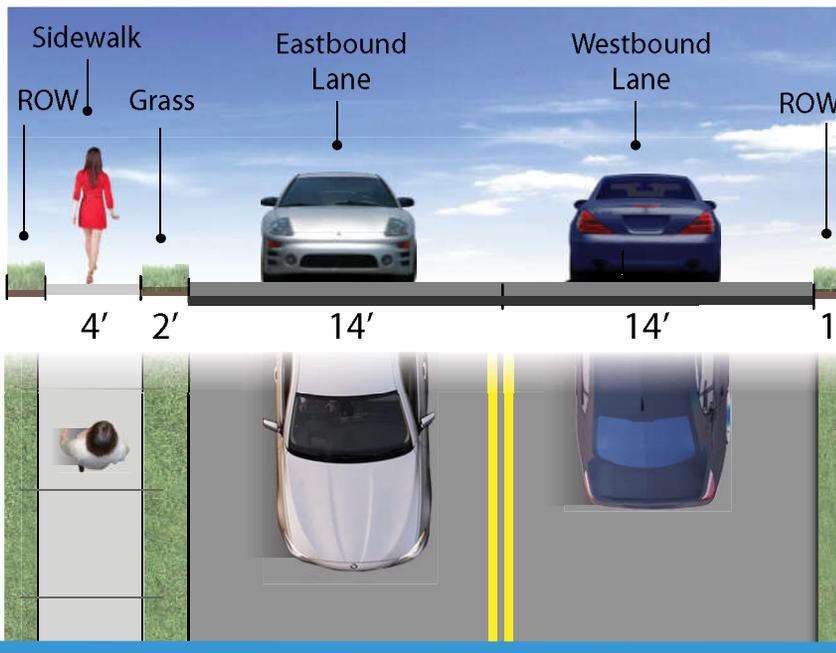


### MACBETH DRIVE

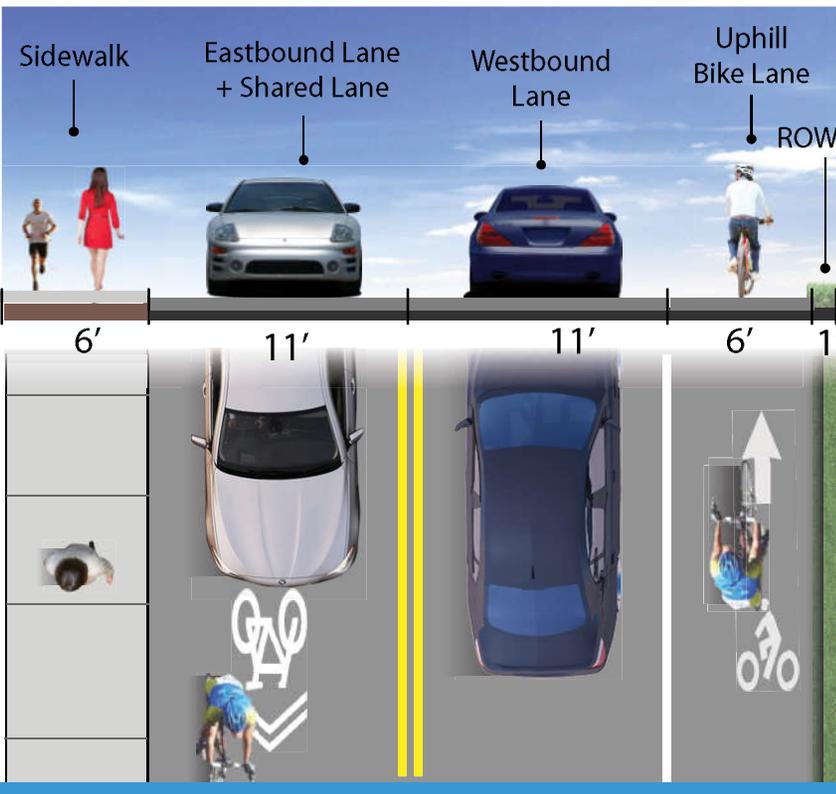
Tilbrook Road to Mosside Boulevard

- Local Road
- Min. ROW 35'

- The illustrations show the existing and proposed configurations at the eastern end of MacBeth Drive near Mosside Boulevard. At the western end of MacBeth Drive near Tilbrook Road, the configurations would be mirrored, with the uphill bike lane and sidewalk along the eastbound lane, and the shared lane on the westbound side.
- Signage will be needed to convey the location of the transitions, which will occur at King Lear Drive.



Existing



Proposed

Scale: 1" = 8'



<b>Opinion of Probable Construction Costs</b>				
<b>King Lear Bike Lanes and Sidewalks</b>				
<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Total Item Cost</b>
<b>Tilbrook Road to Mossie Boulevard</b>				
<i>Site Improvements</i>				
<b>MacBeth to Gateway Campus - 800 LF</b>				
North- and Southbound Bike Lane, Striping	1,600	LF	\$ 10	\$ 16,000
North- and Southbound Bike Lane, Markings	6	EA	\$ 750	\$ 4,500
North- and Southbound Bike Lane, Signage	6	EA	\$ 250	\$ 1,500
<b>Complete Sidewalks - Gaps along King Lear</b>				
Sidewalk - King Lear near Gateway Campus Drive	183	CY	\$ 145	\$ 26,583
Site preparation at MacBeth near James Place	1	LS	\$ 2,500	\$ 2,500
High Visibility Crosswalks at Gateway Campus Drive	2	EA	\$ 8,000	\$ 16,000
Post-mounted signs, Type B, Pedestrian crosswalk	4	EA	\$ 175	\$ 700
Widen sidewalks to 6' both sides of King Lear	833	CY	\$ 145	\$ 120,833
<i>Subtotal Site Improvements</i>				\$ 188,617
<b>General Stormwater Management and Erosion Controls</b>				
Stormwater Management	10%	%	\$ 188,617	\$ 18,862
Erosion and Sedimentation Controls	6%	%	\$ 188,617	\$ 11,317
<i>Subtotal Stormwater Management</i>				\$ 30,179
<b>SUBTOTAL</b>				<b>\$ 218,795</b>
<i>Contingency 20%</i>				<i>\$ 43,759</i>
<b>TOTAL</b>				<b>\$ 262,554</b>

<b>Opinion of Probable Construction Costs</b>				
<b>MacBeth Drive Climbing Lanes, Shared Lanes, Sidewalks</b>				
<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Total Item Cost</b>
<b>Tilbrook Road to Mosside Boulevard</b>				
<i>Site Improvements</i>				
<b>Tilbrook to Spring Run - 800 LF</b>				
MacBeth Drive eastbound - Climbing Bike Lane - Striping	800	LF	\$ 10	\$ 8,000
MacBeth Drive eastbound - Climbing Bike Lane - Bike Lane Symbols	3	EA	\$ 750	\$ 2,250
MacBeth Drive eastbound - Climbing Bike Lane - Bike Lane signage	3	EA	\$ 250	\$ 750
MacBeth Drive westbound - Shared Lane Markings	3	EA	\$ 750	\$ 2,250
MacBeth Drive westbound - Shared Lane Signage	3	EA	\$ 250	\$ 750
<b>Mosside to King Lear - 1000 LF</b>				
MacBeth Drive westbound - Climbing Bike Lane - Striping	1,000	LF	\$ 10	\$ 10,000
MacBeth Drive westbound - Climbing Bike Lane - Bike Lane Symbols	4	EA	\$ 750	\$ 3,000
MacBeth Drive westbound - Climbing Bike Lane - Bike Lane signage	4	EA	\$ 250	\$ 1,000
MacBeth Drive eastbound - Shared Lane Markings	4	EA	\$ 750	\$ 3,000
MacBeth Drive eastbound - Shared Lane Signage	4	EA	\$ 250	\$ 1,000
Post-mounted signs, Type B, Pedestrian crosswalk	1	EA	\$ 175	\$ 175
MacBeth Drive High Visibility Crosswalk at Mosside	1	EA	\$ 8,000	\$ 8,000
<b>Spring Run to King Lear - 700 LF</b>				
MacBeth Drive east- and westbound - Shared Lane Markings	4	EA	\$ 750	\$ 3,000
MacBeth Drive east- and westbound - Shared Lane Signage	4	EA	\$ 250	\$ 1,000
Post-mounted signs, Type B, Pedestrian crosswalk	4	EA	\$ 175	\$ 700
Spring Run Drive - MacBeth Drive High Visibility Crosswalk	3	EA	\$ 8,000	\$ 24,000
<b>Complete Sidewalks - Gaps along MacBeth</b>				
Site preparation at MacBeth near Spring Run	1	LS	\$ 2,500	\$ 2,500
Sidewalk - MacBeth in area of Spring Run	62	CY	\$ 145	\$ 9,022
Site preparation at MacBeth near James Place	1	LS	\$ 2,500	\$ 2,500
Sidewalk - MacBeth in area of James Place	322	CY	\$ 145	\$ 46,722
<i>Subtotal Site Improvements</i>				\$ 129,619
<b>General Stormwater Management and Erosion Controls</b>				
Stormwater Management	10%	%	\$ 129,619	\$ 12,962
Erosion and Sedimentation Controls	6%	%	\$ 129,619	\$ 7,777
<i>Subtotal Stormwater Management</i>				\$ 20,739
<b>SUBTOTAL</b>				<b>\$ 150,359</b>
<i>Contingency 20%</i>				<b>\$ 30,072</b>
<b>TOTAL</b>				<b>\$ 180,430</b>

## MIRACLE DRIVE AND IMPROVEMENT DRIVE

Create safe, convenient access to Miracle Mile, Lowe's Home Improvement and UPMC-East, with connections

- **0.6 mile route, including privately owned roadway**
- **Estimated cost of improvements: \$132,240**
- **Generators, destinations and external connections make this an important hub**

- Add sidepath (multi-use trail) along eastbound side of Miracle Drive.
- Shared eastbound lane and uphill (westbound) bike lane on Improvement Drive.
- This area is an important hub because it includes large apartment complexes, Port Authority and Heritage transit routes and stops, a significant commercial center and other employers, an employment testing center and UPMC-East.



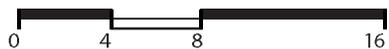
### MIRACLE DRIVE

#### Stroschein Road to Improvement Drive

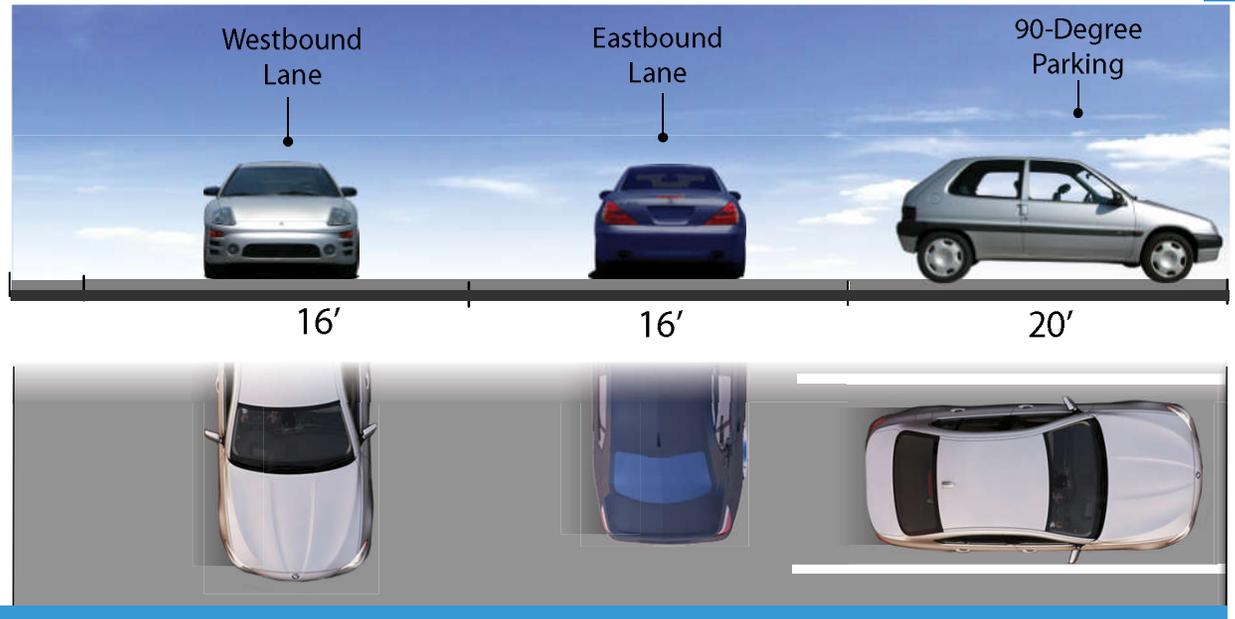
- **Privately Owned Road**
- **ROW indeterminate**

• This privately owned road behind Miracle Mile Shopping Center has space for a shared-use path along the edge. 90-degree parking in the area may not be needed; however, it could remain, with the shared-use trail hugging the edge of the paved surface and protected by wheel stops. A separated sidepath or multiuse trail is needed to prevent conflict with delivery trucks and other vehicles. Existing lane widths are indeterminate. The illustration of proposed conditions includes parking. However, more buffering and a wider shared-use trail would be feasible if parking were eliminated in this part of the lot.

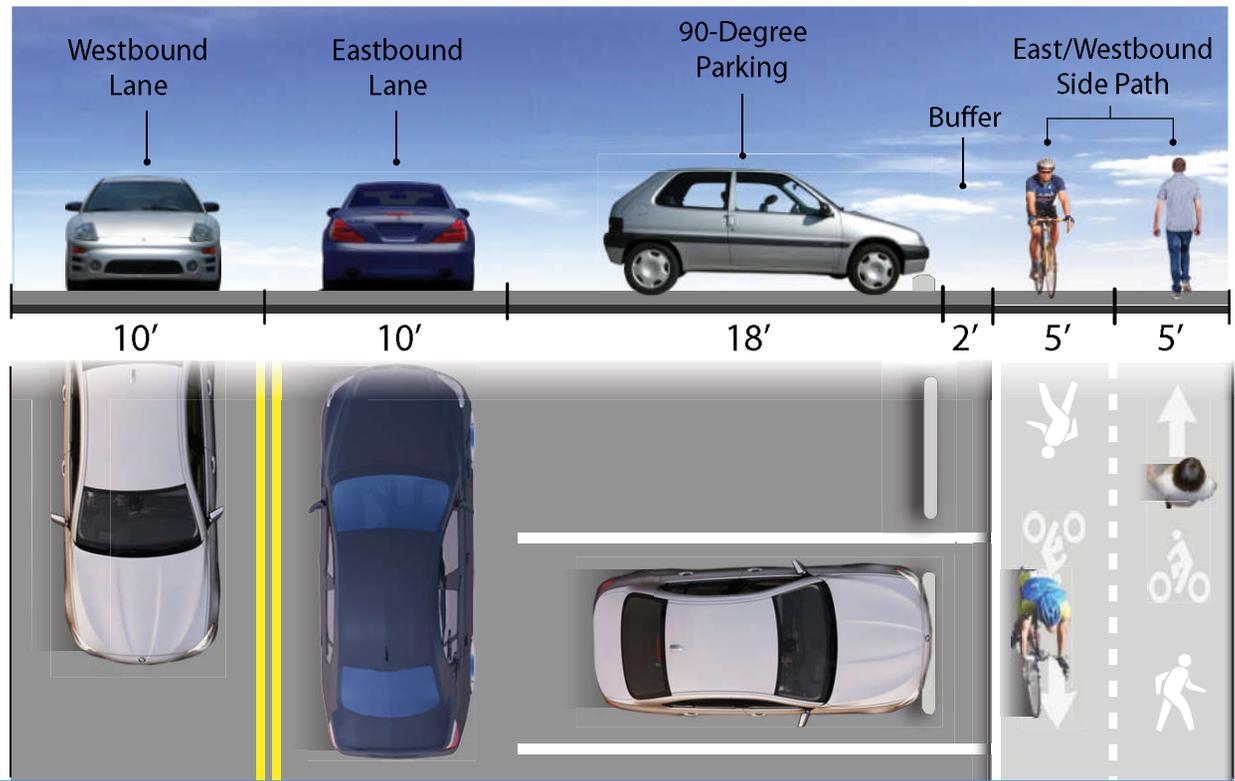
Scale: 1" = 8'



Existing



Proposed

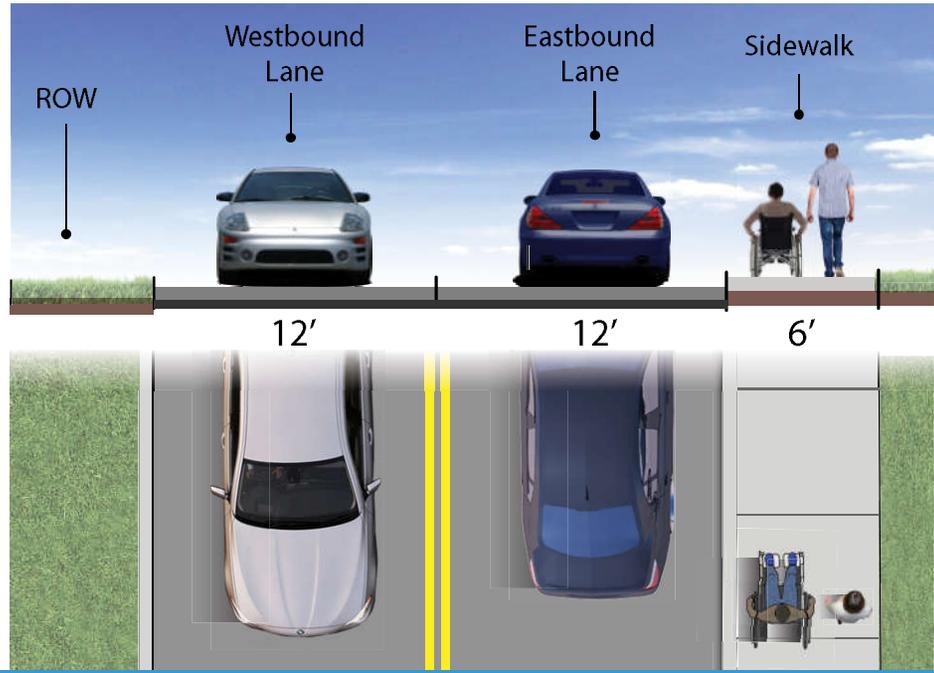


## IMPROVEMENT DRIVE

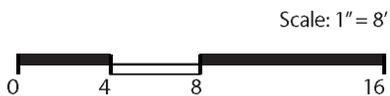
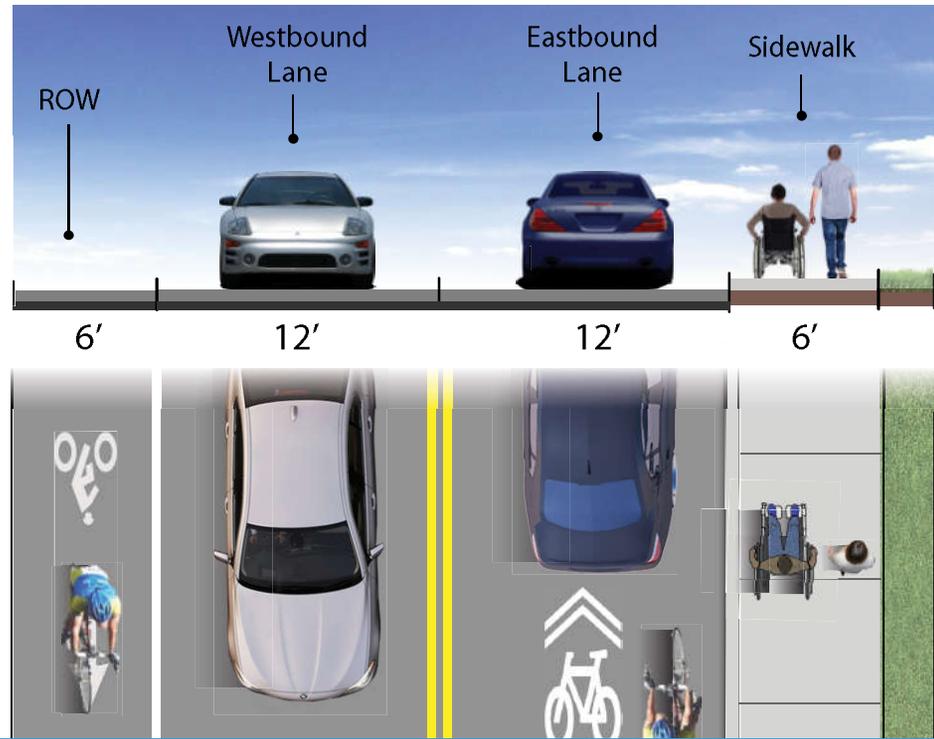
### Miracle Drive to Fox Plan Road

- **Local Road**
- **ROW indeterminate**
- This local road behind Lowe's Home Improvement store could have a short-term improvement of shared-lane markings in both directions. Longer-term improvements should include an uphill bike lane to accommodate change in elevation near Fox Plan Road.

Existing



Proposed

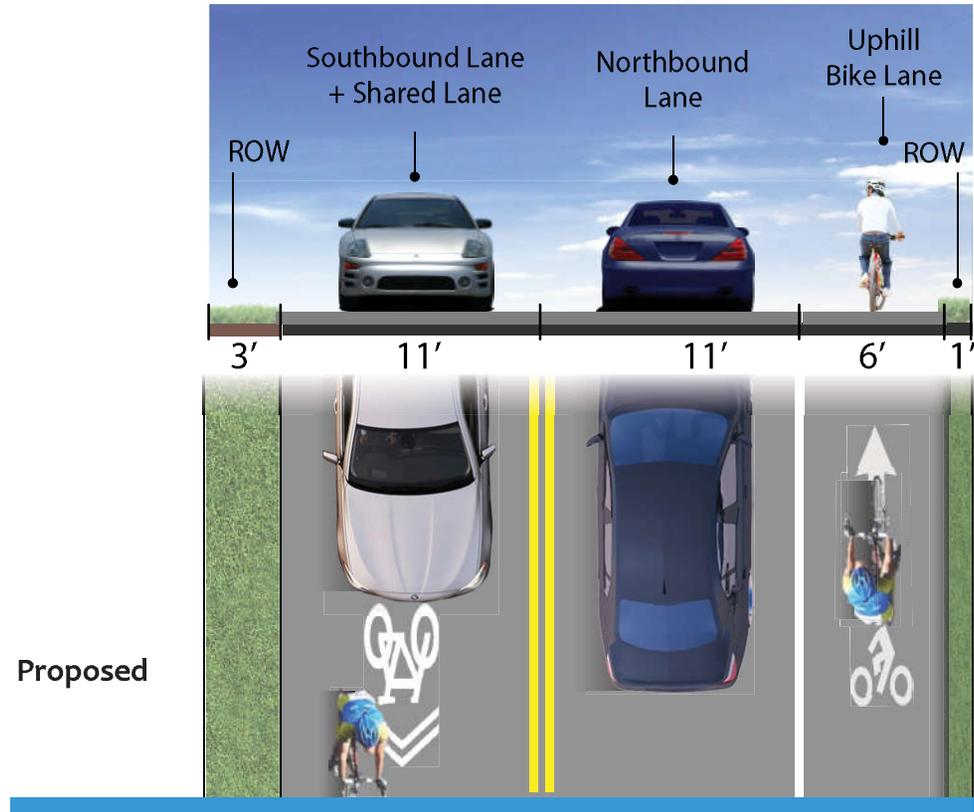
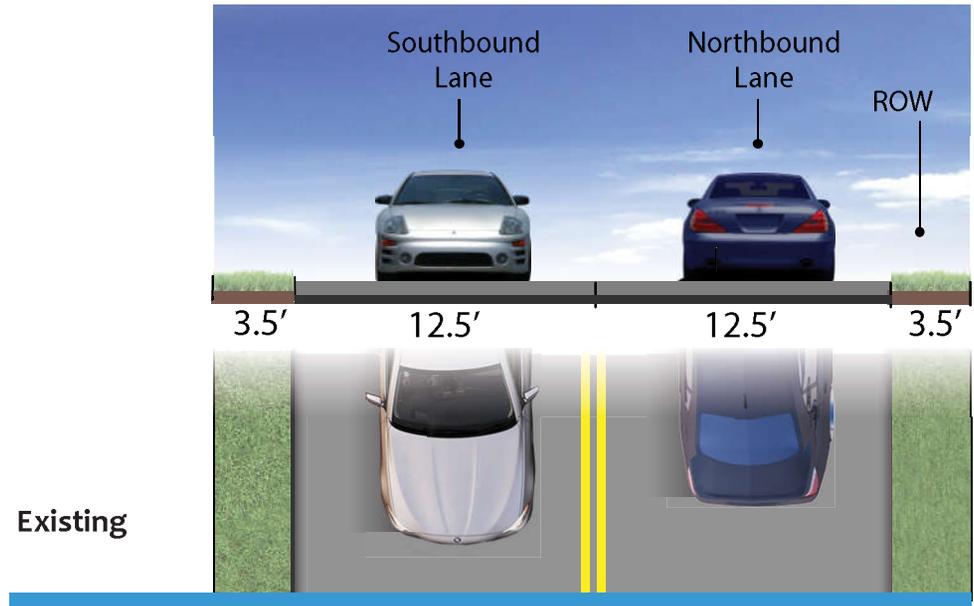


<b>Opinion of Probable Construction Costs</b>				
<b>Miracle Drive &amp; Improvement Drive Climbing Lane, Shared Lanes, Sidepath</b>				
<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Total Item Cost</b>
<b>Miracle Drive from Stroshein Road to Improvement Drive</b>				
<i>Site Improvements</i>				
<b>Miracle Drive Sidepath - 2,150 LF</b>				
Sidepath - Striping	2,150	LF	\$ 20	\$ 43,000
Sidepath walking/biking directional symbols	18	EA	\$ 750	\$ 13,500
Knock-down traffic delineators	215	EA	\$ 100	\$ 21,500
High visibility crosswalk at each end of Miracle Drive	2	EA	\$ 8,000	\$ 16,000
<b>Improvement Drive from Miracle Drive to Fox Plan Road</b>				
<i>Site Improvements</i>				
<b>Improvement Drive Climbing Lane and Shared Lane - 1,160 LF</b>				
Improvement Dr. westbound - Climbing Bike Lane - Striping	1,160	LF	\$ 10	\$ 11,600
Improvement Dr. westbound - Climbing Bike Lane - Bike Lane Symbols	5	EA	\$ 750	\$ 3,750
Improvement Dr. westbound - Climbing Bike Lane - Bike Lane Signage	5	EA	\$ 250	\$ 1,250
Improvement Dr. eastbound - Shared Lane Markings	5	EA	\$ 750	\$ 3,750
Improvement Dr. eastbound - Shared Lane Signage	5	EA	\$ 250	\$ 1,250
High visibility crosswalk at Fox Plan Road	1	EA	\$ 8,000	\$ 8,000
<i>Subtotal Site Improvements</i>				\$ 123,600
<b>SUBTOTAL</b>				<b>\$ 123,600</b>
<i>Contingency 20%</i>				\$ 24,720
<b>TOTAL</b>				<b>\$ 148,320</b>



## BEATTY ROAD (EAST) Old William Penn Highway to Cooper Road

- **County Road**
- **Min. ROW 32'**
- This road is a main connector to CCAC-North and Boyce Park. The narrow right-of-way does not allow for a project that accommodates pedestrians. However, a modest road-widening project, itself likely to be difficult in some locations, would enable the addition of an uphill bike lane.



## Opinion of Probable Construction Costs

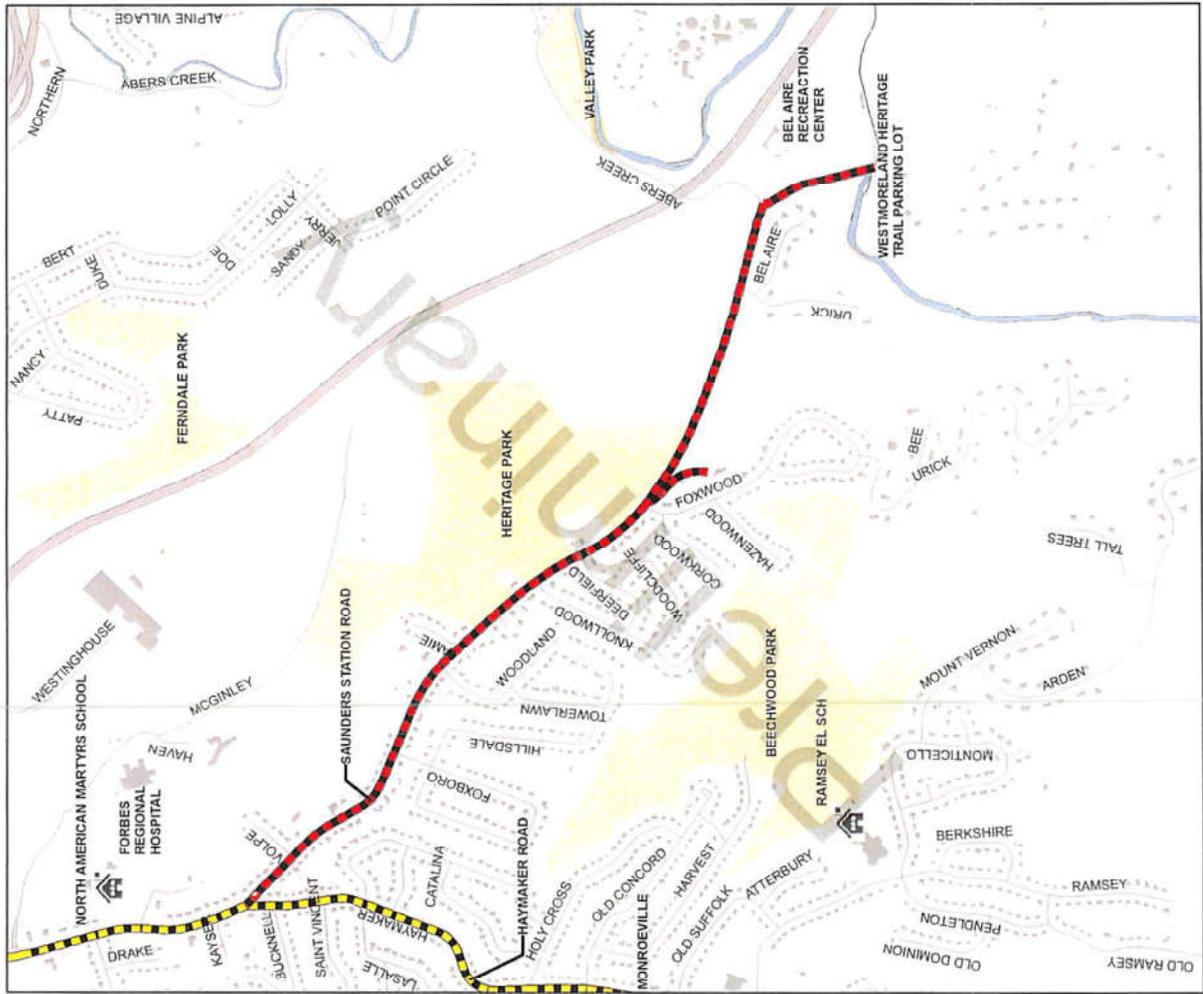
### Beatty Road (East) Climbing Lanes, Shared Lanes

Item Description	Quantity	Unit	Unit Cost	Total Item Cost
<b>Old William Penn Highway to Cooper Road</b>				
<i>Site Improvements</i>				
<b>Old William Penn to College Park Drive- 575 LF</b>				
Beatty Road northbound - Climbing Bike Lane - Striping	575	LF	\$ 10	\$ 5,750
Beatty Road northbound - Climbing Bike Lane - Bike Lane Symbols	2	EA	\$ 750	\$ 1,500
Beatty Road northbound - Climbing Bike Lane - Bike Lane signage	2	EA	\$ 250	\$ 500
Beatty Road southbound - Shared Lane Markings	2	EA	\$ 750	\$ 1,500
Beatty Road southbound - Shared Lane Signage	2	EA	\$ 250	\$ 500
<b>College Park Drive to Cooper Road - 5000 LF</b>				
Beatty Road northbound - Climbing Bike Lane - Striping	5,000	LF	\$ 10	\$ 50,000
Beatty Road northbound - Climbing Bike Lane - Bike Lane Symbols	20	EA	\$ 750	\$ 15,000
Beatty Road northbound - Climbing Bike Lane - Bike Lane signage	20	EA	\$ 250	\$ 5,000
Beatty Road southbound - Shared Lane Markings	20	EA	\$ 750	\$ 15,000
Beatty Road southbound - Shared Lane Signage	20	EA	\$ 250	\$ 5,000
<b>Connecting multi-use trail - to Cannongate Drive in Glenwood</b>				
Trail earthwork (10-ft wide trail between Cannongate drive cul-de-sac to Beatty Road at )	111	CY	\$ 10	\$ 1,111
Drainageway culvert	1	EA	\$1,000	\$ 1,000
Bituminous trail surfacing	333	SY	\$ 50	\$ 16,667
<i>Subtotal Site Improvements</i>				\$ 118,528
<b>General Stormwater Management and Erosion Controls</b>				
Stormwater Management	10%	%	\$ 118,528	\$ 11,853
Erosion and Sedimentation Controls	6%	%	\$ 118,528	\$ 7,112
<i>Subtotal Stormwater Management</i>				\$ 18,964
<b>SUBTOTAL</b>				<b>\$ 137,492</b>
<i>Contingency 20%</i>				<b>\$ 27,498</b>
<b>TOTAL</b>				<b>\$ 164,991</b>



# Allegany County Roadway Pedestrian and Bicycle Assessment

## 4A SAUNDERS STATION ROAD – SITE MAP OVERVIEW



**SAUNDERS STATION RD OVERALL MAP**

0 550 1,100 2,200 Feet

Legend:

- COUNTY IMPROVEMENT 4A
- COUNTY IMPROVEMENT 4B
- SCHOOLS
- WATER
- MUNICIPAL BOUNDARIES
- BUILDINGS
- PARKS
- PARCELS

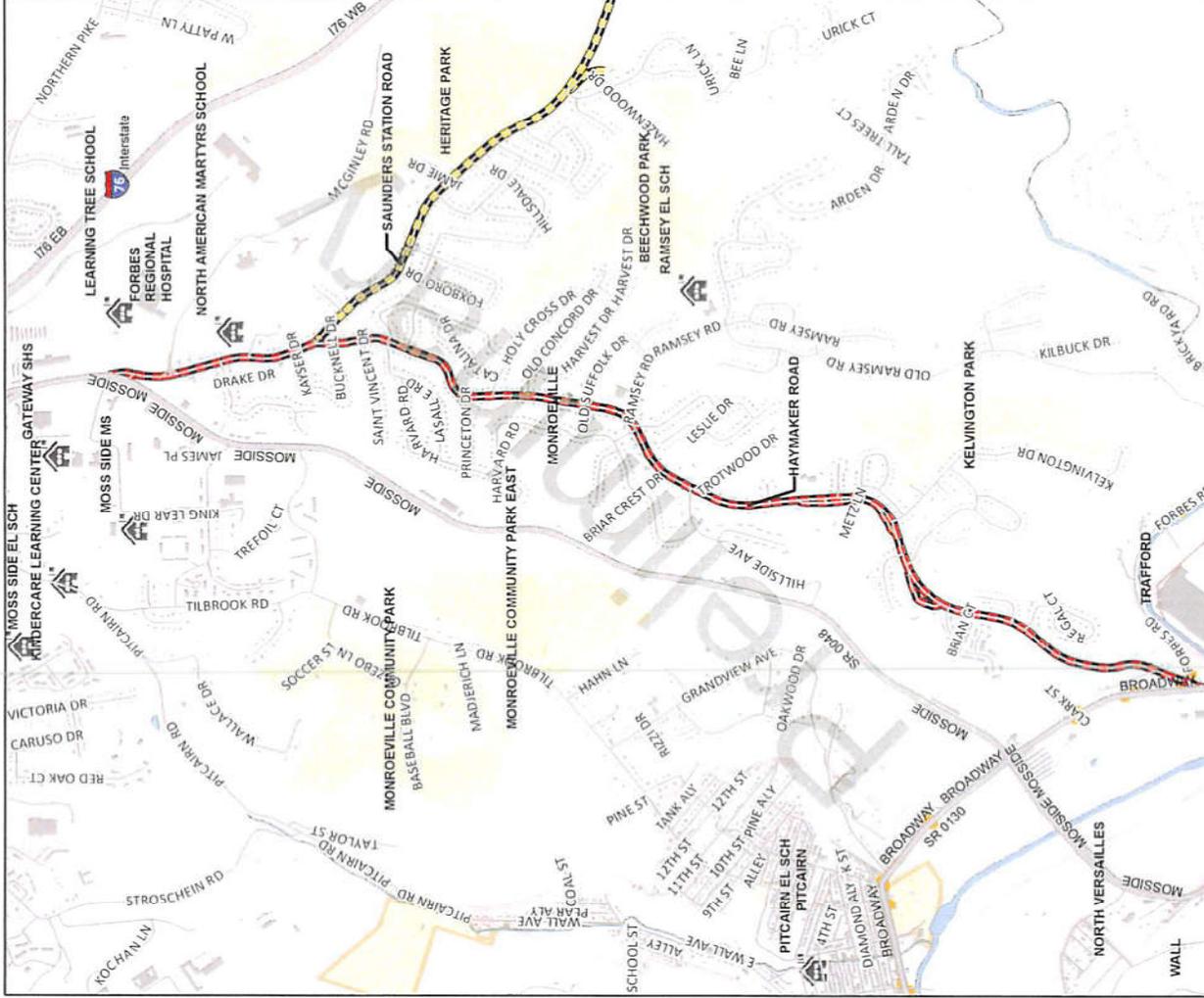


DESIGN CONCEPTS

Monroeville should refer to Allegheny County’s preliminary conceptual design for Saunders Station Road for future active transportation improvements.

Allegheny County Roadway Pedestrian and Bicycle Assessment

4B HAYMAKER ROAD – SITE MAP OVERVIEW



HAYMAKER ROAD  
OVERALL MAP



- COUNTY IMPROVEMENT 4B
- TRANSIT STOPS
- WATER
- COUNTY IMPROVEMENT 4A
- SCHOOLS
- PARKS
- PARCELS
- MUNICIPAL BOUNDARIES
- BUILDINGS



Cosmos Technologies

DESIGN CONCEPTS

Monroeville should refer to Allegheny County’s preliminary conceptual design for Haymaker Road for future active transportation improvements.



Photo 4B-1 (south); Haymaker Road with entrance to Forbes Hospital

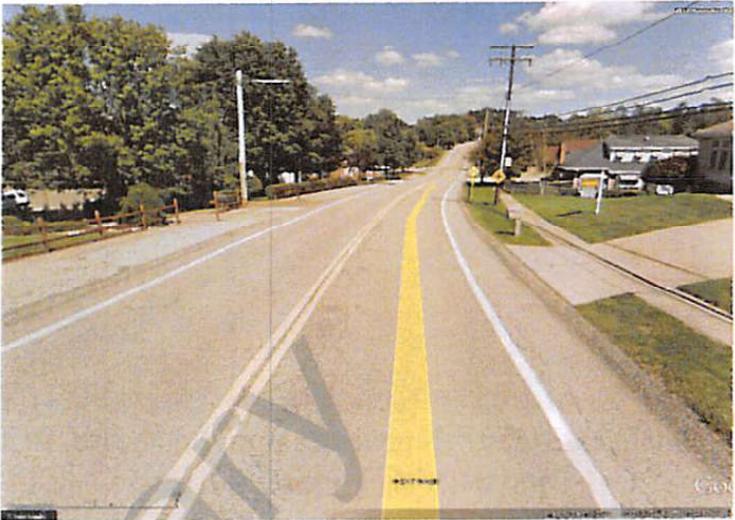


Photo 4B-2 (north); Residential Condition with existing sidewalk Cross Section View



Photo 4B-3 (south); Typical Roadway Cross Section View



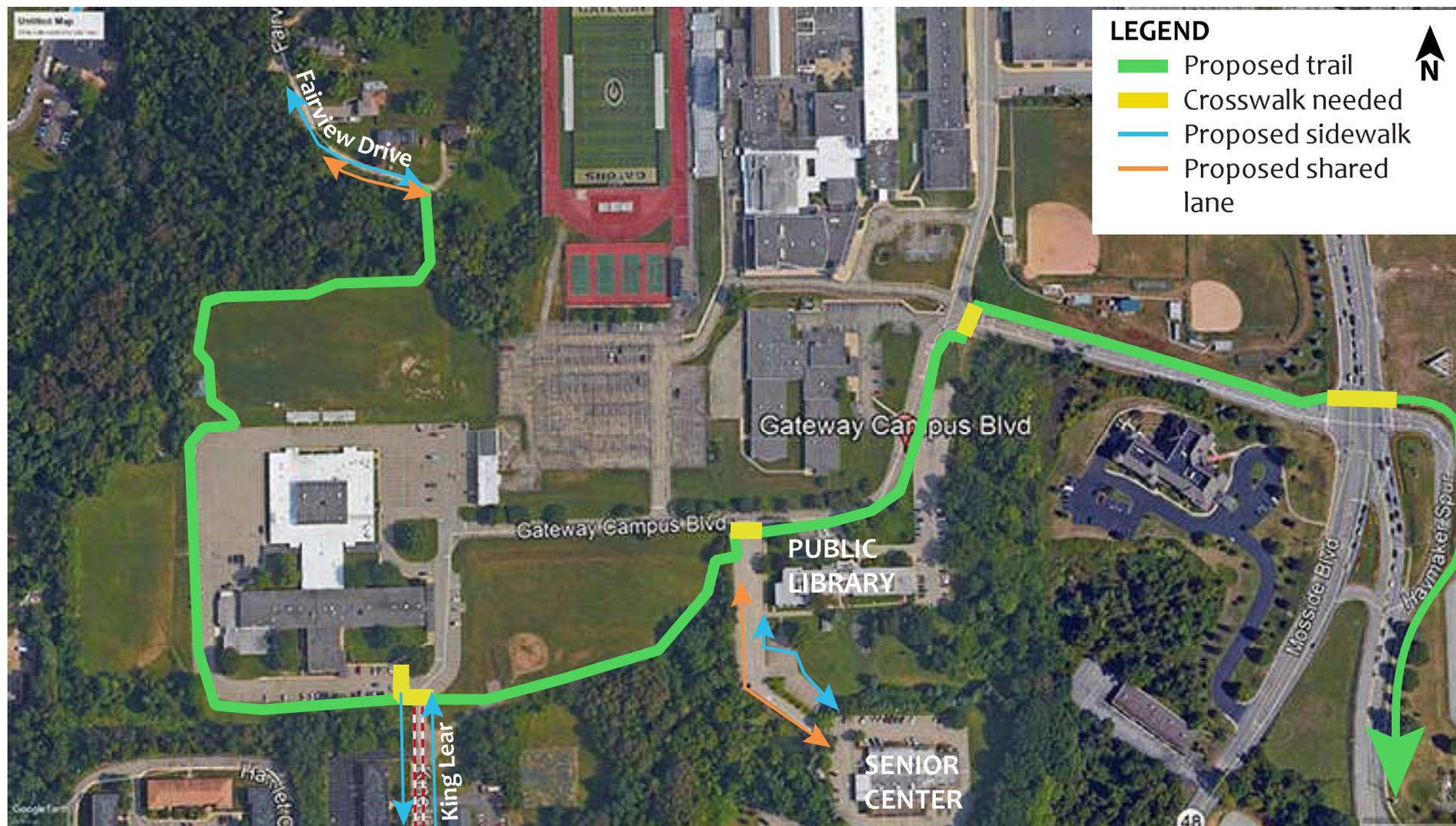
Photo 4B-4 (south); Typical Rural Roadway Cross Section View

## GATEWAY CAMPUS MULTI-USE TRAIL

Create an important node linking east-west and north-south active transportation corridors

- Portions off-road
- 4,100-foot perimeter route
- Estimated cost of improvements: \$1,740,000
- Connect across Mosside Blvd. to Forbes Hospital and to Haymaker, McGinley, and Saunders Station routes

- A multi-use trail would create a perimeter route around portions of the Gateway School District Campus. It would connect with active transportation facilities to the south (via King Lear Drive), to the east (across Mosside Boulevard), to the north (via Fairview Drive).
- Easy connections also may be made to the Monroeville Public Library and Monroeville Senior Center.



**Opinion of Probable Construction Costs  
Gateway Campus Multi-use Trail**

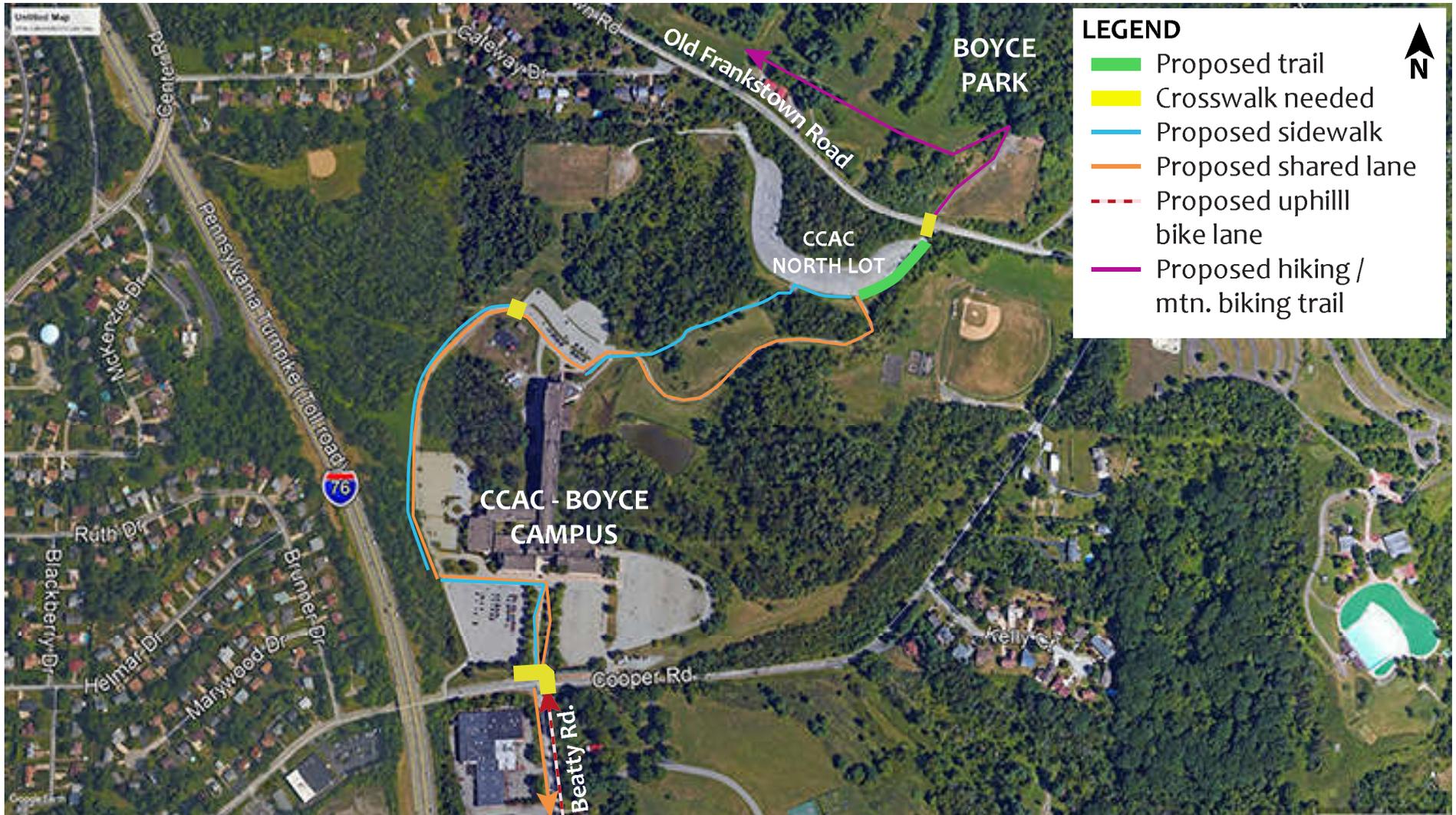
Item Description	Quantity	Unit	Unit Cost	Total Item Cost
<b>Mossie Boulevard to Fairview Drive</b>				
<i>Site Improvements</i>				
<b>Mossie to Gateway campus (under ball fields) - 700 LF</b>				
Earthwork (10' wide trail)	2800	CY	\$ 10	\$ 28,000
Retaining wall	4,200	SFF	\$ 120	\$ 504,000
Trail turnpiking	778	SY	\$ 10	\$ 7,778
Bituminous trail surfacing	778	SY	\$ 90	\$ 70,000
High Visibility Crosswalk over Gateway Campus Blvd.	1	EA	\$ 8,000	\$ 8,000
Post-mounted signs, Type B, Pedestrian crosswalk	5	EA	\$ 175	\$ 875
<b>Gateway campus intersection to Library/Sr. Center Drive - 650 LF</b>				
Earthwork (10' wide trail)	1	LS	\$ 5,000	\$ 5,000
Trail turnpiking	722	SY	\$ 10	\$ 7,222
Bituminous trail surfacing	722	SY	\$ 90	\$ 65,000
High Visibility Crosswalks in Library area	2	EA	\$ 8,000	\$ 16,000
Post-mounted signs, Type B, Pedestrian crosswalk	7	EA	\$ 175	\$ 1,225
<b>Library/Sr. Center Drive to King Lear - 730 LF</b>				
Earthwork (10' wide trail)	1	LS	\$ 6,000	\$ 6,000
Trail turnpiking	811	SY	\$ 10	\$ 8,111
Bituminous trail surfacing	811	SY	\$ 90	\$ 73,000
High Visibility Crosswalks in Library area	2	EA	\$ 8,000	\$ 16,000
Post-mounted signs, Type B, Pedestrian crosswalk	7	EA	\$ 175	\$ 1,225
<b>King Lear to Parking Lot perimeter Pathway - 1,000 LF</b>				
Earthwork (10' wide trail) - 400 LF	600	CY	\$ 10	\$ 6,000
Retaining wall	1,200	SFF	\$ 120	\$ 144,000
Trail turnpiking	461	SY	\$ 10	\$ 4,611
Bituminous trail surfacing	461	SY	\$ 50	\$ 23,056
Re-stripe parking lot perimeter for multi-use trail - 600 LF	1,200	LF	\$ 10	\$ 12,000
Lane markings	4	EA	\$ 750	\$ 3,000
Wheel stops	50	EA	\$ 60	\$ 3,000
<b>Parking Lot Perimeter (near snack bar) to Fairview Dr. - 850 LF</b>				
Clearing and grubbing	0.33	AC	\$ 8,000	\$ 2,640
Culvert - stream crossing	30	LF	\$ 80	\$ 2,400
Earthwork (10' wide trail) - 400 LF	1	LS	\$ 3,500	\$ 3,500
Trail turnpiking	667	SY	\$ 10	\$ 6,667
Bituminous trail surfacing	667	SY	\$ 50	\$ 33,333
Subtotal Site Improvements \$ 1,061,643				
<b>General Stormwater Management and Erosion Controls</b>				
Stormwater Management	10%	%	\$ 1,061,643	\$ 106,164
Erosion and Sedimentation Controls	6%	%	\$ 1,061,643	\$ 63,699
Subtotal Stormwater Management \$ 169,863				
<b>SUBTOTAL</b>				<b>\$ 1,231,506</b>
Contingency 20%				\$ 246,301
Boundary, Topography & Utility Survey				\$ 7,500
Section 106 Review and Determination				\$ -
Public Easement Acquisition				\$ -
Wetland Delineation				\$ -
Design @ 15%				\$ 184,726
Permitting @ 8%				\$ -
Construction Inspection 10%				\$ -
<b>TOTAL</b>				<b>\$ 1,670,033</b>

## CCAC-BOYCE CAMPUS SHARED LANES, WALKING ROUTES

Create link to an important destination, and convey walkers and cyclists to Boyce Park

- 4,150-foot route
- Portions follow existing parking lot routes, driveways
- Four crosswalks.
- Estimated cost of improvements: \$341,100

- Shared drive lanes and new/existing walking trails create a route around the CCAC-Boyce Campus. It would connect with active transportation facilities to the south (Beatty Road), and to the north (across Old Frankstown Road to Boyce Park).



<b>Opinion of Probable Construction Costs</b>						
<b>CCAC-Boyce Connections and Bicycle/Pedestrian Routes</b>						
Item Description	Quantity	Unit	Unit Cost	Total Item Cost		
<b>Cooper Road to Old Frankstown Road via campus Site Improvements</b>						
<b>Cooper Road Entrance to Upper West Lot - 1100 LF</b>						
Directional Signage	4	EA	\$ 250	\$ 1,000		
Bike Lane, Striping	1,100	LF	\$ 10	\$ 11,000		
Bike Lane, Markings	6	EA	\$ 750	\$ 4,500		
Bike Lane, Signage	6	EA	\$ 250	\$ 1,500		
6' Concrete sidewalk - 120 LF	80	SY	\$ 145	\$ 11,600		
6" Concrete curb	120	LF	\$ 50	\$ 6,000		
Curbscut ramps	3	EA	\$1,000	\$ 3,000		
<b>Upper West Lot to Lower North Lot - 1850 LF</b>						
Directional Signage	4	EA	\$ 250	\$ 1,000		
Drive Lane - Shared Lane Markings - both directions	12	EA	\$ 750	\$ 9,000		
Drive Lane - Shared Lane Signage - both directions	12	EA	\$ 250	\$ 3,000		
Bituminous Walking Trail along Drive Lane	1,000	SY	\$ 90	\$ 90,000		
High Visibility Crosswalk at Lower North Lot	1	EA	\$ 8,000	\$ 8,000		
Post-mounted signs, Type B, Pedestrian crosswalk	2	EA	\$ 175	\$ 350		
<b>Lower North Lot to Old Frankstown Road via existing Sidewalk and Drive Lane- 1305 LF</b>						
Directional Signage	10	EA	\$ 250	\$ 2,500		
Bike Lane, Markings	5	EA	\$ 750	\$ 3,750		
Bike Lane, Signage	5	EA	\$ 250	\$ 1,250		
Earthwork (10' wide trail)	1	LS	\$ 5,000	\$ 5,000		
Re-stripe 420 LF Upper North Parking Lot perimeter for multi-use trail (remove 33 parking spaces)	420	LF	\$ 10	\$ 4,200		
Multi-use Trail markings	4	EA	\$ 750	\$ 3,000		
<b>Crossing for Old Frankstown Road</b>						
High Visibility Crosswalk from Upper North Lot to Boyce Park	1	EA	\$ 8,000	\$ 8,000		
Post-mounted signs, Type B, Pedestrian crosswalk	2	EA	\$ 175	\$ 350		
Pedestrian-activated flashing beacon at crossing	2	EA	\$ 50,000	\$ 100,000		
				Subtotal Site Improvements	\$	278,000
<b>General Stormwater Management and Erosion Controls</b>						
Stormwater Management	10%	%	\$ 278,000	\$ 27,800		
Erosion and Sedimentation Controls	6%	%	\$ 278,000	\$ 16,680		
				Subtotal Stormwater Management	\$	44,480
				<b>SUBTOTAL</b>	<b>\$</b>	<b>322,480</b>
				Contingency 20%	\$	64,496
				Boundary, Topography & Utility Survey	\$	7,500
				Section 106 Review and Determination	\$	-
				Public Easement Acquisition	\$	-



## Priority Project Details

This section provides details about intersection improvement priority projects. The projects are numbered to correspond to map and charts on following pages.



### ***Crosswalks and Intersection Improvements***

The map on the following page identifies intersections that were reviewed and evaluated on a preliminary basis to determine if improvements can be made to increase the safety and comfort of pedestrians and bicyclists as they travel through the intersections. Many of these improvements correspond to other active transportation projects proposed in this plan.

The proposed intersection enhancement strategies on the chart that follows are recommended to increase safety at intersections. Those listed as priority projects in the chart often are categorized that way because they are part of larger priority projects found elsewhere in this report, such as sidewalk improvements or sidepaths. To advance the implementation of the proposed improvements, the pedestrian bicycle advisory committee should assist in prioritizing and recommending where the Municipality should focus its efforts and resources to improve safety at intersections.

In some cases, to be determined by the Department of Public Works within Municipal street right-of-ways and PennDOT within State highway right-of-ways, engineering studies may be required to determine the feasibility of installing or constructing the recommended improvement. If deemed to not be feasible, then we recommend evaluating opportunities to address pedestrian and/or bicycle safety concerns with other traffic improvement measures.

### **A CRITICAL INTERSECTION**

One major problem intersection in Monroeville for pedestrian and bicycle activity as well as motor vehicle traffic lies at the junction of Mosside Boulevard, Haymaker Road, Gateway Campus Boulevard and McGinley Road. This complex and busy intersection involves:

- A PennDOT road (Mosside Boulevard), a county-owned road (Haymaker Road), and local roads (McGinley Road and Gateway Campus Boulevard).
- Gateway School District main campus, including the high school, middle school and administration, as well as sports fields. The campus naturally involves school bus and parent drop-off traffic.
- Forbes Hospital, including emergency vehicle traffic.
- The entrance to the Monroeville Public Library and Monroeville Senior Center, via Gateway Campus Boulevard.
- High traffic volumes. The Annual Average Daily Traffic volume (AADT) is 18,136 for Mosside Boulevard and 3,653 for Haymaker Road.

Though some sidewalks are present at Gateway School District and Forbes Hospital, they are isolated and not connected with a larger pedestrian network. This forces pedestrians, including those walking 1/4 mile to Forbes Hospital from the nearest Port Authority bus stop, to make their way with inadequate facilities, in whatever ways they can. Similarly, no bicycle facilities are present in this area, forcing cyclists to use travel lanes, moving with the flow of motor vehicle traffic.

These circumstances create dangerous situations for both pedestrians and cyclists, as well as motorists who are trying to get through a series of traffic lights and navigate complex traffic patterns. As proposed active transportation facilities are added, the existing load of cars, trucks and school buses will be sharing the road with more people on bikes and on foot, exacerbating the potential for conflicts.

This report urges the Municipality to work with Forbes Hospital, Gateway School District, elected officials and other key stakeholders to propose that Southwestern Pennsylvania Commission, PennDOT and Allegheny County study the intersection with an eye toward transportation improvements in safety and efficiency, including for pedestrians and cyclists.

Raising the profile of this intersection realignment project may help it get on a future Transportation Improvement Projects (TIP) list.

One potential course of action is to ask PennDOT and SPC to collaborate on a Road Safety Study. Though generally conducted for a road (not an intersection), this idea could be attractive to both agencies because the project emphasizes multi-modal traffic streams and includes many local partners. Both agencies are striving to do more to incorporate active transportation planning into their portfolios. A safety study might provide the substantial information needed to propel this project onto a future TIP.

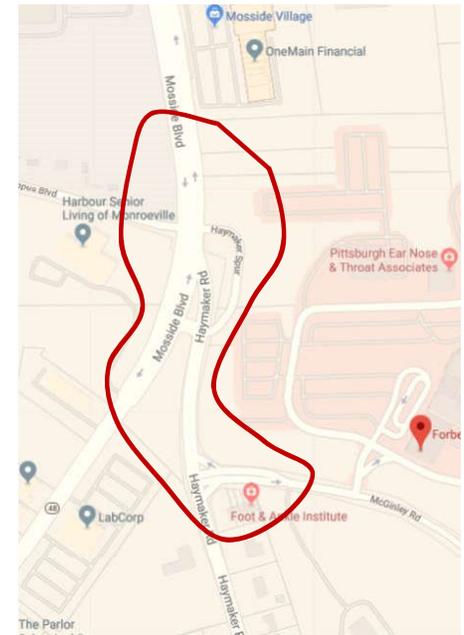
Another potential course of action is to engage all public and private partners at the local, state and regional level to participate in a traffic study with alternatives for mitigations and improvements. Such a study would cost an estimated \$30,000. This would include a comprehensive data collection plan, traffic and multimodal analysis, and improvements / mitigations that would ultimately include a design schematic of the intersection improvements. The \$30,000 fee estimate does not include any preliminary engineering or plans, but does include a very preliminary construction cost estimate.

The first step would be to hold a meeting at PennDOT offices to include partners such as:

- SPC transportation planning
- SPC active transportation planning
- Allegheny County representatives to SPC (see list at right)
- PennDOT Connects
- PennDOT District 11 management
- PennDOT active transportation planning
- Forbes Hospital
- Gateway School District
- PA Senate District 45
- PA House District 25
- Port Authority of Allegheny County planning
- Monroeville municipal officials
- Monroeville emergency services

NOTES: 1. A Pennsylvania Crash Information Report for this part of Mosside Boulevard (2013-2017) is provided in the appendix.

2. Forbes Hospital previously pursued an idea for redesigning a portion of this intersection, including holding meetings with PennDOT and commissioning its own traffic study.



**This is the location of the complex intersection that should be realigned.**

# Monroeville Active Transportation Plan INTERSECTION IMPROVEMENTS

- Crosswalks and Intersection Improvements**
- |   |  |  |
|---|--|--|
| 1 Monroeville Mall Ramp 1               | 15 Ramsey Road at Haymaker Road            | 29 Spring Run Drive at MacBeth Drive             |
| 2 Monroeville Mall Ramp 2               | 16 Haymaker Road at Ramsey Road (S)        | 30 MacBeth Drive at Spring Run Drive             |
| 3 Monroeville Mall Ramp 3               | 17 Leslie Drive at Haymaker Road           | 31 King Lear Drive at Gateway Campus Blv         |
| 4 Murray Lane                           | 18 Haymaker Road at Rush Valley Drive      | 32 Gateway Campus Blv at King Lear Drive         |
| 5 Lewis Drive                           | 19 Rush Valley Drive at Haymaker Road      | 33 Public Library at Gateway Campus Blv          |
| 6 Old Frankstown Road at Gateway Drive  | 20 Haymaker Road at SR 130 & Forbes Rd     | 34 Northern Pike at Pitcairn Road                |
| 7 Old Frankstown Road at CCAC north lot | 21 Saunders Sta Road at Westmoreland Trail | 35 James Street North at James Street            |
| 8 Center Road at Franklin Hights Drive  | 22 Saunders Sta Road at Heritage Park      | 36 Pitcairn Road at Sugar Camp Park              |
| 9 Possible future culvert cut-through   | 23 Rosso Drive at Tilbrook Road            | 37 Mosside Boulevard at Hillside Road            |
| 10 Mosside Boulevard at Haymaker Road   | 24 Grandview Drive at Tilbrook Road        | 38 Mosside Boulevard at Route 130/Broadway Blvd. |
| 11 McGinley Road at Haymaker Road       | 25 Community Park East at Tilbrook Road    |  |
| 12 Haymaker Road at Catholic school     | 26 Tilbrook Road at Community Park (S)     |  |
| 13 Saunders Sta Road at Haymaker Road   | 27 Tilbrook Road at Community Park (N)     |  |
| 14 Haymaker Road at Ramsey Road (N)     | 28 MacBeth Drive at Tilbrook Road          |  |
- NOTE:** Numbers are keyed to information on spreadsheet appearing on the following pages.

**LEGEND**

**Proposed Routes**

- Crosswalk
- Sidewalk
- Bike Lane
- Shared Lane
- Mtn. Bike-Hiking Trail
- Shared-use Trail
- Proposed Westmoreland Connector Trail
- Problem Area

**Trails**

- County Park Trail
- Westmoreland Heritage Trail
- Westmoreland Heritage Trailhead

**Roads**

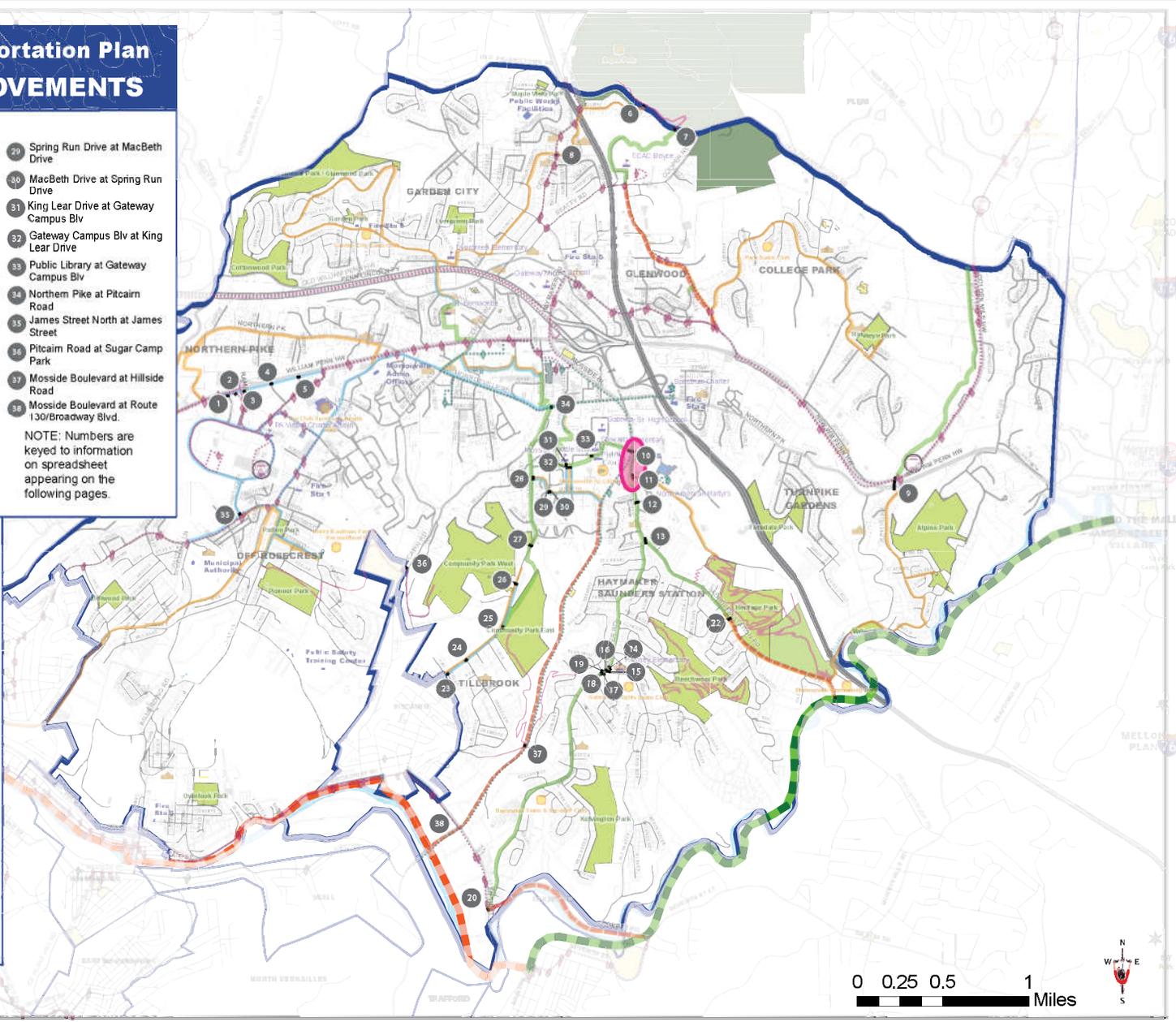
- State Road
- County Road
- Local Road

**Transit**

- Heritage Stop
- Heritage Route
- Port Authority Stop
- Port Authority Route
- Port Authority Park & Ride

**Places**

- Recreation facility
- House of worship
- Building footprint
- Hospital or clinic
- Government
- Institution or Non-Profit
- School
- Monroeville Park
- County Park
- Other Community Park



## Monroeville Active Transportation Plan

### Sidewalk and Intersection Improvement Recommendations

Map Label ID	Priority Y/N	Location	Length (feet)	Proposed Signage/Signals/Markings	Jurisdictions
10	Y	Mosside at Haymaker	87'	Complex intersection involving Mosside-Haymaker-McGinley-Gateway Campus should be redesigned to incorporate bicycle traffic and pedestrian safety, including bike lanes and median refuges. Needs ADA accessibility.	Local, County, PennDOT
11	Y	McGinley at Haymaker	16'-45'-19'	Complex intersection involving Mosside-Haymaker-McGinley-Gateway Campus should be redesigned to incorporate bicycle traffic and pedestrian safety, including bike lanes and median refuges. Needs ADA accessibility.	Local, County, PennDOT
12	Y	Haymaker at North American Martyrs School (school is closed)	43'	Install user-activated Rectangular Flash Beacon; install coordinated flash beacon "pedestrian ahead" signs in both directions on Haymaker.	County
13	Y	Saunders Station at Haymaker	48'	Install user-activated Rectangular Flash Beacon; install coordinated flash beacon "pedestrian ahead" signs in both directions on Haymaker and on Saunders Station.	County
14	Y	Haymaker at Ramsey N	50'	Install ADA improvements to coincide with addition of proposed sidepath. Create additional connection to Forbes Road for future bike lane.	County, Local
15	Y	Ramsey at Haymaker	75'	Install ADA improvements to coincide with addition of proposed sidepath.	County, Local
16	Y	Haymaker at Ramsey S	50'	Install ADA improvements to coincide with addition of proposed sidepath.	County, Local
17	Y	Leslie at Haymaker	50'	Install ADA improvements to coincide with addition of proposed sidepath.	County, Local
18	Y	Havmaker at Rush Vallev	43'	Install ADA improvements to coincide with addition of	Countv. Local

## Monroeville Active Transportation Plan

### Sidewalk and Intersection Improvement Recommendations

Map Label ID	Priority Y/N	Location	Length (feet)	Proposed Signage/Signals/Markings	Jurisdictions
19	Y	Rush Valley at Haymaker	34'	Install ADA improvements to coincide with addition of proposed sidepath.	County, Local
20	Y	Haymaker at SR 130	52'	Install ADA improvements to coincide with addition of proposed sidepath. Create additional connection to Forbes Road for future bike lane.	County, PennDOT
21	Y	Saunders Station at Westmoreland Heritage Trail	36'	Non-illuminated signage and pavement markings currently indicate location of Westmoreland Heritage Trail.	County
22	Y	Saunders Station at Heritage Park	32'	Install user-activated Rectangular Flash Beacons at the crosswalk. Install advance yield/stop lines.	County, Local
23	N	Rosso at Tilbrook	20'	Crosswalk is needed over Rosso to connect proposed sidewalk along east side of Tilbrook.	Local
24	N	Grandview at Tilbrook	24'	Crosswalk is needed over Grandview to connect proposed sidewalk along east side of Tilbrook.	Local
25	Y	Community Park East at Tilbrook	21'	Crosswalk is needed over Park Road to connect proposed sidewalk along east side of Tilbrook.	Local
26	Y	Tilbrook Road at Community Park West S	24'	Install user-activated Rectangular Flash Beacons at the crosswalk. Install advance yield/stop lines. Install coordinated flash beacon "pedestrian crossing" and "park entrance ahead" signs in both directions on Tilbrook.	Local
27	Y	Tilbrook Road at Community Park West N	25'	Install user-activated Rectangular Flash Beacons at the crosswalk. Install advance yield/stop lines. Install coordinated flash beacon "pedestrian crossing" and "park entrance ahead" signs in both directions on Tilbrook.	Local

## Monroeville Active Transportation Plan

### Sidewalk and Intersection Improvement Recommendations

Map Label ID	Priority Y/N	Location	Length (feet)	Proposed Signage/Signals/Markings	Jurisdictions
28	Y	MacBeth at Tilbrook	46'	Install Bicycle/Pedestrian Crossing pavement markings across MacBeth Drive for proposed sidepath. Install advance stop/yield lines on MacBeth, and advance and immediate "trail crossing" signs on westbound MacBeth.	Local
29	Y	Spring Run at MacBeth	40'	Install crosswalk markings on pavement to connect proposed sidewalks. Add advance "Pedestrian Crossing" sign on Spring Run.	Local
30	Y	MacBeth at Spring Run	30'	Crosswalk is needed over MacBeth to connect existing sidewalks, which continue on opposite sides of MacBeth from this location.	Local
31	Y	King Lear at Gateway Campus Boulevard	30'	Install Bicycle/Pedestrian Crossing pavement markings across King Lear Drive. Install advance stop/yield lines, and advance and immediate "trail crossing" signs.	Local
32	Y	Gateway Campus Boulevard at King Lear	42'	Add pavement markings and "School Crossing" or "Pedestrian Crossing" signs.	Local
33	Y	Public Library Drive at Gateway Campus Blvd	36'	Install Bicycle/Pedestrian Crossing pavement markings across the Library Drive. Install advance stop/yield lines, and advance and immediate "trail crossing" signs.	Local
34	N	Northern Pike at Pitcairn	45'	Install user-activated Rectangular Flash Beacon; install advance bike/pedestrian crossing signs in both directions along Northern Pike and on Pitcairn	Local, County, PennDOT
35	N	James Street North at James Street	32'	Crosswalk is needed over James Street North, to connect proposed sidewalks along James Street and James Street North. Add pavement markings and "Pedestrian Crossing" signs.	Local, County

## Monroeville Active Transportation Plan Sidewalk and Intersection Improvement Recommendations

Map Label ID	Priority Y/N	Location	Length (feet)	Proposed Signage/Signals/Markings	Jurisdictions
36	N	Pitcairn Road at Sugar Camp Park (Pitcairn)	24'	Install user-activated Rectangular Flash Beacon; install advance bike/pedestrian crossing signs in both directions along Pitcairn Wall Avenue.	County
37	N	Mosside at Hillside	48'	Install user-activated Rectangular Flash Beacon; install advance bike/pedestrian crossing signs in both directions along Mosside Blvd.	PennDOT
38	N	Route 130/Broadway at Mosside Blvd.	60' and 72'	Install user-activated Rectangular Flash Beacon; integrate with other 2 crossings; install ADA improvements; integrate with anticipated Westmoreland Heritage Trail Connector	PennDOT

## Monroeville Active Transportation Plan Sidewalk and Intersection Improvement Recommendations

Map Label ID	Priority Y/N	Location	Length (feet)	Proposed Signage/Signals/Markings	Jurisdictions
1	Y	Monroeville Mall Ramp 1 at Wm Penn Highway	18'	Install user-activated overhead arm flashing beacon at off-ramp; install coordinated flash beacon "pedestrian ahead" sign on eastbound Wm Penn Highway.	Local, PennDOT
2	Y	Monroeville Mall Ramp 2 at Wm Penn Highway	16'	Install user-activated overhead arm flashing beacon at off-ramp; install coordinated flash beacon "pedestrian ahead" sign on eastbound Wm Penn Highway.	Local, PennDOT
3	Y	Monroeville Mall Ramp 3 at Wm Penn Highway	16'	Install user-activated Rectangular Flash Beacon; install coordinated flash beacon "pedestrian ahead" sign on on-ramp.	Local, PennDOT
4	Y	Murray Lane at Wm Penn Highway	28' and 15'	Install flash beacon advance "pedestrians ahead" sign on eastbound Wm Penn Highway; install advance	Local, PennDOT

### *Cost estimate on the following pages*

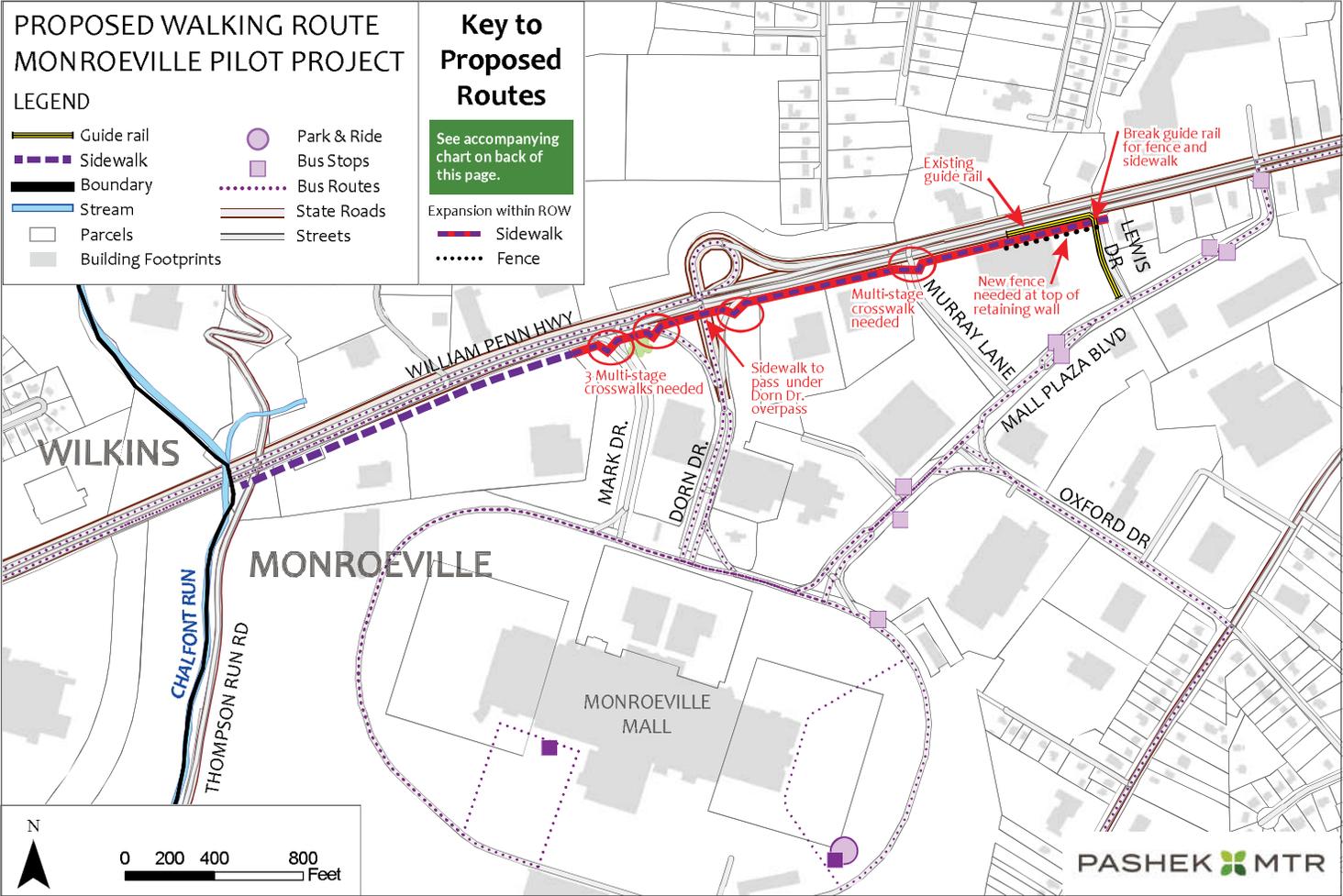
Individual crosswalks and intersection improvements are generally not illustrated and detailed in this report, with the exception of a project on Route 22/William Penn Highway that was identified in the 2018 Comprehensive Plan as a pedestrian improvements pilot project. The Opinion of Probable Construction Cost for the proposed Route 22 sidewalk and intersection improvements project was developed in 2017 as part of that planning process. Opinions of Probable Construction Costs are made based on the experience and qualifications of Pashek + MTR, Ltd. and represents reasonable judgment based on familiarity with the industry. Pashek + MTR, Ltd. has no control over the cost, or availability of labor, materials or equipment, or over market conditions or the provider's method of pricing. Pashek + MTR, Ltd. cannot and does not guarantee that the opinion of probable cost provided in this report will not vary from the actual cost experienced by the Municipality or its partners.

# ROUTE 22 / WILLIAM PENN HIGHWAY

## Monroeville Mall Drive Exit Ramp to Lewis Drive

- State Road
- 58'-72' total width
- 95' ROW minimum
- Estimated cost of improvements: \$1 million

- No sidewalks are present in a 2,519-foot segment of this high-speed, high-volume road, forcing pedestrians to forge through grass and weeds behind the curb, to navigate narrow shoulders and to climb over guide rails (see images on next page).
- This project adds sidewalks along the eastbound lanes and creates safe crosswalks at dangerous intersection locations.
- During preparation of the comprehensive plan in 2017, an opinion of probable costs was prepared for this project. It appears on a subsequent page.





Existing sidewalk ends abruptly at property line for Kohl's



Track shows where people currently walk



High-visibility crosswalk needed at Mall Drive exit ramp



Unused pavement to be replaced with rain garden.



High visibility crosswalk needed at Dorn Drive exit ramp



Sidewalk to pass under Dorn Drive overpass



Regrading and narrower sidewalk may be needed here



Barrier rail fence will be needed for safety above retaining wall



Fill and barrier rail fence will be needed here



Installation should not be too complicated here



Two-stage crosswalk will be needed at Lewis Drive



Break in guide rail will be needed at Lewis Drive

**Opinion of Probable Construction Costs October 2017**

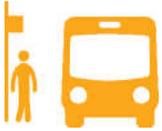
**Route 22- Wm. Penn Highway Sidewalk Improvements**

QUANTITIES ARE NOT GUARANTEED*				
DESCRIPTION	QTY.	UNIT	Unit Price	COST
Mobilization	-	LS	\$18,501	\$18,501
Construction surveying	-	LS	\$10,000	\$10,000
Removal of pavement at former bus stop and excavation for raingarden	222	CY	\$20	\$4,444
Removal of trees for visibility	2	LS	\$1,000	\$2,000
Removal of existing post-mounted signs	-	LS	\$200	\$200
Maintenance and protection of traffic during construction	-	LS	\$25,000	\$25,000
Concrete walkways	1,867	SY	\$125	\$233,333
High visibility crosswalk pavement markings	8	EA	\$2,000	\$16,000
Retaining wall	1,425	SFF	\$90	\$128,250
Break guiderail	1	LS	\$2,000	\$2,000
42" safety fence	285	LF	\$100	\$28,500
Relocate pole-mounted store sign	-	LS	\$25,000	\$25,000
Structural steel scupper plates	-	LS	\$5,000	\$5,000
Pedestrian-activated flashing beacon at off-ramp	2	EA	\$50,000	\$100,000
Post-mounted signs, Type B, Ped Crosswalk	11	EA	\$175	\$1,925
Post-mounted signs, Type F, Other (small)	2	EA	\$30	\$60
Rain garden pipes, soils, plants	1	LS	\$45,000	\$45,000
			<b>Construction cost subtotal</b>	<b>\$645,214</b>
			<b>10% construction eng.</b>	<b>\$64,522</b>
			<b>Construction total</b>	<b>\$709,736</b>
			<b>15% PennDOT construction insp.</b>	<b>\$106,460</b>
			<b>Construction &amp; inspection subtotal</b>	<b>\$816,197</b>
			<b>20% Contingency</b>	<b>\$163,239</b>
			<b>TOTAL</b>	<b>\$979,436</b>

## Priority Project Details

This section provides details about improvement projects that will support use of public transit by adding safe connections, making the stops safer and more comfortable and appealing. The locations are shown on the Active Transportation Vision Plan.

### *Transit Stops and Connections*



Port Authority of Allegheny County and Heritage Community Services provide public transit connections in Monroeville. Bus stops and immediate connections should be improved, with a focus on adding amenities at in-bound stops, where riders are most likely to wait.

The projects presented here would improve some of the busier Port Authority stops in Monroeville, or locations where increased ridership could be fostered if more or better amenities and accessibility were provided. The improvements would be enacted through partnerships involving landowners, the Municipality, transit companies and, potentially, an advertising agency.

Transit stop improvements generally include these features:

- Provide a concrete pad where people can stand, back from the edge of pavement.
- Provide crosswalks as needed.
- Provide lighting as needed.
- Create connectivity, including sidewalks from neighborhoods, or even just connections immediate connections to local streets.
- Create accessible routes, including curb cuts and ADA compliant surfaces.
- Add a shelter and benches for the busiest stops. There are situations when this can be done in collaboration with an advertising agency.

For each case, this general process should be followed:

1. Municipality initiates discussion with the property owner to raise the possibility of improvements and seek support. Presumably, the location for improvements would be in a road right-of-way. Maintenance of some portion of the improvements may rest with the landowner in some cases.
2. Municipality opens discussion with the road owner. In the case of the priority projects, discussed in this section, the road owners are Monroeville or Allegheny County.
3. Stay in touch with the Port Authority of Allegheny County regarding each project. Transportation planners at the authority are aware of these potential projects.
4. Conduct a meeting at the site of the bus stop. This should involve the property owner, road owner, the Municipality and municipal engineer and Port Authority representative. Everyone should bring technical drawings of the site and other information.

5. Discuss feasibility and agree on the responsibility of each party. Generally, the responsibilities work like this:
- » The Municipality or property owner is generally responsible for site preparation and construction of a concrete pad as well as immediate sidewalk connections. In the case of two of the potential projects, CCAC-Boyce or CVS Caremark, the property owner may be the responsible party, or a partnership could be developed.
  - » In cases where a shelter is determined to be warranted, the Port Authority may install and pay for the shelter. It is also possible that the advertising agency would install both the pad and shelter so long as it can present advertisements at the shelter. This would have to be discussed and agreed upon by the advertising agency and the property owner.
  - » The road owner would need to agree to crosswalk infrastructure, and may be willing to pay for some portion of this, or it may rest with the Municipality.
  - » Ongoing sidewalk maintenance, including snow clearing, are typically the responsibility of the Municipality or adjacent property owner. In the case of the Community College or CVS Caremark, it is possible that this could be absorbed by the property owner. This would have to be discussed and agreed upon.

## PRIORITY PROJECTS

- Bus stop improvements, including adding a shelter, crosswalk, curb cuts and sidewalk connections at Don Drive/CVS Caremark (Pg. 128).
- General pedestrian improvements and new shelter at Old William Penn at Beatty Road (Pg. 130).
- Crossing improvements at Beatty Road opposite College Park Drive (Pg. 132).
- Potential Park-and-Ride lot on Broadway Boulevard at Clark (Pg. 134).
- Shelter improvements and added ADA accessibility for bus stop at CCAC-Boyce East Parking lot (Pg. 136).

### ***Cost estimates on the following pages***

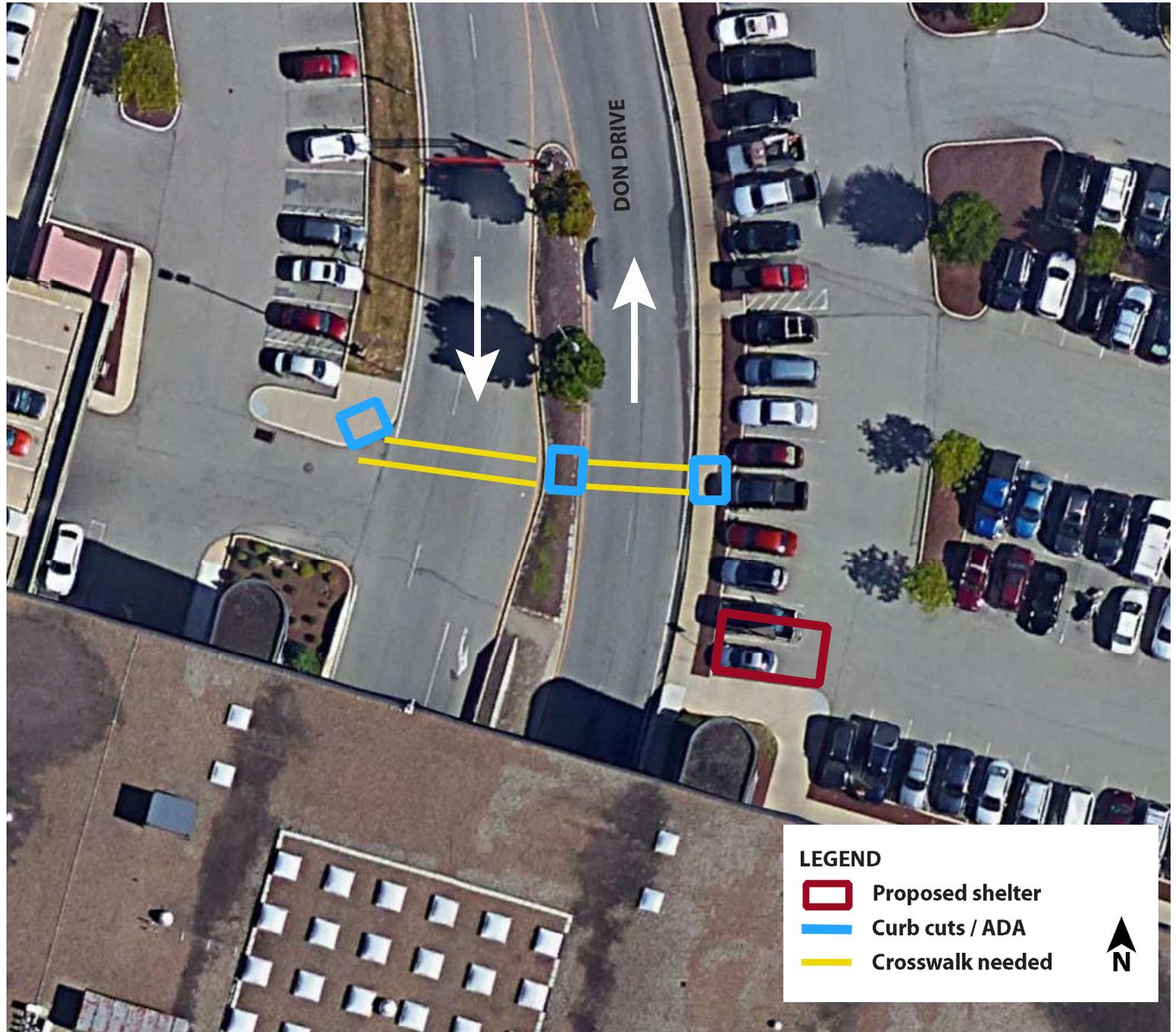
Opinions of Probable Construction Costs, in cases in which they could be developed, are included on subsequent pages along with graphics illustrating priority projects. Opinions of Probable Construction Costs are made based on the experience and qualifications of Pashek + MTR, Ltd. and represents reasonable judgment based on familiarity with the industry. Pashek + MTR, Ltd. has no control over the cost, or availability of labor, materials or equipment, or over market conditions or the provider's method of pricing. Pashek + MTR, Ltd. cannot and does not guarantee that the opinion of probable cost provided in this report will not vary from the actual cost experienced by the Municipality or its partners.

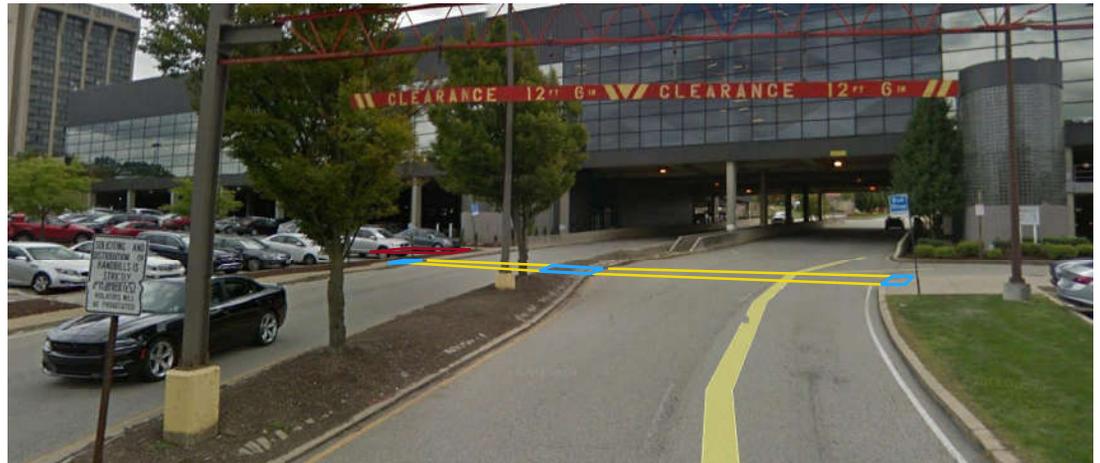
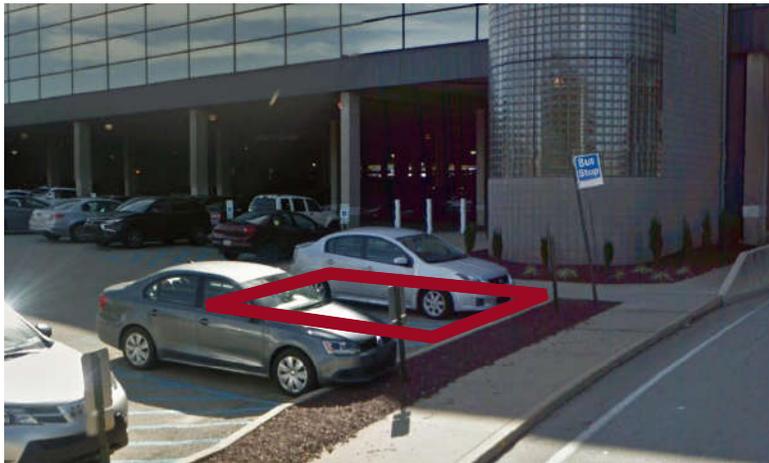
## CVS CAREMARK WEST (DON DRIVE) TRANSIT STOP

Port Authority stop  
at northbound Don  
Drive

- Local road, privately owned parking area
- Add bus stop
- Add crossing, curb cuts, connect sidewalks
- Estimated cost of improvements: \$22,400

- Busy inbound stop where Don Drive passes under the Caremark building.
- In collaboration with owner, shelter could be added in location of one ADA parking space.
- Create access to parking on both sides of Don Drive, via new crossing.
- Sidewalk connections and curb cuts would enable greater access for all.





**Opinion of Probable Construction Costs**

**CVS Caremark (Expo Mart West at Don Drive) Transit-Related Improvements**

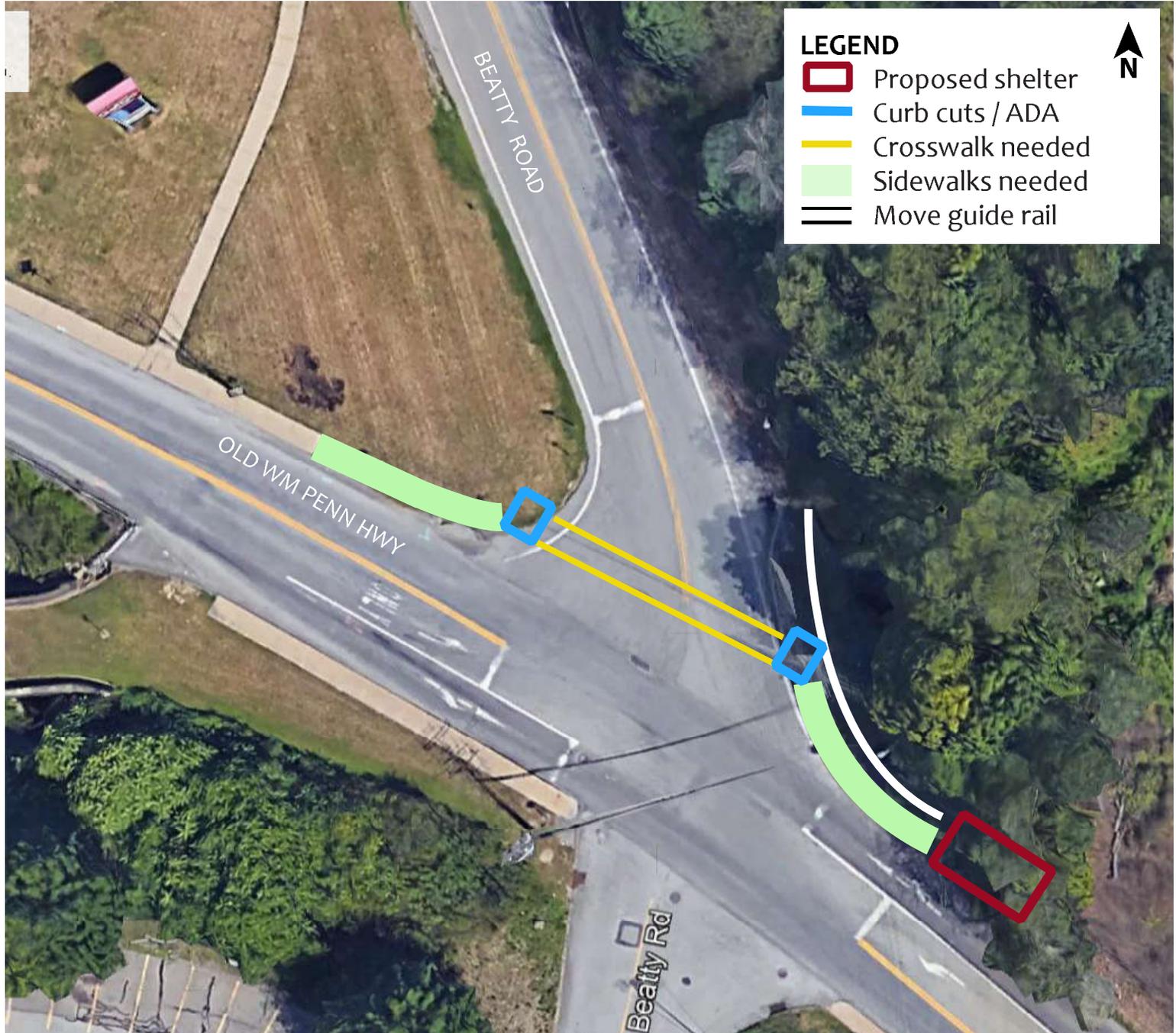
Item Description	Quantity	Unit	Unit Cost	Total Item Cost
<i>Site Improvements</i>				
<b>CVS Caremark (Expo Mart West at Don Drive) Shelter and Crossings</b>				
Erect shelter in two existing parking spaces closest to structure, in lot east of Don Drive (eliminates two spaces) for in-bound transit. (Port Authority may cover this if other improvements are completed).	1	LS	\$ 8,000	\$ 8,000
High Visibility Two-Stage Crosswalk over Don Drive, with pad in median	2	EA	\$ 8,000	\$ 16,000
Post-mounted signs, Type B, Pedestrian crosswalk	4	EA	\$ 175	\$ 700
Curb cut ramps	2	LS	\$ 1,000	\$ 2,000
<i>Subtotal Site Improvements</i>				\$ 18,700
<b>SUBTOTAL</b>				<b>\$ 18,700</b>
<i>Contingency 20%</i>				\$ 3,740
<b>TOTAL</b>				<b>\$ 22,440</b>

## OLD WM PENN HWY AT BEATTY RD TRANSIT-RELATED IMPROVEMENTS

Port Authority stop and crossings

- County and local roads
- Add pad, shelter
- Add crossings
- Connect to sidewalk, add curb cuts
- Estimated cost of improvements: \$33,200

- Busy stop on Old William Penn Highway at Beatty Road, opposite Get-Go gas station
- Create pad, and add shelter
- Create crossing over Beatty
- Complete sidewalk from Get-Go to roadway.





<b>Opinion of Probable Construction Costs</b>				
<b>Old William Penn Highway Transit-Related Improvements</b>				
<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Total Item Cost</b>
<i>Site Improvements</i>				
<b><i>Sidewalk connections, crossings, Shelter.</i></b>				
Create concrete pad for new shelter	15	CY	\$ 145	\$ 2,175
Erect bus shelter for in-bound transit (Port Authority may cover this if other improvements are completed).	1	LS	\$ 8,000	\$ 8,000
Sidewalk - Complete gaps both east and west of Beatty Road	70	CY	\$ 145	\$ 10,150
Curb cut ramps	2	EA	\$ 1,000	\$ 2,000
Relocate guide rail	1	LS	\$ 6,000	\$ 6,000
Post-mounted signs, Type B, Pedestrian crosswalk	4	EA	\$ 175	\$ 700
High visibility crosswalk at four-way stop	4	EA	\$ 8,000	\$ 32,000
<i>Subtotal Site Improvements</i>				\$ 32,000
<b>SUBTOTAL</b>				<b>\$ 32,000</b>
<i>Contingency 20%</i>				\$ 1,200
<b>TOTAL</b>				<b>\$ 33,200</b>

## BEATTY ROAD AND COLLEGE PARK DR CROSSING IMPROVEMENTS

Port Authority stop and crossings

- Local roads
  - Add crossings
  - Fill sidewalk gaps
  - Connect to sidewalk, add curb cuts
  - Estimated cost of improvements: \$28,800
- 
- Improve access to and from College Park neighborhood
  - Improve crossing safety
  - Connect bus stops along Beatty Road





**Opinion of Probable Construction Costs**

**Old William Penn Highway Transit-Related Improvements**

Item Description	Quantity	Unit	Unit Cost	Total Item Cost
<i>Site Improvements</i>				
<b><i>Sidewalk connections, crossings, Shelter.</i></b>				
Create concrete pad for new shelter	15	CY	\$ 145	\$ 2,175
Erect bus shelter for in-bound transit (Port Authority may cover this if other improvements are completed).	1	LS	\$ 8,000	\$ 8,000
Sidewalk - Complete gaps both east and west of Beatty Road	70	CY	\$ 145	\$ 10,150
Curb cut ramps	2	EA	\$ 1,000	\$ 2,000
Relocate guide rail	1	LS	\$ 6,000	\$ 6,000
Post-mounted signs, Type B, Pedestrian crosswalk	4	EA	\$ 175	\$ 700
High visibility crosswalk at four-way stop	4	EA	\$ 8,000	\$ 32,000
<i>Subtotal Site Improvements</i>				\$ 32,000
<b>SUBTOTAL</b>				<b>\$ 32,000</b>
<i>Contingency 20%</i>				<i>\$ 6,400</i>

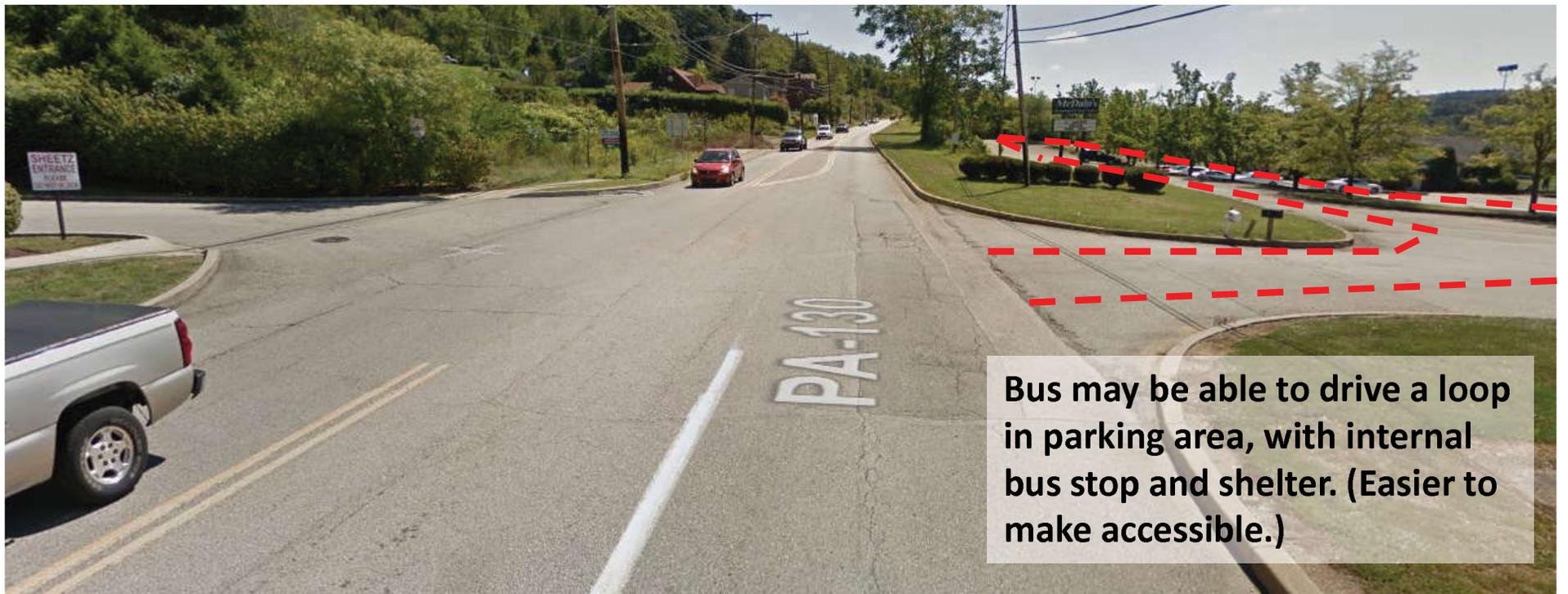
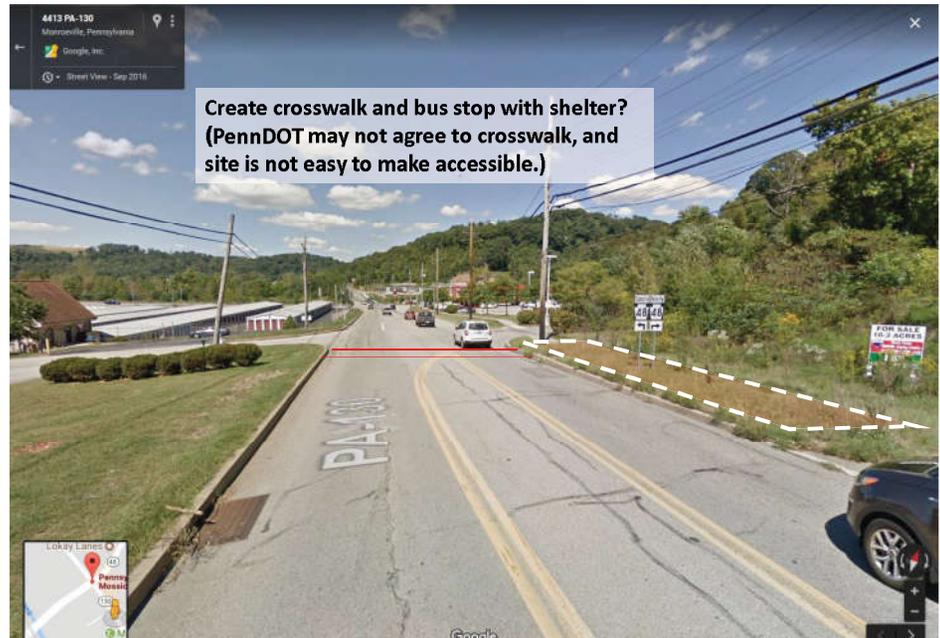
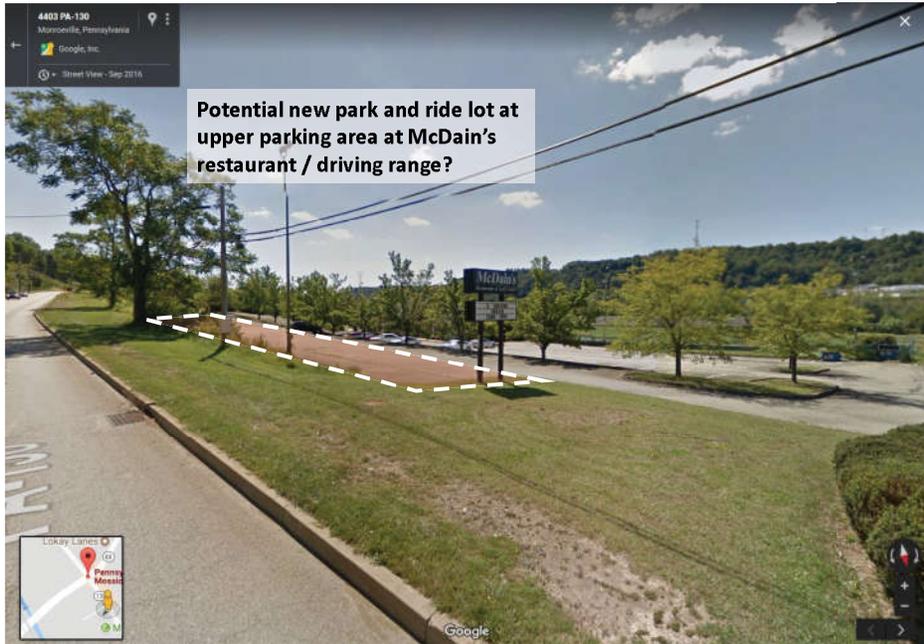
## BROADWAY BLVD. PARK & RIDE LOT AND TRANSIT STOP IMPROVEMENTS

Potential location for Port Authority facility

- This idea arose during the comprehensive planning process for Churchill-Monroeville-Wilkins in 2018.
- Based on demand, this or nearby location could be of interest to Port Authority and serve transit riders.
- Create Park & Ride lot
- Related option could be to improve in-bound stop, add crossing and ADA access
- Westmoreland Heritage Trail Connector would pass near this area, providing additional connection opportunities.

- A park & ride lot could present potential for nearby transit-oriented development.





## CCAC-BOYCE TRANSIT STOP

Port Authority stop  
at East Parking Lot

- **CCAC Parking Lot**
- **Repair, improve or replace shelter**
- **Improve ADA access and add signage**
- **Estimated cost of improvements: \$39,900**

- This stop will become more important as the Port Authority eliminates a stop just outside campus.
- The shelter has deteriorated, and should be improved or replaced.
- This accessible connections are unclear. A new accessible route should be created, or an existing one (to the loading dock?) should be improved and noted with signage.





Opinion of Probable Construction Costs				
CCAC-Boyce Transit-Related Improvements				
Item Description	Quantity	Unit	Unit Cost	Total Item Cost
<i>Site Improvements</i>				
<b>Lower East Lot to South Wing ADA-Transit Connections</b>				
Improve Accessible Sidewalk Route - Widen Sidewalk to 6'	57	CY	\$ 145	\$ 8,217
High Visibility Crosswalks at ADA area and South Wing entrances	2	EA	\$ 8,000	\$ 16,000
Directional Signage	4	EA	\$ 250	\$ 1,000
Replace or Improve Shelter	1	LS	\$ 8,000	\$ 8,000
<i>Subtotal Site Improvements</i>				\$ 33,217
<b>SUBTOTAL</b>				<b>\$ 33,217</b>
Contingency 20%				\$ 6,643
<b>TOTAL</b>				<b>\$ 39,860</b>



### 12 ACTION PLAN STEPS

Implementation of this Plan requires dedicated participation of stakeholders, elected officials, governmental administrators and community partners. This section recommends organizational and procedural strategies to effectively implement the Plan.

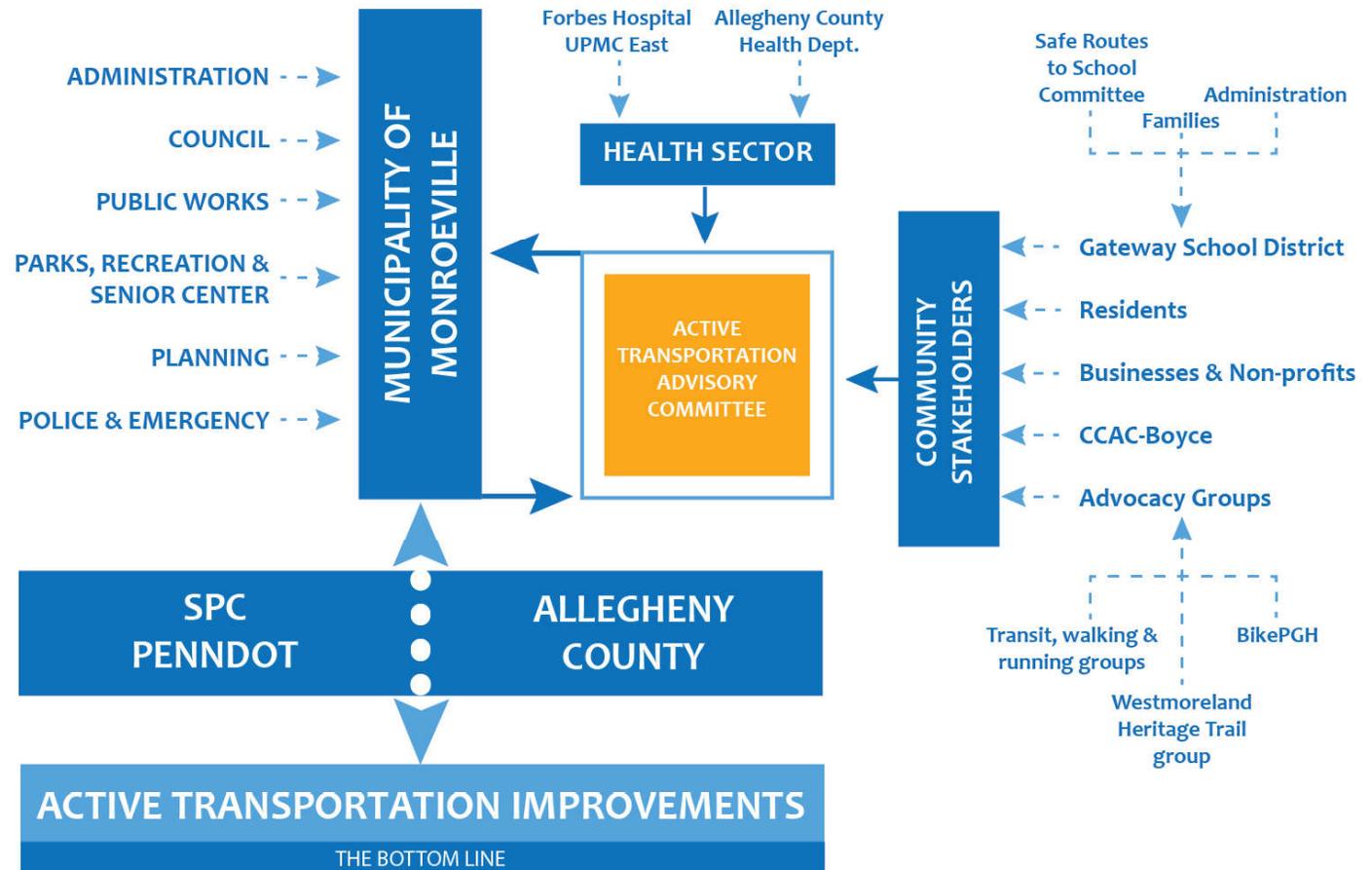
#### 1. Establish an Active Transportation Advisory Committee

To effectively educate, advocate, affect policy decisions, and help implement the recommendations and action strategies, interested stakeholders must formalize their participation in the Municipality's active transportation efforts. To accomplish this we recommend establishing an Active Transportation Advisory Committee.

The committee should include about nine people with expertise and/or interest in matters such as trails, bicycling and pedestrian issues, access to public transit, and neighborhood and business issues.

The Active Transportation Advisory Committee must consult additional stakeholders and groups who feel they will be impacted, such as neighborhoods or businesses, by proposed active transportation improvements. By including all parties in the discussion and decision-making process, there is the opportunity to build community buy-in for projects being considered.

#### Advisory Committee Process



## Creating a Successful Committee

Several elements or decisions position this committee for success. These include:

- Communication: Just as location is of key importance to real estate, communication is of key importance to advancing active transportation. The following recommendations shall be considered:
  - » Hold committee meetings on a regular basis; at a minimum these meetings should occur quarterly, but more frequently would be better.
  - » Use technology to communicate; provide monthly email updates, use email blasts and social media posts to get the word out to committee members and other interested stakeholders.
  - » Communicate not only with existing partners but also with potential partners. Pick up the phone, send email when necessary, and distribute “Need to know info” through a customized website, email blasts, social media, or other means.
- Build on each others’ strengths, within the committee, and externally with partners.
- Identify members’ strengths and ask for their assistance. For example, a small business owner would be able to explain to other committee members the benefits and challenges of adding bicycle infrastructure at their shop. He or she can then help the committee identify ways to overcome obstacles when speaking with other small business owners.
- Identify and establish strategic partnerships.
- Delegate to members and volunteers, and follow up to provide assistance when and where needed.
- Recruit, mentor and train new staff and volunteers and do not “throw them to the wolves.” Some of the most committed volunteers are those who:
  - » Are typically busy;
  - » Are interested in a particular area and/or subject;
  - » Voice complaints – get them involved!
- Be honest about expectations when recruiting committee members:
  - » How much time do you expect of them per month?
  - » How many meetings will they be expected to attend, and how long will they be?
  - » Can they help with a working group as well?
  - » Can they work independently and collaborate in a group?
  - » Can they listen to others and recognize the value of different opinions?

The committee should establish working groups that can be tasked with a specific agenda to advance the implementation of the action plan. These working groups can involve others from outside the advisory committee, and may be established around various active transportation interests such as:

- Pedestrian Infrastructure
- Pedestrian Advocacy
- Pedestrian Education
- Pedestrian Safety
- Bicycling Infrastructure
- Bicycling Advocacy
- Bicycling Education
- Bicycling Safety
- Accessibility
- Safe Routes to Schools
- At Risk Outreach
- Health & Wellness
- Public Relations
- Web Site/Blog

The proposed advisory committee should work toward implementing the Action Plan proposed herein. We recommend these efforts begin with those projects that can be accomplished for a low cost and that demonstrate quick success. Implementing these action strategies will build support, increase pedestrian and bicycling awareness, increase advocacy and build momentum for the implementation of larger and more complex implementation strategies.

- Time Frame:** 3 months to create committee, begin work
- Start Here:** The steering committee for this Active Transportation Plan prepares a resolution for the Municipal Council to consider. The resolution will propose an Active Transportation Advisory Committee and its membership, based on information provided here.
- Reference Page:** Page 57 explains purpose of committee.

## 2. Undertake a sidewalk analysis

Both residential and commercial areas benefit from sidewalks. Sidewalks provide safe outdoor environments that enable people to walk where they need or want to go. Sidewalks encourage foot traffic to commercial areas, potentially attracting new customers. They help to connect people to transit stops as well as important destinations such as medical offices, schools, parks or public facilities such as the library. Sidewalks also encourage neighborly interaction, and put more “eyes on the street,” which contributes to community safety.

In Monroeville, the presence of sidewalks is inconsistent in both residential and commercial areas. Newer residential developments do have consistent sidewalks, and ordinances require sidewalks to be installed in all new commercial and residential projects.

Several high-priority projects are listed elsewhere in this report, as they are already known to the community. However, analysis of sidewalk inventory data prepared by Southwestern Pennsylvania Commission (SPC) will enable Monroeville to identify quick-hit projects that could be undertaken quickly to complete routes where segments are missing.

The sidewalk inventory data map prepared by SPC illustrates the location of sidewalks installed prior to 2016. The map also shows right-of-way stairs and crosswalks. The Municipality should study this data and augment it with information about sidewalk width and condition, including the presence/absence of accessibility features such as curb ramps. This analysis will allow Monroeville, with help from the Active Transportation Advisory Committee, to identify important and/or quick-hit improvement projects. Improvements could include “filling gaps,” adding width, repairing unsafe surfaces or adding ADA-compliant features.

Analysis should review:

- Location points where sidewalks begin and end (latitude/longitude), since length estimates of gaps allow for cost-estimating.
- Documentation of sidewalk widths.
- Additional documentation of sidewalk conditions.
- Presence or absence of ADA features, such as curb-cut ramps and tactile surfaces.
- Existing connections to crosswalks and other intersection features, such as “walk/don’t walk” signals.

**Time Frame:** 6 months to review data and prioritize projects beyond those identified elsewhere in this report.

**Start Here:** Enlist Active Transportation Advisory Committee, Public Works, Public Safety and Planning departments to review data and conduct fieldwork. Note that known priority projects are already identified in this report, so the analysis suggested here is for longer-term planning or identifying quick-hit projects.

**Reference Pages:** The need for analyzing the sidewalk inventory data is introduced on Page 80 and Page 83.

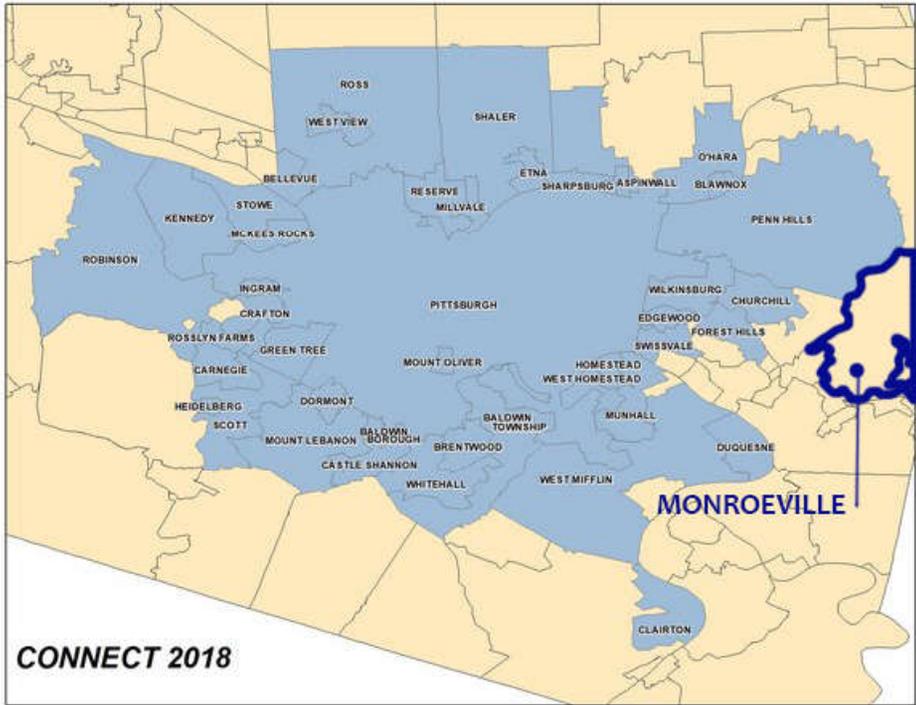
### 3. Become a CONNECT participant

The Congress of Neighboring Communities (CONNECT) is an organization that promotes cooperation and collaboration between the City of Pittsburgh and 43 neighboring municipalities. CONNECT’s mission is to bring together these municipalities to identify common public policy challenges and advocate for collective change on behalf of the region’s urban core. A summary of CONNECT can be found on Page 41 of this document.

Joining CONNECT and partnering with surrounding municipalities will provide Monroeville with increased leverage as it continues advocating for active transportation improvements.

Each member Municipality appoints three representatives to CONNECT— typically a manager and two elected officials. CONNECT is led by a slate of officers (rotating each year), an Executive Committee made up of one representative from each member Municipality, and policy working groups that develop the policy agenda in each area. The congress seeks to complement, not duplicate, the work of the councils of government (COGs) at work in Allegheny County.

- Time Frame:** 3 months
- Start Here:** Contact CONNECT Executive Director Lydia Morin, 412-624-7530, [lydiamorin@pitt.edu](mailto:lydiamorin@pitt.edu)
- Reference Pages:** More information about CONNECT is presented on Page 41.  
The policy on inviting new municipalities to join CONNECT is on Page 144.



## Policy on inviting new municipalities to join the Congress of Neighboring Communities

*Approved by Executive Committee, February 2015*

### **PROCESS**

Before entering into a formal partnership or agreement with a municipality, the officers of CONNECT will determine if offering membership to the municipality requesting membership aligns with CONNECT's goals and meets the membership criteria, and will then make a recommendation to the executive committee.

Once it has been determined that a municipality seeking membership aligns with the criteria outlined below, the officers will meet with a representative from the inquiring municipality to discuss membership and process. The municipal representative will gather any information needed and then the officers will present the information to the executive committee.

- A formal vote to accept approved municipality will be made at the next scheduled Congress.
- In the interim period, the municipality will be afforded all benefits of full membership.

### **CRITERIA FOR MEMBERSHIP TO CONNECT**

The officers will use the following criteria to determine if the municipality should be afforded membership:

- The municipality is contiguous to a CONNECT community
- Potential member must have an interest in the policy issue areas CONNECT is currently addressing and/or have a multi-municipal policy issue they want to address through CONNECT
- Potential member's governing body must pass a resolution with a super-majority in support of membership in CONNECT
- Potential member's governing body must approve payment of the appropriate municipal contribution to CONNECT
- The municipality must be an active member of their COG

### 4. Begin community awareness and education efforts

- Create a page on [monroeville.pa.us](http://monroeville.pa.us) specifically for active transportation. As most people don’t habitually visit a municipal website when they go online, the Municipality should disseminate links to features or news items on the website’s Active Transportation page via Monroeville’s communications channels, including email blasts, social media posts, cable TV and newsletters. Include on the web page:
  - » Downloadable copy of this plan document, the Vision Map and other key elements.
  - » Links to resources.
  - » Embeds (with permission) of BikePGH’s guides, maps and videos.
  - » A list of supportive community businesses and organizations.
  - » Details about the Active Transportation Advisory Committee, including members, meeting times, and meeting notes
  - » Contact information for “how to get involved.”
- Initiate programs that involve and engage children, such as a bike rodeo, by working with schools, police and other partners.
- Apply for a grant to fund a community education or awareness program.
- Add “Active Transportation” to departmental agendas and to the Council reports section of Council meeting agendas. This helps to educate municipal and community leaders on key issues and methods of raising awareness, and keep the topic on officials’ minds.
- Schedule one or more Active Transportation elements at Community Day events, such as a raffle to win a bike or helmet, a group riding or walking event, or some other festive ideas. Maybe include a poster-making contest.



Group cycling or walking events, such as this one at a Monroeville CommUNITY Day, can be part of a community awareness and education program

**Time Frame:** 9 months to get some things started

**Start Here:** Identify grant application requirements and deadlines, and begin application process. Add a page on the municipal website, and add Active Transportation topics to communications and departmental agendas. Solicit biking/walking equipment donations from area businesses to incorporate into the next Community Day. Work with partners to start a youth program.

**Reference Pages:** A detailed explanation of “Education” and “Encouragement” – two of the “Six E’s of Active Transportation” – is presented on Pages 58-60 and Pages 66-67.

## 5. Adopt a resolution to include Health in All Policies

By adopting a resolution to include health in all policies, Monroeville aims to improve the overall health of its community by incorporating health, sustainability, and equity considerations into decision-making across sectors and policy areas. “Health in All Policies” means decision-making bodies and their staff are required to consider health alongside other important factors when making decisions that affect the community. This approach to decision-making uses recognition of shared goals, community-based organizations, and experts to gather data and ensure that changes are responsive to the community’s needs.

**Time Frame:** 6 months

**Partners:** Allegheny Health Department

PA WalkWorks

**Reference Pages:** The context for Health in All Policies is presented on Page 32. It is an implementation strategy of the Active Allegheny Plan and Live Well Allegheny.

A sample resolution appears on the next page.

This model resolution supports five key Health in All Policies strategies:

**Convene  
& Collaborate**



**Engage  
& Envision**



**Make a Plan**



**Invest in Change**



**Track Progress**



To learn more, see [From Start to Finish: How to Permanently Improve Government Through Health in All Policies](#).

Resolution No. \_\_\_\_\_

Resolving to Implement Health in All Policies in \_\_\_\_\_

WHEREAS, the health and well-being of the residents of \_\_\_\_\_ are critical for a prosperous and sustainable \_\_\_\_\_;

WHEREAS, the partner/affiliate has been engaged with WalkWorks, a program created to increase opportunities for physical activity and, ultimately, to improve the health status of the residents of the \_\_\_\_\_;

WHEREAS, there is consistent epidemiological evidence that demonstrates that physical activity, including walking, is a major modifiable risk factor in the reduction of morbidity and mortality from many chronic diseases;

WHEREAS, there is growing awareness that health is influenced by the interaction of many factors and not simply by genetics, individual behavior, or access to medical care and it is now widely accepted that conditions in the environments in which people are born, live, learn, work, play, and age – known as the social determinants of health – have the greatest influence on health outcomes across populations;

WHEREAS, the social determinants of health affect chronic disease rates, mental illness, injuries caused by accidents and violence, they also influence the adoption of healthy lifestyles by making it more or less difficult for individuals to choose behaviors that either promote or diminish health;

WHEREAS, policies implemented by \_\_\_\_\_ – beyond the traditional health sector – significantly affect the social determinants of health, including policies related to planning, land use, transportation, public safety, education, economic development, sustainability, climate change, parks, air and water quality, criminal justice, food access, and housing;

WHEREAS, interagency collaboration can lead to improved decision-making and outcomes and greater efficiencies in service delivery;

WHEREAS, codes, policies and guidelines can and should promote physical and mental health for people of all ages, abilities and incomes;

WHEREAS, \_\_\_\_\_ is responsible for implementing planning and development solutions that improve opportunities for physical activity, access to healthy food, healthy indoor and outdoor environments and social connectedness;

WHEREAS, \_\_\_\_\_ establishes organizational policies that promote health within workforces, including worksite safety and workplace wellness programs; and

WHEREAS, by adopting a “Health in All Policies” approach, the \_\_\_\_\_ recognizes that diverse governmental entities and stakeholders have a role to play in attaining the highest level of health for all people and simultaneously advance other goals such as promoting economic stability, transportation access and mobility, a strong agricultural system, environmental sustainability and educational attainment;

THEREFORE, BE IT RESOLVED that it shall be the policy of \_\_\_\_\_ to apply a Health in All Policies approach to the \_\_\_\_\_ decision-making by considering the inclusion of “health” in all future policy development and implementation, budgeting, and delivery of services.

Signatures

June 2019

## 6. Adopt a Complete Streets ordinance or resolution

Given Monroeville's historic development pattern as a car-based suburb, a Complete Streets ordinance should focus on the corridors identified in this Active Transportation Plan, as prioritized by the Municipality's Active Transportation Advisory Committee. Further, the implementation of Complete Streets should be coordinated with redevelopment of property as it occurs throughout the Municipality.

Refer to Chapter 2 of this document for the Active Allegheny Complete Streets Model Ordinance and information about organizations that encourage and provide technical support for development of Complete Streets.

- Monroeville's Active Transportation Advisory Committee should develop a Complete Streets ordinance modeled after the Active Allegheny example or another local example.
- The Transportation Advisory Committee should hold a public meeting to present and receive input on a proposed Monroeville Complete Streets ordinance or resolution.
- The Active Transportation Advisory Committee should present the proposed Complete Streets Ordinance to Monroeville Council for its consideration and adoption. An adopted ordinance establishes a philosophy and guidelines that promote all modes of transportation within the Municipality.

**Time Frame:** 18 months

**Partners:** Allegheny Health Department, Allegheny County Economic Development, PA WalkWorks, BikePGH, AARP, National Complete Streets Coalition

**Potential Funding:** Active Allegheny & PA Walk Works

**Start here:** Discuss an interest in developing a Complete Streets Policy and explore potential funding sources through conversations with Carol L. Reichbaum, PA WalkWorks, [carolr@pitt.edu](mailto:carolr@pitt.edu); and Ann Ogoreuc, Active Allegheny, Allegheny County Economic Development, [Ann.Ogoreuc@AlleghenyCounty.US](mailto:Ann.Ogoreuc@AlleghenyCounty.US)

**Reference Pages:** More information about Complete Streets and supporting programs appears on Pages 33-44.

- Resources:**
- Active Allegheny - <http://www.alleghenyplaces.com/allegheyportal/public/ActiveAllegheny.pdf>
  - Smart Growth America National Complete Streets Coalition - <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
  - BikePGH - <https://www.bikepgh.org/>

## 7. Identify upcoming county and state road projects in Municipality of Monroeville

Policy makers from Monroeville and representatives from the Active Transportation Advisory Committee should meet with the Allegheny County Transportation Initiatives Manager, the Southwestern Pennsylvania Commission Active Transportation Planner and the PennDOT Pedestrian/Bicycle Coordinator annually to identify upcoming County and State road projects in the Municipality. Begin dialogue on implementation of active transportation recommendations for county and state road right-of-ways.

- Time Frame:** 8 hours of work annually
- Start Here:** Put this on calendar for every February to set up a March meeting
- Reference Pages:** There are many reasons to keep communications current with PennDOT, Allegheny County and Southwestern Pennsylvania Commission, and particularly with the staff members at each agency who may be aware of discussions and decisions that could affect Monroeville. Moreover, those staff members, if aware of Monroeville’s plans, can convey information within their agencies. This action item aligns with the state’s PennDOT Connects program (Page 40 in this report); follows up on the focus group meeting held during preparation of this plan (Page 48); builds on the “Evaluation and Planning” category of the 6 E’s of Active Transportation (Page 68); and can include specific projects referenced throughout Chapter 3.
- Resources:** See “Potential Partners” list (Page 156-157)

## 8. Attend Southwestern Pennsylvania Commission Active Transportation Forums

The Southwestern Pennsylvania Commission (SPC) is a regional planning agency that supports development of a regional transportation system that is designed to protect and enhance public health and the environment while moving people and goods safely and efficiently. SPC’s planning work includes a focus on travel for pedestrians and cyclists.

The SPC holds an Active Transportation Forum each quarter (March, June, September, December), and policy makers from Monroeville and/or representatives from the Active Transportation Advisory Committee should attend these forums to involve the community actively in any regional developments.

- Time Frame:** 2 hours, four times annually
- Start Here:** Click here to sign up to receive advance notice of agendas and meetings for the Active Transportation Forums. <https://www.atrc-spc.org/>
- Reference Pages:** Southwestern Pennsylvania Commission, the Metropolitan Planning Organization (MPO) in our region, is responsible for coordinating long-term planning for transportation. SPC’s quarterly Active Transportation Forums can help Monroeville stay abreast of other projects in our region and provide ideas for implementation. This aligns with two or more of the 6 E’s of Active Transportation, including “Evaluation and Planning” and “Equity,” which appear on Pages 68-71.

## 9. Meet with Port Authority of Allegheny County and the Heritage Community Transportation

Community members in Monroeville have expressed a desire for improved transit access, such as more bus routes, safer bus stops, more convenient routes, and more frequent stops.

We recommend that policy makers from Monroeville meet with the Port Authority of Allegheny County and Heritage Community Transportation on an annual basis to discuss the Municipality's current and emergent public transportation needs.

Discussion with Port Authority of Allegheny County can focus on transit stops and connections improvements discussed in this report, while also touching on routes and service.

Heritage Community Transportation is provided through Heritage Community Initiatives, which is a Braddock-based non-profit organization that focuses on education, transportation and life enhancing initiatives. Heritage Community Transportation serves 15 communities in the Monongahela Valley, including Monroeville, and its routes are created based on community need. As a smaller organization, it can have more flexibility in adding routes or stops than the Port Authority does, which increases the likelihood of success in collaborating on service changes.

**Start Here:** Visit the director of Heritage Community Transportation in Braddock to learn what services the agency currently provides, and learn what requests and ideas the agency typically hears from residents, workers, employers and stakeholders in Monroeville.

**A first meeting with Port Authority of Allegheny County might center on a project recommended in this report.**

**Reference Pages:** More information about transit related projects appear on Page 84 and Pages 126-137.

**Resources:** See "Potential Partners" list (Page 156-157)

<http://www.heritageserves.org/heritage-transportation.html>

<http://www.portauthority.org/paac/>

## 10. Pursue Mosside-Haymaker intersection improvements

Redevelopment of this intersection is a major undertaking and is not likely to happen quickly, but the Municipality can take first steps that will propel the discussion and the project. The first steps are outlined here:

- The Municipality will convene a meeting among Southwestern Pennsylvania Commission (SPC), PennDOT, Allegheny County, Forbes Hospital, Gateway School District, state legislators and property owners in the immediate area to identify strategies for elevating this project.
- SPC and PennDOT may agree to collaborate on a road safety study of the area.
- Stakeholders and road owners could undertake a multi-modal traffic study. This could cost an estimated \$30,000, and could build on a study previously undertaken by Forbes Hospital. Such a study would include: comprehensive data collection plan; traffic and multi-modal analysis; preliminary engineering or plans and order-of-magnitude cost estimate.

**Time Frame:** 6 months to raise awareness, create momentum

**Start Here:** Start the conversation by staging a meeting of representatives from the key stakeholder and decision-making groups. At the meeting, explain the need for this project in the context of traffic safety, potential future needs, and adding active transportation into the traffic flow. Review all planning work and studies that have been completed so far. Meet at PennDOT for the first meeting, and on-site for the next.

**Reference Pages:** More information about this potential project appears on Pages 23, 47, 70, 79 and 115-116.

### KICKOFF MEETING INVITEES

<p><b>SPC</b></p> <p>Andy Waple, Transportation Planning Director</p> <p>Tom Klevan, Multimodal Planning Manager</p> <p>Josh Spano, Transportation Planner</p> <p>Leann Chaney, Transportation Planner (active transportation)</p>	<p><b>PennDOT</b></p> <p>Robin Moon-Sirianni, District 11 Director</p> <p>Bill Lesterick, Safety Section Supervisor/Bike-Ped Coordinator</p> <p>Stephanie Spang, PennDOT Connects District Planner</p> <p><b>Forbes Hospital</b></p> <p>Dr. Mark Rubino, President</p> <p>Krista Bragg, Chief Operating Officer</p>	<p><b>Allegheny County</b></p> <p>Darla Cravotta, Director of Community Relations and Special Projects</p> <p>Ann Ogoreuc, Economic Development Manager, Transportation Initiatives</p> <p><b>Gateway School District</b></p> <p>William Short, Superintendent</p> <p>Robert Brown, Director of Facilities</p> <p>Bonnie Easha, Transportation Director</p>	<p><b>State Senate</b></p> <p>Sen. James Brewster</p> <p>Tim Joyce, Chief of Staff</p> <p><b>State House of Representatives</b></p> <p>Rep. Brandon Markosek</p> <p>Sherry Herbst, Chief of Staff</p> <p><b>ALSO:</b></p> <p>Area property owners such as Harbour Senior Living, Mosside Village</p>
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## 11. Plan an Open Streets event

Open Streets events close one or more roads to vehicular traffic and open them to people who are walking, biking, roller-blading or doing other activities. Meanwhile, the events encourage businesses to open onto the street to remind all involved that streets are for people, not just for cars, and that people spark economic activity.

Monroeville should mount an Open Streets event. The closure can be short, such as a mile in length, or a longer multi-street route. The community can start small its first year and build on success later. Funding could be available through Allegheny County, which has encouraged other municipalities, including Sharpsburg and Carnegie, to do these events. In Sharpsburg, the Sharpsburg Neighborhood Organization spearheads the annual event. Their method is to emphasize the economic development value for area businesses, organizations and non-profits. In Carnegie, an informal committee including the executive director of the Economic Development Corporation leads the event. Its emphasis is on demonstrating the community's walkability and showcasing the range of local businesses.

**Time Frame:** 6 months of planning

**Partners:** Allegheny County, municipal police department, Chamber of Commerce, local businesses and non-profits such as YMCA, JCC, Senior Center

**Potential Funding:** Active Allegheny, hospitals, local businesses

**Start Here:** Pick a street (or streets) and a day, the suggested time being a Sunday at 9-12 or 9-1. Enlist the Active Transportation Committee to do some of the planning. Encourage local businesses and non-profits to sign on to have activities, booths or make donations. Talk with Allegheny County to see if funding could be available.

**Reference Pages:** More information about Open Streets appears on Page 67.

**Resources:** Darla Cravotta, Office of the Allegheny County Chief Executive, [Darla.Cravotta@AlleghenyCounty.US](mailto:Darla.Cravotta@AlleghenyCounty.US), or Ann Ogoreuc, Assistant Director, Mobility and Transportation, Allegheny County Economic Development, [Ann.Ogoreuc@AlleghenyCounty.US](mailto:Ann.Ogoreuc@AlleghenyCounty.US).

Brittany Reno, Sharpsburg Neighborhood Organization, [brittany@sharpsburgneighborhood.org](mailto:brittany@sharpsburgneighborhood.org), to see how they started this annual program and made it self-sustaining.

Steve Beuter, Carnegie Borough manager, [sbeuter.carnegieboro@comcast.net](mailto:sbeuter.carnegieboro@comcast.net), for tips on initiative an Open Streets event.



Local Open Streets events in (from left) Sharpsburg, Carnegie, Sharpsburg

## 12. Advance some pilot projects.

A number of priority projects were identified in this Active Transportation Plan in one or more of these categories:



**SIDEWALKS**



**SHARED LANES**



**BIKE LANES**



**SIDEPATHS OR SHARED-USE TRAILS**



**CROSSWALKS / INTERSECTIONS**



**HIKING & MOUNTAIN BIKING TRAILS**



**TRANSIT STOPS**

Monroeville’s Active Transportation Advisory Committee should help specify which to start with from this list of pilot projects:

### **SIDEWALK ALONG ROUTE 22**

This project would complete sidewalks along a 2,500-foot segment of Route 22 / William Penn Highway. Beaten-earth pathways show that people currently are forging trails in the area of the ramps to and from the Monroeville Mall and Lewis Drive. This unsafe situation should be remedied. The project is explained on Pages 123-125.

### **HAYMAKER ROAD (WITH ALLEGHENY COUNTY)**

This corridor could be an important north-south active transportation connector. It passes numerous residential neighborhoods, and would provide access to the future Westmoreland Heritage Trail Connector to the south and a very busy hub to the north (Forbes Hospital, Gateway School Campus, Monroeville Public Library and Monroeville Senior Center. Allegheny County has prepared a draft conceptual plan for creating a sidepath along Haymaker Road. This project is introduced on Pages 108-109, and the Municipality may refer to its copy of the draft plan.

### **TRANSIT STOP AT OLD WILLIAM PENN HIGHWAY AND BEATTY ROAD**

This well-used transit stop lacks amenities and connections. Adding a shelter (or at least a concrete standing pad), crosswalks and sidewalk connections would improve comfort and safety for transit riders, encouraging additional use. This project is described on Pages 130-131.

### **TRANSIT STOP AT CVS CAREMARK AND DON DRIVE**

This transit stop lacks amenities and connections. It is the location of a major employer (CVS Caremark) and other community features such as the Convention Center. Adding a shelter, crosswalks and connections would improve comfort and safety for transit riders, encouraging additional use. This project is described on Pages 128-129.

## **TILBROOK ROAD CORRIDOR**

This north-south road links important features including the Borough of Pitcairn to the south and high-density residential neighborhoods to the north. Community Park West and Community Park East both enter onto Tilbrook. Adding shared lane markings for cyclists and sidewalks for pedestrians would activate this corridor. The project is explained on Pages 90-94.

## **MACBETH DRIVE AND KING LEAR DRIVE CORRIDORS**

These busy streets connect high-density residential neighborhoods. MacBeth connects Mosside Boulevard with Tilbrook Road, and King Lear connects to the Gateway Schools campus hub. Work here should involve climbing bike lanes, shared lanes and completing sidewalks where there are gaps. This project is explained on Pages 95-98.

## **CCAC-BOYCE CONNECTOR ROUTE**

This project would provide safe access around the community college campus and entry to Boyce Park. The routes already exist, so the project involves adding line markings, some sidewalk, crosswalks and signage. The project is explained on Pages 112-113.

## **WESTMORELAND HERITAGE TRAIL CONNECTOR (MONROEVILLE SEGMENT)**

This proposed multi-use regional trail currently is under consideration by Allegheny County and numerous partners. If built, it would connect the Westmoreland Heritage Trail, which currently has its southern terminus in Trafford, with the Great Allegheny Passage in Munhall via the Hot Metal Bridge over the Monongahela River. Monroeville enthusiastically supports development of this trail. The project is explained on Page 114.

## **POTENTIAL PARK-AND-RIDE LOT ALONG BROADWAY BOULEVARD**

The multi-municipal comprehensive plan adopted in 2018 suggested a potential park-and-ride lot - or at least improved transit stops at Broadway Boulevard near Clark Street. This potential project is explained on Pages 134-135.

## TIME FRAME FOR ACTION

The recommended projects, programs, and policies identified in this study represent an ambitious plan for active transportation improvements in the Municipality of Monroeville. The projects are intended to be implemented over time, in logical stages, with early efforts helping to build momentum and support for later or larger-scale projects.

Chapter 4 has set forth specific action steps in an order that is sensible for the community. The overall time frame for large-scale projects depends mainly on the ability to put together funding for any given project, including the outside assistance of grants and public-private partnerships. In some cases, this could mean five to 20 years.

Because some of the recommended active transportation improvements lie along corridors under the jurisdiction of Allegheny County and PennDOT, planning for these specific projects could be very long term or, conversely, surprisingly imminent. Therefore, it is important to maintain a dialogue with these two agencies, as well as the Southwestern Pennsylvania Commission (SPC), to make Monroeville's priorities known and for Monroeville to best understand state, regional and county time lines for road improvements. Semi-annual conversations with planning professionals at PennDOT, the Southwestern Pennsylvania Commission and Allegheny County are important so that Monroeville can advocate for smart transportation and complete streets along state- and county-owned corridors as the agencies consider improvements.

## POTENTIAL PARTNERS

The following organizations are available to provide technical assistance, resources, and other services to assist Monroeville with the implementation of this active transportation plan. They should be called upon as appropriate to provide assistance in advancing the action items presented herein.

### **Allegheny County Department of Economic Development**

One Chatham Center, Suite 900  
112 Washington Place  
Pittsburgh, PA 15219

Ann Ogoreuc, Manager of Transportation Initiatives  
(412) 350-4549  
[ann.ogoreuc@alleghenycounty.us](mailto:ann.ogoreuc@alleghenycounty.us)

### **Allegheny County Parks**

542 Forbes Avenue - Room 211  
Pittsburgh, PA 15219

Andy Baechle, Director  
(412) 350-7275  
[abaechle@county.allegheny.pa.us](mailto:abaechle@county.allegheny.pa.us)

### **Allegheny County Parks Foundation**

675 Old Frankstown Road  
Pittsburgh, PA 15239

Caren Goltfelty, Executive Director  
(724) 327-7627  
[cglotfelty@acparksfoundation.org](mailto:cglotfelty@acparksfoundation.org)

### **BikePGH**

188 43rd St. #1  
Pittsburgh, PA 15201

Eric Boerer  
(412) 325-4334  
[eric@bikepgh.org](mailto:eric@bikepgh.org)

### **CONNECT, Congress of Neighboring Communities**

Graduate School of Public and International Affairs  
University of Pittsburgh  
3621 Wesley W. Posvar Hall  
230 South Bouquet Street  
Pittsburgh, PA 15260

Lydia Morin  
Executive Director  
412-624-7530  
[lydiamorin@pitt.edu](mailto:lydiamorin@pitt.edu)

### **Forbes Hospital (Allegheny Health Network)**

2570 Haymaker Road  
Monroeville, PA 15146

Krista Bragg, Chief Operating Officer  
[Krista.Bragg@AHN.ORG](mailto:Krista.Bragg@AHN.ORG)  
412-858-2063

### **Heritage Community Transportation Heritage Community Initiatives**

820 Braddock Avenue  
Braddock, PA 15104

Melanie Young, Manager of Transportation  
[myoung@heritageserves.org](mailto:myoung@heritageserves.org)  
(412) 351-2200  
<http://www.heritageserves.org/heritage-transportation.html>

### **Live Well Allegheny**

Allegheny Health Department  
Hosanna House  
807 Wallace Avenue  
Pittsburgh, PA 15221

Hannah Hardy, Chronic Disease Prevention Program Manager  
412-247-7946  
[Hannah.Hardy@AlleghenyCounty.us](mailto:Hannah.Hardy@AlleghenyCounty.us)

### **Pennsylvania Department of Conservation and Natural Resources Bureau of Recreation and Conservation**

301 Fifth Avenue, Suite 324  
Pittsburgh, PA 15222-2420

Kathy Frankel, Recreation and Conservation Manager  
(412) 880-0486  
[kfrankel@pa.gov](mailto:kfrankel@pa.gov)

### **Pennsylvania Department of Community and Economic Development**

301 5th Avenue, Suite 250  
Pittsburgh, PA 15222

Johnna Pro  
(412) 565-5098  
[jopro@pa.gov](mailto:jopro@pa.gov)

**PennDOT Engineering District 11**

45 Thoms Run Road  
Bridgeville, PA 15017

Bill Lesterick, PennDOT District 11-0  
Pedestrian/Bicycle Coordinator  
(412) 429-4803  
[wlesterick@pa.gov](mailto:wlesterick@pa.gov)

Stephanie Spang, PennDOT District  
11-0 PennDOT Connects Liaison  
(412) 429-3782  
[cspang@pa.gov](mailto:cspang@pa.gov)

**Southwestern Pennsylvania  
Commission**

Two Chatham Center Suite 500  
112 Washington Place  
Pittsburgh, PA 15219  
(412) 391-5590

Leann Chaney, Transportation  
Planner  
(412) 391-5590 x387  
[lchaney@spcregion.org](mailto:lchaney@spcregion.org)

David Totten, Transit and Land Use  
Planner  
(412) 391-5590 x316  
[dtotten@spcregion.org](mailto:dtotten@spcregion.org)

**PA WalkWorks**

University of Pittsburgh  
Center for Public Health Practice  
130 DeSoto Street  
Pittsburgh, PA 15261

Carol Reichbaum  
412-383-2801  
[pawalkworks@pitt.edu](mailto:pawalkworks@pitt.edu)

**Pittsburgh Community  
Reinvestment Group (PCRG)**

1901 Centre Ave # 200  
Pittsburgh, PA 15219

Chris Sandvig, Director of Policy  
(412) 391-6732  
[csandvig@pcrg.org](mailto:csandvig@pcrg.org)  
[http://www.pcr.org/programs/  
goburgh/resources/](http://www.pcr.org/programs/goburgh/resources/)

**Port Authority of Allegheny County**

Heinz 57 Center  
345 Sixth Ave., 3rd Floor  
Pittsburgh, PA 15222

Breen Masciotra, Transit Oriented  
Development Project Manager,  
Service Planning and Evaluation  
Department  
(412) 566-5158  
[BMasciotra@PortAuthority.org](mailto:BMasciotra@PortAuthority.org)  
[http://www.portauthority.org/  
paac/CompanyInfoProjects/  
ContactInfoDepartments.aspx](http://www.portauthority.org/paac/CompanyInfoProjects/ContactInfoDepartments.aspx)

Darcy Cleaver, Assistant Manager,  
Passenger Amenities and Contract  
Services, Service Planning and  
Evaluation Department  
(412) 566-5340  
[dcleaver@portauthority.org](mailto:dcleaver@portauthority.org)  
[http://www.portauthority.org/  
paac/CompanyInfoProjects/  
ContactInfoDepartments.aspx](http://www.portauthority.org/paac/CompanyInfoProjects/ContactInfoDepartments.aspx)

**UPMC-East**

2775 Mosside Blvd.  
Monroeville, PA 15146

Alex Hill, Director of Operations  
[hillac3@upmc.edu](mailto:hillac3@upmc.edu)  
412-357-3000



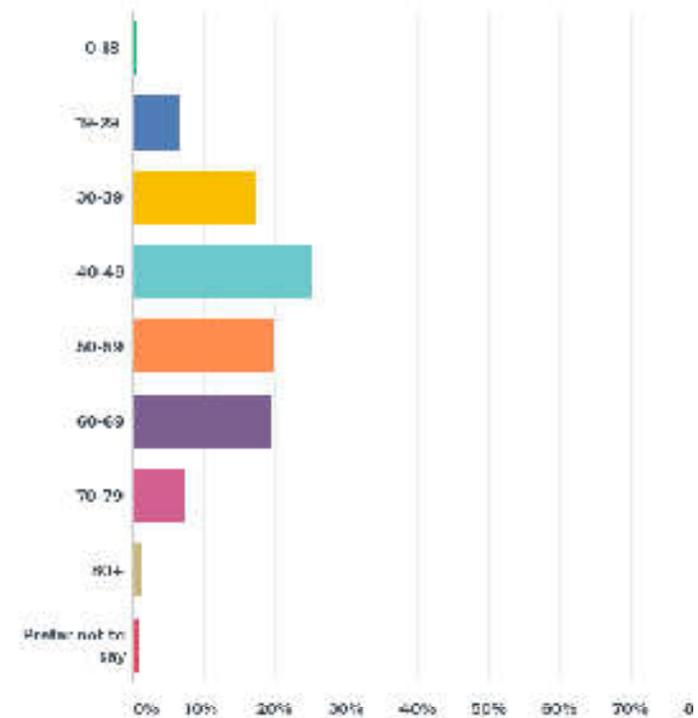
### What citizens had to say

460 people responded to an online questionnaire in August 2018. Of these 64.35% live in Monroeville. Others were mainly from neighboring or nearby communities (some linked by the Westmoreland Heritage Trail) and therefore could have a direct interest in active transportation in the Municipality. A few respondents reside throughout the Pittsburgh metro region, including Brookline, Mt. Lebanon, Squirrel Hill and Verona. These more far-flung respondents may work in Monroeville, may travel to use the Westmoreland Heritage Trail, or may be avid cyclists, walkers or runners who heard about the questionnaire and wanted to have a say.

Trafford:	23
Plum:	22
Murrysville:	22
Export:	13
Irwin:	12
Penn Hills:	8
Harrison City:	7
Pitcairn:	6

The ages of respondents skewed older, with high response rates by people in their 60s. Younger children and teens, who may enjoy active transportation, were under-represented.

Q3 What is your age?



### Q4: How frequently do you travel to your destination in each of these travel modes?

Monroeville Walk-Bike-Hike Questionnaire

■ Daily   
 ■ Multiple times a week   
 ■ Once a week   
 ■ Once a month  
■ Seldom   
 ■ Never

	DAILY	MULTIPLE TIMES A WEEK	ONCE A WEEK	ONCE A MONTH	SELDOM	NEVER	TOTAL	WEIGHTED AVERAGE
Drive alone	70.39% 321	22.37% 102	2.41% 11	1.10% 5	1.10% 5	2.63% 12	456	1.41
Car pool with others	3.69% 15	17.44% 71	9.34% 38	3.69% 15	28.75% 117	37.10% 151	407	3.69
Public Transit	4.16% 17	3.67% 15	1.22% 5	2.20% 9	18.83% 77	69.93% 286	409	4.45
Taxi	0.00% 0	0.00% 0	0.00% 0	0.00% 0	9.00% 36	91.00% 364	400	4.91
Ride Share - Uber, Lyft	0.49% 2	0.49% 2	1.23% 5	5.19% 21	26.17% 106	66.42% 269	405	4.56
Walk	15.48% 65	21.43% 90	8.57% 36	6.90% 29	25.00% 105	22.62% 95	420	3.09
Bicycle	4.40% 19	18.29% 79	9.95% 43	9.95% 43	18.75% 81	38.66% 167	432	3.59

• POTENTIAL OPPORTUNITY TO DECREASE DRIVING TRIPS

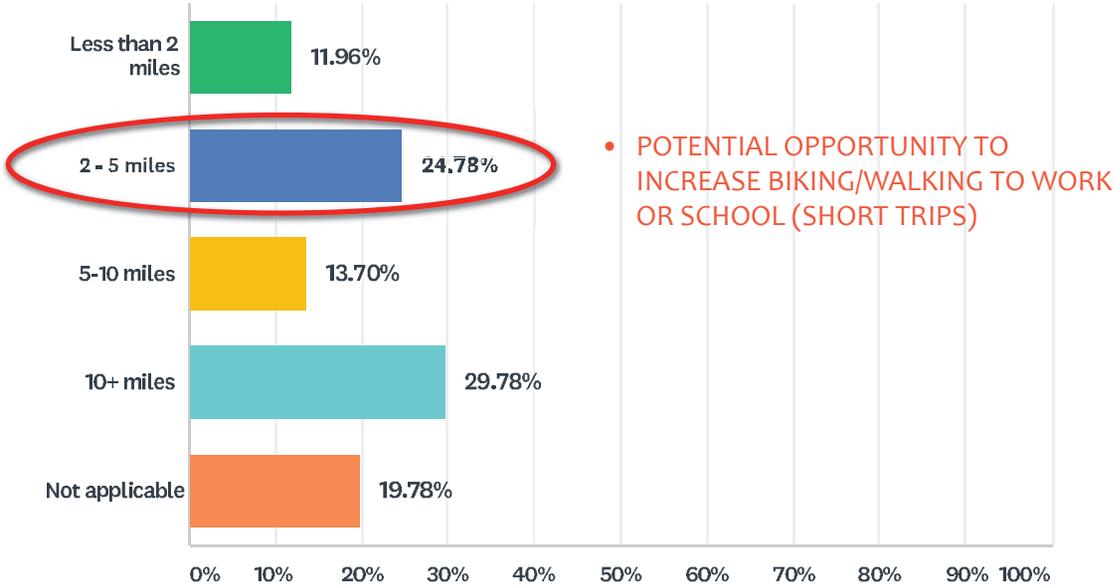
- 37 PERCENT WALK FREQUENTLY
- 26 PERCENT BIKE FAIRLY FREQUENTLY

- POTENTIAL OPPORTUNITY TO INCREASE BIKING/WALKING

Monroeville Walk-Bike-Hike Questionnaire

Q5 What is the approximate distance between your home and school or workplace?

Answered: 460 Skipped: 0

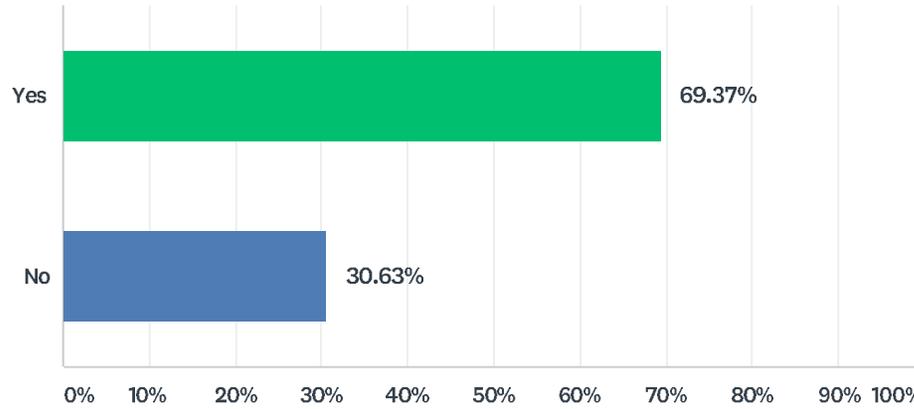


ANSWER CHOICES	RESPONSES	
Less than 2 miles	11.96%	55
2 - 5 miles	24.78%	114
5-10 miles	13.70%	63
10+ miles	29.78%	137
Not applicable	19.78%	91
<b>TOTAL</b>		<b>460</b>

Monroeville Walk-Bike-Hike Questionnaire

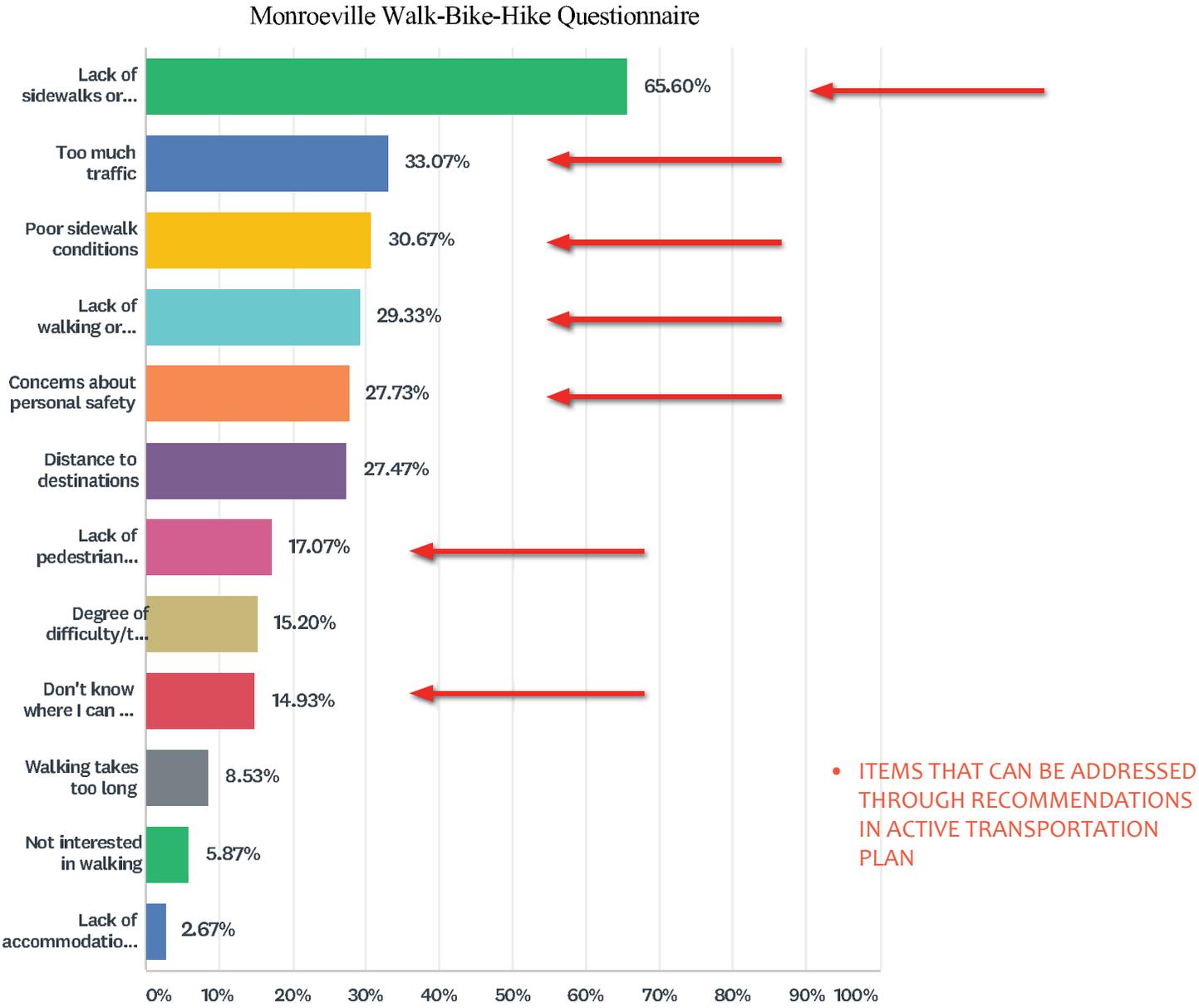
Q6 Do you consider sidewalks, where available, in Monroeville to be safe?

Answered: 382 Skipped: 78



ANSWER CHOICES	RESPONSES	
Yes	69.37%	265
No	30.63%	117
<b>TOTAL</b>		<b>382</b>

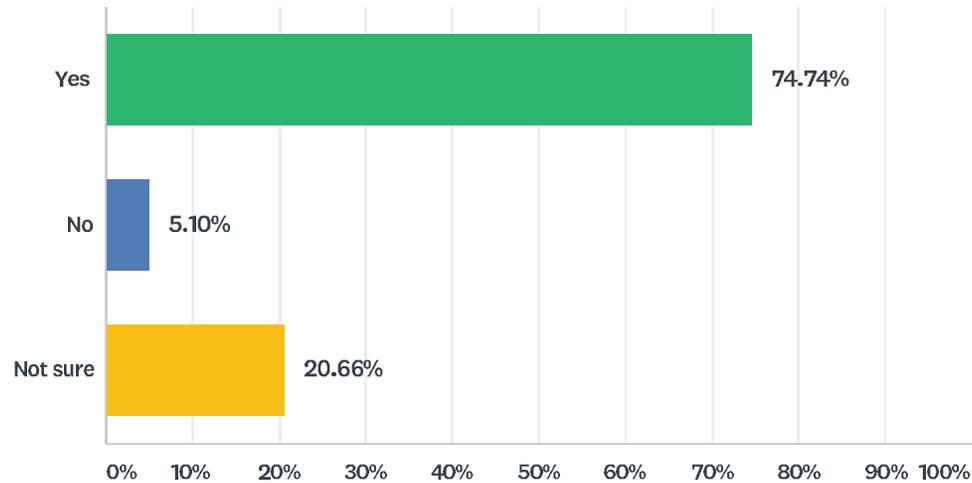
### Q8: What prevents you from walking in Monroeville more often? Check all that apply.



## Monroeville Walk-Bike-Hike Questionnaire

## Q9 If conditions for walking improved, would you walk more?

Answered: 392 Skipped: 68



ANSWER CHOICES	RESPONSES	
Yes	74.74%	293
No	5.10%	20
Not sure	20.66%	81
Total Respondents: 392		

- 95 PERCENT WOULD OR MIGHT WALK MORE

## Q10: Rank your most frequent walking destinations.

Monroeville Walk-Bike-Hike Questionnaire

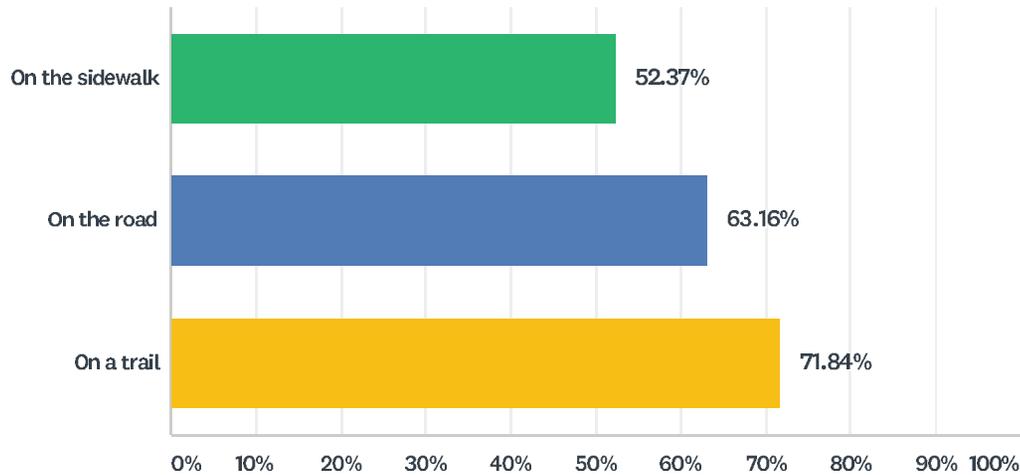
	DAILY	A FEW TIMES A WEEK	ONCE A WEEK	ONCE A MONTH	SELDOM	NEVER	NOT APPLICABLE	TOTAL
Work	4.55% 15	4.55% 15	2.12% 7	1.52% 5	5.15% 17	51.82% 171	30.30% 100	330
School	0.31% 1	0.62% 2	0.62% 2	0.62% 2	2.48% 8	32.30% 104	63.04% 203	322
Transit stop	1.86% 6	2.80% 9	0.31% 1	1.55% 5	9.01% 29	38.82% 125	45.65% 147	322
Park	5.65% 20	27.12% 96	20.34% 72	12.99% 46	15.54% 55	9.32% 33	9.04% 32	354
Errand destination	4.19% 14	7.78% 26	6.29% 21	6.29% 21	19.16% 64	39.52% 132	16.77% 56	334
Place of worship	0.00% 0	0.91% 3	4.24% 14	0.00% 0	4.85% 16	55.76% 184	34.24% 113	330
My typical neighborhood route/loop	15.88% 57	27.30% 98	15.60% 56	8.91% 32	15.32% 55	8.36% 30	8.64% 31	359
Recreation/health related	19.37% 74	40.05% 153	13.61% 52	7.07% 27	10.47% 40	4.97% 19	4.45% 17	382

- POTENTIAL OPPORTUNITIES TO INCREASE FREQUENCY

Monroeville Walk-Bike-Hike Questionnaire

Q11 When you walk, where do you walk? Check all that apply.

Answered: 380 Skipped: 80

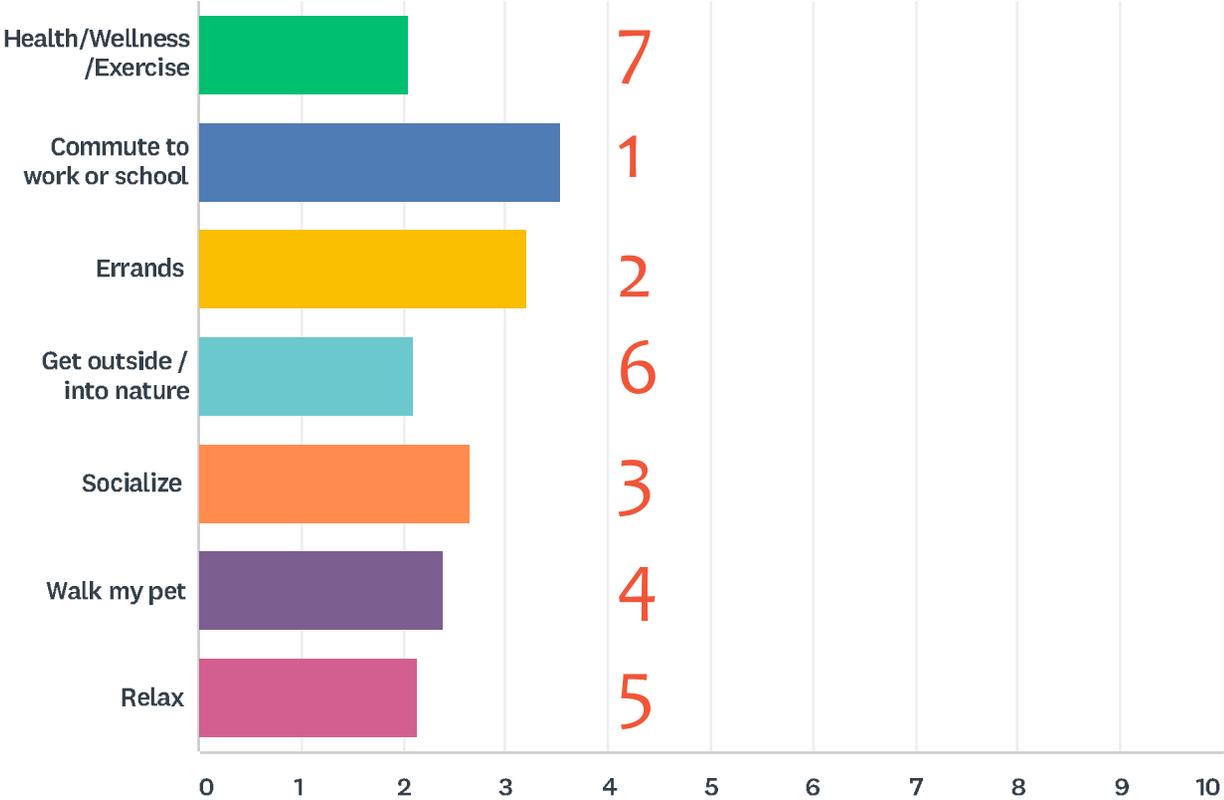


ANSWER CHOICES	RESPONSES	
On the sidewalk	52.37%	199
On the road	63.16%	240
On a trail	71.84%	273
Total Respondents: 380		

# Monroeville Walk-Bike-Hike Questionnaire

## Q12 Rank your purposes for walking.

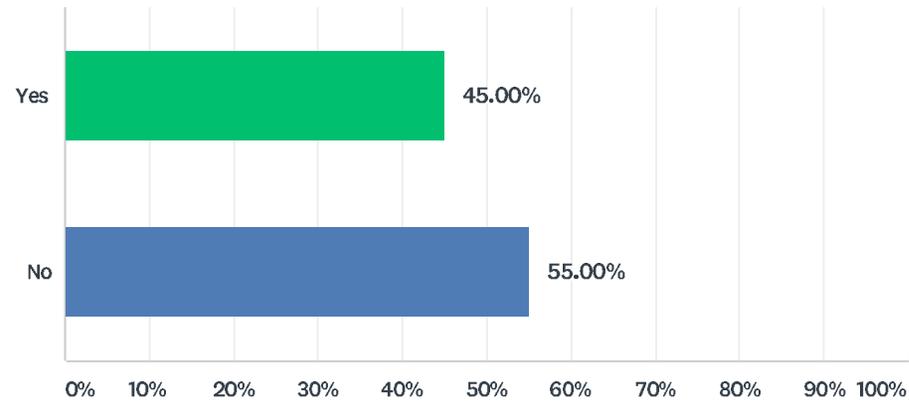
Answered: 394 Skipped: 66



## Monroeville Walk-Bike-Hike Questionnaire

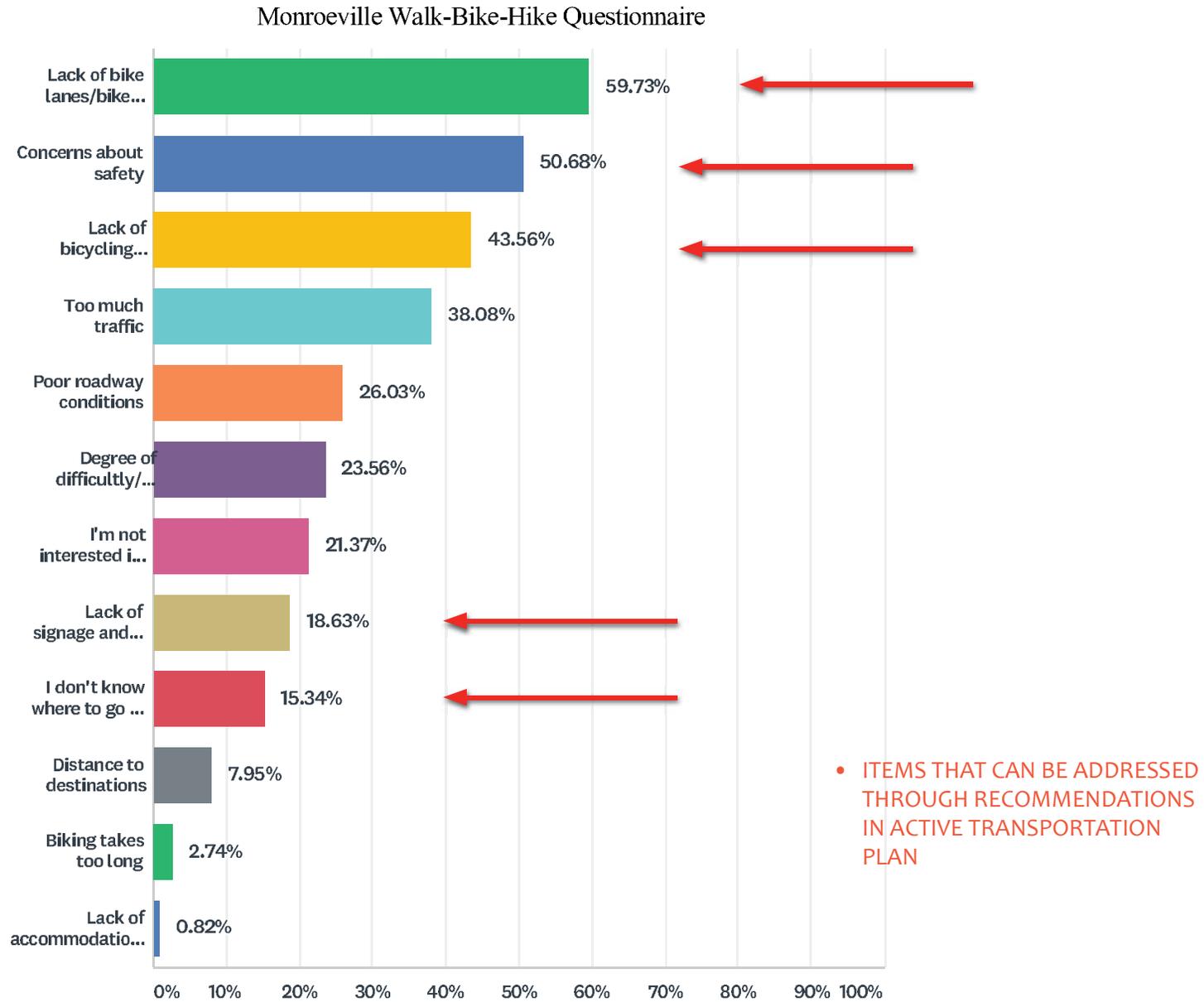
## Q13 Do you bike in Monroeville?

Answered: 380 Skipped: 80



ANSWER CHOICES	RESPONSES	
Yes	45.00%	171
No	55.00%	209
TOTAL		380

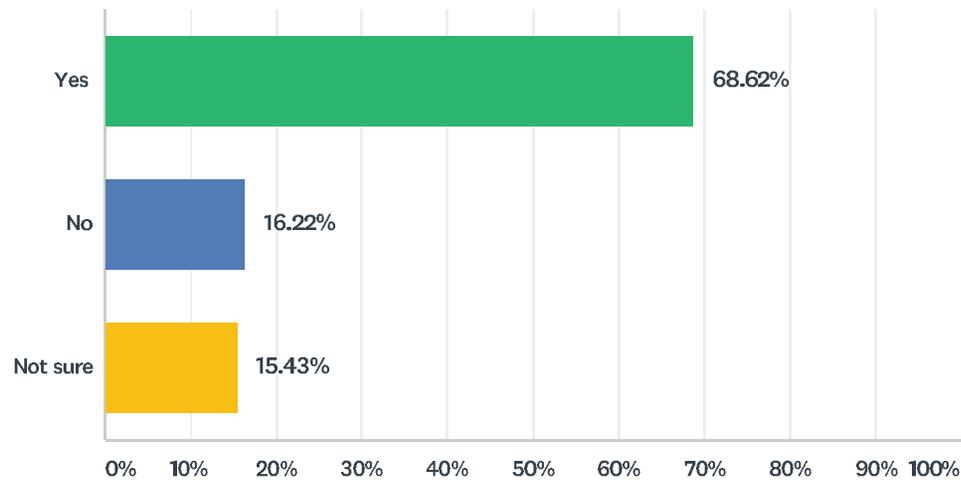
### Q14: What prevents you from biking in Monroeville more often? Check all that apply.



## Monroeville Walk-Bike-Hike Questionnaire

## Q15 If conditions for biking improved, would you bike more?

Answered: 376 Skipped: 84



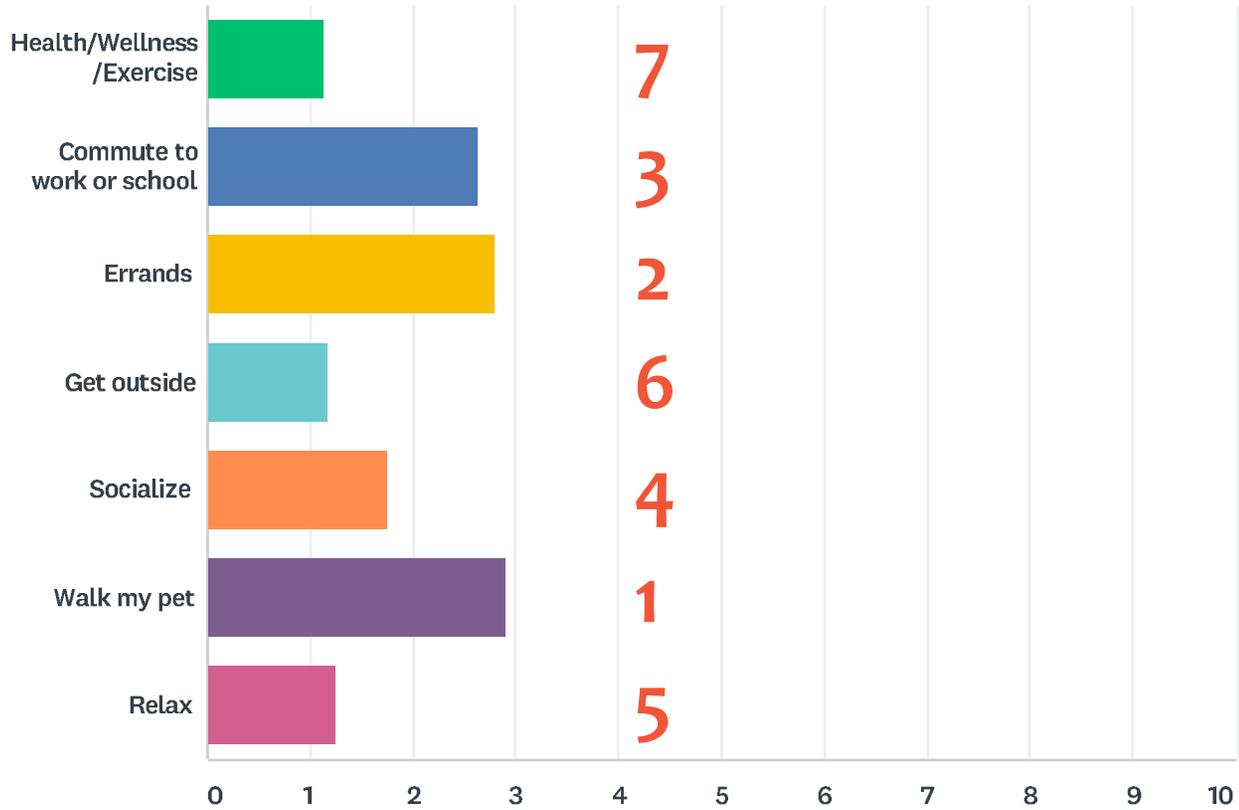
ANSWER CHOICES	RESPONSES	
Yes	68.62%	258
No	16.22%	61
Not sure	15.43%	58
Total Respondents: 376		

- 84 PERCENT WOULD OR MIGHT BIKE MORE

# Monroeville Walk-Bike-Hike Questionnaire

## Q16 Rank your purposes for biking.

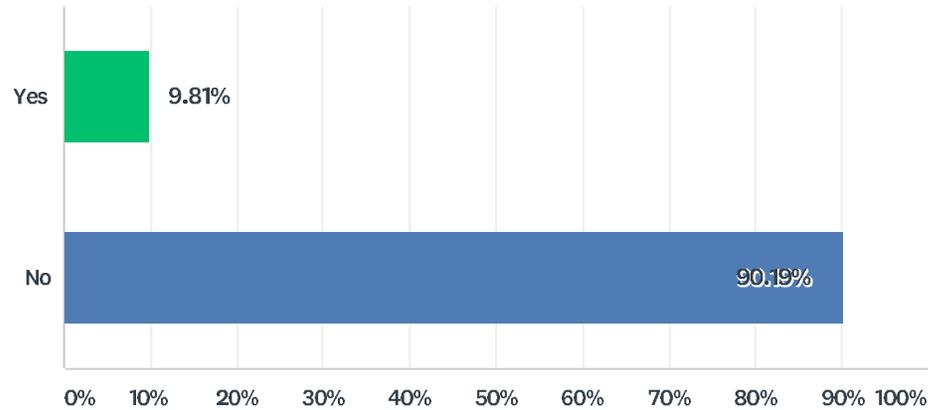
Answered: 371 Skipped: 89



## Monroeville Walk-Bike-Hike Questionnaire

## Q17 Do you consider the roadways to be safe to bicycle in Monroeville?

Answered: 367 Skipped: 93



ANSWER CHOICES	RESPONSES	
Yes	9.81%	36
No	90.19%	331
TOTAL		367

## Q14: Rank your most frequent bicycling destinations

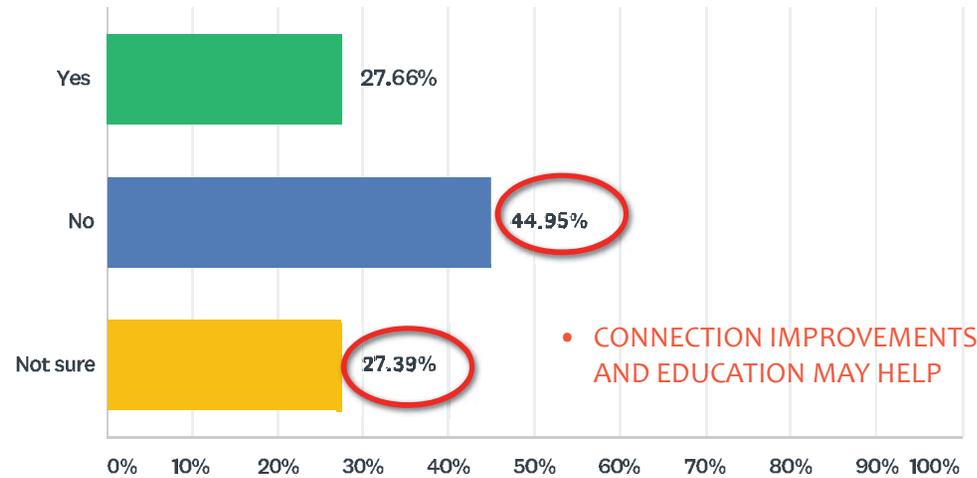
	DAILY	A FEW TIMES A WEEK	ONCE A WEEK	ONCE A MONTH	NEVER	NOT APPLICABLE	TOTAL
Work	2.07% 7	4.14% 14	2.96% 10	3.85% 13	36.98% 125	50.00% 169	338
School	0.30% 1	0.60% 2	0.30% 1	0.91% 3	24.77% 82	73.11% 242	331
Transit stop	0.60% 2	0.60% 2	0.90% 3	1.80% 6	32.43% 108	63.66% 212	333
Park	2.90% 10	16.23% 56	15.65% 54	18.84% 65	15.36% 53	31.01% 107	345
Errand destination	2.10% 7	3.60% 12	4.50% 15	7.21% 24	38.44% 128	44.14% 147	333
Place of worship	0.00% 0	0.60% 2	1.21% 4	1.21% 4	40.48% 134	56.50% 187	331
My typical neighborhood loop or route	6.76% 23	18.24% 62	10.29% 35	13.53% 46	19.71% 67	31.47% 107	340
Undetermined - recreation/health related	11.14% 39	22.29% 78	14.00% 49	15.14% 53	10.00% 35	27.43% 96	350

- POTENTIAL OPPORTUNITIES TO INCREASE FREQUENCY

Monroeville Walk-Bike-Hike Questionnaire

Q19 Are there bus stops convenient to your home and desired destinations?

Answered: 376 Skipped: 84



ANSWER CHOICES	RESPONSES	
Yes	27.66%	104
No	44.95%	169
Not sure	27.39%	103
TOTAL		376

Monroeville Walk-Bike-Hike Questionnaire

Q23 What prevents you from using Port Authority transit buses more often?

ANSWER CHOICES	RESPONSES	
Not interested in taking the bus	50.43%	176
Bus schedules are not convenient	34.10%	119
Bus stop locations are not convenient	34.10%	119
It takes less time to drive and park	33.24%	116
Buses are too crowded	5.16%	18
Bus stop location is not safe	4.30%	15
Bus stop locations lack accessibility accommodations for disability	1.72%	6



- ITEMS THAT CAN BE ADDRESSED THROUGH RECOMMENDATIONS IN ACTIVE TRANSPORTATION PLAN

## Monroeville Walk-Bike-Hike Questionnaire

## Q25 Which of these potential improvements/corridors/routes should be a priority? (Choose up to five.)

ANSWER CHOICES	RESPONSES	
Multi-use trail connecting Westmoreland Heritage Trail and Braddock	52.63%	190
Mountain bike/hiking trail between Haymaker Road and Westmoreland Heritage Trail	43.77%	158
Bike/walking connections to Boyce Park	38.50%	139
Multi-use trail along Route 286 (Abers Creek Road) between Route 22 and Old Frankstown Road	35.46%	128
Better way across Route 22	34.35%	124
Biking/walking connections to Community Park West	32.13%	116
Haymaker Road bike lane	24.38%	88
Mossie Road bike/walking lane	23.55%	85
Route 22 sidewalks to Wilkins	21.88%	79
Old William Penn Highway bike lane	21.88%	79
Monroeville Mall shared use path	17.73%	64
Other (please specify)	14.13%	51
Bike/walking connections to CCAC-Boyce campus	10.80%	39
Improved transit stop at ... (specify location in "other")	6.93%	25
New transit park-and-ride along Broadway Avenue.	6.09%	22
Total Respondents: 361		

**Q25: Which of these potential improvements/corridors/routes should be a priority?**

**Word cloud summary of project ideas specified under “Other.”**



## Q26: What is the likelihood that improvements would increase your use of active transportation?

	VERY LIKELY	LIKELY	SOMEWHAT LIKELY	NOT LIKELY	NOT APPLICABLE	TOTAL
Better connections to key destinations	45.70% 154	24.33% 82	15.13% 51	10.09% 34	4.75% 16	337
Convenient park and ride locations	22.40% 71	13.56% 43	13.56% 43	30.28% 96	20.19% 64	317
Connected sidewalks	40.44% 129	23.20% 74	19.44% 62	11.29% 36	5.64% 18	319
Bike lanes	39.94% 131	20.73% 68	14.94% 49	15.85% 52	8.54% 28	328
Off-road trails	53.82% 176	19.27% 63	13.76% 45	8.87% 29	4.28% 14	327
Paved shoulders	33.97% 106	21.79% 68	19.87% 62	19.23% 60	5.13% 16	312
Better education for motorists	31.66% 101	18.18% 58	18.81% 60	25.08% 80	6.27% 20	319
Better education for pedestrians	24.37% 77	20.89% 66	18.04% 57	29.11% 92	7.59% 24	316
Better education for bicyclists	24.84% 78	24.20% 76	18.15% 57	24.84% 78	7.96% 25	314
Better education for transit riders	12.94% 40	16.18% 50	15.86% 49	34.30% 106	20.71% 64	309
Pedestrian route maps	26.20% 82	23.00% 72	23.96% 75	18.53% 58	8.31% 26	313
Bicycling route maps	35.65% 113	27.76% 88	14.20% 45	12.93% 41	9.46% 30	317
Secure bicycle parking at destination	37.94% 118	20.90% 65	15.76% 49	15.43% 48	9.97% 31	311
Shower/changing facilities at destination	10.56% 32	7.59% 23	23.43% 71	42.57% 129	15.84% 48	303
Improved accommodations for disability	13.38% 40	8.36% 25	13.71% 41	25.75% 77	38.80% 116	299

- THESE TYPES OF IMPROVEMENTS MAY DO THE MOST TO ENCOURAGE ACTIVE TRANSPORTATION

- CONNECTION IMPROVEMENTS AND EDUCATION MAY HELP

**Q27: Please share with us any additional thoughts related to improving walking, biking and transit opportunities in the Municipality of Monroeville.**

needs many love help lanes safe improvements Anything buses work biking trails  
Great Allegheny Passage Westmoreland Heritage Trail Saunders Station  
bike lanes much great connection people safety Park make trails  
way sidewalks Also Monroeville thing bike unsafe  
area live Please Community Park walking surrounding areas community  
lack traffic WHT will Thank connect Valley walking biking problem use neighborhoods one  
along



## Federal – USDOT, FHWA

**Surface Transportation Program (STP)**

- **Type:** Federal, Reimbursement
- **Match:** 20%
- **Eligible Uses:**
  - ▶ Federal-aid highway road improvements (minor collectors and above)
  - ▶ Bridges on any public road (≥ 20' in length)
  - ▶ Bicycle and pedestrian infrastructure
  - ▶ Transit capital projects
  - ▶ Planning
- **Available Funding:** \$41 million/year, region-wide. Projects selected through TIP process.
- **Programmatic:** Must be consistent with regional long range transportation plan.
- **Federal Funding Types and Eligibility**

**Highway Safety Improvement Program (HSIP)**

- **Type:** Reimbursement
- **Match:** 10%
- **Eligible Uses:**
  - ▶ Projects or strategies to reduce identified safety problems consistent with the Strategic Highway Safety Plan.
  - ▶ Correct or improve a hazardous road location or feature.
- **Available Funding:** \$10.2 million/year, region-wide. Projects selected through TIP process.
- **Programmatic:** Performance based, must be consistent with the State Strategic Highway Safety Plan (SHSP); and consistent with regional long range transportation plan.

**State Highway Safety Program (HSP or Section 402)**

- **Type:** Reimbursement
- **Match:** 10%
- **Eligible Uses:**
  - ▶ Reduce injuries and deaths resulting from driving in excess speeds
  - ▶ Encourage the proper use of occupant protection devices
  - ▶ Reduce injuries and deaths resulting from driving while impaired
  - ▶ Prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles
  - ▶ Reduce injuries and deaths from school bus accidents
  - ▶ Reduce accidents from unsafe driving behavior
  - ▶ Improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures
  - ▶ Improve driver performance
  - ▶ Improve pedestrian and bicycle safety
  - ▶ Improve traffic records, accident investigations, vehicle registration, operation, and inspection, and emergency services
- **Available Funding:** \$10.2 million/year, region-wide. Projects selected through TIP process.
- **Programmatic:** Performance based, must be consistent with the State Strategic Highway Safety Plan (SHSP); and consistent with regional long range transportation plan. States can distribute funds to a wide network of sub-grantees, including local law enforcement agencies, municipalities, universities, health care organizations, and other local institutions. At least 40% of Section 402 funds must be spent by local governments or be used for the benefit of local governments.

### Federal – USDOT, FHWA (Cont.)

#### Livability through Smart Transportation (SMART)

- **Type:** Reimbursement
- **Match:** 20%
- **Eligible Uses:**
  - ▶ Bicycle and Pedestrian facilities
  - ▶ Corridor management/congestion reduction
  - ▶ Intermodal/TOD
  - ▶ Land use and transportation linkage
  - ▶ Planning and redevelopment
  - ▶ Road improvements
  - ▶ Streetscapes/traffic calming
- **Available Funding:** \$1.6 million/year, region-wide. Projects selected by competitive application process, every two years
- **Programmatic:** projects must be in within urbanized area and consistent with regional long range transportation plan.
- **Eligible Applicants:** Nonprofit organizations are not eligible as direct recipients of funds, but may partner with SPC member county governments and the City of Pittsburgh to submit candidate projects

#### Congestion Mitigation and Air Quality (CMAQ) (SPC & PennDOT Administered)

- **Type:** Reimbursement
- **Match:** 20%
- **Eligible Uses:**
  - ▶ Public Transportation
  - ▶ Traffic Flow and HOV Lanes (non Single Occupancy Vehicle capacity increases)
  - ▶ Non-recreational bicycle and pedestrian facilities
  - ▶ Ride Sharing and Transportation Demand Management (TDM)
  - ▶ Alternative Fuels
  - ▶ Education and Outreach
  - ▶ Intermodal Connections
- **Available Funding:** \$18 million/year, region-wide. Projects selected through competitive application process every two years
- **Programmatic:** Must be consistent with regional long range transportation plan. Must be used in Air Quality Non-Attainment or Maintenance Areas.
- **Eligible Applicants:** Nonprofit organizations are not eligible as direct recipients of funds, but may partner with any eligible entity on a project
- **Federal Funding Types and Eligibility**

**Federal – USDOT, FHWA (Cont.)****Transportation Alternatives Set-Aside (TASA) (SPC & PennDOT Administered)**

- **Type:** Reimbursement
- **Match:** 20% Local (preconstruction activities act as local match for 100% federal construction)
- **Eligible Uses:**
  - ▶ Bicycle and Pedestrian Facilities
  - ▶ Safe Routes for Non-Drivers
  - ▶ Conversion of Abandoned Railway Corridors to Trails
  - ▶ Historic Preservation of Transportation Facilities
  - ▶ Construction of Turn-Outs, Overlooks and Viewing Areas
  - ▶ Outdoor Advertising Management
  - ▶ Environmental Mitigation (incl. Stormwater & Vegetation Management)
- **Available Funding:** \$1.7 million/year, region-wide, and \$17 million/year statewide. Projects selected by competitive application process every 2 years
- **Programmatic:** Must be consistent w/ regional long range transportation plan.
- **Eligible Applicants:** Nonprofit organizations are not eligible as direct recipients of funds, but may partner with any eligible entity on a project

**State - PennDOT****Green Light-Go**

- **Type:** Reimbursement
- **Match:** 20% Local
- **Available Funding:** up to \$40 million/cycle, state-wide. Projects usually selected annually by competitive application process
- **Programmatic:** Projects are located on existing state and local highways
- **Eligible Applicants:** Municipalities, Counties, Planning Organizations
- **Eligible Uses:**
  - ▶ Study and removal of unwarranted signals
  - ▶ Traffic signal timing
  - ▶ LED replacements
  - ▶ Asset management
  - ▶ Traffic signal operations and maintenance
  - ▶ Innovative technologies
  - ▶ Communications
  - ▶ Detection and controller upgrades
  - ▶ Modernization upgrades

**Automated Red Light Enforcement Transportation Enhancement Program (ARLE)**

- **Type:** Reimbursement
- **Match:** N/A; however, limited funds available and cost sharing is encouraged.
- **Available Funding:** Historically between \$3 and \$8.8 million/year, state-wide. Projects selected by competitive application process. (every year).
- **Eligible Applicants:** local governments, MPO & RPO's, State Agencies
- **Eligible Uses:**
  - ▶ Study and removal of unwarranted signals
  - ▶ Traffic signal timing
  - ▶ LED replacements
  - ▶ Construction of turn lanes

- ▶ Signage, roadway re-striping, guiderails, and center line rumble strips
- ▶ Traffic signal operations and maintenance
- ▶ Innovative signal technologies
- ▶ Communications
- ▶ Detection and controller upgrades
- ▶ Modernization and safety upgrades
- ▶ Drainage improvements

### **Multimodal Transportation Fund (PennDOT)**

- **Type:** Reimbursement: on a monthly basis, based on invoices
- **Match:** 30% Local (cash contributions or cash equivalents for the appraised value of the real estate necessary to construct an eligible project)
  - ▶ *Other state or federal agency grant cannot be used as match*
- **Eligible Uses:**
  - ▶ Projects which coordinate local land use with transportation assets to enhance existing communities
  - ▶ Streetscapes, lighting, and pedestrian safety
  - ▶ projects improving connectivity or the utilization of existing transportation assets
  - ▶ Projects related to the development of transit-oriented development
- **Available Funding:** \$77 million/year, state-wide. Projects selected by competitive application process, usually every year, fall-winter.
- **Programmatic:** Project cost of \$100,000 or more; grants normally will not exceed \$3,000,000.
- **CFA Programs**

### **State – Commonwealth Finance Authority (CFA)**

#### **Act 13 Greenways, Trails & Recreation Program**

- **Type:** Reimbursement - CFA will release funds to the applicant at 30-day intervals
- **Match:** 15% Local; cash match of the total project cost or cash equivalents for the appraised value of real estate
- **Available Funding:** Opens annually (winter-spring), grant not to exceed \$250,000
- **Eligible Uses:**
  - ▶ **Projects:** Public Park & Recreation Areas, Greenways & Trails, Rivers Conservation
  - ▶ **Activities:** development, rehabilitation, improvement, planning, & acquisition
- **Eligible Applicants**
  - ▶ Municipalities, COG's, Watershed Organizations, For-Profit Businesses
  - ▶ "An entity involved in research, restoration, rehabilitation, planning, acquisition, development, education or other activities, which furthers the protection, enhancement, conservation, preservation or enjoyment of this commonwealth's environmental, conservation, recreation or similar resources. The organization must be a tax-exempt institution under section 501(c) (3) and registered with the Bureau of Charitable Organizations or an educational institution involved in these authorized activities or a municipal authority."
  - ▶ An accredited university, college, seminary college, community college or two-year college

### State - Department of Community & Economic Development (DCED)

#### Multimodal Transportation Fund (DCED)

- **Type:** Reimbursement - CFA will release funds to the applicant at 30-day intervals
- **Match:** 30% Local; (cash contributions or cash equivalents for the appraised value of the real estate necessary to construct an eligible project)
- **Eligible Uses:**
  - ▶ Projects which coordinate local land use with transportation assets to enhance existing communities
  - ▶ Streetscapes, lighting, and pedestrian safety
  - ▶ Projects improving connectivity or the utilization of existing transportation assets
  - ▶ Projects related to the development of transit-oriented development
- **Eligibility/Availability:** Round opens annually, summer (usually)
  - ▶ Local Government, COG, Business, Economic Development Organization, Public Transit Agency, Port Owners
  - ▶ EDO : a nonprofit corporation or association whose purpose is the enhancement of economic conditions in their community
- **Programmatic:** Projects must have a total cost of \$100,000; generally requests do not exceed \$3,000,000.

#### Municipal Assistance Program (MAP)

- Funding for local governments to plan and implement a variety of services, improvements, and soundly managed development for three groups of activities:
  - Shared services
  - Community planning
  - Floodplain management
- **Applicants:** Counties and municipalities; multi-municipal/intergovernmental planning and partnerships with agencies, non-profits, & private sector is encouraged
- **Available Funding:** Grants up to 50% of eligible costs; rolling applications; due to limited resources applications are competitive

#### Transit Revitalization Investment District (TRID)

- **Act 151 of 2016:** improved the TRID Act, previously enacted in 2004, which authorized the designation of an area around a mass transit stop or station as a TRID. Required the use of all incremental tax revenues generated by new investment to be used within the TRID area
- **A TRID:** basically redirects a portion of state taxes collected in the area around a transportation hub, capturing those revenues in order to fund infrastructure improvements
- **The new law:**
  - Permitted to dedicate a portion (not the entire amount) of incremental revenues to TRID
  - More agencies are eligible to become a TRID Management Entity
  - Rolling TRID: the boundaries can be drawn to include the most immediate sites, with new sites added later. This is proving to be successful in East Liberty
  - **Planning:** Municipalities or County must commit 25% in matching funds for a TRID planning study
  - New fund created to issue a pair of annual grants at \$350,000 that requires a 2-1 match. Funds can be used for infrastructure construction or maintenance, and debt service on TRID bonds.
  - Authorized for 20 years, though the funding is an annual appropriation.
- A TRID Study must be completed before creating a TRID.

### Allegheny County (RAAC)

#### **Community Infrastructure and Tourism Fund (CITF):**

- Provides grants and loans for municipalities, authorities, COGs, for-profit businesses (loans only), and non-profit organizations and trusts, to carry out important infrastructure-related projects, or, for the acquisition and development of key sites for future use
- **Available Funding:** Opens annually (winter), grant not to exceed \$250,000
- **Eligible Activities:** Land acquisition; rehabilitation of storm/sewer systems, water supply facilities, buildings, recreational areas; site preparation; environmental remediation; predevelopment & planning activities; engineering, design & inspection costs; & signage, landscaping, and streetscape improvements
- **Allegheny County (RAAC)**

#### **Gaming Economic Development Fund (GEDF):**

- Grants and loans for municipalities, authorities, COGs, for-profit businesses (loans only), and non-profit organizations and trusts, to carry out important economic development projects
- **Available Funding:** Opens annually (winter-spring), grant not to exceed \$500,000; all projects must have a minimum \$500,000 project budget
- **Eligible Activities:** Projects that promote economic activity, create, and/or retain jobs; improve or create infrastructure; workforce development projects; community improvement projects; public safety projects; and projects that improve the quality of life in the affected communities
- **Commonwealth Financing Authority:** following evaluations and recommendations by RAAC, requests are forwarded to the CFA for final consideration

## Sample Language for Subdivision and Land Development Ordinances

### Bicycle Facilities

Bike racks shall be installed and maintained in accordance with the following:

- One (1) bike rack with a capability of holding up to ten (10) bicycles shall be required for every 30,000 square feet of gross leasable area.
- Bike racks shall be permanently anchored or in a concrete footing to ensure stability and security.
- Bike racks shall be located near building entrances in a visible areas and areas of major pedestrian activity.
- When possible, bike racks should be located under shelter or a building overhang or inset to protect the bicycles.
- Require provision of adequate off-street bicycle parking for new development and redevelopment projects.

### Crosswalks

- Crosswalks shall be installed and maintained as an integral component of the sidewalk system and shall be provided at all intersections of streets and driveways and at all continuation of sidewalks and paths across streets and driveways.
- All crosswalks shall be signed to indicate pedestrian crossing.
- Crosswalks shall be a minimum width of six (6) feet and wider at crossings with high numbers of pedestrians. Crosswalks shall be striped in accordance with the Federal Highway Administrator's Manual on Uniform Traffic Control Devices.

### Sidewalks

*There are several possibilities, including though not limited to: requiring sidewalks on both sides of all public streets; requiring sidewalks when there is a change in ownership or when a new subdivision or land use project is proposed; and a "fee-in-lieu-of-sidewalks" regulation whereby a fee would be collected in those circumstances where a sidewalk is not feasible based on the location of the*

*proposed project and the fee would be applied to the installation of sidewalks in a more appropriate location. Ideally, any waiver language would be strict as opposed to generous.*

- Sidewalks shall be a minimum of five (5) feet in width and required on both sides of all public streets where identified as priority ("where identified as priority," if such is the case in the comprehensive plan or other related documents of the County or respective Municipality??).
- Where sidewalks are not identified as a priority, installation is strongly encouraged, though not required on both sides of the street; or In those cases that sidewalks are not identified as a priority, an applicant of a proposed project shall install sidewalks on both sides of all public streets or submit a "fee-in-lieu-of" installation of sidewalks (as determined by the County or respective Municipality).

### Parking

- Ideally, parking requirements should take in to account the possibility of sidewalks and bicycle racks, which should enable a requirement for fewer parking spaces per square foot.

### Trails

To optimize active transportation, the points would be:

- Require the identification of existing trails during the land development process;
- Protect existing trails or allow for realignment of existing trails on the proposed site;
- Establishment of new trails to connect to existing trails or planned facilities; and
- Realigned or new trails should be installed prior to the development of building structures on the site.

Contact: Carol Reichbaum; carolr@pitt.edu Rev.

March 15, 2017

## Suggested Guiding Goals or Policies for Inclusion in Comprehensive and/or Transportation Plans

*The following language is offered for consideration to county or municipal entities as they develop new or update existing comprehensive plans. Specifically, the suggested language aims to enhance support for a built environment that enhances opportunities for active transportation – e.g., walking, bicycling, wheelchair rolling and public transit. From the perspective of WalkWorks, we hope that the policies and/or actions of comprehensive plans will be aimed at improving population health and overall quality of life. In no way are these suggestions intended to be construed as requirements, all-inclusive nor in order of priority. Rather, the intention is to encourage plans that foster well-designed developments and multi-modal neighborhoods offering healthy lifestyle opportunities for Pennsylvania residents as research has shown active transportation has a positive impact on both physical and mental health.*

### Premise (possible inclusion in introduction to plan):

Smart growth means using comprehensive planning to guide, design, develop, revitalize and build communities, for all that: have a unique sense of community and place; preserve and enhance valuable human, natural and cultural resources; equitably distribute the costs and benefits of development; expand the range of transportation, employment and housing choices in a fiscally responsible manner; value long range, regional considerations of sustainability over short term incremental geographically isolated actions; and promotes public health and healthy communities. Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse epitomize the application of the principles of smart growth. In contrast to prevalent development practices, Smart Growth refocuses a larger share of regional growth within central cities, urbanized areas, inner suburbs, and areas that are already served by infrastructure. Smart Growth reduces the share of growth that occurs on newly urbanizing land, existing farmlands, and in environmentally sensitive areas (American Planning Association).

Promote Smart Growth community design strategies that encourage physical activity in the built environment.

### Active Transportation/Multi-Modal Related Policies

Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips within neighborhoods and to centers, corridors, major destinations and as a means for accessing transit.

Pedestrian networks. Create more complete networks of pedestrian facilities and improve the quality of the pedestrian environment.

Pedestrian safety and accessibility. Improve pedestrian safety, accessibility and convenience for people of all ages and abilities.

Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable and accessible to people of all ages and abilities.

Public transportation. Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.

Transportation to job centers. Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to their jobs.

Transit service. In partnership with \_\_\_\_, develop a public transportation system that conveniently, safely, comfortably and equitably serves residents and workers 24 hours a day, 7 days a week.

Transit equity. In partnership with \_\_\_\_, maintain and expand high-quality frequent transit service to all town centers, civic corridors, neighborhood centers, neighborhood corridors and other concentrations of employment and improve service to areas with high concentrations of low socioeconomic and historically under-served and under-represented populations.

Walkable neighborhoods. Promote walkable and bikeable neighborhoods. Foster the creation of well-designed developments, and walkable and bikeable neighborhoods that offer healthy lifestyle opportunities for all residents – walkers, bikers and rollers.

## Other

The region's infrastructure system will be designed to protect and enhance public health and the environment. Transportation and development choices will reflect a priority on safe and secure multimodal networks for both people and delivery of goods.

Support the development of sidewalks and trails that enhance safety and enable physical activity; or

Foster the creation of well-designed developments, and walkable and bikeable neighborhoods that offer healthy lifestyle opportunities for County residents; or

Developments and streets shall be designed to create walkable and bikeable neighborhoods that offer healthy lifestyle opportunities for residents of all ages, incomes and abilities.

Zoning is a tool a community may utilize to regulate the use of land and the location and intensity of development. It is initiated by the adoption of a zoning ordinance designed to protect the public health, safety and welfare and to guide growth.

Create a coordinated, efficient and more affordable multimodal transportation system.

Make cost-effective investments and system-management decisions that encourage people to choose healthy, active and low-carbon transportation modes and systems.

Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.

Ensure safety for users of all transportation modes with attention to the most vulnerable users, including people with disabilities, those using mobility devices, the young and the elderly.

Guide the location and design of new street, pedestrian, bicycle and trail infrastructure.

The purposes of zoning are to regulate land use, prevent land use conflict and allow growth to occur in a rational manner. Zoning aims specifically to:

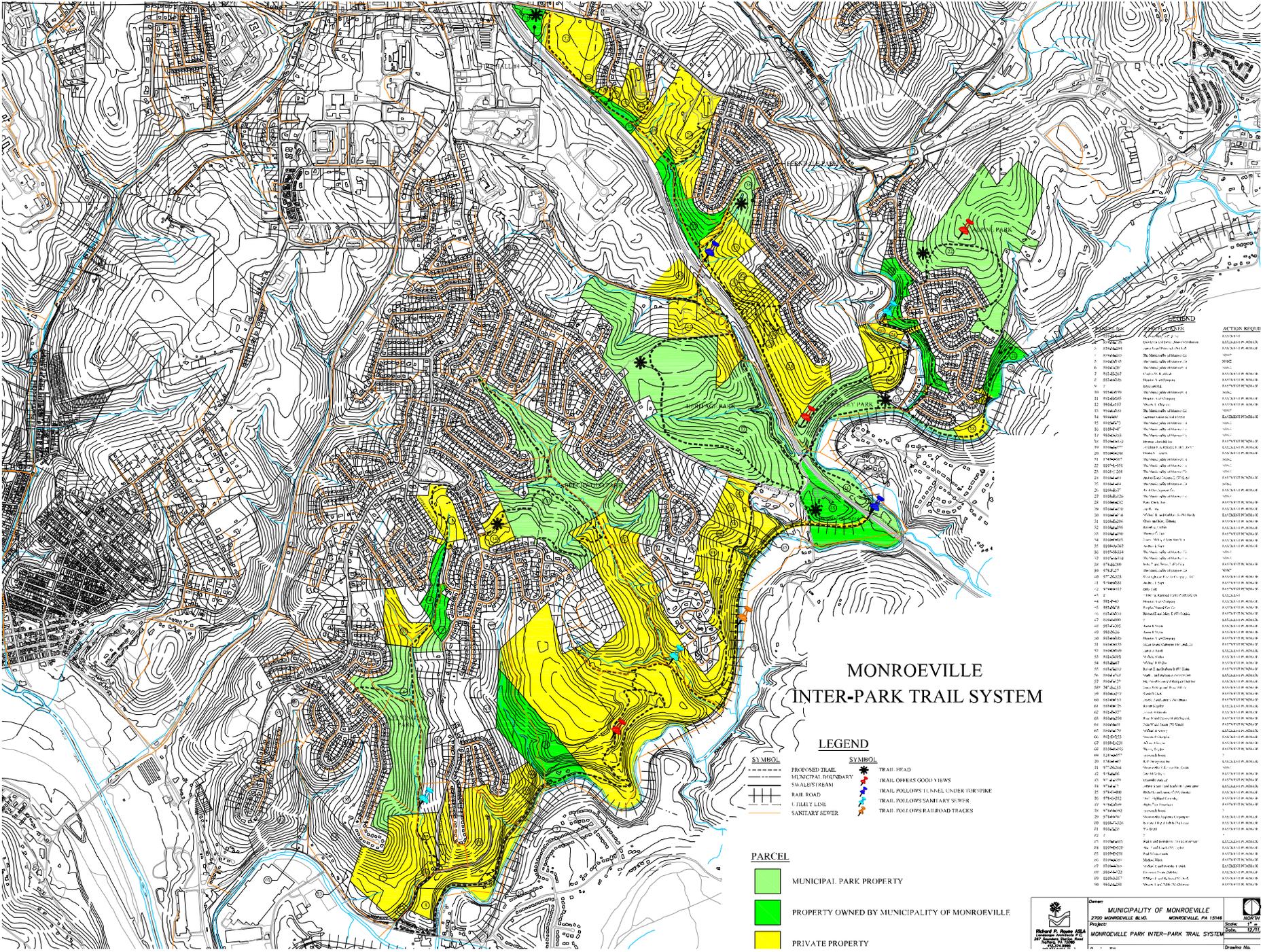
- Use land for its most suitable purpose
- Protect or maintain property values
- Promote public health and safety
- Protect the environment
- Manage traffic
- Manage density
- Encourage housing for a variety of lifestyles and economic levels
- Manage aesthetics
- Provide for more orderly development
- Help attract business and industry

For questions, please contact Carol Reichbaum: [carolr@pitt.edu](mailto:carolr@pitt.edu).

March 2017

### Monroeville Inter-Park Trail System Master Plan

Monroeville developed a plan for connecting parkland in its southeastern quadrant. Proposed trails would loop within parks and occupy public or private lands to connect parks. The master plan map from 2001 is provided on the next page.



## MONROEVILLE INTER-PARK TRAIL SYSTEM

### LEGEND

- |                    |                                      |
|--------------------|--------------------------------------|
| PROPOSED TRAIL     | TRAIL HEAD                           |
| MUNICIPAL BOUNDARY | TRAIL OFFERS GOOD VIEWS              |
| SVALENT TRAIL      | TRAIL FOLLOWS TUNNEL UNDER FUR SPIKE |
| RAIL ROAD          | TRAIL FOLLOWS SANITARY SEWER         |
| 1' JULY LINE       | TRAIL FOLLOWS RAILROAD TRACKS        |
| SANITARY SEWER     |                                      |

### PARCEL

- MUNICIPAL PARK PROPERTY
- PROPERTY OWNED BY MUNICIPALITY OF MONROEVILLE
- PRIVATE PROPERTY

PARCEL NO.	OWNER	ACTION REQUIRED
1	...	...
2	...	...
3	...	...
4	...	...
5	...	...
6	...	...
7	...	...
8	...	...
9	...	...
10	...	...
11	...	...
12	...	...
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92	...	...
93	...	...
94	...	...
95	...	...
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97	...	...
98	...	...
99	...	...
100	...	...

Richard P. Reilly  
Municipal Engineer  
2700 MONROEVILLE BLVD.  
MONROEVILLE, PA 15146

**MUNICIPALITY OF MONROEVILLE**  
2700 MONROEVILLE BLVD.  
MONROEVILLE, PA 15146

**MONROEVILLE PARK INTER-PARK TRAIL SYSTEM**

Owner: MUNICIPALITY OF MONROEVILLE  
2700 MONROEVILLE BLVD.  
MONROEVILLE, PA 15146

Project: MONROEVILLE PARK INTER-PARK TRAIL SYSTEM

Date: 12/17

Drawn by: [Signature]



