Connellsville Walk/Bike Audit

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Many residents contributed to the audit by participating in the walkabout and offering insight and feedback on route issues.

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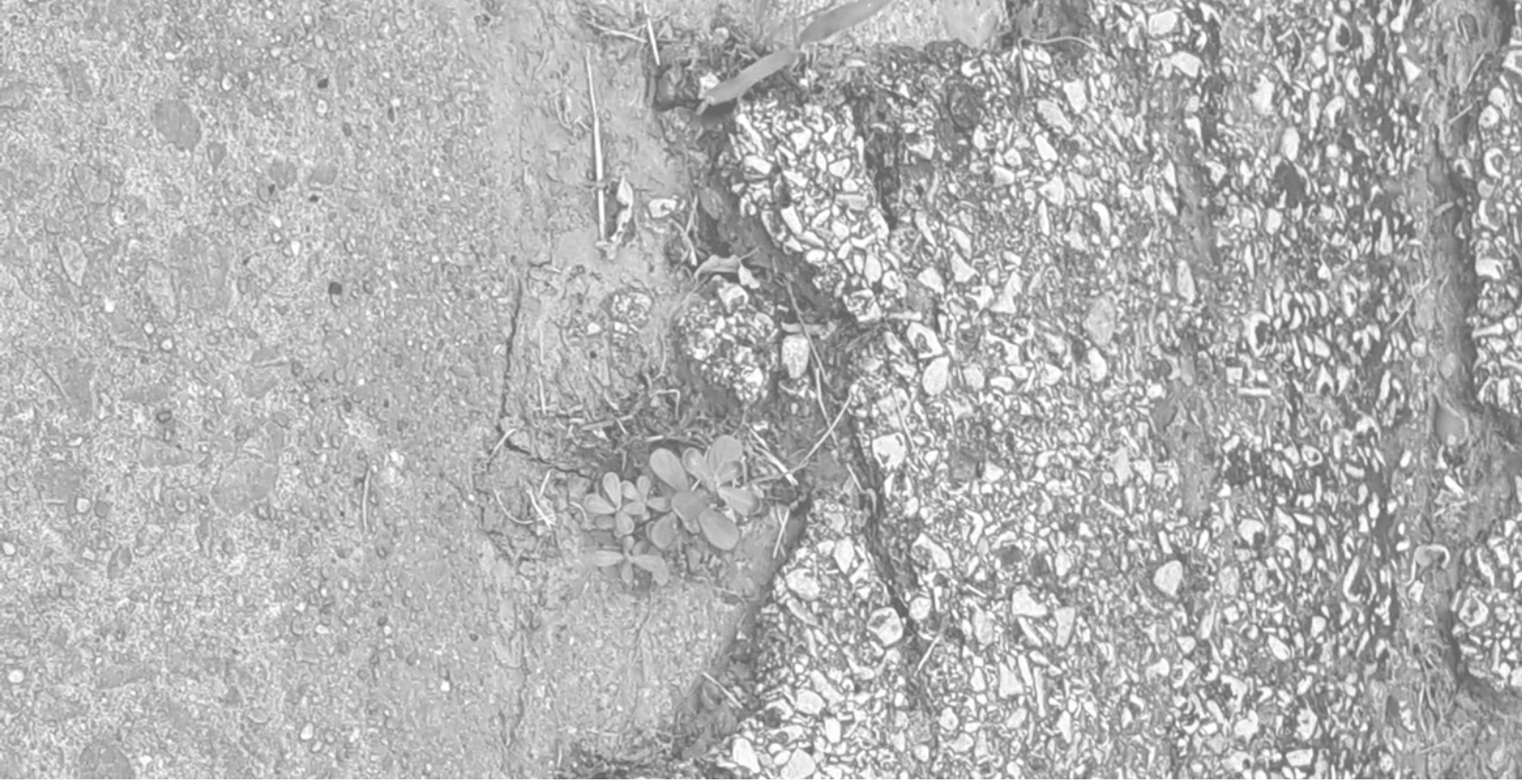
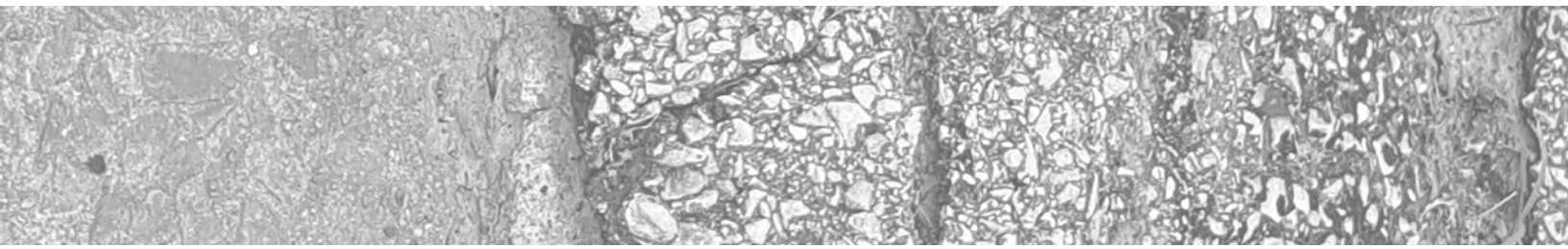
Contents



Introduction



A primary task of all public realm design in densely settled areas is to define streets as places of shared use. Physical design should create a consistent and coherent framework to support local goals —to foster a thriving local economy, to cultivate a safe and friendly place for families to grow and play, to respect the past while preparing for what the future may bring.

Past planning efforts in Connellsville uniformly support a need to make the City's street network more people-oriented, and not only because getting residents and visitors on foot or bike makes good sense for the environment and public health: The City's long-term prosperity depends on it.

Project Scope and Goals

Connellsville's Walk/Bike Audit is a component of the City's Comprehensive Plan update, bringing to life some of the developing goals and recommendations related to the transportation network and local economy. It is intended to build upon past accomplishments and establish direction for future efforts to make City streets more safe and suitable for pedestrian and bicycle traffic.

The audit examined three routes within the City that developed based on feasible connections between key destinations, as guided by the Comprehensive Plan Steering Committee and public input. Analysis of the routes represents a joint effort between residents and local leaders, who participated in a Walkabout event to record data on the routes, and a multi-disciplinary professional team that included traffic engineers, landscape architects, planners and community development specialists.

From the outset, goals for the Walk/Bike Audit included:

- Carrying forward relevant lessons and recommendations from prior studies
- Improving the safety and accessibility of bicycle and walking systems throughout the City for residents and visitors
- Providing safer and more convenient walking and bicycling routes that connect to food sources, businesses and other community destinations
- Creating an implementable action plan supported by identified priorities, construction budget estimates and community buy-in.

More specifically, the audit asked:

Presence and Availability:

Are pedestrians and cyclists accommodated?

Design and Placement:

Are design features present that adversely impact pedestrian or cyclist use of the facility?

Operations:

Are suitable provisions in place for pedestrians and cyclists given the characteristics of the roadway or path (speed, volume, traffic and functional classification)? Do access management practices detract from walking/cycling safety?

Quality and Conditions:

Is the walking/riding surface maintained free of debris and hazards? Is drainage adequate on the walking/riding surface? Are drainage grates designed for cyclists?

Obstructions:

Are there any horizontal or vertical obstructions (temporary or permanent) along the facility?

Roadside:

Is the clear zone for pedestrian and cycling operating space adequate?

Continuity and Connectivity:

Could someone walk or ride a bike continuously? Is there adequate non-vehicle connectivity to major destinations?

Lighting:

Is the walking/riding surface adequately lit?

Visibility:

Is visibility adequate from the perspective of all road users? Are all types of users visible to one another?

Signs and Pavement Markings:

Are signs and markings along the riding surface visible, well maintained, easily understood and adequate?

Signals:

If pedestrian crossing buttons and/or bicycle detection are present, are such tools properly positioned, functioning and effective? Does the traffic signal design accommodate all users?

Human Factors/Behavior: How can the built environment induce mutual consideration and safe, predictable behavior among all road users? Do roadway user behaviors increase crash risk?

Context for Audit

Street network overview

The City's transportation system involves roads, rail, waterways, bicycle trails and pedestrian paths. U.S. Route 119 is the primary north-south corridor and highest-volume route, linking Connellsville to major population centers throughout the region. State Route 711 is the primary east/west corridor, and State Route 201 connects the City to communities to the west and northwest.

Most of Connellsville's reported traffic problems occur on these major thoroughfares, including accidents, congestion, speeding and the impacts of truck traffic. Peak-hour delays are the most intense along S.R. 711/ West Crawford Avenue from Route 119 to Pittsburgh Street. Collisions are concentrated at the intersection of Route 119/8th Street and West Crawford Avenue, in the vicinity of the Crawford Bridge, along East Crawford Avenue between Pittsburgh and Prospect streets and at the intersection of West Crawford Avenue and Pittsburgh Street.

The stretch of Route 119 leading into Connellsville is generally considered to be among the most dangerous in Fayette County. Between 1997 and 2012, the nine-mile portion of Route 119 spanning Route 201 and Route 31 in Westmoreland County saw 31 crashes involving fatalities and 42 that resulted in major injuries.[1] The road is a four-way corridor with heavy traffic and relatively high speed, but also has many access points for businesses. The combined effect, especially in lower-visibility areas, is speeding traffic braking hard for vehicles accelerating or decelerating as they enter or exit the roadway.

Multiple one-way streets (North 6th Street and North and South Third Street, Eighth Street, West Fayette Street) expedite traffic flow through Connellsville's downtown and western side. On one hand, this configuration is designed to improve efficiency by eliminating left turns through oncoming traffic and, in some cases, opening two parallel same-direction lanes for vehicles. On the other hand, one-way streets generally detract from a walkable downtown environment:

- One-way streets tend to encourage higher speed, and some studies suggest that drivers using them pay less attention because there is no conflicting traffic flow.[2]
- One-way streets cause additional vehicle miles traveled for drivers unfamiliar with their navigation, or for those circling in search of parking.
- Drivers on one-way streets tend to stop less, which portends less interaction with businesses and other attractions along the way.

1 *Layton, Miles. "Father whose son died in crash says Route 119 dangerous." Herald-Standard, June 25, 2013.*
2 *Jaffe, Eric. "The Case Against One-Way Streets." CityLab, January 1, 2013.*

Sidewalks do not exist everywhere within Connellsville. The City's Subdivision and Land Development ordinance contains only limited regulations for their installation and specifications, so they vary in width, material and quality where they exist. Maintenance varies. The City's downtown and western side are its most pedestrian/bike-friendly areas, given the prevalence and condition of sidewalks and crosswalks and the density of destinations.

Previous studies

The Walk/Bike Audit builds upon the research and direction established by various planning studies completed on behalf of the City of Connellsville. Recommendations from these documents were considered and, where relevant, have been incorporated into the analysis and recommended action steps for this project.

These documents included, but were not limited to:

Bicycle Master Plan (2014)

This document establishes a vision for Connellsville as a world-class biking community. It evaluates current conditions across the City's entire street network, lays out goals and objectives particular to strengthening the infrastructure available to cyclists and includes a set of recommended projects with cost estimates.

Gateway to Gateway Master Plan (2009)

This plan was created to guide future decisions related to City projects associated with the Great Allegheny Passage. It establishes a master plan for the First to Third Street corridor area.

An Action Plan for Local Foods, Local Places Initiatives (2016)

This document represents an action plan for advancing Connellsville's local food system, continuing to strengthen the economic activity Downtown and improve public health outcomes.

The action plan included a goal of promoting healthy lifestyles and continuing to strengthen the City's walking and biking infrastructure and opportunities for exercise in daily activities. The walk/bike audit was identified as a means of identifying key infrastructure opportunities for improving the safety and convenience of local walking and biking.

Downtown Master Plan (2009)

This component of the multi-municipal Comprehensive Plan called for commercial and mixed-use redevelopment, historic restoration, bicycle facility and streetscape improvements in a core area defined by Prospect Street, Fairview Avenue, Water Street and Apple Street.

Community Design Workshop (2008)

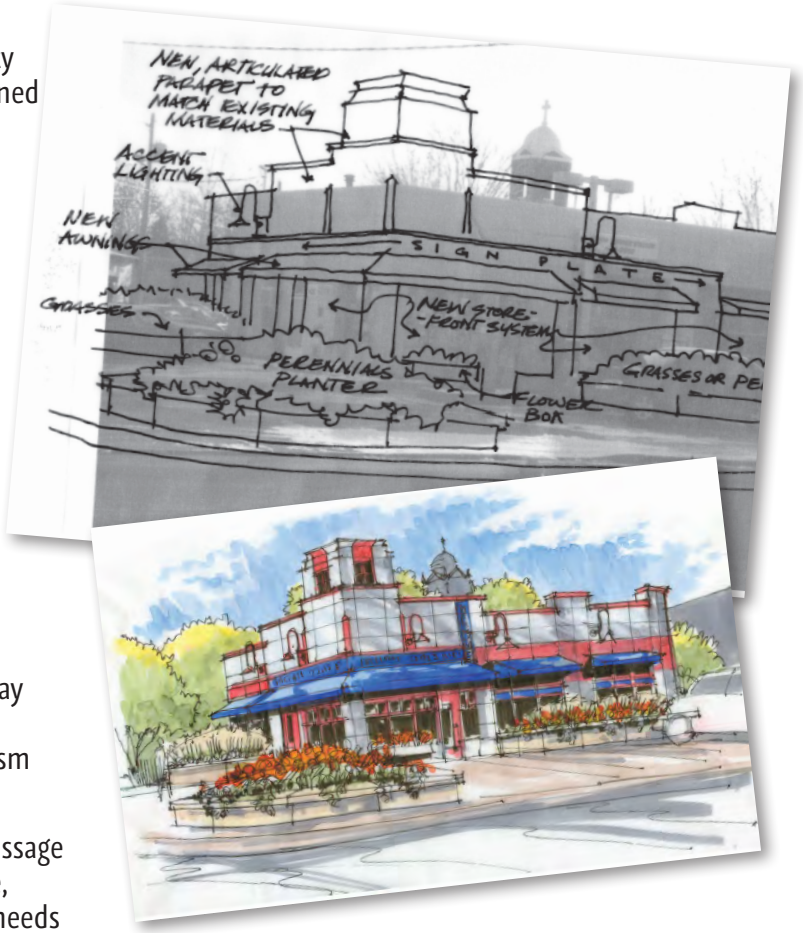
This three-day workshop leveraged public input to formulate four primary concepts for the City's future:

- GAP trail visitors create demand for economic opportunities along Crawford Avenue and Downtown Connellsville
- A community catering to outdoor recreation, particularly bicycling, should have activities and areas that are pedestrian in scale and accessibility
- Connellsville should be viewed as a gateway to the Laurel Highlands and as a hub for recreation and tourist activities and tourism support
- While tourism and the Great Allegheny Passage are tremendous catalysts for Connellsville, revitalization efforts must first meet the needs of the local residents and businesses.

Recommendations included façade and streetscape improvements, new public spaces, in addition to pedestrian and bicycle improvements to the Crawford Avenue Bridge.

Main Street Building and Design Guidelines (2009)

This document establishes a set of design guidelines to improve the attractive qualities of Connellsville's downtown through the preservation and appropriate rehabilitation of original and historic buildings. It recognizes that "while growth and development of the city is essential for its vitality and success, this growth and development must maintain and enhance the character of the place."



The case for a shared public realm

A city's streets can accomplish far more than efficiently conveying vehicles. They represent everyday spaces, external places owned by all, where individuals can gather or pass through and enjoy a sense of community.

High-quality public spaces boost pride and confidence in areas where they exist, stimulating investment and social inclusion. Additionally, they generate tangible economic benefits in the form of boosting property values, increasing local business activity and growing the number and frequency of visitors.

Making Connellsville's streets more safe and appealing to walkers and cyclists serves important aims both social and economic:

- Walkable streets encourage business activity, generate greater tax revenue per acre and offer a higher return on investment than streets designed only for vehicles.[3]
- When many of the necessities of daily living are located within walking or biking distance, people who do not or cannot drive have more independence.
- Reducing the number and length of vehicle trips improves traffic congestion, parking demand and environmental quality.

> **"The trust of a city street is formed over time from many, many little public sidewalk contacts. Most of it is ostensibly trivial, but the sum is not trivial at all."**
>
> *—Jane Jacobs, The Death and Life of Great American Cities*

- A safe, comfortable pedestrian environment encourages walking and enables neighbors to know one another and protect their communities.
- Expanding the travel mode options available to residents provides opportunities to incorporate exercise in everyday activities.
- Reducing the need for vehicle dependence helps households save money, which is especially beneficial to lower-income households for which vehicle expenses represent a large portion of living costs.

3 *Quednau, Rachel. "Why Walkable Streets are More Economically Productive." Strong Towns, January 18, 2018.*

Methodology

The Route Analysis section of this report combines the analysis and field research of professional planners, engineers and landscape architects with observations and ideas from the Steering Committee and participants in a Walkabout event held on May 24, 2018.

That evening, more than a dozen Connellsville residents joined representatives from Mackin Engineering and McCollom Development Strategies (MDS) on a walking audit of three key areas in the City:

- **Memorial route:** The west side in an area from 1st Street to 7th Street on West Crawford Avenue to SR 119 by Valley Dairy restaurant, across the SR 119 Memorial Bridge to Connellsville Shopping Center.
- **Stadium route:** A southern route from Arch Street to Falcon Stadium, Woodlawn Avenue to Pittsburgh Street and then West Cedar Avenue back to Arch Street.
- **East Park route:** East Park from Fairview Avenue to Greely , into and through East Park to Wills Road, through two cemeteries to Baldwin Avenue, through the Connell Run tunnel back to East Park.

Community engagement provided a way to assess Connellsville's walkability, to look more closely at its pedestrian infrastructure, to focus on safety issues of vehicular/pedestrian interactions and to determine whether improvements need to be made such as better, wider sidewalks, traffic calming, more signage or greater vehicular speed enforcement. Citizens involved in assessing the routes can become advocates and a voice of support for making Connellsville more walkable and safer for all.

The Walkabout focused on relatively simple solutions to improve walkability (and, by extension, "livability") such as signage, adding signals, repairing or adding sidewalks. The recommendations for each route ultimately also include more complex recommendations for the City to consider, such as road design, traffic calming, additional curb cuts, major repairs and bike lanes.

The community portion of this project referenced a walk audit tool kit published by AARP Livable Communities (see Appendix). This publication was used with permission from AARP, which encourages walkable and livable communities.

Route Analysis

This section examines three walk/bike routes within the City of Connellsville, evaluating the current cyclist and pedestrian experience and recommending improvements for the short- and long-term.

Route evaluations considered safety and ADA accessibility/compliance; pedestrian crossings; lighting (day and night use); traffic control devices; vehicle traffic; posted vs. actual speeds, crash data; rights-of-ways and property ownership; slopes, surfaces and widths; train and transit coordination; surrounding land use; corridor character and environmental conditions.

The recommendations for each route were designed with feasibility in mind. Lower-impact interventions will require less expense and political capital, while higher-impact interventions are presented as "upgrade" alternatives that will more meaningfully advance Connellsville as a walk/bike-friendly community.

Identified local destinations:

Landmarks

The Steering Committee pinpointed the following locations as important community destinations within Connellsville. These sites are denoted with stars on the following map.

- Connellsville Area High School
- Connellsville Falcons Football Stadium
- Dutch Bottom
- East Park
- Farmers Market
- Highlands Hospital
- Hospital Facility at former Zachariah Connell Elementary School
- Train Station
- Volunteer Fire Department
- Yough River Park

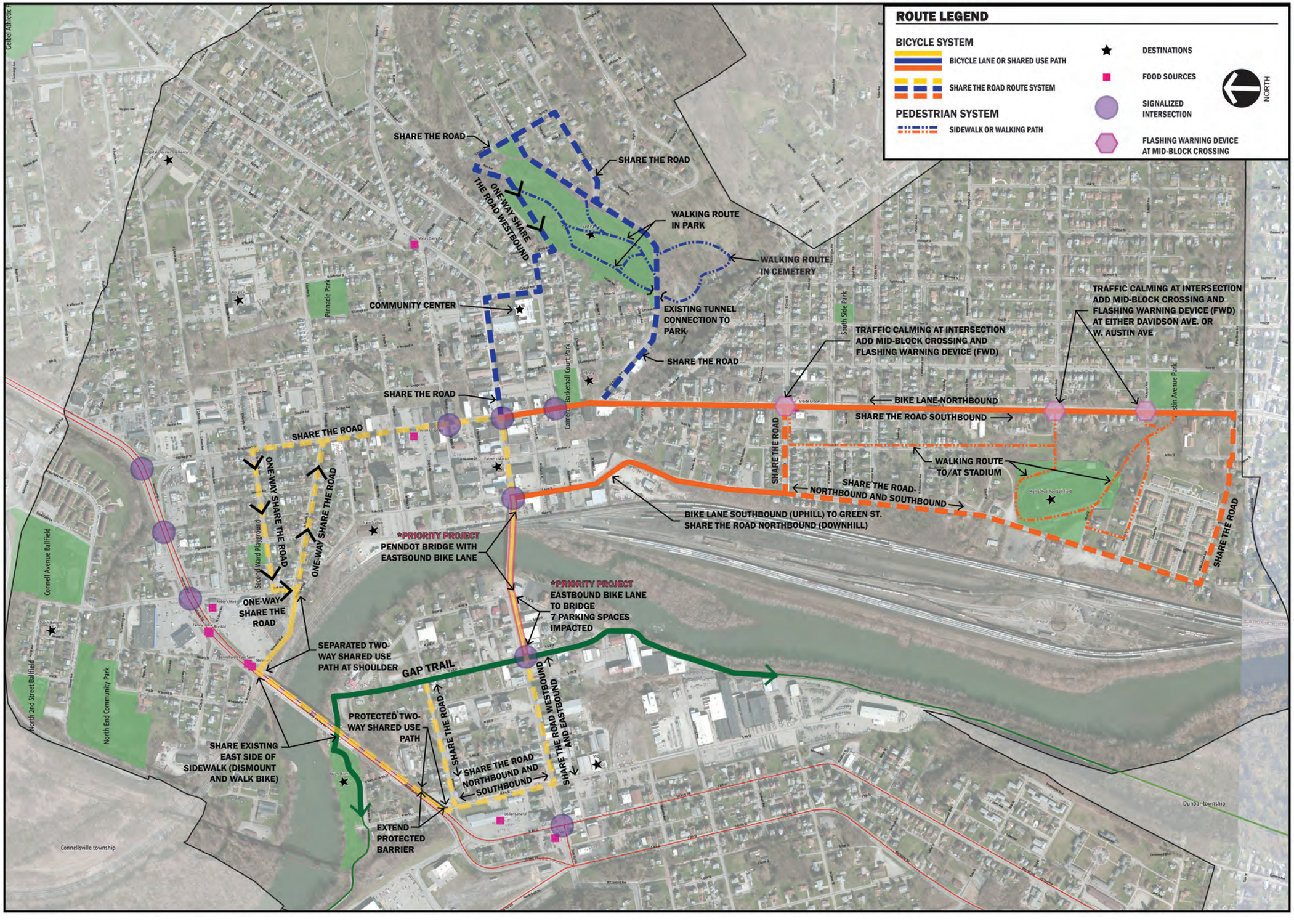
Food sources

The committee produced the following list of businesses as food sources for City residents. Not all provide a full selection of grocery items, but each to some extent represents an option for food shopping. These sites are represented by pink boxes on the following map. The majority of food sources are near one of the three studied walk/bike routes.

- Connellsville Cash Saver – 119 Memorial Blvd.
- Dollar General – 143 N. 8th St. Pechin's Express – 232 Pittsburgh St
- Dollar Tree – 840 Vanderbilt Rd.
- Family Dollar – 208 Memorial Blvd.
- Honey Bear (part of Sunoco Gas Station) – 501 Snyder St.
- Martin's Food – 800 Vanderbilt Rd.
- Nickman's – 107 Memorial Blvd.
- Reddy's Mart (part of Sunoco Gas Station) – 225 Memorial Blvd.
- Rite Aid – 200 Memorial Blvd.
- Sheetz – 1002 W. Crawford Ave.
- South Side Grocer – 704 S. Pittsburgh St.
- Vona's Dairy Bar – 302 E. Crawford Ave.

Figure 1:
Overview of Three Studied Walk/ Bike Routes

- Memorial Route
- Stadium Route
- East Park Route



Memorial Route

This route connects the City's western side and the Great Allegheny Passage (GAP) trail with Downtown. Two bridge crossings over the Yough River and travel along busy Route 119 represent major challenges for walking or cycling this route.

Observations

Crawford Bridge

- The sidewalks on the bridge are too narrow to comfortably accommodate pedestrians walking side by side. No protective barrier separates the sidewalk from the vehicle lane. The safety railing on the river side is extremely low and would not prevent a fall over the edge. 1
- Both ends of the bridge lack adequate marked crossings. At the end of the sidewalk on the west side there are no curb cuts. The sidewalks end abruptly on east side.
- Pedestrian crossings are not adequately marked at First and Crawford or at the end of the Crawford Avenue Bridge on the west side of town. 2

West Crawford Avenue (Bridge to 7th Street.)

- Overall, the sidewalks are in good condition and sufficiently wide to accommodate heavy pedestrian traffic. The best intersection for pedestrians along W. Crawford Avenue is at N. 3rd Street, where the GAP trail follows the latter. 3
- Some pedestrian crossings are not well marked.
- Poles obstruct some crosswalk entrances. (Example: N. 4th Street and W. Crawford Avenue) 4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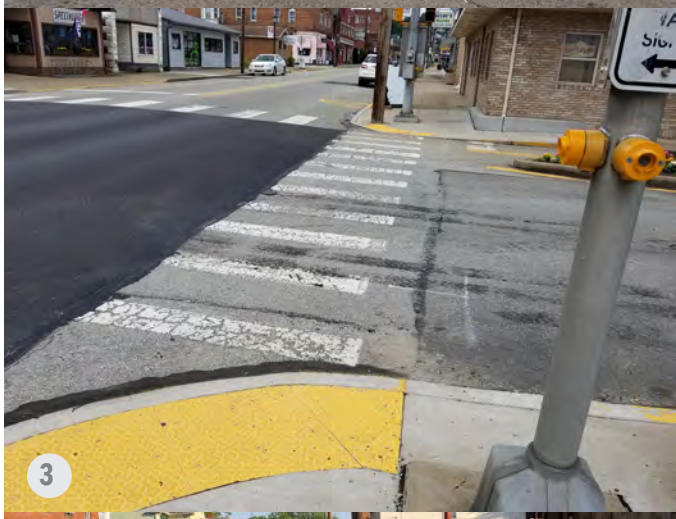
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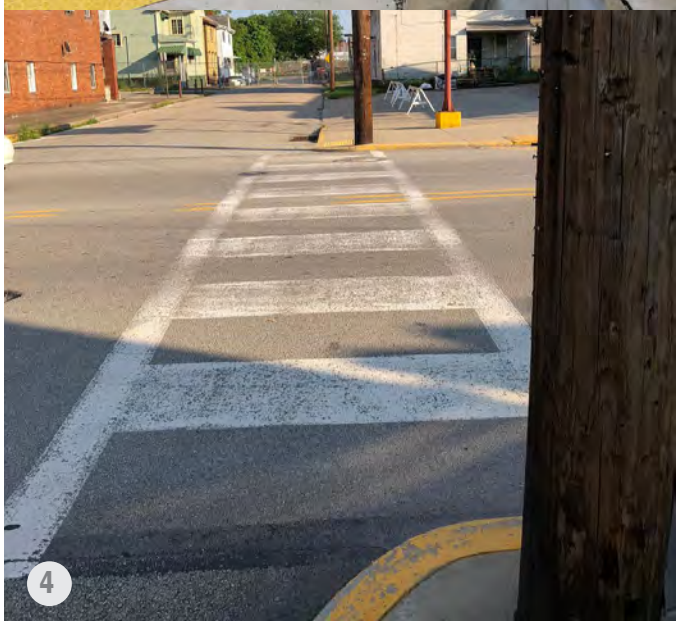
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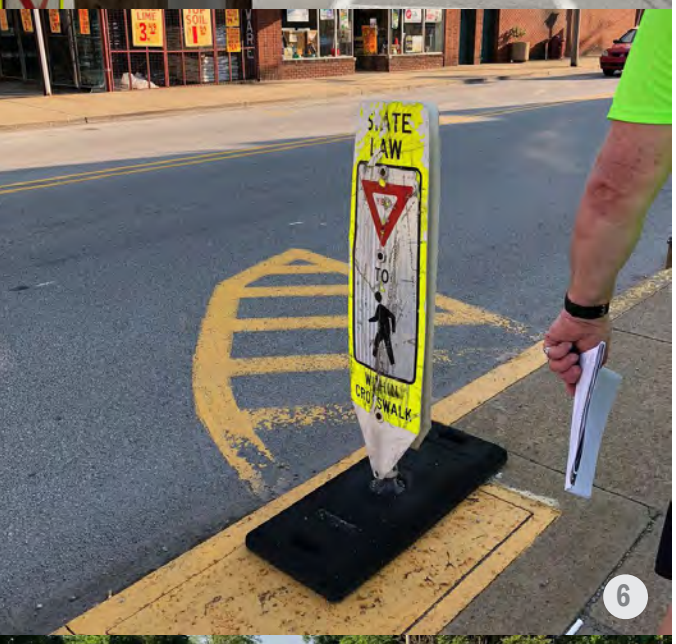

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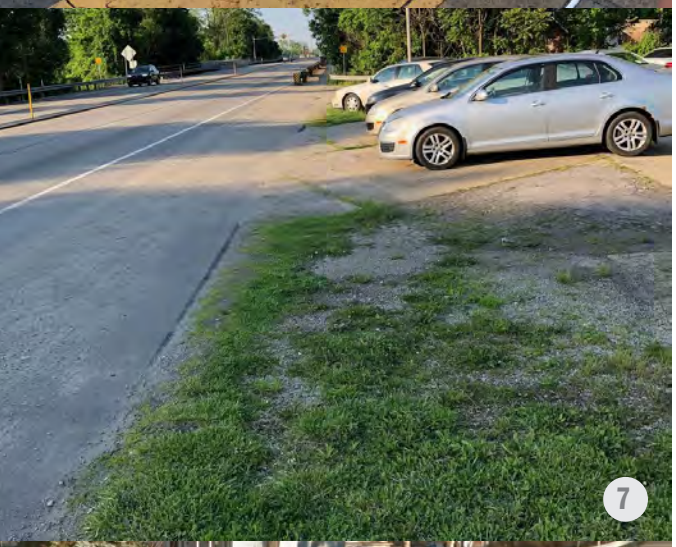
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- Some intersections with marked crosswalks lack ADA-compliant curb cuts. (Example: N. 2nd Street. and W. Crawford Avenue) 5
- "Yield to Pedestrian" signs are located on the sidewalks, out of motorists' line of sight. 6
- A significant amount of gravel debris on sidewalks imposes a safety hazard. Some debris may have come from vacant lots, which also detract from the area's visual appeal.
- Additional benches, trash cans, cigarette butt disposal containers and flowers for existing planters would improve the streetscape.
- Bike racks are available.
- Relatively high vehicle speed along W. Crawford Avenue makes the pedestrian experience feel less comfortable and safe.

N. 7th Street (W. Crawford Avenue to Route 119)

- Sidewalks in front of the train station under rehabilitation are new and meet ADA requirements.
- However, sidewalks on the opposite street side are in need of repair. Brick is coming loose and exposing gravel. Especially rough areas are marked with a traffic cone.
- An alley crossing along 7th near the train station is in need of repair, with worn-away pavement revealing brick underneath.
- Sidewalks are in passable condition from this alley to the former Crawford School, at which point they are broken up and in need of repair.
- Sidewalks on the western side of the street, along the rear side of the Tom and Jerry's strip mall building, are almost non-existent in some locations, deteriorated with grass showing through. 7
- The sidewalk on both sides ends abruptly at the Meason Street intersection. There is no crossing and no safe pedestrian access along the car lot.
- A crosswalk carries Route 119 pedestrians across the 7th Street intersection, but it is very worn and connects only road shoulders. There is no signage alerting motorists to pedestrians.
- N. 7th Street is separated by Route 119, consisting here of two lanes in each direction separated by a small raised median. The only means of safe passage for walkers is the pedestrian tunnel farther down Route 119, which is not very visible or appealing. 8

U.S. 119 across Memorial Bridge (N. 7th Street to W. Fayette Street)

- Pedestrians and cyclists share a road shoulder that leads from 7th Street to a long bridge carrying Route 119 over N. 6th Street and the Youghiogheny River. 9
- A separated path along this bridge is in good condition, in need of only gravel clean-up and minor crack repair. 10
- There is no safe means for pedestrians to either cross Route 119 or continue north at this point — there is only a narrow strip of road shoulder lined by guard rail.

Pedestrian Tunnel under Route 119 (Shopping Center Lot to Mountz Street)

- This appears to be a possible passage for pedestrians. The tunnel is in need of serious cleaning but appears to be in good shape. 11
- Signage alerting users to the tunnel's low height could be useful, and lighting would benefit evening users.
- On the Mountz Street side, improvements are needed to widen the space and add markings for streets.

W. Fayette Street (Shopping Center to York Avenue)

- There is no sidewalk or signage to alert motorists to pedestrians.
- This street appears to serve as a cut-through for drivers from Route 119. Closing off such access could make the environment more friendly for pedestrians, but could also negatively impact access to the businesses in the area. A painted separate path for pedestrians represents one alternative.

Pittsburgh Street (Crawford Avenue to Route 119)

- The intersection of Pittsburgh Street and Route 119 is dangerous for pedestrians.
- Most of Pittsburgh Street is lined with adequate sidewalks; however, trees are often positioned within the sidewalk, obstructing them for people with disabilities.
- Pittsburgh Street crossings are not marked. The crossing over Grape Alley along Pittsburgh is long and unmarked. 12


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Memorial Route Recommendations

Priority #1 Project

1

Crawford Avenue (SR 711) Bike Lane from GAP Trail at 3rd Street to Arch Street (Posted 25 MPH) and Bike Lane at Bridge

1.1 Mark and sign an eastbound bike lane along Crawford Avenue from 3rd Street to Crawford Avenue Bridge.

1.2 Mark and sign a westbound Share the Road route along Crawford Avenue.

1.3 Crawford Avenue Bridge improvements:

1.3.1. Reconstruct north sidewalk for pedestrians with railing.

1.3.2. Reconstruct south sidewalk as eastbound bike lane for cyclists.

1.3.3. Cross over pedestrians to north sidewalk at the Arch Street traffic signal.

1.3.4. Mark the bridge and road westbound as Share the Road.

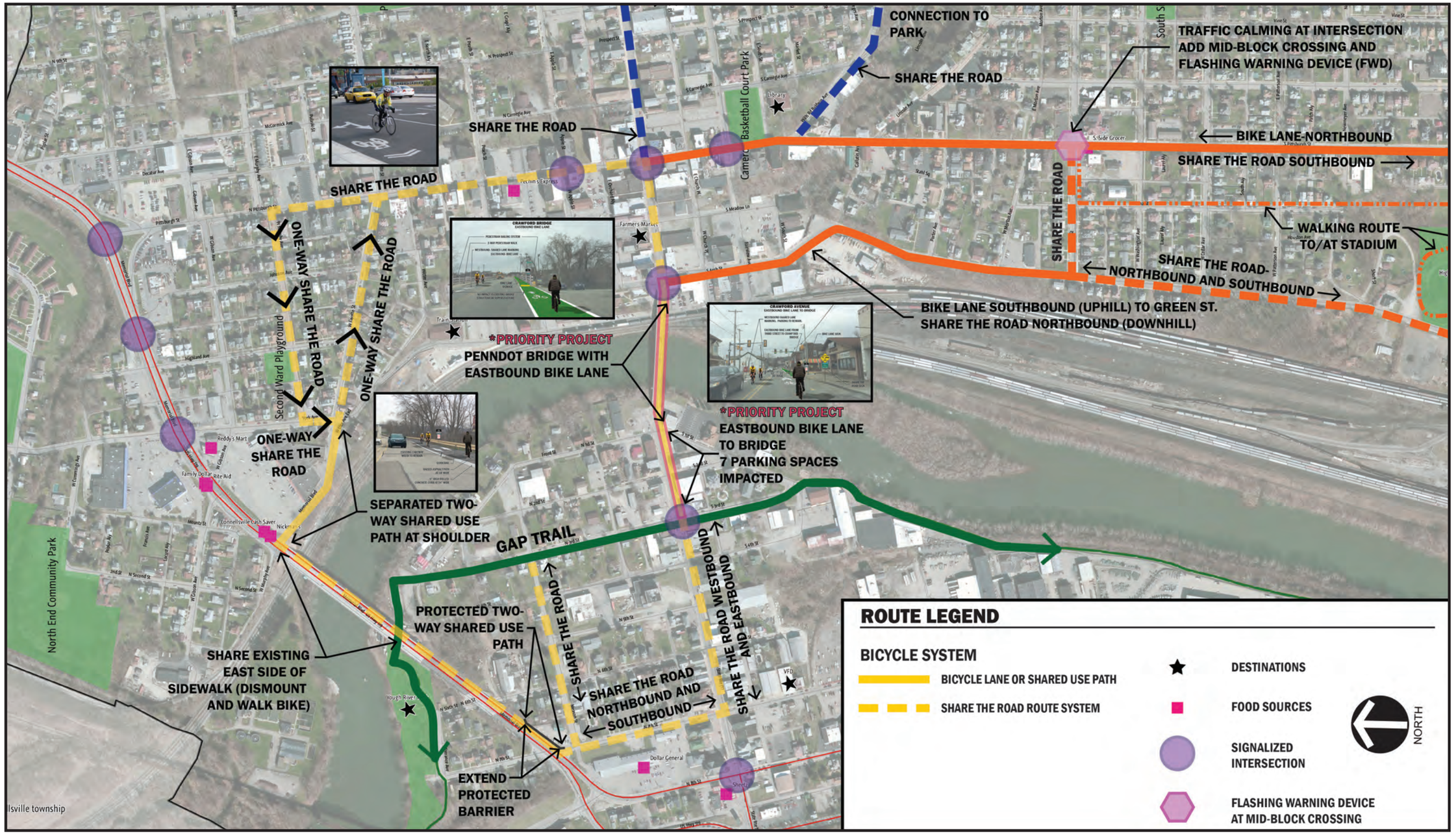
1.4 Upgrade pedestrian curb ramps and crossings, repair sidewalk surfaces.

1.5 Sign the route for wayfinding.

Traffic volume, slope, narrow sidewalks and low safety railing combine for a dangerous Crawford Bridge crossing for pedestrians and cyclists.

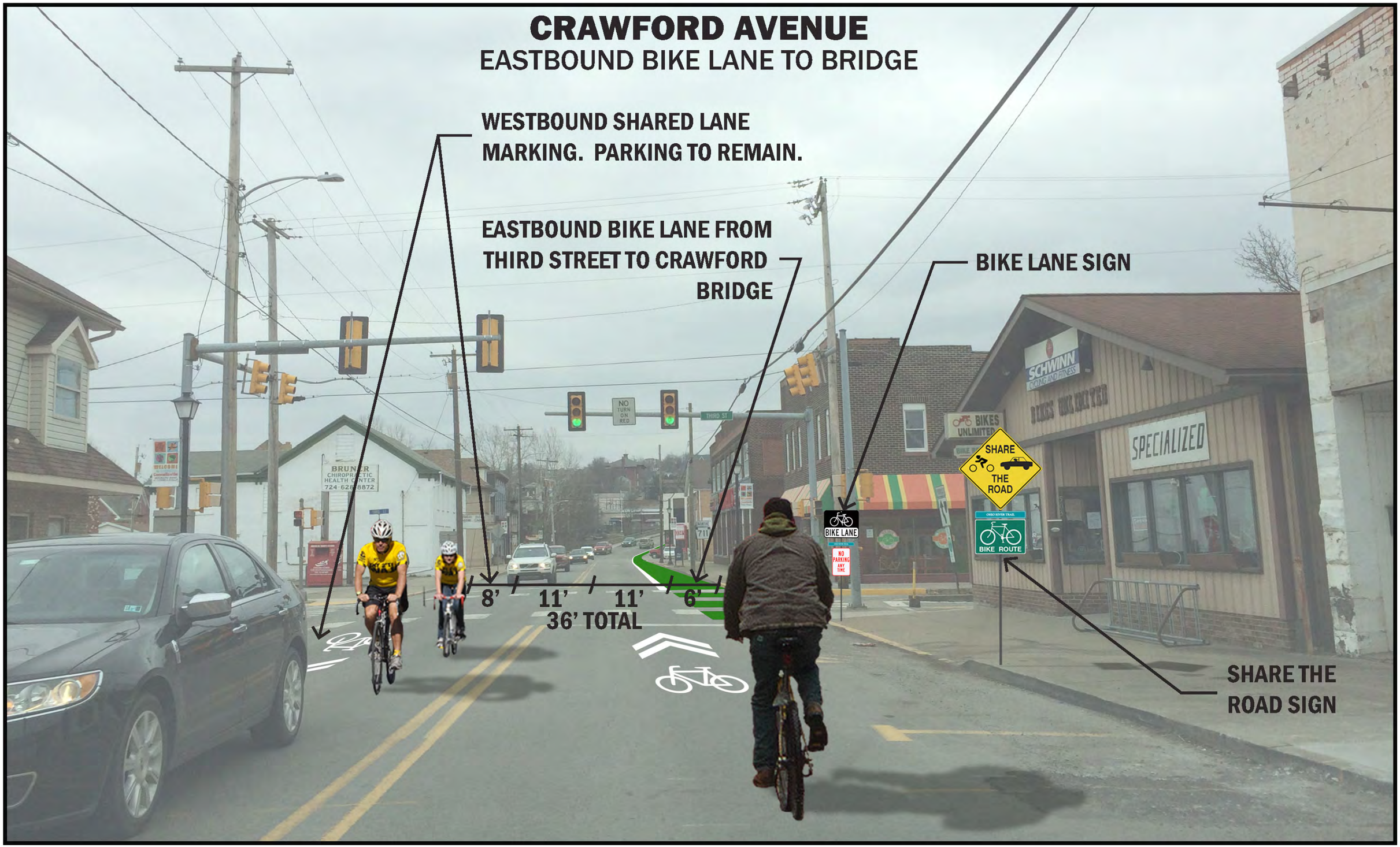
Figure 2:
Memorial Route Recommendations

Memorial Route

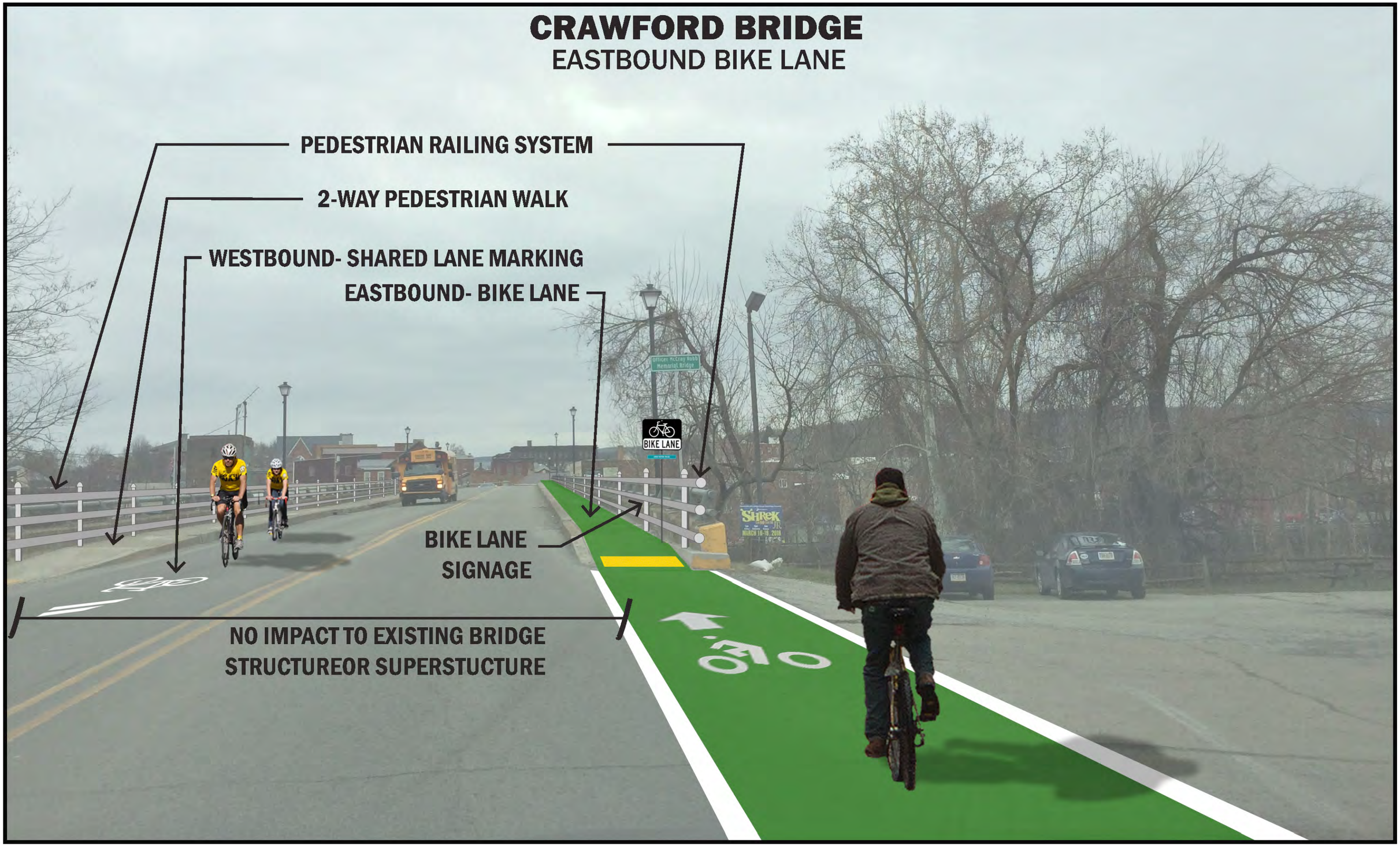


CRAWFORD AVENUE

EASTBOUND BIKE LANE TO BRIDGE



CRAWFORD BRIDGE
EASTBOUND BIKE LANE



2 Crawford Avenue Share the Road from 7th Street to 3rd Street

2.1 Mark and sign the road eastbound and westbound as Share the Road.

2.2 Keep existing street parking spaces.

2.3 Upgrade pedestrian curb ramps and crossings, and repair sidewalk surfaces. Repaint crosswalks at Third Street.

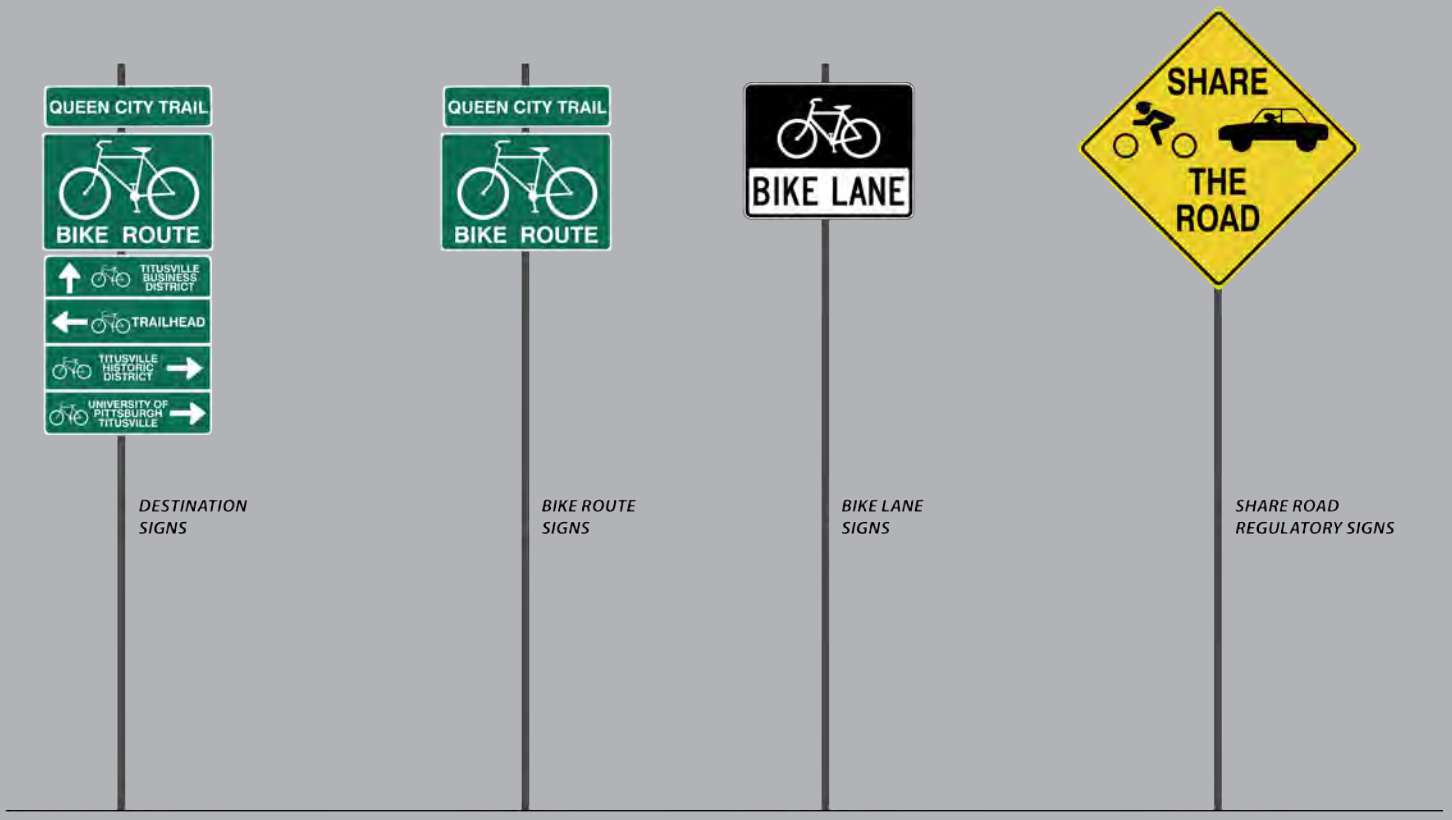
2.4 Sign route for wayfinding.

2.5 Move "Yield to Pedestrian" signs into a more visible position on West Crawford Avenue so that motorists can see them.

Upgrade:

2.6 Extend the bike lane from 3rd Street to 7th Street. This would provide for a safe eastbound designated lane for cycling, but would impact parking along the south side of Crawford. A bike lane would provide cyclists a dedicated and separate lane from Memorial Boulevard Bridge, 7th Street, to Crawford Avenue and into the City center.

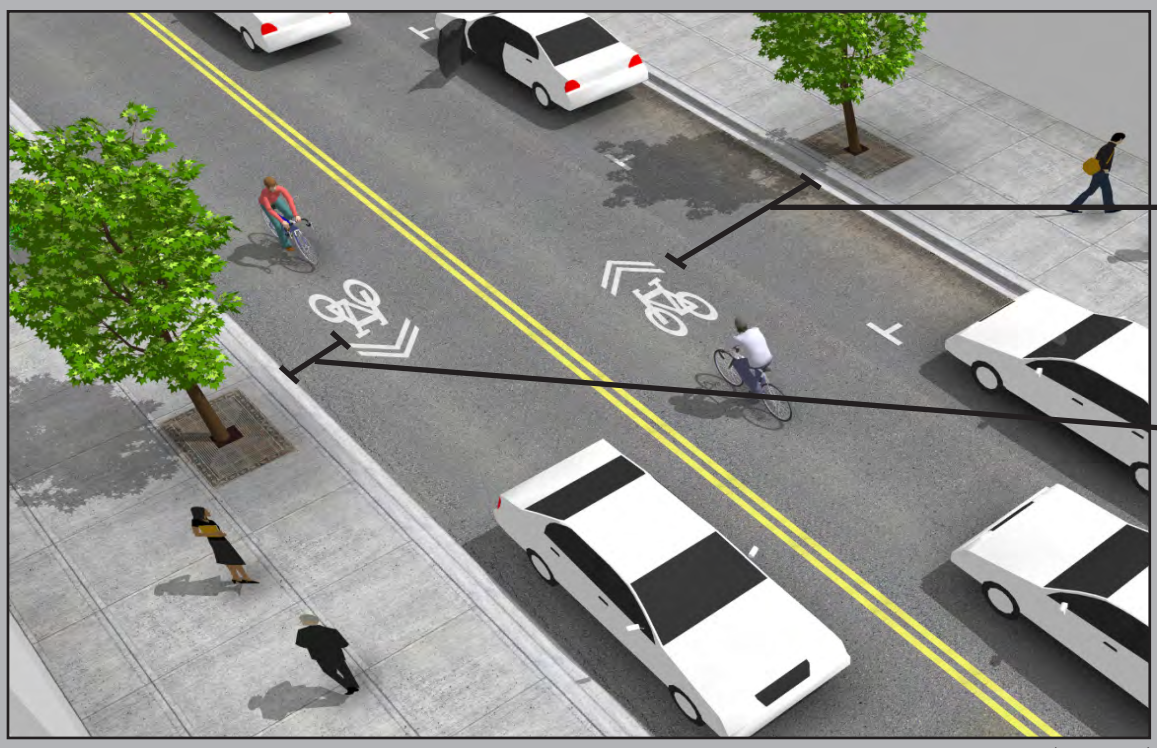
Bicycle Route Signs



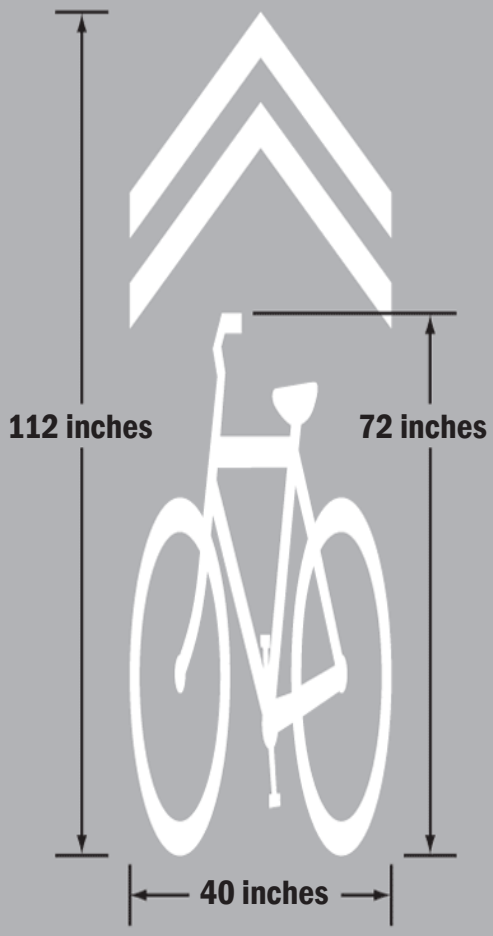
Pavement markings and signs are typically installed at each turning point with a marking and sign ahead of the turn and a marking and sign directly following the turn. This will enhance the wayfinding ability for cyclists at decision points.

Note: All signs and posts must comply with the Manual on Urban Traffic Control Devices (MUTCD) Standards.

Shared Lane Markings



Source: National Association of City Transportation Officials (nacto.org)



Benefits of shared lane markings:

- Encourage bicyclists to position themselves safely in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side.
- Alert motor vehicle drivers to the potential presence of bicyclists.
- Alert road users of the lateral position bicyclists are expected to occupy within the travel lane.
- Indicate a proper path for bicyclists through difficult or potentially hazardous situations.
- Advertise the presence of bikeway routes to all users.
- Provide a wayfinding element along bike routes.
- Demonstrated to increase the distance between bicyclists and parked cars, keeping bicyclists out of the "door zone."
- Encourage safe passing by motorists.
- Require no additional street space.
- Reduce the incidence of sidewalk riding.
- Reduce the incidence of wrong-way bicycling.

—NACTO

3 7th Street Share the Road Northbound and Southbound

3.1 Mark and sign the road northbound and southbound as Share the Road.

3.2 Upgrade pedestrian curb ramps and crossings, and repair sidewalk surfaces.

3.3 Sign route for wayfinding.

Upgrade:

3.4 Install a 7th Street southbound bike lane and Share the Road northbound. A bike lane would provide cyclists a dedicated and separate lane from Memorial Boulevard Bridge, 7th Street, to Crawford Avenue and into the City center.

4 Meason Street Share the Road

4.1 Sign the road eastbound and westbound as Share the Road (To minimize maintenance, do not mark road.)

4.2 Upgrade pedestrian curb ramps and crossings, repair sidewalk surfaces

4.3 Sign route for wayfinding

5 Separated Two-Way Shared Use Path at Connellsville Shopping Center (Shop and Save Plaza)

5.1 Construct a separated two-way shared use path along driveway shoulder at shopping center between Memorial Boulevard and York Ave.

5.2 Sign route for wayfinding.

CONNELLSVILLE SHOPPING CENTER

SHARED USE PATH

Priority #3 Project

6

Memorial Boulevard Bridge (U.S. 119)

6.1 Extend the protected barrier along the south sidewalk/shoulder, between bridge and 7th Street.

6.2 Create a two-way shared use path — new asphalt, pavement markings and signs.

6.3 Sign the bridge: "Dismount and Walk Bike."

6.4 Upgrade pedestrian curb ramps and crossings, repair sidewalk surfaces.

6.5 Sign route for wayfinding.

A gravelly shoulder along Route 119, which has a posted speed limit of 35 mph, makes for an uninviting route from 7th Street to Memorial Bridge..

7 Sign W. Fayette Street (one way west) and W. Murphy Avenue (one way east) as Share the Road

7.1 Upgrade pedestrian curb ramps and crossings, and repair sidewalk surfaces

7.2 Sign route for wayfinding

8 Sign N. Pittsburgh Street as Share the Road (Northbound and Southbound)

8.1 Mark and sign the road northbound and southbound as Share the Road

8.2 Upgrade pedestrian curb ramps and crossings, and repair sidewalk surfaces

8.3 Sign route for wayfinding

9 Improve the Crawford Avenue Streetscape

9.1 Add garbage cans along W. Crawford Avenue.

9.2 Organize street clean-up events.

9.3 Add flowers to existing planters along W. Crawford Avenue. Consider coordinating "adoption" of planters to a local social group or business for maintenance.

9.4 Add color and art to the streetscape.

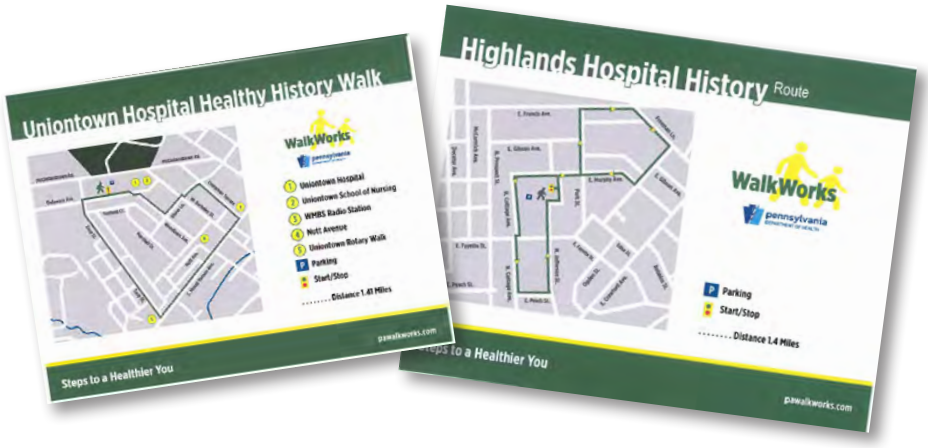
9.5 Promote outdoor dining. Ensure that zoning allows for dining and other activities to occur outdoors as space permits.

10 Leverage Existing Walking Tour Information

10.1 Sign destinations along the Tagalong Tour mobile app route for Connellsville (see opposite page) and promote use of the app among residents and visitors.

10.2 Continue to promote the Public Art Tour and Heritage Walking Trail signs developed by the Fayette County Cultural Trust. Many attractions identified by these tours are along the Memorial Route.

10.3 Develop promotional material as part of (or based on) the existing WalkWorks route guides for Fayette County to attract pedestrians to the Memorial Route.



Longer-Term Priorities

The following improvements would improve the safety and appeal of the pedestrian experience along the route connecting the City's western side to downtown.

- Properly aligned, ADA-compliant curb cuts need to exist without obstruction at all intersections.
- Maintain sidewalks in good repair. Where sidewalks have private owners, work with owners to identify and address problems.
- Mark all major intersections for pedestrian crossings. At intersections without signals, consider adding flashing pedestrian signs according to available resources.

Mobile App Walking Tour

Connellsville: Art and Architecture Abound

Tagalong Tour, a smartphone application available for download, features a walking tour through Connellsville that strings together a variety of cultural, architectural, natural and culinary attractions, including:

- Connellsville Arch
- Colonel Crawford's Cabin
- From Coke to Spokes Sculpture
- South 3rd St.
- Appalachian Creativity Center
- Connellsville Canteen
- Wavie and Jane's Emporium
- Aaron's Building
- Carnegie Free Library and Connellsville Historical Museum
- Greenhouse Winery
- P&LE Train Station
- New Haven Trailside Treats

Source: tagalongtour.com

Stadium Route

This route focused on connecting residents of nearby neighborhoods with access to Austin Avenue Park and the Connellsville Falcons Football Stadium along Arch and Pittsburgh streets.

Observations

Heading South on Arch Street from the Stadium Parking Lot

- Sidewalks between the stadium parking lot and Gibson Terrace are inconsistent: Some do not exist, some are difficult to walk, and passage along some is limited by overhanging vegetation. 1

Gibson Terrace (Arch Street between Austin Avenue and W. Woodlawn Avenue)

- Pedestrian infrastructure is generally good within this Fayette County Housing Authority property, with sidewalks in good condition, proper curb cuts and a grass median separating the sidewalk from the street.
- The road in this vicinity is rough, with uneven spots and gravel.
- The sidewalk ends abruptly at the edges of the complex. 2

Woodlawn Avenue to S. Pittsburgh Street

- Walking here is made dangerous by a steep, narrow street with no sidewalk. In some places it is not wide enough for two cars. Due to fences obstructing views, a vehicle turning right onto Woodlawn Avenue from a cross-street heading downhill toward Arch would not see pedestrians. 3

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S. Pittsburgh Street (Woodlawn Avenue to East Crawford Avenue)

- This street generally has wide sidewalks in good condition and is well lit at night.
- This represents an easy, safe walk through a pleasant residential area for up to three pedestrians abreast with no crowding. Women participating in the Walkabout indicated that the safety of this street is one reason why they often walk there, even in evenings. 4
- Curb cuts on this street do not line up. Anyone using a wheelchair would need to use private driveways to safely cross intersections without having to travel in the street.
- Pedestrians reported that traffic on the street is "too fast" and includes many trucks. Two indicated that although the posted speed limit is 25 mph, "nobody" drives this slowly, likely because the road is straight with clear views, so drivers feel comfortable at faster speeds. Speed limits are known to be enforced down the road in South Connellsville Borough by an officer who "everyone knows will ticket."
- Most cyclists using this street ride on the sidewalk, due to its width and a general perception that "people would be crazy to bike on Pittsburgh Street."

Austin Avenue Park (along S. Pittsburgh Street)

- Austin Avenue Park is a heavily used neighborhood park that includes a playground and ball field.
- Locals reported that there are always people there. At the time of the Walkabout event on a pleasant May evening, at least six families were enjoying the playground while a ball game was being played.
- The park has sufficient curbside parking and a small parking lot.
- Access to the park from across Pittsburgh Street is precarious. Women with children were observed running across the street with a stroller, clearly nervous to avoid oncoming vehicle traffic. Curb cuts are not available at the most natural point for crossing. 5
- The park appears unwelcoming. It is surrounded by a rusting chain-link fence, little greenery and no public art. A lack of signage makes it difficult to determine where to enter. 6

- To the east of Pittsburgh Street and Austin Park is a residential grid that could benefit from walking routes to the park. Although Austin Avenue has no sidewalks, several pleasant perpendicular residential streets do (Race, Vine, Sycamore and Chestnut). A walking route loop could be easily signed along these streets to Austin Park. Installing pedestrian crossings on Pittsburgh Street at both Austin Avenue and Cedar Avenue would be necessary prior to signing a walk route. 7

Alternate Access to Stadium

- Residents commented that three cut-through routes to Falcons Stadium are well known, though they are not marked or maintained. These are described below.
- There is an unmaintained path beside Calvary Assembly of God (316 Pittsburgh St.) used as a cut-through for those west of Pittsburgh Street to reach Austin Park and those east of the street to reach the stadium. The path crosses a field that is owned by the school district and appears underused but regularly mowed. The path is near an overgrown creek bed with high insect activity. Walkabout participants found parts of the path to be "somewhat treacherous." 8
- A cut-through from Pittsburgh Street exists off of Aetna Street. This is an easy, slightly downhill walk beside well-maintained private homes next to a small field used as a parking lot during football games. However, the route cannot be considered safe until steps are repaired, foliage is removed and a path is more clearly cut.
- Finally, a set of old iron steps located behind Chestnut Ridge (formerly a YMCA) connect the stadium to Pittsburgh Street. They are on private property. 9

Cedar Avenue (S. Arch Street to S. Pittsburgh St.)

- Walking is pleasant along this side street, which features generally well-maintained sidewalks, sparse vehicle traffic and a strip of grass separating the sidewalk from the street. However, there are no curb cuts. 10


11


12

Arch Street (Cedar Avenue to Stadium)

- Although this seems to be a major route, it is lined only on one side with sidewalks. Those that exist are narrow, in terrible condition and encroached upon by overgrown grass, bushes and vines. 11 12
- The danger of walking here is compounded by blind curves, fast vehicle traffic and a lack of buffer separating vehicles and pedestrians. Utility poles were installed within the sidewalk's width, narrowing it further where they exist. A large amount of gravel from nearby lots covers the sidewalk approaching the stadium, creating a slipping hazard for pedestrians.
- Walkabout participants deemed this to be the most unpleasant section of the route. The narrow sidewalks and proximity to traffic made participants feel uneasy and unsafe. This portion felt less safe than an area on the opposite side of the stadium *without* sidewalks, as at least that area had adequate sight lines and more distance between walkers and vehicles.
- During the Walkabout, pedestrians were observed walking along this street, including an older woman and a couple with a stroller and dog. Had they met, one or the other would have needed to step into the street. Walkabout participants stepped into the street to allow the woman to pass.
- Participants commented that it would be extremely dangerous for people to use this route to walk to/from a football game in the dark.
- Hazards also exist here for bikers, such as sharp, broken grates, narrow lanes and rough road edges.

Stadium Route Recommendations

1 S. Pittsburgh Street Buffered Bike Lane Northbound (posted 25 mph, and 30' curb to curb) and a Share the Road Marking and Sign Southbound

1.1 Mark and sign the road as a buffered bike lane northbound. A bike lane on northbound Pittsburgh Street would provide cyclists a dedicated and separate land from residential streets into the City center. (See following illustrations.)

1.2 Mark and sign the southbound road as Share the Road.

2 Traffic Calming at S. Pittsburgh Street

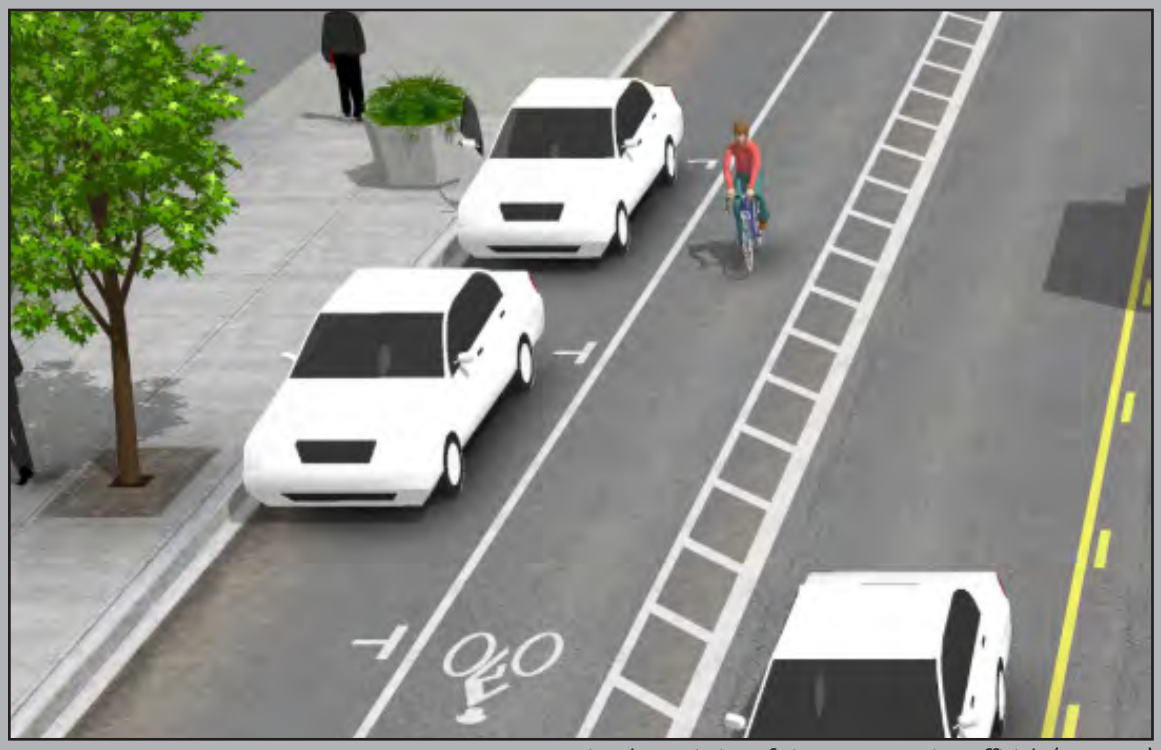
2.1 The northbound bike lane will provide a separated lane for cycling, increase distance between vehicles and people on the sidewalk, define the travel lane and minimize lane width to help deter speeding

2.2 Mark the pavement to define vehicle lanes and shoulders at north end, at mid-block and at south end.

2.3 Install a crossing with flashing warning device at Green Street and at Davidson Avenue or Austin Avenue. Ensure that well-aligned curb cuts are in place.

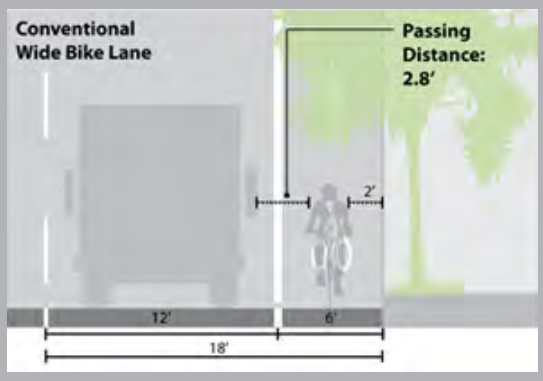
A crossing with flashing warning beacon, such as this example, would increase the safety of pedestrians crossing S. Pittsburgh Street. Flashing beacons can also be installed overhead for even greater visibility.

Buffered Bike Lanes



Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

Source: National Association of City Transportation Officials (nacto.org)



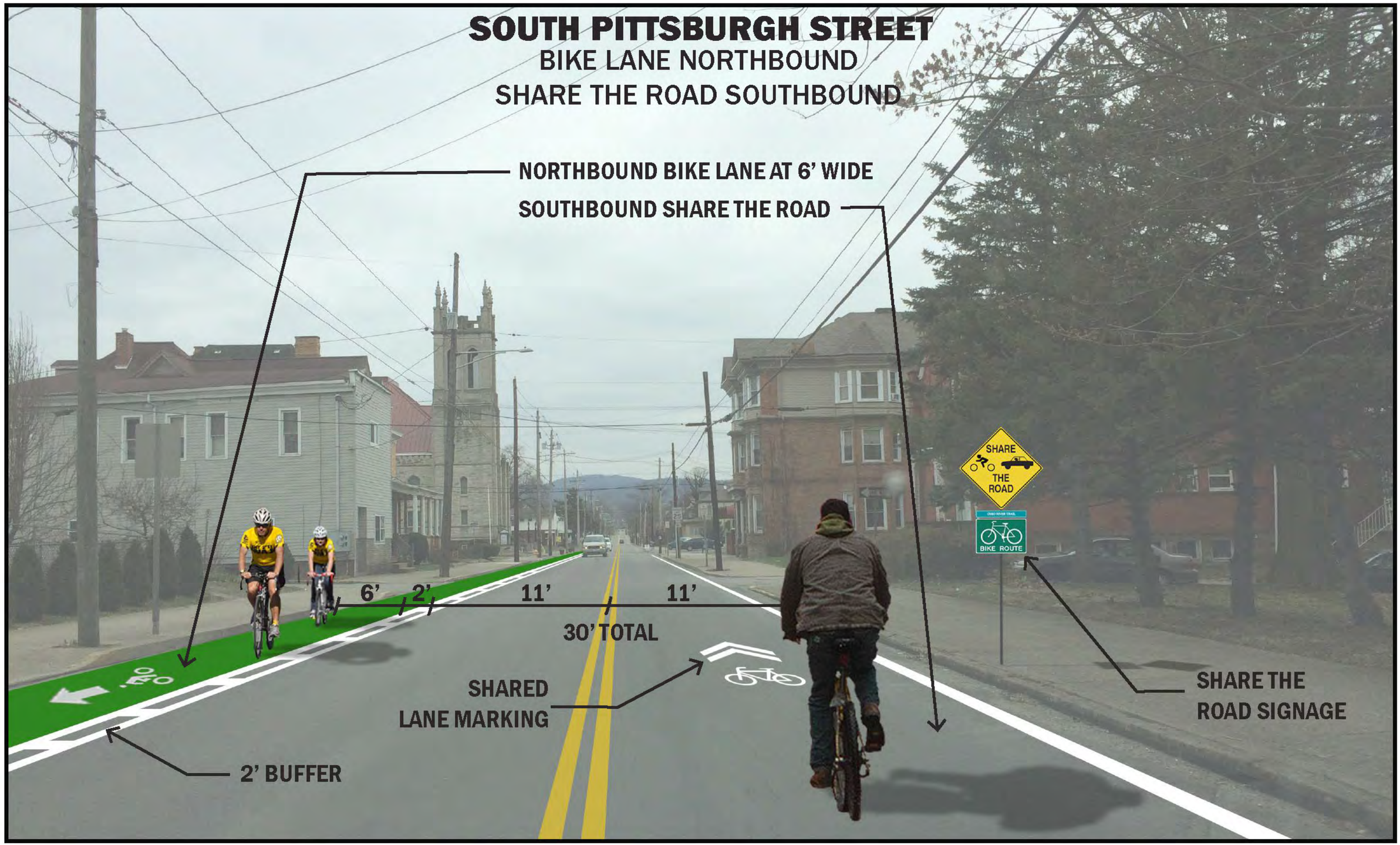
Benefits of buffered bike lanes:

- Provides greater shy distance between motor vehicles and cyclists (distance beyond which a roadside object will not be perceived as an obstacle by the typical driver)
- Provides space for cyclists to pass one another without encroaching into the adjacent motor vehicle lane
- When the buffer is placed between parked cars and a bike lane, it encourages cyclists to ride clear of the "door zone"
- Provides a greater space for cycling without making the bike lane appear so wide that it might be mistaken for a travel lane or parking lane
- Appeals to a wider cross-section of bicycle users
- Encourages cycling by contributing to the perception of safety among users

—NACTO

Figure 3:
Stadium Route Recommendations

Stadium Route


SOUTH PITTSBURGH STREET
BIKE LANE NORTHBOUND
SHARE THE ROAD SOUTHBOUND
NORTHBOUND BIKE LANE AT 6' WIDE
SOUTHBOUND SHARE THE ROAD
SHARE
THE
ROAD
BIKE ROUTE
6'
2'
11'
11'
30' TOTAL
SHARED
LANE MARKING
2' BUFFER
SHARE THE
ROAD SIGNAGE

3 Green Street Signage

3.1 Sign the road as a bike lane eastbound and westbound. (To minimize maintenance, do not mark road.)

4 South Arch Street Bike Lane Southbound (uphill) and Share the Road Northbound (downhill)

4.1 Mark and sign the road as a bike lane southbound to Green Street. A bike lane from the Crawford Bridge would provide cyclists a dedicated and separate lane from the city center into residential streets.

4.2 Mark and sign the road northbound as Share the Road.

5 Improve and Expand Pedestrian Infrastructure

5.1 Install or repair sidewalk surfaces along Arch Street, particularly from Cedar Avenue to Falcons Stadium. In the latter section, cut back overgrown greenery, patch deep holes and remove chunks of concrete and strewn gravel.

5.2 Ensure that curb ramps and crossings exist in good condition along Arch Street and Pittsburgh Street, and that they are aligned. Add crossing markings across Pittsburgh Street at Cedar Avenue.

5.3 Install sidewalks along Austin Avenue, a priority for its location alongside a popular neighborhood park.

6 Alternate Stadium Access

6.1 Improve and legitimize access to the stadium from S. Pittsburgh Street by appealing to the school district for improvement of the existing cut-through path on its property. Connect existing sections and cut back vegetation. If possible, link up to street crossing for Austin Avenue Park.

7 Reinforce Neighborhood Walking Routes

7.1 Create and sign a residential walking route along Vine, Sycamore and Chestnut streets 1) to Austin Avenue to access the Austin Park, and 2) to Cedar Avenue across Pittsburgh Street to Arch Street to the stadium. Include wayfinding and mile markers.

7.2 Create and sign a "down and back" route entirely on Pittsburgh Street: Walk out on one side and return on the other, ending in town for a cold drink or ice cream. Including residential side streets with good sidewalks, such as Sycamore and Chestnut, could be included, but the route should not be signed along Arch Street until it is improved and considered to be safe.

8 Beautifying Austin Avenue Park

8.1 Improve Austin Avenue Park by adding color and interest with low- to no-maintenance, colorful art and additional landscaping.

8.2 Consider removal of the chain-link fence to make the park more welcoming. Failing that, improve and soften the appearance of the fence.

8.3 Add signage to clearly indicate the park entrance.

Parks Without Borders

Can removing barrier fences make parks ... safer?

New York City's parks department has undertaken an effort dubbed Parks Without Borders to blend recreational amenities more effectively into neighborhoods and improve access. In part, this has involved lowering or removing chain-link fences a dozen feet high, based on the premise that allowing better views into the park and making nearby streets feel connected to it improve the park's use and safety.

Nilka Martell, a community activist supporting the city's Parks Without Borders program, told the New York Times that her neighborhood park wouldn't be able to reach its potential as a local hub for art installations, community programs and as a complement for a nearby farmer's market with the fence: "Lifting the fence creates all these ideas: How can we activate it? How can we use it?"

— Rojas, Rick and Remnick, Noah. "Overhauling 8 Parks, New York Seeks to Create More Inviting Spaces." The New York Times, *May 24, 2016,.*

Before

After

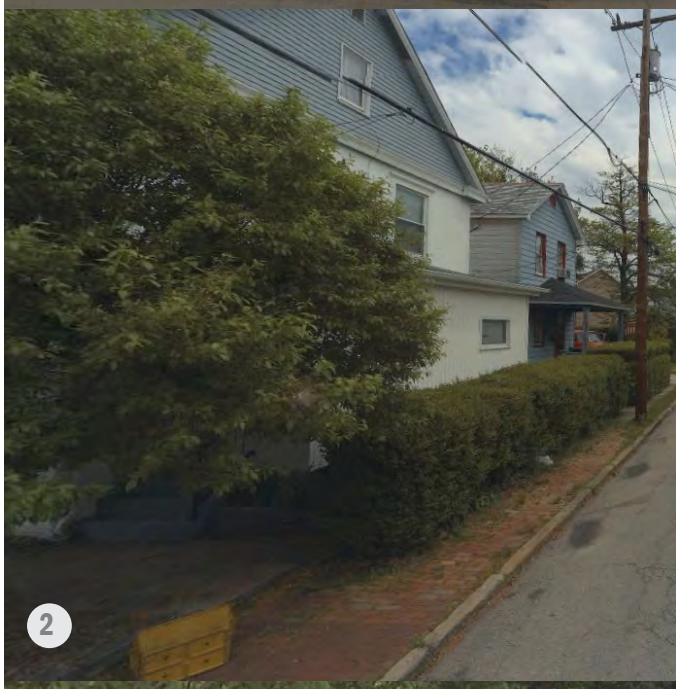
East Park Route

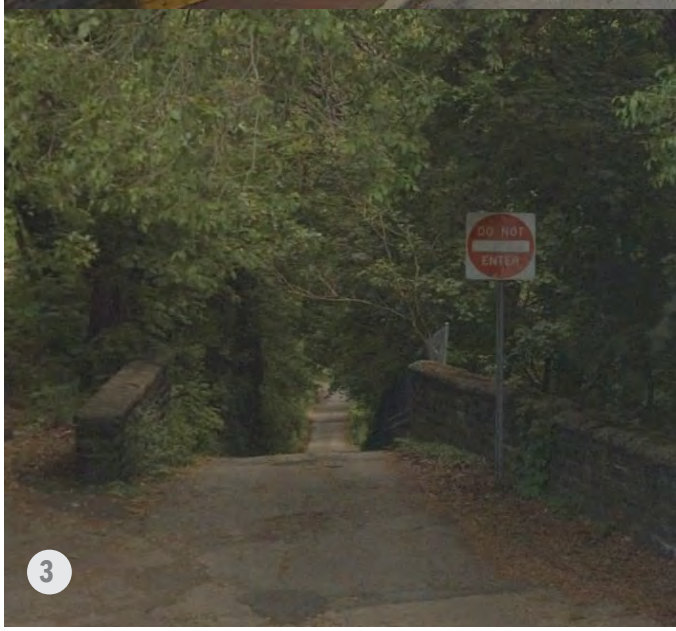
This route focuses on East Park as a neighborhood amenity, connecting this important community asset to nearby residents.

Observations

Community Center to East Park via E. Fairview Avenue and Greeley Avenue

- Parking for at least two dozen vehicles is available in the center's parking lot, denoted on the following route map. The lot is in fair condition. 1
- Sidewalks along E. Fairview Avenue are in fair to poor condition with high curbs, no curb cuts and overgrown landscaping in some areas that narrows the sidewalk considerably. 2
- This is a residential area with some blighted buildings and very light traffic.
- There are no directional signs to the park and no gateway entry point in this location. The vehicular connection to the park is located off of Greeley Avenue. It is a one-way street in poor condition with no sidewalks or shoulders. It is unsafe for vehicles to share with pedestrians or bicycles, but should at least be improved and signed for shared use if it is used as the pedestrian entry point. 3



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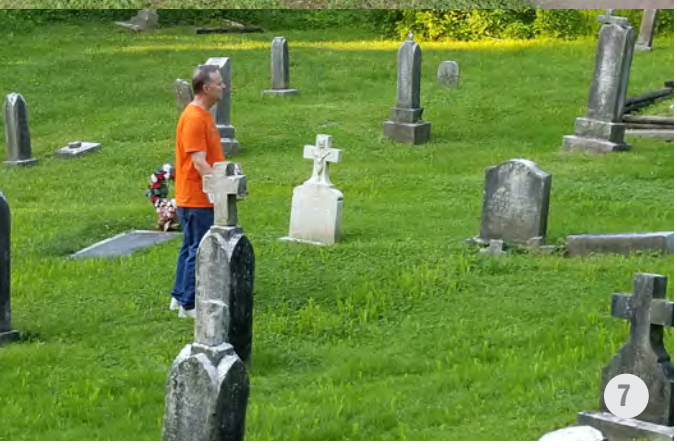

7

Greeley Avenue into East Park

- The park's east side features a swimming hole and waterfall. On the evening of the Walkabout event, six children ranging in age from approximately 9 to 14 years were playing here. One jumped from the top of the rocky waterfall into the swimming hole. There is no signage relating to use of the water. The amenities are picturesque, but also have the potential to be slippery and dangerous. 4
- Elsewhere in the park during the Walkabout, the park received active use by a motorized cyclist, several pedestrians, youth playing basketball and a large number of teens hanging out under one of the pavilions. Smoking was observed, in violation of posted No Smoking signs. The park generally appeared to be clean and in good shape.

Through Park to Wills Road

- Further along, a path leads to a stone structure 5 resembling a turret. Walkabout participants were familiar with its history and suggested that it would benefit from a plaque explaining its original purpose.
- Steps leading to the structure were in fair shape and were steep. The incline should be noted on any mapping of this walking route.
- Wills Road is well maintained, with wide sidewalks in good repair. A pleasant, park-like setting lines the road overlooking the park below. Trees somewhat limit the viewshed. 6
- Handsome stone structures stand at both entry points to East Park along Wills Road.
- With the exception of Franklin Road, which has sidewalks in good condition, this is a stable residential area with very few sidewalks. Streets are in good shape and traffic is generally light, but fast.

Wills Road to Cemetery

- A short distance away along Wills Road is a beautifully sited and maintained cemetery. Walkabout participants noted the site's rich history and suggested it be marked as a point of interest. Locals believe this to be St. Joseph's Cemetery. 7
- Across the street is a much older cemetery believed to be Chestnut Hill Cemetery. This site is smaller and less well maintained, but is also a point of historic interest.

Cemetery to Baldwin Avenue

- Near the cemetery on Baldwin Avenue is a historic marker hidden in overgrown vegetation. It pays tribute to a mining disaster.
- Baldwin Avenue has no sidewalks and blind curves. It is generally an unsafe pedestrian experience, though vehicular traffic is light.
- A short distance along Baldwin Avenue heading north from the park is Connell Run Tunnel, which leads back into East Park. The tunnel is not marked or signed with its name, though it is a valuable asset that should be highlighted. 8
- Debris and graffiti exist inside the tunnel.
- Those exiting the tunnel on the East Park side encounter a shed with a blank wall that would be an advantageous location for a welcoming mural. 9


8


9

East Park Route Recommendations

1 **Crawford Avenue, S.Cottage Avenue, E. Fairview Avenue, Greely Avenue, Franklin Avenue and Wills Road — Baldwin Avenue at Pittsburgh Street**

1.1 Sign the roads as Share the Road (To minimize maintenance, do not mark road.)

2 **Greeley Avenue Entrance to East Park**

2.1 Repair road leading into park and, if it is the designated pedestrian entrance from this direction, sign as Share the Road.

2.2 Add gateway signage to mark the entry point and passage from Fairview Avenue to Greeley Avenue and into the park.

3 **Maintain and Improve Pedesrian Infrastructure**

3.1 Upgrade pedestrian curb ramps and crossings and repair sidewalk surfaces, particularly on Fairview Avenue.

4 **Create and Sign Walking Route, Cultivate Sites of Interest**

4.1 Add wayfinding signage to mark a walking route through East Park to Wills Road, through the cemeteries and through Connell Run Tunnel.

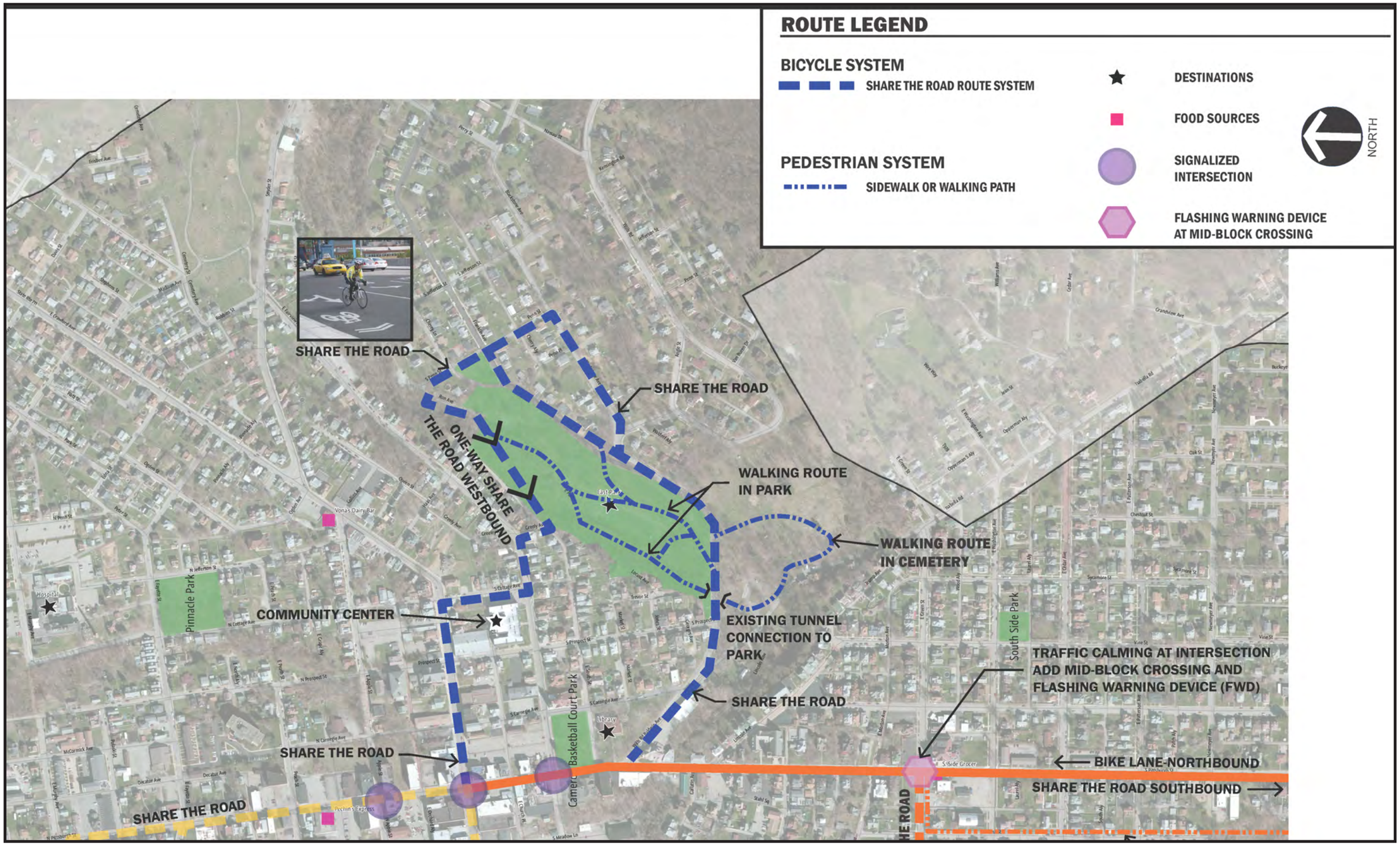
4.2 Add historic markers at the turret and cemeteries and interpretive markers at Connell Run waterfall and tunnel.

4.3 Consider walking loops through the park, both an easy loop and a more difficult loop that would include the hike up to Wills Road and the cemeteries. The easier loop could experience the tunnel from the park side, through and back. Create a brochure to supplement on-site markers explaining the history.

4.4 Clean up debris and graffiti inside Connell Run Tunnel. Encourage managed artwork inside the tunnel, as well as creation of a "Welcome to East Park" mural on the blank shed surface visible to those entering the park through the tunnel.

Figure 4:
East Park Route Recommendations

East Park Route



Implementation Tools

This section includes practical information to assist in the achievement of the improvements recommended in this report. The implementation process should involve the following next steps:

Running Start
Start with an easy, popular project that can be completed quickly with either local forces or with a low-cost budget. You want your first project to be a great success!

Plan Maintenance
Agree on how new facilities will be maintained. Any agreement should be formalized and recorded.

Final Design and Construction
Complete documents for bidding and construction. Requirements may include field survey, plans and roadway permit applications (if crossing a state route or using a state route right of way), and construction documents for bidding. Bid and build the improvements.

Culture Shift
Educate all road users on safety and shared use, engaging police, residents and civic groups. Cultivate local walking and cycling groups and distribute route maps and info.

Cost Estimates

The following project budget lays out estimated costs for implementing recommended improvements for the pedestrian and bicycle system as described in the previous chapter. Construction cost estimates are based on federal funding and public bidding, though using public works and/or volunteer labor and materials can significantly reduce project costs, including material procurement from PennDOT for signs and pavement markings.

General estimates for pavement markings appear below. These are for markings in the roadway. If the marking is out of the vehicle wheel path, it will have a longer life expectancy. Conversely, markings have lower life expectancy when placed on higher-volume roads with greater trips and turning movements over the markings.

Bike Lane, Bike Route and Share the Road post-mounted signs (PennDOT Type B sign and post) can be budgeted between $230 and $250 each.

Pavement Marking	Life Expectancy	Estimated Cost
Hot Thermo Sharrow (Shared Lane Marking)	4 to 6 years	$250 EA
Hot Thermo Bike Lane Graphic with Arrow	5 to 7 years	$350 EA
Hot Thermo Ped Crossing using “ladder bars”	4 to 6 years	$12/Linear foot (LF)
Painted - Green Lane markings through intersections	1 to 3 years	$3-$5/Square yard (SY)
Painted - Linear 4” wide yellow or white lane markers	1 to 3 years	$0.50/LF

Note: Epoxy can be used to mark concrete; its life expectancy is 2-3 years in a roadway and 3-5 years in a bike lane.

Figure 5:
Project Budget: Bicycle Improvements

All below signs are PennDOT Type-B Post Mounted. All materials are to comply with PennDOT Publication 408.	Memorial Route	East Park Route	Stadium Route
Share the Road Sign (PennDOT Type B) $250 500 OC EA	24 **$6,000** 6- N Pittsburgh/Crawford to N Pittsburgh/W Murphy - 1460 LF (NB & SB x2) 2- W Murphy/N Pittsburgh to W Murphy/York - 975 LF (WB x1) 2-W Fayette/York to W Fayette/N Pittsburgh -880 LF (EB x1) 2-N 7th/Meason to N 7th/Crawford - 620 LF (NB & SB x2) 4-Meason/N 7th to Meason/N 3rd - 750 LF (NB & SB x2) 4-Crawford/N 7th to Crawford/S 3rd - 760 LF (NB & SB x2) 2-Crawford to Crawford Bridge - 925 LF (WB X1) 2-Crawford/Arch to Crawford/Pittsburgh - 460 LF (NB & SB x2)	19 **$4,750** 2 - Baldwin/Pittsburgh to Baldwin/Willis - 385 LF (EB & WB x2) 4 - Willis/Baldwin to Willis/Blackstone - 1055 LF (EB & WB x2) 2- Blackstone/Willis to Blackstone/Penn - 585 LF (EB & WB x2) 2 - Franklin/Penn to Franklin/Blackstone - 625 (EB & WB x2) 2- Penn/Blackstone to Penn/East Park Run - 560 LF (NB & SB x2) 2 - East Park Run - 215 LF (EB & WB x2) 1- East South (Hill) - 485 LF (WB x1) 2 - Greeley to East Fairview to South Cottage - 630 LF (x2) 2 - Crawford/Cottage to Crawford/ Pittsburgh - 680 LF (EB & WB x2)	27 **$6,750** 3 - Arch/Crawford to Arch/Green-1610 LF (NB x1) 10 - Arch/Green to Arch/Woodlawn-2490 LF (NB & SB x2) 4 - Woodlawn/Arch to Woodlawn/Pittsburgh-1000 LF (EB & WB x2) 8- Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (SB x1) 2 - Green/Arch to Green/Pittsburgh-485 LF (EB & WB x2)
Bike Route Sign w/ Trail Logo Placard $200 500 OC EA	28 **$5,600** 6- N Pittsburgh/Crawford to N Pittsburgh/W Murphy - 1460 LF (NB & SB x2) 4- W Murphy/N Pittsburgh to W Murphy/York - 975 LF (WB x1) 2- W Fayette/York to W Fayette/N Pittsburgh - 880 LF (EB x1) 2 - Shop 'N Save Plaza - 530 LF (EB & WB x2) 2 - Memorial Bridge/N 7th - 210 LF (NB & SB x2) 2- N 7th/Meason to N 7th/Crawford - 620 LF (NB & SB x2) 2- Meason/N 7th to Meason/N 3rd - 750 LF (EB & WB x2) 2- Crawford/N 7th to Crawford/S 3rd - 760 LF (EB & WB x2) 4- Crawford to Crawford Bridge - 925 LF (WB X1) 2- Crawford/Arch to Crawford/Pittsburgh - 460 LF (NB & SB x2)	20 **$4,000** 2- Baldwin/Pittsburgh to Baldwin/Willis - 385 LF (EB & WB x2) 4 - Willis/Baldwin to Willis/Blackstone - 1055 LF (EB & WB x2) 2- Blackstone/Willis to Blackstone/Penn - 585 LF (EB & WB x2) 2- Franklin/Penn to Franklin/Blackstone - 625 (EB & WB x2) 2- Penn/Blackstone to Penn/East Park Run - 560 LF (NB & SB x2) 2 - East Park Run - 215 LF (EB & WB x2) 2- East South (Hill) - 485 LF (WB x1) 2- Greeley to East Fairview to South Cottage - 630 LF (x2) 2 - Crawford/Cottage to Crawford/ Pittsburgh - 680 LF (EB & WB x2)	38 **$4,256** 6- Arch/Crawford to Arch/Green-1610 LF (NB & SB x2) 10- Arch/Green to Arch/Woodlawn-2490 LF (NB & SB x2) 4- Woodlawn/Arch to Woodlawn/Pittsburgh-1000 LF (EB & WB x2) 16- Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (NB & SB x2) 2- Green/Arch to Green/Pittsburgh-485 LF (EB & WB x2)
Bike Lane Sign $180 250 OC EA	10 **$1,800** 2 - Memorial Bridge/N 7th - 210 LF (NB & SB x2) 4 - Crawford to Crawford Bridge - 925 LF (EB X1) 4 - Connellsville Shopping Center Plaza - 530 LF (EB & WB x2)	— —	23 **$4,140** 6 - Arch/Crawford to Arch/Green-1610 LF (SB x1) 17- Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (NB x1)
No Parking Sign (in Bike Lane) $150 500 OC EA	3 **$450** 1 - Crawford/S 3rd to Crawford/S 1st - 430 LF (EB x 1) 2 - Connellsville Shopping Center Plaza - 530 LF (EB & WB x2)	— —	11 **$1,650** 3 - Arch/Crawford to Arch/Green-1610 LF (SB x1) 8 - Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (NB x1)
Sharrow Graphic- 'Hot Thermo' $250 200 OC EA Sharrow Quantities can be Reduced- eliminate sharrow marking on low volume, local side streets, just sign the route through neighbor hood streets.	57 **$14,250** 17- N Pittsburgh/Crawford to N Pittsburgh/W Murphy - 1460 LF (NB & SB x2) 5- W Murphy/N Pittsburgh to W Murphy/York - 975 LF (WB x1) 4- W Fayette/York to W Fayette/N Pittsburgh -880 LF (EB x1) 6- N 7th/Meason to N 7th/Crawford - 620 LF (NB & SB x2) 8- Meason/N 7th to Meason/N 3rd - 750 LF (EB & WB x2) 8- Crawford/N 7th to Crawford/S 3rd - 760 LF (EB & WB x2) 5- Crawford to Crawford Bridge - 925 LF (WB X1) 4- Crawford/Arch to Crawford/Pittsburgh - 460 LF (NB & SB x2)	48 **$12,000** 4 - Baldwin/Pittsburgh to Baldwin/Willis -385 LF (EB & WB x2) 10 - Willis/Baldwin to Willis/Blackstone -1055 LF (EB & WB x2) 6 - Blackstone/Willis to Blackstone/Penn -585 LF (EB & WB x2) 6 - Franklin/Penn to Franklin/Blackstone -625 (EB & WB x2) 6- Penn/Blackstone to Penn/East Park Run -560 LF (NB & SB x2) 2 - East Park Run -215 LF (EB & WB x2) 2 - East South (Hill) -485 LF (WB x1) 6 - Greeley to East Fairview to South Cottage -630 LF (x2) 6 - Crawford/Cottage to Crawford/ Pittsburgh-680 LF (EB & WB x2)	67 **$16,750** 8 - Arch/Crawford to Arch/Green-1610 LF (NB x1) 24 - Arch/Green to Arch/Woodlawn-2490 LF (NB & SB x2) 10 - Woodlawn/Arch to Woodlawn/Pittsburgh-1000 LF (EB & WB x2) 21 - Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (SB x1) 4 - Green/Arch to Green/Pittsburgh-485 LF (EB & WB x2)

All below signs are PennDOT Type-B Post Mounted. All materials are to comply with PennDOT Publication 408.	**Memorial Route**	**East Park Route**	**Stadium Route**
Bike Lane Graphic- 'Hot Thermo' $300 200 OC EA	11 **$3,300** 2 - Memorial Bridge/N 7th-210 LF (NB & SB x2) 5 - Crawford to Crawford Bridge - 925 LF (EB X1) 4 - Connellsville Shopping Center Plaza - 530 LF (EB & WB x2)	— —	29 **$8,700** 8 - Arch/Crawford to Arch/Green-1610 LF (SB x1) 21 - Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (NB x1)
4" White Pavement Marking- Road Edge $0.50 LF	2,060 **$1,030** 1850 - Crawford to Crawford Bridge - 925 LF (EB & WB x2) 210 LF - Memorial Bridge/N 7th (NB & SB x2)	0 —	11,640 **$5,820** 3220- Arch/Crawford to Arch/Green-1610 LF (NB & SB x2) 8420- Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (NB & SB x2)
Dual 4" Yellow Pavement Marking- Centerline $1.00 LF	1,850 **$1,850** 1850 - Crawford to Crawford Bridge - 925 LF (EB & WB x2)	— —	11,640 **$11,640** 3220- Arch/Crawford to Arch/Green-1610 LF (NB & SB x2) 8420- Pittsburgh/Crawford to Pittsburgh/Woodlawn-4210 LF (NB & SB x2)
Bituminous Asphalt $50.00 SY	600 **$30,000** 600 SY - Connellsville Shopping Center Plaza (cycle track construction)	— —	— —
24" Rolled Concrete Curb $70.00 LF	530 **$37,100** 530 LF - Connellsville Shopping Center Plaza (cycle track construction)	— —	— —
Guiderail $16.00 LF	530 **$8,480** 530 LF - Connellsville Shopping Center Plaza (cycle track construction)	— —	— —
Protective Barrier $65.00 LF	210 **$13,650** 210 LF - Memorial Bridge/N 7th	— —	— —
	$123,510 **Total-Memorial Route**	**$20,750** **Total-East Park Route**	**$59,706** **Total- Football Field Route**
Above Improvements include: Signs, Markings, Barriers, FWD's, and Cycle Track Construction			**$203,966**
		15% Contingency	$30,595
		Total	**$234,561**

Figure 6:
Project Budget: Pedestrian Improvements

Memorial Route					**$178,840**
Crawford Avenue (West Side)					**$89,800**
Concrete Sidewalk Replacement (at 5' wide) *Concrete Walk Remove and Replace at $110/SY*	0	LF	$60	$0	
Concrete Curb Ramps (ADA compliant) *Remove and Replace*	28	EA	$2,700	$75,600	
Pavement Markings at Pedestrian Crossing *Ladder Bar Design (assumed 24 LF of W/24" per, at $28/LF)*	10	EA	$700	$7,000	
Pedestrian Signal Heads Upgrades (existing wiring)	8	EA	$600	$4,800	
Pedestrian Push Button Upgrades (existing wiring)	8	EA	$300	$2,400	
Crawford Avenue (East Side)					**$9,800**
Concrete Sidewalk Replacement (at 5' wide) *Concrete Walk Remove and Replace at $110/SY*	50	LF	$60	$3,000	
Pavement Markings at Pedestrian Crossing *Ladder Bar Design (assumed 24 LF of W/24" per, at $28/LF)*	2	EA	$700	$1,400	
Pedestrian Signal Heads Upgrades (existing wiring)	6	EA	$600	$3,600	
Pedestrian Push Button Upgrades (existing wiring)	6	EA	$300	$1,800	
N. 7th Street					**$79,240**
Concrete Sidewalk Replacement (at 5' wide) *Concrete Walk Remove and Replace at $110/SY*	914	LF	$60	$54,840	
Concrete Curb Ramps (ADA compliant) *Remove and Replace*	8	EA	$2,700	$21,600	
Pavement Markings at Pedestrian Crossing *Ladder Bar Design (assumed 24 LF of W/24" per, at $28/LF)*	4	EA	$700	$2,800	

Stadium Route					
S. Pittsburgh Street					**$69,100**
Flashing Warning Device (FWD) at S.Pgh Street; at Green and Either Davidson Or W. Austin	2	EA	$17,800	$35,600	
Concrete Sidewalk Replacement (at 5' wide) *Concrete Walk Remove and Replace at $110/SY*	50	LF	$60	$3,000	
Concrete Curb Ramps (ADA compliant) *Remove and Replace*	10	EA	$2,700	$27,000	
Pavement Markings at Pedestrian Crossing *Ladder Bar Design (assumed 24 LF of W/24" per, at $28/LF)*	5	EA	$700	$3,500	
East Park Route					
E. Fairmont Street, Greeley Avenue					**$97,180**
Concrete Sidewalk Replacement (at 5' wide) *Concrete Walk Remove and Replace at $110/SY*	378	LF	$60	$22,680	
Concrete Curb Ramps (ADA compliant) *Remove and Replace*	25	EA	$2,700	$67,500	
Pavement Markings at Pedestrian Crossing *Ladder Bar Design (assumed 24 LF of W/24" per, at $28/LF)*	10	EA	$700	$7,000	
			Including 15% Contingency	**$396,888**	**Total**

Potential Funding Sources

The following is a list of potential funding partners, resources and grant opportunities available:

- Southwestern Pennsylvania Commission - Underwriting for Road Safety Audits *https://www.spcregion.org/*
- Pennsylvania DCED Multimodal Fund *https://dced.pa.gov/download/multimodal-transportation-fund-mtf-guidelines/*
- PennDOT Multimodal Fund, (The Multimodal Fund was created by Act 89, enacted in November 2013), - *http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx#.VhPFNPlVhBc*
- PCTI- Pennsylvanian Community Transportation Initiative (PennDOT) *smart-transportation.com*
- Pennsylvania Infrastructure Investment Authority (PennVEST) - *http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/pennsylvania-infrastructure-investment-authority*
- Trail Volunteer Fund, at the Pittsburgh Foundation, *http://they-working.org*
- First Industries Fund *http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/first-industries-fund*
- Infrastructure Development Program - *http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/infrastructure-development-program*
- Water Supply and Wastewater Infrastructure Program - *http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/water-supply-and-wastewater-infrastructure-program-pennworks*
- Department of Conservation and Natural Resources (DCNR) Community Conservation and Partnership Programs (C2P2) - *http://www.dcnr.state.pa.us/brc/grants/indexgrantsinstruct.aspx*
- Pittsburgh History and Landmarks Foundation - *http://www.phlf.org/programs-and-services/main-and-elm-street-programs/*
- Pennsylvania Downtown Center - *http://www.padowntown.org/*
- Recreational Trails Program - *http://www.fhwa.dot.gov/environment/rectrails/*
- Pennsylvania Fish and Boat Commission (PFBC) - *http://www.fish.state.pa.us/grants.htm*
- Pennsylvania Council on the Arts - *http://www.pacouncilonthearts.org/*
- Private Utility Companies, Large Employers in the Area and Marcellus Shale Mining Companies.
- Foundation Center - *http://foundationcenter.org/* Directory available for purchase that lists all public foundations, past giving practices, coverage area, minimum and maximum grants, application instructions and each foundation's primary focus. This is a national directory that can be researched by topic, state, etc.

- PA Wilds Initiative; 12 County Regional Marketing Initiative; tbrant@pawilds.com - h*ttp://www.pawildsresources.org/*
- Bicycle Friendly Community (BFC) though the League of American Bicyclists Program. The BFC Program provides incentives, hands-on assistance and award recognition for communities that actively support bicycling.

Other Potential Funding Sources

Grants (government funding programs, corporate grants, and private foundations)

- In-kind services/donations
- Corporate giving
- Fundraising programs and private donations

In-Kind Services/Donations

Many grant sources will accept in-kind services as a replacement for cash matches. The project sponsor, municipal department of public works, and the local trail association may have resources at their disposal that can be turned into in-kind services. Examples of in-kind services/donations for a trail project include:

- Building materials
- Equipment use/rental/purchase
- Professional expertise
- Meals for volunteers

Supporting Information

Shared Lane Marking Guidance from MUTCD, FHWA

Pavement markings and signs typically are installed at each turning point: a marking and sign ahead of the turn and a marking and sign directly following the turn. This will enhance the wayfinding ability for cyclists at decision points.

Below is guidance from Manual of Uniform Traffic Control Devices (MUTCD) Chapter 9B, MUTCD 2009 Edition, for Shared Lane Markings.

Source: http://mutcd.fhwa.dot.gov/htm/2009/part9/part9c.htm#figure9C09

- Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- Encourage safe passing of bicyclists by motorists, and
- Reduce the incidence of wrong-way bicycling.

Standard:

Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.

Guidance:

- The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.
- If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Option:

Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.

For additional information about sharrows, bicycle signs, and other types of bikeway systems, please refer to the National Association of City Transportation Officials (NACTO) website - *http://nacto.org/cities-for-cycling/design-guide*

Safety & Pennsylvania Law

Under Pennsylvania law bicyclists are considered to be a vehicle and subject to the following rules:

- Ride on the right side of the road
- Obey stop signs and traffic signals
- Never ride against the flow of traffic

Cyclists must stay to the right side of the road except where impractical or unsafe and avoid impeding traffic if traveling below the speed limit.

Bicyclists are allowed to ride on the road unless the road is posted to the contrary (such as freeways and interstates).

General Bike Route Design Goals

The bike route should be:

Intuitive: easy for users to find and follow the route

Direct: as straight as possible to the final destination. If not, people will not use it; they go another way, a more direct route.

Visible: open and visible for police to see and monitor. The route should be on or near the public right-of-way to be easily patrolled.

Safe: marked or constructed with separated travel lanes. Cars, bikes and pedestrians (peds) all move at different speeds; designating travel lanes help to reduce conflicts.

Accessible for pedestrians: Consider ADA-compliant upgrades throughout the route especially at intersections. Providing accessible routes for all people will provide the most usable corridor for every age, every condition and every ability.

Bicycle Friendly Community (BFC) Status

We also recommend that the City review the BFC program through The League of American Bicyclists. The League is a comprehensive resource for bicycling. This resource can be used for planning, promotion, education, enforcement, and implementation.

Register with the League of American Bicyclists as a BFC. This national registration can be a valuable community promotion tool, providing incentives, hands-on assistance and award recognition for communities that actively support bicycling. This will also provide you with additional resources to build and market your trail town as a registered bike-friendly community.

Bicycle information for Planning, Design and Promotions can be found at below sources:

- Advocacy Advance (passionate advocates for bicycling and walking): *www.advocacyadvance.org*
- League of American Bicyclists - Bicycle Friendly Community Program, *www.bikeleague.org/community*
- Bikes Belong and People for Bikes at: www.bikesbelow.org and *www.peopleforbikes.org*
- Bike Commuting 101, Bike Pittsburgh web page at *www.bikepgh.org*;
- Smart Growth American, National Complete Streets Coalition- Complete Streets Policy- *http://www.smartgrowthamerica.org/complete-streets*

These resources can help educate council members, businesses, landowners and residents about the benefits of redefining Connellsville's roads as community streets that are comfortable, inviting and safe for all users. More than simply a way to convey vehicles through as quickly as possible, the City's streets represent a public realm that can reinforce Connellsville's identity as a desirable place to live, work, visit and play.

Appendix

Audit Tool

AARP Walk Audit Tool Kit

A step-by-step self-service guide for assessing a community's walkability

aarp.org/walk-audit

AARP®
Real Possibilities

Notes

THE PROBLEM

Too many communities in the United States are designed exclusively or almost exclusively for automobile travel, with very little consideration given to the needs of pedestrians. A scarcity of sidewalks, multilane roadways that are unsafe to cross, and a lack of street maintenance are all factors that discourage or outright prevent people from walking.

A SOLUTION

You can help make your community more walkable by conducting a walk audit to identify the roads and intersections that are dangerous for pedestrians but can and should be safely walkable and crossable.

THE TIME COMMITMENT

It takes about an hour to complete a targeted walk audit and a bit more time to summarize your observations and offer ideas for needed improvements.

WHO CAN CONDUCT A WALK AUDIT?

Anyone!

AMONG THE REASONS TO CONDUCT A WALK AUDIT

- It can help create a pedestrian-friendly environment
- It increases exercise opportunities for your communities
- It boosts social interaction among neighbors
- It enables people to get around without having to drive
- It can help reduce traffic congestion and pollution
- It can lead to increased property values

A publication of AARP Livable Communities | AARP Community, State and National Affairs

Web: AARP.org/livable and AARP.org/walk-audit | **Email:** livable@aarp.org | **Twitter:** @AARPLivable

AARP 601 E Street NW, Washington, D.C., 20049

Getting STARTED

1 RECRUIT PEOPLE TO CONDUCT THE WALK AUDIT

You can do a walk audit on your own, but it's more fun to do with other people. It's helpful to include a person who has a walking or physical challenge (e.g., someone who uses a walker, wheelchair or cane, or even a parent pushing a baby stroller). That will help you get a true sense of an area's walkability.

2 IDENTIFY YOUR ROUTE

Map out a walkable area that can get you to and from where you need to go.

3 GATHER YOUR SUPPLIES, WHICH MIGHT INCLUDE:

- Street maps
- Clipboards
- Notepaper and pens
- A digital or smartphone camera
- Comfortable walking shoes
- A hat and sunscreen
- A bottle of cold water
- The walk audit documents that start on page 4

4 CHOOSE A DATE AND TIME FOR THE WALK AUDIT

5 CONDUCT THE WALK AUDIT

6 "RATE" THE ROUTE

7 TAKE ACTION TO MAKE YOUR COMMUNITY MORE WALKABLE

NOTES:

▶ The WALK AUDIT

Review the walk audit documents and checklists before you head out, and as you walk note the locations of streets, sidewalks and any problems you would like to see solved. Take photographs of problem areas as well as good features you would like to see more often.

Suggestions for the types of photographs to take include:

- Crossing signals
- Overhead traffic lights
- Turning lanes
- Curb cuts
- Sidewalks
- Crosswalk lines and vehicle stop lines
- Important signage

The tool kit contains the following sections to help guide and record your observations:

- Mapping the Walk Audit
- Crossing Streets and Intersections
- Sidewalks
- Driver Behavior
- Safety
- Comfort and Appeal
- Overall Ratings and Observations

Each section asks you to rate your streets or intersections. Here's what each rating means:

Excellent	The area is very pedestrian-friendly and safe
Good	The area is moderately pedestrian-friendly and safe
Fair	The area is somewhat pedestrian-friendly and safe
Poor	The area is not pedestrian-friendly or safe

TIP: ***You can bring the pages for Assignments #1 through #6 with you during the actual walk audit and leave the rest of this guide behind.***

NOTES:

▶ Mapping the WALK AUDIT

Your walkable area can be as small as one intersection or it could include several streets and intersections. Consider starting small, with one or two intersections and a connecting street.

TIP: *The smaller your walk audit area, the easier it is to follow up and get results.*

1. Record the following for your audit area:

County: _____ **City/Town:** _____

State: _____ **Zip Code:** _____

2. Next, draw a simple map of your walk audit area in the space below and label the streets. Indicate North, South, East and West to show which direction the streets are oriented.

▶ CROSSING STREETS and INTERSECTIONS

Complete one set of the Assignment #1 sheets for each intersection you observe.

TIP: ***We suggest allowing 20 to 30 minutes per intersection.***

Intersection observed: _____ and _____
Street Name 1 Street Name 2

Day and Date of week: _____

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
❍ The crossing doesn't have a pedestrian signal or audible signal	_____
❍ The pedestrian signal doesn't give people walking at an average speed enough time to cross	_____
	_____
Time allowed for crossing:	_____ (Minutes) _____ (Seconds)
❍ The signal doesn't give slow walkers enough time to cross	_____
❍ The traffic signal makes pedestrians wait too long before crossing	_____
❍ The location needs a traffic signal or crosswalk	_____
❍ A Push-to-Walk signal is not available/operating/accessible	_____
❍ The crosswalk is not marked or is poorly marked	_____
❍ People need to walk >300 feet for a safe place to cross the street	_____
❍ The road is too wide to safely cross	_____
❍ There's no median on a street with four or more lanes	_____
❍ Parked cars or utility poles block the pedestrian view of traffic	_____
❍ Other issues and observations: _____	
_____	

▶ CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED *(use hash marks 𝍸 for counting)*	TOTAL #
People walking at an average speed		
People walking slowly		
People with children or baby strollers		
People crossing against the signal		
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists		
Skateboarders		
Other		

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

_____

_____

_____

_____

_____

▶ SIDEWALKS

Complete one sheet for each sidewalk-equipped street within your walk area.

Street observed: _____ between _____ and _____
Street Name | Cross Street 1 | Cross Street 2

Day and Date of week: _____

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
❍ There are no sidewalks, paths or shoulders.	_____
❍ The sidewalks are not continuous (i.e., segments are missing).	_____
❍ The sidewalk isn't wide enough for two people to walk together side-by-side (minimum width needed: 5 feet).	_____
❍ The sidewalk is broken or cracked.	_____
❍ There's no buffer between traffic and the sidewalk.	_____
❍ The sidewalks are interrupted by driveways.	_____
❍ There are no ramps (i.e., curb cuts) or they're misplaced. *(Note: There should be two curb cuts per corner.)*	_____
❍ The curb cuts aren't textured or marked for people with visual impairments.	_____
❍ The sidewalk is blocked or interrupted by poles, signs, shrubs, dumpsters, low-hanging trees, etc.	_____
❍ Cars, trucks, vendors are blocking the sidewalk.	_____
❍ Other issues and observations:	_____

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

_____

_____

▶ DRIVER BEHAVIOR

Complete one sheet for the entire walkable area on your walk audit map.

Day and Date of week: _____

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
❍ Drivers do not stop at stop signs	_____
❍ Drivers do not obey traffic signals	_____
❍ Drivers appear to be speeding	_____
❍ Drivers don't yield to pedestrians, especially at right turns	_____
❍ Drivers do not stop behind the crosswalk	_____
❍ Drivers don't look when leaving or backing out of driveways	_____
❍ Drivers make unexpected turns/maneuvers	_____

❍ Other issues and observations: _____

_____

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

_____

_____

_____

_____

_____

▶ SAFETY

Complete one sheet for the entire walkable area on your survey map.

Day and Date of week: _____

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
People don't feel safe walking here.	
❍ Car speeds are too fast	_____
❍ There's too much traffic	_____
❍ Drivers are distracted (e.g., they're using cellphones)	_____
❍ There's loitering or suspicious/criminal activity	_____
❍ There are unleashed dogs	_____
❍ The signage or directions for drivers/pedestrians are confusing	_____
❍ Other issues and observations: _____	

_____

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

_____

_____

_____

_____

_____

▶ COMFORT and APPEAL

Complete one sheet for the entire walkable area on your survey map.

Day and Date of week: _____

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
People don't feel safe walking here.	
❍ The street needs shade trees	_____
❍ The street needs grass, flowers and landscaping	_____
❍ The street needs benches and places to rest	_____
❍ The grass and/or landscaping needs maintenance	_____
❍ There are no water fountains and/or bathrooms	_____
❍ A sidewalk is needed to the bus stop	_____
❍ The bus stop doesn't provide shelter	_____
❍ The bus stop doesn't have adequate lighting	_____
❍ There's graffiti or vacant or rundown buildings	_____
❍ There's too much trash or litter	_____
❍ Other issues and observations:	_____

_____

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

_____

_____

▶ RATINGS and OBSERVATIONS

Now it's time to tally your scores from each observation section.

DIRECTIONS: Place a ✔ next to each rating from the previous sections.
If you observed more than one location, record the average of your observations.

STEP	RATING
Crossing Streets and Intersections	_____ Excellent _____Good _____Fair _____Poor
Sidewalks	_____ Excellent _____Good _____Fair _____Poor
Driver Behavior	_____ Excellent _____Good _____Fair _____Poor
Safety	_____ Excellent _____Good _____Fair _____Poor
Comfort and Appeal	_____ Excellent _____Good _____Fair _____Poor
TOTALS:	_____ Excellent _____Good _____Fair _____Poor

Your overall rating will be more than just your check mark total. Think about your observations as a whole. Were some areas much better or worse than others? For example, the sidewalks might be good for walking, but intersections might be poor for crossing the street. This might justify reducing the overall rating of your walk audit area. With this in mind:

Overall rating of the entire walk audit area: _____ Excellent _____Good _____Fair _____Poor

Additional comments about what works well and what needs improvement:

▶ TAKE ACTION

It can be a challenge to persuade municipalities to make needed transportation and roadway improvements and changes. Obstacles abound, ranging from politics to price tags. But individuals and community groups can get the ball rolling by identifying problems and calling attention to them.

SOME NEXT STEPS

Rally community members to work with local government and transportation officials to add new walkways and sidewalks that can help improve safety and accessibility for pedestrians.

Contact the local public works and transportation departments, or the area's elected community representative, to report unsafe sidewalks. Provide copies of the completed walk audit as well as photographs that show the problems.

Ask local officials to create crosswalks, install traffic signals and use traffic-calming measures (such as a "road diet" that narrows the street) to help control the speed of traffic. If a traffic signal already exists, ask that the light's timing accommodate slower moving pedestrians, such as children, older adults and people with disabilities.

Organize a neighborhood watch group to keep an eye out for speeders, criminal activity or other conditions or activities that would prevent people from being able to safely go for a walk.

Advocate for the kind of walkability features that will make your community walkable and welcoming for people of all ages and abilities. (To learn about those features download the **AARP Livability Fact Sheet** series in English or Spanish by visiting *AARP.org/livability-factsheets*.)

A FEW WORDS ABOUT SIDEWALKS

- Sidewalk requests can be complicated because, although a community's public works department often addresses sidewalk maintenance, the maintenance might actually be the responsibility of the adjacent property owner. Adding a new walkway could require negotiating with the respective property owners. Installing a sidewalk where one doesn't already exist is easier if the work involves filling in a gap in an otherwise continuous sidewalk.

- In most areas, a community's department of public works or transportation can address concerns about the placement and width of sidewalks and the maintenance of publicly managed sidewalks.

- Caring for trees and bushes that intrude upon a sidewalk is usually the responsibility of the property's owner, but the local government can send a notice asking the owner to perform the maintenance. If the property owner does not comply, a public works crew might be able to trim the bushes and bill the property owner. In some neighborhoods, a homeowners' association is responsible for sidewalks.

- Some communities or neighborhoods have ordinances restricting the installation of sidewalks or curbs for aesthetic reasons or to make the area appear less urban. Advocating for sidewalks in these types of communities can be challenging. If action on sidewalks is not possible, the local government can still make the streets safer for pedestrians by employing traffic-calming measures.

FINDING SOLUTIONS

PROBLEMS

- There are no sidewalks, paths or shoulders
- Sidewalks start and stop, are broken or blocked
- There is too much traffic

SOLUTIONS

- Identify another (safer) route
- Tell the traffic engineering or public works department about the problems and provide a copy of your walk audit results
- Speak up at board meetings
- Write or petition the city for better walkways
- Work with a local transportation engineer to develop a plan for a safe walking route
- Make the local media aware of the problems

PROBLEMS

- The roads are too wide to cross
- Traffic signals don't allow enough time to cross and/or don't provide regular chances to cross
- There aren't any crosswalks or traffic signals
- Views of traffic are blocked by trees, landscaping and/or parked cars
- Curb cuts are missing or are in need of repair

SOLUTIONS

- Identify another (safer) route
- Tell the traffic engineering or public works department about the problems and provide a copy of your walk audit results
- Ask permission to trim landscaping that blocks the street and/or ask the property owner to trim the landscaping
- Leave polite notes on the problem cars asking owners not to park in those spots
- Attend community meetings to advocate for crosswalks, signals, parking changes and curb cuts
- Report parked cars that cause safety hazards to the police or traffic departments
- Ask the department of public works to trim trees and bushes that block views of the street
- Make the local media aware of the problems

PROBLEMS

- Drivers are backing up without looking
- Drivers aren't yielding to pedestrians
- Drivers are driving too fast and/or speeding up to make the light
- Drivers are running red lights and stop signs

SOLUTIONS

- Identify another (safer) route
- Set an example by being a safe driver
- Report unsafe drivers to the police
- Petition for better law enforcement
- Ask the municipality's transportation planners and engineers for traffic-calming solutions
- Organize a neighborhood speed watch program

PROBLEMS

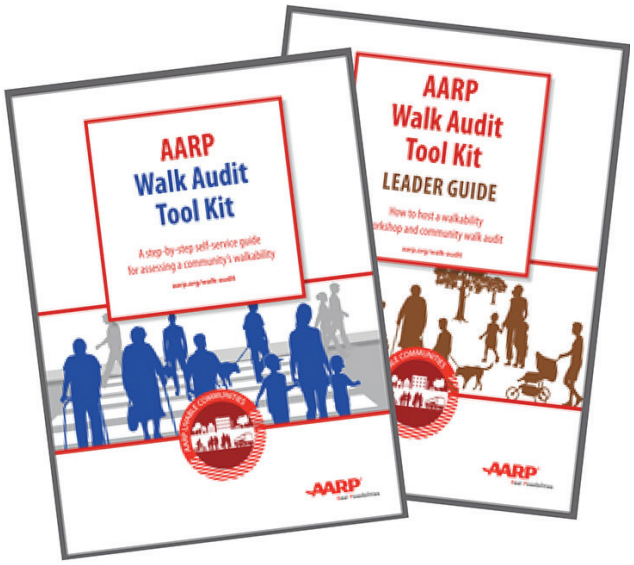
- The landscaping is in poor condition or nonexistent
- Dogs are off-leash
- The area isn't well-lighted
- There's a lot of litter
- There's no place to sit and rest
- There's criminal activity

SOLUTIONS

- Identify another (safer) route
- Report unleashed dogs to municipal authorities
- Report unlawful activity to police
- Report lighting needs to the police or department of public works
- Collect the trash yourself
- Request increased law enforcement
- Ask the municipality's transportation planners and engineers for traffic-calming solutions
- Organize a community cleanup day
- Start a neighborhood crime watch program
- Sponsor a neighborhood beautification day
- Begin an adopt-a-street program

AARP thanks the **Institute of Transportation Engineers** for its assistance with this guide.

AARP Walk Audit Tool Kit



Available for download at AARP.org/walk-audit

AARP Walk Audit Tool Kit: A step-by-step guide for assessing a community's walkability

AARP Walk Audit Tool Kit Leader Guide: How to host a walkability workshop and community walk audit