



Appendix A

Steering Committee Meeting Presentations & Minutes

South Fayette Township

Active Transportation Plan

Mark C. Szewcow, PE
Jack Soles

Introduction

Welcome to the South Fayette Township Active Transportation Plan Steering Committee!

- The purpose of this meeting is to introduce the project and give some background to the process we'll undergo to complete this Active Transportation Plan.
- Expectations for the members of the Steering Committee will be shared.



What is an Active Transportation Plan?

Active Transportation

Any nonmotorized mode of transportation such as walking and biking.

Active Transportation Plan

A roadmap for a community to provide high quality, connected facilities that enable all people to safely engage in physical activity.

Provides a framework for pursuing funding and implementing a wide variety of projects, programs, and policies.

The Need for Active Transportation Plan

1. Health Benefits

- Reducing the risk of chronic disease
- Encouraging physical activity

2. Environmental Benefits

- Reducing carbon emissions
- Mitigating air pollution

3. Economic Benefits

- Fostering economic health by creating connected communities that promote small business development, increase property value, and encourage corporate investment

4. Social Benefits

- Enhancing community connectivity
- Promoting social interactions

Goals for the Study

- 1. Connect parks and recreational areas by creating a network of pedestrian and bicycling facilities.**
 - Determine areas where road diets, bike paths, ADA compliant pedestrian multi-use paths and other facilities can be implemented.
- 2. Increase safety and mobility for non-motorized users, especially for the most vulnerable.**
- 3. Create a network that is accessible for users.**
 - Network will be equitably available for all people and integrate with all forms of transportation.
- 4. Increase the living quality of the area.**
 - The region will be a sustainable, economic, and socially vibrant community, attracting and retaining people to live, work, and play.



Strategies for Promoting Active Transportation

1. Education and Awareness

- Promoting active transportation benefits
- Providing educational programs

2. Policy and Regulation

- Advocating for supportive local policies
- Integrating active transportation into urban planning

3. Collaboration and Partnerships

- Engaging with community organizations
- Working with local schools and businesses

Public Engagement and Feedback

1. The importance of community involvement

- Need to gain community input to determine their preferences and expectations for the project

2. Strategies for gathering feedback and input

- Mass email or flyer
- Community meetings
- Social Media or Community website posts

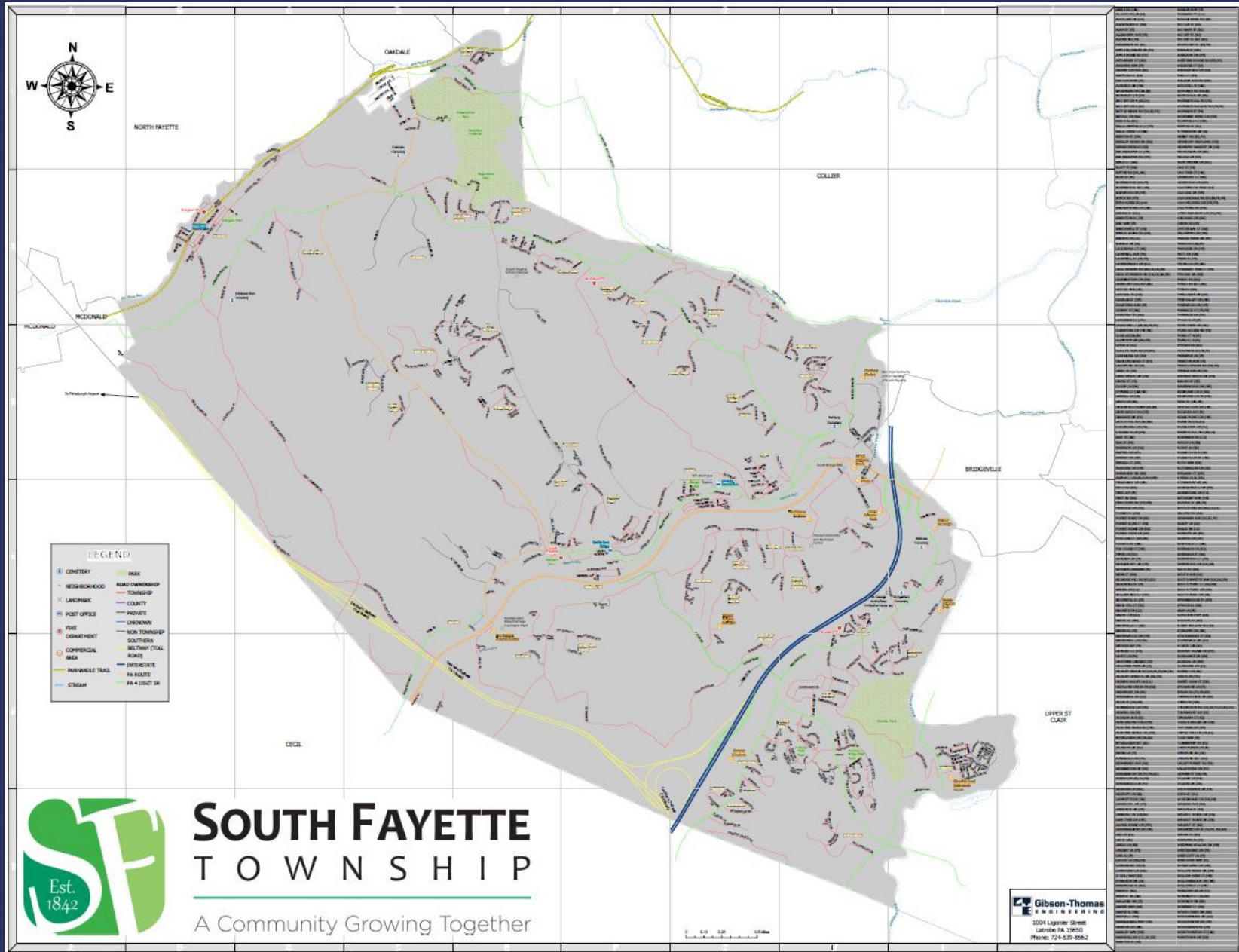
3. Creating opportunities for public participation

- Implementing active transportation events, such as public walks or cycling initiatives, to raise awareness and garner community engagement for the project.

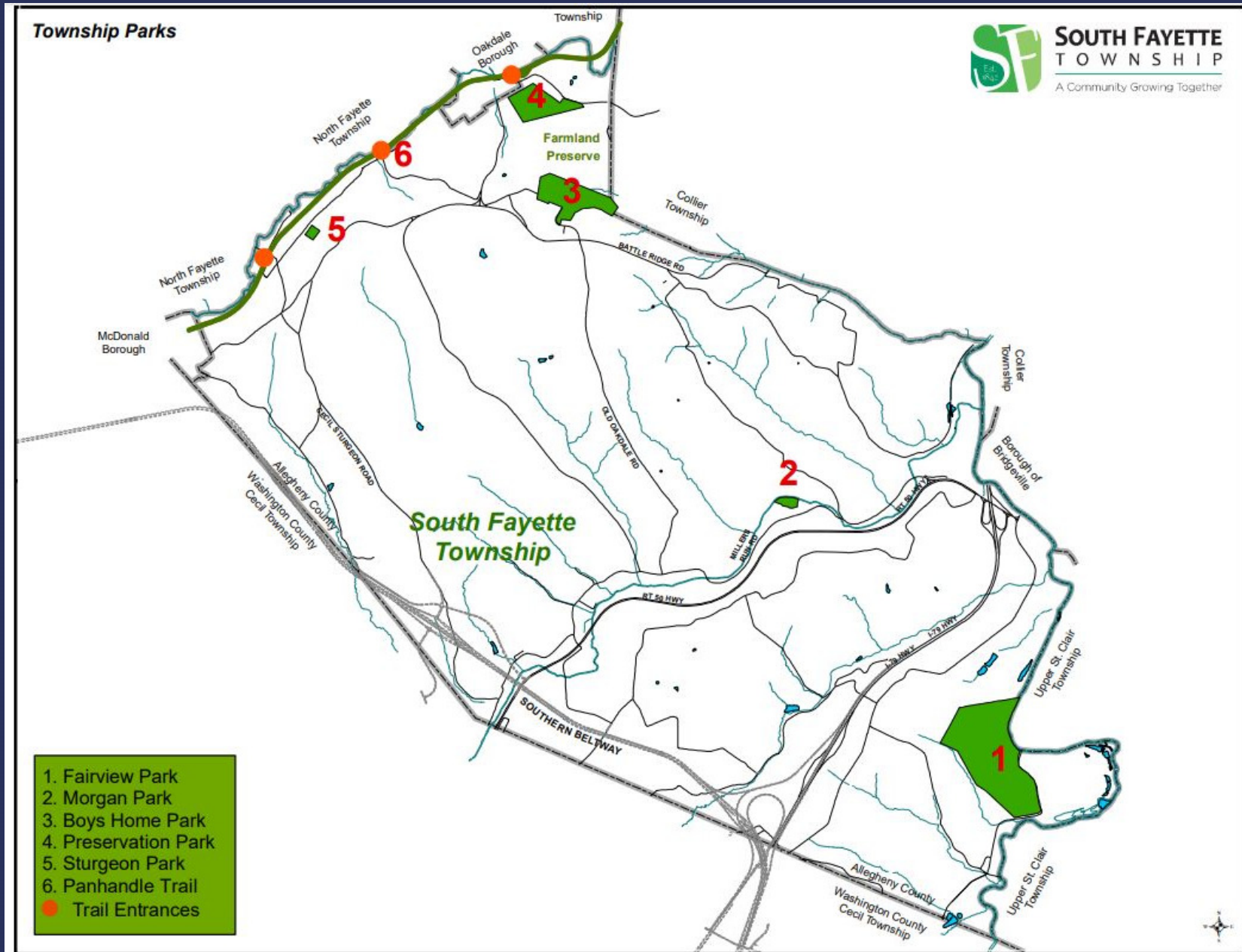
Timeline

Step	Anticipated Date	Status
Grant Notification	Sep 2023	Completed
Form Steering Committee	Oct 2023	Completed
Review existing plans, studies, maps*	Oct & Nov 2023	Current
Public Outreach and Engagement*	Jan 2024 – Apr 2024	Upcoming
Prepare Active Transportation Network Plan*	Mar 2024 – Jun 2024	Future
Prepare Final Report	Jul 2024 – Aug 2024	Future
Public Comment at Board of Commissioners Public Meeting*	Jul 2024	Future
Board of Commissioners Adoption	Sep 2024	Future

South Fayette Township Map



Township Parks Map





Questions?



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November 17, 2023

MEETING MINUTES

SUBJECT: South Fayette Township Active Transportation Steering Committee Kick-Off Meeting

MEETING DATE: November 16, 2023

LOCATION: South Fayette Township Municipal Building Library Room

ATTENDEES:

BILL PRICE, STACY HURT, GARY HARTZ, BRANDON SOUBIE, RON MILLER, PAULA WILLIS, TOM IAGNEMMA, RAY PITETTI

MINUTES:

The purpose of the meeting was to introduce the project to members of the Steering Committee as well as describe the process Gibson Thomas will undergo to complete the Active Transportation Plan (ATP).

- A presentation was provided that detailed the goals and timeline of the project.
- It was stated that public-private partnerships should be investigated for developments that are in the process of finalizing plans in order to create more connectivity.
- On the topic of public engagement or receiving community input, South Fayette Township has a great response rate when it comes to online surveys.
- Once winter begins and outside public events are not feasible, the project can look to school events to obtain community input.
- The topic of active transportation facilities connecting schools to the neighborhoods, allowing for more students to commute by walking, was well received.
- It was stated to consider e-bikes or battery powered transportation devices and how they'll be handled on the active transportation facilities.
- It was asked if the Final ATP will include specific implementations at determined locations as well as cost estimates and maintenance costs for each. The response was yes, the ATP will provide this information. It will also provide information of possible grants to fund these projects.
- It was suggested that a focus on connectivity to outside or bordering communities should be investigated.
- It was stated that a vast amount of foot traffic is located along Route 50 where the need for bus stops or active transportation facilities is evident.
- It was stated to investigate building ordinances or building codes to determine who will be building or maintaining these active transportation facilities.



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SIGN-IN SHEET

PROJECT NAME: South Fayette Active Transportation Plan

LOCATION: South Fayette Township Library Room

MEETING TYPE: Steering Committee Kick-off Meeting

DATE/TIME: November 16, 2023 – 6:00 PM to 7:00 PM

Please sign below by listing your name, organization, telephone number and email address.

	Name	Company	Phone	Email
1	Bill Price	TF South Fayette/Roadet	412-463-5079	wprice.eg@gmail.com
2	Stacy Hurt	Parexel / SF Resident	412-400-1194	stacy@stacyhurt.net
3	GARY HERTZ	SFTWP	412-221-8700	ghartz@sftwp.com
4	Brandon Soube	SFTSD	412-780-6867	brandon@southfayette.org
5	Paul Miller	PARK-SF	412-498-6475	PaulMiller2724@AOL.COM
6	Paula Willis	Twp. Park Rec Direct	412-334-7575	pwillis@stwp.com
7	TOM TAGNEMURA	SFTWP Planning	724 484 3446	tgisplann@gmail.com
8	Ray Dittk!	UPMC CHD	412-916-3553	rdittk@upmc.edu
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Welcome



Active Transportation Plan Steering Committee Meeting South Fayette Township



Review of Existing Data & Information

January 22, 2024

Steering Committee Goals

- Create an equitable connected network with access for all pedestrians and vulnerable road users. Connect missing links within the township.
- Develop an Active Transportation Plan network that connects community or border assets to living areas and other community assets.
- Promote safe and inclusive “active” ingress/egress for our citizens and visitors for the health, safety, and welfare of our community members and promote economic development in a thoughtful manner.
- Create a sidewalk/pathway for residents living near the school district to access the school campus.
- Highlight opportunities in the community to provide equitable trails, bike paths, sidewalks, and other pedestrian facilities at specific locations.



Progress Update



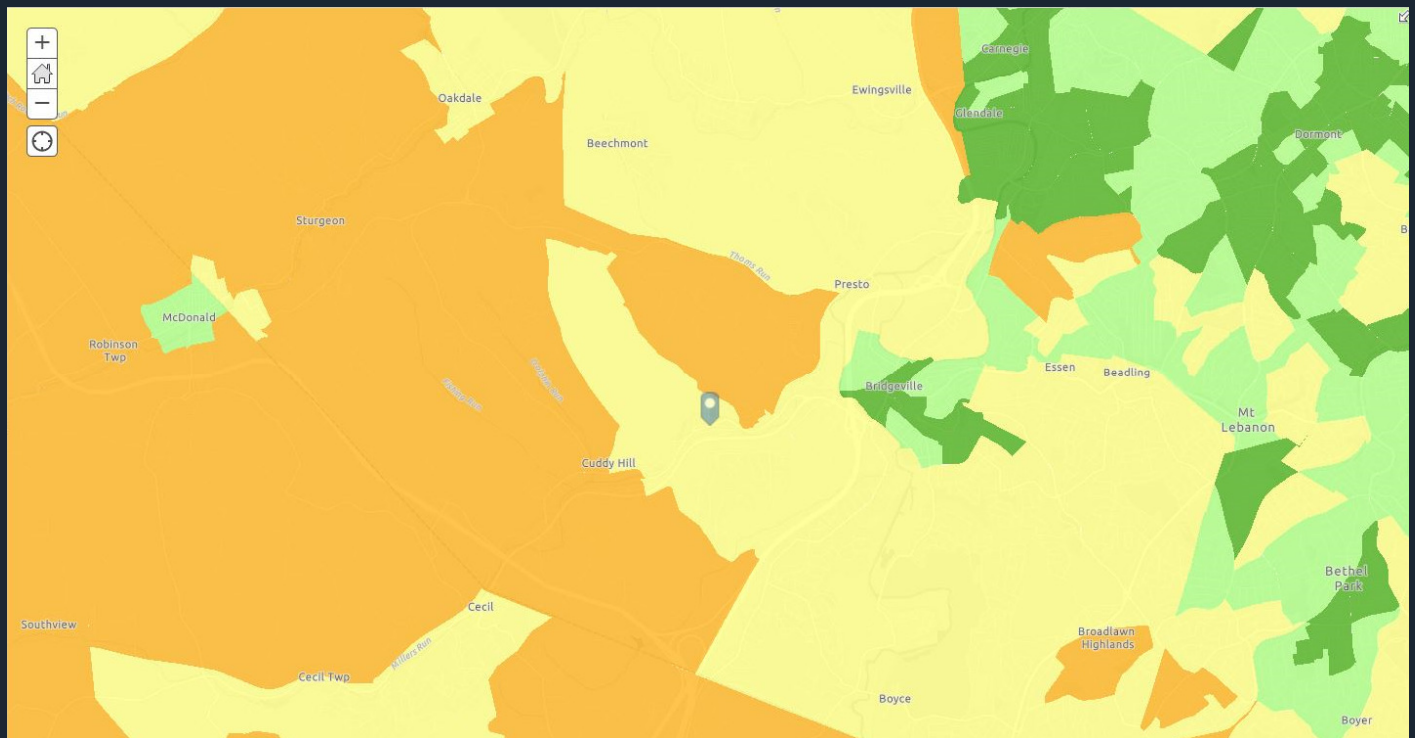
In the final stages of reviewing existing master plans, studies, maps, and other forms of data. Approaching the task of public outreach and engagement.

Step	Anticipated Date	Status
Review existing plans, studies, maps	Oct 2023 – Jan 2024	Current
Public Outreach and Engagement	Jan 2024 – Apr 2024	Upcoming
Prepare Active Transportation Network Plan	Mar 2024 – Jun 2024	Future
Prepare Final Report	Jul 2024 – Aug 2024	Future
Public Comment	Aug 2024	Future
Board Adoption	Sep 2024	Future

Preliminary survey questions are complete and organized in a format using SurveyMonkey.

- With us today are copies of the survey questions, and we ask for help from the members of the committee to look of what questions we pose, and still need answered by the community.
- If you have any feedback, please let Gibson-Thomas know of any comments in roughly 2 weeks, then the survey will be posted for public engagement.

Walkability Index



1 – 5.75	Least walkable
5.76 – 10.5	Below average walkable
10.51 – 15.25	Above average walkable
15.26 – 20	Most walkable

EPA's National Walkability Index provides walkability scores based on a formula that ranks selected indicators from the Smart Location Database that have been demonstrated to affect the tendency of walk trips.

Existing Data:

- 2023 Comprehensive Plan
- 2019 Recreation Plan
- Publication 787G

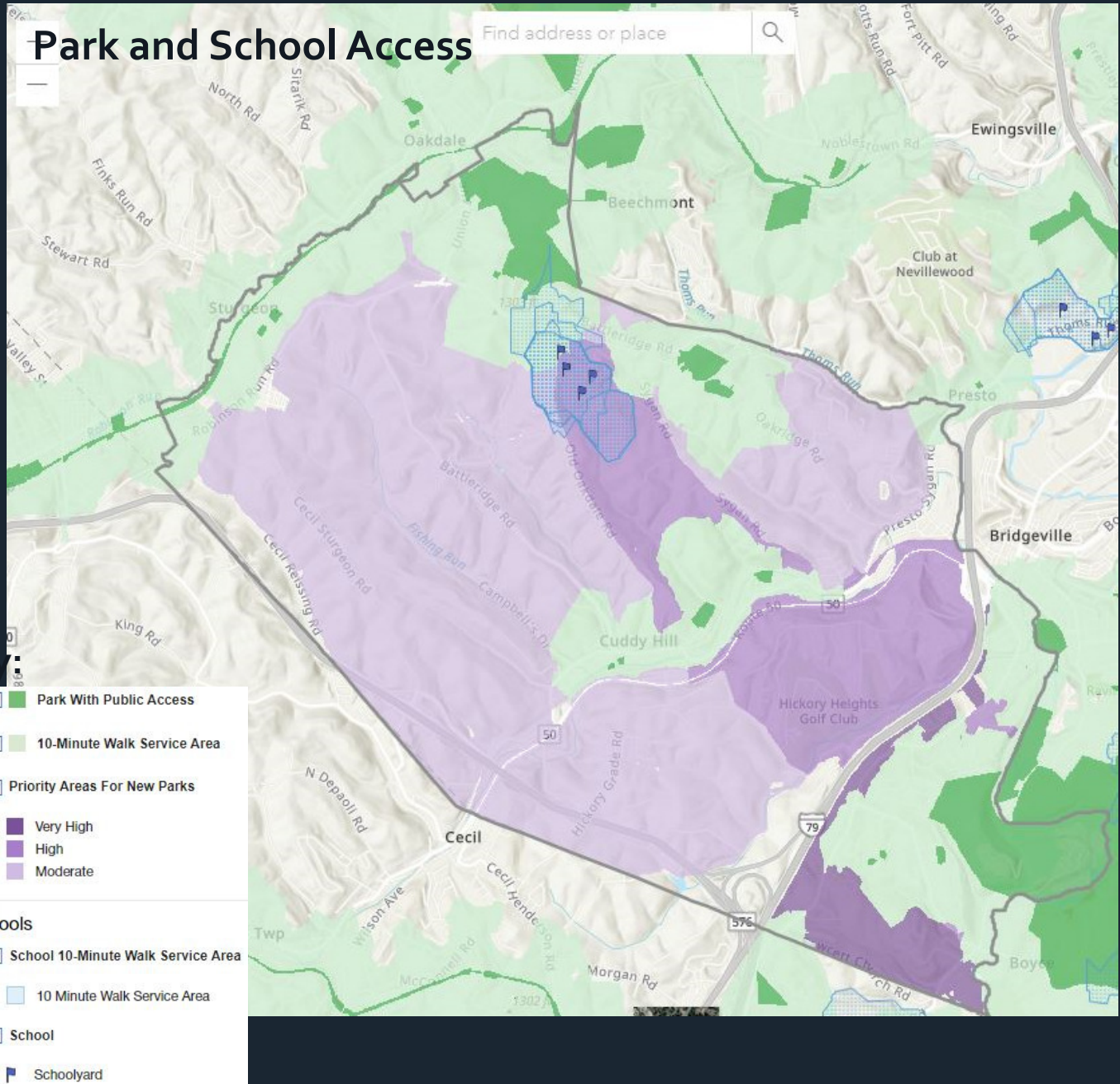
Data Sources:

- TPL ParkServe
- Strava Heat Maps
- Tree Equity Scores
- Walk Score
- H+T
- Southwestern Pennsylvania Commission

Themes Identified from Township's 2023 Comprehensive Plan

1. Housing and Traffic
2. Economic Development and Future Land Use
3. Enjoyable and Usable Public Spaces
4. Preservation of Greenspace and Targeted Growth Areas

TPL ParkServe works alongside communities across the country to create, protect, and steward the nature-rich places that are vital to human well-being. The ParkServe database maintains an inventory of parks for every urban area in the U.S. This totals over 15,000 cities, towns, or villages representing 75% of the U.S. population. The database highlights priority areas for parks, calculates a ten-minute walk area for each park, as well as implications regarding health or demographics.



This map depicts the school district and the surrounding community highlighting access to parks, walk service areas, and priority areas for new parks.

Health

Trust for Public Land Park Serve



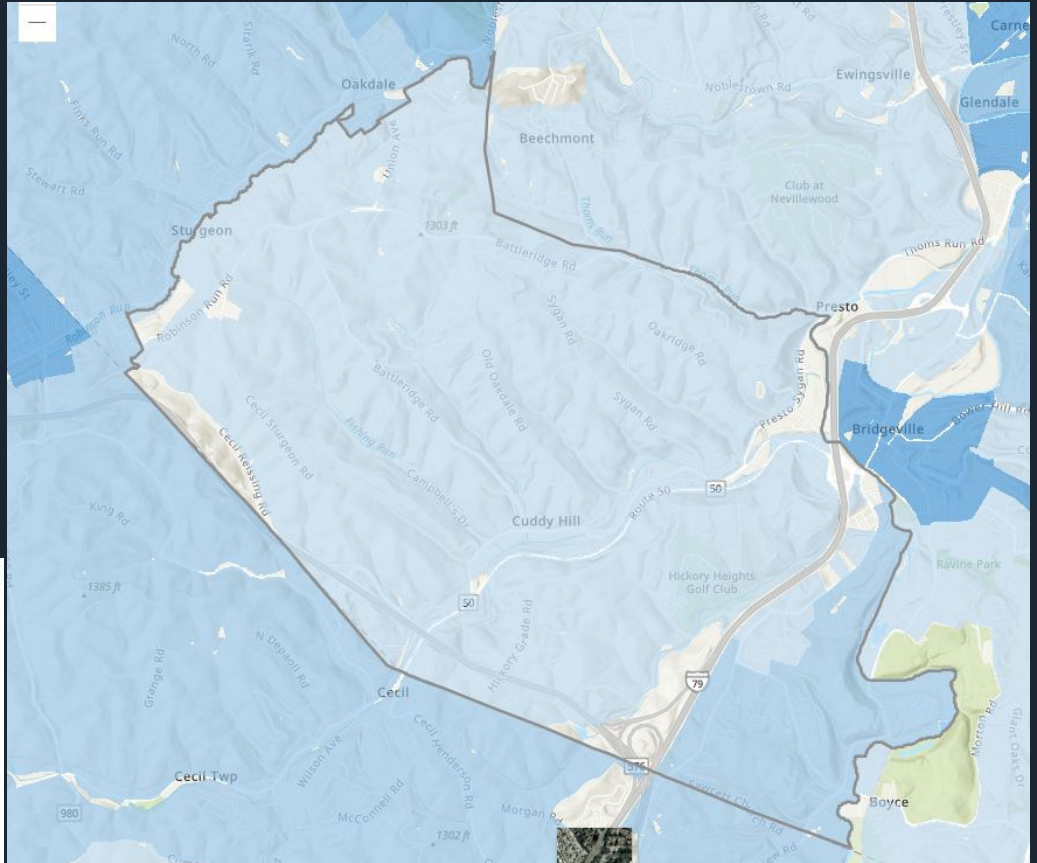
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Physical Inactivity:

Measured by percent of respondents that have not participated in physical activity in the last month.

Physical Inactivity

- Very High
- High
- Medium
- Low
- Very Low

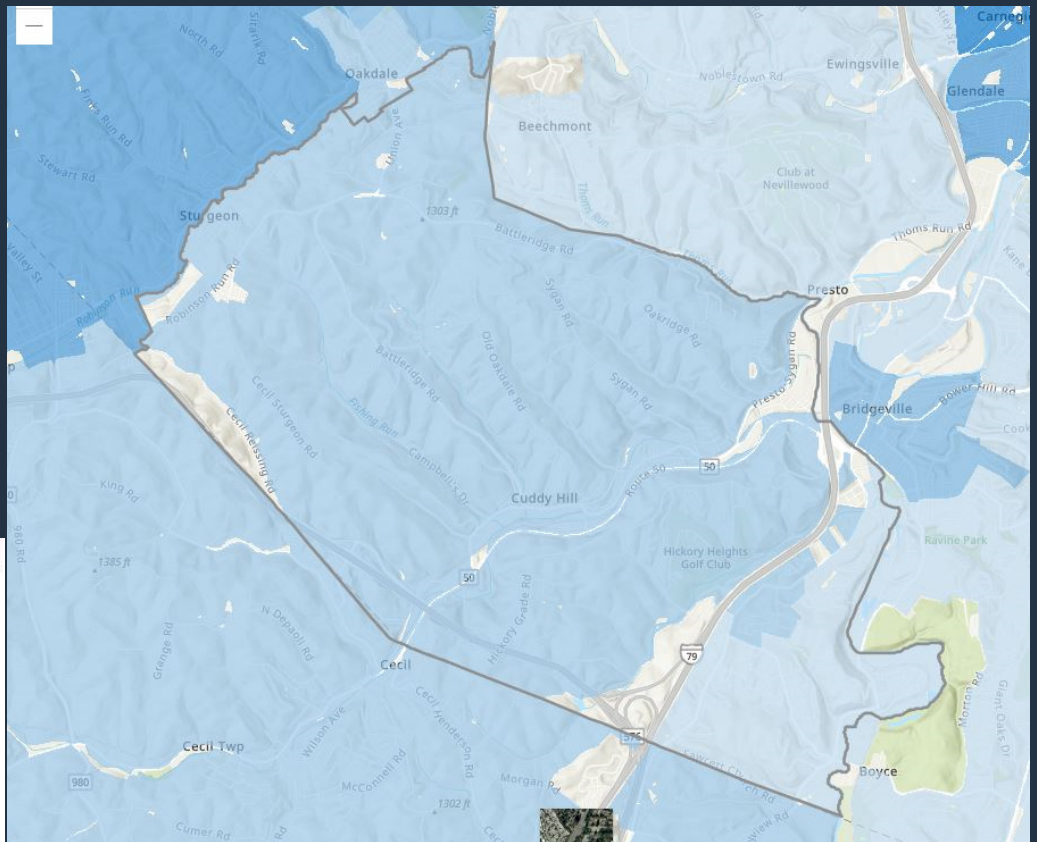


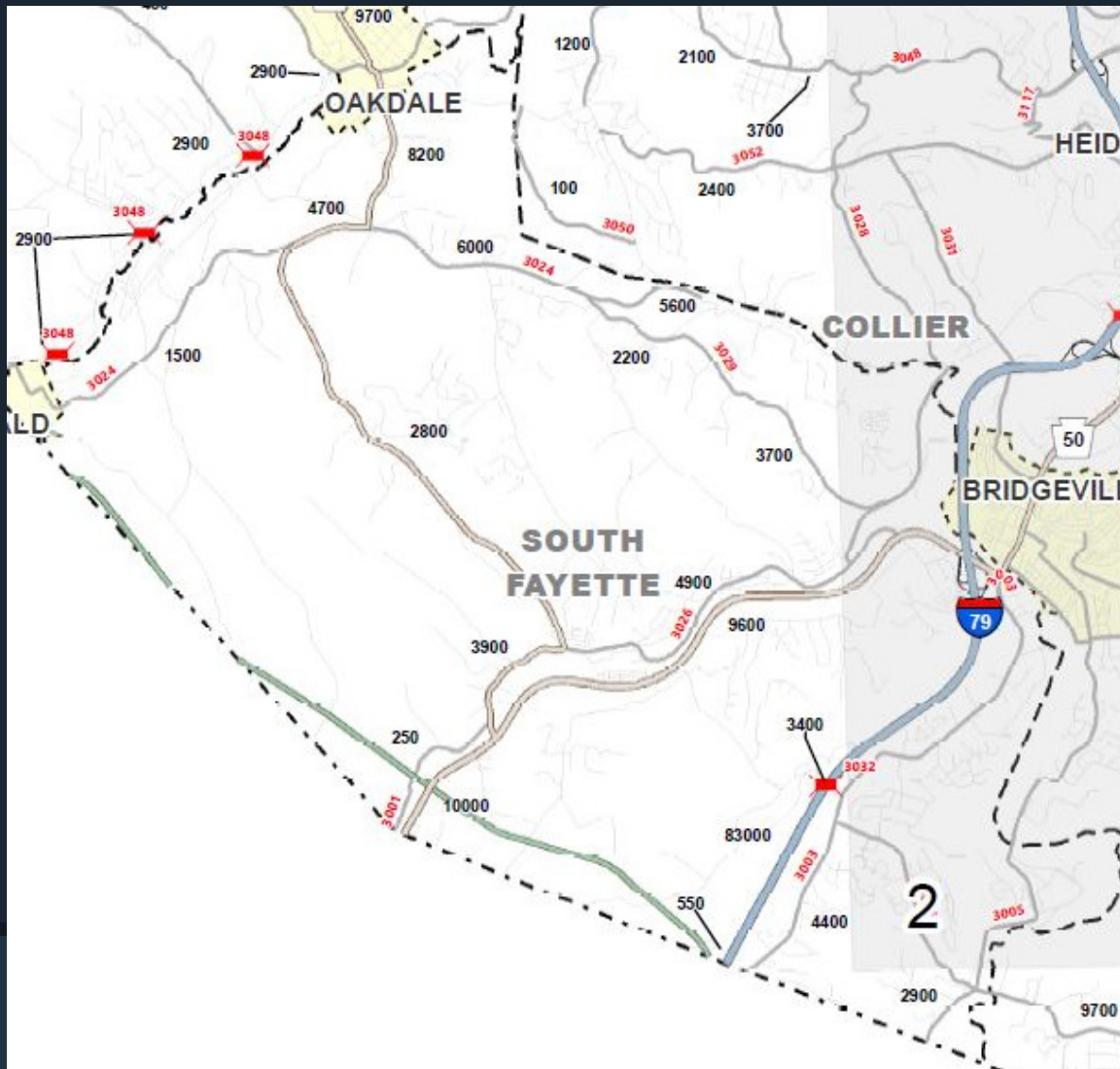
Poor Mental Health:

Measured by percent of respondents who report their mental health was not good for 14 or more days from the past 30 days.

Poor Mental Health

- Very High
- High
- Medium
- Low
- Very Low





Ranges of Traffic Counts for Local Roads:

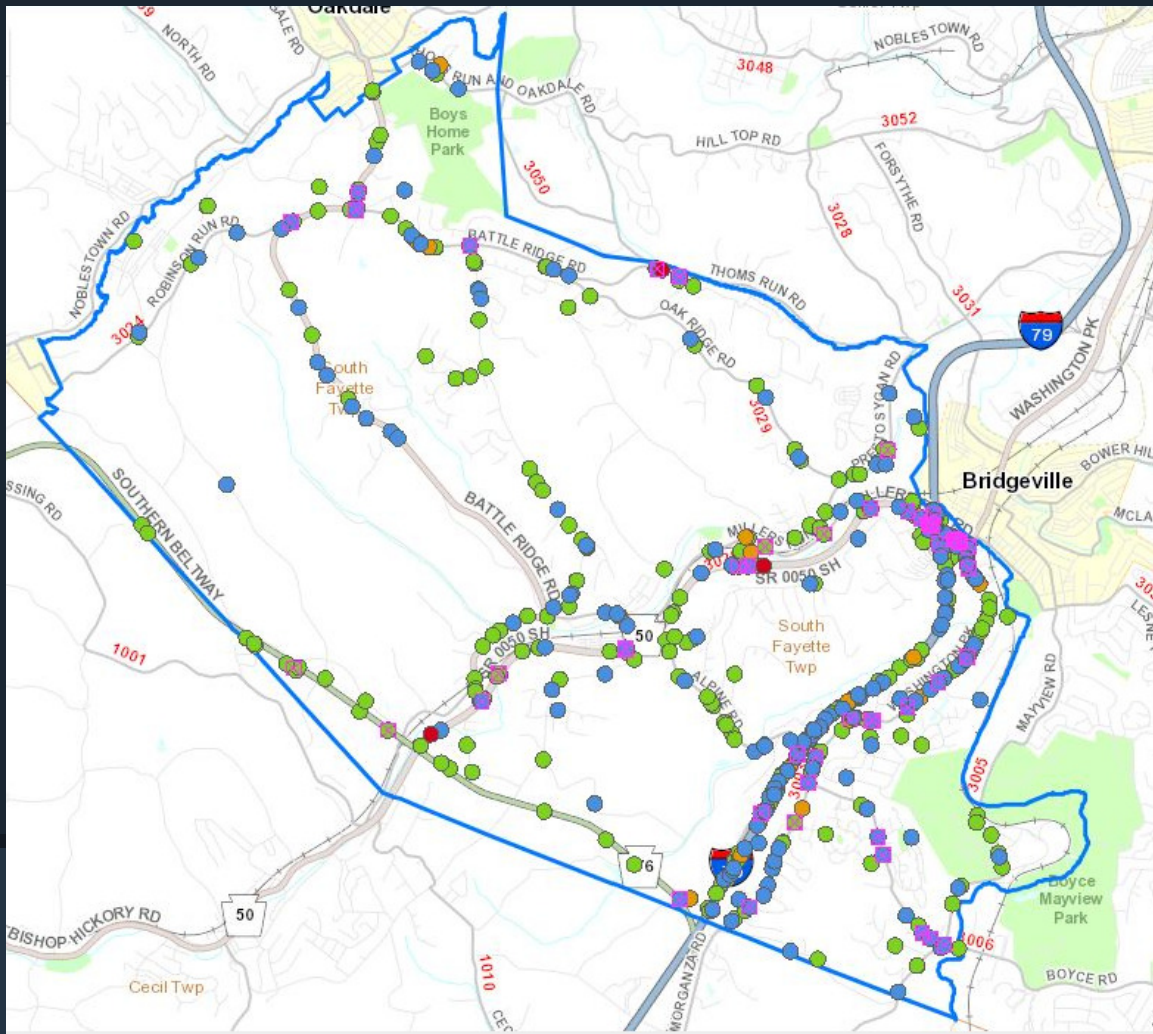
<u>Roadway</u>	<u>AADT</u>
Battle Ridge Road	5,300-5,600
Millers Run Road	300-3,800
Oak Ridge Road	2,000-2,300
Presto Sygan Road	4,600
Robinson Run Road	1,900

Transportation Mapping

Crash History



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* Data range – Start Date: 01/01/2017 End Date: 12/31/2022

- Fatal Crashes
- Injury Crashes
- Unknown Crashes
- Property Damage Only

Crash Type	Total Crashes
Bicycle	1
Pedestrian	8
Vulnerable Road Users	8

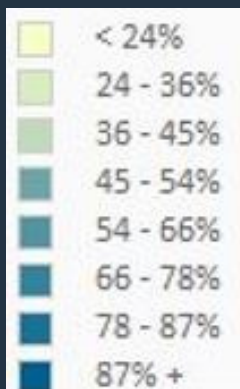
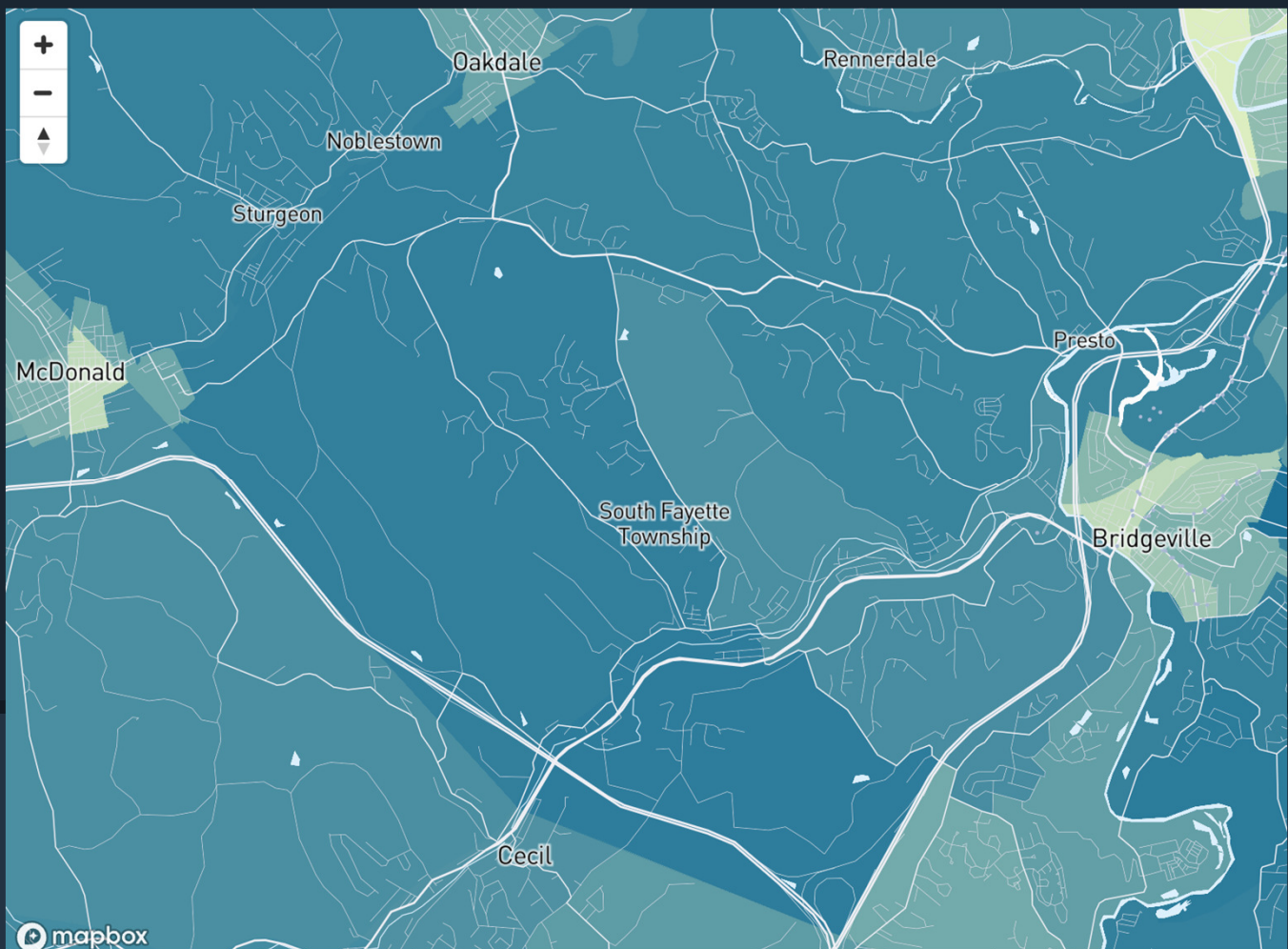
Transportation Mapping

Housing + Transportation



H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. By accounting for the cost of housing as well as the cost of transportation associated with the location of the home, H+T provides the true cost of housing decisions. Dividing these costs by the representative income illustrates the Cost Burden for a Typical Household by combined H+T expenses.

Housing + Transportation Costs % Income



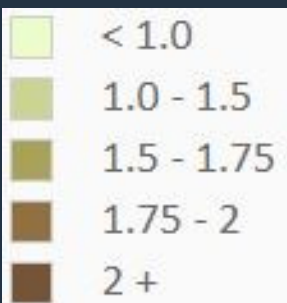
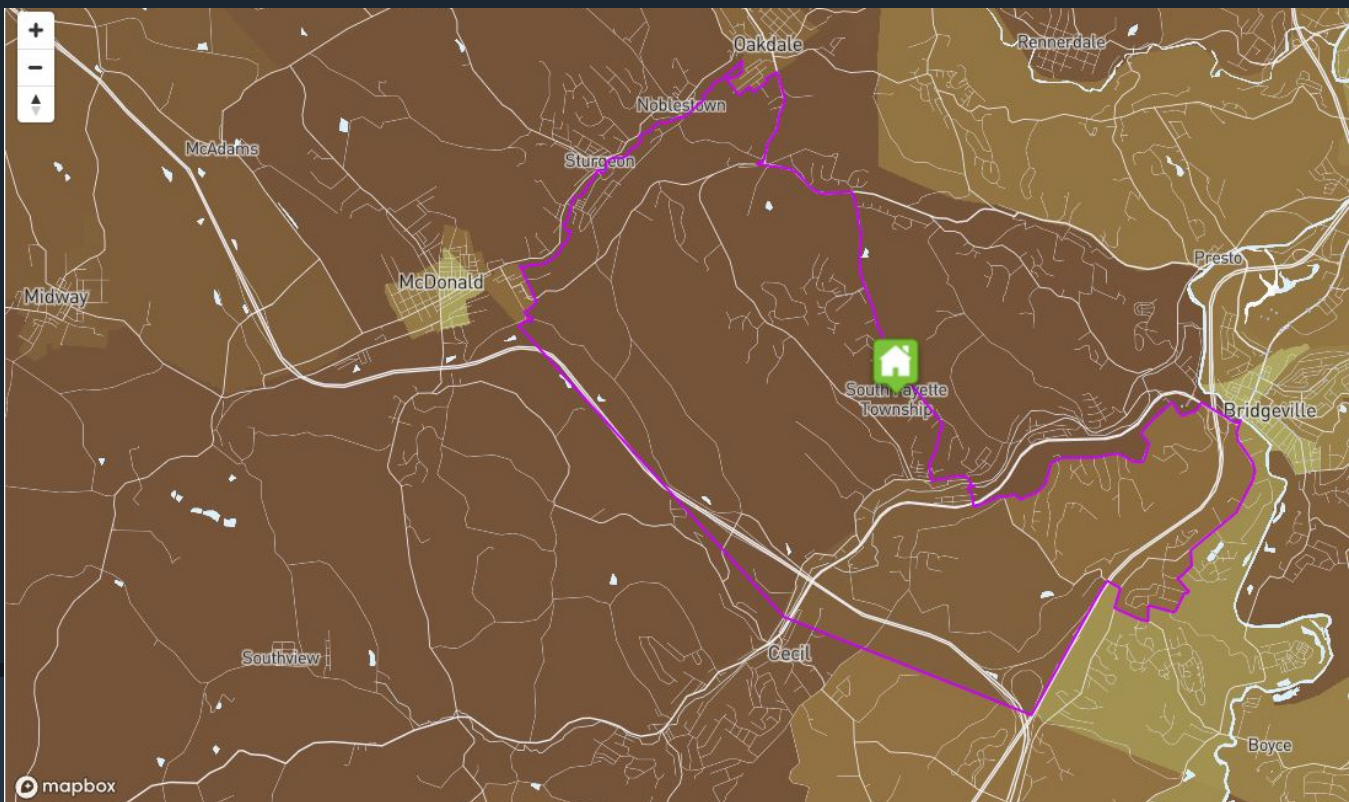
- The scale represents the percent of income that accounts for housing and transportation costs
- Township average is 64% (40% housing, 24% transportation)

Transportation Mapping

Transportation Costs

- H+T modeling provides additional insight on transportation related costs.
- These values give a more realistic depiction of what members of the community are spending on transportation.
- Understanding these metrics provides better implications that will need to be taken in account in design.

Autos per Household



- Township average is 1.90 autos per household

Model	Average Cost
Annual Transportation Cost	\$14,606
Annual Auto Ownership Cost	\$11,385
Annual VMT Cost	\$3,192
Annual Transit Cost	\$29

Transportation Mapping

Walk/Bike Scores



Walk Score is a “walkability index” that allocates a numerical score to a specific address. The score is a number between 0 and 100 that defines how “walkable” an area is by analyzing walking routes and amenities.

The application also provides a radius or walk shed area that depicts where a pedestrian can get to in a certain amount of time dependent on the mode of transportation.

Hasting Community Walk Score

1502 Orion Road

Bridgeville, Pennsylvania, 15017

Commute to **Downtown Upper St. Clair**

60+ min 16 min 60+ min [View Routes](#)

Favorite

Map

Walk Score
12

Car-Dependent

Almost all errands require a car.

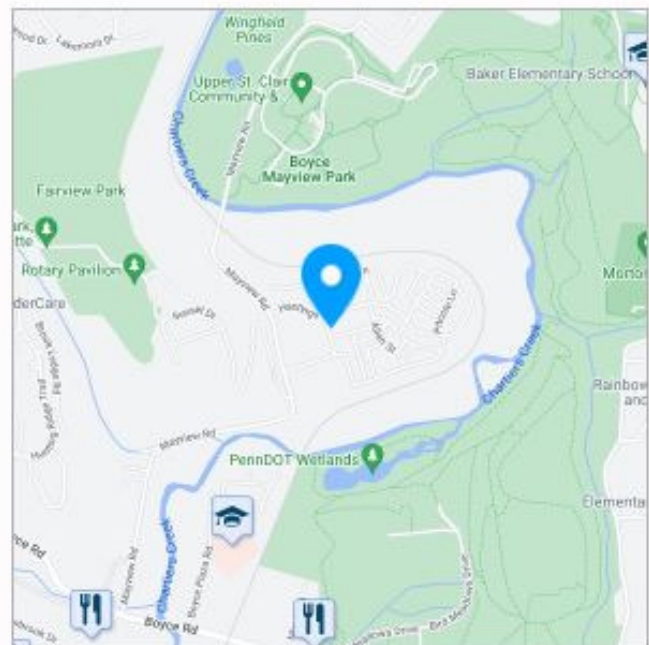
Bike Score
22

Somewhat Bikeable

Minimal bike infrastructure.

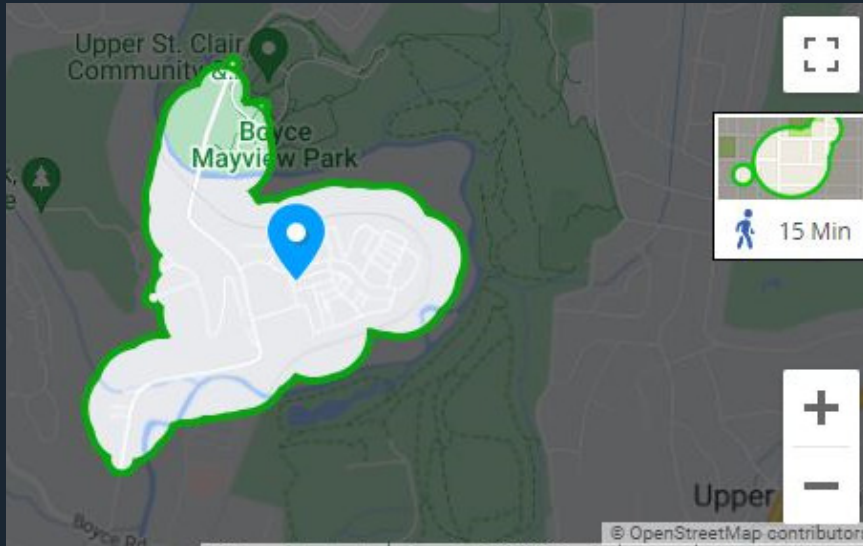
[About your score](#)

[Add scores to your site](#)

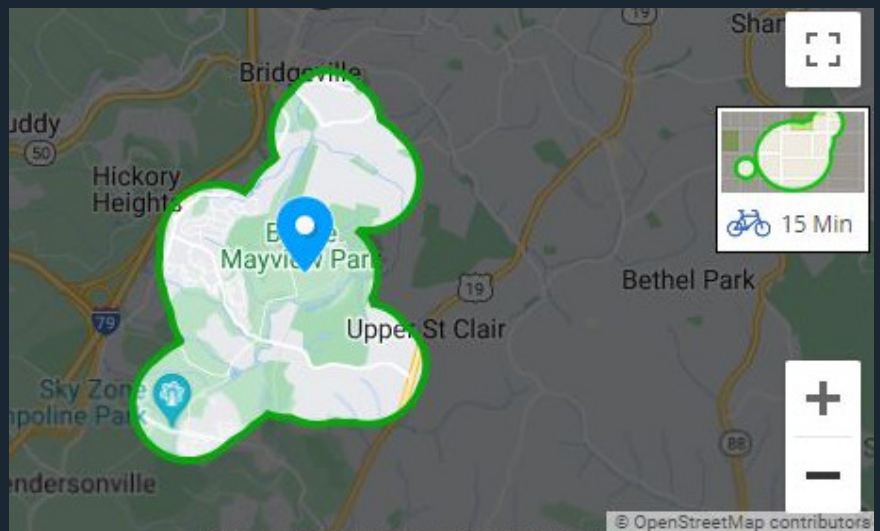


Transportation Mapping

Walk/Bike Scores



Walk Radius



Bike Radius

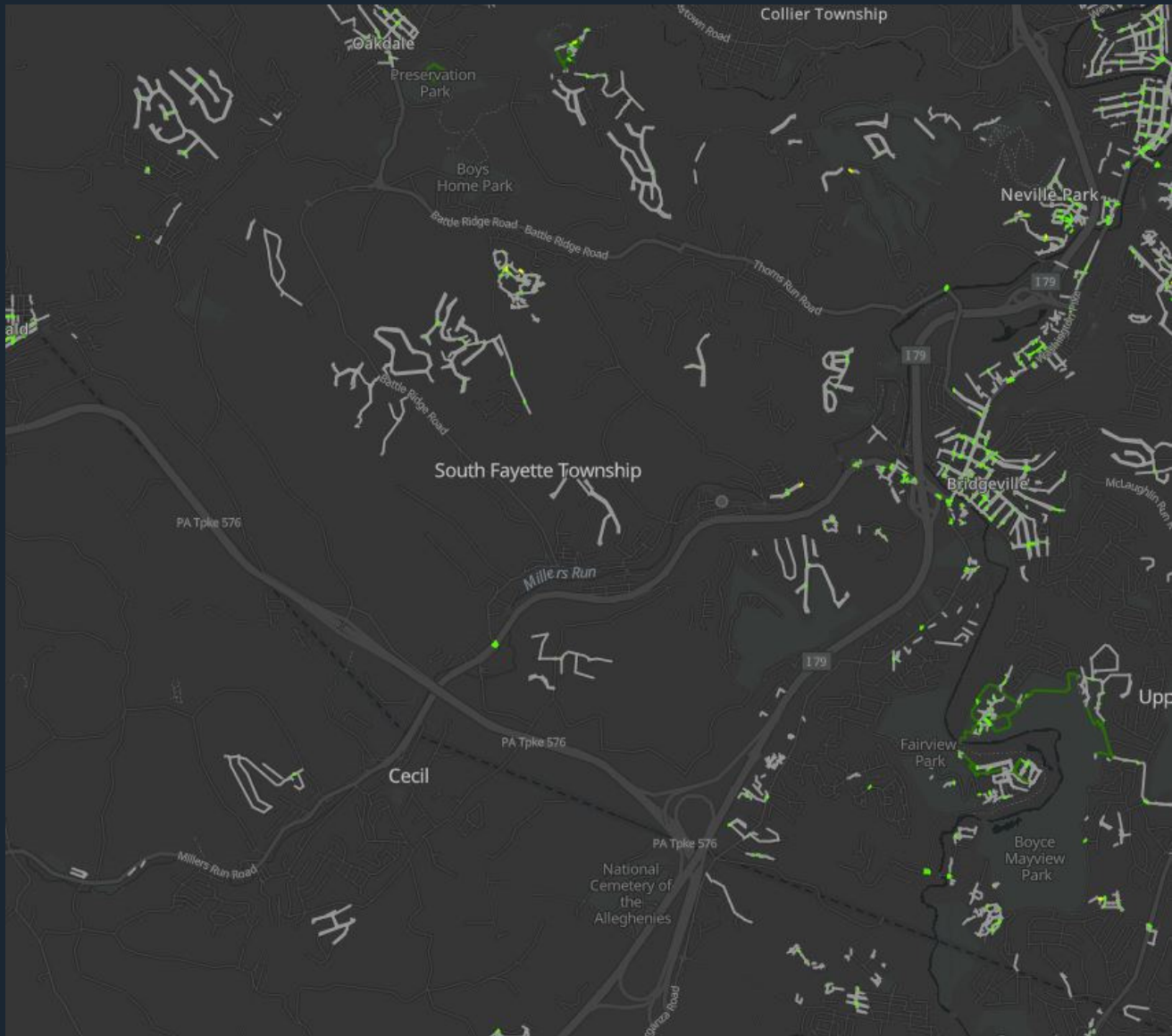
Historic Neighborhoods

Neighborhood	Walk Score	Bike Score
Cuddy	18	3
Gladden	13	1
Morgan	22	3
National Hill	21	3
Sturgeon	6	17

Developed Neighborhoods

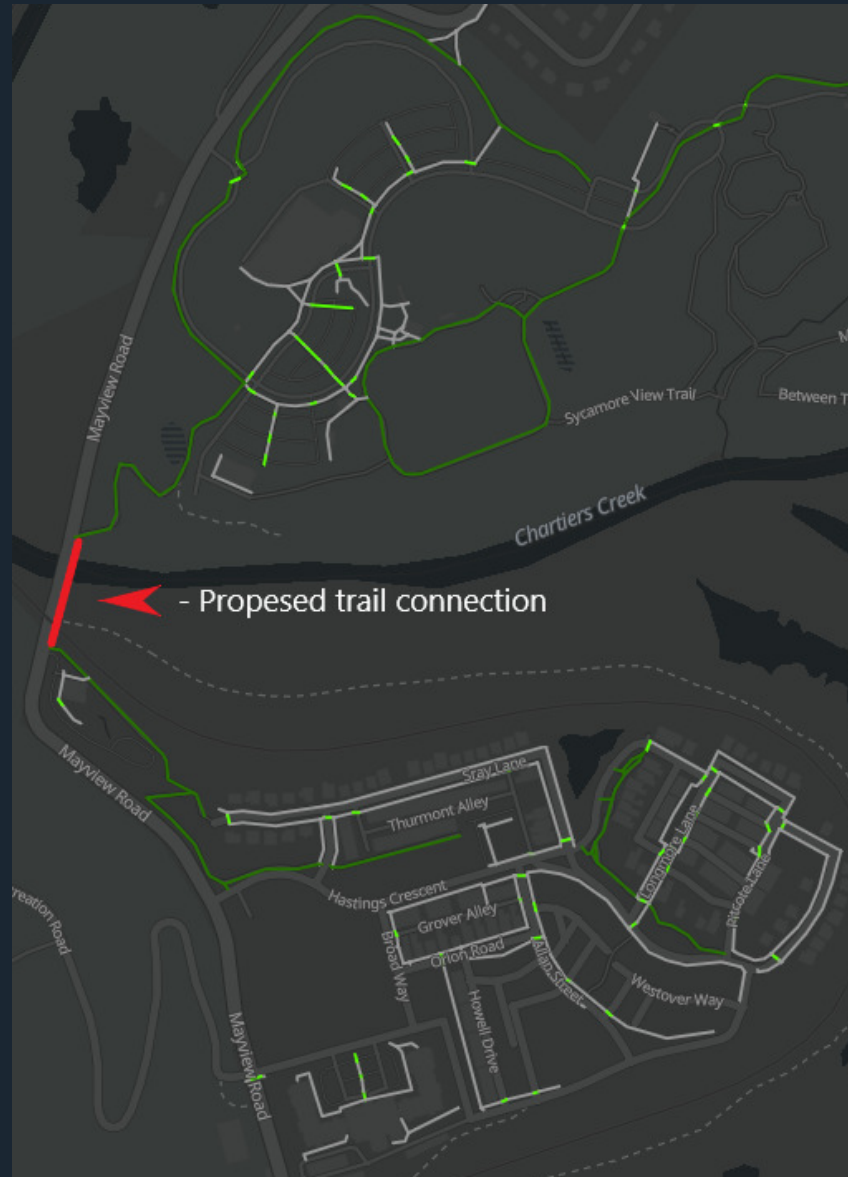
Neighborhood	Walk Score	Bike Score
Berkshire	3	3
Fairview Manor	25	17
Hunting Ridge	17	12
Lakemont Farms	40	23
Newbury	3	5

SPC Regional Pedestrian Network



Southwestern Pennsylvania Commission is a cooperative forum for regional collaboration, planning, and public decision making. They develop plans and programs for public investments, as well as fulfill federal and state obligations. SPC manages one of the largest regional data resources for planning and economic development projects.

SPC Regional Pedestrian Network



Hastings Community

Connection of Hastings to Boyce Mayview Park

- Currently both properties have sidewalk trails with access points on Mayview Road.
- Connection to Boyce Park can be complete by creating a sidewalk or pedestrian bridge over Chartiers Creek to connect both sidewalk trails.

Master Plan for Fairview Park (August 2019)



Hastings Community

Connection of Hastings to Fairview Park

- Fairview Park master plan has a proposed park entrance on Mayview road to include entry signage, pedestrian crosswalk, and pedestrian trail.
- The Plan also highlights a future trail to connect the Hastings's sidewalk trail to Fairview Park for potential growth of the township's trail system.

Master Plan for Trails

(August 2019)



Battle Ridge Estates

Currently connected to Boys Home Park

- South Fayette's Trail Plan proposes a trail to connect Boys Home Park and Preservation Park.
- South of the Estates crossing Battle Ridge Road is a community and the school district's campus.
- Connection of all these developments could be tied together starting with the parks trail connection, then a sidewalk or share the road bike path to connect Battle Ridge Estates to the school campus.

Master Plan for Treveskyn Park (August 2019)



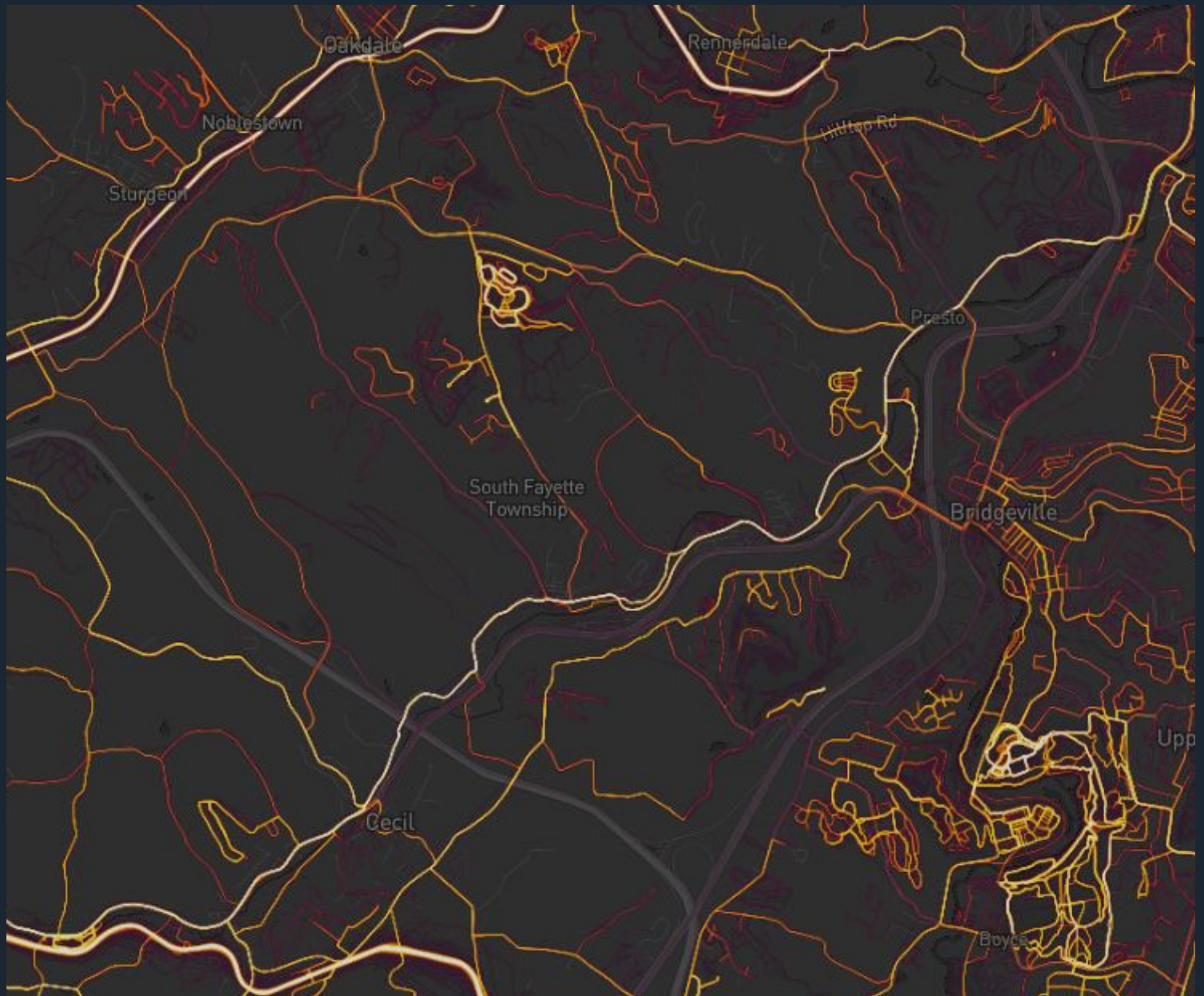
Treveskyn Park Proposed Connections

- Treveskyn Park Master Plan proposes two connection points – one to the north end and one to the south end of the park.
- North end trail would connect Treveskyn Park to Pinnacle Pointe Community.
- South end trail would lead from the dog park down to south point of park. A minor extension would create an access point onto Morgan Hill Road.
- To the East of these developments is Morgan Park where a network of trails could efficiently connect all three developments.



Signal	Inventory	Condition (Good, Fair, Poor, Bad)
SR 0050/Millers Run Road	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalks, ADA ramps	Fair
Washington Pike/Daniell Drive	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons(Missing One), Painted Crosswalks, ADA ramps	Poor
Millers Run Road/Newbury Drive	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalks, ADA ramps	Fair
Boyce Road; Mayview Road	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalks, (No ADA Ramps Required)	Good
Washington Pike/Twin Ponds Lake	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons	Poor
Washington Pike/Miller Run Road; Millers Run Road	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalks, ADA ramps	Fair
Millers Run Road/Ramp 8003 C-D to I-79 SB	(Crossing only side street) Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalk, Ramps (No ADA mats)	Poor
Millers Run Road/Hickory Grade Road	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalks (Across Main Line only), ADA ramps (On North Side of Millers Run Road only)	Poor
Washington Pike/Bursca Drive	Pedestrian Signal Heads, Accessible Pedestrian Push Buttons, Painted Crosswalks, (No ADA Ramps Required)	Fair
SR 0050/Alpine Road	No Pedestrian Crossings allowed	NA

Strava is a global dataset that collects human-powered transport information to make communities better for active transportation. They work with urban planners, trail networks, city governments and safe-infrastructure advocates to understand mobility patterns, identify opportunities for investment and evaluate the impact of infrastructure changes.



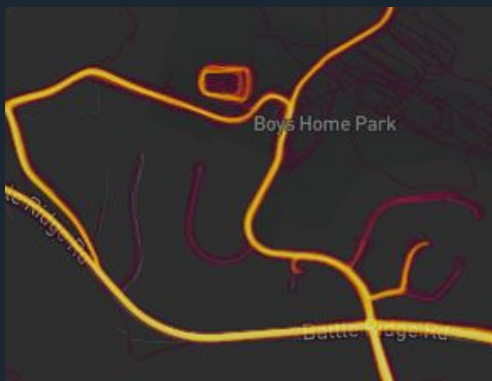
Environment

Strava Heat Maps



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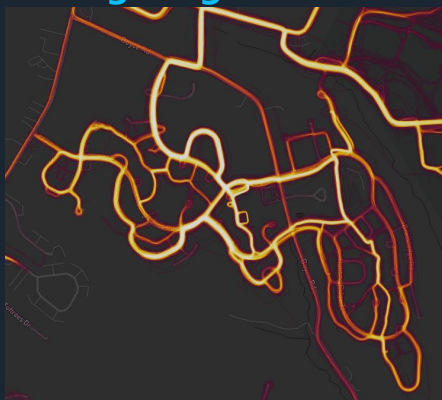
Boys Home Park



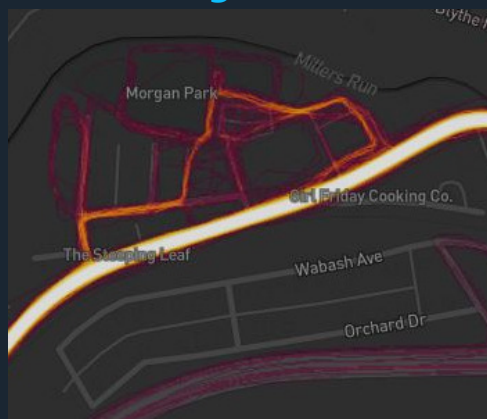
Hastings Community



Hunting Ridge Community



Morgan Park



Newbury Community



School Campus



Fairview Park



Pan Handle Trail



Preservation Park



Conclusions



Health

Majority of township does not have access to parks or outdoor areas, there is a great deal of need for additional outdoor spaces with public access.

Transportation Mapping

Most roadways have high traffic volumes and lack pedestrian facilities for members of the community to commute by active transportation methods.

Housing + Transportation Costs

Residents spend a majority of their percent income on housing and transportation. With more access to active transportation facilities this cost may be lower.

Walk/Bike Score

Most of the township has a poor walk/bike-ability score. There is a lack of facilities to grant communities with access to certain amenities within the township.

Environment

The township lacks connection points from parks to communities as well as commodities and local assets in which implementation of facilities will need to occur.

What's Next? Public Outreach and Engagement

- Once the survey is out for public engagement the Gibson-Thomas team and Steering Committee will need to piece together the findings, digest all material, and highlight specific areas that implementation will need to take place.
- Must process all data and information that highlights the need for the active transportation plan.



January 23, 2024

MEETING MINUTES

SUBJECT: Steering Committee Existing Data Findings Meeting

MEETING DATE: January 22, 2024

LOCATION: South Fayette Municipal Center

MINUTES:

The purpose of the meeting was to present the information and data Gibson-Thomas has been reviewing as well as give a progress update on where the committee stands in the process of completing the active transportation plan.

- Discussed sidewalk ordinances and if the township has one in place.
- Suggested that sidewalks are needed on Washington Pike for residents of Lakemont Farms.
- A question was posed regarding the walkability score for National Hill and if the values were accurate.
- Stated that the bridge over the railroad is gone and discussion from residents is requesting a new bridge.
- Lakemont Farms can walk to Giant Eagle and B's.
- Explained that the Active Transportation plan helps to obtain other grants. When going through the application process for future grants South Fayette will be able to include the ATP.
- Discussion of pedestrian features at signals – township maintains sections.
- Craig stated when living in Collier Township, they added sharrows to roadways for share the road bike paths and users were very pleased/appreciated the pavement markings.
- Gibson-Thomas was asked to investigate the walk scores for Mt. Lebanon and Collier Township.
- Discussed future implementation of sidewalks to connect bus stops to employers.
- Asked to investigate a possible future bus stop at Bj's.
- Discussed that 10 key person/stakeholder interviews will occur for additional public outreach and engagement.
- Discussed the survey questions and Gibson-Thomas asked the steering committee members to provide feedback over the next two weeks before we publish the survey for public engagement.
- Gibson-Thomas will contact PRT and SPC Transit Planner for any additional information.



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List of Attendees

PROJECT NAME: South Fayette Township Active Transportation Plan

LOCATION: South Fayette Municipal Building

MEETING TYPE: Steering Committee Meeting

DATE/TIME: Monday, January 22, 2024 – 6 PM to 8 PM

Please sign below by listing your name, organization, telephone number and email address.

	Name	Company	Phone	Email
1	Ron Miller	NA	412-498-6475	ronmiller2724@gmail.com
2	Tim Postufka	NA	412-216-1754	tpostufka@southfayettepa.com
3	Bill Price	Clark Hill/TFSF	412-463-5079	wcprice.esq@gmail.com
4	Gary Hartz	SFTWP	412-221-8700	ghartz@sftwp.com
5	Eileen Botti	Gibson-Thomas	724-935-8188	eileen.botti@gibson-thomas.com
6	John Barrett	South Fayette Township	412-221-8700	jbarrett@sftwp.com
7	Chuck Lazzini	NA	412-327-2636	clazzini@southfayettepa.com
8	Craig Cozza	Cozza Enterprise/Newbury	412-417-9700	ccozza@cozzaenterprises.com
9	Ray Pitetti	UPMC Childrens	412-916-3553	piterd@upmc.edu
10	Stacy Hurt	Parexel/SF Resident	412-400-1194	stacy@stacyhurt.net
11	Mark Szewcow	Gibson-Thomas	412-417-7712	Mark.szewcow@gibson-thomas.com
12	Jack Soles	Gibson-Thomas	724-757-6795	Jack.soles@gibson-thomas.com
13	Paula Willis	SFTWP	412-334-7575	pwillis@sftwp.com
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Appendix B

Public Survey Questionnaire and Results



Active Transportation Steering Committee Meeting South Fayette Township

Public Input Review

Mark C. Szewcow, PE

Eileen Botti, PE, PTOE

Jack Soles

Agenda

Review of public outreach and engagement.

- Highlight the results of the public survey and comments from the interactive map.

Preliminary future projects discussion.

- Workshop ideas for early implementation projects based on popular comments from public outreach.

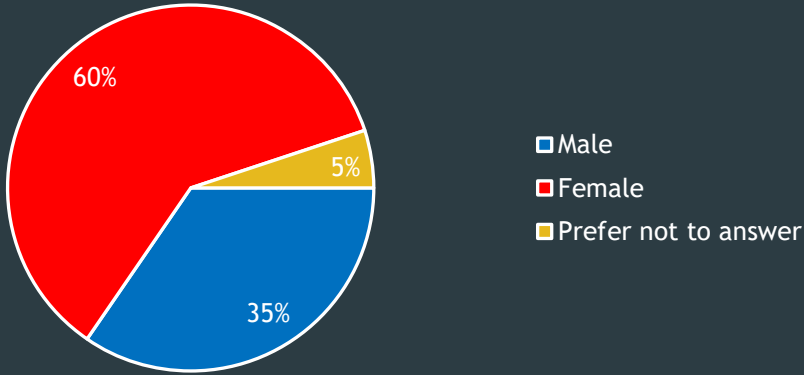


Public Survey Duration: Started March 20, 2024 - Ended April 22, 2024

Total Number of Responses: 397

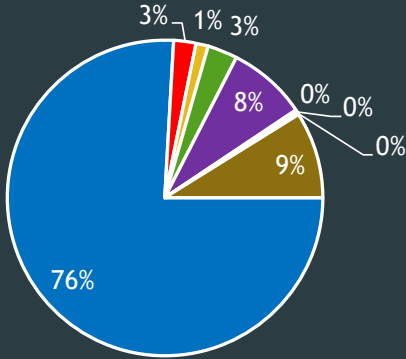
Demographics

What is your gender?



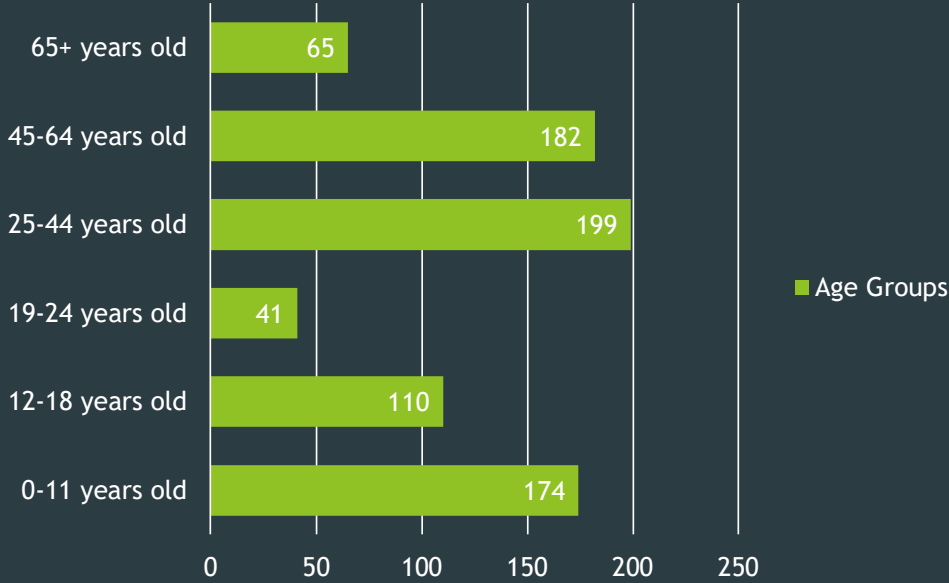
What is your race?

- White
- Black or African American
- Hispanic or Latino
- Asian or Asian American
- Asian Indian
- American Indian or Alaskan Native
- Native Hawaiian or other Pacific Islander
- Another Race
- Prefer not to answer

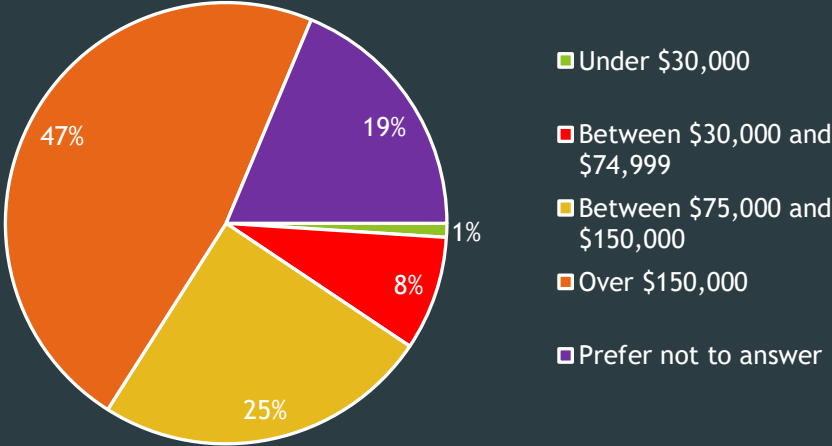


Demographics

What age groups live in your household?
Select all that apply.



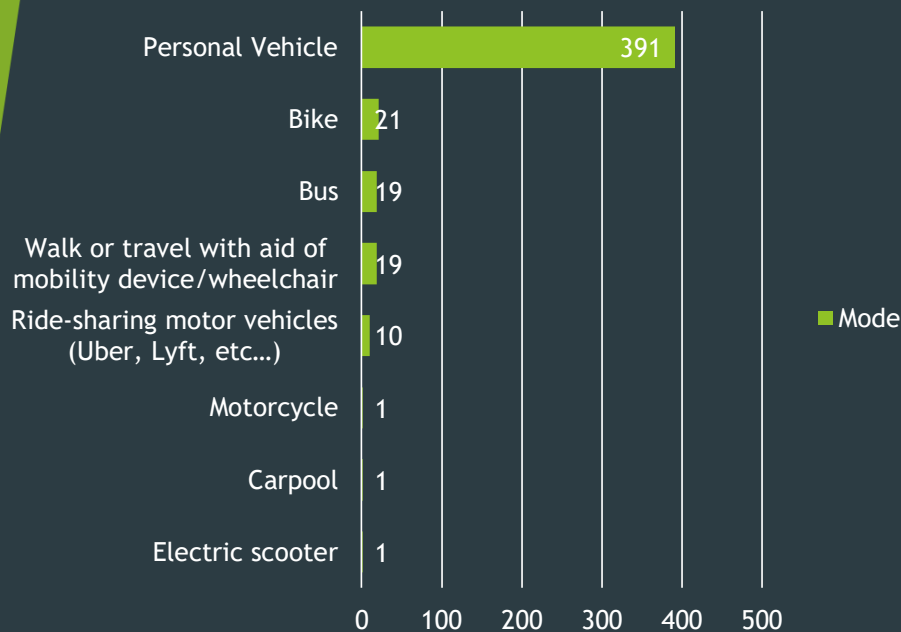
What is your household income?



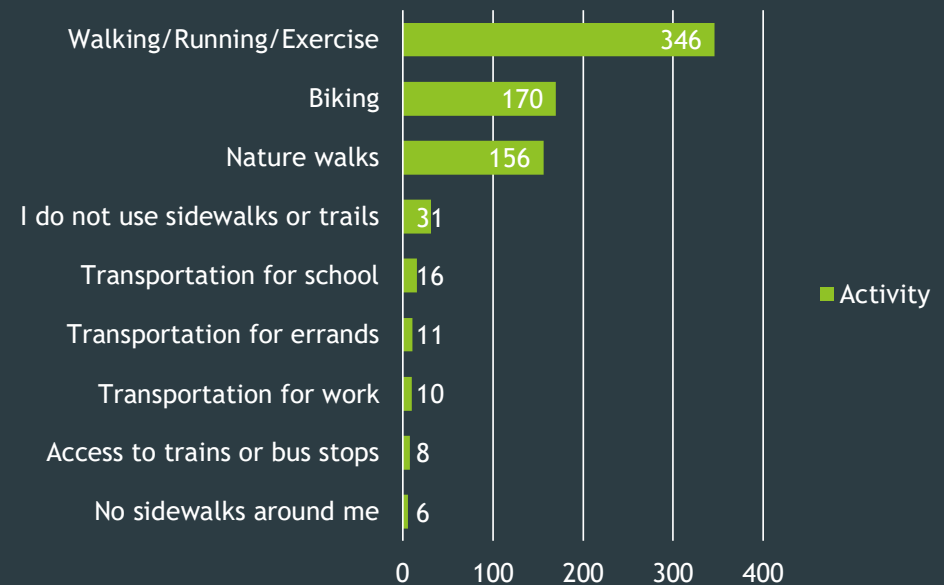
Transportation & Mobility - General



What is your primary mode of transportation? Select all that apply.



For which activities do you currently use the sidewalks and trails? Select all that apply.

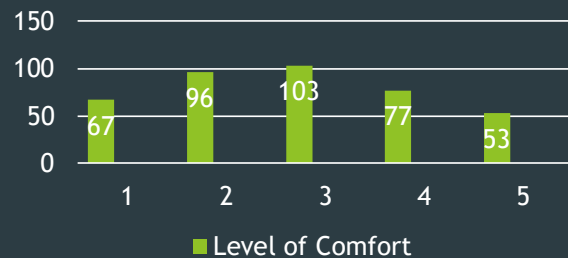


Transportation & Mobility - Safety



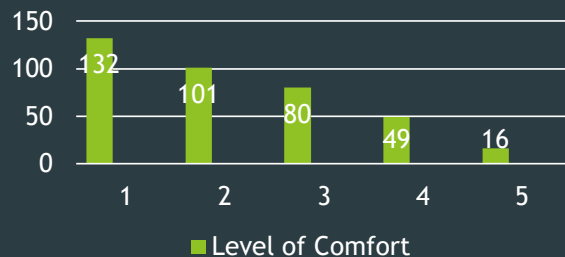
From a perspective of traffic safety, how comfortable do you feel walking in your community? (1 = Very Uncomfortable, 5 = Very Comfortable)

Level of Comfort for Walking

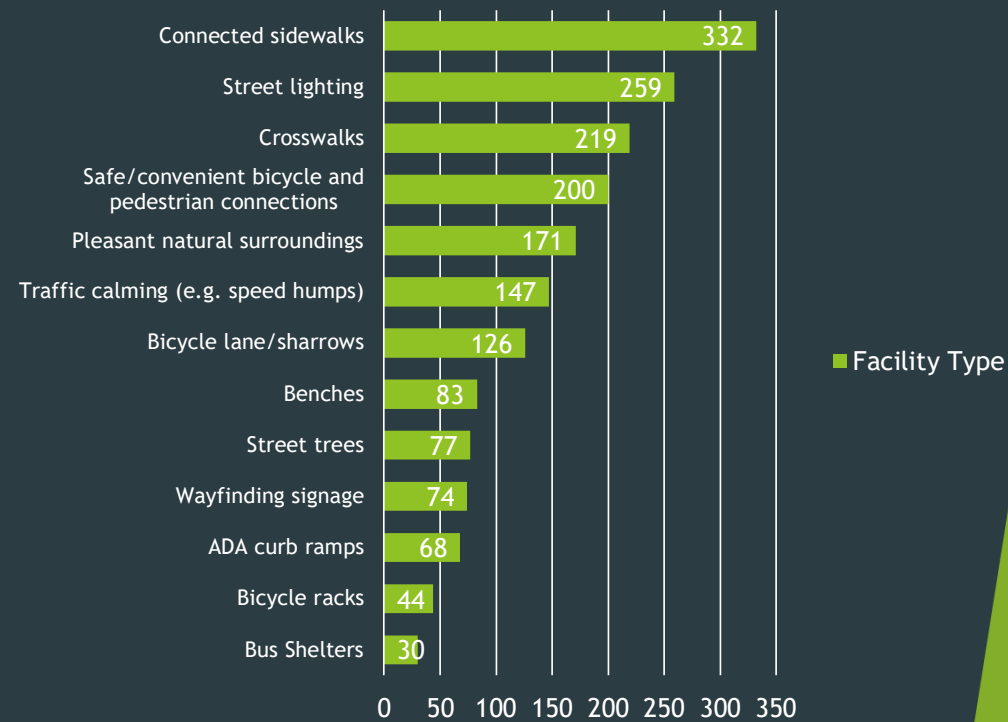


From a perspective of traffic safety, how comfortable do you feel biking in your community? (1 = Very Uncomfortable, 5 = Very Comfortable)

Level of Comfort for Biking



Regarding your comfortability and safety when engaging in active transportation, which of the following streetscape facilities are most important? Select all that apply.

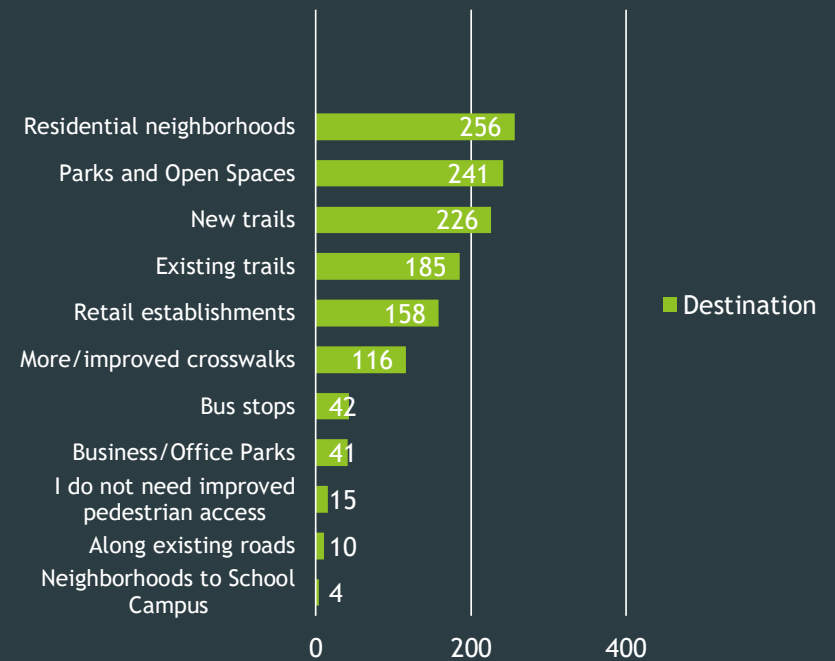
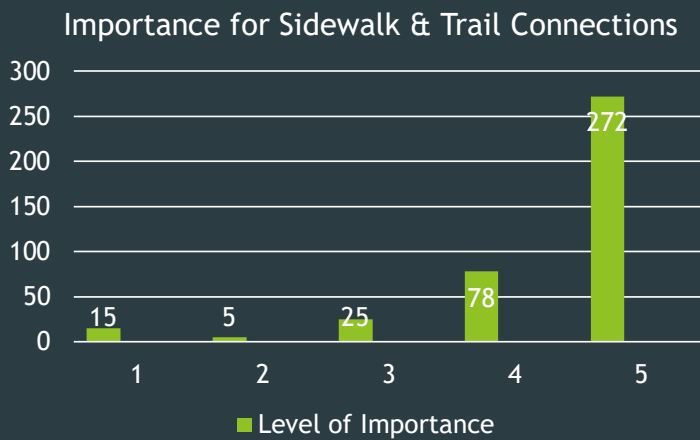


Transportation & Mobility - Connections



To what areas would you like improved pedestrian and/or bicycle access? Select all that apply.

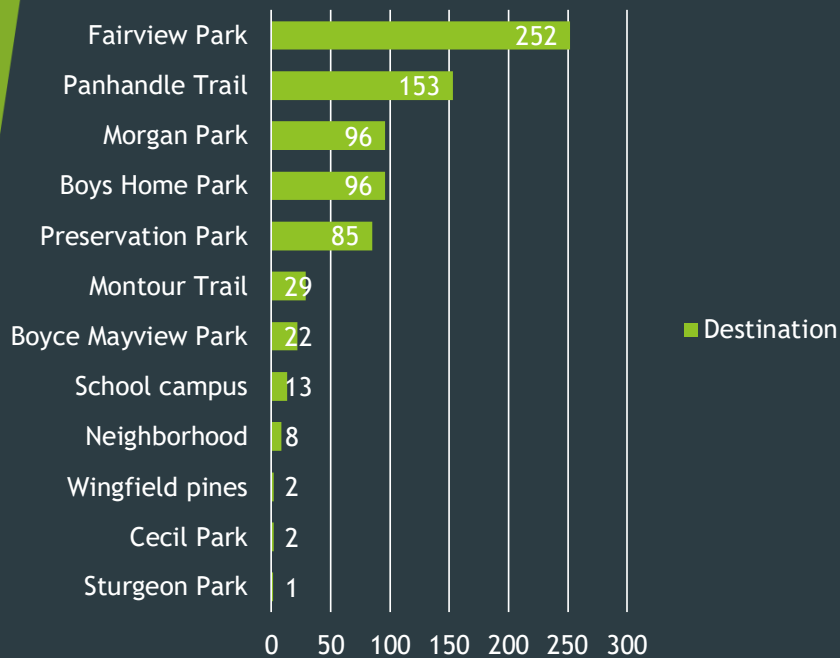
How important are sidewalk and trail connections to the well-being of the community and quality of life in your community? (1 = Very Unimportant, 5 = Very Important)



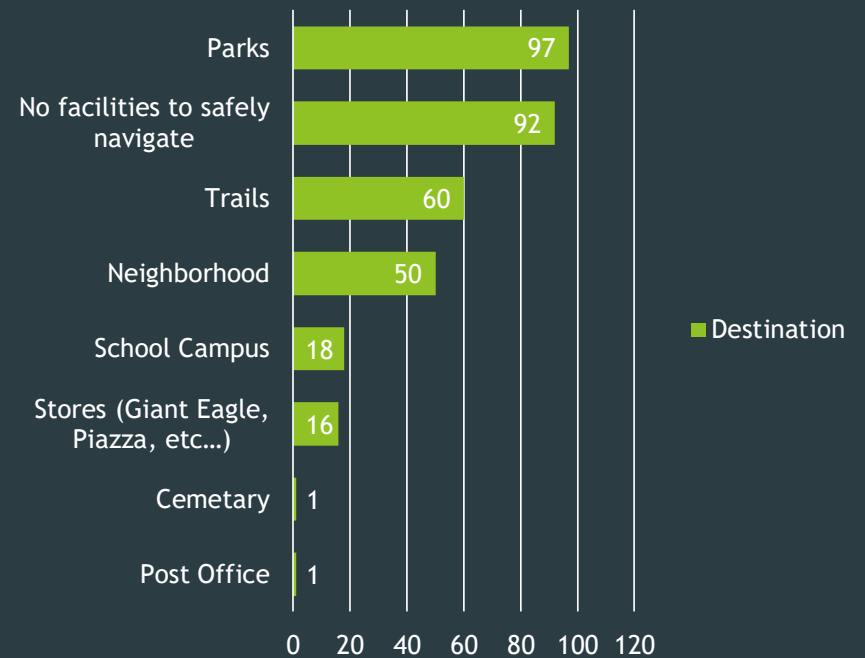
Transportation & Mobility - Connections



Please list which trails, parks, natural areas, or open space areas you currently visit in your community.



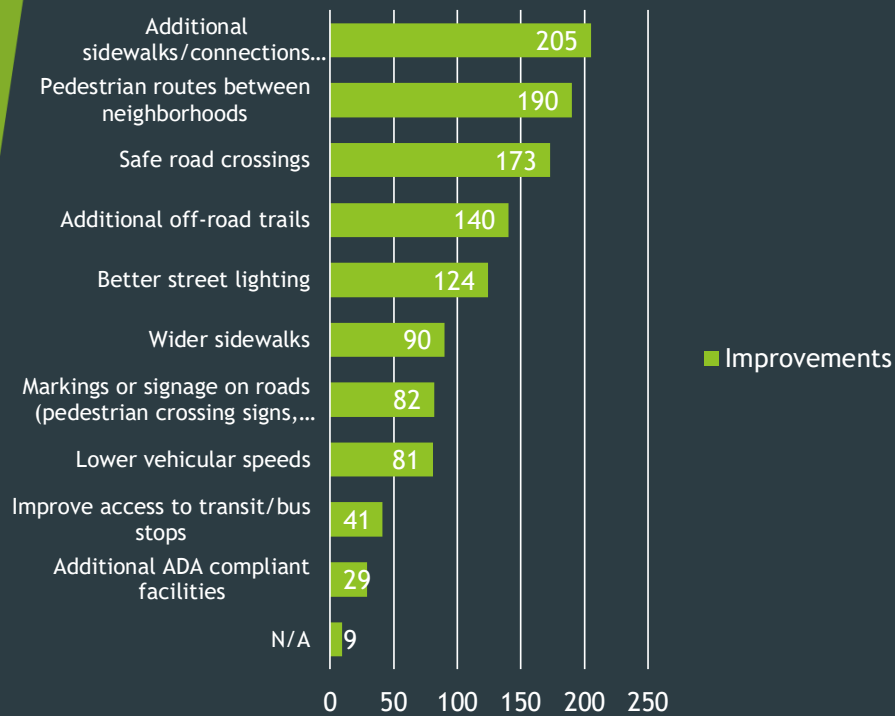
What destinations do you frequently visit by walking, jogging, cycling or with aid of mobility device.



Transportation & Mobility - Connections



What would encourage you to walk and/or travel with mobility device/wheelchair more? Select all that apply.

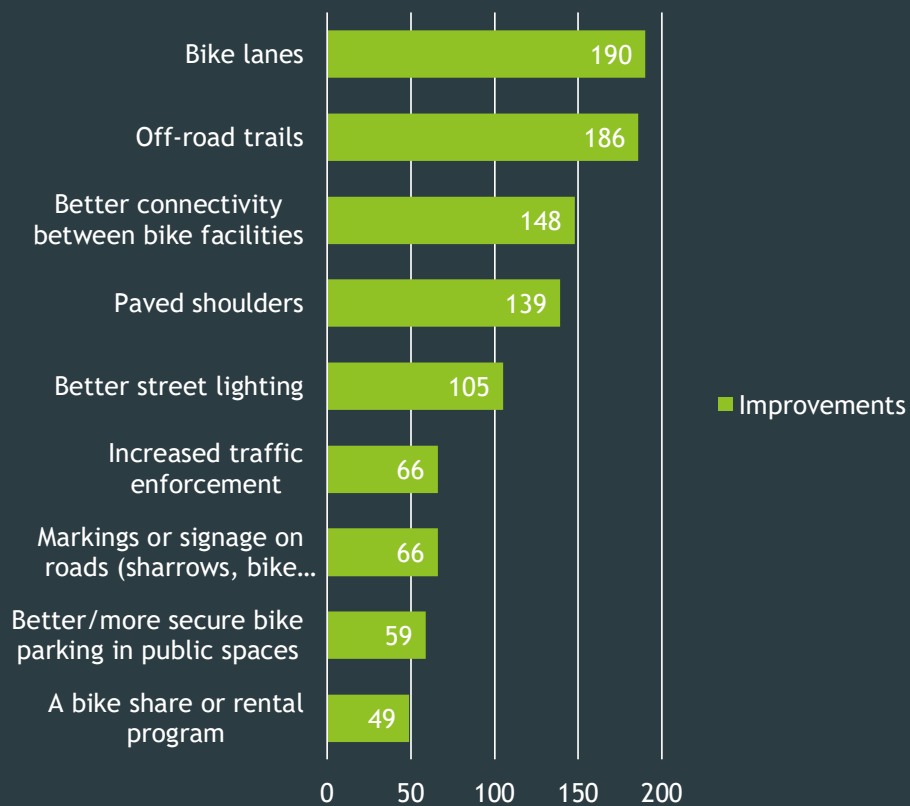


What would encourage you to walk more? Select all that apply.



Transportation & Mobility - Connections

What would encourage you to bike more? Select all that apply.

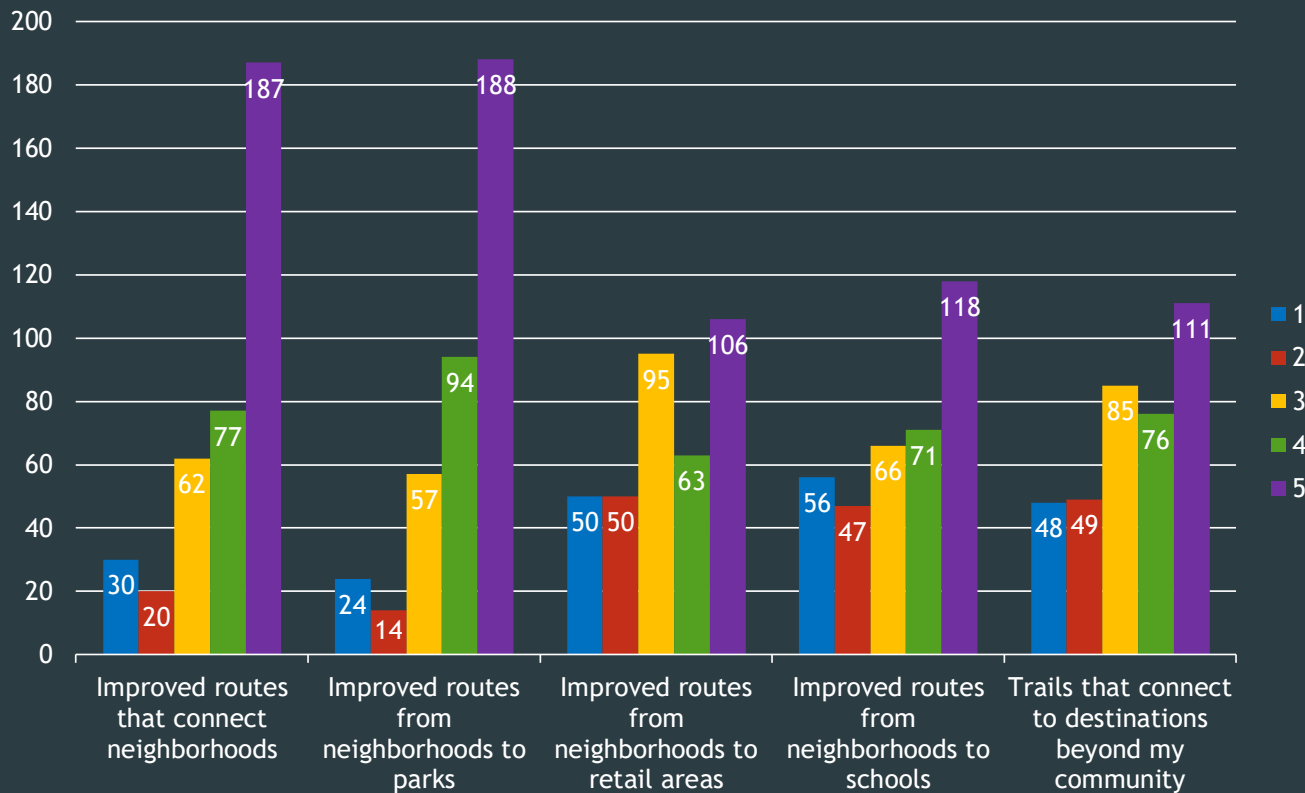


Transportation & Mobility - Connections



Which types of connectivity facilities would you like to see in your community? Select all that apply. (1 = Low priority, 5 = High priority)

Types of Connections



South Fayette Township highest priority for new connectivity facilities:

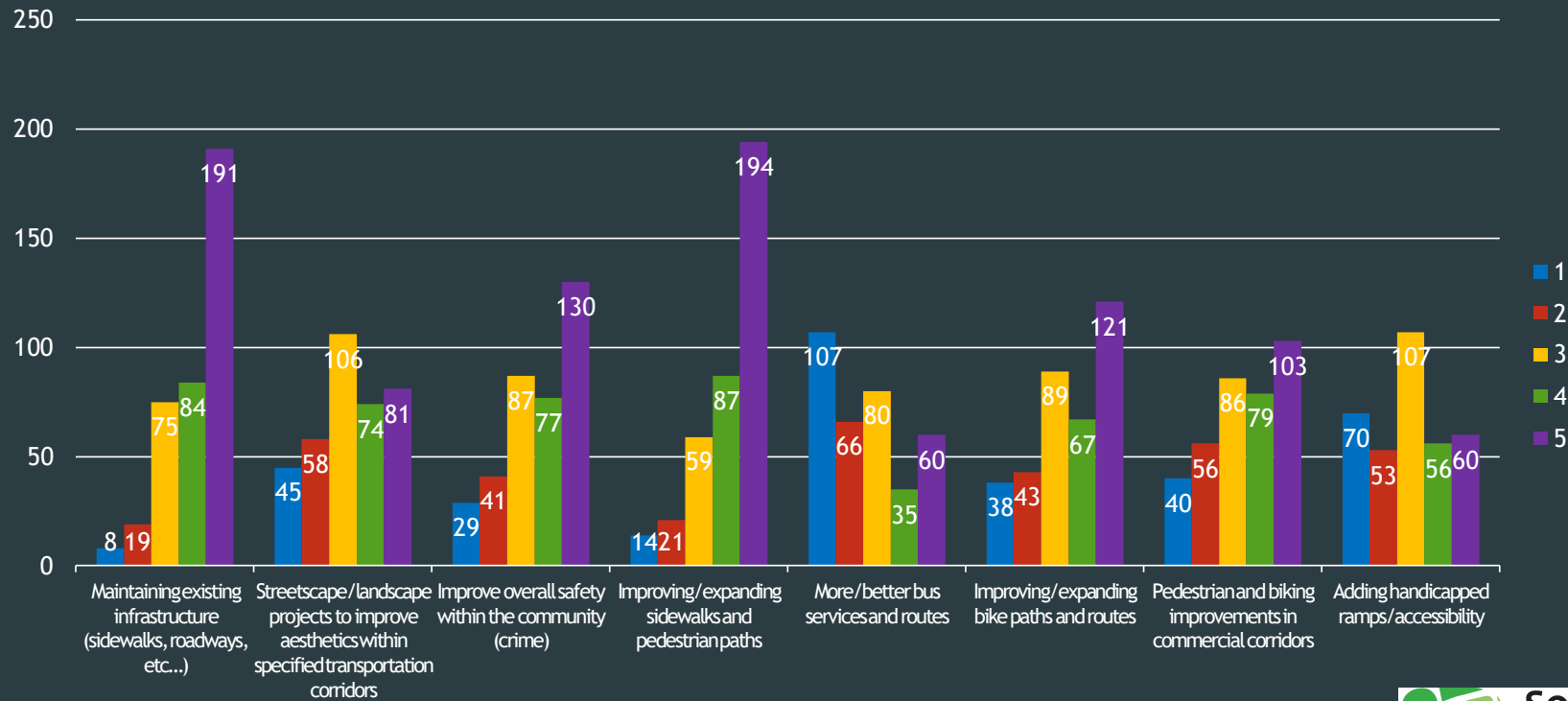
- Improved routes from neighborhoods to parks.

Transportation & Mobility - Connections



How important are the following connectivity issues in your community? Select all that apply. (1 = Low priority, 5 = High priority)

Connectivity Issues

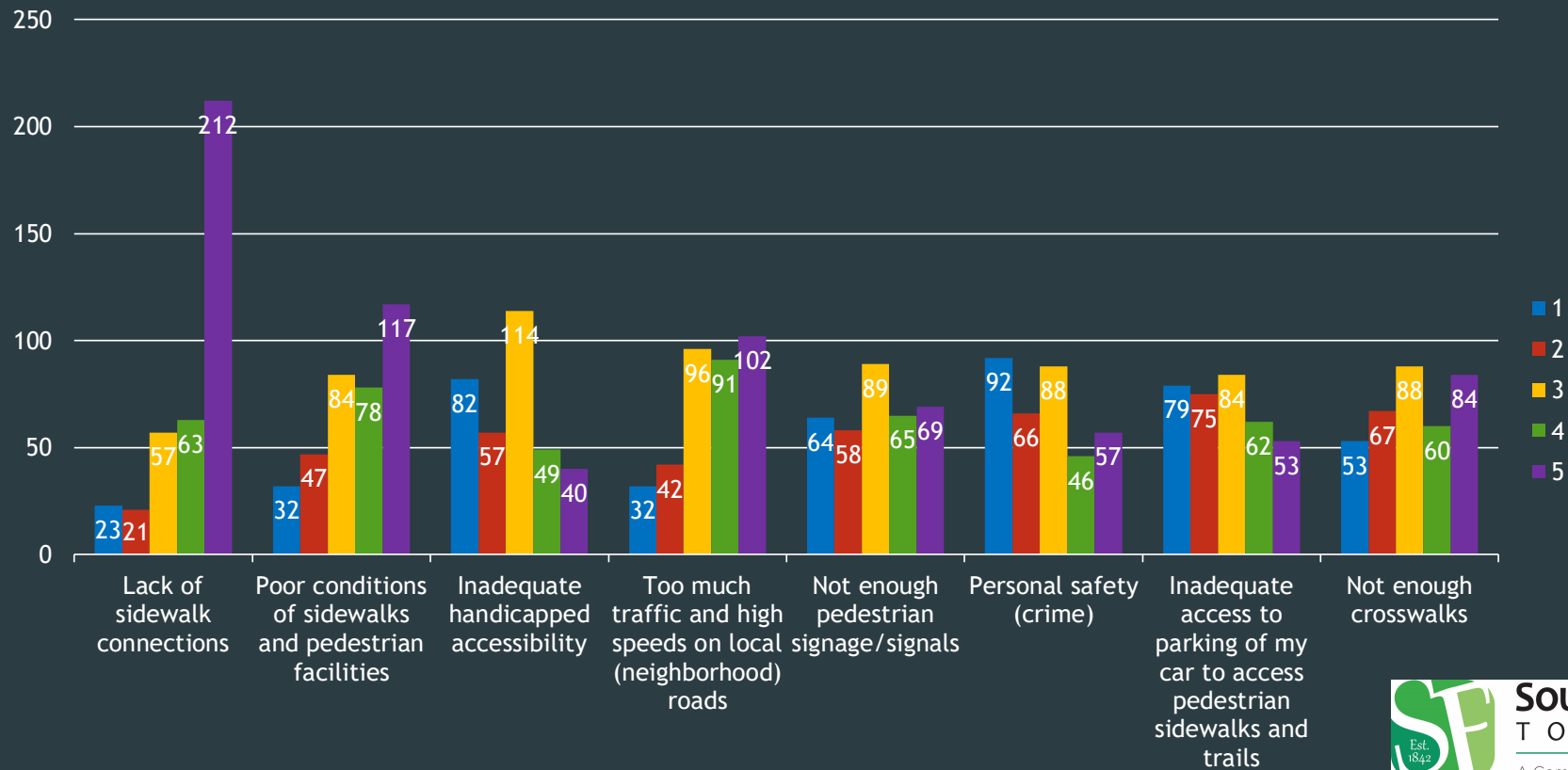


Transportation & Mobility - Connections



How important are the following walkability issues in your community? Select all that apply. (1 = Low priority, 5 = High priority)

Walkability Issues

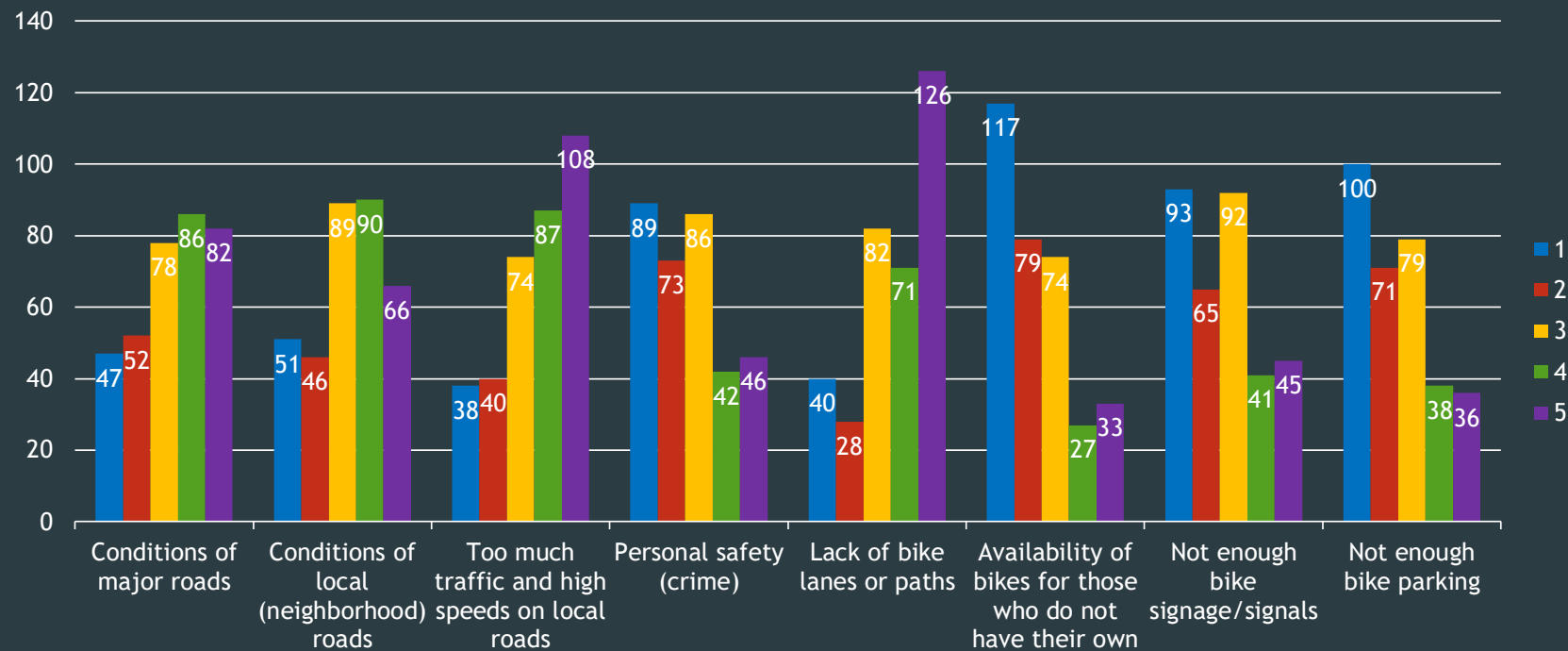


Transportation & Mobility - Connections



How important are the following bike-ability issues in your community? Select all that apply. (1 = Low priority, 5 = High priority)

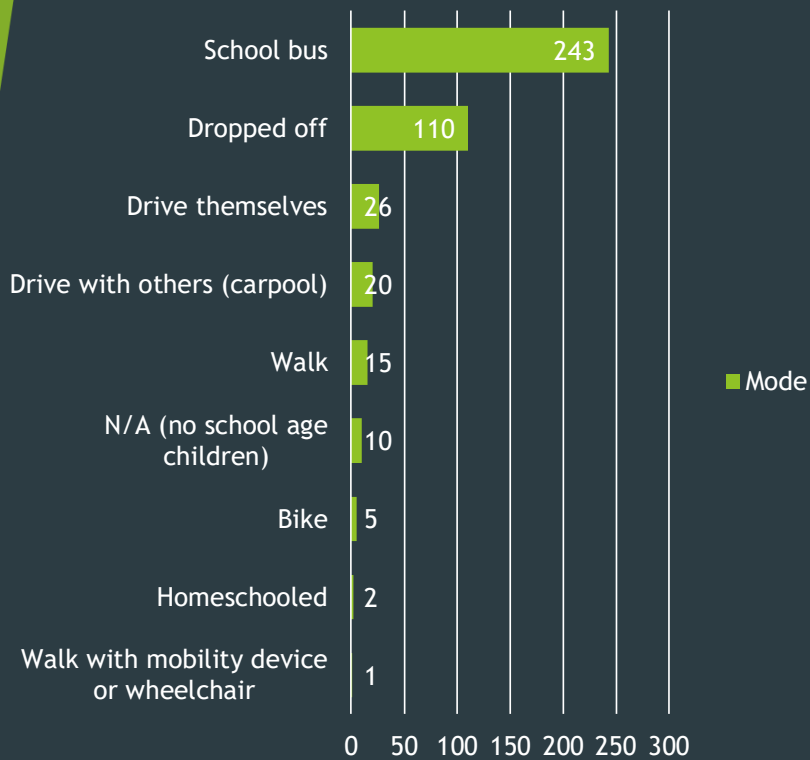
Bike-ability Issues



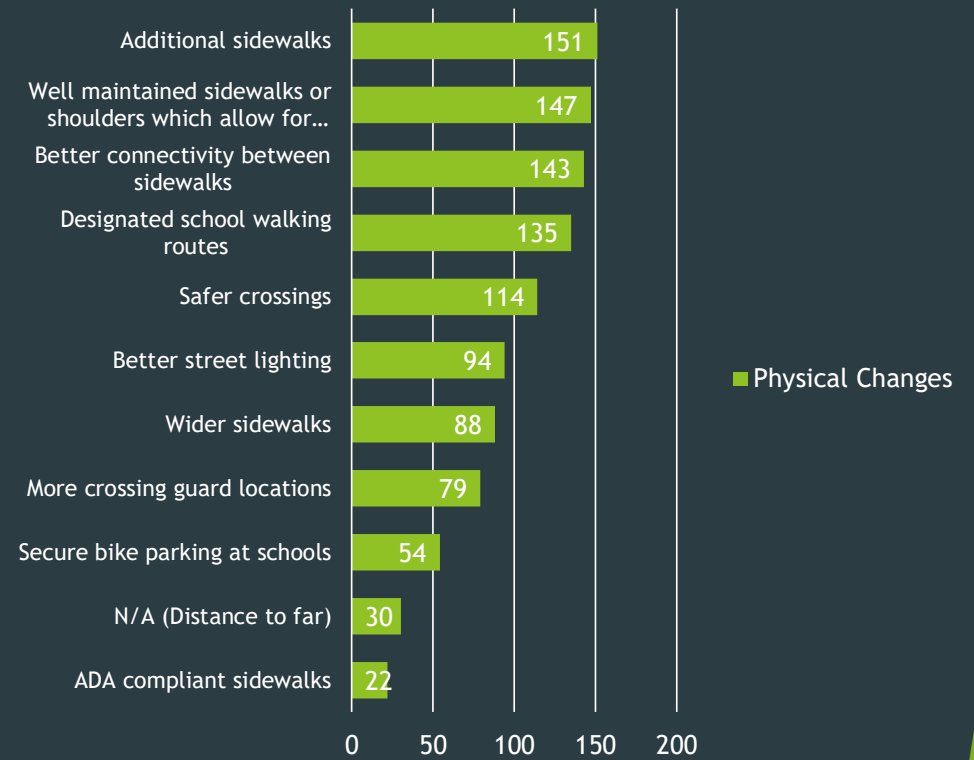
Transportation & Mobility - Commuting



If you have school-age children, what modes of transportation do they use to get to/from school? Select all that apply.



If your child/children do not walk or bike to/from school now, which physical changes would need to be made for things to occur? Select all that apply.

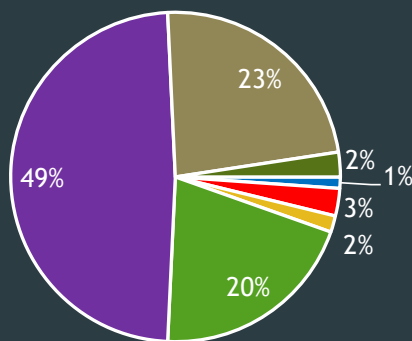


Transportation & Mobility - Commuting



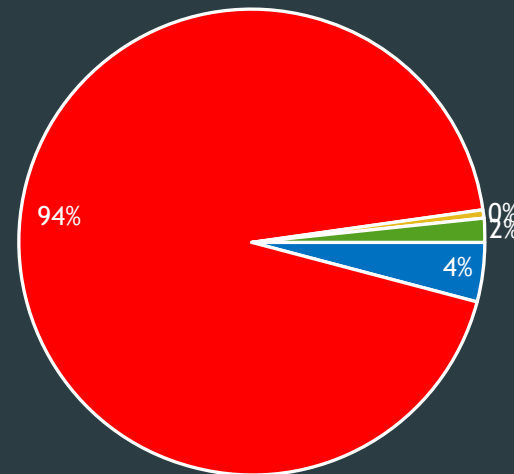
Do you presently commute to work by walking or biking?

- Yes, pretty much year-round
- Yes, but seasonal or in fair weather
- Once in a while, but I do not really consider myself a 'commuter'
- No, but would be interested
- No, never, not going to happen
- I exclusively work from home/ am retired/ I do not commute to work
- Work is too far



Do you commute to work using bus, rail, or privately operated shuttle?

- Yes
- No
- No access to bus stops or stations
- PRT, Bus, Shuttle

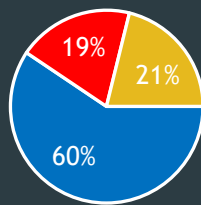


Transportation & Mobility - Education

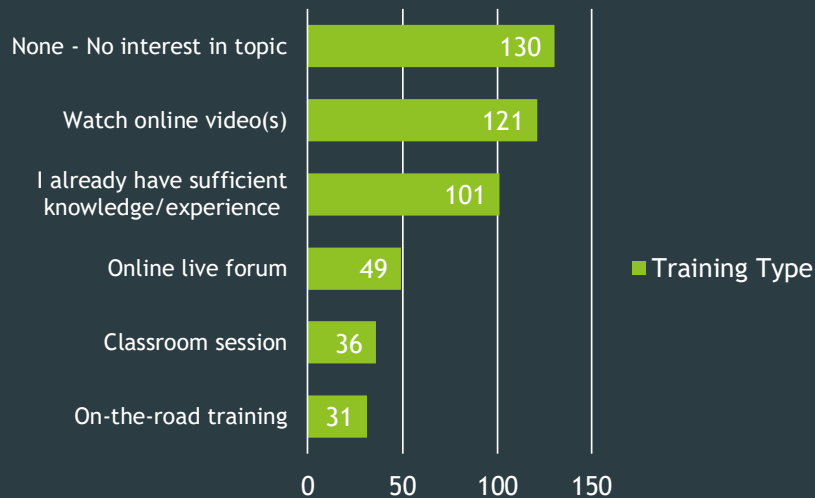


Should bicycle safety be part of the school curriculum?

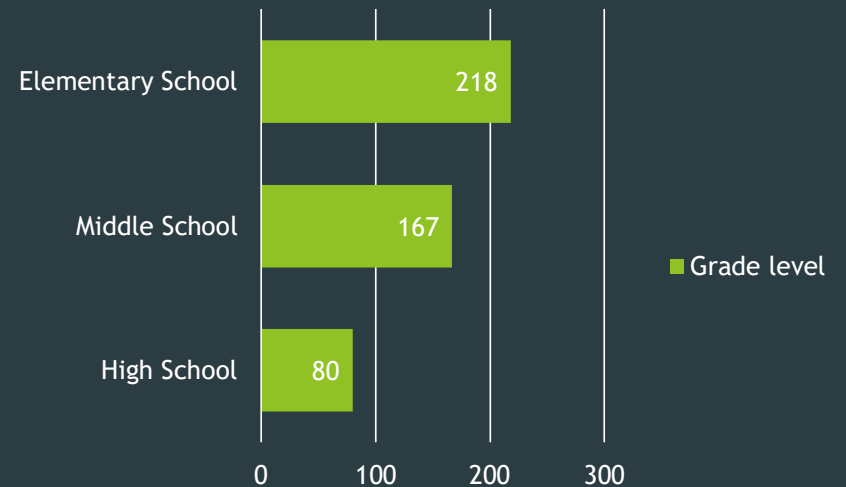
Yes
 No
 Do not have an opinion



What type of adult training/education would you attend as a cyclist or motorist about safe riding on the road? Select all that apply.



If yes, for what grade level(s)? Select all that apply.



Potential Projects

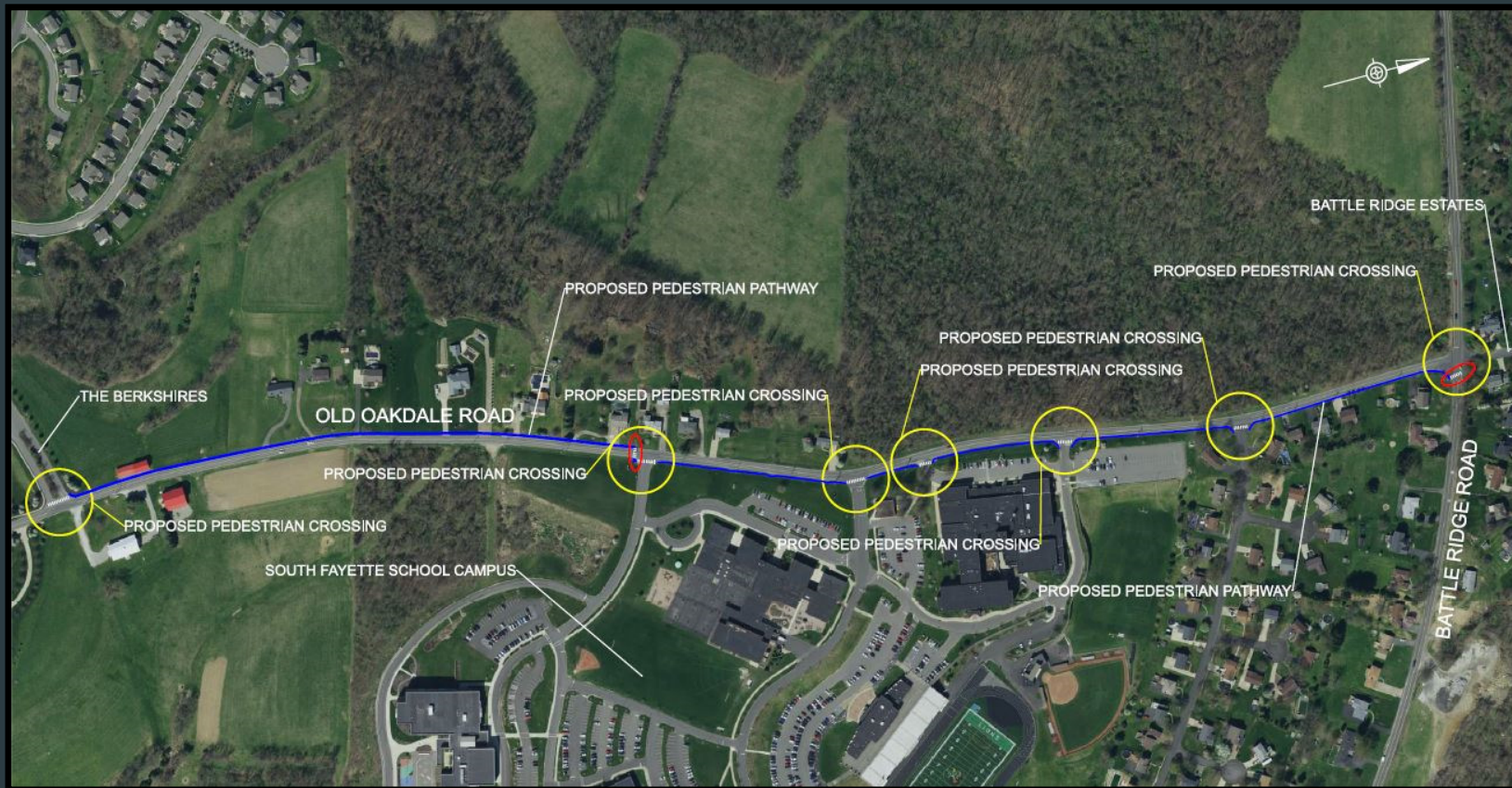


- **Bike sharrows along Battle Ridge Rd and Old Oakdale Rd** (interactive map comment)
 - The loop between Battle Ridge Rd and Old Oakdale Rd appears to be a popular biking loop. Signs of activity are apparent through Strava heat maps. Could be a good application of bike sharrows or other safe enhancements.
- **Pedestrian enhancements at intersection of Battle Ridge Rd and Old Oakdale Rd** (interactive map comment)
 - Like to see crosswalk to get people from Battleridge Estates to school campus.
- **Sidewalk that connects neighborhoods like Forest Ridge and The Berkshires to the School Campus** (interactive map comment)
 - This extension of sidewalk could incorporate the crossing at Battle Ridge Rd and Old Oakdale Rd.
 - If implemented, could look to add school zone flashers at a crossing near the school, incorporate street lighting, or study for speed mitigation along the roadway, if traffic is a concern.
- **Pedestrian enhancements in South central neighborhood areas such as Cuddy and Morgan**
 - Received several comments regarding the safety for pedestrians navigating Millers Run Rd and walking around the neighborhoods. There is a need for pedestrian facilities in this area.



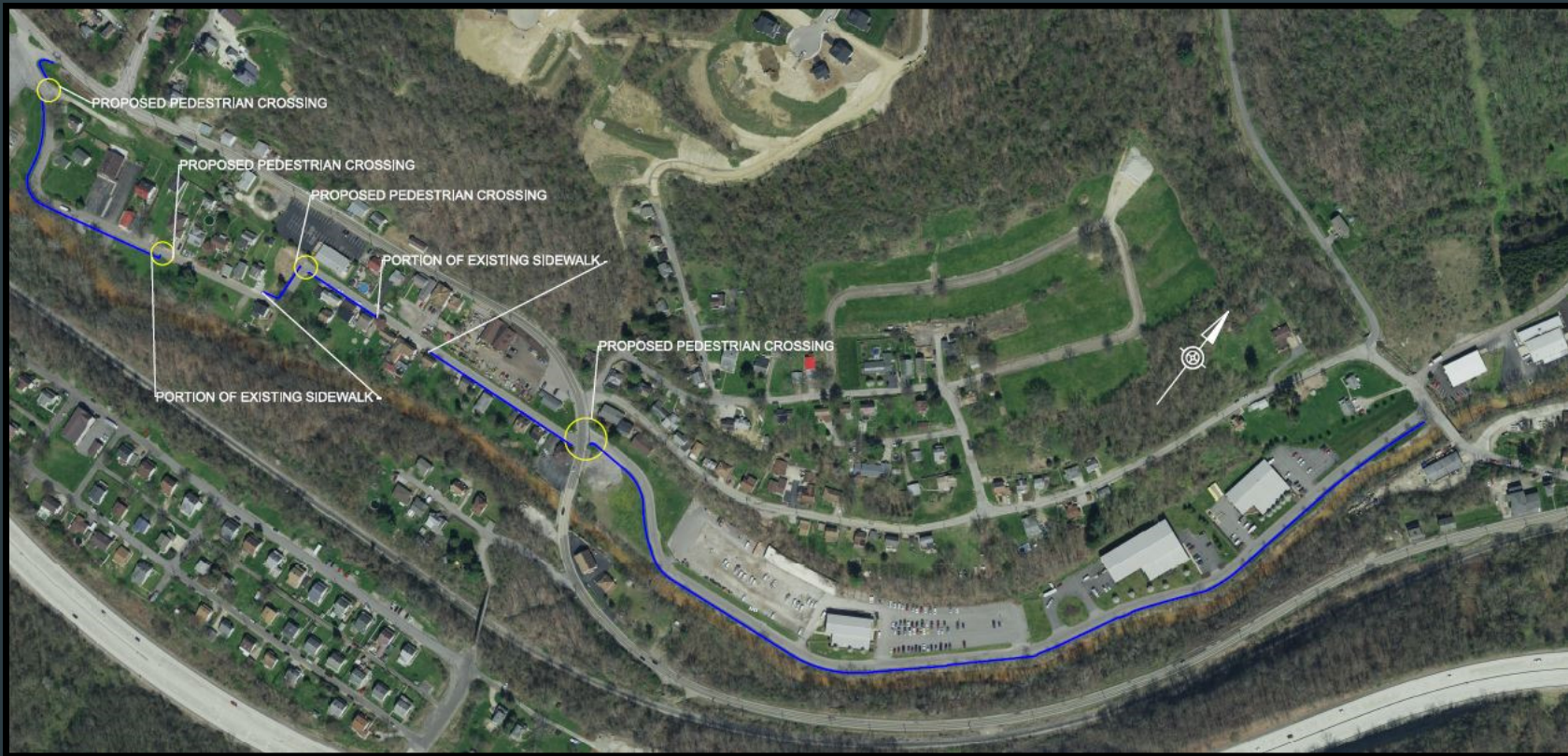
Potential Projects

Connection from The Berkshires to Battle Ridge Estates



Potential Projects

Enhanced Pedestrian Facilities in Cuddy area



Future Projects



- **Potential future neighborhood connections**
 - Need for implementation of more sidewalks to and from neighborhoods
 - Example: Battle Ridge Estates and The Berkshires and Forest Ridge and Pinnacle Point
 - Example: Oakridge Farms and Apple Ridge and Kingsbrook and Northridge Estates and Berkley Ridge
- **Potential pedestrian enhancements within neighborhoods**
 - Sidewalks
 - Traffic calming
- **Potential connections to Panhandle Trail**
 - Example: Implement pedestrian and bicycle enhancements along Battle Ridge Road and Union Avenue to Panhandle Trail
 - Example: Implement trail that connects Boys Home Park to Preservation Park and extends to Panhandle Trail
- **Potential connections to parks**
 - Example: Battle Ridge Estates and Winchester Woods to Boys Home Park
 - Example: Hunting Ridge and Fairview Manor to Fairview Park
- **Connections to adjacent communities' assets**
 - Bridgeville
 - Upper St. Clair (Boyce Mayview Park)
- **Safe and equitable connections between sidewalks**
 - All facilities to be ADA compliant
- **Increase accessibility to and from targeted areas such as retail developments or employment centers**
 - Route 50
 - Washington Pike
- **Policy/Ordinance Change**
 - Increase walkability by maintaining and implementing sidewalks within and surrounding neighborhoods
 - Require accessible pedestrian signals at traffic signals





Thank You

- Anticipated future meeting will take place once a complete listing of potential projects has been compiled

South Fayette Active Transportation Plan Survey

Join us on a journey towards a greener, healthier future with our Active Transportation Online Survey! At the crossroads of sustainability and urban mobility, this survey seeks to capture valuable insights from individuals passionate about walking, cycling, wheelchair and other forms of active transportation.

Demographic

The importance of demographic information is to ensure that feedback from various groups within the community are accounted for and addressed.

1. What age groups live in your household? Select all that apply.

Check all that apply.

- 0-11 years old
- 12-18 years old
- 19-24 years old
- 25-44 years old
- 45-64 years old
- 65+ years old

2. What is your race?

Mark only one oval.

- White
- Black or African American
- Hispanic or Latino
- Asian or Asian American
- Asian Indian
- American Indian or Alaskan Native
- Native Hawaiian or other Pacific Islander
- Another Race
- Prefer not to answer

3. What is your gender?

Mark only one oval.

- Male
- Female
- Prefer not to answer
- Other: _____

4. What is your household income?

Mark only one oval.

- Under \$30,000
- Between \$30,000 and \$74,999
- Between \$75,000 and \$150,000
- Over \$150,000
- Prefer not to answer

Transportation and Mobility - General

This section will ask information regarding the way persons of the community travel around South Fayette as well as their ability or comfort getting to and from destinations.

5. What is your primary mode of transportation? Select all that apply.

Check all that apply.

- Personal Vehicle
- Bus
- Bike
- Walk or travel with aid of mobility device/wheelchair
- Ride-sharing motor vehicles (Uber, Lyft, etc...)
- Other: _____

6. For which activities do you currently use the sidewalks and trails? Select all that apply.

Check all that apply.

- Walking/Running/Exercise
- Biking
- Access to trains or bus stops
- Transportation for work
- Transportation for school
- Transportation for errands
- I do not use sidewalks or trails
- Nature walks (i.e., bird watching)
- Other: _____

7. From a perspective of traffic safety, how comfortable do you feel walking in your community?

Mark only one oval.

1 2 3 4 5

Very Very Comfortable

8. From a perspective of traffic safety, how comfortable do you feel biking in your community?

Mark only one oval.

1 2 3 4 5

Very Very Comfortable

9. How important are sidewalk and trail connections to the well-being of the community and quality of life in your community?

Mark only one oval.

1 2 3 4 5

Very Very Important

10. With regard to your comfortability and safety when engaging in active transportation, which of the following streetscape facilities are most important? Select all that apply.

Check all that apply.

- Connected sidewalks
- Crosswalks
- ADA-accessible curb ramps
- Bicycle lane/sharrows
- Traffic calming (e.g. curb bump outs, raised crosswalks, speed humps)
- Bus shelters
- Street lighting
- Street trees
- Bicycle racks
- Benches
- Safe and convenient bicycle and pedestrian connections
- Pleasant natural surroundings
- Wayfinding signage
- No opinion/Don't know
- Other: _____

11. To what areas would you like improved pedestrian and/or bicycle access? Select all that apply.

Check all that apply.

- Parks and Open Spaces
- Existing trails
- New trails
- Residential neighborhoods
- Retail establishments (shops, restaurants, bars, places of entertainment, etc...)
- Business/Office Parks
- Bus stops
- More/Improved Crosswalks
- I do not need improved pedestrian access
- Other: _____

12. Please list which trails, parks, natural areas, or open space areas you currently visit in your community. (Fairview Park, Boys Home Park, Morgan Park, Preservation Park, Panhandle Trail, etc.)

13. What destinations do you frequently visit by walking, jogging, cycling, or with aid of mobility device?

14. What would encourage you to walk and/or travel with mobility device/wheelchair more? Select all that apply.

Check all that apply.

- Safe road crossings (crosswalks and other intersection improvements)
- Lower vehicular speeds
- Additional off-road trails
- Additional sidewalks/connections between sidewalks
- Additional ADA compliant facilities
- Wider sidewalks
- Markings or signage on roads (pedestrian crossing signs, flashing beacons)
- Pedestrian routes between neighborhoods
- Improve access to transit/bus stops
- Better street lighting
- Other: _____

15. What would encourage you to walk more? Select all that apply.

Check all that apply.

- Safe road crossings (crosswalks and other intersection improvements)
- Lower vehicular speeds
- Additional off-road trails
- Additional sidewalks/connections between sidewalks
- Wider sidewalks
- Markings or signage on roads (pedestrian crossing signs, flashing beacons)
- Pedestrian routes between neighborhoods
- Improve access to transit/bus stops
- Better street lighting
- Other: _____

16. What would encourage you to bike more? Select all that apply.

Check all that apply.

- Bike lanes
- Off-road trails
- Paved shoulders
- Markings or signage on roads (sharrows, bike crossing signs)
- Better connectivity between bike facilities
- Increased traffic enforcement
- Better street lighting
- A bike share or rental program
- Better/more secure bike parking in public spaces
- Other: _____

17. Which types of connectivity facilities would you like to see in your community?
Select all that apply. (1 = Low priority, 5 = High priority)

Mark only one oval per row.

	1	2	3	4	5
Improved routes that connect neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved routes from neighborhoods to parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved routes from neighborhoods to retail areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved routes from neighborhoods to schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trails that connect to destinations beyond my community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

18. How important are the following connectivity issues in your community? (1 = Low Priority, 5 = High Priority)

Mark only one oval per row.

	1	2	3	4	5
Maintaining existing infrastructure (sidewalks, roadways, etc...)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Streetscape/landscape projects to improve aesthetics within specified transportation corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve overall safety within the community (crime)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving/expanding sidewalks and pedestrian paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More/better bus services and routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving/expanding bike paths and routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian and biking improvements in commercial corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adding handicapped ramps/accessibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. How important are the following walkability issues in your community? (1 = Low Priority, 5 = High Priority)

Mark only one oval per row.

	1	2	3	4	5
Lack of sidewalk connections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor conditions of sidewalks and pedestrian facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate handicapped accessibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Too much traffic and high speeds on local (neighborhood) roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not enough pedestrian signage/signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal safety (crime)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate access to parking of my car to access pedestrian sidewalks and trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not enough crosswalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

20. How important are the following bike-ability issues in your community? (1 = Low Priority, 5 = High Priority)

Mark only one oval per row.

	1	2	3	4	5
Conditions of major roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Conditions of local (neighborhood) roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Too much traffic and high speeds on local roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal safety (crime)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of bike lanes or paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of bikes for those who do not have their own	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not enough bike signage/signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not enough bike parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

21. If you have school-age children, what modes of transportation do they use to get to/from school? Select all that apply.

Check all that apply.

- School bus
- Walk
- Walk with mobility device or wheelchair
- Bike
- Dropped off
- Drive with others (carpool)
- Drive themselves
- Other: _____

22. If your child/children do not walk or bike to/from school now, which physical changes would need to be made for things to occur? Select all that apply.

Check all that apply.

- Well maintained sidewalks or shoulders which allow for safe control of bicycles
- ADA compliant sidewalks
- Additional sidewalks
- Wider sidewalks
- Better connectivity between sidewalks
- Designated school walking routes
- More crossing guard locations
- Safer crossings
- Better street lighting
- Secure bike parking at schools
- Other: _____

23. Do you presently commute to work by walking or biking?

Mark only one oval.

- Yes, pretty much year-round
- Yes, but seasonal or in fair weather
- Once in a while, but I do not really consider myself a 'commuter'
- No, but would be interested
- No, never, not going to happen
- I exclusively work from home/ am retired/I do not commute to work
- Other: _____

24. Do you commute to work using bus, rail, or privately operated shuttle? If 'yes', please specify which type in 'Other'.

Mark only one oval.

- Yes
- No
- Other: _____

Education and Communication

This section will discuss the need for education for active transportation modes, as well as asks for feedback on the top priorities for implementation.

25. Should bicycle safety be part of the school curriculum?

Mark only one oval.

- Yes
- No
- Do not have an opinion

26. If yes, for what grade level(s)? Select all that apply.

Check all that apply.

- Elementary School
- Middle School
- High School

27. What type of adult training/education would you attend as a cyclist or motorist about safe riding on the road? Select all that apply

Check all that apply.

- Classroom session
- On-the-road training
- Watch online video(s)
- Online live forum
- I already have sufficient knowledge/experience in this area
- None - I am not interested in this topic
- Other: _____

28. Please share any additional thoughts, comments, or ideas you have for the South Fayette Township Active Transportation Plan. Please visit the SPC interactive map here <https://spc.maps.arcgis.com/apps/instant/reporter/index.html?appid=68484358068948a9b02f479e0b816509>

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Appendix C

Project Evaluation Form

Appendix F – Sample Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths, public transit routes), New/Enhanced Destinations (crosswalks & intersections, and other destinations), and Projects/Policies

In accordance with page 6 and Appendices A and B – “Expectations for Plans” and “Explanation of Terms” – of the Funding Opportunity Announcement (FOA), communities awarded grants are required to provide information as part of their final plans and, upon request, to provide similar data as projects are implemented. These forms are sample templates showing the types of content grant recipients will provide: the *potential* new/improved linear miles of new/improved routes or means of transportation, *potential* destinations that will be connected due to the new or improved routes, and *potential* new and/or enhanced sites as identified and prioritized in their adopted plans.

Note: **This form is not to be completed at the time of your application.** Rather, it is provided to potential applicants to explain what will be required to be submitted as part of or with final plans – based on the recommendations made in their respective plans. Similar reporting will be requested during the larger project period (outside of the specific mini-grant award period).

Active Transportation Plan Implementation Metrics - Sidewalks				
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.				
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).				
Potential linear miles: Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.				
Connected destinations: Name the destinations that will be connected with implementation of each project.				
Map or Pg. No.	Priority	Project Location	Potential Linear Miles	Connected Destinations

Active Transportation Plan Implementation Metrics - Crosswalks and Intersections			
Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.			
Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).			
Project: Describe project location and what improvements are being made.			
Connected destinations: Name the destinations that will be connected with implementation of each project.			
Map or Page No.	Priority	Project Description	Connected Destinations

Active Transportation Plan Implementation Metrics - Transit Stops, Connections, and Routes

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project Description: Describe project location and what improvements are being made. *Examples: New bus route, new stop along existing transit route, new bus shelter, etc.*

Potential linear miles: Linear miles of proposed new transit routes (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations

Active Transportation Plan Implementation Metrics - Bicycle Infrastructure Improvements

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project Description: Describe project location and what improvements are being made. *Examples: low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, bike share stations, etc.*

Potential linear miles: Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations

Active Transportation Plan Implementation Metrics - Multi-Use Paths

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Potential linear miles: Linear miles of proposed paths, rounded to the nearest tenth of a mile

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Location	Potential Linear Miles	Connected Destinations

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements

Plan/Policy/Project: Project, policy or plan development or improvements. *Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan; Development of a Vision Zero Action Plan or a Comprehensive Safety Action Plan.*

Policy/Project	Description

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements

Program/Education/Encouragement: Programming introduced to educate and encourage community members. *Examples: Open Streets events, ongoing Active Transportation Committee meetings, Walk to School Day, Bicycle-Friendly Driver Trainings.*

Program	Description

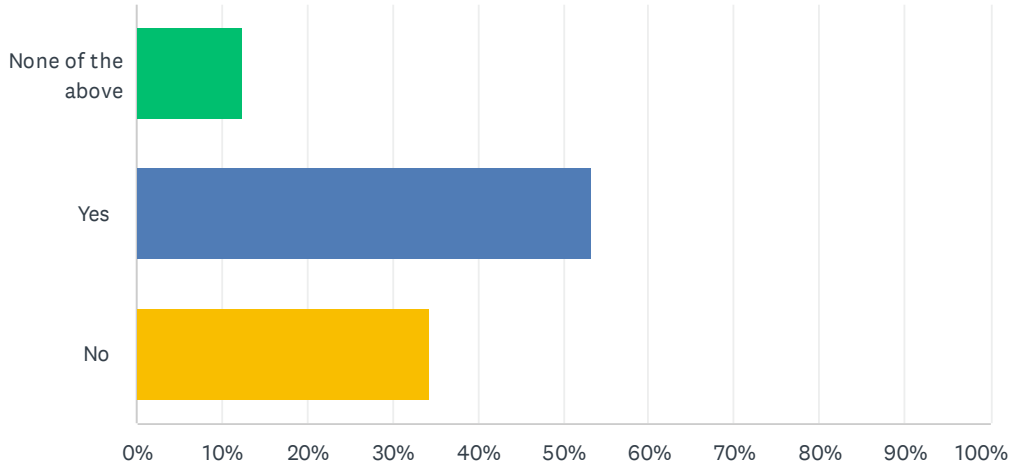


Appendix D

Public Feedback on Draft ATP

Q1 Does the South Fayette Active Transportation Plan address the needs of you/your household related to non-motorized transportation (walking, biking, mobility device accessibility, etc.)?

Answered: 105 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	12.38%	13
Yes	53.33%	56
No	34.29%	36
TOTAL		105

#	IF YES, WHY? IF NO, WHY?	DATE
1	Yes, I used the bridge to walk and bike across since you cannot do so on Route 50 or across train tracks.	8/5/2024 2:27 PM
2	My children and grandchildren can only ride their bikes in our neighborhood due to Route 50 being connected and the hill and railroad tracks on the other side. This bridge will allow our children to ride their bikes down to the library or the baseball fields. this also means if they do not have a running vehicle, they cannot even get to work. also, when I accidentally locked my keys in my truck, I could not walk home to get my second set. My phone was locked in the car as well and did not have phone numbers call any family members. I therefore a walk to a police car parked at the Dunkin' Donuts, who drove me home. We cannot walk on route 50. We cannot walk on the road tracks and we're not allowed to cross the road tracks to get into our neighborhood. We are landlocked.	8/3/2024 8:24 AM
3	I live in National Hill. My neighbors do not all have vehicles, and so we need a safe way for them to travel from the neighborhood. The Reimplementation of the Pedestrian Bridge over the Railroad, connecting Allegheny Ave to Crest St. My neighbors will also be kept safer during their travels by the plans to add Pedestrian Enhancements in the Cuddy & Morgan Connection project, adding sidewalks to local streets.	7/31/2024 10:09 AM
4	It's about project 10. Connecting walnut ridge and Birkshire. This will impact our privacy and people coming through our backyards. I would say if you want to connect other communities then find a spot when no one's back yard is there or don't approve it!	7/30/2024 11:01 AM
5	I think it's very important to make this community more walkable and accessible. The issue of	7/28/2024 11:01 AM

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most significance to me is addressed in this plan, which is the bridge behind National Hill. This will help with those who can't drive being able to walk or bike to work and provide safe walkways.

6	As President of the Berkshire Community Association (BCA) I must respectfully request additional time to present this plan to our community for their approval. We have our Annual Homeowner's meeting scheduled for September 17th. We are requesting that someone from the Township address our homeowners that evening (6:30pm start) to receive comments directly from the residents. I can share a previous attempt by the Township to extend a "neighborhood connection" from the Walnut Ridge community to ours. It met with nearly unanymous disapproval a few years ago. The Berkshires community has resources that homeowners pay for in their monthly fees that are constantly intruded upon by non-residents. We have turned non-residents away from our pool and fishing pond on countless occasions; these non-residents repeatedly ignore our warnings and return. The connection proposed between Berkshires and the school will almost guarantee Berkshires will become a thoroughfare between these other communities and ours. If you would like to contact me for more information or to schedule a Township representative to attend our Annual meeting, please email me at tomei@rmu.edu or call me at 412--788-4876. Much of what you have in your planning document is excellent and will help the township better serve its citizens. This one project is the single sticking point for our residents. Regards Dr. Lawrence Tomei, President Berkshire Community Association	7/26/2024 9:53 AM
7	Please do not waste Taxpayers money to create connection between different communities especially The Berkshires. As it is we are struggling with managing the traffic on our streets and this additional foot traffic isn't something we are ready for at this point.	7/25/2024 11:20 PM
8	I live on Old Oakdale Road. It would be such a pain and disruption to put in a sidewalk all the way to the school complex. With the hills, I don't even know how that could happen. Please don't do this. I won't spend a dime of my money to change anything on my property.	7/25/2024 10:08 PM
9	The Panhandle trail from Helicon to McDonald is in bad shape and is actually dangerous. Changing from gravel to asphalt would completely solve the problem..	7/25/2024 1:08 PM
10	Thanks for the improvement plans. I really appreciate it. I'd like to propose 1 Have the panhandel trail paved from Helicon to McDonald. 2 Do you plan to add signs or have a dedicated bike lane for Battle Ridge Road & Old Oakdale Road Bike Loop? The cars are driving very fast on Battle Ridge Road (speed limit is 45), so personally I do not feel very safe biking there. 3 Small rocks or potholes can be very dangerous for cyclists. I wonder if the township could be more active cleaning the road and fixing potholes. Thanks again for the plan. Have a nice day.	7/25/2024 12:18 PM
11	Not needed. Not worth the investment which can be spent elsewhere on projects that would be more useful to the public.	7/24/2024 12:58 PM
12	It increases the ingress and egress of actors of crime activity. It creates a shortcut freeway, speed paths for bikers of all modes of riding equipment to trash properties and intimidate local residents of all age, who may retaliate in unwanted reactions.	7/23/2024 11:54 AM
13	We live on Hickory Grade road. The plan states it will implement "pedestrian enhancements." What does this mean? Is it a sidewalk? And the plan also states that it's a long term implementation, which means our son will be half way through high school or graduated by the time this is done. He's heading into 4th grade now. Clarification would be helpful. I understand funding and prioritization is important, but it seems like we're catering to the subdivisions instead of the main roads that people use everyday in some cases.	7/23/2024 9:45 AM
14	I do not wish Walnut Ridge to be connected with Berkshire plant	7/23/2024 7:17 AM
15	I've replied, yes, but it's a "somewhat yes" of an answer. Project #13 is a high priority for me, the residents of National Hill and the businesses we can't access by bike or foot. I'm extremely hopeful that the committee will see the need and urgency in reactivating the pedestrian bridge spanning the railroad between National Hill down to Miller's Run Road. Project #13 hits all the points of this transportation plan: 1. affording a healthier lifestyle 2. encouraging biking, walking and access for handicapped individuals 3. connecting communities to facilities - besides giving National Hill residents to nearby businesses, it would also allow access to 4 of the 5 existing parks: Morgan, Sturgeon, Preservation and the Boys Home. 4. providing safe and accessible routes of passage for non-motorized travel 5. stimulate economic development by giving access to area businesses I'm not sure I fully understand the Walkability chart and the scores	7/23/2024 7:14 AM

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received by the Cuddy community. I guess if you are residing along Millers Run Road, you could walk, but not safely as there are no or few sidewalks. The National Hill community is an island, with no way out of the development except onto Route 50. Thank you for your consideration of Project #13. Patty Kaupinis

16	The proposed connection plan between Walnut Ridge and Berkshires Communities will exacerbate traffic congestion on the already busy Middlefield Road. Additionally, it will necessitate increased monitoring of soliciting activities and impose extra administrative burdens on Berkshires to enforce and implement regulations. Instead these resources could be more effectively allocated to other critical projects that would benefit our community's development."	7/23/2024 5:07 AM
17	I am not in favor if connection between Walnut Ridge and Berkshires ! We have too much uncontrolled pedestrian and children traffic as it already exists! So #10 on your list is 1000% a NO !	7/23/2024 2:16 AM
18	I am highly against project number 10. It offers NO benefit to the residents of the Berkshires community! That is a lot of money spent so that residents of Walnut Ridge can walk or bike to The Berkshires where they cannot even use the pool or the pond. Im curious who is proposing this bill. Is it a resident of Walnut Ridge, trying to use tax payers money for their own benefit? Our house sits at the bottom of Lanesboro Lane. This would ruin the privacy that we paid for when we purchased our lot. We 1000% do not want people walking or biking in the front or back of our house!!!!	7/22/2024 11:48 PM
19	The plan to connect Berkshires with walnut ridge will add more stress on our residents. We have quite a lot of unruly kids on bikes in the community which we are trying to address. Adding more kids who may come from the other community will create more chaos. I agree with adding a walkway from school to Berkshires. Because kids and families who walk in evenings by trying to go towards the open school grounds for fresh walks will appreciate the safety the sidewalks will provide. But parents nowadays don't allow kids to walk to school. The percentage is very low. So extending the sidewalks all the way from Forrest ridge towards millers run roads, will not be used. A kid or a family in that far away community is never going to walk all the way to the school! It surely will be an expensive investment and the number of people using it will be low. I also feel many of the initiatives are just too expensive for the SF tax payer. Can you instead create a recreation center or a SF community swimming pool!? Thanks Dilip Berkshires resident	7/22/2024 8:26 PM
20	A lot of people walk to and from the school on Old Oakdale Road, to Berkshires and Forest Ridge neighborhoods. This is a busy road and I am always worried that a pedestrian will be hit. Please install sidewalks here.	7/22/2024 8:12 PM
21	We live in The Berkshires, and we don't need to be connected to any other neighborhood, increasing foot and bike traffic, and outsiders to our neighborhood! We have facilities in our neighborhood that are for residents only, and any connection to Walnut Ridge, Forrest Ridge and beyond will only increase people into our neighborhood. We have over 330 houses in our neighborhood, and we DO NOT need any more people coming in and taking over our green space, playground, hiking trails, pond, pool, etc! These are amenities for our neighborhood only, and any connection or bridging to another neighborhood will only take away from the beauty in our neighborhood! Please DO NOT connect our neighborhood to Walnut Ridge or Forest Ridge and increase our traffic and take away our privacy!!!	7/22/2024 6:45 PM
22	My family lives in Cuddy and nothing in the vicinity is safely walkable, besides McClellands and Madsen Donuts and maybe the library because you can cut through back roads and the baseball field. But walking anywhere else requires you to walk on the side of the main road or the side of Route 50.	7/22/2024 6:09 PM
23	Hunting ridge cross walk, closer to bottom of hill, is very dangerous. Either a sidewalk needs built on the other side of the road or the bushes need removed from the back of the home to make it a visible intersection. Also love the idea of a path or bridge to connect hunting ridge and fairview. Also a sidewalk on Boyce connecting the 2 proposed cross walks would be good too. Many young kids cross to get to the pool.	7/22/2024 4:00 PM
24	This is a very thoughtful plan and will greatly help improve our township. But in many ways it is a backward looking plan because the focus is on "fixing" legacy problems. I suggest that we need a bit more focus on doing things right in the future. We can't do it all with township money and grants - we need to ensure that the infrastructure that developers build is active transportation friendly. And I'm including PennDOT here. When they upgrade intersections,	7/22/2024 12:33 PM

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they should be including sidewalks at least in the project area (example: Boyce and Mayview Road intersection got beautiful pedestrian crossing signals but walkers risk their lives getting to them). I like the point about enforcing Township ordinances about sidewalk construction. Unfortunately, we are failing at that right now as this is being written. For example, the brand new sidewalk in front of Raising Cane's doesn't even extend all the way to the Hickory Grade Road intersection! And why no developer-built sidewalk along the property on Hickory Grade Road? But it is not enough just to place sidewalks on the public road frontage. We need to require an actual connection to the buildings and business that walkers want to access. For example, the Township ordinance resulted in a beautiful modern sidewalk in front of Aldi, Starbucks and Chipotle. But there is no actual connection to the business! To get there one either has to dodge traffic in the driveway or trek across mulched beds or uneven grass lawns. We need to amend our ordinance to mandate such connections into and within developments. Thanks! Bill Kulp 1132 Sray Lane, Hastings kulp8899@gmail.com

25	I currently reside in the Berkshires. While I like the idea of kids being able to get to their friends more easily via a walking or bike path, I am concerned about the strain it will put on the Berkshires' natural resources. We are already dealing with non-residents' excessive use of our pond. In the past 6 months, we've seen added trash, dead fish (being left on the side instead of being released), and an influx of children walking and playing on a half frozen pond that resulted in the HOA adding unattractive netting, and a call to the police. In addition, we have too many children using electric scooters on our roadways (despite the fact they aren't legal on public roads). Although I believe a paved path could give them somewhere to go, I believe the connection would only increase the volume of riders not following the rules. I would love to further review a study, but I would be willing to guess that those most using the path would be unsupervised tweens and teens on electric scooters, as opposed to pedestrians or people on traditional bikes.	7/22/2024 12:21 PM
26	I really enjoy using the Panhandle Trail, but improving it doesn't help with the walkability issues in South Fayette. Making it a top priority mainly serves those who are into walking or biking for exercise, and it still requires us to drive there. It's much more important to improve walkability for everyday activities, like getting to shops, libraries, schools, and friends' houses. When we talk about walkability, we need to think about why people want to walk. People travel to hike mountains for the views or explore cities for the shops. Visitors to NYC often end up walking 30,000 steps a day because there's so much to see and do. Seeking beauty and exploring interesting places are bigger motivators than walking just for exercise. How does this plan address why people want to walk around? Let's look at the neighborhoods along Hickory Grade Road. They're so close to the new shops at the bottom of the hill, but it's not walkable because it's dangerous. The same goes for Newberry and the new apartment complex being built. It's frustrating that so many people live nearby but still have to drive. And since the new shops opened, traffic around the exit has gotten much worse. It would help congestion if it were possible to walk to and around this area. It would also help create a greater sense of community like they have in Mt. Lebanon. I urge the planners to create safe, direct pedestrian pathways that connect homes to essential places, making our community more walkable and accessible. Thanks for considering these points. I hope to see changes in the plan that really prioritize practical walkability improvements for all of us.	7/22/2024 10:33 AM
27	We live on Thoms Run, right before Battle ridge. There is o plan to include our homes in any sidewalk plans.	7/21/2024 4:47 PM
28	The Fairview Park neighborhood (primarily from Pinewood to Firwood to greenwood to the park entrance) really needs traffic calming. Our neighborhood is a major cut through for people to get to Boyce and for people going to the park. Coming up Firwood from Pinewood, most people are speeding and the blind curve just before the turn onto Greenwood is dangerous for pedestrians when walking.	7/21/2024 6:02 AM
29	Connecting my neighborhood for better safe walking really opens up my ability to walk close to home. The broader plan looks well thought out and I appreciate the investment in our community	7/20/2024 8:46 PM
30	No sidewalks Not Many public parks High taxes school district but does not provide amenities as compared to mt Lebo or upper st Clair No bike routes	7/20/2024 8:20 PM
31	This will opportunity to safely walk, bike.	7/20/2024 6:46 PM
32	The Hickory Grade road neighborhood needs a sidewalk to connect it to Rt 50. Road is dangerous to use to walk.	7/20/2024 10:42 AM

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33	we use the crossings at Hunting Ridge daily while walking our dog	7/20/2024 7:31 AM
34	My family and I are relocating to the Hastings Community off Mayview Road from Florida, and we are excited about the enhancements to non-motorized transportation in South Fayette. While the plan is a commendable first step, we have a few specific suggestions that would greatly improve safety and connectivity for our household. We were particularly hoping for safe pedestrian and bicycle access from the Hastings Community to the business area near the Giant Eagle on Washington Pike. Currently, the curvy roads are not suitable for biking and lack sidewalks, posing a safety risk. The addition of sidewalks and bike lanes along Mayview Road would address this issue effectively. Additionally, we would like to suggest a connector from Fairview Park to the business district around Washington Pike, encompassing the grocery store, restaurants, and other businesses. This would provide us with a safe and convenient way to access these amenities without relying on a car. Thank you for considering our feedback.	7/19/2024 10:21 PM
35	We enjoyed waking and my husband has an electric bike.	7/19/2024 5:53 PM
36	The idea is great - my concerns come with the maintaining of these trails during winter months, especially if the point of this is using these trails as a mode of transportation. I think SF would also greatly improve if we had closer bus stops & access to bus stations - or if the very least these trails will lead people to these bus stations as a safer way to get there than what it currently in-place. All in all, I'm very happy SF is considering making the community more inclusive for those who cannot depend on a motor vehicle to get them from place-to-place.	7/19/2024 4:32 PM
37	We do not use public transportation.	7/19/2024 1:00 PM
38	Thank you for the opportunity to comment on the Active Transportation Plan. As incoming residents of the Hastings Community off Mayview Road, we recognize and appreciate the strides being made to improve non-motorized transportation in South Fayette. The plan is definitely a good start, but we have some specific suggestions that would significantly enhance connectivity and safety for our household. We were particularly looking forward to having safe walking and biking access from the Hastings Community to the business area near the Giant Eagle on Washington Pike. Currently, the roads are curvy and not designed for bike use, which poses a safety concern. We would greatly appreciate the addition of sidewalks and bike lanes along Mayview Road to address this issue. Moreover, we would like to propose the creation of a connector from Fairview Park to the business district around Washington Pike. This would include the grocery store, restaurants, and other businesses, allowing us to access these amenities without relying on our car. Another critical improvement would be the addition of a sidewalk on the small bridge off Mayview Road between the Hastings Community and the Upper Saint Clair Community Center. This bridge is currently the only section without a sidewalk, which breaks the continuity of safe pedestrian access in the area. We are moving to South Fayette from Washington DC, drawn by the promise of trails and connectivity. Ensuring safe biking and walking routes to business districts and community centers is essential for us and would greatly enhance our experience and quality of life in South Fayette. Thank you for considering our feedback. We believe that these enhancements will not only benefit our household but also promote a safer, more connected community for all residents. Best regards, Gilbert Pazos	7/19/2024 11:55 AM
39	Many time I wish to ride my bike some where but can't due to how unsafe it is. This plan would make it so I could have that alternative form of transportation if I wanted or even needed it.	7/19/2024 11:32 AM
40	I live in Ridgewood surrounded by Hunting Ridge which has a good trail system. Crossing Boyce Road can be dangerous as cars don't always give access to pedestrians. I would like to see lighted crosswalks to warn drivers to slow down and stop. There are lots of children in the area who use the pool in the summer.	7/19/2024 11:20 AM
41	I don't see anything in the plan for a pedestrain crossing upgrade/enhancements at the Newbury Highland/Presto Sygan/Newbury Drive intersection. This is a death trap waiting trying to get a crossed in an automobile right now. I won't even attempt to walk or bike that intersection. It is total confusion and too dangerous.	7/19/2024 11:02 AM
42	Thank you for the opportunity to provide feedback on the Active Transportation Plan. As new residents of the Hastings Community off Mayview Road, we appreciate the efforts to improve non-motorized transportation in South Fayette. This plan is a promising start, and we are particularly excited about the enhancements to pedestrian and bicycle infrastructure. However, we were really hoping for more direct connectivity between the Hastings Community and key business areas, especially the Giant Eagle located off Washington Pike. Currently, there is no	7/19/2024 10:52 AM

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safe way for us to walk or bike between these locations due to the lack of sidewalks and bike lanes on the curvy roads. This is a significant concern for us as a family moving from Washington DC, where we enjoyed extensive trail networks and safe biking routes in our neighborhood. Also, I cannot tell from the plan (the map shows Peditrian Facility Enhancements?), but we were hoping that sidewalks would be added to allow access from the Hastings Community / Mayview Road area to the top of Fairview Park. While it's a hill, we would bike it if there was a safe route. As the road currently stands, I fear it is not safe - especially with the curves. We specifically request the inclusion of a sidewalk and bike access along Mayview Road, connecting Hastings Community to the business area near Washington Pike. This addition would greatly enhance safety and accessibility, making it feasible for residents to bike or walk to local businesses without the need to use a car. Thank you for considering our feedback. We believe that these improvements will not only benefit our household but also contribute to a more connected and vibrant South Fayette community.

43	There is no walkability or connections for the streets off Dutch hill	7/19/2024 9:56 AM
44	Thank you for choosing to address and prioritize a safe crossing of Battleridge Road at Old Oakdale Road and providing a safe alternative to walking on the road to the school campus! Our community is really looking forward to seeing these improvements. Also very excited to see a connection between Boys Home and Preservation Park in the plan!	7/19/2024 9:47 AM
45	We really need an ordinance about toy bikes, toy vehicles and battery operated vehicles like e-bikes, e-scooters. We also need a helmet rule, a minimum age rule etc. While it appears (i may be wrong) that you may be planning for common areas, we need some good rules to protect drivers and children, who not just use public spaces like parks, but the actual public traffic-heavy roads and private community areas. Kids are using bicycles and riding on roads. They jump from driveways or sidewalks onto roads without following rules. Some are very young to know safety rules. Most don't wear helmets. Most kids are not supervised even in residential communities. SF should create rules that these extremely small toy vehicles used by small kids (2, or 3 or 4 wheeled), whether battery operated, or foot operated or operated in any way, ARE NOT allowed on ANY SF road even if the roads are owned/managed by SF TWP, or by a HOA property, or even a Private road within an HOA. Such toy vehicles should be operated only on private property. A helmet rule should be applied for anyone under 12. A mandatory parent supervision rule should be applied as well. Please do take this matter seriously and add to the agenda Thanks Dilip Balsaraf 5844 Windsor Ct McDonald PA 15057 Cell 412-805-2410 dilipb@gmail.com	7/19/2024 9:29 AM
46	There is a strong need to make things pedestrian friendly in and around the Hastings community including Fairview Park.	7/19/2024 9:23 AM
47	Most importantly, new sidewalk construction and flashing signals allow for greater mobility and safety! It will encourage residents to walk more, hopefully instead of using cars to get around. The pedestrian bridges will do likewise.	7/19/2024 8:13 AM
48	I live on Oakridge Road and as a family we walk our dogs daily. As there are so many of our neighbors who walk all these neighborhoods. Crossing Oakridge to enter into Kingsbrook, Northridge or Berkley Ridge neighborhoods is intense to say the least. Drivers speed and rarely slow down. To make it a more walkable area and connect the neighborhoods safely we need stop signs as well as cross walks. The police do a great job trying to slow the speeders, but stop signs really need to be put in place in order make it safer for an active transportation plan to work.	7/19/2024 8:05 AM
49	I wish SF was more walkable and bikeable. Walking trails, more sidewalks protected by guardrails and trees, and crosswalks with flashing lights at busy places such as near the school campus or other busy intersections.	7/19/2024 8:01 AM
50	Not enough sidewalks especially leading to the new commercial areas. Definitely not enough walking or biking trails. We have great ridges for them too!	7/19/2024 7:39 AM
51	I believe paving the panhandle trail is definitely the #1 priority. The South Fayette section of the trail is honestly a disgrace compared to every other section of the trail. Especially considering once you hit Washington county it's completely paved. The sections near sturgeon are especially rough to travel on by foot or by bike.	7/19/2024 5:07 AM
52	Able to walk from forest ridge community to school is something that is missing.	7/19/2024 4:03 AM
53	I like the bridge between Hunting Ridge and Fairview Park.	7/19/2024 12:15 AM

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54	This is great news! As a person that walks my dog and bikes often it would be so nice to have this upgrade to our township.	7/18/2024 11:19 PM
55	I have teenagers that live on Old Oakdale Rd and sometimes they want to walk to school or the have to walk home after school activities and I wish there was a sidewalk so high schoolers and other kids and adults could safely walk back and forth starting at the Berkshires to the school	7/18/2024 10:28 PM
56	Yes, the connection of Sterling ridge and Lafayette Meadows is what we were most hoping for!	7/18/2024 10:25 PM
57	We were really hoping for a safe way to get from Cuddy/Cuddy Lane to Morgan Park. Even with a side walk implemented on S Fayette st and Cuddy Lane it doesn't get us access with out walking/riding the shoulder on Millers Run which is very dangerous.	7/18/2024 10:17 PM
58	Includes my neighborhood in the plan.	7/18/2024 10:00 PM
59	My husband suffers from drop foot and uses a cane. This would allow for him to use a scooter other small vehicles.	7/18/2024 9:59 PM
60	We need a biking and walking trail at Fairview. It's dangerous to try to ride a bike at the park with no trail. I should know while riding my bike at the park I hit a curb and it flip my bike and broke my knee cap in half and needed surgery. There is entirely to much traffic in the park for bike riders	7/18/2024 9:46 PM
61	We need more sidewalks. All of oakridge road should have sidewalks on both sides to walk to the school or BJ's.	7/18/2024 9:32 PM
62	I don't think that encouraging bike traffic on Battle ridge road or Old Oakdale road is wise with high traffic speeds and limited site distance. However, separated neighborhood connections are a great idea throughout the area.	7/18/2024 9:28 PM
63	My interest is primarily cycling. I was thrilled to see the improvements to the Panhandle as well as neighborhood connectivity.	7/18/2024 9:23 PM
64	Hickory Grade Road and other areas are in desperate need for a walkway and bike improvements.	7/18/2024 9:21 PM
65	Would love something to connect Lafayette Meadow/Sterling Ridge to Walnut Ridge!!!	7/18/2024 9:02 PM
66	It is a great relief to hear that crosswalk improvements are planned for Boyce Road!	7/18/2024 8:21 PM
67	Yes - connecting cannongate to the school campus with a safe sidewalk for our kids to walk to school! Also, improved bike paths around the community to encourage biking that is easily accessible.	7/18/2024 8:20 PM
68	This study does not even mention my neighborhood (wood creek/highland creek)	7/18/2024 8:16 PM
69	Crosswalks at Hunting Ridge would be helpful.	7/18/2024 8:05 PM
70	Improving the Panhandle trail and building connector trails is the only practical idea worth looking into. The others ideas listed are nothing but a silly waste of time and money.	7/18/2024 7:58 PM
71	I live in an older development in "Cuddy" which is on Bowman Street off of Old Oakdale Rd. With this new Active Transportation plan, I would still not have a safe non-motorized path from School Street down Old Oakdale road onto South Fayette Street and subsequently onto Cuddy lane. Also, a non-motorized path from Cuddy lane to Morgan park could be a possibility/option.	7/18/2024 7:34 PM
72	Hickory Grade being long-term is disappointing. Connect us to the Piazza at least please.	7/18/2024 7:19 PM
73	I live on Washington Pike and need a safe way to walk into Bridgeville. Specifically from Giant Eagle to Starbucks. Project 17 looks to address this.	7/18/2024 7:04 PM
74	The Sturgeon Panhandle Trail improvements on the project list should be short-term (not long term) since the ease and cost of that project are both low. It's currently listed as long-term. Thank you.	7/18/2024 3:54 PM