



Southern Alleghenies Bicycle and Pedestrian Plan

Adopted December 16, 2021

SAP&DC

This plan was sponsored by the Pennsylvania Department of Transportation and the Federal Highway Administration.

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Contents

Executive Summary.....	6
Letter from the RPO Chairman	9
Introduction	10
Planning Architecture	10
The Long Range Transportation Plan	11
Background/Overview	13
Federal	13
State	13
Southern Alleghenies Region	14
Funding	15
Crashes and Fatalities	17
Speeding and Aggressive Driving	19
Demographics	19
PA WalkWorks Program.....	25
Trail Counters.....	26
Existing Regional Bicycle and Pedestrian System	27
County Profiles.....	29
Public and Stakeholder Participation and Results	41
PublicInput.com Survey	42
Identified Sidewalk Gaps and Improvements	44
National Walkability Index	48
Electric Bicycles (E-bikes)	49
Plan Directions	51
Appendix A: Southern Alleghenies Trails Report	63
Appendix B: Candidate Project Selection Process	87
Appendix C: Candidate Project Listing	89
Appendix D: Accomplishments of the 2016 Candidate Project Listing.....	90
Appendix E: Funding and Assistance for Bicycle and Pedestrian Projects.....	93
Appendix F: Summary and Disposition of Public Comments Received on the Draft Plan.....	95

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Rural Transportation Technical Committee

Brandon Carson (Chairman), Southern Alleghenies Planning & Development Commission

Vince Greenland (Vice Chair), PennDOT District 9-0

Frank Hampton, PennDOT Central Office

Brandon Peters, Southern Alleghenies Planning & Development Commission

Donald Hedge, Broad Top Township

Gary Decker, Licking Creek Township

Stew Neff, Warriors Mark Township

Tom Glessner, Berlin Borough

Don Schwartz, Bedford County Planning Commission

Rick Suder, Bedford County Planning Commission

Justin Evans, Fulton County Planning Commission

Julia Dovey, Fulton County Family Partnership, Inc.

Jim Lettiere, Huntingdon County Planning Commission

Debra Clark, Huntingdon County Business and Industry

Brad Zearfoss, Somerset County Planning Commission

Lindsay Pyle, Somerset County

Karl King, Central PA Rails to Trails

Mike Villeneuve, Somerset County Transportation System

Jeff Eisaman, CLI Transport

Ronald Rabena, Huntingdon County Rail Authority

Rural Transportation Coordinating Committee

Tom Prestash (Chairman), PennDOT District 9-0

Brandon Carson, Southern Alleghenies Planning & Development Commission (RTTC Chair)

Barry Dallara, Bedford County Commissioner

Steve Howsare, Southern Alleghenies Planning & Development Commission

Randy Bunch, Fulton County Commissioner

Mark Tobin, PennDOT Central Office

Jeff Thomas, Huntingdon County Commissioner

Colleen Dawson, Somerset County Commissioner

Other Partners

Gene Porochniak, Federal Highway Administration

Vince Greenland, PennDOT District 9-0

Anne Stich, PennDOT District 9-0

Brandon Peters, Southern Alleghenies Planning & Development Commission

Bicycle and Pedestrian Plan Steering Committee

Lindsay Pyle, Somerset County

Karl King, Central PA Rails to Trails

Anne Stich, PennDOT District 9-0

Chris Hull, PennDOT District 9-0

Frank Hampton, PennDOT Central Office

Don Schwartz, Bedford County Planning Commission

Brandon Peters, Southern Alleghenies Planning & Development Commission

Roy Gothie, PennDOT Central Office

Ed Donahoe, Central PA Rails to Trails

Jim Lettiere, Huntingdon County Planning and Development Department

Justin Evans, Fulton County Planning Commission

Executive Summary

Plan Overview

The Southern Alleghenies Rural Planning Organization (RPO) is charged with administering a multimodal transportation program, addressing not only the region's highway and bridge infrastructure, but also the elements that support walking and bicycling. Through the 2021 update of the **Bicycle and Pedestrian Plan**, the RPO is placing a higher premium on planning for walking and bicycling for transportation and recreational purposes. The following sections provide information on the region's bicycle and pedestrian networks and the ongoing efforts to maximize the investment of public funds into these facilities.

Biking and Walking, By the Numbers

While rates of bicycling and walking as means of travel to work are low, the region demonstrates opportunities for improved bicycle and pedestrian transportation through existing facilities and ongoing programs.

Number of "Walk
Huntingdon" signs in
the community

38

3

Total Number of Bicycle
Fatalities since 2011

Total "The Alleghenies"
Road Cycling Routes
in the RPO

13

16

Number of State
Parks and Forests
in the Region

Total BicyclePA Route
Miles in the Region

360

2

Number of PA WalkWorks
Routes in the Region

Public Outreach

The Bicycle and Pedestrian Plan update included a two-pronged public participation strategy to garner feedback from the region.

Project Steering Committee

At the project outset, the RPO identified an 11-member steering committee to assist with the development of a regional vision for the plan and guide the overall planning process.

User Survey

A digital survey was distributed throughout the Region to capture additional input. In total, 238 individuals completed the survey.

Plan Directions

The plan's goals, objectives, and performance measures/progress indicators were developed through a series of technical meetings and steering committee meetings where members identified, discussed, and refined the region's most critical bicycle and pedestrian transportation priorities and determined how to measure progress toward meeting them. A summary of plan goals is presented below.

Goal 1: Bolster the Region's bicycle and pedestrian infrastructure so that it is safe to use and enjoy.

Goal 2: Ensure our Region's bicycle and pedestrian infrastructure is well maintained.

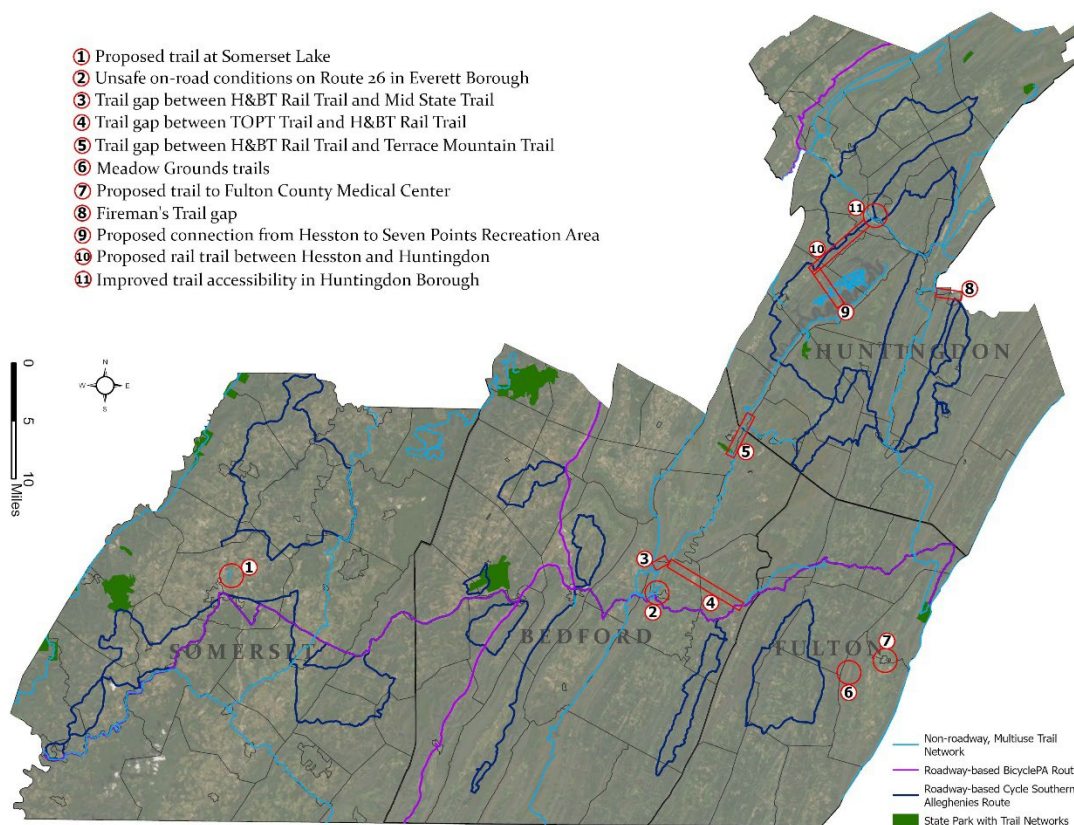
Goal 3: Continue planning for bicycle and pedestrian initiatives.

Goal 4: Educate our Region's stakeholders, elected officials, and public at-large of key regional initiatives involving bicycle and pedestrian transportation.

Goal 5: Maximize the benefits of transportation investments in the Region.

Trail Gaps and Proposed Bicycle and Pedestrian Improvements

The plan also began to develop an inventory of trail gaps within the existing bicycle and pedestrian network. Shown below, these gaps were identified through discussions with the steering committee and bicycle and pedestrian user survey responses.



Letter from the RPO Chairman

The Southern Alleghenies Rural Planning Organization, or RPO, serves as the Federally-designated group charged with developing and maintaining a transportation planning program for the four-county region that includes Bedford, Fulton, Huntingdon, and Somerset Counties.


The RPO administers a *multimodal* program, addressing not only our region's highway and bridge infrastructure, but also the elements that support walking and bicycling. Transportation is more than moving people and goods across a system of infrastructure – it is getting products and people to where they need to go.

Through this planning effort, the Southern Alleghenies RPO is seeking to place a higher premium on planning for walking and bicycling for transportation and recreational purposes. Ongoing changes in our region's demographics, public preferences, and public health suggest that this issue is a timely one, and one that needs to receive a greater focus in our transportation planning and programming work.

This update of our bicycle and pedestrian plan is just one element as part of a continuous process at the Southern Alleghenies RPO in planning for the transportation needs of our region. The role of bicycle and pedestrian infrastructure as an important element in meeting our region's transportation challenges will continue to grow. As the demand for bicycle and pedestrian accommodation increases, the RPO must be ready to meet those challenges with the proper facilities and level of accommodation that the region expects.

The Bicycle and Pedestrian Transportation Plan provides you with information on the region's bicycle and pedestrian networks, and our ongoing efforts to maximize the investment of public funds into these facilities. Bicycle and pedestrian modes are important elements of our overall transportation program; this plan will help us in taking advantage of the opportunities we have in front of us to further position our region as one that offers a favorable operating environment for bicyclists and pedestrians.

Sincerely,

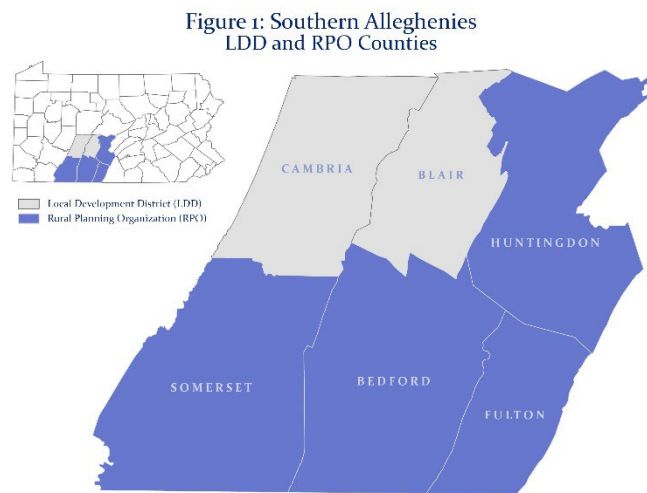


Thomas A. Prestash, P.E., Chairman
Southern Alleghenies Rural Planning Organization



Introduction

The Southern Alleghenies Planning and Development Commission (SAP&DC) is a non-profit regional economic and community development organization serving Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties and is a designated Local Development District (LDD) by the Appalachian Regional Commission (ARC). Through various programs and funding sources, SAP&DC provides a broad range of services to member counties through its mission to address human resource development, encourage the creation and retention of jobs, and to improve the quality of life for residents of the Alleghenies.



The Pennsylvania Department of Transportation (PennDOT) and SAP&DC signed an Intergovernmental Agreement on April 2, 2003, designating SAP&DC as a Rural Planning Organization (RPO). As a result, SAP&DC implements a Rural Transportation Work Program for the counties of Bedford, Fulton, Huntingdon, and Somerset. This designation as an RPO has made the SAP&DC responsible for the planning and programming of transportation projects for the region. Part of the duties of an RPO is to develop a project-specific plan referred to as the Long Range Transportation Plan (LRTP), which sets the direction for transportation in the region for a minimum of 20 years. The Southern Alleghenies RPO region covers a broad expanse of over 3,425 square miles of land area, approximately 2,600 miles of state-owned roadway, and is home to over 180,000 residents (**Figure 1**).

Planning Architecture

SAP&DC has established a Rural Transportation Technical Committee and a Rural Transportation Coordinating Committee to oversee the development and implementation of the regional long range transportation plan. The Technical Committee is responsible for the development and analyses of transportation plans and programs and makes recommendations to the Coordinating Committee. The Coordinating Committee establishes transportation policy and makes final decisions on courses of action.

The Southern Alleghenies RPO, in cooperation with its member counties, will continue to ensure the quality and integrity of rural transportation issues and projects within the region. This will be accomplished by working closely with PennDOT, elected officials, and local leadership. The RPO will continue the comprehensive planning process that will result in programs and plans that consider all transportation modes. The conclusion will be a transportation planning and programming process that includes an inter-modal regional transportation system that facilitates the efficient, safe, and economical movement of people and goods. Transportation projects that focus on improving safety, enhancing mobility, moving goods, and preserving the existing system are key objectives of the transportation

planning goals of the RPO. Furthermore, the RPO will coordinate transportation activities with surrounding planning agencies as needed. These include the Altoona Metropolitan Planning Organization (MPO), which serves Blair County, and the Johnstown Metropolitan Planning Organization (MPO), which serves Cambria County.

The Long Range Transportation Plan

As an RPO, SAP&DC is responsible for developing a project specific Long Range Transportation Plan (LRTP) with a minimum 20-year planning horizon. The LRTP is financially constrained and serves as a springboard for identifying and recommending projects for inclusion in the state's Twelve Year Program (TYP) and the Statewide Transportation Improvement Program (STIP). The Transportation Improvement Program (TIP) is subordinate to the STIP and is derived from the LRTP. The TIP is a listing of fiscally constrained projects to be completed during the first four-year period of the LRTP and the TYP.

SAP&DC will be adopting the 2022-2042 Long Range Transportation Plan in November 2022. The LRTP outlines the vision for future transportation in the Southern Alleghenies Region through a series of goals and objectives (shown in **Table 1**). These goals and objectives are broad, with the expectation that they will address the myriad of transportation needs of the entire Southern Alleghenies RPO region. Additionally, the LRTP provides a framework for the community to make decisions about its overall transportation system.

Table 1: SAP&DC Long Range Transportation Plan Vision and Goals

LRTP Vision:	
Provide a safe, efficient, and sustainable multi-modal transportation system that fosters economic development, protects the environment, and meets the needs of all residents in the region.	
	GOALS
1	Develop a reliable and resilient transportation network, which links the region with the nation's markets and provides regional access for industrial, commercial, educational, and recreational growth areas in an effort to support tourism and the economic vitality of the region.
2	Increase the safety of the transportation system for all modes and all users to exceed approved safety performance targets.
3	Improve quality of life through enhanced and equitable community access to public transportation, including passenger rail, regional transit, and medical assistance transportation.
4	Maximize the benefits of transportation investments in the region with a focus on federal, state, and local collaboration as well as sound highway and bridge asset management practices designed to exceed identified performance measures.

L RTP Vision:

Provide a safe, efficient, and sustainable multi-modal transportation system that fosters economic development, protects the environment, and meets the needs of all residents in the region.

5	Inform and educate the public, stakeholders, and elected officials on key regional transportation initiatives and innovations.
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Background/Overview

The broad nature of the LRTP goals and objectives present an opportunity for the regional Bicycle and Pedestrian Plan to further refine objectives, strategies, and performance measures specific to bicycle and pedestrian modes of transportation, and to help advance a strategic direction to move non-motorized modes of transportation forward in the Southern Alleghenies Region.

Federal

Since the ISTEA era began in 1991, federal surface transportation policy has acknowledged the need to plan for bicycle and pedestrian modes of transportation. The passage of the Fixing America's Surface Transportation Act in December 2015 has continued this emphasis, with a set-aside for bicycle and pedestrian projects under the Transportation Alternatives Program, or TAP. The FAST Act is an improvement over its predecessor legislation (MAP-21) in that it includes an increase in funding for bicycling and walking and makes nonprofits eligible for that funding. The bill also created a new safety education program and, for the first time, includes complete streets language. Regarding the latter, the FAST Act directs the US DOT to encourage states and Metropolitan Planning Organizations to set design standards to accommodate all road users. It also requires the US DOT to produce a report on implementation and best practices within two years.

The five-year Fixing America's Surface Transportation Act (FAST Act) authorized federal spending on highways and public transportation for FY2016-FY2020. A one-year FAST Act extension, through September 30, 2021, was enacted as part of the Continuing Appropriations Act, 2021, and other Extensions Act.

State

Planning for bicycle and pedestrian modes of transportation in Pennsylvania is guided by the statewide bicycle and pedestrian master plan. Pennsylvania was one of the first such states in the nation to develop such a plan, in 1996. PennDOT completed an update to the 2007 Statewide Bicycle and Pedestrian Master Plan in 2019 to produce its first Active Transportation Plan, which outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania, most notably for those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation.

As part of statewide implementation of its original statewide bicycle and pedestrian plan, PennDOT offered technical assistance to each of its planning partners in developing regional bicycle and pedestrian plans. The Southern Alleghenies Regional Planning and Development Commission adopted its first such plan, in 2002.

Bicycle and pedestrian planning is again enjoying a renaissance in Pennsylvania, thanks to the General Assembly's adoption of Act 89 of 2013, which created a statewide multimodal fund and provides a minimum of \$2 million a year for bicycle and pedestrian projects statewide.

In addition to this dedicated funding stream, other hallmarks of progress that has been made include:

- **Safe Passing Law** - Several states have passed laws requiring a 3-foot buffer of bicyclists by passing motorists. Pennsylvania's law goes further, as the passage of Act 3 of 2012 (the "Bicycle Safety Act") created a 4-foot passing requirement.
- **Strategic Highway Safety Plan** – Bicycle and pedestrian safety is emphasized within the state's SHSP. Pedestrian safety in fact is specifically targeted by one of the plan's six priority Safety Focus Areas (SFAs).
- **Pennsylvania Statewide Comprehensive Outdoor Recreation Plan (2020-2024)** – This plan provides a five-year blueprint for state and local governments and other providers on how to best deliver and invest in outdoor recreation.
- **Pennsylvania Land and Water Trail Network Strategic Plan (2020-2024)** – Pennsylvania's 2020 Trail Plan provides a five-year blueprint for state and local governments, trail providers, and other stakeholders to guide Pennsylvania's trail stewardship and expansion for the next five years.
- **Statewide Bicycle and Pedestrian Coordinator** – The Commonwealth in 2015 hired a new statewide coordinator, a position that had been vacant since 2008.
- **Trail Gaps Identified** – The Pennsylvania's Priority Trail Gaps Map developed and maintained by DCNR displays missing sections of trail that are less than 5 miles, are along trails that have been identified in an official planning document and connect existing land-based trails. According to DCNR, closing the identified trail gaps is a priority. For the Southern Alleghenies RPO region, there are several trail gaps:
 - Mid State Trail (Everett North) – This gap will eliminate an on-road section of trail from Lower Snake Spring Road to Tenley Park in Everett Borough.
 - Standing Stone Trail (US Route 22 Crossing) – The gap will connect the Standing Stone Trail over US 22 near Mapleton Borough.
 - Mid State Trail (Link Mid State Trail with Whipple Dam State Park) – The gap will connect the Mid State Trail to Whipple Dam State Park and Rothrock State Forest.

The independent state Transportation Advisory Committee (TAC) developed a bicycle and pedestrian policy study, which was adopted by the State Transportation Commission (STC) in May 2016. The effort noted that the state still suffers from a lack of sufficient transportation funding (which makes it difficult for stand-alone bicycle and pedestrian projects to compete against road and bridge infrastructure needs), inconsistencies in the completeness of bicycle and pedestrian checklists, challenges with local coordination, and limited staffing.

Southern Alleghenies Region

Southern Alleghenies' most recent policy document involving bicycle and pedestrian transportation includes its **2022-42 Draft Long Range Transportation Plan** (LRTP). The anticipated adoption date for this

plan is November 2022. Action strategies from this plan involving bicycle and pedestrian transportation and recreation include the following:

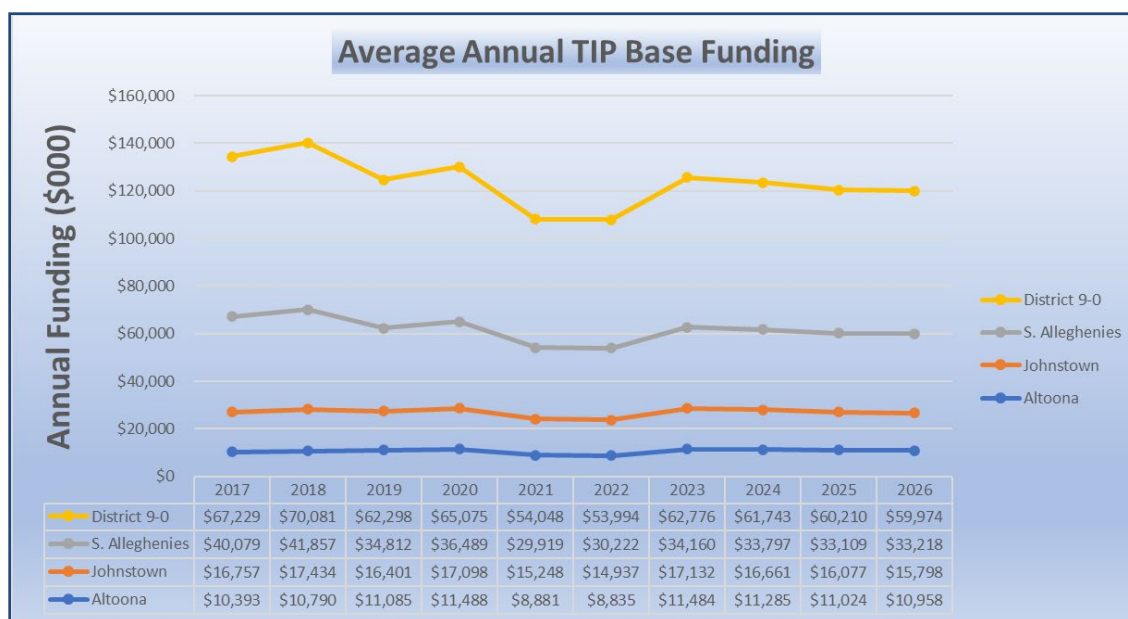
- Encourage the incorporation of sidewalks and bicycle lanes where appropriate into planned transportation improvements.
- Implement the recommended actions from Southern Alleghenies' 2021 Bicycle and Pedestrian Plan.
- Continue to implement the recommendations from Southern Alleghenies' Greenways and Open Space Network Plan.
- Coordinate with the Pennsylvania Department of Conservation and Natural Resources on bicycle and pedestrian projects in the region.
- Continue to encourage communities to apply for Transportation Alternatives funds for streetscape improvements in community centers.

Tourism is one of the region's most important industries, second only to Agriculture in importance in driving the economy. Bicycle and pedestrian modes provide recreational, as well as transportation benefits, and as such, are promoted through tourism marketing efforts within the Southern Alleghenies Region. Pennsylvania's website, VisitPA.com, highlights opportunities for residents and visitors to enjoy various forms of bicycle and pedestrian-related travel through a mix of hiking trails, rail trails, greenways, and roadway-based facilities. Interest in the region's many cultural and historical assets are also motivators for bicycle and pedestrian travel, in addition to purely recreational impulses.

One of the state's newest long-distance trails – the Great Allegheny Passage – formally opened entirely in June 2013, linking Pittsburgh with Washington, D.C. using former right-of-way from the Western Maryland Railroad and others to link with the Chesapeake and Ohio Canal towpath in Cumberland, Md. The economic benefits of this trail have already been experienced in communities such as Confluence, Meyersdale, and Rockwood, even prior to the trail's formal completion. Moreover, DCED has suggested that every dollar in state tourism promotion funding has a return on investment of at least \$25 in state and local tax revenues derived from tourism-related spending.

Funding

The Southern Alleghenies RPO 2021 four-year Transportation Improvement Program (TIP) includes a base funding allocation of \$134 million in maintaining its highways and bridges. While the RPO's TIP typically funds projects related to highway and bridge facilities, some of those projects may include components that are bicycle and pedestrian in nature. Those components generally are funded through the TIP as a part of their larger project.



Other statewide funding suitable for bicycle and pedestrian type projects is distributed across a variety of funding “buckets”. Moving Ahead for Progress in the 21st Century (MAP-21) introduced fundamental changes to the administration of local programs, including those that previously existed as separate programs in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) legislation. Transportation Enhancements (TE), Safe Routes to School (SRTS), Scenic Byways (Byways) and the Recreational Trails Program (RTP) were previously consolidated into the Transportation Alternatives Program (TAP). With the exception of the RTP, which is managed by the Pennsylvania Department of Conservation and Natural Resources (DCNR), many of the previously eligible activities from the SAFETEA-LU programs are now funded under the TA Set-Aside (TASA) program. As an RPO, Southern Alleghenies does not receive any TASA funds directly. Approximately \$8 million per year is awarded to large MPOs (those with population greater than 200,000), while the rest are available on a competitive basis to all the state’s planning partners¹. Approximately \$5 million per year is distributed through a statewide competitive process for selection of projects. Projects within both large and small MPOs, as well as RPOs, may compete for this funding.

On the state level, Act 89 of 2013 was a landmark transportation bill that boosted funding for Pennsylvania transportation. A hallmark of the Act included the creation of a Multimodal Transportation Fund. The Multimodal Transportation Fund (MTF) provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The MTF program was established under Section 2104(a)(4) of the Act of November 25, 2013 (P.L. 974, No. 89) (74 Pa.C.S. § 2104(a)(4)), as amended. It is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies and rail and freight ports in order to improve public transportation assets that enhance communities, pedestrian safety, and transit revitalization. MTF is jointly administered by the Department

¹ Federal regulations prohibit the regional distribution of these funds.

of Community and Economic Development (DCED) and the Department of Transportation (PennDOT), under the direction of the Commonwealth Financing Authority (CFA).

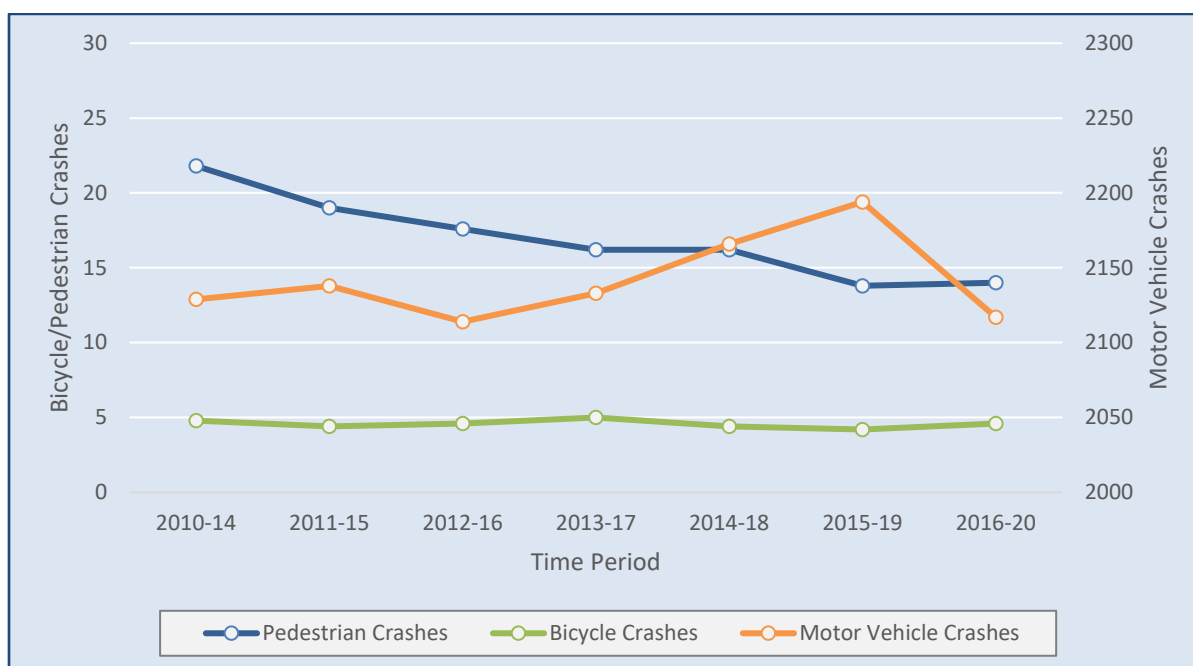
The aforementioned are only a few of the programs intended to provide funding for bicycle and pedestrian initiatives. Project sponsors that are interested in any grant program designed to support bicycle and pedestrian projects are encouraged to contact the RPO for guidance regarding the respective processes. Through its Unified Planning Work Program (UPWP) agreement with PennDOT, the RPO is charged with assisting potential applicants understand the nuances of the particular programs.

Crashes and Fatalities

Pedestrian-related crashes in Pennsylvania represent 2.6% of the total reported traffic crashes; however, they account for 12.9% of traffic crash fatalities. Over the past decade within the Southern Alleghenies Region, 5% of all roadway-related fatalities were pedestrian fatalities. For the decade ending 2020, the region averaged 1.7 pedestrian fatalities per year. As PennDOT and the RPO continue to make advances in highway safety, the rate of pedestrian crashes continues to decline, as shown in **Figure 2**.

Bicycle crashes represent less than 1.0% of the total reported crashes, and 2% of all traffic deaths in Pennsylvania. For the decade ending 2020, there were three recorded bicycle-related fatalities within the region – two were within Bedford County and one in Huntingdon County.

Figure 2: Southern Alleghenies: Average Annual Crash Trends, by Mode, 2010-20

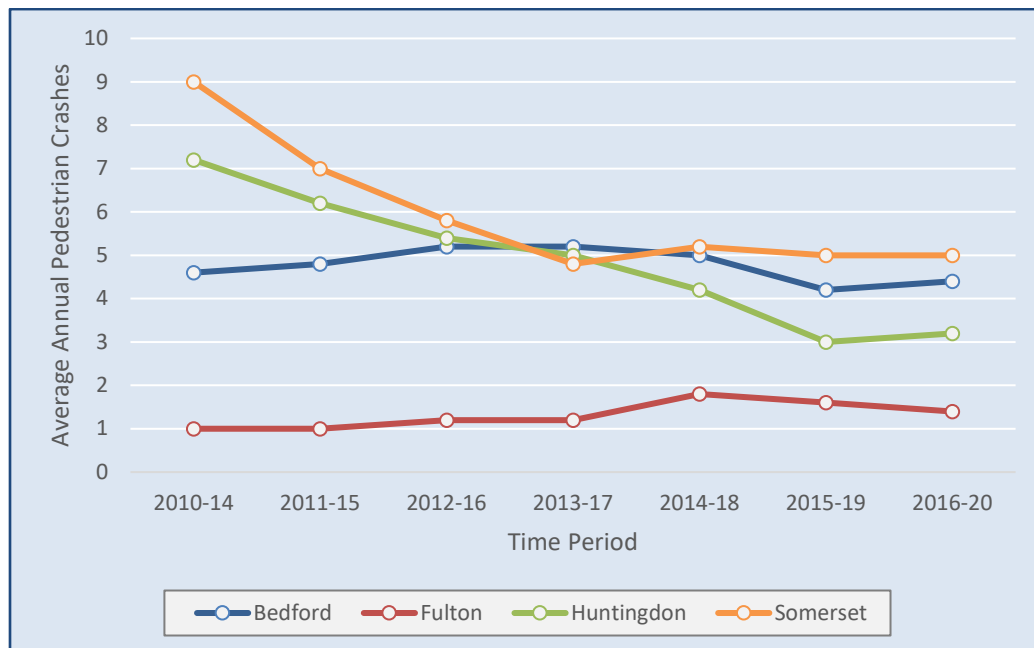


Source: PennDOT Crash Information Tool

The total number of pedestrian crashes corresponds to total county size. For the five-year period ending 2020, Somerset County led the region in the average annual number of pedestrian crashes, with five. The

counties have not exhibited much variation from year to year in pedestrian crash activity, although total pedestrian crashes in Somerset and Huntingdon Counties have been trending in a favorable direction in recent years. **Figure 3** shows how the counties have compared historically in the number of average annual pedestrian crashes.

Figure 3: Southern Alleghenies: Average Annual Pedestrian Crashes, by County, 2010-20



Source: PennDOT

Table 2 provides more detailed information on regional trends in bicycle and pedestrian fatalities and crashes.

Table 2: Southern Alleghenies: Bicycle and Pedestrian Crash and Fatality Trends, 2011-20

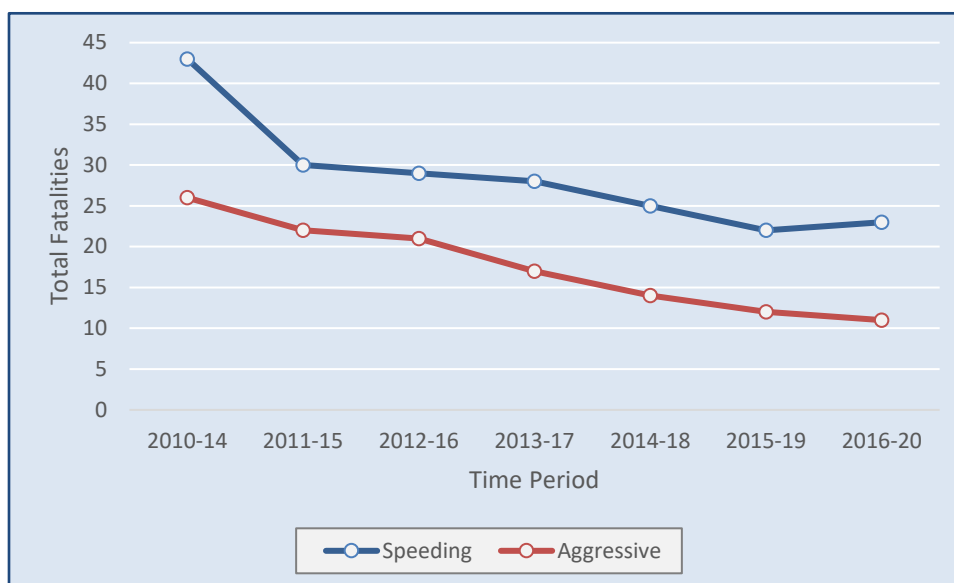
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrian	Crashes	26	20	14	24	11	19	13	14	12	12
	Fatalities	0	2	3	4	1	3	1	2	0	1
Bicycle	Crashes	3	6	4	4	5	4	8	1	3	7
	Fatalities	1	0	0	0	0	0	1	0	1	0

Source: PennDOT

Speeding and Aggressive Driving

Driver behaviors such as speeding and aggressive driving are of concern to the bicycle and pedestrian community. **Figure 4** demonstrates how roadway-related fatalities across the region have been trending with regard to these two crash types. From the 2010-2014 period to the 2016-2020 period, fatalities from speeding decreased by 53.5%, while fatalities from aggressive driving crashes decreased by 42.3%.

Figure 4: Southern Alleghenies: Fatalities from Speeding and Aggressive Driving Crashes, 2010-20

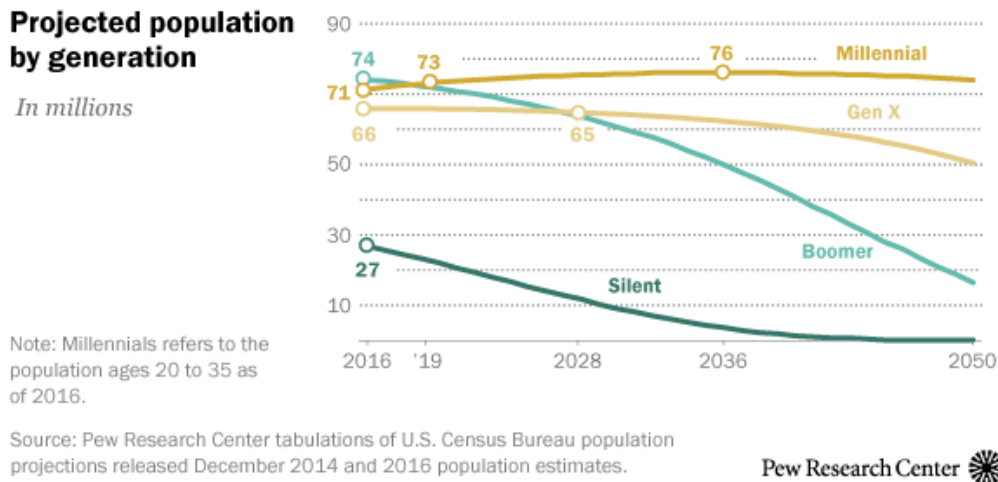


Source: PennDOT

Demographics

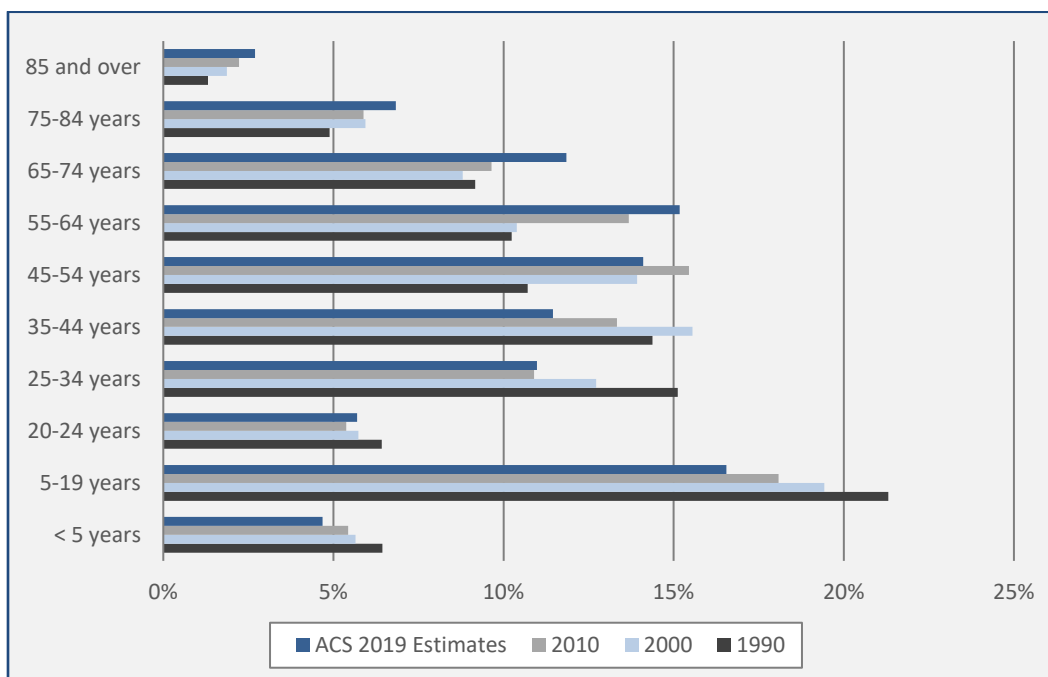
The update of the region's bicycle and pedestrian plan comes at a time of notable demographic change. Millennials, or those born between the years of 1980 and 1995, are abandoning the settlement patterns of their parents and grandparents in gravitating toward life in urban centers and use of forms of transportation other than the private automobile. Millennials now for the first time outnumber the baby boomers and figure to be a demographic force of their own in influencing how the region plans for bicycle and pedestrian forms of transportation. Compared to preceding generations, they are more racially diverse, technically savvy, and more flexible in terms of how they are communicated with. **Figure 5** shows the composition of the nation's population, by generation group over the next 34 years.

Figure 5: Projected Population by Generation in the United States, 2016-50



The aforementioned baby boomers are a demographic that has become accustomed to a high degree of mobility. This has historically been a highly influential demographic group, influencing everything from politics and economics to transportation. Baby boomers began turning 65 in 2010. The region's seniors are living longer and – on balance – are enjoying better health than their predecessors. As a greater number of seniors move into their retirement years, the combination of more leisure time and greater levels of disposable income will translate into a need for a transportation system that can better accommodate *all* users, both vehicular and non-motorized, on-road and off-road.

The regional trend of aging in place is demonstrated in **Figure 6**, which shows the percentage of population in age groups in the Southern Alleghenies from 1990 to 2019. Since 1990, the percentage of population in younger age groups, particularly age 34 and younger, has contracted, while the percentage of residents aged 45 and older has increased. As the population ages, it is important to consider mobility options outside of personal automobiles for improved health, safety, and livability.

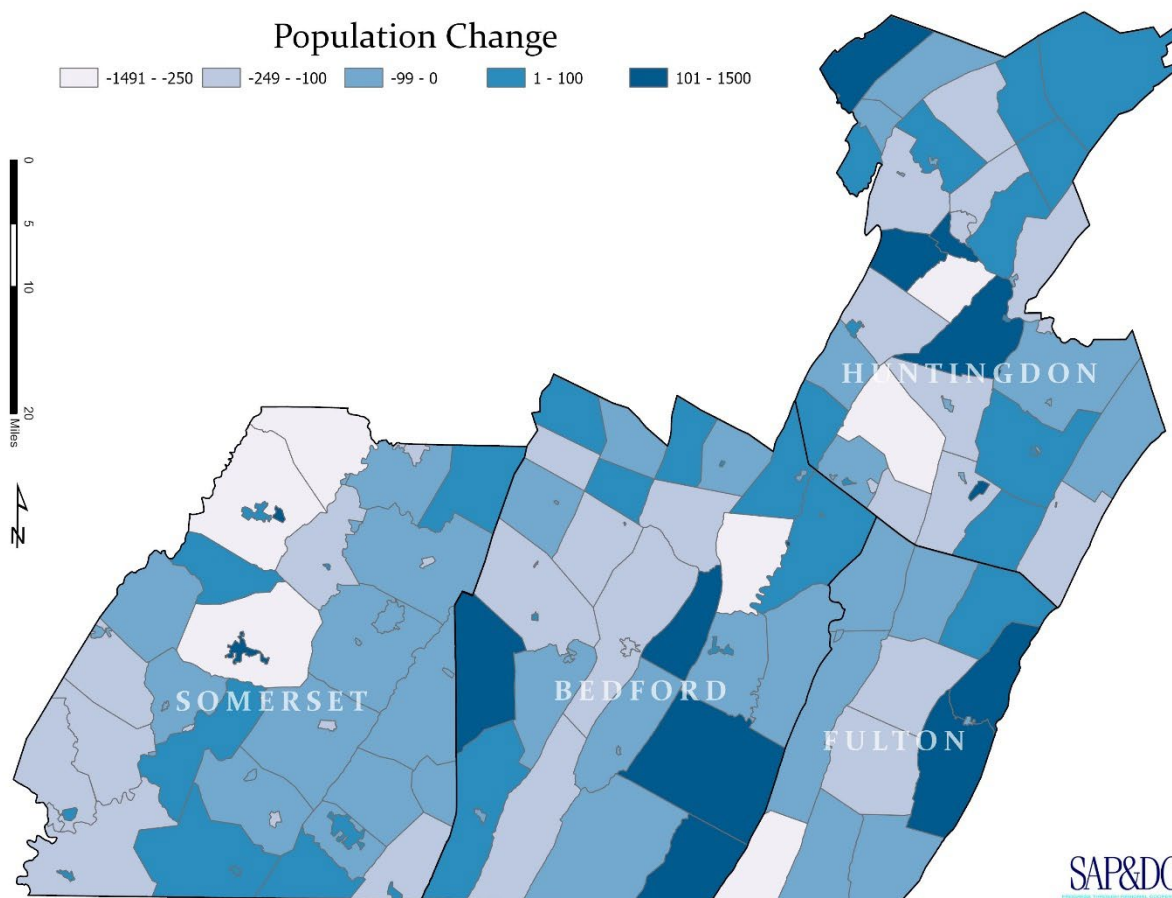
Figure 6: Population Change, by Age Group, 1990, 2000, 2010, and 2019

Source: U.S. Census 1990, 2000, and 2010; American Community Survey (ACS) 2015-2019 5-Year Estimates

Total population within the RPO remained relatively stable between 2000 and 2019, with a slight decrease of 3.8% occurring in the 20-year period. The population decrease occurring in the RPO counties is not as great as that experienced within the LDD, where population decreased by 7%. This trend reflects a continuing population outflow from the more urbanized areas within Blair and Cambria counties, as identified in the 2020-2024 Southern Alleghenies Comprehensive Economic Development Strategy (CEDS) update.

Figure 7 illustrates population change between 2010 and 2019 at the municipal level for the counties within the RPO. The townships of Juniata (Huntingdon Co.), Todd (Huntingdon Co.), and Hopewell (Bedford Co.) experienced the most significant population decline in the region, registering decreases of 542, 581, and 1,491 residents, respectively over the 10-year period. Conversely, Hopewell Borough in Bedford County and Todd Township in Fulton County registered the greatest gains in total population, with increases of 1,302 and 765 residents, respectively.

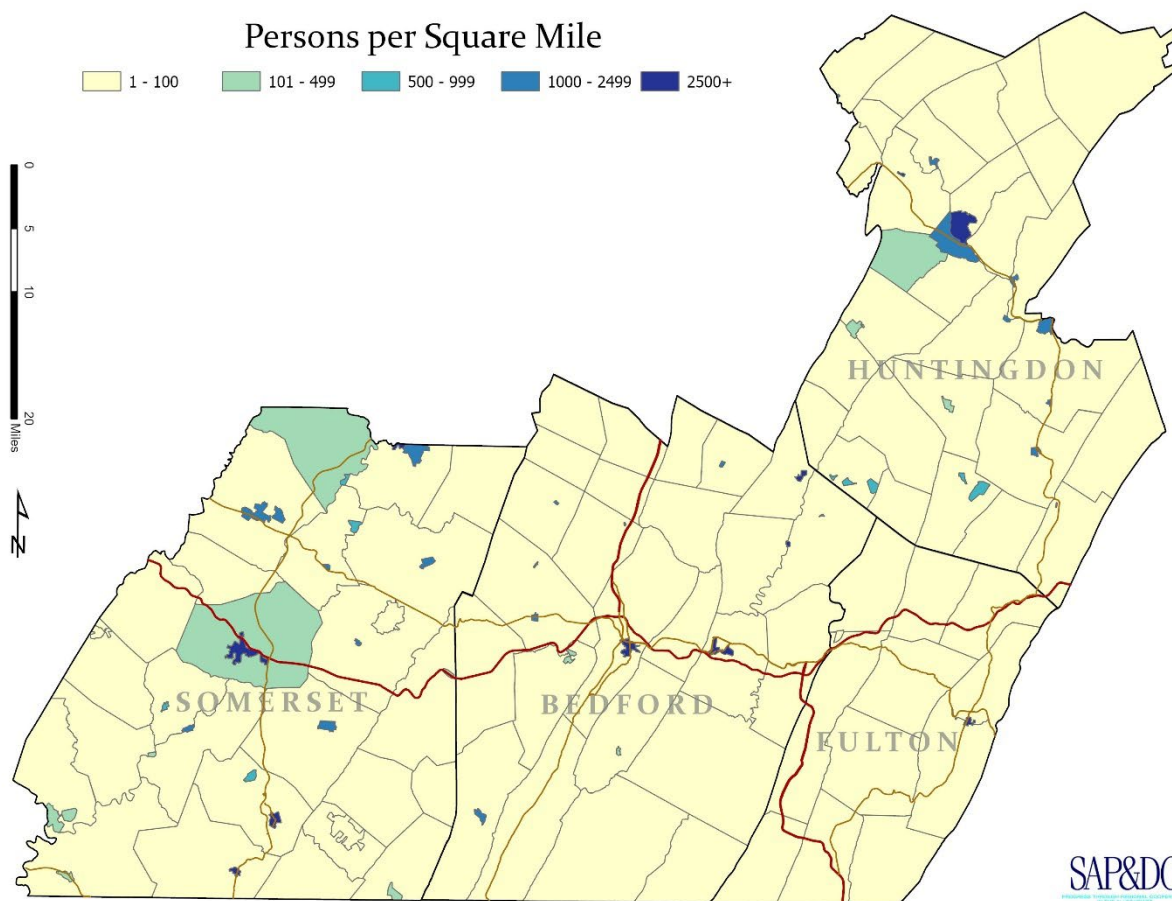
Figure 7: Municipal Population Change, 2010-19



Source: U.S. Census 2010; American Community Survey (ACS) 2015-2019 5-Year Estimates

Population is widely dispersed throughout the RPO region, with over half of the region's municipalities having a population density of fewer than 100 people per square mile, as shown in **Figure 8**. Greater population density is more prevalent within larger communities such as Bedford, Somerset, and Huntingdon, with densities greater than 2,500 people per square mile; however, some boroughs such as Saxton and Orbisonia, can possess densities greater than 4,000-5,000 people per square mile due to their small size in area. Population density is an important consideration when planning for efficient and cost-effective transportation systems. In rural areas with low population densities, multi-use paths can provide bicyclists and pedestrians with a safe place to travel and enhance the quality of life by providing recreational space for leisure activities.

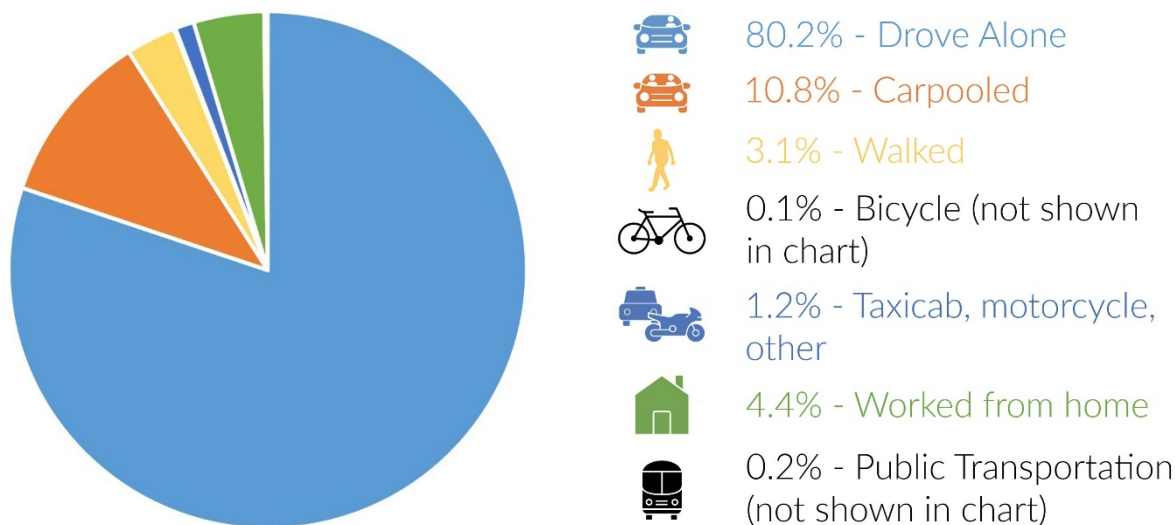
Figure 8: Municipal Population Density



Source: American Community Survey (ACS) 2015-2019 5-Year Estimates

In addition to population estimates, travel information was analyzed to identify mode split and evaluate travel time to work. The term “mode split” refers to the type of transportation a worker chooses to complete their journey to work, e.g., walking, bicycling, bus, driving, etc. According to the 2015-19 American Community Survey, there are 77,909 workers in the RPO region 16 years or older. Of these, 62,483 (or 80.2%) drove alone to work (shown in **Figure 9**). This percentage has increased steadily since 1990, when 72% of workers drove alone. In 2010, according to the American Community Survey, 78.7% of workers drove alone. Bicycling and walking comprise a much smaller portion of commuting activity in the region. While the region is reliant on the private automobile for travel, there are still opportunities for making infrastructural improvements that support bicycling and walking.

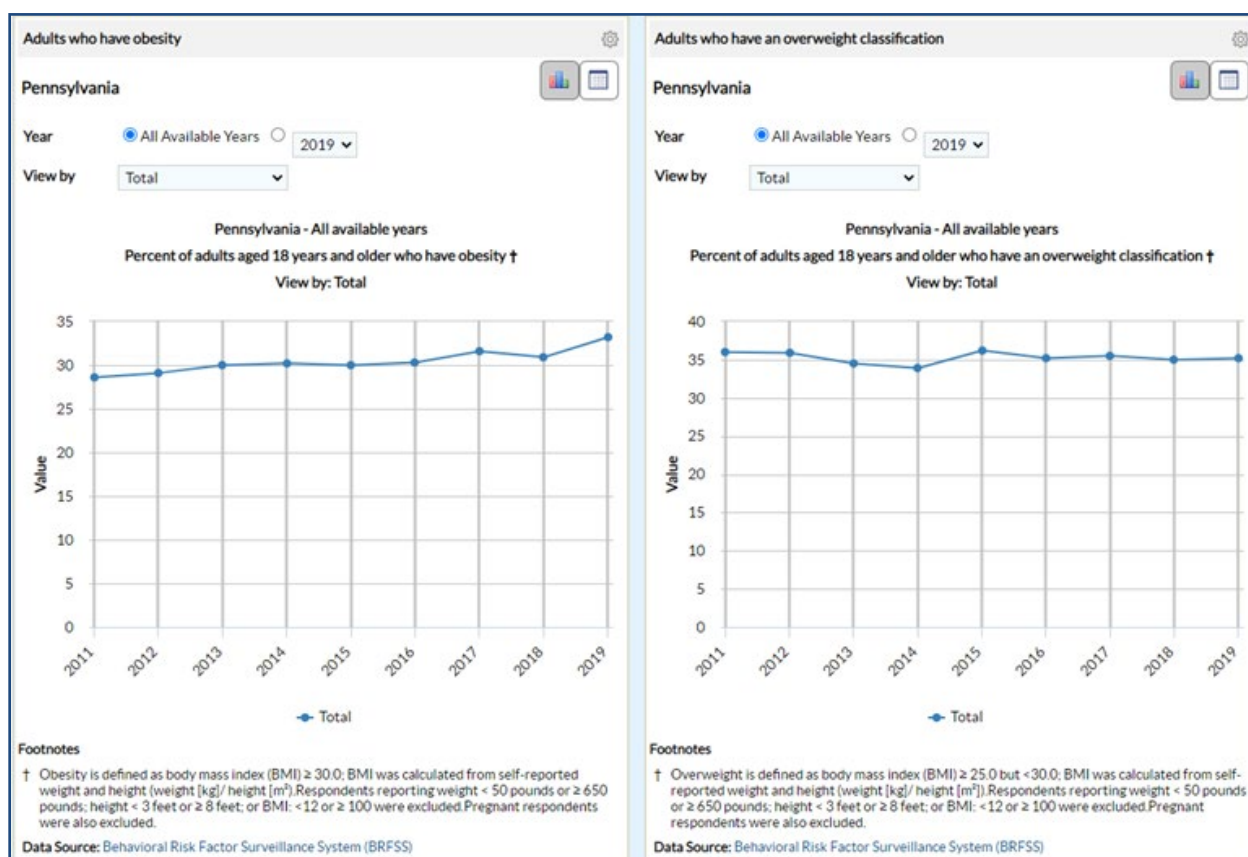
Figure 9: Means of Travel to Work for Workers Age 16 or Older in the RPO Region, 2019



Source: American Community Survey (ACS) 2015-2019 5-Year Estimates

Transportation planning and public health efforts are becoming increasingly interrelated. Transportation systems shape how communities are designed and can have a profound influence, both positive and negative, on public health. According to Center for Disease Control and Prevention health data, an estimated 34% of adult residents in the Southern Alleghenies RPO region are obese and 12.9% have been diagnosed with diabetes. This increase is consistent with the statewide average, shown in **Figure 10**. Among students in grades 9-12, the state obesity rate is 15.4%, less than half of the adult rate. Active transportation presents an opportunity for planners and public health officials to leverage limited resources towards significant community health benefits. Obesity is one of the biggest drivers of preventable chronic diseases and health care costs.

Figure 10: Adult Obesity and Overweight Classification in Pennsylvania, 2011-2019



PA WalkWorks Program

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

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



In addition to walking routes, the WalkWorks Program is also able to provide funding to assist municipal entities with the development of active transportation plans and policies. By helping to fund these efforts, WalkWorks continues its aim to establish new or improved pedestrian, bicycle, and public transit transportation systems, thereby, furthering its objective of increasing activity-friendly routes and connectivity to everyday destinations.

For the Southern Alleghenies RPO region, there are two WalkWorks routes found in Windber Borough and Mount Union Borough. More information on the PA WalkWorks Program can be found on the Department of Health's website, health.pa.gov.

Trail Counters

Since 2018, SAP&DC has implemented TRAFx Infrared Trail Counters throughout the Southern Alleghenies Region to collect data and monitor trail usage. The goal of the program is to quantify how many people are utilizing the natural recreational opportunities in the region. Capturing trail use data is essential for future decision making at these trails and can be used to bolster future grant applications, making them more competitive. SAP&DC has deployed trail counters to major trails in the region, and has taken requests from organizations, trail authorities, etc. to collect usage data. Data from the counters is collected on a monthly basis throughout the year and uploaded into an ArcGIS Online Dashboard.

The program expanded in 2019 when additional counters were deployed along the H&BT Trail in Bedford County, Thousand Steps in Huntingdon County, James Mayer Riverswalk in Johnstown, and the Path of the Flood trail in South Fork. An additional ten counters were purchased in 2020 and deployed along various trails and within parks throughout the region. There are currently 15 active counters in the field, with reserve counters available for temporary pedestrian counting projects. For more information on the trail counters or the ArcGIS Online Dashboard, please see "**Appendix A: Southern Alleghenies Trails Report**".

Existing Regional Bicycle and Pedestrian System

Prior to implementing new programs, policies, and infrastructure, a thorough analysis of existing conditions for bicycle and pedestrian facilities is needed. This inventory served as a baseline for stakeholders in identifying and prioritizing new projects. The analysis included a review of bicycle and pedestrian facilities that are currently in use and gaps in the non-motorized transportation network. A summary of this is shown in **Figure 11**, **Figure 12**, and **Figure 13**.

Figure 11: Existing Roadway-Based Bicycle Routes

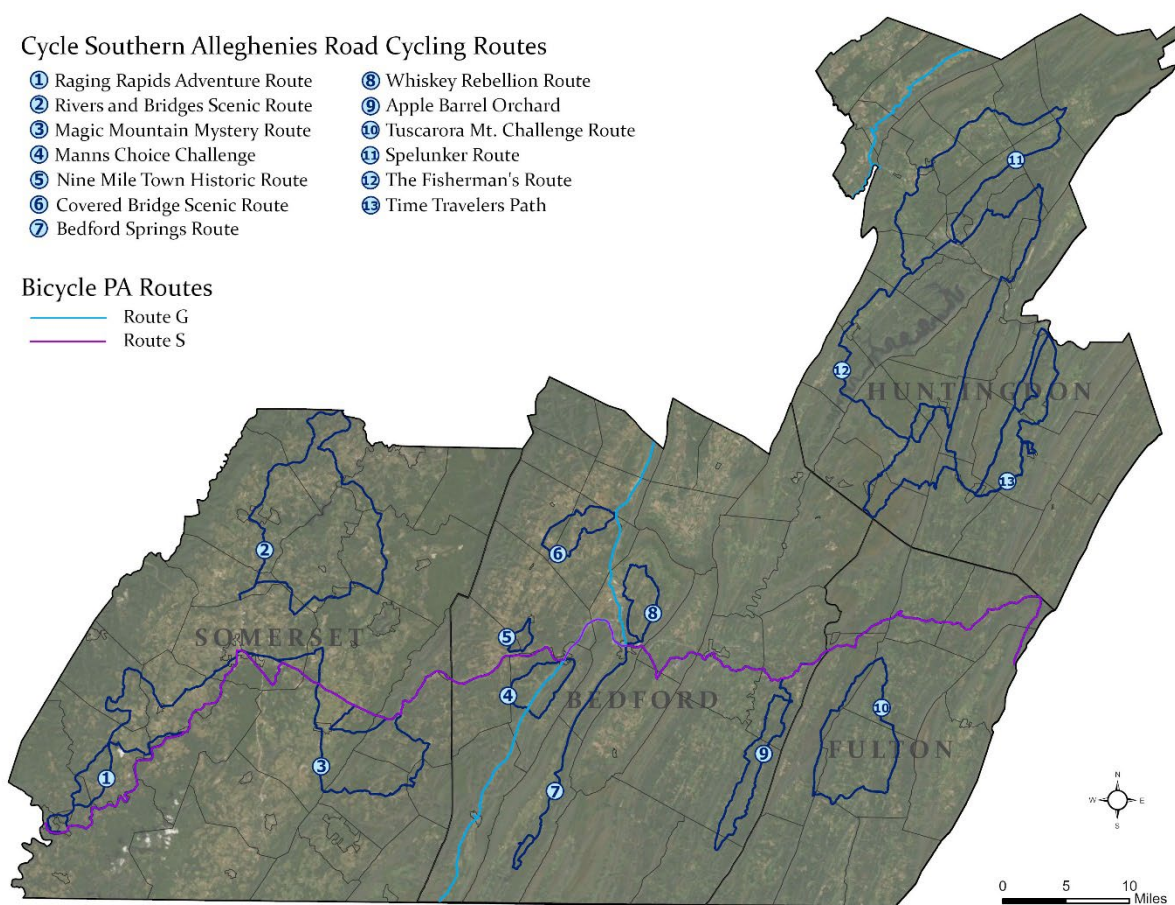


Figure 12: Existing Non-Roadway, Multi-use Trail Network

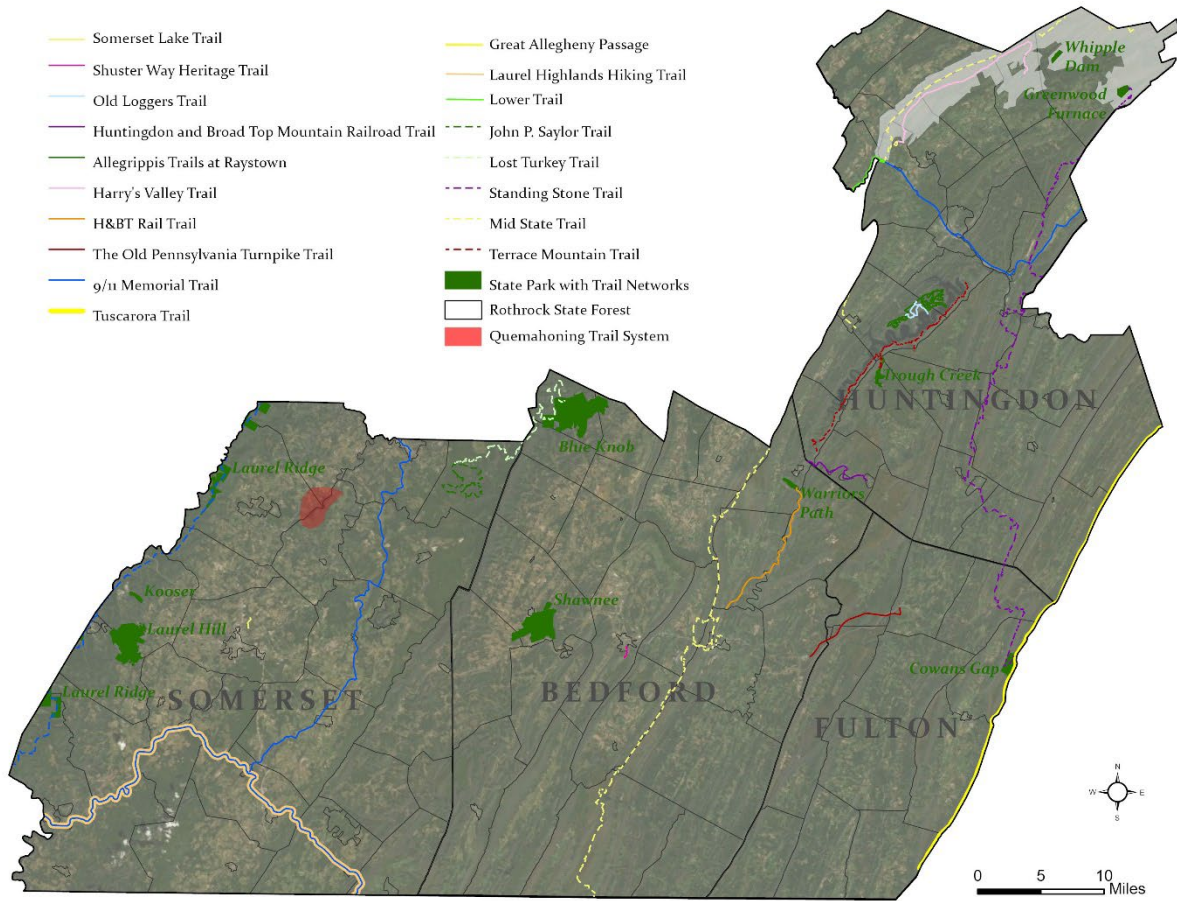
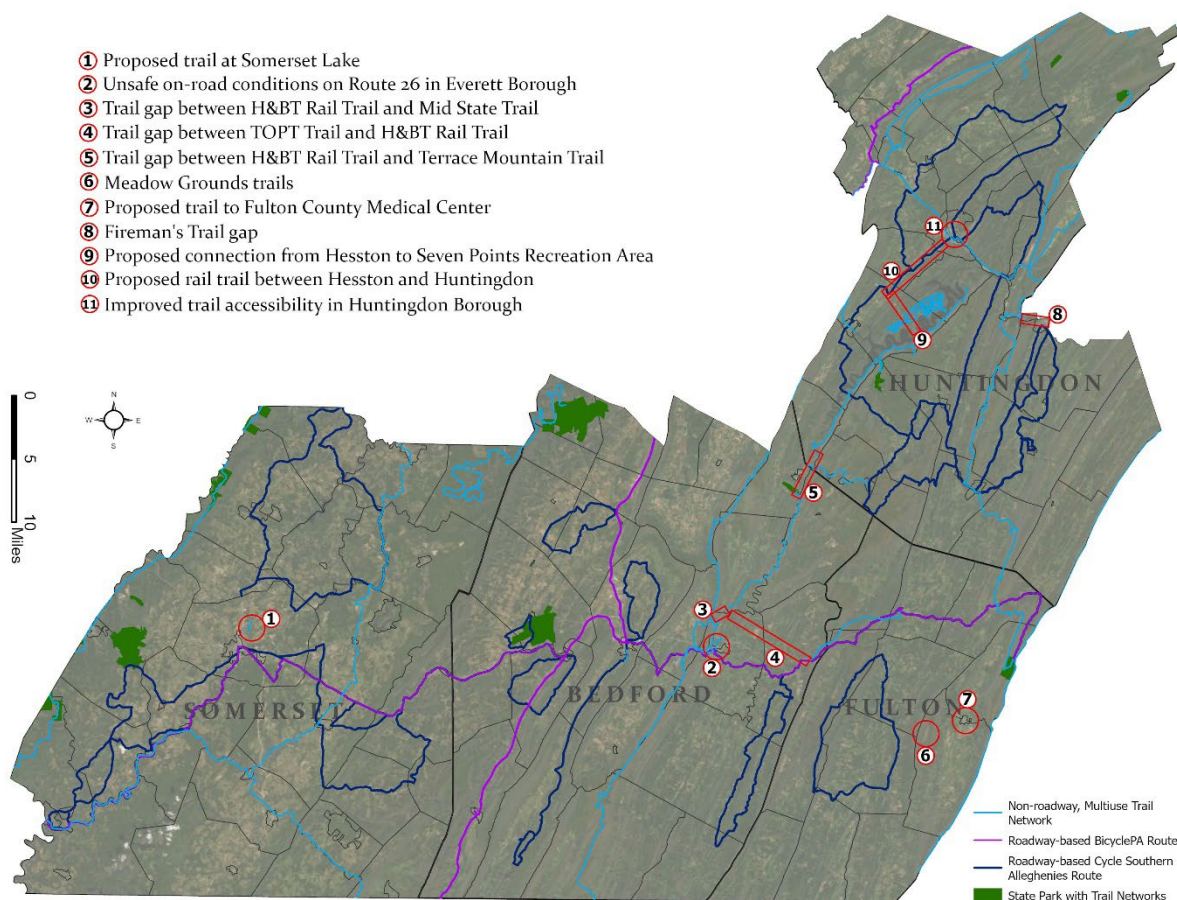


Figure 13: Trail Gaps and Proposed Improvements



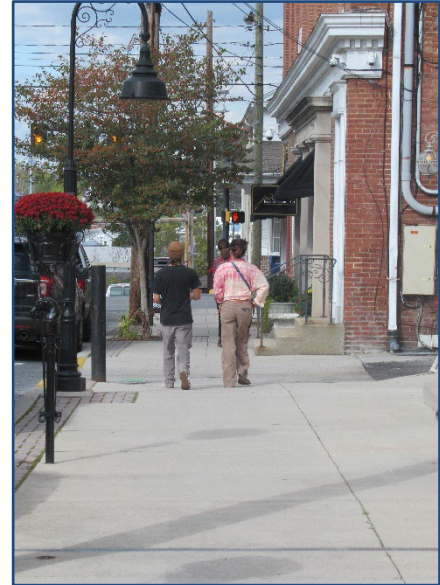
County Profiles

While the Southern Alleghenies Region is quite distinct from the rest of Pennsylvania, there are aspects to the region that are not uniformly distributed – each county within the region exhibits its own challenges and possibilities regarding planning for bicycle and pedestrian modes of transportation.

By way of introduction, the plan begins with a summary of each county within the planning region and the unique environment it offers within the realm of planning for bicycle and pedestrian modes of transportation.

Bedford County

The county is favored with several trails, and opportunities for additional mileage to be added. Two notable trails include the Shuster Way Heritage Trail in Bedford, which currently connects the Bedford Springs Resort to downtown Bedford through a series of off- and on-road trails and sidewalks. Local businesses and property owners played a crucial role by donating right-of-way easements. The Bedford Fulton Joint Recreation Authority anticipates additional development of the trail and connecting it to more attractions in the future. There are current efforts underway for the trail to be extended further north to connect to Old Bedford Village – one of the county’s marquis tourist destinations. A second trail includes the Huntingdon and Broad Top Rail Trail (H&BT), which currently extends from the Village of Tatesville in Hopewell Township to Warriors Path State Park in Liberty Township. A long-range goal would be to connect the trail from its terminus in Tatesville to The Old Pennsylvania Turnpike Trail.



Pedestrians walk along South Juliana Street in downtown Bedford

The Old Pennsylvania Turnpike Trail (TOPT), formerly known as the Pike2Bike Trail, is an 8.2-mile trail that utilizes the Abandoned Pennsylvania Turnpike and is located near Waterfall, PA. A study conducted in 2016 investigated the potential of incorporating the turnpike tunnels as part of a bicycle and pedestrian trail and economic studies of the project have suggested that improvements to the tunnels could pay for themselves within just a few years. Current efforts underway for the TOPT Trail include the addition of a 10-mile, single lane asphalt surface for biking and walking, as well as the submission of an application to the Transportation Alternatives Set-Aside Program.

Bedford County is also criss-crossed by two cross-state bicycle routes, including BicyclePA Route S and Route G. Route S uses PA 31 through Manns Choice before following US 30 through Bedford. The route follows a series of four-digit state routes – including Main Street in Everett – before joining US 30 in Breezewood before ascending Sideling Hill into Fulton County. Route G has a north-south orientation and follows PA 96 from the Mason-Dixon Line north before taking US 30 and Pitt Street into Bedford. From the county seat, the route continues north using North Richard Street (SR 4009) to the Village of King, and then Business Route 220 (SR 3013) into Blair County.

Bedford has the region’s highest rate of senior population, with more than 1 in 5 older than the age of 65. This rate is expected to grow to become one in three by 2040, according to data from the independent long-term county economic and demographic projection forecasting firm of Woods & Poole.

Area: 1,012 square miles, ranking ninth in the state in size

Potential projects/initiatives: TOPT Trail; extension of the Shuster Way Heritage Trail to Old Bedford Village; extension of the H&BT Trail to TOPT Trail

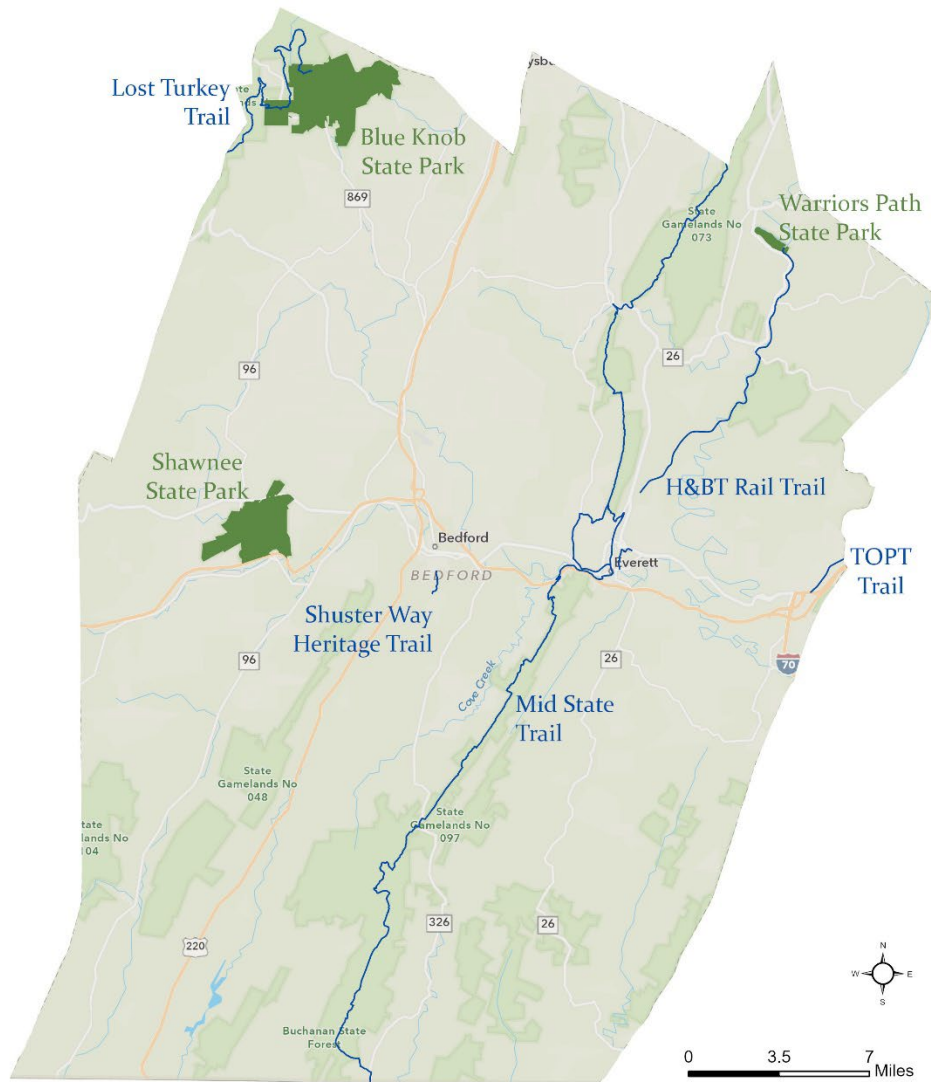
Pedestrian Crashes (2011-20): 46

Pedestrian Fatalities (2011-20): 6

Bicycle Crashes (2011-20): 12

Bicyclist Fatalities (2011-20): 2

Figure 14: Bedford County Existing Trail Network and State Parks



Fulton County

Fulton is one of the smallest counties in Pennsylvania when measured by both land area and total population. At the 2010 census, the county had a total population of only 14,845, making it the fourth least-populous county in the state. One of the county's two boroughs – Valley Hi – has the distinction of being the smallest borough in Pennsylvania, with a total population of 15. The county is bounded by Dickey's Mountain and Tuscarora Mountain to the east, and Sideling Hill to the west. These physiographic features make navigating the county challenging for motorists and bicyclists alike. The county leads the state in the number of registered vehicles, per capita.

Fulton County also has the distinction of being the only county in the state to never have had active rail freight service (despite the presence of coal fields in its northwestern corner). This fact puts the county at a disadvantage in any efforts at turning abandoned rail lines into walking and hiking trails. Cowans Gap State Park is a 1,085-acre park, with 11 miles of hiking trails. The county is also characterized by large acreages of state game lands (30,791 acres, in all), and the presence of Buchanan State Forest.

Cross-state BicyclePA Route S traverses the county. From the west, the route follows PA 915 to a series of four-digit state routes to the Village of Hustontown, where it then follows PA 475 and Forbes Road to US 522 at Fort Littleton. The route proceeds to Burnt Cabins before turning south onto Allens Valley Road (SR 1005) to Cowans Gap State Park.



**Pedestrian crossing of US 522 at the
Fulton County Courthouse**

Area: 437 square miles

Potential projects/initiatives: TOPT Trail; a connection from McConnellsburg to the new hospital; connection to the C&O Canal in Hancock, Md.

Pedestrian Crashes (2011-20): 12

Pedestrian Fatalities (2011-20): 2

Bicycle Crashes (2011-20): 3

Bicyclist Fatalities (2011-20): 0

Figure 15: Fulton County Existing Trail Network and State Parks



Huntingdon County

Bicycling has been driving much of Huntingdon County's growth in tourism, particularly since the completion and grand opening of the Allegrippis Trail system in 2009. The network currently includes 36 miles of trail, with more being planned. Bicycling is an important element of the county's tourism promotion efforts, as the county has taken steps to designate three scenic routes: the Fisherman's Loop, Spelunker's Loop, and Time Traveler's Path. These routes have been approved by PennDOT and range in length from 40 to 70 miles. A small portion of BicyclePA Route G traverses the northwestern corner of the county, using portions of the Lower Trail to Alfarata, PA 453 from Water Street to PA 45 through Spruce Creek, Seven Stars, and on to the county line.

While the county boasts of award-winning trails, there are missing links within its system of on- and off-road trails. A prime example includes the Standing Stone Trail. The "trail of the year" includes two designated Trail Towns in Three Springs and Mapleton, yet connections are needed to Huntingdon and Mt. Union. The trail links Greenwood Furnace State Park to Cowans Gap State Park through Rothrock State Forest, Rocky Ridge Natural Area, several state game lands, and Buchanan State Forest. Elsewhere, there is interest in extending the Lower Trail from Alfarata to Huntingdon Borough, and the Canoe Creek State Park. In Mt. Union, community leaders are also working to get a trail system blazed along the River Trail.

Within the college town of Huntingdon Borough, "Walk Huntingdon" is an example of local implementation of a national initiative. Over three dozen signs have been posted around the borough to direct pedestrian traffic and raise awareness of various attractions throughout the community.

Huntingdon is also the home of Juniata College, the planning region's largest institution of higher learning. The campus of this four-year school is located over a mile north of the central business district, and even experienced bicyclists are not comfortable navigating the borough's streets to and from the college. Such "town/gown" issues represent opportunities for the county, school, and region to address in improving non-motorized transportation and community vitality.

An important potential intermodal connection of note includes Amtrak's *Pennsylvanian* passenger rail service stop in Huntingdon Borough. There is no baggage car available west of Harrisburg, so bicyclists must find alternatives to getting their bicycles to and from the area.



Pedestrians in Mt. Union Borough





A bicyclist rides the Lower Trail in Morris Township. The trail is part of the Pittsburgh-to-Harrisburg Main Line Canal Greenway and is recognized as a National Recreation Trail.

Area: 889 square miles

Potential projects/initiatives: Lower Trail extension to Huntingdon Borough; connections from Juniata College to downtown; proposed trail linking Mapleton to Mt. Union; improved connections between Huntingdon Borough and Lake Raystown

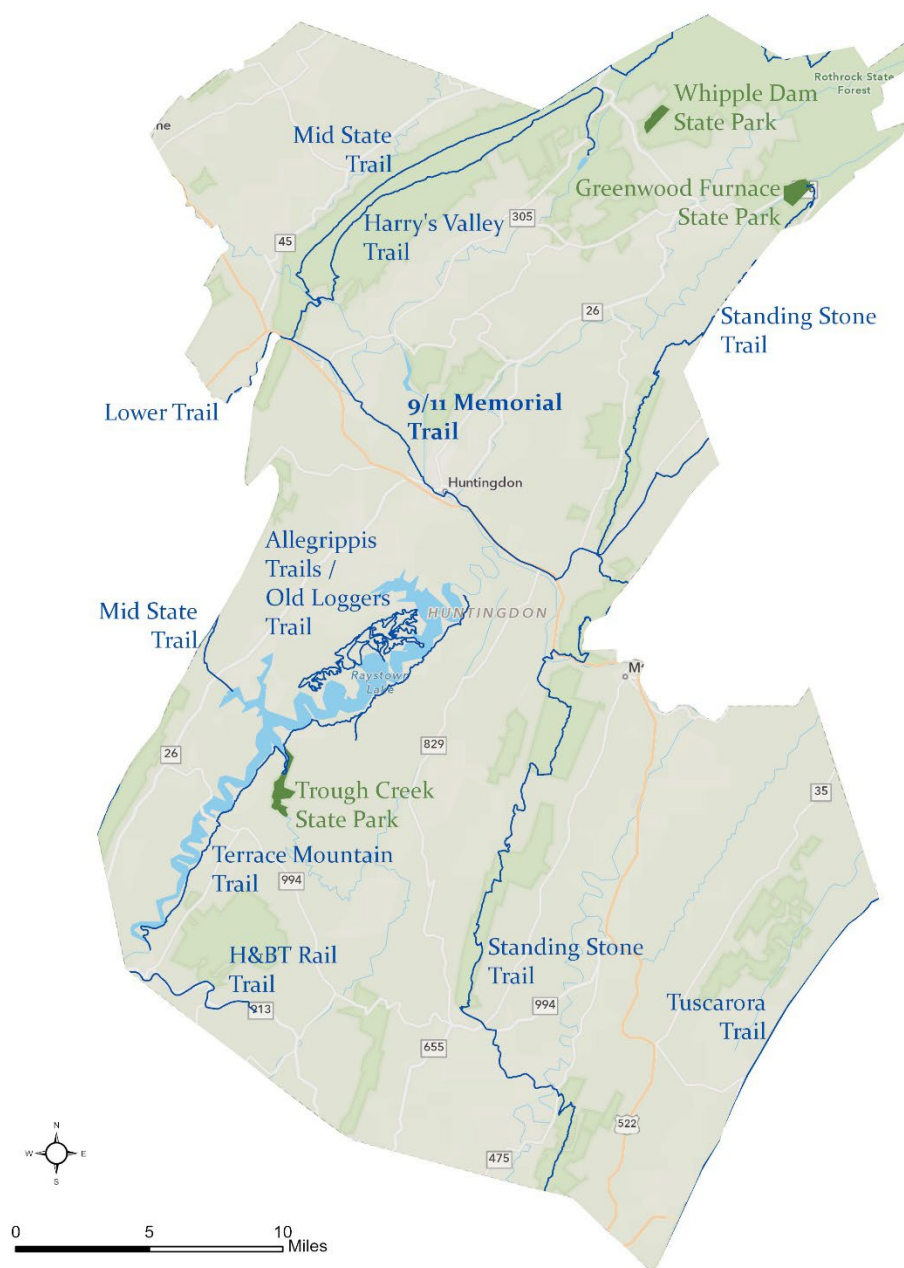
Pedestrian Crashes (2011-20): 47

Pedestrian Fatalities (2011-20): 4

Bicycle Crashes (2011-20): 14

Bicyclist Fatalities (2011-20): 1

Figure 16: Huntingdon County Existing Trail Network and State Parks



Somerset County

With a total land area of over 1,074 square miles, Somerset County is one of the largest counties in Pennsylvania, ranking seventh in size. Unlike the other three counties, Somerset is situated within the Appalachian Plateau at the eastern edge of the Allegheny Front. The Plateau surface has been carved by rivers and streams into a patchwork of valleys and hills which makes bicycling challenging.

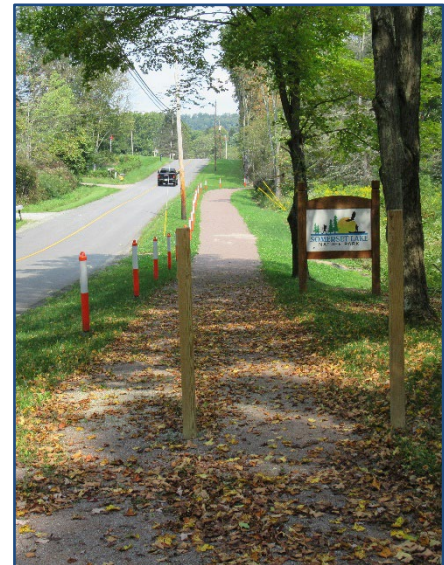
More than a century ago, railroads acquired rights-of-way along the more gentle grades offered by bodies of water such as the Casselman and Youghiogheny Rivers in their quest to connect to the rich coal areas of western Pennsylvania. These rivers offered the railroads with a favorable gradient as they challenged the rugged Allegheny mountains for access into the nation's interior and the raw materials it afforded.

The Western Maryland Railroad was one of those railroads that once served Somerset County industry. By the mid-1970s however, it had ceased operations (a victim of excess capacity), but its legacy lives on in the guise of the Great Allegheny Passage (GAP), which formally opened completely between Pittsburgh and Cumberland, Md. in 2013. The GAP uses former right-of-way of the Western Maryland and several other railroads and is perhaps the county's marquis bicycle and pedestrian facility. The county's portion of the trail includes several of its signature features, including the 3,295-foot Big Savage Tunnel, Salisbury Viaduct, and Pinkerton High Bridge. Communities such as Confluence, Rockwood, and Meyersdale have been revitalized and continue to benefit economically from this historically important corridor. The GAP connects Pittsburgh with the C&O Canal in Cumberland, Md. The Somerset communities along the GAP are thus part of a broader 334.5-mile-long corridor between Pittsburgh and Washington, D.C.

Somerset County is also served by BicyclePA Route S, which from the west uses the GAP to Rockwood, then SR 3015 (Water Level Road) to Somerset, then Plank Road (SR 3041) to Menser Road, then PA 31 to the Village of Dividing Ridge, where it then takes Wambaugh Hollow Road (SR 1015) to the Borough of New Baltimore.



Bicycle signing in Berlin Borough



Somerset Lake Trail



Bicycle parking at the Flight 93 National Memorial in Stoney Creek Township.

The Flight 93 National Memorial, which opened in 2015 near Shanksville, has been the inspiration for the September 11th National Memorial Trail that connects all three 9/11 sites, including Shanksville, Washington, D.C., and New York City. The trail utilizes on-road and off-road trail segments between Windber and the Flight 93 National Memorial site and continues towards the Great Allegheny Passage in the Borough of Garrett. Current efforts are being made to connect a missing segment of trail under the Buffalo Creek Bridge (US 219) just northeast of the borough.

Area: 1,074 square miles, ranking seventh in size among Pennsylvania counties

Potential projects/initiatives: Somerset Lake Trail; linking Somerset Borough to Somerset Lake to the north, and to the Great Allegheny Passage in Rockwood to the south; Continental Divide Loop Trail

Major Bicycle and Pedestrian Assets: Great Allegheny Passage, linking the boroughs of Confluence, Rockwood, and Meyersdale to the C&O Canal in Cumberland, Md.

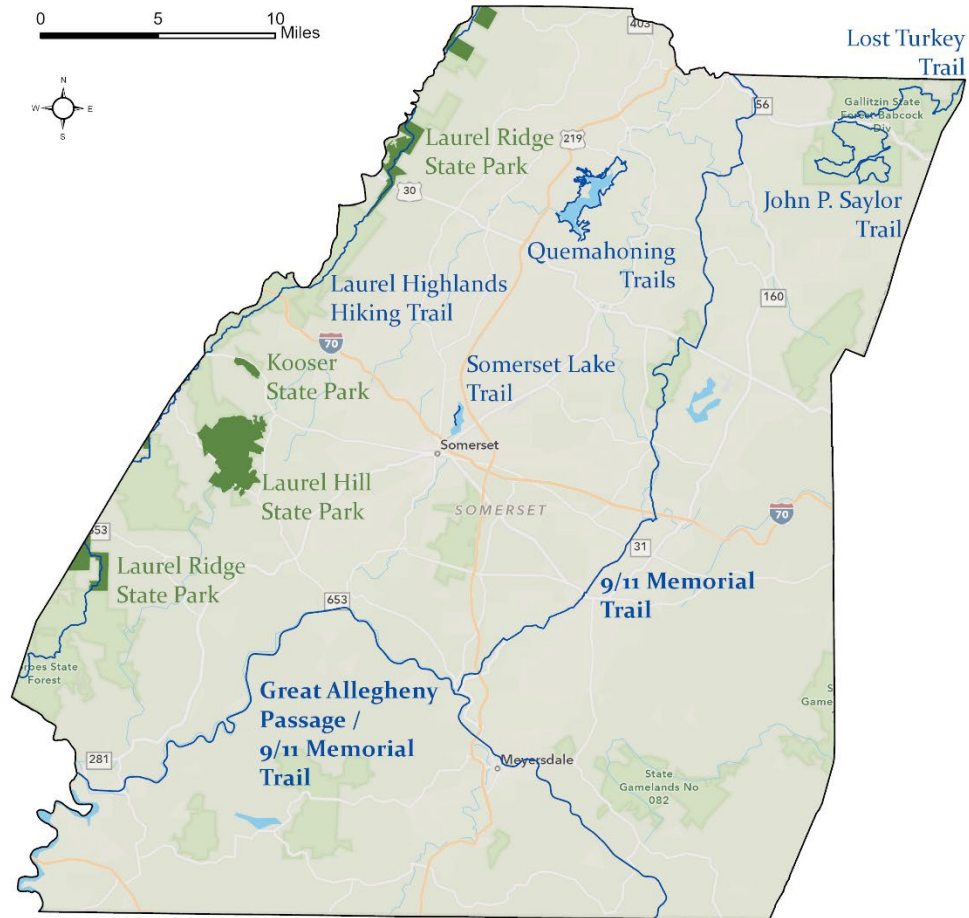
Pedestrian Crashes (2011-20): 60

Pedestrian Fatalities (2011-20): 5

Bicycle Crashes (2011-20): 16

Bicyclist Fatalities (2011-20): 0

Figure 17: Somerset County Existing Trail Network and State Parks



Public and Stakeholder Participation and Results

At the project outset, the RPO identified an 11-member steering committee to assist with the development of a regional vision for updated bicycle and pedestrian plan and guide the overall planning process. Steering committee members represented a broad spectrum of bicycle and pedestrian interests. In the 10-month plan update timeframe, the steering committee met on five occasions with the following objectives:

- **Meeting 1 – March 18, 2021:** Review timeline and existing plan(s), discuss the plan vision, and discuss public participation strategies.
- **Meeting 2 – April 12, 2021:** Review goals, objectives, and strategies and update candidate project listing, review data analysis, and to discuss public participation strategies.
- **Meeting 3 – May 25, 2021:** Review the PublicInput.com Survey and discuss public participation strategies.
- **Meeting 4 – July 29, 2021:** Review the results of the PublicInput.com Survey and discuss next steps for developing the draft plan.
- **Meeting 5 – October 1, 2021:** Review and discuss the draft Plan.

Input and guidance from the steering committee was critical in defining a future vision for planning for bicycle and pedestrian modes of transportation across the region and identifying actions for improving mobility for all residents.

For this plan update, a one survey approach was used:

- **PublicInput.com** is a web-based, interactive survey tool that can be accessed via desktop or laptop computer, tablet, or mobile phone. The survey has multiple steps that collect a variety of responses. PublicInput.com surveys have mapping capabilities, which provide a spatial component in assessing public feedback. The PublicInput.com survey was heavily marketed throughout the region using graphic flyers, newsletters and press releases, email marketing to County Planning Directors and others, and information presented on the SAP&DC website. **Figure 18** presents a screen capture of the PublicInput.com Bicycle and Pedestrian Survey.

Figure 18: PublicInput.com Survey

2021 Bicycle and Pedestrian Plan

How often do you walk or run?

☐ Daily
☐ Several times a week
☐ A few times a month
☐ Rarely or never

Close to responses

PublicInput.com Survey

During summer 2021, SAP&DC conducted an online, interactive survey through PublicInput.com to solicit feedback from the community on bicycle and pedestrian issues in the region. The survey questions were developed with input from the steering committee to ensure meaningful responses from the general public. Once live, the survey was promoted through social media, newsletters, press releases, and the SAP&DC website. Promotional survey flyers, shown in **Figure 19**, were provided to steering committee members and sent out to municipalities and libraries throughout the region.

Figure 19: PublicInput.com Promotional Flyer



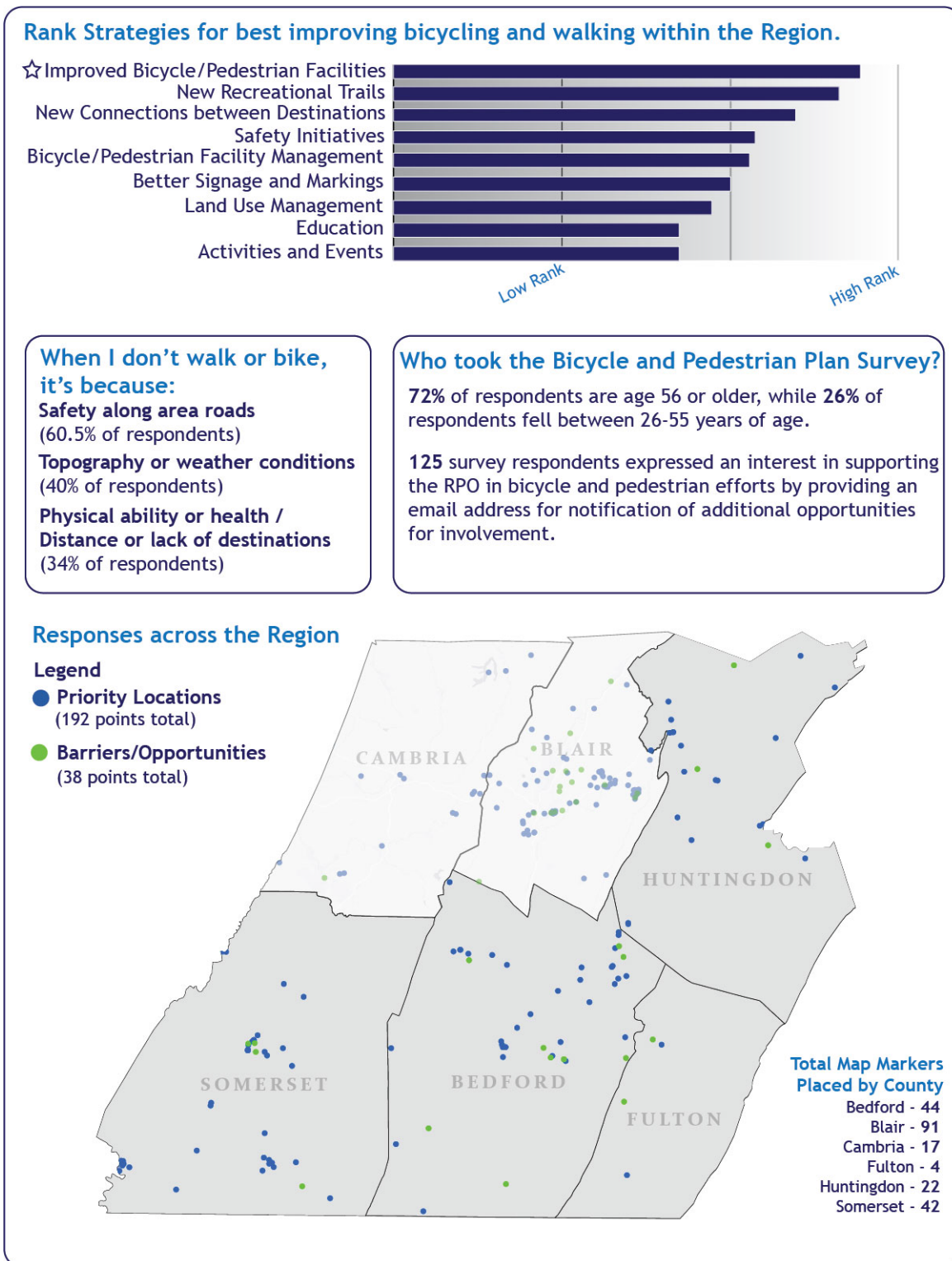
The online survey was available from June 1, 2021, to July 29, 2021, and through a series of seven steps, the survey asked respondents to:

- Complete a series of standard survey questions about bicycle and pedestrian issues and interests (e.g., “how often do you walk/run or bike?”, “what discourages you from walking/running or biking?”, etc.);
- Prioritize bicycle and pedestrian improvement strategies that would be beneficial to the Southern Alleghenies Region;
- Identify bicycle and pedestrian destinations, safety concerns, and potential new infrastructure improvements on two maps;
- Provide basic demographic information.

There were over 600 people who visited the survey link and of those, 238 provided input. Along with the data collected from responding to standard survey prompts, each screen offered additional space for

comments and additional feedback. Over 300 comments were received. **Figure 20** provides a summary of survey responses.

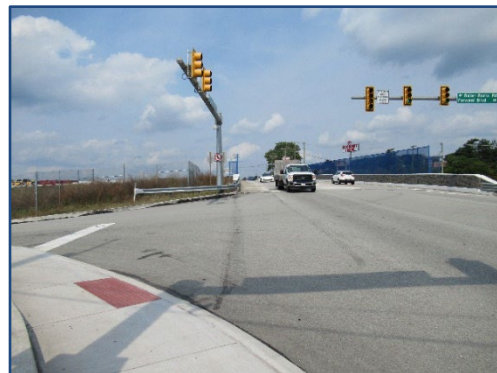
Figure 20: Summary of PublicInput.com Survey Responses



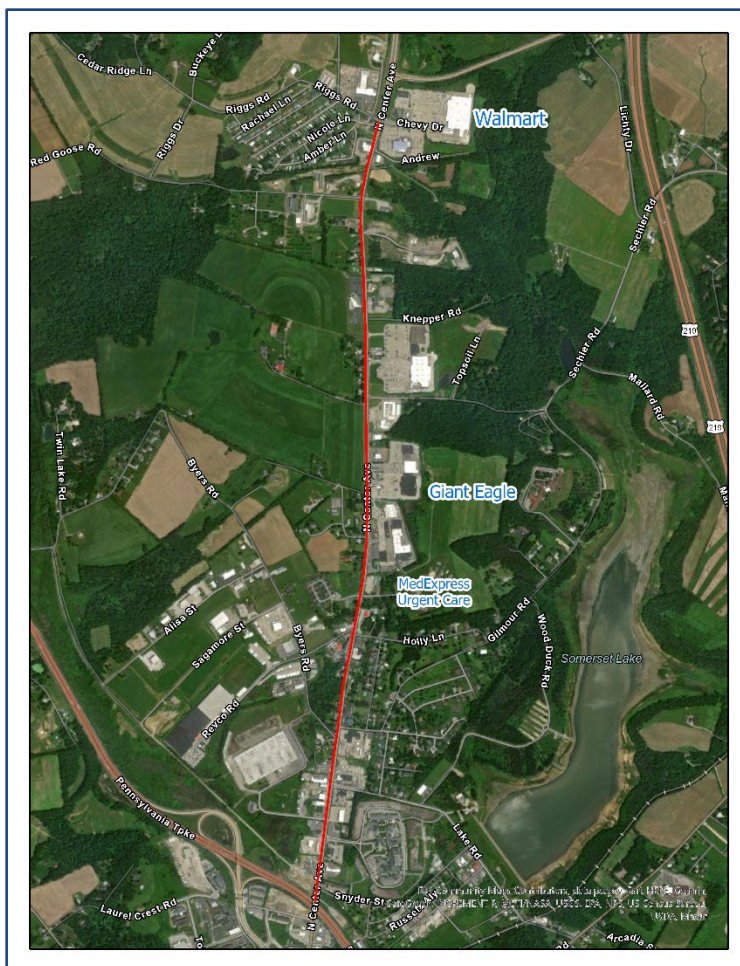
Identified Sidewalk Gaps and Improvements

Rt. 601 (N. Center Avenue) after Starbucks – Somerset, Somerset County

The section of Rt. 601 (N. Center Avenue) north of Starbucks in Somerset was identified through the online user survey and is mentioned more than once as a safety concern for pedestrians. One of the respondents said, “This intersection prevents access around the community. It is common to see folks balancing on curbs or crossing between cars to patronize different businesses or walk to and from work. All pedestrian safety (biking or walking) is quite hazardous in this area.”



As shown in the picture above, the sidewalk stops just short of the bridge that crosses I-76 and prohibits pedestrians from continuing along the roadway safely. Due to maintenance issues, the bridge did not include a sidewalk but was designed with a wider shoulder that could accommodate future implementation. Implementing a sidewalk along this corridor would allow pedestrians to access various businesses and healthcare centers such as Walmart, Giant Eagle, and MedExpress (shown below).



Laurel Arts to Maple Ridge – Somerset, Somerset County

The “Laurel Arts to Maple Ridge” sidewalk gap in Somerset was also identified through the online user survey as a safety concern for pedestrians. A respondent from the survey said, “Need sidewalk from Laurel Arts to Maple Ridge. People walk here all the time and there isn’t anywhere to get off the main road...”

As shown in the map below, a sidewalk or walking path could be implemented to allow for pedestrians to safely travel from the nearby community (Laurel Arts) to an area that contains two elementary schools, The Learning Lamp Center for Children, and the Somerset County Memorial Park.



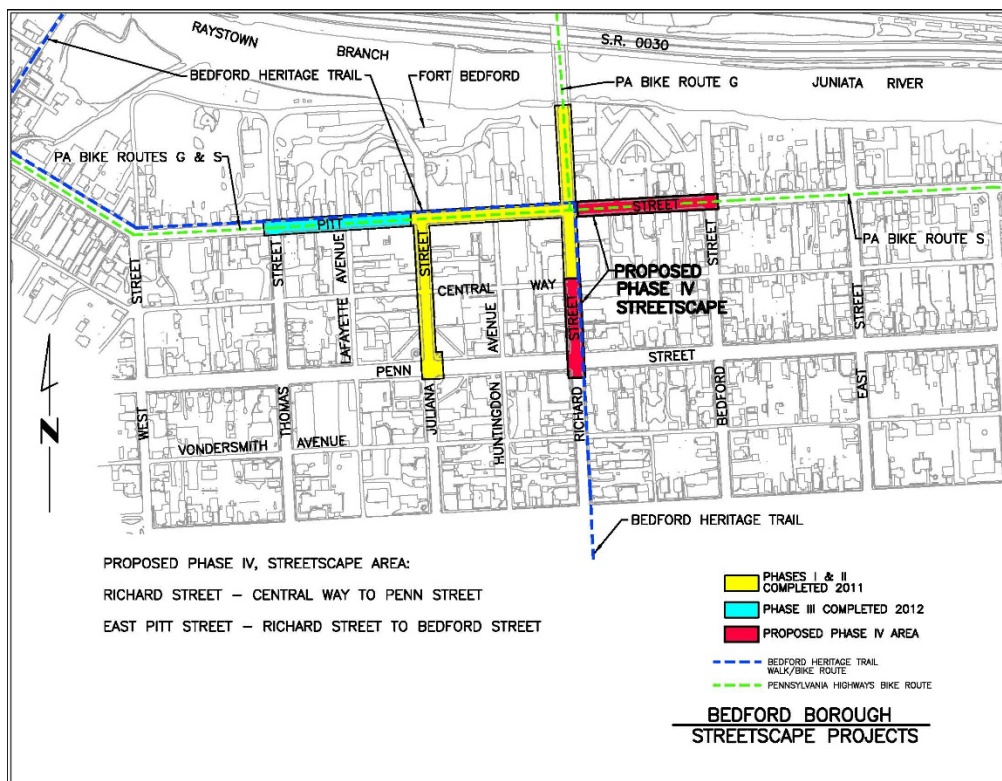
Huntingdon County Housing Authority to the Intersection of E. Shirley St. and N. Franklin St. – Mount Union, Huntingdon County, PA

This sidewalk gap and improvements area in Mount Union was not identified through the online user survey, but through discussions with Mount Union Borough. As shown in the map below, a section of sidewalk from the Huntingdon County Housing Authority along Liverpool St. to the intersection of E. Shirley St. and N. Franklin St. is not fully connected and contains a set of stairs, which are not ADA-compliant. There is no alternative route from the housing authority to the various businesses and assets found within the Borough such as Rite-Aid, Weis Markets, Linear Park, and others labeled on the map. An improved sidewalk connection would allow pedestrians to safely access these businesses and recreational assets.



Bedford Streetscape – Phase IV

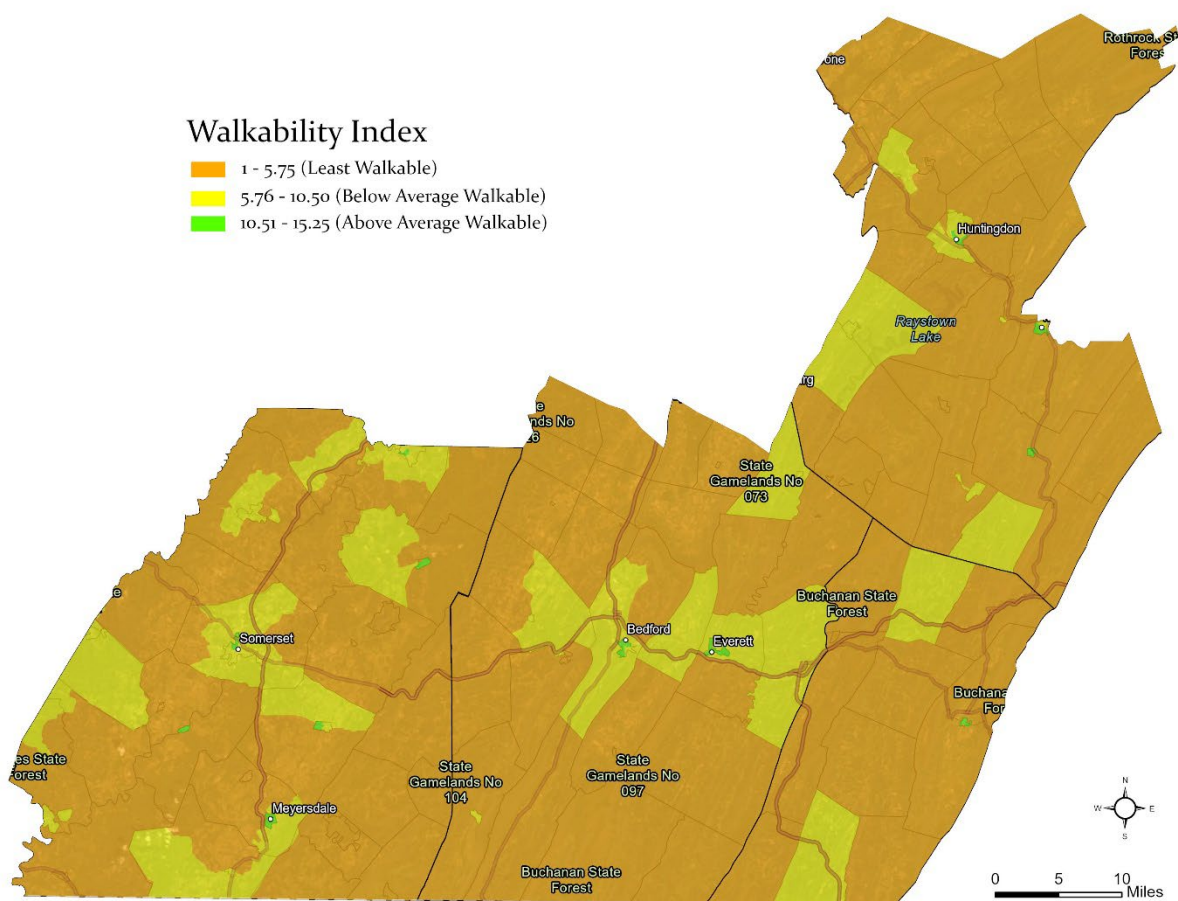
Bedford Borough is seeking funding from PennDOT's Multimodal Transportation Fund (MTF) for Phase IV of its streetscape project in downtown Bedford. The entirety of the project includes about 4,900 feet of sidewalk replacement and improvements, new and replaced lighting, and other miscellaneous items. Due to the total cost of the project, the application will only include approximately 1,600 feet. Given the impact of Bedford's tourism on the local and regional economies, the project is significant, and the funding is justified.



National Walkability Index

Many community leaders and residents, as well as public health officials, planners, and other municipal staff, want to make communities more walkable because of benefits such as accessibility to stores, jobs, and other places, which encourages people to be more active and healthier. When people choose to walk or bike, it can reduce pollution from vehicles, resulting in improved human and environmental health. Walkable communities also encourage social interaction and can improve people's physical and mental health. However, there are no universal tools that provide transparent insight into what makes a community walkable, which makes it challenging to analyze and compare communities' walkability.

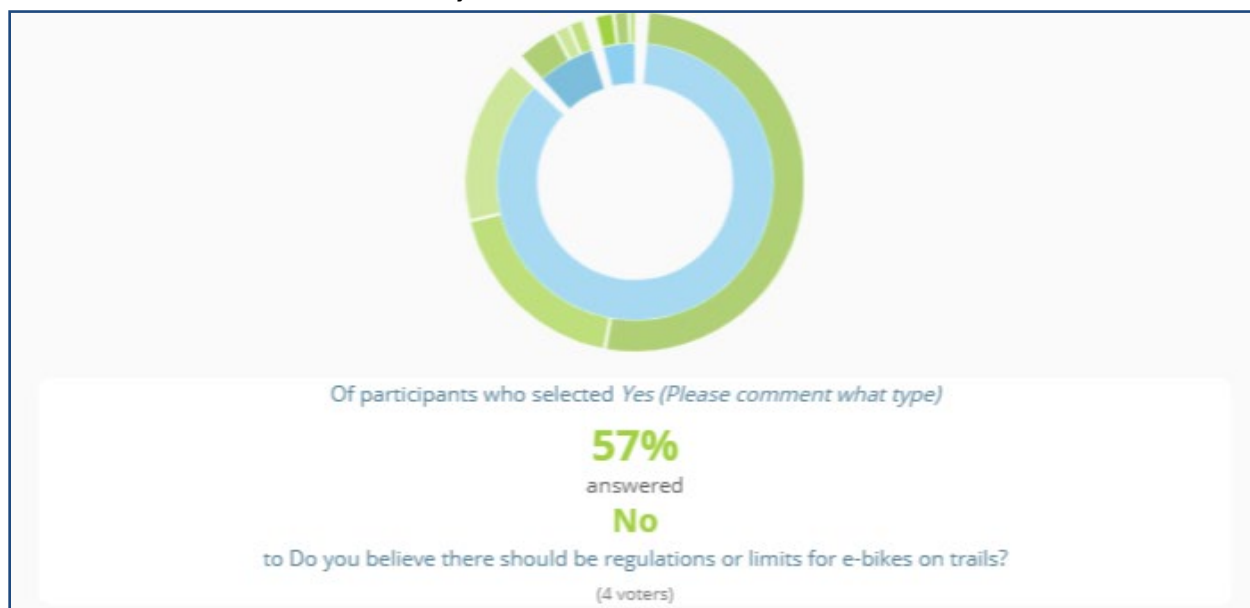
To help fill this gap, EPA developed the National Walkability Index, a tool that measures the relative walkability of the nation's communities. The dataset covers every block group in the nation, providing a basis for comparing walkability from community to community. The National Walkability Index is based on measures of the built environment that affect the probability of whether people walk as a mode of transportation: street intersection density, proximity to transit stops, and diversity of land uses. A Walkability Index map for the Southern Alleghenies Region has been provided below:



Electric Bicycles (E-bikes)

While electric bicycles, or e-bikes, have become a hot topic across the nation for recreational purposes, one prevailing concern amongst many trail users is about safety—particularly related to speed. A common perception is that motor-assisted riders will race down trails, making them dangerous and unpleasant for other types of users. One respondent from the online user survey said, *“The speeds e-bikes are capable of are not compatible with trails that are used by pedestrians”*, while another respondent said, *“I believe they should be allowed to allow for those with disabilities or for those who otherwise would be unable to use the trail – but there should be speed restrictions and hopefully, a way to enforce it.”*

“Do you own an e-bike or e-scooter?”



At the federal level, a 2002 law enacted by Congress, HB 727, amended the Consumer Product Safety Commission (CPSC) definition of e-bikes. According to the CPSC, which regulates the manufacture, initial sale, and recall of low-speed e-bikes, a low-speed e-bike is defined as, *“a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 horsepower), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.”* The CPSC has also clarified that the federal law does allow e-bikes to travel faster than 20 mph when using a combination of human and motor power.

Classification of E-bikes

- Class 1 E-bikes – motor provides a boost only when a rider is pedaling. The boost cuts out at 20 mph, and the rider must rely on their own muscle power to go any faster than that.
- Class 2 E-bikes – the throttle can be switched to provide a boost up to a maximum assisted speed of 20 mph, without any pedaling required. The boost cuts out at 20 mph, and the rider must rely on their own muscle power to go any faster than that.
- Class 3 E-bikes – pedal assisted much like Class 1; except they have a maximum assisted speed of 28 mph. They are also equipped with a speedometer.

However, at the state level, traffic laws and vehicle codes remain the sole domain of states and state legislatures. In other words, the manufacturing and first sale of an e-bike is regulated by the federal government, but its operation on streets and bikeways lies within a state's control. For the state of Pennsylvania, as of right now, Class 1 e-bikes are allowed on trails found on DCNR lands (state parks and state forests) wherever traditional bikes are allowed. On trails and/or lands not owned by DCNR, it is up to the individual trail group to decide what class of e-bikes, if any, are allowed. Therefore, if you wish to ride an e-bike on trails outside of State Parks or State Forests, you will need to contact the organization that manages or owns that trail to determine rules and policies.

To find trails across the state of Pennsylvania, please visit dcnr.pa.gov.

Plan Directions

This plan's goals, objectives, and performance measures were developed through a series of technical meetings and steering committee meetings where meeting members identified, discussed, and refined the region's most critical bicycle and pedestrian transportation priorities and determined how to measure progress toward meeting them. **Goals and objectives** will be used to direct transportation investments and to translate the strategic vision into something that can be measured and tracked. **Performance measures** will be used to monitor and communicate progress towards goals, evaluate investment scenarios, comply with national performance requirements, and track plan implementation over time. **Strategies** will support Plan implementation and the achievement of its goals and objectives.

The five goal areas of the plan include: 1) safety, 2) maintenance, 3) planning, 4) education/promotion, and 5) funding. Several recommendations are listed under each goal.

This section of the plan summarizes the directions (i.e., goals, objectives, and strategies). The objectives are accompanied by related performance measures that will be used in tracking the region's performance, over time. Strategies are identified by the intended timeframe for completion – short-term represents less than five years, while long-term strategies are initiatives that should be tackled in the longer-term. "Ongoing" initiatives characterize those that should be part of work programs on a recurring basis.

Goal statements are described here in more detail and are not discussed in any priority order.

GOAL 1: Bolster the region's bicycle and pedestrian infrastructure so that it is safe to use and enjoy.

Safe travel conditions for bicycle and pedestrian modes are vital to quality of life and economic prosperity. Federal FAST Act legislation continues to make safety a national goal. PennDOT and the Southern Alleghenies Planning and Development Commission use a combination of education, enforcement, and infrastructure improvements to help improve safety across the region's bicycle and pedestrian networks. Access management is one example of land use management tools that can improve safety and efficiency of the roadway network. The following underscores the region's plan for continuing to work in making safety a part of its transportation planning work.

Plan Objectives		Performance Measures
<ul style="list-style-type: none"> Reduce the number of crashes and fatalities involving bicyclists and pedestrians. 		<ul style="list-style-type: none"> Number of roadway-related bicycle and pedestrian crashes and fatalities Fatalities in Speeding Crashes² Fatalities in Aggressive Driving Crashes³
Strategies	Responsible Lead/Support (Timing)	Notes
<ul style="list-style-type: none"> Encourage the incorporation of sidewalks, ADA ramp upgrades, pedestrian crossings, and bicycle lanes where appropriate into planned transportation improvements. 	<ul style="list-style-type: none"> County planning commissions/PennDOT (ongoing) 	
<ul style="list-style-type: none"> Work with rail carriers to develop rail with trail opportunities 	<ul style="list-style-type: none"> SAP&DC/Rail Carriers 	Consider legislation for railroad liability; protection in case of accident
<ul style="list-style-type: none"> Encourage municipalities to adopt access management ordinances. 	<ul style="list-style-type: none"> County planning commissions (ongoing) 	PennDOT in 2006 created a sample ordinance, available at: http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20574.pdf
<ul style="list-style-type: none"> Continue to incorporate crash data into TIP planning and development. 	<ul style="list-style-type: none"> RTTC/RTCC/PennDOT (ongoing) 	PennDOT's CDART tool is available to its partners to analyze crash data received through its Crash Reporting System

² For the 5-year period ending 2020, this number was 23 for the Southern Alleghenies Region

³ For the 5-year period ending 2020, this number was 11 for the Southern Alleghenies Region

<ul style="list-style-type: none"> Encourage municipalities to use sandwich board signs in downtown areas. 	<ul style="list-style-type: none"> SAP&DC/PennDOT (ongoing) 	Market existing resources at PennDOT
<ul style="list-style-type: none"> Encourage the development of community driven data collection 	<ul style="list-style-type: none"> County Active Transportation Committees/Emergency Responders 	This could include neighborhood “speed watch” programs; bicycle and pedestrian counts; development of pedestrian “walkability scores”, etc.
<ul style="list-style-type: none"> Identify potential road corridors for “road diets” and traffic calming measures. 	<ul style="list-style-type: none"> County Planning Commissions, with County Active Transportation Committees (Long-term) 	PennDOT Publication 383 is a resource.
<ul style="list-style-type: none"> Encourage municipalities to have pedestrian “countdown” signal heads, particularly in areas that have a high population of seniors and disabled. 	<ul style="list-style-type: none"> County Planning Commissions, with County Active Transportation Committees (Long-term) 	Ensure countdown signals have sufficient delay before vehicular movement
<ul style="list-style-type: none"> Educate municipalities on available funding opportunities for improving bicycle and pedestrian safety issues. 	<ul style="list-style-type: none"> SAP&DC/County Planning Commissions (ongoing) 	
<ul style="list-style-type: none"> Educate drivers and bicyclists about the rules of the road. 	<ul style="list-style-type: none"> Community organizations (ongoing) 	Fairs and other local events are possible venues.
<ul style="list-style-type: none"> Educate municipalities about bicycle and pedestrian safety measures. 	<ul style="list-style-type: none"> SAP&DC/County Planning Commissions (ongoing) 	The LTAP program could be leveraged as a resource and is offered at no cost to municipalities.
<ul style="list-style-type: none"> Identify concerns on bicycle route corridors. 	<ul style="list-style-type: none"> County Active Transportation Committees with County and Municipal Planning Commissions (ongoing) 	Groups could perform walkability surveys and analyses.
<ul style="list-style-type: none"> Increase signage along bicycle routes. 	<ul style="list-style-type: none"> PennDOT/County Planning Commissions (ongoing) 	County Active Transportation Committees could identify needed signing and work through their respective County Planning Commission to address deficiencies.
<ul style="list-style-type: none"> Continue to discuss and identify bicycle and pedestrian needs through PennDOT Connects process. 	<ul style="list-style-type: none"> PennDOT/County Active Transportation Committees 	Early collaborations with applicable organizations when existing facilities are present within the limits of planned or current projects.

<ul style="list-style-type: none"> • Conduct user counts at identified trail crossings 	<ul style="list-style-type: none"> • SAP&DC/County Planning Commissions 	
<ul style="list-style-type: none"> • Inventory trail crossings along locally owned roadways as part of PennDOT's current Trail Crossing inventory efforts. 	<ul style="list-style-type: none"> • PennDOT/County Planning Commissions and Municipal Planning Commissions 	
<ul style="list-style-type: none"> • Conduct walkability surveys of downtown areas to identify potential pedestrian improvements 	<ul style="list-style-type: none"> • SAP&DC/Municipal Planning Commissions 	
<ul style="list-style-type: none"> • Identify and implement interpretive signing projects on trails to provide increased educational opportunities. 	<ul style="list-style-type: none"> • County Active Transportation Committees/Trail Organization with Visitors Bureau and Historical Societies (ongoing) 	

GOAL 2: Ensure our region's bicycle and pedestrian infrastructure is well maintained.

The Southern Alleghenies RPO and PennDOT have maintained a “maintenance first” approach to program development for many years. The goal area emphasizes maintaining where we have made investments in the past through a variety of means, including capacity management, operations, and demand management. Maintenance is also important on the region's trails and crosswalk/sidewalk facilities.

Plan Objectives		Performance Measures/Progress Indicators
<ul style="list-style-type: none"> Develop bicycle and pedestrian maintenance priorities throughout the region. 		<ul style="list-style-type: none"> Maintenance priority list is developed in all four counties
<ul style="list-style-type: none"> Ensure resources are in place to assist with bicycle and pedestrian facility maintenance and development. 		<ul style="list-style-type: none"> Number of volunteer and municipal partnerships
Strategies	Responsible Lead/Support (Timing)	Notes
<ul style="list-style-type: none"> Encourage PennDOT to develop a program of cleaning berms and crosswalks on bicycle routes twice annually to better serve the needs of bicyclists while meeting roadway maintenance goals. 	<ul style="list-style-type: none"> RTTC/RTCC (ongoing) 	
<ul style="list-style-type: none"> Develop a program that would notify PennDOT, district and county maintenance divisions, and municipalities of berms that require maintenance/improvement. 	<ul style="list-style-type: none"> County Active Transportation Committees 	Includes clearing snow and anti-skid material in the spring
<ul style="list-style-type: none"> Explore partnerships with the judicial system for trail maintenance/alternative sentencing, etc. 	<ul style="list-style-type: none"> Area recreation authorities (Short-term) 	
<ul style="list-style-type: none"> Develop a volunteer network in each county to help perform trail maintenance. 	<ul style="list-style-type: none"> County Active Transportation Committees (ongoing) 	
<ul style="list-style-type: none"> Offer opportunities for youth to be included in trail maintenance. 	<ul style="list-style-type: none"> County Active Transportation Committees (Short term/On-going) 	Potential projects for high school seniors, scouts, etc.

<ul style="list-style-type: none">• Partner with local businesses to provide trail maintenance.	<ul style="list-style-type: none">• Area recreational authorities, local chambers of commerce (Ongoing)	REI requires new employees to perform trail maintenance
<ul style="list-style-type: none">• Inventory the number of curb ramps that are not ADA-compliant and develop a strategy for their improvement.	<ul style="list-style-type: none">• Municipalities, with County Planning Commissions/ PennDOT (ongoing)	Leadership on this strategy depends on who owns the roadway – state versus local

GOAL 3: Continue planning for bicycle and pedestrian initiatives.

The region needs to have a supporting architecture in place to be able to properly plan for bicycle and pedestrian transportation and recreational needs into the future. Chief among the strategies included under this goal area include the creation of Active Transportation Committees in each county. These committees could report to their respective county planning commissions and be charged with raising awareness of bicycle and pedestrian planning concerns. Their responsibilities can be defined at a county level and could include initiatives ranging from evaluating existing conditions and maintenance needs, gap analysis, and local advocacy. These groups together could form a consortium that could inform bicycle and pedestrian planning at a regional scale under the auspices of SAP&DC.

Plan Objectives		Performance Measures/Progress Indicators
<ul style="list-style-type: none"> Improve bicycle and pedestrian access in our economic centers. 		<ul style="list-style-type: none"> Walkability/Bikeability Score
<ul style="list-style-type: none"> Close existing gaps in the region's network of bicycle and pedestrian links to promote a higher degree of connectivity. 		<ul style="list-style-type: none"> Number and total lengths of remaining trail gaps by county
<ul style="list-style-type: none"> Develop the institutional framework needed to advance planning for bicyclists and pedestrians at a regional and county level. 		<ul style="list-style-type: none"> Number of county-level active/sustainable transportation committees Bicycle and pedestrian coordinator identified at county level
Strategies	Responsible Lead/Support (Timing)	Notes
<ul style="list-style-type: none"> Develop "Active Transportation" Committees in each county to help guide bicycle and pedestrian planning efforts at a local level. 	<ul style="list-style-type: none"> County Planning (short term) 	Needs to represent a diverse group (health, economic, academic, environmental demographics) to combine to form a consortium for regional dialog and planning.
<ul style="list-style-type: none"> Develop county-wide bicycle and pedestrian plans or address as part of comprehensive plan development. 	<ul style="list-style-type: none"> County Planning Commissions (ongoing) 	
<ul style="list-style-type: none"> Examine the potential for off-road trail development to connect the region to other regional economic centers. 	<ul style="list-style-type: none"> SAP&DC with a consortium of the region's County Active Transportation Committees (Long-term) 	Strategy can include connections to such places as Altoona, Cumberland, Md., Johnstown, and State College.

<ul style="list-style-type: none"> • Draw from cycling groups to obtain information on existing conditions and project needs. 	<ul style="list-style-type: none"> • County Active Transportation Committees with County Planning Commissions (ongoing) 	
<ul style="list-style-type: none"> • Encourage mixed-use development to make walking and bicycling more practical. 	<ul style="list-style-type: none"> • County and municipal planning commissions (ongoing) 	
<ul style="list-style-type: none"> • Encourage area businesses to install bicycle racks. 	<ul style="list-style-type: none"> • County Active Transportation Committees, with Chambers of Commerce and Main Street Managers (ongoing) 	Providing for bicycle parking can help improve downtown vitality and encourage bicycle use.
<ul style="list-style-type: none"> • Investigate the potential of allowing bicycles to be loaded/unloaded at the Huntingdon Amtrak station. 	<ul style="list-style-type: none"> • SAP&DC, with Huntingdon County's state and federal representatives (Long-term) 	PennDOT's Bureau of Rail Freight, Ports and Waterways could also be a resource.
<ul style="list-style-type: none"> • The Southern Alleghenies RPO will act as a clearing house for bicycle and pedestrian projects through the Candidate Project Selection Process. 	<ul style="list-style-type: none"> • SAP&DC with PennDOT (ongoing) 	Candidate Project Selection Process can be found in Appendix B.
<ul style="list-style-type: none"> • The Candidate Project Listing will be reviewed on an annual basis. 	<ul style="list-style-type: none"> • SAP&DC with PennDOT 	Candidate projects appear in this plan in Appendix C .
<ul style="list-style-type: none"> • Develop, review, and prioritize a list of trail gaps annually. 	<ul style="list-style-type: none"> • County Active Transportation Committees with County Planning Commissions (ongoing) 	
<ul style="list-style-type: none"> • Update the region's bicycle and pedestrian plan every 5-10 years. 	<ul style="list-style-type: none"> • SAP&DC (ongoing) 	This strategy would take advantage of emerging opportunities, re-evaluate priorities, and address gaps in the network. The Plan update task force could draw membership from newly created county Active Transportation Committees.
<ul style="list-style-type: none"> • Establish a Safe Routes to School Program in the region's schools. 	<ul style="list-style-type: none"> • County and Municipal Planning Commissions (ongoing) 	Schools can complement their SRTS program by offering pedestrian and bicycle safety education programs to teach children safe behaviors and skills to improve safety.

GOAL 4: Educate our region's stakeholders, elected officials, and public at-large of key regional initiatives involving bicycle and pedestrian transportation.

This goal area addresses two concerns that were raised during the plan's development: 1) that the transportation planning process can sometimes be esoteric and inaccessible to the public, and 2) the region's bicycle and pedestrian assets and opportunities are not being properly marketed to their fullest extent. As such, strategies under this goal area are oriented toward education and promotion of bicycle and pedestrian modes.

Plan Objectives		Performance Measures/Progress Indicators
<ul style="list-style-type: none"> Increase the availability of promotional materials and social media to promote bicycle and pedestrian activities and initiatives. 		<ul style="list-style-type: none"> Every county will have related information on its website
<ul style="list-style-type: none"> Identify the benefits of bicycling and walking, both for public health and the environment. 		<ul style="list-style-type: none"> Number of newsletters, classes, and reports
Strategies	Responsible Lead/Support (Timing)	Notes
<ul style="list-style-type: none"> Incorporate bicycle and pedestrian articles and information on commission and counties' web page and social media pages. 	<ul style="list-style-type: none"> County government (ongoing) 	This strategy could include a "Transportation 101" link that provides information on how to move a proposed project from concept to construction.
<ul style="list-style-type: none"> Meet with municipal officials on a recurring basis to discuss the benefits of including bicycle and pedestrian design elements in land development planning. 	<ul style="list-style-type: none"> County Planning Commissions (ongoing) 	This activity could be performed at COG and at annual supervisor conventions.
<ul style="list-style-type: none"> Provide information on area attractions, including bicycle and pedestrian venues. 	<ul style="list-style-type: none"> County Visitors' Bureaus (Short-term) 	User groups include: college students, tourists, residents, historical/environmental groups.
<ul style="list-style-type: none"> Promote bicycling as a general mode of transportation – not just recreation. 	<ul style="list-style-type: none"> County Active Transportation Committees (ongoing) 	

<ul style="list-style-type: none"> • Include the benefits of a healthy lifestyle through bicycling and walking in print and online trail promotional materials. 	<ul style="list-style-type: none"> • SAP&DC Marketing Coordinator (Short-term) 	Revive the SAP&DC Tourism Committee.
<ul style="list-style-type: none"> • Revive “The Alleghenies” promotional material. 	<ul style="list-style-type: none"> • SAP&DC Marketing Coordinator (Long term) 	
<ul style="list-style-type: none"> • Educate the public about the health advantages of implementing community walking and biking programs. 	<ul style="list-style-type: none"> • County Active Transportation Committees with health care providers (ongoing) 	Target high school health classes. Outreach targets could also include chambers, and business and industry groups
<ul style="list-style-type: none"> • Consider international marketing to increase the region’s number of international visitors to its trails. 	<ul style="list-style-type: none"> • PA Tourism Council and Pennsylvania DCED, with SAP&DC (Long-term) 	SAP&DC currently has no funding for tourism/marketing

GOAL 5: Maximize the benefits of transportation investments in the region.

The RPO is charged with conducting a “continuous, comprehensive, and cooperative (3C)” transportation planning process in accordance with federal and state requirements. This means it must balance the needs of bicycle and pedestrian modes against its 2,600-mile state-owned roadway network and 1,430 state-owned bridges greater than 8 feet in length as it develops plans and programs such as its 2022-42 long range transportation plan, and 2021 Transportation Improvement Program (TIP).

The demand for transportation funding will always overwhelm needs. As the RPO seeks to maintain a greater recognition of the role and value of bicycle and pedestrian modes in its transportation planning program, it will need to develop not only the planning infrastructure described earlier, but also new planning tools and techniques to assist in planning and decision-making. These elements – which include a project prioritization process and the identification of a regional priority bicycle and pedestrian network – are described in the following strategies.

Plan Objectives		Performance Measures
<ul style="list-style-type: none"> • Increase investment in sidewalk construction and ADA curb ramps 		<ul style="list-style-type: none"> • Total dollars allocated
<ul style="list-style-type: none"> • Target bicycle and pedestrian investments where they will be most effective. 		<ul style="list-style-type: none"> • Total investments on priority corridors (to be identified)
Strategies	Responsible Lead/Support (Timing)	Notes
<ul style="list-style-type: none"> • Identify a regional priority bicycle and pedestrian network that could be used for prioritizing bicycle and pedestrian projects. 	<ul style="list-style-type: none"> • SAP&DC, with members of the Active Transportation Committees (Long-term) 	A priority network could serve as an element of the data-driven prioritization process described above.
<ul style="list-style-type: none"> • Sub-allocate resources from the region’s base allocation to fund bicycle and pedestrian projects. 	<ul style="list-style-type: none"> • SAP&DC with PennDOT (ongoing) 	This strategy would help with local matches and would help support the funding of more substantial projects across the region.
<ul style="list-style-type: none"> • Coordinate with the Pennsylvania Department of Conservation and Natural Resources (DCNR), Federal Highway Administration, and PennDOT and other state and federal agencies to encourage investment for bicycle and pedestrian projects in the region. 	<ul style="list-style-type: none"> • SAP&DC, with member counties (ongoing) 	

<ul style="list-style-type: none">• Develop a data-driven process to identify and prioritize existing bicycle and pedestrian facilities to be considered for improvements.	<ul style="list-style-type: none">• SAP&DC (Long-term)	Such a process would add analytical rigor to the RPO's decision-making process so essential in an era of fiscal constraint.
<ul style="list-style-type: none">• Maintain a list of funding and technical assistance resources required to implement bicycle pedestrian projects.	<ul style="list-style-type: none">• SAP&DC (ongoing)	GIS resources could be included as part of this strategy.

Appendix A: Southern Alleghenies Trails Report



Southern Alleghenies Planning and Development Commission

2020 Trail Usage Report

SAP&DC
SOUTHERN ALLEGHENIES PLANNING
& DEVELOPMENT COMMISSION

Program Overview

The Southern Alleghenies Region contains hundreds of miles of walking, hiking, and biking trails within its six-county footprint. SAP&DC has infrared counters deployed on nine trails in the region to quantify how many people utilize the natural recreational opportunities in the region.

- Counters are located on the following trails:
- Shuster Way Heritage Trail in Bedford, PA.
- H&BT Trail in Bedford County, PA.
 - Riddlesburg Trailhead
 - Cypher Trailhead
 - Batesville Trailhead
- James Mayer Riverswalk Trail in Johnstown, PA.
- Path of the Flood in South Fork, PA.
- Somerset Lake in Somerset, PA.
- Thousand Steps in Mapleton, PA.
- Prince Gallitzin State Park in Cambria County, PA.
 - Campground Trail
 - Lakeshore Trail
- Lower Trail in Blair and Huntingdon Counties, PA.
 - Alfarata Trailhead
 - Flowing Spring Trailhead
- Nathan's Divide in Ebensburg, PA.



Figure 1: H&BT Trail near the Cypher trailhead.

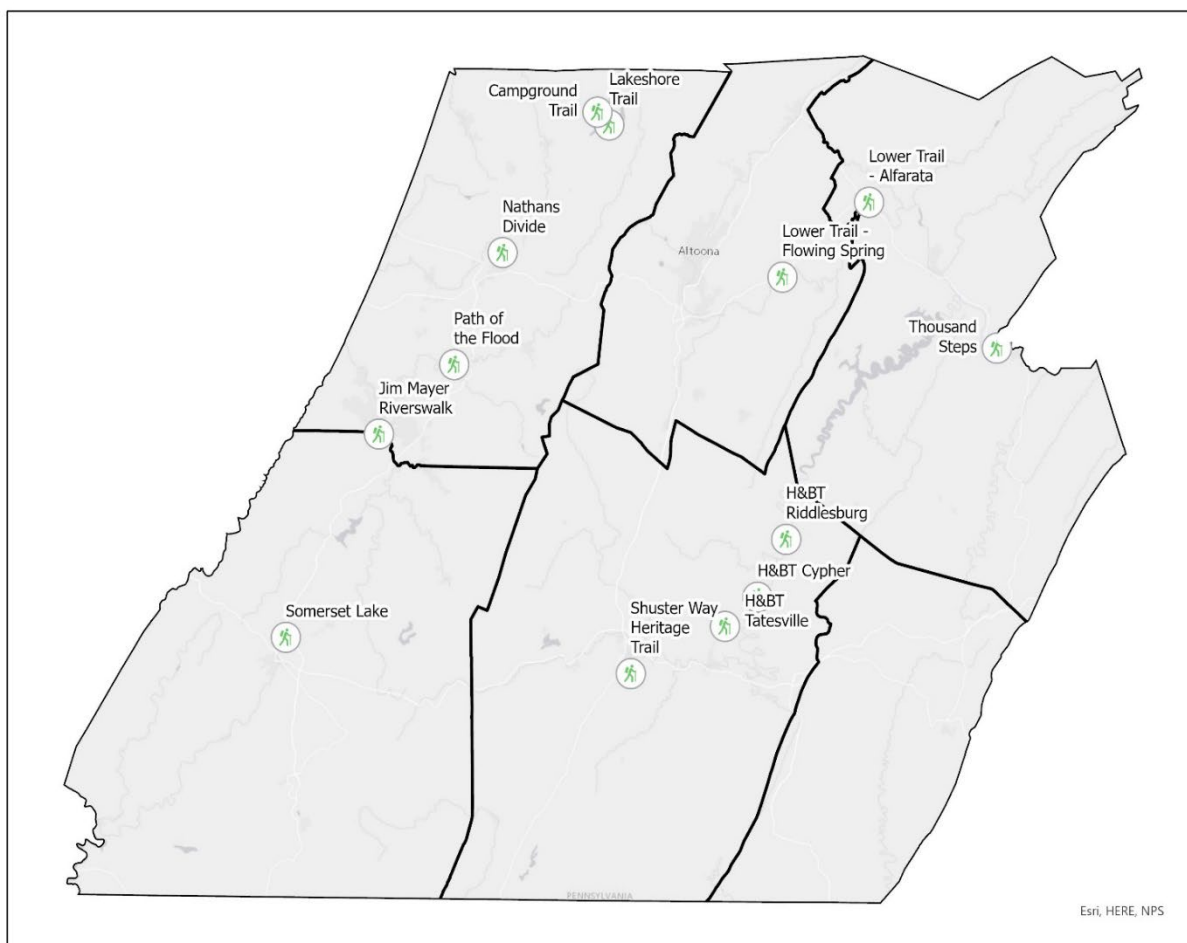


Figure 2: Location of trail counters in the Southern Alleghenies Region.

Trail Information

Shuster Way Heritage Trail - The Shuster Way Heritage Trail provides a safe and picturesque connection between the Bedford Springs Resort and a nationally recognized downtown. The trail signage borrows from the flag emblem of Fort Bedford, which lies at the northern terminus of the Heritage Trail. The trail invites users to explore the cultural and historic assets of Bedford.



Figure 2: Deployment at the Shuster Way Heritage Trail.

H&BT Trail - The H&BT Rail Trail project is the development of a former railroad right-of-way into a rail trail for public use. The entire property, owned by Broad Top Township, includes 10.6 miles of the Huntingdon and Broad Top Mountain Railroad right-of-way.



Figure 3: Deployment at the H&BT Riddlesburg Trail.

James Mayer Riverswalk - Named after a local conservationist, the Jim Mayer Riverwalk Trail is a 3.1-mile urban trail on the east end of the City of Johnstown. This trail offers beautiful views of the Stonycreek River, Buttermilk Falls, and serenity within an urban setting.

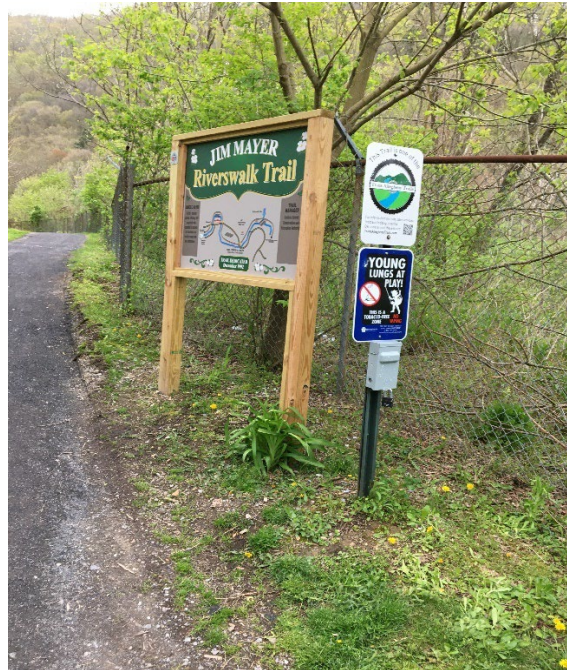


Figure 4: Deployment at James Mayer Riverswalk.

Path of the Flood - In 1889, more than 2,200 people lost their lives in the Johnstown Flood when the South Fork Dam failed. The nine-mile-long trail closely follows the course of the flood waters on their deadly path to Johnstown. Comprised of on- and off-road sections, the trail incorporates the two-mile long Staple Bend Tunnel Trail, managed by the National Park Service.

Somerset Lake – The Somerset Lake trail begins at the North Parking Lot area, and meanders through the woods alongside the lake up until the corner of Wood Duck Road and Gilmour Road. portion of the trail in which the counter is placed is between .25 and .5 miles in length. The trail is part of a network that will eventually run around the entirety of Somerset Lake. Recently, the counter was relocated to a newly erected wooden post closer to the entrance of the trail.

Thousand Steps - Constructed in 1936 during the area's boom in the brickmaking industry, the steps were used by employees of Harbison-Walker to access ganister and bring the rock down the switchbacks to the refractories where it would be turned into fire bricks used to line steel-making furnaces. After World War II, the need for steel fabrication gradually declined and eventually the quarry above Thousand Steps closed. Today, Thousand Steps is the most popular section of the Standing Stone Trail, which contains over 80 miles of trails and is part of the Great Eastern Trail.



Figure 5: Deployment at Thousand Steps.

Prince Gallitzin State Park – Prince Gallitzin State Park, in northern Cambria County, consists of forested hills surrounding the 1,635-acre Glendale Lake. The lake provides 26 miles of shoreline, complete with recreational beaches, fishing spots, and a marina. There is a total of 36.25 miles of walking and hiking trails in the park. SAP&DC placed trail counters on the Campground Trail and the Lakeshore Trail. The Campground Trail is part of the Point Trailhead/Campground Trails network in the “Central West” portion of the park. The trail is a 2.2-mile easy hiking trail that follows the shoreline of the lake and the main campgrounds. The Lakeshore Trail is part of the Haddie Buck Peninsula Trail network in the “Central” region of the park. The 0.75-mile trail runs from the cabin area to the group tenting area. The trail follows the forested shores of Glendale Lake, offering several scenic views to guests.



Figure 6: Deployment at the Lakeshore Trail in Prince Gallitzin State Park.

Lower Trail – The Lower Trail is a 16.5-mile-long hiking, biking, and horseback riding trail. Part of the Rails to Trails of Central Pennsylvania, the trail runs from Canoe Creek State Park, in Blair County, to Alexandria, in Huntingdon County. The trail is open year-round and includes 6 trailheads or “stations”. SAP&DC placed trail counters on each end of the Lower Trail. A counter is placed at the Flowing Spring station in Blair county, and a counter is placed at the Alfarata station in Alexandria.



Figure 7: Deployment at the Alfarata station of the Lower Trail.

Nathan’s Divide – SAP&DC placed a trail counter at the Nathan’s Divide Watershed Education Center in Ebensburg, PA. The organization was founded to become the region’s destination for environmental education, outdoor recreation, and wellness. The organization’s mission is to encourage environmental stewardship for the community. There is a series of trails surrounding the city reservoir that are frequented by fishers, bird watchers, berry pickers, hikers, and other citizens taking part in outdoor recreational activities.

Data Collection Methods

The SAP&DC deployed 13 TRAFx Infrared Trail Counters on the trails listed above. The infrared counters were placed in 9" x 5" x 2.5" General Electric metal cases (as seen in *Figures 2-7* above) to protect the counters from tampering and the elements. The counter boxes were strategically placed near trailheads (fastened on to trees, posts, or signs) to get an accurate count of people utilizing the trails. The counters work most accurately when they are within 20 ft of the main trail activity (*Figure 9*) and were placed accordingly. The counter records a count each time the infrared beam is broken by an object. It is important to note possible errors in the count, due to non-human objects breaking the beam or trail users being too far from the counter for the count to register.

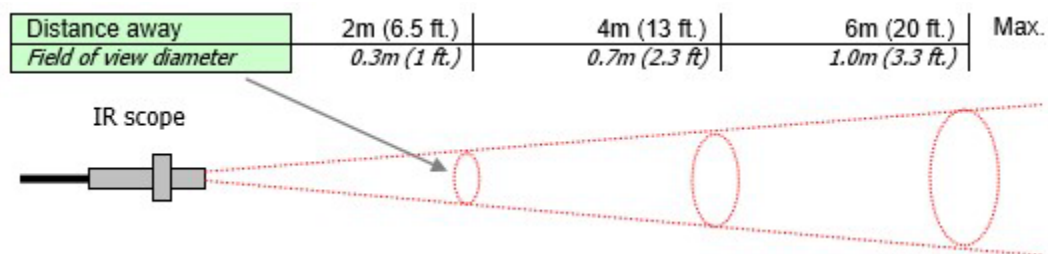


Figure 8: Diagram from TRAFx Manual explaining the field of view of infrared counters.

Most of the counters were installed in the spring of 2019, between the months of March and May, however some were deployed in 2018. More recent deployments occurred in the summer of 2020. This report will only include the 2020 data for the counters. After deployment, counter data was collected and analyzed monthly. Monthly collection of the counters served to ensure that the counters were functioning properly. Data was collected from the counters using a TRAFx Dock, which plugs in to the counters' motherboards and downloads the data. The data from the dock was then downloaded and uploaded to TRAFx DataNet for processing. The total counts for each trail were divided by two to eliminate double counting visitors as they entered and exited the trailheads. Some trails will have gaps in the data. This is caused by routine maintenance of counters, resulting in them being pulled from the field and redeployed following the necessary maintenance.

An ArcGIS Online (AGOL) Dashboard was created and published to the SAP&DC AGOL homepage to publicly display the trail count data. The dashboard displays the location of all the monitored trailheads with point shapefiles. Clicking on a trail name in the legend will zoom to the trailhead location and display monthly counts, as well as a to-date yearly total for the trail. The dashboard is updated monthly as counts are collected from the field. The dashboard can be viewed at the following URL: <http://sapdcgis.maps.arcgis.com/home/index.html>.

COVID-19 Impact on Trail Usage

The COVID-19 pandemic caused statewide lockdowns beginning in March of 2020. Indoor facilities, such as restaurants, retail spaces, and indoor recreation venues, were closed. Work from home orders were also instituted for most non-essential workers. The lockdown and subsequent closures left citizens of the Commonwealth looking for outdoor recreational opportunities where social distancing could be achieved. The trails in the Southern Alleghenies Region saw a dramatic increase in visitors during the periods of the lockdown (*Table 1*).

SAP&DC was able to compare the numbers of users on 5 trails in the region during lockdown months and the year prior (the counter at Thousand Steps was deployed on 3/27/19 and did not record full March 2019 data). Comparing the months of March, April, and May from 2019 to 2020, the increase in trail users is apparent. While other factors, such as good weather, may have contributed to the rise in trail usage, it is clear that citizens of the region used trails more frequently for outdoor recreation when other options were limited. Trail usage was up **190.86%** (9,743 more users) in the months of March, April, and May 2020 than in the same months during 2019.

Trail/Trailhead	March 2019 Count	April 2019 Count	May 2019 Count	March 2020 Count (Diff)	April 2020 Count (Diff)	May 2020 Count (Diff)
Shuster Way Heritage Trail	122	1,351	949	1,593 (+1,471)	1,301 (-50)	1,685 (+736)
H&BT Riddlesburg	128	169	205	287 (+159)	380 (+211)	374 (+169)
H&BT Cypher	43	296	307	209 (+166)	250 (-46)	65 (-242)
H&BT Tatesville	120	572	637	571 (+451)	650 (+78)	753 (+116)
Thousand Steps	N/A	2,712	2,815	4,540	4,443 (+1,731)	7,241 (+4,426)

Table 3: COVID-19 pandemic trail usage statistics and comparison.

Trail Count Table and Reports

The information presented below is the data collected for the 2020 calendar year. *Table 2* shows the date in which the counter began counting for the year 2020. As stated earlier, most of the counters were deployed in previous years, and have a full year of coverage. However, five additional counters were deployed in the late summer and fall of this year. *Table 2* also shows valuable data, such as average daily total (ADT), total users, and the peak usages of the trails.

Figures 11-23 are TRAFx generated reports for each trail counter. The reports show all of the data the counter has collected since its deployment to a particular location. The reports show a line graph showing the weekly totals throughout the year(s). A pie chart is presented showing which days of the week recorded the most users, as well as presents the ADT for the trail. The reports also generate a series of bar graphs. The graphs depict the hourly, monthly, and yearly ADT recorded on the trail.



Figure 9: Deployment at Campground Trail in Prince Gallitzin State Park.

Trail/ Trailhead	Count Start Date	Average Daily Total	Average Visitors Per Month	2020 Total*	Peak Usage Month (Count)	Peak Usage Day of the Week (ADT)	Peak Usage Hours
Shuster Way Heritage Trail	1/1/20	44.085	1,335.4	16,135	September (1,758)	Sunday (60.5)	9-11 AM, 2-5 PM
H&BT Riddlesburg	1/1/20	7.576	229.4	2,773	March (380)	Sunday (10.6)	9-11 AM, 1-3 PM
H&BT Cypher	1/1/20	4.339	132	1,584	April (250)	Sunday (8.5)	10 AM, 2-4 PM
H&BT Batesville	1/1/20	11.053	300.5	4,045	May (753)	Sunday (18.3)	2 PM–5 PM
James Mayer Riverswalk	1/1/20	18.370	805.1	6,724	May (1,515)	Sunday (40.8)	1-4 PM
Path of the Flood	1/1/20	15.808	481.3	5,786	May (749)	Sunday (22.2)	9-11 AM, 2-5 PM
Somerset Lake	1/1/20	1.014	29.2	371	September (100)	Tuesday (2.2)	9-11 AM, 1-3 PM
Thousand Steps	1/1/20	114.964	3,503	42,077	May (7,241)	Saturday (223.2)	1–3 PM
PGSP Campground Trail	8/24/20	10.39	318	1,590	September (632)	Saturday (26.3)	10-11 AM
PGSP Lakeshore Trail	8/24/20	11.752	380.7	1,903	September (559)	Saturday (20.7)	1-3 PM
Lower Trail Flowing Spring	9/30/20	24.663	756.3	2,269	October (1,048)	Saturday (41.4)	12-2 PM
Lower Trail Alfarata	9/30/20	46.902	1,438.3	4,315	October (2,257)	Saturday (85.2)	1-4 PM
Nathan's Divide	8/24/20	14.217	460.7	2,304	September (872)	Tuesday (26.9)	8-11 AM

Table 4: 2020 trail count data and statistics.

*- Counts may vary due to maintenance on counters.

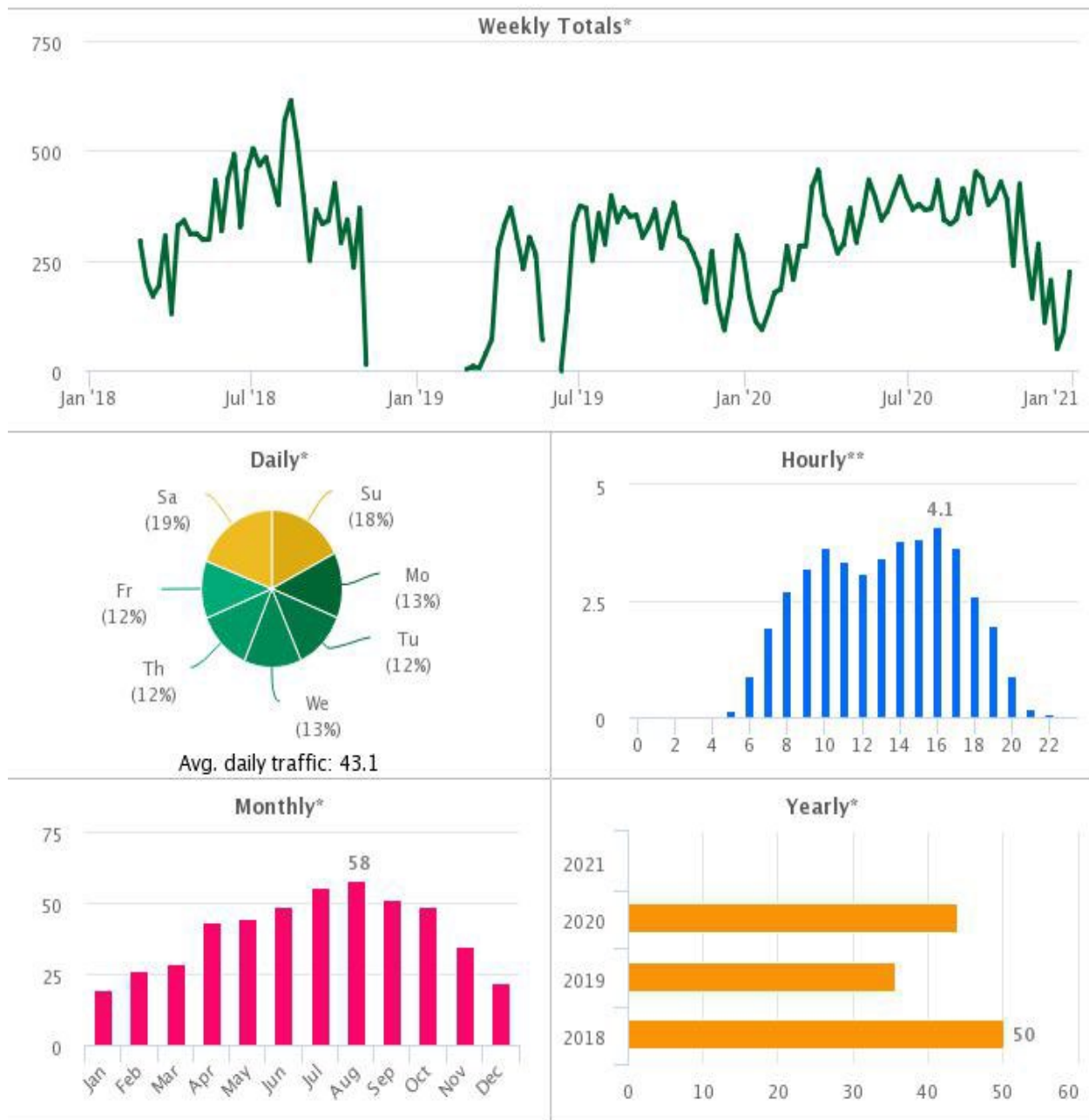
The Shuster Way Heritage Trail

Site report: from 2018-01-01 to 2021-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.

** Based on last year of data only.

Figure 10: Trail report for the Shuster Way Heritage Trail.

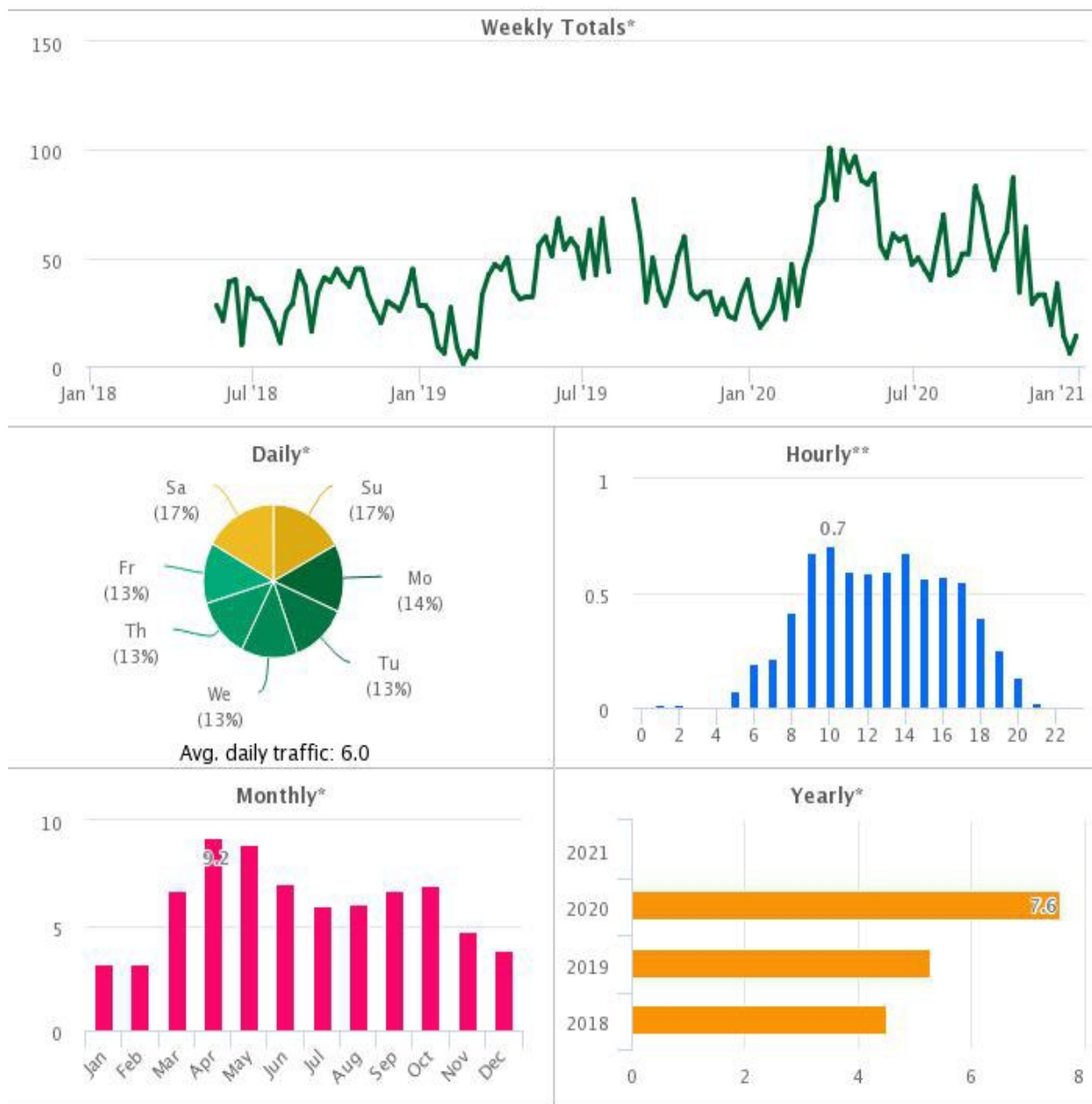
H&BT Riddlesburg

Site report: from 2018-01-01 to 2021-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.

** Based on last year of data only.

Figure 11: Trail report for the H&BT Riddlesburg Trailhead.

H&BT Cypher

Site report: from 2018-01-01 to 2021-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)

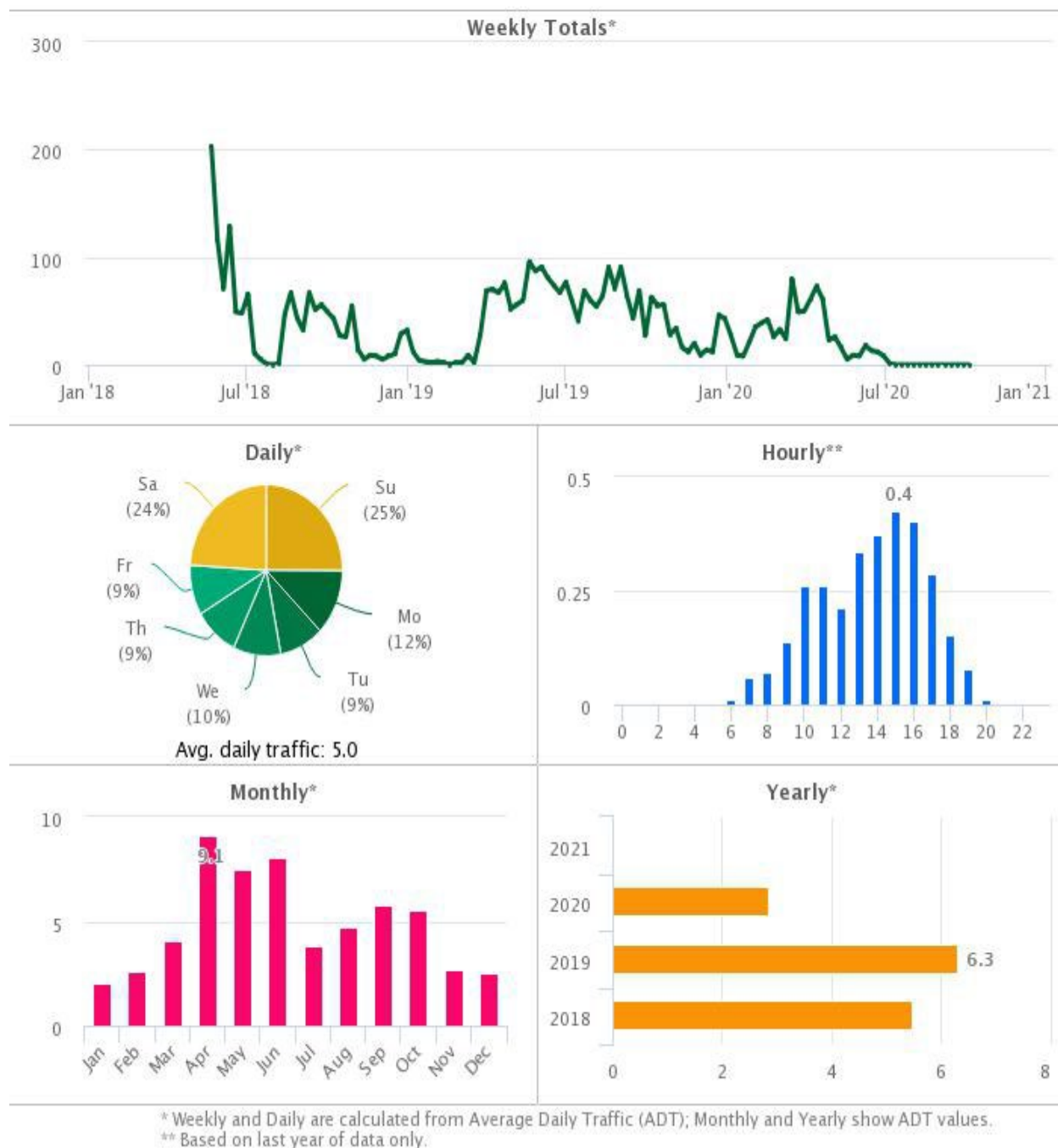


Figure 12: Trail report for the H&BT Cypher Trailhead.

H&BT Tatesville

Site report: from 2018-01-01 to 2021-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)

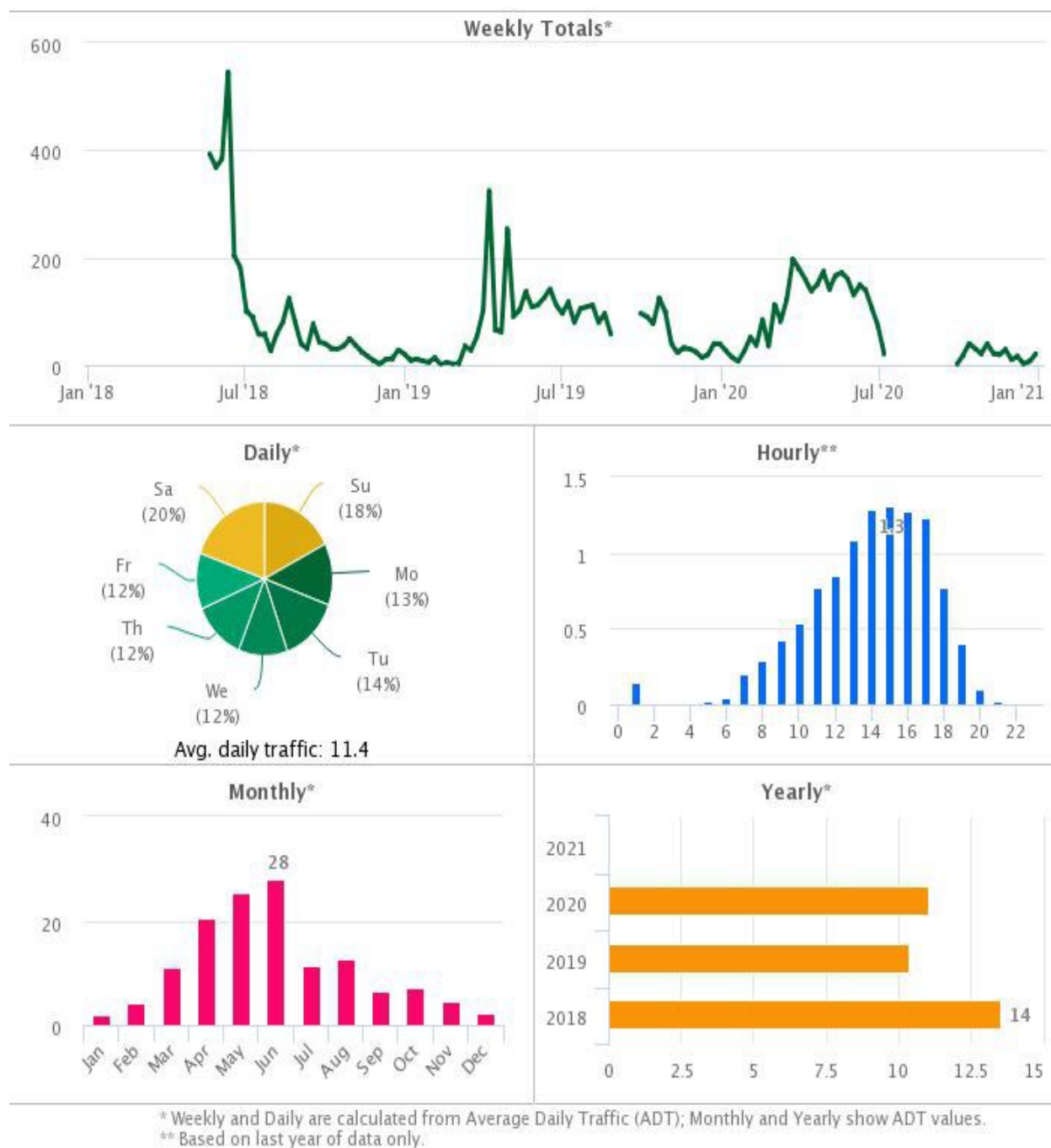


Figure 13: Trail report for the H&BT Tatesville Trailhead.

Jim Mayer

Site report: from 2019-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)

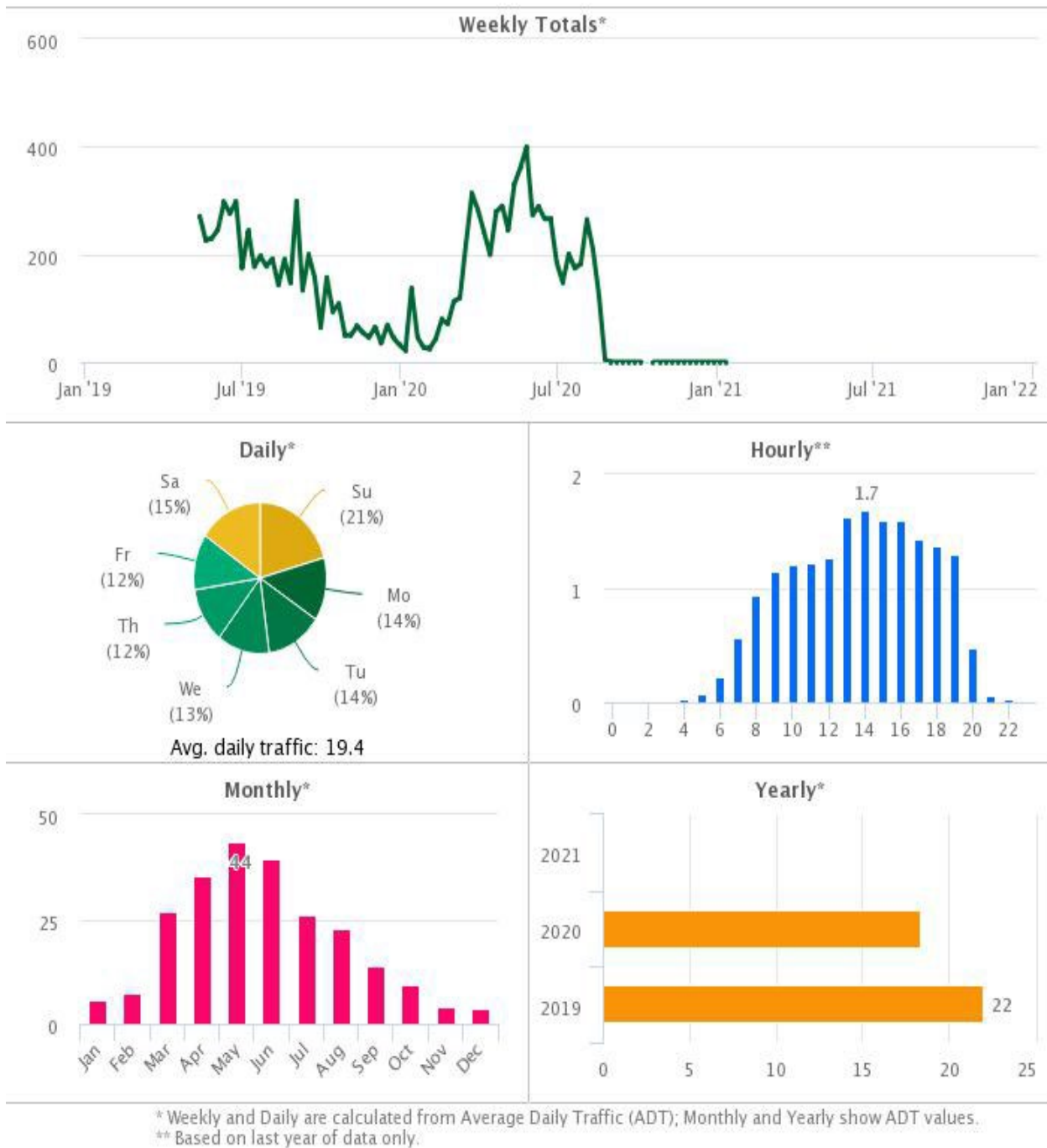


Figure 14: Trail report for the Jim Mayer Riverswalk.

Path of the Flood

Site report: from 2019-01-01 to 2021-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)

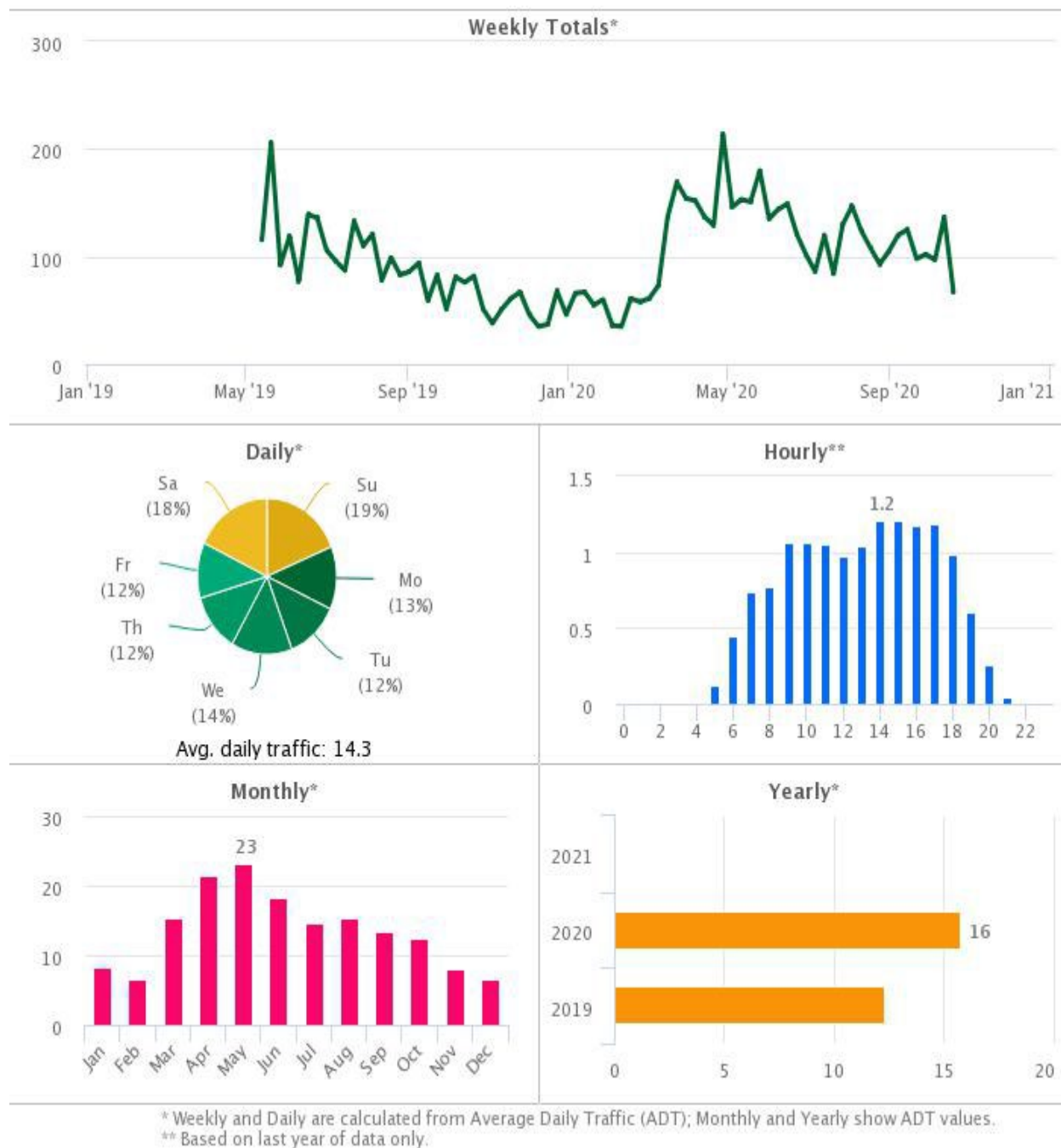


Figure 15: Trail report for the Path of the Flood.

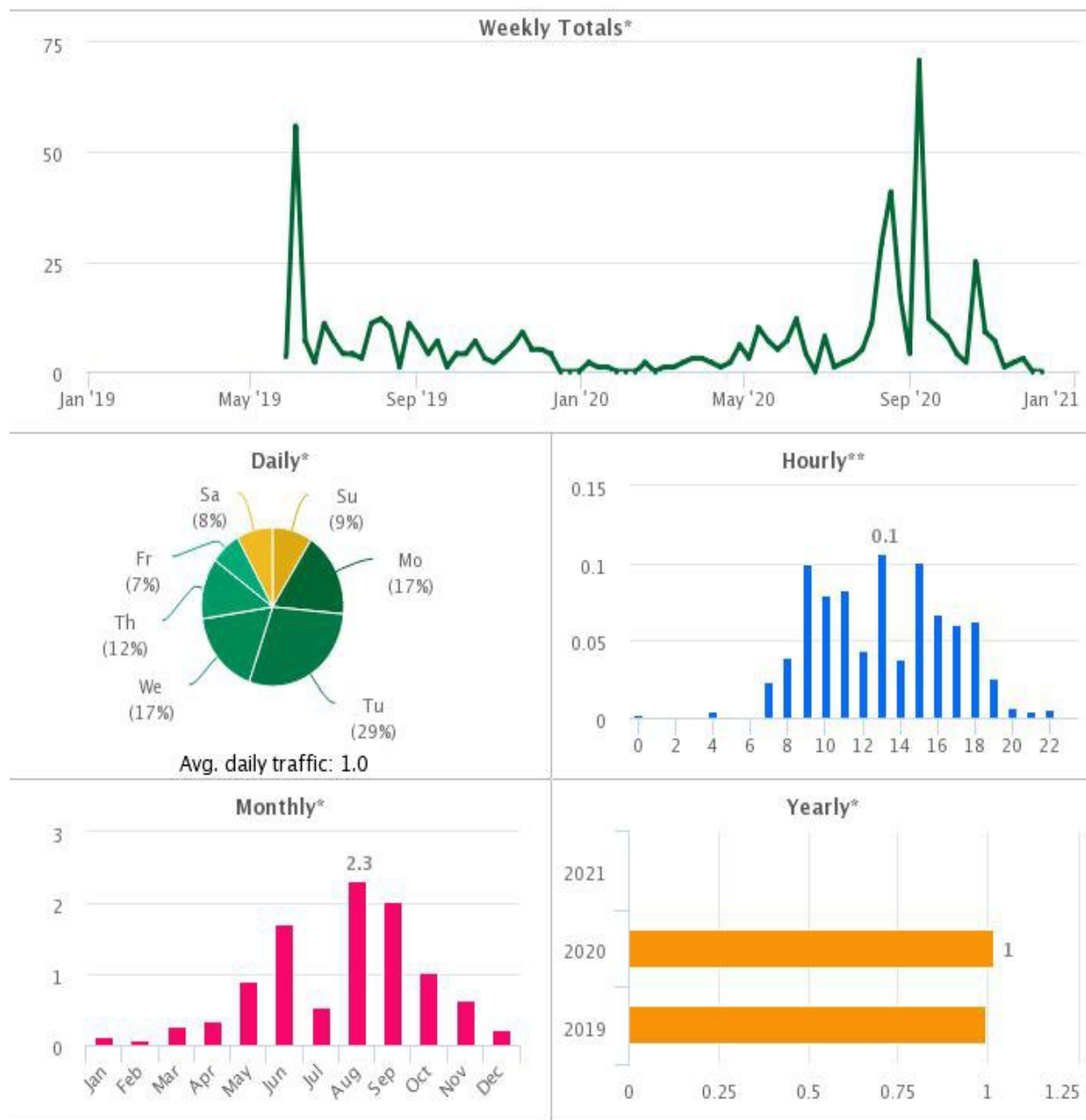
Somerset Lake

Site report: from 2019-01-01 to 2021-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.

** Based on last year of data only.

Figure 16: Trail report for Somerset Lake.

Thousand Steps

Site report: from 2019-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)

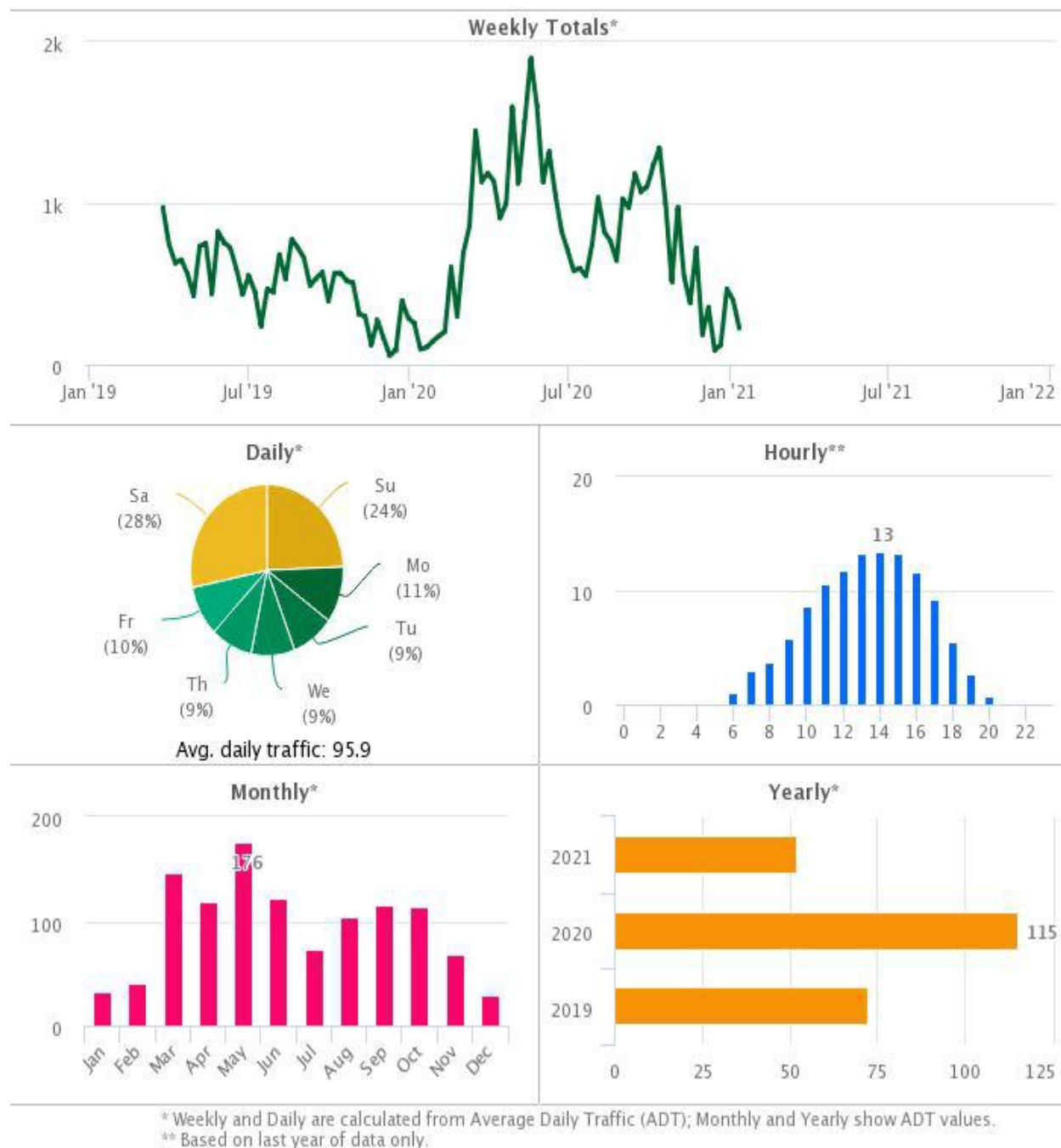


Figure 17: Trail report for Thousand Steps.

Campground Trail PGSP

Site report: from 2020-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

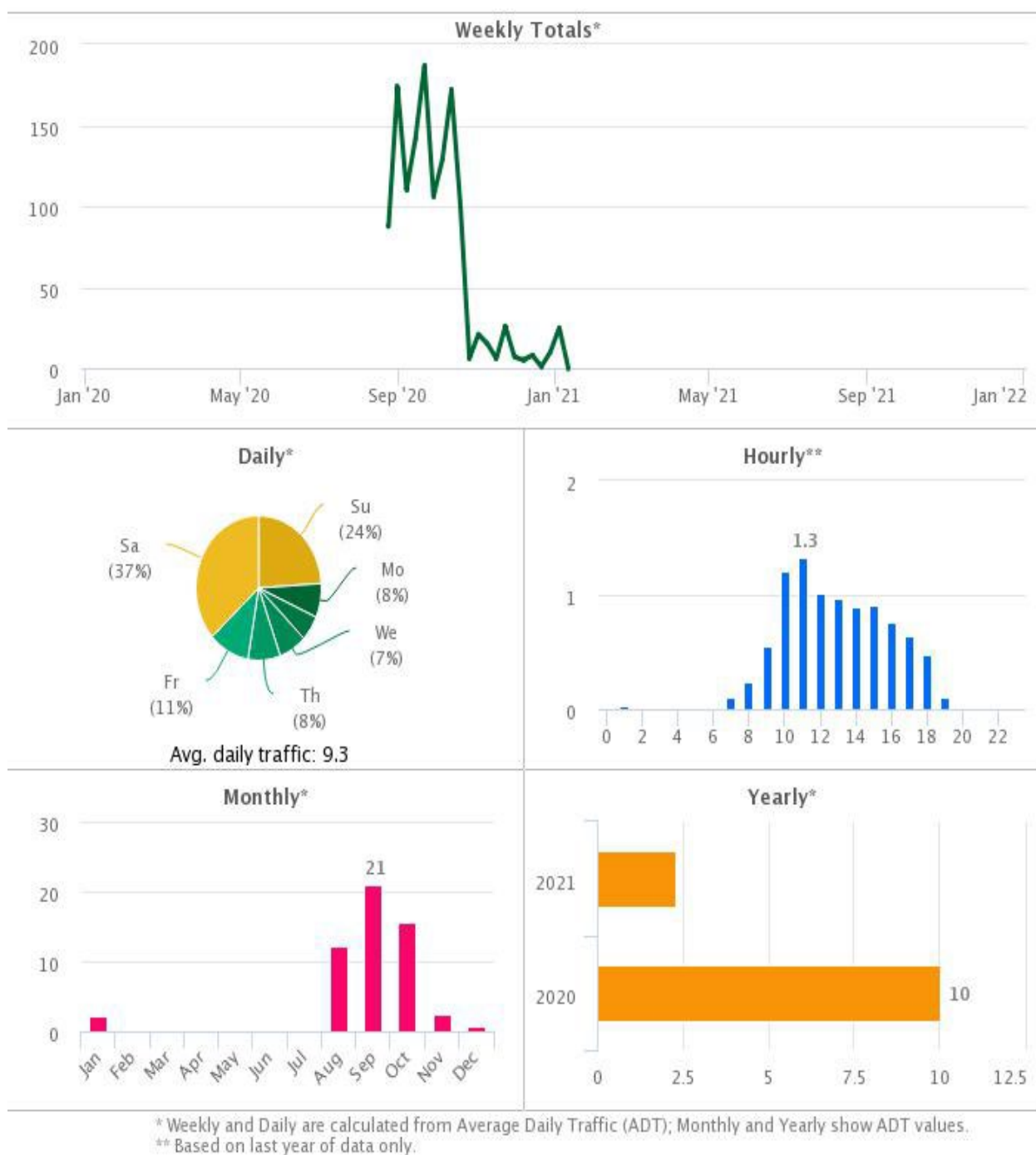


Figure 18: Trail report for the Campground Trail in Prince Gallitzin State Park.

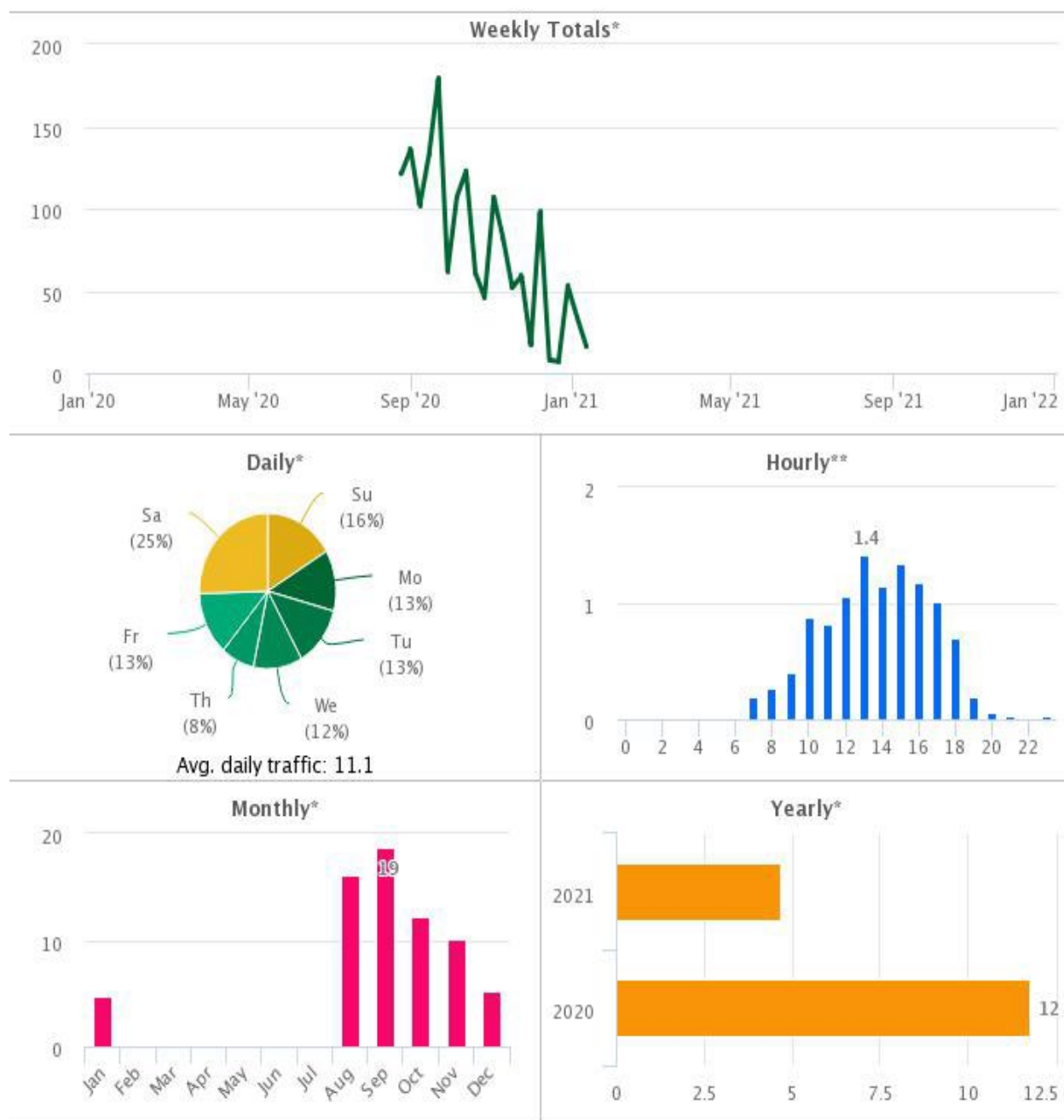
Lakeshore Trail PGSP

Site report: from 2020-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.

** Based on last year of data only.

Figure 19: Trail report for the Lakeshore Trail in Prince Gallitzin State Park.

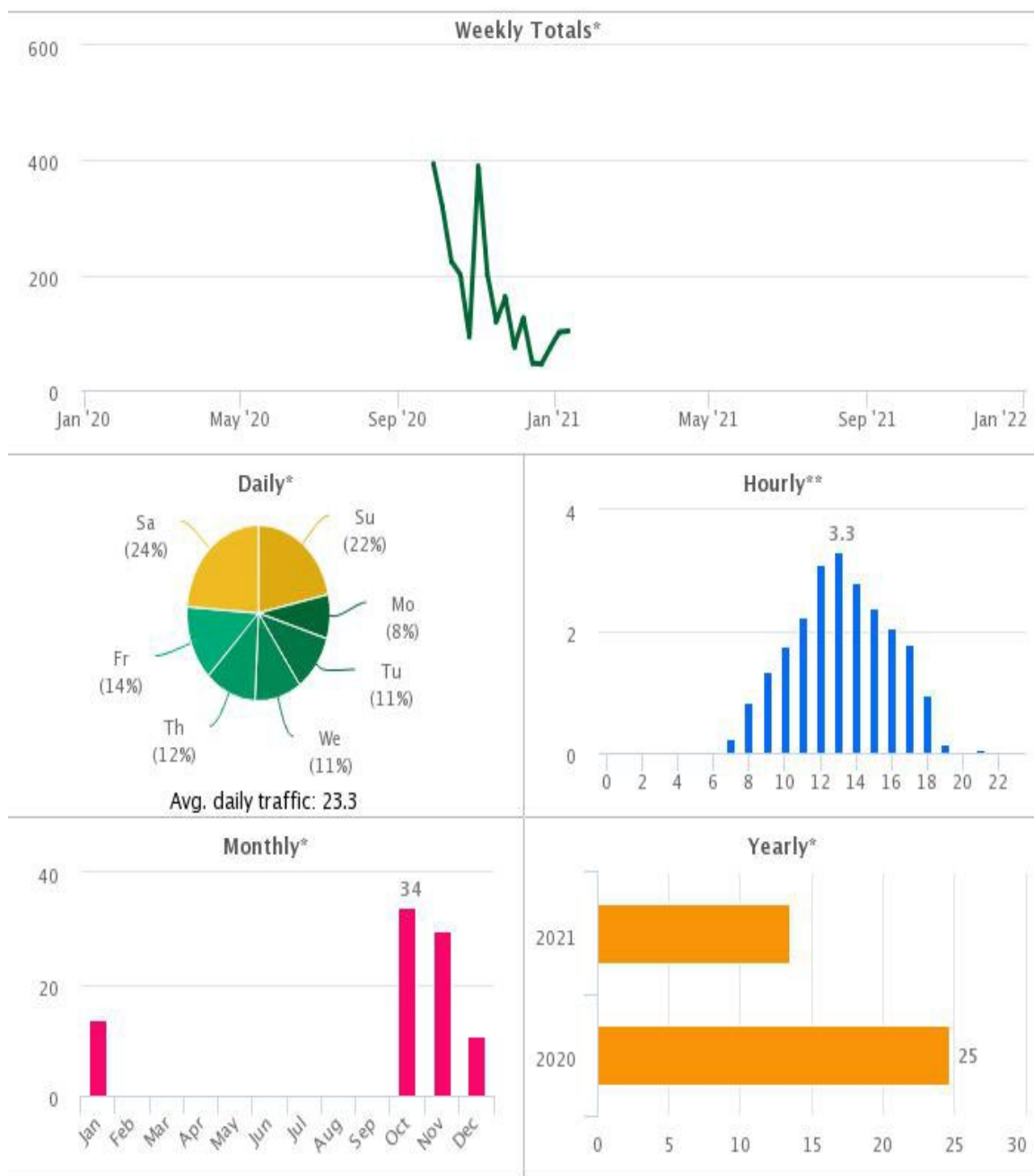
Lower Trail– Flowing Spring

Site report: from 2020-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-02-04

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.

** Based on last year of data only.

Figure 20: Trail report for the Flowing Spring station of the Lower Trail.

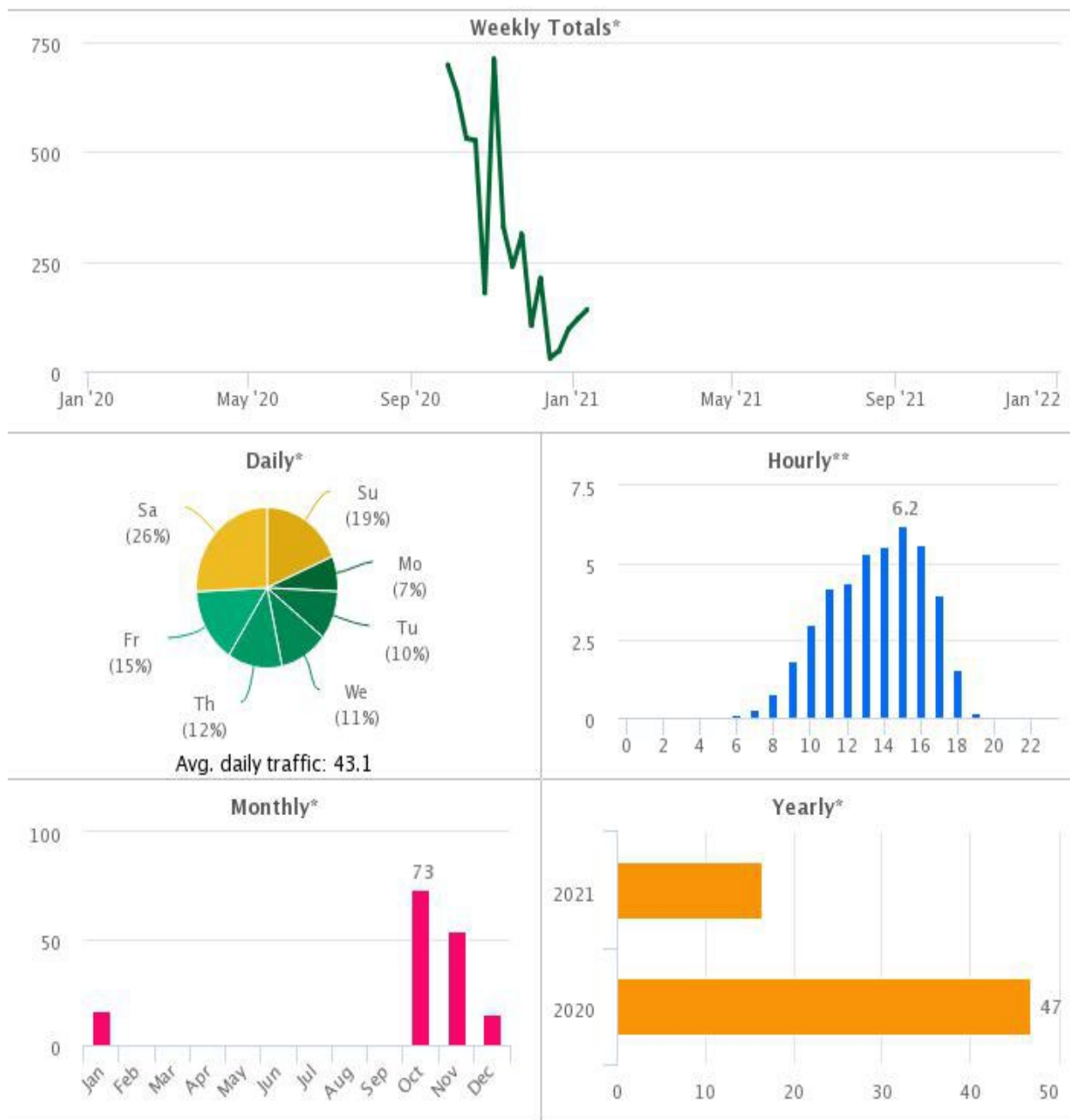
Lower Trail – Alfarata

Site report: from 2020-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.

** Based on last year of data only.

Figure 21: Trail report for the Alfarata station of the Lower Trail.

Nathan's Divide

Site report: from 2020-01-01 to 2022-01-01

Made by: mbjorkman@sapdc.org on 2021-01-27

Made with: TRAFx DataNet (www.trafx.net)

Divide 2 (Yes)

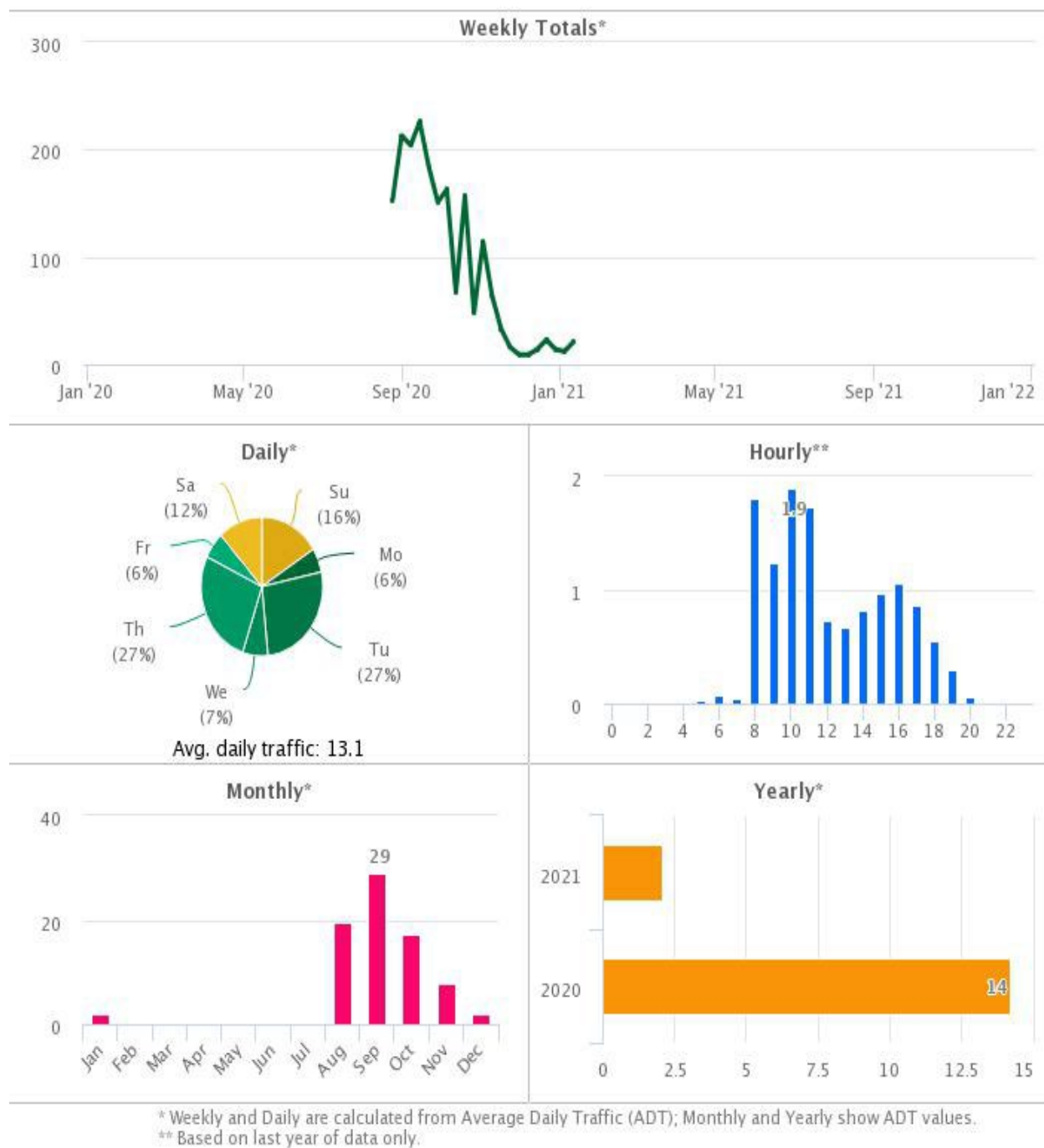


Figure 22: Trail report for Nathan's Divide.

Appendix B: Candidate Project Selection Process

The Southern Alleghenies RPO will act as a clearing house for bicycle and pedestrian projects of significant quality and value to the Region. The projects chosen for the Candidate Project List will be based on how the project supports the goals and objectives of the Plan. Additionally, to be placed on the Listing, it will be imperative for project sponsors and stakeholders to demonstrate that their project meets certain developmental standards set forth in this guidance. It is expected this selective process will show potential funders that projects in this listing have been appropriately vetted and are at or nearing the next developmental stage. In the RPO's role as a clearing house for bicycle and pedestrian projects, federal, state, and local partners can be assured a project has been vetted and listed in any of the three categories for development based on demonstrated level of planning, readiness, and need.

** Being listed on any stage of the Candidate Project List does not guarantee grant funding in any way. It is simply a way for federal, state, and local partners to utilize the RPO to work with local stakeholders in developing projects of significant quality and value.*

Evaluation Criteria:

- **Planning & Readiness**
 - Has a project sponsor been selected?
 - Has a defined scope been devised?
 - Does the project have detailed drawings?
 - Has an engineer prepared a preliminary cost estimate?
 - Does a financial plan exist, including potential grant and local match sources?
- **Need**
 - Does the project have a statement of need?
 - Is there documented support for the project?

Developmental Categories:

- **Initial** – Projects in this phase are generally very conceptual at this point. They don't have any of the major components indicating serious planning and readiness, but they do have a demonstrated need.
- **Early Developmental** – Projects in this phase have a clearly demonstrated need and multiple components showing there has been some planning for the project. These projects may be just beginning to formulate the financial plan. Typically, these projects will not be ready for a grant application or construction (assuming funding is available), within six months.
- **Advanced Developmental** – Projects in this phase are well developed and show a clear and documented need. These projects show significant progress or completion of all components under the Planning & Readiness criteria. Significant planning is evident, and the project sponsors are nearing readiness for grant applications and for construction (assuming funding is available), generally within six months.
- **On-Going Maintenance** - Projects in this phase are fully developed and operational. These projects have expended all funds associated with the development process of the project and now require additional funding to ensure the trail remains operational, is safe for all users, and preserves a positive trail experience. Work in this category can include but is not limited to clearing debris and maintaining surface conditions.

Selection Process and Timeline:

- Application Period – The RPO will accept applications to be placed on the Candidate Project List on a rolling basis. Project submissions will be evaluated and scored twice a year (July/January).
- Site visits will be conducted as needed.
- The RPO's Rural Transportation Technical Committee will evaluate all projects submitted based on the evaluation criteria and place projects into developmental categories as determined by an average score.
- The RPO's Rural Transportation Coordinating Committee will approve selected projects to be included on the Candidate Project List.
- The Candidate Project List will be announced twice a year in July and January.
- The Candidate Project List will show which projects are new and any advancement between developmental categories.
- The RPO will make recommendations on advancement for: (See Appendix C: Candidate Project Listing)

** Note: The selection timeline is subject to change as needed to adhere to grant application cycles.*

Appendix C: Candidate Project Listing

The following Candidate Project Listing projects were evaluated at the June 29, 2022 Rural Transportation Technical Committee (RTTC) meeting and placed into developmental categories based upon committee member scoring. Projects were reviewed and approved by the Rural Transportation Coordinating Committee (RTCC) meeting on July 13, 2022.

Developmental Category	Project Title	Project Sponsor	Project Location/County	Project Description	Does a financial plan or strategy exist?	Does the project have a vetted project cost? (\$\$\$)	Has a statement of need been developed?	Is there documented support for the project?
Early Developmental	Great Allegheny Passage	Somerset County	Somerset County	The Great Allegheny Passage is a 150-mile trail, with 42 miles of it being owned and maintained by Somerset County. The continued upkeep and maintenance for this trail needs to be supported by grant funding when possible.	Yes	No	Yes	Yes
	Shuster Way Heritage Trail, Winglee Property Extension	Bedford Joint Municipal Authority	Bedford Borough & Bedford Township / Bedford County	The Shuster Way Heritage Trail is a conservation, recreation, and economic development project that will connect downtown Bedford to Omni Springs Resort and Spa (completed in 2015) to Old Bedford Village (scheduled for completion by June 2023), and lodging establishments at the Bedford PA Turnpike interchange (currently in the planning stage).	No	No	Yes	Yes
Advanced Developmental	Somerset Lake Nature Park	Somerset County	Somerset Township / Somerset County	Somerset Lake Nature Park, when completed, will be a 5-mile loop trail around Somerset Lake. After this spring, the county will have 1 mile completed. We are currently working on additional design and engineering for additional sections.	Yes	Yes (\$797,052.30)	Yes	Yes
	Bricktown Unity Trail Improvements	Mount Union Borough	Mount Union Borough / Huntingdon County	The proposed scope of work includes: repairing stormwater inlets by rebuilding the tops and upgrading the grates for safe bicycle travel; replacement of sidewalk panels as needed; street and alley corners upgraded to ADA-compliant ramps; corrected paving and drainage; and the reconstruction of the entrance to Riverside Park to improve access.	No	Yes (\$467,184.95)	Yes	Yes
	Mountain Bike for Life	Huntingdon Borough	Huntingdon Borough / Huntingdon County	The proposed project will provide "rentable" E-assist mountain bikes to make trail riding accessible to all ages, demographics, economic resource levels, etc.	Yes	Yes (\$196,688.68)	Yes	Yes
	September 11th National Memorial Trail	Somerset County	Somerset County	The September 11th National Memorial Trail starts at the Garrett trailhead of the GAP. It is currently built to 1.5 miles down the road on an old rail bed. The goal is to continue where phase 1 left off right outside of Garrett Borough in Summit Township, and continue on the old rail bed into Berlin, PA. The trail will then be on-road into Shanksville, PA.	Yes	Yes (\$6,339,575)	Yes	Yes

Appendix D: Accomplishments of the 2016 Candidate Project Listing

The following projects, listed in the 2016 Bicycle and Pedestrian Plan, have made significant progress throughout the tenure of the Plan. These projects have completed sections of the facility, advance stages or phases toward construction, have ascertained necessary pieces of the financial plan, or advanced in some other significant way.

BEDFORD COUNTY

- The Old Pennsylvania Turnpike (TOPT) Trail
 - Stakeholders on the project have formed the Bedford Fulton Joint Recreation Authority, which now owns the property and is the sponsor for the project. The Recreation Authority is working with national partners on a marketing campaign to complete the trail. This partnership is expected to lead to significant public and private investment in the facilities along the Trail. Applications for funding are in development. A master plan has been completed and is in the process of implementation. Progress on the construction phase is expected in 2022.
- Shuster Way Heritage Trail
 - The Heritage Trail was renamed the Shuster Way Heritage Trail to recognize the impact Congressman Shuster has had on the Trail. The Bedford Joint Municipal Authority has worked with landowners to acquire the remaining right of way and to design the remaining aspects of the northern extension of the Trail between Bedford Borough and Old Bedford Village.
- The Huntingdon & Broad Top (H&BT) Trail
 - Broad Top Township applied to the PennDOT TA Set-Aside Program in 2017 to build a 2-mile northern extension to the Trail. The Township was awarded and constructed the extension between Riddlesburg and Warrior's Path State Park. The Township plans to make connections with the Park and to extend the trail beyond their borders by working with neighboring municipalities. As it is now, the facility extends from Batesville at its southern terminus 12.5-miles to its northern terminus just north of Riddlesburg.

HUNTINGDON COUNTY

- Juniata College – Huntingdon Borough Connectivity
 - Huntingdon Borough recognizes the importance of this connectivity for a plethora of reasons, including the perceived benefits to safety and the economic resilience of the Downtown. The Borough has applied to the Multimodal Transportation Fund, and was awarded, for streetscape improvements including new lighting between the Campus and the Downtown. The Borough has plans for additional phases of lighting improvements. Additionally, the Borough submitted a MTF application in the Summer of 2021 for funds to construct a bike lane along Susquehanna Avenue.

- Lower Trail
 - The entirety of the Lower Trail is expected to be an off-road portion of the September 11th National Memorial Trail. Planning is underway to transition the eastern terminus of the Trail in Alfarata to a mix of on-road and mixed-use trails enroute to Huntingdon Borough, connecting the communities of Alexandria and Petersburg via the Juniata Valley School District to provide a safe route between the communities and the schools.
 - The Lower Trail has undergone significant improvements at its western terminus in Blair County. In 2019, an underpass was constructed to take the trail under U.S. 22 for a future connection to the trail system in Canoe Creek State Park. Discussions are ongoing with DCNR to plan for this future development.
- Standing Stone Trail
 - PennDOT District 9-0 is currently coordinating with the Standing Stone Trail Club to see if the U.S. 22 crossing near Mapleton can be relocated as part resurfacing project.
- Walk Huntingdon Sign Project
 - The Walk Huntingdon sign project builds off the national Walk [Your City] program. The program helps communities increase walkability by placing community signs with information on how long it requires walking to particular destinations.
- Bricktown Unity Trail – Pennsylvania WalkWorks Program
 - The Southern Alleghenies RPO, in coordination with Mount Union Borough, submitted an application to the Pennsylvania Department of Health WalkWorks Program to designate a 1.65-mile walking route throughout town, with a .5-mile extension utilizing the Pennsylvania Avenue Linear Park.
- Pennsylvania Avenue Project
 - After significant efforts to devise a workable financial plan, Mount Union Borough constructed a multimodal corridor, complete with sidewalks, a walking path, a rail spur, and a new retaining wall to carry Pennsylvania Avenue. This project represented significant effort and coordination at the local, regional, and state level. This project finished construction in the summer of 2021.

SOMERSET COUNTY

- September 11th National Memorial Trail
 - Somerset County, in coordination with the September 11th National Memorial Trail Committee, is in various stages of planning and development of portions of the Trail south of Somerset Borough. The County is working to construct a section of the Trail under the Buffalo Creek Bridge and to connect the Trail with the Great Allegheny Passage (GAP) Trail.
- Somerset Lake
 - Somerset County has constructed a parking area, pavilions, and sections of trail around the Lake.

- Quemahoning Lake Trail System
 - Since the adoption of the 2016 Plan, local stakeholders have constructed approximately 21-miles of trails. Phase I is a 16-mile, single-track loop encircling the entire reservoir designed for mountain-bicycling and walkers/runners. Phase II – Section 1 is about 6.5 miles of secondary loops off of the primary loop, which includes more technical trails. Phase II – Section 2 is currently under construction.
- Windber Recreational Park – Pennsylvania WalkWorks Program
 - The Southern Alleghenies RPO, in coordination with Windber Borough, submitted an application to the Pennsylvania Department of Health WalkWorks Program to designate a one-mile walking route around the municipal recreational area.

Appendix E: Funding and Assistance for Bicycle and Pedestrian Projects

The following listing outlines various local, state, and federal sources of assistance and funding for bicycle and pedestrian projects, as well as identifies local trail groups and community fundraising.

- REI Bedford – Trail Maintenance
 - REI Bedford coordinates volunteers and supplies for trail maintenance.
 - REI typically tries to help out with one project per quarter by providing a ½ day to full day of volunteers.
 - Volunteers work on basic maintenance and cleanup.
 - Projects are planned a few months in advance and limited to Bedford County or a reasonable distance (usually not more than one hour away).
 - If REI is not able to provide physical assistance, they usually help by supplying equipment or water bottles.
- REI Bedford – Grants
 - REI issues grants annually and starts its process between January and February.
 - Awards typically range from \$2,000 to \$10,000.
 - Recent trail projects have included: helping out with the Allegrippis Trails at Raystown Lake, maintaining local rail trails, and helping with connecting the Lower Trail to Canoe Creek State Park.
- Federal Highway Administration
 - The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
 - <https://highways.dot.gov/federal-lands>
- Appalachian Regional Commission (ARC)
 - ARC's Area Development Program makes investments in two general areas: critical infrastructure and business and workforce development. Critical infrastructure investments mainly include water and wastewater systems, transportation networks, broadband, and other projects anchoring regional economic development.
 - <https://www.arc.gov/>
- U.S. Army Corps of Engineers
 - <https://www.usace.army.mil/>
- PA Department of Conservation and Natural Resources (DCNR)
 - Community Conservation Partnerships Program (C2P2) Grants – DCNR's Bureau of Recreation and Conservation (BRC) assists local governments and recreation and conservation organizations with funding for projects related to parks, recreation, and conservation.
 - <https://www.dcnr.pa.gov/Pages/default.aspx>
- PA DCED
 - <https://dced.pa.gov/>
- PennDOT

- PennDOT provides grants to help plan for and implement projects such as trail and multimodal projects.
 - PennDOT Multimodal Transportation Fund (MTF) – Act 89 established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode.
 - PennDOT Transportation Alternatives Set-Aside (TASA) – The Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.
 - Automated Red-Light Enforcement (ARLE) – The primary purpose of ARLE in Pennsylvania is to improve safety at signalized intersections by providing automated enforcement at locations where red light running has been an issue. ARLE is a tool to help improve safety at intersections by delivering an automated enforcement activity that would otherwise be done by a police officer if enough resources were available.
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding has been used for bike rack installation.
- <https://www.penndot.gov/Pages/default.aspx>
- SAP&DC - Southern Alleghenies Regional Greenways Mini-Grants
 - <https://sapdc.org/>
- County and Municipal contributions – financial and land contributions.
- Foundations – Regional foundations such as The Mellon Foundation and Heinz Endowments have financially supported trail projects.
- Local businesses
- Area hospitals
- Local higher educational institutions
- Local banks
- Railroads – Land Donation. (CSX has donated former railroad right of way for trail development in the region.)

Appendix F: Summary and Disposition of Public Comments Received on the Draft Plan

The plan underwent a 30-day public review and comment period, from November 1, 2021 to November 30, 2021. The following is a summary and disposition of all comments received.

Comment: The Bicycle and Pedestrian Plan is ambitious and those who have contributed to the report deserve praise and thanks for their noble efforts. It is difficult to disagree with the fundamental elements and aspirations. Yet one profoundly crucial element is missing. Until we can win the hearts of elected officials and move them toward substantive action, many elements of the plan will remain exercises in futility. Walkability is not possible unless elected officials require sidewalks. That won't happen until community leaders realize that some people don't have unlimited access to automobiles. Connectivity will never occur unless townships, boroughs, and cities talk to one another and plan a system of non-auto arteries. Bicycles will not become the transportation device they have become elsewhere until we recognize them as such. When recently pleading my case for sidewalks in my community, an elected official did his best imitation of Marie "Let them eat cake" Antionette. If they need to get across the road, let them drive. Until we overcome such attitudes, this plan will gather so much dust on a shelf. We are going against a half century of institutional and social inertia, and it will not change until we widely convey (and back that with the funding to show) that people are more important than motor vehicles.

Response: N/A

Comment	Response
Figure 12 Map shows 9/11 National Memorial Trail in Huntingdon County following Route 655 north from Mill Creek Borough. The route has been updated to continue east to Mount Union, and can be found at link . The Figure 12 map also misses a vast network of off-road multi-use trails in the Rothrock State Forest. On page 35, the last paragraph talks about the AmTrak service to Huntingdon. The Pennsylvanian now does contain a baggage car. However, there is no access to it at the Huntingdon Station.	This has been added.
The Quemahoning Reservoir Trails network in Somerset County is missing from the trail maps.	This has been added.

The draft 2021 Bicycle and Pedestrian Plan is well written, comprehensive, and addresses the critical infrastructure areas which will continue to develop and maintain the use of trails for bicycle and pedestrian usage. I believe the 5 goals cover critical overarching areas which will drive continued improvement which will enhance public access and economic development.	N/A
I am a Somerset County resident and am so pleased to see both Starbucks (601 Area) and the Laurel Arts to Maple Ridge sidewalk areas addressed. Thanks!	N/A