

Forest Hills Borough Active Transportation Plan



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1 | Project Overview



Introduction

This Active Transportation Plan is intended to inspire action to implement improvements, programs, and policies that increase mobility of residents and visitors of Forest Hills Borough. The Active Transportation Plan is for everyone; it identifies physical improvements and strategies that make Forest Hills Borough a safer place to move about regardless of travel mode. This plan adheres to the concept that if streets are designed to be safe for the youngest and oldest users, they will be safe for everyone in-between. While the plan does not solve all of the mobility issues in Forest Hills, it identifies key improvements that will serve as a catalyst for future enhancements to the transportation network in the community.

To create a solid foundation for the Active Transportation Plan, the following Vision and Goals were identified at the outset of the project. These principles guide the development and implementation of the Forest Hills Borough Active Transportation Plan.

Vision

The vision for active transportation in Forest Hills Borough is intended to be broad and flexible, but also provide direction toward improving mobility in Forest Hills Borough.

All people will be able to move freely and safely about Forest Hills Borough regardless of age, ability, or mode of travel

Goals

The following goals are implementable and measurable accomplishments that are supported by detailed action items in the Active Transportation Plan. They recognize a resolution to a specific issue identified by the

community. The goals addressed by the Forest Hills Active Transportation Plan are:

- Improve walkability and transit access along key corridors
- Improve connection to key destination
- Increase transit amenities and opportunities for public transit service
- Improve on-road cycling in key locations
- Identify multimodal connection into Wilkinsburg and to the Great Allegheny Passage

Study Area Planning Context

Forest Hills Borough is situated in Allegheny County, Pennsylvania, and is a historic trolley suburb of Pittsburgh. Forest Hills is surrounded by the communities of Wilkinsburg, Churchill, Chalfant, North Braddock and Braddock Hills.

The primary transportation corridor in Forest Hills is Ardmore Boulevard (SR 0030), which also serves as the main commercial corridor in the borough. Forest Hills is bounded to the north by Greensburg Pike and to the south by Brinton Road. Many of the residential streets have sidewalks, and the borough is served by Port Authority Bus routes 59, 69, P68, P69, and P76.

Transportation Demographics

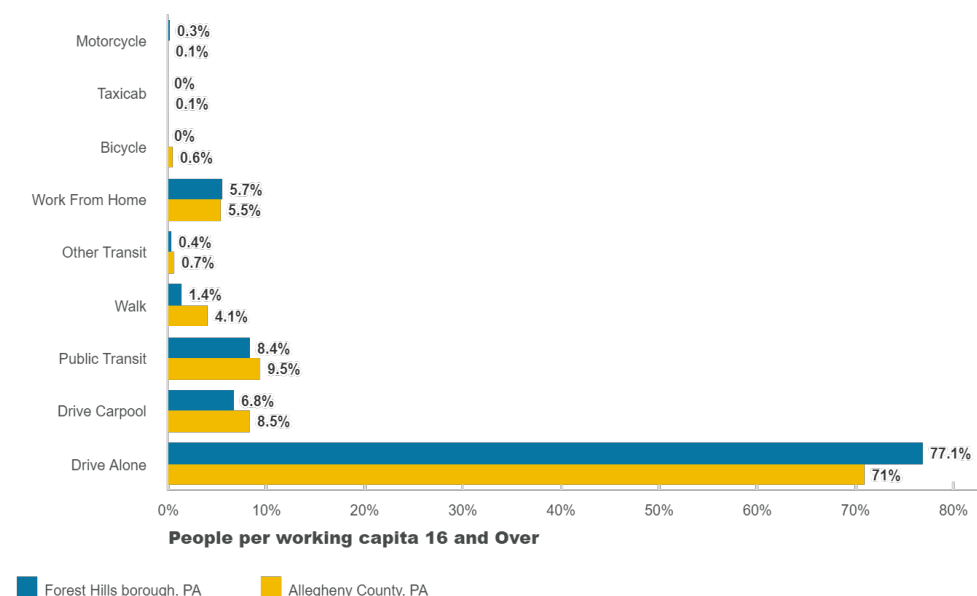
Many factors influence individuals' transportation decisions. These factors include the physical constraints of their surroundings, how far they need to travel, and their access to reliable transportation.

Commute Mode

People walking, biking, or using public transportation are the most vulnerable users of any transportation network. In the case of Forest Hills Borough, a majority of residents commute to work by driving alone, which



Commute Type by Percent of Residents Who Commute

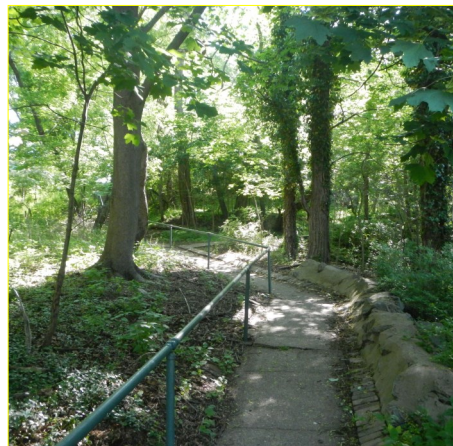


mySidelwalk.com - Sources: US Census ACS 5-year. This chart only represents individuals who commute.

is typical for suburban communities. However, there is a significant number of people (8.4% of commuters) utilizing public transportation.

Walkability Index

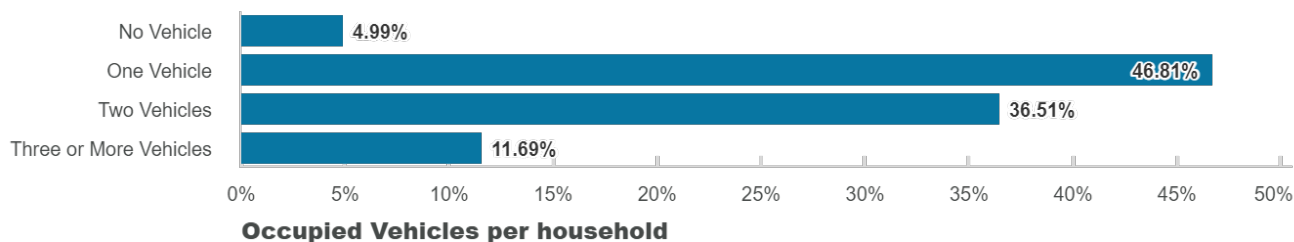
The US EPA characterizes the ease of pedestrian travel in an area with a Walkability Index. It considers factors such as a mix of employment types and occupied housing, street intersection density, and population density to assign a walkability score. The Walkability Index is a score out of 20; scores closer to 20 indicate that an area is more walkable, while scores closer to 1 indicate that an area is less walkable. The data shows that Forest Hills Borough's overall walkability score is 14.1.



Income and Access to Transportation Options

An individual's income and access to vehicles is another major factor which influences their transportation decisions. Forest Hills Borough is a wealthy community compared to neighboring communities. According to data from the US Census, the median household income in Forest Hills Borough is \$71,709. Which is significantly higher than some of the neighboring communities. It is not surprising then, that the percentage of households without access to a vehicle is very low.

Number of Vehicles Available by % of Total Housing



Forest Hills borough, PA

mySidewalk.com - Sources: US Census ACS 5-year

Community Health Data

It is important to understand the baseline health factors of a community when developing an active transportation plan. Maintaining active and healthy lifestyles remains increasingly important in communities across the country. Forest Hills Borough is no different. Therefore, providing opportunities for people to get outdoors for recreation and commuting purposes is a priority for the borough. This Active Transportation Plan outlines strategies to support this goal.

Obesity Among Adults

29.9%

People

Forest Hills borough, PA

31.9%

People

Allegheny County, PA

No Leisure-Time Physical Activity Among Adults

18.7%

People

Forest Hills borough, PA

21.7%

People

Allegheny County, PA

Sources: CDC BRFSS PLACES 2018

Sources: US Census ACS 5-year; CDC BRFSS PLACES

The obesity rate and physical health among adults in Forest Hills Borough is comparable to that of the Allegheny County average.

Consistency with the Comprehensive Plan

Forest Hills Borough's Comprehensive Plan identifies walkable neighborhoods and trails access as a goal, which includes access to frequent and convenient public transit, access to safe bicycle and pedestrian facilities, and connecting the seven parks within Forest Hills. Traffic calming along Ardmore Boulevard is mentioned as a strategy to encourage business development. The Comprehensive Plan also mentions the need to identify priority sidewalk improvements to be addressed throughout the borough.

The Comprehensive Plan included a detailed community survey. Some highlights related to active transportation include:

- 91% of respondents viewed walkability as important or very important.
- 94% of people view having a thriving, walkable downtown as important or very important.
- 55% of respondents would like to see increased transportation options.

Stakeholder and Public Involvement

The public involvement strategy for the Active Transportation Plan was shaped by the Covid-19 Pandemic. Limits on public gatherings required an approach that focused on virtual community engagement efforts. As such, no in-person public meetings were held during the development of the Active Transportation Plan.

Steering Committee

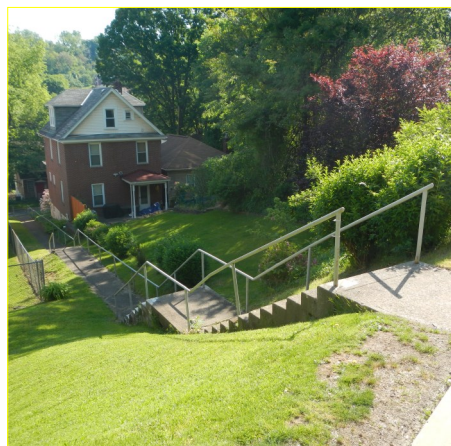
Forest Hills Borough identified an enthused, knowledgeable, and energetic group of individuals to serve on the steering committee. The steering committee met on three occasions during the course of the project to provide feedback that the project team used to develop the Active Transportation Plan.

Steering Committee Meetings

- **Meeting #1:** February 11, 2021—Existing conditions; vision and goals
- **Meeting #2:** April 8, 2021—Priority location areas; active transportation toolbox
- **Meeting #3:** June 10, 2021—Recommended active transportation network; catalyst improvement projects

Council Presentations

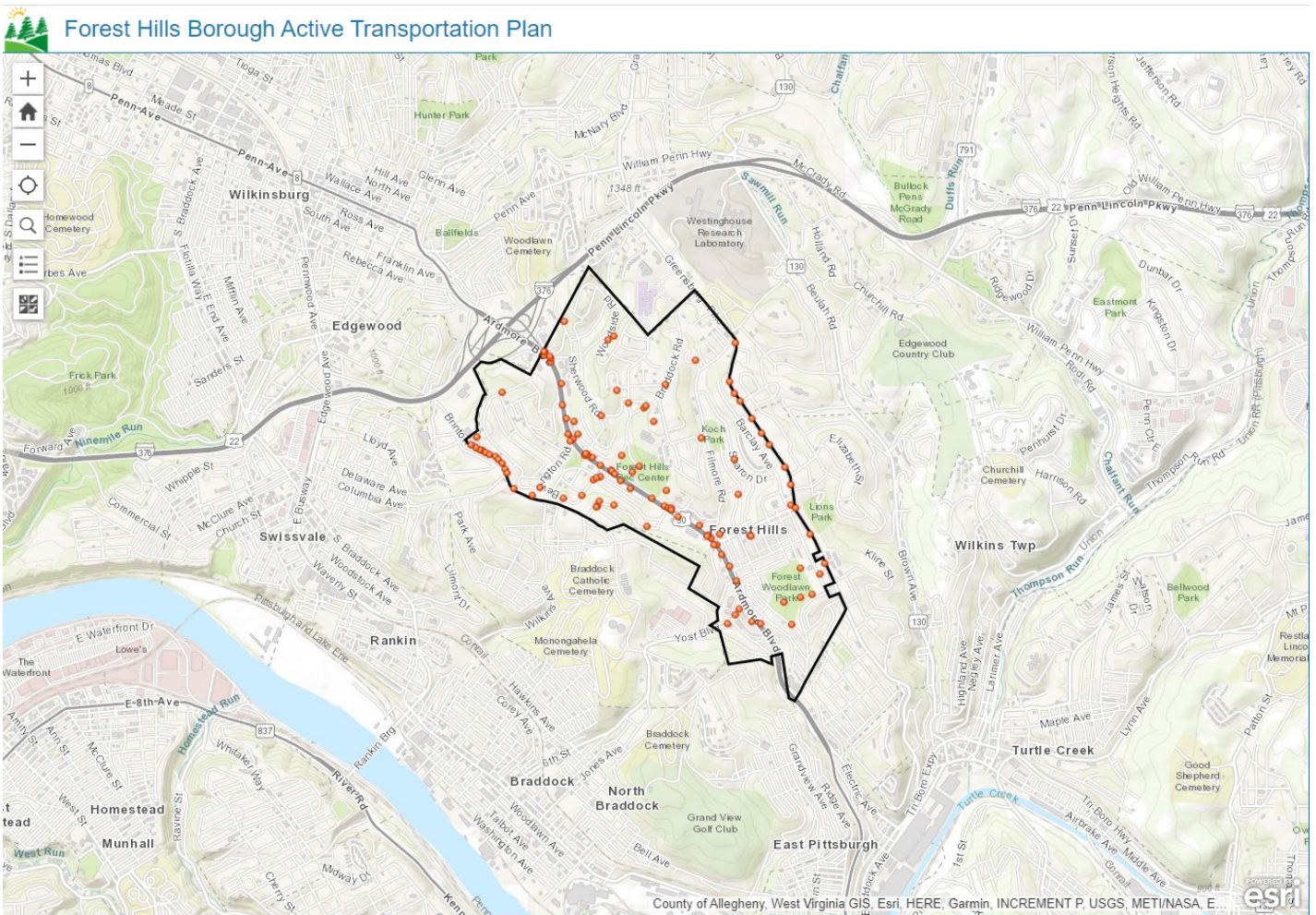
During the project, council presentations were used as an opportunity to educate the elected officials and public about the ongoing Active Transportation Plan. Members of the community were able to ask questions and make comments about walking and biking in Forest Hills Borough at these meetings. Additionally, the online public input platform was promoted at these meetings. A brief summary of the topics covered at each meeting is provided below.



- **Council Presentation #1:** March 24, 2021—Project overview; Draft vision; existing conditions & opportunities; public input strategies
- **Council Presentation #2:** TBD—Active transportation network; catalyst projects; implementation strategies

Online Interactive Map

An online interactive map was created to solicit input from the community about the issues and opportunities related to walking, biking, and using public transportation in Forest Hills Borough. The project team used the public input from the interactive map and input from the steering committee to develop identify improvements that would enhance walking, biking, and public transit in Forest Hills Borough.



In addition, the comments obtained have been summarized and categorized so the results can be evaluated for immediate and longer term improvements by Borough Council and Staff. Categories include General Safety, Sidewalks/Crosswalks, Traffic/Speeding, Maintenance, Bicycles, Transit, and Miscellaneous.

2 | Existing Conditions



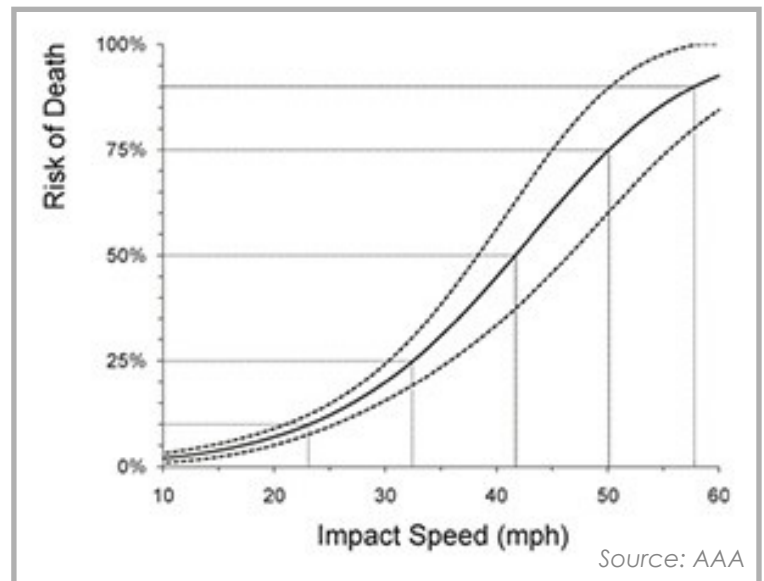
Roadway Network

There are approximately 25 miles of public roadways in Forest Hills Borough. Of those, the borough is responsible for all but approximately 1.5 miles of Ardmore Boulevard (US 30). Additionally, the borough is bounded on the southwest by Brinton Road (PA 2051) and in the northeast by Greensburg Pike; a county road.

Many of the borough streets are narrow, allow for on-street parking, and have a residential neighborhood character. The maximum speed limits on most streets in the borough is between 15-25 miles per hour; with notable exceptions being Ardmore Boulevard, Brinton Road, and Greensburg Pike.

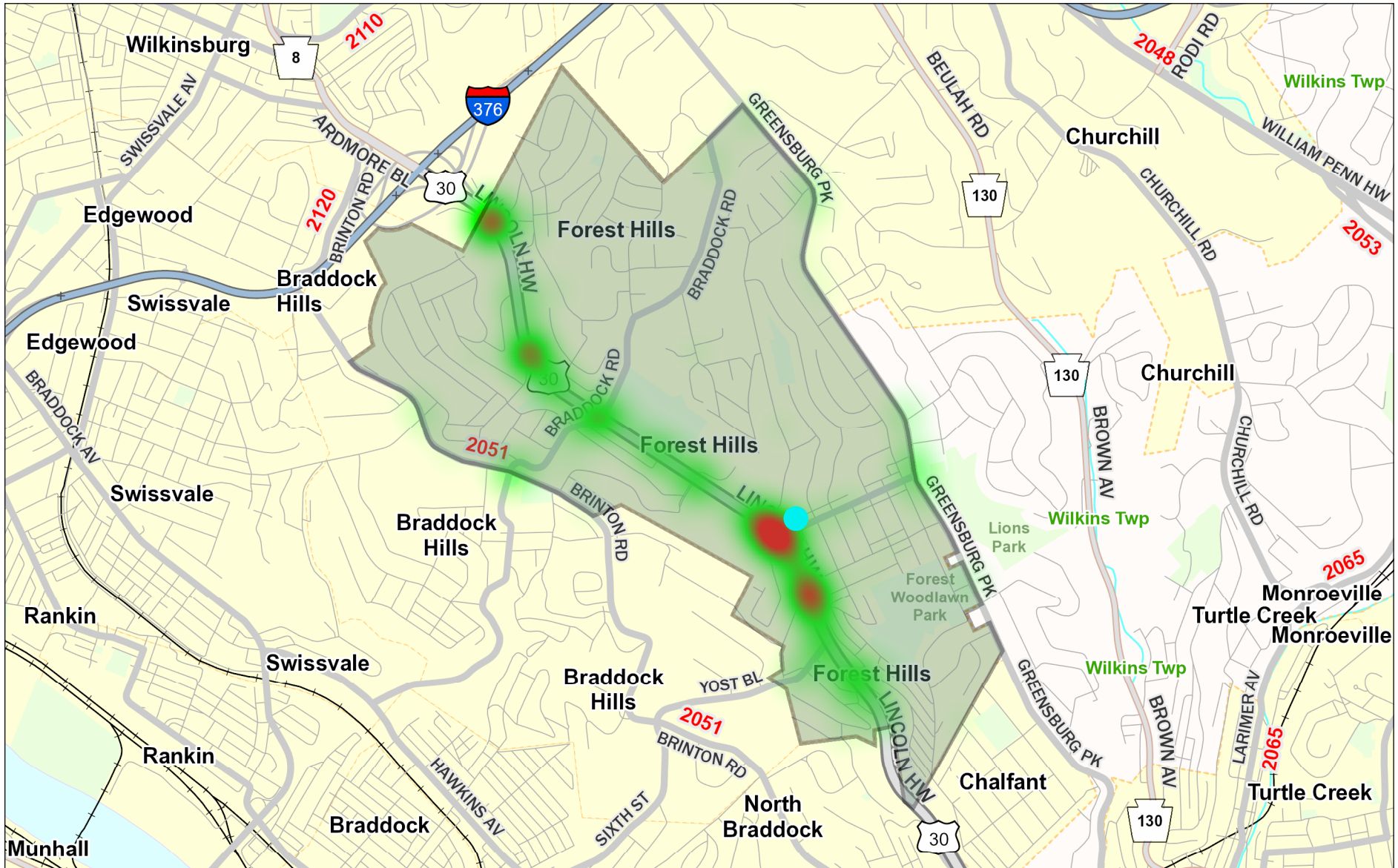
People walking or riding bicycles are the most vulnerable roadway users. According to research by the AAA Foundation for Traffic Safety, pedestrians' risk of being fatally injured in a crash increase drastically as vehicle speeds increase. This relationship between vehicle speed and pedestrian risk of fatal injury is illustrated in the graphic on this page.

This study reviewed reportable crashes involving pedestrians and bicycles in PennDOT's Pennsylvania Crash Information Tool for the five year period between 2015-2019. Additional crashes involving pedestrians or bicycles may have occurred in the study area, but were not reported to PennDOT. However, the reportable crashes tend to roughly represent all crashes including non-reportable crashes (crashes which do not result in injury or towing of a vehicle). PennDOT's data shows that there were zero crashes involving bicycles and 4 crashes involving pedestrians during the analysis period. All of the crashes involving pedestrians occurred along Ardmore Boulevard at or near the intersections of Avenue B, Kenmore Ave, and Trenton Ave. None of the crashes involving pedestrians were fatal.



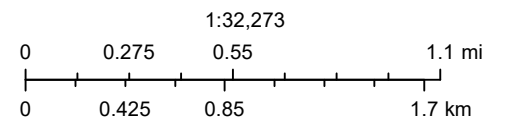
A **reportable crash** is one in which there is injury to anyone involved and/or a vehicle must be towed from the scene and cannot be driven.

PCIT Heat Map of Borough of Forest Hills ATP



January 13, 2021

- Crashes
- County
- MUNICIPALITY: FOREST HILLS



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Sidewalk Network

Like many early first ring and trolley suburban communities, Forest Hills Borough has a development pattern that was designed to serve the needs of people walking to the main transportation and commerce corridor, Ardmore Boulevard. Much of the streets in the borough do have existing sidewalks, and there are some public stairs that are still in use today.

The existing sidewalk network; along with Public Stairs, Transit Routes, and Bicycling Routes is illustrated on the Multimodal Features map on the following page.

Regional Trails

Although there are not any regional trails that run through Forest Hills Borough, Allegheny County and the larger southwestern region of Pennsylvania has a fairly robust network of trails that serve the transportation and recreational needs of residents. There are a few major trails that are within a reasonable distance for someone on a bicycle to reach from Forest Hills Borough.

Great Allegheny Passage

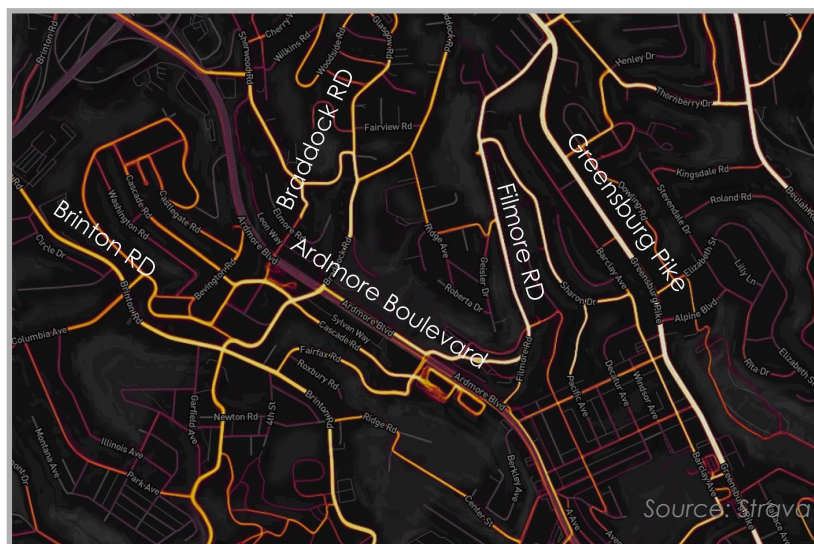
The Great Allegheny Passage, or GAP Trail is located along the south bank of the Monongahela River. It stretches 150 miles from Pittsburgh to Cumberland Maryland. Accessing the GAP Trail from Forest Hills involves an approximately 3.5 mile on-road traverse across the Rankin Bridge to Waterfront Drive in Munhall. Much of the route to get there is not suitable for pedestrians or bicycles.

Westmoreland Heritage Trail

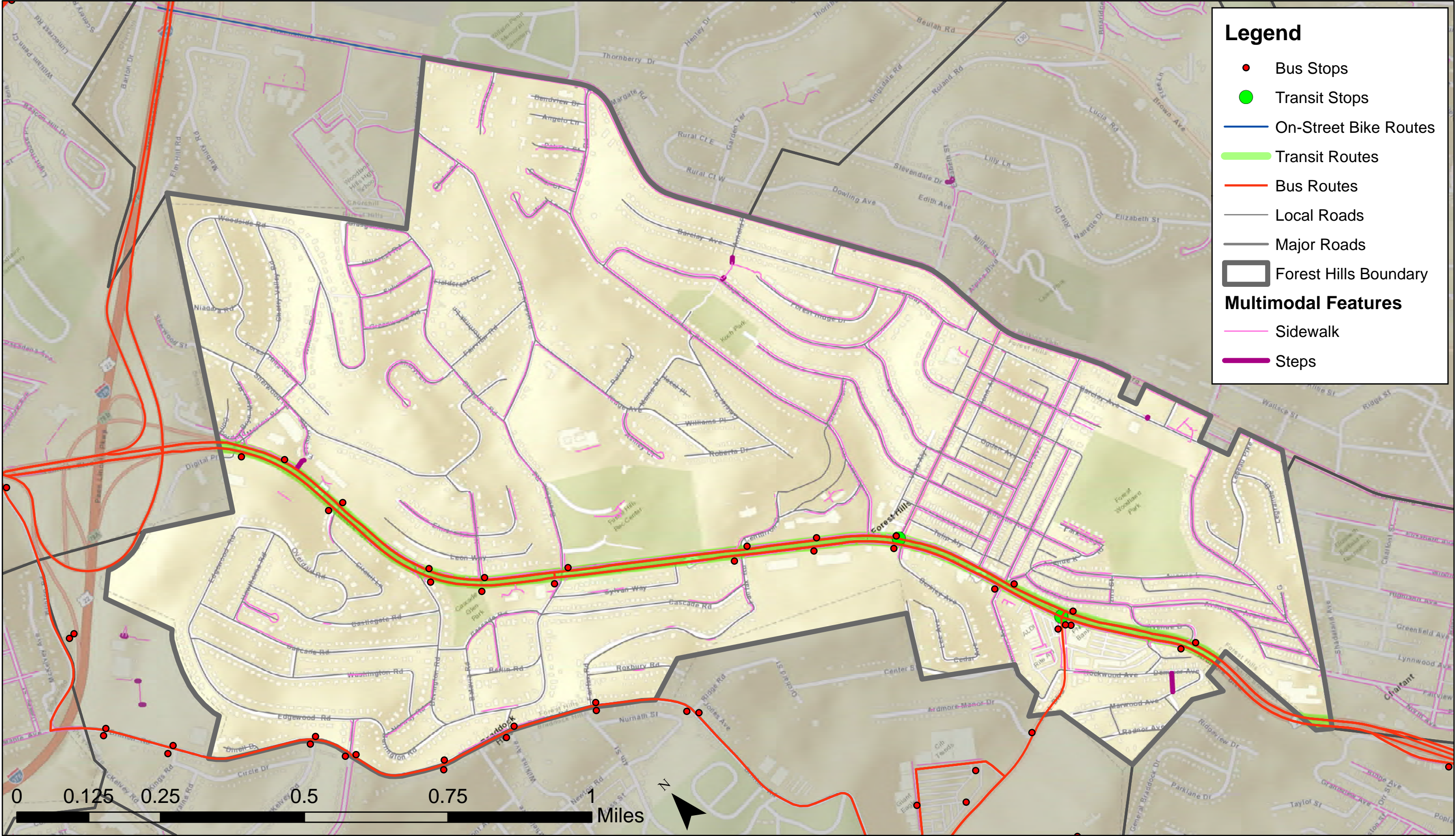
The Westmoreland Heritage Trail is a bit further away at approximately 7 miles from Forest Hills Borough. This trail stretches 9.5 miles from Trafford to Export, with plans for future expansion eastward. The route to access the Westmoreland Heritage Trail from Forest Hills passes through Turtle Creek and Pitcairn, and would only be suitable for those most confident riding a bicycle.

On Road Bicycling

There is currently no infrastructure to support on-road bicycling on any streets in Forest Hills Borough. However, some lower volume, lower speed streets are suitable for people to bicycle on. That said, there is evidence of cyclists utilizing Greensburg Pike, Filmore Road, Ardmore Boulevard, Braddock Road, and Brinton Road. The heat map from Strava illustrates the locations that people are bicycling in the area. It is important to note that people are only utilizing Ardmore Boulevard for a short segment between Filmore Road and Braddock Road. Cyclists would likely prefer to avoid Ardmore Boulevard all together, but this short segment provides the link between the more suitable roads.



Forest Hills Borough, Multitmodal Features



Legend

- Bus Stops
- Transit Stops
- On-Street Bike Routes
- Transit Routes
- Bus Routes
- Local Roads
- Major Roads
- Forest Hills Boundary

Multimodal Features

- Sidewalk
- Steps

Source: Municipal Boundary (2020), Roads (2020), Transit Routes (2020), Transit Stops (2020), Bike Routes (2020), Sdewalks (2020) - SPC

Bicycle Level of Comfort

The Southwestern Pennsylvania Commission has identified the Bicycle Level of Comfort for area roadways in and surrounding Forest Hills Borough. The Bicycle Level of Comfort assigns a score to each roadway that identifies how comfortable it would be to bicycle on based on various inputs such as traffic volumes, traffic speeds, and roadway configuration. SPC plans to release the Bicycle Level of Comfort analysis data by: _____.

Many of the local, residential streets within Forest Hills are considered comfortable for bicycling. Greensburg Pike, Brinton Road, Braddock Road, Yost Boulevard are less comfortable, while Ardmore Boulevard is the least comfortable for cyclists.

Transit

Forest Hills Borough is served by 5 Port Authority Bus Routes. Ardmore Boulevard has three routes running its length: 69, P69, and P76, with stops at nearly every block along its length. Additionally, Brinton Road is served by Route P68, and Yost Boulevard is served by Route 59.

Amenities at the bus stops in Forest Hills are typically sparse and are seldom more than a bus stop sign. However, it should be noted that there is a Park & Ride location at Ardmore Boulevard and Avenue B, and some of the stops along the westbound side of Ardmore Boulevard have architecturally interesting bus shelters.

Destinations

The key destinations in Forest Hills are highlighted in the list below. This plan will look for ways to increase access for all to these key locations in the community.

- Downtown Area—along Ardmore Boulevard
- Forest Hills Borough Park
- Forest Woodland Park
- Koch Park
- Bright Park
- Ryan Glen Park
- Cliffwood Park
- Forest Hills/Westinghouse Recreation Center
- Trinity Christian School
- Woodland Hills Junior/Senior High School—in Churchill
- C.C. Mellor Memorial Library
- Forest Hills Borough Building

Key Issues and Opportunities

The following key issues and opportunities in the active transportation network were identified by community stakeholders.



Ardmore Boulevard

Ardmore Boulevard is generally unwelcoming to people walking or biking. There are long and difficult pedestrian crossings at intersections and a need for additional public transportation infrastructure. There may be an opportunity to utilize the grass median for a multimodal purpose. The focus for Ardmore Boulevard should be on the downtown area; particularly between Yost Boulevard and Braddock Road.

Key Corridors

There is a need for improved walkability and transit accessibility along key corridors including: Ardmore Boulevard, Braddock Road, Yost Boulevard, Brinton Road, and Greensburg Pike.

Internal & External Connections

There is a need for improved connections to key destinations in Forest Hills and destinations outside of the borough. These include the destinations listed in this chapter and into Wilkesburg and to the Great Allegheny Passage.

Transit

Increased amenities at existing bus stops and opportunities for increased service to key destinations are desired by stakeholders and residents of Forest Hills Borough.

On-Road Cycling

Improvements that support increased on-road cycling would be appropriate at key locations in Forest Hills, including Greensburg Pike, Filmore Road, Ardmore Boulevard, Braddock Road, and Brinton Road



3 | Active Transportation Solutions



Improving how people move about a community is a long and complicated process that involves a variety of strategies. This plan presents both capital improvement projects and programmatic initiatives which work in symmetry to create a complete active transportation network. Each solution presented in this report prescribes a corrective action for a specific issue. Together, they create a complete active transportation system.

Active Transportation Toolbox

Various transportation infrastructure features, also known as facility types, may be considered to improve active transportation connections in the community. Each of these facility types serve a different purpose to enhance the multimodal network and serve the transportation needs of all individuals, regardless of transportation mode.

The Active Transportation Toolbox presented on the following pages is presented in several different categories. Each category is based on the type of improvement appropriate given the local context.

- Off-Road Facilities
- On-Road Facilities
- Bicycle and Pedestrian Crossings
- Public Transportation
- Access Management
- Bicycle Amenities
- Traffic Calming
- Streetscapes
- Wayfinding

The toolbox includes a brief description and illustrative photo for each facility type. For some facilities, additional information is provided regarding design guidelines and local examples.

These facility types are used to describe the potential connections identified in the Active Transportation Network. However, they can be useful beyond the purposes of this report as a guide for municipalities to determine the appropriate facility type given unique local circumstances. It should be noted that not all facility types depicted in the Active Transportation Toolbox may be utilized in Forest Hills Borough. However, defining these features may be useful for the borough in the future.

Off-Road Facilities

Sidewalk



Description: Walkway parallel to the road that is intended for use by pedestrians, often with numerous access points to adjacent land uses. The walkway is typically physically separated from the roadway with a curb and/or verge. The verge may contain grass, vegetation, pavers,

Surface Materials: Concrete, Brick, Pavers

Dimensions: 5 feet wide (minimum)

The verge, when provided, may range in width and 4 feet as a typical

Local Examples: Various Locations

Multi-Use Trail



Description: A combined bikeway and walkway that is designed for shared use by bicyclists and pedestrians of all abilities, as well as other non-motorized modes of transportation. Trails along or adjacent to a roadway are physically separated from vehicular traffic by a verge, fencing, or other barrier.

Surface Materials: Asphalt, Crushed Stone

Dimensions: 10-12 feet wide (8 feet is permissible in certain situations)

When a trail is adjacent to a roadway, a 5 foot wide verge is recommended between the edge of the shoulder and the trail. If this width is not feasible, a suitable physical barrier is recommended.

Local Examples: Great Allegheny Passage

On-Road Facilities

Shared Travel Lane (Sharrow)



Description: A roadway with signage and pavement markings to indicate the use of a travel lane by both bicycles and motor vehicles. Pavement markings may include a “sharrow,” which is a bicycle symbol with two chevron arrows denoting the direction of travel.

Bicycle Lane



Description: A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive public use by bicyclists. Bicycle lanes are located directly adjacent to motor vehicle travel lanes and operate in the same
Dimensions: 5—6 feet wide (5 feet minimum)

Separated Bicycle Lane



Description: A bicycle lane with a striped buffer area and vertical element that separates the vehicular travel lane and the shoulder used for the bicycle lane.

Dimensions: 2—3 feet wide buffer (2 feet minimum) plus bicycle lane

On-Road Facilities (continued)

Bicycle Boulevard



Description: Design treatments to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. Pavement markings, such as sharrows, and signage make users aware of the priority for bicycle travel and provide wayfinding. Can include traffic

Places to Use: Local residential roadways, typically in a small town

Yield Roadway



Description: A narrow roadway without pavement markings that is intended to support walking, biking, and driving in the low-speed travel way. These roads serve bi-directional traffic with no pavement markings,

Dimensions: 12—20 feet wide roadway

Places to Use: Roadways with low volumes and low speeds

Bicycle Route



Description: Roadways designated with wayfinding signs for bicycle travel shared with motor vehicles. They may include one of the above facility types, but are not a facility type in themselves. Some bicycle

Bicycle and Pedestrian Crossings

Marked Crosswalk



Description: Pavement markings designating a location for pedestrians to cross a road, often connecting sidewalks, paths, or multi-use trails. Crosswalks must be a minimum of 6 feet wide. High visibility crosswalks, also known as continental design, are most visible to motorists.

Decorative Crosswalks



Description: Special paving treatments for crosswalks, which can include brick/pavers, colored or stamped asphalt, or thermoplastic pavement markings. Decorative crosswalks can be designed to reflect the unique character or identity of an area or neighborhood.

Raised Crosswalk



Description: Marked and elevated areas that are an extension of the sidewalk at mid-block locations or intersections. They can be used to increase pedestrian safety, calm traffic, and add to the community

Mid-Block Crosswalk



Description: A crosswalk that is not located at an intersection. Additional warning devices for drivers are required to increase pedestrian safety compared to typical crosswalks at intersections. A mid-block crosswalk can include advance signage and pavement

Bicycle and Pedestrian Crossings (continued)

Traffic Signal—Equipment



Description: Traffic signal equipment for pedestrians can include pedestrian pushbuttons, accessible pedestrian signals, passive detection for bicyclists or pedestrians, pedestrian signal heads, pedestrian countdown signal heads. Accessible pedestrian signals (APS) communicate information about the WALK and DON'T WALK

Traffic Signal—Timing



Description: Signal timings for pedestrians can include a leading pedestrian interval, which gives pedestrians a head start when entering an intersection. This enables pedestrians to establish their presence and

Flashing Warning Device



Description: A flashing warning device can be used in combination with pedestrian crossing signs and a marked crosswalk at uncontrolled crossing locations. Signs and flashing warning devices can be side-mounted or overhead. Additionally, flashing warning devices can be user activated. Rectangular Rapid Flashing Beacons (RRFBs) are one example of a flashing warning device.

Pedestrian or Trail Bridge



Description: Bridge specifically for use by pedestrians and bicyclists to cross a stream, water body, steep grade, or other existing feature. The design of the bridge should be based on anticipated users, including maintenance or emergency vehicles. Steel, fiberglass, and wood are

Public Transportation

Bus Stop Loading Pad



Description: A level loading area where the front, side, or rear door of a bus open to receive and discharge passengers. The clear area allows deployment of a front door ramp on the bus. The loading pad should be a firm and slip-resistant surface, such as concrete. Additionally, it should be free of conflicts, such as landscaping or street furniture. The

Bus Shelter



Description: Structure located at a bus stop to provide transit riders with protection from the elements while waiting for a bus. Shelters are often placed at stops with higher ridership. Shelters can include signage,

Access Management

Driveway Spacing



Description: Adequate spacing and aligning of driveways to reduce conflict points and create a safer environment for walking and biking.

Joint and Cross Access



Description: Providing joint or cross access between adjacent properties allows circulation between the properties and reduces the number of driveways and conflict areas along a roadway. Joint and

Bicycle Amenities

Bicycle Racks



Description: A frame that is permanently anchored to the ground and is used to secure bikes when not in use. Bike racks should be located in visible areas and near major destinations such as employment centers,

Placement: Placement of bicycle racks should consider dimensions when occupied and must maintain clear walkway, particularly when placed along a sidewalk. Bicycle racks should be setback 2' to 3' from

Style: The Inverted U and Post-and-Ring are preferred types of bicycle racks due to the support provided to bicycles and ease of use.

Bicycle Repair Station



Description: A piece of equipment consisting of a simple bicycle stand and tools necessary to perform minor repairs and adjustments. The tools are typically securely attached to the stand, which can be used to hang the bike and allow the pedals and wheels to spin while making adjustments. Fix-It Stations should be located in visible areas,

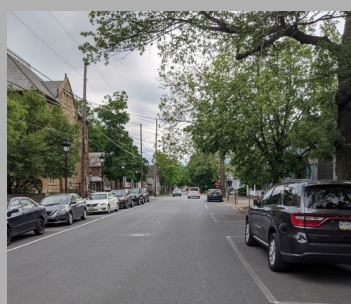
Traffic Calming

Pavement Markings / Reduced Lane Widths



Description: Reduced excessive lane widths can help to slow traffic by providing a defined area for travel. Also, a reduction in lane widths can provide additional space for bicyclists and pedestrians. Lane widths can be defined by edge line striping, curbing, or other physical roadside treatments.

On-street Parking



Description: Provision of on-street parking on one or both sides that reduces roadway width. Parked vehicles also provide a buffer between traffic and pedestrians on the sidewalk.

Speed Hump or Speed Table



Description: Raised humps in the roadway, typically 3—4 inches high, intended for low volume and low speed roadways. Speed humps are most effective when placed in a series. Speed humps are the most popular traffic calming measure due to their effectiveness at reducing speeds, ease of implementation, and relatively low cost. Speed tables are speed humps with a longer flat top.

Option: Speed humps or tables placed at a crosswalk create raised pedestrian crossings, which provide better visibility for pedestrians.

Speed Cushion



Description: Speed humps or speed tables that include wheel cutouts to allow larger vehicles to travel without slowing down to travel over the hump. They are intended to allow emergency vehicles or transit

Traffic Calming (continued)

Median / Pedestrian Refuge Island



Description: Medians or raised islands between travel lanes can be designed with landscaping, hardscaping, welcome signs, or provide a mid-point refuge for pedestrian crossings. Medians help to slow traffic by defining travel lanes and can be used to reduce conflicts by physically preventing left turns and restricting turning movements to

Gateway Treatment



Description: A combination of special treatments used at the entrance to an area or neighborhood that alert drivers to slow down due to a change in environment. Gateway treatments can include signage to

Curb Extension or Bulb Out



Description: Areas of expanded curbing that extend across a parking lane and may narrow a travel lane. Curb extensions create shorter crossing distances for pedestrians while increasing available space for

Chicane



Description: Series of three bulb-outs, staggered at mid-block locations on alternating sides of the street. Chicanes force drivers to slow down to negotiate through the series of extensions. Chicanes can include landscaping to improve the street appearance, but will reduce on-street parking.

Traffic Calming (continued)

Raised / Textured Intersection



Description: An entire intersection, including crosswalks, that is built level with the sidewalk and/or has textured pavement. Similar to a speed hump or table, a raised intersection provides a vertical deflection to slow traffic. The elevated crosswalks also make it easier for pedestrians to cross the street. Raised intersections can be built with a

Roundabout



Description: An intersection design treatment that reduces conflict points and slows traffic. Traffic approaching the intersection yields to traffic circulating around the roundabout. Splitter islands at the entries help to slow and direct traffic and serve as pedestrian refuge areas. In

Mini-Roundabout



Description: A roundabout with a small diameter and traversable central island. Mini-roundabouts offer benefits similar to roundabouts, but with a smaller footprint and less cost. Mini-roundabouts are typically used in urban or small town settings on roadways with low speeds.

Streetscapes

Pedestrian Scale Lighting



Description: Pedestrian-scaled street lights, 10 to 12 feet in height, help provide security along sidewalks, as well as help to create aesthetic appeal to

Vertical Banners



Description: Banners help to announce and publicize special events, as well as help to create an identity and sense of place. Vertical banners may be attached to street

Public Art



Description: Public art may be incorporated into streetscapes through elements such as: planters and / or benches embellished by local artists, unique bike racks, or other art installations. Public art

Streetscape Amenities



Description: Benches, trash receptacles, and bicycle racks create a more comfortable and convenient environment for walking, biking, and enjoying the street. The design of the streetscape furniture or amenities should be consistent to convey the unique character of the community.

Street Trees



Description: Street trees provide shade for pedestrians, help with stormwater management, and help to create a sense of place. The tree canopy has a calming effect on traffic with the increased sense of enclosure. The type and location of street trees should be chosen based on site conditions. Street

Wayfinding

Kiosk / Interpretive Signs



Description: Provides detailed information about the facility, such as a map, trail rules, and emergency information. Kiosks can also provide interpretive information about

Guidance / Navigation Signs



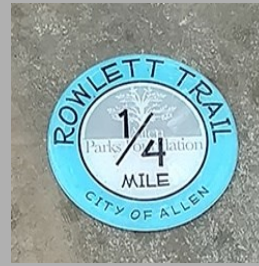
Description: Signs that can stand alone or mounted on an existing pole that identify a facility and provide directional information, particularly at key decision points. These signs are often used for on-road bicycle routes because they can

Post Signs



Description: Small, simple stand alone signs that are used to identify a facility and provide basic information, such as directional arrows or mileage.

Pavement Markings / Medallions



Description: Wayfinding markings that are placed on the pavement to identify a facility and provide basic information, such as directional arrows or mileage.

Active Transportation Network Connections

The future vision for a complete active transportation network in Forest Hills Borough is presented on the Identified Transportation Enhancements Map on the following page. This map and the descriptions below present a vision for developing a connected active transportation network that can be implemented over time and as resources become available.

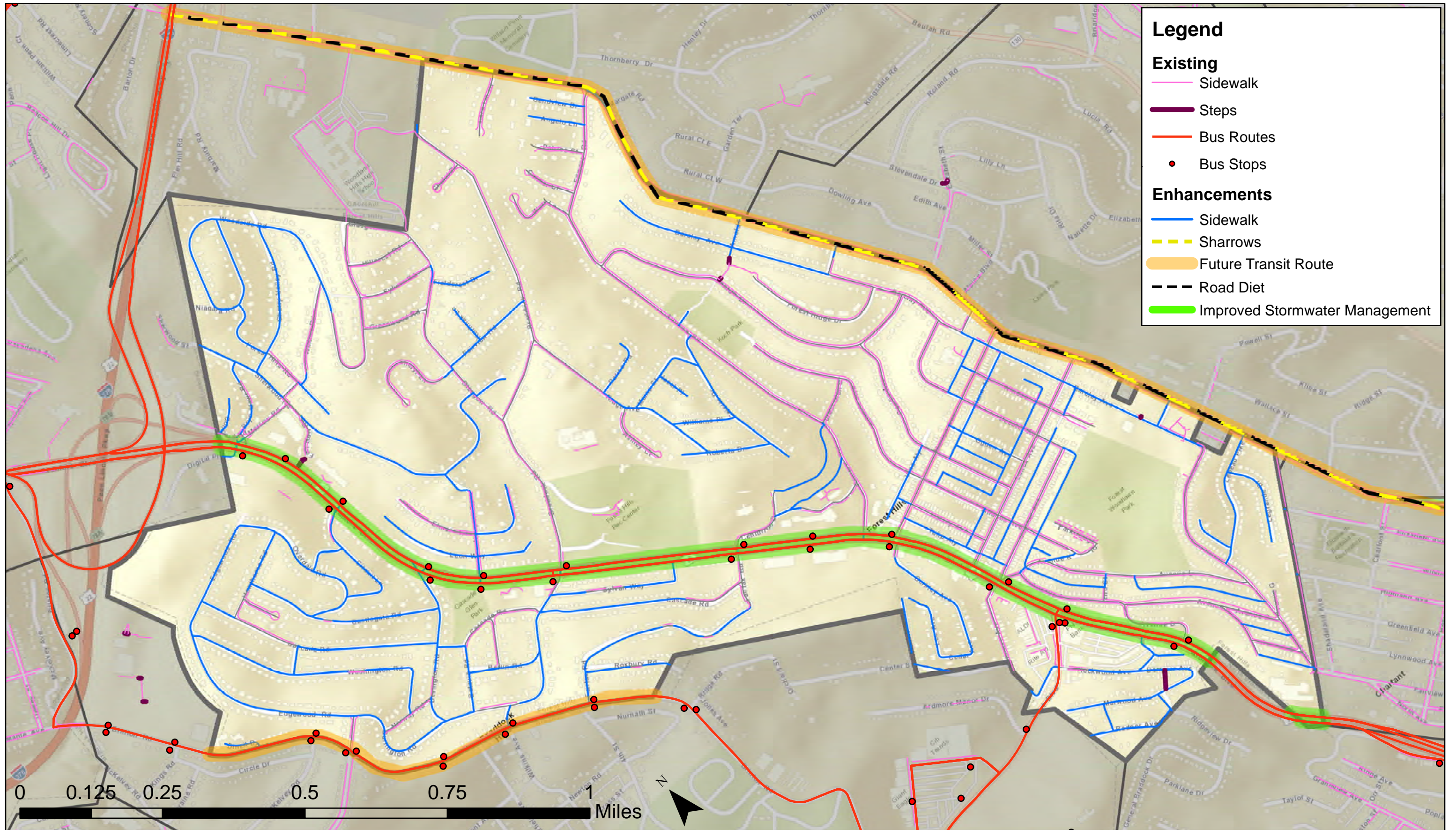
The follow actions are identified on the Identified Transportation Enhancements Map:

- **Complete Sidewalk Network**— Many of the borough streets currently have sidewalks. However, there are a number of streets that either do not have sidewalks or the existing sidewalks are in a state of disrepair. Forest Hills Borough should consider a policy approach to addressing these sidewalk issues. The map identifies the streets which currently do not have sidewalk connections.
- **Improve Biking**—Space for dedicated on-road bicycle infrastructure is limited in Forest Hills. The use of sharrows may be considered on the major corridors where bicycling is more prevalent: Greensburg Pike and Brinton Road.
- **Future Transit Route**—Public and stakeholder input indicated that there is a desire for transit service to be restored along Greensburg Pike. The borough and other local stakeholders can show their support for this concept by coordinating with the Port Authority.
- **Public Steps**—Forest Hills Borough is responsible for five sets of public stairways. These public steps provide key links for pedestrians. Ensuring that the public steps are clear and accessible requires continued maintenance.

The potential connections will be implemented in a phased approach. The timing of implementation will depend on a number of factors, such as feasibility, funding availability, community support, coordination with property owners, other nearby transportation improvements, and land development activity. Additional evaluation of feasibility engineering may be necessary before improvements can be implement. Changes in conditions or travel patterns should be monitored and may influence the need or type of improvements.



Forest Hills Borough, Identified Transportation Enhancements



Policies that Support Active Transportation

In addition to constructing new infrastructure, updating municipal policies can help to implement the achieve the vision and goals of this plan.

Municipal Ordinance Review

Forest Hills Borough’s Subdivision and Land Development Ordinance (SALDO) and Zoning Ordinance were reviewed to identify how active transportation themes are addressed. The table below provides a general indication of how well these themes are addressed.

This review can serve as the basis for determining how the municipal ordinances can be updated to better address active transportation from a policy perspective. The following recommendations address general regulatory deficiencies. This review serves as an introduction to how these themes can be regulated by municipal ordinances. Further, customized research and drafting of ordinance language will be needed to incorporate these recommendations into municipal code.

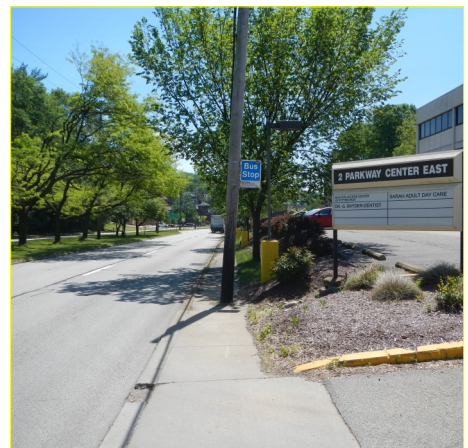
- **Terminology**—Defining terms in the municipal code ensures that all parties are in agreement as to what a specific improvement is and is not. The Active Transportation Toolbox can serve as a starting point for developing definitions for municipal ordinances.
- **Design Standards**—Active transportation elements can be incorporated into the design standards, and should include: Where and when a feature is required; minimum and/or maximum dimensions; and construction requirements.

Element	Terminology	Design Standards	Actions
Sidewalks	There is currently no definition for sidewalks in the Zoning or SALDO.	Sidewalks are a required improvement for land development approval and are referenced in the design standards.	<ul style="list-style-type: none"> • Adopt a definition for Sidewalks • Reference ADA requirements in Design Standards
Paths/Trails	There is currently no definition for paths or trails in the Zoning or SALDO.	Trails are mentioned in the requirements for Zoning applications.	<ul style="list-style-type: none"> • Adopt definitions for Trails and Paths • Develop design standards consistent with AASHTO and PennDOT standards
On-Road Bicycle	There is currently no definition for on-road bicycle infrastructure (bike lanes, shared lanes, etc.) in the Zoning or SALDO.	Bicycle connections are mentioned in the Community Objectives section of the Zoning Ordinance.	<ul style="list-style-type: none"> • Adopt definitions for on-road bicycle infrastructure • Develop design standards consistent with AASHTO and PennDOT standards
Crossings	There is currently no definition for crosswalks in the Zoning or SALDO.	There is currently no mention of crosswalk requirements in the Zoning or SALDO.	<ul style="list-style-type: none"> • Adopt a definition for Crosswalks • Develop design standards consistent with AASHTO and PennDOT standards
Public Transit	There is currently no definition for bus stop in the Zoning or SALDO.	Bus loading areas and bus shelters are mentioned in the requirements for Zoning applications.	<ul style="list-style-type: none"> • Adopt a definition for a bus stop • Develop design standards consistent with Port Authority Design Guidelines • Require coordination with Port Authority for all major land developments

Transportation Impact Study Requirements

Like many municipalities, Forest Hills Borough requires the preparation and submission of a traffic impact study as part of the land development approval process. The requirements for traffic studies focus solely on evaluating and mitigating traffic capacity. Mitigating traffic impacts by providing more travel lanes can induce more traffic, reduce the ability of people to use non-auto modes because of wider and busier roadways, and make it more expensive to develop in desirable locations. The requirements for transportation impact studies can be expanded to consider a broader range of transportation options and more balanced strategies to address transportation impacts.

- **Existing Conditions Analysis**—Require descriptions and documentation of all existing and proposed elements of the transportation system, including pedestrian infrastructure; bicycle infrastructure; and public transit routes, stop locations, and service.
- **Future Conditions Analysis**—Require that proposed improvements shall consider all roadway users, including motorized vehicles, bicyclists, pedestrians, and transit users. Add a requirement to address future public transit service through coordination with the Port Authority.
- **Alternative Transportation Plan**—Forest Hills Borough may adopt a practice whereby major developments are required to submit an Alternative Transportation Plan (ATP). This plan should be completed in concert with a transportation impact study. There are a variety of criteria that could be considered for when an ATP must be prepared, such as zoning district, size of the development, and functional classification of the roadway. The ATP can be used to identify multimodal (bicycle, pedestrian, public transit) infrastructure improvements and Transportation Demand Management (TDM) measures to offset the traffic impacts associated with the proposed development. The developer may choose to implement any or all of the improvements identified in the ATP to receive trip reduction credits. The trip reduction credit percentages require approval by the municipality's governing body with guidance from a professional traffic engineer and agreed upon by PennDOT (for state owned roadways). Trip reduction credits could be applied to the transportation impact study to determine the required roadway improvements. However, for state owned roadways under PennDOT's jurisdiction, ATP's cannot be used as justification for any roadway or intersection to go unimproved through the land development process or for any roadway or intersection to operate below an acceptable LOS during the peak condition. Additionally, all requirements under the current PennDOT HOP process must be met.



Official Map

An Official Map is used to express the municipality's interest in acquiring identified land for future public purposes. Forest Hills Borough currently does not have an adopted Official Map. If the borough chooses to adopt an Official Map recommendations from this Active Transportation Plan,

including locations of new sidewalks, on-road bicycle facilities, and crosswalks, should be incorporated.

Capital Improvement Plan

Municipalities can adopt a Capital Improvement Plan to budget for maintenance and replacement of existing infrastructure and construction of new facilities. These plans identify short and long term priorities to help schedule capital improvements and identify potential funding or financing options for the identified improvements. Forest Hills Borough may wish to consider adopting a Capital Improvement Plan to prioritize the improvements identified in this plan with other capital improvement priorities in the borough.

Programs that Encourage Active Lifestyles

There are a number of programs and initiatives that can support active transportation in Forest Hills Borough.

PennDOT Connects

The PennDOT Connects program provides an opportunity for municipalities to coordinate with PennDOT, the county, SPC, and other planning partners during the implementation of maintenance and capital improvement projects. This coordination is vitally important to advancing community visions.

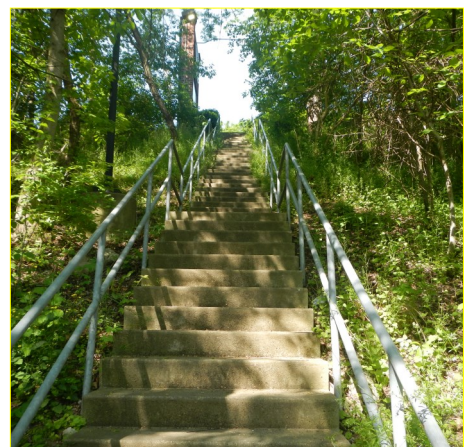
Increased communication and coordination, during the pre-planning phase is critical for active transportation plan implementation moving forward. It is the local and county governments opportunity to raise awareness of their local pedestrian and transportation priorities/plans. It is critical that local representatives, county planning staff, representatives from the Port Authority, as well as other community stakeholders, have the opportunity for input prior to expending resources on engineering/permitting costs.

Traffic Calming

Traffic calming measures are physical changes to a roadway designed to reduce speeding and cut-through traffic, particularly on residential streets. Traffic calming measures are often implemented in conjunction with bicycle and pedestrian infrastructure to create a safer and more comfortable environment for walking and biking. Forest Hills Borough may consider developing and adopting a traffic calming policy to outline a process for evaluating and implementing traffic calming measures. These policies often address how municipalities respond when residents' express concerns related to speeding or cut-through traffic. The policy can include processes for residents to request a traffic calming study, key steps in the evaluation process, and criteria for determining if traffic calming measures should be installed. PennDOT's Traffic Calming Handbook includes a sample traffic calming process and policy outline.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increase safe, healthy, and equitable mobility for all users. Vision Zero involves a multidisciplinary and systems approach to improve policies



and roadway environments to prevent fatal and severe crashes. This involves a shift from considering traffic deaths inevitable rather than preventable and focus on managing speeds. Municipalities can make a Vision Zero Commitment and develop a Vision Zero Action Plan to outline steps, metrics, and a timeline to achieve zero traffic deaths in the community. In Pennsylvania, Bethlehem, Harrisburg, and Philadelphia have made a commitment to Vision Zero.

Enforcement Programs

There are a number of state and local laws and regulations that address bicycle and pedestrian safety issues. Ensuring compliance with these laws can help to provide a safe environment for walking, biking, driving, and riding public transit. Listed below are several ideas of ways to enhance the enforcement of laws that impact bicycle and pedestrian safety.

- Use of non-motorized patrols
- Training for law enforcement officials on walking/biking laws
- Use of driver feedback speed signs
- Targeted speed enforcement, particularly for shared use facilities

Education and Encouragement Programs

Educating people about the health and safety benefits of walking and biking and encouraging people to walk and bike may help to increase walking and biking activity. The following list includes potential activities and events that could be held to promote and raise awareness for active transportation. The activities could incorporate education, exercise, art, history, nature, recreation, and fun for all ages. Municipalities may need to revise or update ordinances and requirements for holding special events, particularly for street closures.

- Beautification / Clean-up events
- Bike lessons for kids and adults
- Bike rodeos for kids
- Bike to work day rallies
- Block parties / Free street events
- Downtown / Historic district walking tours
- Public art installations (temporary or permanent)
- Charity walks / Running races / Bike races / Triathlons
- Trail Opening Events
- Walk / Bike tracking and challenge activities



- Walk / Bike to School Day activities
- Walk / Bike safety lessons offered at schools or libraries
- Walk at Lunch Day Activities

Programs can be led and managed by a variety of entities or organizations. A regional council or coalition of volunteers who are interested and invested in active transportation can play a key role in implementing programs, as well as advocating for projects and policies. A grassroots coalition can also promote awareness of issues related to walking and biking, provide education, and create accountability. Some of the most successful programs are developed as a partnership between various organizations.



4 | Catalyst Projects



The foundation for an active transportation network that fully serves the needs of residents and visitors to Forest Hills already exists. However, there are key improvements that would further enhance the safety and experience for people walking, biking, or using public transportation in the community. These improvements can be the first step in building a complete active transportation network, and inspire further investment into improving mobility. As such, this plan characterizes those improvements as Catalyst Projects.

The following summary identifies four catalyst projects that Forest Hills Borough may wish to advance as priority implementation items of the Active Transportation Plan.

The catalyst projects were selected, because they are high priorities as indicated by community and stakeholder input. These project provide key connections in the active transportation network, pose fewer feasibility concerns, and can potentially be completed in the near-to-mid-term. The catalyst projects include three capital improvements and one policy recommendation:

- **Ardmore Boulevard**—Pedestrian Mobility Improvements
- **Greensburg Pike**—Road Diet
- **Brinton Road**—Walkway and Transit Access
- **Complete Streets Policy**

The descriptions on the following pages include additional details, graphics, sketches, and cost estimates to help advance these catalyst projects. For each project, identifying funding for design and/or construction is a key next step. The information provided in this plan can be used for municipal budgeting purposes or to pursue grant resources in the future. The cost estimates are rough approximations based on the preliminary scope of improvements and the cost of similar projects. While they are appropriate for planning and budgeting purposes, the cost estimates cannot be used for construction.

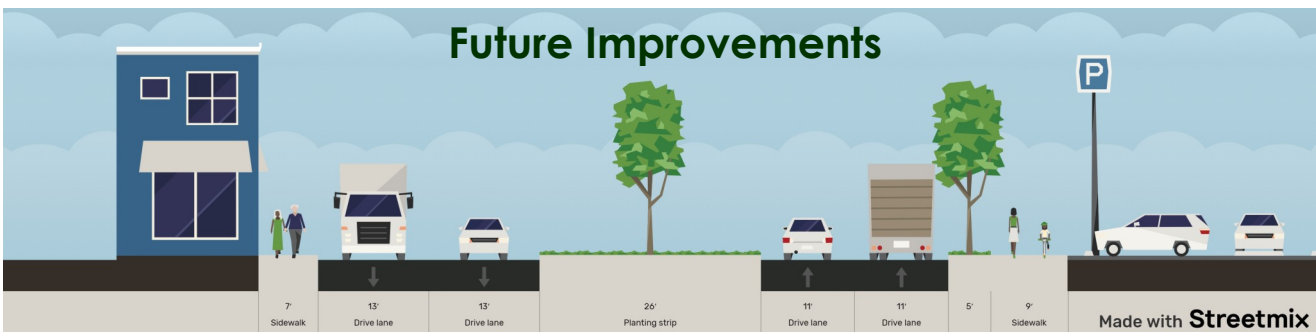
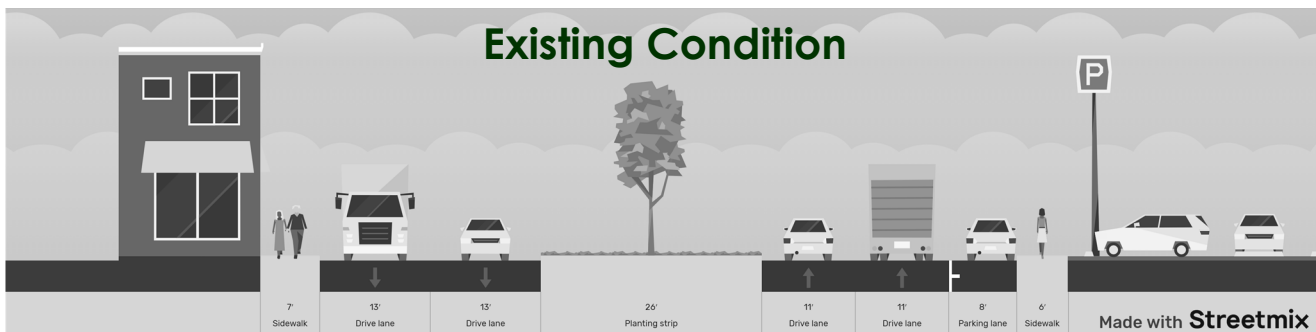
Ardmore Boulevard

Issues

- Ardmore Boulevard is an unpleasant location for pedestrians due to high traffic volumes and vehicle speeds.
- The existing sidewalk is no more than five feet in width, with multiple pinch points.
- The permitted on-street parking is not wide enough for modern vehicles to park in, resulting in vehicles being parked half way on the sidewalk.
- The existing curb reveal does not meet current PennDOT standards.
- Stormwater drainage issues were observed during the field view.

Solutions & Benefits

- Remove on-street parking (approximately 25 spaces) and utilize space to widen the sidewalk.
- Repurpose former Dollar Store site to public parking lot (approximately 25 spaces).
- Add a midblock crossing to provide additional crossing location for pedestrians.
- Extend the median and provide curb extension at intersection of Merion Ave. to create a staged pedestrian crossing, and provide space for bus stop amenities.
- Incorporate stormwater management strategies into the median (could extend full length of Ardmore Boulevard in Forest Hills).
- Extend the median at the intersection of Sumner Ave./Avenue K. to facilitate a two stage crosswalk for pedestrians.



Considerations

- Ardmore Boulevard is a major arterial with high traffic volumes throughout the day.
- Removing on-street parking could be a contentious issues for residents and business owners.
- Due to the speed, traffic volumes, and number of lanes, a mid-block crossing may not meet PennDOT criteria.
- The former Dollar Store parcel is privately owned.
- Due to the fact that the center median is a former trolley line, it may not be suitable for stormwater management.

Planning Level Construction Cost Estimate

Construction: \$350,000 - \$450,000

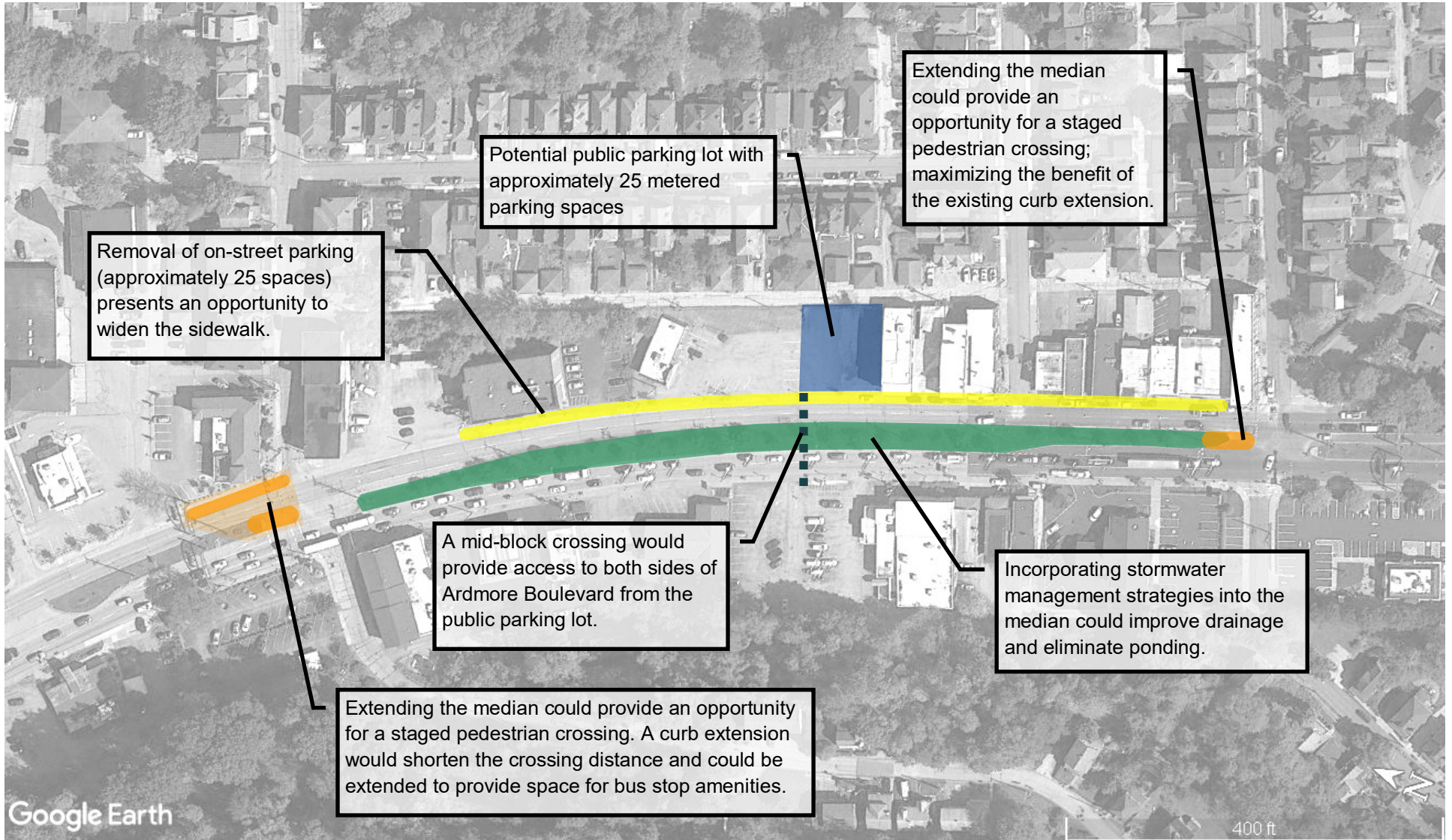
Notes:

- Estimate does not include costs for right-of-way or utility relocations
- Costs depend on further feasibility evaluation, including the need for shoulder widening/improvements, drainage, and utility poles.
- Cost of design depends on requirements associated with grant funding

Next Steps

- Coordinate with property owner of former Dollar Store parcel to identify feasibility of converting the lot to public parking.
- Coordinate desired improvements for Ardmore Blvd. through the PennDOT Connects project.
- Identify potential funding opportunities for property acquisition and capital enhancements.

Catalyst 1 | Ardmore Boulevard



Greensburg Pike

Issues

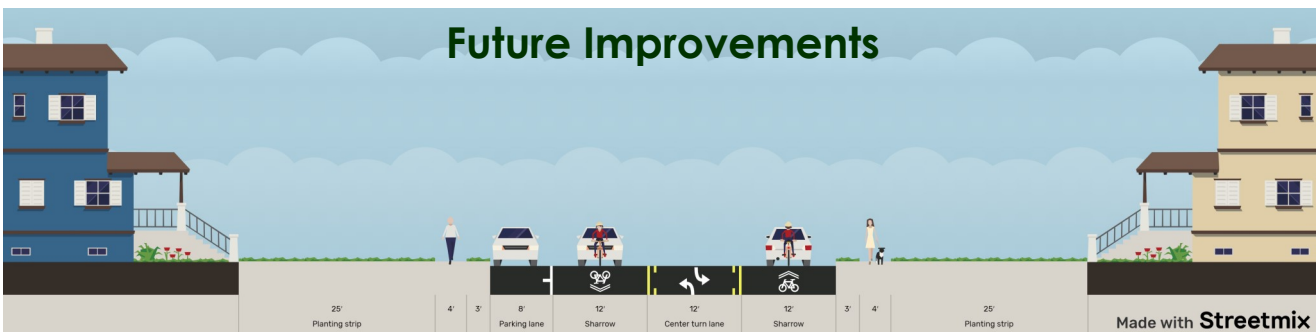
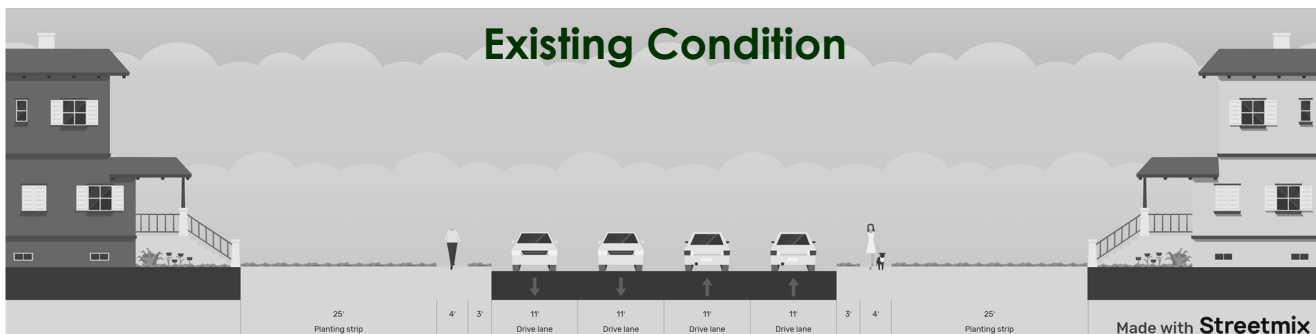
- The existing four-lane cross section provides only accommodation for motor vehicles.
- Vehicles utilize the outside lanes for parking during most hours. However, capacity is much higher than demand.
- There is an expressed desire and evidence of this corridor being utilized by bicycles.
- Although currently there is no transit service, providing space for bus stop amenities may be a priority in the future.

Solutions & Benefits

- Implement a road diet to provide one travel lane in each direction with a center left-turn lane.
- Specific intersection treatments (i.e. left turn lanes and striping) may be required at key intersections
- Designate one side of the road for on-street parking.
- High visibility, marked pedestrian crossings at all intersecting roadways.
- Sharrows could be implement to alert drivers of the potential conflict with bicycles.

Considerations

- Existing and future traffic volumes are unknown and may require the current capacity to be maintained on the corridor.
- Pedestrian crossing improvements and future transit enhancements would be viable with or without the road diet.



Planning Level Construction Cost Estimate

Construction: \$250,000 - \$350,000

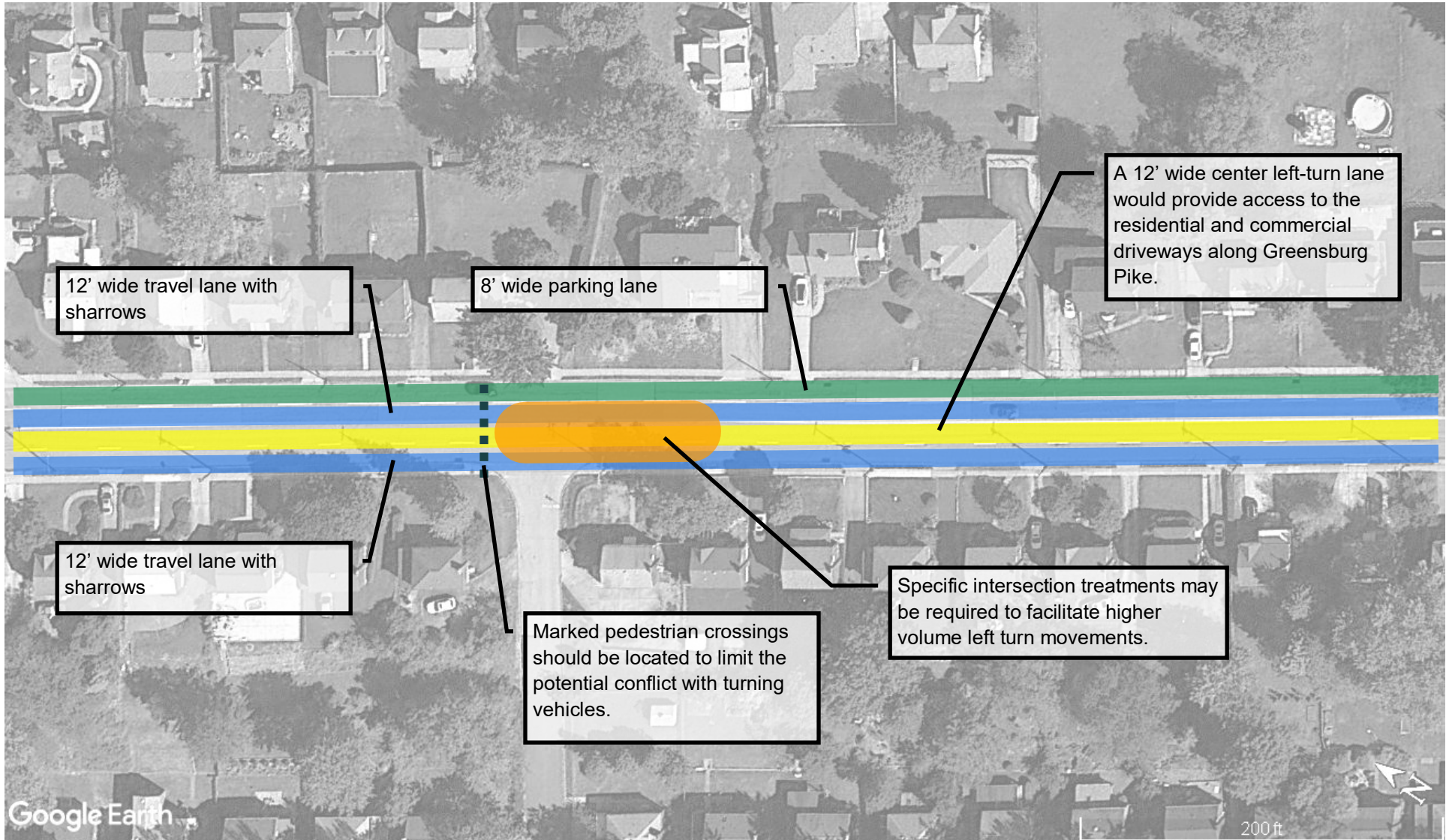
Notes:

- Estimate does not include costs for right-of-way or utility relocations
- Costs depend on further feasibility evaluation, including the need for shoulder widening/improvements, drainage, and utility poles.
- Cost of design depends on requirements associated with grant funding

Next Steps

- Perform detailed traffic engineering analysis to determine feasibility of the road diet concept.
- Present road diet concept to neighboring municipalities and property owners to build support.
- Coordinate with Allegheny County (roadway owner) on potential of implementing road diet as part of future resurfacing program.

Catalyst 2 | Greensburg Pike



Brinton Road

Issues

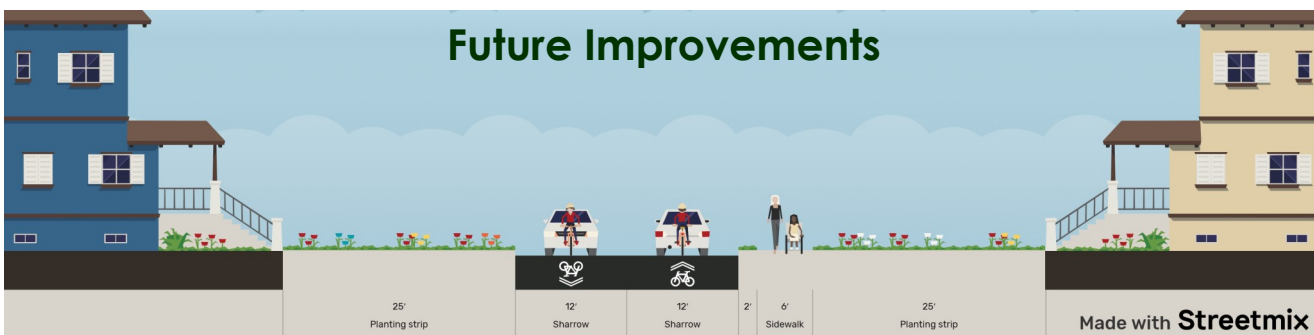
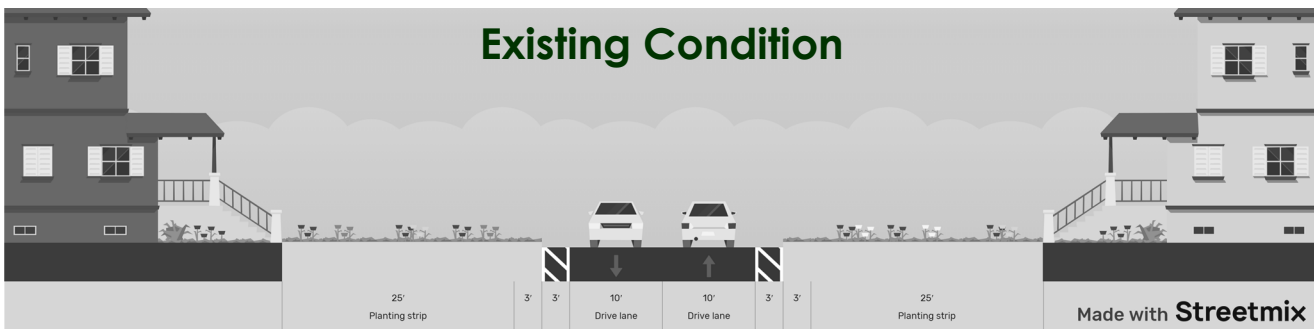
- There is currently a lack of pedestrian facilities to serve the mobility needs of residents and transit users.
- On-road bicycling is difficult due to roadway geometry.

Solutions & Benefits

- Install a 6' wide sidewalk to facility pedestrian access along Brinton Road.
- Provide a 2' wide grass verge to buffer the sidewalk from motor vehicle traffic.
- Install sharrows to alert drivers of the potential Presence of bicycles.
- ADA landing pads and other improvements would improve the transit experience at bus stops.

Considerations

- The limited cartway and right-of-way widths limit the improvements that could feasibility be implemented without right-of-way acquisition.
- The improvements would likely require major roadway reconstruction and realignment.



Planning Level Construction Cost Estimate

Construction: \$1,100,000 - \$1,400,000

Notes:

- Estimate does not include costs for right-of-way or utility relocations
- Costs depend on further feasibility evaluation, including the need for shoulder widening/improvements, drainage, and utility poles.
- Cost of design depends on requirements associated with grant funding

Next Steps

- Coordinate with Allegheny County (roadway owner) to identify right-of-way along Brinton Road.
- Identify funding opportunities for design and construction of proposed improvements.
- Advance preliminary engineering

Catalyst 3 | Brinton Road



Complete Streets Policy

Complete streets are streets that are designed, operated, and maintained to provide safe access for all users. Complete streets policies are documents that identify procedural approaches to designing and maintaining roadways that serve the needs of all users, regardless of age, ability, or mode of transportation. Effective complete streets policies identify the parties responsible for ensuring that complete streets principles are considered in the design process for all transportation projects within a municipal jurisdiction.

The National Complete Streets Coalition identifies ten elements that should be included in every complete streets policy. They include:

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

Source: The Elements of a Complete Streets Policy (Smart Growth America, 2018)

Benefits

- A complete streets policy would recognize the borough's commitment to improving the transportation network for all users.
- This would be a low cost, early implementation item from the Active Transportation Plan.

Next Steps

- Identify funding to develop a complete streets policy.

5 | Achieving the Vision



The Active Transportation Plan provides a blueprint for achieving the vision of, “All people will be able to move freely and safely about Forest Hills Borough regardless of age, ability, or mode of travel.” This Chapter presents a summary of priority action items, including capital improvements and policy updates; the previous chapters provide specific details about the recommendations of the Active Transportation Plan. There are some early actions that Forest Hills can focus on over the short-term. Other projects may take additional time to further develop plans, coordinate with PennDOT, build community consensus, secure funding, and develop partnerships for implementation. This Chapter outlines some of the key next steps to work towards successful implementation of the Active Transportation Plan.

Current/Ongoing Projects

There are some projects and initiatives that are already underway. Forest Hills will continue to focus on and prioritize these projects.

Ardmore Boulevard (US 30) Resurfacing (PennDOT)

The planned resurfacing project along Ardmore Boulevard may provide an opportunity to work with PennDOT on adding other improvements to the roadway, including curb extensions and replacements, and stormwater management strategies.

Forest Hills Eco District

The Borough has an opportunity to establish itself as an EcoDistrict as part of its recently approved Climate Action Plan. Certification will require the establishment of an EcoDistrict board made up of community members, which will recommend policies that support the EcoDistrict Imperatives of Equity, Resilience, and Climate Protection.

Implementation Plan

The table below lists the catalyst projects, which are detailed in Chapter 4. These projects may be implemented over time and as funding becomes available. The table provides specific action items and general time frame for the action items. Actual implementation of capital improvements is dependent upon a number of factors such as technical feasibility, design, coordination with partners and property owners, and availability of funding.

In the short-term, Forest Hills Borough can focus on developing a Complete Streets Policy as an early action item of the Active Transportation Plan. This initiative will require less capital investment than infrastructure projects, but can potentially have just as big of an impact to the community.

Catalyst Project	Short-Term Actions (6 months—1 year)	Medium-Term Actions (1-2 years)	Long-Term Actions (2-5+ years)
Ardmore Boulevard— Pedestrian Mobility Improvements	<ul style="list-style-type: none"> – Coordinate with property owner of former Dollar Store parcel to identify feasibility of converting to public parking – Communicate proposed improvements to property owners – Coordinate with PennDOT on technical feasibility through PennDOT Connects 	<ul style="list-style-type: none"> – Include funding for design in municipal budget – Prepare detailed concept plan and cost estimate – Apply for grant funding for construction and/or property acquisition 	<ul style="list-style-type: none"> – Complete design – Construct improvements
Greensburg Pike— Road Diet	<ul style="list-style-type: none"> – Budget funding for a detailed traffic analysis – Communicate plans with neighboring municipalities to build support 	<ul style="list-style-type: none"> – Perform detailed traffic analysis to determine feasibility – Present road diet concept to neighboring municipalities and property owners 	<ul style="list-style-type: none"> – Coordinate with Allegheny county to include restriping in future resurfacing project
Brinton Road— Walkway and Transit Access	<ul style="list-style-type: none"> – Identify ROW width through coordination with PennDOT – Coordinate with Port Authority on potential bus stop enhancements 	<ul style="list-style-type: none"> – Communicate proposed improvements with property owners to build support – Identify funding for design and construction 	<ul style="list-style-type: none"> – Advance design – Construct improvements
Complete Streets Policy	<ul style="list-style-type: none"> – Apply for and obtain grant funding 	<ul style="list-style-type: none"> – Prepare policy 	<ul style="list-style-type: none"> – Update policy as needed

Potential Funding Opportunities

Identifying funding for the capital improvements, programs, and policies identified in this plan is a critical next step towards implementation. Some projects may be relatively low cost, implementable by staff or volunteers, or tied to another project. While other may require phasing and funding from multiple sources.

While the full responsibility of funding the projects identified in this plan will not fall solely on the borough, all improvements will require some investment from the borough. It is important for the borough to consider the improvement projects in this plan when preparing future budgets. Investment from the borough can be used to leverage other funding sources, and it can be used for matching funds for competitive grant programs.

Given the variety of improvements identified, additional funding beyond the borough's general budgets will likely be needed for implementing many of the improvements. Various competitive grant programs are available to fund the design and construction of capital improvements. A summary of the current competitive grant programs available to municipalities for active transportation improvements is highlighted here. Each grant program has different eligibility for the type of project, use of funds, matching requirements, and timelines for implementation. Grant programs typically require the project sponsor to provide matching funds and omit to administering and fulfilling other grant requirements.

The table on the following page highlights some grant programs that are available to municipalities in Pennsylvania to implement active transportation enhancements in their communities. The Southwestern Pennsylvania Commission provides additional details about potential grant funding sources, and should be consulted when seeking grant funding for implementation.

Summary of Current Competitive Grant Programs Table

Program – Administering Agency	Program Details	Capital Improvement Projects					Policies, Plans, and Programs
		Bicycle & Pedestrian Facilities	Streetscape	Traffic Calming	Public Transit	Wayfinding	
Transportation Alternatives Set Aside – Pennsylvania Department of Transportation (PennDOT)	<ul style="list-style-type: none"> – Federal transportation funds – Match requires funding all pre-construction activities – \$50,000 minimum and \$1 million maximum – 2 year timeframe to complete design, right-of-way, and utility clearance 	✓		✓			
CFA/DCED – Multimodal Transportation Fund (MTF) – Commonwealth Financing Authority (CFA) with Department of Community and Economic Development (DCED)	<ul style="list-style-type: none"> – Annual competitive grant program for state funds (Act 89) – 30% match; \$100,000 minimum; \$3 million maximum – 2 – 3 year timeframe to complete the grant funded activities 	✓	✓	✓	✓		
PennDOT – Multimodal Transportation Fund (MTF) – PennDOT	<ul style="list-style-type: none"> – Annual competitive grant program for state funds (Act 89) – 30% match (based on grant award); \$100,000 minimum; \$3 million maximum – 3 year timeframe to complete the grant funded activities 	✓	✓	✓	✓		
Automated Red-Light Enforcement (ARLE) Program – PennDOT	<ul style="list-style-type: none"> – Annual competitive grant program – Funded by revenue from automated red light enforcement – No matching funds required 	✓					
Greenways, Trails and Recreation Program (GTRP) – CFA with DCED & Department of Conservation of Natural Resources (DCNR)	<ul style="list-style-type: none"> – Annual competitive grant program for state funds (Act 13) – 15% match; \$250,000 maximum – 2 - 3 year timeframe to complete the grant funded activities 	✓ Trails					
Community Conservation Partnerships Program (C2P2) – Department of Conservation and Natural Resources (DCNR)	<ul style="list-style-type: none"> – Annual competitive grant program – Various federal and state funds available for trails and improving access to recreational opportunities – Match requirement depends on program 	✓ Trails				✓	✓
Community Development Block Grant (CDBG) – Northampton County – Department of Community and Economic Development (DCED)	<ul style="list-style-type: none"> – Annual federal Housing and Urban Development (HUD) funds – Amount allocated to county based on variety of factors – Funds allocated to support communities with low-to moderate- income persons 		✓				✓
Municipal Assistance Program (MAP) – Department of Community and Economic Development (DCED)	<ul style="list-style-type: none"> – Grant program with rolling applications (always accepting applications) – 50% match required 						✓

Summary of Current Competitive Grant Programs Table

Program – Administering Agency	Program Details	Capital Improvement Projects					Policies, Plans, and Programs
		Bicycle & Pedestrian Facilities	Streetscape	Traffic Calming	Public Transit	Wayfinding	
WalkWorks Program – PA Downtown Center	<ul style="list-style-type: none"> – Annual competitive grant program – No matching funds required – Typically less than 1 year to complete the grant funded activities 						✓
PeopleForBikes Community Grant Program – PeopleForBikes	<ul style="list-style-type: none"> – Annual or biannual competitive grant program for private funds – Grant requests cannot exceed 50% of the project cost and \$10,000 maximum 	✓					
Community Challenge Grant – AARP	<ul style="list-style-type: none"> – Project that increase mobility options and connectivity in communities – No minimum or maximum award amount 	✓	✓	✓	✓	✓	
Smart Growth Grant – National Association of Realtors	<ul style="list-style-type: none"> – Educational programs and policies that support active transportation – Level One: up to \$1,500 – Level Two: up to \$5,000 						✓
Placemaking Grant – National Association of Realtors	<ul style="list-style-type: none"> – New, outdoor public spaces and destinations in a community – Level One: up to \$1,500 – Level Two: up to \$5,000 	✓	✓	✓	✓	✓	



Measuring Success

Long-term success of the Active Transportation Plan will be measured by the completion of linear miles of new multimodal transportation facilities, the number of newly connected destinations, enhancements of transit facilities (e.g. number of new bus pads and number of additional of transit stops), and enhancements to destinations. These capital improvements will not happen overnight; it will take diligent work on the part of planning partners and support of the local residents. Community leaders should update the list below periodically to check progress in implementation.

The following tables are consistent with the templates provided by the PA WalkWorks program and fulfill the reporting requirements for metrics.

Active Transportation Plan Implementation Metrics - Sidewalks				
Map or Pg. No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
4-2	High	Ardmore Blvd	0.2	Downtown Ardmore; Forest Hills Park
4-8	High	Brinton Rd	0.8	Residential Areas
3-14	Medium	Missing Segments of Borough Sidewalk Network	15.88	All Borough Parks; Trinity Christian School

Active Transportation Plan Implementation Metrics - Crosswalks and Intersections			
Map or Page No.	Priority	Project Description	Connected Destinations
4-4	High	Median Refuge—Ardmore Blvd/ Merion Ave/Berkley Ave	Downtown Ardmore
4-4	High	Ardmore Blvd Midblock Crossing	Downtown Ardmore
4-4	High	Median Refuge—Ardmore Blvd/ Sumner Ave/Kenmore Ave	Downtown Ardmore
4-5	Medium	Pedestrian Crossing Improvements on Greensburg Pk—Locations TBD Through Design Process	C.C. Mellor Library; Forest Hills Borough Building; Woodland Hills Junior/Senior High
4-8	Medium	Pedestrian Crossing Improvements on Brinton Rd—Locations TBD Through Design Process	Residential Areas

Active Transportation Plan Implementation Metrics - Transit Stops, Connections and Routes				
Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
4-4	High	Curb Extension—Ardmore Blvd/ Merion Ave/Berkley Ave	--	Downtown Ardmore
4-8	High	Bus Stop Enhancements—Five locations on Brinton Rd	--	Residential Areas
3-14	Medium	Transit Route on Greensburg Pk	1.7 *	C.C. Mellor Library; Forest Hills Borough Building; Woodland Hills Junior/Senior High

*Additional distance outside of Forest Hills Borough

Active Transportation Plan Implementation Metrics - Bicycle Infrastructure Improvements				
Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
4-5	High	Greensburg Pike Sharrows	1.7 *	C.C. Mellor Library; Forest Hills Borough Building; Woodland Hills Junior/Senior High
4-8	High	Brinton Road Sharrows	0.8 *	Residential Areas

**Could continue beyond borough boundary*

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements	
Policy/Project	Description
Complete Streets Policy	Develop a complete streets policy to ensure that complete streets strategies are considered in the borough
SALDO / Zoning Updates	Update definitions; Include design standards for active transportation infrastructure
Transportation Impact Study Requirements	Update requirements to include considerations of all modes; require Alternative Transportation Plan for large scale developments
Official Map	Adopt an official map which incorporates capital improvements, particularly sidewalk connections, identified in ATP
Capital Improvements Plan	Develop capital improvements plan to include improvements identified in ATP
Enforcement Programs	Focus enforcement activities in areas where there is increased pedestrian and bicycle activity, such as the retail core along Ardmore Boulevard
Education and Encouragement Programs	Educate residents on the health and safety benefits of walking and biking