

# 2025

## Active Transportation Plan

Municipality of Bethel Park



# PROJECT TEAM / ACKNOWLEDGMENTS

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

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# PROJECT TEAM / ACKNOWLEDGMENTS

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· ENTERING ·

BETHEL PARK

WELCOME TO  
  
ALLEGHENY  
COUNTY



**MUNICIPALITY OF BETHEL PARK  
ALLEGHENY COUNTY, PENNSYLVANIA**

**RESOLUTION NO. R4-13-26A**

**“A RESOLUTION OF INTENTION TO ADOPT THE BETHEL PARK ACTIVE  
TRANSPORTATION PLAN – 2025”**

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

WHEREAS, the Municipality of Bethel Park Council adopted the Bethel Park Comprehensive Plan in 2020; and

WHEREAS, Allegheny County adopted *Allegheny Places – The Allegheny County Comprehensive Plan* in 2008; and

WHEREAS, the Municipality of Bethel Park Council has reviewed *Allegheny Places* and seeks to align municipal policies and priorities with the goals and recommendations of the County Comprehensive Plan; and

WHEREAS, the Municipality of Bethel Park has not previously adopted a formal Active Transportation Plan; and

WHEREAS, the Bethel Park Active Transportation Plan – 2025 was developed with financial support from Allegheny County and PA WalkWorks; and

WHEREAS, the Municipality of Bethel Park seeks to provide a safe, inviting, and healthy environment for residents, workers, and visitors; and

WHEREAS, the Municipality of Bethel Park encourages walking and bicycling as viable and attractive modes of transportation that support individual and community health and wellness; and

WHEREAS, the Municipality of Bethel Park supports regional and local transportation networks that protect and enhance public health and the environment and prioritize safe, accessible, and secure multimodal transportation for both people and the movement of goods; and

WHEREAS, the Bethel Park Active Transportation Plan – 2025 was developed based on consideration of Allegheny County transportation, health, safety, and welfare goals, public input, agency coordination, and existing transportation, neighborhood, and infrastructure plans; and

WHEREAS, the Bethel Park Active Transportation Plan – 2025 was prepared through a public planning process that included the work of a local study committee, public meetings, and periodic updates to the Municipality of Bethel Park Council; and

WHEREAS, the Bethel Park Active Transportation Plan – 2025 is the product of this public process and includes a vision, goals, design guidelines, policy recommendations, and implementation strategies; and


WHEREAS, the Municipality of Bethel Park Council has reviewed the proposed Bethel Park Active Transportation Plan – 2025;

NOW, THEREFORE, BE IT RESOLVED that the MUNICIPALITY OF BETHEL PARK COUNCIL hereby:

1. The Bethel Park Active Transportation Plan – 2025 is hereby adopted in its entirety as a policy guide for the Municipality of Bethel Park, including all maps, figures, charts, and text contained therein;
2. All resolutions or parts thereof in conflict with this Resolution are hereby repealed to the extent of such conflict; and
3. This Resolution shall take effect immediately upon its passage and publication as required by law.

PASSED AND ADOPTED this 13<sup>th</sup> day of April, 2026.

ATTEST:  
  
\_\_\_\_\_  
Secretary

MUNICIPALITY OF BETHEL PARK  
BY   
\_\_\_\_\_  
President of Council

# 2025

## Active Transportation Plan

### Municipality of Bethel Park

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ALLEGHENY COUNTY, PENNSYLVANIA**

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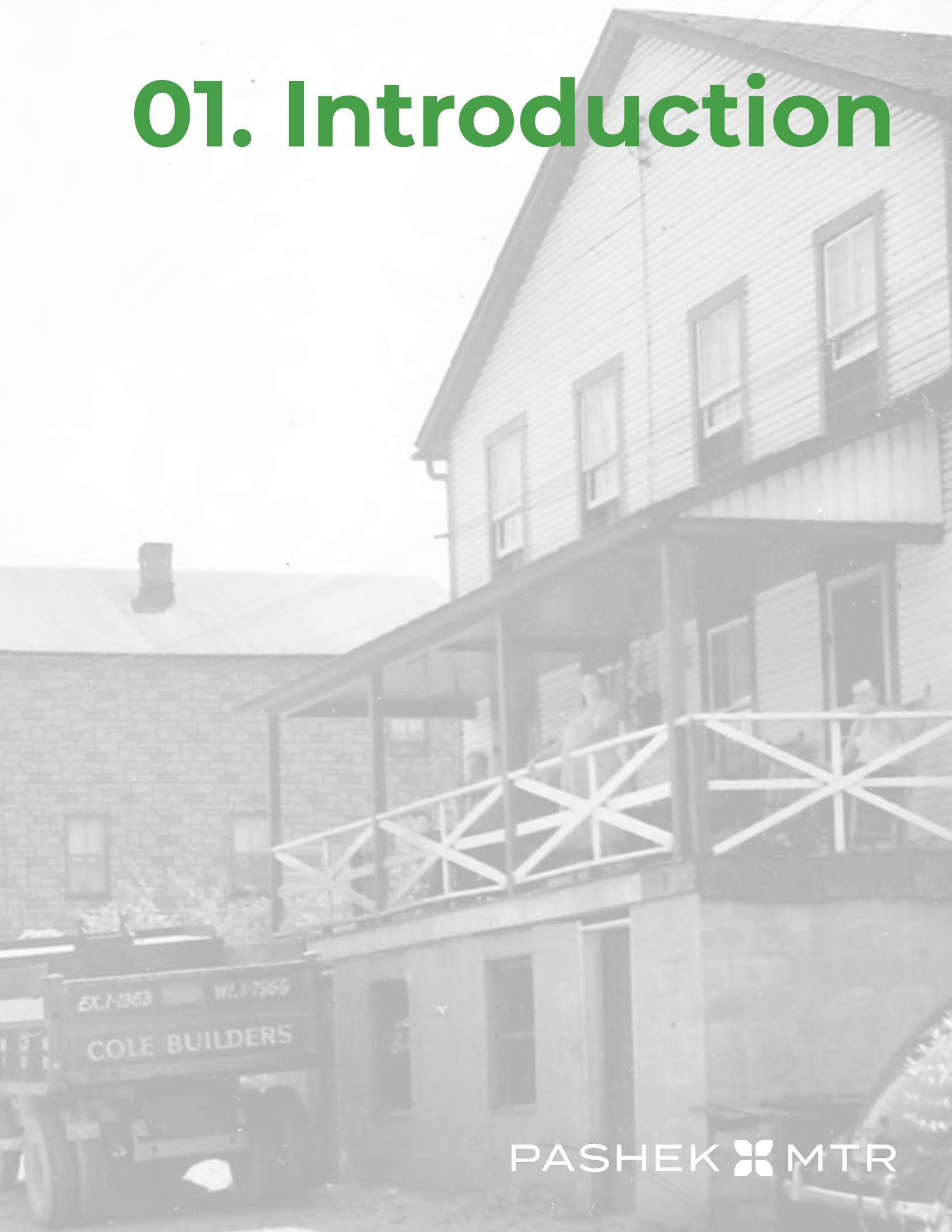
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# 01. Introduction



**ACTIVE TRANSPORTATION IS ANY SELF-PROPELLED, HUMAN-POWERED MODE OF TRANSPORTATION THAT INCLUDES THINGS LIKE WALKING, RUNNING, USING BICYCLES, E-BIKES, WHEELCHAIRS, SCOOTERS, AND SKATEBOARDS.**





# Background

Bethel Park is a suburban Home Rule Municipality in Allegheny County. It is located approximately eight miles south of downtown Pittsburgh and is home to over 33,000 residents. The community features a mix of residential neighborhoods, commercial corridors, schools, parks, and transit access points. Bethel Park is served by major roadways, bus lines, and the Pittsburgh Regional Transit (PRT) light rail system, known locally as the “T.”

Despite this multimodal connectivity, the municipality remains largely car-dependent. This Active Transportation Plan seeks to address that imbalance by improving infrastructure for walking, biking, and rolling, enhancing safety, accessibility, and connectivity for all users. This car-centric development pattern presents challenges for pedestrians, cyclists, and individuals with disabilities. Many areas of Bethel Park lack adequate sidewalk coverage, safe crossings, or continuous routes to key destinations. Common issues include sidewalk gaps, unmarked crosswalks, high-traffic roadways without pedestrian-friendly safety features, and limited bicycle infrastructure.

This Active Transportation Plan addresses those challenges by identifying and prioritizing improvements to pedestrian and bicycle infrastructure. The goal is to enhance safety, promote connectivity, and expand accessibility throughout the community, creating a transportation network that serves all users regardless of age, ability, or mode of travel.

# Why Active Transportation?



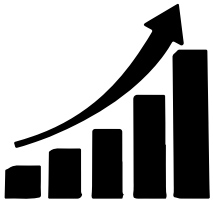
## PUBLIC SAFETY

Public safety in the context of active transportation involves ensuring that people can use these modes of travel safely and efficiently without being exposed to unnecessary risks, such as traffic accidents or unsafe infrastructure.



## HEALTHY FUTURES

Access to walkable infrastructure reduces the risk of chronic diseases like heart disease, obesity, diabetes, and certain cancers. By adopting a plan that encourages active travel, communities can increase physical activity among residents, improve mental health by reducing stress, anxiety and depression, decrease healthcare costs associated with sedentary lifestyles.



## LOCAL ECONOMY

Pedestrians and cyclists tend to shop more locally, leading to more foot traffic for small businesses and increasing sales in neighborhood stores, cafes, and restaurants. A vibrant active transportation culture encourages spending within the community. Properties in walkable, bike-friendly neighborhoods with access to parks, trails, and public transportation tend to see higher property values. People are willing to pay a premium to live in areas where active transportation is easily accessible.



## SOCIAL EQUITY

Active transportation and social equity are increasingly interconnected concepts in modern urban planning and public policy. Social equity, in the context of transportation, means ensuring that all people, regardless of socioeconomic status, race, ethnicity, gender, or physical ability, have equal access to safe and efficient transportation options.

## ABOUT THIS PLAN

The Bethel Park Active Transportation Plan (ATP) is a strategic guide designed to improve safety, accessibility, and connectivity for non-motorized travel throughout the municipality. Funded by the Municipality of Bethel Park with additional support from the Redevelopment Authority of Allegheny County and PA WalkWorks, the plan outlines targeted strategies to enhance walking and bicycling conditions for all users.

### PURPOSE

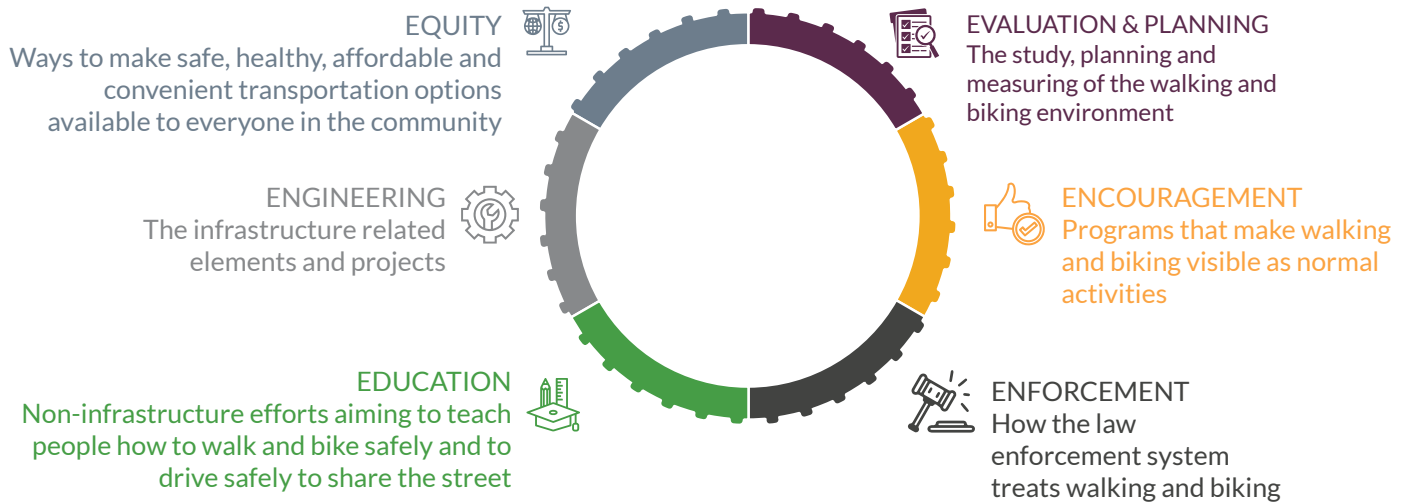
The Bethel Park Active Transportation Plan's primary goal is to guide the development of a safe, accessible, and connected network for non-motorized travel. While this plan is not a regulatory document, it provides a framework for advancing Bethel Park's vision to support an inclusive, safe, and well-connected community that promotes economic development and innovation, protects and enhances environmental resources, and respects local heritage while addressing the challenges of the future. It proposes a series of recommendations and strategies that promote walking, biking, and transit use by improving infrastructure, adopting pedestrian-friendly policies, and fostering community-wide connectivity.

This plan is intended to serve as a resource for municipal leadership—including elected officials, staff, advisory Boards—as well as regional partners such as the Allegheny County Department of Public Works and the Pennsylvania Department of Transportation. It is a reference document that can inform future actions and decisions, not a mandate. Implementation of the proposed recommendations will require additional dialogue, planning, and community involvement.

The Active Transportation improvements proposed in this plan may become a reality within public rights-of-way and private property, only upon securing agreements for public access to the corridor with willing landowners when proposed on private property. No land will be acquired for the proposed corridors from landowners not currently interested in providing access through their properties.



# THE 6 E'S OF ACTIVE TRANSPORTATION



The policies, programs, and initiatives outlined in this plan align with the “Six E’s” framework, which promotes the creation of bikeable and walkable communities. These Six E’s are education, enforcement, encouragement, evaluation, equity, and engineering. Detailed recommendations for each of these categories can be found in Chapters 4 and 5.

## IDENTIFYING PROJECTS

As the plan was being prepared, the current financial status of Bethel Park was taken into consideration. Many of the recommendations proposed within this plan rely on funding sources outside of the Municipality’s General Funds to implement, and recognize that existing staff have many duties and responsibilities to undertake. Upon completing an evaluation of the existing transportation network infrastructure, our team identified short, mid, and long-term solutions for improving pedestrian and bicycle comfort, safety and connectivity throughout the municipality. We identified specific implementation strategies in the areas of Education, Engineering, Enforcement, Encouragement, and Evaluation & Planning. This will allow Bethel Park to effectively communicate with funders and partners, such as PennDOT, through their PennDOT CONNECTS policy for community input along PennDOT corridors.

# Development of this Plan

## RESEARCH



This Active Transportation Plan builds upon the goals, priorities, and recommendations outlined in existing planning efforts such as Blueprint Bethel Park (the Municipality's 2020 Comprehensive Plan) and Active Allegheny (Allegheny County's first active transportation plan). These earlier plans provide valuable context and direction that helped shape the recommendations outlined in this plan. This plan used those efforts as a starting point, identifying opportunities to refine, expand, and implement strategies that respond to current needs and community input. A summary of each guiding document, national best practice standards for bicycle and pedestrian facilities, and local conditions are detailed in [Appendix A](#).

## INVENTORY & ANALYSIS



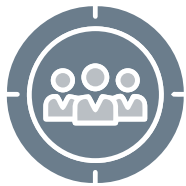
The Inventory and Analysis phase is a critical foundation for the Active Transportation Plan. It involves a comprehensive assessment of existing conditions across Bethel Park to identify opportunities, constraints, and gaps within the current pedestrian, bicycle, and transit networks. This phase ensures that recommendations are grounded in real-world conditions and tailored to Bethel Park's unique needs.

## FIELDWORK



As part of the planning process, field work was conducted to verify existing conditions, assess infrastructure quality, and observe real-world challenges faced by pedestrians, cyclists, and transit users in Bethel Park. While GIS data, crash reports, and public input provided a strong foundation, on-the-ground assessments offered critical insights into the day-to-day usability and safety of the active transportation network.

## COMMUNITY AND STAKEHOLDER ENGAGEMENT



Community engagement extended through the entire process of developing this plan. To keep residents informed and involved, the Municipality of Bethel Park launched an Active Transportation webpage, providing project updates and access to active transportation resources. Public input was gathered through online survey responses, an interactive mapping tool, key person interviews and a public meeting. A summary of the community feedback is provided in Chapter 3.

## STEERING COMMITTEE



The Steering Committee played a vital role in guiding the development of the Bethel Park Active Transportation Plan. Comprised of representatives from municipal departments, elected officials, planning professionals, community organizations, and residents, the committee served as a key advisory body throughout the planning process.



# Vision & Goals

**VISION:** The Bethel Park Active Transportation Plan envisions a vibrant, safe, and accessible community where walking, cycling, and other forms of active transportation are seamlessly integrated into Bethel Park policy, infrastructure, and daily life.

The Bethel Park Active Transportation Plan will identify strategies to improve trail and pedestrian connectivity throughout the Municipality. The plan will focus on linking key destinations such as parks, the library and community center, commercial districts, and residential neighborhoods, while also addressing gaps in the existing sidewalk network. Connections to regional amenities in neighboring municipalities will be prioritized to ensure a cohesive and accessible active transportation system.

A central goal of the plan is to position Bethel Park for designation as a Walk Friendly Community. To achieve this, the plan will include a comprehensive and impartial assessment of pedestrian and bicycle infrastructure needs. Based on this analysis, it will identify challenges, propose targeted solutions, and outline a phased approach for implementation. The plan will also highlight opportunities for applying Complete Streets principles to create safer, more inclusive streets for all users, regardless of age, ability, or mode of travel.

## GOALS:

### **ENHANCE SAFETY FOR ALL USERS**

Reduce pedestrian and cyclist injuries and fatalities through infrastructure improvements, policy changes, and education.

### **EXPAND AND CONNECT ACTIVE TRANSPORTATION INFRASTRUCTURE**

Create a continuous, accessible network of sidewalks, bike lanes, trails, and crossings that link neighborhoods, commercial areas, parks, schools, and transit hubs.

### **INTEGRATE ACTIVE TRANSPORTATION INTO MUNICIPAL POLICY**

Incorporate walking, cycling, and other active travel modes into all transportation, land use, and development decisions.

### **INCREASE ACCESSIBILITY FOR ALL RESIDENTS**

Ensure active transportation facilities are designed for users of all ages and abilities, including those with disabilities.

### **PROMOTE ACTIVE TRANSPORTATION AS A VIABLE TRAVEL OPTION**

Increase the number of trips made by walking, cycling, and other non-motorized modes through awareness campaigns, community programs, and incentives.

### **SUPPORT ENVIRONMENTAL AND PUBLIC HEALTH BENEFITS**

Encourage active transportation as a means to reduce greenhouse gas emissions, improve air quality, and promote healthy, active lifestyles.

### **FOSTER COMMUNITY ENGAGEMENT AND COLLABORATION**

Engage residents, businesses, and regional partners in planning, funding, and implementing active transportation initiatives.

### **PRIORITIZE EQUITY IN TRANSPORTATION PLANNING**

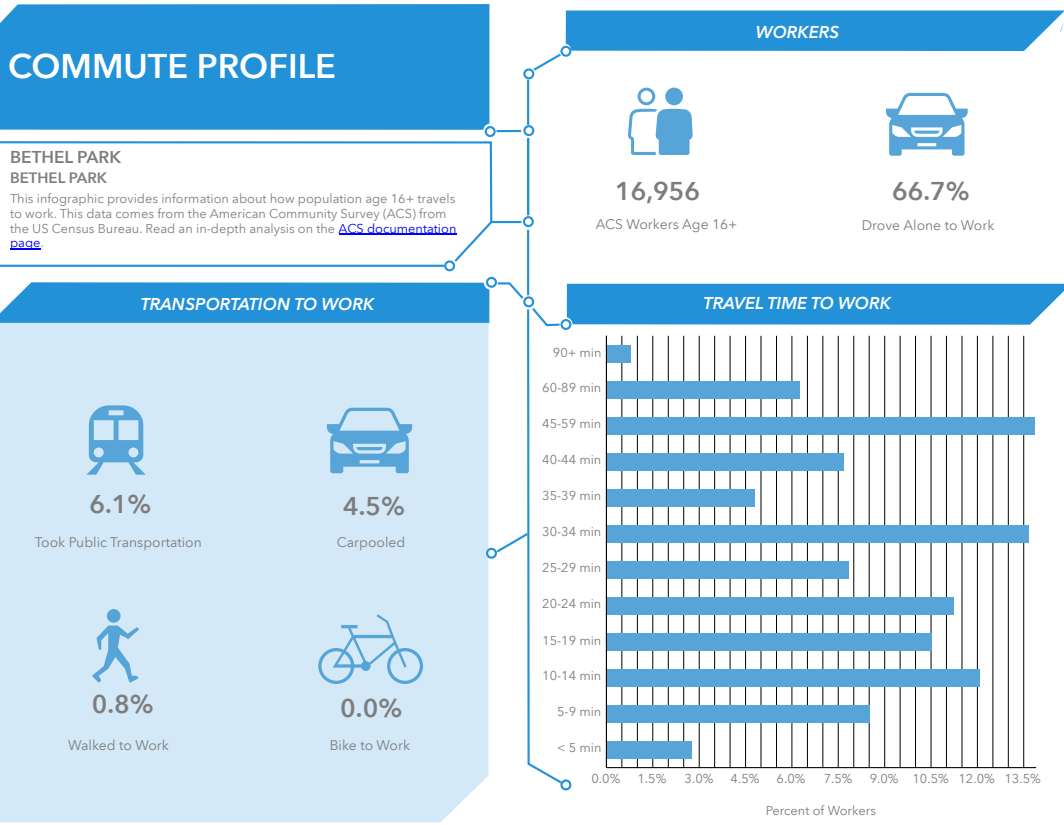
Address gaps in access and safety in underserved or disconnected areas to ensure all residents benefit from active transportation improvements.





# 02. INVENTORY & ANALYSIS

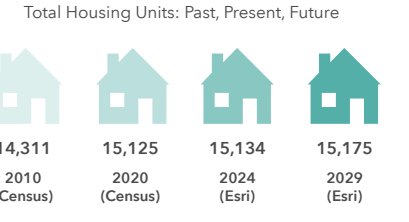
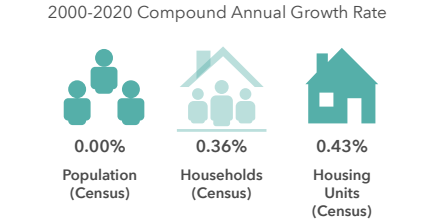
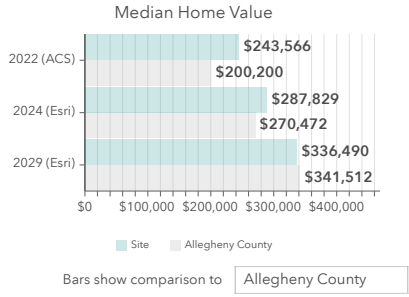
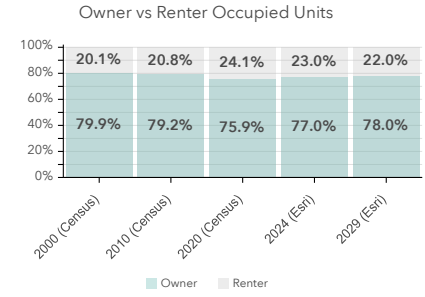
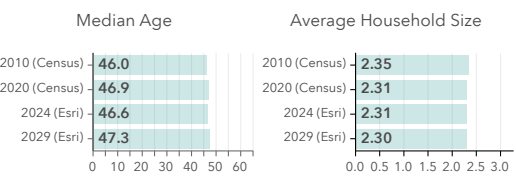
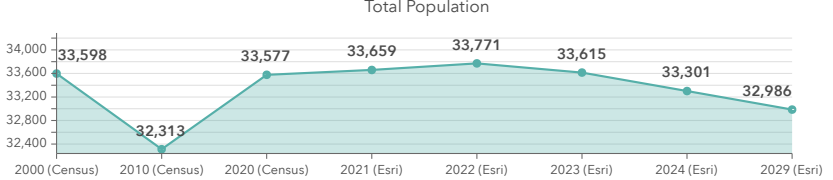
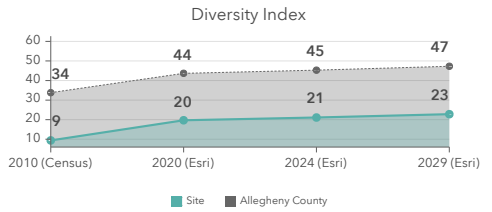




Source: This infographic contains data provided by ACS (2018-2022). © 2024 Esri

## Community Change Snapshot

**BETHEL PARK**  
**BETHEL PARK**



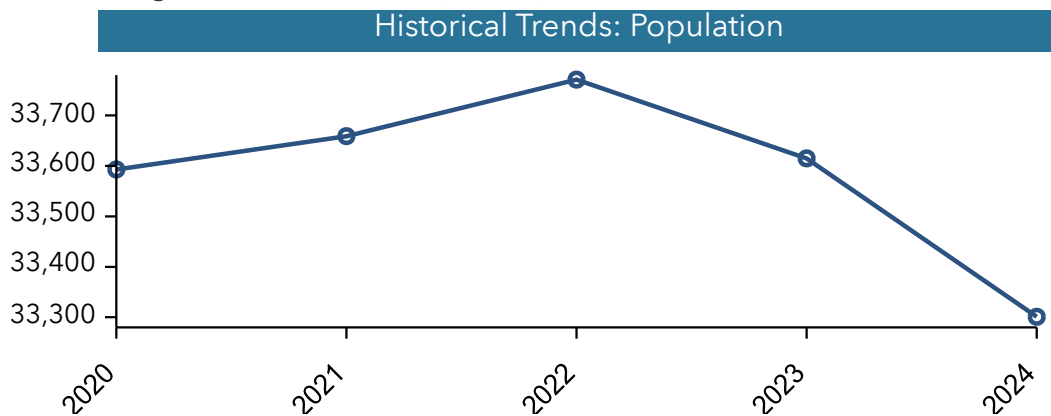
Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020), Esri (2024, 2029), ACS (2018-2022). © 2024 Esri

# Demographics

## POPULATION

Demographics play a crucial role in shaping the goals, priorities, and design of the Active Transportation Plan. Understanding the age, ability, income, and travel behaviors of Bethel Park’s population helps ensure that transportation improvements are inclusive, equitable, and aligned with community needs.

- Estimated Population (2023): ~33,070 residents, with a slight decline of about -0.6% since 2022
- Change Since 2020 Census (33,577): Down around -1.5%



## AGE AND HOUSEHOLD

With a significant number of older adults and families with children, safe and accessible infrastructure (such as crosswalks, sidewalks, and traffic calming) is essential to support users of all ages and abilities.

- Median Age (2023): ~48.9 years, notably higher than Allegheny County (~40.6 years) and the state as a whole (~40.9 years)
- Average Household Size: About 2.2 persons, consistent with county averages

### AT RISK POPULATION



3,577

Households With Disability



8,820

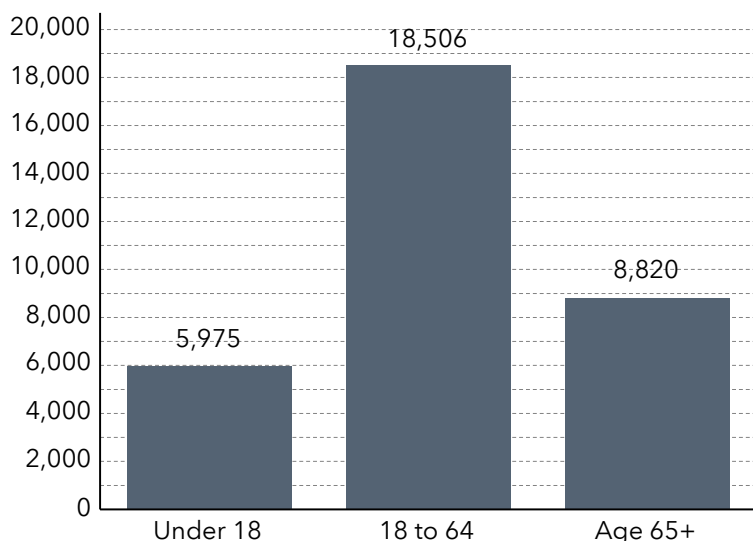
Population 65+



813

Households Without Vehicle

### POPULATION BY AGE



### POVERTY AND LANGUAGE



6%

Households Below the Poverty Level



867

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

### POPULATION AND BUSINESSES



30,486

Daytime Population



1,412

Total Businesses

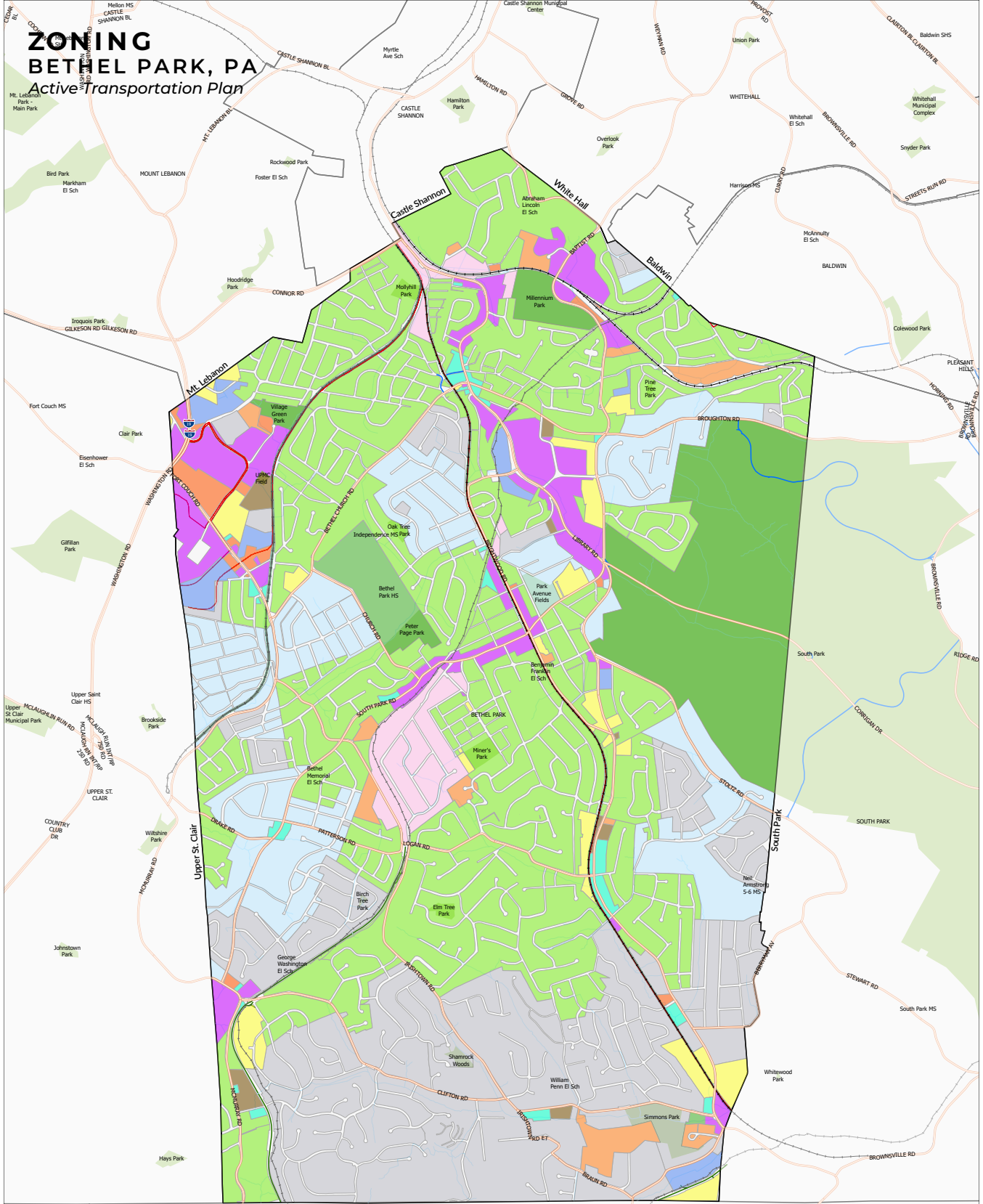


15,687

Total Employees

# ZONING BETHEL PARK, PA

Active Transportation Plan



□ Bethel Park Boundary

### Zoning

- C-1 - Neighborhood Commercial
- C-2 - Commercial
- C-3 - Commercial

■ C-4 - Office Commercial

■ CD - Conservation

■ M - Manufacturing & Light Industrial

■ OS - Open Space

■ R-1 - One Family Residential

■ R-2 - One Family Residential

■ R-3 - One Family Residential

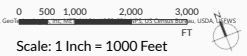
■ R-4 - Multiple Family Residential

■ R-5 - Multiple Family Residential

■ R-T - Townhouse Dwelling

PASHEK MTR

East Community Maps Contributors: PSU Office of Physical Plant, data.psu.edu; Esri, TomTom, Garmin, SafeGraph, GeoIQ



# Zoning, Subdivision and Land Development Analysis

Bethel Park is largely residential, with commercial zones concentrated along major thoroughfares and near light rail stations. The map also highlights pockets of institutional and recreational spaces interspersed throughout. A high proportion of single family residential zoning underscores Bethel Park's established low-density residential character, with commercial zones focused on pedestrian-accessible corridors.

## *Observations:*

- The municipality is characterized by a mix of residential (R-T), commercial (C-1, C-2, C-3), industrial (M), and open space (OS) zoning districts.
- Commercial zones are primarily located along major corridors such as Route 88 (Library Road) and Washington Road, where high vehicle volumes and wide curb cuts create barriers to pedestrian and bicycle access. These areas should be prioritized for sidewalk continuity, safer crossings, and complete streets improvements.
- Residential townhouse zones (R-T) are distributed throughout the community, often near schools and open space. These areas present strong opportunities for improving local sidewalk networks, trail access, and Safe Routes to School infrastructure.
- Open Space (OS) districts, which include parks and recreational areas, form a natural framework for a connected trail system. Enhancing access to and between these areas can strengthen the community's active transportation network.

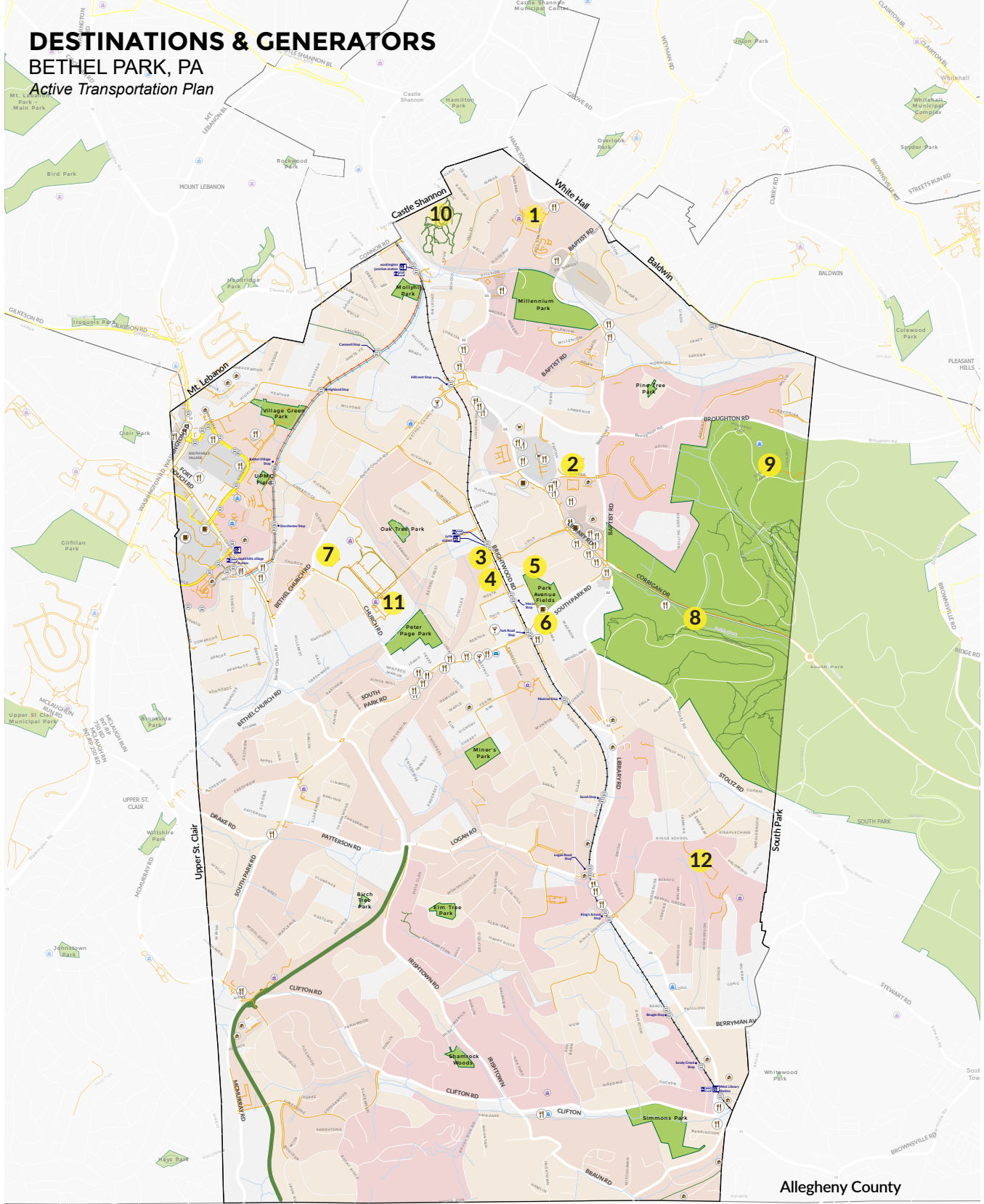
## *Zoning Considerations:*

Zoning policies can be a powerful lever for improving both public transportation efficiency and active transportation use by shaping land use, density, and the location of destinations. The key is to align zoning with transit-oriented development (TOD) principles, walkability, and multimodal access. Bethel Park should adopt zoning policies that prioritize high density residential and commercial districts along the Silver and Red "T" lines. This would encourage services within a walkable distance of major transit corridors.

**Active Transportation and Transit Demand Management are land use issues first, transportation issues second. Without the right density and zoning, even the best bike lanes and transit programs will struggle.**

# DESTINATIONS & GENERATORS

BETHEL PARK, PA  
Active Transportation Plan



Allegheny County  
Washington County

- Bethel Park
- State Roads
- Local Roads
- Light Rail
- PRT Routes
- PRT Bus Stops
- T-Stops
- Park and Ride
- Sidewalks
- Trails
- Montour Trail Route
- South Park Trail
- Connector
- Streams
- Parks
- Retail Centers
- Private School
- Public School
- Grocery Stores
- Post Office
- Apartment Buildings
- Restaurant
- Coffee Shops

- Population Density per Block
- 0-10
  - 11-25
  - 26-50
  - 51-125

**COMMUNITY ASSETS**

- 1** AHN Sports at Cool Springs
- 2** Bethel Park Health + Wellness Pavilion
- 3** Bethel Park Municipal Building
- 4** Bethel Park Public Library
- 5** Bethel Park Community Center
- 6** Bethel Park Historical Society
- 7** Spencer Family YMCA
- 8** South Park Ice Rink
- 9** South Park Bikes, Blades and Boards Park & BMX Track
- 10** Bethel Green
- 11** Bethel Park High School
- 12** Bethel Park Elementary School

# Destinations & Generators

The “Destinations & Generators” map provides a comprehensive spatial overview of the key community assets, travel infrastructure, and land use patterns within Bethel Park. This analysis highlights how existing conditions can inform active transportation planning by identifying high-priority areas for improved connectivity, safety enhancements, and infrastructure investment.

*Features identified on this map include:*

- Bethel Park Community Center
- Municipal Building
- Public Library
- Health + Wellness Pavilion
- Historical Society
- Spencer Family YMCA
- Public and private schools
- Parks
- Eateries
- Grocery stores
- Post office
- Apartment complexes

*Observations:*

- ***High-Value Connectivity Zones:***

Areas with overlapping population density, public transit, schools, parks, and retail centers represent high-opportunity zones for sidewalk improvements, crosswalk enhancements, and bike/pedestrian infrastructure upgrades.

- ***Multimodal Integration:***

The concentration of transit stops and Park-and-Ride locations presents a strong opportunity to enhance first and last mile access. Safe walking and biking routes to these hubs can increase transit usage and reduce car dependency.

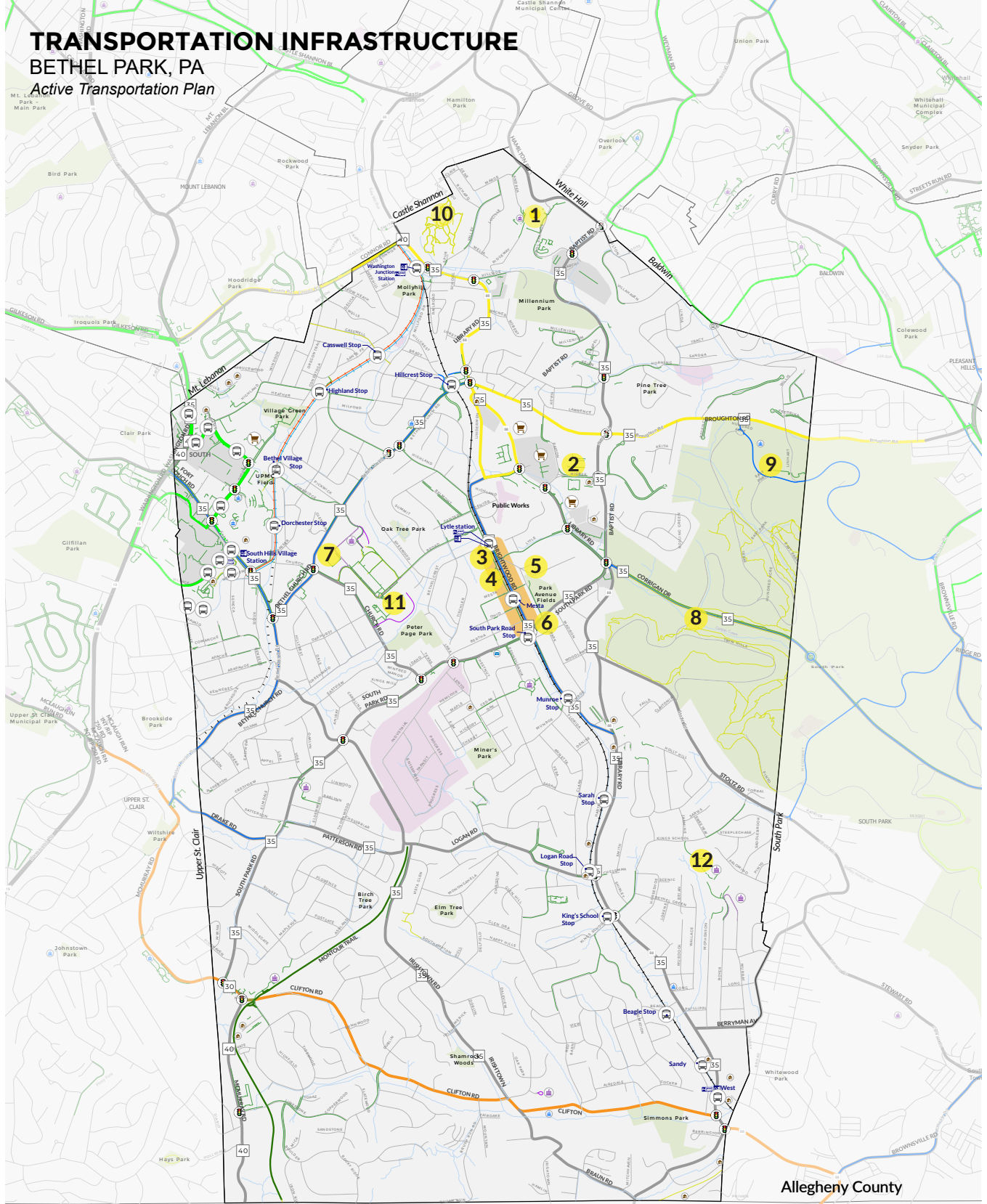
- ***Trail Gaps and Expansion Opportunities:***

Existing trail alignments such as the Montour Trail and the South Park connector provide a regional framework but are not yet fully integrated into the internal municipal network. Strategic trail extensions and connectors could close gaps and provide alternative transportation routes to provide connections to destinations within Bethel Park.

# TRANSPORTATION INFRASTRUCTURE

## BETHEL PARK, PA

### Active Transportation Plan



- Bethel Park
- State Roads
- County Roads
- Local Roads
- Light Rail
- PRT Routes
- PRT Bus Stops
- T-Stops
- Park and Ride
- Yellow Belt
- Orange Belt
- Sidewalks
- Trails
- Montour Trail Route
- South Park Trail
- Connector Streams
- Parks
- Retail Centers
- Private School
- Public School
- Grocery Stores
- Post Office
- Apartment Buildings

#### COMMUNITY ASSETS

- 1** AHN Sports at Cool Springs
- 2** Bethel Park Health + Wellness Pavilion
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- 9** South Park Bikes, Blades and Boards Park & BMX Track
- 10** Bethel Green
- 11** Bethel Park High School
- 12** Bethel Park Elementary School

Allegheny County  
Washington County

# Transportation Network

## OWNERSHIP OF RIGHT-OF-WAYS

Roads within Bethel Park fall within the jurisdiction of one of three entities:

1. Bethel Park
2. Allegheny County
3. PennDOT

Roads with high traffic volumes are generally under the ownership of Allegheny County and PennDOT.

This adds another layer of coordination, review, and approvals in order to address pedestrian and bicycle needs.

## POSTED SPEED LIMITS

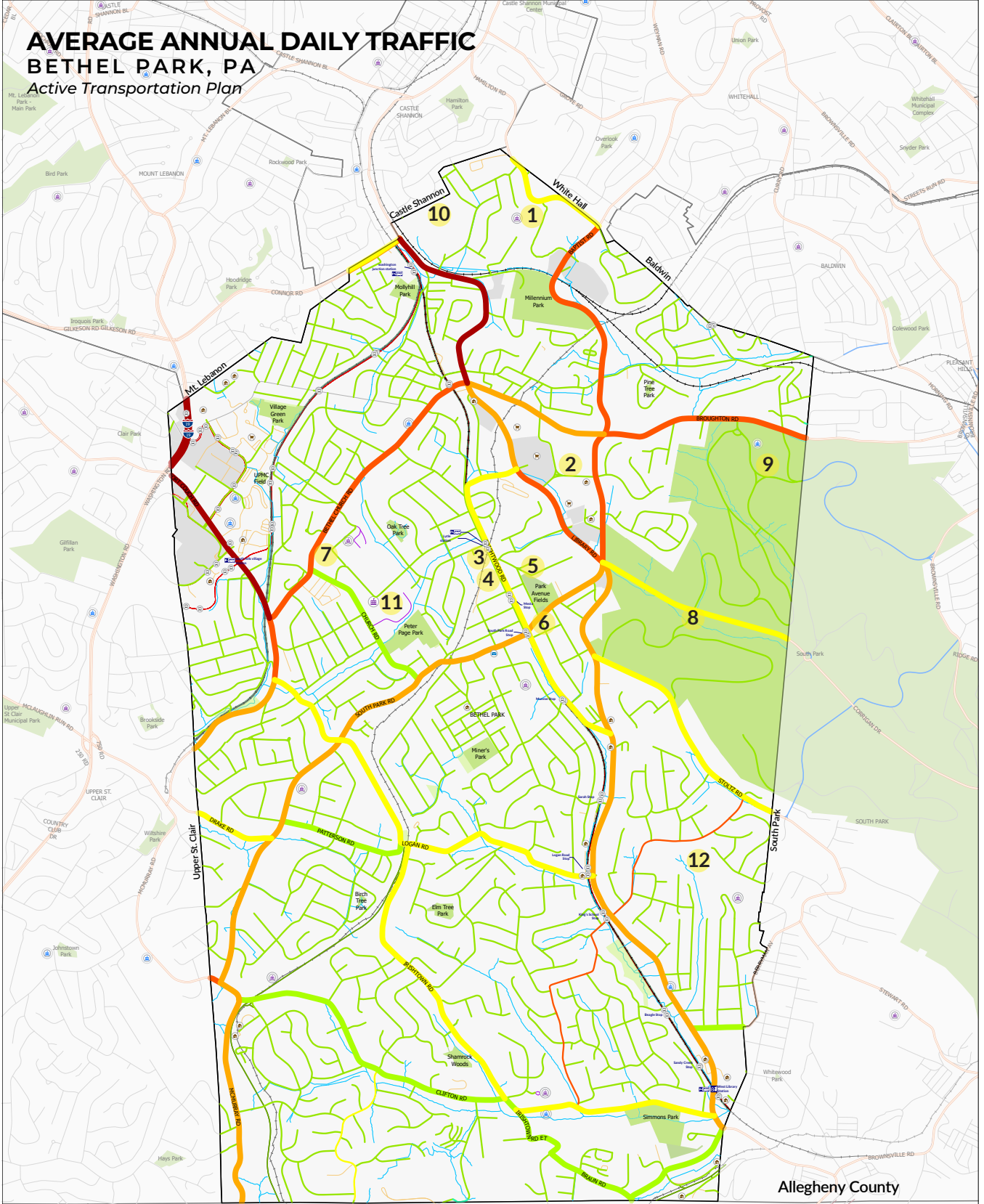
While all local streets in Bethel Park have a posted speed limit of 25MPH, field work observation and resident feedback found that these speed limits are often time exceeded, causing issues regarding safety. County Roads, including Fort Couch Road, Bethel Church Road, Drake Road, Brightwood Road and Corrigan Road all have a posted speed limit of 35MPH. State roads have a speed limit ranging from 30-40 MPH.

Road	Ownership
Fort Couch Road	Allegheny County
Bethel Church Road	Allegheny County
Drake Road	Allegheny County
Brightwood Road	Allegheny County
Corrigan Drive	Allegheny County
Broughton Road	PennDOT
Baptist Road	PennDOT
Library Road/SR 88	PennDOT
South Park Road	PennDOT
Logan Road	PennDOT
Clifton Road	PennDOT
McMurray Road	PennDOT
Berryman Avenue	PennDOT
Stoltz Road	PennDOT

# AVERAGE ANNUAL DAILY TRAFFIC

## BETHEL PARK, PA

### Active Transportation Plan



Allegheny County  
Washington County

- Bethel Park State Roads
- Local Roads
- Light Rail
- PRT Routes
- PRT Bus Stops
- T-Stops
- Park and Ride
- Sidewalks
- Trails
- Montour Trail Route
- South Park Montour Trail
- Connector Streams
- Parks
- Retail Centers

- Private School
- Public School
- Grocery Stores
- Post Office
- Apartment Buildings

- |                                  |                                  |
|----------------------------------|----------------------------------|
| <b>State Road Traffic Counts</b> | <b>Local Road Traffic Counts</b> |
| <5000                            | 0-500                            |
| 5001-10,000                      | 501-2,500                        |
| 10,001-15,000                    | 2,501-10,500                     |
| 15,001-20,000                    |                                  |
| 20,001-30,000                    |                                  |

#### COMMUNITY ASSETS

- |   |   |
|---|---|
| <b>1</b> AHN Sports at Cool Springs             | <b>7</b> Spencer Family YMCA                                  |
| <b>2</b> Bethel Park Health + Wellness Pavilion | <b>8</b> South Park Ice Rink                                  |
| <b>3</b> Bethel Park Municipal Building         | <b>9</b> South Park Bikes, Blades and Boards Park & BMX Track |
| <b>4</b> Bethel Park Public Library             | <b>10</b> Bethel Green  |
| <b>5</b> Bethel Park Community Center           | <b>11</b> Bethel Park High School                             |
| <b>6</b> Bethel Park Historical Society         | <b>12</b> Bethel Park Elementary School                       |

# MAJOR CORRIDORS- KEY FINDINGS

## LIBRARY ROAD (SR 0088) SUMMARY

Library Road runs north–south from Connor Road (SR 3038) to the Allegheny/Washington County border through Bethel Park and South Park Township. It carries a high average daily traffic (ADT) of about 30,000 vehicles and contains 36 intersections—12 signalized and 24 unsignalized. The roadway typically has two lanes with auxiliary turn lanes at many intersections, lane widths of 10–12 feet, and a right-of-way between 33 and 89 feet.

- ***Pedestrian Connectivity***

Pedestrian facilities are present at all signalized intersections except Paxton Drive. Some sidewalk segments exist between intersections, but overall corridor-wide pedestrian connectivity is lacking.

- ***Bicycle Access***

Designated as a planned commuter bicycle route from Logan Road to Brownsville Road.

- ***Public Transportation***

The Blue Line runs adjacent to the corridor.

- ***Trail Access***

Montour Trail access is located near the southern end, close to Brownsville Road.

## SOUTH PARK ROAD / MCMURRAY ROAD (SR 3009) SUMMARY

South Park Road is a 3.64-mile east–west route in southern Bethel Park, running from Library Road (SR 0088) to the Allegheny/Washington County border. It carries an average daily traffic (ADT) of approximately 13,500 vehicles and contains 36 intersections—7 signalized and 29 unsignalized. Lane widths range from 11 to 12 feet, with a legal right-of-way between 33 and 60 feet.

- ***Pedestrian Connectivity***

Sidewalks exist at some signalized intersections and between certain segments, but overall pedestrian connectivity is limited along the corridor.

- ***Bicycle Access***

McMurray Road (SR 3009) and Clifton Road (SR 3004) are designated planned commuter bicycle routes.

## LOGAN ROAD (SR 3010) SUMMARY

Logan Road is a 1.99-mile east–west route in eastern Bethel Park, running from Bethel Church Road to Library Road (SR 0088). It carries an average daily traffic (ADT) of about 8,000 vehicles and contains 17 intersections—2 signalized and 15 unsignalized. The roadway typically has two 11-foot lanes, with a right-of-way width between 33 and 67 feet.

- ***Pedestrian Connectivity***

Sidewalks exist at some signalized intersections and in limited segments between them, but overall pedestrian connectivity is poor.

- ***Bicycle Access***

Logan Road is a planned bicycle route.

- ***Public Transportation***

The Blue Line crosses the eastern end of the corridor near Library Road (SR 0088).

- ***Trail Access***

The Montour Trail can be accessed nearby via Irishtown Road, just south of Logan Road.

## **FORT COUCH ROAD (COUNTY-OWNED ROAD) SUMMARY**

Fort Couch Road is a 0.84-mile north–south route in eastern Bethel Park, running from Washington Road (SR 0019) to Bethel Church Road. It carries a high average daily traffic (ADT) of about 23,900 vehicles and contains 8 intersections—6 signalized and 2 unsignalized. The roadway typically has five lanes, with lane widths of 11–12 feet and a right-of-way of 60–90 feet.

- ***Pedestrian Connectivity***  
Pedestrian facilities exist at all signalized intersections, with sidewalks along the east side of the corridor.
- ***Bicycle Access***  
Designated as a planned commuter bicycle route between Village Drive and Bethel Church Road.
- ***Public Transportation***  
Served by a PAT bus route from Washington Road to Village Drive; the LRT Red Line begins near Village Drive.
- ***Trail Access***  
No trails are located within this corridor.

## **BETHEL CHURCH ROAD (COUNTY OWNED ROAD) SUMMARY**

Bethel Church Road is a 2.57-mile east–west route through Upper St. Clair Township and Bethel Park, running from McMurray Road (SR 3004) to Library Road (SR 0088). It carries an average daily traffic (ADT) of about 13,300 vehicles and contains 23 intersections—6 signalized and 17 unsignalized. The roadway typically has two lanes, with lane widths of 11–12 feet and a right-of-way between 36 and 55 feet.

- ***Pedestrian Connectivity***  
Pedestrian facilities exist at all signalized intersections, but continuous sidewalks are absent along the corridor.
- ***Bicycle Access***  
Designated as a planned commuter bicycle route between Logan Road and Fort Couch Road.
- ***Public Transportation***  
Not served by a PAT bus route; the LRT Blue Line crosses near the Library Road intersection.
- ***Trail Access***  
No trails are located within the corridor.

# TRANSPORTATION ANALYSIS

Bethel Park’s transportation network includes a combination of roads, light rail, the Montour Trail, and pedestrian pathways. While north-south travel is well-supported by public transit, stakeholders noted limited connectivity for multimodal east-west movement.

## AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Annual Average Daily Traffic (AADT) represents the total volume of vehicle traffic on a road segment over a year, divided by 365 days. It provides a standardized estimate of how many vehicles travel on an average day throughout the year.

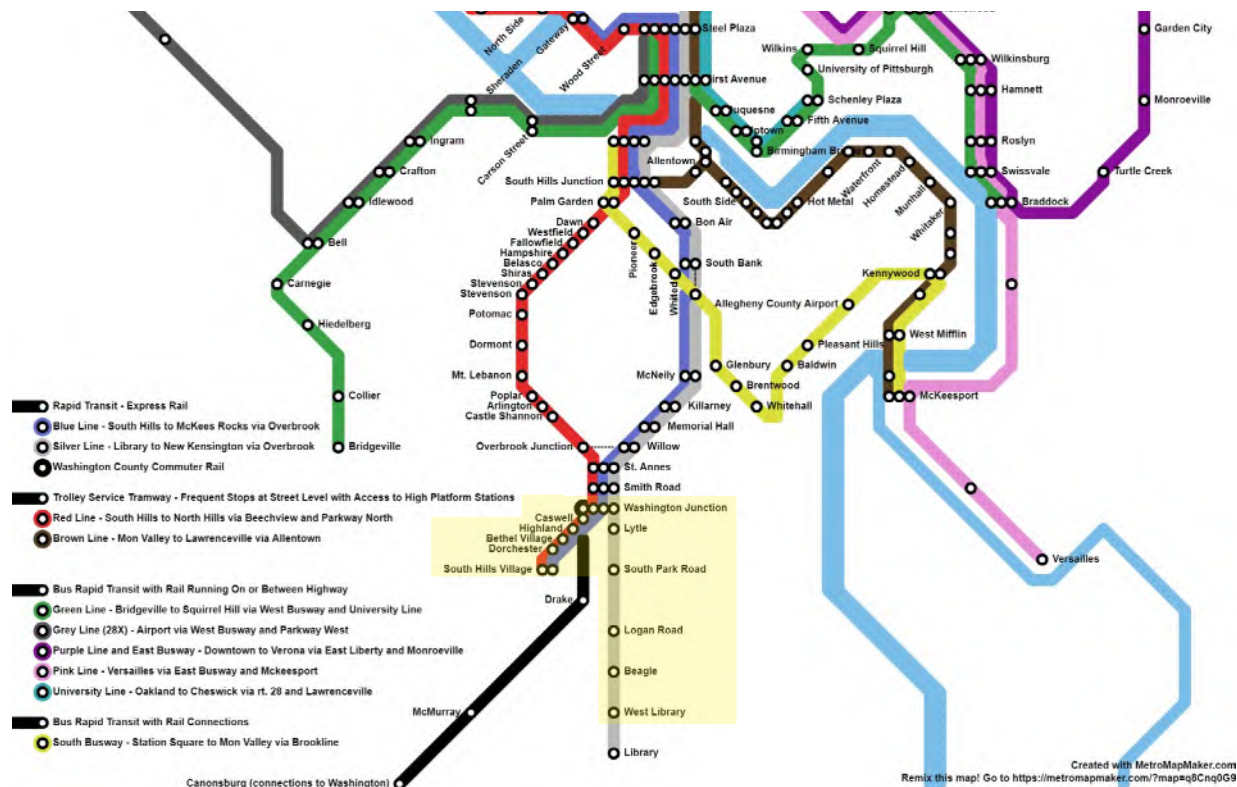
Local roads in Bethel Park often have traffic volumes ranging from 500-2,500 vehicles per day, while larger collector roads may see upward of 25,000 vehicles per day.

## ROADWAY NETWORK

- *High-volume corridors include:*
- Fort Couch Road
- Library Road / Route 88
- Broughton Road
- South Park Road
- McMurray Road
- Baptist Road
- Bethel Church Road

## TRANSIT ACCESS

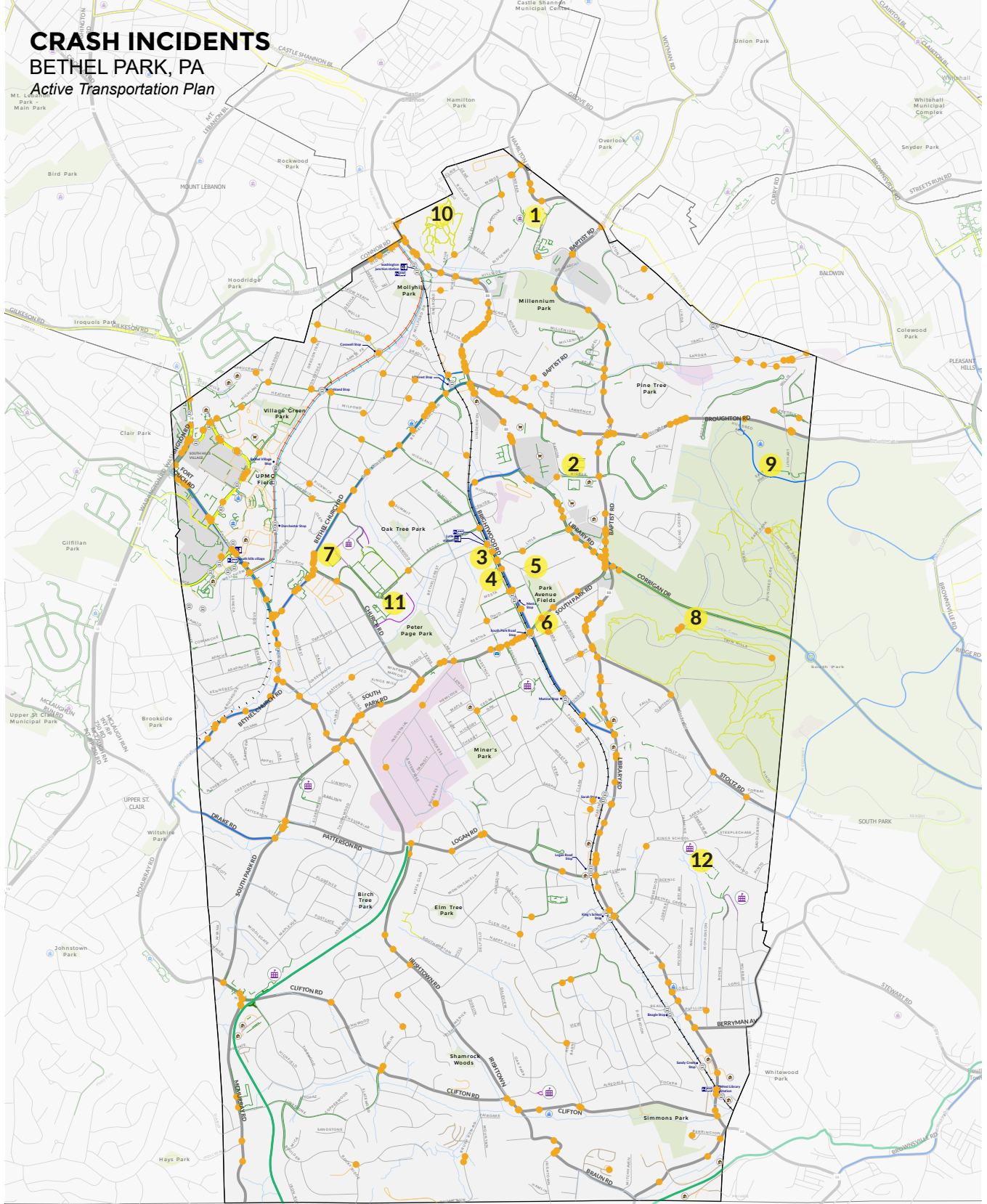
- *Bethel Park is served by multiple light rail (T) lines, including:*
- Blue Line – Library
- Blue and Red Lines – South Hills Village to Downtown Pittsburgh
- Additionally, Bus Route 36 (Banksville) connects Bethel Park to Downtown via Mt. Lebanon.



# CRASH INCIDENTS

## BETHEL PARK, PA

### Active Transportation Plan



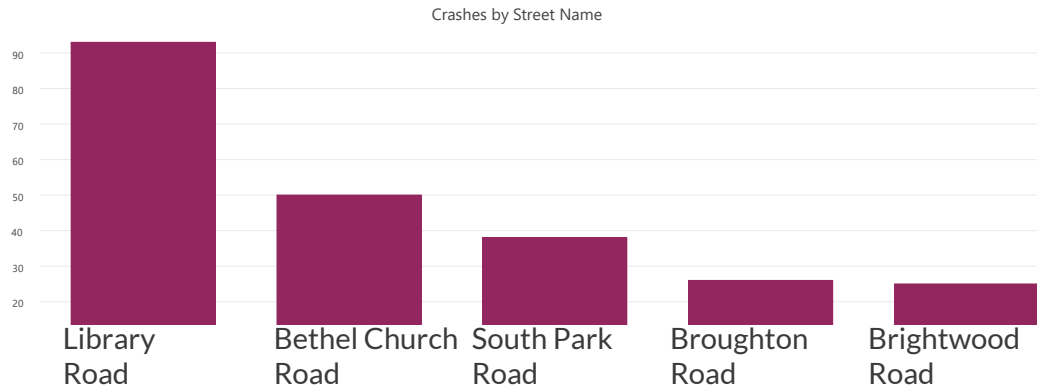
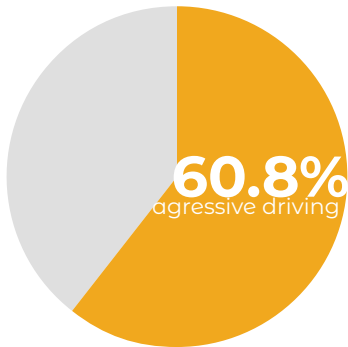
- Bethel Park
- State Roads
- Local Roads
- County Roads
- Light Rail
- PRT Routes
- PRT Bus Stops
- T-Stops
- Park and Ride
- Sidewalks
- Trails
- Montour Trail Route
- South Park Montour Trail
- Connector Streams
- Parks
- Retail Centers
- Private School
- Public School
- Grocery Stores
- Post Office
- Apartment Buildings
- 2014-2023 Crash Data

#### COMMUNITY ASSETS

- 1 AHN Sports at Cool Springs
- 2 Bethel Park Health + Wellness Pavilion
- 3 Bethel Park Municipal Building
- 4 Bethel Park Public Library
- 5 Bethel Park Community Center
- 6 Bethel Park Historical Society
- 7 Spencer Family YMCA
- 8 South Park Ice Rink
- 9 South Park Bikes, Blades and Boards Park & BMX Track
- 10 Bethel Green
- 11 Bethel Park High School
- 12 Bethel Park Elementary School

# CRASH INCIDENTS

The crash incident map illustrates crashes reported between 2014 and 2023. Higher concentrations of crashes are evident along major corridors such as Library Road (Route 88) and several collector streets.



Although only 2.1% of crashes involved pedestrians, this statistic does not indicate that Bethel Park is safe for walking—rather, it reflects the community’s limited walkability and lack of pedestrian activity. Notably, 80% of reported collisions were speed-related, and 60% were reported as aggressive driving, aligning with stakeholder feedback that many roads in Bethel Park feel unsafe for people traveling on foot.

Additionally it is important to note that crashes resulting in fatal or major injuries make up only 2.3% of crashes reported in Bethel Park between 2014 to 2023.

## Pennsylvania Crash Information Tool

Date Range: 01/01/2014 to 12/31/2023\*



### CRASH SEVERITY LEVEL BY YEAR

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	ALL YEARS
	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES
FATAL INJURY	0	0	1	1	0	0	0	0	0	0	2
SUSPECTED SERIOUS INJURY	3	4	2	5	1	3	1	2	4	4	29
SUSPECTED MINOR INJURY	12	14	20	33	25	40	32	24	26	23	249
POSSIBLE INJURY	58	49	54	37	58	40	27	33	26	28	410
UNKNOWN SEVERITY	27	23	39	19	7	11	11	16	14	11	178
<b>TOTAL</b>	<b>100</b>	<b>90</b>	<b>116</b>	<b>95</b>	<b>91</b>	<b>94</b>	<b>71</b>	<b>75</b>	<b>70</b>	<b>66</b>	<b>868</b>

### CRASH DESCRIPTION TYPES BY YEAR

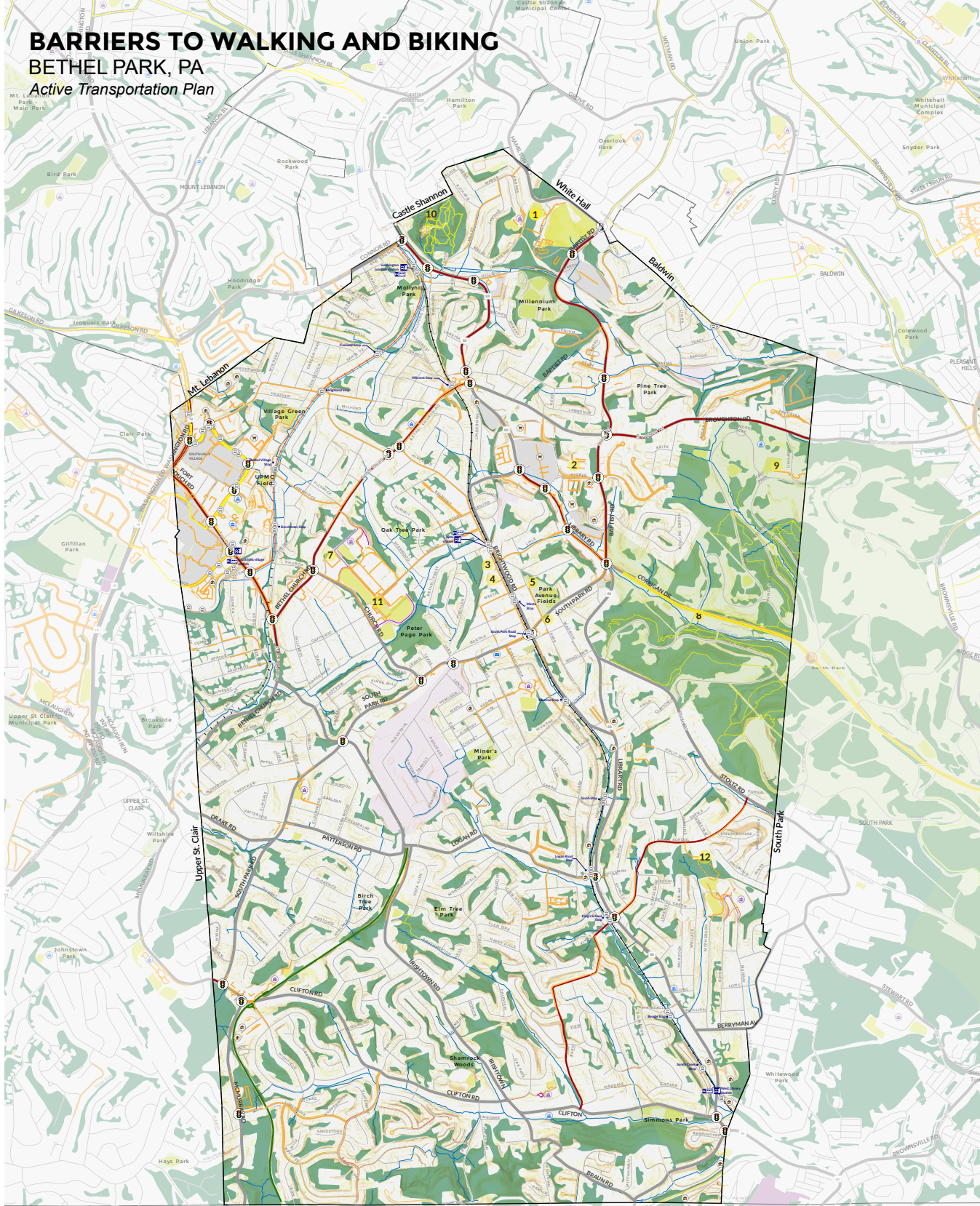
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	ALL YEARS
	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES	CRASHES
ANGLE	44	34	41	34	25	38	21	26	24	24	311
BACKING	0	0	1	0	0	0	0	0	0	0	1
HEAD ON	2	0	2	7	3	3	6	4	6	6	39
HIT FIXED OBJECT	13	16	15	13	19	13	20	16	13	8	146
NON COLLISION	0	0	0	0	0	1	2	3	1	1	8
NON MOTORIST	5	3	4	6	5	5	0	1	4	7	40
OPP DIRECTION SIDESWIPE	3	0	0	0	1	0	1	3	3	1	12
OTHER	0	0	0	0	0	0	1	0	1	0	2
REAR END	33	35	51	35	37	32	18	21	16	18	296
SAME DIRECTION SIDESWIPE	0	1	2	0	1	1	1	1	2	1	10
UNKNOWN	0	1	0	0	0	1	1	0	0	0	3
<b>TOTAL</b>	<b>100</b>	<b>90</b>	<b>116</b>	<b>95</b>	<b>91</b>	<b>94</b>	<b>71</b>	<b>75</b>	<b>70</b>	<b>66</b>	<b>868</b>

### PERSON INJURY SUMMARY BY YEAR

2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	ALL YEARS
PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS	PERSONS

# BARRIERS TO WALKING AND BIKING

BETHEL PARK, PA  
Active Transportation Plan



- |               |                          |                     |                           |
|---------------|--------------------------|---------------------|---------------------------|
| Bethel Park   | Sidewalks                | Private School      | Bike Lane                 |
| State Roads   | Trails                   | Public School       | High Volume Traffic Roads |
| Local Roads   | Montour Trail Route      | Grocery Stores      | <b>Slopes</b>             |
| Light Rail    | South Park Montour Trail | Post Office         | 15.1-25%                  |
| PRT Routes    | Connector Streams        | Apartment Buildings | 25.1-50%                  |
| PRT Bus Stops | Retail Centers           | Traffic Light       | 50.1-100%                 |
| T-Stops       | Industrial Centers       | Wooded Area         | Sports Fields             |
| Park and Ride |                          | Streams             |                           |

### COMMUNITY ASSETS

- |  |  |
|--|--|
| 1 AHN Sports at Cool Springs             | 7 Spencer Family YMCA                                  |
| 2 Bethel Park Health + Wellness Pavilion | 8 South Park Ice Rink                                  |
| 3 Bethel Park Municipal Building         | 9 South Park Bikes, Blades and Boards Park & BMX Track |
| 4 Bethel Park Public Library             | 10 Bethel Green  |
| 5 Bethel Park Community Center           | 11 Bethel Park High School                             |
| 6 Bethel Park Historical Society         | 12 Bethel Park Elementary School                       |

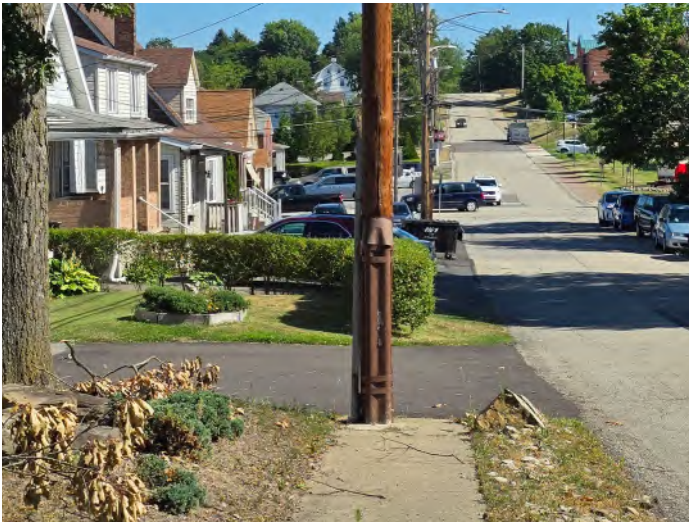
# Pedestrian and Bicycle Barriers

The inventory and analysis of Bethel Park has identified these barriers to pedestrians and bicyclists:

- Incomplete sidewalks or lack of sidewalks
- High speed driving on roads creates difficult walking and cycling conditions
- Lack of bike lanes and bike facilities
- Challenging pedestrian crossings across roads
- Challenging slopes and topography
- Densely forested areas

A lack of sidewalks or unaccessible pathways forces pedestrians to share space with vehicles, increasing the likelihood of a collision. High traffic volumes and speeding vehicles further discourage walking, while intersections that lack pedestrian infrastructure make crossing roads difficult.

Environmental factors, such as poor lighting, weather conditions, and obstructions such as cars parked on sidewalks also hinder accessibility. Additionally, the absence of accessibility features, such as curb ramps and tactile paving, makes roads challenging for individuals with disabilities. Urban sprawl exacerbates these issues by creating long distances between destinations, making walking impractical. These limitations highlight the need for pedestrian-friendly designs and policies to ensure safe and equitable access.





# Safe Routes to Schools - Hazardous Walking Routes

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

Hazardous Walking Route definition: An unsafe condition caused by potential incompatibility between vehicles and school students, while the students are walking between their home and their school or school bus stop.

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

School districts shall be paid by the Commonwealth for every school year on account of pupil transportation which, and the means and contracts providing for which, have been approved by the Department of Education, in the cases hereinafter enumerated, an amount to be determined by multiplying the cost of approved reimbursable pupil transportation incurred by the district by the district's aid ratio.

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

The Department of Transportation shall take into account the presence of sidewalks along the highway, but such presence or lack thereof shall not be controlling and the department shall consider all relevant safety factors in making its determination as to whether or not walking constitutes a hazard to pupils.

Source: PA Public School Code of 1949 - Transportation Sections

<http://www.education.pa.gov/Documents/Teachers-Administrators/Pupil%20Transportation/PupilTransp%20SchoolCode%20Transportation%209-25-08.pdf>

During the course of this study PennDOT provided Hazardous Walking Route studies and certifications for the schools in the Bethel Park School District. Many of the hazardous walking routes identified are associated with the elementary schools that are closing following the 2026/2027 school year, including: Lincoln, Franklin, Logan, Washington, and Memorial Elementary Schools. However these schools will be closed with the opening on the new Bethel Park Elementary School on Kings Road. These certifications are located in the Appendices. The only remaining hazardous walking routes identified and associated with schools that will remain open, are the hazardous walking routes identified around Neil Armstrong Elementary School.

## **NEIL ARMSTRONG MIDDLE ( FORMER ELEMENTARY) SCHOOL, DATE OF CERTIFICATION AUGUST 10, 1990.**

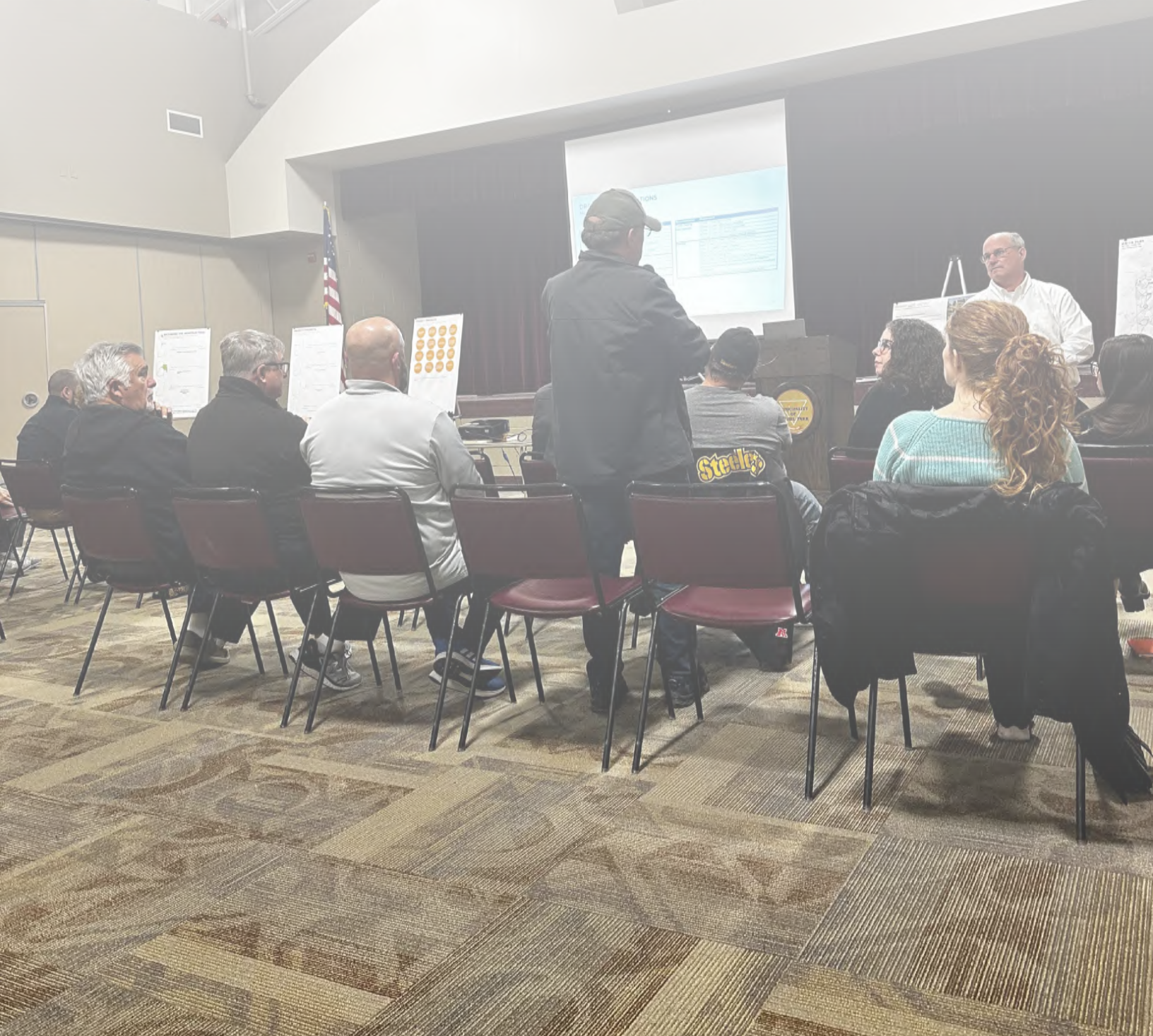
In accordance with the Department of Transportation's Guidelines, those portions of the route listed below are declared hazardous walking routes for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i)(ii). The shoulders are less than four feet wide and for streets and highways with an average traffic volume of at least ten vehicles per hour during the time students are walking, a 3.5 foot tall Elementary School Student or a 4.5 foot Secondary Student is not visible by approaching drivers; the safe speed is 20-25 miles per hour or less, the sight distance is less then the required 200 feet as follows:

- Horseshoe Drive
- Berryman Road
- Kings School Road
- McPherson Avenue
- Murry Avenue
- Bethel Park Drive

With the Bethel Park 's new elementary school opening on the campus of the Neil Armstrong Middle School, the school district is incentivized to bus children to the school. Adding pedestrian and bicycle infrastructure to these roads may potentially result in the loss of State funding for busing in the Bethel Park School District. This is a flaw in the antiquated Public School Code of 1949, as it prioritizes motor vehicle use, and deprioritizes walking and bicycling to schools. Due to the State busing subsidies, it is unlikely that the School District would support pedestrian and bicycle improvements to the surrounding roads which are currently deemed as hazardous walking routes.

# 03. Community Input





HOME

GARBAGE/RECYCLING

GOVERNMENT

POLICE

BP SCHOOL DISTRICT

PARKS

RECREATION

COMMUNITY PARTNERS

VOLUNTEER FIRE COMPANY

BETHEL PARK LIBRARY

TRI-COMMUNITY SOUTH  
EMS

## Bethel Park's Active Transportation Plan

Bethel Park has received grant funding through the WalkWorks Program to develop an Active Transportation Plan over the next nine months. **Watch this page for future notifications and opportunities for public input as the study takes shape!**



### What is Active Transportation?

**Active transportation** is any self-propelled, human-powered mode of transportation that includes things like walking, running, using bicycles, e-bikes, wheelchairs, scooters, and skateboards.

# Outreach Strategies

## ACTIVE TRANSPORTATION LANDING PAGE

Bethel Park staff launched the Bethel Park Active Transportation landing page to inform the public about the project, access key public engagement events, and learn more about active transportation. Business cards were created and passed out by Bethel Park staff members at the Bethel Park library and community gatherings around the municipality.

The QR code was decided by the Bethel Park Steering Committee to be the most effective way to share the landing page with community members. The QR code brought the community directly to the Bethel Park Landing Page.

## SOCIAL MEDIA PRESENCE

Updates regarding this Active Transportation Plan was shared with the community virtually using social media. The survey was made available on Bethel Park's Facebook and Instagram page, and asked the community to share the information with their family, friends, and neighbors. Bethel Park's Active Transportation Public Meeting, held on 2/26/25, was also posted on YouTube through Bethel Park TV (BPTV).

- [https://www.youtube.com/watch?v=\\_itlAF2UhN4&t=2s](https://www.youtube.com/watch?v=_itlAF2UhN4&t=2s)

## ONLINE SURVEY

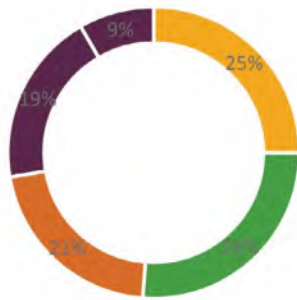
The Bethel Park Active Transportation survey was created to better understand how, where, when and why residents either walk, bike, and use public transportation in Bethel Park. The survey was made available in English, Nepalese, and Dzongkha. It was open to receive answers and comments in September of 2024, and ultimately received 460 responses. A survey response showed that 75% of respondents would support Bethel Park's efforts to construct active transportation improvement.

# Active Transportation Survey

## RESPONDENTS

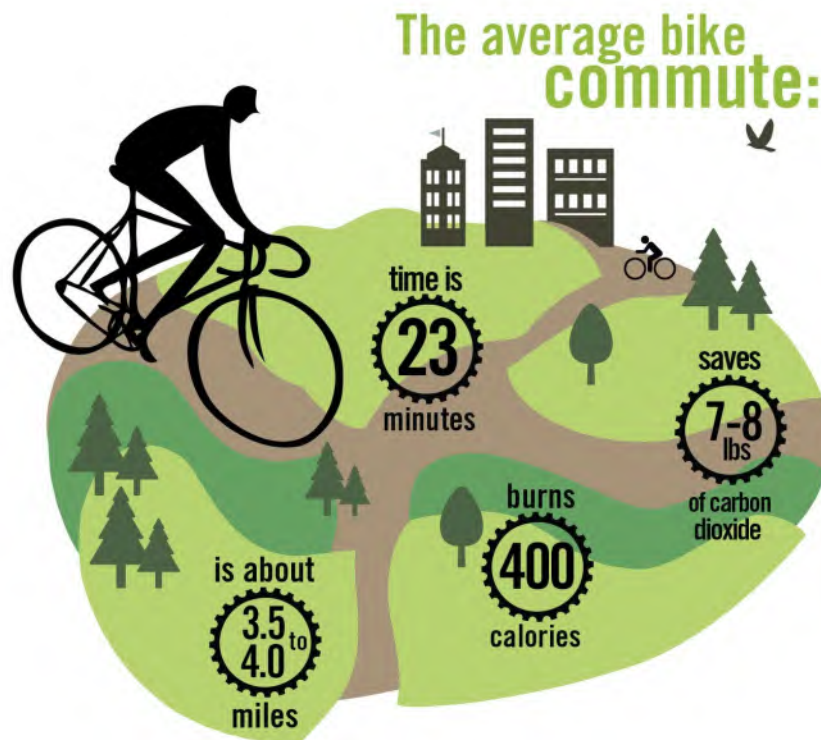
95% of respondents are residents of Bethel Park. The remainder of respondents reported that they go to work or school, own a business, travel through, or visit in Bethel Park. 25% of respondents live within two miles of their school or workplace, while another 26% of respondents live within two to five miles of their school or workplace.

What is the average approximate distance between your home and school, workplace, or other primary destination?



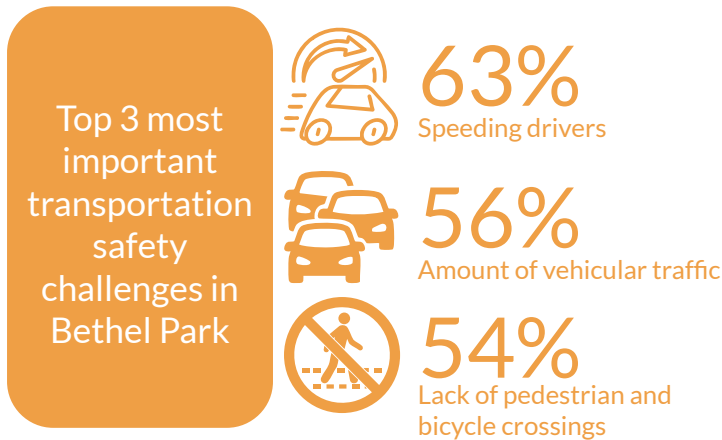
■ Less than 2 miles ■ 2 - 5 miles ■ 5-10 miles ■ 10+ miles ■ Not applicable

**51% OF RESIDENTS ARE WITHIN WALKING OR BIKING DISTANCE OF THEIR DESTINATIONS.**



## TRANSPORTATION INPUT

Survey respondents identified speeding drivers, high volumes of vehicular traffic, and the lack of pedestrian and bicycle crossings as the three most pressing safety challenges on Bethel Park’s roadways. Each of these concerns is directly addressed through the recommendations in this Active Transportation Plan.



“Anything to make the town more of a community from one end to another would be incredible”  
— Survey response

Despite the community’s limited sidewalk and pedestrian infrastructure, 77% of respondents reported that they still walk, use trails, or hike in Bethel Park. This strong level of participation highlights the importance of improving conditions for people walking and biking, and reinforces the community’s demand for safer, more connected active transportation options.



**Top 3 conditions that prevent walking in Bethel Park**



Lack of sidewalk or gaps in sidewalk route



Speed and amount of traffic



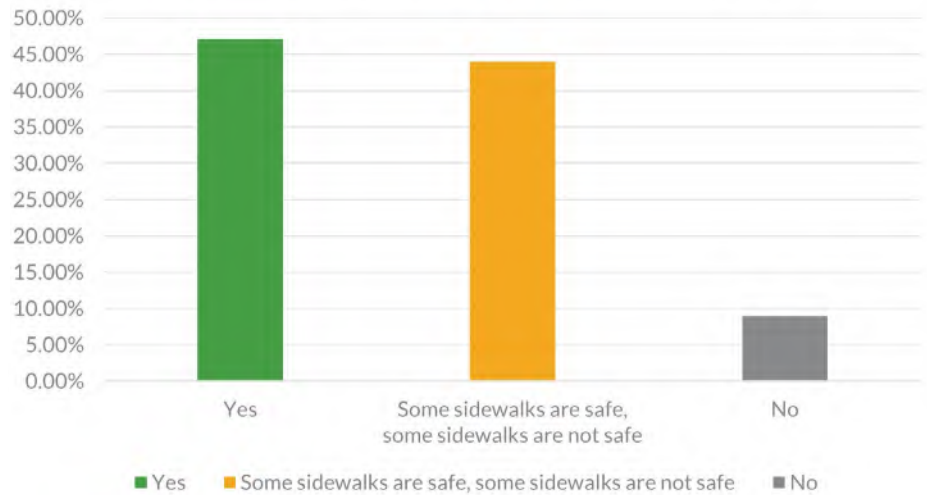
Concerns about personal safety

Community input generally agrees that some sidewalks are safe, while others are not safe. Community comments point out the need for more sidewalks that connect to PRT stops and T Stops, more sidewalks on South Park Road, sidewalks that connect to the Montour Trail from Patterson Road.

Comments also locate difficult sidewalks on Bethel Church Road, uneven sidewalks on Lytle Road, and cars parked on sidewalks on Broad and Sherwood Road.

The majority of survey respondents notice a lack of sidewalks or gaps in sidewalk routes, as well as the speed and amount of traffic as a barrier to walking.

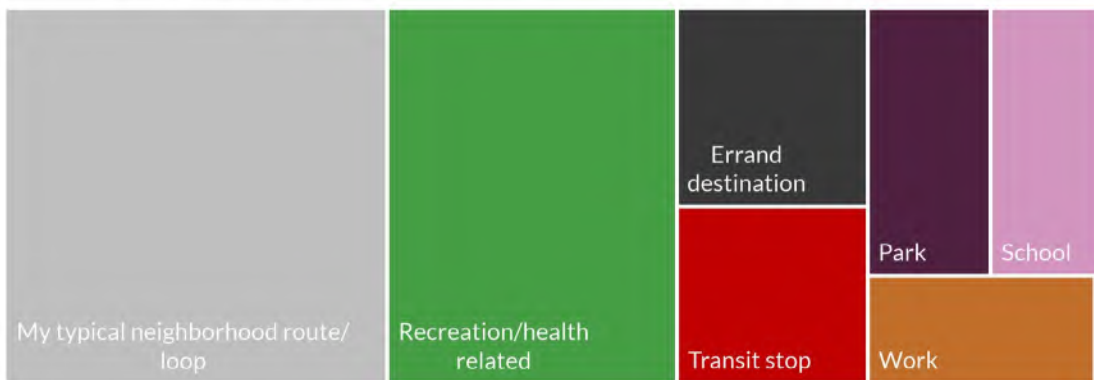
Do you consider sidewalks, where available, in Bethel Park to be safe?



Survey responses show that the most popular reasons for walking are confined to individual neighborhoods for health reasons, and are not motivated by a particular destination.

Rank your most frequent walking destinations.

- Work
- School
- Transit stop
- Park
- Errand destination
- Place of worship
- My typical neighborhood route/loop
- Recreation/health related





When you walk, where do you walk?

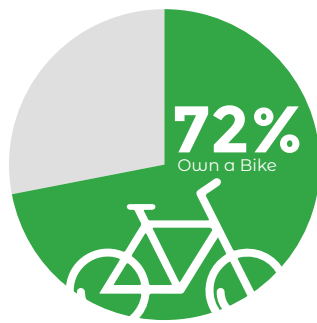
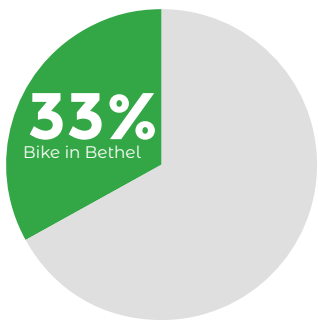
Comments explain that there are little to no safe sidewalk connections to walk along in order to access popular destinations, that there are no sidewalk connections to the Montour Trail, and driving is required in order to participate in most recreational activities.

80% of respondents reported to walk on the road when they are walking. Many commenters agree that they sometimes walk through people’s front lawns to avoid speeding traffic. Respondents report they walk on sidewalks when sidewalks are available.

One survey comment reports to walk “Primarily on the road because that is what’s available 95% of the time. The trail is nice for the odd run or bike, but it doesn’t go anywhere useful. Sidewalks are few and far between and don’t connect anywhere useful.”

Community feedback on pedestrian improvements revealed that the majority of survey respondents would support pedestrian infrastructure related to sidewalks.

### Biking in Bethel Park



72% of those surveyed answered that they owned a household bike. 42% of these bike owners specified that their bike was a road bike, 40% specified that their bike is a mountain bike, and 4% own an E-Bike.

Even though most respondents own a bike, only 33% of those households reported to ride their bike in Bethel Park, and many of those respondents specified that if they did bike in Bethel Park, they would bike on the Montour Trail.

When asked what prevents bike-owners from riding their bikes, 52% of people claimed that it was due to the lack of bike lanes and bike infrastructure, and 51% reported that speed and the amount of traffic prevents them from biking.

While biking may be a challenge in Bethel Park, half of the individuals who do not bike reported that they would like to bike if conditions were to improve.

According to survey comments, the Montour Trail was commonly mentioned as the safest place to bike within Bethel Park.

The top three most supported bicycle improvements would be to 1) construct new bike lanes, 2) implement traffic calming measures, and 3) provide bike racks and bicycle parking at public spaces.

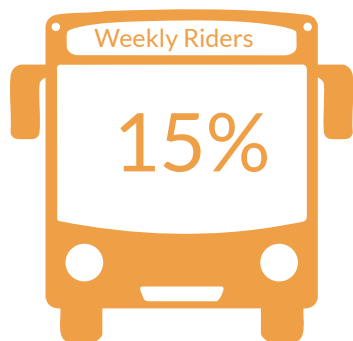
What prevents you from bicycling more often in Bethel Park? Check all that apply





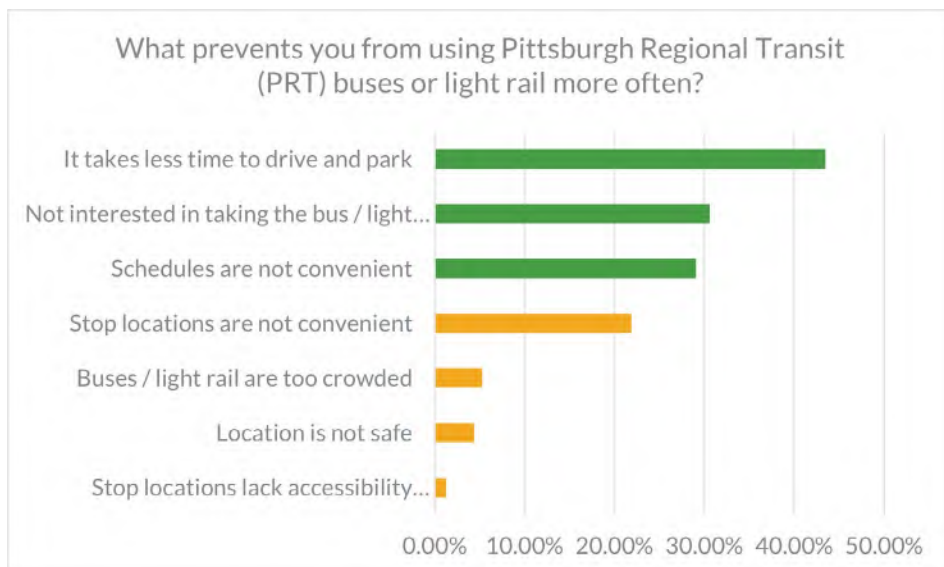
## PUBLIC TRANSIT IN BETHEL PARK

Bethel Park is well-served by public transit through Pittsburgh Regional Transit, offering multiple stops for buses and light rail. The Blue Line of the light rail passes through Bethel Park, with stations like Casswell and Sandy Creek being among the closest to the town center. There are also several bus stops, including Route 88 and Library T Crossing at Highland Road and Oxford Road, which provide easy access to various neighborhoods and surrounding areas.

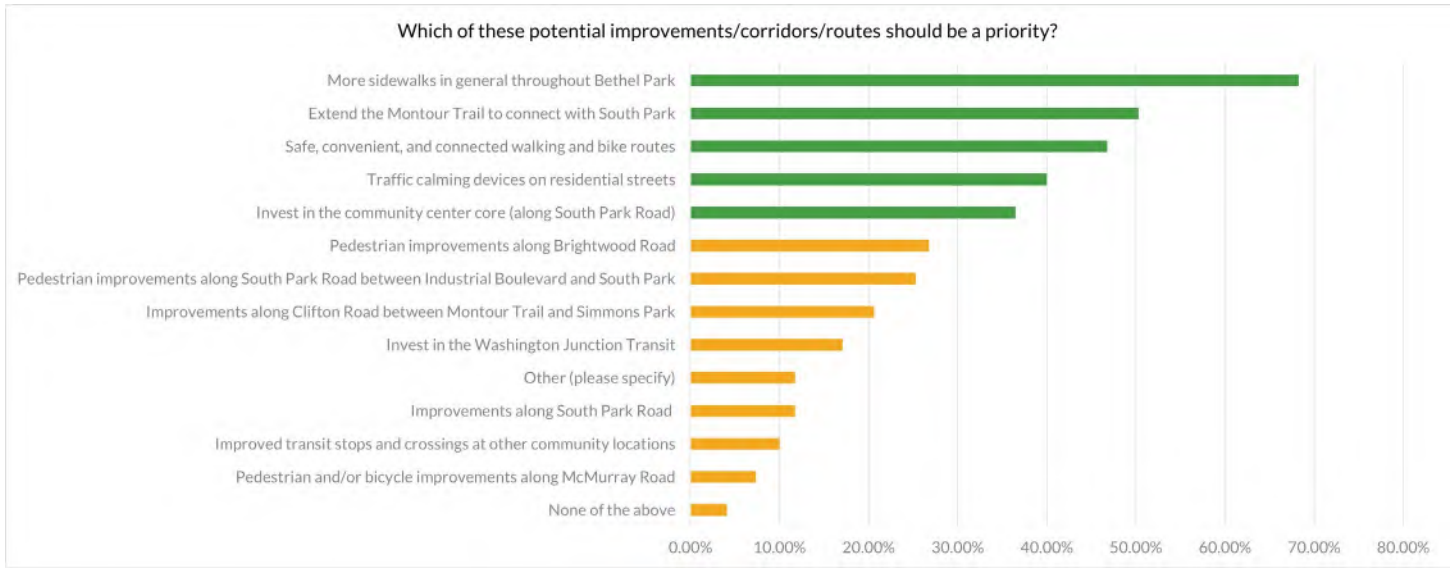


However, the transit lines are underused in the Bethel Park community. Survey results show that improvements could be made to increase public transit utilization as an alternate mode of transportation and respondents support improved pedestrian connections to transit stops. 74% of those surveyed have a bus stop or light rail that is convenient to their home and desired destinations.

Survey results show that 57% of respondents use Park and Ride lots to access public transportation, while only 15% use transit multiple times per week. Most respondents indicated they use public transportation occasionally rather than regularly. The top transit-related improvement supported by the community is better pedestrian and bicycle connections to transit stops, highlighting the need for safer, more accessible routes to transit.



# CORRIDORS AND CONNECTIONS

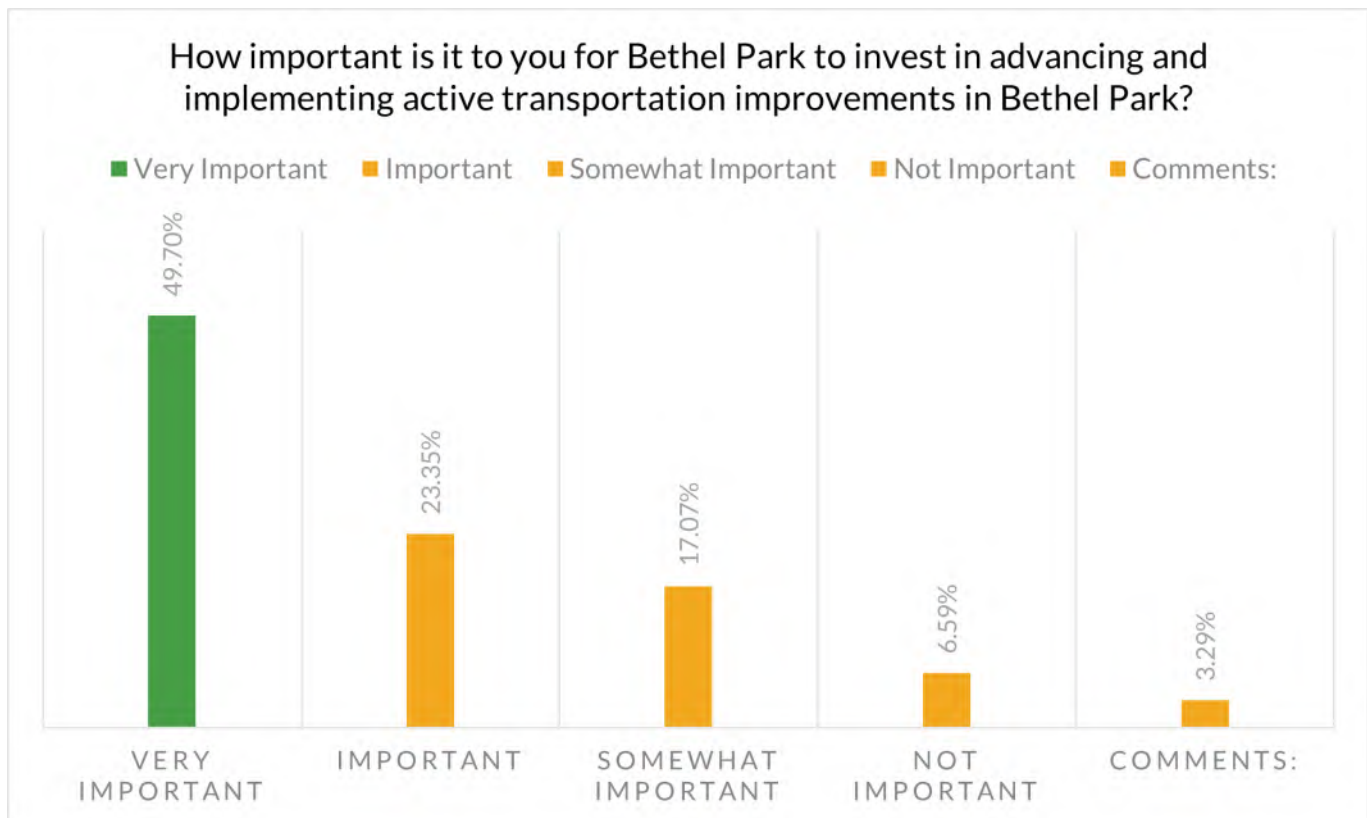
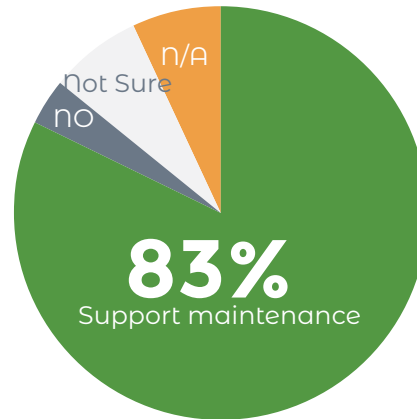
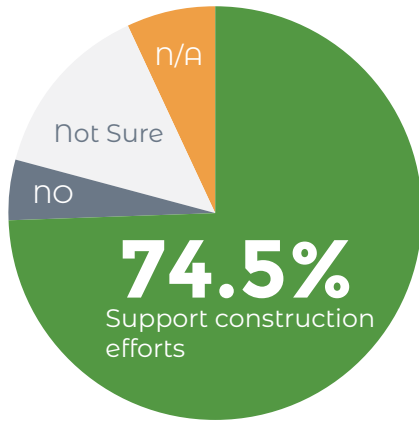


Question 33 of the survey asked respondents to identify what they wanted to access by way of active transportation. 183 respondents answered question 33 (what destinations do you want to access by walking, biking, or from transit? (Please indicate the destination and the street it is on.) South Park was mentioned the most throughout all the responses. The Montour Trail, the Community Center, and Library Road followed South Park as the most frequently mentioned words.



# SUPPORT

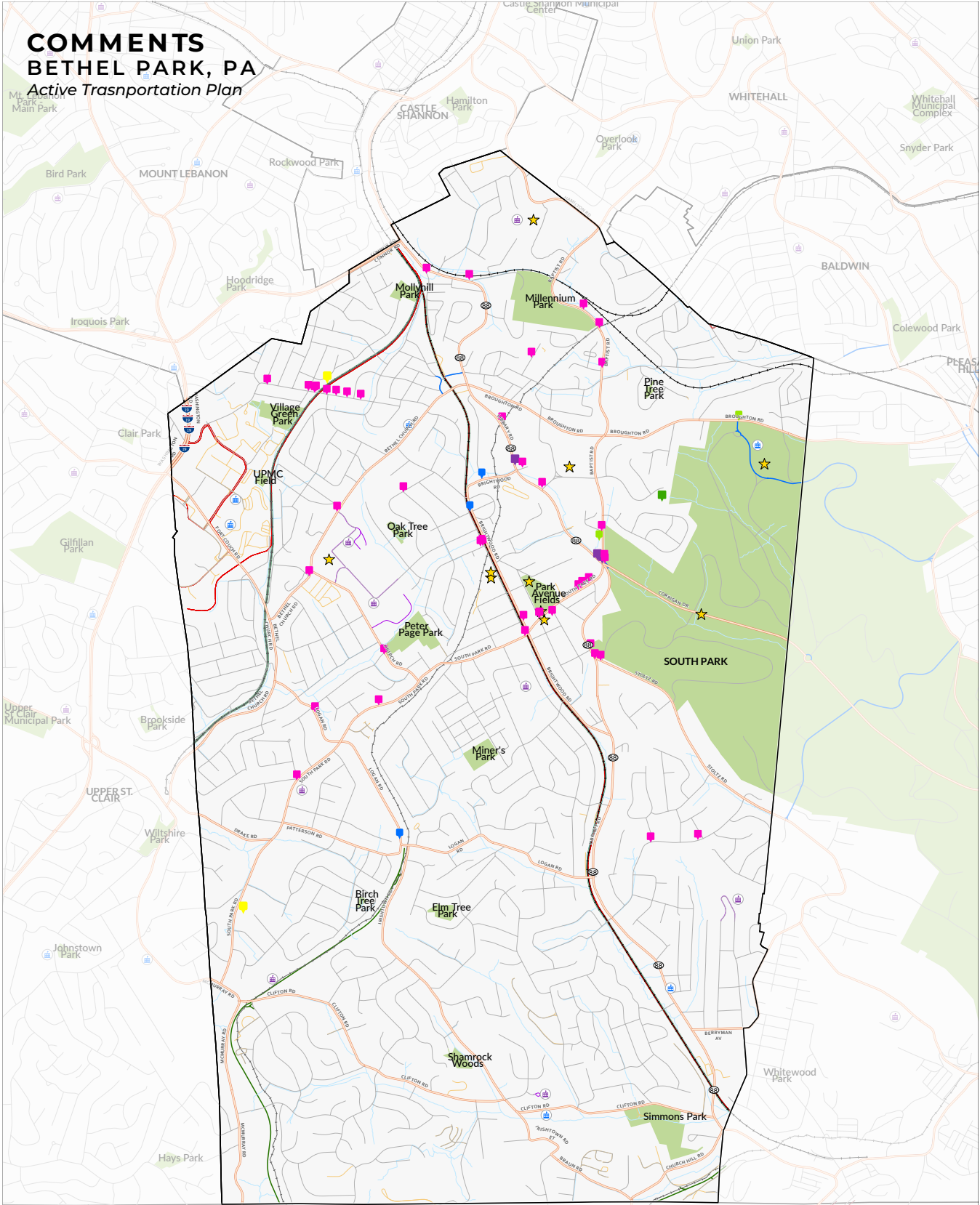
A strong majority of respondents support active transportation in Bethel Park, with 74.5% expressing overall support and 83% in favor of additional road and sidewalk maintenance. About half consider investment in active transportation improvements to be very important, and 22 respondents provided specific comments on the types of support they would offer.



# COMMENTS

## BETHEL PARK, PA

### Active Transportation Plan



- Municipal Boundary
- Existing Trails
- Community Assets
- Destinations
- Lighting
- Pedestrian Enhancements (sidewalks, crosswalks, etc)
- Trails and Green Space Improvements
- Accessibility Improvements
- Private School
- Public School
- Bethel Park Boundary
- Category**
- <all other values>

# Interactive Map

Bethel Park's Interactive Map was shared with the Bethel Park community at the same time that the online survey was released. The map was created with the assistance of Southwestern Pennsylvania Commission (SPC).

The map allowed community members to drop a pin exactly where they thought active transportation improvements could be implemented and explain their concerns in a comment. Overall, Bethel Park residents left a total of 54 pins with comments shown on the following map.

## Comment Categories:

- Accessibility Improvements
- Bicycle Enhancements (bike lanes, bike racks, etc.)
- Destinations
- Lighting
- Pedestrian Enhancements (sidewalks, crosswalks, etc.)
- Trails and Green Space Improvements

## COMMUNITY FEEDBACK

### ACCESSIBILITY IMPROVEMENTS:

- Improve bus stop visibility and create clearer standing areas.
- Relocate or remove utility poles that block sidewalks or pedestrian signals.

### BICYCLE ENHANCEMENTS:

- Add bicycle racks and secure parking at shopping areas.
- Install bike lanes, especially along Broughton to the South Park entrance.

### TRANSIT DESTINATIONS:

- Add a transit stop closer to Bethel Park Shopping Center.
- Restore LRT stops removed in 2012 (Center, Lindermere).
- Connect the Montour Trail to South Hills Village.

### LIGHTING:

- Improve lighting between T-stops and surrounding residential areas.

### PEDESTRIAN SAFETY & INFRASTRUCTURE:

- Fill sidewalk gaps and extend sidewalks to parks, schools, and shopping.
- Add flashing pedestrian signs and improve crosswalk visibility.
- Create new crossings where none exist.
- Install speed humps on high-speed residential streets.
- Repair broken, uneven, or obstructed sidewalks.
- Add pedestrian signals and lighting at dangerous crossings.
- Improve access to parks and schools with continuous sidewalks.
- Address blind spots and heavy traffic near pedestrian routes.
- Ensure sidewalk continuity along major roads.

### TRAILS & GREEN SPACE:

- Create neighborhood trail connections to South Park to encourage walking and biking.



# Public Engagement

Additional public engagement opportunities included key person interviews, one public meeting, and a meeting with the Montour Trail Council - Bethel Friends. The following is a summary of the input received through these opportunities.

## PUBLIC MEETING

-February 26, 2025

The meeting, held on February 26, 2025, focused on introducing the draft Bethel Park Active Transportation Plan that seeks to improve walking and biking infrastructure in a historically car-centric community by applying the “6 E’s” framework (Engineering, Education, Encouragement, Enforcement, Evaluation & Planning, and Equity). Draft recommendations were based on this framework, as well as prior municipal studies, and were illustrated in a “Draft Vision Plan” map.

### KEY PRESENTATION POINTS

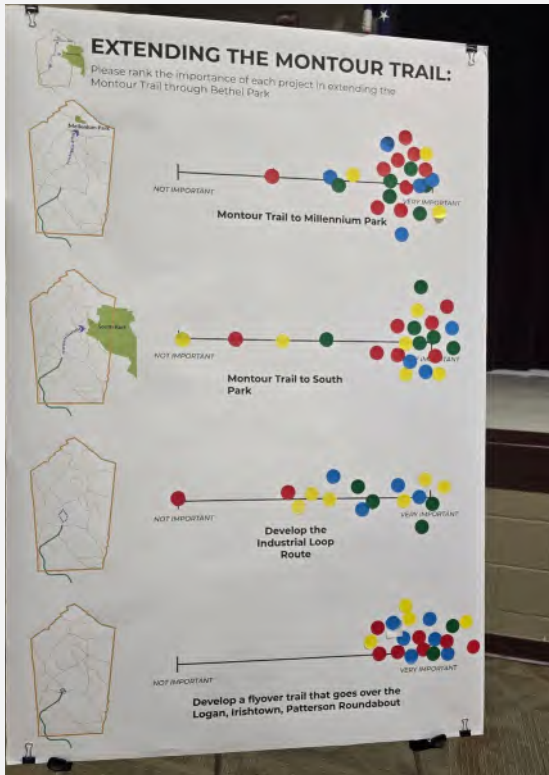
- Active Transportation Definition: Non-motorized travel (walking, biking, etc.) and the infrastructure that supports it.
- Complete Streets Concept: Ensuring new or upgraded road projects consider pedestrian and cyclist needs through design elements like connected sidewalks, ADA ramps, and pavement markings.
- Phased Implementation: Especially for the Vibrant Core area, starting with evaluation and planning.
- Funding: Emphasis on securing outside resources (Act 13 funds, DCNR, PennDOT, SPC) before considering tax increases.
- Advisory Committee: The plan recommends forming an Active Transportation Advisory Committee to guide implementation.

### SUMMARY OF QUESTIONS & FEEDBACK

The public expressed strong interest in sidewalk expansion, trail connectivity (especially Montour Trail), and safety improvements. There was support for “quick win” projects and public safety measures, along with a desire to secure outside funding. The community showed interest in policy changes, traffic calming, and station connectivity as part of a broader, phased strategy.

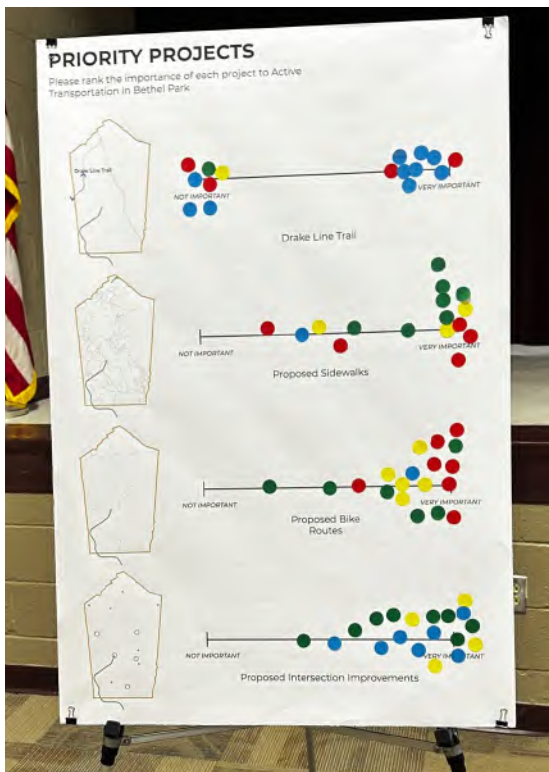
### INTERACTIVE DOT EXERCISE RESULTS

Attendees voted on their priorities for various active transportation improvements in Bethel Park. The results are summarized on the following pages.



Board One: Extending the Montour Trail. Rank the importance of each project in extending the Montour Trail through Bethel Park

- Develop a flyover trail that goes over the Logan, Irishtown, Patterson Roundabout received the most dots ranking it as very important.
- Montour Trail to Millennium Park received the second highest ranking
- Montour Trail to South Park received the third highest ranking
- Develop the Industrial Loop Route received the lowest ranking

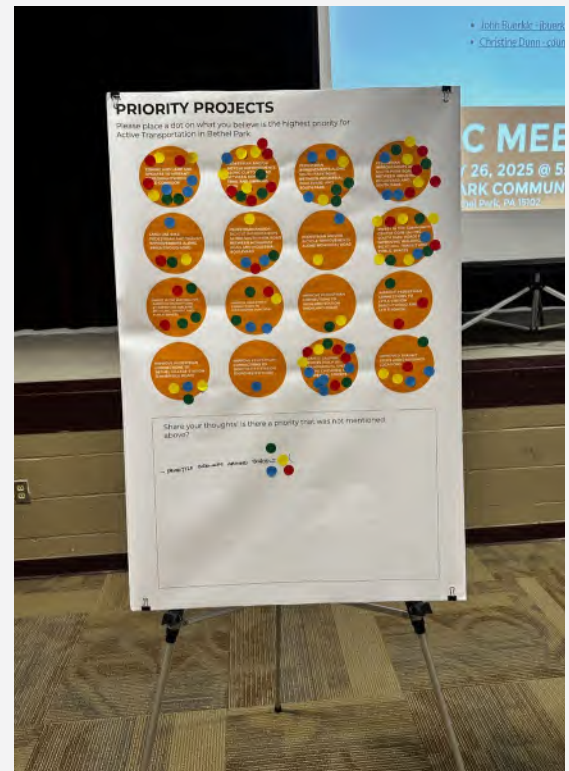


Board Two: Priority Projects. Rank the importance of each project to Active Transportation in Bethel Park

- Proposed Sidewalks received the highest ranking
- Proposed Bike Lanes received the second highest ranking
- Proposed Intersection Improvements received the third highest ranking
- Drake Line Trail received the lowest ranking

*Board Three: Priority Projects. Instructions were to place a dot on what you believe is the highest priority for Active Transportation in Bethel Park*

- 14 votes - Traffic calming devices (such as mini-roundabouts, speed humps, chicanes) on residential streets
- 13 votes - Pedestrian and/or bicycle improvements along Clifton Road between Montour Trail and Simmons Park
- 12 votes - Pedestrian improvements along South Park Road between Industrial Boulevard and South Park
- 12 votes - Invest in the community center core (along South Park Road) by improving walking, bicycling, transit and public spaces
- 11 votes - Zoning and Land Use Updates to Vibrant Core/Brightwood Road corridor
- 8 votes - Pedestrian improvements along South Park Road between Industrial Boulevard and South Park
- 6 votes - Improved transit stops and crossings locations
- 6 votes - Improve pedestrian connections to Washington Junction
- 5 votes - Pedestrian and/or bicycle improvements along South Park Road between McMurray Road and Industrial Boulevard
- 5 votes - Invest in the Washington Junction Transit core by improving walking, bicycling, transit and public spaces
- 5 votes - Land Use Bike, Pedestrian and Transit improvements along Brightwood Road
- 4 votes - Prioritize sidewalks around schools
- 4 votes - Improve pedestrian connections to Bethel Village Station (Cambridge Road)
- 3 votes - Improve pedestrian connections to Lytle Station (Brightwood and Lytle Roads)
- 2 votes - Pedestrian and/or bicycle improvements along McMurray Road
- 2 votes - Improve pedestrian connections to Highland Station (Highland Road)
- 1 votes - Improve pedestrian connections to Dorchester Station (Dorchester Road)



## KEY PERSON INTERVIEWS

To gather a broad range of perspectives on active transportation in Bethel Park, eight key community representatives were interviewed. Those included a transit user, a Bethel Park resident who serves as an Allegheny County Commissioner, representatives from the Montour Trail Council and Allegheny County's South Park, a local trail enthusiast, and members of Bethel Park Council.

Key themes emerged from these interviews:

- ***Broad Support for Active Transportation Improvements***

All interviewees expressed strong support for expanding opportunities for walking, bicycling, and transit connectivity throughout Bethel Park. However, many noted that walking and biking currently feel unsafe due to the lack of sidewalks, dedicated bicycle infrastructure, and safe crossing options.

- ***Safety Concerns Are Widespread***

Common concerns included vehicle speeding, motorists failing to yield to pedestrians, unfamiliarity with sharing the road with bicyclists, and general disregard for non-motorized users. Several intersections were cited as particularly hazardous.

- ***Montour Trail Recognized as a Community Asset—With Limitations***

While stakeholders praised the Montour Trail for recreation, they also noted that it functions primarily as a through-route rather than a connector to community destinations. It is valued for long-distance biking and walking but lacks integration with Bethel Park's daily destinations.

- ***Opportunity for Trail Expansion***

The proposed Montour Trail Extension, which would extend north through the Industrial Boulevard area to Millennium Park, was identified as a priority. While the Friends of the Montour Trail in Bethel Park own portions of the corridor, they will need municipal support to advance trail development.

- ***Underutilized Transit and Zoning Barriers***

The Pittsburgh Regional Transit's light rail system (T) is considered a valuable asset, but current ridership is low. Interviewees noted that Bethel Park's zoning does not encourage transit-oriented development near T stations. Additionally, station platforms are not designed with bicycle accessibility in mind, limiting multimodal use.

- ***Brightwood Road Corridor as a Community Focal Point***

The stretch of Brightwood Road between the South Park and Lytle transit stations is seen as Bethel Park's "Main Street." Identified in Blueprint Bethel Park as the "Vibrant Core," this area holds potential to become a walkable, mixed-use district. Stakeholders emphasized the importance of advancing improvement recommendations for this corridor to support economic vitality and active mobility.

# 04. RECOMMENDATIONS



This chapter is organized to present recommendations in a logical, action-oriented way. It begins with physical projects, often referred to as engineered or built projects, which are depicted on the Vision Plan on the preceding page. These recommendations directly address barriers identified during this study through community input, field observations, and data analysis. In addition to engineering, this chapter outlines strategies in five other key areas: Evaluation and Planning, Equity, Education, Enforcement, and Encouragement, collectively referred to as the 6 E's of active transportation. Together, these elements form a comprehensive approach to improving active transportation in Bethel Park.

## **ENGINEERING**

Encompasses all physical or built improvements designed to enhance walking, biking, and transit safety and accessibility. Examples include:

- Construction of new sidewalks and trails to close network gaps.
- Pavement markings for bike lanes or shared lane markings.
- Intersection improvements to increase visibility and reduce crossing distances.
- Installation of crosswalks and pedestrian refuge islands to improve safety.

## **EVALUATION & PLANNING**

Provides a framework for measuring the effectiveness of active transportation investments and ensuring continual improvement. This includes:

- Collecting and maintaining data on pedestrian, bicycle, and transit usage.
- Regularly reviewing crash and safety statistics to identify problem areas.
- Updating mapping and GIS data to reflect new infrastructure.
- Integrating active transportation priorities into municipal planning and budgeting processes.

## **EQUITY**

Ensures that active transportation benefits are accessible to all community members, regardless of age, ability, income, or location. Strategies include:

- Designing facilities to meet or exceed ADA accessibility standards.
- Providing safe, affordable, and reliable connections to jobs, schools, and essential services.

## **EDUCATION**

Focuses on increasing public awareness and understanding of safe walking, biking, and transit use. This may involve:

- School-based programs like Safe Routes to School.
- Public workshops on bike skills, pedestrian safety, and transit use.
- Signage that explains new facilities and encourages proper use.

## **ENFORCEMENT**

Ensures that rules of the road are followed to protect all users. Key measures include:

- Targeted enforcement of speed limits, especially in school zones and high-pedestrian areas.
- Collaborative efforts between police, schools, and community groups to encourage safe behavior.

## **ENCOURAGEMENT**

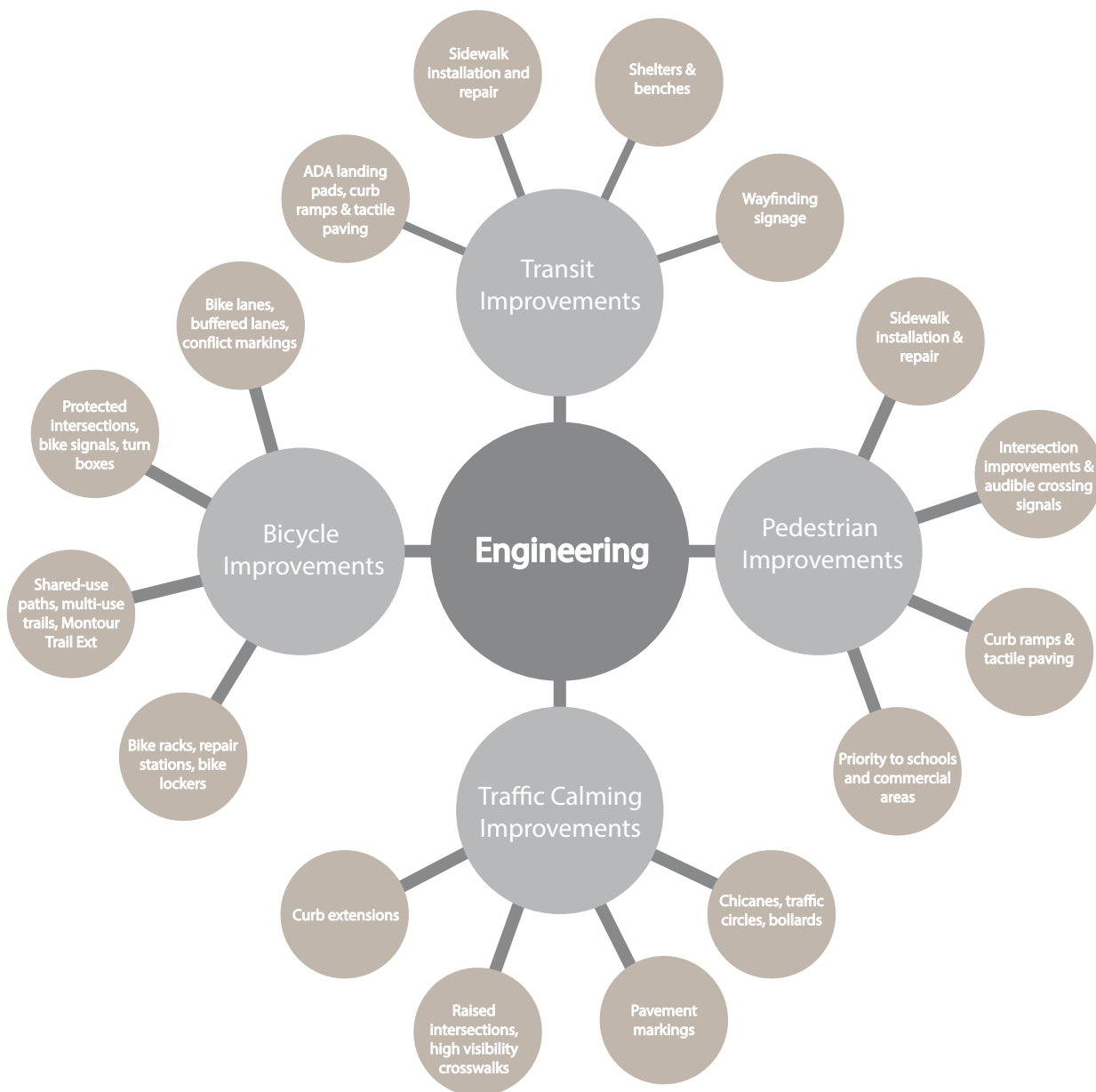
Promotes walking, biking, and transit as convenient, enjoyable, and socially supported options. Examples include:

- Hosting events such as Bike to Work Day, community bike rides, and walking challenges.
- Offering commuter incentives or partnerships with local businesses.

# Engineering

Changes to the built environment through engineering improvements - also called physical projects or built projects - are a critical component of increasing pedestrian and bicycling safety. The following overall engineering goals and implementation strategies are recommended for Bethel Park and its partners.

- Enhance pedestrian infrastructure in locations where the household poverty rate and percentage of children or elderly are highest in the community, as these residents are among the most likely to walk where they need and want to go.
- Improve or add sidewalks and crosswalk connections between higher-density areas and bus stops. This helps connect people to employment or needed services.
- Improve transit stops for accessibility, safety and comfort at locations where the largest numbers of riders wait for buses.
- Ensure sidewalk connections to key transit stops, schools, and parks.

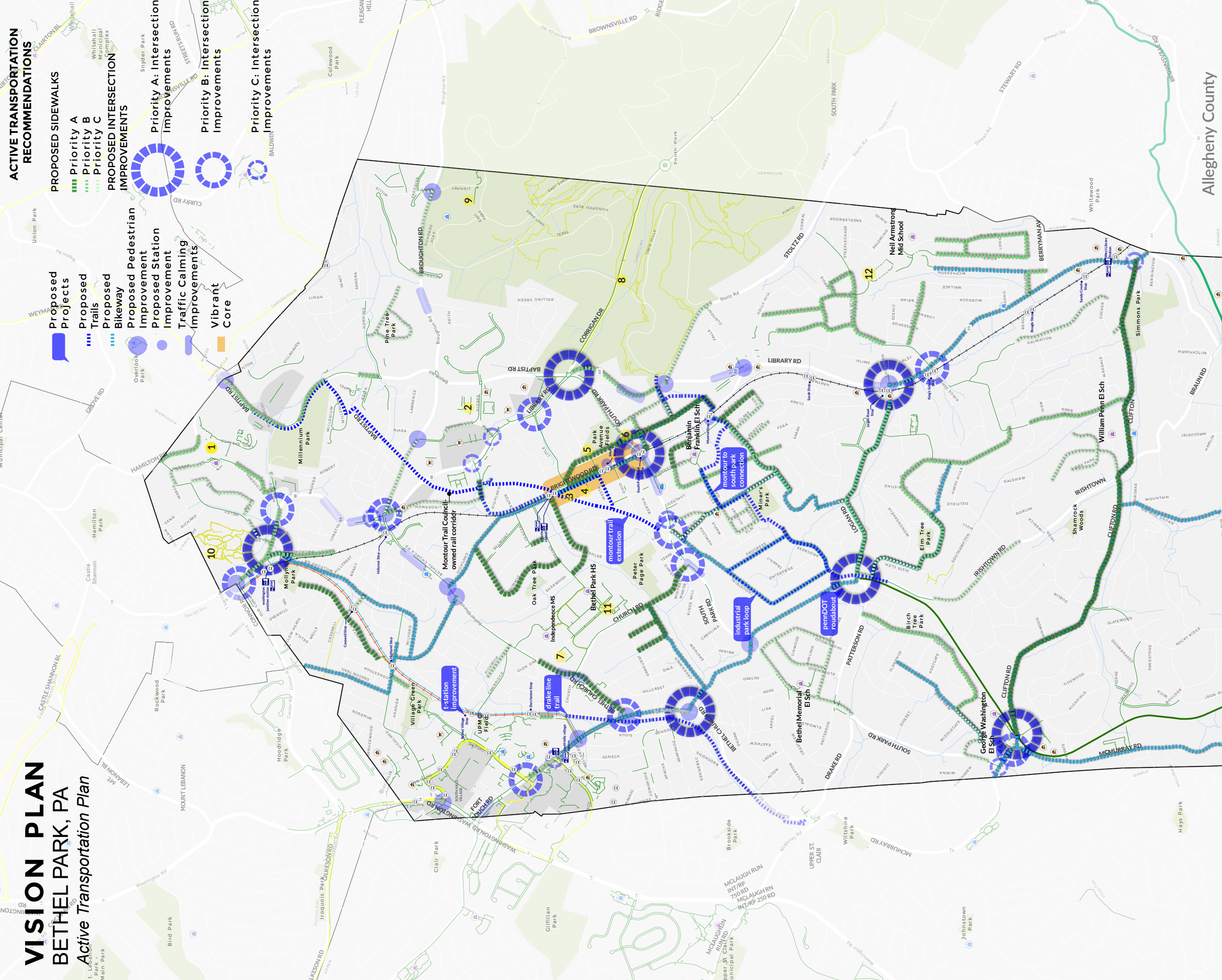




# VISION PLAN

## BETHEL PARK, PA

### Active Transportation Plan



**ACTIVE TRANSPORTATION RECOMMENDATIONS**

**PROPOSED SIDEWALKS**

- Priority A
- Priority B
- Priority C

**PROPOSED INTERSECTION IMPROVEMENTS**

- Priority A: Intersection Improvements
- Priority B: Intersection Improvements
- Priority C: Intersection Improvements

**Proposed Projects**

- Proposed Trails
- Proposed Bikeway
- Proposed Pedestrian Improvement
- Proposed Station Improvement
- Traffic Calming Improvements
- Vibrant Core

- Legend:**
- Bethel Park
  - State Roads
  - Local Roads
  - Light Rail
  - PRT Bus
  - T-Stops
  - Park and Ride
  - Sidewalks
  - Trails
  - Montour
  - Trail Route
  - South Park
  - Montour
  - Trail
  - Connector
  - Streams
  - Parks
  - Retail Centers
  - Private School
  - Public School
  - South Park
  - Montour
  - Trail
  - Connector
  - Streams
  - Parks
  - Retail Centers

- COMMUNITY ASSETS**
- AHN Sports at Cool Springs
  - Bethel Park Health + Wellness Pavilion
  - Bethel Park Municipal Building
  - Bethel Park Public Library
  - Bethel Park Community Center
  - Bethel Park Historical Society
  - Spencer Family YMCA
  - South Park Ice Rink
  - South Park Bikes, Blades and Boards Park & BMX Track
  - Bethel Green
  - Bethel Park High School
  - Bethel Park Elementary School



# PRIORITY SIDEWALKS

## SIDEWALK SELECTION: APPROACH AND CRITERIA

The selection of proposed sidewalks in Bethel Park is guided by a data-driven walkshed analysis focused on key destinations that residents are likely to access by walking or other forms of non-motorized travel. Walksheds were developed around the following destination types:

- Schools
- Recreational Areas (e.g., parks, trailheads, greenspaces)
- Planned Recreational Projects (e.g., Industrial Trail Loop, Drake Line Trail, Montour Trail Extension)
- Commercial Districts
- Community Assets (e.g., municipal buildings, libraries)

Sidewalk segments within these walksheds were evaluated and assigned to one of three priority tiers—Priority A, B, or C—based on a scoring system that reflects the importance of providing access to these destinations.

## SCORING CRITERIA

Each sidewalk segment received points based on its proximity to key community destinations and the level of expressed community support. The scoring rubric is as follows:

### *Direct Access to:*

- Bethel Park Elementary School – 10 points
- Neil Armstrong Middle School – 10 points
- Bethel Park High School – 10 points
- Former elementary school site – 3 points
- The “Vibrant Core” – 10 points
- Light rail transit station – 10 points
- Bus stop – 5 points
- Recreational facility – 5 points
- Commercial district – 5 points

### *Community Feedback:*

- Area identified by the public as needing sidewalk improvements – 10 points

Based on total scores, sidewalk projects were categorized into priority levels to guide phased implementation and funding efforts. The proposed sidewalk network reflects both the technical analysis and community input, ensuring that improvements respond to real mobility needs in Bethel Park.

Street Name	Locations	Priority Level	Length (Feet)	Estimated Cost
Bethel Church Rd	Fort Couch to Glen Oak	Priority A	2407	\$ 241,000
Bethel Crest Drive	Sherwood to W Library	Priority A	1586	\$ 159,000
Brightwood Rd	Linderman to Lenox, Lytle to Munroe	Priority A	1452	\$ 145,000
Carlton Road	Greenwald to Oakhurst	Priority A	766	\$ 77,000
Church Rd	South Park to existing sidewalk	Priority A	1745	\$ 174,000
Clifton Rd	Montour Trailhead to Simmons Park	Priority A	12690	\$ 1,269,000
Florida Avenue	Munroe to Denise	Priority A	1855	\$ 186,000
Greenwald Road	Church to Marbury	Priority A	821	\$ 82,000
Marbury Road	Greenwald to Oakhurst	Priority A	743	\$ 74,000
Mesta Street	Brightwood to existing sidewalk	Priority A	108	\$ 11,000
Orchard Avenue	Center and Broad	Priority A	309	\$ 31,000
Park Avenue	Windgate to Brightwood	Priority A	3864	\$ 386,000
Sante Fe Drive	Existing path near Conestoga to Molly Hill Park	Priority A	2762	\$ 276,000
Sherwood Road	Broad to Bethel Crest	Priority A	685	\$ 68,000
Summit Street	Broad to Highland	Priority A	3004	\$ 300,000
Windgate Road	Lytle to Park	Priority A	476	\$ 48,000
Ashland Drive	Patterson to Maplevue	Priority B	4183	\$ 418,000
Baptist Rd	Hamilton to Millenium Park sidewalk, Millennium Dr to existing sidewalk	Priority B	3502	\$ 350,000
Bethel Green Drive	Wallace to Kings School Road	Priority B	1541	\$ 154,000
Boyer Avenue	Phillippi toward school	Priority B	2190	\$ 219,000
California Avenue	Pennsylvania to Oneill	Priority B	3102	\$ 310,000
Centerman Avenue	Boyer to Murray	Priority B	312	\$ 31,000
Conestoga Drive	Village Green Park to existing sidewalk on Highland Rd	Priority B	434	\$ 43,000
Donati Drive	Dorchester to existing sidewalk	Priority B	283	\$ 28,000
Fort Couch Rd	Oxford to Village	Priority B	703	\$ 70,000
Glen Hill Drive	Vista Glen to Kings School Road	Priority B	5978	\$ 598,000
Hamilton Road	Marge to Cool Springs Property	Priority B	1192	\$ 119,000
Jasmine Drive	Kings School Road to Plantation	Priority B	809	\$ 81,000
Kings School Road	From Horseshoe to Sweetbay	Priority B	4625	\$ 462,000
Library Rd	Connor Rd to Hillside	Priority B	4617	\$ 462,000
Logan Rd	Vista Glen to Clark St	Priority B	4464	\$ 446,000
Mcpherson	McPherson at Phillippi toward walkway	Priority B	448	\$ 45,000
Milford Dr	Railroad to Library	Priority B	438	\$ 44,000
Mimosa Drive	Holly Hill to Plantation	Priority B	1438	\$ 144,000
Munroe Street	Oneill to Florida	Priority B	2437	\$ 244,000
Murray Avenue	Phillippi toward school	Priority B	2237	\$ 224,000
Phillippi Avenue	Library to Murray using walkway	Priority B	1135	\$ 113,000

Plantation Drive	Between Jasmine and Willow	Priority B	642	\$	64,000
Railroad Street	East St to 1st St	Priority B	1198	\$	120,000
Ridgeway Drive	Hillside to existing sidewalk	Priority B	1316	\$	132,000
Sarvis Drive	Jasmine to Sweetbay	Priority B	262	\$	26,000
Steding Street	Brightwood to Madison	Priority B	570	\$	57,000
Sweetbay Drive	Sarvis to Kings School Road	Priority B	569	\$	57,000
Willow Terrace Drive	Kings School Road to existing sidewalk	Priority B	1922	\$	192,000
Airedale Drive	Clifton to Cocker	Priority C	326	\$	33,000
Andrea	Marge to school	Priority C	701	\$	70,000
Annetta Drive	Munroe to Clark	Priority C	710	\$	71,000
Broughton Rd	Library to Paxton	Priority C	4006	\$	401,000
Casswell Drive	Sante Fe to Milford	Priority C	645	\$	65,000
Cedar Street	Elm to Main	Priority C	754	\$	75,000
Cherry Street	Elm to Main	Priority C	705	\$	71,000
Chessbriar Drive	Connect block to school entrance and pathway	Priority C	1398	\$	140,000
Clark Avenue	Munroe to Denise	Priority C	864	\$	86,000
Cocker Street	Airdale to Dalmation	Priority C	2335	\$	233,000
Copsewood Drive	Copsewood at Oak Park toward school, Copsewood at Oak Park toward walking path	Priority C	2517	\$	252,000
Dalmation Drive	Cocker to existing sidewalk	Priority C	365	\$	37,000
Denise Drive	Denise at Florida toward West Munroe	Priority C	1714	\$	171,000
Dumbarton Place	Sidewalk on interior of road	Priority C	1489	\$	149,000
Elderwood Drive	Connect block to school entrance and pathway	Priority C	573	\$	57,000
Elm Street	Cherry to Cedar	Priority C	49	\$	5,000
Hillside Drive	Existing sidewalk to Millennium Park	Priority C	302	\$	30,000
Industrial Boulevard	Lento to South Park	Priority C	2973	\$	297,000
Irishtown Rd	Vista Glen to Logan Rd	Priority C	817	\$	82,000
Irishtown Rd	Willow Glen to existing sidewalk	Priority C	2200	\$	220,000
Lento Boulevard	Industrial to Main	Priority C	1684	\$	168,000
Library Rd	Broughton to Lindermen	Priority C	1295	\$	129,000
Library Rd	Woodlawn to Corrigan	Priority C	576	\$	58,000
Lindermen Avenue	Brightwood to Library	Priority C	2112	\$	211,000
Lucille	Melia to Valley	Priority C	1027	\$	103,000
Madison Avenue	South Park to Woodlawn	Priority C	350	\$	35,000
Mahogany Street	Cedar to Cherry	Priority C	350	\$	35,000
Main Street	Munroe to Pine, Cedar to South Park	Priority C	1453	\$	145,000
Maplevue Drive	Parkridge to Ashland	Priority C	1789	\$	179,000
Marge	Lucille to Hamilton	Priority C	198	\$	20,000
Melia	Valley to Lucille	Priority C	580	\$	58,000
N Street	Horning to Pine Tree Park	Priority C	1022	\$	102,000
Oak Park Drive	Either side of Copsewood	Priority C	944	\$	94,000

Oneill Drive	Existing sidewalk to Logan Rd	Priority C	4805	\$	480,000
Parkridge Drive	South Park to Maplevue	Priority C	417	\$	42,000
Paxton Drive	Fill in missing sidewalk	Priority C	2235	\$	223,000
Pickwick Drive	Avon to Strathmore	Priority C	944	\$	94,000
South Park Rd	McMurray to Parkridge, Drake to Thornwood,	Priority C	1942	\$	194,000
South Pennsylvania	To school	Priority C	661	\$	66,000
Stoltz Rd	Library to Twin Hills	Priority C	1467	\$	147,000
Surry Woods Road	Broughton to existing sidewalk	Priority C	298	\$	30,000
Thornwood Drive	Connect block to school entrance and pathway	Priority C	1942	\$	194,000
Valley Drive	Valley at Melia toward Lucille	Priority C	661	\$	66,000
Vista Glen Drive	Irishtown to Glen Hill	Priority C	1467	\$	147,000
Willis Road	Fredrika to Broughton	Priority C	289	\$	29,000
Woodlawn Avenue	Park to Library	Priority C	789	\$	79,000

# MAJOR CORRIDOR IMPROVEMENT PROJECTS

## 2016 SOUTH HILLS CORRIDOR STUDY- PRIORITY INTERSECTIONS

This study assessed current and future conditions on 5 key corridors and intersections in Bethel Park. The analysis identified potential multi-modal improvements, grouped into low- and high-cost options, to help PennDOT plan future projects in the area. Based on our review and analysis study prepared by AECOM for PennDOT, an analysis of generators and destinations, and the results of public engagement, corridor improvements were prioritized as follows. Costs in the table reflect 5% annual escalation to project 2025 construction costs, as well as a 25% contingency.

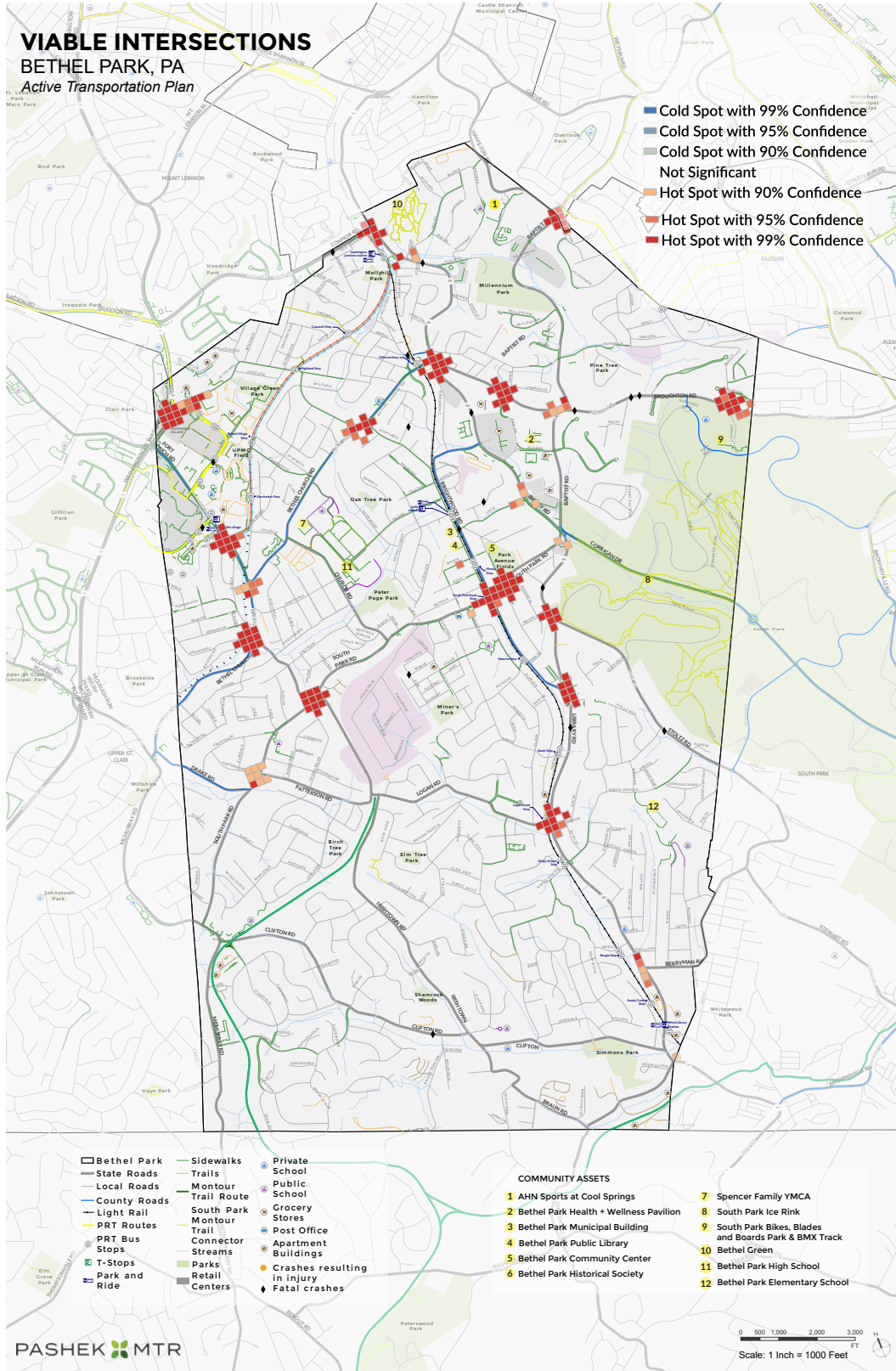
Intersection Improvement Locations*	Minimum Cost*	High Cost*	Priority
Library Road (SR 0088) with Kings School Road (Signalized)	Current/ Upcoming Project	Current/ Upcoming Project	B
Library Road (SR 0088) with Lytle Road (Signalized)	\$33,000	\$33,000	B
McMurray Road (SR 3004) with South Park Road (SR 3009) (Signalized)	\$14,000	\$508,000	B
Connor Road with Library Road	\$81,000	\$81,000	B
Library Road (SR 0088) with Connor Road (SR 3038) (Signalized)	\$81,000	\$81,000	B
McMurray Road (SR 3004) with South Park Road (SR 3009) (Signalized)	\$14,000	\$508,000	B
McMurray Road with Clifton Road	\$206,000	\$1,863,000	B
South Park Road with Church Road	\$1,475,000	\$1,510,000	B
South Park Road with Industrial Boulevard	No Alternative	\$779,000	B
Clifton Road (SR 3004) with Library Road (SR 0088) (Signalized)	Current/ Upcoming Project	Current/ Upcoming Project	C
Fort Couch Road with Village Drive (Signalized)	\$53,000	\$53,000	C
Library Road (SR 0088) with Brightwood Road / Bethel Park Shopping Center Driveway	\$728,000	\$728,000	C
Library Road (SR 0088) with Clifton Road (SR 3004) (Signalized)	Current/ Upcoming Project	Current/ Upcoming Project	C
Library Road (SR 0088) with Horning Road / Old Bethel Church Road (Signalized)	\$81,000	\$81,000	C
Library Road (SR 0088) with Paxton Drive (Signalized)	\$356,000	\$1,108,000	C
Logan Road (SR 3010) with South Park Road (SR 3009) (Signalized)	Current/ Upcoming Project	Current/ Upcoming Project	C
South Park Road with Logan Road	Current/ Upcoming Project	Current/ Upcoming Project	C

South Park Road with Main Street	No Alternative	No Alternative	C
South Park Road with McMurray Road	\$14,000	\$508,000	C

\* South Hills Corridor Study, PennDOT, 2016 - Costs escalated to 2025

# MINOR INTERSECTION IMPROVEMENT PROJECTS

In addition to the major corridor improvements identified in AECOM’s 2016 South Hills Corridor study, minor intersections were identified through GIS analysis and field observation. Crash data from 2014–2023, reported by first responders, was analyzed using spatial statistical methods to identify intersections with statistically significant clusters of incidents. A separate analysis focused on crashes involving speeding drivers to pinpoint roadway segments that may benefit from traffic calming measures.





### **BROUGHTON & PAXTON/LOCUST STREET**

Connects Locust Road to the shopping center via Paxton Drive. There is a pedestrian entrance on Broughton and Locust Street.

Broughton Road is under the jurisdiction of PennDOT. We recommend that Bethel Park coordinate with PennDOT for the final design and permitting of this improvement.

<i>Broughton Road &amp; Paxton Road</i>					
Description	Quantity	Unit	Unit Cost	Total Item Cost	
High Visibility Crosswalk	1	LS	\$ 7,500	\$	7,500
Yield to Pedestrian Sign	2	LS	\$ 1,500	\$	3,000
<i>Safety Improvements</i>					<b>\$10,500</b>
<i>Subtotal Construction Cost</i>					<b>\$10,500</b>
Contingency	5	%	\$10,500	\$	525
<i>Total Construction Costs</i>					<b>\$11,025</b>

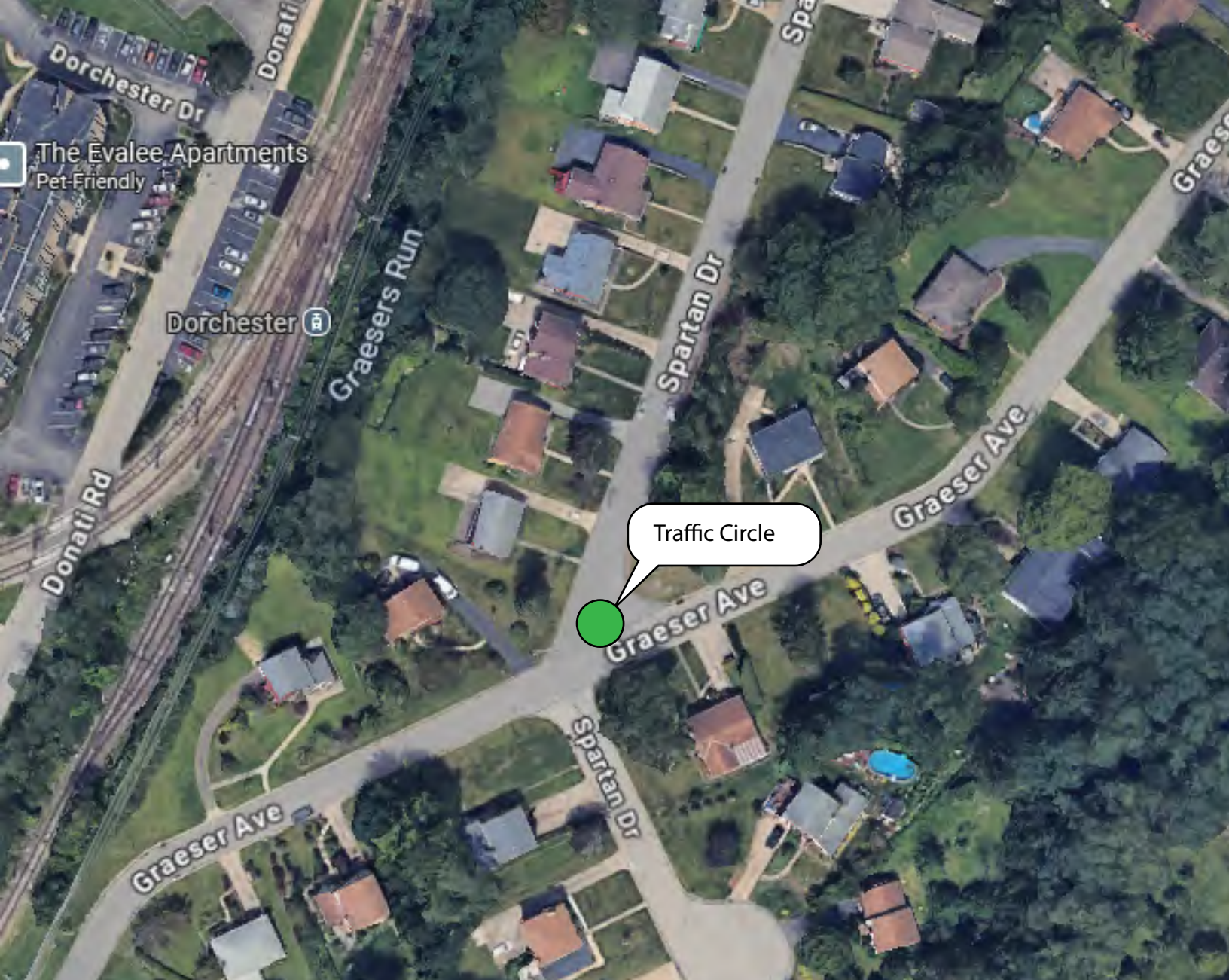


Yield to pedestrian sign

### SOUTH PARK ROAD AND PARK STREET

Connects Locust Road to the shopping center via Paxton Drive. There is a pedestrian entrance on Broughton and Locust Street. South Park Road is under the jurisdiction of PennDOT. We recommend that Bethel Park coordinate with PennDOT for the final design and permitting of this improvement.

South Park Road & Park Road					
Description	Quantity	Unit	Unit Cost	Total Item Cost	
High Visibility Crosswalk	1	LS	\$ 7,500	\$	7,500
Yield to Pedestrian Sign	2	LS	\$ 1,500	\$	3,000
<b>Safety Improvements</b>					<b>\$10,500</b>
<b>Subtotal Construction Cost</b>					<b>\$10,500</b>
Contingency	5	%	\$10,500	\$	525
<b>Total Construction Costs</b>					<b>\$11,025</b>



### GRAESER AVENUE & SPARTAN DRIVE

Crash data indicates that this may be a viable intersection. We recommend that Bethel Park install a traffic circle in this intersection.

<i>Spartan Drive &amp; Graeser Avenue</i>						
Description	Quantity	Unit	Unit Cost	Total Item Cost		
Traffic Circle	1	LS	\$ 40,000	\$	40,000	
					<i>Safety Improvements</i>	
					<b>\$40,000</b>	
					<i>Subtotal Construction Cost</i>	
					<b>\$40,000</b>	
Contingency	5	%	\$40,000	\$	2,000	
					<i>Total Construction Costs</i>	
					<b>\$42,000</b>	

## TRAFFIC CALMING ON LOCAL ROADS

Traffic calming measures aim to reduce the negative impacts of motor vehicle traffic, particularly in areas where people frequently walk or bike. By encouraging safer driving behavior and reducing cut-through traffic, these strategies:

- Lower vehicle speeds
- Improve visibility at intersections and crossings
- Reduce the frequency and severity of crashes
- Increase driver awareness of pedestrians and cyclists
- Support school zone and residential safety
- Encourage more people to walk or bike by improving perceived and actual safety

### COMMON TRAFFIC CALMING TREATMENTS

Depending on roadway context and traffic conditions, traffic calming can involve a range of physical and visual design treatments, such as:

- Curb extensions (bump-outs) to reduce crossing distances
- Speed humps or raised crosswalks to physically slow traffic
- Mini roundabouts at neighborhood intersections
- Chicanes or lane narrowing to create visual friction
- Median islands to provide pedestrian refuge
- High-visibility crosswalks and signage
- Street trees and landscaping to visually narrow roadways

### POLICY RECOMMENDATION FOR BETHEL PARK

This plan recommends that Bethel Park adopt a formal Traffic Calming Policy to guide the identification, evaluation, and implementation of appropriate traffic calming strategies. A formal policy is further detailed in the Evaluation and Planning section on this chapter.

### NEXT STEPS

Before installation of any specific traffic calming infrastructure, engineering studies will be necessary to:

- Assess roadway geometry, crash history, and traffic volumes
- Identify appropriate treatments based on speed and land use context
- Model potential impacts on traffic flow and emergency response
- Coordinate with state and county jurisdictions when applicable

By proactively planning for traffic calming, Bethel Park can create a safer and more equitable environment for all users, particularly vulnerable populations such as children, older adults, and people with disabilities. These strategies are foundational to the success of a well-connected, comfortable active transportation system.

# TRAFFIC CALMING TECHNIQUES



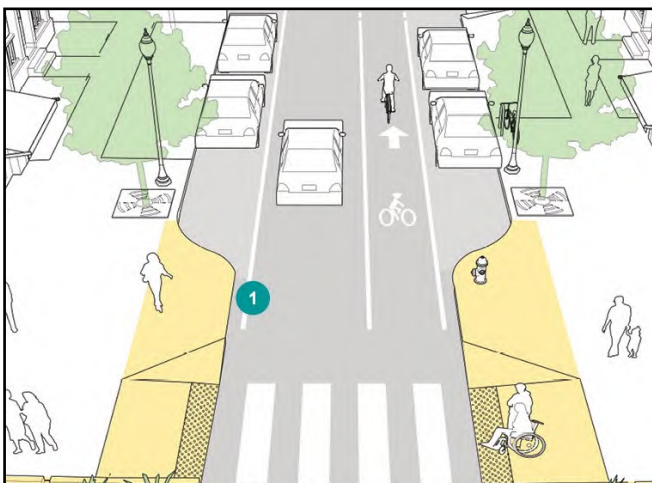
## **'THE MINI-ROUNDBABOUT'**

Traffic calming circles are much smaller than roundabouts and often replace stop signs at four-way intersections. They are typically used in residential neighborhoods to slow traffic speeds and reduce accidents.



## **THE 'GATEWAY'**

Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low-speed street, a curb extension is referred to as a "gateway" treatment and is intended to mark the transition to a slower speed street.



## **MID-BLOCK CROSSINGS**

Mid-block crossings allow pedestrians a formally designated place to cross a street when intersections are spaced too far apart to be convenient.

Image source: <https://engage.pittsburghpa.gov/complete-streets>



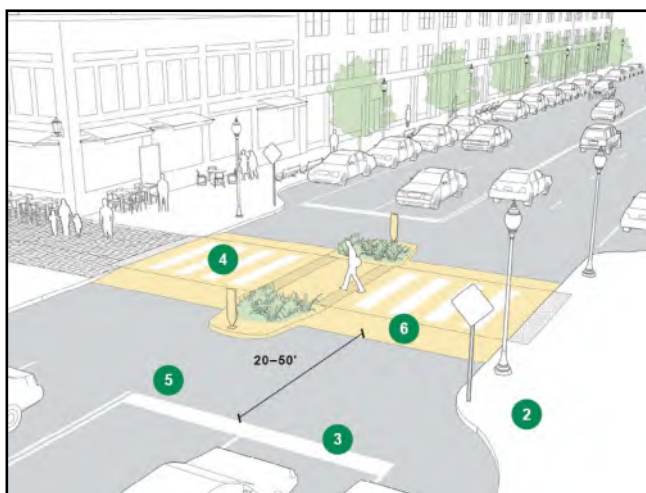
### **SPEED HUMPS**

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low-volume, low-speed roads.



### **CHICANES**

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably.



### **RAISED CROSSWALKS**

Raised pedestrian crosswalks serve as traffic calming measures by extending the sidewalk across the road. These can decrease pedestrian crashes as much 45%.

Image source: <https://engage.pittsburghpa.gov/complete-streets>

## RECOMMENDED BICYCLE IMPROVEMENTS

- Identify and repair any damaged pavement or pavement cuts within the proposed bicycle network and adopt a policy to ensure prompt repair within these corridors moving forward.
- Develop, adopt, and implement a uniform bicycle signage program to enhance safety and ease of travel for all who use the municipal transportation network.
- Install cycle tracks, buffered bike lanes, or bike lanes on the recommended roads, and install shared lane markings signs and markings on roads that are too narrow for other bike facilities.
- Establish a Municipal on-street bicycle lane striping program to identify and prioritize projects on an annual basis.
- Meet the local, state, and federal standards for bicycle infrastructure and utilize the City of Pittsburgh's bicycle parking standards as a model to adopt similar standards for Bethel Park.
- Invest in the community center core (along Brightwood & South Park Road) by improving walking, bicycling, transit and public spaces
- Pedestrian and/or bicycle improvements along Clifton Road between Montour Trail and Simmons Park
- Pedestrian improvements along South Park Road between Industrial Boulevard and South Park
- Pedestrian and/or bicycle improvements along South Park Road between McMurray Road and Industrial Boulevard
- Pedestrian and/or bicycle improvements along McMurray Road

### PLANNED BICYCLE COMMUTER ROADS

This study identified the following roads in Bethel Park as Planned Commuter Routes:

- Fort Couch Road
- McMurray Road
- Bethel Church Road between Logan Road and Fort Couch Road
- Logan Road
- Library Road from Logan Road to Brownsville Road

### RECOMMENDED SHARED ROADS

In addition to the planned bicycle routes identified in the South Hills 2016 Study, we recommend Bethel Park provide Share the Road markers as shown in the following cost estimate.

### Bicycle Improvements

Road Name	Description	Quant	Unit	Unit Cost	Total Item Cost
Brush Run Road	Share the Road Marker -Every 500FT Each Direction	10	EA	\$ 750.00	\$ 7500.00
Cedar Street	Share the Road Marker -Every 500FT Each Direction	4	EA	\$ 750.00	\$ 3000.00
Delfield Drive	Share the Road Marker -Every 500FT Each Direction	2	EA	\$ 750.00	\$ 1500.00
Glen Hill Drive	Share the Road Marker -Every 500FT Each Direction	8	EA	\$ 750.00	\$ 6000.00
Glen Ora Drive	Share the Road Marker -Every 500FT Each Direction	6	EA	\$ 750.00	\$ 4500.00
Greenwald Road	Share the Road Marker -Every 500FT Each Direction	10	EA	\$ 750.00	\$ 7500.00
Highland Road	Share the Road Marker -Every 500FT Each Direction	14	EA	\$ 750.00	\$ 10500.00
Industrial Boulevard	Share the Road Marker -Every 500FT Each Direction	18	EA	\$ 750.00	\$ 13500.00
Lento Boulevard	Share the Road Marker -Every 500FT Each Direction	4	EA	\$ 750.00	\$ 3000.00
Library Avenue	Share the Road Marker -Every 500FT Each Direction	16	EA	\$ 750.00	\$ 12000.00
Main Street	Share the Road Marker -Every 500FT Each Direction	8	EA	\$ 750.00	\$ 6000.00
Maplevue Drive	Share the Road Marker -Every 500FT Each Direction	12	EA	\$ 750.00	\$ 9000.00
McPherson Avenue	Share the Road Marker -Every 500FT Each Direction	10	EA	\$ 750.00	\$ 7500.00
Meadowbrook Drive	Share the Road Marker -Every 500FT Each Direction	10	EA	\$ 750.00	\$ 7500.00
Milford Drive	Share the Road Marker -Every 500FT Each Direction	20	EA	\$ 750.00	\$ 15000.00
Munroe Street	Share the Road Marker -Every 500FT Each Direction	12	EA	\$ 750.00	\$ 9000.00
O'Neill Drive	Share the Road Marker -Every 500FT Each Direction	8	EA	\$ 750.00	\$ 6000.00
Oregon Trail	Share the Road Marker -Every 500FT Each Direction	8	EA	\$ 750.00	\$ 6000.00
Park Avenue	Share the Road Marker -Every 500FT Each Direction	8	EA	\$ 750.00	\$ 6000.00
Progress Court	Share the Road Marker -Every 500FT Each Direction	14	EA	\$ 750.00	\$ 10500.00
Steding Street	Share the Road Marker -Every 500FT Each Direction	2	EA	\$ 750.00	\$ 1500.00

# ACCESSIBILITY IMPROVEMENTS

This plan recommends accessibility improvements to the following transit stops:

- Bethel Village
- Munroe
- South Park
- Mesta
- Hillcrest
- Dorchester
- Highland
- Casswell
- Sandy Creek
- Beagle
- King's School

Construct new curb ramps, repair damaged curb ramps, and update all non-compliant curb ramps to meet ADA Standards.

- Establish bike boxes at existing intersections creating dedicated places for cyclists making turns and reducing conflicts with motorists.
- Establish bicycle crossing marker standards and implement them where needed. Color the pavement at recommended bikeway locations to alert motorists and bicyclists of potential conflict areas.
- Install High Visibility Crosswalks at all sidewalk crossings.
- Develop and implement appropriately placed and clearly marked wayfinding, regulatory, and informational signage and pavement markings.
- Give priority to the pedestrian network and streetscape amenities near schools and around areas of business such as Bethel Park High School, Bethel Park Elementary and Middle School Complex, Vibrant Core, South Park Village, and Bethel Station.



Casswell Station

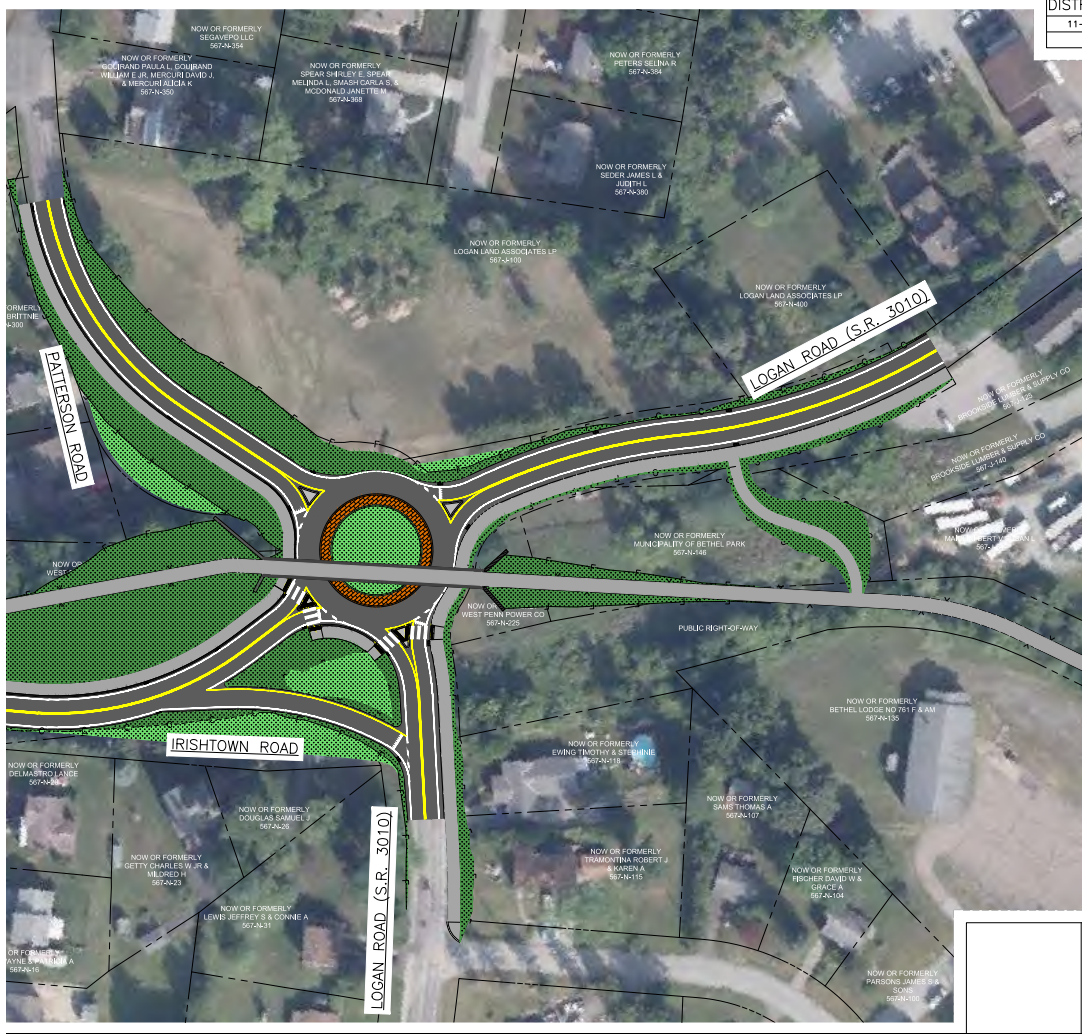


Sandy Creek Station



South Park Station

DISTRICT	COUNTY	ROL
11-0	ALLEGHENY	301
MUNICIPALITY OF BETHEL PARK		



**CONCEPTUAL IMPROVEMENTS**

- REALIGN THE FOUR (4) APPR TO PROVIDE A ROUNDABOUT;
- PROVIDE A NORTHBOUND TO IRISHTOWN ROAD TO LOGAN R



## PLANNED PROJECTS

Understanding how past planning efforts and priority projects relate to engineering is essential for proposing meaningful infrastructure connections. We recommend that Bethel Park advance the following planned projects:

- **Intersection - Logan, Irishtown, and Patterson Roads Roundabout**

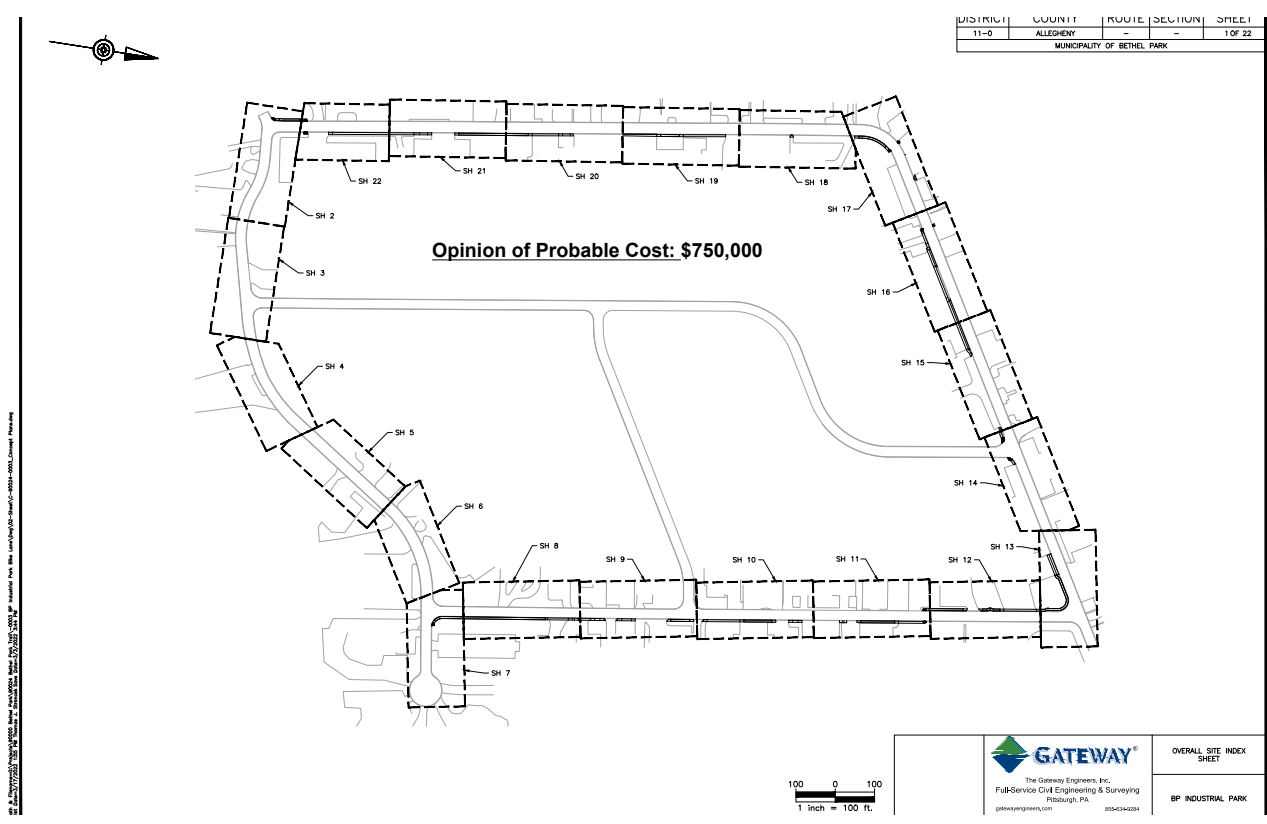
Advance the current planning and design efforts to improve the intersection of Irishtown, Logan and Patterson Roads by constructing a roundabout, and coordinate with the engineer to include a pedestrian flyover bridge in order to extend the Montour Trail. The current funding programmed for the improvements does not include funding to accommodate the Montour Trail through this intersection. Further, on the ground plane, the proposed improvements must include pedestrian and bicycle accommodations to facilitate local pedestrian and bicycle activity in the vicinity of the intersection.

It is imperative that Bethel Park be actively engaged in the planning and design of the proposed roundabout, and that it incorporates provisions for the proposed Montour Trail flyover crossing.



- **Intersection - Baptist Road & Hamilton Road**
- **Pedestrian Bicycle Infrastructure - Bethel Park Industrial Park**

Complete final design, construction documents, and construction of the Redevelopment Assistance Capital Program (RACP) funded Industrial Boulevard Loop Pedestrian and Bicycle Trail project.





the former Drake Line into a trail.

Discussions should continue between Bethel Park and Pittsburgh Regional Transit to determine whether this is a feasible initiative.

- ***Pedestrian Bicycle Infrastructure- Brightwood Road Connection/Lennox Dr Connection***

Secure funding for and implement the proposed concept prepared Lytle Station Pedestrian Connection in 2018.

- ***Transit - Bethel Village Station***

Support Pittsburgh Regional Transit's initiative to redesign Bethel Village Station to improve accessibility at the station itself as well as connections to surrounding assets.

Bethel Village Station, on the Red Line, currently serves a limited population due to inaccessibility. PRT, alongside local partners, will be redesigning the station to improve accessibility at the station itself as well as connections to surrounding assets.

The plan will also improve station design by making PRT facilities more comfortable, easier to use, more sustainable, and more attractive.

The final product of this plan will be the 10% conceptual design for a new Bethel Village Station that improves access and raises the profile of this community asset.

# Evaluation and Planning

A strong active transportation network requires ongoing evaluation and planning to adapt to changing needs, measure progress, and support implementation. This includes aligning local policy with best practices, enhancing data-driven decision-making, and ensuring that land use regulations support walkable, transit-friendly development. The following recommendations are organized into three categories:

1. Policy, Regulation, and Ordinance Recommendations
2. Zoning and Land use Recommendations
3. Data Collection and mapping



# POLICY AND REGULATION RECOMMENDATIONS

## BICYCLE, PEDESTRIAN AND TRANSIT ORDINANCES, POLICIES, AND REGULATIONS

Review and recommend necessary changes to Bethel Park's ordinances, regulations, and policies to address accommodations:

- Adopt a Complete Streets ordinance adapted to the function and operation. Require street-oriented, pedestrian friendly design and bicycle parking for every new development or redevelopment.
- Establish policy to require construction of sidewalks on both sides of the street, when feasible, during street reconstruction.
- Establish policy to require bicycle infrastructure line striping, when feasible, during street reconstruction or repaving.
- Develop and implement guidelines and standards for the design of facilities in the Municipality.
- Institute an active transportation design review process into existing planning review requirements.
- Provide training to Bethel Park staff and policy makers to familiarize them with active transportation best practices.

# COMPLETE STREETS

## ADOPT A COMPLETE STREETS ORDINANCE

### PERTAINING TO RELEVANT STREETS.

One of the most effective planning tools for enhancing conditions for pedestrians and cyclists is the concept of “Complete Streets,” and this plan recommends that Bethel Park adopts a Complete Streets ordinance. This would encourage improvements over time that make streets more “people friendly” wherever geography and other conditions allow.

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

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

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

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

An ideal complete streets policy includes:

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.

Diverse users: Benefits all users equitably, particularly vulnerable users and the most under-invested and under-served communities.

Commitment in all projects and phases: Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.

Clear, accountable expectations: Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.

Jurisdiction: Requires inter-agency coordination between government departments and partner agencies on Complete Streets.

Design: Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.

Land use and context sensitivity: Considers the surrounding community’s current and expected land use and transportation needs.

Performance measures: Establishes performance standards that are specific, equitable, and available to the public.

Project selection criteria: Provides specific criteria to encourage funding prioritization for Complete Streets implementation.

Implementation steps: Includes specific next steps for implementation of the policy.

## **VISION AND INTENT**

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

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

## **DIVERSE USERS**

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

## **COMMITMENT IN ALL PROJECTS AND PHASES**

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

## **CLEAR, ACCOUNTABLE EXCEPTIONS**

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

- Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
- Cost of accommodation is excessively disproportionate to the need or probable use. The Coalition does not recommend attaching a percentage to define "excessive," as the context for many projects will require different portions of the overall project budget to be spent on the modes and users expected. Additionally, in many instances the costs may be difficult to quantify. A percentage cap may be appropriate in unusual circumstances, such as where natural features (e.g. steep hillsides, shorelines) make it very costly or impossible to accommodate all modes. The Coalition does not believe a cap lower than 20 percent is appropriate, rather than absolute sense.
- A documented absence of current and future need.
- Emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

*Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:*

- Transit accommodations are not required where there is no existing or planned transit service.
- Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
- Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

## **JURISDICTION**

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

## **DESIGN**

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

## **LAND USE AND CONTEXT SENSITIVITY**

An effective Complete Streets policy must be sensitive to the surrounding community, including its current and planned buildings, parks, and trails, as well as its current and expected transportation needs. Specifically, it is critical to recognize the connection between land use and transportation. Complete Streets must be designed to serve the current and future land use, while land use policies and zoning ordinances must support Complete Streets such as by promoting dense, mixed-use, transit-oriented development with homes, jobs, schools, transit, and recreation in close proximity depending on the context. Given the range of policy types and their varying ability to address this issue, a policy, at a minimum, requires the consideration of context sensitivity in making decisions. The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices. The Coalition also encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development, as well as the consideration of unintended consequences such as displacement of residents due to rising costs of living.

## **PERFORMANCE MEASURES**

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

## **PROJECT SELECTION CRITERIA**

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

## **IMPLEMENTATION STEPS**

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

Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets checklists or other tools into decision-making processes.

Develop new design policies and guides or revise existing criteria to reflect current best practices in transportation design. Communities may also elect to adopt national or state level recognized design guidance.

Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision. Training could focus on Complete Streets design and implementation, community engagement, and/or equity.

Create a committee to oversee implementation. This is a critical accountability measure, ensuring the policy becomes practice. The committee should include both external and internal stakeholders as well as representatives from advocacy groups, under-invested communities, and vulnerable populations such as people of color, older adults, children, low-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.

Create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc., depending on the local context. This requires the use of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces, and hosting and attending community meetings and events. The best community engagement plans don't require people to alter their daily routines to participate. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks, and community centers.

Further information about the 2020 Complete Streets program: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

## **MODEL COMPLETE STREETS POLICY**

We recommend Bethel Park adopt a complete street policy as it will ensure consistently with this plan to design, operate, and maintain the entire roadway and roadway networks with all users in mind in order to maximize transportation choices. We have developed the a Model Complete Streets Policy for consideration. The model policy is located in [Appendix B](#).

# PENNDOT POLICIES

## PENNDOT CONNECTS POLICY

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

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

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

## PENNDOT'S SMART TRANSPORTATION INITIATIVE

A complete streets approach is consistent with PennDOT's Smart Transportation Initiative. This initiative is built around 10 Smart Transportation themes, including the theme "accommodate all modes." The Smart Transportation Guidebook was jointly developed by PennDOT and NJDOT to guide the planning and design of all land service roadways. The guidebook is essentially a complete streets practice in its emphasis on flexibility in creating transportation facilities that work well for all users, and in balancing trade-offs between vehicular, pedestrian, bicycle, and transit mobility: <https://www.dvrpc.org/Reports/08030A.pdf>

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

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

# PRIMARY ROUTES POLICY

Some communities choose to prioritize primary routes or segments that connect important community assets and significantly improve pedestrian and bicycle safety, comfort, and convenience. The selection of the routes as priorities is typically based on criteria including higher posted speed limits, high annual average daily traffic, major linkages of pedestrian generators and destinations, and community input. Routes with primary status in the municipality are given special consideration compared with other routes, such as for winter maintenance, general upkeep and infrastructure improvements, and beautification.

Though urban and suburban communities should ideally have complete sidewalk networks on all streets, this ideal is not feasible for most local jurisdictions, and are not a critical need on low traffic, low speed residential roads.

## PURPOSE

A Primary Routes Policy identifies the most important or significant segments in the municipality and articulates municipality's responsibilities regarding those routes. We recommend Bethel Park consider adopting a primary routes policy.

*Considerations in developing a policy include:*

### 1. Defining "primary routes"

Though urban and suburban communities should ideally have complete sidewalk networks on all streets, this ideal is not feasible for most local jurisdictions. Bethel Park is no exception here. Therefore, this policy identifies the most important or significant walking route segments in the Municipality of Bethel Park and articulates the Municipality's responsibilities regarding those routes.

Primary routes or segments link important community assets and significantly improve pedestrian safety, comfort, and convenience. The selection of the routes as priorities was based on criteria including:

- Roads with higher posted speed limits;
- Roads with higher annual average daily traffic counts;
- Routes that link the locations of pedestrian traffic generators and destinations; and
- Input from the public collected for the Active Transportation Plan.

Routes with primary status receive some elements of special attention compared with other routes in the Municipality:

- The Municipality will strive to develop, complete, or improve primary routes first.
- The Municipality will conduct biannual maintenance review to assess the routes' condition.
- The Municipality will provide winter maintenance for ice and snow, as warranted by criteria.

### 2. Establish primary walking routes on an Official Map

- The Municipality of Bethel Park's Official Map should clearly show the primary routes.
- The Municipality's Official Map should be adopted or amended to include the primary routes.

### 3. Maintenance plan for primary routes

This policy establishes that the Municipality of Bethel Park intends to provide maintenance for the primary routes because of the route's importance to the community, as established through public input into the Active Transportation Plan. The Department of Public Works will be responsible for developing and implementing the maintenance plan.

#### **4. Funding for primary walking routes construction and maintenance**

The Municipality of Bethel Park will provide capital monies for completing primary walking routes and for the purchase of maintenance equipment. It also will establish annual operating funding for maintenance. The Department of Public Works will have the responsibility of establishing the cost amounts and budget line items for Council as part of the capital projects plan and annual operating budget cycle.

#### **5. Communicate about primary walking routes**

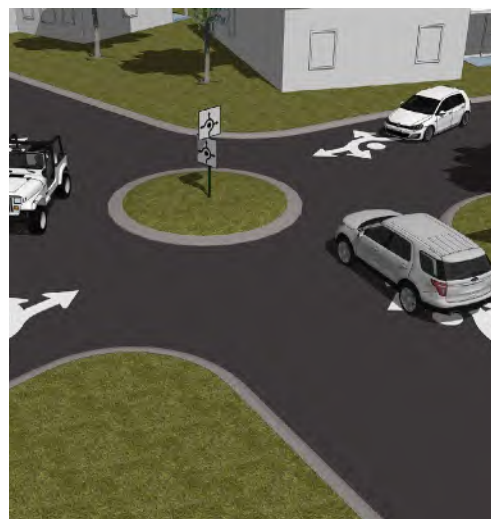
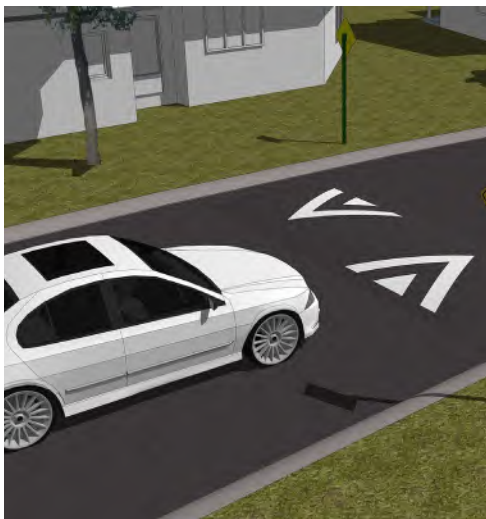
The Municipality of Bethel Park executes a communications plan to cover both long-term and ongoing communications about its primary walking routes.

Long-term communications visually depict the location of primary walking routes and explain the municipality's plan for developing and maintaining them. The long-term plan also includes annual notifications to residents at the start of the winter season about the criteria (how much snow or ice accumulation during what period of the day) that trigger sidewalk plowing for the primary walking routes.

Ongoing communications, particularly immediately before and during winter weather events, will provide clear and timely updates about when residents can expect their sidewalks to be plowed, enabling them to plan their travel.

# TRAFFIC CALMING POLICY

Implementing a formal traffic calming policy is an affirmative move to address the high priority among residents in both communities for mitigating speeding and other types of unsafe driving. Establishing clear standards for what types of traffic calming measures are warranted in various situations, what criteria apply and who makes decisions will improve the ease of administration and create greater public awareness of the process. A model Traffic Calming Policy is located in [Appendix B](#).



## CURBSIDE MANAGEMENT POLICY

A Curbside Management Policy involves inventory, optimization, allocation, and management of curbside space to ensure it is safe, accessible, and capable of meeting numerous demands.

- [Curbside Management Policy](#)

## DESIGN STANDARDS PROMOTING SAFETY & ACCESSIBILITY

Adopting clear design standards ensures the consistent construction and maintenance of safe, accessible bicycle and pedestrian infrastructure.

## CONSTRUCTION ZONE POLICY

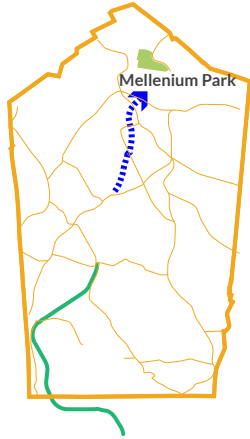
Construction zone policies require maintenance of safe and accessible bicycle and pedestrian routes through construction zones or the provision of clearly marked detour routes.

- [Guidelines for Work Zone Designers - Pedestrian and Bicycle Accommodation](#)

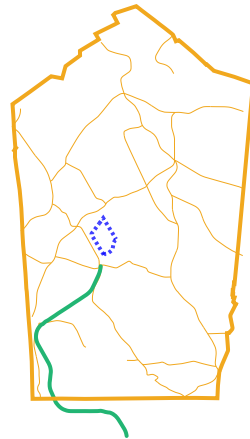
# PLANNING RECOMMENDATIONS

The value of planning is critically important to the success of improvements in Bethel Park. Planning sets the stage by defining the vision, creating concepts and master plans to secure buy-in, and funding, and provides the details for advancing the overall implementation. Planning does not end with this plan; rather this plan has begun the process. Planning will be involved in each step along the way towards implementation of improvements and programs in Bethel Park. Bethel Park should advance current planning recommendations in accordance with the priorities contained in this plan as well as further develop the following concepts:

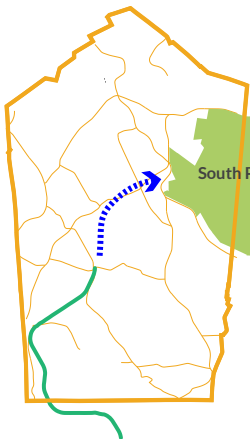
- Implement Pittsburgh Regional Transit’s recommendations contained in the Transit Oriented Development Toolbox - Bethel Park
- Implement Pittsburgh Regional Transit’s Bethel Village Station Plan recommendations currently under development
- Implement the Active Allegheny funded Lytle Station Pedestrian Connector Trail
- Pittsburgh Regional Transit is evaluating the long term viability of the Silver Line. Should PRT discontinue this line, a feasibility study should be completed to evaluate the potential of converting the line into a rail trail.
- Advance long term projects by preparing plans to resolve outstanding issues and provide a framework for funding and implementation of long term projects.
- Complete the Redevelopment Authority of Allegheny County funded Drake Line Trail study funded by the Trail Development Fund
- Prepare and adopt zoning and subdivision and land development ordinance updates to incorporate and require pedestrian, bicycle, and transit connections and amenities.
- Follow phased implementation of the Vibrant Core described in the remainder of this chapter.



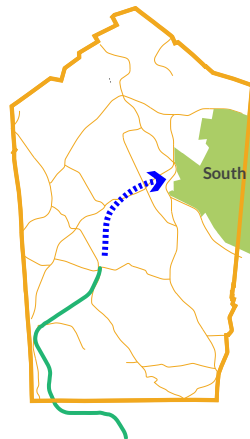
Prepare a Master Plan for the Montour Trail Extension to connect to Millennium Park



Implement the Redevelopment Capital Assistance Program Grant received to implement the proposed Industrial Boulevard Trail



Prepare a Master Plan for the Montour Trail Extension to connect with South Park



Continue conversations with PennDOT to advance the planning and design of the proposed pedestrian flyover bridge over the proposed Logan, Irishtown, Patterson Round-about



## ZONING UPDATE

Blueprint Bethel Park aims to create a more walkable, vibrant, and connected environment by promoting compact, mixed-use development and safer street design. Key goals include:

- Reduce number of driveways (require rear/side access and parking, incentivize shared driveways)
- Reduce setbacks – build-to line at sidewalk
- Incentivize mixed-used buildings with upper-floor residential and active ground-floor uses (retail, restaurant, personal services, medical-type office, studio, etc.)
- Require a minimum of two stories
- Reduce or eliminate off-street parking requirements, market to decide what's needed
- Incorporate design best practices
- Require safe, wide and continuous sidewalks with tree/stormwater pits
- Road diets for Brightwood Road and West Library Road to include pedestrian and bicycle improvements, ie sidewalks and bike lanes where feasible.
- As page 71 of Blueprint Bethel Park suggests, some of the shorter-term items could be tactical/pilot/pop-up in nature.

# THE VIBRANT CORE

*An attractive, walkable downtown area with commercial diversity and regional draw.*

During the planning process for Bethel Blueprint, residents indicated a strong desire to develop to district in the style of a traditional downtown, with buildings uniformly fronting a sidewalk and a variety of destinations located in close proximity, somewhere that is easy to navigate on foot.

From the earliest stages of the planning process, the most obvious candidate location for this type of development has been the vicinity of Brightwood Road and West Library Avenue between the Lytle Station park-and-ride and South Park Avenue. The area is saturated with community amenities, including three light rail stations, the Municipal Building and Library, the Community Center and nearby recreational features). It is home to small-scale local businesses, including the iconic Bethel Bakery, as well as sites with future redevelopment potential.

From an urban design perspective, West Library and Brightwood also have good traffic level-of-service ratings, meaning that feasibility is high for reconfiguring the lanes to add sidewalks, parking lanes, landscaping or other traditional downtown elements.

Brightwood Road has a 50-foot right-of-way, some of which is currently covered by private parking. The most advantageous time for Bethel Park to have calibrated its regulations to encourage traditional downtown development was 50-60 years ago. The second best time is now. Setting the initiative in motion involves steps that are relatively inexpensive for the community (revising ordinances, building coalition), followed by steps that will require partnership (infrastructure design and installation, marketing) and proactive possibilities for big impact (site acquisition, enhancing attractions, staging events, etc.).



- **Prepare and adopt a mixed-use Vibrant Core Overlay district to reinforce a vital local business district Vibrant Core Overlay District and to facilitate transportation oriented development.**

Why an overlay? By adding an overlay, the municipality can preserve the base district zoning. This means that every current use may continue, and that new applications can apply under the base district set of rules. The overlay gives property owners/developers new options – more flexibility in exchange for specific design standards. One more aggressive alternative would be to create a new base zoning district for this business district. This would limit expansion by current nonconforming buildings or uses.

## CURRENT CONDITIONS IN THE VIBRANT CORRIDOR

**Location:** Between the Lytle and South Park Road T stations along West Library and Brightwood Avenues. This could include all sides of the South Park Road intersection. Limiting the extent of the overlay (as opposed to extending it further south) will help concentrate desired changes to the built environment and build momentum.

**Uses:** This area currently has a variety of district classifications, including R-3, C-2 and C-3. The overlay should permit a mixture of local-scale uses. In particular, it should incentivize mixed-used buildings with upper-floor residential and active ground-floor uses (retail, restaurant, personal services, medical-type office, studio, etc.) It should prohibit drive-throughs and vehicle-oriented uses.

The current district categories are narrow and do not allow for mixed use. R-3 is a single-family residential district allowing homes, schools, farming and churches by right. C-2 is general commercial, allowing a wide array of businesses, including vehicle-oriented ones like gas stations and auto repair. C-3 is professional service, allowing banks, hotels, medical and professional offices by right.

**Bulk and area:** The dimensional standards of the current base districts are in some ways antithetical to a walkable business district. The overlay should articulate setback, height, lot coverage and lot size requirements that will engender a downtown environment.

For instance, C-3 requires a minimum 50' front setback. The overlay should require a build-to line or zone in order for redevelopment to create a consistent street wall along the sidewalk. Minimum lot sizes should be reduced or even eliminated. In C-3, the minimum is one acre. In a thriving local business district, lots are typically narrow with buildings nearly or actually abutting one another. The minimum height should be two stories.

- **Design standards:**

Writing an overlay district as an option for property owners/developers allows the municipality to include stepped-up design requirements compared to what is typically included for a base district. This overlay should require details that reinforce a walkable downtown environment, adding consistent character and quality to redevelopment.

Parking must be located to the rear or, if necessary, the side of buildings. The municipality should consider reducing or eliminating minimum off-street parking requirements given recommendations of PRT's TOD Zoning project. The ordinance can specify some facade design details, such as a minimum percentage of window coverage, preferred building materials and roof style, elevated landscaping and lighting, a specific signage program, etc.

The comprehensive plan, Blueprint Bethel Park, recommends recalibrating dimensional requirements in the area (setback, height, minimum floor area) by redefining the existing districts or carving out a new district. A zoning ordinance update is required to accomplish this. Conducting an analysis to confidently recommend the right zoning solution is out of scope for the Active Transportation Plan. That analysis should begin with evaluating scenarios that incorporate the recommendations of Blueprint Bethel Park and Pittsburgh Regional Transit's Transit-Oriented Development Toolbox recommendations for Bethel Park.

# VIBRANT CORE PHASED TRANSFORMATION

It is assumed the transformation would occur over time, potentially in three phases:

## PHASE I

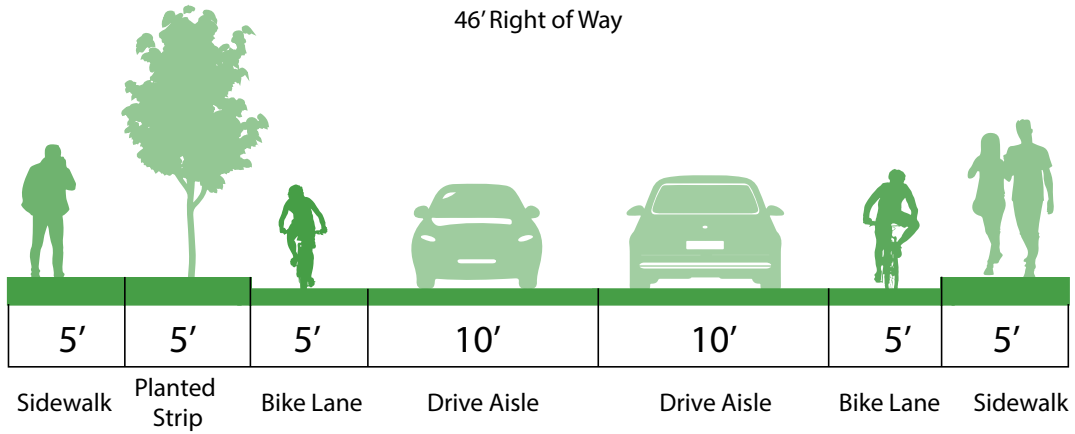
- Better infrastructure. Compared to changes in the built environment that follow zoning, short, maybe over three stages: painted bump-outs eventually become concrete with plantings, etc. Page 65 of Blueprint Bethel Park has some suggestions that can be adjusted as appropriate to address Active Transportation. Infrastructure installation will help accelerate private investment in redeveloping buildings.
- Pop-up/short-term interventions –outdoor café pop-up delineated with planter boxes and/or public art
- Reduce zoning setbacks to allow buildings to be built up to the sidewalk may result in:
- One or two commercial or mixed-use buildings that line the sidewalk, parking to the rear
- Potential corner development of 2-3 stories at the corner of Brightwood and Mesta with the parking lot tucked behind. (It's R-3 now but an overlay or rezoning would enable mixed-use.)

## PHASE II

- Potential expansion of Bethel Bakery café built up to the sidewalk (recommended on page 65 Blueprint Bethel Park)
- Redevelopment of one to three houses north of the Mesta/Brightwood corner redevelopment as two to three story mixed-use
- Substantial pedestrian crossings improvements on Mesta and South Park
- Redevelopment of some parcels north of bakery building (some combo of Beautiful LLC, Model Cleaners, Macioce's, Agnello) to show individual business buildings moved up to the sidewalk with shared driveway and parking tucked behind

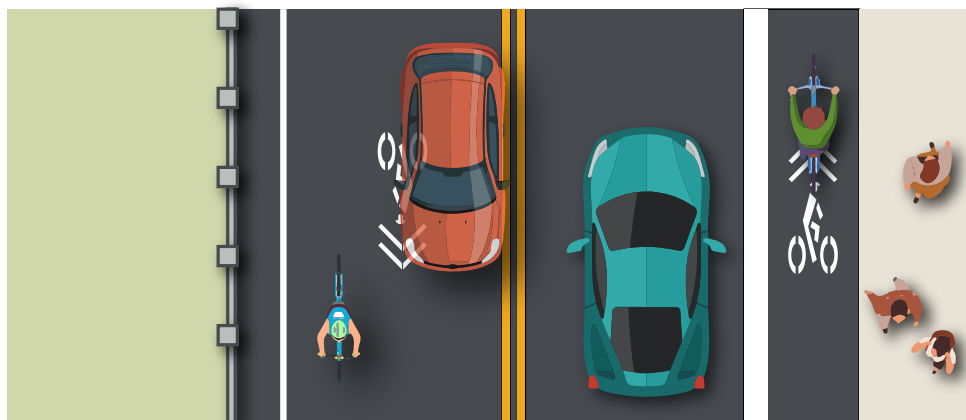
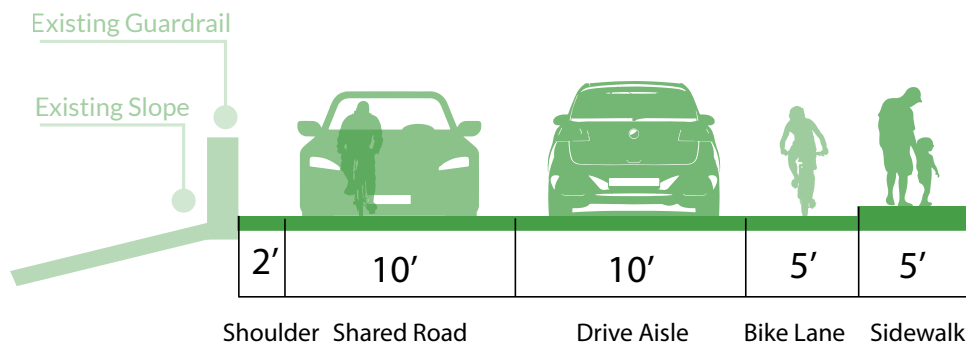
### Brightwood Rd: South Park Rd to Mesta

46' Right of Way



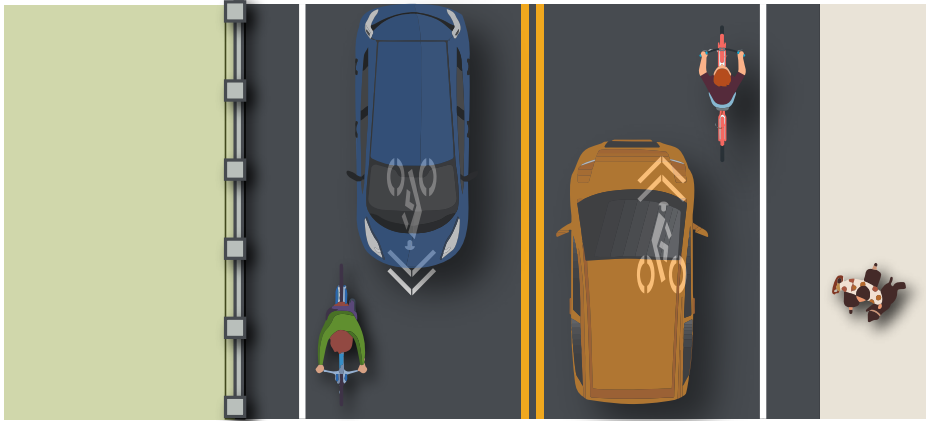
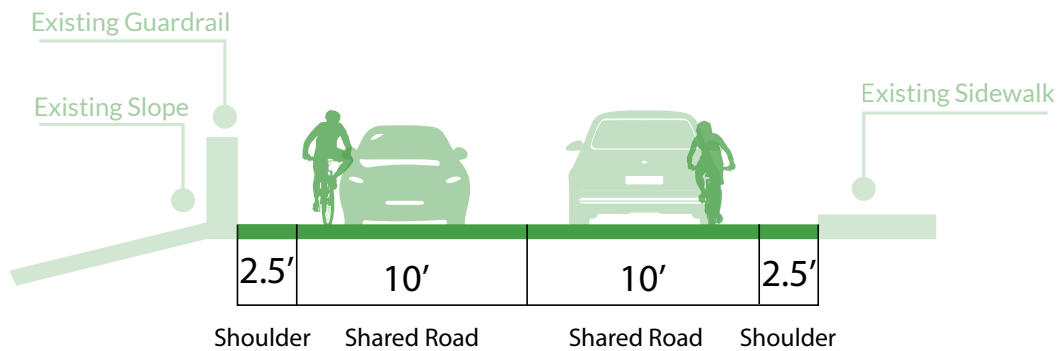
### Brightwood Rd- Mesta to Lytle Rd

32' Right of Way



## Brightwood Rd- Lytle to Slater Rd

25' Right of Way



### PHASE III

- Major Transit-Oriented Development project in a location yet to be determined. The general concept would be bulk/massing of building(s) – lower-level retail with a bit of space, structured parking and residential at 5-9 stories
- On the block between Mesta and Ohio, redevelop the parking lot and church. During the Blueprint Bethel Park planning effort there was speculation that the church would become vacant. If that occurs and the property can be acquired, it provides an ideal location for redevelopment. Also, a new building could be added to the southern corner of Ohio/W. Library Roads intersection.
- There's a private industrial concrete facility behind the Municipal building (grandfathered into R-3). Consider acquiring that property and move municipal/library parking to that site, or perhaps just a portion of that site, and redevelop the municipal parking lot and space to the north as Transit-Oriented-Development.
- Redevelopment at the corner of Brightwood and South Park (potentially all of parcels between corner and VFD), bring a two to three story building up to the sidewalk - retail first floor, parking tucked to the interior of the lot.
- Potential for a driveway going between Brightwood and Park between Mesta and the VFDT. This would provide rear and service access to businesses and reinforce Brightwood as a pedestrian-centric public realm. If so, further reduce driveways on Brightwood.

# COORDINATION

## TRANSIT - GENERAL

Meet biannually with Pittsburgh Regional Transit to coordinate with improvements being considered at and around transit stations.

- Invest in the Washington Junction Transit core by improving walking, bicycling, transit and public spaces
- Improve pedestrian connections to Highland Station (Highland Road)
- Improve pedestrian connections to Lytle Station (Brightwood and Lytle Roads)
- Improve pedestrian connections to Bethel Village Station (Cambridge Road)
- Improve pedestrian connections to Dorchester Station (Dorchester Road)

## MAINTENANCE

- Prioritize ongoing maintenance and repair of the network.
- Maintain bike lane striping, marking, and coloring for visibility.
- Develop a policy and enforce it to ensure prompt repair of pavement damage and markings on streets with bikeway facilities.
- Develop a policy and enforce it to ensure prompt repair of sidewalks

## PENNDOT COLLABORATION

- Meet with PennDOT to ensure projects along state roads incorporate improvements recommended in this plan
- PennDOT Connects Policy
- PennDOT's Smart Transportation Initiative
- Allegheny County Collaboration

## COLLECT & MAP DATA

- Complete detailed assessments of infrastructure needs and map assessment results in the Bethel Park GIS system.

### *Inventory and evaluate pedestrian infrastructure:*

- Locate and complete any gaps or deterioration in the existing sidewalk system, especially along important pedestrian connections between schools and businesses.
- Locate and upgrade pedestrian street crossings in need of improvements, including the installation of High Visibility Crosswalks and curb ramps to meet ADA specifications.
- Identify locations in need of accessibility improvements and make repairs.
- Inventory and evaluate the existing bicycle parking facilities throughout Bethel Park and identify key locations to target for additional bike racks.
- Inventory and map no parking locations throughout Bethel Park which have been adopted by ordinance.
- Develop operation and maintenance plan and schedule for sidewalks, crosswalks, paths, trails, and on-street bike routes.
- Organize volunteers to conduct annual bicycle counts at key locations through Bethel Park.
- Analyze crash data to identify problem areas, and evaluate problem areas to recommend safety improvements.
- Evaluate educational efforts to determine whether they are making a positive impact.

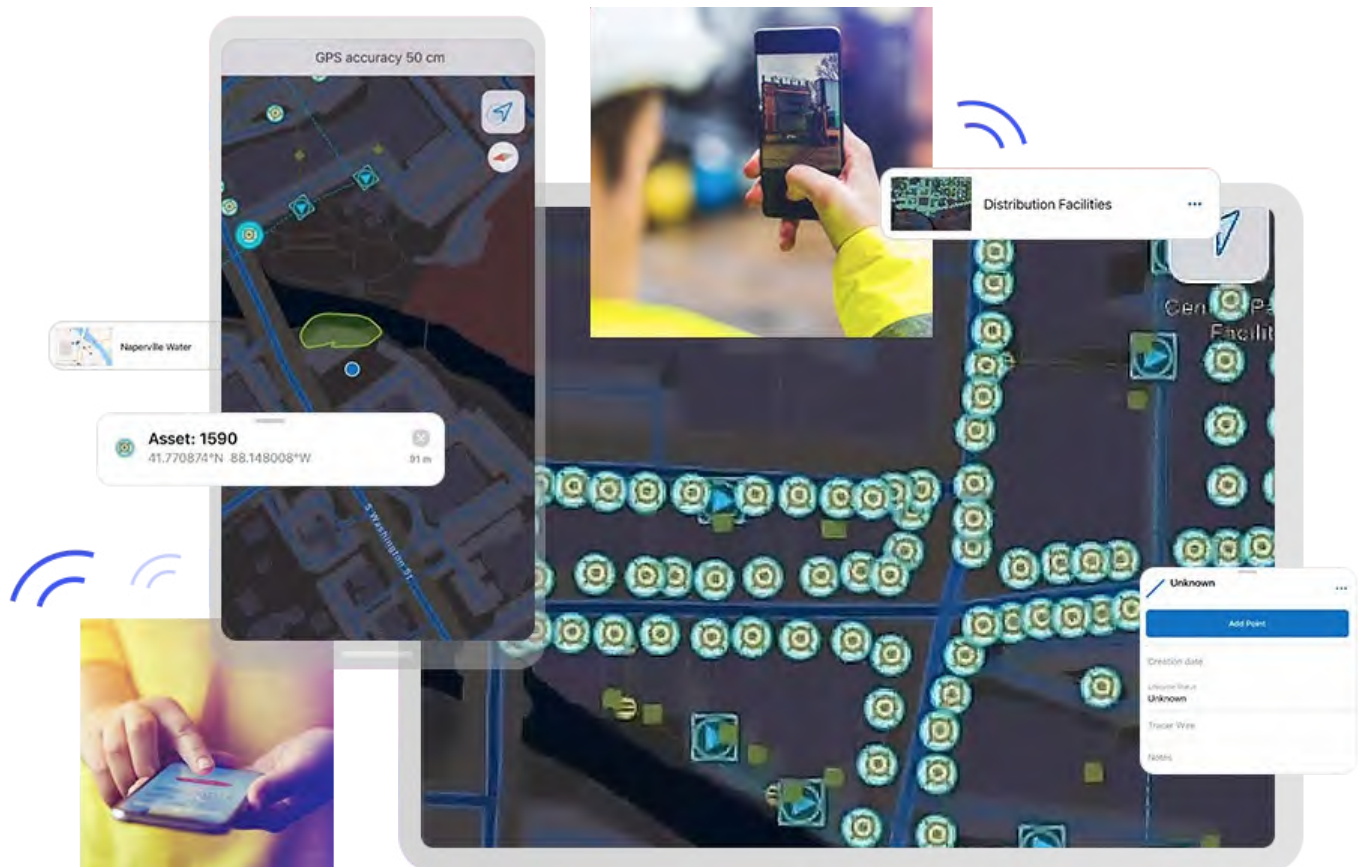
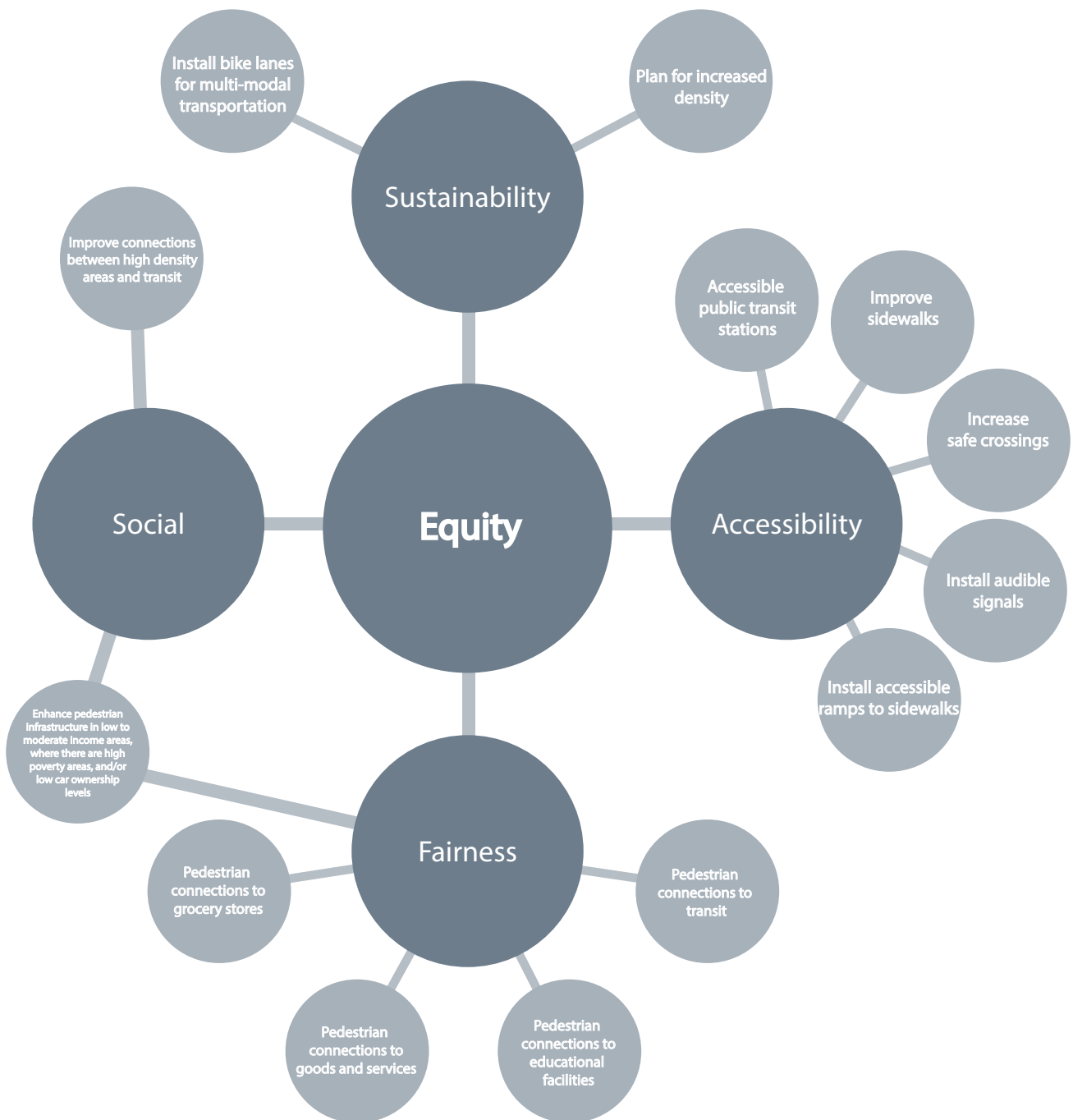


Image Source: <https://www.esri.com/en-us/arcgis/products/arcgis-field-maps/overview>

# Equity

- Provide safe, healthy, affordable, accessible, and convenient transportation options available to everyone in the community.
- Improve or add sidewalks and crosswalk connections between higher-density areas and bus stops. This helps connect people to employment or needed services.
- Improve transit stops for accessibility, safety and comfort at locations where the largest numbers of riders wait for buses.
- Ensure sidewalk connections to key transit stops, schools, and parks.
- Enhance pedestrian infrastructure in locations where the household poverty rate and percentage of children or elderly are highest in the community, as these residents are among the most likely to walk where



they need and want to go.



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W. A. BROWN  
BROOKLYN, N. Y.

# Education

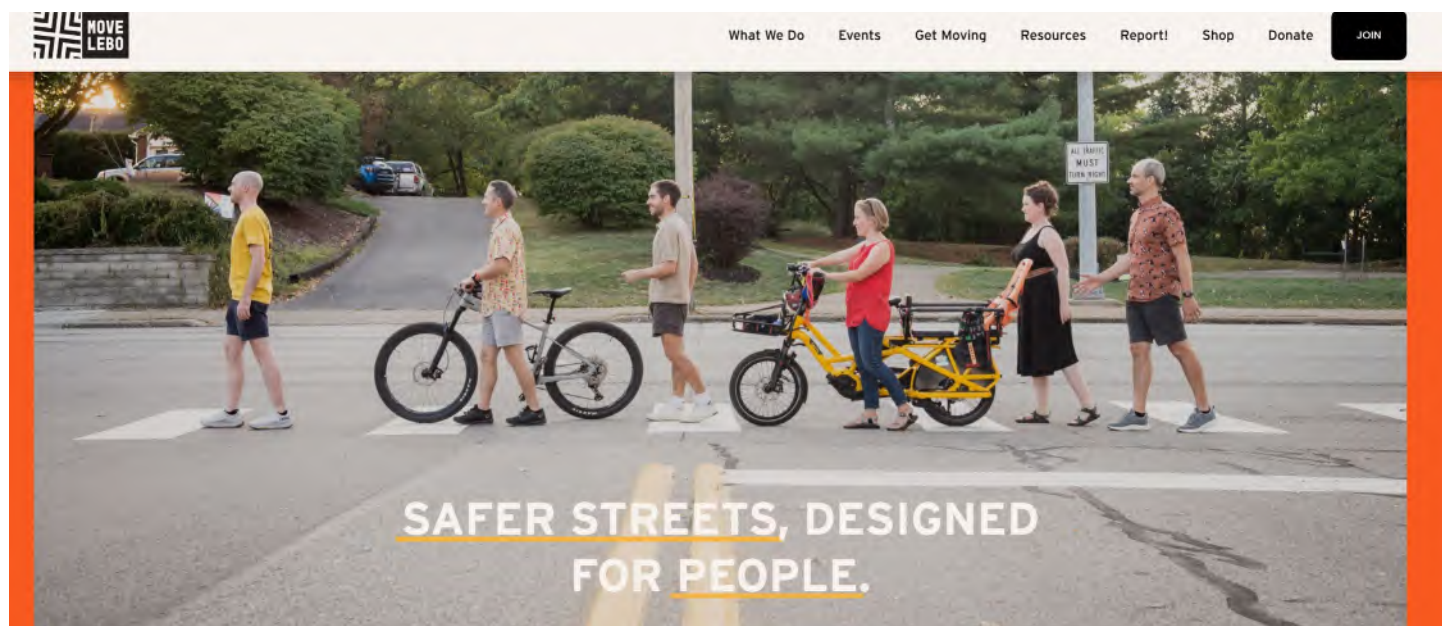
Most people, especially children, are not aware of safe walking and bicycling practices. Therefore, it is important to conduct safety education campaigns. Further, many motorists can become uncomfortable when sharing the road with bicyclists. Therefore, it is important to conduct public relation campaigns to educate the public on safe driving habits, especially as related to pedestrians and bicyclists. Further driver safety campaigns should extend into the high schools. Everyone should become aware of the fact that children and adults are walking and bicycling and that sharing the road can be a matter of life or death.

## AWARENESS

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

An example is Mt. Lebanon, PA's "Look up Lebo" education and awareness campaign, created in conjunction with Allstate. The community instituted this program after a resident pushing a baby stroller was hit by a car and killed. The community awareness program included these components:

- Eye-catching street-level banners installed throughout the Municipality
- Communications pushed out via every municipal channel emphasizing driver, pedestrian and cyclist responsibilities
- Publicize the pedestrian and bicyclist crash map on line and through social media to make the public aware of locations of crashes.
- Develop an online and social media campaign to make pedestrians, cyclists, and drivers aware of road laws and traffic calming methods.
- Publish a list of Bethel Park Active Transportation Plan accomplishments annually and promote it online and through social media.
- Schedule critical mass walks and rides (events where pedestrians and bicyclists take to the streets to promote walking and bicycling as the best means of urban transit).
- Informational videos and educational materials on the municipal website. Here's an example from another community: [www.movelebo.org](http://www.movelebo.org)



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

- Educate pedestrians, motorists, and cyclists about safe walking, driving, and riding. Provide links to educational material on the Bethel Park website and promote them through social media.
- Work with at risk populations, such as children and seniors, to create a safe walking and bicycling environment.
- Educate municipal and community leaders on key issues and methods of raising awareness.
- Collaborate with Bike PGH to offer bicycle education programs.
- Distribute brochures at local businesses and schools.
- Educate property owners on the necessity and responsibility for removing snow/ice from their sidewalks. Enforce snow removal ordinance.
- Yard sign campaigns - Slow down yard sign campaigns (such as Keep Kids Alive Drive 25) allow residents with concerns about speeding in their community to help remind drivers to slow down and stop for pedestrians.
- Porch-light campaigns – Encourage homeowners to turn on their post lights or stoop lights to make walkways more visible at night.
- Challenge local high school students with a contest to create awareness posters to be mounted in public places throughout the community.
- Use information found in the PennDOT Highway Design Manual to make pedestrians, cyclists, and drivers aware of road laws and traffic calming methods.
- Schedule critical-mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- Collaborate with SPC to offer Friendly Driver Programs
- Consider implementing a Ghost Pedestrian/Ghost Bike program (identifying locations of accidents)

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

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

Distribute brochures or fliers printed as part of the awareness campaign at local businesses, schools and places of worship or other locations where groups meet.

Bike Pittsburgh offers instructional videos online, including how to teach someone to ride a bike. This site also includes links to the PennDOT videos mentioned below. <https://bikeerie.org/resources/online-bike-education/>

Incorporate PennDOT age-specific videos that explain laws and teach safe driving and cycling techniques. <https://www.penndot.pa.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/Pedestrian-Safety.aspx> & <https://www.pa.gov/agencies/penndot/traveling-in-pa/riding-a-bike/bicycle-safety-videos.html>

Educate law enforcement officials about how they can help foster safe biking and walking environments and build knowledge in the community.

Work with at-risk populations, such as children and seniors, to create a safe walking and bicycling environment.

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

Many cold climate communities have developed programs to encourage property owners, in a positive manner, to comply with local ordinances to remove snow and ice from their walkways. The Safe Routes to School Partnership provides resources related to solutions and tips for students and residents to walk safely in the snow: <https://www.saferoutespartnership.org/blog/let-it-snow-ways-help-walking-winter-months>

The following is a list of additional pedestrian and bicycle education resources available to Bethel Park. We recommend the Municipality create an Active Transportation landing page on the Bethel Park website, provide links to, and promote these educational resources through the Municipality’s social media efforts:

### ACTIVE TRANSPORTATION EDUCATIONAL RESOURCES – VIDEOS

Ride Smart: <https://bikeleague.org/ridesmart/ridesmartvideos/>

EBike Smart: [https://learn.bikeleague.org/products/e-bike-smart#tab-product\\_tab\\_contents\\_7](https://learn.bikeleague.org/products/e-bike-smart#tab-product_tab_contents_7)

### BIKEPGH

Drive with Care: <https://bikepgh.org/our-work/education/drive-with-care/>

Educational Videos: <https://bikepgh.org/resources/educational-videos/>

Educational Classes: <https://bikepgh.org/our-work/education/citycycling/>

Toolkit for Youth: <https://bikepgh.org/our-work/education/positivespin/>

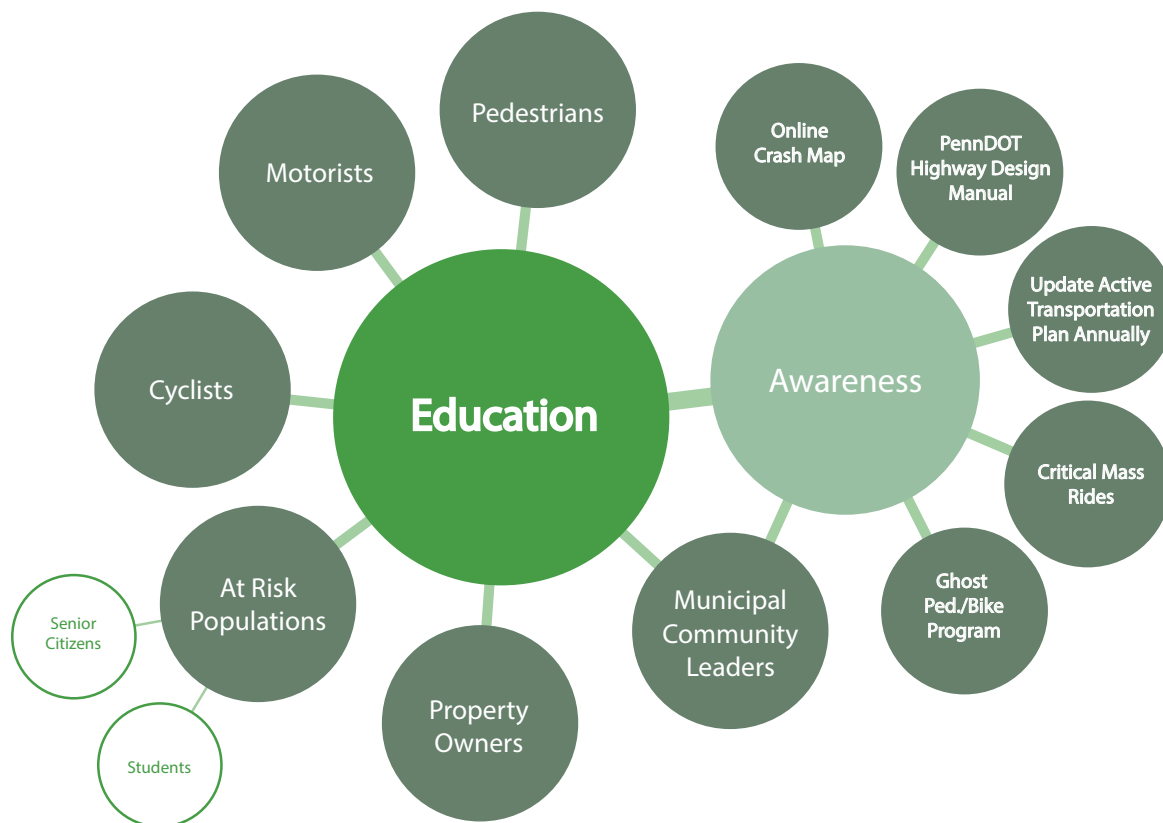
### SOUTHWESTERN PENNSYLVANIA COMMISSION

Active Transportation Education: <https://www.atrc-spc.org/education.html>

Many education programs about walking and biking are available as toolkits, to be conducted in person or online, in groups or individually. Distribute brochures or fliers printed as part of the awareness campaign at local businesses, schools and places of worship or other locations where groups meet.

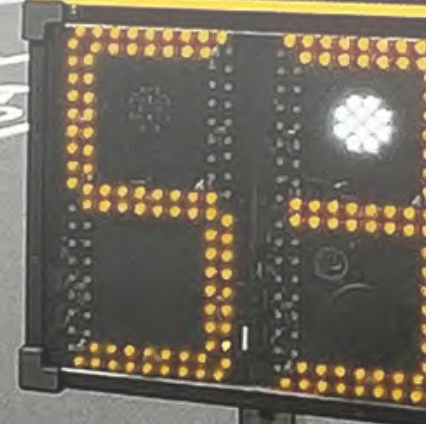
BikeErie offers instructional videos online, including how to teach someone to ride a bike. This site provides includes links to the PennDOT videos mentioned herein. <https://bikeerie.org/resources/online-bike-education/>

All education components should be offered in alternate languages for non-english speaking populations. In Bethel Park there are populations of Nepali and Dzongkha speaking residents.



SPEED  
LIMIT  
35

YOUR  
SPEED



# Enforcement

Education and training are foundational tools for promoting safe behaviors among pedestrians, bicyclists, and motorists. They equip individuals with the knowledge needed to navigate the transportation system safely and responsibly.

However, education alone is often not enough to address unsafe behaviors. Targeted enforcement strategies such as increased patrols, traffic calming operations, and citation programs can serve as effective tools to reinforce safe roadway use. These efforts enhance the safety and appeal of walking, bicycling, and accessible travel.

To ensure lasting impact, enforcement activities must be accompanied by consistent follow-up and community engagement. Sustained efforts help maintain public awareness and reinforce the importance of safe, respectful behavior across all modes of transportation.

## DRIVERS BEHAVIOR ENFORCEMENT

- Identify problem areas and conduct progressive ticketing program in those areas.
- Conduct zero tolerance speed enforcement in school zones.
- Install Active Speed Monitors in School Zones and identified problem areas.





## DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION. LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES. MARCH 2000.  
<http://www.white.gov/about/nhtsa/traffic+tech/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries>

- Implement measures on roads to reduce speeding and encourage bicycle use.
- Provide Traffic Hotline link on the Bethel Park website where residents can post problem locations.
- Identify pedestrian crossings where drivers are not yielding to pedestrians and conduct enforcement.
- Establish a traffic complaint link on the municipal website, allowing residents to report problem locations directly. These reports can guide enforcement scheduling and future safety improvements.

### CYCLISTS

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

### PROPERTY OWNERS

- Enforce Municipal ordinances regarding sidewalk damage repair and sidewalk snow/ice removal.
- Enforce ordinance requirements that require new development and redevelopment projects to construct sidewalks.
- Aim to enforce ordinances through encouragement. Use negative enforcement only if encouragement fails.

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

### RADAR SPEED SIGNS

Radar speed signs, also known as driver feedback signs, are valuable traffic calming devices that enhance safety by encouraging drivers to slow down and adhere to speed limits. They work by displaying a driver's speed, often alongside the posted speed limit, providing immediate feedback that prompts drivers to adjust their behavior and reduce speed. These signs are particularly effective in high-risk areas like school zones, residential streets, and work zones.

*Various studies have been completed that evaluated the benefits of driver feedback signs:*

- **Reduced Speed:** Studies show radar speed signs can reduce average speeds by 5 to 10 mph. This can significantly decrease the risk of accidents and injuries, especially in areas with pedestrians.
- **Pedestrian Safety:** Slower speeds improve the chances of pedestrian survival if struck by a vehicle.
- **Traffic Calming:** Radar speed signs act as a proactive measure to calm traffic, especially in areas where speeding is a concern.
- **Cost-Effectiveness:** One-Time Investment, compared to physical traffic calming measures (like speed bumps) or increased law enforcement, radar speed signs represent a relatively low-cost, one-time investment with long-term impact.

- **Data Collection:** Many radar speed signs can log traffic data, including speed and volume, which can be used to identify problem areas and inform traffic management strategies.
- **Community Benefits:** Radar speed signs promote public awareness about speeding and encourage drivers to be more mindful of their speed.
- **Community Support:** These signs often enjoy community support because they empower residents to address speeding concerns in their neighborhoods.

**How they work:** Radar technology is used to detect the speed of approaching vehicles. The sign then displays the driver's speed, often alongside the speed limit, providing immediate feedback. This visual feedback acts as a psychological trigger, prompting drivers to slow down.

**Not for Enforcement:** Radar speed signs are not used for issuing speeding tickets.

Some drivers may become accustomed to the signs over time and may not react to them as strongly.

## **TRAFFIC HOTLINE**

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

## **PROGRESSIVE TICKETING**

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

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

- **Educating**  
Establish community awareness of the problem. The public needs to understand that drivers are speeding around schools and the consequences of this speeding for children's safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.
- **Warning**  
Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.
- **Ticketing**  
Finally, after the warning time expires, hold a press conference announcing when and where the law enforcement operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

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

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

## **SPEED ENFORCEMENT IN SCHOOL ZONE**

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

## **WINTER MAINTENANCE**

Best practices for winter maintenance, along with answers to questions about winter pedestrian and bicycling activities are detailed in Toole Design's

[Winter Maintenance Resource Guide](#). This publication answers the following questions and recommends best practices for winter maintenance of pedestrian, bicycle, and transit facilities:

- Do people walk and bike in snow and ice?
- Why do people walk and bike in the winter?
- Will more people walk and bike if snow and ice are cleared?
- Who is responsible for winter maintenance?
- What are the best ways to remove snow and ice?
- What type of equipment is needed?
- Does the Americans with Disabilities Act (ADA) require snow removal on walkways?
- How can walking and bicycling infrastructure be designed for easier winter maintenance?
- How should transit stops be maintained in the winter?
- What funding sources are available for winter maintenance?

## **BETHEL PARK ORDINANCE, CHAPTER 59, STREETS, SIDEWALKS AND PUBLIC SPACES, ARTICLE IX SIDEWALK INSTALLATION, CONSTRUCTION AND SNOW REMOVAL**

Snow and ice presents serious hazards to pedestrians and cyclists. Given the climatic conditions in Bethel Park it is important to educate residents about need to clear snow and ice from sidewalks. We recommend a public relations and education campaign, as well as some encouragement programs to promote increased compliance with the Municipality's snow removal ordinance. Property owners are more likely to respond to positive campaign efforts to address snow removal than they are enforcement actions, which have a negative connotation. When enforcement is necessary we recommend progressive enforcement, as described under progressing ticketing.

Bethel Park Code requires all Property Owners to maintain their sidewalks in a snow and ice free condition.  
59.54 Snow and ice removal from sidewalks.

59.54.1. Snow or ice shall be removed from sidewalks or other paved public pedestrian walkways within 24 hours from the end of a storm event.

59.54.2. Vacant properties and multifamily dwellings. All owners, or agents of owners, of vacant property, or property upon which a multifamily dwelling stands, abutting any sidewalk or other paved public pedestrian way are required to keep that sidewalk or other paved public pedestrian way clear of snow and safe for pedestrian traffic.

59.54.3. One- or two-family dwellings. All owners, or agents of owners, of property upon which a one-family or two-family dwelling stands, abutting any sidewalk or other paved public pedestrian way, and all tenants or occupants of any such one-family or two-family dwelling, are required to keep that sidewalk or other paved pedestrian way clear of snow and safe for pedestrian traffic.

59.54.4. Commercial or business properties. All owners, or agents of owners, of property used for commercial or business purposes abutting any sidewalk or other paved public pedestrian way, and all tenants or occupants of any such property, are required to keep that sidewalk or other paved pedestrian way clear of snow and safe for pedestrian traffic from Monday through Saturday, between the hours of 7:00 a.m. and 10:00 p.m. Notwithstanding the foregoing, snow or ice shall be removed within eight hours from the end of a storm event.

59.54 A Notice of violation; enforcement; abatement by Municipality; violations and penalties.

59.54A.1. Notice of violation. Any failure to comply with the provisions of this article may result in the issuance of a notice of violation by the Building Code Official, which shall be directed to the property owner where the sidewalk is located. The notice of violation may be served on the property owner in person, by leaving the same at his place of residence, or, if he has no residence in the Municipality, then by posting the same on the premises and mailing a copy thereof to the owner at his last known address.

59.54A.2. Abatement by property owner. Upon being issued a notice of violation, the property owner shall take the necessary steps to abate such violation(s) within a reasonable period of time. Failure to comply shall subject such property owner to any or all penalties contained in this article.

59.54A.3. Abatement by Municipality. If such property owner continues to fail to comply with such notice of violation within 30 days from the date of service, or if an emergency situation exists as determined by the Building Code Official and the property owner cannot be immediately contacted, the Municipality may make the necessary corrections, abate any dangerous condition, remove any obstruction, or eliminate any hazard to pedestrian safety. The Municipality may collect the costs from the property owner of doing of the same. If the property owner fails to pay the Municipality's costs of repair or abatement within 30 days of receiving an invoice or demand from the Municipality, the Municipality may seek to collect the same from the property owner, together with interest and a penalty of 10%, by an action of assumpsit. Alternatively, the Municipal Solicitor may be instructed to file a municipal lien against the property.

59.54A.4. Violations and penalties. Any person or property owner who violates this article shall pay a fine of not more than \$500, plus costs. Each day that such condition continues to exist shall constitute a separate offense.



## **FIRST RESPONDERS BIKE RODEO**

### **SATURDAY, JUNE 7**

### **11 AM - 1 PM**

### **SOUTH PARK**

**Bethel Park Police Department joins with South Park and Allegheny County to host “Bike Rodeo” this Saturday!**

Bethel Park Police Department, along with South Park and Allegheny County Police Departments, are teaming up to host a **FREE First Responders Bike Rodeo** this **Saturday, June 7**, from **11 a.m. – 1 p.m.** at the South Park Dek Hockey Rink (Maple Springs & Corrigan Drive).

This **family-friendly event** is all about bike safety and fun! Kids are encouraged to bring their bicycles for **safety checks** and test their skills on a **safety obstacle course**. PLUS:

✔ **FREE bike helmets** (courtesy of Children’s Hospital) while supplies last ✔ **FREE bikes** (new and gently used) for children in need ✔ **Emergency vehicle displays, free refreshments, and music!**

“We’re looking forward to the rodeo,” said BPPD Community Resource Officer Amber DiFranco. “This is a great opportunity to work with our neighbors on a wonderful community program! I’d like to also thank Kelly Gilliam of **Life Builders**, whose support helped make this event possible.”

♥ Want to **donate a new or gently used bicycle**? There’s still time! Call **412-540-3535** or bring your donation to the event.

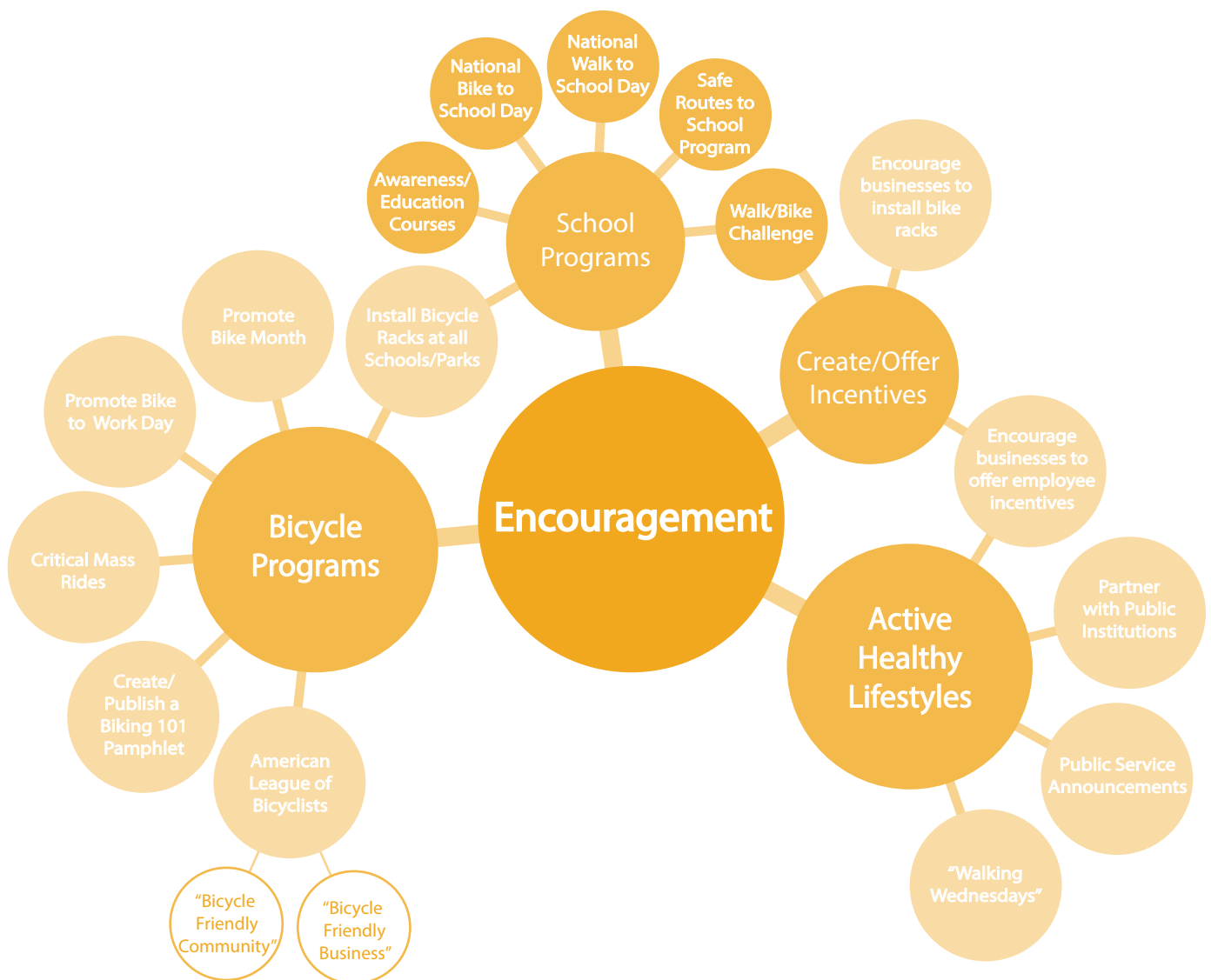
For more on **Bethel Park Police Department**, visit [www.bethelparkpa.gov](http://www.bethelparkpa.gov). Learn about **Life Builders**, a nonprofit dedicated to serving individuals, families and the community to create a sustainable transformation, at [mylifebuilders.org](http://mylifebuilders.org).

#BikeRodeo #BPPD #BethelPark #FirstResponders #BikeSafety #LifeBuilders #PoliceOutreach

# Encouragement

Encouragement plays a critical role in motivating behavior change, particularly when promoting active transportation. When individuals are provided with positive reinforcement and supportive tools, they are more likely to adopt new habits more quickly and confidently.

Effective encouragement strategies include public events such as Bike Month and Bike to Work Week, which raise awareness and foster community participation. Additional initiatives such as community bike maps, wayfinding signage, group rides, and commuter incentive programs make walking and biking more approachable and appealing. Programs like Safe Routes to School further support youth participation by promoting safe, active travel to and from school. We commend the Bethel Park Police Department for partnering with South Park Township and Allegheny County Police Departments in hosting the first responders bike rodeo and we recommend it be continued on an annual basis.



## **Bicycle Programs**

- Promote bike to work day.
- Promote bike month.
- Schedule critical mass rides (events where bicyclists take to the streets to promote bicycling as the best means of urban transit).
- Prepare and publish a Bethel Park Bicycling 101 pamphlet.
- Seek recognition from the American League of Bicyclists
- “Bicycle Friendly Community”
- “Bicycle Friendly Business”
- Organize and promote a Bike Fest to promote awareness and bicycle friendly events in Bethel Park.
- Install bicycle racks at all schools.

## **SCHOOL PROGRAMS**

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

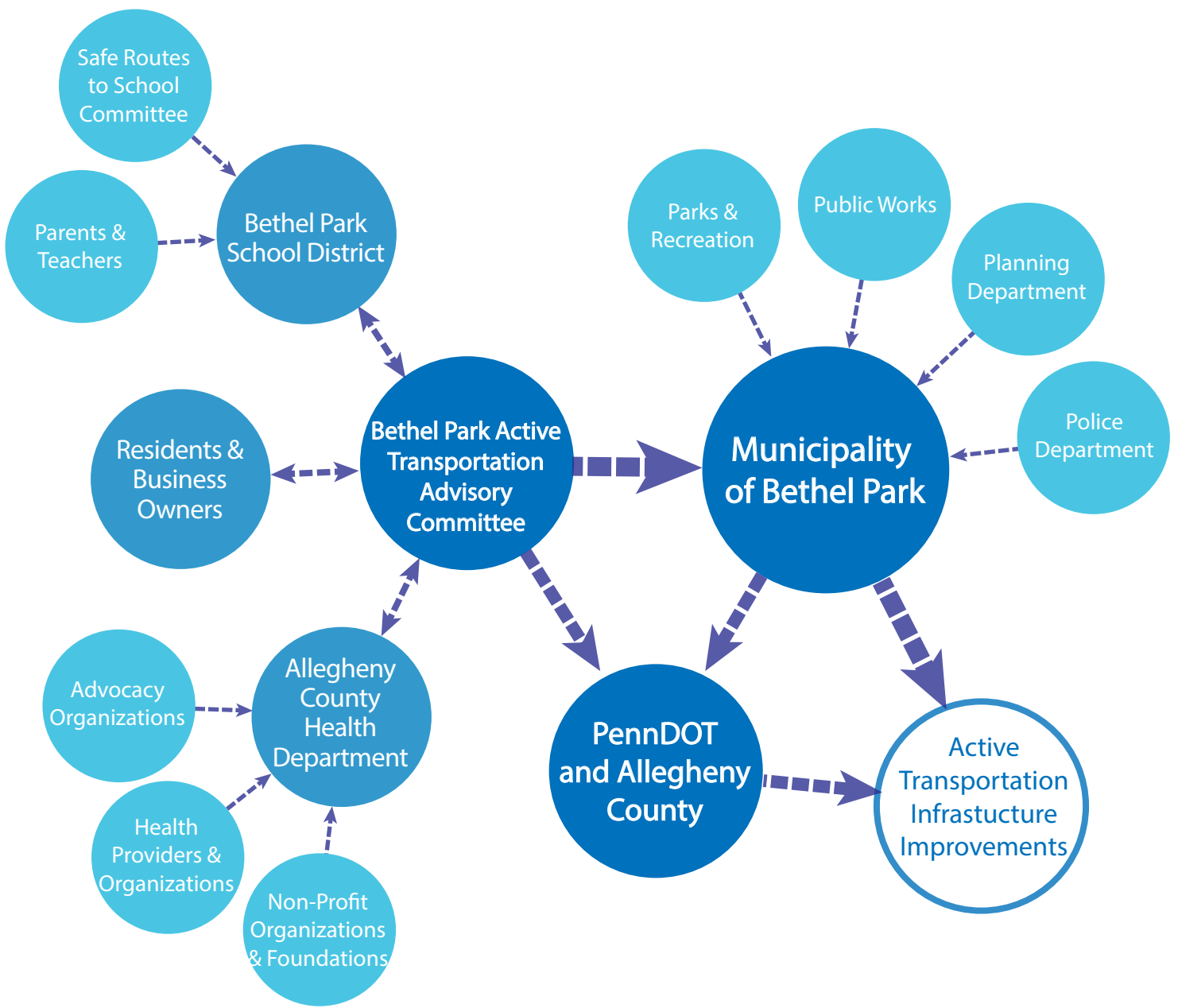
## **ACTIVE/HEALTHY LIFESTYLE PROGRAMS**

- Establish a business walking/bicycling challenge program.
- Partner with public institutions (schools, college, hospitals, government, etc.) to install bike parking on their properties.
- Produce public service announcements to acknowledge and promote pedestrian and bicycling activities within Bethel Park.
- Promote Walking Wednesdays, etc.
- Week Without Driving national campaign
- Allegheny County Health Department programs

## **INCENTIVE PROGRAMS**

- Establish a business walking/bicycling challenge program.
- Encourage businesses to provide incentives for walking or bicycling to work.

# 05. Action Plan



# Implementation Proposal

## TIME FRAME FOR ACTION

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

This chapter sets forth specific action steps in an order that is sensible for the community. The overall time frame for large scale largely depends on the ability to put together funding for any given project, including the outside assistance of grants and public-private partnerships. Typically, the expectation is around 10 years, depending on the ability to obtain funding for the projects.

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

# GETTING STARTED

## 1. Adopt the Municipality of Bethel Park Active Transportation Plan

The first step towards implementing active transportation improvements is for Bethel Park is to officially adopt the Active Transportation Plan as a guide for active transportation in Bethel Park.

## 2. Apply for funding for the remaining design development and construction of Bethel Park Trail Extension

As an early implementation action, we recommend that Bethel Park prioritize furthering the design and construction of the Bethel Park Trail Extension to South Park. Gateway Engineers completed conceptual drawings in 2018. The conceptual drawings were funded by Active Allegheny, and we recommend coordinating with Active Allegheny to secure the remaining funding.

## 3. Keep the momentum going by testing out an active transportation pilot project

An Active Transportation Pilot Project is a short-term, low-cost, and flexible way to test walking, cycling, and other non-motorized transportation improvements before committing to permanent infrastructure. These projects allow Bethel Park to evaluate new ideas in real-world conditions, gather data, and engage residents in the design process.

Pilot projects use temporary materials, such as paint, planters, bollards, and signage, to implement changes quickly and at minimal cost to the municipality. They provide an opportunity to assess safety benefits, travel behavior changes, and community acceptance.

We have provided a list of potential pilot projects that the municipality may want to consider:

LOCATION	PILOT TYPE	MATERIALS	METRICS
West Library Avenue	Protected Bike Lane	Flex-post bollards, painted buffers, temporary bike lane signs	Bike counts before/after, vehicle speed data, user surveys
Church Road (near schools)	Walk-to-School “Safe Street”	Painted curb extensions, high-visibility crosswalk paint, radar speed feedback signs	Speed reduction data, crossing compliance, parent/student feedback
South Park Shops Area	Pop-Up Pedestrian Plaza	Movable planters, café seating, painted pavement, temporary wayfinding	Foot traffic counts, business sales feedback, community surveys
Simmons Park Neighborhood Streets	Slow Street	“Slow Street” signs, traffic cones, planters, barricades	Speed studies, resident satisfaction, observed walking/cycling activity
Neighborhood Access Point to Montour Trail	Temporary Trail Connector	Mowed/compacted path, temporary wayfinding, portable bike racks	Trail user counts, connectivity benefits, public feedback

## 4. Create Awareness

Bethel Park can strengthen its communication around active transportation and roadway safety by developing a recognizable logo, slogan, and visual identity for its awareness campaign. A consistent style—such as under the banner “Safe Streets Bethel Park”—can be applied across social media platforms, Bethel Park TV, municipal newsletters, and the community website.

The municipality already maintains a strong online presence, and branding this initiative will unify messages, make them more memorable, and reinforce the importance of active transportation. A clear and consistent identity helps residents immediately recognize safety-related communications and builds trust in Bethel Park’s efforts to create safer, more welcoming streets for pedestrians, cyclists, and drivers alike.

# STEPS FOR IMPLEMENTATION

## 1. Join CONNECT

The Congress of Neighboring Communities (CONNECT) is an organization that promotes cooperation and collaboration between the City of Pittsburgh and the 40 neighboring municipalities that comprise the region's urban core.

CONNECT's mission is to bring together these municipalities to identify common public policy challenges and advocate for collective change on behalf of the urban core. A summary of CONNECT can be found in [Appendix A](#).

Joining CONNECT and partnering with surrounding municipalities provides Bethel Park with increased leverage as they continue advocating for active transportation improvements.

## 2. Continue to Include Health in All Policies

With the adoption of the LiveWell Allegheny County campaign in May 2019, Bethel Park and the Bethel Park School District have made commitments to include health in all policies, Bethel Park aims to improve the overall health of their communities by incorporating health, sustainability, and equity considerations into decision-making across sectors and policy areas. Health in All Policies means decision making bodies and their staff are required to consider health alongside other important factors when making decisions that affect the community. This approach to decision-making uses recognition of shared goals, community based organizations, and experts to gather data and ensure that changes are responsive to the community's needs.

## 3. Establish and Appoint Members to an Active Transportation Advisory Committee

To effectively educate, advocate, affect policy decisions, and help implement the recommendations and action strategies, interested stakeholders must formalize their participation in Bethel Park's active transportation efforts. To accomplish this we recommend establishing an Advisory Committee. This committee should include all stakeholders within Bethel Park.

The Active Transportation Advisory Committee should include stakeholders who feel they will be impacted, i.e. neighborhoods, businesses, etc. with the proposed active transportation improvements. By including all parties in the discussion and decision-making process, there is the opportunity to build community consensus and ownership for the recommendations being implemented.

## CREATING A SUCCESSFUL COMMITTEE

There are several key components required to poise this committee for success. These components include:

Communication: Just as location is of key importance to real estate, communication is of key importance to advancing active transportation. The following recommendations shall be considered:

- Hold meetings on a regular basis; at a minimum these meetings should occur quarterly, but more frequently would be better.
- Use technology to communicate – provide monthly email updates, use email blasts and social media posts to get the word out to members and other interested stakeholders.
- Communicate not only with existing partners but also with potential partners. Pick up the phone, send emails when necessary, and distribute “Need to know info” through a customized website, email blasts, social media, or other means.
- Build on each others' strengths, within the committee, and externally with partners.
- Identify members' strengths and ask for their assistance.
- Identify and establish strategic partnerships.
- Delegate to members and volunteers, and follow up to provide assistance when & where needed.
- Recruit, mentor & train new staff and volunteers and do not “throw them to the wolves”.

- **Identify committed volunteers:**  
Those who are typically busy;  
Those who are interested in particular area and/or subject;  
Those who complain – get them involved!
- **Be Honest about expectations**  
How much time do you expect of them per month?  
How many meetings will they be expected to attend?  
How long will the meetings last?

The committee should establish working groups who can be tasked with a specific agenda to advance the implementation of the action plan. These working groups may be established around various active transportation interests such as:

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

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

#### 4. Refine Active Allegheny’s Complete Streets Model Ordinance to be Specific to Bethel Park

Given Bethel Park is essentially built out, the Complete Streets Ordinance should reflect that emphasis in implementation will focus on the corridors identified in the Bethel Park Active Transportation Plan, as prioritized by the Bethel Park Active Transportation Advisory Committee. Further, the implementation of complete streets should be coordinated with redevelopment of property throughout Bethel Park.

- Bethel Park Active Transportation Advisory Committee to review and revise model Complete Streets ordinance contained in Active Allegheny.
- Bethel Park Active Transportation Advisory Committee to hold public meeting to present and receive input on proposed Bethel Park Complete Streets ordinance.
- Bethel Park Active Transportation Advisory Committee to present proposed Bethel Park Complete Streets Ordinance to Council for their consideration and adoption.

#### Resources:

*Active Allegheny*

<http://www.alleghenyplaces.com/allegheyportal/public/ActiveAllegheny.pdf>

*Smart Growth America*

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

*BikePGH*

<https://www.bikepgh.org/>

## 5. Adopt Complete Streets Ordinance

Once the Bethel Park Active Transportation Advisory Committee has refined the Complete Streets Model Ordinance to align with the needs, wants, and resources of Bethel Park, the Municipality should then officially adopt the Complete Streets Ordinance. This establishes a philosophy and guidelines that promote all modes of transportation within the Bethel Park.

## 6. Adopt Traffic Calming Policy

We recommend the Municipality adopt a Traffic Calming Policy, which may be spearheaded by the Active Transportation Advisory Committee. Implementing a formal traffic calming policy is an affirmative move to address the highest priorities among residents for mitigating speeding and other types of unsafe driving. Establishing clear standards for what types of traffic calming measures are warranted in various situations, what criteria apply, and who makes decisions will improve the ease of administration and create greater public awareness of the process.

## 7. Adopt Bicycle Parking Ordinance

## 8. Adopt Curbside Management Policy

## 9. Adopt Design standards Promoting Safety & Accessibility

## 10. Conduct Annual Update of Sidewalk Conditions & ADA Ramps

Bethel Park should continue to verify and build upon the Southwestern Pennsylvania Commission's GIS data base inventory of existing sidewalks and ADA ramps, noting where sidewalks are in disrepair and ADA ramps are missing or non compliant. This map should be reviewed and updated annually and as sidewalk and ADA ramp improvements are made within the Municipality.

## 11. Attend Southwestern Pennsylvania Commission Active Transportation Committee Meetings

The Southwestern Pennsylvania Commission (SPC) is a regional transportation planning agency that focuses on projects that serve to enable safe and efficient travel for pedestrians and cyclists. SPC's approach to pedestrian and bicycle planning places an emphasis on active transportation. SPC supports the development of a regional infrastructure system that is designed to protect and enhance public health and the environment.

The SPC meets quarterly. Policy makers from Bethel Park and/or representatives from the Bethel Park Transportation Advisory Committee should attend these meetings to involve Bethel Park in any regional developments.

On the following page is the contact information sheet required to be filled out and emailed to Leann Chaney, [lchaney@spcregion.org](mailto:lchaney@spcregion.org), to receive advance notice of agendas and meetings for the Active Transportation Forum.

## 12. Prioritize and Advance Ongoing Active Transportation Initiatives

The overall vision for Active Transportation is intended to be realized over time, typically over a period of approximately ten years. As implementation progresses, and near term actions are completed, the Bethel Park Active Transportation Advisory Committee must continually review and prioritize additional action items which to be completed over the next one to three year period. As infrastructure is developed, priorities should expand to include advocacy, education, and evaluation actions.

## 13. Bi-annual Coordination with Allegheny County and PennDOT

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

Meet with Allegheny County Economic Development and PennDOT on a bi-annual basis to forecast and discuss upcoming county and state projects that will occur in Bethel Park. The purpose of these meetings is to learn what projects will be undertaken by the County and the State and to coordinate the Bethel Park's vision for active transportation improvements within those corridors during the planning phases of the projects.

*Specific areas to be discussed during collaboration include, but are not limited to:*

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

#### **14. Apply for Funding to Advance Priorities**

As active transportation projects are prioritized, the Active Transportation Advisory Committee and the Bethel Park Manager should aggressively continue to apply for funding for project implementation. See the Potential Funding Sources at the end of this Chapter.

#### **15. Make Recommendations to Municipal Planning Commission and Council**

An important role of the Bethel Park Active Transportation Advisory Committee is to advise the Planning Commission and Council on all related active transportation matters. This can include:

- Recommending active transportation, complete streets, smart transportation, pedestrian/bicycle and health/wellness language and requirements being included in all municipal subdivision, land development, and zoning Ordinances. Refer to sample language for SALDO's packet in Appendices.
- Advising the Planning Commission on subdivision and land development applications with respect to proposed active transportation improvements.
- Advocating with Council to prioritize the implementation of active transportation in Bethel Park.

#### **16. Advance Engineering Projects**

#### **17. Advance the Engineering Projects contained in Chapter 4: Recommendations.**



SPC Active Transportation Forum
Contact Information Form

Contact Information

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency/Organization: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_ [ ] Work [ ] Home

Phone: \_\_\_\_\_ [ ] Work [ ] Home [ ] Mobile

Website: \_\_\_\_\_

Group or Municipality Represented

Community/Municipality: \_\_\_\_\_

- [ ] City of Pittsburgh [ ] Allegheny County
[ ] Armstrong County [ ] Beaver County
[ ] Butler County [ ] Fayette County
[ ] Greene County [ ] Indiana County
[ ] Lawrence County [ ] Washington County
[ ] Westmoreland County [ ] Other \_\_\_\_\_

Population Represented (main focus)

- [ ] Pedestrian [ ] Urban Bike [ ] Trail [ ] Youth [ ] Aging
[ ] Disabled [ ] Public Health [ ] Skaters [ ] Hiking [ ] School Students
[ ] Water Trails [ ] Greenways [ ] Other \_\_\_\_\_

Agency/Organization Type

- [ ] Consultant
[ ] Non-Profit
[ ] City, County or Municipal Planning Agency
[ ] Federal or State Agency
[ ] Other \_\_\_\_\_

Additional Information:

Empty rectangular box for additional information.

Please return completed form to Leann Chaney: lchaney@spreregion.org

## MEASURING SUCCESS

The success of the Active Transportation plan will be tracked and measured by the implementation of recommendations suggested in this plan. These improvements won't happen overnight; rather, they will be gradually implemented by Bethel Park over time. Achieving this will require diligent efforts from the Municipality, its staff, partners, and local residents. The Bethel Park Active Transportation Advisory Committee should review and track the implemented projects annually to monitor progress and fulfill the PA WalkWorks program reporting requirements.

Recommendation	Measurement
Pedestrian Improvements	Lineal Feet of new sidewalk completed
	Number of sidewalk connections made to goods and services
	Number of accessible ramps constructed
	Number of accessible bus stops added
	Number accessible transit station platform improvements
	Number of high visibility crosswalks installed
	Number of rectangular rapid flashing beacons Installed
	Number of No Turn on Red restrictions adopted
Bicycle Improvements	Number of bike racks installed
	Number of bicycle fix-it stations installed
	Lineal feet of Shared Road marked
	Lineal feet of Bike Lanes constructed
Shared Use Path Improvements	Lineal feet of shared use paths completed
	Number of trailhead/access points created
Transit Improvements	Number of pedestrian and bicycle connections made to transit stations
	Number accessible transit station platform improvements
Traffic Calming Improvements	Number of Stop Signs erected
	Number of speed tables/humps installed
	Number of mini-traffic circles constructed
	Number of Speed Radar Signs installed
	Number of bump outs constructed
	Lineal feet of reduction in roadway crossing distance

Planning	Appoint Active Transportation Advisory Committee
	Adopt Active Transportation Plan
	Adopt Complete Streets Ordinance
	Adopt Priority Walking Routes Policy
	Adopt Traffic Calming Policy
	Prepare a master plan for the Montour Trail Extension
	Prepare and adopt zoning and subdivision & land development ordinance updates requiring pedestrian, bicycle, & transit connections and amenities
	Prepare and adopt a mixed-use Vibrant Core Overlay district

# Potential Partners

The following organizations are available to provide technical assistance, resources and other services to assist Bethel Park in the implementation of this active transportation plan. They should be called upon as appropriate for assistance in advancing the action items. Some of the organizations are also potential funders.

## *Allegheny County Department of Economic Development*

Koppers Building

436 Seventh Ave Suite 500

Pittsburgh, PA 15219

Ann Ogoreuc, Assistant Director, Transportation and Mobility Initiatives

(412) 350-4549

[ann.ogoreuc@alleghenycounty.us](mailto:ann.ogoreuc@alleghenycounty.us)

## *Allegheny County Parks*

542 Forbes Avenue - Room 211

Pittsburgh, PA 15219

Mike Gable, Director

(412) 350-7275

[mgable@county.allegheny.pa.us](mailto:mgable@county.allegheny.pa.us)

## *Allegheny County Parks Foundation*

675 Old Frankstown Road

Pittsburgh, PA 15239

Joey-Linn Ulrich, Executive Director

(724) 327-7627

[jlulrich@acparksfoundation.org](mailto:jlulrich@acparksfoundation.org)

## *BikePGH*

188 43rd St. #1

Pittsburgh, PA 15201

Eric Boerer

(412) 325-4334

[eric@bikepgh.org](mailto:eric@bikepgh.org)

*CONNECT, Congress of Neighboring Communities*

3706 Butler Street  
Pittsburgh, PA 15201  
Lydia Morin  
Executive Director  
412-624-7530  
[info@connectgovs.org](mailto:info@connectgovs.org)

*Allegheny Health Network & Highmark Health Foundations*

Fifth Avenue Place  
120 Fifth Avenue  
Pittsburgh, PA 15222-3099  
(412) 544-7000

*Live Well Allegheny*

Allegheny Health Department  
Hosanna House  
807 Wallace Avenue  
Pittsburgh, PA 15221  
James Weeden, Chronic Disease Prevention Program Manager  
412-247-7946  
[James.Weeden@AlleghenyCounty.us](mailto:James.Weeden@AlleghenyCounty.us)

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

301 Fifth Avenue, Suite 324  
Pittsburgh, PA 15222-2420  
Adam Mattis, Recreation and Conservation Manager  
412-880-0486  
[amattis@pa.gov](mailto:amattis@pa.gov)

*Pennsylvania Department of Community and Economic Development*

301 5th Avenue, Suite 250  
Pittsburgh, PA 15222  
Johnna Pro  
412-565-5098  
[jopro@pa.gov](mailto:jopro@pa.gov)

*Pittsburgh Regional Transit*

Seth Davis, Manager of Corridor Planning

345 Sixth Avenue, Third Floor

Pittsburgh, PA 15222

412-566-5178 (Office)

412-510-3859 (Cell)

[SDavis@rideprt.org](mailto:SDavis@rideprt.org)

*PennDOT Engineering District 11*

45 Thoms Run Road

Bridgeville, PA 15017

Ruth McClelland, PennDOT District 11-0 Pedestrian/Bicycle Coordinator

412-429-4985

[rumcclella@pa.gov](mailto:rumcclella@pa.gov)

C. Stephanie Ma, PennDOT District 11-0 PennDOT Connects Liaison

412-429-3782

[chma@pa.gov](mailto:chma@pa.gov)

*Southwestern Pennsylvania Commission*

42 21st St Suite 10

Pittsburgh, PA 15222

412-391-5590

Leann Chaney, Transportation Planner

412-391-5590 x387

[lchaney@spreregion.org](mailto:lchaney@spreregion.org)

*PA WalkWorks*

Pennsylvania Downtown Center

1230 North Third St.

Harrisburg, PA 17108

717-233-4675

[pawalkworks@padowntown.org](mailto:pawalkworks@padowntown.org)

Sam Pearson, Healthy Communities Program Manager

781-366-0726

[SamPearson@padowntown.org](mailto:SamPearson@padowntown.org)

*Mobilify Southwestern Pennsylvania*

1001 Liberty Ave | 5th Floor

Pittsburgh, PA 15222

Chris Sandvig, Founder & Executive Director

(412) 391-6732

[info@mobilify.org](mailto:info@mobilify.org)

<https://mobilify.org>

## PA WALKWORKS

<https://www.pa.gov/agencies/health/programs/healthy-living/walkworks.html>

WalkWorks is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of Active Transportation Plans in communities across the Commonwealth. Its mission is to increase access to and opportunities for physical activity, such as walking, biking, using a wheelchair or other micromobility device, and riding public transit. WalkWorks:

- Provides funding to develop Active Transportation Plans to guide the establishment of safe, accessible, activity-friendly routes connecting everyday destinations.
- Provides technical assistance for the development of said plans.
- Educates about the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility for people throughout the Commonwealth, no matter their zip code, income, or skin color, age, or mobility level.
- Offers support to communities that encourage walking, biking, using public transit, using a wheelchair or other personal mobility devices, etc., through events and programs.



Making walking, biking, using a wheelchair, and riding transit safer and more convenient offers a multitude of benefits to communities by:

- Supporting healthier lifestyles through increased opportunities for physical activity
- Decreasing traffic fatalities and injuries
- Boosting local economies
- Reducing air and other types of pollution through increased use of environmentally friendly travel
- Improving public health and lowering the risk of chronic conditions
- Connecting people to nature and the outdoors
- Enhancing personal finances through cost-effective modes of transportation
- Reducing traffic congestion, leading to shorter travel times
- Fostering positive social interaction between residents, neighbors, and visitors
- Expanding employment opportunities through the availability of safe and accessible transportation
- Bettering mental health and overall well-being
- Advancing equity through the development of nondiscriminatory land use plans and policies

Making walking, biking, using a wheelchair, and riding transit safer and more convenient offers a multitude of benefits to communities by:

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- Bettering mental health and overall well-being
- Advancing equity through the development of nondiscriminatory land use plans and policies

WalkWorks is a source of funding and resources for municipal governments to develop Complete Streets resolutions, policies and ordinances: <https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/walkworks-resources.html>

## SUMMER 2025

Southwestern Pennsylvania  
Commission (SPC)  
42 21st Street, Suite 101,  
Pittsburgh, PA 15222  
(412) 391-5590 (P)  
(412) 391-9160 (F)  
comments@spcregion.org  
www.spcregion.org

# TRANSPORTATION & COMMUNITY FUNDING PROGRAMS



## Grant and Reimbursement Programs to Advance and Guide Effective Investment of Public Funds

The Southwestern Pennsylvania Commission (SPC) serves the 10-county Pittsburgh region as the official Metropolitan Planning Organization, Local Development District, and Economic Development District. SPC's Transportation Department meets federal mandates with the publication of a long-range (20-year) transportation plan and the establishment of a short-range (4-year) Transportation Improvement Program (TIP). Planning activities range from data systems and modeling to special transportation studies and air quality analysis.

SPC is committed to assisting our local governments and agencies in the preparation, planning, and execution of their community's priority projects and investments. The information within this document will provide local project sponsors a guide to available resources that can assist with the implementation of a community's shared goals.



### Inside this Issue:

Multimodal, Road, Bridge, Safety, Signal, Congestion Mitigation, and Loan Programs:	2-5
Act 13 Programs (Marcellus Legacy Fund):	6-7
DCNR C2P2:	7
DEP Grants, Loans, and Rebates:	8
IIJA Grants:	9-10
Calendar of Programs:	11

# Potential Funding Sources

The following pages provide a comprehensive list of Complete transportation and community funding programs. This list is updated quarterly by the Southwestern Pennsylvania Commission and is published on their website: <https://www.spcregion.org/funding-programs/>.

## **THE ACTIVE ALLEGHENY GRANT PROGRAM (AAGP)**

In addition to the funding sources of the following pages, The Active Allegheny Grant Program (AAGP), administered by Allegheny County Economic Development (ACED), is expected to begin its application period in Fall 2026. The purpose of the AAGP is to provide financial assistance to municipalities, non-profit organizations, and councils of governments to develop community plans and design transportation projects that will, when implemented, provide bicycle and pedestrian connections to critical local destinations and transportation systems and increase residents' opportunities for physical activity.

<https://www.alleghenycounty.us/Projects-and-Initiatives/Economic-Development/Communities/Active-Allegheny-Grant-Program>

## **GAMING ECONOMIC DEVELOPMENT TOURISM FUND (GEDTF)**

Gaming Economic Development Tourism Fund (GEDTF) grants allow municipalities, authorities, councils of government (COGs), and both non- and for-profit businesses to carry out significant economic development for current and future use. Administered by the Redevelopment Authority of Allegheny County (RAAC), these grants provide financial assistance to entities to facilitate economic development projects in Allegheny County.

<https://www.alleghenycounty.us/Projects-and-Initiatives/Economic-Development/Authorities/Redevelopment-Authority-RAAC/Gaming-Economic-Development-Tourism-Fund>

# Funding Programs

## SPC and PennDOT Transportation Alternatives Set-Aside Program

**Purpose:** The Transportation Alternatives Set-Aside (TA) Program provides funding for programs and projects 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; environmental mitigation; recreational trail program projects; and, safe routes to school projects. Key criterion in the review of applications will be readiness for implementation and delivery, safety, consistency with local or regional plans; collaboration with stakeholders; and, statewide or regional significance.

**Eligibility:**

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity
- Any other governmental entity with responsibility for oversight of transportation or recreational trails

**Deadline:** The application period for the SPC TA program will open on June 2<sup>nd</sup>, 2025. The application period for the PennDOT TA Program will open in Summer 2025.

**Local Match Requirement:** There is no match requirement; however, local sponsors pay all costs for pre-construction activities (design, environmental clearance, right of way, utilities, etc.) and PennDOT provides 100% cost reimbursement for the construction phase (including construction inspection).

**SPC Website:** <https://www.spcregion.org/funding-programs/>

**PennDOT Website:** [Transportation Alternatives Set Aside Program | Department of Transportation | Commonwealth of Pennsylvania](#)

## SPC Congestion Mitigation Air Quality Improvement Program (CMAQ)

**Purpose:** The CMAQ Program provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter; and supports goals of the U.S. Department of Transportation: improving air quality, and relieving congestion. Project types include: traffic flow and signal improvements, transportation demand management, transit improvements and programs, commuter bicycle and pedestrian improvements, and diesel emission reductions.

**Eligibility:** Any qualified government entity, including local governments, regional transit agencies, port authorities, and state agencies, is eligible to apply for CMAQ funding. Non-profits and private sector entities may partner with an eligible applicant to apply for CMAQ funding.

**Deadline:** The application period for the CMAQ program will open on June 2<sup>nd</sup>, 2025.

**Local Match Requirement:** 20% match of total project cost (by phase) from local, state, or other non-federal sources

**Website:** <https://www.spcregion.org/funding-programs/>

## SPC Carbon Reduction Program (CRP)

**Purpose:** The purpose of the Carbon Reduction Program (CRP) is to reduce transportation carbon dioxide emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)). Projects must reduce transportation carbon dioxide emissions and must be consistent with regional long-range transportation plan.

**Eligibility:**

- Local governments
- Regional and state transportation authorities
- Transit agencies
- Port Authorities
- Natural resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity

**Deadline:** The application period for the CRP program will open on June 2<sup>nd</sup>, 2025.

**Local Match Requirement:** 20% match of total project cost (by phase)

**Website:** <https://www.spcregion.org/funding-programs/>

## SPC Regional Traffic Signal Program

**Purpose:** The goals and objectives of the Regional Traffic Signal Program are to provide the necessary funding, technical assistance, and streamlined project management in order to facilitate implementation of optimized traffic signal operations through improvements along corridors in the Southwestern Pennsylvania region. The results of these corridor improvements are improved safety for all users, reduced fuel consumption, reduced vehicle stops, and reduced emissions. Optimizing the operations of traffic signals will be accomplished through two types of projects within the Program: 1) Regional Signals In Coordination (SINC) projects; and 2) Regional Signals In Coordination with Equipment Upgrades (SINC-UP) projects.

**Eligibility:** Local Governments

**Deadline:** The next application period is TBD.

**Local Match Requirement:** 20% match of total project cost (by phase)

**Website:** <https://www.spcregion.org/programs-services/transportation/operations-safety/>

## DCED Multimodal Transportation Fund (MTF)

**Purpose:** Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Pennsylvania residents. The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. The program is under the direction of the Commonwealth Financing Authority.

**Eligibility:** Local Governments; Counties; Councils of Governments; Businesses & Non-Profits; Economic Development Organizations; Public Transportation Agencies (including but not limited to an airport authority, public airport, port authority, or similar public entity); and, Rail and Freight Ports

**Deadline:** Applications will be accepted between March 1 and July 31, 2025.

**Local Match Requirement:** 30% match of requested amount (state/federal grants do not count as match); Grants must be between \$100,000 and \$3,000,000.

**Website:** <https://dced.pa.gov/programs/multimodal-transportation-fund/>

### DCED Local Share Account (LSA) - Statewide

**Purpose:** Provides for the distribution of gaming revenues through the Commonwealth Financing Authority (CFA) to support projects in the public interest within the Commonwealth of Pennsylvania, including acquisition, construction, demolition, infrastructure, purchase of vehicles, planning or consulting.

**Local Match Requirement:** Grants must be between \$25,000 and \$1,000,000. No other match required.

**Eligibility:** Counties, Municipalities, Municipal Authorities, Economic Development Agencies, Redevelopment Authorities, Councils of Government, and Nonprofits

**Deadline:** Applications will be accepted between September 1<sup>st</sup>, 2025 and November 30<sup>th</sup>, 2025.

**Website:** <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>

### PennDOT Pennsylvania Infrastructure Bank (PIB)

**Purpose:** A PennDOT program that provides low-interest loans to accelerate priority transportation projects. Loan emphasis is on construction projects, but other project phases such as design, right-of-way acquisition, and transportation equipment purchases will be considered.

**Local Match Requirement:** Projects financed by the PIB include: aviation, high-way/bridge, rail freight, and transit.

**Eligibility:** Local Governments; Counties; Transportation Authorities; Economic Development Agencies; Non-Profit Organizations; and Private Corporations

**Deadline:** Always accepting applications

**Website:** [Apply for a Loan from the PA Infrastructure Bank \(PIB\) to Fund a Transportation Project | Commonwealth of Pennsylvania](#)

### PennDOT Automated Red Light Enforcement Program (ARLE)

**Purpose:** The program provides opportunities to improve safety and reduce congestion. ARLE intends to reduce violations and crashes, provide additional safety benefits to highway users, and improve pedestrian safety. Eligible projects are wide ranging when considering highway safety or mobility. The ARLE Program intends to fund worthwhile projects that can be completed at a relatively low cost, and award grants to projects that will be fully funded at the execution of the grant agreement date.

**Eligibility:** Local Governments; Planning Organizations; and Commonwealth Agencies

**Deadline:** Applications will be accepted between June 1, 2025 and June 30, 2025.

**Local Match Requirement:** No matching funds are required for eligibility in the ARLE program

**Website:** <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>

### PennDOT Multimodal Transportation Fund

**Purpose:** Provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports in order to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

**Eligibility:** Municipalities; Council of Governments; Business/Non-profit; Economic Development Organization; Public Transportation Agency; Ports or Rail / Freight Entity

**Deadline:** Next application period is expected to open September 2025.

**Local Match Requirement:** 30% match of the amount awarded; grants normally do not exceed \$3,000,000

**Website:** [Multimodal Transportation | Department of Transportation | Commonwealth of Pennsylvania](#)

## PennDOT National Electric Vehicle Infrastructure (NEVI)

**Purpose:** Provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

**Eligibility:** All entities are eligible to apply. NEVI Formula Program funds are restricted to Projects directly related to EV charging infrastructure that is open to the public 24/7. Initially, funding under this program is directed to designated AFCs for electric vehicles to build out the national network, particularly along the Interstate Highway System.

**Deadline:** Round 1B Applications were accepted until July 10, 2024.

**Match/Funding:** Minimum 20% match/reimbursement

**Website:** [National Electric Vehicle Infrastructure \(NEVI\) Formula Program \(pa.gov\)](https://www.penn.gov/transportation/NEVI)

## Green Light - Go

**Purpose:** The Green Light - Go: Pennsylvania's Municipal Signal Partnership Program is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by the Pennsylvania Department of Transportation and is purposed to improve mobility and safety at signalized intersections.

**Eligibility:** Municipalities and Planning Organizations

**Deadline:** Applications were accepted between February 1, 2025 and February 29, 2025. Next application period TBD.

**Local Match Requirement:** Minimum 20% match/reimbursement

**Website:** <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDGLG.html>

## PA WalkWorks

**Purpose:** WalkWorks helps with funding to assist municipal entities with the development of active transportation plans and related polices. WalkWorks continues its aim to establish new or improved pedestrian, bicycle and transit transportation systems – activity-friendly routes – that are combined with land use and environmental design, thereby increasing connectivity to everyday destinations.

**Eligibility:** Municipalities and Planning Organizations

**Deadline:** Applications for Active Transportation plans were accepted between January 15, 2025 and March 21, 2025. Applications for Capacity-Building Pre-Planning Assistance will be accepted between April 9, 2025 and July 18, 2025.

**Local Match Requirement:** No matching funds are required for eligibility.

**Website:** [Grant Opportunities | Department of Health | Commonwealth of Pennsylvania](https://www.health.pa.gov/Grant-Opportunities)

# Act 13 Programs (Marcellus Legacy Fund)

The Marcellus Legacy Fund was created by Act 13 of 2012 to provide for the distribution of unconventional gas well impact fees to counties, municipalities, and commonwealth agencies. Pursuant to Section 2315 (a) (6) (i) of the Act, a portion of the fee revenue will be transferred to the Commonwealth Financing Authority for the statewide initiatives listed on pages 4 & 5:

## Abandoned Mine Drainage (AMD) Abatement and Treatment Program

**Purpose:** Funding for projects that involve the reclamation of Abandoned Mine Well(s); construction of a new AMD site; remediation and repair of existing AMD project sites; operation and maintenance maintaining current AMD remediation sites; establishment of trust fund to ensure ongoing maintenance is achieved; and, monitoring of water quality to track or continue to trace non-point source load reductions resulting from AMD remediation projects.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2025 and May 31, 2025.

**Match/Funding:** 15% match of the total project cost; grants do not exceed \$1,000,000

**Website:** <https://dced.pa.gov/programs/abandoned-mine-drainage-abatement-treatment-program-amdatp/>

## Flood Mitigation Program

**Purpose:** Funding for flood mitigation projects authorized by a flood protection authority, the Department of Environmental Protection, the U.S. Army Corps of Engineers, the U.S. Department of Agriculture's Natural Resources Conservation Service, or identified by a local government. Grants are awarded to eligible applicants for projects with a total cost of \$50,000 or more.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2025 and May 31, 2025.

**Local Match Requirement:** 15% match of the total project cost; grants do not exceed \$500,000

**Website:** <https://dced.pa.gov/programs/flood-mitigation-program-fmp/>

## Greenways, Trails and Recreation Program

**Purpose:** Funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. Projects can involve development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails, as well as river conservation.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2025 and May 31, 2025.

**Match/Funding:** 15% match of the total project cost; grants do not exceed \$250,000

**Website:** <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

## Watershed Restoration and Protection Program

**Purpose:** Funding for watershed restoration and protection projects that involve the construction, improvement, expansion, repair, maintenance or rehabilitation of new or existing watershed protection BMPs. The overall goal of the program is to restore and maintain restored stream reaches impaired by the uncontrolled discharge of nonpoint source polluted runoff, and ultimately to remove these streams from the DEP's Impaired Waters list.

**Eligibility:** Municipalities; Councils of Governments; Authorized Organizations; Institutions of Higher Education; Watershed Organizations; For-Profit Businesses

**Deadline:** Applications were accepted between February 1, 2025 and May 31, 2025.

**Match/Funding:** 15% match of the total project cost; grants do not exceed \$300,000

**Website:** <https://dced.pa.gov/programs/watershed-restoration-protection-program-wrpp/>

## DCNR C2P2

### DCNR Community Conservation Partnerships Program (C2P2)

**Purpose:** DCNR's Bureau of Recreation and Conservation provides a single point of contact for communities and non-profit conservation agencies seeking state assistance through the C2P2 Program in support of local recreation and conservation initiatives and those that implement Pennsylvania's Comprehensive Outdoor Recreation Plan. This assistance can take the form of grants, technical assistance, information exchange, and training. All of DCNR's funding sources are combined into one annual application cycle and there is a single application format and process with one set of requirements and guidelines.

**Eligibility:** A wide range of grant and technical assistance programs are offered through C2P2 to help communities, land conservancies, and non-profit organizations plan, acquire, and develop:

- Recreation, park and conservation facilities
- Watersheds and rivers corridors
- Greenways and trails
- Heritage areas and facilities
- Critical habitat, natural areas & open space

**Deadline:** Peer and Circuit Rider grants are open year-round. ATV and Snowmobile grants open August 1<sup>st</sup>, 2025 and close September 30<sup>th</sup>, 2025. Community recreation, trails, forestry, and state and regional partnership grants were open from January 21<sup>st</sup>, 2025 to April 2<sup>nd</sup>, 2025 and next application period TBD.

**Local Match Requirement:** Generally, a 50% match by either cash or non-cash value is required

**Website:** <https://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>

## IIJA Grants

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion in Federal funds for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level. **For the latest in IIJA grant information and calendar see:** <https://www.transportation.gov/infrastructure-investment-and-jobs-act/infrastructure-investment-and-jobs-act-grant-programs> or [IIJA \(pa.gov\)](https://www.pa.gov).

### Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

**Purpose:** The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

**Eligibility:** State and Local governments, MPO’s, transit agencies, or other Transportation Organizations

**Deadline:** Applications were accepted between October 25, 2024 and February 24, 2025. Next application period TBD.

**Local Match Requirement:** A 20% non-Federal match requirement applies to the total project cost. A grant recipient may use up to 10% of PROTECT grant funds to fully fund eligible pre-construction activities as long as the recipient satisfies the non-Federal match.

**Website:** <https://www.fhwa.dot.gov/environment/protect/discretionary/>

### Better Utilizing Investments to Leverage Development (BUILD) Grant Program

**Purpose:** The U.S. Department of Transportation (USDOT) BUILD program provides grants for surface transportation infrastructure projects with significant local or regional impact. This allows project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

**Eligibility:** State and local governments, counties, Tribal governments, transit agencies, and port authorities

**Deadline:** Applications were accepted between November 1, 2024 and January 30, 2025. Next application period TBD.

**Local Match Requirement:** Projects may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum RAISE Transportation Discretionary Grant size is \$1 million. A 20% non-Federal match requirement applies to the total project cost.

**Website:** <https://www.transportation.gov/RAISEgrants>

### Safe Streets and Roads for All Grant Program

**Purpose:** The SS4A grant program is to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators

**Eligibility:** County, City, or Township Governments

**Deadline:** The Application period opened on March 28<sup>th</sup>, 2025 and will close on June 26<sup>th</sup>, 2025.

**Local Match Requirement:** 20% local match, with in-kind contributions allowed

**Website:** <https://www.transportation.gov/grants/SS4A>

## Bridge Investment Program

**Purpose:** This program provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. The purpose of this notice is to solicit applications for two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than \$100 million).

**Eligibility:** State and Local governments, MPO's

**Deadline:** Applications are currently open. Applications for planning grants will close on October 1, 2025 and applications for bridge projects will close on November 1, 2025. Applications for Large Bridge projects will close on August 1, 2025.

**Local Match Requirement:** 50% of "Large Bridge Projects", up to 80% of other BIP projects. Up to 90% of off-bridge system projects.

**Website:** <https://www.fhwa.dot.gov/bridge/bip/>



### 2025 Calendar of Programs Anticipated Application Opening & Closing Dates\*

Jan.	Feb.	March	April	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
	Act 13 Programs	Act 13 Programs	Act 13 Programs	Act 13 Programs							
		DCED MTF	DCED MTF	DCED MTF	DCED MTF	DCED MTF					
PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB	PennDOT PIB
DCNR C2P2	DCNR C2P2	DCNR C2P2	DCNR C2P2				DCNR C2P2	DCNR C2P2			
					SPC TA/CMAQ	SPC TA/CMAQ	SPC TA/CMAQ	SPC TA/CMAQ			
					PennDOT ARLE						
								DCED LSA	DCED LSA	DCED LSA	
<b>IJA Bridge Investment Program</b>											
		<b>IJA Safe Streets and Roads for All Grant Program</b>									

\*Funding programs and the agencies that administer them often times will alter anticipated application periods. Contact these agencies or SPC for up-to-date application information.

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# APPENDICES

## APPENDICES

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Appendix C - Safe Routes to School .....	C-1

# Appendix A - Past Plans and Studies



## BLUEPRINT BETHEL PARK

“Blueprint Bethel Park” is a comprehensive plan adopted in 2020 by the municipality of Bethel Park, Pennsylvania, to guide its development over the next decade. This plan was developed with significant community input and focuses on several key priorities aimed at enhancing the quality of life in the area.

The main objectives of the Blueprint include improving connectivity, particularly through expanding and connecting the sidewalk network, which encourages pedestrian movement. It also aims to support small businesses, retrofit the downtown area, address regulatory barriers to redevelopment, and eliminate blight. The plan also prioritizes sustainability, including efforts to manage flood risks and improve public services.

The Bethel Park Active Transportation Plan incorporates and builds upon the recommendations from Blueprint Bethel Park.

The following is a summary of Implementation Strategies recommended in Blue Print Bethel Park that should be carried forth in the recommendations of this plan.

### Connectivity

**A transportation network enhanced by increased connectivity and intelligent system management, with more safe and viable alternatives to driving**

This plan element addresses the safety and efficiency of road systems within Bethel Park, broadening route options for vehicular and non-vehicular travel and encouraging mode shift to reduce congestion and increase active transportation.

### Vibrant Core

**An attractive, walkable downtown area with commercial diversity and regional draw**

This element envisions a multi-faceted central gathering place in Bethel Park where residents and visitors can enjoy local retail, restaurants and public amenities in a traditional downtown setting.

### Prosperity

**A strong and diverse local economy supported by healthy neighborhoods**

This element focuses on fortifying the municipality's local economy and cultivating redevelopment that supports existing and future needs.

### Resilience

**Established protection and enhancement of open space and natural resources**

This plan element views the municipality's resources in the long range, addressing flood mitigation as well as the expansion of natural features and the sustainable use of land and energy.

### Character

**An engaged, educated citizenry that actively cultivates a sense of community, mutual trust and belonging**

This element has to do with providing residents transparent, reliable access to government and cultivating community connections and civic pride.

### Investment

**Continued provision of capital improvements and public facilities and services that enhance quality of life**

This element examines ways in which Bethel Park should responsibly steward public resources to continue to anticipate and meet public needs.

# Summary of Strategies

## Connectivity

A transportation network enhanced by increased connectivity and intelligent system management, with more safe and viable alternatives to driving

### Strategy 1

Improve the safety and function of road systems within the municipality.

Action	Cost	Timeline	Task Owner
<b>1a</b> Address identified priority road improvements.	\$\$\$\$	◆◆◆◆	Council
<b>1b</b> Identify priority areas for traffic-calming interventions.	\$-\$\$	◆	PD, PW
<b>1c</b> Seek opportunities to connect neighborhoods.	\$V	◆	Staff

### Strategy 2

Expand and connect the sidewalk network within Bethel Park.



Action	Cost	Timeline	Task Owner
<b>2a</b> Develop and annually fund a program to build and improve sidewalks according to the Sidewalk Priority Map.	\$\$\$*	◆◆	Staff, PZC, Council
<b>2b</b> Adopt and implement a Sidewalk Petition Program.	\$\$\$*	◆◆	Staff, Council
<b>2c</b> Review and update Subdivision and Land Development Ordinance for consistency with sidewalk best practices.	\$	◆◆	Staff, PZC, Council

\* Capital budget available for sidewalk improvements could be divided among these categories

**Strategy 3**  
 Make active transportation choices easier, safer and more pleasant.

Action	Cost	Timeline	Task Owner
<b>3a</b> Develop and adopt a Complete Streets ordinance.	\$	◆◆◆	Staff, Council
<b>3b</b> Work with the Port Authority to advance transit-oriented development.	\$	◆	Staff
<b>3c</b> Extend the trail network within Bethel Park, with a particular emphasis on connecting the Montour Trail with local destinations and other pedestrian and bike thoroughfares.	\$	◆◆◆	MTC, Support from Staff and Council

## Vibrant Core

An attractive, walkable downtown area with commercial diversity and regional draw

**Strategy 1**  
 Ensure that local regulations enable a downtown retrofit.



Action	Cost	Timeline	Task Owner
<b>1a</b> Update the Zoning Ordinance to allow for traditional downtown mixed-use development.	\$\$\$	◆◆	Staff, PZC, Council
<b>1b</b> Identify and address any provisions of the Zoning Ordinance, Subdivision and Land Development Ordinance or other regulations that conflict with the development of a traditional downtown pattern in this area.	\$\$\$	◆◆	Staff, PZC, Council

**Strategy 2**  
 Accelerate redevelopment of the target area as a traditional downtown.

Action	Cost	Timeline	Task Owner
<b>2a</b> Transform the public right-of-way.	\$\$\$\$	◆◆◆◆	Staff, Council
<b>2b</b> Energize the area's transformation.	\$-\$\$	◆◆◆◆	Staff

- \$ Staff time, outside funding < \$5,000
- ◆ Ongoing
- \$\$ \$5,000 to \$20,000
- ◆◆ Short term: 1-2 years
- \$\$\$ \$20,001 to \$100,000
- ◆◆◆ Mid term: 2-5 years
- \$\$\$\$ More than \$100,000
- ◆◆◆◆ Long term: More than 5 years
- \$V Varies depending on project scope

# Prosperity

A strong and diverse local economy supported by healthy neighborhoods

## Strategy 1

Formalize municipal redevelopment efforts.

**HIGH PRIORITY**

Action	Cost	Timeline	Task Owner
1a Evaluate establishing a Municipal Economic Development Authority.	\$	◆◆	Staff, Council
1b Develop and adopt an overall economic development strategy for Bethel Park, including the use of development incentive programs.	\$	◆◆	Staff, Council

## Strategy 2

Modernize the Industrial Park, make its facilities more accessible and attractive.

Action	Cost	Timeline	Task Owner
2a Partner with the Association to improve the Industrial Park.	\$V	◆	Staff, Council

## Strategy 3

Address regulatory barriers to desired development/redevelopment types.

**HIGH PRIORITY**

Action	Cost	Timeline	Task Owner
3a Calibrate the Zoning Ordinance to make desired redevelopment more feasible, undesired conditions less feasible.	\$\$\$	◆◆	Staff, PZC, Council

## Strategy 4

Enable and promote quality housing stock that meets current and future needs.

Action	Cost	Timeline	Task Owner
4a Update the Zoning Ordinance to allow for a broader variety of housing options that will serve changing household demand.	\$\$\$	◆◆	Staff, PZC, Council
4b Improve the transparency and effectiveness of code enforcement.	\$\$\$	◆◆◆	Staff, Council

**Strategy 5**  
Support small business.

**HIGH PRIORITY**

Action	Cost	Timeline	Task Owner
<b>5a</b> Increase municipal support for a variety of local ventures.	\$	◆	Staff, Council

**Strategy 6**  
Connect with emerging technology.

Action	Cost	Timeline	Task Owner
<b>6a</b> Equip Bethel Park to support advancing technology.	\$V	◆	Staff, Council

**Strategy 7**  
Eliminate blight throughout the community.

**HIGH PRIORITY**

Action	Cost	Timeline	Task Owner
<b>7a</b> Proactively address blighted properties.	\$	◆	Staff, Council

## Resilience

Established protection and enhancement of open space and natural resources

**Strategy 1**  
Mitigate flood risk.

**HIGH PRIORITY**

Action	Cost	Timeline	Task Owner
<b>1a</b> Provide education on and enforcement of the new Stormwater Management Ordinance.	\$	◆	Staff
<b>1b</b> Strengthen the effectiveness of MS4 compliance activities.	\$\$\$\$	◆	Staff, Council

- \$ Staff time, outside funding < \$5,000
- ◆ Ongoing
- \$\$ \$5,000 to \$20,000
- ◆◆ Short term: 1-2 years
- \$\$\$ \$20,001 to \$100,000
- ◆◆◆ Mid term: 2-5 years
- \$\$\$\$ More than \$100,000
- ◆◆◆◆ Long term: More than 5 years
- \$V Varies depending on project scope

**Strategy 2**  
Keep Bethel Park green.

Action	Cost	Timeline	Task Owner
<b>2a</b> Support and expand the activities of the Shade Tree Commission.	\$-\$\$	◆	Council
<b>2b</b> Focus development and redevelopment in built-up areas.	\$	◆	PZC, Council
<b>2c</b> Identify opportunities to preserve key properties.	\$V	◆	Staff, Council
<b>2d</b> Conserve energy.	\$-\$\$	◆◆	Staff, Council
<b>2e</b> Promote waste reduction and recycling participation.	\$V	◆	Council
<b>2f</b> Support local food programs.	\$	◆	Staff

## Character

An engaged, educated citizenry that actively cultivates a sense of community, mutual trust and belonging

**Strategy 1**  
Increase citizen engagement in public life.

Action	Cost	Timeline	Task Owner
<b>1a</b> Use technology to facilitate and promote a two-way exchange of information with residents and businesses.	\$-\$\$	◆◆	Staff, Council
<b>1b</b> Involve more citizens in local decision-making.	\$	◆◆	Council
<b>1c</b> Expand and enhance access to local history and culture.	\$-\$\$	◆	Staff, Council
<b>1d</b> Facilitate local volunteerism.	\$	◆◆	Staff

**Strategy 2**  
Enable and invest in community-defining enhancements.

Action	Cost	Timeline	Task Owner
<b>2a</b> Create high-impact community gateways to emphasize a sense of local identity and pride.	\$\$\$	◆◆◆◆	Staff, Council
<b>2b</b> Create a community that is intentionally age-inclusive.	\$V	◆	Staff, PZC, Council
<b>2c</b> Promote the creation of “third places.”	\$-\$\$	◆	Staff, Council

# Investment

Continued provision of capital improvements and public facilities and services that enhance quality of life

## Strategy 1

Anticipate and complete facility upgrades as needed.

Action	Cost	Timeline	Task Owner
<b>1a</b> Coordinate operation and maintenance and improvement priorities with sewage treatment agencies.	\$V	◆	Council
<b>1b</b> Implement recommendations of the 2016 Parks Assessment	\$\$\$\$	◆◆◆◆	Staff, Council
<b>1c</b> Monitor use of new splash pad facilities and ongoing public preferences regarding public aquatics facilities	\$	◆◆◆	Council

## Strategy 2

Calibrate services to meet needs and demand.

Action	Cost	Timeline	Task Owner
<b>2a</b> Broaden access to and appeal of recreation programming.	\$	◆	Staff

## Strategy 3

Improve efficiency and effectiveness of public services.



Action	Cost	Timeline	Task Owner
<b>3a</b> Ensure consistency of budget with policy priorities.	\$	◆	Council
<b>3b</b> Coordinate service delivery across agencies.	\$	◆	Staff

## Strategy 4

Address emerging public health issues.

Action	Cost	Timeline	Task Owner
<b>4a</b> Help connect residents with health and human services.	\$	◆	Staff, Council

- \$ Staff time, outside funding < \$5,000
- ◆ Ongoing
- \$\$ \$5,000 to \$20,000
- ◆◆ Short term: 1-2 years
- \$\$\$ \$20,001 to \$100,000
- ◆◆◆ Mid term: 2-5 years
- \$\$\$\$ More than \$100,000
- ◆◆◆◆ Long term: More than 5 years
- \$V Varies depending on project scope

# THE MUNICIPALITY OF BETHEL PARK 2023 STRATEGIC PLAN

The Municipality of Bethel Park's Strategic Plan is a guideline designed to lead the organization in a specific direction influenced by the Municipality's vision, mission and values. The strategic plan is used to identify priority projects that align with the vision of the Municipality of Bethel Park.

## The "Bethel Park Way" - Priorities



Projects recommended in the plan that should be carefully coordinated with active transportation efforts include:

- Preparation of a concept plan for the Brightwood Road Streetscape.
- Design of an intersection improvement plan for Baptist at Hamilton, including new light poles and turning lanes.
- Washington Junction Streetscape project starting at Connor Road and continuing until Hillside Drive. The project would improve the pedestrian safety through the corridor and promote welcoming and wayfinding for the "front door" to the community.
- Community Sidewalks- Multiyear Municipal initiative to partner and collaborate with residents to improve residential sidewalks.
- Industrial Park Walking Loop - Creation of designated paths through the Industrial Park ultimately connecting with the Montour Trail as part of the Central Bethel Park Trail.

## PREVIOUSLY FUNDED ACTIVE ALLEGHENY PROJECTS

Several previous projects in Bethel Park have received funding through Active Allegheny which should be priorities in advancing active Transportation on Bethel Park. These include:

- Industrial Drive Route
- Logan Road, Industrial Drive, to Library Road Trail
- Lytle Station Pedestrian Connection
- Drake Trolley Line Trail Feasibility Study

### SOUTHWESTERN PENNSYLVANIA COMMISSION'S REGIONAL ROUNDABOUT SCREENING STUDY

The Southwestern Pennsylvania Commission's (SPC) Regional Roundabout Screening Study, completed in 2023, identifies high potential roundabout candidate intersections which will advance SPC's Long-Range Transportation Plan (LRTP), entitled SmartMoves for a Changing Region. One of the goals outlined in the LRTP is to implement "major projects that maintain our existing system while also enhancing safety, accessibility, mobility, and connectivity across the region." Future potential projects from this study will achieve these goals and advance the Pennsylvania Department of Transportation's Strategic Highway Transportation Safety Plan (SHSP) by improving intersection safety.

- *There are four candidates identified for roundabouts in Bethel Park, they are:*

Library Road SR 0088 Bethel Church Road / Broughton Road - High Potential

Bethel Church Road/ Local Road / Logan Road - Potential

Library Road SR 0088 / Brightwood Road - Potential

Corrigan Drive / Baptist Road / South Park Road - Potential

### PENNDOT MULTI-MODAL PROJECT MANAGEMENT SYSTEM (MPMS )PROJECT NO. 119945

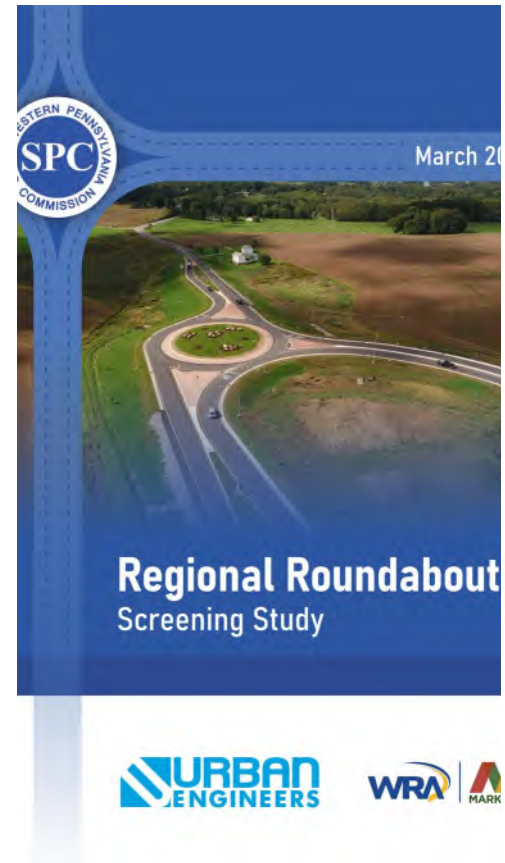
One of the above intersections has advanced to the design phase. This project involves the construction of a roundabout on SR 3010 at Patterson Road. The project is classified as a highway project, with funding being allocated to Utilities (UTL), Right-of-Way (ROW), and Final Design (FD) phases. The funding source is the Highway Safety Improvement Program (HSIP). The project is currently programmed in the Transportation Improvement Program (TIP) for the years 2025-2028, with allocated amounts for each year.

To begin this project, PennDOT held, this past fall, a Field Scope and View meeting for the S.R. 3010, Section A03, SR 3010/Patterson Road/Irishtown Road Roundabout.

Southwestern Pennsylvania Commission's Regional Transportation Demand Management Strategic Action Plan - 2023

The Southwestern Pennsylvania Commission's Regional Transportation Demand Management (TDM) Strategic Action Plan - 2023, completed in 2023, recommends a wide array of cost-effective strategies to improve mobility and maximize traveler choices.

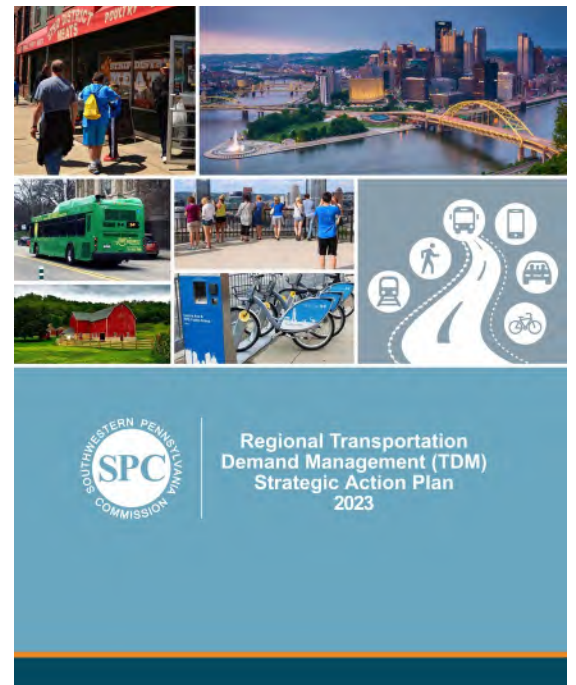
While transportation plans often focus on the "supply" of transportation infrastructure, TDM focuses on the "demand" side, and understanding how travelers make decisions about their use of the transportation system. TDM focuses on expanding choices beyond driving alone, such as by using transit, ridesharing, walking, biking, telework, or other emerging travel options.



It also aims to maximize opportunities to use alternative travel routes, change the time of travel, or combine trips in order to reduce time spent in traffic. TDM overall is about expanding travel choices to support regional goals related to improving transportation system operations and safety, enhancing environmental sustainability, and enhancing economic and community vitality, including access to jobs.

Many of the recommendations contained in the TDM Strategic Action Plan dovetail with the recommendations contained in this plan, as the goal of both plans is to encourage transit, ridesharing, walking and biking to reduce the dependency on single occupant vehicle trips. BY doing so fewer vehicles will be on the streets and roads, there will be less traffic congestion, and there will be healthy outcomes.

The following pages provide a summary of the TDM Strategic Action Plan recommendations.



Regional Transportation  
Demand Management (TDM)  
Strategic Action Plan  
2023

Goals and priorities are described below. Specific actions recommended for each priority are detailed in the body of the Plan.



**GOAL: Enhance the Ease of Use, Connectivity, and Effectiveness of Transit and Shared Mobility Options as well as Bicycling and Walking.**

Regional priorities include:

- Coordinate connections among transit providers
- Adopt new service models for transit and shared mobility services that can effectively increase their geographic coverage and frequency
- Reduce transit and high-occupancy vehicle (HOV) travel times in a cost-effective manner
- Improve access to, and quality of, transit hubs and stations
- Incentivize use of travel options and park and rides through discounts and rewards for transit, carpooling, walking, and biking
- Improve pedestrian and bicycle network connectivity, including connections to other modes
- Improve pedestrian and cyclist safety through enforcement, infrastructure, and technology



**GOAL: Increase Employer Involvement to Improve Workforce Access to Jobs.**

Regional priorities include:

- Establish cost-sharing arrangements between employers and transit
- Expand employer participation in supporting commuting options



**GOAL: Increase Awareness of Travel Options and Services.**

Regional priorities include:

- Develop resources for travelers to navigate regional options
- Improve signage for travel options and services

- Use marketing campaigns to increase awareness of travel options and services
- Provide school-based education about available travel option



**GOAL: Promote Location-Efficient Development and Design.**

Regional priorities include:

- Improve access to existing development
- Encourage residents to live in locations that reduce driving needs
- Modify policies and land use plans to promote smart growth, as well as zoning, subdivision, and development regulations to promote TDM-supportive site design
- Establish development incentive programs for transit-oriented development and for incorporating TDM
- Manage the development of parking supply
- Facilitate private-sector investment in travel options and location-efficient development



**GOAL: Target Opportunities Beyond Work Trips and to Address Non-Recurring Sources of Delay.**

Regional priorities include:

- Encourage and educate travelers to reduce driving for diverse trip types
- Enhance transit services and tools to better serve non-work trips, including special events
- Integrate demand management strategies into construction and work zone management
- Integrate demand management into incident management and emergency management
- Manage transportation system impacts of freight and deliveries

## IMPLEMENTATION AND MONITORING

For the SPC and partners to implement recommended actions to advance priorities and achieve regional goals, it is vital that demand management strategies be integrated into on-going planning and project development at the regional and local levels. Performance measurement is critical for monitoring the effectiveness of actions toward meeting regional goals and integrating performance considerations into decision making. These measures will help the SPC to track progress over time, make adjustments, and communicate results in terms that are meaningful.

### Integrating Demand Management in Planning and Project Development

Integrating demand management into planning and project development underlies the implementation process.

**Short-term actions serve as next steps** for implementing the Regional TDM Strategic Action Plan, as they provide a foundation for all other recommended goals, priorities, and actions. These next steps are listed below.

#### Integrating TDM into regional planning and policy

- Establish a regional TDM Committee to advise the SPC Board, which includes representation from SPC, PennDOT, municipalities, educational institutions (including researchers), transit operators, transportation management associations (TMAs), parking operators, emergency responders, and more.

#### Potential activities of the TDM Committee include:

- Evaluate expansion of TMA models to other parts of the region without existing TMAs.
- Examine current and past TMA activities to expand reach of programs.
- Evaluate sources and responsibilities for updating TDM performance measures.
- Develop key TDM performance measures and ensure they are integrated with SPCs overall performance management program.
- Leverage PennDOT Connects to encourage local municipalities and citizen groups to participate in meetings at the grassroots level to address community needs.

#### Integrating TDM into local planning and project development

- Emphasize neighborhood-level TDM initiatives as the starting point for larger-scale programs.
- Support municipalities in using Safe Routes to Schools principles and implementation tools.
- Encourage and assist municipalities in implementing context sensitive street design.

#### Integrating TDM into transportation project selection and programming

- Conduct an assessment of SPC Transportation Improvement Program (TIP) against TDM- supportive principles.

# **SOUTH HILLS CORRIDOR STUDY REPORT - ALLEGHENY COUNTY - 2016**

This comprehensive 1,621 page study evaluated and makes recommendations for seventeen PennDOT corridors to determine strategies for each corridor/intersection to improve conditions for vehicular, pedestrian, bicycle, and transit users.

The study provides recommendations for thirty-seven intersection improvement projects within Bethel Park, from minimal low cost, low impact solutions, to high impact, high cost solutions for all intersections within the study area.

The recommendations from this plan guided the selection and prioritization of intersection improvements proposed in this Active Transportation Plan.

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**COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION**

**South Hills Corridor Study Report**

**Allegheny County**

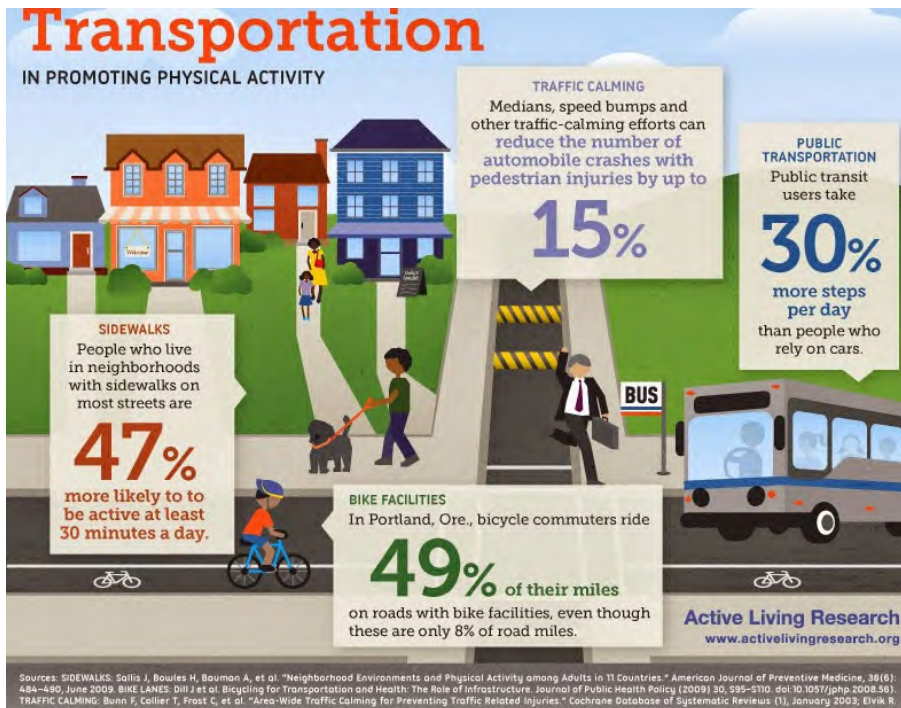
**February 22, 2016**

Prepared by:

**AECOM**

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Pittsburgh, Pennsylvania 15220

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## ACTIVE ALLEGHENY

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

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

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

The goals of Active Allegheny are:

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

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

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

# PENNSYLVANIA - VULNERABLE ROAD USER SAFETY ASSESSMENT REPORT

In 2023 PennDOT published the Vulnerable Road User Safety Assessment Report. A Vulnerable Road User (VRU) may be someone who is walking, biking, rolling, or using a mobility device, such as a wheelchair. (Unlike some definitions, VRUs for the purpose of this report do not include motorcyclists, riders of horses and buggies, or riders of electric bikes or scooters.) For the sake of brevity in this report, however, VRUs will be referred to primarily as pedestrians and cyclists. VRUs are particularly susceptible to being killed or injured in a crash, and they account for a growing share of all transportation fatalities, both in Pennsylvania and throughout the U.S.

PennDOT conducted this review to identify, screen and prioritize candidate locations on a statewide basis to recommend places where safety improvements would have the most impact. In the nine county Southwestern Pennsylvania Commission region, Library Road (SR 88), Segment 70 - between Corrigan Drive and Higbee Drive, in Bethel Park ranks 35th amongst all locations identified in the SPC region.

## ALLEGHENY PLACES

The county's 2014 comprehensive plan, "Allegheny Places," includes within its Transportation Chapter a section covering bicycle and pedestrian transportation. This section as well as other portions of the plan promote bicycling and walking as active modes of transportation, both on- and off-road, in recognition of the value that a



multimodal transportation system

adds to the quality of life in Allegheny County. The comprehensive plan acknowledges these challenges - nearly all of which are true for Bethel Park:

- Unsafe and unattractive places to wait for transit
- Lack of available, safe bicycle parking facilities
- Lack of a bicycle routes
- Lack of continuous sidewalk network
- It recommends these goals:
- Connecting people to jobs and schools
- Supporting mobility of existing communities
- Proving efficient access to proposed development, and encouraging multi-modal connectivity.

## LIVE WELL ALLEGHENY

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

Bethel Park obtained designation in 2014 as a Live Well Allegheny Community by indicating its intent to work with Allegheny County to accomplish the goals of the campaign. Participation as a Live Well Allegheny Community positions Bethel Park to achieve change in community health and well-being.

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

- Share information on wellness campaign events with the broader community to encourage the voluntary participation of residents
- Plan, promote and implement a Live Well Allegheny event in cooperation with the campaign that encourages active living
- Develop outdoor wellness trails accessible to residents of all abilities
- Develop walking maps; measure the distances mapped and encourage residents to meet goals
- Promote and support farmers' markets
- Encourage involvement with community volunteer activities
- Promote smoke-free buildings and perimeters
- Provide health information focused on monthly or seasonal events
- Utilize web sites and social media to provide information on physical activity, nutrition, stress management, tobacco cessation, and other health and wellness related initiative

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

## SOUTHWESTERN PENNSYLVANIA COMMISSION REGIONAL ACTIVE TRANSPORTATION PLAN

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

The ideas and facility types presented in Bethel Park's Active Transportation Plan are consistent with SPC's Regional Active Transportation Plan.

# TRANSIT-ORIENTED DEVELOPMENT TOOLKIT BETHEL PARK

Transit-oriented development (TOD) is an innovative and rapidly growing approach to creating vibrant, livable, and sustainable communities. It focuses on building compact, walkable, mixed-use neighborhoods centered around high-quality public transit systems. By reducing reliance on cars, TOD enables a lower-stress lifestyle where residents can access work, shopping, and recreation with ease.

This concept integrates regional planning, urban revitalization, suburban renewal, and walkable neighborhood design. Across the country, TOD is gaining traction as more cities embrace the creation of dynamic, people-focused spaces. It has quickly become one of the most sought-after living arrangements, appealing to residents and real estate developers alike. Developers are meeting the increasing demand by building high-quality urban communities that are well-connected by transit.

The 2019 TOD report for Bethel Park analyzed the zoning ordinance and offered the following implementation strategies that would align Bethel Park's future planning closer to concepts identified in Complete Streets.

The following are items that Bethel Park should consider while working toward achieving TOD.

## PLANNING

Visioning and Outreach:

- Hold public workshops and charrettes to establish a community vision using graphics and renderings to convey public desires, inform policy, and communicate this vision to developers.
- Conduct public outreach using radio, newspaper, postcards, posters, email, online, and magazine advertisements. Make use of online polling to establish a feedback loop.
- Streets and Mobility:
- Adopt a Complete Streets policy for all streets in Bethel Park.
- Improve lighting by installing pedestrian-scaled lighting.
- Establish a bike network plan for Bethel Park that includes a range of bike infrastructure. Coordinate with neighboring communities.
- Identify street types such as avenues, streets, and lanes, within the municipality that focus on the physical experience rather than a "level of service" approach.
- Identify places with missing crosswalks and paint them.
- Continue to maintain and encourage more street grid network connections to provide more options and disperse traffic.
- Implement street designs that slow traffic down on main street and in neighborhoods.

## SUSTAINABILITY AND PARK NETWORK:

- Establish a park network that identifies current and future park locations, types, and sizes.
- Ensure that a range of green spaces are available within a 5 minute walk, or less from most residences.
- Integrate a park strategy with sustainable initiatives.

Public Services and Initiatives:

- Review the permitting process and include language to promote local small scale development and establishing local businesses. These could include expedited permitting, pre-approved building types, financial assistance, etc.
- Collaborate with local volunteer organizations to identify and enact common community improvement goals.
- Consider utilizing tactical urbanism to generate energy within the community and test improvement ideas.
- Consider creating station area master plans for Bethel Village and South Park Road Stations.

## ZONING

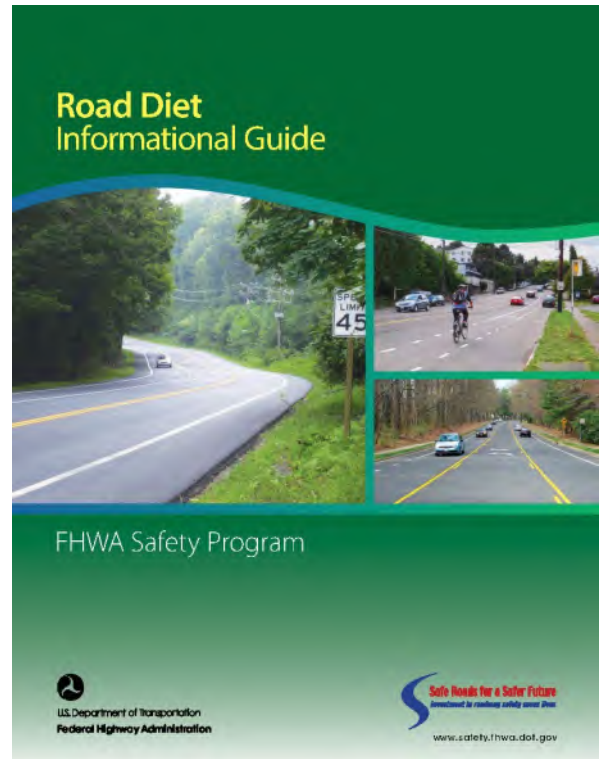
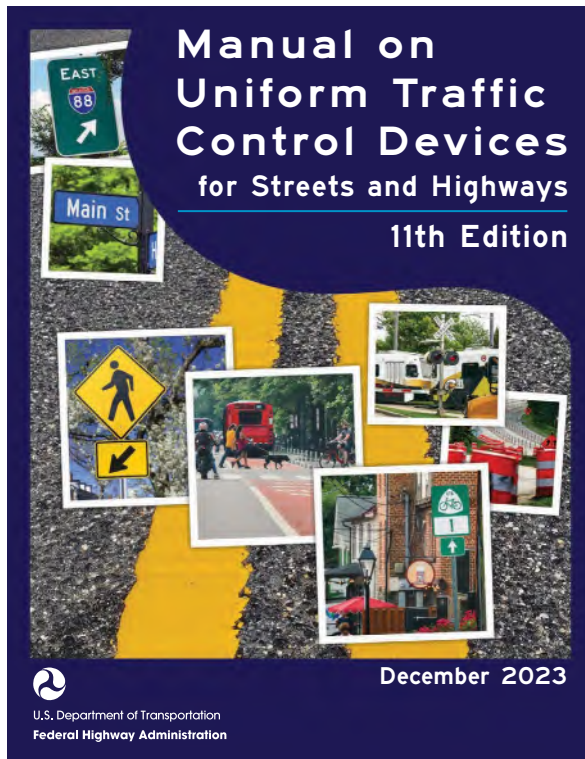
- Require parking lots and parking garages to be hidden behind habitable space for at least one story downtown and in main street areas.
- Review parking regulations to reflect requirements of walkable, pedestrian-friendly places as identified in the bulk requirements overview.
- Adopt the International Existing Building Code.
- Perform a synoptic survey to inform any necessary zoning revisions.
- Approve the use of accessory dwelling units (ADU's) at the rear of lots.
- Perform a “frontage analysis” to determine areas for preservation and areas of high priority for improvement, especially in main street areas.
- Investigate zoning regulation concerns outlined in the bulk requirements overview and consider addressing regulations that are identified as barriers to TOD.

## APPLICABLE DESIGN GUIDELINES AND BEST PRACTICES

- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO A Guide for Achieving Flexibility in Highway Design
- NACTO Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- NACTO Transit Street Design Guide
- NACTO Urban Street Stormwater Design Guide
- NACTO Designing for All Ages & Abilities: Contextual Guidance for High Comfort Bicycle Facilities
- ITE Design Walkable Urban Thoroughfares: A Context Sensitive Approach
- FHWA Manual of Uniform Traffic Control Devices
- FHWA Road Diet Informational Guide
- FHWA Small Town and Rural Multimodal Networks
- FHWA Separated Bike Lane Planning and Design Guide
- FHWA Manual on Pedestrian and Bicycle Connections to Transit
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- FHWA Handbooks for the Design of Roadways for Aging Drivers
- FHWA Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities
- FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- FHWA Guidebook for Developing Pedestrian and Bicycle Performance Measures
- U.S. Access Board Final Rule on Public Right-of-Way Accessibility Guidelines
- U.S. Access Board American Disabilities Act Accessibility Guidelines
- U.S. Department of Justice, American Disabilities Act (ADA) standards for Accessible Design
- MCDOT Montgomery County Accessible Design Guide
- Montgomery County Planning Curbless & Shared Streets Design Guide
- Winter Resource Maintenance Guide 2024- Toole Design
- Pavement Playbook - Michigan Area Council of Governments -Toole Design

- [PennDOT Smart Transportation Guidebook](#) Demographic Summary

Bethel Park is a suburb of Pittsburgh on the southern border of Allegheny County. As of data taken from the 2020 census, Bethel Park has a population of 33,577, and 13,812 households at an average size of 2.4 people. These numbers provide an overview of the suburban, middle-to-upper-income character of Bethel park, with a predominately white population and a slightly older median age compared to national averages. Demographics play a critical role in shaping an active transportation plan because they help tailor the plan to the unique needs, preferences, and behaviors of the population it serves. The following data is provided by Esri and was collected using ArcGIS.



Of importance is the 2023 FHWA Manual on Uniform Traffic Control Devices, Edition 11, which provides flexibility to prioritize safe mobility for all people, including those moving outside cars. One important example: the new manual downplays the primacy of the 85th percentile as the main factor in setting speed limits and, instead, encourages consideration of important, contextual factors, such as land use, pedestrian activity and frequency of crashes. The updated MUTCD specifically states, “On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used to set speed limits” without considering those other contextual factors. That’s an important improvement.

Further, the FHWA Road Diet Informational Guide is an important document as it prescribes the process for evaluating the implementation of road diets. As a rule of thumb, converting a four-lane street to a two-lane street with a center turn lane is feasible for streets with traffic volumes of up to 20,000 ADT. See the FHWA Road Diet Informational Guide for more information. Such conversions typically improve traffic flow and reduce crashes for all modes.

# THE CONGRESS OF NEIGHBORING COMMUNITIES

The Congress of Neighboring Communities (CONNECT) is an organization that promotes cooperation and collaboration between the City of Pittsburgh and the 40 neighboring municipalities that comprise the region's urban core. For a map and list of member communities in CONNECT, click [here](#).

CONNECT'S MISSION is to bring together these municipalities to identify common public policy challenges and advocate for collective change on behalf of the urban core.

- We measure our success by our ability to:
- Advocate for public policy change
- Engage municipalities
- Develop and maintain effective partnerships with stakeholders

CONNECT aims to advocate and voice the collective interests of the nearly 690,000 residents that reside within CONNECT borders; to develop and enhance ways the 41 municipalities work together to deliver important public services; and to maintain a forum for the discussion, deliberation and implementation of new ways to maximize economic prosperity for Western Pennsylvania.

## *Our Mission*

The Congress of Neighboring Communities (CONNECT) brings together the City of Pittsburgh and surrounding municipalities to identify common public policy challenges and advocates for collective change on behalf of Allegheny County's urban core.

Our effectiveness comes from engaged municipalities who are: tackling the community's most pressing policy issues, building strong relationships with partners and stakeholders, and advocating for public policy change.

- Allegheny Connect Partners
- American Heart Association
- American Planning Association - Pennsylvania Chapter, Southwest Section
- Allegheny County Economic Development
- Allegheny County Health Department
- Bike Pittsburgh
- Live Well Allegheny
- Pittsburgh Community Reinvestment Group
- Pittsburgh Regional Transit
- Southwestern Pennsylvania Commission
- WalkWorks



# Appendix B - Model Policies

A RESOLUTION OF MUNICIPALITY OF BETHEL PARK,  
ALLEGHENY COUNTY, PENNSYLVANIA ADOPTING A  
COMPLETE STREETS POLICY

WHEREAS, the MUNICIPALITY OF BETHEL PARK recognizes that its transportation network is intended to balance the needs and interests of all users of all ages and abilities; and

WHEREAS, the design and function of MUNICIPALITY OF BETHEL PARK's streets has often favored the motorist over other users, thereby excluding bicyclists, pedestrians, transit users and persons with disabilities; and

WHEREAS, Allegheny County's Comprehensive Plan, "Allegheny Places," and Allegheny County's Comprehensive Commuter Bicycle and Pedestrian Transportation Plan, "Active Allegheny," both encourage adoption of Complete Streets Policies; and

WHEREAS, the MUNICIPALITY OF BETHEL PARK's Comprehensive Plan update states the MUNICIPALITY OF BETHEL PARK's vision for connectivity as improving its "desirability and sustainability by providing residents with opportunities to walk or bike safely near their homes, to reach key arterial routes, and to access safe and convenient transit stops;" and

WHEREAS, COUNCIL recently adopted an Active Transportation Plan, which seeks to improve public health, reduce traffic congestion, enhance air quality and support local economic development by integrating physical activity into residents' daily lives through increased emphasis on walking, bicycling and public transportation; and

WHEREAS, the Active Transportation Plan recommends the adoption of a Complete Streets Policy, to incorporate multi-modal transportation into the planning, design and operation of all future Municipal road projects whether new construction, reconstruction, rehabilitation or pavement maintenance; and

NOW THEREFORE BE IT RESOLVED that the COUNCIL, Allegheny County Pennsylvania, commits to the attached Complete Streets Policy that will incorporate Complete Streets into the planning design and operation of all future streets, sidewalks, trails, pedestrian and bicycle pathways and other transportations projects within the MUNICIPALITY OF BETHEL PARK.

RESOLVED AND ADOPTED by COUNCIL at a duly assembled public meeting held this \_\_\_ day of \_\_\_\_\_, 2025.

ATTEST:

MUNICIPALITY OF BETHEL PARK

\_\_\_\_\_  
Manager

\_\_\_\_\_  
COUNCIL PRESIDENT

MUNICIPALITY OF BETHEL PARK  
ALLEGHENY COUNTY  
COMPLETE STREETS POLICY

1.0 Vision

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.

2.0 Principles

This Complete Streets Policy shall:

2.1 Require all transportation projects to be safe and to provide practical access to all users of all abilities, including pedestrians, bicyclists, transit users and motorists, together with vulnerable populations, such as people with disabilities, seniors, children, underinvested and underserved communities, and motorists.

2.2 Utilize context sensitive design to balance the safety of all users while considering the physical setting, as well as, scenic, aesthetic, and historical concerns, and universal design principles.

2.3 Promote health, more efficient travel, affordable transportation mode choices and will ease the transition from one mode of transportation to another.

2.4 Contribute to the desirability of MUNICIPALITY OF BETHEL PARK as a place to live, work, and do business, and to contribute to improved air quality in the region.

2.5 Further the MUNICIPALITY OF BETHEL PARK's land use, transportation, livability, economic sustainability, equity and innovation goals by increasing workforce mobility options, encouraging compact development patterns, spurring improved health and safety, encouraging local economic activity, enhancing neighborhood character, improving the environment, and incorporating emerging technology. As the most utilized portions of the public realm, the MUNICIPALITY OF BETHEL PARK's streets should be designed to a high standard that serves multiple purposes.

2.6 Formalizes the planning, design, operation and maintenance of MUNICIPALITY OF BETHEL PARK's street network so that it accommodates all users in an equitable manner, regardless of age, ability, socioeconomic status or mode of travel.

2.7 Applies to all phases of a project particularly in planning, design and design, as well as, in funding and constructing improvements that put pedestrians, bicyclists, transit users, and vulnerable users on an equal standing with motor vehicles.

2.8 Establish a goals to increase the number of people walking, biking and taking transit in the MUNICIPALITY OF BETHEL PARK by creating safe, comfortable, and connected routes, and to reduce the number of crashes involving pedestrian and bicyclists in MUNICIPALITY OF BETHEL PARK.

2.9 Promote sound environmental design and best management practices of stormwater management, environmental design, and place-making. It will incorporate mitigation features where practical when implementing Complete Streets design.

2.10 Promote collaboration among partners, including state, county, and adjacent municipalities to incorporate Complete Street principles into their built environment and transportation networks

3.0 Implementation

3.1 When planning and designing road or trail improvement projects, COUNCIL shall require the Engineer and Public Works Supervisor to consider all financially attainable additions or changes to existing streets/trails that provide accommodations to all modes of transportation. Activities may include: large scale projects, such as the design/construction of residential roadways in a new development; incremental improvements over time, such as sidewalk additions throughout a corridor; or small projects, such as painting crosswalks or roadway edging in residential neighborhoods.

3.2 The MUNICIPALITY OF BETHEL PARK shall foster partnerships with businesses, private developers,

and other governmental agencies, including the Commonwealth of Pennsylvania Department of Transportation (PennDOT), Pittsburgh Regional Transit, the Southwestern Pennsylvania Commission (SPC), Allegheny County, and its adjacent municipalities to develop facilities and accommodations that further Complete Streets and continue such infrastructure beyond the MUNICIPALITY OF BETHEL PARK's borders.

3.3 Exceptions to the accommodation of all users. Any exception in applying this policy to a specific project must be approved by COUNCIL, based upon the recommendation of the Public Works Superintendent, MUNICIPALITY OF BETHEL PARK Manager and MUNICIPAL Engineer. Exceptions may be made when:

- a. The cost of the accommodation is excessively disproportionate to the need current or future need, which is defined by the Federal Highway Administration exceeding twenty percent of the overall project cost; or
- b. There is a documented absence of current and future need, due to existing and projected population, employment opportunities and traffic volumes; or
- c. Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses; or
- d. Performing routine road maintenance, which does not change the roadway geometry or operations, such as mowing, sweeping, spot repair or when interim measures are implemented including temporary detour or haul routes.
- e. The accommodations under consideration conflict with the requirements or regulations of any state or federal agency.

#### 4.0 Implementation

The MUNICIPALITY OF BETHEL PARK views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

4.1 Principles of Complete Streets have been incorporated into the MUNICIPALITY OF BETHEL PARK's Comprehensive Plan. The Board of Commissioners adopted an Active Transportation Plan. The Board will continue to incorporate Complete Streets principles into other manuals, checklists, decisions trees, rules, regulations and programs as appropriate.

4.2 The Planning Commission, Manager, Public Works Supervisor and Engineer will review design standards, including subdivision and land development regulations that apply to new roadway construction, to ensure that they reflect the best available design guidelines, and effectively implement Complete Streets.

4.3 When available, the MUNICIPALITY OF BETHEL PARK shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars and workshops.

4.4 The MUNICIPALITY OF BETHEL PARK Manager and Public Works Supervisor shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.

4.5 The MUNICIPALITY OF BETHEL PARK shall promote project coordination among departments, contiguous municipalities, and County/State agencies with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources. This shall include coordination with the following agencies, as appropriate:

MUNICIPAL Administration

MUNICIPAL Public Works

MUNICIPAL Engineer

MUNICIPAL Emergency Service Providers

MUNICIPAL Planning Commission

MUNICIPAL Parks and Recreation Advisory Board

BETHEL PARK School District  
PA Department of Transportation  
Allegheny County Economic Development  
Allegheny County Public Works  
Allegheny County Health Department  
Bike Pittsburgh

4.6 An annual report will be made to the COUNCIL by the MUNICIPAL Manager, or their designee, showing progress made in implementing this policy.

4.7 A Complete Streets Advisory Board shall be appointed to serve as resource and a collaborative partner for the MUNICIPALITY OF BETHEL PARK elected officials and municipal staff.

The Advisory Board is composed of voting members appointed by the COUNCIL who are interested in achieving Complete Streets and who want to explore opportunities for pedestrians, bicyclists, transit riders, people with disabilities, and underinvested and underserved communities.

Terms shall be staggered two year terms.

The duties of the Advisory Council shall include, but not be limited to implementing the Active Transportation Plan adopted by COUNCIL in \_\_\_\_\_ of 2025 and continuing to examine the needs of bicyclists, transit users, motorists and pedestrians of all ages and abilities, and underinvested and underserved communities. The Complete Streets Council shall meet quarterly and provide a yearly written report to the COUNCIL, evaluating the MUNICIPALITY OF BETHEL PARK's progress and advising on implementation.

## 5.0 Performance Measures

Using performance metrics to evaluate the progress of the Complete Streets Policy is a valuable and essential part of successfully implementing safer, more complete streets. The MUNICIPALITY OF BETHEL PARK will publicly report on the annual increase or decrease for each performance measure compared to the previous year(s). These metrics include:

5.1 Increase in linear feet of new and/or repaired sidewalk

5.2 Increase in number of new crosswalks, ADA compliant curb ramps, pedestrian signal heads, flashing signals, signs, and other relevant safety improvements

5.3 Increase in number of bus shelters, concrete pads, benches, and other relevant bus stop amenities

5.4 Increase in the number of miles of marked shared roads, bicycle lanes, and other relevant bicycle facilities

5.5 Decrease in the number of reported bicycle and pedestrian related crashes

5.6 Increase in the number of traffic calming installed on MUNICIPAL roads, i.e. speed humps, speed tables, raised intersections, curb bump-outs, traffic circles, mini-traffic circles, etc.

5.7 Increase in number of speed awareness signs installed and analysis of sign data showing percentage in reduction of speeds over time.

5.8 Increase in square footage of rain gardens, bioswales, street trees, and other relevant environmental features and placemaking elements within or adjacent to roads.

5.9 Number of access driveways eliminated onto arterial roads

5.10 Number of grants and funding amounts awarded to projects that incorporate Complete Streets principles

5.11 Number of approved and denied exceptions

And, other criteria as deemed appropriate by the Complete Streets Advisory Board.

6.0 Project Selection Criteria

The MUNICIPALITY OF BETHEL PARK’s Active Transportation Plan identifies projects for consideration. These projects are ranked based upon the decision matrix included as the MUNICIPALITY OF BETHEL PARK’s Active Transportation Plan. Additionally, the MUNICIPALITY OF BETHEL PARK utilizes software that rates streets in the MUNICIPALITY OF BETHEL PARK based upon the level of repairs needed. The software ranks streets from bad (1) to excellent (5). The MUNICIPALITY OF BETHEL PARK shall use this software ranking, along with the decision matrix to determine what projects will be completed within each funding cycle.

7.0 Best Practices

7.1 The MUNICIPALITY OF BETHEL PARK Planning Commission shall make recommendations to COUNCIL for amendments to the Land Development and Subdivision and Zoning Ordinances to incorporate the Complete Streets Policy recommendations located in BLUEPRINT BETHEL PARK, the municipal Comprehensive Plan, the MUNICIPALITY OF BETHEL PARK’s Active Transportation Plan and this policy.

7.2 The standard to be achieved is the creation of a connected network of facilities that accommodates each mode of travel and is consistent with and reflective of the character of each local neighborhood in which it is located. COUNCIL shall continue to recognize that all streets are unique and that the needs of various users must be balanced in a flexible manner.

7.3 The MUNICIPALITY OF BETHEL PARK shall follow best practices and current design standards, policies, principles and guidelines. Principles and strategies of street, bikeway and pedestrian designs, such as those offered in current editions of the resources listed in Appendix A, and other best practices as developed over time, shall be implemented.

In recognition of various contexts, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users can be achieved.

RESOLVED AND ADOPTED by COUNCIL at a duly assembled public meeting held this \_\_\_ day of \_\_\_\_\_, 2026.

ATTEST:

MUNICIPALITY OF BETHEL PARK

\_\_\_\_\_  
Manager

\_\_\_\_\_  
COUNCIL PRESIDENT

A RESOLUTION OF MUNICIPALITY OF BETHEL PARK,  
ALLEGHENY COUNTY, PENNSYLVANIA ADOPTING A  
PRIMARY ROUTES POLICY

A Primary Routes Policy identifies the most important or significant segments in the municipality and articulates municipality's responsibilities regarding those routes. We recommend Bethel Park consider adopting a primary routes policy.

*Considerations in developing a policy include:*

**1. Defining "primary routes"**

Though urban and suburban communities should ideally have complete sidewalk networks on all streets, this ideal is not feasible for most local jurisdictions. Bethel Park is no exception here. Therefore, this policy identifies the most important or significant walking route segments in the Municipality of Bethel Park and articulates the Municipality's responsibilities regarding those routes.

Primary routes or segments link important community assets and significantly improve pedestrian safety, comfort, and convenience. The selection of the routes as priorities was based on criteria including:

- Roads with higher posted speed limits;
- Roads with higher annual average daily traffic counts;
- Routes that link the locations of pedestrian traffic generators and destinations; and
- Input from the public collected for the Active Transportation Plan.

*Routes with primary status receive some elements of special attention compared with other routes in the Municipality:*

- The Municipality will strive to develop, complete, or improve primary routes first.
- The Municipality will conduct biannual maintenance review to assess the routes' condition.
- The Municipality will provide winter maintenance for ice and snow, as warranted by criteria.

**2. Establish primary walking routes on an Official Map**

- The Municipality of Bethel Park's Official Map should clearly show the primary routes.
- The Municipality's Official Map should be adopted or amended to include the primary routes.

**3. Maintenance plan for primary routes**

This policy establishes that the Municipality of Bethel Park intends to provide maintenance for the primary routes because of the route's importance to the community, as established through public input into the Active Transportation Plan. The Department of Public Works will be responsible for developing and implementing the maintenance plan,

**4. Funding for primary walking routes construction and maintenance**

The Municipality of Bethel Park will provide capital monies for completing primary walking routes and for the purchase of maintenance equipment. It also will establish annual operating funding for maintenance. The Department of Public Works will have the responsibility of establishing the cost amounts and budget line items for Council as part of the capital projects plan and annual operating budget cycle.

**5. Communicate about primary walking routes**

The Municipality of Bethel Park executes a communications plan to cover both long-term and ongoing communications about its primary walking routes.

Long-term communications visually depict the location of primary walking routes and explain the municipality's plan for developing and maintaining them. The long-term plan also includes annual notifications to residents at the start of the winter season about the criteria (how much snow or ice accumulation during what period of the day) that trigger sidewalk plowing for the primary walking routes.

Ongoing communications, particularly immediately before and during winter weather events, will provide clear and timely updates about when residents can expect their sidewalks to be plowed, enabling them to plan their travel.

**RESOLVED AND ADOPTED** by **COUNCIL** at a duly assembled public meeting held this \_\_\_ day of \_\_\_\_\_, 2026.

ATTEST:

MUNICIPALITY OF BETHEL PARK

\_\_\_\_\_  
Manager

\_\_\_\_\_  
COUNCIL PRESIDENT

The purpose and goal of this Traffic Calming policy is to preserve and improve the safety of residents within neighborhoods by reducing traffic volumes and speeds through the use of enforcement and traffic calming measures. Traffic calming involves the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for vulnerable road users (pedestrians, bicyclists and other non-drivers).

The Traffic Calming policy establishes a process by which residents can submit requests for traffic calming improvements on local roads within the Municipality.

The Municipality/or the Municipal traffic engineer will evaluate each request. A traffic calming plan may be implemented if resources are available and the request meets one or more of the following criteria:

Improve neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods by encouraging drivers to use major/minor arteries.

Under normal conditions the Municipality will implement State mandated speed limits. If site conditions warrant, they may be adjusted to help ensure safe vehicle speed in the community.

- Improves access and safety for both drivers and pedestrians.
- Make efficient use of Municipal resources by prioritizing traffic calming requests.

All traffic calming plans should promote safe, expedient travel for vehicles, pedestrians, and bicycles. Proposed improvement measures should address the potential impact on the surrounding neighborhood and promote consensus among residents of the affected streets.

*The steps of this program involve:*

1. Request from neighborhood identifying a traffic calming issue
2. Review and evaluation of the request to determine eligibility
3. Initial implementation of traffic enforcement measures and review of their effectiveness
4. Analysis and development of potential traffic calming measures
5. Review and agreement on appropriate measures for implementation by the Municipality and the neighborhood, and implementation of the selected measures by the Municipality.

To assist with this project, the Municipality has established a Traffic Calming Committee that includes representatives of:

- **Council**
- **Planning Commission**
- **Police Department**
- **Fire Department**
- **Administration Department**
- **Planning Department**
- **Engineering Department**
- **Traffic Consultant**
- **Public Works**

## **PROCEDURES**

### **1. Determine Eligibility**

A resident or group of residents submits a written request specifying the area of concern. This request should be signed by residents from at least 25% of households located within the area of concern. Otherwise, the Municipality may identify an area of concern to examine.

Staff will conduct a preliminary traffic study, reviewing speed and volume according to adopted criteria (see Table 1). This will determine which type of intervention is warranted.

Poll residents in a local study area regarding traffic calming measures.

### *Non-physical intervention*

If the preliminary review determines that the appropriate speed/volume warrants from Table 1 are not met, the municipality may consider non-physical intervention. This would include measures that don't require any construction or physical modifications to the roadway, such as:

- Signage
- Targeted enforcement
- Speed radar signs
- Changing on-street parking
- Restriping edge lines

If it is determined that a non-physical intervention is required, a test period should be conducted ranging from three to 12 months to determine if further action is necessary. This is described in Step 4.

Some requests that warrant non-physical interventions may be addressed immediately, without the need for further analysis.

*Physical intervention*

If the eligibility review determines that at least one of the appropriate speed/volume thresholds have been met, then the point system below is used and physical interventions are considered. If a physical intervention is required, move on to Step 2.

## ELIGIBILITY REQUIREMENTS

At least one of the following appropriate speed/volume warrants are met, then a cumulative point value may be assigned to the petition as follows:

### Traffic Data Criteria - Example

Roadway Classification	Warrant	Threshold <sup>1</sup>
Local Street	Average weekday daily traffic volume (24-hour) <sup>2</sup>	> 1,600 vehicles per day
	85th percentile speed <sup>3</sup>	5 mph > posted speed limit
	Highest one-hour traffic volume on average day	> 200 vehicles per hour <sup>4</sup>
	Cut-through Traffic	40% of 1-hour, single direction volume
Collector Street	Average weekday daily traffic volume (24-hour)	> 1,600 vehicles per day
	85th percentile speed	5 mph > posted speed limit
	Highest one-hour traffic volume on average day	> 200 vehicles per hour

- 1 Threshold volumes are two-way volumes.
- 2 The total volume of vehicular traffic during a typical 24-hour weekday
- 3 The speed on a roadway at or below which 85 percent of motor vehicles travel for represents 10% of the AWDT volume threshold, based on PennDOT criteria

If more than one project is being evaluated, the following ranking system will be used to prioritize projects that meet the criteria established in the study and approval process. Sufficient funding may not be available to complete all of the traffic calming projects identified. Therefore, the ranking system will establish the order in which projects will be completed.

## Ranking Criteria - Example

Criteria	Points	Basis for Point Assignment
Speed	0 to 30	Extent by which 85th percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph
Volume	0 to 25	Average daily traffic volumes; 1 point assigned for every 120 vehicles
Crashes	0 to 10	1 point for every crash reported within past 3 years
Elementary or Middle Schools	0 to 10	5 points assigned for each school crossing on the study street
Pedestrian Generators	0 to 15	5 points assigned for each public facility such as parks, community centers and high schools or commercial use that generates a significant number of pedestrians within the project area
Pedestrian Facility	0 to 10	5 points assigned if there is no continuous sidewalk on one side of the street; 10 points if missing on both sides.
<b>Total Points Possible</b>	<b>100</b>	

## 2. DEVISE, REVIEW APPROPRIATE MEASURES

Projects may be ranked by priority according to the points assigned to the project in Step 1 per above. Staff and the municipal engineer should define a data collection plan and area for more targeted study. Data collection may include speed studies or traffic counts. Traffic data collection should be performed on Tuesdays, Wednesdays, and/or Thursdays, between the beginning of the school year and the end of the school year. In special situations, staff may approve collection of data outside of this time frame.

Staff and/or the municipal engineer should develop one or several design alternatives to address the goals for the project, as well as specifications for installation. This should also include evaluating design factors and impacts, such as street maintenance activities, emergency response time, traffic patterns, drainage, and roadway grade. An estimated project budget and cost should be developed for each option.

Physical traffic calming measures will involve modifications to the street to control traffic speeds and enhance safety. The measures may be temporary or permanent based on municipal discretion.

The following figure, from PennDOT's Traffic Calming Handbook, describes different types of traffic calming measures according to how well they address four types of problems. PennDOT notes that the actual effectiveness of any traffic calming device depends on the application and the location. The Handbook contains data on general expected impacts.

## EFFECTS OF TRAFFIC CALMING MEASURES

Traffic Calming Measure	Volume Reduction	Speed Reduction	Conflict Reduction	Emergency Response
<b>Horizontal Deflection</b>				
Bulb-out / curb extension	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chicane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gateway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Raised median island / pedestrian refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Traffic circle	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Vertical Deflection</b>				
Speed hump	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Speed Cushion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Raised crosswalk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Raised intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Physical Obstruction</b>				
Semi-diverter	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Diagonal diverter	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Right-in / right-out island	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Raised median through intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Street closure	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Signing and Pavement Markings</b>				
Speed limit signing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-way stop control	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Turn prohibitions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
One-way streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Commercial vehicle prohibitions	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roadway narrowing with edge lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse markings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## STOP SIGNS

It is important to note that the 2023 Update to the Federal Highway Administration's Manual on Traffic Control Devices, 11th Edition, has incorporated decision points related to warranting stop signs based on pedestrian and bicycle factors. Specifically:

### *Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)*

All-way stop control may be installed at an intersection where an engineering study indicates:

- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
- B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

*And:*

### *Section 2B.17 All-Way Stop Control Warrant E: Other Factors*

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

- A. The need to control left-turn conflicts,
- B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
- C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

## SPEED LIMITS

The 2023 MUTCD also notes that contextual factors, such as land use, pedestrian activity and frequency of crashes should be considered when establishing speed limits. The updated MUTCD specifically states, "On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used to set speed limits" without considering those other contextual factors.

### *Section 2B.21 Speed Limit Sign (R2-1)*

In general, the maximum speed limits applicable to rural and urban roads are established:

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As speed zones – based on engineering studies.

State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones using an engineering study. Setting appropriate speed limits is especially important to ensure safety for all road users in varying types of contexts, particularly on roadways where adjacent land use suggests that trips could be served by varied modes.

These situations include urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the context classifications of urban core, urban, suburban, and rural towns found in "A Policy on Geometric Design of Highways and Streets," 2018 Edition, AASHTO. When setting a speed limit, a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds can influence the speed limit determined in the engineering study. The engineering study will determine which of the recommended factors will prevail in setting the speed limit.

Jurisdictions can use speed limit setting tools and methods such as expert systems and those consistent with the safe system approach as part of the required engineering study for a non-statutory speed limit. As speed limit setting tools vary, jurisdictions need to be aware of their limitations and advantages, possible variation between the tools and the need to explore gaps or weaknesses of tools, and weigh the output accordingly in consideration of setting speed limits.

To achieve desired operating speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as traffic calming measures, geometric design features, speed safety cameras, and increased enforcement.

Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall consider the roadway context.

*Among the factors that should be considered when conducting an engineering study for establishing or reevaluating speed limits within speed zones are the following:*

- A. Roadway environment (such as roadside development, number and frequency of driveways and access points, and land use), functional classification, public transit volume and location or frequency of stops, parking practices, and pedestrian and bicycle facilities and activity;
- B. Roadway characteristics (such as lane widths, shoulder condition, grade, alignment, median type, and sight distance);
- C. Geographic context (such as an urban district, rural town center, non-urbanized rural area, or suburban area), and multi-modal trip generation;
- D. Reported crash experience for at least a 12-month period;
- E. Speed distribution of free-flowing vehicles including the pace, median (50th-percentile), and 85thpercentile speeds; and
- F. A review of past speed studies to identify any trends in operating speeds.

When the 85th-percentile speed is appreciably greater than the posted speed limit, and the roadway context does not support setting a higher speed limit, the engineering study should consider whether changes to geometric features, enforcement, and/or other speed-reduction countermeasures might improve compliance with the posted speed limit. A similar approach should be used if the results of past speed studies indicate that the 85th-percentile speed has consistently increased.

On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used to set speed limits without consideration of all factors described in Paragraph 7 of this Section.

#### *Sect. 2B.21*

On a freeway, expressway, or rural highway (outside urbanized locations or conditions), the speed limit that is posted within a speed zone should be within 5 mph of the 85th-percentile speed of free-flowing motor-vehicle traffic under the following conditions:

- A. All factors described in Paragraph 7 of this Section have been considered and determined to be non mitigating, and
- B. The measures described in Paragraph 8 of this Section have been considered to the extent practicable.

State and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review (such as changes to roadway context, the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes to road geometrics, changes in traffic control signal coordination, or significant changes in traffic volumes).

Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for

the speed distribution. If the signal spacing is less than 1 mile, the speed study should be at approximately the middle of the segment.

### 3. APPROVE AND INSTALL TRAFFIC CALMING MEASURES

Consider the input received from residents, emergency services personnel and other interested parties. If the selected measure is temporary, the timeline should be finalized during the approval process.

Staff shall implement the selected measure according to the approved design, either in-house or by a qualified contractor. Act in accordance with state bidding requirements.

### 4. EVALUATE RESULTS

Collect data to determine whether the installed measures have addressed identified problems. This is typically completed one year after installation for physical interventions and three to six months after the advent of non-physical interventions.

Once the traffic calming devices are installed, data will be collected at predetermined locations and time intervals to determine if the devices meet the goals. Council and Municipal staff will receive reports on the effectiveness of the devices. The devices will be installed and evaluated as detailed below:

- Devices will be installed as either permanent or temporary, as described in the approved plan.
- Temporary devices will be evaluated by the Municipal traffic engineer during the test period established during the approval step, as detailed in the approved plan. Permanent installations may also be tested, if the plan establishes the need.
- After the test period is completed, a report is prepared by the Municipal traffic engineer summarizing the results of the data collected during the test period.
- The Municipal traffic engineer will present its report and recommendations at a Council meeting.
- If the devices are permanent, and the Municipal traffic engineer and/or Council determines that the results have met the intended goals, no further action will be taken.
- If the devices are temporary, the Municipal traffic engineer will recommend to Council that the devices should be removed, modified or permanently installed. Council will determine if the temporary devices are to be removed, modified or made permanent.

**RESOLVED AND ADOPTED** by COUNCIL at a duly assembled public meeting held this

\_\_\_ day of \_\_\_\_\_, 2026.

ATTEST:

MUNICIPALITY OF BETHEL PARK

\_\_\_\_\_  
Manager

\_\_\_\_\_  
COUNCIL PRESIDENT

## **BICYCLE PARKING ORDINANCE**

Secure, convenient, and readily available bike parking is a key component of a well-connected bike network. A bicycle parking ordinance typically provide guidance on the provision of short and/or longterm bicycle parking to support various uses within Bethel Park. This ordinance can also be integrated into a curbside management policy to ensure efficient use of public space.

Bicycle parking design standards should be compliant with the [Association of Pedestrian and Bicycle Professionals \(APBP\) Bicycle Parking Guidelines](#), consider the growing use of e-bikes and scooters and accommodate a variety of bicycle styles, including cargo and adaptive bikes.

### **AN Ordinance OF THE MUNICIPALITY OF BETHEL PARK PROVIDING FOR BICYCLE PARKING**

#### **SECTION I. FINDINGS.**

The Municipality of Bethel Park hereby finds and declares as follows:

1. **WHEREAS**, the Municipality of Bethel Park’s Comprehensive Plan - Blueprint Bethel Park, and the Bethel Park Active Transportation Plan establish the desire and need for increasing bicycling opportunities in Bethel Park;
2. **WHEREAS**, the Municipality of Bethel Park has a goal of improving the health of its residents and the air quality of the community;
3. **WHEREAS**, both obesity and insufficient physical activity are creating significant health problems for Americans, leading to increased risk of heart disease, diabetes, endometrial, breast, and colon cancers, high blood pressure, high cholesterol, stroke, liver and gallbladder disease, sleep apnea, respiratory problems, and osteoarthritis;
4. **WHEREAS**, a primary contributor to obesity is lack of sufficient physical activity;
5. **WHEREAS**, bicycling is a safe, low-impact aerobic activity, enjoyed by millions of Americans, and provides a convenient opportunity to obtain physical exercise while traveling to work, shops, restaurants, and many other common destinations;
6. **WHEREAS**, bicycling frequently provides a practical alternative to driving, since 28 percent of all car trips are to destinations within 1 mile of home, 40 percent of all trips are two miles or less from home, and around 30 percent of commuters travel 5 miles or less to work;
7. **WHEREAS**, bicycling can greatly increase access to important services and provide more range of travel for people who do not own or cannot operate a car, including our increasing aging population, children and youth, people who are low-income, and those with disabilities or medical restrictions on driving due to issues like seizure disorders or vision impairments;
8. **WHEREAS**, replacing car trips with bicycle trips improves air quality by reducing the amount of carbon dioxide emissions, in light of the fact that transportation sources account for nearly one third of all such emissions in the United States, an average motor vehicle emits 8.8 kilograms of carbon dioxide per gallon of gasoline that it burns, and biking emits essentially none;
9. **WHEREAS**, asthma rates are at their highest levels ever, with nearly one in 10 children and almost one in 12 Americans of all ages suffering from asthma, and replacing motor vehicle trips with bicycle trips reduces the pollutants that directly contribute to asthma in both children and adults;
10. **WHEREAS**, replacing car trips with bicycle trips reduces congestion and wear and tear on roads, improving quality of life for residents and providing a financial benefit for the Municipality of Bethel Park;

11. **WHEREAS**, providing safe, convenient, and adequate bicycle parking is necessary to encourage increased use of bicycles as a form of transportation;
12. **WHEREAS**, cities that have improved bicycle infrastructure, including parking, have seen a measurable increase in bicycle trips;
13. **WHEREAS**, in light of the foregoing, [Adopting Body] desires to add new bicycle parking requirements to increase the availability of safe and convenient bicycle parking; and
14. **WHEREAS**, it is the intent of the Municipality of Bethel Park in enacting this Ordinance to (1) encourage healthy, active living, (2) reduce traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, and (3) improve safety and quality of life for residents of the Municipality of Bethel Park by providing safe and convenient parking for bicycles;

## SECTION II. BICYCLE PARKING REQUIREMENTS FOR NEW DEVELOPMENT AND MAJOR RENOVATIONS.

§ 1. **PURPOSE:** The purpose of this section is to provide sufficient safe and convenient bicycle parking in New Developments and Major Renovations to encourage bicycling as a form of transportation, reducing traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. **DEFINITIONS:** Unless the context clearly requires otherwise, the following terms shall have the following meanings:

- (A) **“Bicycle Parking Space”:** A physical space that is a minimum of 2.5 feet in width by 6 feet in length with a vertical clearance of at least 7 feet that allows for the parking of one bicycle, and if located outside, is hard surfaced and well drained.
- (B) **“Bike Locker”:** A lockable enclosure consistent with industry standards that (i) can hold one bicycle, (ii) is made of durable material, (iii) is designed to fully protect the bicycle against: rain, snow, ice, high winds, (iv) provides secure protection from theft, (v) opens sufficiently to allow bicyclists easy access, and (vi) is of a character and color that adds aesthetically to the immediate environment.
- (C) **“Bike Rack”:** A device consistent with industry standards that (i) is capable of supporting a bicycle in a stable position, (ii) is made of durable materials, (iii) is no less than 36 inches tall (from base to top of rack) and no less than 1.5 feet in length, (iv) permits the securing of the bicycle frame and one wheel with a U-shaped lock, and (v) is of a character and color that adds aesthetically to the immediate environment.
- (D) **“In-Street Bicycle Parking”:** A portion of a vehicle parking and or other area on a roadway that is set aside for the parking of bicycles.
- (E) **“Long-Term Bicycle Parking”:** Bicycle parking that is primarily intended for bicyclists who need bicycle parking for more than 3 hours and is fully protected from the weather.
- (F) **“Long-Term Bicycle Parking Space”:** A Bicycle Parking Space that provides Long-Term Bicycle Parking.
- (G) **“Major Renovation”:** Any physical improvement of an existing building or structure, excluding single-family dwellings and multi-family dwellings with 4 or fewer units, that requires a building permit and has an estimated construction cost equal to or exceeding \$50,000.
- (H) **“New Development”:** Any construction of a new building or facility that requires a building permit, excluding single-family dwellings and multi-family dwellings with 4 or less units.

- (I) **“Short-Term Bicycle Parking”**: Bicycle parking primarily intended for bicyclists who need bicycle parking for 3 hours or less.
- (J) **“Short-Term Bicycle Parking Space”**: A Bicycle Parking Space that provides Short-Term Bicycle Parking.

§ 3. BICYCLE PARKING SPACES REQUIRED: Short-Term and Long-Term Bicycle Parking Spaces shall be required for all New Development and Major Renovations.

(A) **Required Number of Bicycle Parking Spaces**: All New Development and Major Renovations shall provide at least the number of Short-Term and Long-Term Bicycle Parking Spaces identified in the table in this subsection Section II, § 3(A); however, the number shall not fall below a minimum of 2 Short-Term and ] Long-Term Bicycle Parking Spaces, regardless of other provisions herein, except that multi-family dwellings that have private garages (or equivalent separate storage space for each unit) are not required to provide any Long-Term Bicycle Parking Spaces. Where the calculation of total required spaces results in a fractional number, the next highest whole number shall be used. Up to half of the required Short-Term Bicycle Parking Spaces may be replaced with Long-Term Bicycle Parking Spaces.

General Use Category	Specific Use	Number of Short-Term Bicycle Parking Spaces Required	Number of Long-Term Bicycle Parking Spaces Required
<b>Residential</b>	Multi-Family Dwelling with more than 4 units:		
	(a) <i>without</i> private garage or equivalent separate storage space for each unit	[.05] per bedroom <i>or</i> [1] per [20] units	[.5] per bedroom <i>or</i> [1-4] per [4] units
	(b) <i>with</i> private garage or equivalent separate storage space for each unit	[.05] per bedroom <i>or</i> [1] per [20] units	None
<b>Commercial</b>	Office Building	[1] per each [20,000] <a href="#">sq.ft.</a> of floor area	[1-1.5] per [10,000] <a href="#">sq.ft.</a> of floor area
	General Retail	[1] per each [5,000] <a href="#">sq.ft.</a> of floor area	[1] per [10,000-12,000] <a href="#">sq.ft.</a> of floor area
	Grocery	[1] per each [2,000] <a href="#">sq.ft.</a> of floor area	[1] per [10,000-12,000] <a href="#">sq.ft.</a> of floor area
	Restaurant	[2] spaces	[1] per [10,000-12,000] <a href="#">sq.ft.</a> of floor area
	Parking Garage	[1] per [20] motor vehicle spaces	[1] per [20] motor vehicle spaces
	Outdoor Parking Lot		[2] spaces

<b>Civic</b>	<p>Non-assembly cultural (e.g., library, government buildings)</p> <p>Assembly (e.g., church, theater, stadiums, parks)</p> <p>Schools (K-12)</p> <p>Colleges and Universities</p>	<p>[1] per each [8,000 -10,000] sq. ft. of floor area</p> <p>Spaces for [2-5] per cent of maximum expected daily attendance</p> <p>[1] per each [20] students of planned capacity</p> <p>[1] per each [10] students of planned capacity</p>	<p>[1 -1.5] per each [10-20] employees</p> <p>[1- 1.5] per each [20] employees</p> <p>[1] per each [10-20] employees and [1] per each [20] students of planned capacity for grades 6-12</p> <p>[1] per each [10-20] employees and [1] per each [10] students of planned capacity or [1] per each [20,000] sq. feet of floor area, whichever is greater</p>
<b>Industrial</b>	Manufacturing and Production, Agriculture	[2] spaces (Can be increased at discretion of Planning/Zoning Administrator)	[1] per 20 employees

(B) If the New Development or Major Renovation is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the Planning Director/Zoning Administrator.

**§ 4. BUILDING PERMITS AND CERTIFICATES OF OCCUPANCY:** Prior to issuance of a building permit for New Development or a Major Renovation, the submitted plans must include specific provisions for bicycle parking that are consistent with the requirements of this Ordinance. No certificate of occupancy for said building permit shall issue at the conclusion of the project until The Municipality of Bethel Park finds that the applicable provisions of this Ordinance have been complied with.

**§ 5. EXISTING BICYCLE PARKING AFFECTED BY CONSTRUCTION:** In the event that the Municipality of Bethel Park has authorized a permit holder to remove existing bicycle parking in the public right-of-way due to construction, the permit holder shall replace such bicycle parking no later than the date of completion of the construction. At least 7 days prior to removal of such bicycle parking, the permit holder shall post, in the immediate vicinity of the bicycle parking area, a weather-proof notice, with a minimum type size of 1 inch, specifying the date of removal. In the event that any bicycles remain parked on the date of the removal, such bicycles shall be stored for a reasonable period, not less than 45 days, and a conspicuous, weather-proof notice shall be placed as close as feasible to the site of the removed bicycle parking containing information as to how to retrieve a removed bicycle.

If bicycle parking is likely to be removed, pursuant to this section, for more than 120 days, it shall, to the extent possible, be temporarily re-sited, in coordination with Planning Department and the Department of Public Works, to a location as close to the original site as feasible, pending completion of the construction. If the temporary site is not clearly visible from the original site, the permit holder shall post a conspicuous, weather-proof notice in the immediate vicinity of the original site informing bicyclists of the location of the temporary site.

**§ 6. BICYCLE PARKING standards - GENERAL:**

(A) All Bicycle Parking Spaces shall be:

well lit if accessible to the public or bicyclists after dark;

located to ensure significant visibility by the public and building users, except in the case of Long-Term Bicycle Parking that is located in secured areas;

accessible without climbing more than one step or going up or down a slope in excess of [12] percent, and via a route on the property that is designed to minimize conflicts with motor vehicles and pedestrians.

(B) All In-Street Bicycle Parking and Bicycle Parking Spaces located in a parking facility shall be:

(1) clearly marked; and

(2) separated from motor vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles.

(C) All Bike Racks shall be located at least 36 inches in all directions from any obstruction, including but not limited to other Bike Racks, walls, doors, posts, columns, or exterior or interior landscaping.

(D) Unless Bicycle Parking Spaces are clearly visible from an entrance, a sign indicating their location shall be prominently displayed outside the main entrance to the building or facility, and additional signs shall be provided as necessary to ensure easy way finding. A "Bicycle Parking" sign shall also be displayed on or adjacent to any indoor room or area designated for bicycle parking. All outdoor signs required by this subsection [Section II, § 6(D)] shall be no smaller than [12 x 18 inches and utilize a type size of at least [2] inches. All indoor signs required by this subsection Section II, § 6(D) shall be no smaller than 8 x 10 inches and utilize a type size of at least 5/8 inch.

**§ 7. ADDITIONAL REQUIREMENTS APPLICABLE TO SHORT-TERM BICYCLE PARKING ONLY:** All Short-Term Bicycle Parking Spaces shall contain Bike Racks and shall meet the following requirements, in addition to the requirements in Section II, § 3 above:

**(A) Location:**

(1) Short-Term Bicycle Parking must be located either (a) within 50 feet of the main public entrance of the building or facility, or (b) no further than the nearest motor vehicle parking space to the main public entrance (excluding parking for individuals with disabilities), whichever is closer. If the New Development or Major Renovation contains multiple buildings or facilities, the required Short-Term Bicycle Parking shall be distributed to maximize convenience and use.

(2) Short-Term Bicycle Parking Spaces may be located either (a) on-site or (b) in the public right-of-way (e.g., sidewalk or In-Street Bicycle Parking), provided that an encroachment permit is obtained for the installation and the installation meets all other requirements of [indicate the law governing encroachments on public rights-of-way]. If Bike Racks are located on public sidewalks, they must provide at least 5 feet of pedestrian clearance, and up to [6] feet where available, and be at least 2 feet from the curb.

**(B) Bike Rack Requirements:** Bike Racks used for Short-Term Bicycle Parking must be securely attached to concrete footings, a concrete sidewalk, or another comparably secure concrete surface, and made to withstand severe weather and permanent exposure to the elements.

**§ 8. ADDITIONAL REQUIREMENTS APPLICABLE TO LONG-TERM BICYCLE PARKING ONLY:** Long-Term Bicycle Parking shall be provided in either (1) Bike Lockers or (2) indoor rooms or areas specifically designated for bicycle parking (including designated areas of an indoor parking facility), and shall satisfy the following requirements, in addition to those set forth in [Section II, § 3] above:

**(A) Location:** Long-Term Bicycle Parking may be located either on- or off-site. If located off-site, it shall be no more than 300 feet from the main public entrance.

**(B) Requirements for Indoor Long-Term Bicycle Parking:** Long-Term Bicycle Parking located in designated indoor rooms or areas shall contain Bike Racks or comparable devices. Such rooms shall be designed to maximize visibility of all portions of the room or designated area from the entrance. Supplemental security measures (such as limiting access to a designated indoor bike parking room to persons with a key, smart card, or code) are optional.

**§ 9. MOTOR VEHICLE PARKING SPACE CREDITS:**

**(A)** For every 6 Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding parking spaces for individuals with disabilities) on a site shall be reduced by 1 space.

**(B)** To encourage the installation of showers at non-residential sites, the number of required off-street motor vehicle parking spaces for such sites shall be reduced as follows: A credit of 1 space shall be provided for the first shower installed, with additional off-street motor vehicle parking credits available at a rate of [1] space for each additional shower provided per 25 required Bicycle Parking Spaces. In order to claim these credits, which shall be in addition to the bicycle parking credits provided for in Section II, § 9(A), shower facilities must be readily available for use by all employees of the New Development or Major Renovation.

**§ 10. MODIFICATION OF REQUIREMENTS:** In the event that satisfying all of the requirements of [Section II] would be (a) infeasible due to the unique nature of the site, or (b) cause an unintended consequence that undermines the purpose of this Ordinance, a property owner (or designee) may submit a written request to the [Planning Director/Zoning Administrator/other Local Administrator or designee] for a modification of the requirements of Section II. The request shall state the specific reason(s) for the request, provide supporting documentation, and propose an alternative action that will allow the purposes of this Ordinance to be fulfilled as much as possible.

### SECTION III. BICYCLE PARKING REQUIREMENTS FOR PARKING FACILITIES.

§ 1. **PURPOSE:** The purpose of [Section III] is to provide sufficient safe and convenient bicycle parking in parking facilities so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. **DEFINITIONS:** The definitions set forth in Section II, § 2 shall apply to [Section III], unless the context clearly requires otherwise.

§ 3. **LICENSING CONDITIONS:** As a condition of the issuance or renewal of a license required by the Municipality of Bethel Park for a parking facility, parking facilities shall provide 1 Bicycle Parking Space per each 20 vehicle parking spaces provided, with a minimum of 6 Bicycle Parking Spaces. Where the calculation of total required spaces results in a fractional number, the next highest whole number shall be used.

§ 4. **LOCATION:** All Bicycle Parking Spaces required by [Section III] shall be located in an area, preferably on the ground floor, that (i) can be conveniently and safely accessed by bicycle and by foot in a way that minimizes conflicts with motor vehicles, (ii) is not isolated, and (iii) maximizes visibility by parking facility patrons and attendants. If the licensed parking facility has multiple entrances, the required Bicycle Parking Spaces may be spread out among the multiple entrances. Bicycle Parking Spaces shall be accessible without climbing more than one step or going up or down a slope in excess of 12 percent.

§ 5. **BIKE RACKS:** All Bicycle Parking Spaces required by [Section III] shall contain Bike Racks and shall be well lit if accessible to the public or bicyclists after dark or if in an interior or darkened location. All Bike Racks shall also provide a clearance of at least [36 inches in all directions from any obstruction (including but not limited to other bike racks, walls, doors, posts, columns or landscaping), and shall be separated from vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles. All Bike Racks located outdoors shall also be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.

§ 6. **SIGNAGE:** Parking facilities shall also install prominent signs, no smaller than 12 x 18 inches and utilizing a type size of at least [2] inches, in or near each entrance that advertise the availability of bicycle parking, and the location, if it is not visible from the entrance.

§ 7. **CONTRACTUAL LIMITS ON LIABILITY:** Section III shall not interfere with the rights of a parking facility owner (or designee) to enter into agreements with facility users or take other lawful measures to limit the parking facility's liability to users, including bicycle users, with respect to parking in the parking facility, provided that such agreements or measures are otherwise in accordance with the requirements of this Ordinance and the law.

### SECTION IV. BICYCLE PARKING REQUIREMENTS FOR SPECIAL EVENTS INVOLVING STREET CLOSURES.

§ 1. **PURPOSE:** The purpose of [Section IV] is to provide sufficient safe and convenient bicycle parking at special events involving street closures to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. **CONDITIONS ON STREET CLOSURE PERMITS:** As a condition of a permit for the closure of a street for a special event in which the daily number of participants is projected to be 1,000 or more, monitored bicycle parking shall be provided by the event sponsor (or a designee) for at least 1 % of expected daily participants beginning ½ hour before and ending ½ hour after the time of the event each day of the event.

§ 3. **REQUIREMENTS FOR MONITORED PARKING:** Monitored bicycle parking shall include the presence, at all times, of one attendant, or more as needed, to receive bicycles, dispense claim checks, return bicycles, and provide security for all bicycles.

§ 4. **LOCATION:** All monitored bicycle parking shall be located within 500 feet of at least one regular entrance or access point to the event.

§ 5. **PUBLICITY AND SIGNAGE:** All publicity, including signs, for the event shall state the availability of monitored bicycle parking, its location, and cost, if any. All event maps shall include the location of monitored bicycle parking. If monitored bicycle parking is not within eyeshot of each entrance, signs shall be provided to ensure easy way finding.

§ 6. **INSURANCE COVERAGE AND FEES:** The event sponsor or designee must provide insurance coverage for the monitored bicycle parking in case of damaged or stolen bicycles, and may charge users a fee to cover the cost of providing the monitored parking.

## **SECTION V. REMOVAL OF ABANDONED BICYCLES.**

§ 1. **PURPOSE:** The purpose of Section V is to ensure the reasonably prompt removal of bicycles abandoned in Bicycle Parking Spaces so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

§ 2. **DEFINITIONS:** The definitions set forth in Section II, § 2 of this Ordinance shall apply to Section V, unless the context clearly requires otherwise.

§ 3. **REMOVAL REQUIREMENTS:** On a quarterly basis, owners of property (or a designee) subject to Sections II or III of this Ordinance shall remove, from all Bicycle Parking Spaces associated with their property, including those located on the public right-of-way, bicycles that have been abandoned. A bicycle shall be deemed to be abandoned if it has not been removed after having been tagged with a notice of removal for 2 weeks for Short-Term Bicycle Parking Spaces or 4 weeks for Long-Term Bicycle Parking Spaces. However, a bicycle shall not be deemed to be abandoned if the bicyclist and property owner (or designee) have a written agreement regarding provision of long term storage covering the time period in question. Abandoned bicycles may be donated to non-profits that reuse bicycles or may be disposed of in any lawful manner.

## **SECTION VI. IMPLEMENTATION OF Ordinance.**

§ 1. **REGULATIONS AND PROCEDURES:** The Planning Director/Zoning Administrator and/or other relevant local administrator(s) are authorized to promulgate new and amend existing rules, regulations, procedures or forms as necessary or appropriate to implement the provisions of this Ordinance.

§ 2. **TRAINING:** The Municipality of Bethel Park shall periodically make trainings or training materials available to planners and other employees involved in the implementation and enforcement of this Ordinance.

§ 3. **REPORTING:** The Planning Director/Zoning Administrator shall provide an annual report to the Municipality of Bethel Park regarding the implementation of this Ordinance that shall, at a minimum, include the following information relevant to the preceding year: (1) the number of Short and Long-Term Bicycle Parking Spaces created pursuant to Sections II and III, and the number of events for which special event bicycle parking was provided under Section IV ; (2) *(if applicable)* a brief summary of each request for modification received and action taken in response thereto; and (3) any other information learned that would improve future implementation of this Ordinance and its goals.

## **SECTION VII. STATUTORY CONSTRUCTION:**

(A) All ordinances or parts thereof that conflict or are inconsistent with this Ordinance are repealed to the extent necessary to give this Ordinance full force and effect.

(B) If any section or portion of this Ordinance is judicially invalidated for any reason, that portion shall be deemed a separate and independent provision, and such ruling shall not affect the validity of the remaining portions of this Ordinance.

**SECTION VIII. EFFECTIVE DATE:** This Ordinance shall be effective upon passage, except that:

(A) Section II, § 3 Bicycle Parking Spaces Required, and Section II, § 4 Building Permits and Certificates of Occupancy shall only apply to New Development and Major Renovations for which a building permit is issued on or after the Effective Date.

(B) Section IV Bicycle Parking Requirements for Special Events Involving Street Closures shall not apply to events for which the temporary street closure was authorized pursuant to an application submitted prior to the Effective Date.

**RESOLVED AND ADOPTED** by COUNCIL at a duly assembled public meeting held this \_\_\_ day of \_\_\_\_\_, 2026.

**ATTEST:**

**MUNICIPALITY OF BETHEL PARK**

\_\_\_\_\_  
Manager/Secretary

\_\_\_\_\_  
MUNICIPAL OFFICIAL



# Appendix C - Safe Routes to School

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220



August 21, 1990

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

wDC Dear Miss Gilvear:

We have reviewed the hazardous walking route request from the Bethel Park School District for Lincoln Elementary School.

Based on the guidelines criteria, we consider the following portions of the route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
Donna L. Harshman, Director of Transportation

110/WMS/WDC/sjr

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 8, 1990, William D. Casselberry,  
an authorized representative of the Department of Transportation inspected the Valley  
Drive area, (L.R.         ) in Intermediate Unit No. 3,  
for the Bethel Park School District         , Between Valley Drive, Lucille Drive  
and Marge Street ~~xxxx~~ for Lincoln Elementary School  
in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions  
of the route listed below are declared hazardous for the following reasons:  
Chapter 447, Subsection 447.4, Paragraph (b), Table (i) (ii). The shoulders are  
less than four feet wide and for streets and highways with an average traffic volume  
of at least ten vehicles per hour during the time students are walking, a 3.5 foot  
tall Elementary School Student or a 4.5 foot Secondary Student is not visible by  
approaching drivers; the safe speed is 20-25 miles per hour or less, the sight  
distance is less than the required 200 feet. Studies conducted show the following  
road to have more than the necessary (10) vehicles per hour: Valley Dr. (55); Lucille  
Dr. (35); Gene Dr. (32). The above figures shown are for 15 minute period and have  
surpassed the required number of (70) vehicles required.

Certified by:

Assistant District Engineer, Maintenance  
Engineering District 11-0

*File*

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION



Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220

August 21, 1990

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

*WDC*

Dear Miss Gilvear:

*TF*

We have reviewed the hazardous walking route request from the Bethel Park School District.

Based on the guidelines criteria, we consider the following route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
Donna L. Harshman, Director of Transportation

110/WMS/WDC/sjr

County Allegheny County  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 14 & 15, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected  
Florida Avenue area, (L.R.         ) in Intermediate Unit No. 3,  
for the Bethel Park School District         , Between the Sarah St. and Mesta St.  
area          for  
~~XND~~ Franklin Elementary School  
in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions  
of the route listed below are declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i) (ii). The shoulders are  
less than four feet wide and for streets and highways with an average traffic volume  
of at least ten vehicles per hour during the time students are walking, a 3.5 foot  
tall Elementary School Student or a 4.5 foot Secondary Student is not visible by  
approaching drivers; the safe speed is 15-25 miles per hour or less, the sight  
distance is less than the required 200 feet. Studies conducted showed the following  
roads to have less than the required 200 ft. sight distance: O'Neill Dr.(16);  
Fera Dr.(11); Annetta Dr.(15); Ledar St.(11); Cherry St.(13); Chestnut St.(13) and  
Ohio St.(26).

Certified by:

Assistant District Engineer, Maintenance  
Engineering District 11-0

County Allegheny County

Municipality Bethel Park Borough

Intermediate Unit No. 3

School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 14 & 15, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected

Florida Avenue area, (L.R.         ) in Intermediate Unit No. 3,

~~for the Bethel Park School District~~, Between the Sarah St. and Mesta St.

~~area~~ for ~~and~~ Franklin Elementary School

in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines the Route is  
declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Table (2) (i) of the "Criteria for  
Determination of Hazardous Walking Routes", safe running speed is 35 M.P.H. or less:

The shoulders are less then four feet wide and in a fifteen minute (15) period for

Elementary School Students, the traffic volume is greater then the (30 ) vehicles

required. Studies conducted show the following roads to have more then the necessary

(30) vehicles required: Sarah St.(31); W.Monroe St.(30); Florida Ave.(32); Clark Ave.(30);

Main St.(34); South Pennsylvania(38); W.Library Rd.(61); South Park Rd.(241); Bertha St.(33);

Mesta St.(33), and North Pennsylvania Ave.(48).

Certified by:

Assistant District Engineer, Services  
Engineering District 11-0

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220



August 14, 1990

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

Dear Miss Gilvear:

We have reviewed the hazardous walking route request from the Bethel Park School District for Logan Elementary School.

Based on the guidelines criteria, we consider the following to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
D. L. Harshman, Director of Transportation

110/WMS/WDC/sjr

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 9, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected the Glen Hill Dr. and Keyston Drive areas, (L.R. ) in Intermediate Unit No. 3, for the Bethel Park School District, Between Glen Hill Dr., Cherry View Lane and Clark Avenue areas ~~for~~ Logan Elementary School in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions of the route listed below are declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i)(ii). The shoulders are less than four feet wide and for streets and highways with an average traffic volume of at least ten vehicles per hour during the time students are walking, a 3.5 foot tall Elementary School Student or a 4.5 foot Secondary Student is not visible by approaching drivers; the safe speed is 20-25 miles per hour or less, the sight distance is less then the required 200 feet. Studies conducted showed the following roads to have less then the required sight distance of 200 feet: Clark Ave. (37); Glen Hill Dr. (35); Wilson Dr. (36); Delfield Dr. (31); Cherry View Lane (32).

Certified by:

Assistant District Engineer, Maintenance  
Engineering District 11-0

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 9, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected Glen Hill Dr.  
and Keystone Drive areas \_\_\_\_\_, (L.R. \_\_\_\_\_) in Intermediate Unit No. 3,  
for the Bethel Park School District \_\_\_\_\_, Between Glen Hill Dr., Cherry View Lane and  
Clark Avenue areas for  
~~xxx~~ Logan Elementary School  
in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines the Route is  
declared hazardous for the following reasons:

Chapter 6, Subsection 6.4, Paragraph (b) Table (2)(ii) of the "Criteria for  
Determination of Hazardous Walking Routes", safe running speed is over 35 M.P.H. or less  
The shoulders are less than four feet in width and in a fifteen minute (15) period  
for Elementary School Students, the traffic volume is greater then the (30 ) vehicles  
required . Studies conducted show the following roads to have more then the necessary  
30 vehicles required: Clark Ave. (37); Glen Hill Dr. (32); Wilson Dr. (36); Delfield  
Dr. (31).

Certified by:

Assistant District Engineer, Services  
Engineering District 11-0

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220



September 21, 1989

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Borough of Bethel Park  
Bethel Park Area School District  
Student Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

OPK  
Dear Miss Gilvear:

We have reviewed the hazardous walking route request from the Bethel Park School District for the Washington Elementary School.

Based on the guidelines criteria, we consider the following portions of the route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

TK  
William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
Danna L. Harshman, Director, Bethel Park School District  
Alice S. Langtry, State Representative  
John P. Carmassi

110/WMS/WDC/sjr

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 03  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On September 12, 1989, William D. Casselberry,

an authorized representative of the Department of Transportation inspected

Dashwood Area Plan, (L.R.         ) in Intermediate Unit No. 03,

For Washington Elementary School, Between Clifton Road and Limestone Road

for  
~~SAC~~ Bethel Park School District

in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions of the route listed below are declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i)(ii). The shoulders are less than four feet wide and for streets and highways with an average traffic volume of at least ten vehicles per hour during the time students are walking, a 3.5 foot tall Elementary School Student or a 4.5 foot Secondary Student is not visible by approaching drivers; the safe speed is 25 miles per hour or less, the sight distance is less than the required 200 feet. The study area

included: Highfield Drive, Limestone Drive, Fruitwood Drive, Tidewood Drive and Thunderwood Drive, All roadways met or exceeded the required number of vehicles per hour (10).

Certified by:



Assistant District Engineer, Maintenance  
Engineering District 11-0



**pennsylvania**

DEPARTMENT OF TRANSPORTATION

[www.dot.state.pa.us](http://www.dot.state.pa.us)

November 22, 2017

Pennsylvania Department of Education  
Bureau of Budget and Fiscal Management  
Division of Subsidy Data and Administration  
333 Market Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17126-0333

Re: Allegheny County  
Bethel Park Area School District  
Summit Street between Highland Avenue and Broad Street  
Student Walking Route Request

Dear Sir or Madam:

The Department has reviewed the student walking route request submitted by the Bethel Park Area School District in Allegheny County.

Based on the guidelines criteria, we consider this submitted route to be **non-hazardous** as noted on the attached Certification Form.

Your interest in our transportation system in Allegheny County is appreciated. Should you have any further questions about this matter or require additional information, please contact Mr. William Lesterick, District Safety Manager at (412) 429-4803 or me at (412) 429-4975.

Sincerely,  
**PENNDOT District 11**

A handwritten signature in black ink, appearing to read "Todd M. Kravits".

Todd M. Kravits, P.E.  
District Traffic Engineer

Attachments

1100/TMK/WL/bas

cc:

Todd M Kravits, P.E., District Traffic Engineer, TU #6991

William Lesterick, District Safety Manager

File

Josh Grimm, Civil Engineer

Mr. Leonard A. Corazzi, Director, Finance, Operations and Human Services, Bethel Park  
Area School District, 301 Church Road, Bethel Park, PA 15102

**SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION**

On November 14, 2017, the Pennsylvania Department of Transportation investigated Summit Street in Intermediate Unit No. Bethel Park Area School District, between Highland Avenue and Broad Street in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation Guidelines, the above walking route request was reviewed and found to be non-hazardous, based on the criteria established under Chapter 447, Title 67 of the Pennsylvania Code.

**Certified by:  
PENNDOT District 11**



**Todd M. Kravits, P.E.  
District Traffic Engineer**

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION



Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220

September 20, 1989

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Student Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

Dear Miss Gilvear:

We have reviewed the hazardous walking route request from the Bethel Park School District for Washington Elementary School.

Based on the guidelines criteria, we consider the following portions of the route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
Danna L. Harshman, Director, Bethel Park School District  
Alice S. Langtry, State Representative  
John P. Carmassi

110/WMS/WDC/sjr



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220



September 23, 1991

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Walking Route Request

Dr. Wayne Boyer, Coordinator  
Pupil Transportation - Department of Education  
333 Market Street - Harristown Building No. 2  
Harrisburg, PA 17126

Dear Dr. Boyer:

We have reviewed the hazardous walking route request from the Bethel Park School District for Neil Armstrong Elementary School.

Based on the guidelines criteria, we consider the following route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
Donna L. Harshman, Director, Bethel Park School

110/WMS/WDC/sjr

County Allegheny

Municipality Bethel Park Borough

Intermediate Unit No. 3

School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 10, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected Library Rd., Kings School Rd. & Berryman Rd. Area, (L.R.           ) in Intermediate Unit No. 3, for the Bethel Park School District, Between Berryman Rd. and Kings School Road for ~~and~~ Neil Armstrong Elementary School in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines the Route is declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Table (2) (i) of the "Criteria for Determination of Hazardous Walking Routes", safe running speed is 35 M.P.H. or less: The shoulders are less than four feet wide and in a fifteen minute (15) period for Elementary School Students, the traffic volume is greater than the (30) vehicles required ~~XXXXX~~. Studies conducted show the following roads to have more than the necessary 30 vehicles required: Library Rd. (202), Kings School Rd. (64); Berryman Road (55); Horseshoe Drive (32); McPherson Ave. (40); Boyer Ave. (30); Murry Ave. (32); Bethel Park Dr. (32).

Certified by:

Assistant District Engineer, Services  
Engineering District 11-0

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 10, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected Library Road Kings School Road & Berryman Rd. Area, (L.R. \_\_\_\_\_) in Intermediate Unit No. 3, for the Bethel Park School District, Between Berryman Rd. & Kings School Road Area for and Neil Armstrong Elementary School in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions of the route listed below are declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i)(ii). The shoulders are less than four feet wide and for streets and highways with an average traffic volume of at least ten vehicles per hour during the time students are walking, a 3.5 foot tall Elementary School Student or a 4.5 foot Secondary Student is not visible by approaching drivers; the safe speed is <sup>20-25</sup> miles per hour or less, the sight distance is less than the required 200 feet (~~xxxxxxx~~); total vehicles as follows:

Horseshoe Drive = 32; Berryman Rd. = 55; Kings School Rd. = 64; McPherson Ave. = 40; Murry Ave. = 32; Bethel Park Dr. = 32. The number of vehicles shown is for a 15 minute period, the criteria for sight distance requirement is for a one hour count, however, more than the necessary number of vehicles were counted in the 15 minute period.

Certified by:

Assistant District Engineer, Maintenance  
Engineering District 11-0

*File*

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

*WPA Bil*

Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220



August 29, 1990

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

*W.P.D.*

Dear Miss Gilvear:

We have reviewed the hazardous walking route request from the Bethel Park School District for Memorial Elementary School.

Based on the guidelines criteria, we consider the following route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
D. L. Harshman, Director of Transportation

110/WMS/WDC/sjr

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 20, 1990, William D. Casselberry,  
an authorized representative of the Department of Transportation inspected the  
Elderwood Area, (L.R.         ) in Intermediate Unit No. 3,  
for the Bethel Park School District, Between Patterson Road and  
Thornwood Drive <sup>for</sup> Memorial Elementary School  
<sub>and</sub>  
in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions  
of the route listed below are declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i) (ii). The shoulders are  
less than four feet wide and for streets and highways with an average traffic volume  
of at least ten vehicles per hour during the time students are walking, a 3.5 foot  
tall Elementary School Student or a 4.5 foot Secondary Student is not visible by  
approaching drivers; the safe speed is 15-20 miles per hour or less, the sight  
distance is less then the required 200 feet . Studies conducted showed the following  
roads to have less then the required sight distance of 200 feet: Thornwood Dr.(33);  
Glenrock Dr.(33); Patterson Rd.(57); Chessbriar Dr.(32) and Elderwood Dr.(30).

Certified by:

Assistant District Engineer, Maintenance  
Engineering District 11-0

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 20, 1990, William D. Casselberry,  
an authorized representative of the Department of Transportation inspected the  
Elderwood Area \_\_\_\_\_, (L.R. \_\_\_\_\_) in Intermediate Unit No. 3,  
for the Bethel Park School District \_\_\_\_\_, Between Patterson Road and  
Thornwood Drive ~~and~~ for Memorial Elementary School  
in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines the Route is  
declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Table (2) (i) of the "Criteria for  
Determination of Hazardous Walking Routes", safe running speed is 35 M.P.H. or less:  
The shoulders are less than four feet wide and in a fifteen minute (15) period for  
Elementary School Students, the traffic volume is greater than the (30) vehicles  
required. Studies conducted show the following roads to have then the necessary (30)  
vehicles required: Thornwood Dr. (33); Chessbriar Dr. (32); South Park Rd. (217); Patterson  
Rd. (57); Elderwood Dr. (30) and Glenrock Dr. (33).

Certified by:

Assistant District Engineer, Services  
Engineering District 11-0

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

Four Parkway Center  
875 Greentree Road  
Pittsburgh 15220



August 29, 1990

IN REPLY REFER TO

W. D. Casselberry (6-649-4622)  
Allegheny County - Bethel Park Borough  
Bethel Park School District  
Walking Route Request

Miss Elaine Gilvear  
Department of Education  
4th Floor - Harristown Building No. 2  
Harrisburg, Pennsylvania 17126

*WMS*  
Dear Miss Gilvear:

*W*  
We have reviewed the hazardous walking route request from the Bethel Park School District for Memorial Elementary School.

Based on the guidelines criteria, we consider the following portions of the route to be hazardous for the reasons noted on the attached Certification Form.

Should you have any questions in regard to this matter, please contact Mr. William Casselberry of our Traffic Engineering Unit at the above number.

Very truly yours,

William M. Sacco, P.E.  
Assistant District Engineer  
Maintenance

Attachment

Copy to:  
D. L. Harshman, Director of Transportation

110/WMS/WDC/sjr

County Allegheny  
Municipality Bethel Park Borough  
Intermediate Unit No. 3  
School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
CERTIFICATION

On August 16, 17, 1990, William D. Casselberry,

an authorized representative of the Department of Transportation inspected the Patterson Road and Voss Road area, (L.R. \_\_\_\_\_) in Intermediate Unit No. 3, for the Bethel Park School District, Between South Park Road, Crestview Drive and Eastview Road for ~~XXX~~ Memorial Elementary School in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines the Route is declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Table (2) (i) of the "Criteria for Determination of Hazardous Walking Routes", safe running speed is 35 M.P.H. or less: The shoulders are less than four feet wide and in a fifteen minute (15) period for Elementary School Students, the traffic volume is greater than the (30) vehicles required. Studies conducted showed the following roads to have more than the necessary (30) vehicles required: South Park Rd. (221); Patterson Rd. (35); Crestview Dr. (31) and Apple Rd. (31).

Certified by:

Assistant District Engineer, Services  
Engineering District 11-0

County Allegheny  
 Municipality Bethel Park Borough  
 Intermediate Unit No. 3  
 School District Bethel Park

SCHOOL STUDENT WALKING ROUTE  
 CERTIFICATION

On August 16, 17, 1990, William D. Casselberry,  
 an authorized representative of the Department of Transportation inspected the Patterson  
 Road and Voss Road area, (L.R. \_\_\_\_\_) in Intermediate Unit No. 3,  
 for the Bethel Park School District, Between South Park Road, Crestview Drive  
 and Eastview Road ~~and~~ <sup>for</sup> Memorial Elementary School  
 in Allegheny County.

The results of the investigation indicate:

In accordance with the Department of Transportation's Guidelines, those portions  
 of the route listed below are declared hazardous for the following reasons:

Chapter 447, Subsection 447.4, Paragraph (b), Table (i) (ii). The shoulders are  
 less than four feet wide and for streets and highways with an average traffic volume  
 of at least ten vehicles per hour during the time students are walking, a 3.5 foot  
 tall Elementary School Student or a 4.5 foot Secondary Student is not visible by  
 approaching drivers; the safe speed is 15-20 miles per hour or less, the sight  
 distance is less than the required 200 feet. Studies conducted showed the following  
 roads to have less than the required sight distance of 200 ft.: Eastview Rd. (17);  
 Oaklyn Rd. (14); Voss Rd. (16); Sunnyside Rd. (10) and Elmdale Dr. (13).

Certified by:

Assistant District Engineer, Maintenance  
 Engineering District 11-0

# 2025

## Active Transportation Plan

Municipality of Bethel Park

